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COUNCIL DATE: **KyO**

REGULAR COUNCIL – LAND USE

TO: Mayor & Council **DATE: July 27, 2015**

FROM: General Manager, Planning and Development **FILE: 6520-20 (Fleetwood**
General Manager, Engineering **Town Centre LUP)**

SUBJECT: Proposed Road and Land Use Amendments to a Portion of the Fleetwood
Town Centre Land Use Plan

RECOMMENDATION

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

1. Receive this report as information;
2. Amend a portion of the Fleetwood Town Centre Land Use Plan with respect to the alignment of future 81A Avenue and 166 Street and adjacent land use designations, to conform to the proposed road network as shown as Option 3 in Appendix IV; and
3. Endorse the requirement for development applicants to secure the additional right-of-way required for 166 Street, subject to amendment of the Fleetwood Town Centre Land Use Plan with the Option 3 road network amendment.

INTENT

The purpose of this report is to obtain Council's approval to amend a portion of the Fleetwood Town Centre Land Use Plan, south of Fraser Highway from 166 Street to 166B Street, in advance of a more extensive Town Centre update to facilitate road connectivity and on-going redevelopment in the area.

BACKGROUND

At its Regular meeting on February 24, 2014, Council received Corporate Report No. R288;2014, entitled "Town Centre Planning Program" and authorized staff to review and update the City's Town Centre Plans, including the Fleetwood Town Centre Plan. The Fleetwood Town Centre Land Use Plan and Urban Design Concept was initially approved by Council in 2000 (Corporate Report No. C016; 2000). An update of the Town Centre Plan was spurred by resident desire for revitalization and the identification of Fraser Highway as a future light rail transit (LRT) corridor with appropriate locations for higher density land uses.

The existing Town Centre Plan (attached as Appendix I) provides for a future east-west road – 81A Avenue – from 164 Street in the west and curving southeast to intersect with 80 Avenue in the east. The future 81A Avenue separated differing land uses, with townhouses to the north and urban single family houses to the south. A portion of the alignment for the future 81A Avenue runs parallel to Fraser Highway and intersects multiple properties at a diagonal. The Town Centre Plan also designates a 16.5 metre (54 foot) wide multi-use corridor, which provides a non-vehicular connection from the future 81A Avenue to transit routes and the Surrey Sport and Leisure Complex on Fraser Highway at 166 Street.

Of the properties designated for Townhouse uses in the 2000 Fleetwood Town Centre Plan, between 164 Street and 168 Street, only one property at 16588 Fraser Highway has redeveloped as townhouses. The development industry has indicated that one of the factors limiting activity in this location is the difficulty of land assembly needed to achieve property access and the existing alignment planned for 81A Avenue. However, there are now four in-process development applications in the area.

Development Application No. 7911-0143-00, for properties at 16626 and 16604 Fraser Highway, was granted Third Reading on June 23, 2014. As part of the review process for this application to develop 36 townhouse units, Engineering Department staff identified a need to replace the designated multi-use corridor with a road. The road would maintain pedestrian access, while improving vehicular access and circulation by connecting the future 81A Avenue north to Fraser Highway and 166 Street. The Engineering Requirements for Application No. 7911-0143-00 are attached as Appendix VI. A proposed NCP amendment for Council's consideration was not included with this application.

DISCUSSION

As part of Development Application No. 7914-0160-00, to the east of 166 Street at 16664 Fraser Highway, the applicant has proposed revisions to the road network between Fraser Highway and 80 Avenue. City staff developed two options to the existing Fleetwood Town Centre Plan, with one to best conform to the existing Town Centre Plan and improve access and circulation and the other to better facilitate development. These options are described below as Option 1 (Appendix II) and Option 2 (Appendix III).

Option 1

- Adding 166 Street as a connection from 81A Avenue to the full movement signal at Fraser Highway along the multiuse corridor alignment shown in the approved Town Centre Plan;
- Maintaining the 81A Avenue connection to 80 Avenue at 166A Street as shown in the original Town Centre Plan; and
- Maintaining the land use designations in the existing Town Centre Plan with 81A Avenue providing a land use transition.

