

NO: R147

COUNCIL DATE: July 8, 2019

REGULAR COUNCIL

TO: **Mayor & Council** DATE: **July 4, 2019**

FROM: **General Manager, Planning & Development** FILE: **6520-20 (GTC)**
Acting General Manager, Engineering

SUBJECT: **Guildford Town Centre-104 Avenue Corridor Stage 1 Plan**

RECOMMENDATION

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

1. Receive this report for information;
2. Approve the proposed Guildford Town Centre-104 Ave Corridor Stage 1 Plan, including the land use, transportation, and parks and open space concepts, attached as Appendix "I" and generally described in this report;
3. Approve the proposed boundary extensions to the Guildford Town Centre-104 Ave Corridor plan area, as described in this report and illustrated in Appendix "II";
4. Authorize staff to proceed with all necessary actions to proceed to the Stage 2 plan development for Guildford Town Centre and the 104 Avenue Corridor, as generally described in this report;
5. Authorize staff to receive and process development applications for properties within the Guildford Town Centre-104 Avenue Corridor plan area on the basis of the Stage 1 Plan, provided that any such application not proceed to final approval until a completed final plan is approved by Council; and
6. Approve the Guildford Town Centre-104 Avenue Corridor Interim Implementation Strategy, as described in this report and attached as Appendix "III".

INTENT

The purpose of this report is to provide a summary of the Guildford Town Centre-104 Avenue Corridor planning process and to seek authorization to proceed with the Stage 2 planning process. It outlines all necessary actions to proceed with the Stage 2 planning process and presents an Interim Implementation Strategy that will allow staff to begin processing development applications in the plan area.

BACKGROUND

Guildford Town Centre has long been an important commercial centre in North Surrey. In the Whalley-Guildford Plan (adopted in 1977), Whalley and Guildford were identified as two commercial nodes connected by 104 Avenue, which would serve as the “downtown spine.” This changed in 1994 when SkyTrain was extended to Surrey and Whalley Town Centre was re-branded as Surrey City Centre. As a result, Guildford Town Centre and the 104 Avenue Corridor have not realized the degree of potential growth and type of development intended by the Whalley-Guildford Plan.

In 2014, Surrey City Council adopted a new Official Community Plan (“OCP”) that established priorities for accommodating population and employment growth in Surrey. The OCP prioritized growth in Surrey City Centre, the existing town centres, and newly identified Frequent Transit Development Areas (“FTDA”), in alignment with Surrey’s commitments in the Metro Vancouver Regional Growth Strategy (“RGS”).

In the same year, the TransLink Mayors’ Council endorsed a 10-Year Vision for Transit and Transportation in Metro Vancouver (“the Vision”). Included in the Vision was the addition of 27 kilometres of new rapid transit service in Surrey, along three corridors, Fraser Highway, King George Boulevard, and 104 Avenue, with 104 Avenue identified as one of the rapid transit corridors.

A consulting team comprising DIALOG BC, Kerr Wood Leidal, Steer Davies Gleave, and Colliers International was retained to support the planning process including delivery of a comprehensive program of public consultation. Subsequently, work proceeded according to a town centre planning process as outlined in the following sections.

On November 5, 2018, Council revisited the phasing and technology of the rapid transit investments in Surrey and prioritized the Fraser Highway Surrey-Langley Skytrain (“SLS”) corridor. The 104 Avenue corridor has been maintained as a future rapid transit corridor, which provides rationale for the completion of the Guildford Town Centre Plan – 104 Avenue Plan.

DISCUSSION

Plan Area

Guildford Town Centre and the 104 Avenue Corridor are located in the communities of Guildford and Whalley, extending east from the edge of City Centre to the Trans-Canada Highway (Highway 1). The plan area is extensive, covering approximately 500 hectares, and is bound generally by 140 Street, 108 Avenue, the Trans-Canada Highway, 158 Street, and 100 Avenue.

As illustrated in Appendix “IV,” the plan area is comprised of Guildford Town Centre and two primarily residential areas, flanking it to the east and west. The town centre is a moderately dense multi-family and commercial area which developed around the Guildford Town Centre shopping centre (hereafter referred to as “Guildford Mall” to distinguish it from the administrative area of the same name).

As of 2016 the plan area was home to approximately 24,000 residents. It has been growing at a rate of about 3% per year, mirroring Surrey’s overall growth rate. Demographically, the area is more diverse than the rest of Surrey with English being a “mother tongue” to only 39% of the

population (compared to 46% for Surrey as a whole). The area is also home to nearly 1,000 individuals that identified as Indigenous.

In 2017, there were approximately 9,200 private dwellings in the plan area. Single family homes, duplexes, and secondary suites accounted for one-fifth of all dwellings with the rest being found within multi-family developments (townhouses and apartments). Of note, 48% of dwellings were rented which is significantly higher than the 27% of dwellings that are rented in the whole of Surrey.

Approximately 5,000 jobs are located within the plan area. Notable employment centres include Guildford Mall and nearby office developments. Employment is also found within schools, civic facilities, and other retail and service commercial developments. There are no industrial jobs in the plan area.

According to Surrey’s OCP, the town centre area has a combination of the following land use designations: Town Centre, Commercial, and Multiple Residential. The residential areas outside the town centre are designated a combination of Commercial, Multiple Residential, Urban, and Conservation and Recreation.

Stage 1 Planning Process

In May 2017, work began on Stage 1 of the Plan. The Stage 1 planning process included the completion of various background studies, the development of a vision for the plan area, the exploration of land use alternatives, and the preparation of a draft Plan including the land use, transportation, and parks and open space concepts, as illustrated below.

Stage 1 Planning Process



This was accompanied by a comprehensive program of public and stakeholder consultation in order to engage with the diverse interests represented in the area, including renters, homeowners, businesses, community groups, and public agencies. Details of the consultation activities, along with key findings, are described in the following sections, as well as in a consolidated consultation summary attached as Appendix “V.”

Background Studies

As an initial step of the planning process, staff and consultants conducted various background studies and research. These included an environmental study, a residential and commercial market assessment, and an area profile.

The environmental study, undertaken by Kerr Wood Leidal, took inventory of existing aquatic and terrestrial habitat features in the plan area, including streams, vegetation, wildlife and tree canopy. The study identified opportunities for parkland and natural area acquisition, in alignment with the Surrey's Biodiversity Conservation Strategy, and the Green Infrastructure Network ("GIN").

The objective of the market assessment, undertaken by Colliers International, was to gain an understanding of the demand for new residential and commercial development in the plan area. According to Colliers International, the existing demand for townhouses and low-rise apartments in the plan area would be augmented by a demand for high rise apartments in the town centre. When the assessment was undertaken, this was attributed to the anticipated introduction of the rapid transit line. It is expected that the same would hold true under an alternate rapid transit scenario. It was estimated that the plan area could absorb approximately 400 new residential units annually over the next 30 years. The timing of future rapid transit along 104 Avenue will play a large part in whether this pace of growth can be realized.

The commercial assessment determined that the increased population in the plan area could potentially support an additional 160,000 square feet of retail floor space by 2046 in proximity to future rapid transit stations. The majority of this was to be located around Guildford Mall, particularly through the redevelopment of the former Sears site that sits largely vacant. While there is currently no information on station locations for a future rapid transit line along 104 Avenue, a station would be expected at Guildford Mall under any scenario. It was assumed that significant office development would not occur in the plan area, but instead be directed to City Centre.

Vision, Principles and Objectives

In the fall of 2017, staff consulted with the public and stakeholders to generate ideas that would be used to develop the guiding vision and principles for the plan. Engagement activities included "pop-up" events at high traffic locations in the community, a series of public open houses, thematic stakeholder workshops with groups representing transportation, environmental, social service and business interests in the plan area, and an online survey open to the general public.

This culminated in the preparation of a draft vision that describes the desired future state of the plan area. The draft vision statement, in its short form, is as follows:

The Guildford Town Centre and 104 Avenue Corridor are dynamic neighbourhoods that are green, rich with choice, and a destination for both locals and visitors.

In addition, six related principles have informed the planning and design approach and guided the plan development process. They include:

1. Enhanced Journeys and Destinations;

2. A Community Heart at Guildford Town Centre;
3. Connecting Nature and People;
4. Beautiful and Engaging Places for People;
5. Diverse, Inclusive, and Welcoming; and
6. Sustainable and Resilient.

The public and stakeholders were asked to confirm the vision and principles in subsequent open houses and surveys. According to a survey conducted in spring 2018, there was general support for the vision statement with 72% of survey participants having a positive or neutral response to it. The draft vision, principles and objectives, in their long form are attached as Appendix “VI”.

Alternatives Exploration

In early 2018, staff and consultants developed two preliminary land use concepts. These explored various ideas with respect to the density and height of new development and how they would transition within the plan area. The two concepts, representing two opposing growth patterns, were entitled “Focused Growth” and “Dispersed Growth” (as shown in Appendix “VII”). In both concepts, multi-family and mixed-use development is concentrated within the town centre and along 104 Avenue. However, the concepts varied in terms of the range of densities, the location and number of tower “nodes,” and how gradually densities transitioned from apartments to single family.

These concepts were presented to the public in order to gauge the level of support for the differing approaches to density and height. The results of an open house and online survey conducted in March 2018 found that the two concepts garnered similar levels of support.

While there were differing perspectives on growth and density among survey participants, some referenced the need to focus growth around future rapid transit stops, thereby encouraging the use of transit and minimizing vehicular traffic. There was also recognition that density is required to create more housing and to support retail in the area. The inclusion of a school site in the town centre was the most supported feature of the Focused Growth concept and its omission the least supported feature of the Dispersed Growth concept.

Some of the concerns expressed by survey participants related to the perceived incompatibility of new development with existing neighbourhood character and potential impacts on existing views. Others questioned the ability of existing infrastructure to accommodate new growth. Another concern that was expressed was around the displacement of lower-income residents, renters, and/or newcomers to Canada, and overall affordability. Many participants referenced the importance of maintaining green spaces in the area.

Draft Plan Development

Based on the results of the March 2018 open house and survey, staff developed a draft plan which included a land use concept along with associated transportation and parks and open space concepts. The plan also included new elementary school sites. The draft plan incorporated features from both the Focused Growth and Dispersed Growth concepts and reflected input from

survey participants. The plan also followed the direction to maintain density around future rapid transit stops and to gradually transition densities and heights to lessen the impact on existing neighbourhoods.

The draft plan was presented at a public open house and stakeholder workshop in May 2018, where it received a generally favourable response. Subsequently, minor adjustments were made to the plan to address feedback gathered through an additional online survey and from meetings and communication with property owners and other stakeholders.

In November 2018, Council directed staff to begin planning for SLS. Based on this direction, staff undertook a further review of the draft plan to identify any changes necessitated by the revised transportation assumptions. Although the pace of growth is expected to slow, it was determined that revisions would be relatively minor, recognizing that 104 Avenue is currently serviced by bus rapid transit (96 B-Line) and remains a designated future rapid transit corridor. As such, the plan establishes a long-term vision for growth and provides the foundation for future rapid transit investment along 104 Avenue. The revised concept was presented at an additional public open house in May 2019, which was attended by over 300 individuals.

A final online survey accompanied the open house and was completed by 947 individuals, 66% of which identified themselves as plan area residents. The results of the survey indicated over two-thirds support of the draft plan.

The overall draft land use plan received positive or neutral responses from 71% of respondents, while its specific approaches to supporting affordable housing and additional school capacity garnered 67% and 81% respectively. Response to the transportation concept was also generally favourable with its proposed road network receiving 66% positive or neutral responses. Response to the plan's approaches to protecting fish and wildlife habitat and providing new parks in growth areas received 87% and 90% positive or neutral responses respectively.

Even with the reasonably high levels of support for the draft plan, some respondents continued to have concerns around the following issues:

- The amount of development, density and/or height in the plan area;
- The impact of development on housing affordability;
- The potential for increased traffic congestion and unsafe roads;
- The increased demand on infrastructure and services such as schools, libraries and recreation facilities;
- The protection of natural areas and the adequacy of parks to accommodate growth;
- The need for amenities, including shopping, services, entertainment, and cultural attractions;
- The importance of supporting job growth and business opportunities; and
- The existing levels of crime in the area and fear that they will increase.

Staff have reviewed these issues and determined that many of them are being addressed through existing City strategies or parallel streams of work, such as the Affordable Housing Strategy, the Surrey Vision Zero Safe Mobility Plan, an update of the new Transportation Strategic Plan (in process), the Biodiversity Conservation Strategy, the Parks, Recreation & Culture Strategic Plan, and the Public Safety Strategy. In addition, many of these issues will be further investigated and addressed during Stage 2 of plan development or through individual development applications, where appropriate.

Overview of the Draft Plan

The proposed Guildford Town Centre-104 Avenue Corridor Stage 1 Plan (attached as Appendix “I”) is the culmination of work undertaken over the course of the last two years. It is reflective of consultation with area residents and other stakeholders, and embodies the vision and principles developed early in the process. The Stage 1 Plan also represents a clear strategy to integrate land use and sustainable transportation systems, while addressing concerns around the supply of affordable housing and planning for adequate school capacity.

The Stage 1 Plan being recommended in this report is largely in keeping with the most recent version presented to the public at the last open house in May of this year. It is comprised of three key components, including a Land Use Concept, Transportation Concept and Parks and Open Space Concept.

Land Use Concept

The proposed land use concept recognizes the function of the town centre as the primary commercial, institutional, and civic heart of the Guildford community. It concentrates much of the higher density land uses within the town centre adjacent to the Guildford Mall. A secondary high-density mixed-use node is located at 144 Street. Both Guildford Mall and 144 Street are likely locations of future rapid transit stations. Moderate densities are allocated to the remainder of the 104 Avenue corridor and to the remainder of the town centre.

A gradual transition of heights and densities is maintained between higher density areas and existing single-family areas that will be retained at the periphery of the plan area. In doing so, the draft plan maintains a diversity of housing types. Areas of existing purpose-built rental housing are preserved except for those properties fronting onto the 104 Avenue corridor.

The following land use designation descriptions, including intended form, character and use, are preliminary and subject to further refinement which may be undertaken during Stage 2 of plan development. Allowable densities, measured in Floor Area Ratio (“FAR”), will be outlined for each land use designation within the Stage 2 planning process. Applications submitted concurrent with the Stage 2 planning process should meet the intent of the land use designations as described below. Applications should also refer to the Guildford Town Centre-104 Avenue Corridor Interim Implementation Strategy for additional direction regarding density (attached as Appendix “III”).

Mixed-Use Areas

Four mixed-use designations are included in the land use concept, requiring, at minimum, one floor of active commercial (retail) uses with office and/or residential uses above. Mixed-use areas are primarily located along 104 Avenue and 152 Street within the town centre, but also at the node

at 144 Street and adjacent to existing or approved commercial developments. The mixed-use designations will also allow purely commercial developments on sites that are designated Town Centre in the OCP.

- *High-Rise Mixed-Use*

The High-Rise Mixed-Use designation is intended for high-rise development of up to 36 storeys including, at minimum, a two-storey podium. Podiums of four to six storeys are strongly encouraged. Most of the former Sears site, bounded by 104 Avenue, 150 Street, 105 Avenue and 152 Street has this designation. This area will form the new heart of the town centre, transforming the former Sears site into a multi-use retail and residential precinct with public gathering spaces and a commercial high street. This designation is mirrored across 104 Avenue to the south, but redevelopment of the main (south) mall site is not anticipated for several decades.

- *Mid- to High-Rise Mixed-Use*

The Mid- to High-Rise Mixed-Use designation is found primarily in the town centre, flanking the High-Rise Mixed-Use Areas. This designation is intended for mid to high-rise development of up to 24 storeys including, at minimum, a two-storey podium. Podiums of four to six storeys are strongly encouraged. This designation is also proposed for the east side of 152 Street opposite the Guildford Mall, for a mixed-use node at 144 Street, and for the Hjorth Road Elementary School site in the event that the school is relocated.

- *Low- to Mid-Rise Mixed-Use*

The Low- to Mid-Rise Mixed-Use designation is intended for development of up to six storeys. This may be increased to eight storeys for constrained sites or those in key density transition locations. This designation is proposed for a handful of locations in the town centre and along 104 Avenue.

- *Low-Rise Mixed-Use*

The Low-Rise Mixed-Use designation is intended for low-rise development of up to four storeys. This may be increased to five storeys for constrained sites or those in key density transition locations. This designation is proposed for locations adjacent to secondary commercial centres and in areas where a transition of density is desired.

