

NO: R155

COUNCIL DATE: July 25, 2022

REGULAR COUNCIL

TO: **Mayor & Council** DATE: **July 20, 2022**

FROM: **Acting General Manager, Planning & Development** FILE: **6520-20**
General Manager, Engineering (Fraser Highway
General Manager, Parks Recreation & Culture Corridor)

SUBJECT: **Clayton Corridor Plan Update**

RECOMMENDATION

The Planning & Development, Engineering, and Parks, Recreation & Culture Departments recommend that Council:

1. Receive this report for information;
2. Approve the proposed Plan Area boundary for the Clayton Corridor Plan, as described in this report and documented in Appendix "I";
3. Approve amendments to *Surrey Zoning By-law, 1993, No. 12000*, as amended, to adjust Community Specific Community Amenity Contribution rates for the Clayton area based upon the density bonus concept, as documented in Appendix "II", and authorize the City Clerk to bring forward the related bylaw for the required readings and to set a date for Public Hearing; and
4. Approve the Interim Clayton Corridor Development Expectations Policy, as described in this report and documented in Appendix "III".

INTENT

The intent of this report is to provide an update on the Clayton Corridor Plan process and to seek endorsement of the associated Plan Area boundary. This report also seeks endorsement of the Interim Clayton Corridor Development Expectations Policy (the "Development Expectations Policy") and the associated amendments to *Surrey Zoning By-law, 1993, No. 12000*, as amended, (the "Zoning Bylaw"), to increase Community Specific Community Amenity Contribution ("CAC") rates.

BACKGROUND

On April 1, 2019, Council endorsed Corporate Report No. R059; 2019, attached as Appendix "IV", which authorized staff to initiate preliminary planning and background studies to support land use planning along the Surrey-Langley SkyTrain ("SLS") corridor. The report identified the sequence of planning along the corridor, starting with the Fleetwood Plan and following with a process to update existing plans within Clayton Heights and Cloverdale (the "Clayton Corridor Plan").

On March 7, 2022, Council endorsed Corporate Report No. R049: 2022 which approved the draft (Stage 1) Fleetwood Plan. This endorsement provided a key milestone for land use planning along the SLS corridor and enabled staff to focus on initiating the Clayton Corridor Plan. On March 24, 2022, Council endorsed Corporate Report No. R061: 2022, which endorsed a land use planning work program, including the initiation of the Clayton Corridor Plan.

DISCUSSION

In May 2022, staff initiated the initial phase of the Clayton Corridor Plan process, including a preliminary round of public engagement in line with the City's Public Engagement Strategy. This initial phase of planning, detailed below, was intended to introduce the planning process to residents and stakeholders, and clarify key planning parameters including a Plan Area boundary, an updated community vision, and a set of interim development expectation policies to guide development interests.

Plan Area

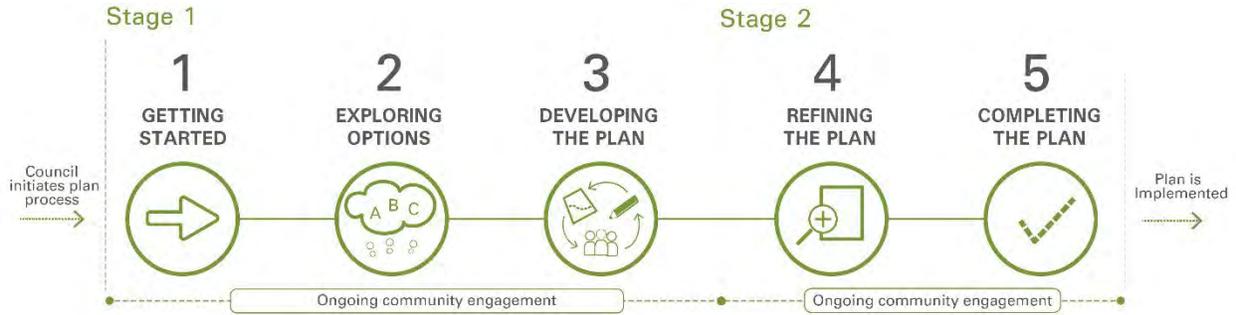
The draft Clayton Corridor Plan Area (attached as Appendix "I") measures approximately 112 hectares (277 acres) in size and is strategically focused on areas along Fraser Highway within proximity to planned SkyTrain stations at 184 Street and 190 Street, where re-development may be expected in the short to mid-term. The draft Plan Area includes portions of the existing East Clayton Neighbourhood Concept Plan ("NCP"), East Clayton Transit Oriented Area Plan, West Clayton NCP, North Cloverdale East NCP, and North Cloverdale West NCP. This planning process will update portions of some of these plans, focusing on areas around SkyTrain stations along Fraser Highway, as illustrated in Appendix "V".

Areas in recently built, well-established neighbourhoods or areas further away from planned SkyTrain stations have not been included in this update. This is particularly relevant in areas like West and East Clayton where existing NCPs continue to provide clear and relevant development parameters to much of the area.

As part of the plan's early engagement, the City received feedback on the proposed Plan Area boundary. Some respondents and groups have requested that the City consider an expanded boundary in some locations in close proximity to the SkyTrain stations, including some areas along 184 Street and 188 Street south of Fraser Highway. In addition, some feedback requested extending the Plan Area boundary into West Clayton north towards 72 Avenue and 74 Avenue. As the planning process evolves and additional community input is received, staff may consider adjustments to the plan boundary based on clear planning rationale. Any further adjustments to the plan boundary will require Council approval.

Planning Process

The Clayton Corridor Plan process will generally follow the City's typical two-stage, five-step process used to develop land use plans. Stage 1 work involves preliminary planning, exploring options, and developing a draft plan. Stage 2 work involves refining and completing the plan, including engineering servicing and financial planning. As development servicing to the area may be a limiting factor in population growth, some initial servicing review may be necessary in Stage 2 of the process. Throughout the process, there are opportunities for community engagement.



Step 1 – Getting Started

Step 1 of the planning process for the Clayton Corridor Plan is now complete. It was held through Spring 2022 and included a communications and outreach campaign, as well as a preliminary phase of public engagement was informed by the City’s Public Engagement Strategy. The campaign was supported by a targeted social media campaign, postcard mailouts, electronic newsletter promotion, and installation of signage along the corridor. An online engagement website was established, supported by an online survey, interactive mapping tools, online question and answers, and quick polls. Staff also attended SLS project open houses in May 2022 at the Surrey Sport and Leisure Complex and at Langley City Hall.

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 4,500 people visited the project webpage and 759 people provided input through the online survey within the first month of the project page going live.

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

Draft Plan Vision and Objectives

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

The Clayton Corridor is a sustainable community that is inclusive, integrated, and diverse. Known for its varied housing, the area includes compact walkable neighbourhoods with community amenities and services locate within convenient distance of residents. Clayton is celebrated for its range of housing options, character, thriving mix of local and neighbourhood businesses, and its livability.

This vision statement is built off the collective vision statements from existing Secondary Plans in the area and has been updated based on community feedback. It will be further refined through the planning process, as necessary.

In addition, eight draft planning objectives are proposed to guide the Clayton Corridor Plan. Similar to the vision statement, these have drawn from existing Secondary Plans in the area and updated based on feedback from the community:

1. **Focused Growth:** Support thoughtful transit-oriented development surrounding SkyTrain Station areas with strategic opportunities for sustainability, and public amenity;
2. **Village Heart:** Build on the Frequent Transit along Fraser Hwy as a local destination and enrich its sense of place, connection, and culture;
3. **Housing Affordability and Diversity:** Provide a range of housing types and tenure;

4. **Climate Resilience:** Transition to a net zero carbon community that can adapt to climate change;
5. **Green Spaces:** Protect, create, connect and enhance biodiversity, parks, and natural spaces;
6. **Active Living:** Provide a range of housing choices, and spaces and amenities to foster active living, wellness, and opportunities for social connection;
7. **Mobility for All:** Develop active transportation and transit infrastructure to support universal access to safe mobility; and
8. **Robust Economy:** Support a thriving and diverse local business environment.

The draft vision and planning objectives will support ongoing planning work, including the development of preliminary options to update proposed land uses, transportation, and parks and open space. As part of this work, staff will also begin to explore more detailed aspects of the plan, such as what the SkyTrain station precincts and mixed-use areas of Clayton might look and feel like. This work will be supported by an additional phase of community engagement planned for the fall. A draft Stage 1 plan is anticipated to be ready for community input in spring 2023, and Council consideration thereafter.

Interim Clayton Corridor Development Expectations Policy

As the plan is developed, it is important that key interim policy considerations are established. The proposed Development Expectations Policy, attached as Appendix “III”, clarifies key development considerations and policy expectations for perspective developers and landowners within the Plan Area.

Plan Concurrent Rezoning Consideration

Generally, rezoning applications are brought forward for Council consideration following Council adoption of a draft Stage 1 land use plan (“Stage 1 Plan”). Exceptions to this practice may be considered on a case-by-case basis at the discretion of the General Manager, Planning & Development. These include applications where:

- An active rezoning application has received conditional approval;
- A recent application for rezoning advice has been received, and the applicant has received 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;
 - Significant civic amenities;
 - 100% below market rental housing; or
 - 100% affordable student housing associated with educational institutions.

Once the Stage 1 Plan is approved by Council, rezoning applications that are consistent with the Stage 1 Plan staff may then bring forward these applications to Council for consideration, where they may receive First, Second Reading and Third Reading following their Public Hearing. Rezoning applications would be considered for Final Adoption following the approval of a Stage 2 land use plan; however, some exceptions may be provided for in-stream projects, on a case-by-case basis, at the discretion of the General Manager, Planning & Development.

Community Amenity Contributions for In-Stream Applications

The Expectations Policy also outlines CAC expectations for Clayton Corridor Plan portion of the SLS corridor. 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 Capital Project 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 City-wide 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”. In addition, Universal CACs, such as Affordable Housing, Public Art, and Secondary Plan CACs, will also apply.

Interim Clayton-Fraser Highway Community Specific Capital Project (Tier 2) CAC Rate

The Clayton Corridor Plan is currently subject to the City’s Density Bonus Policy (Policy O-54) and associated Cloverdale (South of Fraser Highway) and Clayton (North of Fraser Highway) Community Specific CAC contributions, which are \$5 and \$15 per square foot, as established in Schedule G of the Zoning Bylaw.

