

NO: R139

COUNCIL DATE: September 14, 2020

---

## REGULAR COUNCIL

TO: **Mayor & Council**

DATE: **September 10, 2020**

FROM: **General Manager, Planning & Development**

FILE: **6520-20**  
(Fraser Highway Corridor)

SUBJECT: **Fraser Highway Corridor and Fleetwood Plan – Status Update Report**

---

## RECOMMENDATION

The Planning & Development Department recommends that Council:

1. Receive this report for information;
2. Amend the Interim Surrey-Langley Skytrain Development Contribution Expectations Policy as described in this report and documented in Appendix “I”;
3. Amend Schedule G – Community Amenity Contributions in *Surrey Zoning By-law, 1993, No. 12000* as described in this report and documented in Appendix “II”;
4. Approve the proposed Fleetwood Plan Area boundary extension as described in this report and documented in Appendix “III”; and
5. Authorize the City Clerk to bring forward the necessary amending bylaws for the required readings and to set a date for the related Public Hearing.

## INTENT

The intent of this report is to provide Council with an update on land use planning for the Fraser Highway Corridor, including the Fleetwood Plan, and to seek endorsement to amend the Interim Surrey-Langley Skytrain Development Contribution Expectations Policy (“Development Contribution Expectations Policy”) and the associated amendments to *Surrey Zoning By-law, 1993, No. 12000* (Schedule G). These proposed amendments are meant to support development momentum along the Surrey-Langley Skytrain Corridor (the “Corridor”) by providing further clarity and guidance to process applicable in-stream development applications allowing them to go forward while the planning process is underway.

## BACKGROUND

On November 5, 2018 Council passed Resolution R18-2088 and unanimously supported to:

- *Direct staff to stop all work on the Surrey Newton Guildford (“SNG”) LRT project and immediately start working with TransLink on a SkyTrain extension from the existing King George SkyTrain Station to Langley City.*

The following month the Mayors’ Council on Regional Transportation endorsed the project. This formalized an extension of the Expo Line SkyTrain through Fleetwood.

On April 1, 2019, Council endorsed Corporate Report No. R059; 2019 which authorized staff to initiate preliminary planning and background studies to support land use planning along the Corridor. The background studies included a market supply and demand study by Colliers International and environmental study by Madrone Environmental.

These studies are complete and are informing the planning process moving forward. The market study provided analysis of market demand for residential and commercial land uses along the Corridor. It also provided guidance on development threshold densities that would trigger the viable redevelopment of key parcels, as well as the conditions to maximize Community Amenity Contributions (“CACs”). The environmental study outcomes are helping to advise staff on areas of environmental sensitivity that should be considered in land use planning, including opportunities for natural area parkland.

On February 10, 2020, following completion of the background studies and a preliminary phase of community engagement, Council endorsed Corporate Report No. R023; 2020 to initiate the typical two-stage secondary land use planning process for the Fleetwood portion of the Corridor. The report outlined a Plan Area 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 (the “Engagement Strategy”) to support the planning process. Step 1 of the Engagement Strategy was intended to establish a vision, principles, and growth objectives. Step 2 of engagement, now underway, will support the development of preliminary land use concepts. Step 3, anticipated to begin later this year, will confirm the preferred draft (Stage 1) Fleetwood Plan.

To provide staff guidance for processing in-stream development applications during the land use planning process, Council also authorized the interim Development Contribution Expectations Policy. This policy was intended to provide clarity to landowners and developers regarding anticipated CAC requirements. It was also intended to support rapid transit investment in Surrey by providing expedited development approvals for applicable projects in parallel with the Surrey-Langley Skytrain (“SLS”) Project. Policy updates are proposed to support the continuation of the planning process.

## DISCUSSION

### Communications and Engagement

#### Step 1 – Getting Started

Step 1 of the Engagement Strategy for the Fleetwood Plan is now complete. It was held through Fall 2019 and included an open house at the Surrey Sport and Leisure Complex, supported by an

online survey and stakeholder meetings. This initial outreach was designed to raise awareness about the planning process and gather input to support the development of a community vision and planning objectives. Over 750 people attended the open house, and 543 provided input through the online survey.

A summary of Step 1 community engagement is attached as Appendix “IV”.

### COVID-19 Considerations

The second phase of engagement (Step 2) was originally scheduled to begin in early 2020 with a comprehensive schedule of events; however, as a result of COVID-19, the City’s primary focus has been to provide key services and ensure for the safety and well-being of those impacted by the crisis. At that time, all in-person public engagement activities were suspended, in keeping with public health recommendations around physical distancing.

To continue advance community planning processes during the pandemic, such as the Fleetwood Plan, staff have explored ways to conduct virtual public engagement. As a result, modifications were made to the Engagement Strategy to focus on virtual engagement opportunities. Engagement methods are now anticipated to stretch beyond conventional online tools and include techniques to reach diverse audiences while addressing the need to respect social distancing guidelines.

### Step 2 – Exploring Options

The City is currently in Step 2 of the Engagement Strategy. Work during this step includes verifying the community vision and planning objectives, generating growth and transportation concepts, and exploring opportunities for new parks, schools, and other community amenities.

As part of engagement for this step the City offered an online survey from May 19, 2020 to June 30, 2020. The survey was supported with a social media campaign, newspaper advertisements, and mail-out letters to all households and businesses within the Plan Area. The campaign was supported by the Fleetwood Business Improvement Association (“BIA”). Over 1,200 people completed the online survey, and there were over 15,000 views of the supporting social media videos.

### *Draft Fleetwood Plan Vision and Objectives*

Based on what we have heard through consultation to date and staff review, a draft vision statement has been developed for the Fleetwood Plan Area:

*“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.”*

In addition, seven draft planning objectives are proposed to guide the Fleetwood Plan:

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

The draft vision and planning objectives will support ongoing Step 2 work including the development of preliminary options for land uses, transportation and parks, and open space. As part of this work, staff will also begin to explore more detailed aspects of the new plan, such as what the core (or downtown) of Fleetwood might look and feel like in the future. This work will be supported by an additional phase of community engagement planned for the Fall, including an online survey and workshop.

A preliminary summary of Step 2 community engagement is attached as Appendix "V". This summary will be updated as additional engagement is completed.

### Step 3 – Developing the Plan

Step 3 of the Engagement Strategy is expected to begin at the end of 2020, following the completion of Step 2. It will support the development of the preferred draft land use plan, building from input received through Step 2 engagement. Step 3 engagement will include additional online engagement tools, including surveys, workshops, and meetings. The draft (Stage 1) Fleetwood Plan is expected for Council consideration in Spring 2021.

### **Community Amenity Contributions for In-Stream Applications**

The interim Development Contribution Expectations Policy provides direction regarding anticipated CAC requirements along the SLS Corridor. It outlines interim CAC expectations for the broader SLS Corridor, including the Fleetwood Plan Area, where there is no approved Stage 2 Plan. In doing so, it enables development consideration for applicable projects in parallel with the SLS Project.



CAC expectations are reflected within two tiers. Tier 1 CACs are intended for development that is consistent with Council-approved land use plan designations. Portions of the SLS Corridor have existing Tier 1 CAC rates established through approved plans. These rates will be updated, or new rates established, with ongoing and future land use planning as needed. In the interim, areas without approved land use plans will be subject to the citywide non-secondary plan Tier 1 Capital Projects CAC. Tier 2 CACs apply where development is seeking density above approved land use plan designations, commonly known as “density bonusing”.

Currently, a negotiated Tier 2 rate applies along the SLS Corridor, based on a 75% land lift approach. It is proposed that this approach remain for areas outside of the Fleetwood Plan Area.

Within the Fleetwood Plan Area, the Colliers market study proposed an interim Tier 2 flat rate for development up to 2.5 Floor Area Ratio (“FAR”; six-storeys). As such, it is proposed that a new flat rate replace the negotiated land lift approach for applicable developments up to 2.5 FAR. The existing negotiated 75% land lift approach is proposed to remain on applicable development seeking densities above 2.5 FAR. It is intended that these interim Tier 2 CAC rates for the Fleetwood Plan Area will be updated to a single fixed rate CAC as part of the Stage 2 Plan process.

These proposed interim CAC rates will help to appropriately guide in-stream development applications concurrently with the planning process, until the final (Stage 2) CAC rates are established

#### Proposed Policy Amendments for Contribution Policy

Currently, rezoning applications that are compliant and aligned with an existing and approved Stage 1 Plan, or abutting Fraser Highway and less than or equal to six-storeys, and less than or equal to 2.5 FAR, may be considered concurrently with land use planning along the Corridor. For these development applications, a Tier 2 CAC rate applies if development is seeking density above approved *Surrey Official Community Plan Bylaw, 2013, No. 18020* (“the OCP”) or secondary land use plan designations. For applications within the Fleetwood Plan Area, the interim Tier 2 CAC rate is proposed at a flat rate of \$15 per square foot.

The Tier 2 rates are based on market conditions in each geographic area of the City. The table below shows ultimate Capital Projects Tier 2 CAC rates for all centre areas in the City, and the proposed Fleetwood interim rate.