Residential Areas

A variety of residential designations are included in the land use concept to support a diversity of housing options. These range from single family dwellings to high rise apartments. The bulk of the plan area is designated for multi-family housing, particularly in the town centre and along 104 Avenue. Apartment designations will also allow mixed use development in the form of ground level active commercial (retail) uses with residential uses above, subject to an appropriate interface with neighbouring developments.

- *Mid- to High-Rise Apartment*

The Mid- to High-Rise Apartment designation is intended for mid to high-rise residential development of up to 18 storeys including, at minimum, a two-storey podium. Podiums of four to six storeys and/or two-storey townhouses at grade are strongly encouraged. The intent of this designation is to offer a more gradual transition in building height and form between high-rise and low-rise areas. This designation is found primarily in the town centre, but also at the mixed-use node at 144 Street and in the vicinity of Hjorth Road Elementary School in the event that the school is relocated.

- *Low- to Mid-Rise Apartment*

The Low- to Mid-Rise Apartment designation is intended for development of up to six storeys. This may be increased to eight storeys for constrained sites or those in key density transition locations. Two-storey townhouses at grade are strongly encouraged. This designation is found throughout large portions of the town centre as well as along much of 104 Avenue.

- *Low-Rise Apartment*

The Low-Rise Apartment designation is intended for low-rise development of up to four storeys. This may be increased to five storeys for constrained sites or those in key density transition locations. Two-storey townhouses at grade are strongly encouraged. The intent of the designation is to provide a transition in building height and form between townhouses and six-storey apartments. It also recognizes the presence of existing strata development that is not likely to redevelop in the short-to-medium term and seeks to alleviate the pressure on existing purpose-built rental housing in the town centre, by limiting development potential. To the east of the town centre this designation is proposed in order to encourage single family lot consolidation and achieve new road connections.

- *Townhouse or Row House*

The Townhouse or Row House designation will allow conventional townhouse, stacked townhouse and row house forms of development. The Townhouse or Row House designation is found exclusively outside the town centre.

- *Single Family or Duplex*

The Single Family or Duplex designation will allow single family small lot and duplex development among the existing RF-zoned detached housing. Four single family/duplex enclaves are preserved at the periphery of the plan area.

Commercial Areas

The Commercial designation applies to two sites in the plan area, one an existing hotel and the other a supermarket and retail complex currently under construction. It is proposed that for this designation the allowable density be specified on a site-by-site basis in accordance with the approved zoning of each site.

Parks and Environmental Areas

The land use concept includes the Parks and Natural Areas designation which identifies areas for active and passive park use and environmental preservation. This is discussed in greater detail later in this report.

School and Civic Areas

The land use concept indicates the locations of existing public elementary and secondary schools as well as two future school sites. Potential school locations have been reviewed and discussed with the School District. This includes a potential site for a relocated Hjorth Road Elementary and a site in the town centre for a future “urban format” school. School development on this site would be based on the model of Crosstown Elementary in Vancouver, which is a multi-storey facility with a small playing field located on a neighbouring park.

Similarly, the site proposed for the relocation of Hjorth Road Elementary also relies on the use of neighbouring properties for its playing fields. Metro Vancouver, which owns these properties for the future expansion of the Whalley Water Reservoir, has agreed in principle to this arrangement.

The Civic designation in the concept identifies existing civic facilities in the plan area. These include the Guildford Recreation and Aquatic Centre, the Guildford Library, Fire Hall #4, the Guildford RCMP Station, and the Guildford homeless shelter.

Growth Projections

Preliminary growth projections have been prepared for the plan area based on the above land uses and take into consideration the residential demand forecast prepared by Colliers International. The existing housing stock of 9,500 units, housing 23,800 residents, is projected to roughly double within 25 years (2044) to approximately 20,700 units, housing a population of 47,200. The proposed land uses have a “build-out” capacity of 43,200 units, housing 94,500 residents. These projections exclude growth that would result from the redevelopment of the main (south) Guildford Mall property which is expected to occur in the distant future.

Transportation Concept

A central tenet of the transportation concept is the importance of a finer-grained, grid road pattern. This supports walkability, well-connected cycling infrastructure, convenient access to transit, and multiple route options to disperse vehicular traffic and decrease congestion.

While the plan area today has a well-established and regular grid of arterial roads, the finer-grained grid is currently incomplete, resulting in relatively large block sizes with minimal pedestrian and cycling connectivity. The proposed road network envisions additional connections to be achieved through development and generally establishes block sizes of approximately 100 metres by 200 metres. This is consistent with new urban standards throughout Canada. The block sizes, where appropriate, are modified in consideration of natural and man-made constraints, as well as existing and proposed development types.

The proposed road network is intended to provide a basis and some certainty for development proposals; however, developments may be required to dedicate additional roads or lanes for

access and circulation as determined on a case-by-case basis. All roads are to be in public ownership.

Walking and Cycling

The proposed road network enhances the walking and cycling experience by breaking up large blocks, while providing more direct access to future rapid transit stations and amenities. All roads, new and existing, will be designed and constructed with sidewalks on both sides, separated from traffic by a treed boulevard.

Grade-separated cycling facilities in the form of protected bike lanes (cycle tracks) are planned for most collector and arterial roads throughout the plan area as established in the City Centre Plan. Separated cycle tracks encourage cycling by providing safe and accessible infrastructure. Some local roads are also planned to have multi-use paths, which would accommodate both pedestrians and cyclists, and provide additional connections within the neighbourhood to destinations such as parks and local amenities.

A Green Connector network is also planned as an enhanced pedestrian and cycling environment to connect parks throughout the plan area. All roads that are designated as part of the Green Connector network will have an additional row of street trees and separated pedestrian and cycling facilities, or a multi-use path.

Transit Service

104 Avenue is an important transit corridor and has the highest transit to work mode share census tracts in the city. It connects Guildford Town Centre to neighbouring City Centre and Fraser Heights as well as the Trans-Canada Highway. It is a future rapid transit corridor with exclusive or separated facilities. It will continue to be served in the interim by the high frequency, high capacity 96 B-Line bus route, which is the second busiest bus route in Surrey. Upgrades are planned for the 96 B-Line which include increased service levels (especially during peak periods), upgraded stops with real-time passenger information, and transit priority measures to improve speed and reliability.

108 Avenue and 152 Street are also important transit corridors and are candidate corridors to be added to the Frequent Transit Network. The existing Guildford Exchange serves nine routes, including the 96 B-Line, and is currently being upgraded by TransLink.

Parks and Open Space Concept

The parks and open space concept envisions a green and connected Guildford. It will achieve this vision by expanding existing parks and habitat areas, creating new parks and plazas in densifying areas, and by establishing a Green Connector network that links parks and natural areas together. It is proposed that this be accomplished through the strategic acquisition of property and the conveyance of parkland and road dedications (for Green Connectors) to the City through development.

New Parks

Proposed growth creates a need for additional parkland. This will be achieved through the acquisition and development of eight new “mini-parks,” between 0.3 and 1.0 hectares in size,

distributed throughout the area. This will fulfill the requirement that parkland be provided within a 10-minute walk (500 metres) of all residents.

Park Expansion

The area to the west of the town centre is reasonably well-served by parks including Green Timbers Urban Forest Park, Hawthorne Park, Hjorth Road Park and Cedar Grove Park. Proposed park expansions and improvements to Hawthorne Park and Cedar Grove Park will be sufficient to support growth in this area.

Environmental Areas

Green Timbers Urban Forest Park and Hawthorne Park are identified in the Biodiversity Conservation Strategy as GIN Hubs while lands within the BC Hydro Transmission Right-of-Way are considered a GIN Corridor. These are high-value habitat areas that require protection. The Parks and Open Space Concept proposes additions to Hawthorne Park, as well as the protection of the GIN Corridor through the acquisition of privately held lands. Parkland acquisition is also proposed for the protection of Guildford Brook and Serpentine Creek, the headwaters of the Serpentine River. A funding strategy for the acquisition of these lands will be determined as part of the Stage 2 planning work.

Green Connectors

A key feature of the Parks and Open Space Concept is the Green Connector network for walking and cycling that links parks, natural areas and amenities. A distinguishing feature of the Green Connector network will be its verdant character, incorporating features such as wider boulevards, a double row of street trees, rain gardens, extra wide sidewalks, and interpretive elements for natural and cultural history.

Plan Area Expansion

During Stage 1 of plan development staff became aware of two small areas adjacent to the plan boundary that may be appropriate to include within the plan area. These areas are illustrated in Appendix “II” and described below.

The first proposed extension area includes and surrounds Riverside Heights Shopping Centre, north of 108 Avenue (Inset 1, Appendix “II”). The purpose of this proposed plan extension is to enable long range planning of the shopping centre and surrounding commercial sites. The inclusion of this area within the Plan will allow consideration of additional transit supportive development, including affordable housing and employment. It will also allow the City to collect Community Amenity Contributions (“CACs”) for improvements to Riverside Park and will facilitate transportation improvements around École Riverdale Elementary and through the large shopping centre site.

The second proposed extension area is east of the existing plan boundary, contained by 102B Avenue, the Trans-Canada Highway, and 160 Street (Inset 2, Appendix “II”). The purpose of this proposed plan extension is to better protect the Guildford Brook and Serpentine Creek watersheds. All properties are within a Streamside Area as defined in the Sensitive Ecosystems Development Permit Area and those that are not already within City ownership are proposed to be acquired for protection of the watercourses.

Based on the preceding discussion, it is proposed that planning for these two areas be undertaken as part of Stage 2 of the plan development process.

Stage 2 Planning Process

The preparation of an engineering servicing strategy is a significant component of the Stage 2 planning process. The Plan area is serviced by relatively complete storm, sanitary and water infrastructure networks. This infrastructure supports existing development. The plan area also contains the headwaters of several Class A (fish bearing) watercourses, including Quibble Creek, King Creek, Bon Accord Creek, and Guildford Brook (Serpentine River headwaters). Integrated Stormwater Management Plans have already been completed for these watersheds and will inform the servicing strategy.

With the proposed land uses shown in the Stage 1 Plan, it is anticipated that infrastructure upgrades will be required. A detailed engineering analysis, to be completed during Stage 2, will identify storm, sanitary and water infrastructure improvements to support future development. Infrastructure costs and financing requirements will also be identified.

Subject to Council's approval of the Stage 1 Plan, staff will undertake the following items during the Stage 2 planning process:

- Determine the appropriate land uses and road network within the plan boundary expansion areas (should such expansions be approved by Council);
- Finalize the Land Use Concept, incorporating the results of any agreement reached between the City and the School District with respect to the ultimate relocation of Hjorth Road Elementary School;
- Prepare development policies for the plan area including:
 - A lot consolidation policy to ensure efficient, equitable, and orderly development;
 - A policy establishing the applicability of gross density provisions within the plan area, in accordance with existing OCP policy;
 - Revised parking standards for the town centre and future rapid transit corridor that may include reduced off-street parking ratios for multi-family developments;
 - Finalized height and density provisions for each land use designation; and
 - An updated Density Bonus Policy for Guildford Town Centre replacing Interim Density Bonus Policy O-54;
- Prepare Urban Design Guidelines for the plan area including:
 - Building height and massing guidelines;
 - Public realm and streetscape treatments for key town centre locations; and

- Green Connector design concepts;
- Consult with the community to establish names for the multiple neighbourhoods in the plan area and determine any place-making opportunities;
- Explore the possibility of undergrounding utilities along key corridors in the plan area;
- Develop for the plan area the following:
 - A community amenities strategy that includes a comprehensive assessment of the amenities required to support growth and options for achieving them such as Density Bonus and Community Amenity Contributions;
 - Pedestrian and cycling strategies to ensure seamless connectivity and access to existing and future transit service; and
 - Affordable housing policies including an assessment of government-owned properties and tools such as the rental zoning powers available to municipalities;
- Prepare an engineering servicing plan and financial strategy ensuring that services are adequate to support growth;
- Prepare a financial strategy for the acquisition of property for parkland and Biodiversity Conservation Strategy environmental purposes; and
- Prepare a final implementation strategy for achieving the plan including any consequential amendments to the OCP, Zoning Bylaw, Regional Context Statement and other City bylaws and policy.

It is noted that the review of these issues may result in refinements to the land use, transportation, and parks and open space concepts that make up the proposed Stage 1 Plan including changes to land use designations, densities, and road locations. Stage 2 of plan development is expected to be completed by the end of 2020.

Processing of Development Applications in the Plan Area

It is recommended that during Stage 2 of the planning process staff be authorized to receive and process development applications for properties in the plan area on the basis of the Stage 1 Plan, as illustrated in Appendix “I”. Any such applications would not proceed to final approval until the Stage 2 component of plan development is complete and the plan approved by Council. Any applications received and processed during the Stage 2 planning process should conform to the Interim Implementation Strategy attached as Appendix “III.”

SUSTAINABILITY CONSIDERATIONS

The work of this supports the objectives of the City’s Sustainability Charter 2.0. In particular, this Plan relates to Sustainability Charter 2.0 themes of Built Environment and Neighbourhoods and Economic Prosperity and Livelihoods. Specifically, this Plan supports the following Desired Outcomes (“DO”) and Strategic Directions (“SD”):

Built Environment and Neighbourhoods

- DO1:** Surrey is comprised of distinct, diverse and compact neighbourhoods and Town Centres, with an engaging public realm.
- 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.
- DO6:** Land is used efficiently and sensitively, and development minimizes the impacts on the natural environment, viewsapes, agricultural land and urban wildlife.

Economic Prosperity and Livelihoods

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

CONCLUSION

The Guildford Town Centre-104 Avenue Corridor Stage 1 Plan is a refinement of the draft plan, presented at a public open house on May 6, 2019, and is the result of a comprehensive program of public and stakeholder consultation. Based on the above discussion, it is recommended that Council approve the proposed Guildford Town Centre-104 Ave Corridor Stage 1 Plan, the proposed boundary extensions to the plan area, and the Interim Implementation Strategy, and authorize staff to proceed with all necessary actions to proceed to the Stage 2 plan development for Guildford Town Centre and the 104 Avenue Corridor to receive and process development applications for properties within the plan area.