This is specifically applicable within plan-noted land use designations where residential rezonings seek increased density above plan or Official Community Plan designations. An interim increase to the current \$5 and \$15 per square foot rate is proposed to \$35 per square foot for Clayton and portions of lands just south of Fraser Highway. CAC rates will be reconsidered in association with the adoption of the Stage 1 Plan for the Clayton Corridor Plan and in keeping with market conditions in the area.

The \$35 per square foot rate is in line with that of the Stage 1 Fleetwood Plan. To enact the above noted Clayton Community Specific CAC requirements, it is proposed that Schedule G of the Zoning Bylaw be amended to increase the extent of the Clayton Community CAC Area south of Fraser Highway, and to increase the existing rate. The proposed amendments to Schedule G of the Zoning Bylaw are attached as Appendix “II”.

Secondary Plan (area specific) CACs will be updated in Stage 2 of the plan. They will apply to all residential development seeking increased density (rezoning or subdivision) in keeping with land use designation (with some exceptions) and are applicable to all proposed residential units as well as some for commercial spaces. Secondary Plan CACs are anticipated for but may not be limited to Police, Fire, Libraries, Parks, Transit Public Realm Improvements and Culture.

Next Steps

Step 1 (Getting Started) of the planning process is now complete, and staff are transitioning into Step 2 (Exploring Options). This step of planning will involve the exploration of land use, transportation and parks options and will be supported by a comprehensive phase of community engagement. Staff will prepare for this next phase of work over the summer of 2022, which may include participation and attendance at community events and other preliminary engagement and consultation activities.

Starting in the fall of 2022, the City will initiate comprehensive community engagement to support the review of land use options in keeping with the Surrey Public Engagement Strategy. Engagement tools may include online surveys, workshops, walking tours, and a series of pop-up engagement events. Engagement will focus on exploring options with residents and business owners, and linking these options to the Vision and Planning Objectives outlined within this report. Step 3 of the Stage 1 planning process will follow in the winter of 2023, supported by an additional phase of community engagement. A Stage 1 Plan is anticipated for Council consideration in spring of 2023, following by detailed planning work as part of the Stage 2 planning process.

Upcoming Stage 1 Plan work will support the following key components of the Stage 1 Plan:

- Updated land use designations, including development parameters regarding growth objectives, density, building height and building use;
- An updated transportation strategy that supports the integration of SkyTrain with a finer grained multi-modal road network;
- An updated parks and community amenity strategy that outlines new and expanded parks, open space and civic amenities to support future growth; and
- Review and evaluation of Plan Area boundaries.

Following Council endorsement of the Stage 1 Plan, staff will then undertake detailed Stage 2 planning work, including updates to infrastructure and utility servicing strategies, urban design guidelines, financial strategies, and other implementation policies.

Future East Cloverdale Plan Process

Staff are prioritizing work on the Clayton Corridor Plan and Fleetwood Plan. In addition to these planning processes, a third planning process has been identified to support the SLS project. A future East Cloverdale NCP will be developed along the border with Langley, east of the Clayton Corridor Plan Area. This future NCP will include currently unplanned portions of East Cloverdale within proximity to the planned 196 Street SkyTrain station.

To prepare for this future NCP process, staff will first participate in a joint Transit-Oriented Development Study, undertaken collaboratively with the City of Langley and Township of Langley. This study will review all lands within a mutually agreed upon geography surrounding the 196 Street Station. The study will identify shared objectives for land use, density, affordable housing, transportation, infrastructure, urban design, and any other mutually agreed upon elements that are aligned and coordinated between the municipalities and are supportive of rapid transit.

It is anticipated that the East Cloverdale NCP will be initiated in 2023, following the joint 196 Street Transit-Oriented Development Study.

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"):

- 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 for all-ages-and abilities;

- Neighbourhoods and Urban Design DO4: Surrey's neighbourhoods are safe, accessible, well-connected, walkable and bike friendly;
- Economy DO6: Efficient land use and well-managed transportation infrastructure are in place to attract businesses and support a thriving economy;
- Green Infrastructure 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 recommendations as described in this report and documented in the appendices.

Jeff Arason, P.Eng.
Acting General Manager,
Planning & Development

Scott Neuman, P.Eng.
General Manager,
Engineering

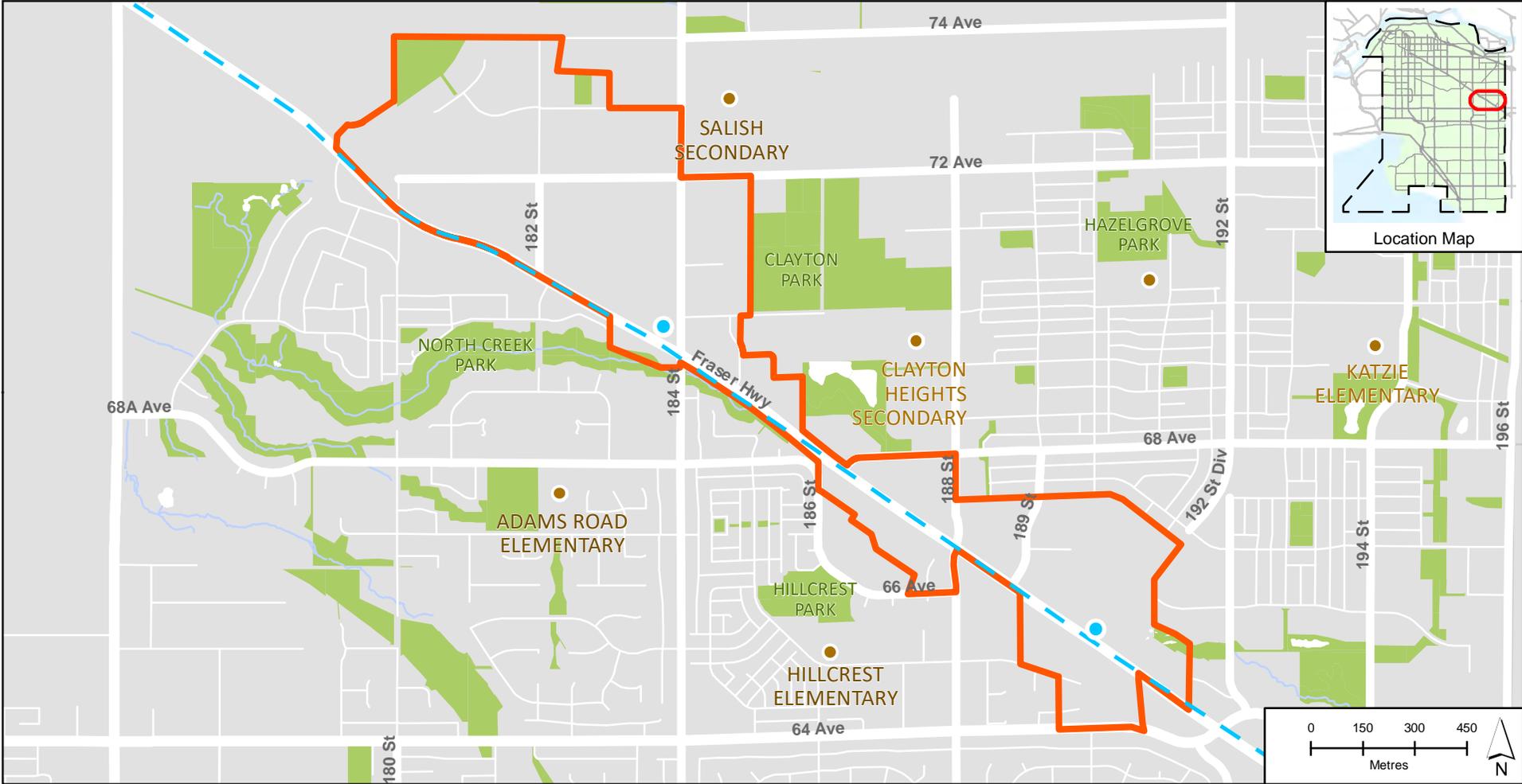
Laurie Cavan
General Manager,
Parks, Recreation & Culture

PH/PK/MK/cc

Appendix "I" – Proposed Clayton Corridor Plan Area Boundary
Appendix "II" – Proposed Amendment to the Zoning Bylaw
Appendix "III" – Clayton Corridor Development Expectations Policy
Appendix "IV" - Corporate Report No. R059; 2019
Appendix "V" – Proposed Clayton Corridor Plan Area in Context with Existing Plan Areas
Appendix "VI" – Clayton Corridor Plan Step 1 What We Heard Report

Clayton Corridor Plan Area

APPENDIX "I"



LEGEND

-  Proposed Clayton Corridor Plan Area
-  Proposed SkyTrain Station
-  Proposed Fraser Hwy Skytrain Line



