

Fleetwood Town Centre Plan Update

Public Information Meeting – April 12, 2016



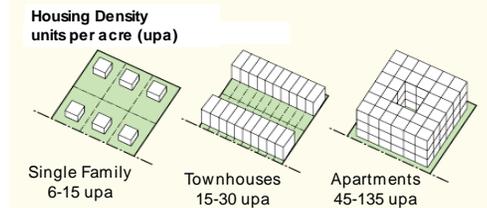
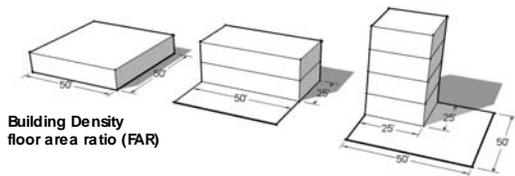
Policy Context and Process

- Existing **Fleetwood Town Centre Land Use Plan approved by Council in 2000** – no densities but with building height restriction of four storeys
- New **Official Community Plan (OCP)** adopted in 2014 – provide densities in core area of 2.5 and 1.5 FAR
- Surrey Rapid Transit Study and new OCP identify Fraser Highway as **Rapid Transit Corridor** – current planning assumes at-grade, light rail transit

Did you know?

Planning Terms:

- **Official Community Plan (OCP)** – policy document that directs long-term employment and population growth and manages development, housing, transportation, community amenities, infrastructure and the natural environment in the City of Surrey; OCP designates land uses at a city-wide level
- **Secondary Plans** – more detailed land use plans approved by Council for specific areas of the city e.g. Town Centre Plans, Neighbourhood Concept Plans
- **Land Use Designation** – term used in both the OCP and Secondary Plans to set out how land may be used e.g. residential, commercial, industrial, institutional
- **Zoning** – Surrey Zoning By-law No. 12000 (1993) – sets out the rules for using, building on and subdividing land
- **Density** – measurement of development intensity on a lot, stated as either Floor Area Ratio (FAR) or Unit Density (e.g. units per acre/UPA)
- **Floor Area Ratio (FAR)** – the area of all the floors of the buildings on a lot, divided by the area of the lot; does not include undevelopable areas (ravines, swamps, river banks, etc.), parking within the building envelope, underground parking, basements
- **Units Per Acre (UPA)** – the total number of dwelling units, excluding secondary suites, constructed or proposed to be constructed on a lot divided by the total area of the lot



February 2014 – Council Authorization
Staff directed to update the Fleetwood Town Centre Plan

Spring 2014 - Consultation
Public consultation at open houses, schools, stakeholder meetings, online

2014 / 2015 – Analysis and Option Development
Staff analysis, independent heritage and commercial market studies, development of land use and placemaking options

2015 / 2016 – Feedback and Stakeholder Consultation
Feedback on initial land use and placemaking options, meetings with property owners, community association, City committees, and online surveying

2016 – Option Refinement
Design workshop with stakeholders and residents, development of “preferred options”; **JAN 12 public information meeting**

2016 – Plan Finalisation
Spring – seek “Stage 1” approval by Council for land uses
Fall – prepare detailed Plan document, including urban design guidelines; update engineering servicing plan; develop infrastructure and community amenity financing strategies; seek “Stage 2” approval by Council for Plan completion

Proposed Amendments Focused Near 160 St and Fraser Hwy

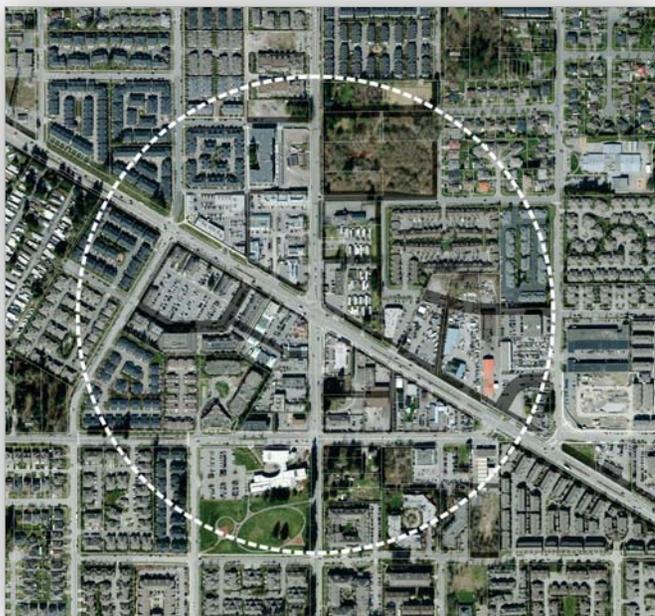
Continuity of Historical and Present Day Patterns:

Celebrating Community on 160 Street

Community activity, both resident and civic initiatives, have been focused on 160 Street in the past through to present day.