Original signed by
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General Manager, Planning & Development

Original signed by
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Appendix "I"	Draft Guildford Town Centre-104 Avenue Corridor Stage 1 Plan
Appendix "II"	Proposed Plan Area Boundary Extensions
Appendix "III"	Guildford 104 Ave Interim Implementation Strategy
Appendix "IV"	Guildford Town Centre-104 Avenue Corridor Plan Area
Appendix "V"	Plan Consultation Summary
Appendix "VI"	Plan Vision, Principles and Objectives
Appendix "VII"	Preliminary Options: Focused Growth and Dispersed Growth

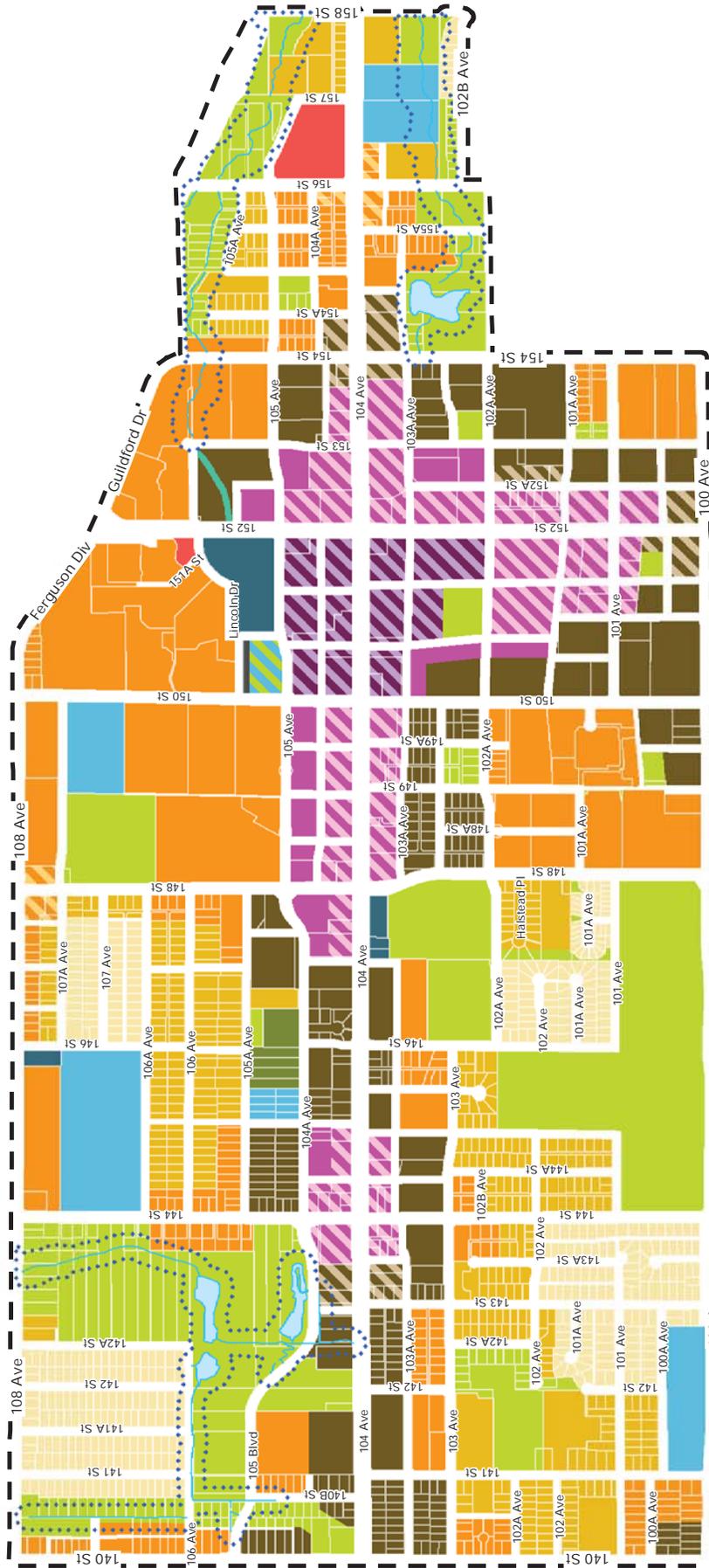
AD/PK/ar



Map 1 - Land Use Concept

Guildford Town Centre - 104 Avenue Corridor Draft Stage 1 Plan

For Council consideration July 8, 2019



LEGEND

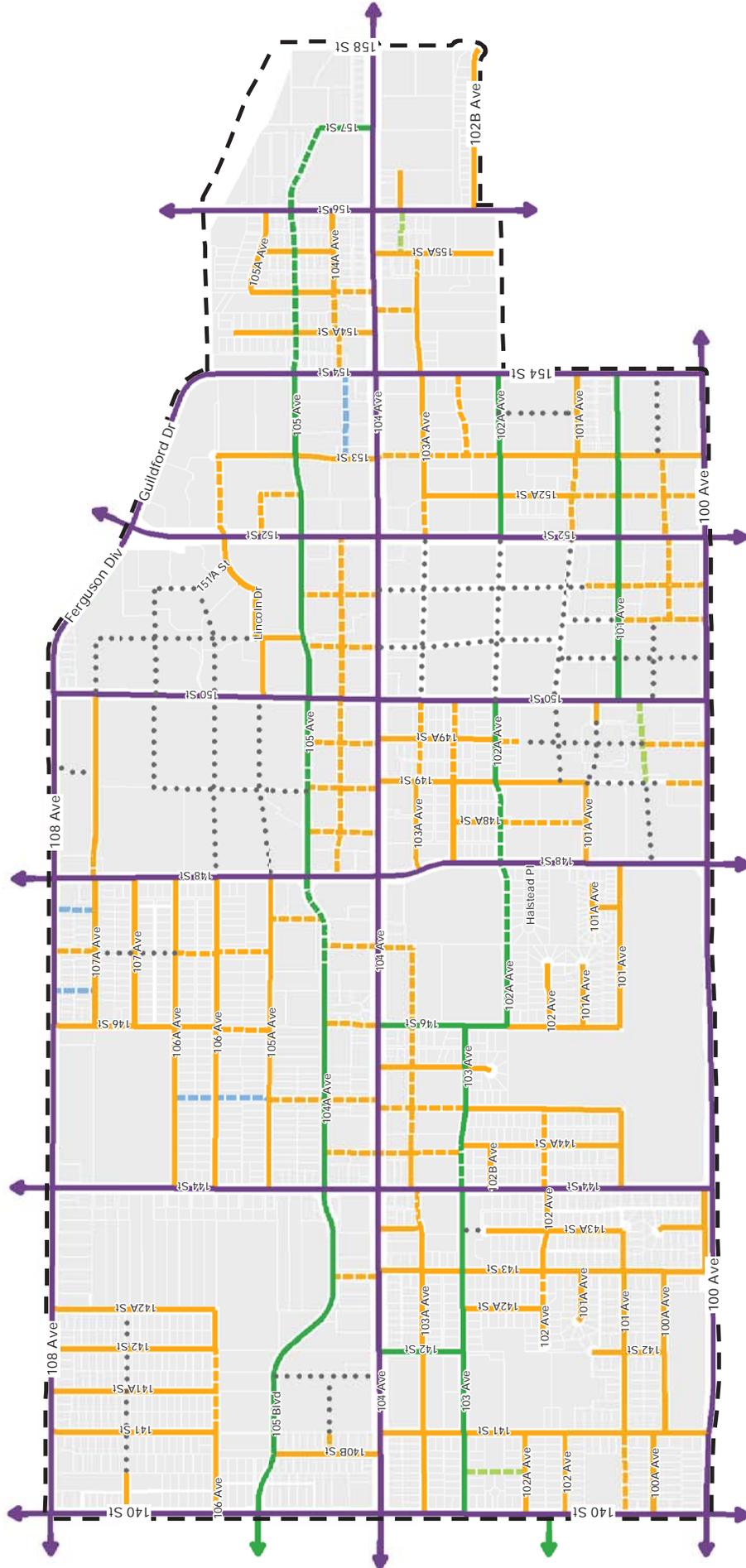
- Single Family or Duplex
- Townhouse or Row House
- Low Rise Apartment
- Low Rise Mixed Use
- Low to Mid Rise Apartment
- Low to Mid Rise Mixed Use
- Mid to High Rise Apartment
- Mid to High Rise Mixed Use
- School
- Park/School
- Civic
- Daylighted Watercourse
- Bus Layover Facility
- Riparian Buffer



Guildford Town Centre - 104 Avenue Corridor Draft Stage 1 Plan

Map 2A - Transportation Concept | Road Network

For Council consideration July 8, 2019



LEGEND

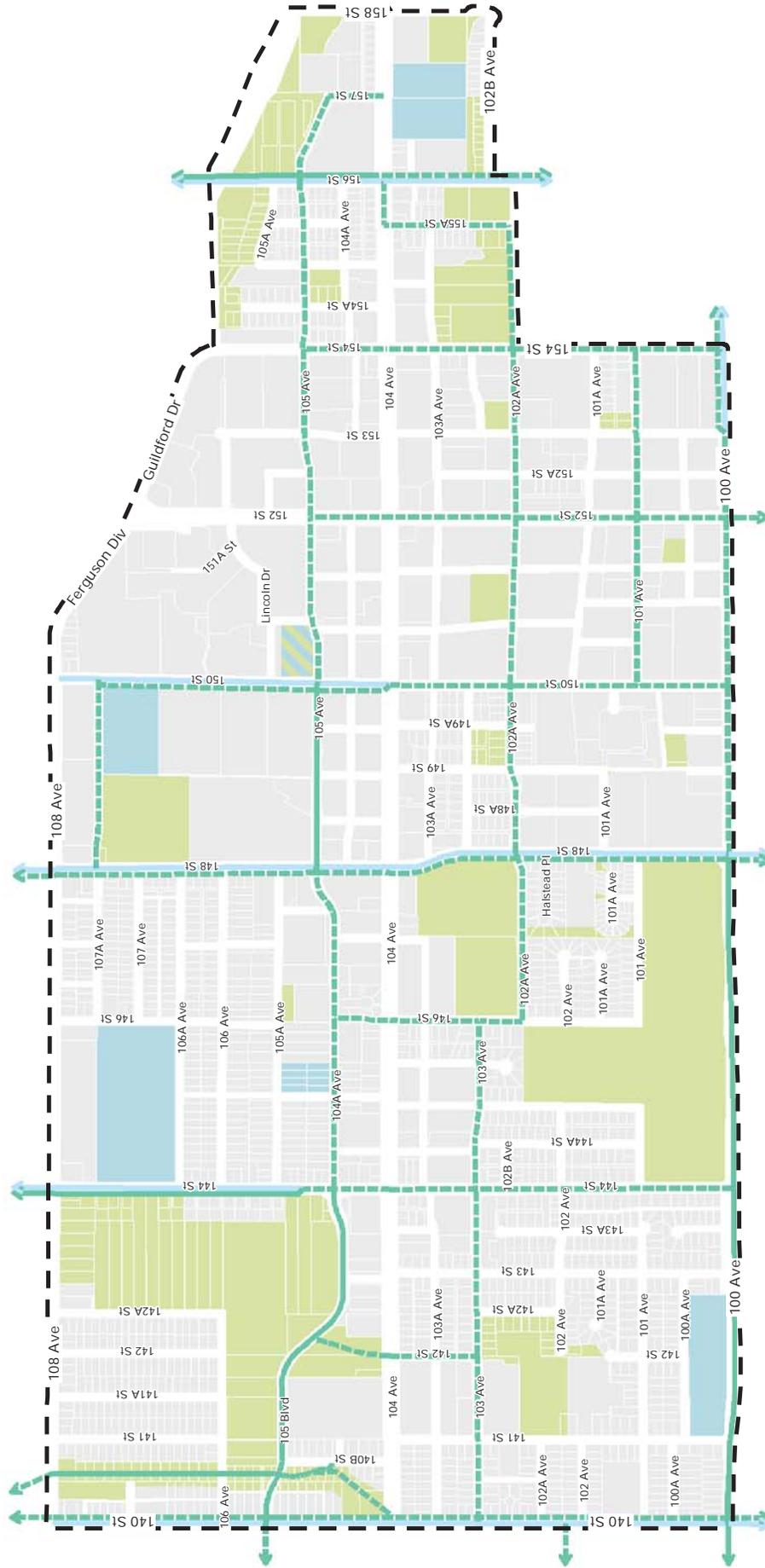
- Arterial
- Collector
- Local
- - - Proposed Green Lane
- - - Proposed Local
- . . . Proposed Flex Road
- . . . Long Term Road



Guildford Town Centre - 104 Avenue Corridor Draft Stage 1 Plan

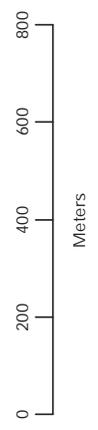
Map 2B - Transportation Concept | Bike Network

For Council consideration July 8, 2019



LEGEND

- Existing On-Street Bike Lanes
- Existing Separated Cycling Facilities
- Future Separated Cycling Facilities
- Parks and Natural Areas
- School
- Park/School



Guildford Town Centre - 104 Avenue Corridor Draft Stage 1 Plan

Map 3 - Parks and Open Space Concept

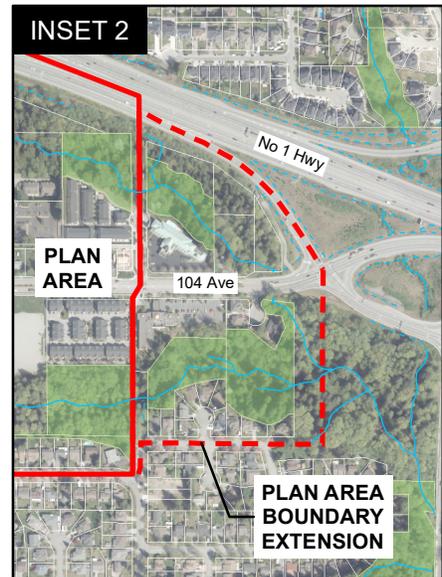
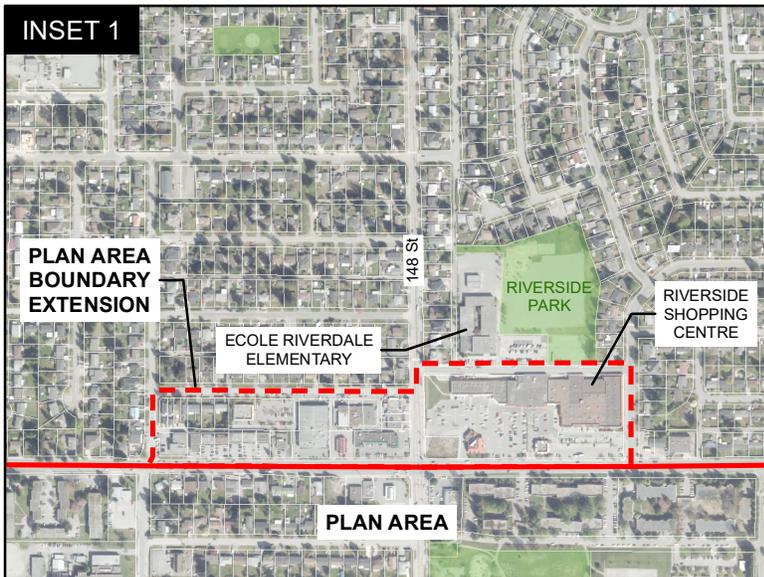
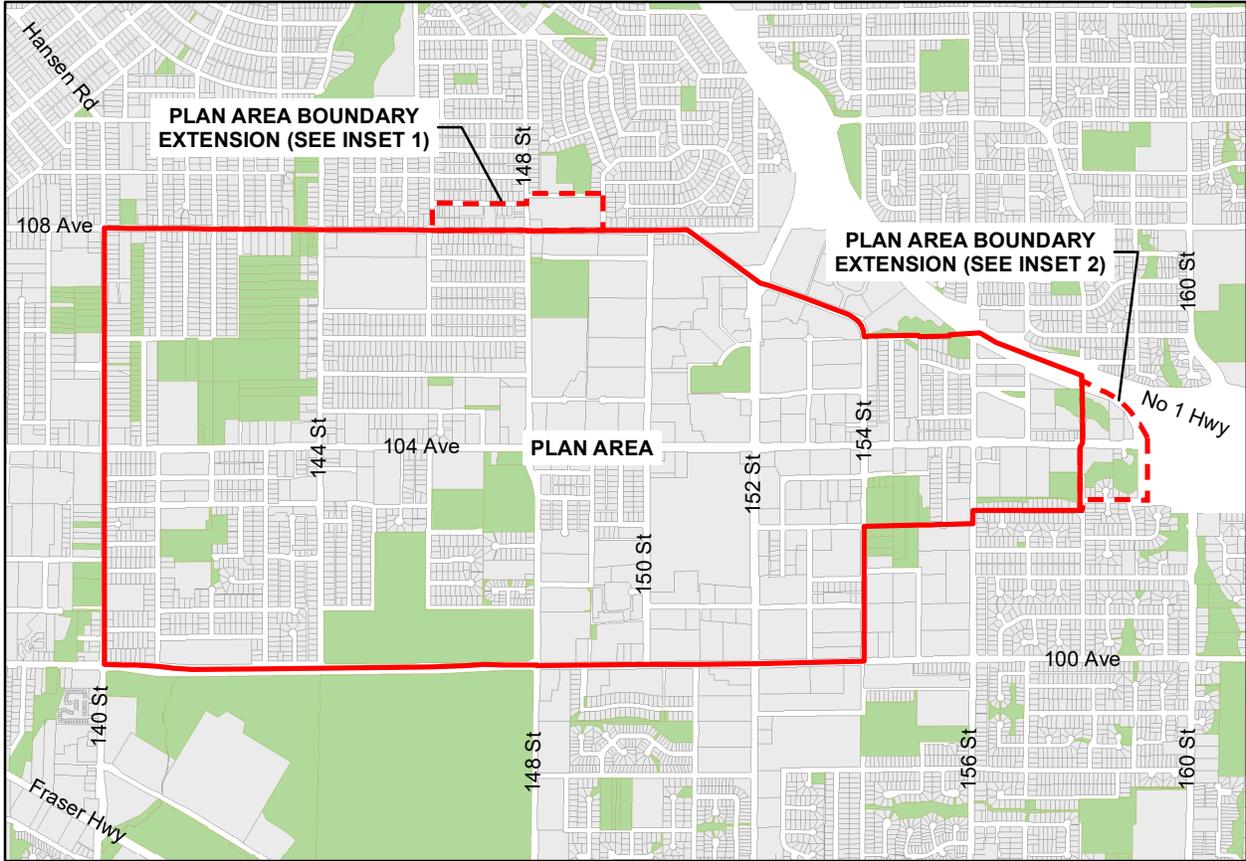
For Council consideration July 8, 2019