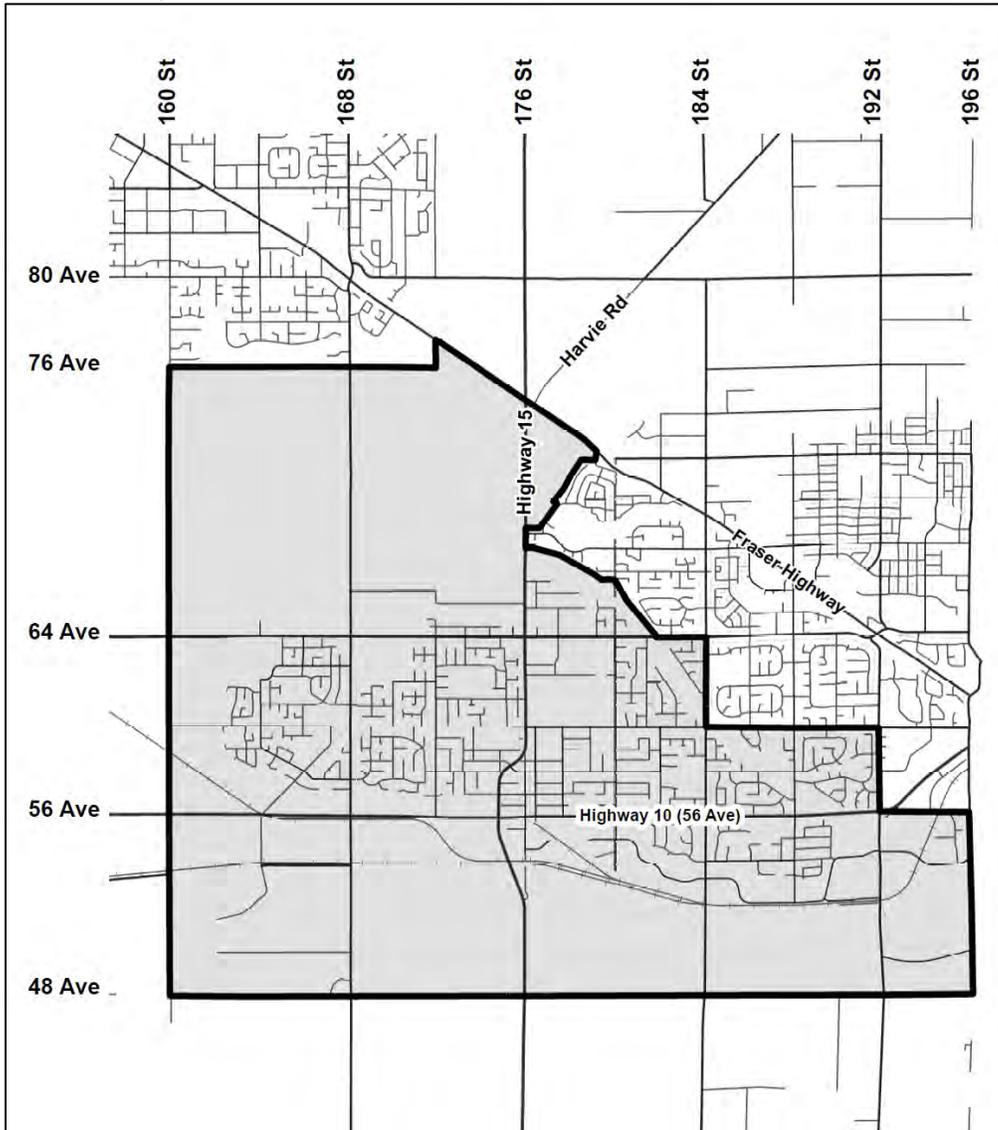
July 2022

Planning & Development
Department

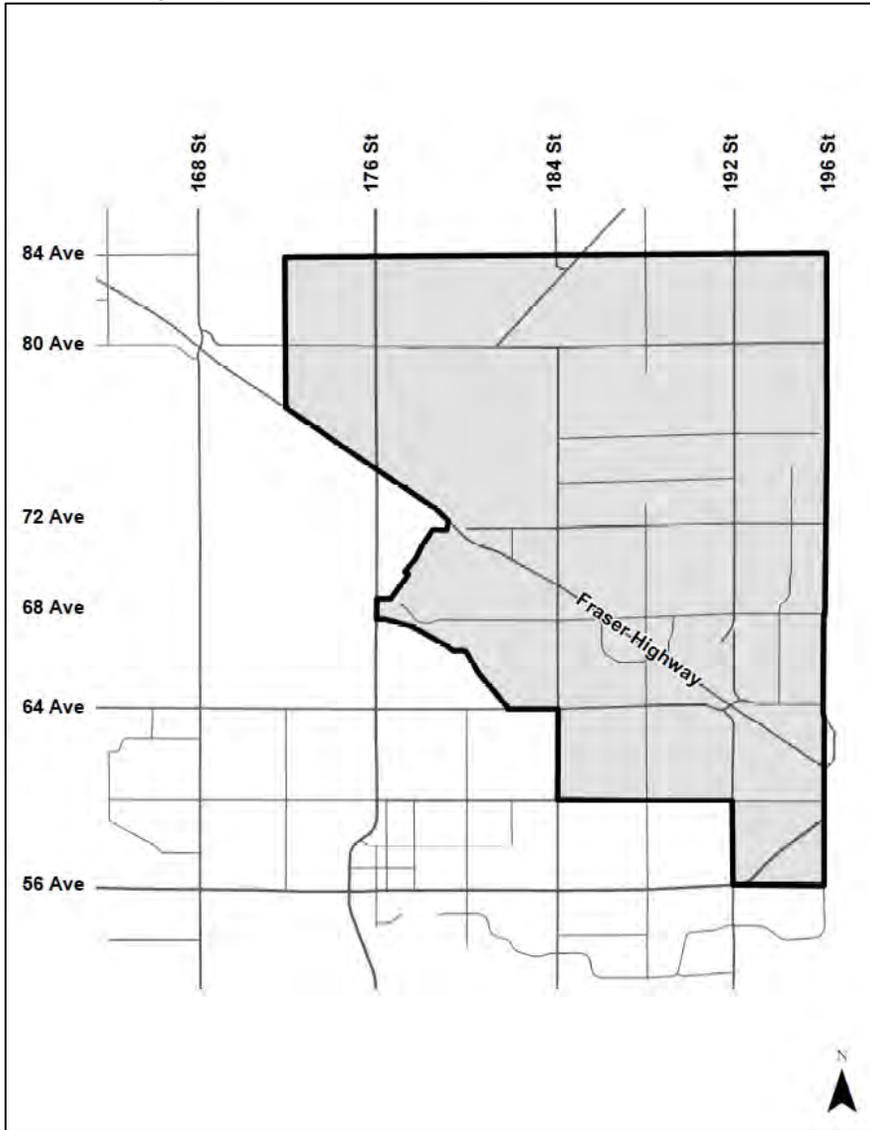
**Proposed Amendments to Schedule G of
Surrey Zoning By-law, 1993, No. 12000, as amended**

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

1. In Sub-section C.13(a), delete the existing Cloverdale Community Map and replace with the following Cloverdale Community Map:



2. In Sub-section C.15.(a), delete the existing Clayton Community Map and replace with the following Clayton Community Map:



3. In Sub-section C.15.(b), in the table, for the Amenity Contributions for Apartment Use, delete "\$161.46 per sq. m (\$15 per sq. ft.)" and replace with "376.73 per sq. m (\$35 per sq. ft.)".



City of Surrey Interim Policy

Policy Title: Clayton Corridor Interim Development Expectations

Approval Date: **Proposed** – July 25, 2022

Department: Planning & Development

Policy Statement

This Interim Policy establishes guidelines to provide landowners, developers and buyers and sellers of lands in the Clayton Corridor Plan Area with clarity regarding the City’s expectation for consideration of rezoning and development. The Policy applies to the Plan Area (see Attachment 1) and applies to all development applications involving rezoning.

1. Intent

Land use planning to support the Surrey Langley Skytrain (“SLS”) Project in the Clayton Corridor is expected to be finalized in 2024. These interim policies are intended to provide clarity regarding a range of development parameters. It also provides updated parameters regarding Community Amenity Contributions (“CACs”). 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 Clayton Corridor area will be ongoing until the end of 2024, these interim policies are intended to limit land value speculation in areas undergoing community planning.

This interim policy, including all direction it provides, supersedes prior interim policies for the Clayton Corridor Area. It will be refined and replaced at the time of Stage 1 Land Use Plan, and ultimately replaced by the Stage 2 Plan.

2. Application

This policy will apply to sites within Clayton Corridor Plan area, as shown in Attachment 1, 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 Clayton Corridor (Attachment 1) that require a Secondary Land Use Plan or Official Community (“OCP”) amendment, and any density proposed 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 the Clayton Corridor Plan is approved by Council:

- Policy 1: Where there is a rezoning application that is compliant and aligned with any existing and approved Stage 1 Plan, or is Abutting Fraser Highway and <6 Stories and ≤ 2.5 FAR, the application 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 may be considered.
- 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 for the Clayton Corridor, development applications that are consistent that Secondary Land Use Plan may then be forwarded to Council for consideration, where they may be considered. Only 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

In accordance with City policy to address the impacts of growth and the amenity needs of new residents, all development proposals at the time of future rezoning or building permit issuance will be required to make a monetary CAC. Contribution rates, and associated amenities, will be reviewed as part of the Stage 1 and 2 planning process. Applications for development over 6 storeys will not be considered until a Stage 1 Plan and will not be permitted to be considered past 3rd reading until a Stage 2 Plan is adopted by Council.

It is expected that all development proposals in the Clayton Corridor will include provisions consistent with the City's Zoning Bylaw Schedule G – CAC Program and updated Density Bonus Policy O-54.

There are four main categories of CACs that will be applicable in the Clayton Corridor Plan.

- A. Secondary Plan (area specific) CACs will be updated in Stage 2 of the plan. They will apply to all residential development seeking increased density (rezoning or subdivision) in keeping with land use designation (with some exceptions) and are applicable to all proposed residential units as well as some for commercial spaces. Secondary Plan CACs are anticipated for but may not be limited to Police, Fire, Libraries, Parks, Transit Public Realm Improvements and Culture.
- B. Universal (City-wide) CACs apply to all density bonus rezonings/ subdivisions (with some exceptions). These include CACs for affordable housing and public art. Contribution rates, exemptions and collection process are to be provided in accordance with applicable existing policy.
- C. Tier 1 Capital Project CACs will apply to residential development seeking bonus density (with some exceptions) applicable to the portion of new units that comply with the density of the Plan.
- D. Tier 2 Capital Project CACs will apply where residential rezoning's seek increased density above approved Stage 1 Plan based densities (or as amended by stage 2). In such circumstances, Tier 1 Capital Project CACs are applied up to Plan approved density and Tier 2 is then applied to the portion of density above the Plan. Capital Project CAC rates, phasing, exemptions, and collection process are to be provided in accordance with Surrey's Community Specific Density Bonus Policies for Fleetwood area outlined in Surrey's Zoning Bylaw, as outlined in Schedule G and/or Density Bonus Policy O-54.
- E. Rezoning applications for secured social housing, institutional and rental that meet the criteria of the CAC Density Bonus Policy and other Council approved policies and guidelines are not subject to a Capital Project or Affordable Housing CACs.

5. Density and Land Use Designation Expectations

Criteria for land use and density is expected to be developed in the Stage 1 and 2 planning process for areas within the Clayton Corridor plan boundary. Development in these areas is intended to advance City objectives to grow employment, provide community amenities, and support affordable housing through comprehensive transit-oriented development. In doing so, station adjacent development will support the goals and objectives in the SLS Supportive Policies Agreement.

Future Development in the Clayton Corridor should provide one or more of the following as an integral component of any additional density provided through the Stage 1 Plan:

- a) Qualified rental units, secured through a Housing Agreement or rental tenure zoning;
- b) Non-market housing units;

- c) Affordable housing;
- d) Institutional, community or civic uses; and/or
- e) Office, commercial or employment uses (in addition to uses required in base density).

