

NO: **R023**

COUNCIL DATE: **February 10, 2020**

REGULAR COUNCIL

TO: **Mayor & Council** DATE: **February 6, 2020**
FROM: **General Manager, Planning & Development** FILE: **6520-20**
General Manager, Engineering (Fraser Highway Corridor)
SUBJECT: **Fleetwood Plan Update**

RECOMMENDATION

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

1. Receive this report for information;
2. Approve the proposed Plan Area boundary for the Fleetwood Plan as described in this report and documented in Appendix "I";
3. Endorse the proposed Fleetwood Plan Communications and Engagement Strategy as described in this report and documented in Appendix "II"; and
4. Approve the Interim Surrey-Langley SkyTrain Development Contribution Expectations Policy for land use planning areas along the Fraser Highway SkyTrain Corridor as described in this report and documented in Appendix "III".

INTENT

The intent of this report is to provide an update on the Fleetwood Plan process and to seek endorsement of the updated Plan Area boundary, proposed Communications and Engagement Plan, and the Interim Surrey-Langley SkyTrain Development Contribution Expectation policy.

BACKGROUND

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 Surrey-Langley SkyTrain (SLS) Corridor (Appendix "IV"). Through this report Council also approved Official Community Plan (OCP) amendments to strengthen the alignment between the SLS extension and policies within the OCP.

The report outlined a series of background studies necessary to prepare for land use planning along the SLS Corridor, including: a market assessment; environmental study; heritage review; growth forecasts; transportation review; servicing review; and, a stakeholder inventory. It outlined a preliminary schedule for supportive land use planning and noted that staff would prepare more detailed phasing strategies for subsequent land use plans. Staff were directed to seek Council endorsement prior to initiating key stages of land use planning, including the undertaking of comprehensive community consultation. Staff identified that the Fleetwood area would be the first phase of land use planning associated with the SLS Project, reflecting currently available Phase 2 Investment Plan funding for transit expansion in Surrey.

DISCUSSION

Surrey-Langley Skytrain Line

Planning for the Surrey-Langley Skytrain (SLS) Project is proceeding on schedule. Staff are coordinating with TransLink to expedite planning for the project, including the development of the necessary designs and agreements required that will support ongoing project design and management, and lead to the Request for Proposal (RFP) procurement stage anticipated later this year. As part of this process City and TransLink staff have been meeting regularly to refine details of the alignment and station locations for the Reference Case Design (RCD). This is a key step to advise land use planning along the corridor.

In addition, staff have supported the SLS Business Case submission through the provision of preliminary growth forecasts and data derived from background studies. Growth forecasts have included population, number of dwelling units and employment for the Corridor, in keeping with Surrey's commitments within the SLS Supportive Policies Agreement (SLS-SPA). Timelines for the completion of land use planning along the corridor are also identified within the SLS-SPA, including the Fleetwood Plan, as detailed within this report.

Background Studies – Surrey-Langley Skytrain Corridor

Preliminary planning and background studies for the SLS Corridor are now largely complete or in final draft stages. This preliminary planning stage was conducted for the extent of the SLS Corridor, from Green Timbers Urban Forest to the Surrey-Langley border. It provided context and analysis necessary to strategically and efficiently prepare for land use plans along the Corridor, including the ongoing Fleetwood Plan. These studies also provided key information to develop high level population and growth forecasts for the SLS Business Case submission and advised the development of the RCD. Findings from completed background studies will inform future public and stakeholder consultation.

The following background studies have been undertaken to support the SLS extension and land use planning between Green Timbers Urban Forest and the border with Langley.

Market Supply and Demand Study

The Fraser Highway SkyTrain Corridor Market Supply and Demand Study was recently completed by Colliers International in December 2019, and included a review of land availability, development opportunity and projected absorption rates along the Corridor. The assessment provided analysis of market demand for residential and commercial/employment land uses along the Corridor in anticipation of future SkyTrain stations. It also provided an assessment of

development threshold densities that would trigger the market viability of redevelopment of key parcels, as well as the conditions to maximize Community Amenity Contributions (CACs). The Final Report will be made available publicly online and summarized as part of future planning and engagement.

Environmental Study

The environmental study was recently completed by Madrone Environmental in January 2020, and included an assessment of riparian, aquatic and terrestrial habitats along the Corridor, as well as vegetation and significant tree survey assessments. The study considered and incorporated the Biodiversity Conservation Strategy (BCS). Outcomes of the study will advise staff on areas of environmental sensitivity that should be considered in land use planning, including opportunities for natural area parkland.

Growth Forecasts

Preliminary population and employment forecasts were modeled to generate data for the SLS SkyTrain Business Case submission to the Federal and Provincial governments. This data has also been used to support the Market Assessment, to advise development potential within the subsequent land use plans as well as a preliminary servicing review.

Transportation Review

A review of the existing transportation network was performed to identify and inventory key gaps in the road network. This established opportunities for completion and enhancements to the, pedestrian, bicycle, and road infrastructure network. These reviews support the establishment of a finer grid road network within subsequent land use plans, that will ensure pedestrians, cyclists and motorists can easily connect with SkyTrain stations and efficiently move throughout surrounding neighborhoods. Finer grained road networks are critical to the success of Smart Development along the corridor and towards supporting ridership on the SkyTrain project.

In addition to the above noted background studies, staff have also undertaken an inventory and assessment of key heritage buildings, trees and other features. Staff have also undertaken a preliminary servicing review to better understand future infrastructure improvements necessary for SkyTrain supportive densities.

Fleetwood Planning Process

A proposed Plan Area is attached as Appendix "I". It focuses on areas within approximately 1,000 metres of SkyTrain Stations. The Plan Area measures approximately 858 hectares (2,118 acres) and generally includes the Fleetwood Town Centre and West Fleetwood neighbourhoods. This makes it the largest secondary Plan Area in the City, approximately 1.5 times larger than the City Centre Plan Area. As the planning process evolves, and additional community input is received, staff may consider splitting the Plan Area into two unique subplans. For the time being staff are proceeding with a single Fleetwood Plan.

The Fleetwood Plan covers the initial phase of the SLS Project outside of the Surrey City Centre. The Plan Area includes the existing Stage 1 Fleetwood Town Centre Plan, previously endorsed by Council in July 2016. The new Fleetwood Plan will replace the existing Stage 1 Fleetwood Town Centre Plan. It will also ensure orderly development and the appropriate land uses and densities

to support the rapid transit investment.

Key components of the Fleetwood Plan will include:

- A clearly articulated overall vision for the Fleetwood community;
- A plan for transit-supportive land uses, including designations that prescribe land use densities, building heights and uses;
- Urban design principles and guidelines to ensure development along the corridor is consistent with the OCP and best practices in urban design;
- A transportation strategy that supports the integration of SkyTrain with a finer grained multi-modal road network;
- A parks and community amenity strategy that outlines new parks, open space and civic amenities to support future growth;
- An infrastructure and servicing strategy to support growth; and
- A financial strategy to fund the infrastructure and community amenities outlined in the plan.

The process to develop the Fleetwood Plan will follow the City's typical two-stage secondary land use planning process. These two stages are broken down into five steps to comprehensively plan for the long-term future of the community:

Stage 1 Land Use Plan Process

Step 1: Getting Started (Summer 2019 – Winter 2020)

- Background studies and preliminary community engagement.
- Establishing vision, principles & growth objectives.
- Development of Communications and Engagement Strategy.

