

The Fleetwood Plan

I Stage 1 Summary

Updated - September 2023

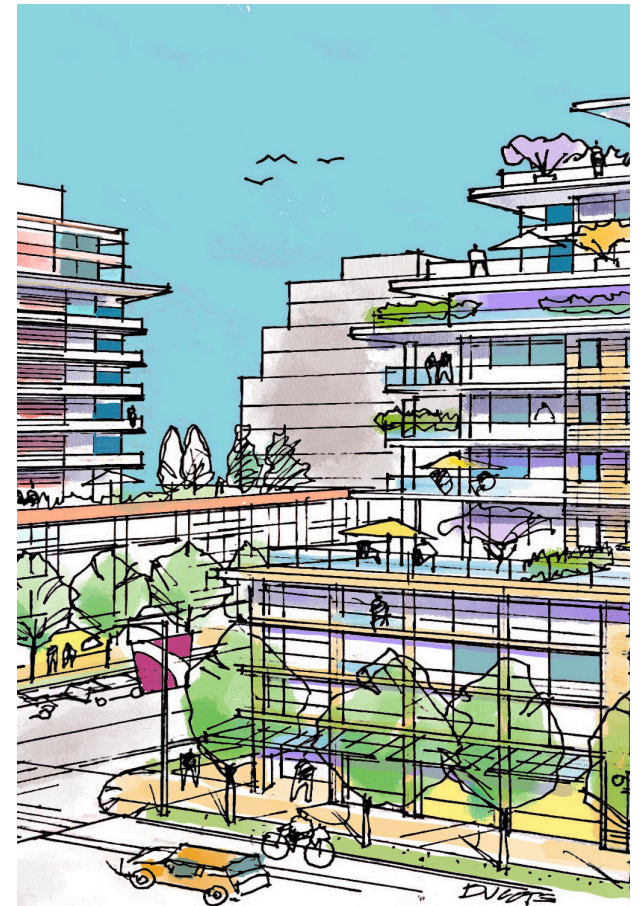
In April 2019, the City of Surrey began the process to develop a comprehensive community plan for Fleetwood. The plan will support the extension of the Surrey Langley SkyTrain Line down Fraser Highway and guide growth in Fleetwood over the next 30+ years. Key features of the plan include: community's preferred approach to focus growth along Fraser Highway and around the future SkyTrain stations, a high street along 160 Street, an employment district around the 166 Street Station, new parks and public spaces covering approximately 20% of the plan area and an integrated network of pathways and cycle tracks making it easier to get around.

Vision for Fleetwood

"Fleetwood is an inviting community, home to people of all ages, cultures and backgrounds. Known for its arts scene, history, distinctive parks, natural areas, and exceptional community facilities. Fleetwood is celebrated for its distinctive urban village character, thriving local businesses, and its livable and accessible neighbourhoods."