Area	Tier 2 CAC Flat Rate
City Centre	\$40 / sq. ft.
Semiahmoo Town Centre	\$30 / sq. ft.
Guildford Town Centre	\$20 / sq. ft.
<i>Fleetwood Plan</i>	<i>\$15 / sq. ft. (Proposed Interim)</i>
Newton Town Centre	\$10 / sq. ft.
Cloverdale Town Centre	\$5 / sq. ft.

While the proposed \$15 per square foot CAC rate is significantly lower than the City Centre rate, it is intended to reflect the current pre-Skytrain market conditions for the abovementioned concurrent development typologies in Fleetwood. Development typologies and associated land values along Fraser Highway will increase as the SLS Project progresses. As such, further analysis will be undertaken as part of the Stage 2 Plan. Through this process, it is anticipated that the interim Tier 2 CAC rate will be updated and increased to reflect land use designations and conditions established through the planning process.

The updated Fraser Highway Development Contribution Policy is shown in Appendix “I”.

#### Proposed Zoning By-law Amendments

Staff recommend that Schedule G of *Surrey Zoning By-law, 1993, No. 12000* (“the Zoning By-law”) be amended to update the Fleetwood Town Centre Map (encompassing the Fleetwood Plan Area) and to amend the Tier 2 density bonus rate and phasing (Appendix “II”) as shown in the table below:

	Phase 1	Phase 2	Phase 3
Area	January 1, 2020 to December 31, 2020	January 1, 2021 to December 31, 2021	After December 31, 2021
<b>Areas Identified in Section C.14, Fleetwood Town Centre</b>	\$7.50/ sq. ft.	\$11.25 / sq. ft.	\$15.00 / sq. ft.

In order to improve clarity of the density bonus policy, minor housekeeping amendments to Schedule G of the Zoning By-law are also proposed to better define the timing of in-stream applications and collection of Capital Project Amenity Contributions (Appendix “II”). In addition, the Fleetwood Plan boundary is proposed to be expanded to include lands adjacent to Fraser Highway up to the ALR Boundary, as illustrated in Appendix “III”.

#### Next Steps

Staff will continue to develop the draft (Stage 1) Fleetwood Plan. This will include the development of growth options in the Fall of 2020, and a preferred land use concept in early 2021. The development of the draft plan will be guided by the community vision and planning objectives developed through recent community engagement. The process will include piloting innovative and interactive online engagement, in keeping with Provincial standards for social distancing.



A draft (Stage 1) Fleetwood Plan is anticipated for Council consideration in Spring 2021. Following Stage 1 approval, staff will move into Stage 2 of the planning process. Stage 2 work will include details to implement the Plan over time, including infrastructure and servicing upgrades, urban design guidelines, and a financial strategy. The Stage 2 planning process will also include the finalization of fees and final Tier 1 and 2 CAC rates.

## **SUSTAINABILITY CONSIDERATIONS**

The development of the SLS Project and Fleetwood and Fraser Highway Corridor plans support the objectives of the City's Sustainability Charter 2.0. In particular, this work relates to the Sustainability Charter 2.0 themes of Built Environment and Neighbourhoods, Economic Prosperity and Livelihoods, and Infrastructure. Specifically, these projects support the following Desired Outcomes ("DO"):

- Neighbourhoods and Urban Design DO1: Surrey is comprised of distinct, diverse, and compact neighbourhoods and Town Centres, with an engaging public realm;
- Neighbourhoods and Urban Design DO2: Surrey is well-connected within the city and to the rest of the region by fast and efficient public transit and active transportation infrastructure for all ages and abilities;
- Neighbourhoods and Urban Design DO4: Surrey's neighbourhoods are safe, accessible, well-connected, walkable and bike friendly;
- Neighbourhoods and Urban Design DO8: The built environment enhances quality of life, happiness, and well-being;
- Economy DO6: Efficient land use and well-managed transportation infrastructure are in place to attract businesses and support a thriving economy;
- All Infrastructure DO2: Infrastructure systems provide safe, reliable, and affordable services; and
- Transportation DO11: An integrated and multi-modal transportation network offers affordable, convenient, accessible, and safe transportation choices within the community and to regional destinations.

## **CONCLUSION**

The Fleetwood Plan process continues to move forward, with the first step of community engagement now complete and the second step underway. The Fleetwood Engagement Strategy has been adjusted to respond to the challenges presented by COVID-19. Plans are underway to advance the Stage 1 Plan for Council consideration in Spring 2021.

To keep development momentum moving ahead along the SLS Corridor, the interim Development Contribution Expectations Policy allows applicable in-stream developments to proceed for Council consideration concurrent with land use planning. Proposed amendments will update interim Tier 2 CAC rates until final rates are established through Stage 2 planning.

Based on the above discussion, it is recommended that Council approve amendments to the interim SLS Development Contribution Expectation Policy as described in this report and documented in Appendix “I”, approve amendments to Schedule G of the Zoning By-law as described in this report and documented in Appendix “II”, and approve the Fleetwood Plan boundary extension as described in this report and documented in Appendix “III”.

Jean Lamontagne  
General Manager, Planning & Development

PH/PK/MK/ss/ab

Appendix “I”	Proposed Amendments to Interim Surrey-Langley Skytrain Development Contribution Expectations Policy
Appendix “II”	Proposed Amendments to Schedule G – Community Amenity Contributions in <i>Surrey Zoning By-law, 1993, No. 12000</i>
Appendix “III”	Proposed Fleetwood Plan Area boundary extension
Appendix “IV”	Step 1 - Getting Started Fleetwood Plan Engagement Summary
Appendix “V”	Step 2 (Preliminary) – Exploring Options Fleetwood Plan Engagement Summary



# City of Surrey

## Interim Policy

**Policy Title:** Interim Surrey-Langley Skytrain Development Contribution Expectations Policy

**Approval Date:** February 11, 2020  
~~Updated --~~ September 14, 2020

**Department:** Planning and Development

### Policy Statement

This Interim Policy establishes guidelines to provide landowners, and buyers and sellers of lands adjacent to the Fraser Highway Corridor with clarity regarding the City's expectations for consideration of rezoning. The Policy applies where a plan amendment is required, and contributions are expected towards amenities as a result of land use planning associated with the Surrey-Langley Skytrain (SLS) Project.

#### 1. Intent

Community Amenity Contribution (CAC) rates in Secondary Land Use Plan areas are typically established at the end of the planning process. As land use planning to support the SLS Project in Fleetwood and Cloverdale/Clayton will be ongoing until the end of 2023, these interim policies are intended to limit land value speculation in areas undergoing community planning. They are intended to provide clarity to landowners and developers regarding expectations for CAC requirements along the Fraser Highway Corridor.

#### 2. Application

This policy will apply to sites within 1,000 meters of the Fraser Highway Corridor east of Green Timbers Park to the Langley-Surrey boundary, as shown in Appendix I, where rezonings are considered in exchange for voluntary amenity contributions to the City of Surrey.

#### 3. Consideration of Rezoning Applications requiring Plan Amendments

Generally, applications for rezoning within the Fraser Highway Corridor (Appendix I) that require a Secondary Land Use Plan or Official Community (OCP) amendment over 2.5 FAR will not be considered by Council while land use planning is underway (or pending). This will ensure that the land use planning process and associated community consultation may proceed without influence and to ensure that applications generally conform with the resulting land use plans.

These interim policies will govern any exceptions that would allow consideration of applications for rezoning advice (enquiries), rezoning applications that involve a Plan amendment (Secondary plan and/or OCP), until such time as each Plan is approved by Council:

Policy 1: Where there is a rezoning application that is compliant and aligned with an existing



and approved Stage 1 Plan, or is Abutting Fraser Highway and <6 Stories and ≤ 2.5 FAR. -the application ~~will~~ may be considered.

- Policy 2: Where, at the time of approval date of this interim policy, there is an active rezoning application that has received conditional approval or where a recent application for rezoning advice has been received, and the applicant has received a written response from the City stating that a rezoning application would be considered by Council (within the past three years), the application ~~will~~ may be considered, ~~but not brought forward to Council until a Stage 1 Plan is approved.~~
- Policy 3: Rezoning applications may be considered by Council for projects involving 100% social and supportive housing, or community care facilities or group residences or 100% below market rental housing or 100% affordable student housing associated with educational institutions.
- Policy 4: Once a Stage 1 Secondary Land Use Plan is approved by Council, development applications that are consistent with that Secondary Land Use Plan may then be forwarded to Council for consideration, where they may be considered to receive 1st, 2nd and 3rd bylaw readings following a public hearing. Following a Stage 2 Secondary Plan approval by Council, applications can be considered for final Adoption.
- Policy 5: Applications which seek relief from any of the terms of this rezoning policy may be considered on a case-by case bases under exceptional circumstances or where it would be prudent, once reported to Council for direction, at the discretion of the Planning and Development Manager.

#### 4. Expectations for Amenity Contributions

It is expected that all Fraser Highway Corridor land use planning areas will include provisions consistent with the City's Zoning Bylaw Schedule G – Community Amenity Contributions (“CAC”) Program and updated Density Bonus Policy O-54.