Step 2: Exploring Options (Spring 2020 – Summer 2020)

- Second phase of community engagement.
- Developing preliminary land use concepts.

Step 3: Developing the Plan (Fall 2020 – Spring 2021)

- Third phase of community engagement.
- Develop a draft (Stage) 1 plan.
- Stage 1 plan approval (Council).

Stage 2 Land Use Plan Process

Step 4: Refining the Plan (Summer 2021 – Fall 2021)

- Servicing and financing plans.
- Supportive policies and guidelines.
- Land use plan revisions.

Step 5: Completing the Plan (Winter 2021– Spring 2022)

- Final phase of community engagement.
- Develop and finalize final (Stage 2) plan document.
- Stage 2 plan approval (Council).

The first step of the Fleetwood Plan process is now largely complete. It included the above noted background studies as well as a preliminary phase of community engagement. The City hosted a kick-off open house on November 13, 2019, accompanied by an online survey and key stakeholder workshop. The open house was hosted concurrently with a TransLink SLS Project open house at the Surrey Sport and Leisure Centre. Over 750 people attended the event, and over 450 surveys were completed. Input gathered through the open house and survey is being used by staff to develop a vision for the future of Fleetwood. Input was also used to advise the creation of a Communications and Engagement Strategy that will be used to support and develop the plan over the next two years.

Communications and Engagement Strategy

The Fleetwood Plan Communications and Engagement Strategy is attached as Appendix "II". It was developed with the support of Lockrey Communications, a professional communications and engagement consultant.

The purpose of the Communications and Engagement Strategy is to outline the variety engagement methodologies and upcoming schedule of consultation to support the plan development. The strategy explores ways to hear from a range of people and groups, ensuring residents and businesses have a mixture of ways to provide input. Aligned with objectives of the city-wide Engagement Strategy Review, the goal of the SLS Communications and Engagement Strategy is to have a range of voices, opinions and demographics reflected in the final Fleetwood Plan, and to ensure the plan is responsive to the residents of Fleetwood.

Next Steps

Staff are currently completing Step 1 (Getting Started) and planning for Step 2 (Exploring Options) within the above noted Stage 1 planning process. Step 2 will include a comprehensive phase of community engagement aimed at exploring options leading to the development of a preliminary land use concept.

Starting in April, the City will initiate a comprehensive engagement phase that will include a second open house, online surveys, workshops, walking tours and a series of pop-up engagement events. It will also include the first of three anticipated speaker series events featuring a keynote speaker. These events will focus on educating residents and business owners on principles related to transit-oriented planning and placemaking.

Step 3 of the Stage 1 planning process will follow in the fall of 2021 with a Stage 1 Plan anticipated for Council consideration in the Spring of 2021. The Stage 2 Fleetwood Plan is targeted to be completed by the Spring of 2022, to provide flexibility to complete the plan no later than the Summer of 2022 SLS-SPA date.

Future SLS Corridor Land Use Planning

In addition to the Fleetwood Plan, Council also authorized staff to prepare more detailed phasing for subsequent land use plans for the SLS Corridor (Appendix “IV”). All identified SLS Project supportive land use plans are also outlined with the SLS-SPA between the City and TransLink. The Fleetwood area is identified as the priority, reflecting currently available Phase 2 Investment Plan funding for transit expansion in Surrey. The following additional land use planning processes are underway or anticipated to support the SLS Project.

City Centre Plan Update

On October 21, 2019, Council endorsed Corporate Report No. R205; 2019 which authorized staff to initiate a review of the existing City Centre Plan. Now underway, the update will reinforce the intent to establish a Central Business District (CBD) centered on the Surrey Central SkyTrain Station and will update land use designations to encourage transit supportive densities and employment. It will also reflect changes associated with proposed SkyTrain station at 140 Street and Fraser Highway as part of the SLS Project. Consistent with the SLS-SPA, the City Centre plan review will be completed by the end of 2021.

Clayton Heights Plan Review

In addition to the Fleetwood and City Centre planning processes, Corporate Report No. R059; 2019 also outlined a series of future planning processes along Fraser Highway in Clayton Heights (Appendix “IV”). These include the review of existing land use plans along Fraser Highway within proximity to anticipated SkyTrain Stations, including:

- West Clayton Neighbourhood Concept Plan (NCP)
- East Clayton Transit Oriented Area (TOA) Plan
- West Cloverdale North NCP

It is anticipated that the review of these existing land use plans will be initiated in early 2021. This is reflecting of current available Phase 2 Investment Plan funding which supports SLS Project phasing to Fleetwood. Consistent with the SLS-SPA, the Clayton Heights plan review will be completed by the end of 2022.

East Cloverdale NCP

The final plan process identified to support the SLS Project is in East Cloverdale along the border with Langley. The future East Cloverdale NCP will include currently unplanned portions of Cloverdale within 500 – 800 metres proximity to the proposed SkyTrain station at 196 Street and Fraser Highway. It is anticipated that the East Cloverdale NCP will be initiated in late 2021 to reflect currently available Phase 2 Investment Plan funding which supports SLS Project phasing to Fleetwood. Consistent with the SLS-SPA, the East Cloverdale NCP will be completed by the end of 2023. Staff are prepared to advance completion of this section of the plan should funding for the SkyTrain extension to Cloverdale become available during the planning process.

Consideration of Rezoning Applications During Plan Processes

Generally rezoning applications will not be brought forward for Council consideration until the adoption of a Secondary Land use Plan. Applications within 1,000 meters of the Fraser Highway Corridor will only be brought forward for Council consideration if:

- a rezoning application is compliant and aligned with a Council approved Stage 1 Secondary Plan;
- an active rezoning application has received conditional approval;
- 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 supported and considered (within the past three years); and/or
- a rezoning application involves:
 - 100% social and supportive housing;
 - community care facilities;
 - group residences;
 - 100% below market rental housing; or
 - 100% affordable student housing associated with educational institutions.

Once a Stage 1 Secondary Land Use Plan is approved by Council along the Fraser Highway Corridor, rezoning applications that are consistent with the Secondary Land Use Plan may then be forwarded to Council for consideration; where they may receive First, Second and Third bylaw readings following a public hearing. Rezoning applications which seek relief from any of the above expectations may only 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 & Development General Manager.

Following a Stage 2 Secondary Plan approval by Council, applications may be considered for Final Adoption.

Surrey-Langley SkyTrain Development Contribution Expectations Policy

On November 14, 2019, Council endorsed Corporate Report No. R224; 2019 which amended the *Surrey Zoning By-law, 1993, No. 12000* (“the Zoning By-law”). Council also updated Council Policy No. O-54, “Density Bonus Policy and OCP and Plan Amendment Community Amenity Contributions”. The intent of these amendments was to support the introduction of a new City-wide CAC and updated Density Bonus Policy to offset the impacts of growth from development.

The new CACs are proposed to assist with funding projects in the City’s Annual Five-Year Capital Financial Plan and would complement the existing Secondary Plan and infill areas CAC program. This approach is consistent with Section 482 of the *Local Government Act* which allows municipalities to establish different density rules for a zone and conditions related to provision will be of amenities, including the number, kind and extent of amenities.