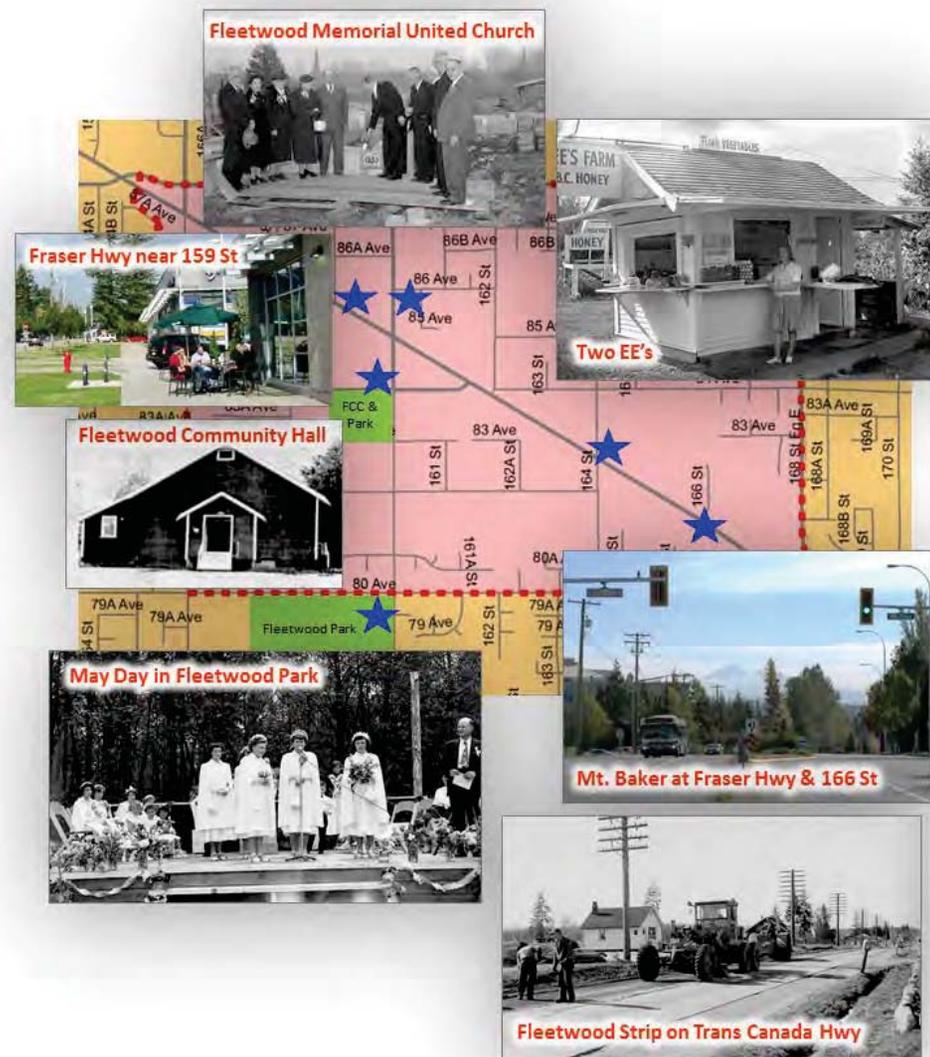
Embracing Fraser Highway

Yale Wagon Road opened in 1875, bringing people south of the Fraser River to the remote, heavily wooded area now known as Fleetwood. Present day Fraser Highway continues to symbolically represent “the road” and its promise of travel and possibility, while evolving into a rapid transit corridor, with stops anticipated at 160 Street and 166 Street.



Proximity to Rapid Transit

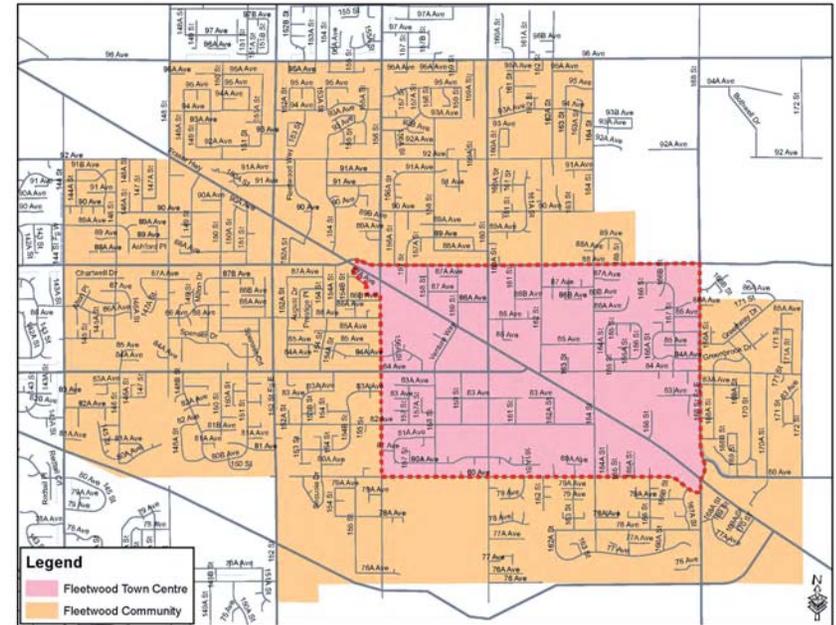
400 m (1/4 mile) radius represents a five minute walk from anticipated light rail stops at 160 Street



Vision for Fleetwood Town Centre

Fleetwood Town Centre will be a **distinctive, thriving centre for residential, commercial, social and recreational activities** for all residents in the community of Fleetwood. The Town Centre will support the aspirations of residents of all ages – with good schools and nearby parks for children; recreational and commercial activity for youth; goods and services for families; and comfortable spaces and leisure activities for older residents. There will be a **range of housing forms** – from a variety of ground-oriented housing to apartments and mixed-use buildings – to accommodate different life stages and incomes.

The Town Centre will build upon community life that has been focused on 160 Street, with new commercial and residential activity that is supported by **proximity to excellent transit**. Fleetwood Town Centre will embrace its role in serving local residents, with **civic and small-scale commercial activities that complement larger scale businesses at 152 Street**.