This will include Tier 1 base CACs for development that is consistent with plans. It will also include new Tier 2 rates for Fleetwood Plan area based on an updated market analysis of 75% lift in value approach for applications seeking plan or OCP amendments beyond approved Plan densities. It is anticipated that all Secondary Land Use Plans and plan review areas will include Secondary Plan, Capital Project, and Affordable Housing Contributions associated with Tier 1 CACs. It is anticipated that the Fleetwood Plan will ultimately include an -Centreupdated Centre Specific Capital Project flat rate (per square foot) associated with the Tier 2 CAC. New and updated Secondary Land Use Plans within Clayton and Cloverdale will include a Tier 2 Capital Project CAC on a negotiated 75% lift in value approach basis.

#### 5. Interim Area-specific Amenity Contribution Expectations

Until CACs are established or adjusted within Secondary Plans along the Fraser Highway Corridor, these Interim Amenity Contribution Expectation policies will be applied in conjunction with current and/or pre-existing CAC policy and rates. In addition to Tier 1 Contributions, and

Universal CAC contributions, until such time as new Tier 2 CACs are established, a benefiting developer proposing a Plan/OCP amendment is to provide \$15 Per Square foot for wood frame construction in Fleetwood Plan area, or 75% of the lift in the market value associated with rezoning of the land as value back to the City for Plan/OCP amendment in Plan areas outside Fleetwood.

The interim Tier 1 Capital Project CACs and area-specific Tier 2 Negotiated CAC triggers are shown in Table 1 and Table 2, for existing and proposed plan areas along the Fraser Highway Corridor:

- The Fraser Highway Corridor planning program (Fleetwood Plan – Table 1) to be completed by end of 2022
- The Fraser Highway Corridor planning program (Cloverdale/Clayton Plan – Table 2) to be completed by end of 2023

Table 1: ~~Fleetwood~~Fleetwood Plan Area-specific Expectation Targets and Triggers for ~~75% of Land-lift~~ CACs.

Community Planning Area	CAC Expectation Target Plan Areas	Tier 1 CAC Expectations and Tier 2 CAC Expectation Triggers
Fraser Highway Corridor (Fleetwood Plan)	Fleetwood Plan Area (Underway)	<p><i>Tier 1</i> - Capital Projects Contribution shall be \$4,000 per dwelling unit up to Plan densities.</p> <p><i>Tier 2</i> -- <u>Interim</u> Capital Project <u>Negotiated</u> Contribution (<del>75% of Land-lift</del><u>\$15 per square foot</u>) triggers are as follows:</p> <p>I. Within URBAN designated areas for rezoning applications &gt;15 UPA.</p> <p><u>II.</u> Within URBAN designated areas in Frequent Transit Development Areas (FTDAs) for rezoning applications &gt;30 UPA.</p> <p><u>III.</u> <u>Within URBAN designated areas for rezoning applications Abutting Fraser Highway &gt;30 UPA</u></p> <p><u>IV.</u> Within MULTIPLE RESIDENTIAL designated areas for rezoning applications &gt;1.5 FAR.</p> <p><u>V.</u> Within MULTIPLE RESIDENTIAL designated areas in Frequent Transit Development Areas (FTDAs) for rezoning applications &gt;2.0 FAR.</p> <p><u>VI.</u> <u>Within MULTIPLE RESIDENTIAL designated areas for rezoning applications Abutting Fraser Highway &gt;2.0 FAR.</u></p> <p><u>VII.</u> Within COMMERCIAL designated areas for rezoning applications &gt;<del>2</del>1.5 FAR.</p> <p><u>VIII.</u> <u>Within COMMERCIAL designated areas in Frequent Transit Development Areas (FTDAs) for rezoning applications &gt;2.5 FAR.</u></p>



	Fleetwood Town Centre (Current Boundary)	<p><i>Tier 1</i> - Capital Projects Contribution shall be \$2,000 per dwelling unit up to Plan densities plus <u>existing</u> Fleetwood Town Centre Secondary Plan Contributions.</p> <p><i>Tier 2</i> -- <u>Interim</u> Capital Project <u>Negotiated</u> Contribution (<u>\$15 per square foot</u><del>75% of Land-lift</del>) triggers are as follows:</p> <ul style="list-style-type: none"> <li>I. Within URBAN Designated areas rezoning applications &gt;Stage 1 Fleetwood Town Centre Plan densities.</li> <li>II. Within MULTIPLE RESIDENTIAL designated areas within Fleetwood Urban Centre for rezoning applications &gt;2.0 FAR.</li> <li>III. Within MULTIPLE RESIDENTIAL designated areas <u>for</u> rezoning applications &gt;1.5 FAR.</li> <li><u>IV.</u> Within COMMERCIAL designated areas <u>within Fleetwood Urban Centre</u> for rezoning applications &gt;<u>12.5</u> FAR.</li> </ul> <p><u><del>Tier 2 – Negotiated Capital Project Contribution (75% of Land Lift) triggers are as follows:</del></u></p> <ul style="list-style-type: none"> <li><u>IV.V.</u> Within <u>COMMERCIAL and TOWN CENTRE</u> designated areas in Fleetwood Urban Centre for rezoning applications &gt;2.5 FAR.</li> <li><u>V.</u> <del>Within TOWN CENTRE designated areas for rezonings &gt; densities shown in Figure 12- “Fleetwood town Centre Densities” of OCP.</del></li> </ul>
--	--	--



**Table 2: Clayton/Cloverdale Plan Area(s) - Expectation Targets and Triggers for CACs.**

<u>Community Planning Area</u>	<u>CAC Expectation Target Plan Areas</u>	<u>Tier 1 CAC Expectations and Tier 2 CAC Expectation Triggers</u>
Fraser Highway Corridor (Cloverdale/Clayton Plans)	West Clayton NCP	<p><i>Tier 1</i> - Capital Projects Contribution shall be \$2,000 per dwelling unit up to Plan densities plus West Clayton Secondary Plan Contributions.</p> <p><i>Tier 2</i> - Capital Project Negotiated Contribution (75% of Land-lift) triggers are as follows:</p> <p style="padding-left: 40px;">All Rezoning applications &gt; West Clayton NCP density.</p>
	East Clayton NCP	<p><i>Tier 1</i> - Capital Projects Contribution shall be \$2,000 per dwelling unit up to Plan densities plus East Clayton Secondary Plan Contributions.</p> <p><i>Tier 2</i> - Capital Project Negotiated Contribution (75% of Land-lift) triggers are as follows:</p> <p style="padding-left: 40px;">All Rezoning applications &gt; East Clayton NCP density.</p>
	East Clayton (TOA) Plan	<p><i>Tier 1</i> - Capital Projects Contribution shall be \$2,000 per dwelling unit up to Plan densities plus East Clayton TOA Secondary Plan Contributions.</p> <p><i>Tier 2</i> - Capital Project Negotiated Contribution (75% of Land-lift) triggers are as follows:</p> <p style="padding-left: 40px;">All Rezoning applications &gt; East Clayton (TOA) Plan density.</p>

	North Cloverdale West NCP	<p><i>Tier 1</i> - Capital Projects Contribution shall be \$2,000 per dwelling unit up to Plan densities plus West Cloverdale North Secondary Plan Contributions.</p> <p><i>Tier 2</i> - Capital Project Negotiated Contribution (75% of Land-lift) triggers are as follows:</p> <p style="padding-left: 40px;">All Rezoning applications &gt; North Cloverdale West NCP density.</p>
	East Cloverdale (Future Plan)	<p><i>Tier 1</i> - Capital Projects Contribution shall be \$4,000 per dwelling unit up to OCP densities.</p> <p><i>Tier 2</i> - Capital Project Negotiated Contribution (75% of Land-lift) triggers are as follows:</p> <p style="padding-left: 40px;"><u>I.</u> Within URBAN designated areas for rezoning applications &gt;15 UPA.</p> <p style="padding-left: 40px;"><u>II.</u> <u>Within Urban designated areas for rezoning applications abutting Fraser Highway &gt;30 UPA.</u></p> <p style="padding-left: 40px;"><u>III.</u> Within MULTIPLE RESIDENTIAL designated areas for rezoning applications &gt;1.5 FAR.</p> <p style="padding-left: 40px;"><u>IV.</u> <u>Within MULTIPLE RESIDENTIAL designated areas for rezoning applications abutting Fraser Highway &gt;2.5 FAR.</u></p> <p style="padding-left: 40px;"><u>V.</u> Within COMMERCIAL designated areas for rezoning applications &gt;1.5 FAR.</p>

## 6. Capital Project CAC Exemptions

Secondary suites, purpose-built rental (with a Housing Agreement), social or non-market affordable housing dwelling units, dwelling units used as a caretaker's residence, supportive housing projects, one-for-one rental replacement units (with a Housing Agreement), and non-residential uses are excluded from the interim Capital Project CAC Contributions.