The delivery of the Capital Projects CAC program includes a two-tier rezoning scenario for amenity contributions in exchange for density increase. The proposed tiers relate to a

development proposal's consistency with a Secondary Plan or the OCP. Tier 1 of the Capital Projects CAC apply to a rezoning that complies with Secondary Plan and OCP designations. Tier 2 of the Capital Projects CAC apply to all rezoning that request Secondary Plan bonus density or OCP amendments.

It is anticipated that all SLS Corridor planning areas, including the Fleetwood Plan, will include provisions consistent with the City's new City-wide CAC and updated Density Bonus Policy, as well as typical Secondary Plan CACs. This will include new Tier 1 base CAC rates for development that is consistent with secondary plans, as well as new Tier 2 rates based on a 75% lift in value approach beyond plan approved densities. It is anticipated that the Fleetwood Plan will include flat per unit rates associated with Tier 1 CACs, and a flat per square foot rate associated with the Tier 2 CAC.

CAC rates are typically established with the endorsement of a Stage 2 Plan. As per the above noted planning schedules, land use planning to support the SLS Project will be ongoing until the end of 2023. As such, staff have prepared the proposed Interim Surrey-Langley SkyTrain Development Contribution Expectations Policy to provide clarity to landowners and developers regarding anticipated CAC contribution requirements. This will allow staff to process development applications while the Stage 2 plan is in preparation. That is an important phase of the planning strategy, as it will help support the rapid transit investments in Surrey by providing expedited approvals that could see development project completing in parallel with the commissioning of the SLS line (see Appendix "III").

SUSTAINABILITY CONSIDERATIONS

The work of the project above supports the objectives of the City's Sustainability Charter 2.0. This work relates to Sustainability Charter 2.0 themes of Built Environment and Neighbourhoods, Economic Prosperity and Livelihoods, and Ecosystems. Specifically, this work supports the following Desired Outcomes ("DO"):

Built Environment and Neighbourhoods DO2: Surrey is well-connected within the City and to the rest of the region by fast and efficient public transit and active all-ages-and-abilities transportation infrastructure.

Built Environment and Neighbourhoods DO4: Surrey's neighbourhoods are safe, accessible, well-connected, walkable and bike friendly.

Economic Prosperity and Livelihoods DO6: Efficient land use and well-managed transportation infrastructure are in place to attract businesses and support a thriving economy.

Ecosystems DO11: Surrey's Green Infrastructure Network is an essential and integrated component of the City's infrastructure, providing essential ecosystem services as well as places for recreation, conservation and rejuvenation.

CONCLUSION

Based on the above discussion it is recommended that Council approve the proposed Plan Area boundary for the Fleetwood Plan as described in this report and documented in Appendix "I", endorse the proposed Fleetwood Plan Communications and Engagement Strategy as described in

this report and documented in Appendix "II", and approve the Interim Surrey-Langley SkyTrain Development Contribution Expectations Policy for land use planning areas along the Fraser Highway SkyTrain Corridor as described in this report and documented in Appendix "III".

Original signed by
Jean Lamontagne
General Manager, Planning & Development

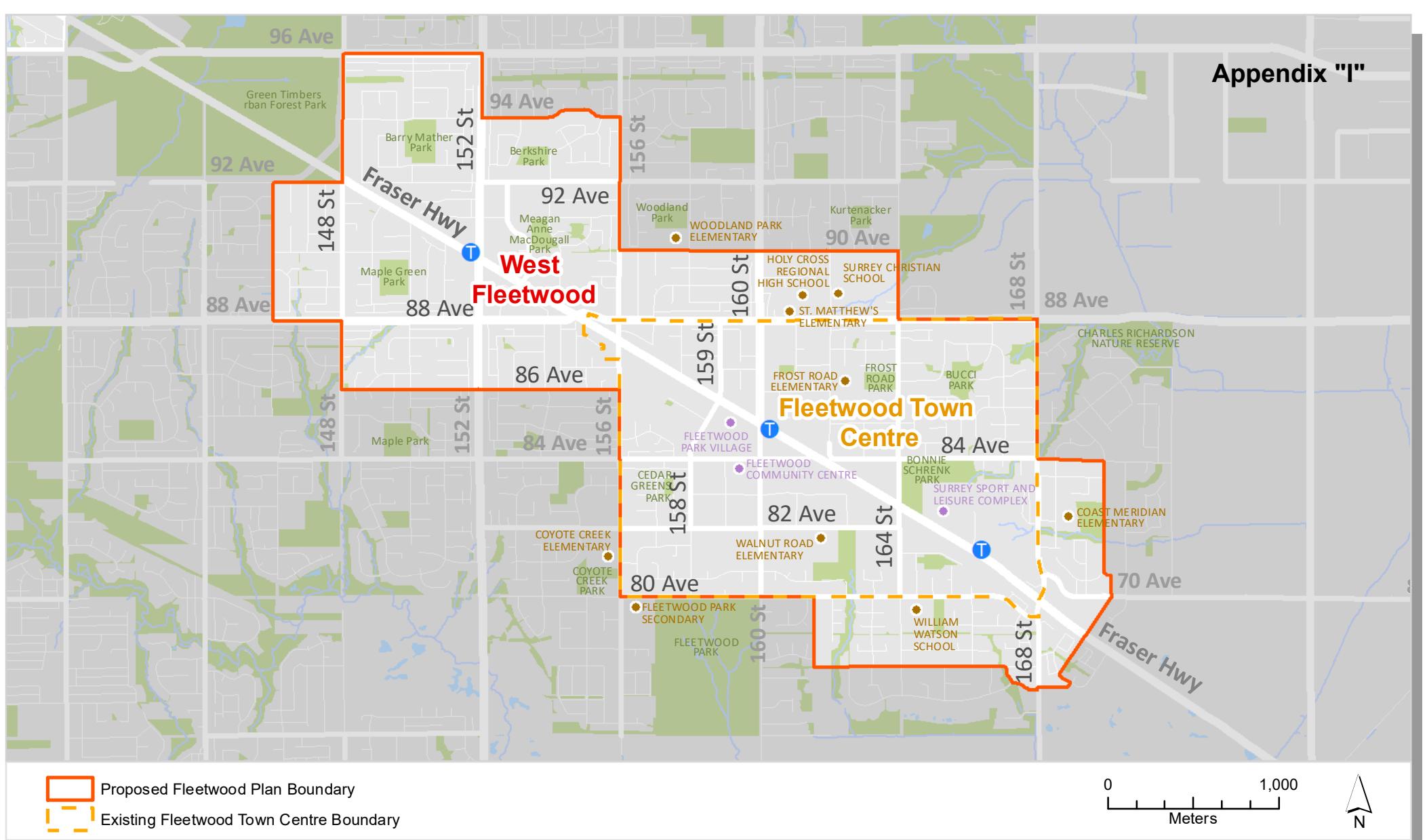
Original signed by
Scott Neuman, P.Eng.
General Manager, Engineering

Appendix "I" Proposed Fleetwood Plan Area Boundary
Appendix "II" Proposed Fleetwood Plan Communications and Engagement Strategy
Appendix "III" Proposed Surrey-Langley SkyTrain Development Contribution Expectations Policy
Appendix "IV" Corporate Report No. R059; 2019

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Appendix "I"



Appendix “II”

FLEETWOOD PLAN COMMUNICATIONS & ENGAGEMENT STRATEGY

Summary

With the extension of the Surrey Langley SkyTrain along Fraser Highway the community of Fleetwood is going to grow and change. The purpose of the Fleetwood Plan Communications and Engagement Strategy (Strategy) is to outline the timing of and the different engagement tools and techniques that will be used to build awareness and create opportunities for residents, businesses and other stakeholders to provide input on the future of Fleetwood during the Fleetwood Plan (Plan) process.