Did you know?

An online survey was conducted, in December 2015 and the beginning of January 2016, on draft proposals for land use and placemaking (the creation of a sense of place and destination) in Fleetwood Town Centre.

Of the 72 responses received about the draft *vision*, 53% of respondents said they “support strongly” the vision, while 44% indicated “support with concerns”. Only 3% did not support the proposed vision for Fleetwood Town Centre. These concerns have been taken into consideration in refining the above vision statement.

To those of you who responded to the survey and provided feedback on refining the *vision statement*, *objectives* for Fleetwood Town Centre, and *strategies* for achieving the vision and objectives, a **big thank you!!!**

In order to realize this **vision** for Fleetwood Town Centre, the plan update proposes the following (see next page):

- **objectives** as desired outcomes for the Town Centre
- **strategies** to implement the general vision and specific objectives

Fleetwood Town Centre Plan Objectives and Strategies

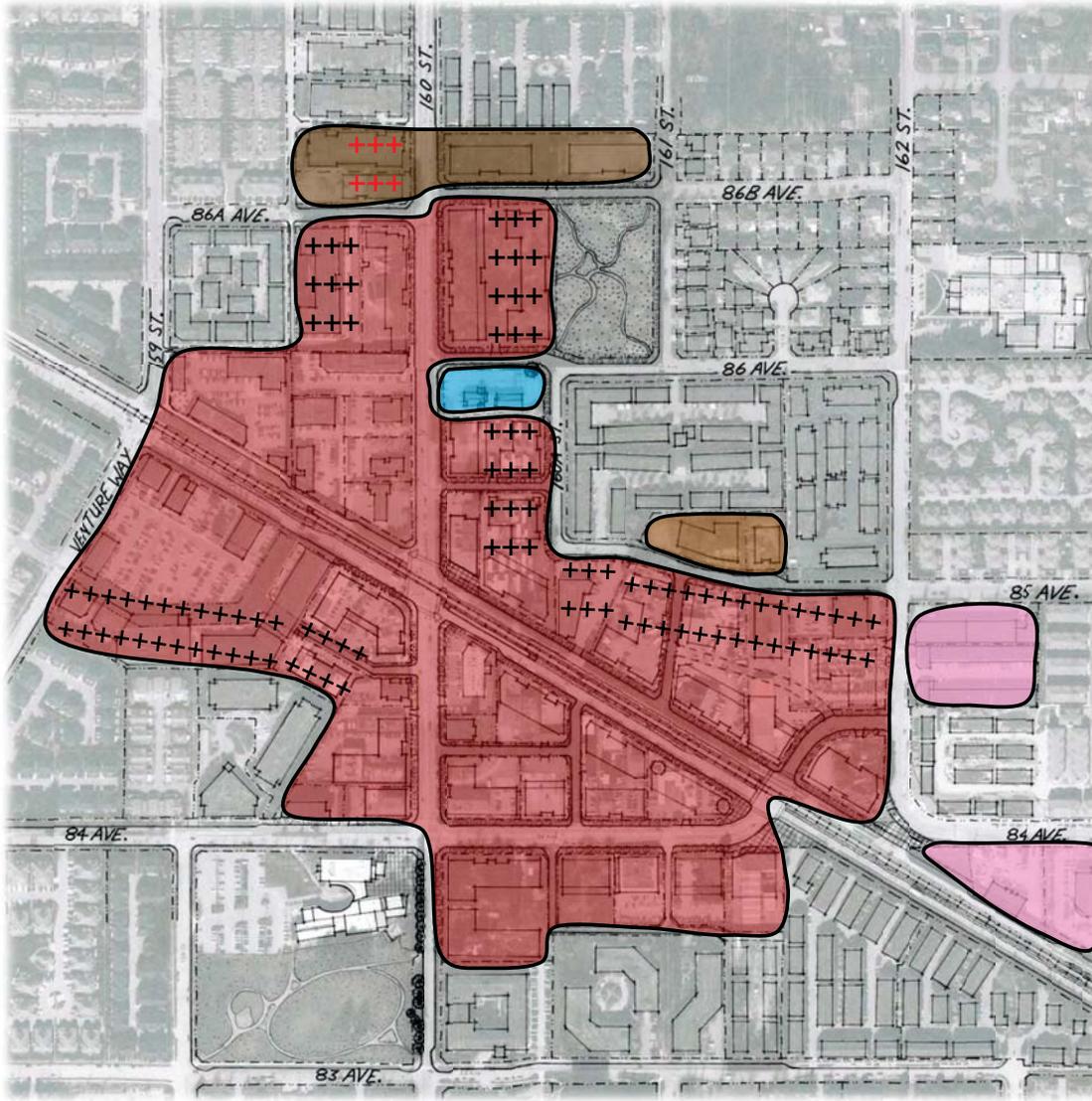
Objectives:



Strategies: (to achieve the general vision and specific objectives)

<ol style="list-style-type: none"> 1. High quality, pedestrian-friendly, urban district within the Town Centre 2. Connectivity and transportation choice 	<ol style="list-style-type: none"> a. Provide population and densities to support future rapid transit and local serving commercial businesses b. Focus new commercial development near 160 Street and Fraser Highway c. Create a distinctive destination through design guidelines for streets, private property and community gathering places d. Create a connected network of wider sidewalks, multi-use pathways, roads and lanes, particularly in areas designated for higher densities
<ol style="list-style-type: none"> 3. Diversity of housing form and tenure 4. Housing affordability 	<ol style="list-style-type: none"> e. Encourage apartments and commercial-residential mixed-use developments f. Area specific protection and redevelopment of manufactured homes (“trailer homes”)
<ol style="list-style-type: none"> 5. Distinctive community character and identity 6. Places for recreation and social interaction at all ages 	<ol style="list-style-type: none"> g. Identify opportunities for placemaking, public art, heritage interpretation and wayfinding signage in parks, public facilities and the interface between private property and public rights-of-way h. Provide park and recreation space for new residents