Option 2

- Adding 166 Street as a connection from 81A Avenue to the full movement signal at Fraser Highway along the multiuse corridor alignment shown in the approved Town Centre Plan;
- Eliminating the planned connection of 81A Avenue to 80 Avenue between 166 Street and 166A Street;

- Introducing a straight, additional local road – 166B Street – between Fraser Highway and 80 Avenue, which would connect to Fraser Highway as a right-in/right-out only intersection and be shared along property boundaries;
- Adjusting the boundary between single family and townhouse land uses to conform to the amended road network; and
- Increasing the area designated for multi-family townhouses from what is currently shown in the Town Centre Plan.

Option 1 maximizes neighbourhood multi-modal access and circulation, with connections to the full movement traffic signal at Fraser Highway and 166 Street (the site of a future LRT station), the Surrey Sport and Leisure Complex, and the adjacent collector roads of 80 Avenue and 164 Street. However, it still requires redevelopment to largely be dependent on assembly between a number of property owners to achieve the 81A Avenue connection to 166A Street.

Option 2 potentially offers more flexibility for property owners to redevelop independently, but provides less local road connectivity than Option 1. Option 2 may also require the use of shared access easements for multi-family development to gain access to the full movement signal at Fraser Highway and 166 Street. However, Option 2 does provide for a minimum amount of access and circulation for the area, and with a straight alignment of 166B Street, utilization of this link will be maximized and allow neighbourhood residents to avoid some of the operational concerns at the intersection of 80 Avenue and 168 Street.

Public Comment

Local property owners as shown on map attached as Appendix V) were advised of the two options being considered as an amendment to the Fleetwood Town Centre Plan via a letter dated June 1, 2015 and were invited to attend a public information meeting on June 16, 2015. Twenty-five people attended the public information meeting with 17 opinion surveys returned. Three local property owners supported Option 1 and seven local property owners supported Option 2. The remaining surveys were either from multiple respondents of the same address or from respondents who did not identify as being a property owner within the affected area.

166 Street Right-of-Way

As part of Development Application No. 7911-0143-00, the Engineering Department had agreed with the applicant to coordinate securing the remaining right-of-way required for the road connection from the adjacent strata complex at 16588 Fraser Highway (Castle Pines). Engineering staff agreed to this process as the connection would provide considerable value to the overall neighbourhood with improved connectivity, access, and circulation not previously identified in the Town Centre Plan.

Staff met with the Strata Council of Strata Plan BCS 1748 (Castle Pines) in April 2014 to introduce the concept of the road prior to introduction of the Development Application in June 2014, and the Strata Council had no immediate concerns. Staff has had subsequent discussions with individual strata owners and had intended on presenting to the owners at an Annual or Special General Meeting earlier this year. With the development of potential changes to the road network, staff placed the negotiation process on hold.

With Option 1, Engineering would maintain the process to secure the land required for the 166 Street connection as the objectives and principles remain as originally intended. However, with the decreased road network connectivity proposed in Option 2, Engineering could no longer justify the expenditures to secure the right-of-way from Castle Pines and the applicant of 7911-0143-00 would be required to deliver the road outlet as part of the Engineering requirements. This would be consistent with the need to secure off-site servicing statutory rights-of-way.

Option 3 (Preferred Option)

Option 3 essentially retains the features of Option 2 that were presented to local property owners by letter and at a public information meeting. However, subsequent to the public information meeting, City staff identified minor adjustments to the land use designations and lane alignments proposed in Option 2 that would be more consistent with the approved Town Centre Plan.

Instead of creating a new designation of "Duplex Form Strata" as proposed in Option 2, Option 3 proposes using the current designation of "Low Density Townhouses" and refining it in specific areas. On 165A Street, low density townhouses would be required to be in a duplex building form, whereas on the existing single family lots adjacent to 80 Avenue near proposed 166B Street, low density townhouses would be optional. Option 3 also refines the lane alignments proposed near 166B Street in Option 2, to improve property access and reduce the impact of lanes on individual properties.

SUSTAINABILITY CONSIDERATIONS

The proposed Fleetwood Town Centre Plan amendments will assist or maintain in achieving the objectives of the City's Sustainability Charter, particularly the following action items:

- SC9 – Adequate, Appropriate and Affordable Housing
- EC9 – Quality of Design in New Development and Redevelopment
- EN9 – Sustainable Land Use Planning and Development Practices

CONCLUSION

Based on the above discussion it is recommended that Council:

- Amend a portion of the Fleetwood Town Centre Land Use Plan with respect to the alignment of future 81A Avenue and 166 Street and adjacent land use designations, to conform to the proposed road network as shown as Option 3 in Appendix IV; and

- Endorse the requirement for development applicants to secure the additional right-of-way required for 166 Street, subject to amendment of the Fleetwood Town Centre Land Use Plan with the Option 3 road network amendment.