The Strategy was developed with stakeholders and includes a wide range of engagement techniques to ensure residents and businesses have different opportunities to be involved and provide input. Engagement will stretch beyond the conventional tools to include techniques such as pop-ups, coffee chats and a speakers’ series, to reach a diverse audience. The goal is to have a wide range of voices, opinions and demographics reflected in the final Fleetwood Community Plan. At the conclusion of engagement, stakeholders should feel they have had an opportunity to participate – whether or not they choose to participate.

The Strategy is aspirational in nature, establishing an ambitious list of tools and techniques. As staff work to develop the Plan they will strive to incorporate many of these tools. Staff may also choose to utilize different techniques not outlined in the Strategy as they move forward if they determine there is a need for different tactics to reach groups in the community they are not successfully reaching. In addition, staff will explore ways to coordinate and align outreach with different departments and initiatives taking place in the Fleetwood and citywide, including the Transportation Strategic Plan Update, the Public Engagement Strategy and Vision Zero.

The proposed timeline for engagement is outlined below.

STAGE 1	<p>STEP 1: GETTING STARTED</p> <ul style="list-style-type: none">• <i>Fall 2019: Prep & Preliminary Engagement</i>• <i>Winter 2020: Establishing Vision, Principles & Growth Objectives</i> <p>STEP 2: EXPLORING OPTIONS</p> <ul style="list-style-type: none">• <i>Spring / Summer 2020 – Creating the Stage 1 Plan</i> <p>STEP 3: DEVELOPING THE PLAN</p> <ul style="list-style-type: none">• <i>Fall 2020 / Winter 2021 – Confirming the Stage 1 Plan</i>• <i>Spring 2021 – Stage 1 Plan Council Approval</i>
STAGE 2	<p>STEP 4: REFINING THE PLAN</p> <ul style="list-style-type: none">• <i>Summer / Fall 2021 – Developing the details</i> <p>STEP 5: COMPLETING THE PLAN</p> <ul style="list-style-type: none">• <i>Winter / Spring 2022 – Confirming & finalizing the Stage 2 Plan Document</i>• <i>Spring 2022 – Stage 2 Plan Council Approval</i>

STAGE 1 FLEETWOOD PLAN ENGAGEMENT & COMMUNICATIONS FRAMEWORK

STEPS:	1: Getting Started	2: Exploring Options	3: Developing the Plan
TIMING	Fall 2019 - Winter 2020	Spring - Summer 2020	Fall 2020 - Spring 2021
COUNCIL	<ul style="list-style-type: none"> Bring forward Corporate Report to approve plan boundaries, endorse engagement strategy and approve interim SLS DC Expectations Policy (Winter 2020) 		<ul style="list-style-type: none"> Provide land use options update to Council (Fall 2020) Conduct Council shirtsleeve Bring forward draft plan to Council for Stage 1 consideration (Spring 2021)
LEVEL OF ENGAGEMENT	Inform, Consult, Involve, Collaborate	Inform, Consult, Involve, Collaborate	Inform, Consult, Involve, Collaborate
OBJECTIVES	<ul style="list-style-type: none"> Build awareness Gather public input, report back Revisit existing plans Refine plan boundaries Explore what's working, what isn't and aspirations 	<ul style="list-style-type: none"> Build awareness Gather public input, report back Establish plan boundaries Tackle big challenges Explore growth options 	<ul style="list-style-type: none"> Build awareness Gather public input, report back Identify preferred plan features Develop draft land use plan Refine draft land use plan
EVENTS	<ul style="list-style-type: none"> Background studies work Preliminary stakeholder meetings Preliminary stakeholder workshop to build communications and engagement strategy Open house #1 with TransLink Online survey Video and social media campaign Coffee chats Pop up events 	<ul style="list-style-type: none"> Spring Pop-up event (with BIA) Pop-up event (Bike to School Week) Open House #2 Speaker series launch #1 Panel or workshop at OH #2 High school workshop Online survey Pop-up event (parklet) Walking tour Coffee chats Stakeholder meetings Social media campaign 	<ul style="list-style-type: none"> Pop-up event (Fleetwood Festival) Pop-up event (Bike to Work Week) Open house #3 Open house #4 Speaker series #2 High school workshop Online survey City Building 101 (World Town Planner Day) Coffee chats Stakeholder meetings

STAGE 2 FLEETWOOD PLAN ENGAGEMENT & COMMUNICATIONS FRAMEWORK

STEPS:	4: Refining the Plan	5: Completing the Plan	6: Implementing the Plan
TIMING	Summer – Fall 2021	Winter – Spring 2022	Summer 2022 - Beyond
COUNCIL	<ul style="list-style-type: none"> Provide plan update to Council (Fall 2021) 	<ul style="list-style-type: none"> Council Briefing Bring forward Corporate Report Bring forward draft plan to Council for Stage 2 consideration (Spring 2022) 	<ul style="list-style-type: none"> Provide implementation update to Council
LEVEL OF ENGAGEMENT	Inform, Consult	Inform, Consult	Consult
OBJECTIVES	<ul style="list-style-type: none"> Develop & share document key content Gather public input, report back Develop design guidelines Develop servicing strategy Develop financial strategy 	<ul style="list-style-type: none"> Finalize design guidelines Finalize servicing strategy Finalize financial strategy Finalize Plan document Share document 	<ul style="list-style-type: none"> Develop implementation framework
EVENTS	<ul style="list-style-type: none"> Walking tours Fleetwood Festival pop up (Sept) Open House #4 Online survey Social media campaign Coffee chats Stakeholder meetings Pop up events 	<ul style="list-style-type: none"> Final Open House #5 Online document review Online survey Social media campaign Committee presentations 	<ul style="list-style-type: none"> Social media updates Check-in online survey

The following is a list of the different engagement opportunities:

School Engagement

The primary focus is on secondary school students taking Social Studies or Geography courses with curriculum that touches on planning, community building and/or civic engagement. Working with secondary school principals and teachers, staff can determine the type and extent of engagement with school(s). Options include a large-scale event with multiple schools participating at one event, individual events with each school or class, or a combination of the two.

One compelling option may be to have the speaker from the Speakers' Series speak or conduct a workshop for students. This talk/workshop could focus on the Fleetwood community, would be created and facilitated by the speaker, with support from City staff. This would be a great opportunity to educate students on the planning process, the challenges and opportunities facing their community; and connect with youth, a demographic the City would like to hear from more in the planning process.

Some ideas to extend the reach:

- Explore opportunities to work with student councils to run in-school contests related to placemaking (speaker can help generate ideas used in other schools)
- Work with schools to identify youth ambassadors who can sit on a community advisory group, providing the youth voice and perspective.
- Have students complete online surveys on iPads at events
- Design or have students help design surveys targeting youth
- Connect and work with Surrey School District's communications department to explore opportunities to promote events through their social media channels.