Proposed Land Uses

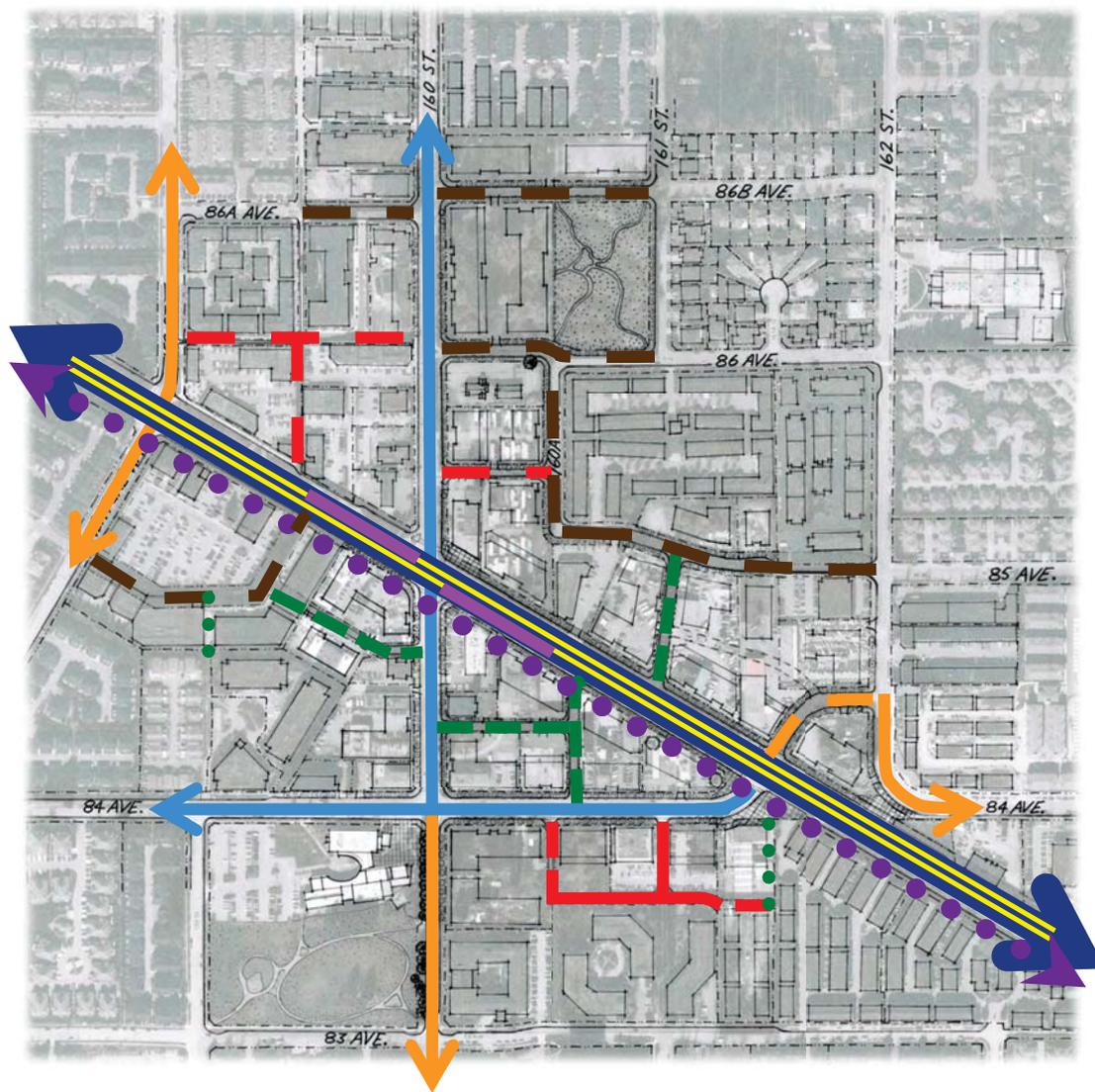


-  Mixed Use to 2.5 FAR, 6-storey max
-  Multiple Residential Option, 4-storey max
-  Multiple Residential to 1.5 FAR, 4-storey max
-  Mixed Use Option, 4-storey max
-  Commercial to 1.5 FAR
-  Institutional

Did you know?