## 7. Reserve Fund Allocation of CACS

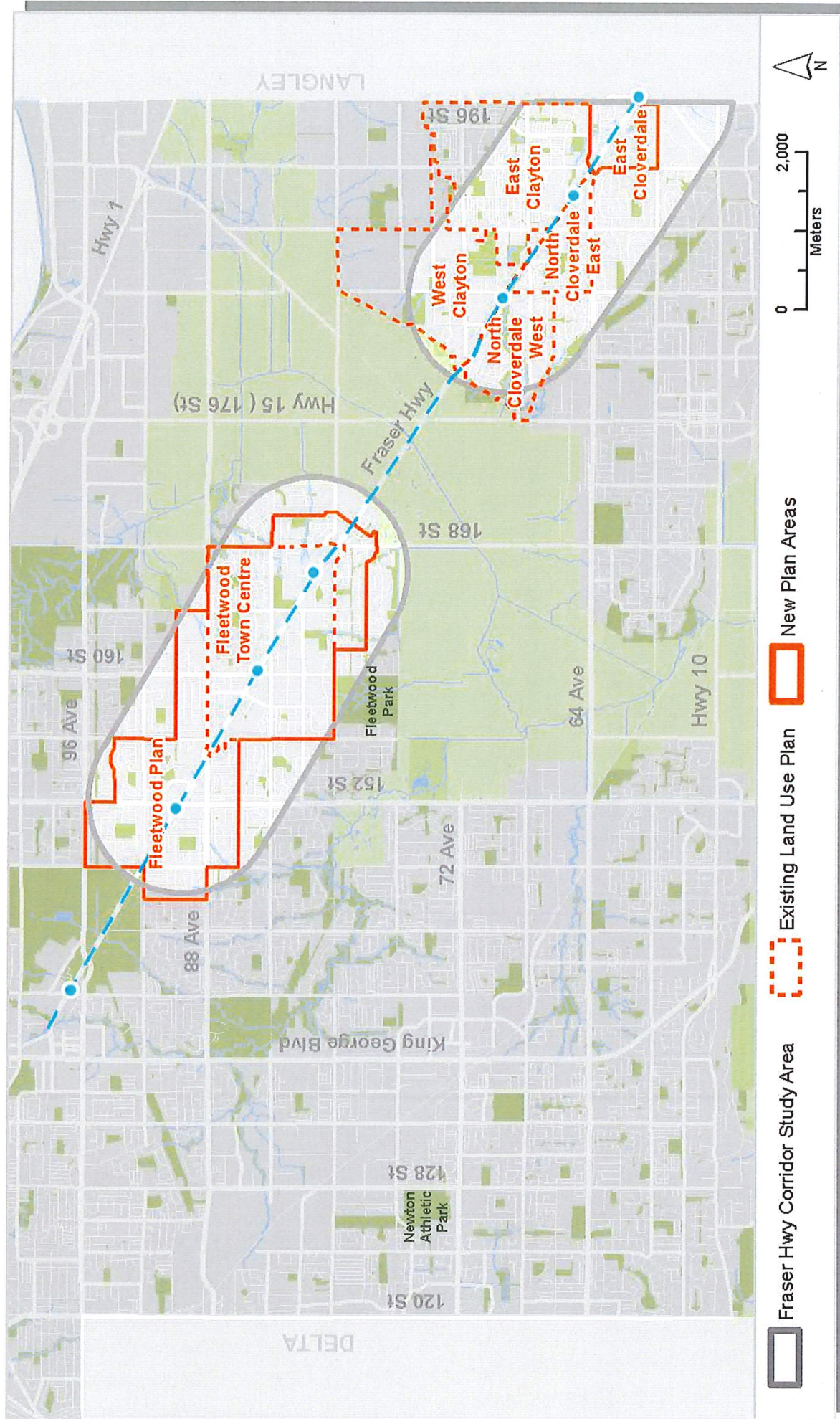
All funds collected through the use of this Interim Policy will be deposited into the Surrey

Capital Projects Reserve Fund Bylaw No. 19958. The funds collected will support projects identified in the City of Surrey's Annual Five-Year Capital Financial Plan.



The map displays the Fleetwood area, bounded by Delta to the north and Langley to the south. Key features include:

- Fraser Hwy Corridor Study Area:** Indicated by a thick black line along the Fraser Highway.
- Existing Land Use Plan:** Shown as a dashed red line.
- New Plan Areas:** Shown as solid red lines.
- Key Locations and Streets:**
  - Streets:** Hwy 1, Hwy 10, Hwy 15 (176 St), 96 Ave, 88 Ave, 72 Ave, 64 Ave, 120 St, 128 St, 152 St, 160 St, 168 St, 196 St, King George Blvd.
  - Parks:** Fleetwood Park, Newton Athletic Park.
  - Centres:** Fleetwood Town Centre.
  - Neighbourhoods:** West Clayton, North Clayton, East Clayton, West Cloverdale, North Cloverdale, East Cloverdale.
- Legend:**
  - Fraser Hwy Corridor Study Area (Thick black line)
  - Existing Land Use Plan (Dashed red line)
  - New Plan Areas (Solid red line)
- Scale and Orientation:** A scale bar shows 0 to 2,000 meters. A north arrow points towards the top right.

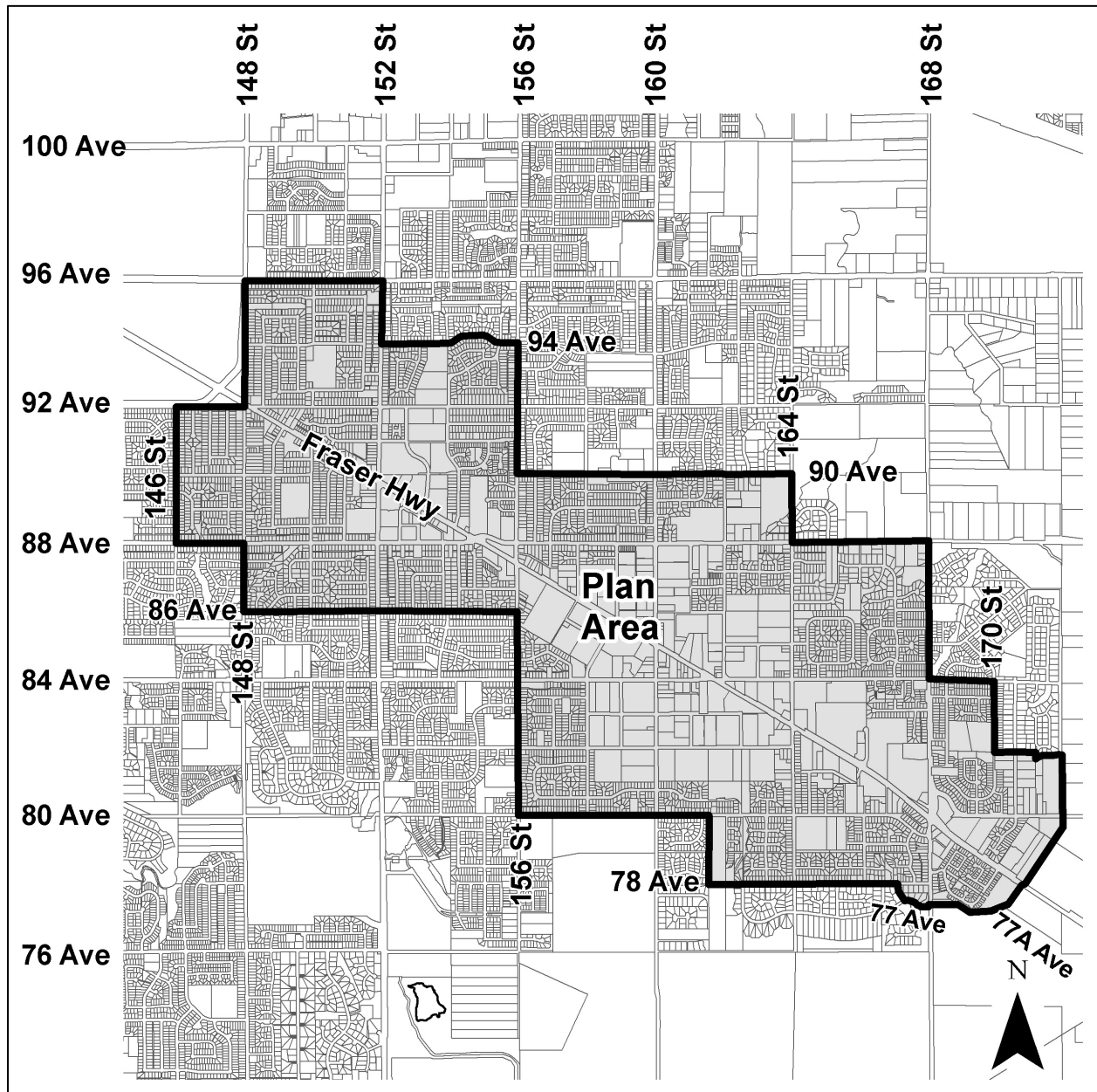


**Proposed Amendments to Schedule G of  
Surrey Zoning By-law, 1993, No. 12000, as amended**

The following amendments are proposed to Schedule G of Surrey Zoning By-law, 1993, No. 12000, as amended:

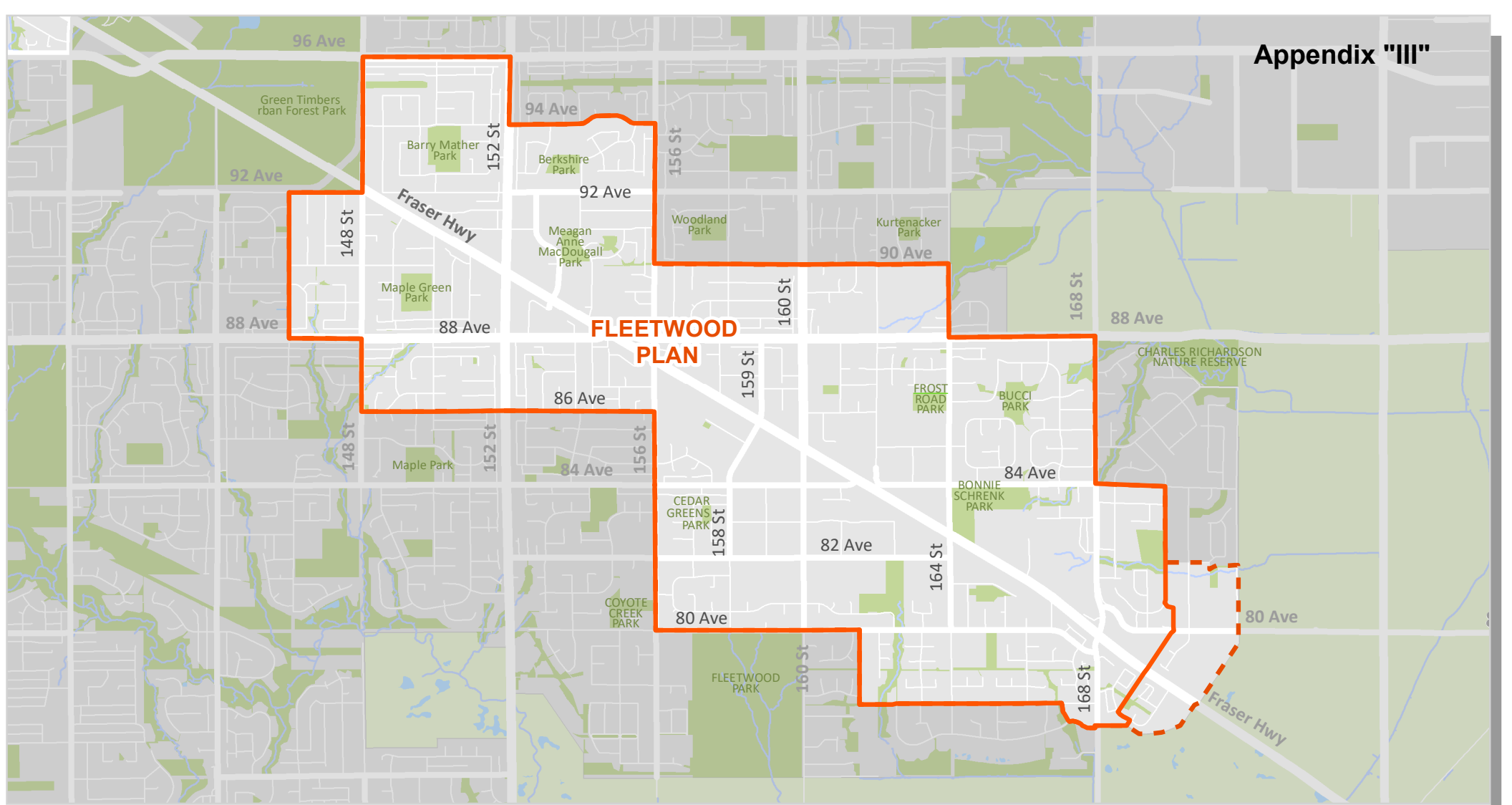
1. In Sub-section B4., in the table for Phase 1 delete "(Rezoning application adopted between January 1, 2020 and December 31, 2020)" and replace with "(January 1, 2020 to December 31, 2020)"
2. In Sub-section B4., in the table for Phase 2 delete "(Rezoning application adopted between January 1, 2021 and December 31, 2021)" and replace with "(January 1, 2021 to December 31, 2021)".
3. In Sub-section B4., in the table for Phase 3 delete "(Rezoning application adopted between January 1, 2022 and December 31, 2022)" and replace with "(After December 31, 2021)".
4. Delete Sub-section B5. and replace with: "Notwithstanding Section B.2 and B.4 of this Schedule, for any in-stream rezoning applications that have received Third Reading approval from City Council prior to January 1, 2020, the Capital Projects Contributions will be waived until December 31, 2020. After January 1, 2021, Sections B.2 and B.4 of this Schedule shall apply for any in-stream rezoning applications."
5. In Sub-section B8., after "Capital Projects Contributions" and before "are required to be paid before Building Permit is issued", insert "for single *family* and *duplexes* are required to be paid before final subdivision approval and all other residential development types".
6. In Sub-section C4., in the table for Phase 1 delete "(Rezoning application adopted between January 1, 2020 and December 31, 2020)" and replace with "(January 1, 2020 to December 31, 2020)"
7. In Sub-section C4., in the table for Phase 2 delete "(Rezoning application adopted between January 1, 2021 and December 31, 2021)" and replace with "(January 1, 2021 to December 31, 2021)".
8. In Sub-section C4., in the table for Phase 3 delete "(Rezoning application adopted between January 1, 2022 and December 31, 2022)" and replace with "(After December 31, 2021)".
9. Delete Sub-section C5. and replace with: "Notwithstanding Section C.2 and C.4 of this Schedule, the Centre Specific Capital Projects Contributions will be waived for any in-stream rezoning applications that have received Third Reading approval from City Council prior to January 1, 2020."
10. In Sub-section C8., delete "Centre Specific Capital Projects Contributions are required to be paid before a Building Permit is issued." and replace with, "Centre Specific Capital Projects Contributions are required to be paid before the rezoning application has received Final Adoption."
11. In Sub-section C4, in the table for Areas Identified in Section C.14, Fleetwood Town Centre, delete "To Be Determined" under Phase 1, Phase 2, and Phase 3, and replace with "\$7.50/sq. ft." under Phase 1, "\$11.25/sq. ft." under Phase 2, and "\$15/sq. ft." under Phase 3.

12. In Sub-section C.14.(a), delete the Centre Specific Capital Projects Area map for Fleetwood Town Centre Plan and replace with a new Centre Specific Capital Projects Area map for Fleetwood Town Centre Plan, as follows:



13. In Sub-section C.14.(b), in the table, for the Amenity Contributions, delete "To Be Determined" and replace with "\$15 per square foot".





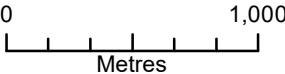
**FLEETWOOD  
PLAN**



Fleetwood Plan Area



Proposed Fleetwood Plan Extension Area



# Fleetwood Plan

## Engagement Summary

### Getting Started

May, 15 2020



# | What We Heard

## Getting Started

This engagement summary provides an overview of the first phase of engagement (Getting Started) for the Fleetwood Plan. During the Fall of 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 planning 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 community grows and SkyTrain extends along Fraser Highway.

## Where We've Been in the Planning Process

We have completed Step 1 (Getting Started) of the planning process. Review this document for a summary of what we heard during that time. The next step (Exploring Options) starts in Spring 2020.



## How We Engaged



### Open House

Over 750 people attended the November open house.



### Survey

We received 543 responses to the online survey.



### Video

The Fleetwood video was viewed over 11,000 times.



### Postcards

Over 7,000 postcards were sent out to households in Fleetwood.



### Newspaper Ad

Ads were placed in the Surrey Now-Leader, Cloverdale Reporter, and Peace Arch newspapers to promote the November open house.



### Social Media

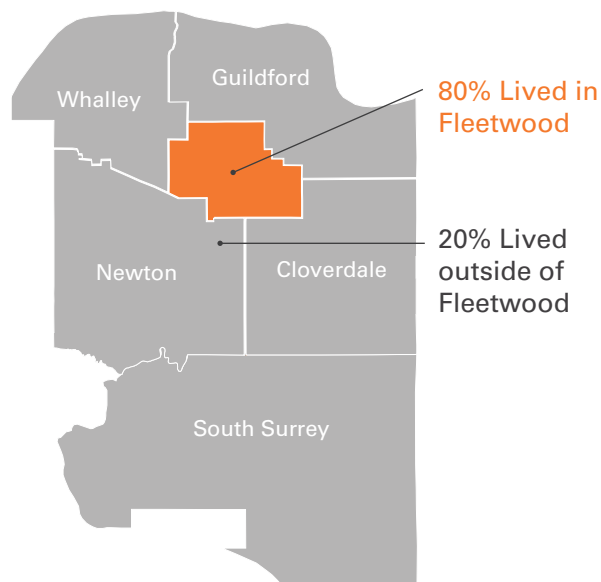
The City used its social media accounts to raise awareness about the Fleetwood Plan.