Guiding Principles

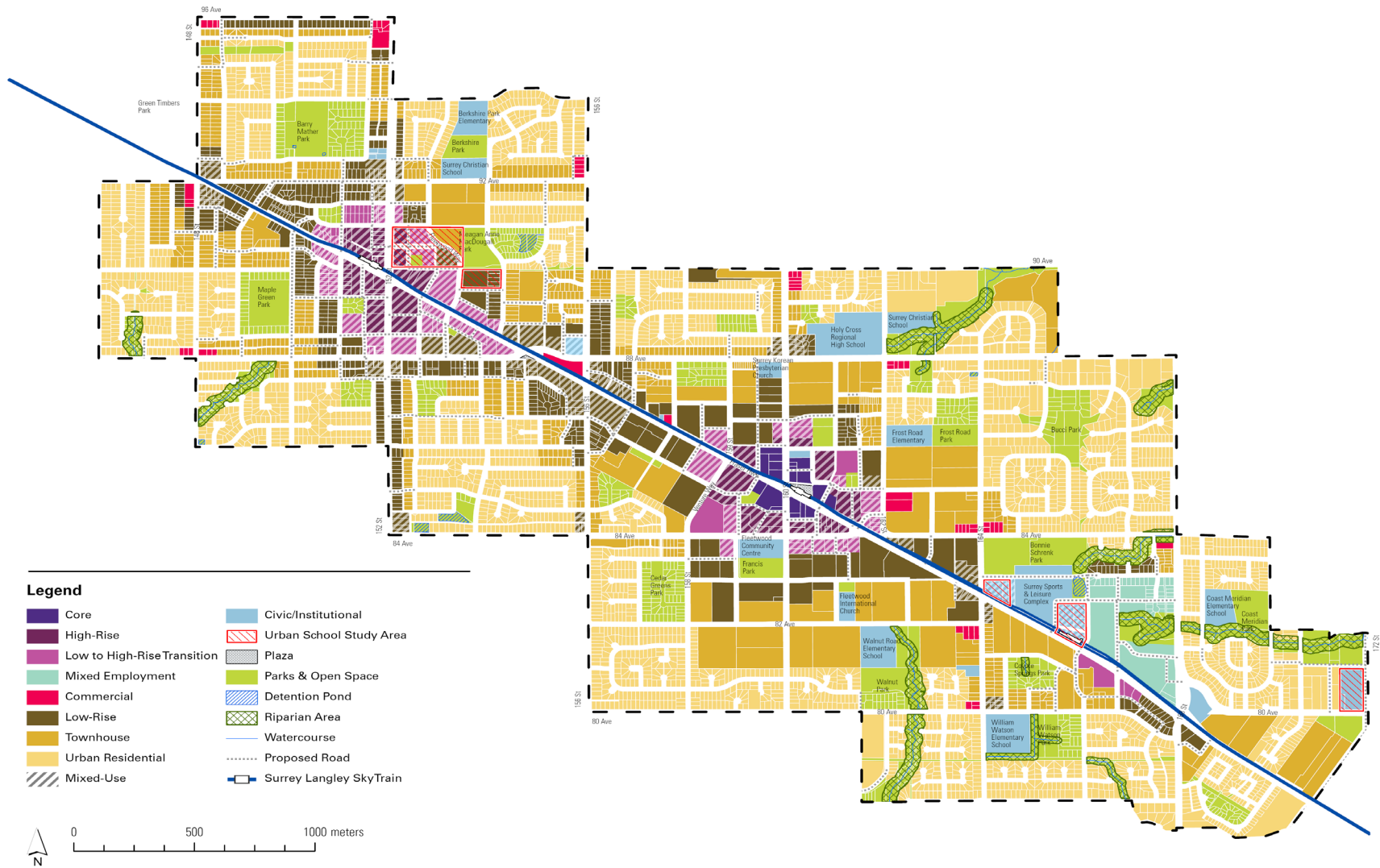
- GREEN SPACES - Protect, create, and enhance biodiversity, parks and natural spaces.
- ACTIVE LIVING - Provide spaces and amenities to foster active living, wellness, and opportunities for social connection.
- HEART OF FLEETWOOD - Build on the Town Centre's role as a local destination and enrich its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