LEGEND

- Existing Parks
- New Parks and Natural Areas
- Riparian Buffer
- Daylighted Watercourse
- Green Connector

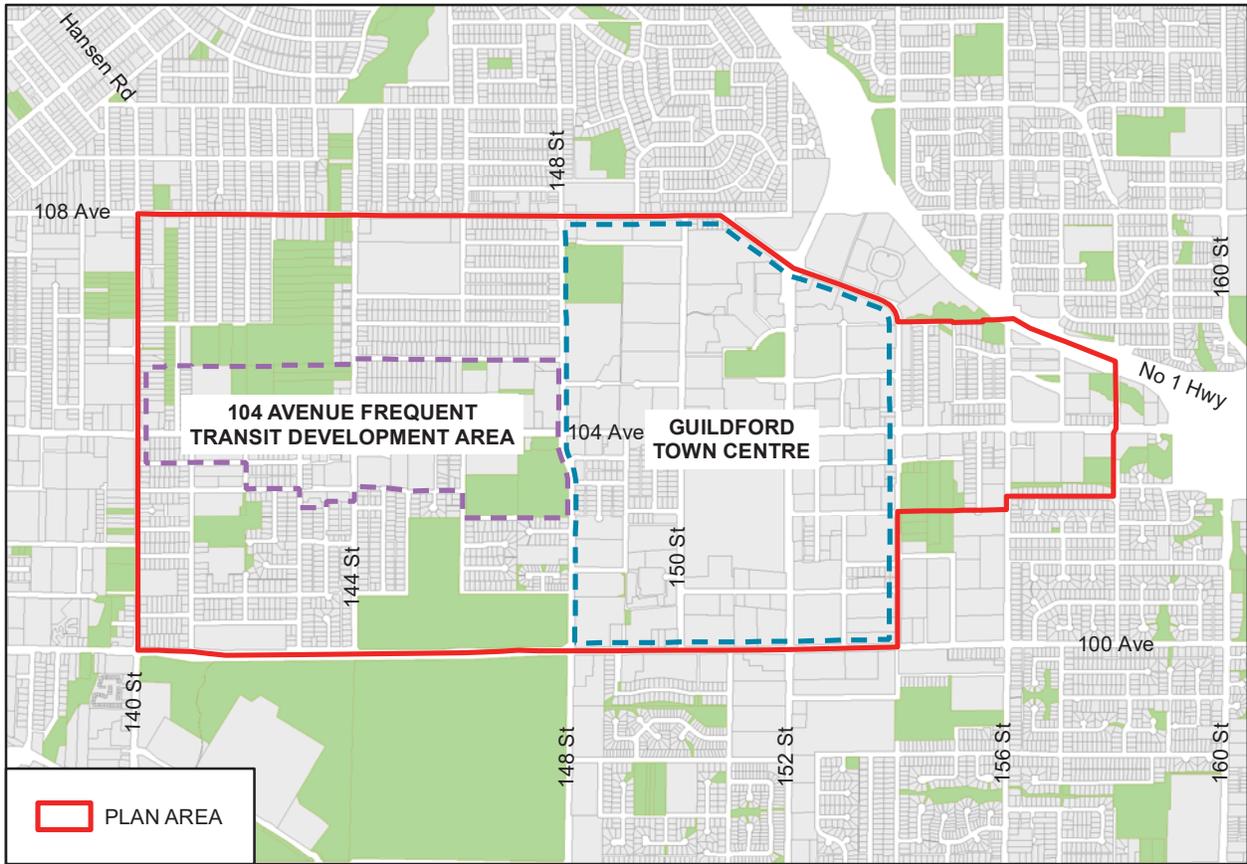




Guildford – 104 Avenue Interim Implementation Strategy

In the absence of a complete and finalized plan (Stage 2), this strategy will provide direction to developers on development requirements that staff anticipate will be included in the final plan. This interim strategy, including all direction it provides, will be replaced by an approved Stage 2 plan.

- As authorized by the OCP, development occurring within Guildford Town Centre and within the 104 Avenue FTDA as illustrated in Appendix "IV," may calculate density on the basis of gross site area prior to dedications for roadways or other public purposes.
- Allowable Floor Area Ratios ("FAR") for each land use designation will be outlined within the Stage 2 planning process. In the interim, applications are required to meet the intended building form and uses as described with the approving Stage 1 Corporate Report and approved Stage 1 land use plan.
- All land use designations, exception to 'Mid-to High-Rise Apartment,' 'Mid-to High-Rise Mixed-Use,' 'High-Rise Mixed-Use,' will have a maximum allowable density of 2.5 FAR.
- All market residential components of land use designations will be subject to a fixed-rate Community Amenity Contribution ("CAC") schedule that will be developed and outlined within the Stage 2 plan. Fixed-rate CAC amounts for up to 2.5 FAR will generally be in keeping with existing NCP CAC rates.
- Development within the 'Mid-to High-Rise Apartment,' 'Mid-to High-Rise Mixed-Use,' 'High-Rise Mixed-Use,' will be permitted density beyond 2.5 FAR subject to:
 - a. the provision of a fixed-rate CAC schedule for densities up to 2.5 FAR; and,
 - b. a renewed Density Bonus Policy (Policy O-54) for densities beyond 2.5 FAR. An updated Policy O-54 is anticipated for release in Fall 2019. In the absence of a renewed Policy O-54, density beyond 2.5 FAR will be subject to a negotiated CAC.
- All roads shown on the Stage 1 transportation concept will be taken as full road dedication as part of a development application. Underground parking will not be permitted to be constructed underneath the roadway.
- In addition to the roads indicated on the Stage 1 transportation concept, developments may be required to dedicate additional roads or lanes as determined on a case-by-case basis.
- All roads identified as being part of the Green Connector network will be constructed to enhanced cross-section standards, with arterial roads to a 32-metre cross-section, collector roads to a 26-metre cross-section, and local roads to a 22-metre cross-section.
- Any purpose-built rental housing units that are redeveloped are required to be replaced and rented at a maximum of 10% below the current average rents in Surrey in accordance with the Rental Housing Redevelopment Policy O-61.





GUILFORD TOWN CENTRE + 104TH AVE LAND USE PLAN

PUBLIC ENGAGEMENT SUMMARY



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Summary of Engagement Activities and Participation	2
Step 1: Creating a Vision	4
Step 2: Exploring Alternatives	5
Step 3: Developing the Draft Plan	7
Appendix – May 2019 Survey Results	11

Summary of Engagement Activities and Participation

The City of Surrey is undertaking a planning process for the Guildford Town Centre, the 104 Avenue corridor, and surrounding areas. The new plan will support the city's vision for vibrant, connected, and livable communities. The purpose of this plan is to:

- Guide growth and facilitate the enhancement of the town centre through redevelopment;
- Advance community objectives related to green spaces, habitat protection, housing choice, mobility, quality of life, and more; and
- Build future rapid transit ridership along the 104 Avenue corridor.

Community engagement is an important element of the project, as input from stakeholders and the broader community is being used in each step of the process. This document offers a brief summary of the emergent themes from each of the three first steps of the planning and engagement process.



PLANNING PROCESS (STAGE 1)



PARTICIPATION DETAILS

Step 1: Spring to Winter 2017

Engagement was undertaken to help shape the draft vision, principles, and objectives, which helped form the foundation of the new plan.

Engagement activities:

- Focused workshops with stakeholder groups
- An online survey
- Pop up engagement (i.e. engagement in public and semi-public places)

Step 2: Winter 2017 to Spring 2018

Engagement was undertaken to obtain input on early concepts and options for land use, transportation, and parks and open space.

Engagement activities:

- A drop-in public open house
- An online survey

Step 3: Summer 2018 to Spring 2019

Engagement was undertaken to obtain input on and refine the draft plan.

Engagement activities:

- Stakeholder workshops
- 2 drop-in public open houses
- 2 online surveys

PARTICIPATION BY THE NUMBERS



Step 1: Creating a Vision

KEY THEMES FROM COMMUNITY INPUT

While input was diverse, several themes emerged, including the future priorities outlined below:



Create dynamic, vibrant neighbourhoods.



Protect and enhance green spaces and ecological areas.



Protect existing businesses.



Support housing affordability and create inclusive spaces



Create safe, navigable, beautiful, and accessible walking and cycling routes.



Create a civic heart at the north Guildford Mall site.



Focus growth in the town centre and along 104 Avenue.



Create a welcoming area for newcomers and youth.



Create destinations, such as more shops and services, offices and jobs, and open public spaces.

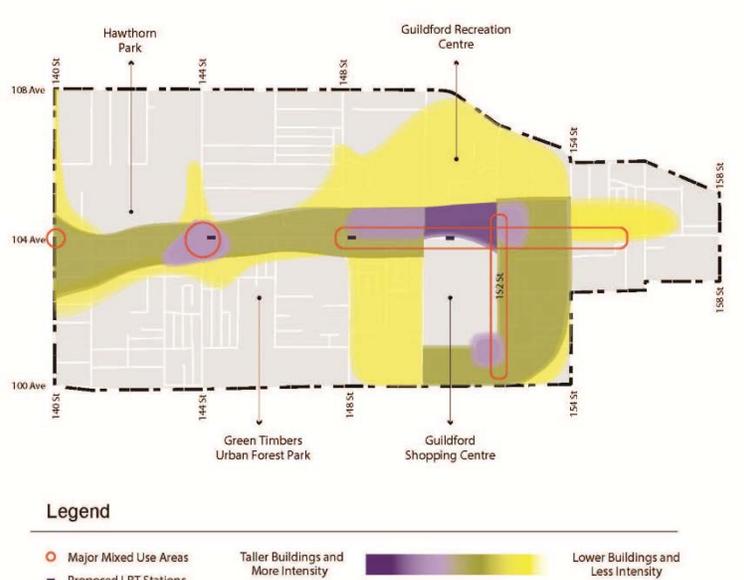
Step 2: Exploring Alternatives

Engagement in Step 2 obtained input on the two different growth concepts shown below, as well as on transportation and open space concepts (refer to Step 2 Engagement Summary report for details). These concepts were based on the earlier Light Rail Transit (LRT) vision for rapid transit along 104 Avenue.

TWO GROWTH CONCEPTS

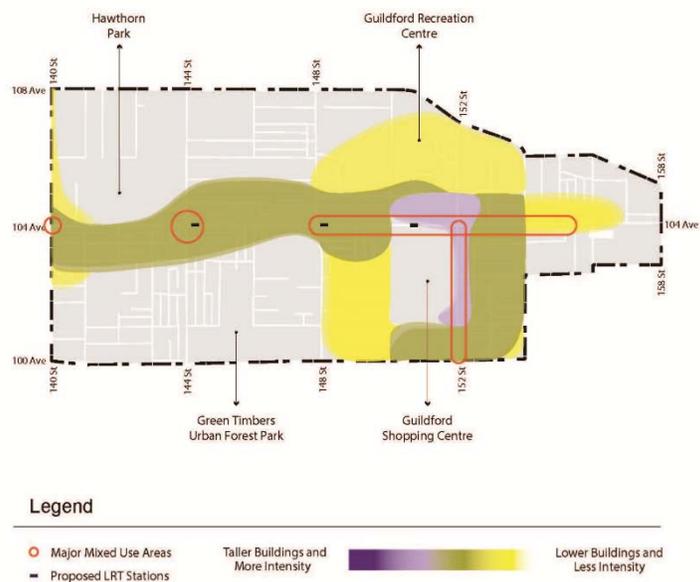
Concept 1: Focused Growth

- Most residential growth is focused in the town centre (between 148 St and 154 St) with a smaller growth node around 144 St.
- West of the town centre, apartments and higher densities quickly transition to townhouses and single family houses except within a 5-minute walk of LRT stops.
- All commercial growth is focused in existing commercial areas and around LRT stops.



Concept 2: Dispersed Growth

- In Concept 2, residential growth is more evenly spread throughout the study area (compared to Concept 1).
- West of the town centre (west of 148 St), growth extends further into the surrounding areas, mainly in the form of townhouses.
- As with Concept 1, all commercial growth is focused in existing commercial areas and around LRT stops.



KEY THEMES FROM COMMUNITY INPUT

The following themes from community input on the two growth concepts:

Support For...

- The greatest tower heights focused on the former Sears site, with low rise apartments (e.g. 6 storeys) along the rest of 104 Ave;
- Focusing growth near the LRT stations, therefore encouraging more people to take transit and minimizing vehicular traffic;
- Greater density, including in areas along 104 Avenue or adjacent to the Guildford mall site;
- Focusing density in specific areas while keeping other parts of the neighbourhood lower density;
- Urban lifestyles and the efficient use of space;
- Quality and safety of pedestrian spaces;
- Retention of rental housing, including through the use of incentives;
- A new school in the town centre;
- Affordable housing for families, seniors, and others;
- Protection and expansion of high-quality habitat areas, trees, and green spaces; and,
- Intersection improvements, new greenways, pedestrian and bike crossings, and new street connections.

Concerns About...

- Displacement of lower-income residents, renters, and/or newcomers, and overall affordability challenges related to future redevelopment;
- The ability of existing infrastructure to accommodate new growth;
- Perceived incompatibility of densities and towers in Concept 1 with character and view preservation; and,
- Protecting existing trees and parks from roadways and development.



Step 3: Developing the Draft Plan

KEY THEMES FROM COMMUNITY INPUT

Engagement in Step 3 obtained input on the draft land use, transportation, and parks and open space concepts. The following themes are based on input received through two online surveys and two public open houses. Particular attention is paid here to the input received through the May 2019 open house and survey. This reflects the feedback received on the revised draft plan that was prepared following the suspension of the LRT project in November 2018. Input received from the earlier May 2018 open house and survey can be reviewed in detail in the Step 3 Public Engagement Summary Report.

Land Use Concept

The following themes emerged in response to the land use concept shown on the following page.

- The overall land use concept received relatively high support, with 71% of participants having a positive or neutral response.
- Comments from participants around development and density included:
 - Concerns about too much density/height and related issues of traffic congestion, over-crowding, loss of neighbourhood character, shadowing from buildings, and the displacement of current residents;
 - A desire for greater density in general or in specific areas;
 - A feeling that the plan does not take full advantage of development potential, and that development of vacant or run-down properties is needed to improve the area; and
 - A hope that growth is accompanied by amenities such as additional shopping and services, entertainment and things to do, and expanded recreation centres and libraries.
- The land use concept's approach to supporting affordable housing received a positive or neutral response from 67% of participants.
- Comments from participants related to affordability included:
 - Concerns that the plan will result in the loss of rental/affordable units;
 - A need for more rental, co-op and low income housing, including units near transit and those appropriate for families;
 - The opinion that low income housing will reduce property values and increase crime; and
 - Specific comments about the development of rental housing, including that it should be paid for by development and that parking requirements should be reduced near transit.
- The land use concept's approach to supporting additional school capacity had a positive or neutral response from 81% of participants.
- Comments from participants about schools included:
 - Concerns around inadequate school capacity, including fears that the proposed school sites are not large enough as well as that the number of proposed schools is not sufficient to address population growth;
 - Support for the relocation of Hjorth Road Elementary due to it being a very old school as well as it being currently located on two busy arterial roads; and
 - Concerns about the relocated Hjorth Road Elementary being too close to another school as well as it causing noise and congestion in the area.