- The entire Fleetwood Town Centre area, roughly bounded by 88th and 80th Avenues to the north and south and 156th and 168th Streets to the west and east, encompasses a gross land area of **400 hectares (990 acres)**
- At the end of 2015, there were an estimated **6,600 dwelling units** and a **population of 18,400** in Fleetwood Town Centre; the estimated population of the wider Fleetwood Community (orange area in earlier map) was 60,300
- The (red) area identified for commercial-residential mixed-use development up to 2.5 FAR comprises about **20 hectares (50 acres)**
- A modest estimate of redevelopment in the mixed use and multiple residential areas would result in up to **5,500 new residents and 500,000 square feet of new commercial floor area**

Proposed Circulation Network



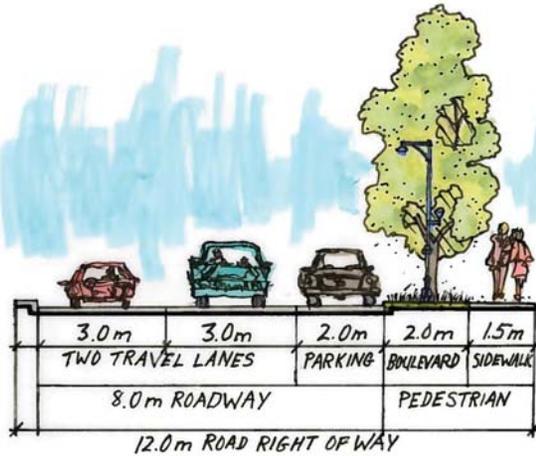
-  Arterial with Light Rail Transit (LRT) - 42 m
-  Arterial - 30 m
-  Collector - 24 m
-  Local - 20 m
-  Green Lane - 12 m
-  Commercial Lane - 8 m
-  Multi-Use Pathway
-  Pedestrian Pathway
-  LRT Stop
-  Reciprocal Access between Commercial Properties

Did you know?

In consulting with residents about the Fleetwood Town Centre land use plan, City staff heard concerns about the challenges of crossing Fraser Highway, especially for older residents and children. In response to your concerns, Transportation Engineering staff have **increased the traffic signal crossing times for pedestrians at the intersection of Fraser Highway and 160 Street**. As a result, pedestrians now have a longer period of time to cross all four crosswalks to access shops and services on both sides of Fraser Highway and 160 Street.

Pedestrian walk times at signalized crosswalks are calculated using the Transportation Association of Canada's *Manual of Uniform Traffic Control Devices for Canada* (MUTCDC). Based on **your feedback**, Transportation Engineering staff reviewed current traffic signal timings and adjusted the crossing time calculation by reducing the assumed walking speed from 1.2 metres per second to 1 metre per second, as provided for in the MUTCDC at locations where there is a higher proportion of older people and children (e.g. near seniors' housing and schools).

Proposed Circulation Network – Cross Sections



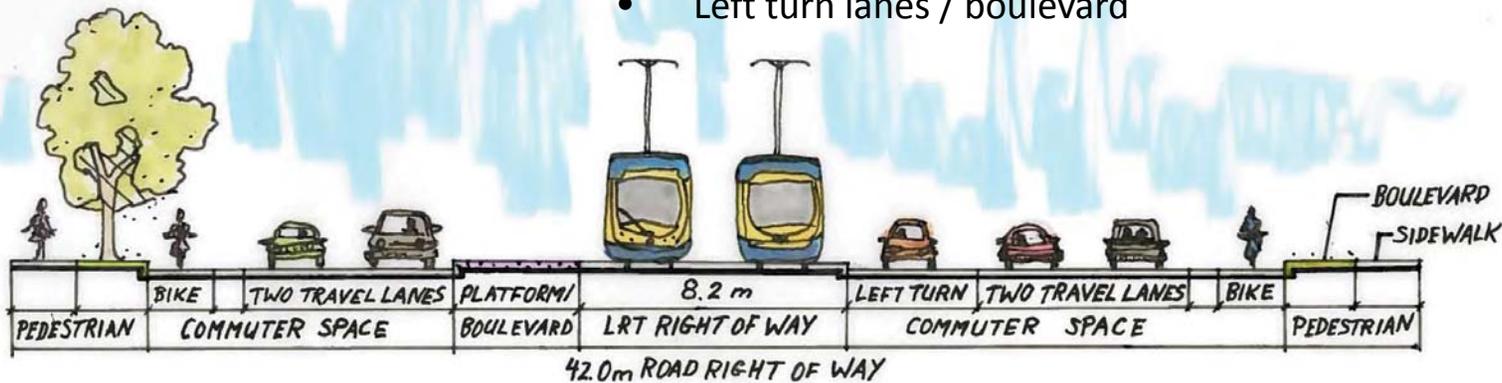
Green Lanes:

- Two way traffic
- On-street parking
- Sidewalk and boulevard

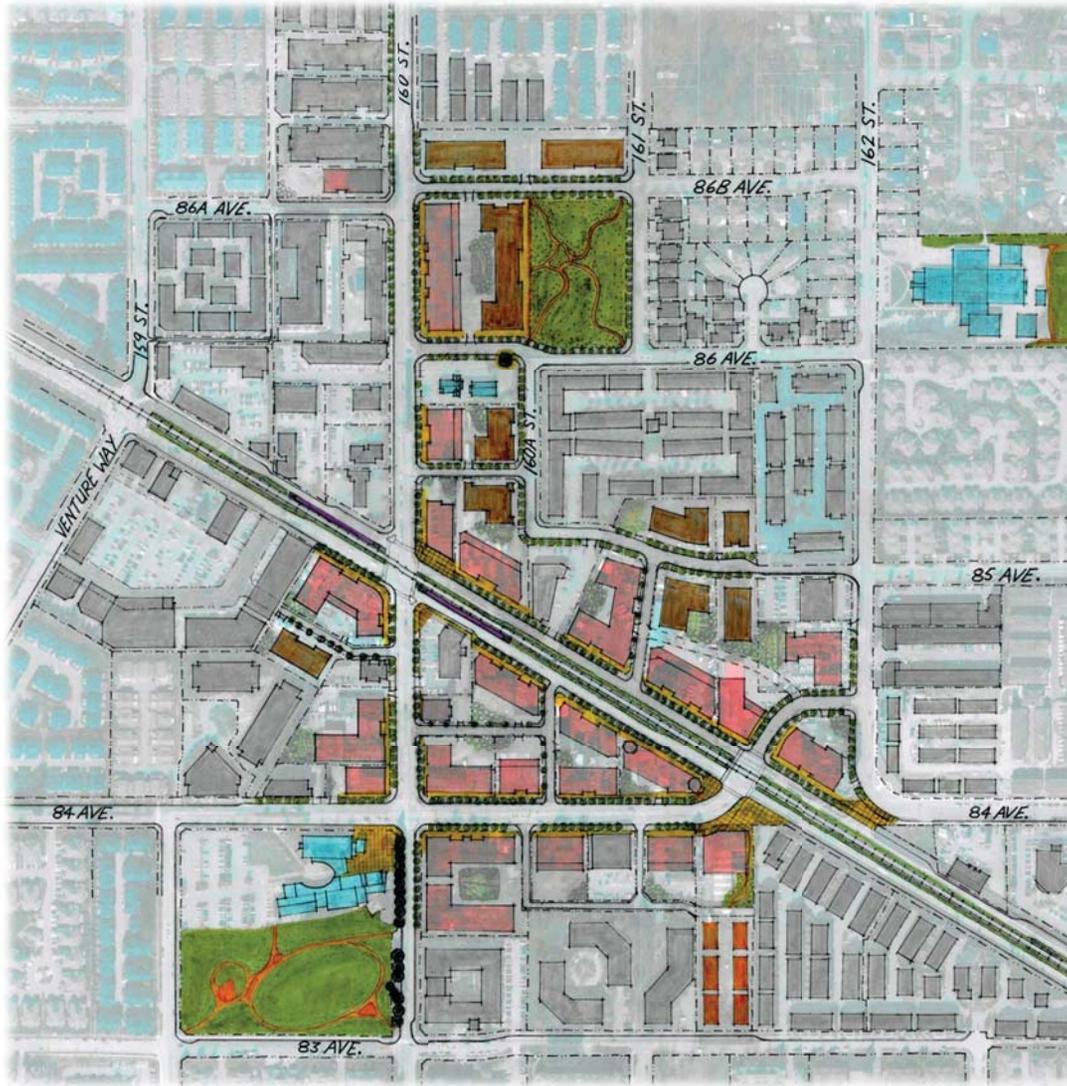


Fraser Highway with LRT:

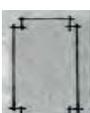
- Street level trains with platform for each direction
- Two lanes of traffic in each direction
- Left turn lanes / boulevard



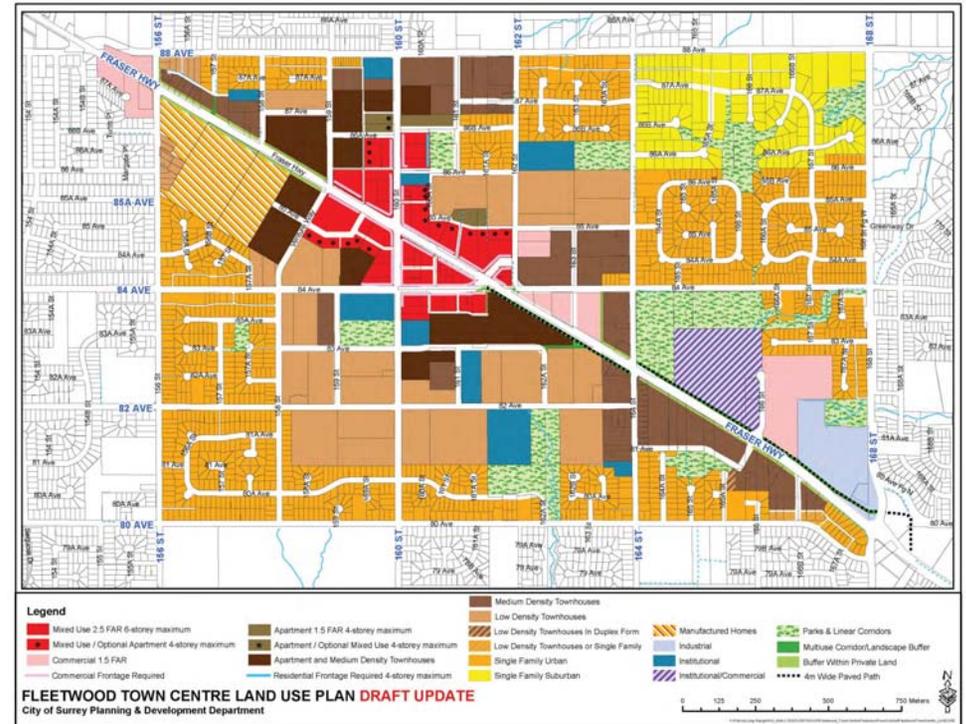
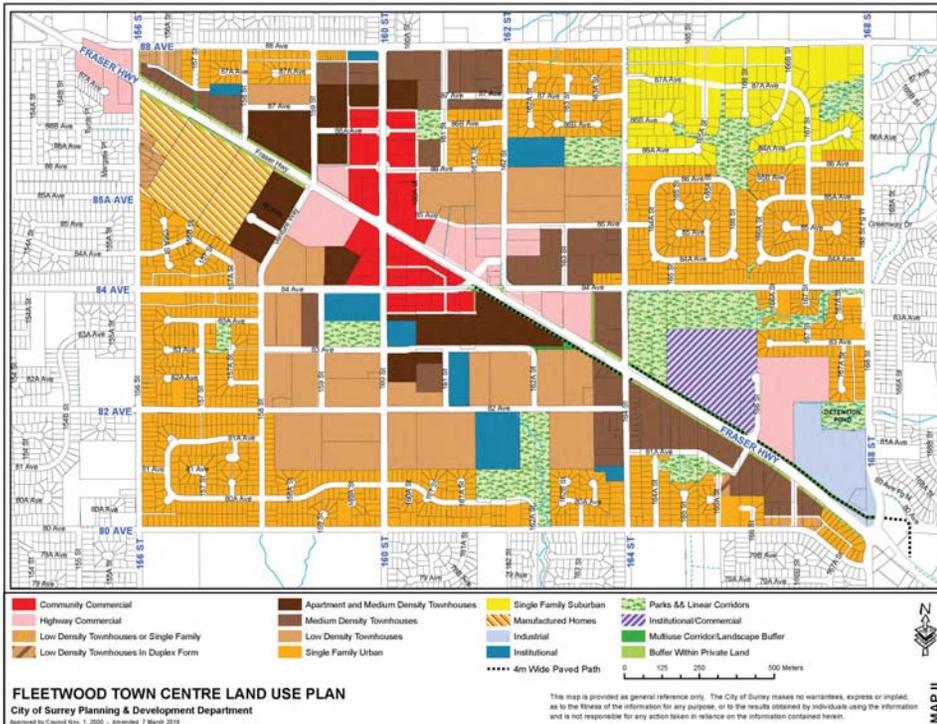
Example: Medium Term Illustrative Plan