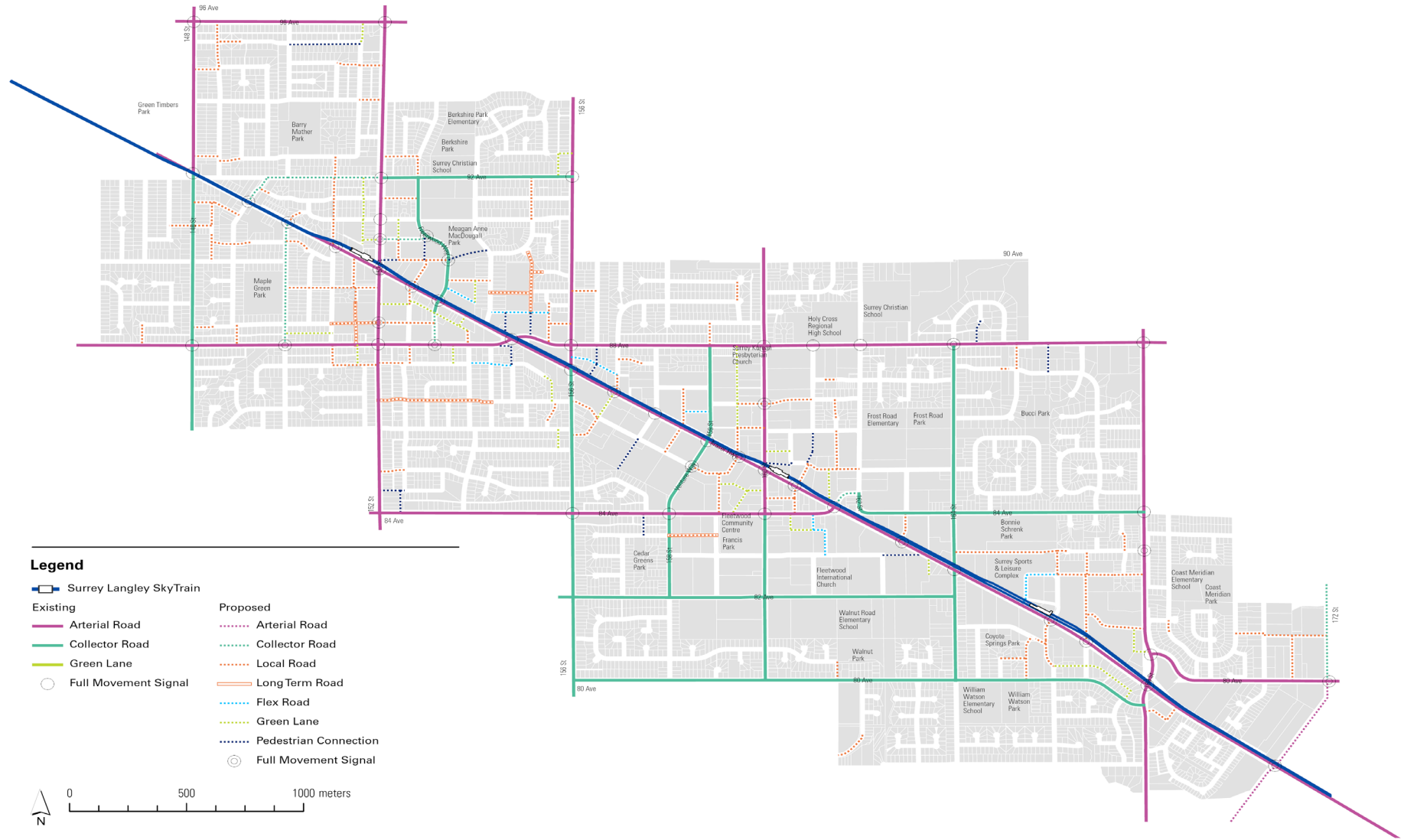
Conceptual drawing of low and mid rise development in West Fleetwood.

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Proposed Land Use Concept



Proposed Road Network



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Core



Mixed-use development with high rise supported by 4-6 storey podiums. Minimum commercial or institutional requirements with predominant active ground level uses and supporting office/institutional podium uses and related amenity spaces.

Building Height

Up to 36 storeys

Max Tower Floor Plate

700 sq m Residential. Office may be larger.

Min Tower Separation

50 m face to face. 30 m corner to corner.

Max Building/Podium Depth

20m for Residential. Office may be larger.

Floor Area Ratio

Up to 4.5 FAR*, inclusive of minimum 0.30 FAR commercial or institutional.

High Rise



Apartment buildings supported by minimum 2-4 storey podiums. Minimum commercial or institutional requirements with active ground level uses and related amenity spaces. 2 storey townhomes for residential frontages.

Building Height

Up to 30 storeys

Max Tower Floor Plate

700 sq m Residential. Office may be larger.

Min Tower Separation

50 m face to face. 30 m corner to corner.

Max Building/Podium Depth

20m for Residential. Office may be larger.

Floor Area Ratio

Up to 4.0 FAR*, inclusive of minimum 0.3 FAR commercial or institutional.

Low to High Rise Transition



Various Apartment and mixed-use low, mid and high rise buildings. Active commercial uses on ground floor, or minimum 2 storey townhomes for residential frontages, with related amenity spaces. Various architectural forms (e.g. tiered buildings) considered.

Building Heights

Up to 20 storeys adjacent to High Rise or Core Areas transition.