## Who We Reached

Over 1293 participants completed the online survey and/or attended the open house. Of these, 80% were Fleetwood residents.

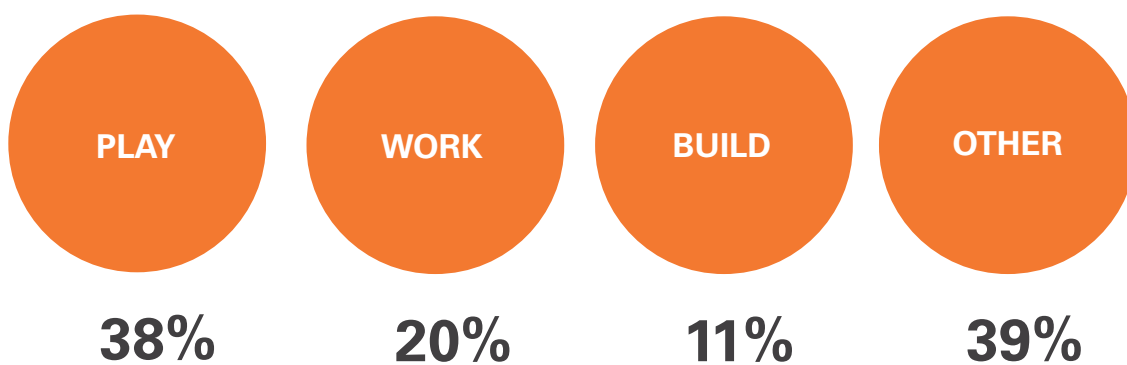
What Surrey neighbourhood do you live in?



Where in Fleetwood do you live or work?



For those living outside Fleetwood, what is your relationship to Fleetwood?



## 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

## Favourite Places in Fleetwood

This heatmap displays areas that residents highlighted as their favourite places in Fleetwood or places that they find memorable. This will help the City know places of current importance, and areas where a sense of place can grow.

### RESULTS



"Fleetwood Park is an oasis in our neighbourhood. Family activities, sports activities and nature walking trails."

- Survey Participant Response

"The paved path and green space along the power lines. Parallel to 96th avenue."

- Survey Participant Response



## Accommodating a Growing Population

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



## 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?



## 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?





## DESIRES THAT RESIDENTS SHARED

*"There is a need for more affordable (not simply market rental housing) and adaptable housing (e.g. adaptable units and public/private spaces for seniors). In addition, there is a need for multi-generational public/private spaces as well as a need for increased daycare facilities".*

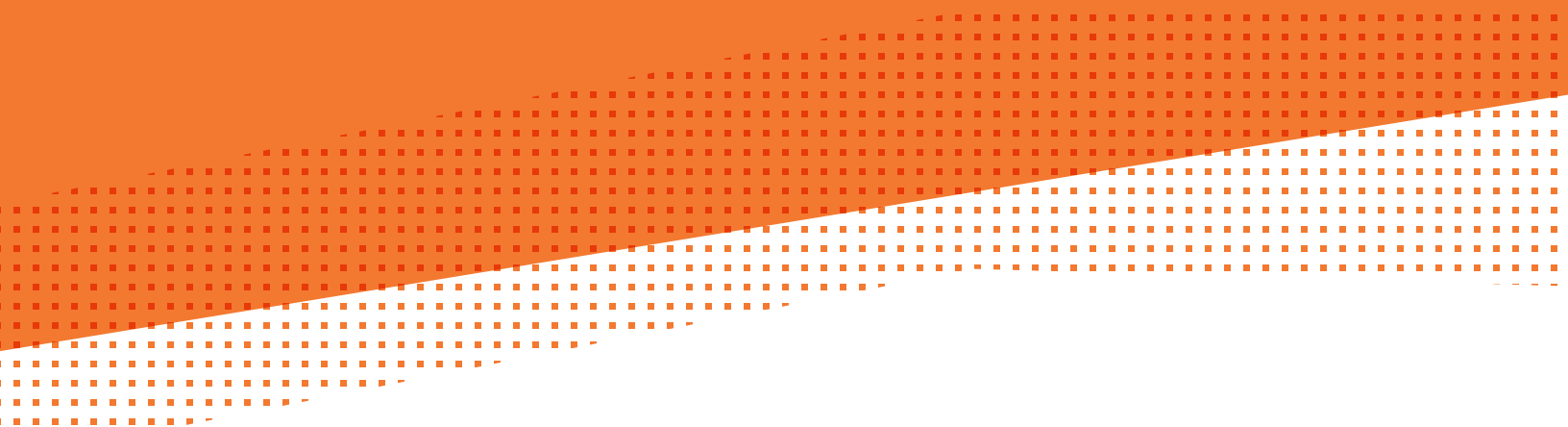
*"Ensure roadways do not become increasingly congested due to density causing people to drive through residential neighborhoods. Ensure that main roads are convenient and planned for increased traffic".*

*"Plazas are missing as well as pedestrian-friendly walkways. The sidewalks can hardly hold enough capacity for people to comfortably walk down Fraser Highway where all of the retail shops are. Bike paths are also not protected by a curb which discourages cyclists of all abilities".*

*"Fleetwood needs a vibe. A personality. Create a walkable village. You can accomplish healthy living, thriving commercial core, plants, urban environment, fostering nature and parks etc., with this type of vibe. Bring us good restaurants, easy access to walk from one end of Fleetwood to the other".*

*"Create safer spaces for our most vulnerable populations, our homeless, racialized folks, our indigenous community, immigrants and our seniors".*

*"More areas suited for seniors would be appreciated. More and more individuals are trying to stay in shape, so more gyms, with dedicated activities, such as Pickleball, dance, music and general social activities to keep seniors active for a well balanced healthy lifestyle".*





On November 13, staff hosted an open house at the Surrey Sport and Leisure Complex where over 750 residents attended and shared their ideas on the future of Fleetwood.

## Live Graphic Recording at Open House


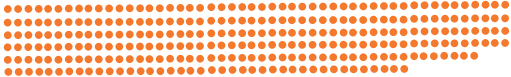
















At the open house residents shared their concerns and desires for the future of their neighbourhoods which were captured in a live graphic recording by an illustrator.





At the open house participants were asked to identify the key elements that they would prioritize the most in the plan.

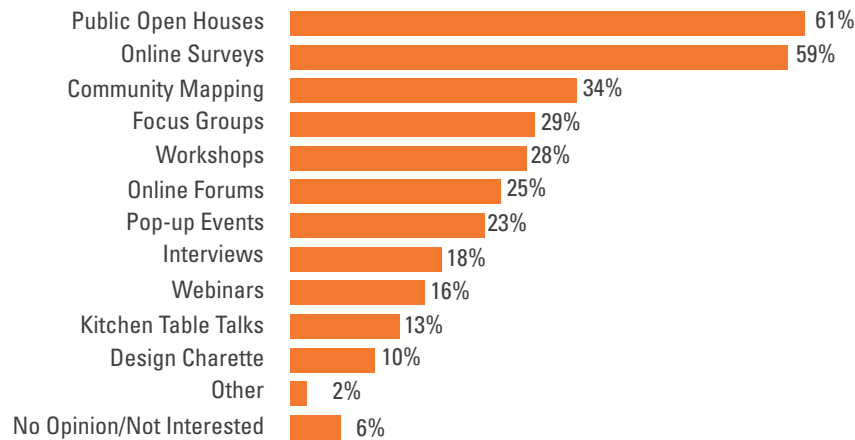
Neighbourhood Elements that Residents Prioritized

 Safe	Public spaces and streets that are safe for everyone, including women, children, seniors, and people with disabilities.	287	
 Green	Networks of urban parks, trails, outdoor recreation, and natural ecosystems that are integrated with the neighbourhood.	190	
 Beautiful	High quality urban design of buildings and public spaces that give Fleetwood a unique character and vibrant sense of place.	163	
 Healthy	A land use mix and transportation network that supports active lifestyles and human health.	154	
 Connected	Reduced dependence on automobiles with safe and convenient transportation options for users of all ages and abilities.	123	
 Complete	Diversified local shops and services, employment opportunities, cultural spaces, and housing stock.	103	
 Inclusive	A mix of housing options and community services to meet the needs of a wide range of incomes, ages, ethnicities, and family structures.	66	
 Compact	More places to live, work, and play in compact, walkable nodes that are well served by public transit.	58	
 Resilient	Community-wide preparedness for the effects of climate change and reduced reliance on fossil fuels.	32	

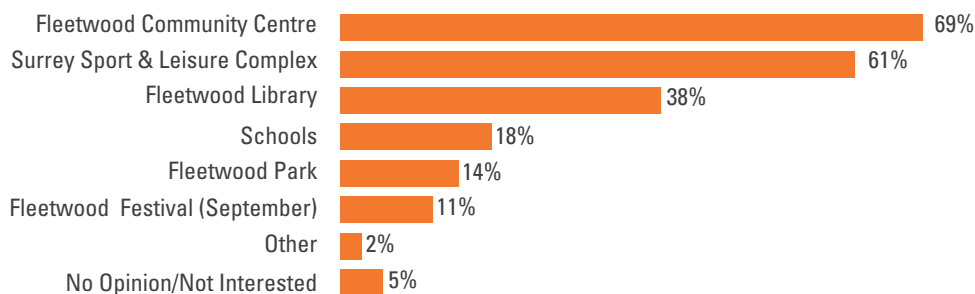


We can appreciate that it's not always possible for residents to attend and participate in engagement events. We wanted to find the right balance, so in November we asked when and where is it most convenient for the City to engage with residents, and the types of engagement activity they would be most interested in.