- Development pattern assumes LRT technology with stops on Fraser Highway at 160 Street and 166 Street
- Based on age of buildings and existing uses, an estimated 15 ha (36 ac) has potential for redevelopment in the medium term

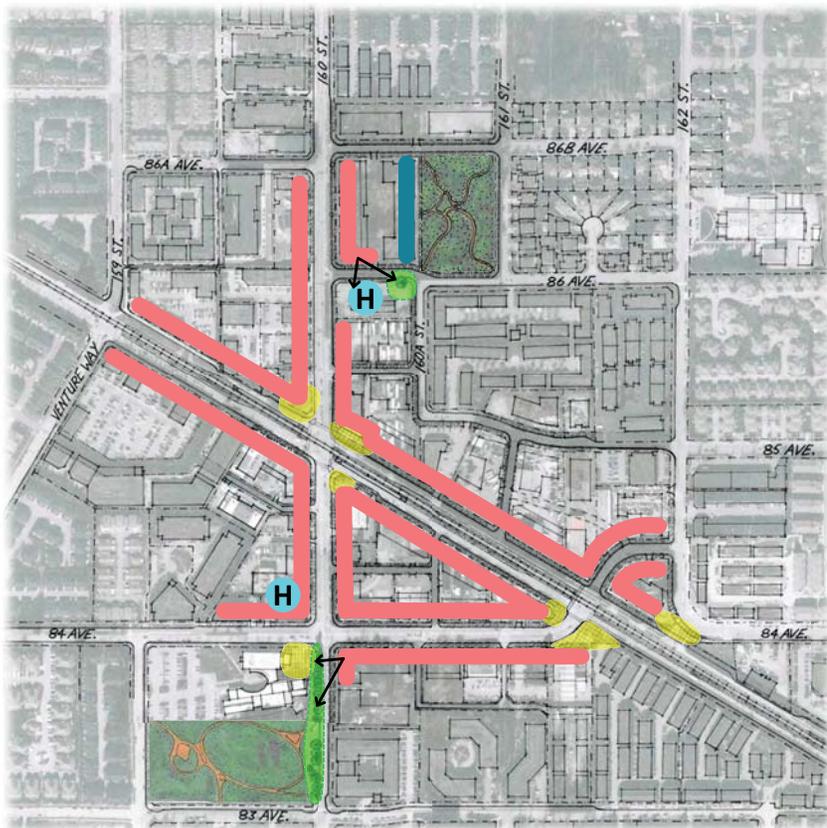
	Mixed Use		LRT Stop
	Apartment		Park
	Townhouse		Public Plaza
	Institutional		Semi-Public Space
	Existing Building		Significant Tree

Existing and Proposed Land Use Plan



- Increased extent for mixed-use development
- Finer grained street network
- More park space