Draft Land Use Concept (May 2019)



Legend

- Single Family or Duplex
- Townhouse or Row House
- Low Rise Residential
- Low Rise Mixed Use
- Low to Mid Rise Residential
- Low to Mid Rise Mixed Use
- Mid to High Rise Residential
- Mid to High Rise Mixed Use
- High Rise Mixed Use
- Commercial
- Parks & Natural Areas
- Metro Vancouver Reservoir
- School
- Civic
- Parks & Natural Areas and School
- Bus Layover Facility
- Daylighted Watercourse

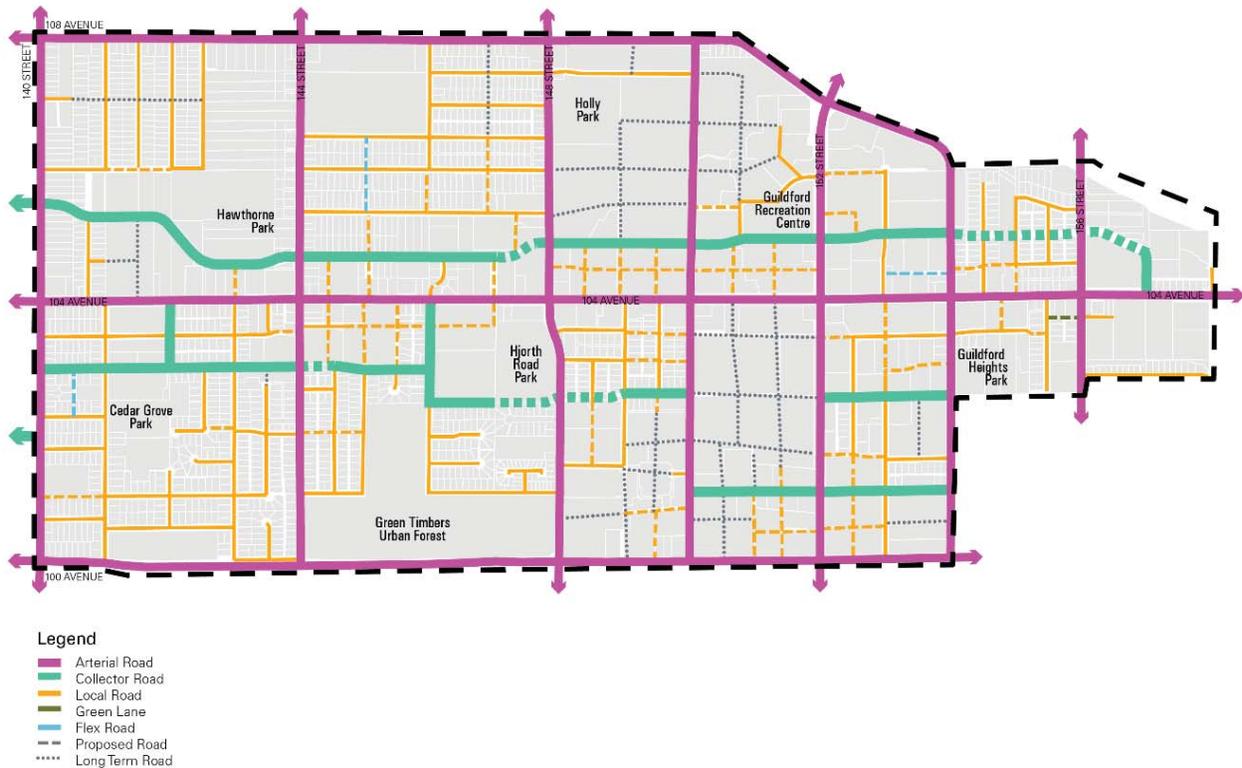


Transportation Concept

The following themes emerged in response to the transportation concept shown below.

- The transportation concept received general support, with 66% of participants having a positive or neutral response.
- Comments from participants about transportation included:
 - Concerns around increased traffic and congestion, inefficient traffic signals and patterns, and too little parking;
 - Concerns around safety, including the need for additional cycling infrastructure and improved sidewalks, as well as requests for pedestrian tunnels and overpasses;
 - A desire for improved transit service including support for various rapid transit technologies; and
 - Both opposition and support for recently added roads and questions around the need for further additional roads included in the plan.

Draft Transportation Concept (May 2019)

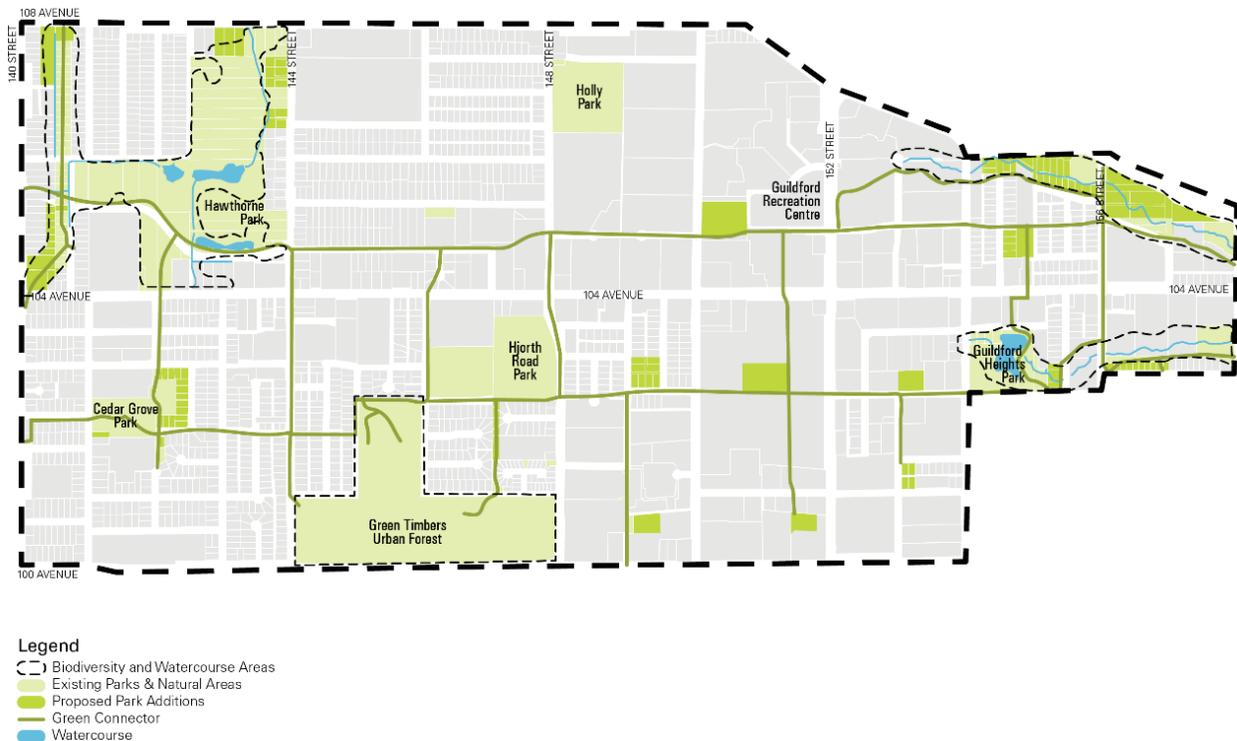


Parks and Open Space Concept

The following themes emerged in response to the parks and open space concept shown below.

- The parks and open space concept received strong support from participants.
- The concept's approach to protecting fish and wildlife habitat received a positive or neutral response from 87% of participants.
- The concept's approach to providing new parks in growth areas received a positive or neutral response from 90% of participants.
- Comments from participants related to parks included:
 - Concerns around the loss of parkland, trees, and habitat;
 - The need for improvements to existing parks with respect to maintenance, athletic opportunities, and play areas for children;
 - Concerns that park additions are not sufficient to support the proposed growth;
 - A fear that parks will attract homelessness and crime; and
 - Objections to specific properties being proposed for park by the owners of such properties.

Draft Parks and Open Space Concept (May 2019)



Appendix – May 2019 Survey Results

Begins on the following page.

Guildford Town Centre-104 Avenue Plan Survey

Survey Results

May 22 2019

The results of this survey, conducted between April 23 2019 and May 15 2019, are not weighted to the City of Surrey's population.



Background

The Guildford-104 Avenue Plan has been in development since 2017. The purpose of the Plan is to guide growth in the town centre, support transit ridership, and achieve community objectives related to the environment, housing choice, mobility, quality of life, and community amenities.

Last November Surrey Council suspended the Light Rail Transit (LRT) Project that would have been constructed along 104 Avenue. However, the corridor is currently served by the 96 B-Line and remains designated a future rapid transit corridor. Based on this change the City felt the need to reach out to the public once again. This survey provides an update on the draft plan and highlights key features and recent changes to the version originally shared at an open house in May 2018. The feedback will help refine the Draft Plan before it is presented to Council later this year.

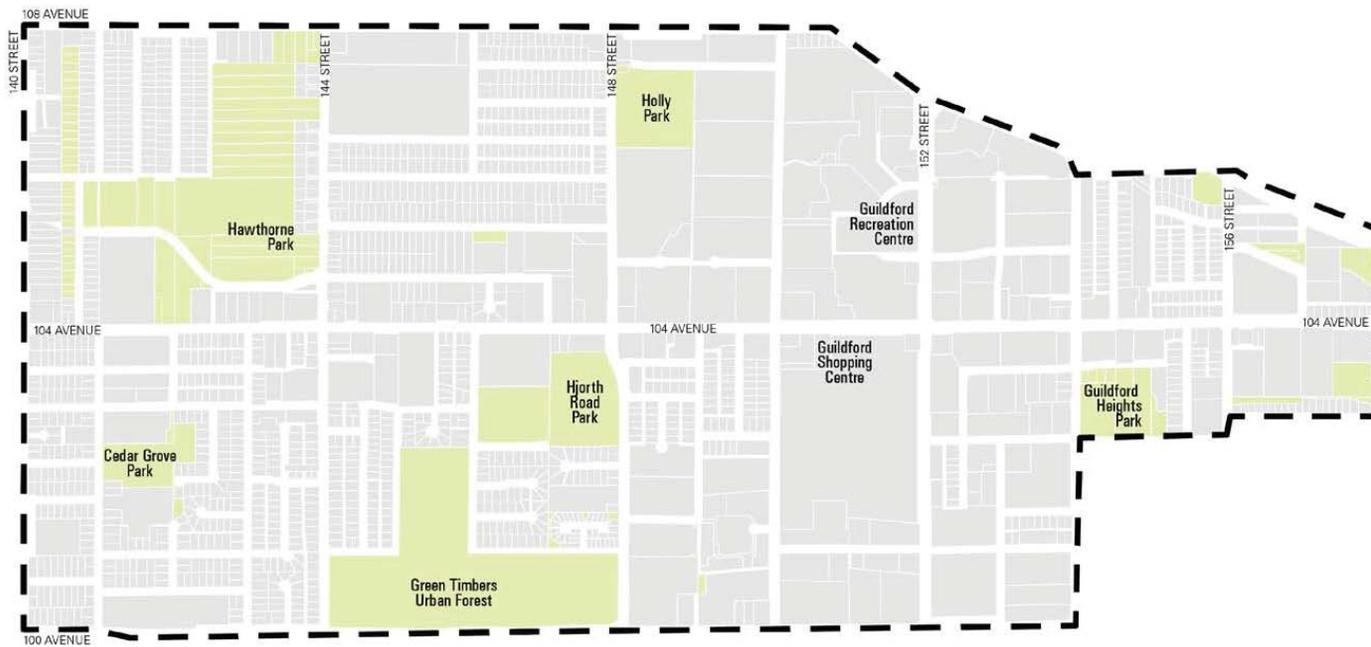
These results are based on 947 responses from two online surveys:

CitySpeaks Panel survey (April 25 - May 14 2019): 119 responses (residents of Guildford)

Open Community survey (April 23 - May 15 2019): 828 responses

Plan Area

The plan area pictured below covers approximately 500 hectares and is centred along 104 Avenue, stretching from 140 Street to 158 Street.



Plan Vision

A vision for the area was developed in consultation with the public and stakeholders. It describes the desired future of Guildford and the 104 Avenue corridor:

Guildford Town Centre and the 104 Avenue corridor will be dynamic, neighbourhoods that are green, rich with choice, and a destination for both locals and visitors.

The plan promotes six principles to support a green, vibrant and connected Town Centre:



Enhanced Journeys and Destinations

Easy access for all ages and abilities to safe, convenient, and delightful modes of travel, including walking, cycling, and transit, within and through well-connected neighbourhoods.



A Community Heart at Guildford Town Centre

A thriving hub of economic, cultural, civic, and public life, and a well-connected destination for residents near and far.



Connecting Nature and People

A place in which residents can retreat and connect with natural assets, where habitat, and biodiversity are cherished, protected, and enhanced.



Beautiful and Engaging Places for People

Streets, open spaces, and other destinations that are magnets for public life, creating opportunities for gathering, lingering, relaxing, eating, playing, shopping, and engaging with culture.



Diverse, Inclusive, and Welcoming

An inclusive community in which everyone thrives, and that offers a sense of belonging and opportunity for people of all ages, abilities, backgrounds, incomes, and household types.

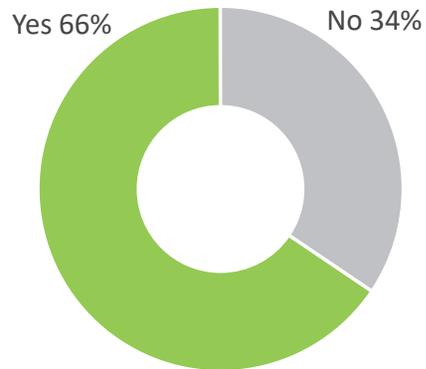


Sustainable and Resilient

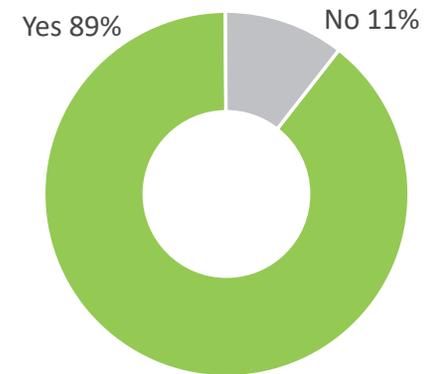
A place in which energy and water resources are conserved and stewarded through sustainable, resilient, and low-carbon buildings, infrastructure, and systems.

Live or own a property/business within the Plan Area/Surrey

Live or own a property/business within the Guildford-104 Avenue Plan Area



Live or own property in Surrey

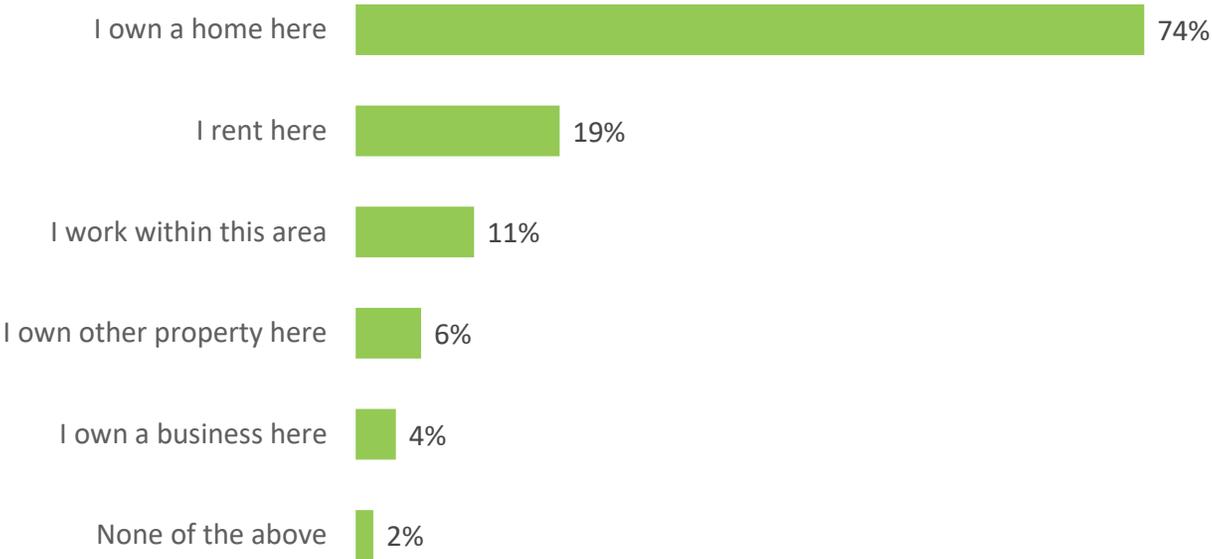


Q: Do you live or own a property/business within the Guildford-104 Avenue Plan area?

Q: Do you live or own property in Surrey?