Parent Advisory Councils

PACs (parent advisory councils) present an opportunity to connect with the parents of elementary and secondary school students. This can be done through City staff presentations at PAC meetings or seeing if information can be shared with families through the PAC social media channels or emails. This is an opportunity to reach parents who may otherwise not be engaged in the Fleetwood plan.

Pop-Up Public Engagement

These can range from more elaborate booths at community events, such as the Fleetwood Festival in the Fall, to more informal pop-ups where staff are going out and chatting with residents on walking trails in Fleetwood. Pop-ups are a great engagement technique to connect with people in their community, where they are working, shopping or recreating. They are a useful tool for raising awareness about the planning process and gathering input from residents. Varying the times, dates and locations helps maximize the reach.

The following are some examples of where pop-ups can be held:

- Shopping centres;
- Grocery store parking lots;
- Community centres and libraries;
- Parks, trails and street corners;
- Community events –Bike to Work/School Week, Fleetwood Festival, Earth Day

Coffee Chats/Planner Pop-Ups

Coffee chats are an opportunity for planning staff (and potentially other City staff) to spend a morning or afternoon at an easily accessible and central venue in Fleetwood, such as the Fleetwood Community Centre or Fleetwood Business Improvement Office. These sessions would be promoted in advance and provide an opportunity for business owners, residents and developers to stop by, have a coffee and chat with city staff. The premise being – the coffee is on, come and chat with staff about the future of Fleetwood. These could be held regularly, e.g. monthly.

Business Engagement

Developing engagement outreach targeting the business community will help get more input from these stakeholders. One option would be to use the coffee chat model, but specifically targeting business owners. Staff could spend time in a central location in Fleetwood, e.g. the Fleetwood Business Improvement Association (BIA) office and business owners could stop by to learn more about the process, ask questions and provide input.

Speakers' Series

A speakers' series is a great way to educate residents on the community building process, as well as tackle other pertinent and critical issues facing not only Fleetwood, but the entire City. Planning staff could conduct a speakers' series in conjunction with different departments and initiatives going on in the City. One opportunity may be to hold a 'transit-oriented community' talk together with the Transportation Department. Other topics could include an introduction to planning and placemaking.

Much of the speaking fees for speakers are associated with travel expenses and creating a Surrey specific presentation. To maximize a speaker's time in Surrey, staff could explore bundling together a few different speaking opportunities for speakers. These could include:

- Daytime – workshops for Council, stakeholders, or secondary students
- Nighttime – public presentation, possibly with a panel discussion afterwards, held in conjunction with an open house

Development Advisory Committee (DAC)

To get input from the broader development community, it may be useful to work with and update the DAC on the Fleetwood Plan process. Another option may be to hold a specific Fleetwood DAC meeting, focusing on the land use plan, and expanding the invitation beyond DAC members to include developers active in the Fleetwood community.

Open Houses

Open houses are one engagement tool to connect with the community. Five open houses are planned for the engagement process, with three being held for Stage 1 and two for Stage 2. To maximize outreach and opportunities for input, future open houses for the Fleetwood Plan will strive to do the following:

- Try to schedule open houses to coincide with busy times at host venues;
- Try to extend open house hours beyond evening;
- Try to coordinate with other events and city initiatives, such as the Speakers' Series, where possible; and
- Try to include kids and teen zones that are structures around activities that are age and content specific. Also explore using youth ambassadors or teens to help run these spaces.

Online Survey

Online surveys are a useful tool for gathering feedback. They provide an opportunity for those attending, as well as those who did not attend engagement events to have their voice heard. Online surveys are one tool to gather input and feedback, in addition to conversations, workshops, etc.

Walking Tours

Walking tours are a unique way for staff, service providers and the community to learn more about Fleetwood. Different types of walking tours can be conducted during the process. These include:

- Community walking tours for residents to showcase the community and identify issues; and
- Partner walking tours for service providers, police, BIA and staff to identify opportunities and issues.

City Building 101

This is a communications initiative aimed at educating residents and businesses about planning. It will tie into the Fleetwood plan process but can be scaled up to be useful and relevant for all Surrey residents.

Overall Goal

To provide a variety of ways and opportunities for residents and business owners to have input and help shape the Fleetwood Plan.

Target Audiences

- Residents under the age of 30
- Property owners in Fleetwood
- Renters in Fleetwood
- Business property owners (own/lease or own/run businesses)
- Commuters along Fraser Highway (transit, active modes of transit, walkers)
- Residents who don't speak English as a first language at home

Key Messages

- Did you know the SkyTrain is expanding to Fleetwood in 2025? This will bring thousands of new residents and businesses to our community.
- SkyTrain is coming to Fleetwood. We want to hear from you how our community can grow to accommodate new residents and businesses over the next 5, 10, 25 years.
- The Fleetwood Land Use Plan is about creating a shared vision for our community for the next 25 years. This is about charting a path for the future versus reacting to change.
- Be part of planning for Fleetwood's future. Your community. Your vision.
- Planning for Fleetwood's future involves a variety of stakeholders – businesses, residents, community groups, technical experts and more. Each voice helps create the overall vision. We all play a role in shaping the future.
- Attention Fleetwood residents! Get involved and share your thoughts on where people, paths, roads and building will go as Fleetwood grows. Be a part of the change.
- Fleetwood is growing. Help us plan for growth.

Audience Specific Messaging

Under 30

- You are the future of Fleetwood. This plan is for you! Have your voice heard.
- Tell us how Fleetwood should grow over the next 25 years. Help shape your community.
- Change is coming to Fleetwood with the SkyTrain expansion. Envision the change you want for the future of Fleetwood.

Business owners

- Did you know the SkyTrain is being expanded to Fleetwood? This will bring new business opportunities along Fraser Highway.
- As a business owner, tell us your thoughts on how Fleetwood should grow over the next 25 years. The time is now to have your say and chart a path for the future.

Property owners – residential

- Fleetwood is growing and changing. Be a part of the change by sharing your vision for our community's future.



City of Surrey

Interim Policy

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

Approval Date: **Proposed NEW (January 27, 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 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, the application will 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 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 the Secondary Land Use Plan may then be forwarded to Council for consideration, where they may 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 basis 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 based on a 75% lift in value approach for applications seeking plan or OCP amendments beyond approved Plan densities. It is anticipated that 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 a 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 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 Tier 2 CACs areas established, a benefiting developer proposing a Plan/OCP amendment is to provide 75% of the lift in the market value associated with rezoning of the land as value back to the City.

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

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

Table 1: 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 - Capital Projects Contribution shall be \$4,000 per dwelling unit up to Plan densities.</i></p> <p><i>Tier 2 - Capital Project Negotiated Contribution (75% of Land-lift) triggers are as follows:</i></p> <ol style="list-style-type: none"> I. Within URBAN designated areas for rezoning applications >15 UPA. II. Within URBAN designated areas in Frequent Transit Development Areas (FTDAs) for rezoning applications >30 UPA. III. Within MULTIPLE RESIDENTIAL designated areas for rezoning applications >1.5 FAR. IV. Within MULTIPLE RESIDENTIAL designated areas in Frequent Transit Development Areas (FTDAs) for rezoning applications >2.0 FAR. V. Within COMMERCIAL designated areas for rezoning applications >2.5 FAR.