Additional details and density bonusing parameters will be established as part of the Stage 1 and Stage 2 planning process. Maximum height and density allowances are to be determined following Stage 1 and Stage 2 of the Plan process, along with specific criteria and/or guidelines.

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. Family and Affordable Housing Policies

The Clayton Corridor Plan will play an important role in achieving the City's housing goals. A diversity of housing forms and tenure types will support the housing needs for all ages and abilities.

Adaptable housing standards will support people living with disabilities and limited mobility and future proof for an ageing society. The final plan will outline policies that will apply to new development in the Plan Area to support the housing objectives of the City's Affordable Housing Strategy.

To support affordable housing objectives the Plan outlines the following policies that apply to new development within the Plan Area:

- A. A minimum of 30% of new multi-family housing units should be family oriented 2-bedroom or greater, and at least 10% as 3-bedroom or greater.
- B. All new multi-family residential units should meet the Adaptable Housing Standards in the BC Building Code.
- C. All new development should conform with the City's Rental Housing Redevelopment Policy (Policy O-61) for re-development of purpose-built rental housing.
- D. Any development proposing bonus density within 400 meters and/or abutting a SkyTrain station that include non-market or secured rental housing will be prioritized for density bonus and building height considerations. Additional development and processing incentives and considerations will be development as part of the Stage 2 planning process.

8. Urban Design Guidelines for Development

Comprehensive urban design guidelines will be developed through the future Stage 1 and 2 planning process. These will include the OCP DP 1.1 Guidelines, as well as (but not limited to) the following:

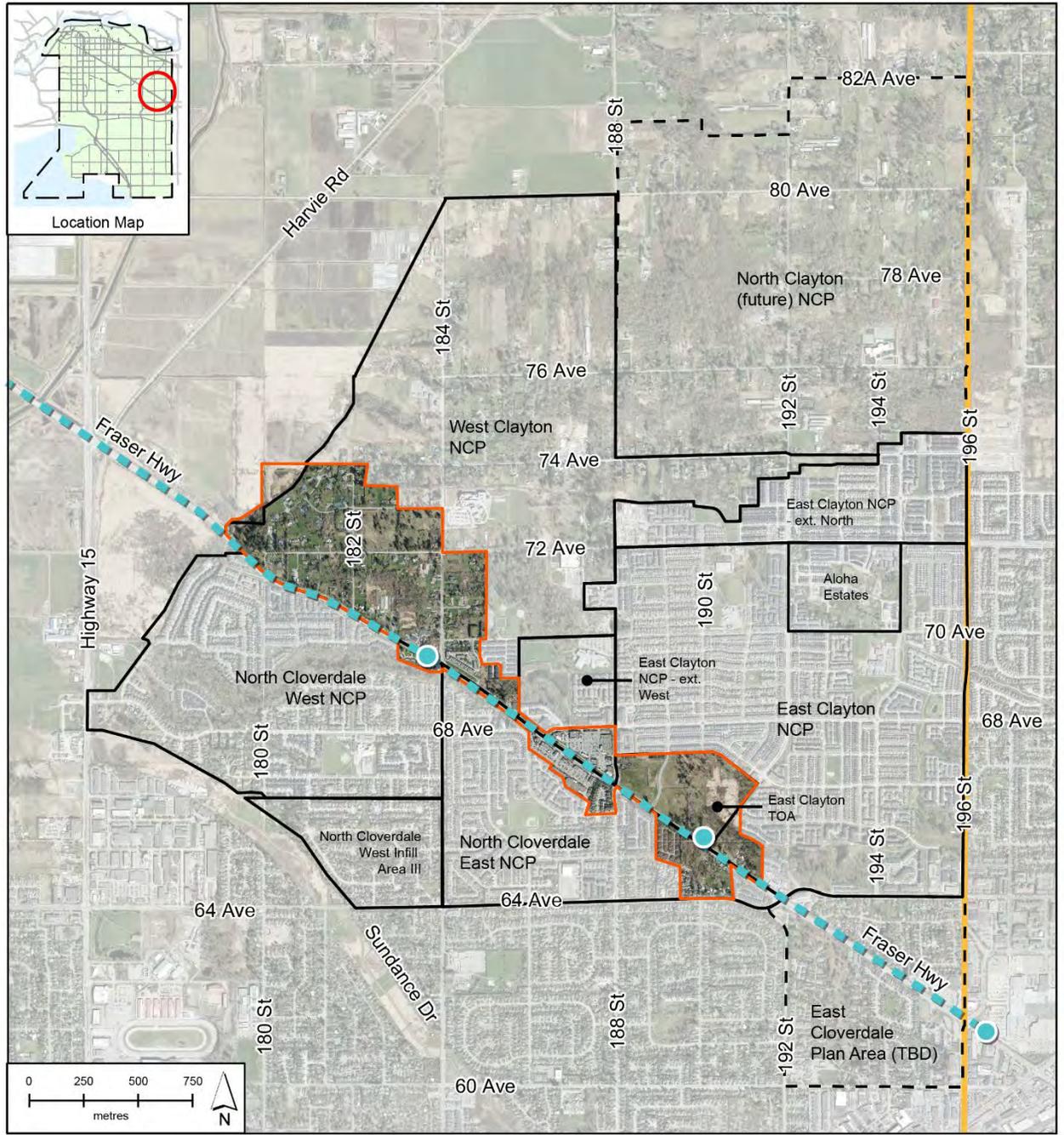
- A. Frame development sites with built edges along streets and lanes.
- B. Street wall enclosure should be maintained along roads by maximizing the width of the building along the full extent of the street.
- C. Provide the following building setback guidelines:
 - i. 3 metres to commercial interfaces fronting arterial roads;
 - ii. 2 metres to commercial interfaces fronting collector and local roads;
 - iii. 5.5 metres to all ground level residential interfaces to a road;
 - iv. 4.5 metres on Green Lanes to building interfaces;
 - v. Internal property line setbacks to be determined at application; and
 - vi. 20 metres to Skytrain for residential interfaces and 10 meters for commercial.
- D. Where new development interfaces existing ground-oriented development (including across the street), building height should transition down to a maximum of 13 metres height (4 storeys).
- E. Where developments interface with an arterial road or commercial development (including across the street), building height or podium heights should be a minimum of 4 storeys high and a maximum of 6 storeys, to create a consistent street wall enclosure. Building step backs maybe introduced only above the fourth storey.
- F. Orient active commercial uses towards the most active street frontages. Consider residential and less active uses where new development interfaces long-term single family or residential.
- G. Indoor amenity areas should avoid being placed along ground level street frontages, and instead activate the public realm with commercial or residential units.
- H. Residential units located along the street at ground level should have a two-storey townhouse expression, articulated with an emphasis on the vertical expression and identification of individual units.
- I. Consider utilizing lanes or local roads (less priority streets) within development blocks for services, loading, parking ramp, and back of house activities. Keep the parking ramp under the building to minimize the exposed parking ramp.
- J. Provide generous publicly accessible open spaces (plazas) on private property located at corners, next to the lobby entries or other appropriate locations. Plaza sizes will be commensurate with the scale of development. Larger sites may be required multiple plazas of a large-scale (e.g., 500 square metres).

9. Development Permit Areas

Development Permit Areas (“DPA”) for Form and Character will apply to all future multiple residential, mixed-use, commercial, and institutional buildings.

Development Permits for Sensitive Ecosystems, and Hazardous Slopes may also be applicable in Sensitive Ecosystem and Hazard DPA areas outlined in the Surrey OCP.

Clayton Corridor Plan and Secondary Plans in Area



LEGEND		
Clayton Corridor Plan Area	Proposed Secondary Plan Boundaries	Future SkyTrain Station
Existing Secondary Plan Boundaries	Surrey-Langley Border	Future SkyTrain Guideway



July 2022

Planning & Development Department



CORPORATE REPORT

NO: R059

COUNCIL DATE: April 1, 2019

REGULAR COUNCIL

TO: Mayor & Council DATE: March 27, 2019

FROM: General Manager, Planning & Development FILE: 6520-20 (Fraser
General Manager, Engineering Highway Corridor)

SUBJECT: Fraser Highway SkyTrain Corridor – Land Use Planning Review and Related
Official Community Plan Updates

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. Ro66; 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.