Total participants: 647/216

Connection to the Guildford Town Centre-104 Avenue Plan Area

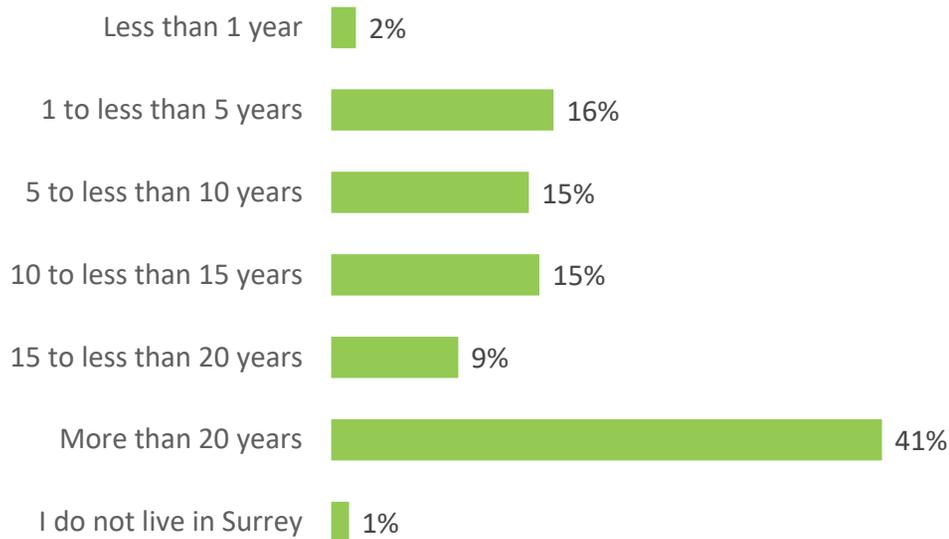


Q: Which of the following best describes your connection to the Guildford Town Centre–104 Avenue Plan area. Select all that apply.
Total participants: 424



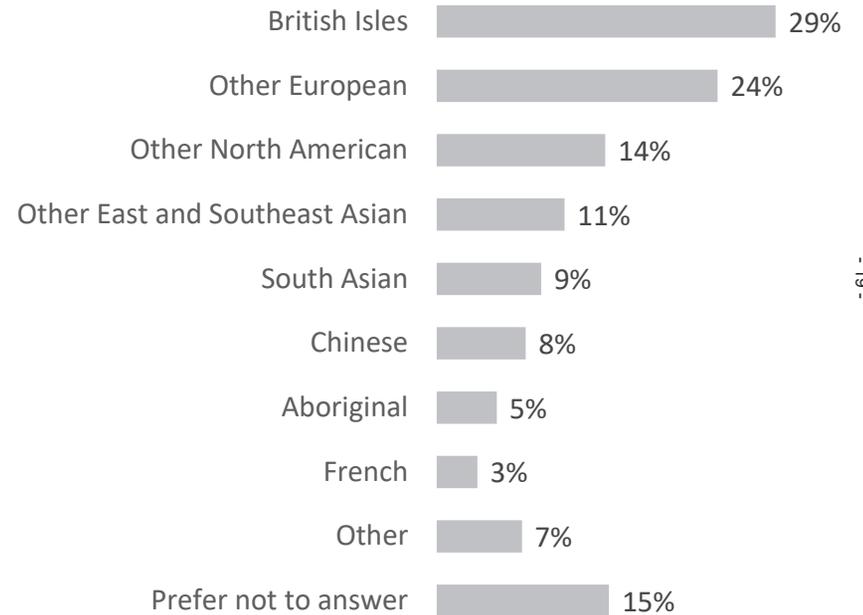
Survey Participant Profile #1

Years Living in Surrey



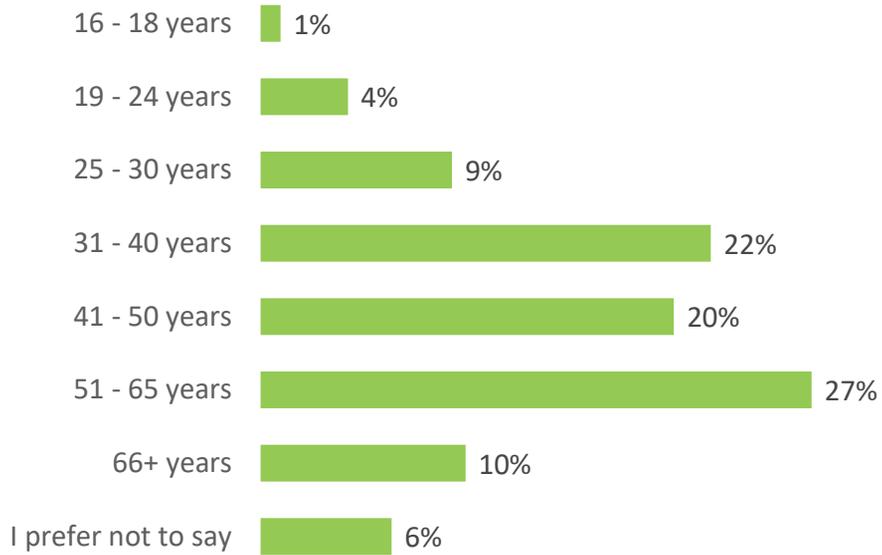
Total participants: 382/610

Ethnicity/Cultural Origins



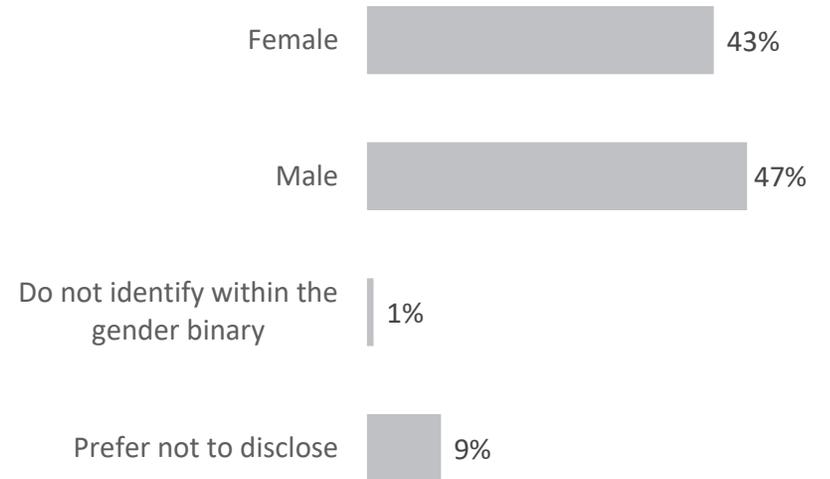
Survey Participant Profile #2

Age Range



Total participants: 610

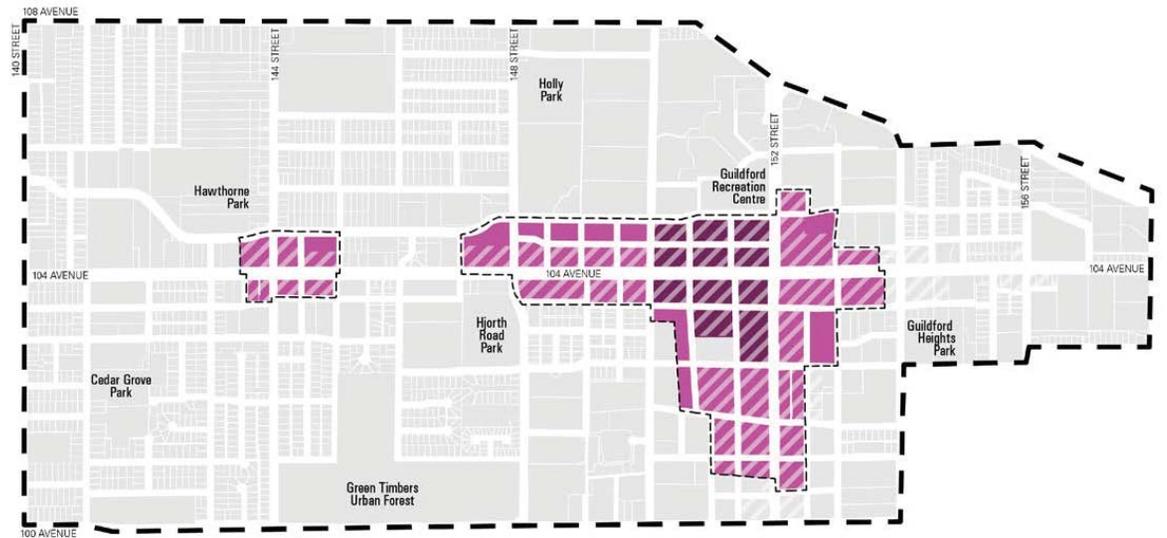
Gender



Focus Growth in Town Centre and Along Future Rapid Transit

The Draft Plan focuses growth around the Guildford Mall site, and along portions of 104 Avenue, which is a future rapid transit corridor. Taller buildings and higher densities are proposed for these areas. This will support the transformation of under-utilized spaces into an active and inviting environment that is oriented towards pedestrians and transit.

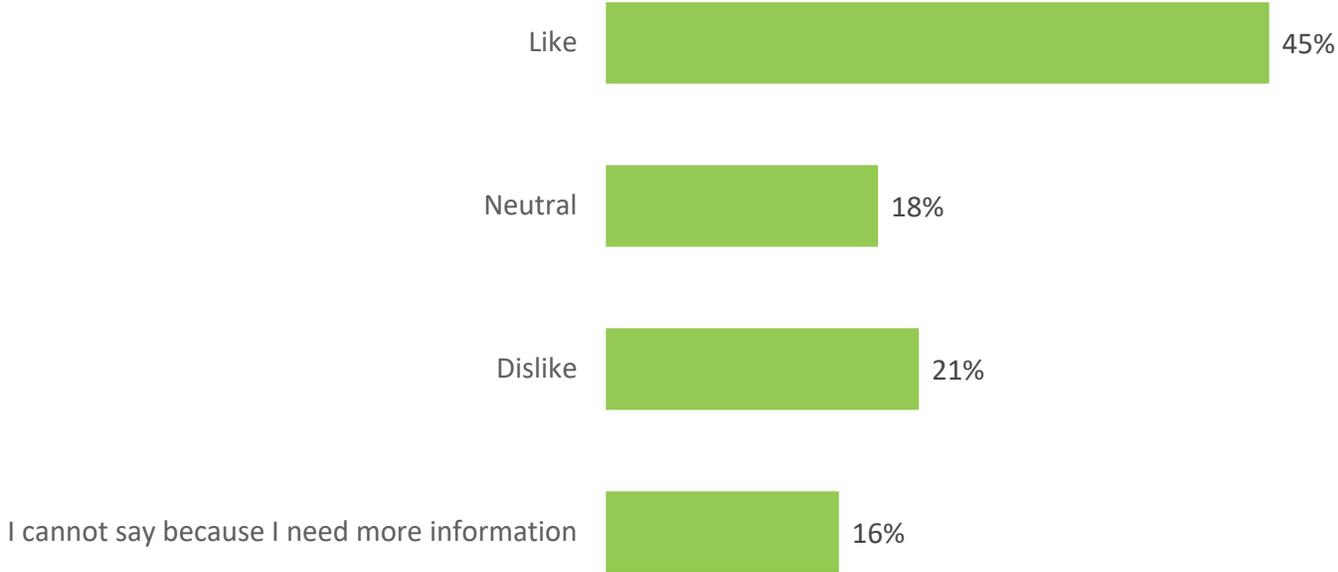
Most of this area will be designated for mixed use development. This type of development provides space for stores and restaurants on the ground level with housing for residents above. This will help preserve the town centre's commercial core, while also encouraging housing variety within walking distance of transit and amenities.



Legend

- Mid to High Rise Residential
- Mid to High Rise Mixed Use
- High Rise Mixed Use

Reaction to the Proposed Locations of Higher Density Areas



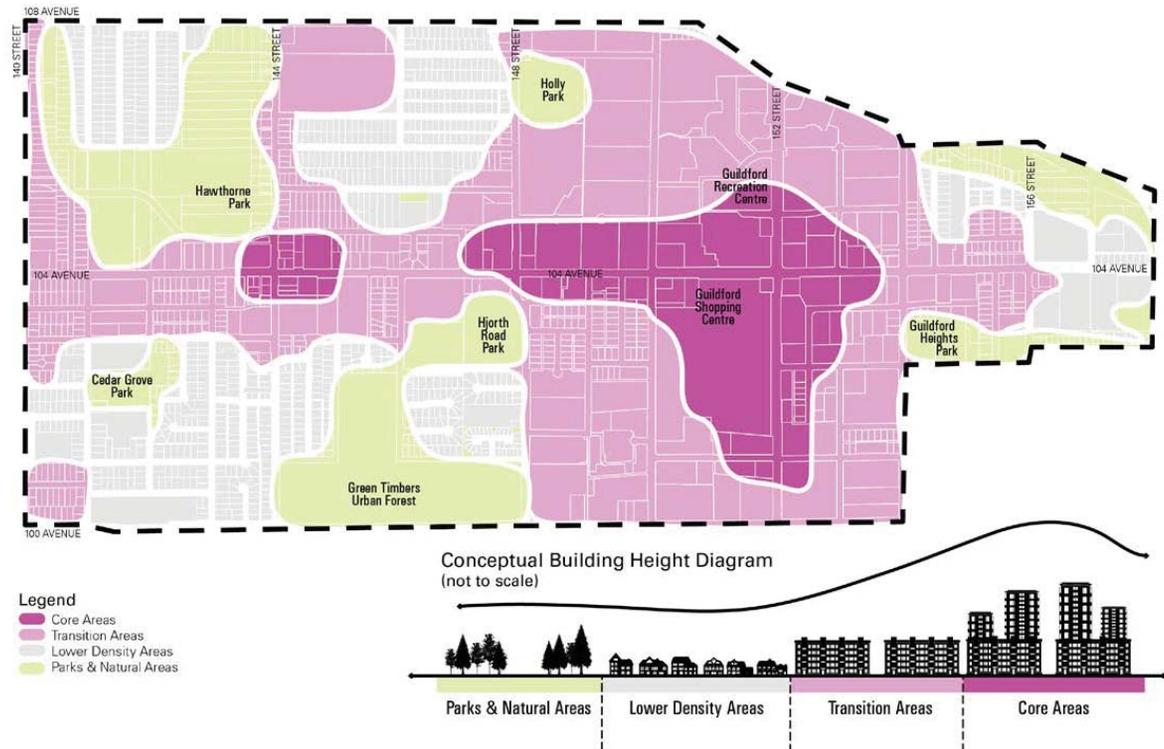
Q: How do you feel about the proposed locations of these higher density areas?
Please refer to the Verbatims file to read all the comments submitted for this question.
Total participants: 947



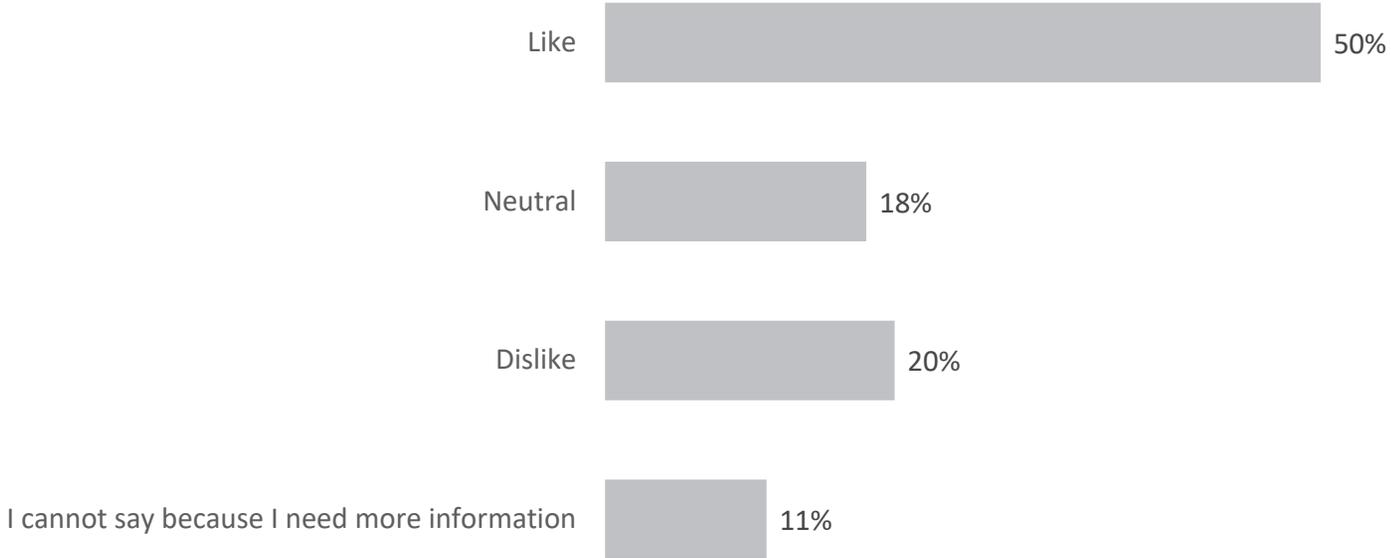
Gradual Height and Density Transitions

The Draft Plan provides a gradual transition of building height and density across the plan area. A “transition area” of lower density apartments surrounds the core mixed-use areas. This acts as a buffer for lower density neighbourhoods comprised of townhouses and single-family homes.