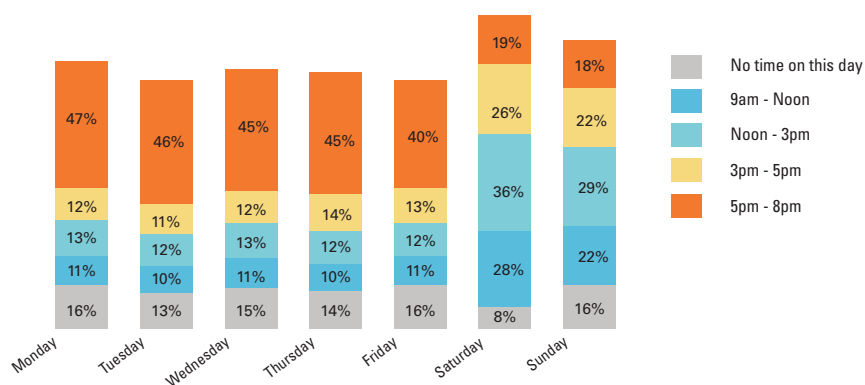
### *What types of community engagement would you be interested in?*



### *Where should we hold future events?*



### *What day and time works best for you to attend an event?*



The COVID-19 outbreak has impacted the lives of our family, friends and loved ones in immeasurable ways. While all in-person public engagement activities have been temporarily halted, the City is finding ways to engage with residents virtually. We recognize that some of you might not want to or may not be able to participate in engagement right now. That's alright. Moving forward, there will be more opportunities to provide input on projects. For now, stay safe and please take care of each other.

[www.surrey.ca/planning](http://www.surrey.ca/planning)



# Fleetwood Plan

## Preliminary Step 2: Exploring Options Engagement Summary

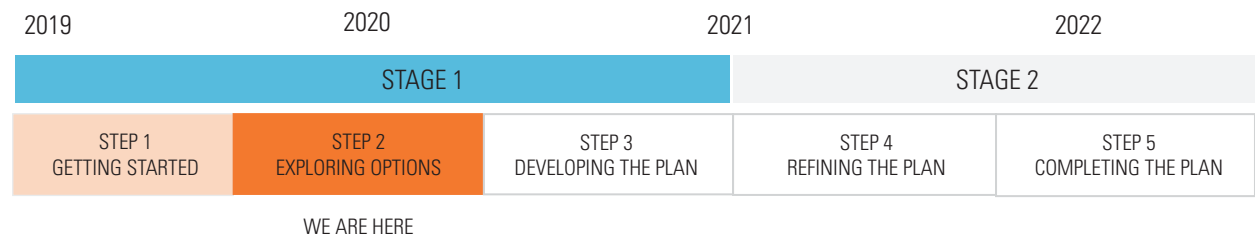
August 2020

# I Where We Are

## Introduction

Last year the City began a multi-year process to create a new community plan for Fleetwood. The new plan will help us understand what Fleetwood will look like in the future and, as SkyTrain extends along Fraser Highway, will help us plan for growth.

We got started (Step 1) in Fall (2019) with an open house at the Surrey Sport and Leisure Complex, an online survey and stakeholder meetings. In the Spring of 2020, as we were moving into Step 2 of the plan process (Exploring Options) the pandemic hit. In response to the pandemic the City paused all engagement. When outreach resumed we shifted engagement online to address social distancing measures. This document provides a summary of what we have heard to-date during Step 2 of the plan process.




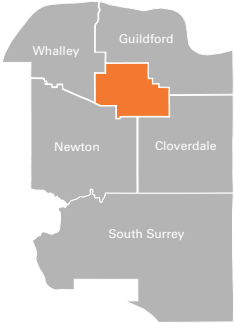



# I What We Asked

In June 2020 we conducted an online survey for the Fleetwood Plan and asked the following questions:

1. What do you value most about Fleetwood? What have you missed doing in Fleetwood?
2. What is one thing you wish Fleetwood had?
3. Does the vision statement capture our shared vision for the future of Fleetwood?
4. We asked whether the following were valuable objectives to help guide the Fleetwood Plan?
  - Promote wellness and active living.
  - Foster a safe, inviting and distinct community identity.
  - Support a healthy business environment.
  - Transition to a resilient, low-carbon community.
  - Promote a compact and complete town centre.
  - Anything missing? What other planning objectives should we consider to help guide the plan?
5. Did we hear you correctly? Is the heart of Fleetwood (town centre), the area around 160 Street along Fraser Highway?
6. How might we develop the 152nd street node into a distinct part of Fleetwood?
7. What forms of virtual engagement would interest you?

# I Who We Reached & Who Lives in Fleetwood

Fleetwood is rich in cultural, social, ethnic and economic diversity. Below is a profile of the existing community compared with a profile of who we reached in this survey. By understanding who we've reached, we can better understand who we are not hearing from. Our goal is to insure we hear from a balanced and diverse range of residents in Fleetwood.

	Survey Participants (June 1–30, 2020)	Community Profile (Plan Area)
<b>Number of People</b> 	1,244 people	35,989 people
<b>Where They Live</b> 	88% of survey participants lived in Fleetwood. Of those, 83% have lived there more than 10 years.	
<b>Age</b> 	Under 14: 0% 15 - 29 years: 12% 30 - 49 years: 39% 50 - 64 years: 31% 65 and over: 15% Prefer not to answer: 2%	Under 14: 17% 15 - 29 years: 20% 30 - 49 years: 28% 50 - 64 years: 21% 65 and over: 14%
<b>Own/Rent</b> 	Own home: 91% Rent: 7% Other: 2%	Own home: 81% Rent: 19%
<b>Language</b>  (Language spoken most often at home.)	English: 77% Mandarin: 6% Punjabi: 5% Hindi: 2% Korean: 2% Other: 8%	English: 56% Punjabi: 11% Mandarin: 5% Tagalog: 3% Korean: 2% Other: 23%

# I What We Heard

## 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.

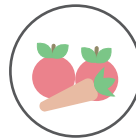
### The top 5 things that participants wished for:



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

### 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**



82% Agreed  
14% Neutral  
5% Disagreed

#### 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





## Objective: Promote wellness and active living

We asked participants if **promoting wellness and active living** is a valuable objective to have in the plan. An overwhelming 91% of respondents agreed, 6% were neutral and only 3% disagreed.

91%  
Agreed



### What's Missing from the Objective?

- Pedestrian linkages to and from parks/ destinations
- Connecting to nature and green space
- Recreation/activities for all ages and abilities (basketball court, skate park, playgrounds, pet-friendly parks)
- Public spaces and community amenities
- Natural areas and green space

### What participants said:

- "... services, shops and gathering places that are walkable..."
- "...I'd love to see Fleetwood become a more healthy lifestyle environment for everyone to enjoy!"
- "... as long as this doesn't interfere with wildlife and their habitat..."
- "Fleetwood is a big area and growing rapidly. Present parks are crowded. Excellent idea to develop the gas lines so people can walk across the area..."
- "Green Fleetwood by providing MORE trees, MORE natural areas and MORE landscaping in the urban environment."
- "Passive green is good BUT also need balance for more active sites such as soccer and softball fields etc."

## Objective: Foster a safe, inviting and distinct community identity

We asked participants if **fostering a safe, inviting and distinct community identity** is a valuable objective to have in the plan. The majority of respondents agreed (85%), 12% were neutral and only 3% disagreed.

85%  
Agreed



### What's Missing from the Objective?

- Protect all views - Mt. Baker, valley and North Shore mountains
- Safety, with emphasis on community policing and street lights
- Walkability

### What participants said:

- "...protecting the view of Mt Baker is very important."
- "I'm not sure how to define the "distinct" look of fleetwood. What's distinct about it?"
- "Places for people to gather ... an amphitheater such as in Francis Park."
- "More lighted footpaths and cycle paths."

## Objective: Support a healthy business environment

We asked participants if **supporting a healthy business environment** is a valuable objective to have in the plan. Overall, 80% of respondents agreed, 13% were neutral and 7% disagreed.