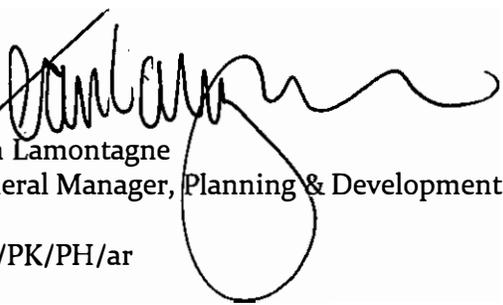
Ecosystems

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

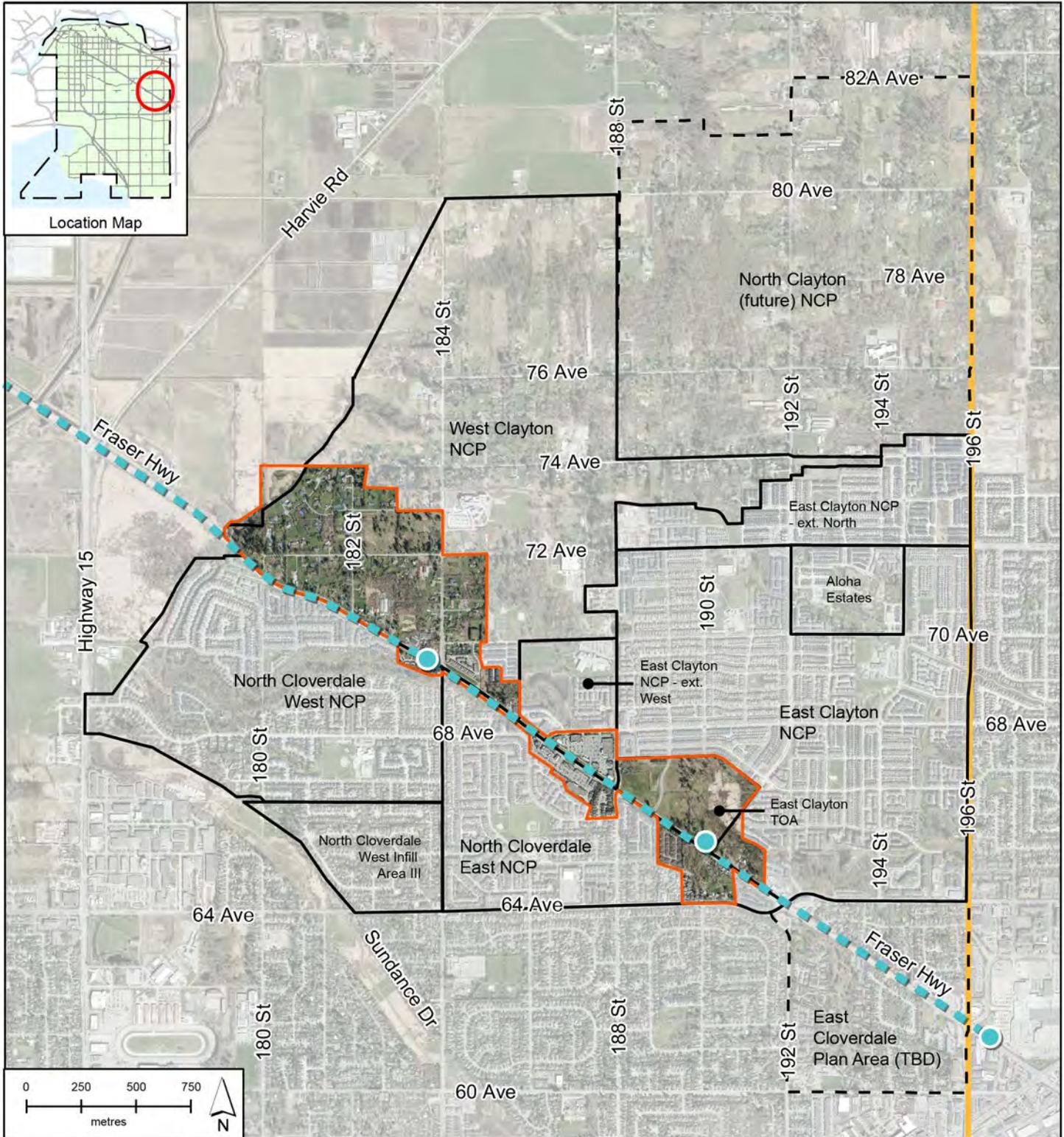
Appendix "I" - Map of Fraser Highway Skytrain Corridor

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

Appendix "III" - Corporate Report No. Co20; 2007

Note: Appendices available upon request

Clayton Corridor Plan and Secondary Plans in Area



LEGEND

- Clayton Corridor Plan Area
- Proposed Secondary Plan Boundaries
- Future SkyTrain Station
- Existing Secondary Plan Boundaries
- Surrey-Langley Border
- Future SkyTrain Guideway



July 2022

Planning & Development Department

Clayton Corridor Plan

Step 1: Getting Started

Engagement Summary
July 2022

I Where We Are

Introduction

A new urban centre is emerging on Surrey's east side. As SkyTrain extends down Fraser Highway from Fleetwood to Langley, the area is going to change. In the Spring of 2022, we started a multi-year process to update plans around future SkyTrain stations in Clayton to guide this growth. The corridor area includes parts of East Clayton, West Clayton, and North Cloverdale.

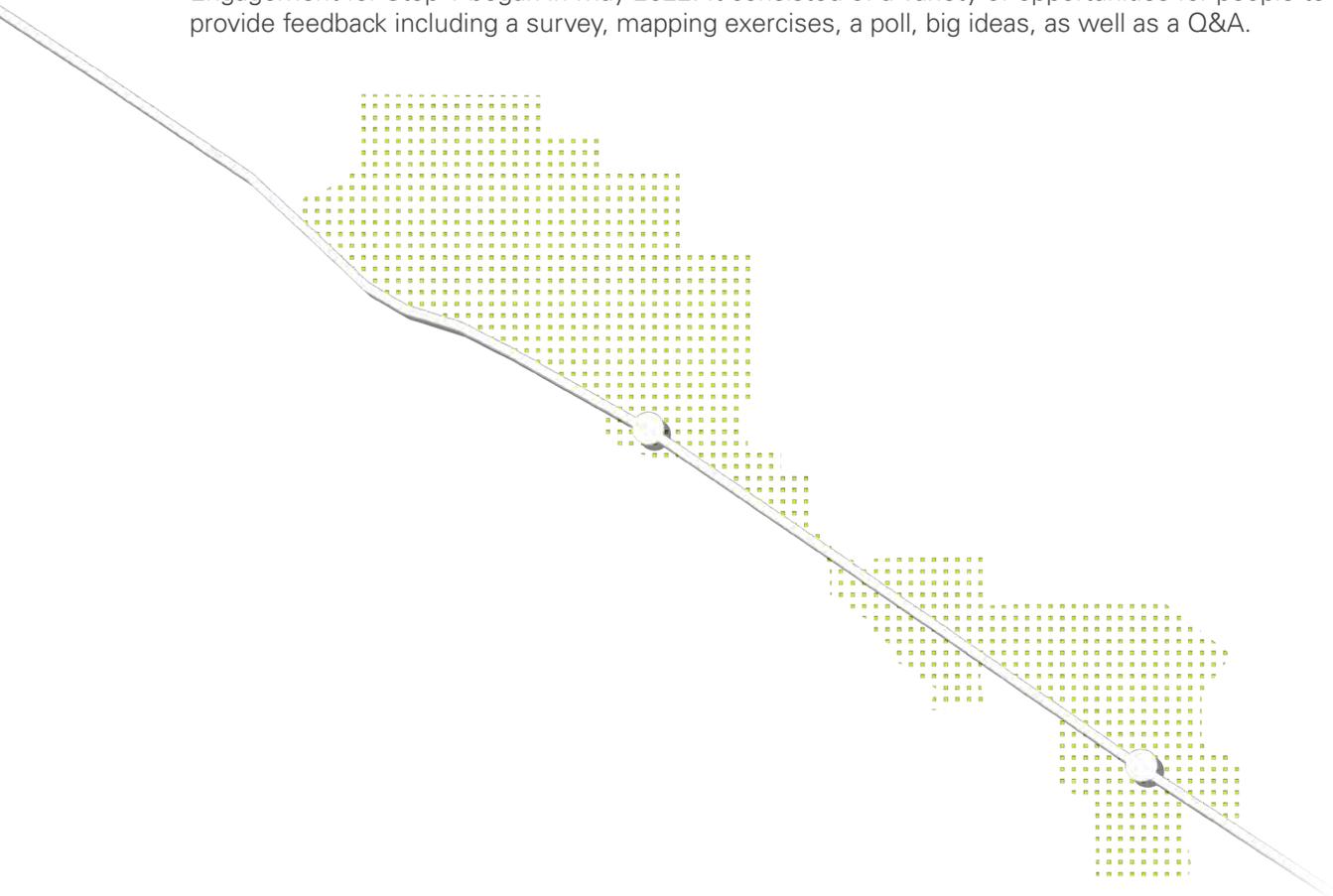
Updating plans in this area, will guide growth over the next 30+ years, focusing on opportunities to integrate new housing, jobs, businesses, and amenities around the new Surrey Langley SkyTrain (SLS) expansion. Our goal is to support growth while maximizing the community benefits associated with the new rapid transit connection to the region.



I What We Did

Step 1: Getting Started

Engagement for Step 1 began in May 2022. It consisted of a variety of opportunities for people to provide feedback including a survey, mapping exercises, a poll, big ideas, as well as a Q&A.



I Who We Reached

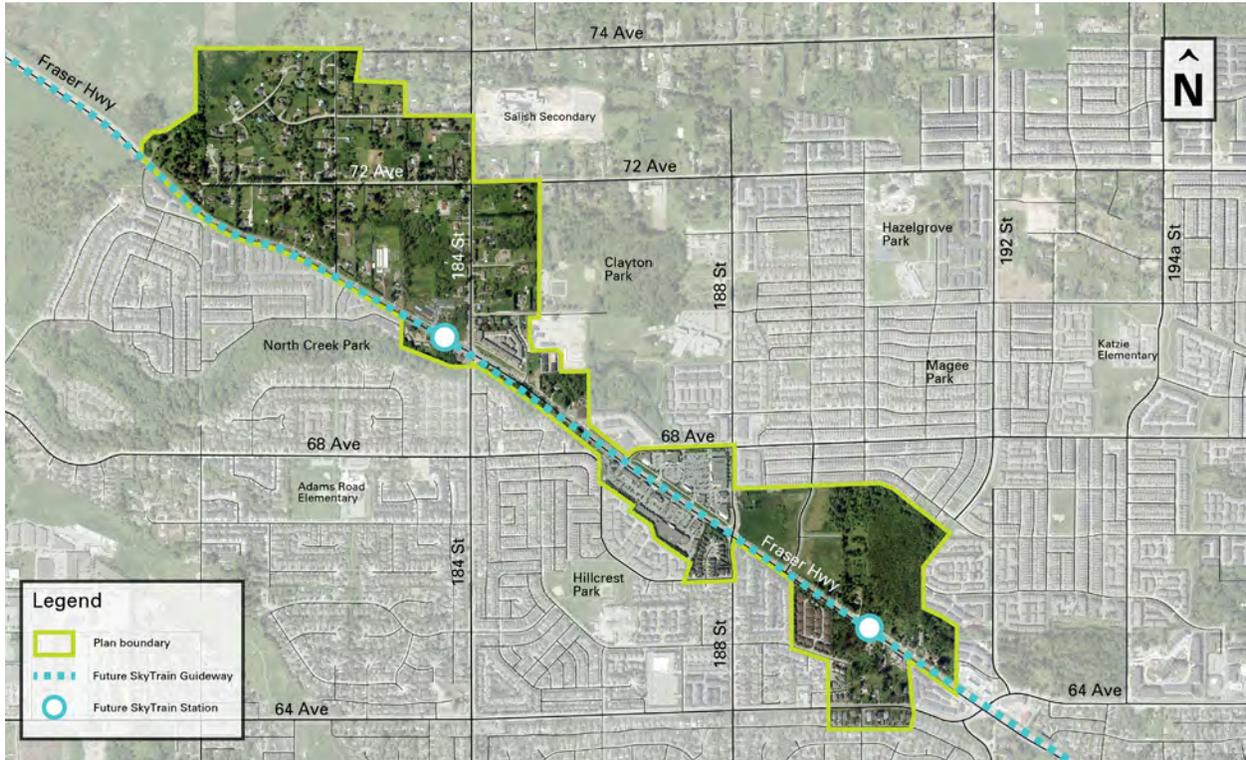
Below is a profile of the existing community compared with a profile of who we reached in this survey. By understanding who we've reached, we can better understand who we have not yet heard from and who we may still need to reach out to. Our goal is to insure we hear from a balanced and diverse range of residents in the Clayton Corridor.