Creating a Distinctive Destination



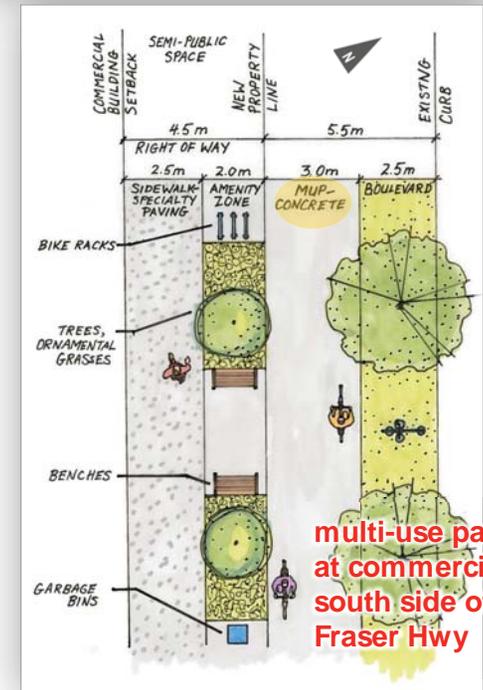
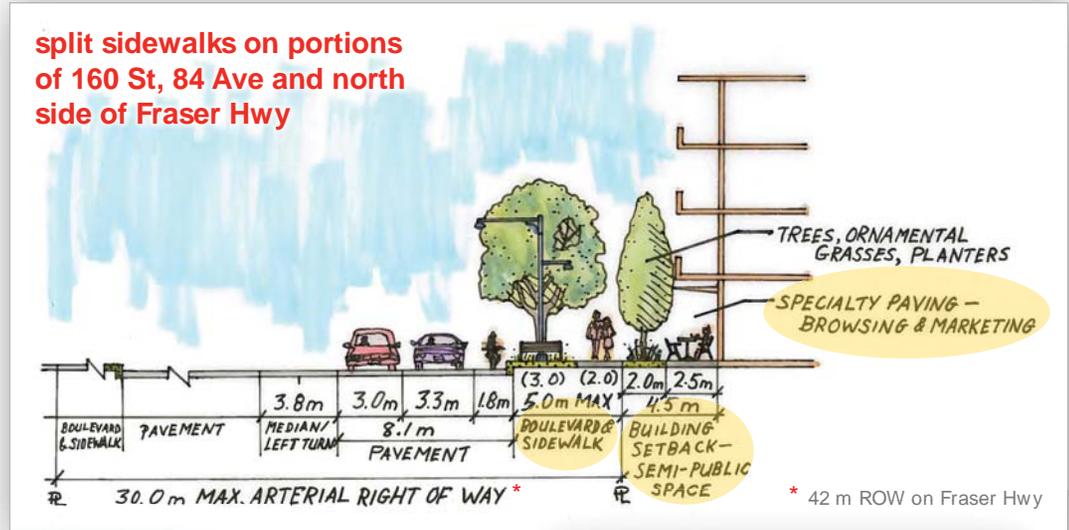
- Commercial Frontage Required
- Residential Frontage Required
- Special Trees in Public or Semi-Public Realm
- Public Plaza / Seating Area
- Neighbourhood Park
- H Heritage Value



1. Requirement for **ground floor commercial activity** along important streets
2. Enhanced **public spaces**, including valuing special trees, a new neighbourhood park, and public plazas/seating areas
3. **Urban design requirements for street, private property and community spaces**

Urban Design Requirements: #1 Great Streets

- Create a comfortable pedestrian environment with room to walk, browse and pause, by installing seating areas and split sidewalks in front of required commercial frontages
- Provide visual cohesiveness with attractive and consistent street furniture, trees and soft landscaping (i.e. ornamental grasses) in public and semi-public spaces
- Provide a safe environment for walking, use of strollers and motorized scooters, and cycling

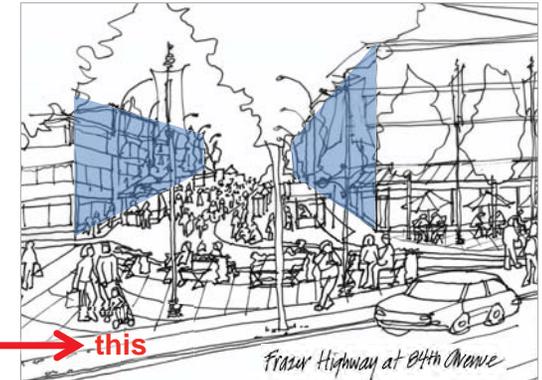


Precedents:

Urban Design Requirements:

#2 Attractive and Sustainable Buildings and Properties

- Create sense of **street enclosure** with continuous building forms located near the property line, up to a maximum of six storeys, and with parking underground or behind buildings
- Provide **appropriate transition** to existing lower density residential areas (i.e. maximum four storeys)
- Design buildings and properties for a safe, **lively pedestrian experience** (e.g. limited curb cuts, ground level glass facades, street facing entrances, building setbacks to encourage outdoor cafe seating, commercial displays and forecourt “mini-plazas”)
- Encourage **high quality design** and energy efficiency in new commercial and mixed-use buildings through development permit process
- Provide attractive landscaping and tree retention for **on-site storm water management**



Precedents:



Urban Design Requirements:

#3 Distinctive Community Spaces



- Create **public gathering spaces** in plazas, building forecourts and parks
 - larger plazas on north side of Fraser Highway at 160 Street, adjacent to a future rapid transit stops
 - new neighbourhood park that is one hectare (2.7 ac) in size with road frontage on three sides
- Inspire with **public art, heritage interpretation panels and artful street furniture**, in conjunction with public plazas where possible:
 - at future rapid transit stops (i.e. 160 Street with major commercial activity and 166 Street with view of Mt. Baker)
 - on available public property at 84 Avenue and Fraser Highway with view toward Fleetwood Community Centre
 - at existing civic facilities
- Create **visual reference points** in the community
 - celebrate special trees with appropriate landscaping and boulevard treatment (i.e. Douglas firs beside the Fleetwood Community Centre and western red cedar on Surrey Chinese Baptist Church property)
 - enhanced landscaping, wayfinding and entrance signage on available public property at Fraser Hwy & 88 Ave/168 St and 88 Ave & 160 St

Precedents:



Next Steps

- Receive and analyse feedback; possible adjustments to land use concept
- Seek Council approval of Stage 1 land use concept – Spring 2016
- Completion of Stage 2 document including engineering servicing, infrastructure and community amenity financing, and urban design guidelines – expected Fall 2016