A diversity of housing types ensures a range of housing options for all households, while also preserving the character of existing neighbourhoods away from future rapid transit.



Reaction to the Proposed Transition of Heights & Densities



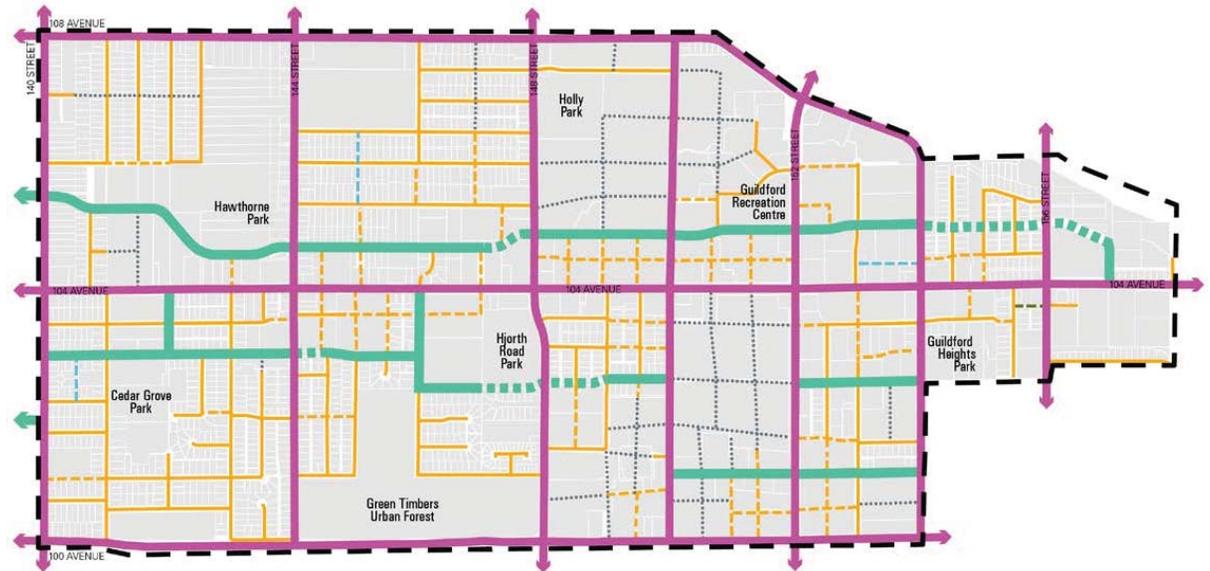
Q: How do you feel about the proposed transition of heights and densities?
Please refer to the Verbatims file to read all the comments submitted for this question.
Total participants: 858



Transportation Network

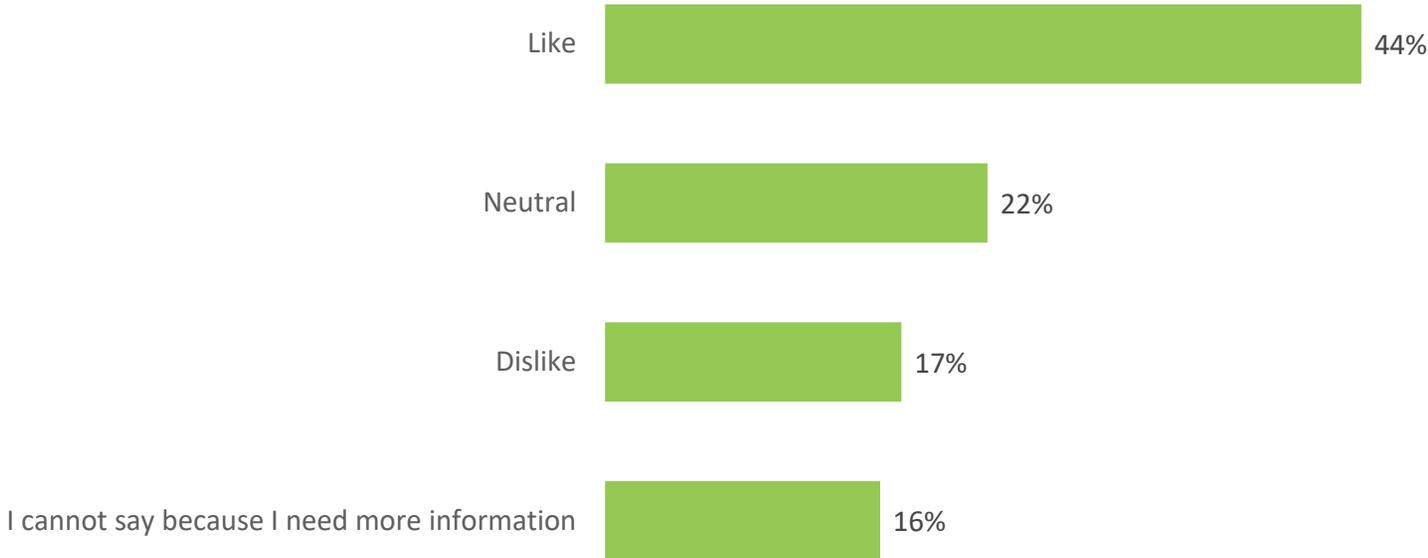
The Draft Plan proposes new roads and pedestrian connections to create a finer-grained, grid road pattern. This supports walkability, well-connected cycling infrastructure, and convenient access to transit. It will also provide alternative route options that disperse traffic and decrease congestion.

New road designs and targeted improvements will improve safety and address existing injury hotspots.



- Legend
- Arterial Road
 - Collector Road
 - Local Road
 - Green Lane
 - Flex Road
 - Proposed Road
 - Long Term Road

Reaction to the Proposed Road Network



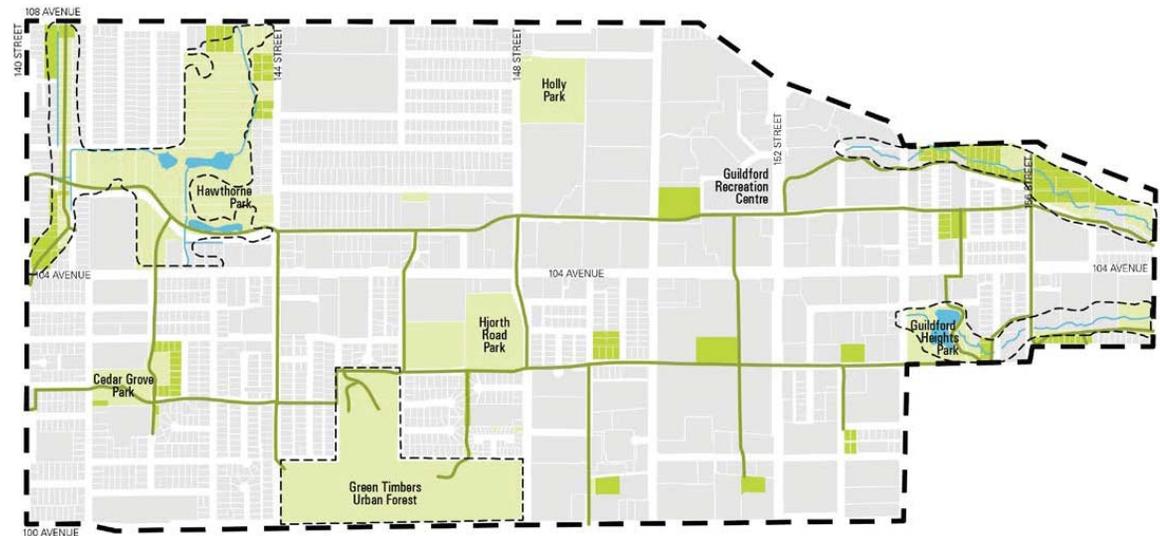
Q: How do you feel about the proposed road network?
Please refer to the Verbatims file to read all the comments submitted for this question.
Total participants: 796



Protect Biodiversity Areas and Watercourses

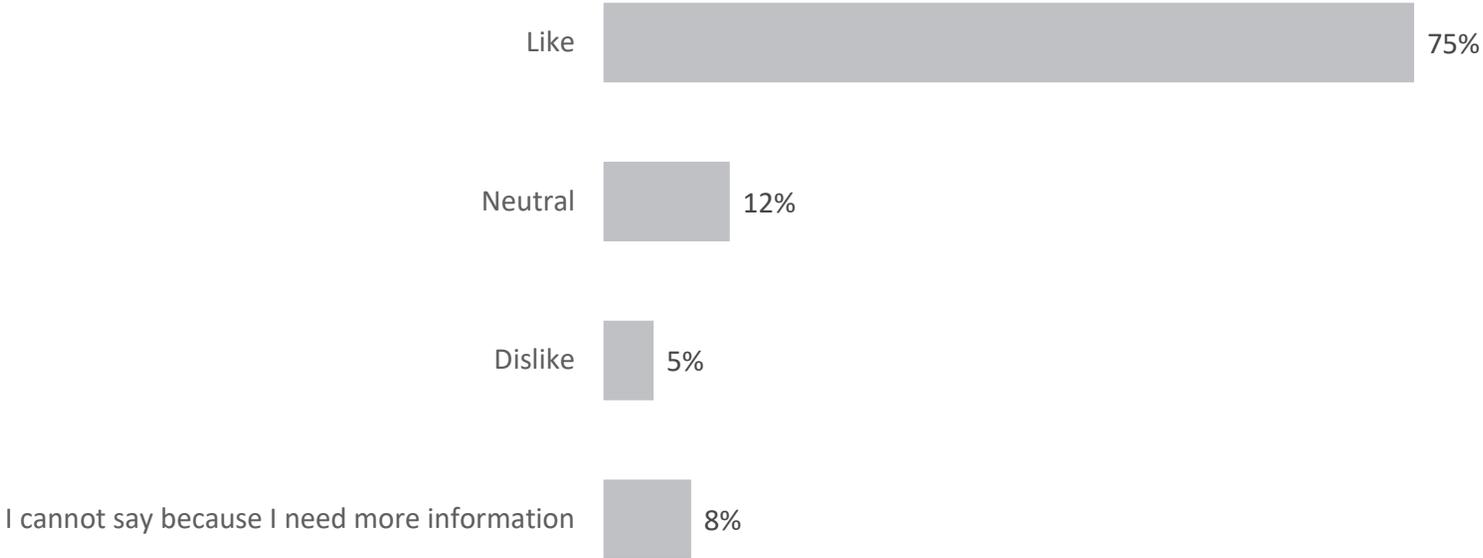
The Draft Plan proposes to expand biodiversity areas for the protection of wildlife habitat. It also calls for the acquisition of property along Guildford Brook and Serpentine Creek which, as the headwaters of the Serpentine River, are important fish habitat.

Riparian areas around creeks will be secured and protected as parkland as land is developed. These natural areas will also help us adapt to Climate Change. Increased tree canopy will counteract summer heat while natural open space will capture and absorb rain water to reduce flooding.



- Legend**
- Biodiversity and Watercourse Areas
 - Existing Parks & Natural Areas
 - Proposed Park Additions
 - Green Connector
 - Watercourse

Reaction to the Proposed Park Expansions for the Protection of Fish and Wildlife Habitat



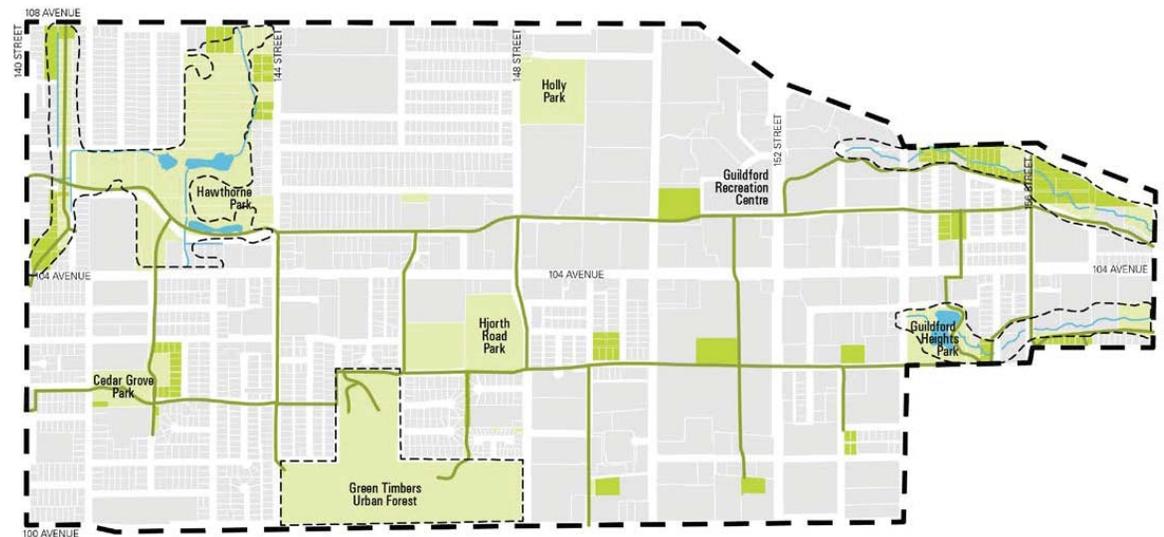
Q: How do you feel about the proposed park expansions for the protection of fish and wildlife habitat?
Please refer to the Verbatims file to read all the comments submitted for this question.
Total participants: 749



New Parks in High Growth and Under-Served Areas

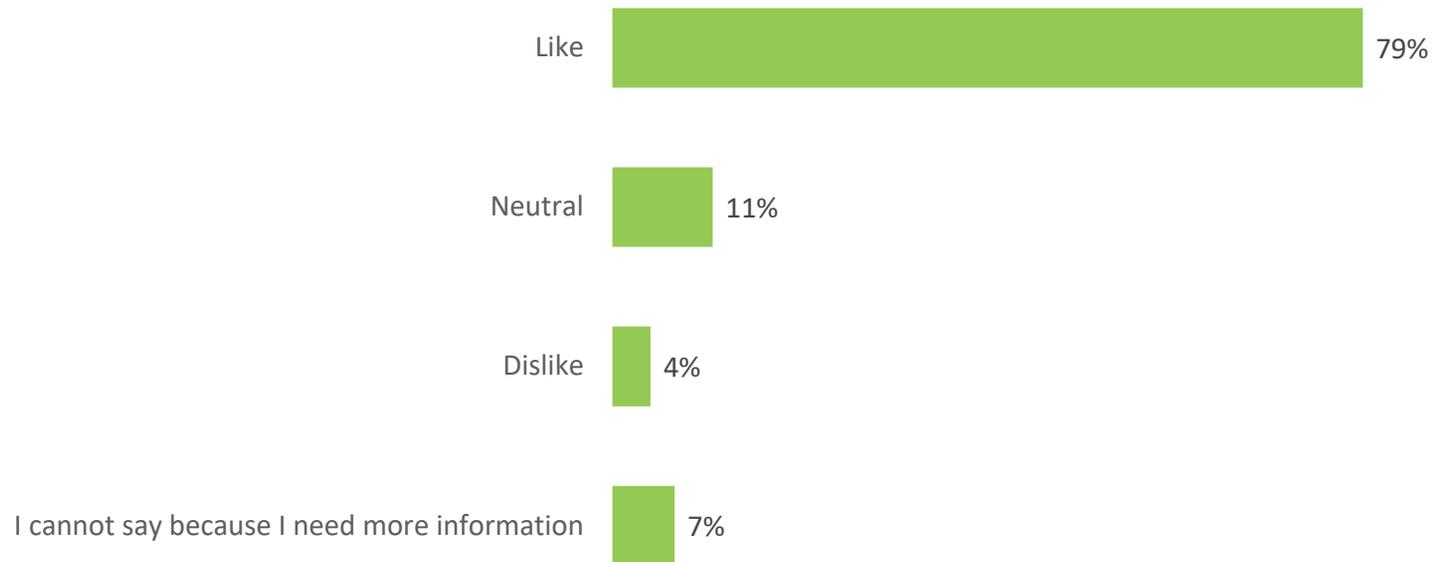
Parks and open spaces provide a variety of active and passive uses. The Draft Plan proposes new parks in areas that will undergo growth in the coming years. The objective is for all future residents to have a local park within a 10-minute walk of home.