	Survey Participants	Community Profile 2021 (Plan Area)
Number of People 	758	Total: 17,400 Male: 7,870 (45.2%) Female: 8,300 (47.7%)
Age 	19 years and under: 3% 20 - 29 years: 12% 30 - 39 years: 35% 40 - 64 years: 39% 65 years and over: 10% Prefer not to answer: 2%	19 years and under: 26.8% 20 - 29 years: 11.8% 30 - 39 years: 16.6% 40 - 69 years: 32.4% 70 years and over: 5.3%
Own/Rent 	Own home: 84% Rent: 10% Prefer not to answer: 6%	Own home: 80.1% Rent: 19.9%
Household Income 	\$0 - \$25,000: 1% \$25,000 - \$50,000: 7% \$50,000 - \$75,000: 9% \$75,000 - \$125,000: 26% \$125,000 or more: 39% Don't know: 1% Prefer not to answer: 17%	\$0 - 30,000: 8.4% \$30,00 - \$60,000: 17.3% \$60,000 - \$100,000: 26.8% \$100,000 - \$150,000: 26.3% \$150,000 or more: 21.1%
Language  (Language spoken most often at home.)	English: 83% Punjabi: 5% Cantonese: 3% Prefer not to answer: 2% Mandarin: 1% Arabic: 1% Other: 5%	English: 87.9% Punjabi: 2.5% Korean: 1.8% Mandarin: 1.5% Tagalog: 1.1% Other: 4.4%

What We Heard

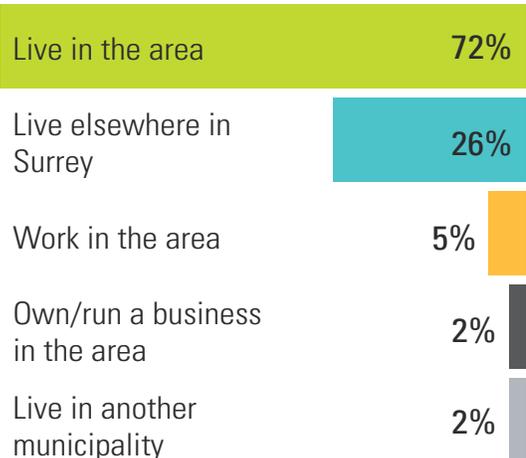
Online Survey

Our online survey consisted of a series of questions and took approximately 10 minutes to complete. Participants were asked to provide feedback on a number of items related to the plan including, their relationship to the plan area, the plan boundary, challenges and opportunities and guiding principles.



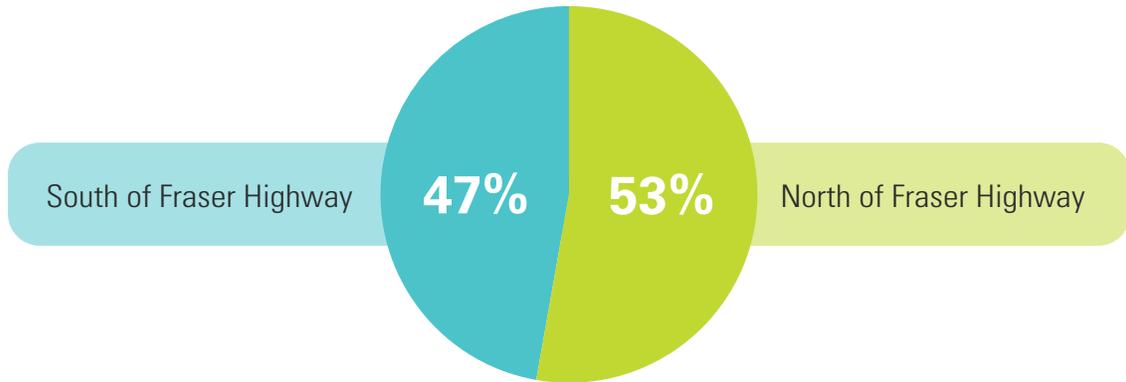
1. What is your relationship to the Clayton Corridor Plan? (758 responses)

72%
live in the area
(Clayton/Cloverdale)





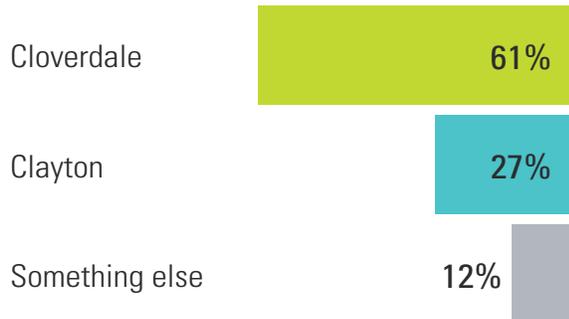
2. Where do you live in the area in relation to Fraser Highway? (546 responses)



What do you call the area you live in **South of Fraser Highway**? (259 responses)

61%

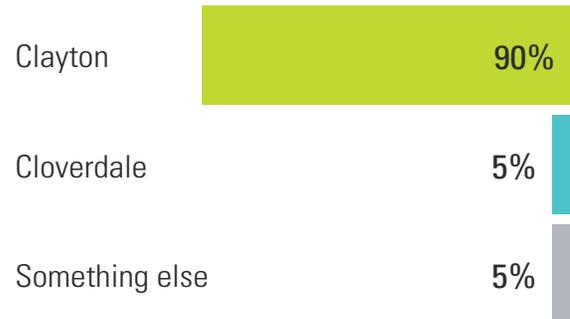
call it **Cloverdale**

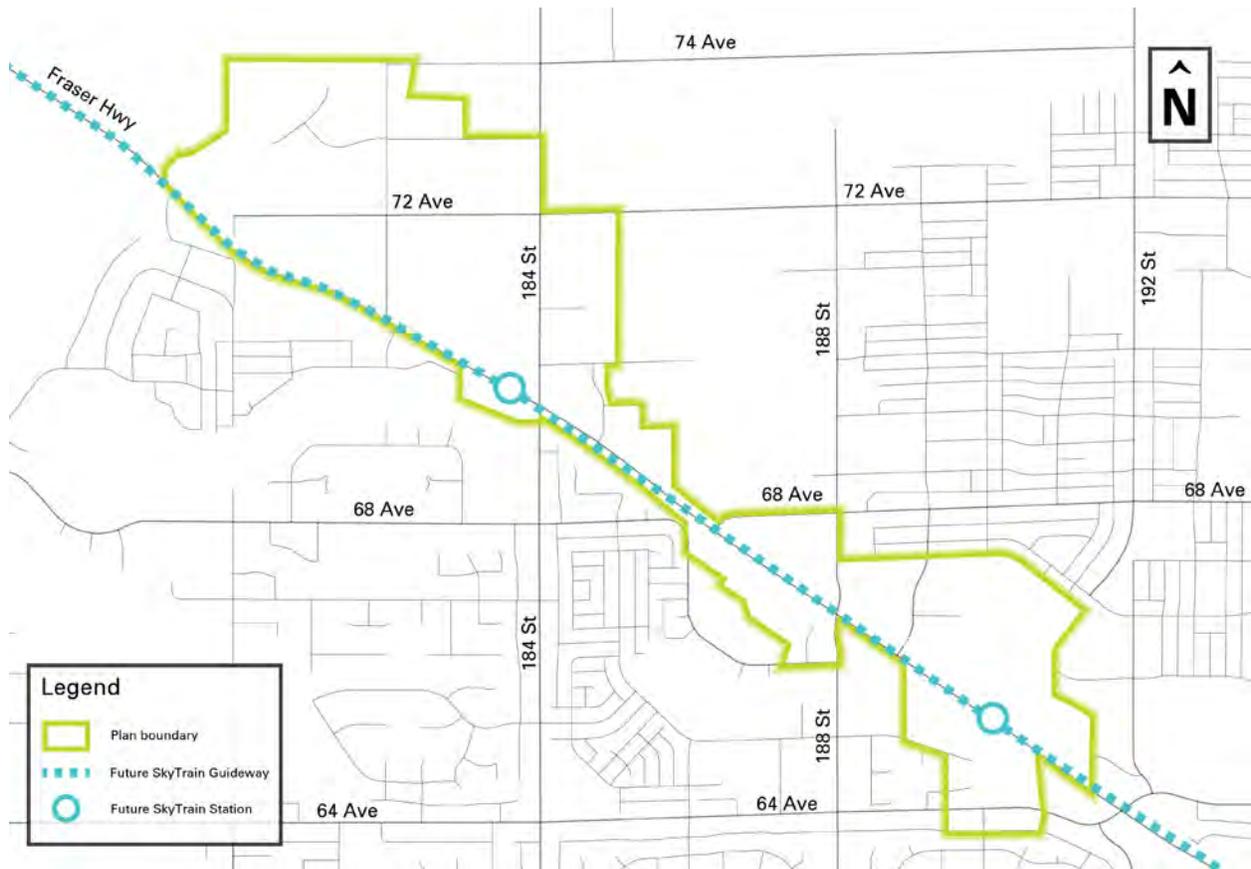


What do you call the area you live in **North of Fraser Highway**? (287 responses)

90%

call it **Clayton**





3. Do you think the plan boundary works? (758 responses)

50%
said Yes

Yes, the boundary looks good

50%

No, the boundary needs adjusting

21%

Not sure or prefer not to answer

29%



If no, how would you adjust the boundary? (160 responses)

Key themes that emerged:

Extend the boundary south of Fraser Highway into Cloverdale.

Extend the boundary north towards 72 Ave and 74 Ave.

Extend the boundary east towards the Surrey Langley border.

Contract the boundary to exclude certain parks, civic facilities, or housing.

Expand the boundary around SkyTrain Stations to facilitate transit-oriented development at a 800m/1200m radius.

Expand the boundary along Fraser Highway.

Protect green areas.

Extend the boundary into presently developed communities to facilitate higher density development.





4. Challenges and Opportunities

Surrey is one of the fastest growing cities in the lower mainland. Much of this growth will be focused towards future SkyTrain stations along the Surrey Langley SkyTrain (SLS) Corridor. In the future, SkyTrain will be running along Fraser Highway, with stations planned at 184 Street and 190 Street.