Min Building Separation

30 m face to face. 20 m corner to corner Mid Rise.

Min Tower Separation

50 m face to face. 30 m corner to corner High Rise.

Floor Area Ratio

Up to 3.0 FAR* for residential only.

Up to 3.25 FAR* for mixed use, inclusive of 0.25 FAR commercial or institutional.

Low Rise



Apartment buildings supported with ground floor townhouse or active ground floor commercial in mixed-use areas, and related amenity spaces.

Building Height

4-6 storeys with additional taller buildings considered directly adjacent to high-rise buildings and appropriate building step backs from Urban Residential areas.

Max Building Depth

20 m for Residential

Floor Area Ratio

Up to 2.00 FAR* for residential only.

Up to 2.20 FAR* for mixed use, inclusive of 0.25 FAR commercial or institutional.

Mixed-Use



Mixed-use areas require minimum 0.25 FAR (low rise and low to high rise transition and high rise), 0.3 FAR (core) of active commercial, office, or institutional uses.

Active ground floor commercial uses should be focused onto primary street frontages. Residential townhouse at grade accommodated in some locations.

Mixed Employment



Mix of low, mid and high rise buildings, with primary commercial, business and service uses and a focus on employment generation. Residential uses may be considered. Various architectural forms and floor plate sized considered to facilitate employment uses.

Building Height

6-20 storeys. Additional Height Considered for Employment Uses.

Floor Area Ratio

Up to 3.25 FAR* office and/or business oriented commercial

Note:

Development parameters for density and heights will be subject to additional review and refinement in Stage 2. This may include additional requirement for commercial, institutional, office and affordable housing (including rental) being required in the base density.

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Commercial



Active retail, service, commercial uses at grade with opportunity for local office above. Potential for some residential above ground floor in key areas.

Building Height
1-4 Storeys

Density
Up to 1.5 FAR*, inclusive of a minimum of 0.25 FAR commercial.

Townhouse



Ground-oriented townhouse buildings (row or stacked) and related amenity spaces.

Building Height
*Up to 3 storeys (May consider 4 storeys for stacked townhouse with underground parking in key locations)

Density
Up to 1.0 FAR Ground Oriented and Up to 1.2 FAR for Stacked Townhouse with underground Parking*.

Urban Residential



Urban single family housing. Opportunity for laneway, semi-detached, attached, row housing along major arterials and lower density townhouse, subject to neighbourhood compatibility within 800 m of Rapid Transit Areas.

Building Height
9.0-9.5 metres (~30 feet)

Density
24 UPH* (Detached), 35 UPH* (Duplex), and 37 UPH* (Row House or Townhouse)

Civic/ Institutional



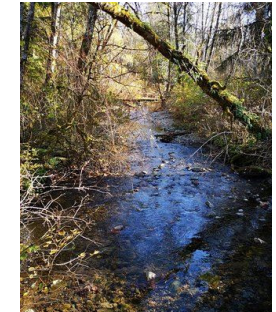
Public facilities such as education, recreation and culture. Secondary and supportive uses are permitted including affordable housing and rental housing, and Mixed Employment. Potential for Urban integrated schools, and mixed Employment in coordination with civic uses in coordination with Provincial Agencies.

Parks & Open Space



Public open space that encourages social interaction and reinforces the public realm, supporting activities such as socializing, resting, and eating, and adding to the quality of urban living, and may include neighbourhood and urban parks.

Riparian



Riparian areas are important habitat for fish and wildlife, and support biodiversity. They are key to protecting water quality and reducing stormwater run-off impacts as they absorb and store rainwater. All streams and riparian areas should be conveyed to the City to be protected and maintained as natural area.