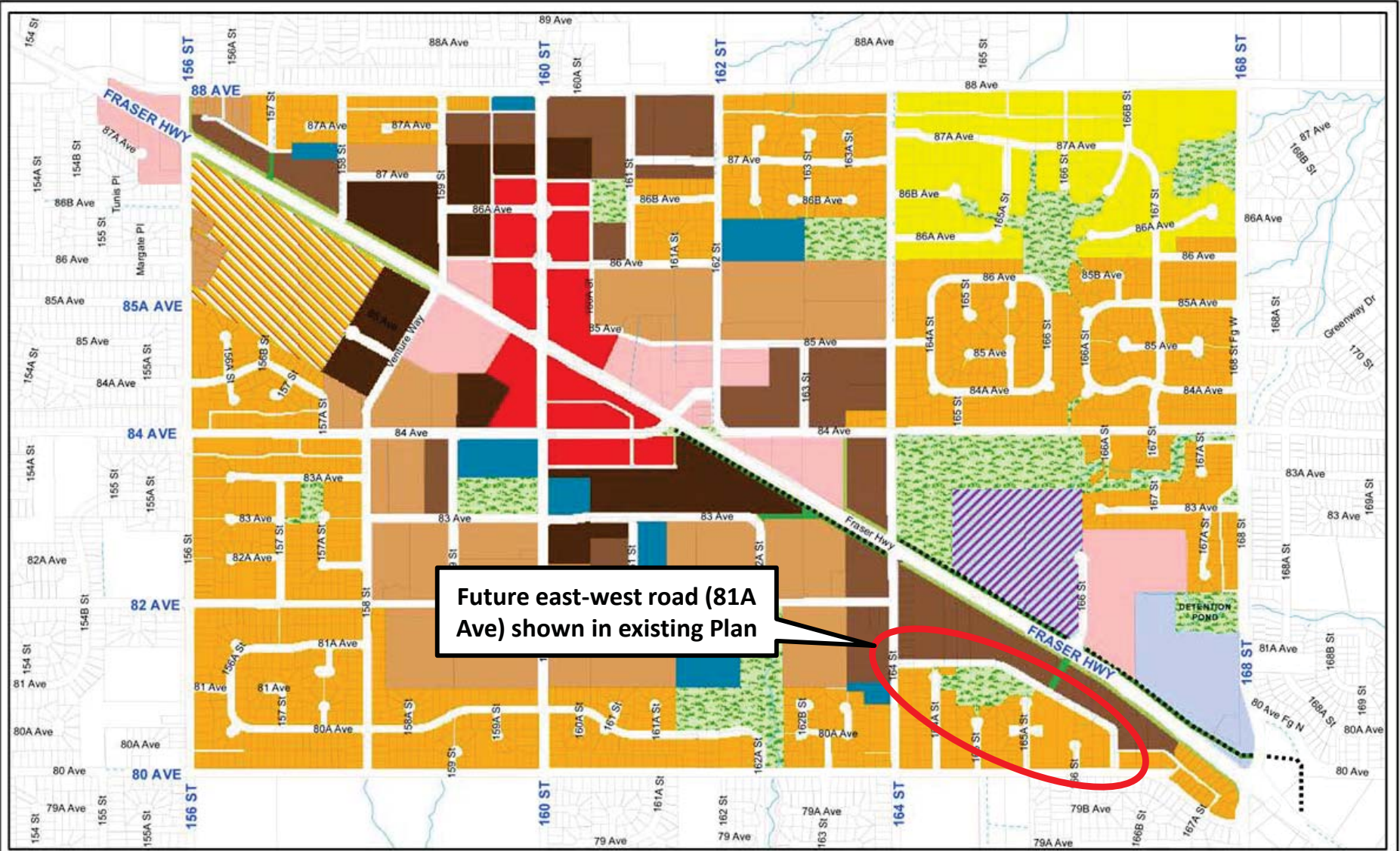
Original signed by
Jean Lamontagne
General Manager,
Planning and Development