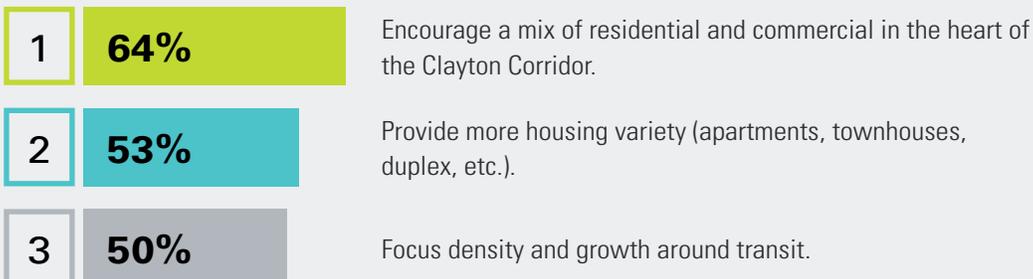
We asked participants to explore some of the challenges and opportunities that the area will likely face as it grows. These challenges and opportunities have been grouped into three main categories:

- A. Accommodating a Growing Population
- B. Improving the Transportation Network
- C. Creating Community & Supporting Local Business



Accommodating a Growing Population

Pick three options you feel will best help accommodate a growing population:





Improving the Transportation Network

Pick three options you feel will best improve the transportation network:

- | | | |
|---|-----|---|
| 1 | 50% | Create inviting pedestrian environments (plazas, street furniture, etc.). |
| 2 | 48% | Design roads for multiple modes of travel (walking, cycling, transit, driving). |
| 3 | 37% | Promote transit-oriented design (maximize housing and destinations near transit). |



Creating Community & Supporting Local Businesses

Pick three options you feel will help create a stronger sense of community and support local businesses:

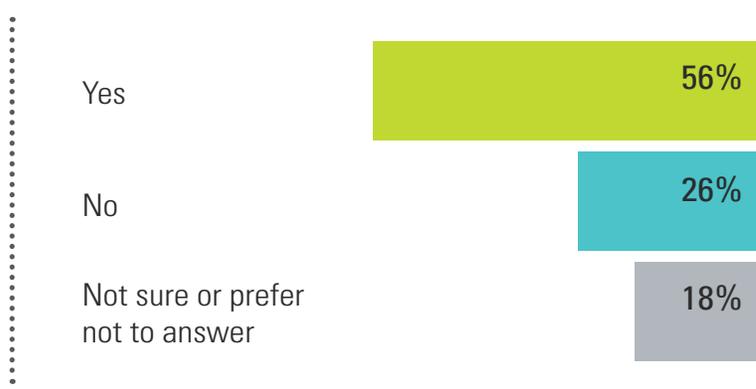
- | | | |
|---|-----|---|
| 1 | 47% | Create more public spaces for gathering and events (parks & plazas). |
| 2 | 46% | Require mixed use in more developments (shops on the ground level and office or residential above). |
| 3 | 44% | Green the city - bring plants, trees, green roofs and walls to the urban environment. |





Are there other challenges or opportunities you feel the Clayton Corridor is going to face with the arrival of the SkyTrain? (759 responses)

56%
said Yes, there are other opportunities and challenges



If yes, what other opportunities and challenges do you feel the Clayton Corridor is going to face with the arrival of the SkyTrain? (424 responses)

Opportunities identified:

- Increase in services and amenities to support SkyTrain and associated development.
- Increased access to SkyTrain stations.
- Improvements to active transportation infrastructure.
- Expanded range of housing types and increased density.
- Increased housing affordability and affordable housing options.

Challenges identified:

- Potential or perceived increase in crime in the area.
- Increased traffic and congestion.
- Concerned about an increase in the number of people who are facing homelessness in the community.
- Increased noise from SkyTrain.
- Expansion of services and amenities outpaced by population growth.

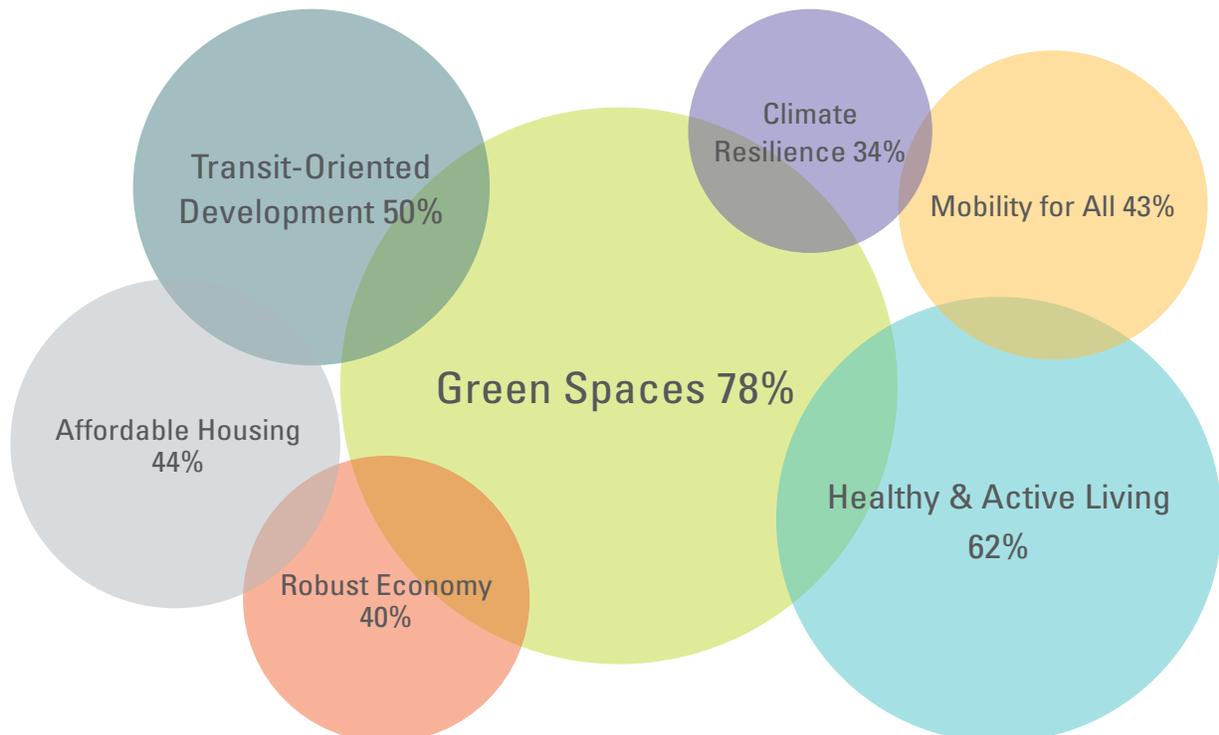
Some respondents used inappropriate and intolerant language in their comments. The City of Surrey does not condone comments that are intolerant of a person's race, culture, appearance, gender, sexual preference, religion or age, or posts containing obscene or foul language. Such comments are not acknowledged or documented, and are deleted from record, in keeping with City policy.

5. Planning Principles

Since the existing neighbourhood plans were developed, new local, regional and global priorities have emerged. These priorities include housing affordability, climate change, public health, and biodiversity preservation. Drawing from recent plans, we asked participants to identify which planning principles should be considered for the Clayton Corridor Plan. These principles were:

<p>Affordable Housing</p>  <p>Provide a diversity of housing forms and tenure types for all ages and abilities, in line with the City's Affordable Housing Strategy.</p>	<p>Green Spaces</p>  <p>Protect, create, and enhance biodiversity, parks, natural spaces, linkages, and access to green spaces</p>	<p>Mobility for All</p>  <p>Develop active transportation and transit infrastructure to support universal access to safe mobility.</p>	<p>Transit-Oriented Development</p>  <p>Increase density of businesses and homes in proximity to SkyTrain, to better connect residents to jobs and services, and reduce commute times and congestion.</p>
<p>Robust Economy</p>  <p>Support a thriving and diverse local business environment.</p>	<p>Healthy & Active Living</p>  <p>Provide spaces and amenities to foster active living, wellness and opportunities for social connection.</p>	<p>Climate Resilience</p>  <p>Transition to a net zero carbon community that can adapt to climate change.</p>	

Which of these planning principles do you think need to be prioritized for the Clayton Corridor Plan? Select all that apply. (758 responses)





Are there other principles you would like to see included?

14%

said Yes

Yes

14%

No

40%

Not sure or prefer
not to answer

46%

If yes, what other principles would you like to see included?

Service Provision - Provide a broad range and expanded support services.

Safety - Incorporate safety into the design of the built environment and landscaping.

Livability - Balance growth and development.

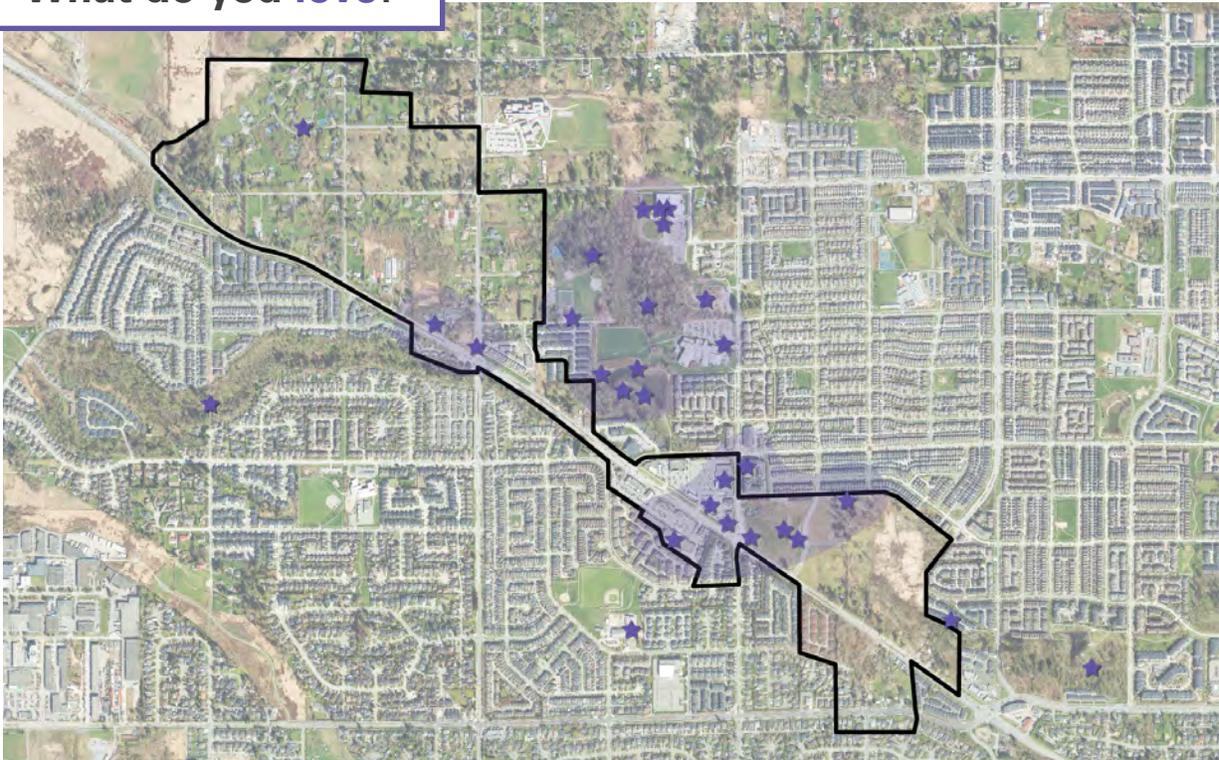
Recreation - Align expansion of amenities and facilities with growth.