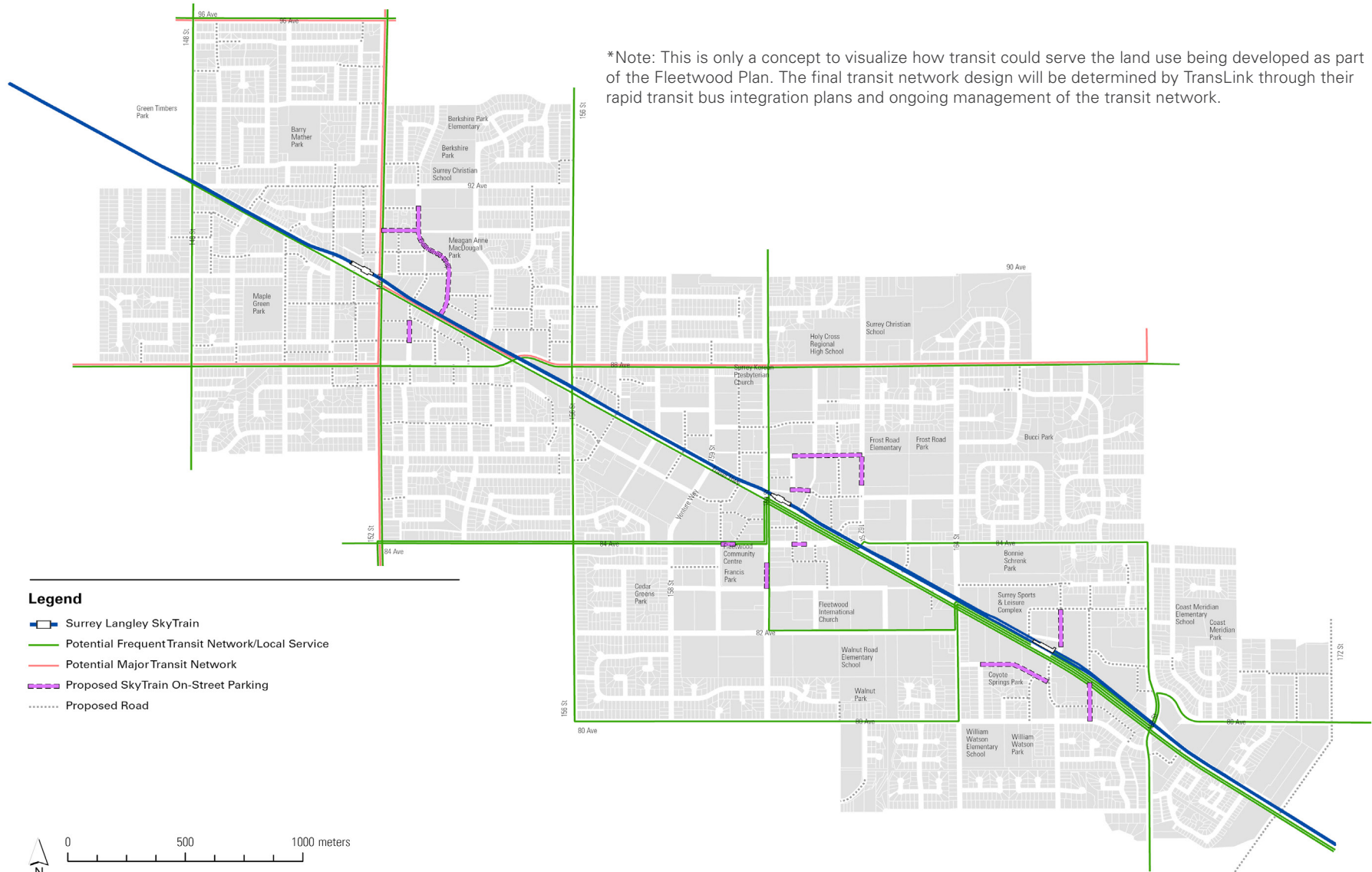
Notes:

* Additional bonus densities may be considered in select areas in exchange for the provision of sufficient community amenities in accordance with approved City Council and Development policies, to be determined as part of future planning. Can only be applied where noted minimum base commercial and employment FAR is first provided. Densities expressed as a Floor Area Ratio (FAR) are calculated based on the gross site area prior to dedications for road or other public purposes.