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 Fleetwood Town Centre Secondary Plan Contributions.</p> <p><i>Tier 2</i> - Capital Project Negotiated Contribution (75% of Land-lift) triggers are as follows:</p> <ul style="list-style-type: none"> I. Within URBAN Designated areas rezoning applications >Stage 1 Fleetwood Town Centre Plan densities. II. Within MULTIPLE RESIDENTIAL designated areas within Fleetwood Urban Centre for rezoning applications >2.0 FAR. III. Within MULTIPLE RESIDENTIAL designated areas rezoning applications >1.5 FAR. IV. Within COMMERCIAL designated areas for rezoning applications >1.5 FAR. V. Within COMMERCIAL designated areas in Fleetwood Urban Centre for rezoning applications >2.5 FAR. VI. Within TOWN CENTRE designated areas for rezonings> densities shown in Figure 12 "Fleetwood town Centre Densities" of OCP.
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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 > 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 > West 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 > West Clayton NCP density.</p>

	West Cloverdale North 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="text-align: center;">All Rezoning applications > West Clayton 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 class="list-item-l1">I. Within URBAN designated areas for rezoning applications >15 UPA.</p> <p class="list-item-l1">II. Within MULTIPLE RESIDENTIAL designated areas for rezoning applications >1.5 FAR.</p> <p class="list-item-l1">III. Within COMMERCIAL designated areas for rezoning applications >1.5 FAR.</p>

*Land Lift = Additional Floor Area (resulting from higher FAR) x Buildable Rate**

Buildable rate is calculated as follows: — Buildable Rate = $\frac{\text{Land Value}}{\text{Base Floor Area}}$ *

***Land Value is the current market value of the land.

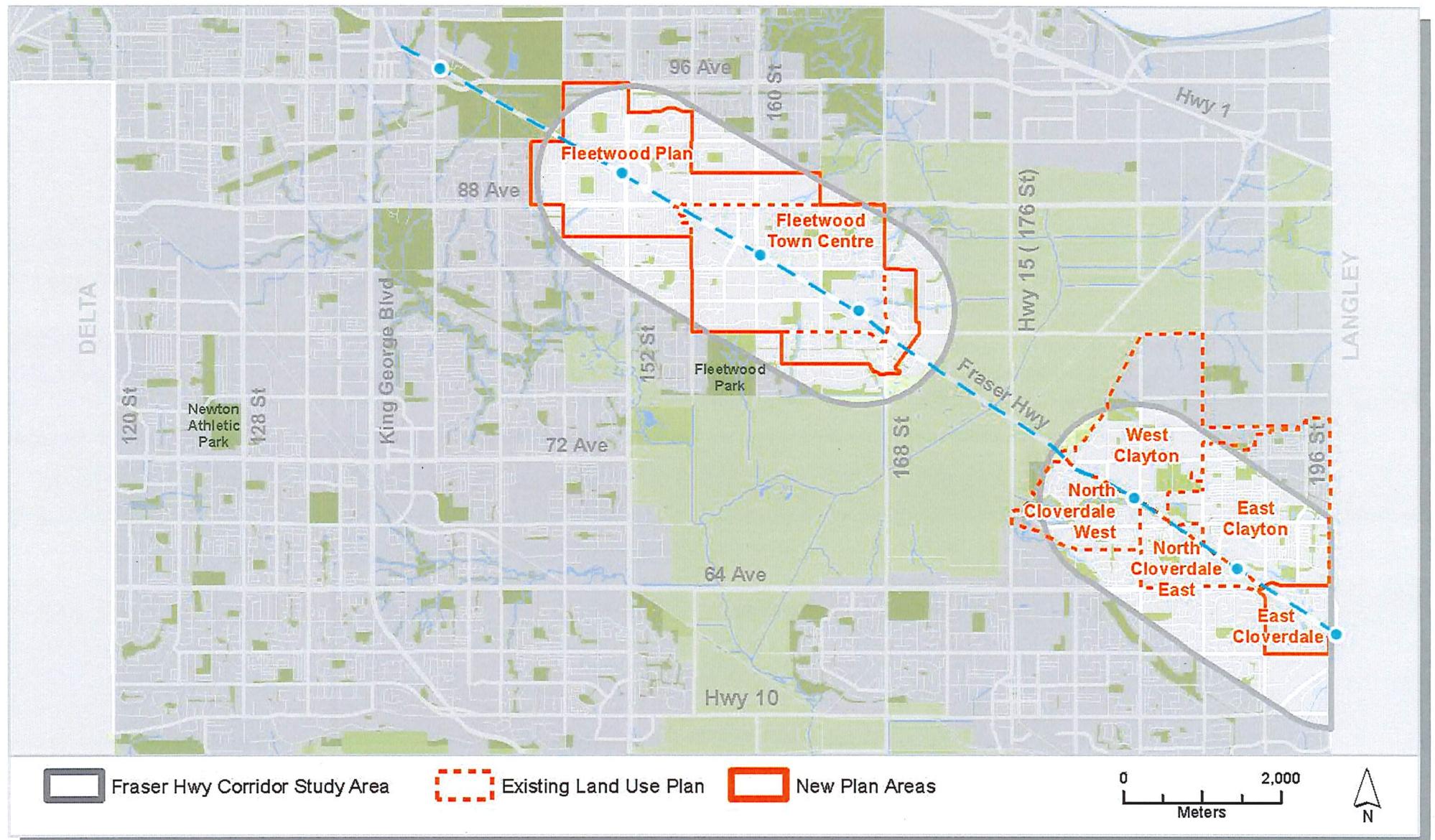
6. Capital Project CAC Exemptions

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.

Appendix 1 – Fraser Highway Corridor Study and Land Use Plan Areas





CORPORATE REPORT

NO: R059

COUNCIL DATE: April 1, 2019

REGULAR COUNCIL

RECOMMENDATION

The Planning & Development Department and Engineering Department recommends that Council:

1. Receive this report for information;
 2. Authorize staff to commence the Fraser Highway SkyTrain Corridor Planning Areas review, including all preliminary planning and background studies, as described in this report, to support detailed land use planning processes for the plan areas along the Fraser Highway Corridor (Appendix "I");
 3. Amend *Surrey Official Community Plan Bylaw, 2013, No. 18020*, as described in this report and documented in Appendix "II"; and
 4. Authorize the City Clerk to bring forward the necessary amending bylaw for the required readings, and to set a date for the related Public Hearing.

INTENT

The purpose of this report is to seek Council authorization to initiate Fraser Highway Corridor preliminary planning and background studies which will form the basis for the development of SkyTrain supportive land use plans along the Surrey Langley SkyTrain extension as shown in Appendix "I".

Additionally, this report is seeking Council approval of the text and map amendments proposed for *Surrey Official Community Plan Bylaw, 2013*, No. 18020 (the “OCP”), as documented in Appendix “II”, to strengthen the alignment between the Surrey Langley SkyTrain extension and policies within the OCP.

BACKGROUND

Rapid transit on the Fraser Highway corridor has been a priority in the City and regional plans for over twenty years. In the 1990s it was envisioned as a median exclusive Bus Rapid Transit corridor. Land use plans for Fleetwood Town Centre and East Clayton were planned to support this proposed form of Rapid Transit.

In 2014, the Mayors' Council on Regional Transportation approved "Transportation Investments: A Vision for Metro Vancouver," which prioritized rapid Light Rail Transit ("LRT") along Fraser Highway. The funding for the plan was divided into three phases of investment, with LRT to Langley as part of Phase 3 of the Investment plan.