Multi-modal network - incorporate transit, active transportation and personal vehicle use.

Map Your Clayton

Participants were also able to contribute to a mapping exercise on the engagement site. Using our online mapping tool, participants could pin various places on the map and add comments. We asked participants to place pins on places they love, what they wished the area had, and where they thought the future heart of Clayton was. This is an ongoing engagement exercise. These results reflect responses from May to June 2022.

What do you love?



Many places were **loved** by participants including nearby park spaces, community centres, shops and cafes, as well as viewpoints and bridges. A large concentration of responses were focused near the East Clayton Transit Oriented Area and Clayton Park.

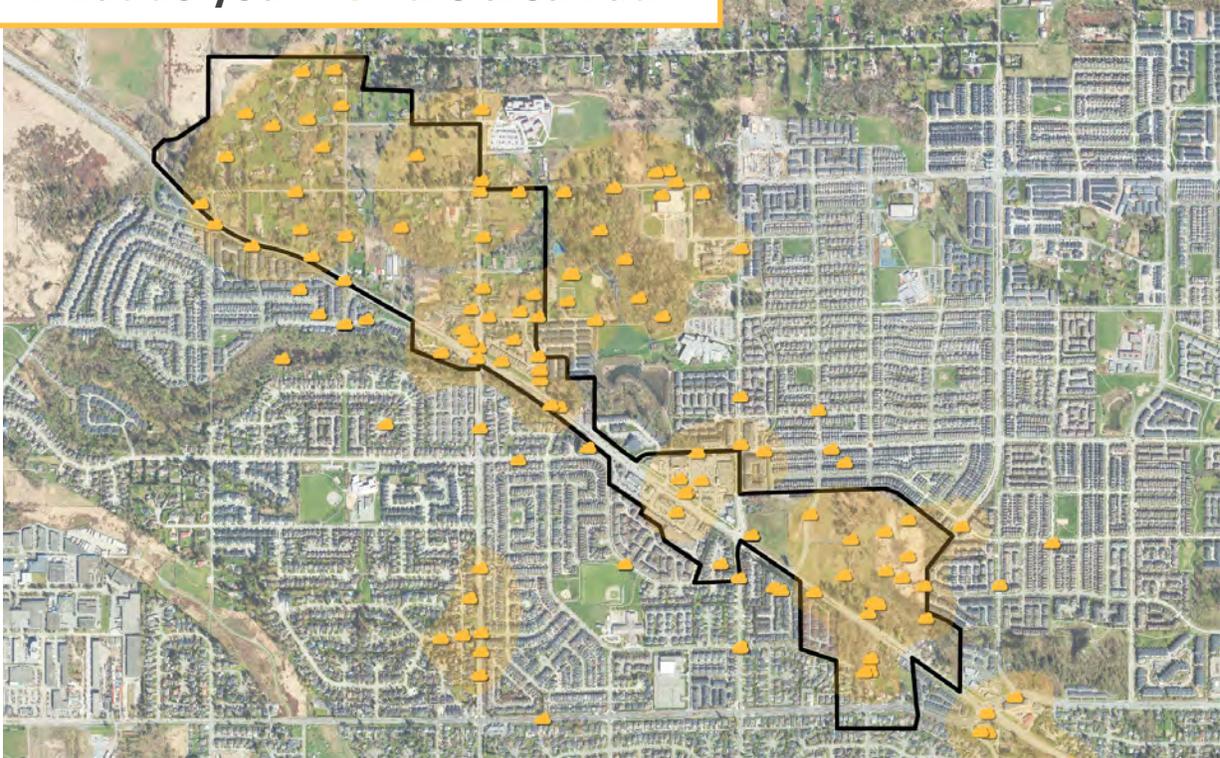
“Easy access to multiple groceries and other amenities.”

*“**Love** the trail and the greenery and the birds.”*

*“**Love** having lots of parks around the neighbourhood.”*

*“I get coffee here almost everyday. I **love** the convenience!”*

What do you **wish** the area had?



The majority of participants **wished** for higher density land uses, more protected cycling lanes, better street connectivity and more community amenities. Wishes were placed throughout the plan area, as well as around Clayton Park and 184 St in Cloverdale.

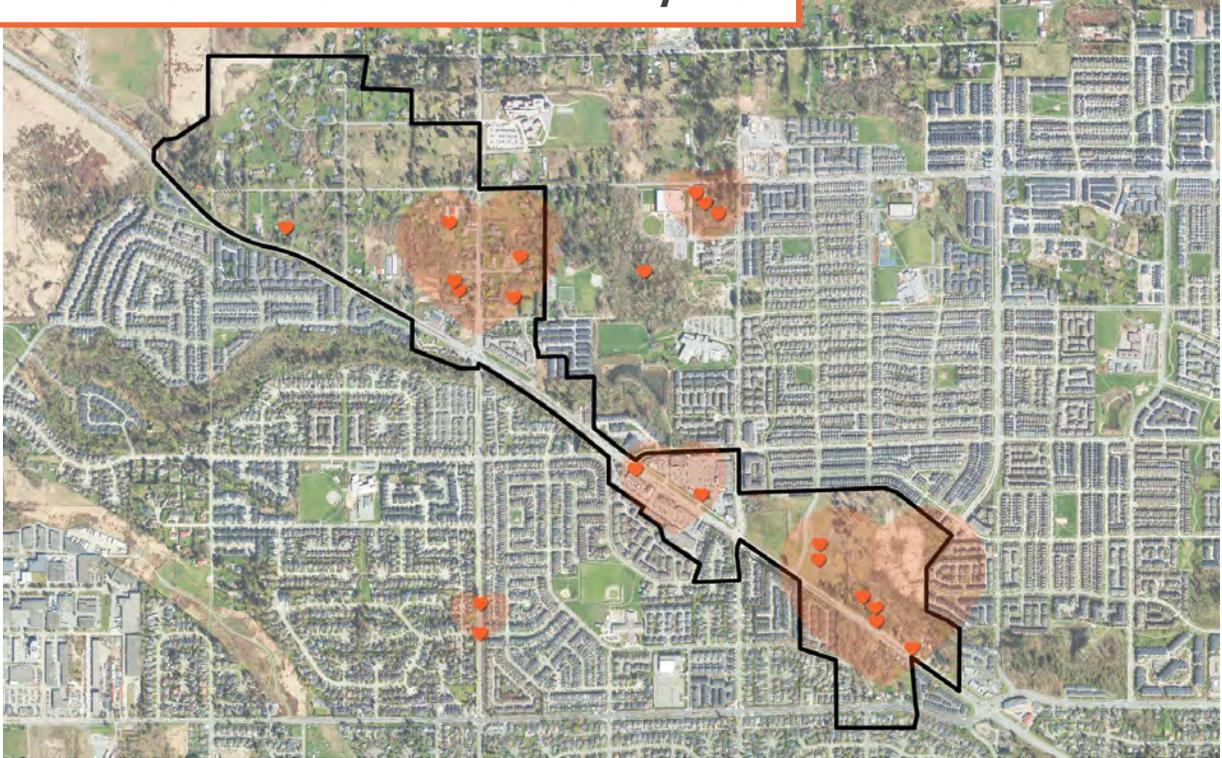
“Higher density along Fraser Highway.”

“Protected cycling is needed.”

“Homes here can be turned into commercial below and residential above.”

“Make better use of these informal spaces. Pocket park areas? Tree planting? Green infrastructure?”

Where is the future **heart** of Clayton?



The future **heart** of Clayton, also known as the “**Village Core**”, will serve as a major gathering place for the community. A place for recreation, shopping, services, and events. Location ideas for the future heart included near 190 St future Skytrain Station, the existing commercial area between 68 Ave and 188 St, Clayton Recreation Centre, 184 St in West Clayton, as well as around 190 St sites.

*“If [190 St SkyTrain Station Area] was a real park, with restaurants, it could be the **heart** of the community.”*

“Best to cluster the services around the station.”

*“Future **heart** of Clayton should be centred around new development and the [190 St] SkyTrain station.”*

*“Central location for town **core**.”*

Big Ideas

Participants were able to post their “Big Ideas” for the Clayton Corridor on our engagement site. Other participants could indicate their support for their idea by “liking” it. Below are some of the top responses with corresponding “like” counts.



Quick Poll

A quick poll was conducted to explore how participants would best like to be engaged in the future, below are the results.

How would you like to engage with us on this project? (101 responses)

41%

said "Surveys"



I Next Steps

As part of Step 2 (Exploring Options), staff will explore growth concepts, land use, transportation and park options. This will be supported by a comprehensive phase of community engagement which may include community events and other engagement activities. Engagement will focus on exploring growth options with residents and business owners, and linking these options to the Vision and Planning Objectives.

Online engagement opportunities are open to all who want to participate. We will keep you informed by mail, social media and website updates. We are also always available for email or phone conversations. We hope you will continue to stay involved in the planning process.

Learn More & Get Involved

- Visit surrey.ca/planning for general information on the Clayton Corridor Plan.
- Visit engage.surrey.ca/clayton-corridor-plan for engagement opportunities, updates or to ask questions online.
- Contact Markus Kischnick by email - claytoncorridor@surrey.ca or phone - 604.591.4485