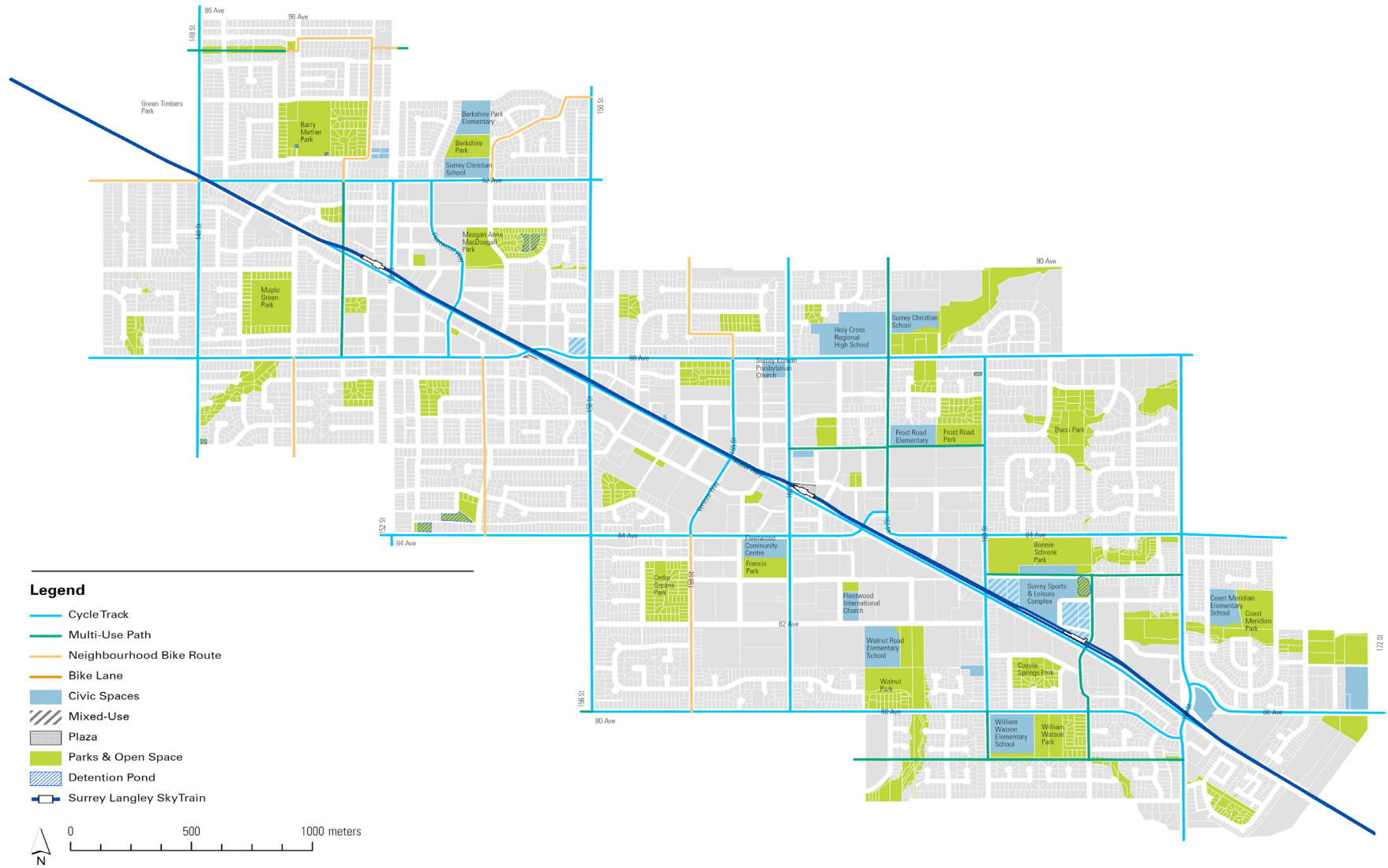
A land Amendment (Change in Land Use Designations) will be required when bonus density increases the density of the project into next Land Use Designation Category. A Plan Amendment is not required where there is a supported increase to the height of a building, with densities remaining in-keeping with the intent and form of the existing land use designation.

Potential Transit Network

*Note: This is only a concept to visualize how transit could serve the land use being developed as part of the Fleetwood Plan. The final transit network design will be determined by TransLink through their rapid transit bus integration plans and ongoing management of the transit network.



Proposed Cycling & Pedestrian Network



Proposed Parks & Open Space Concept