Original signed by
Fraser Smith, P.Eng., MBA
General Manager,
Engineering

HC:saw

Attachments:

- Appendix I Fleetwood Town Centre Land Use Plan – Approved November 1, 2000
- Appendix II Road Alignment and Land Uses - Option 1
- Appendix III Road Alignment and Land Uses - Option 2
- Appendix IV Road Alignment and Land Uses - Option 3 (Preferred Option)
- Appendix V Notification Area for Affected Property Owners
- Appendix VI Engineering Requirements for Development Application No. 7911-0143-00



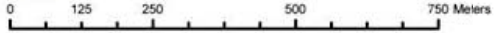
- Community Commercial
- Highway Commercial
- Apartments and/or High Density Townhouses
- Low Density Townhouses
- Single Family Urban
- Single Family Suburban
- Institutional
- Parks & Linear Corridors
- Institutional / Commercial
- Multiuse Corridor / Landscape Buffer
- Buffer Within Private Land
- 4m Wide Paved Path
- Manufactured Homes

FLEETWOOD TOWN CENTRE LAND USE PLAN

City of Surrey Planning & Development Department

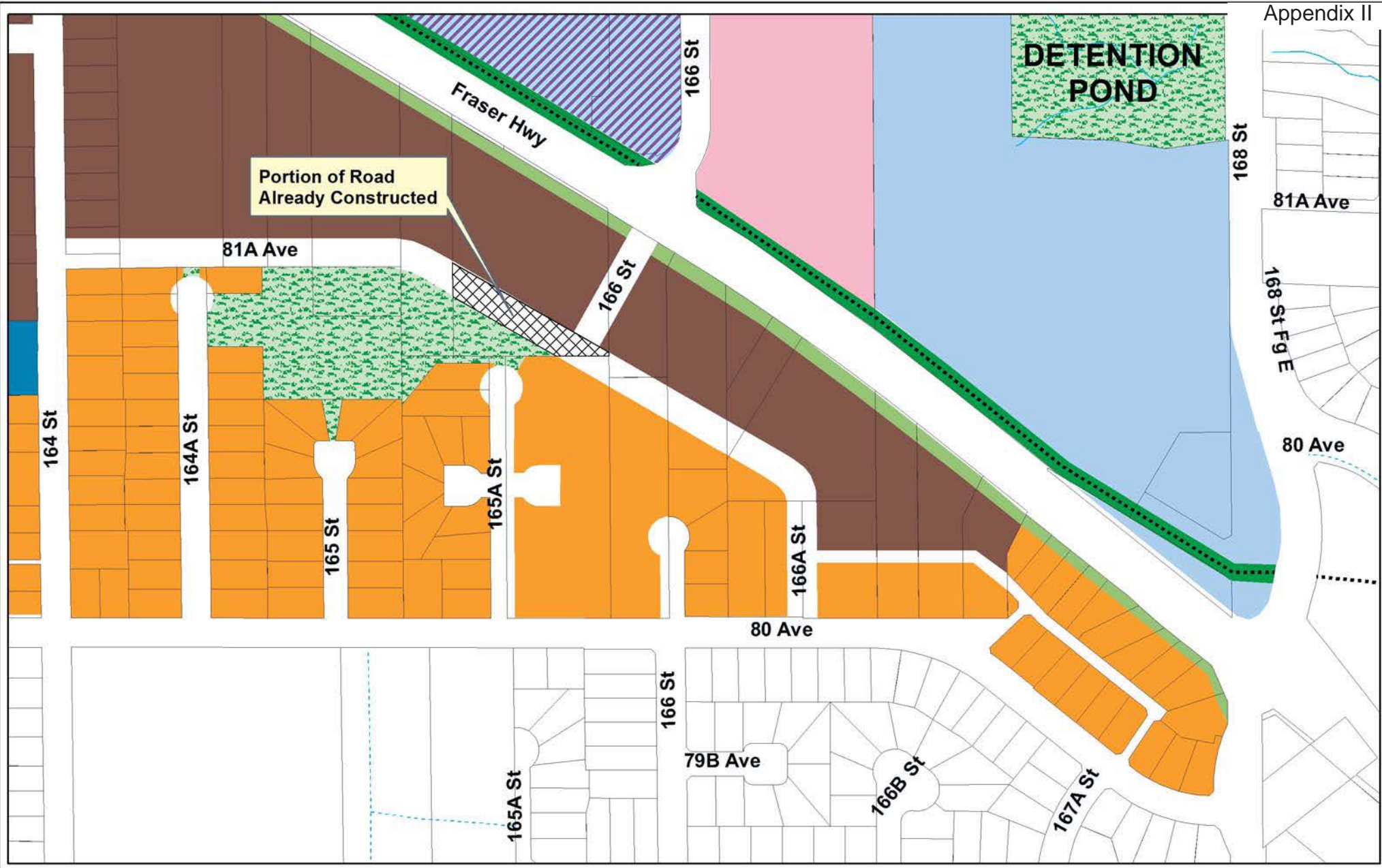
Approved by Council Nov. 1, 2000 - Amended 13 November 2013