80%  
Agreed



### What's Missing from the Objective?

- Foster a village character with small, independent shops and a farmers market
- Create places for people: a comfortable public realm with places to sit and gather
- Some feel Fleetwood has adequate access to shops/services
- Quiet, neighbourhood character
- Traffic and parking management
- Provide local jobs

### What participants said:

- "Encourage accessibility to commercial areas for pedestrians and cyclists rather than cars. Make sure there are plazas, and beautify the areas with landscaping and trees".
- "You are creating a vicious circle. Businesses which need customers who need housing and then shopping... at the end of the day all you have become is bigger and more dense."
- "It is important to have a core business / restaurant, walkable area."
- "Shop rents will be far too expensive for classic mom and pop operations, just chains and endless coffee shops."
- "Make it attractive: currently the commercial areas are run-down, poorly lit, and have little curb appeal... develop and create a local look and feel ... instead of the dark, dimly lit and scruffy appearance we have now."

## Objective: Transition to a resilient, low-carbon community

We asked participants if **transitioning to a resilient, low-carbon community** is a valuable objective to have in the plan. 79% of respondents agreed, 16% were neutral and only 5% disagreed.

79%  
Agreed



### What's Missing from the Objective?

- More sustainable life style - work, shop and exercise close to home
- Infrastructure - EV charging stations, bike lanes/storage/bike sharing
- Better bus connectivity
- Sustainable building design

### What participants said:

- "Sky train will help, but Fleetwood is a car based community."
- "...isn't being resilient more than about just climate change?"
- "Not everyone can afford an electric car!"
- "... solar street lights, water harvesting, cycle tracks/lanes..."
- "You are completely excluding persons with disabilities!"

## Objective: Promote a compact and complete town centre

We asked participants if **promoting a compact and complete town centre** is a valuable objective to have in the plan. 75% of respondents agreed/strongly agreed, 15% were neutral and 11% disagreed.

**75%**  
**Agreed**



### What's Missing from the Objective?

- Community/cultural services and entertainment (e.g. daycare, schools, performance space)
- Pedestrian friendly streets
- Pedestrian linkages to parks and destinations
- A 'small village feel'
- Traffic congestion and parking management
- Parks and open space provision
- Ensuring safety along and at/near future SKyTrain stations

### What participants said:

- "We need to have the higher density developments surrounding the sky train stations."
- "...walkable communities."
- "Densification of Fleetwood does not seem to be a good idea. Fraser hwy is busy right now as it is."
- "Highrise should not be permitted in Fleetwood."
- "... more affordable housing for single families and parents... that is transit accessible."
- "I'd love to see Fleetwood become a more healthy lifestyle environment for everyone to enjoy!"
- "Focus on walkability, creating more sidewalks, foot paths."

## Missing Objective(s)?

We also asked if we've missed any objectives. Participants provided a lot of ideas for us to consider as we move forward. We will consider the feedback received and refine the plan objectives before seeking Council endorsement later this year, to guide the next steps of the plan process.

Some of the reoccurring themes that emerged were:

- 1 Transit Oriented Development
- 2 Create a more walkable community
- 3 Enhance Fraser Highway into a more people friendly street
- 4 Green, protect, enhance and incorporate natural elements/vegetation

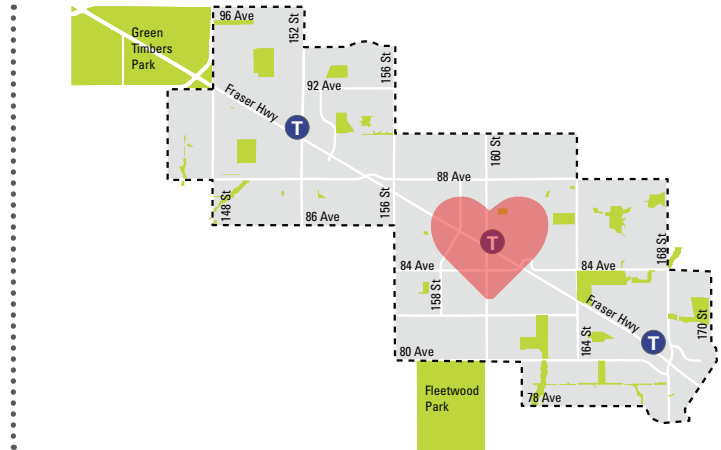
### What participants said:

- "Better connection of community and facilities on both sides of Fraser High Way; an overpass?"
- "We do not want to look like Richmond along No. 3 Road and the congested area of Brighouse... Please do not do that to Fleetwood!"
- "I am worried about the impact of a skytrain expansion right down the middle of Fleetwood...if you look at many areas north of the Fraser...this has lead to an ugly concrete mess that destroys any "community" feel."
- "We need to make Fleetwood walkable."
- "Encouraging office space to brings jobs closer to home."
- "Developments of this kind always push density on the community and lower income families always get forced out."
- "The spine of Fleetwood is Fraser Highway."
- "Pay more attention to roads, sidewalks, ramps etc. Too many times we can't attend due to inaccessibility."

## 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



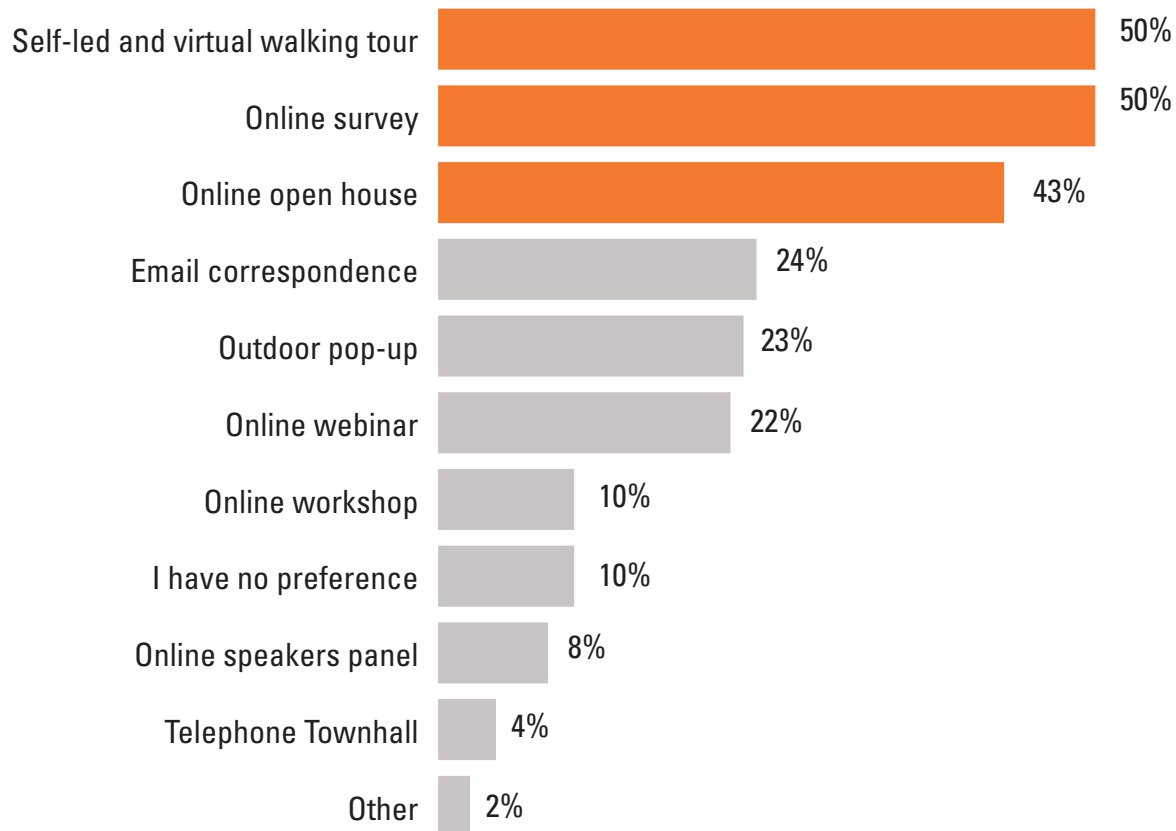
Parks/Natural Areas

### 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."

## 7. How You Want to Engage Virtually

In the Fall we asked Fleetwood residents how they wanted to engage? Since then much has changed. As we resumed engagement (during the pandemic) we revisited this question with participants. The top 3 activities participants selected were **self-led and virtual walking tours** (50%), **online surveys** (50%), and **online open houses** (43%). Moving forward, we will try to design engagement to reflect these preferences.



---

### Next Steps

We will use the feedback collected from this survey to begin developing a draft Growth Concept, including preliminary plans for land uses, transportation and parks and open space. We will present the draft growth concept back to the community later this year. We will also begin to explore some of the more detailed aspects of the new plan, such as what the heart (or downtown) of Fleetwood might look and feel like in the future. We will offer additional engagement opportunities to gather your feedback as we continue to explore options and develop the plan. We will notify those in the plan area directly by mail of future engagement opportunities. Online engagement opportunities will be open to all who want to participate. We are also always available for email or phone conversations. We hope you will continue to stay involved throughout the planning process.

### Learn More & Get Involved

- Visit [surrey.ca/planning](https://surrey.ca/planning)
- Contact Markus Kischnick by email - [fleetwoodplan@surrey.ca](mailto:fleetwoodplan@surrey.ca) or phone - 604.591.4485