At Council's inaugural meeting on November 5, 2018 Council passed Resolution R18-2088 and unanimously supported to:

- *Direct staff 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;*
- *Request the Mayors' Council and the TransLink Board to cancel the SNG-LRT Project and immediately initiate a new SkyTrain Extension Project along Fraser Highway by changing the technology originally proposed in the Phase Two Investment Plan to SkyTrain, and re-allocating all available funds in the Phase Two Plan dedicated for rapid transit in Surrey and Langley to start the SkyTrain extension towards Langley as soon as possible; and*
- *Request the Mayors' Council to seek the required funding for the Phase Three Plan of the 10-Year Vision as soon as possible, to complete all 27 km of rapid transit in Surrey and Langley.*

The Mayors' Council on Regional Transportation (the "Mayors' Council") endorsed TransLink's decision to suspend the SNG-LRT Project and to move forward with planning and project development for SkyTrain on Fraser Highway, under the project title Surrey-Langley SkyTrain ("SLS").

TransLink has identified that the \$1.6 billion of approved funding currently allocated under the Phase II Investment Plan will not be sufficient to deliver the entire SkyTrain project to Langley. Without securing the remaining \$1.9 billion in the Phase III Investment Plan required to both complete the SLS to Langley and complete the remaining rapid transit on the 104 Avenue and King George Boulevard corridors, the SLS may be required to be built in two stages.

Consistent with the Mayors' Council 10-Year Plan, the delivery of all new major capital projects requires project partnership agreements involving TransLink and the host municipality. One of these is the Supportive Policy Agreements ("SPA"), which includes a focus on TransLink's Transit-Oriented Communities Design Guidelines for land use planning. These guidelines are aligned with Council's mandate for Smart Development. This includes the concentration of growth in compact, walkable urban centres, which contain employment, a range of housing choices, amenities, schools, and transit facilities.

DISCUSSION

The SPA agreement framework is anticipated to be completed for the SLS project towards the beginning of 2020. The SPA framework will outline target completion dates for land use planning. To support this timeline land use planning for the SLS corridor (the “Corridor”) will commence immediately. The proposed planning area for the Corridor is approximately 14 km-long and extends from the existing King George Skytrain station to the City and Township of Langley’s border at 196 Street, as illustrated in Appendix “I”.

The Corridor already contains a diverse mix of employment and residential uses within the established neighbourhoods of Fleetwood Town Centre and East Clayton, as well as the emerging urban communities in West Fleetwood, West Clayton, and East Cloverdale. The Corridor also includes a range of sensitive environmental and agricultural uses, including the Green Timbers Urban Forest, the Serpentine River, North Creek and sections of farmland through the Agricultural Land Reserve (“ALR”).

Background Studies

The initial planning phase will involve the preparation of various background studies and analytics as is typical with all City land use planning processes. This planning stage will provide context and analysis necessary to strategically and efficiently develop detailed land use plans for the sub-plan areas along the Corridor as well as provide information to develop high level population and growth forecasts for the Business Case submission.

The following background studies will be initiated for the portion of the SLS extension between Green Timbers Urban Forest and the border with Langley:

Market Assessment

A market assessment of the Corridor will include a review of land availability, development opportunity and projected absorption rates along the Corridor. The assessment will provide analysis of market demand for residential and commercial/employment land uses along the Corridor with a focus on areas adjacent to future SkyTrain stations. It will also provide an assessment of necessary densities that would trigger the market viability of redevelopment of key parcels, as well as the conditions to maximize Community Amenity Contributions.

Environmental Study

An environmental study will include an assessment of riparian, aquatic and terrestrial habitats along the Corridor, as well as vegetation and significant tree survey assessments. The study will consider and incorporate the Biodiversity Conservation Strategy. This will advise staff on areas of environmental sensitivity that should be considered in land use planning.

Heritage Study

A heritage study will include an inventory and assessment of key heritage buildings, trees and other features, as well as a literature and archival scan of the Corridor. This will advise staff on areas and features of heritage significance that should be considered in land use planning.

Growth Forecasts

Preliminary population and employment forecasts will be modeled to generate data for the SLS SkyTrain Business Case submission to the Federal and Provincial governments.

Transportation Review

A transportation review will identify and inventory key gaps and opportunities in the road network, as well as opportunities for completion and enhancements to pedestrian and bicycle infrastructure. The supporting finer grid road network and “last mile” walking and cycling connections that ensure pedestrians can easily get from the SkyTrain hub to their final destination, are critical to the success of Smart Development along the corridor and towards ridership on the SkyTrain project. The review will also support the preparation of evidence-based ridership modelling that will be used to review buildout scenarios based on land use concepts.

Servicing Review

A preliminary servicing review will scan the capacity of existing municipal and Metro Vancouver engineering infrastructure for the Corridor. This will include previously planned infrastructure within existing land use plans that may be subject to amendments. This review will identify constraints and opportunities to be addressed within subsequent land use plans.

Stakeholder Inventory

An inventory of key community stakeholders along the Corridor will support strategic preliminary engagement as well as the development of community engagement strategies for subsequent land use plans. During this process preliminary stakeholder engagement will be undertaken to build support and partnerships for future land use planning.

Future Land Use Planning

The development of new and updated land use plans will be required along the Corridor to support the principles in the SPA with TransLink. While the final boundaries will be determined with input from the background studies, it is evident that new land use plans will need to be established for the West Fleetwood Neighbourhood, as well as East Cloverdale along the boundary with Langley. As well, several existing land use plans will require review and updating, including:

- City Centre Plan;
- West Clayton NCP;

- East Clayton Transit-Oriented Area Plan;
- West Cloverdale North NCP; and
- Fleetwood Town Centre Plan, which has received Stage 1 approval.

Land use planning will implement the OCP's Transit-Oriented Development Principles, which are aligned with TransLink's Transit-Oriented Communities Design Guidelines, which are centred around "Six D's" of development:

- Destinations – coordinate land use and transportation;
- Distance – create a well-connected street network;
- Design – create places for people;
- Density – concentrate and intensify activities near frequent transit;
- Diversity – encourage a mix of land uses; and
- Demand Management – discourage unnecessary driving.

Estimated Timeline

The development and update of these land use plans will involve a comprehensive strategy, and phased approach supported by technical and engineering studies. Consultation will include residents as well as stakeholders including Business Improvement Associations, Community Associations, non-government organisations, utility agencies, and intergovernmental organisations such as TransLink, Metro Vancouver, City of Langley, Township of Langley and the Province of British Columbia.

Staff will prepare a phasing strategy to review and develop land use plans along the Corridor. Considerations will include findings from background studies and surveys, role and location of stations, and local context. Through this process staff will identify land use planning sub area priorities. These will reflect the two anticipated stages of the SLS project that are based on currently available Phase 2 Investment Plan funding (Stage 1) and the remaining required to complete the project through future Phase 3 Investment Plan funding (Stage 2). This will enable the efficient allocation of staff and consultant resources and the efficient preparation and implementation of a series of public and stakeholder engagement processes.

To support the Business Case submission timelines, staff will provide TransLink with preliminary growth forecasts and data during the initial planning phases in 2019. This will include urban development targets, and forecasts for population, number of dwelling units and employment for the Corridor. Timelines for individual plan area completion will be included in the SPA and detailed in the Terms of Reference for each plan area.