- Industrial
- Institutional
- Institutional / Commercial
- Multiuse Corridor / Landscape Buffer
- Buffer Within Private Land



MAP II

This map is provided as general reference only. The City of Surrey makes no warranties, express or implied, as to the fitness of the information for any purpose, or to the results obtained by individuals using the information and is not responsible for any action taken in reliance on the information contained herein.



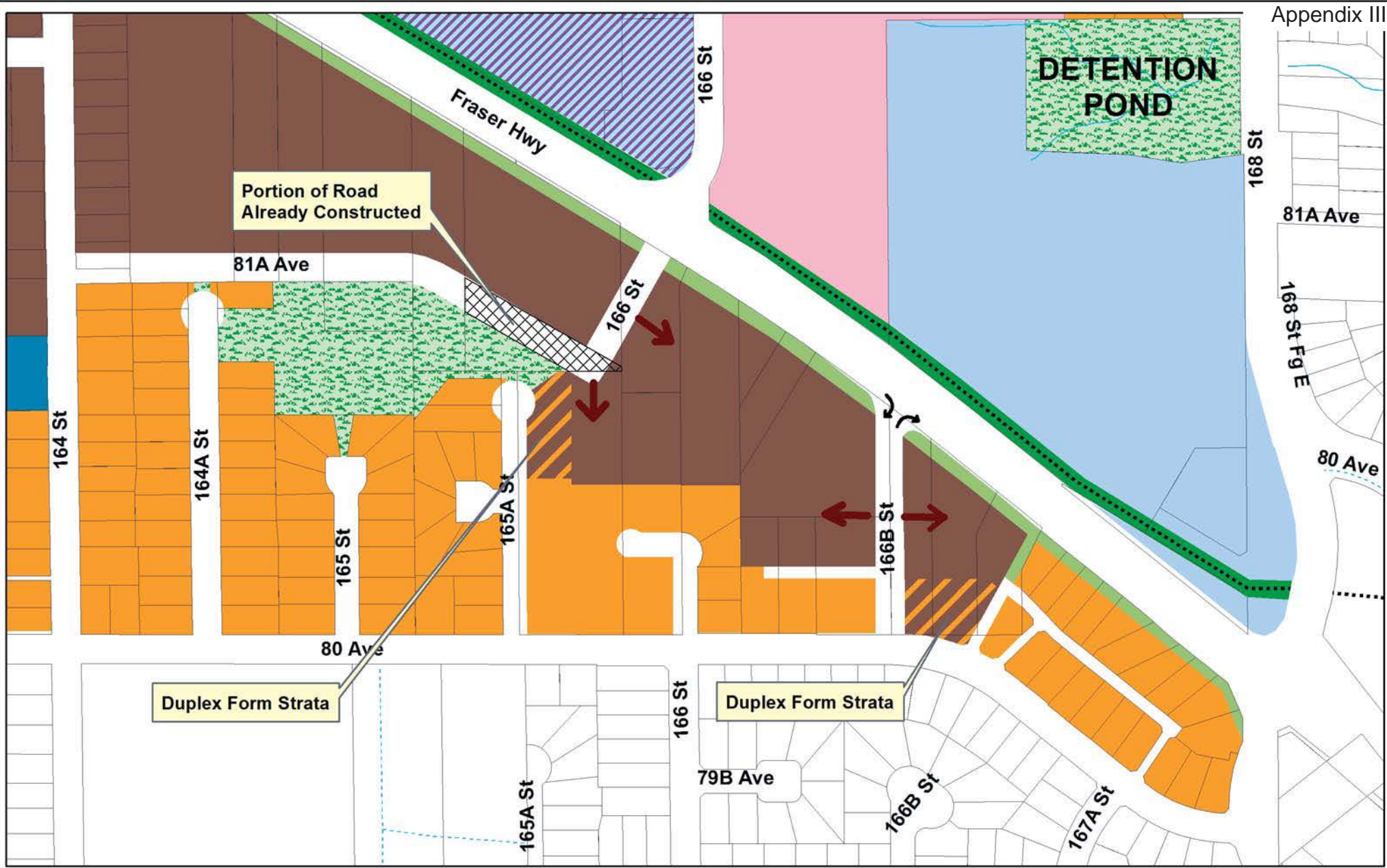
- | | | | |
|---|------------------------|--------------------------------------|----------------------------|
| Community Commercial | Low Density Townhouses | Industrial | Institutional / Commercial |
| Highway Commercial | Single Family Urban | Institutional | Parks & Linear Corridors |
| Apartments and/or Medium Density Townhouses | Single Family Suburban | Multiuse Corridor / Landscape Buffer | Buffer Within Private Land |
| Medium Density Townhouses | Manufactured Homes | 4m Wide Paved Path | |



FLEETWOOD TOWN CENTRE LAND USE PLAN Option 1
 City of Surrey Planning & Development Department

Approved by Council Nov. 1, 2000 - Amended 13 November 2013

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- Community Commercial
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- Apartments and/or Medium Density Townhouses
- Medium Density Townhouses

- Low Density Townhouses
- Single Family Urban
- Single Family Suburban
- Manufactured Homes

- Industrial
- Institutional
- Institutional / Commercial
- Parks & Linear Corridors
- 4m Wide Paved Path

- Multiuse Corridor / Landscape Buffer
- Buffer Within Private Land

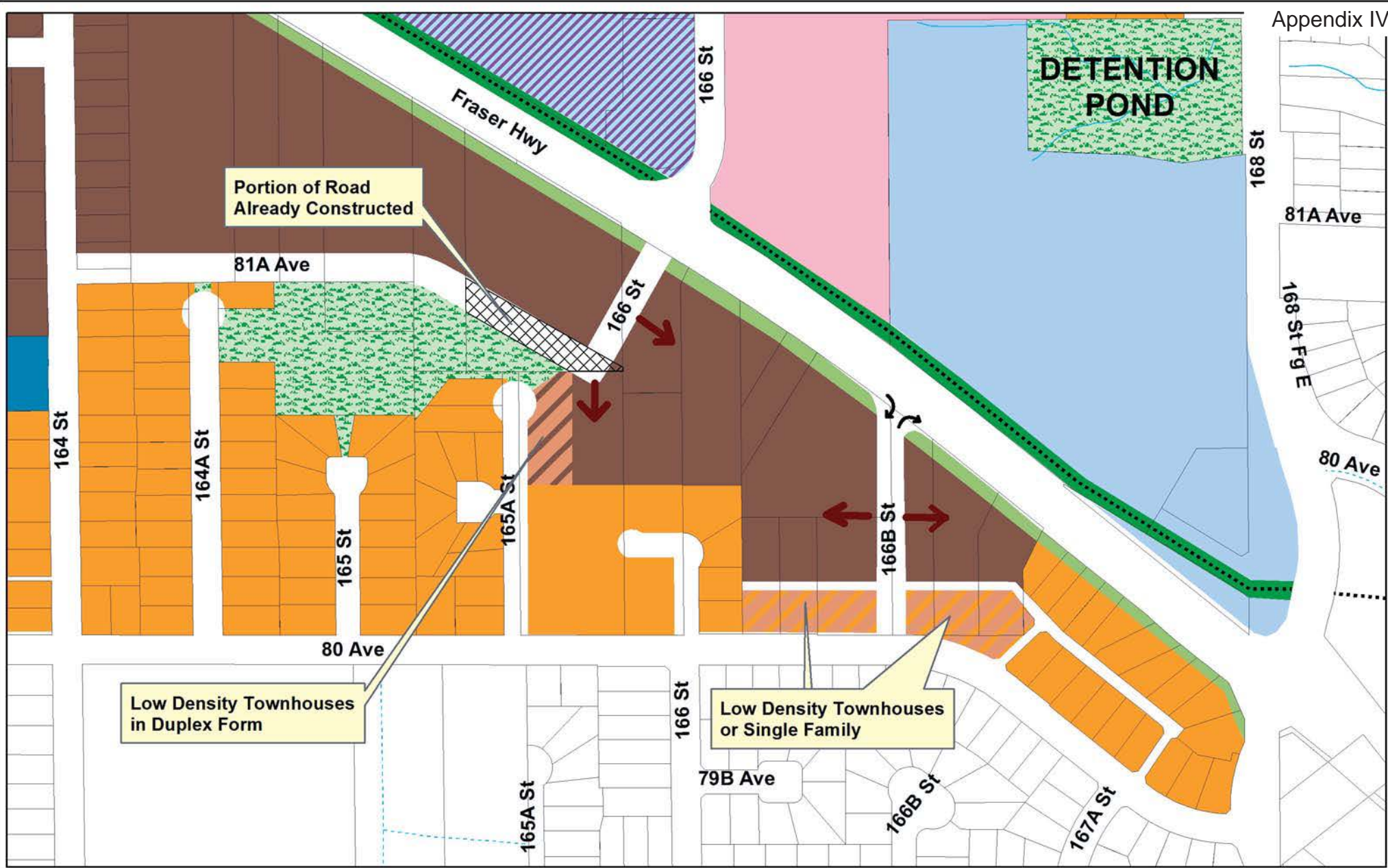


FLEETWOOD TOWN CENTRE LAND USE PLAN Option 2

City of Surrey Planning & Development Department

Approved by Council Nov. 1, 2000 - Amended 13 November 2013

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- | | | | |
|---|------------------------|--------------------------|--------------------------------------|
| Community Commercial | Low Density Townhouses | Industrial | Institutional / Commercial |
| Highway Commercial | Single Family Urban | Institutional | Multiuse Corridor / Landscape Buffer |
| Apartments and/or Medium Density Townhouses | Single Family Suburban | Parks & Linear Corridors | Buffer Within Private Land |
| Medium Density Townhouses | Manufactured Homes | 4m Wide Paved Path | |