These Terms of Reference for the initiation of the plan areas within the Corridor will be brought forward for Council consideration along with the findings of background studies. These will include finalized plan boundaries as well as project scope and scheduling details.

The table below outlines the estimated timeline for plan processes along the Fraser Highway Corridor. Preliminary planning and background studies will commence immediately. Formal Council authorizations will be sought prior to initiating subsequent key stages of the below-noted phases, and prior to community consultation.

<u>Phase II - Investment Plan Funding Areas:</u>	
<i>Background Studies – Corridor Study Area</i>	Spring - Summer 2019
<ul style="list-style-type: none">• Market Assessments• Growth Forecasts• Environmental Studies• Heritage Study• Servicing Studies• Engagement Strategies• Urban Design & Integration Studies• Other studies as required	
<i>Explore Land Use Options</i>	Late Summer 2019
<ul style="list-style-type: none">• Seek Council approval to continue Planning processes for priority plan areas along the Fraser Highway Corridor.• Incorporate background study findings into process.• Initiate community engagement and plan process.• Prepare draft land use options.• Provide TransLink with urban development targets and growth forecasts for Business Case submission.	
<i>Develop and Finalize Land Use Options</i>	Spring- Summer 2020
<ul style="list-style-type: none">• Additional public engagement.• Develop draft land use plans.• Council approval of draft land use plans.• Initiate financial, servicing, and urban design strategies.	
<i>Refine and Complete Phase II Investment Plan Funding Corridor Plan Areas</i>	Summer-Fall 2021
<ul style="list-style-type: none">• Additional public engagement.• Complete financial, servicing, and urban design strategies.• Council approval of final land use plans.• Seek Council direction on initiation of Phase 3 Investment Plan Funding Corridor Plan areas.	

<u>Phase III - Investment Plan Funding Areas:</u>	
<i>Initiate Detailed Planning Work for Phase 3 Investment Plan Funding Areas</i>	TBD- Subject to further consultation

Associated Policy Planning

There are several related policy planning initiatives that will be undertaken in a similar timeframe as the Fraser Highway land use planning processes. The scope of these initiatives and how they relate to the Fraser Highway plans are noted below.

Official Community Plan Update(s)

The OCP provides policy direction on the overall growth and development in the City and contains several references to frequent transit planning priorities and policies, along with maps showing rapid transit planning areas. Currently maps along Fraser Highway, 104 Avenue and King George Boulevard ("KGB") contain references to LRT. The OCP maps will be updated to reflect the current Mayors' Council Vision for Transportation which now includes the SLS extension along the Fraser Highway Corridor.

References to LRT will be removed from the 104 Avenue and KGB corridors but they will remain identified as Rapid Transit corridors. This reflects the Mayors' Council approval to initiate a planning process to refresh the South of Fraser Rapid Transit Strategy for the 10-Year vision of building 27 km of Rapid Transit. This process will revisit technologies and funding capabilities under the Phase 3 Investment Plan required to fulfill the intent of the 27km of Rapid Transit for Surrey. Scott Road, 72 Avenue, KGB south of Newton Town Centre, and 152 Street will be added as Rapid Transit corridors to reflect the commitment to add B-Line rapid transit service as part of Phase 2 and 3 funding. The proposed OCP text and map amendments are shown in Appendix "II".

Although these proposed map changes are consistent with the 10-Year Vision, they do not reflect that the OCP timelines are for a 30-year vision for Surrey. Additional Rapid Transit beyond the 27 km is required. TransLink is currently undertaking a comprehensive update to the Regional Transportation Strategy ("RTS"). Concurrent with this work, the City will be undertaking an update to the Transportation Strategic Plan and Long-Term Rapid Transit Vision. The Long-Term Rapid Transit Vision work is anticipated to be included in TransLink's update to the RTS. Once approved by the Mayors Council, the OCP maps will again be updated to reflect the longer-term vision of rapid transit for Surrey.

Density Bonus and Community Amenity Contribution Review

On October 1, 2007, Council approved Policy O-54 Interim Bonus Density Policy (Corporate Report No. Co20; 2007, attached as Appendix "III") in City Centre and Guildford Town Centre to allow additional floor area (density) on a lot in exchange for the provision of additional benefit back to the community. This policy was based on a negotiated land-lift model, where developers were required to provide amenities or cash-in-lieu for a percentage of the lift in value. Following

the 2008 economic downturn, Council introduced measures aimed at providing development incentives, including an exemption of certain types of applications from the benefit contribution requirements of the policy.

Due to the negotiated approach, and several years of exemptions, Policy O-54 has not been applied consistently. The City has retained a consultant to undertake a comprehensive review and update to the policy. The update will provide a clear, consistent, and predictable approach to community amenity contributions. Focusing on Surrey's higher-density Town Centres and Frequent Transit Corridors (such as Fraser Highway), the updated policy will provide a straightforward approach with a methodology that can be phased over time, adapted to changing market conditions, and expanded City-wide. Staff will report back to Council with details on the policy update in 2019.

Affordable Housing Strategy

Surrey's Affordable Housing Strategy, approved by Council on April 9, 2018 (Corporate Report No. R066; 2018) focuses on rental housing and includes recommendations to support and facilitate the provision of market and non-market rental housing. The extension of SkyTrain will present opportunities to locate affordable rental housing in transit-oriented locations. This would not only make transit more convenient for renters, but could substantially reduce the overall household expenses of renter households.

As part of the planning process staff will integrate Affordable Housing Strategy policies into measures that help preserve existing affordable housing, and particularly non-market rental housing within the plan areas in the Corridor. As well, staff will develop location specific policies to provide incentives to encourage the development of affordable rental housing within the SLS Corridor.

SUSTAINABILITY CONSIDERATIONS

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

Built Environment and Neighbourhoods

- DO2:** Surrey is well-connected within the City and to the rest of the region by fast and efficient public transit and active all-ages-and-abilities transportation infrastructure.
- DO4:** Surrey's neighbourhoods are safe, accessible, well-connected, walkable and bike friendly.

Economic Prosperity and Livelihoods

DO6: Efficient land use and well-managed transportation infrastructure are in place to attract businesses and support a thriving economy.

Ecosystems

DO11: Surrey's Green Infrastructure Network is an essential and integrated component of the City's infrastructure, providing essential ecosystem services as well as places for recreation, conservation and rejuvenation.

CONCLUSION

Based on the above discussion it is recommended that Council:

- Authorize staff to conduct all necessary background studies, as described in this report, (including an environmental study, a market demand assessment and engineering servicing studies) in advancement of Fraser Highway Skytrain Planning for the study areas shown in Appendix "I";
- Amend *Surrey Official Community Plan Bylaw, 2013*, No. 18020, as described in this report and documented in Appendix "II"; and
- Authorize the City Clerk to bring forward the necessary amending bylaw for the required readings, and to set a date for the related Public Hearing.

Jean Lamontagne
General Manager, Planning & Development
MK/PK/PH/ar

Fraser Smith, P. Eng, MBA
General Manager, Engineering

Appendix "I" - Map of Fraser Highway Skytrain Corridor

Appendix "II" - Proposed Amendments to Surrey Official Community Plan Bylaw, 2013, No. 18020

Appendix "III" - Corporate Report No. C020; 2007

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* Appendices available upon request