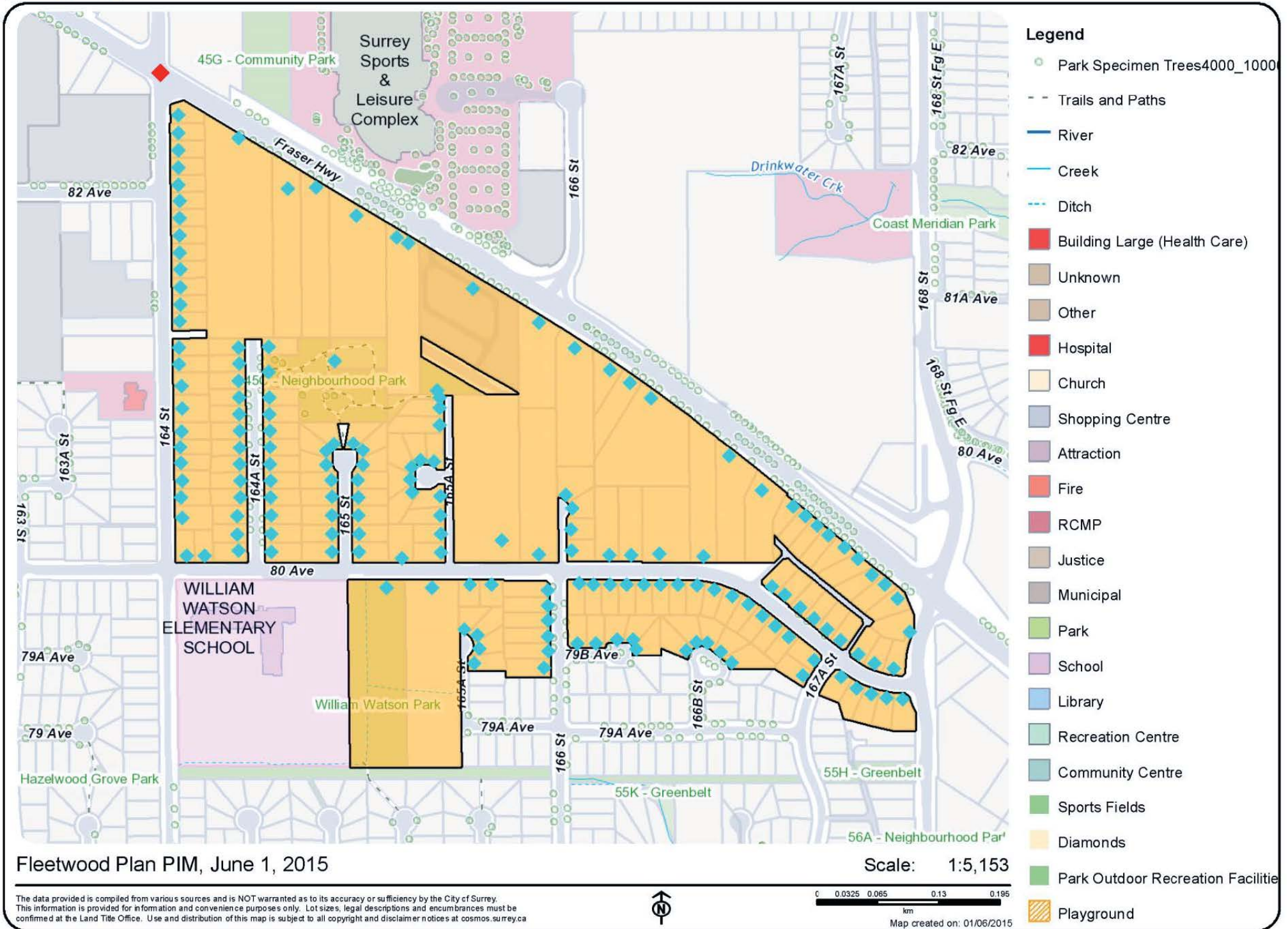


FLEETWOOD TOWN CENTRE LAND USE PLAN Option 3

City of Surrey Planning & Development Department

Approved by Council Nov. 1, 2000 - Amended 13 November 2013

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TO: **Manager, Area Planning & Development
- North Surrey Division
Planning and Development Department**

FROM: **Development Services Manager, Engineering Department**

DATE: **June 3, 2014** PROJECT FILE: **7811-0143-00**

RE: **Engineering Requirements
Location: 16604/26 Fraser Hwy**

REZONE/SUBDIVISION

Property and Right-of-Way Requirements

- Provide a 2.5-metre Stat. Right-of-Way (SROW) along Fraser Hwy;
- Dedicate up to 20.0 metres (at Fraser Hwy) tapering to 0.0 metres for the 166 Street local road standard;
- Dedicate areas required for the 81 Avenue local road standard;
- Dedicate a 5.0 x 5.0-metre corner cut on both sides of the Fraser Hwy. and 166 Street intersection;
- Provide up to a 3.0-metre SROW along the east side 166 Street to accommodate boulevard treatment;
- Provide a 0.5-metre SROW along the west side of the 166 Street; and
- Provide a 0.5-metre SROW along the north and south (fronting the RF portion) side of 81 Avenue.

Works and Services

- Construct a 4.0-metre multi-use pathway (MUP) along Fraser Hwy;
- Construct 166 Street to a local road standard;
- Provide Cash-in-Lieu (CIL) for the removal of the interim driveway along 166 Street;
- Construct sidewalk along 81 Avenue;
- Provide CIL for the construction of the north side 81 Avenue to a local road standard;
- Provide CIL for the construction of the south side of 81 Avenue to a local road standard fronting the RF portion;
- Construct drainage facilities to service the proposed development;
- Construct water main along 81 Avenue;
- Construct a temporary sanitary main and service connection along 81 Avenue, complete with CIL for removal;
- Provide CIL for ultimate sanitary sewer and service connection along 81 Avenue;
- Provide CIL for future extension of storm and water mains along 81 Avenue; and
- Provide ultimate storm and water service connections to service the site.

A Servicing Agreement is required prior to Rezone/Subdivision.

DEVELOPMENT PERMIT/DEVELOPMENT VARIANCE PERMIT

There are no engineering requirements relative to issuance of the Development Permit/Development Variance Permit.



Rémi Dubé, P.Eng.
Development Services Manager
SSA

NOTE: Detailed Land Development Engineering Review available on file