Parks and open spaces will also be linked by a network of 'Green Connectors.' These will be enhanced pedestrian and cycling routes that feature extra wide sidewalks, separated cycle tracks, additional street trees and interpretive elements for natural and cultural history.



- Legend**
- Biodiversity and Watercourse Areas
 - Existing Parks & Natural Areas
 - Proposed Park Additions
 - Green Connector
 - Watercourse

Reaction to the Provision of New Neighbourhood Parks in Growth Areas



Q: How do you feel about the provision of new neighbourhood parks in growth areas, with the objective of ensuring all residents can walk to a park?

Please refer to the Verbatims file to read all the comments submitted for this question.

Total participants: 749

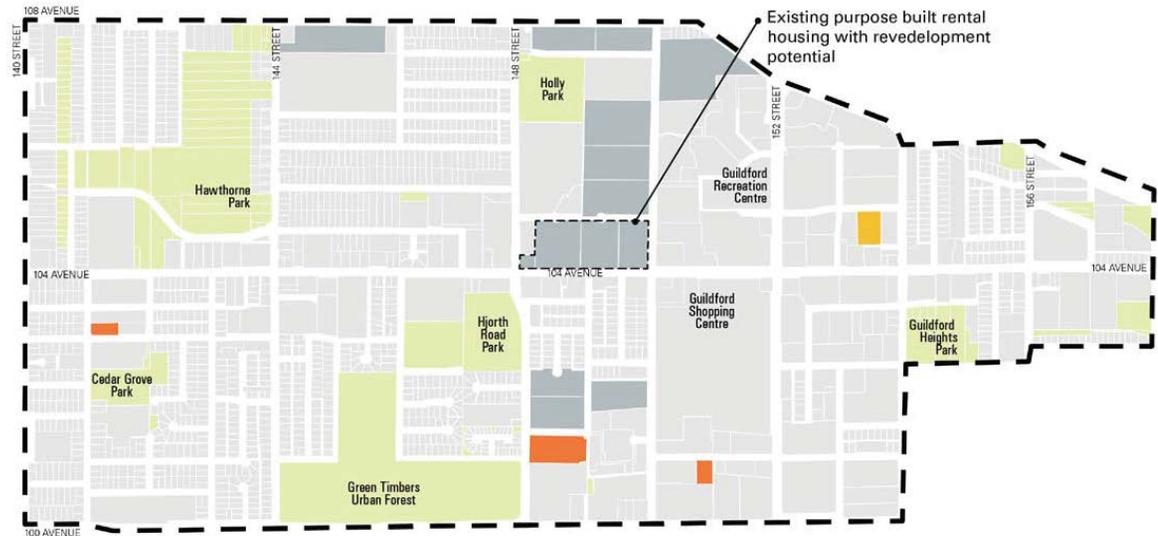
Affordable Housing

Guildford is home to a significant number of purpose-built rental apartments that are among the most affordable in Surrey and the region. The Draft Plan protects most of this rental housing by maintaining the existing land use designation. Potential redevelopment of existing rental housing is focused only along 104 Avenue, adjacent to future rapid transit.

The Draft Plan seeks to protect and increase the supply of rental housing near transit by:

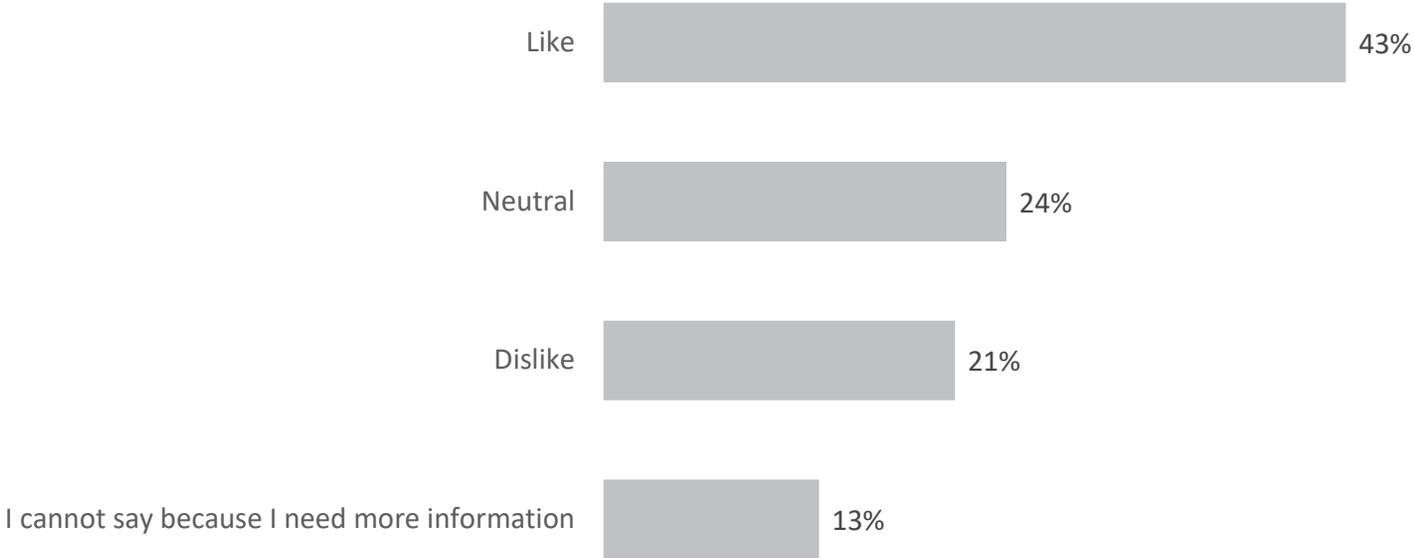
- Requiring any redeveloped rental units to be replaced on a one-to-one basis, and at 10% below the average rent in Surrey; and
- Encouraging the development of new rental units in exchange for bonus density.

In addition to this, all non-rental residential development within Surrey is required to provide \$1,000 per unit into an Affordable Housing Fund. This money will then be used for the development of new non-market housing.



Legend
Existing Purpose Built Rental Housing
Existing Purpose Built Rental Housing with Redevelopment Potential
Cooperative Housing
Low Income Housing

Reaction to the Proposed Approach to Supporting Affordable Housing in the Plan Area



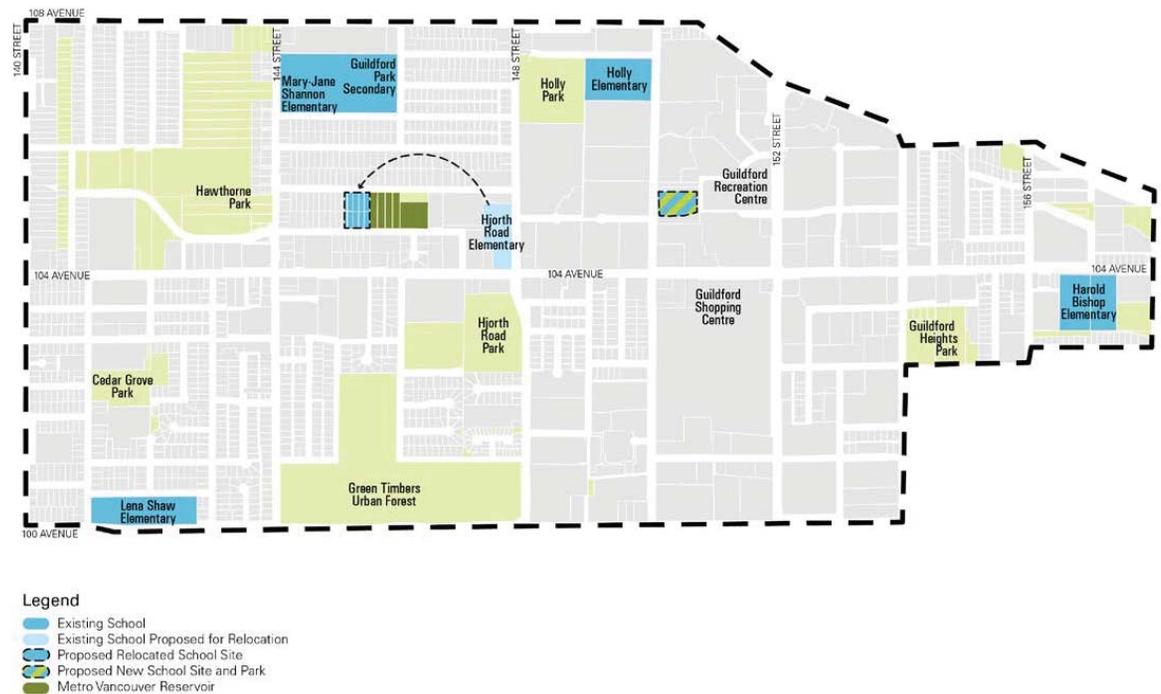
Q: How do you feel about the proposed approach to supporting affordable housing in the plan area?
Please refer to the Verbatims file to read all the comments submitted for this question.
Total participants: 731



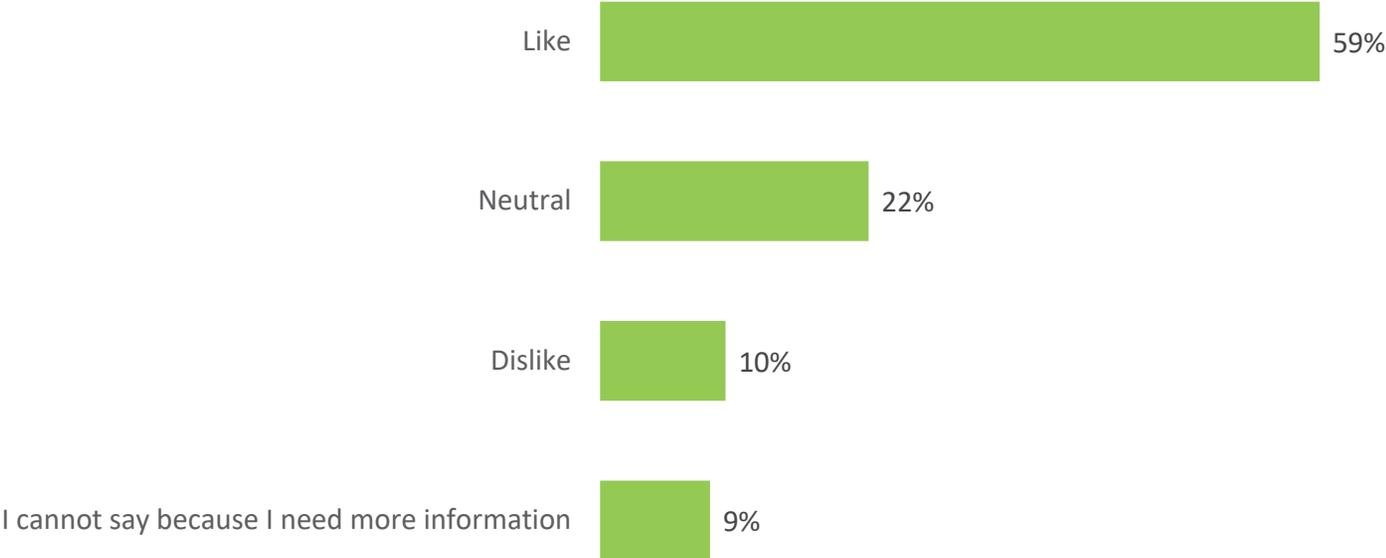
Planning for Additional School Capacity

Ensuring adequate school capacity is the responsibility of the School District, but it is affected by land use considerations. While most schools that serve the plan area have remaining capacity, new population growth will require long term planning for new or expanded schools. The Draft Plan identifies one new school site in the town centre, as well as a site for the potential relocation of Hjorth Road Elementary.

Hjorth Road Elementary School is an older and smaller school located on two busy arterial roads. The Draft Plan proposes a new school site between 104A Avenue and 105A Avenue for the eventual relocation of Hjorth Road Elementary. This location was selected because it is adjacent to existing Metro Vancouver property that could potentially be used for a playing field. This reduces the overall amount of new land needed for the school. The site is also on quiet local streets.



Reaction to the Additional School Sites Proposed by the Draft Plan



Q: How do you feel about the additional school sites proposed by the Draft Plan?
Please refer to the Verbatims file to read all the comments submitted for this question.
Total participants: 711



Plan Overview

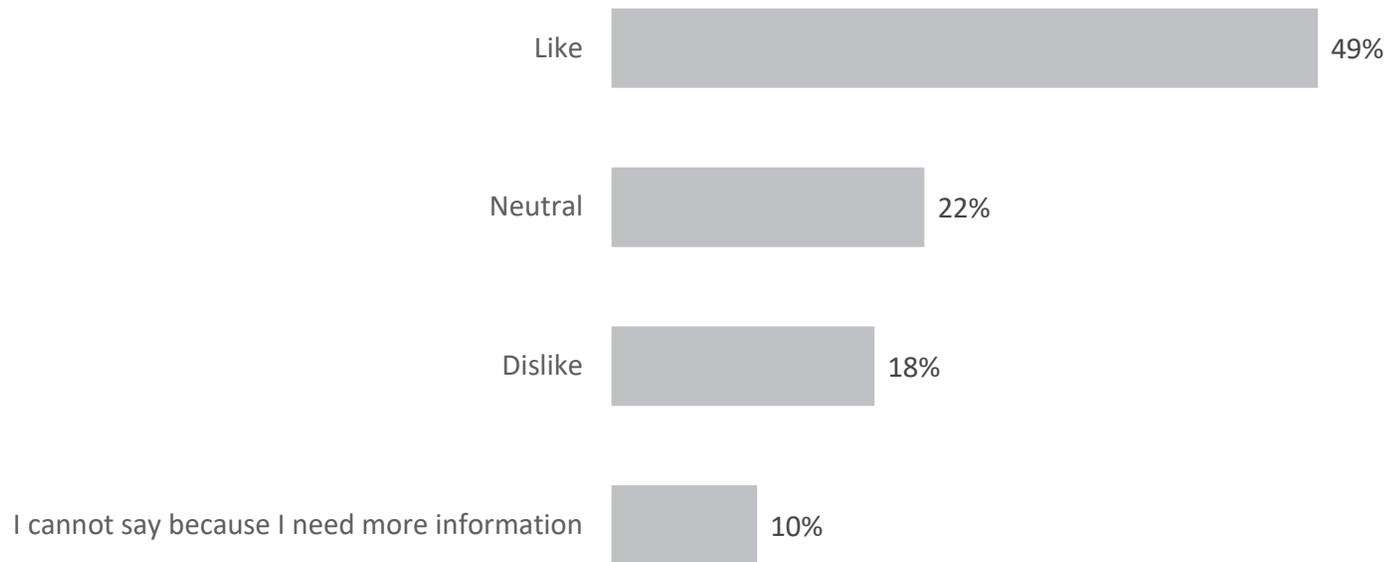
Now that you have reviewed the key features of the draft plan, here is the overall land use map that shows how it all fits together. The map includes all the detailed land uses that together create a coordinated plan for growth.

The plan addresses future plans for rapid transit along 104 Avenue, while also supporting a green, vibrant and connected Town Centre.



- Legend**
- Single Family or Duplex
 - Townhouse or Row House
 - Low Rise Residential
 - Low Rise Mixed Use
 - Low to Mid Rise Residential
 - Low to Mid Rise Mixed Use
 - Mid to High Rise Residential
 - Mid to High Rise Mixed Use
 - High Rise Mixed Use
 - Commercial
 - Parks & Natural Areas
 - Metro Vancouver Reservoir
 - School
 - Civic
 - Parks & Natural Areas and School
 - Bus Layover Facility
 - Daylighted Watercourse

Reaction to the Overall Concepts Shown and Described



Q: How do you feel about the overall concept shown here and described in the previous questions?

Please refer to the Verbatims file to read all the comments submitted for this question.

Total participants: 657

DRAFT VISION, PRINCIPLES, AND OBJECTIVES

Guildford Town Centre and 104 Avenue Plan

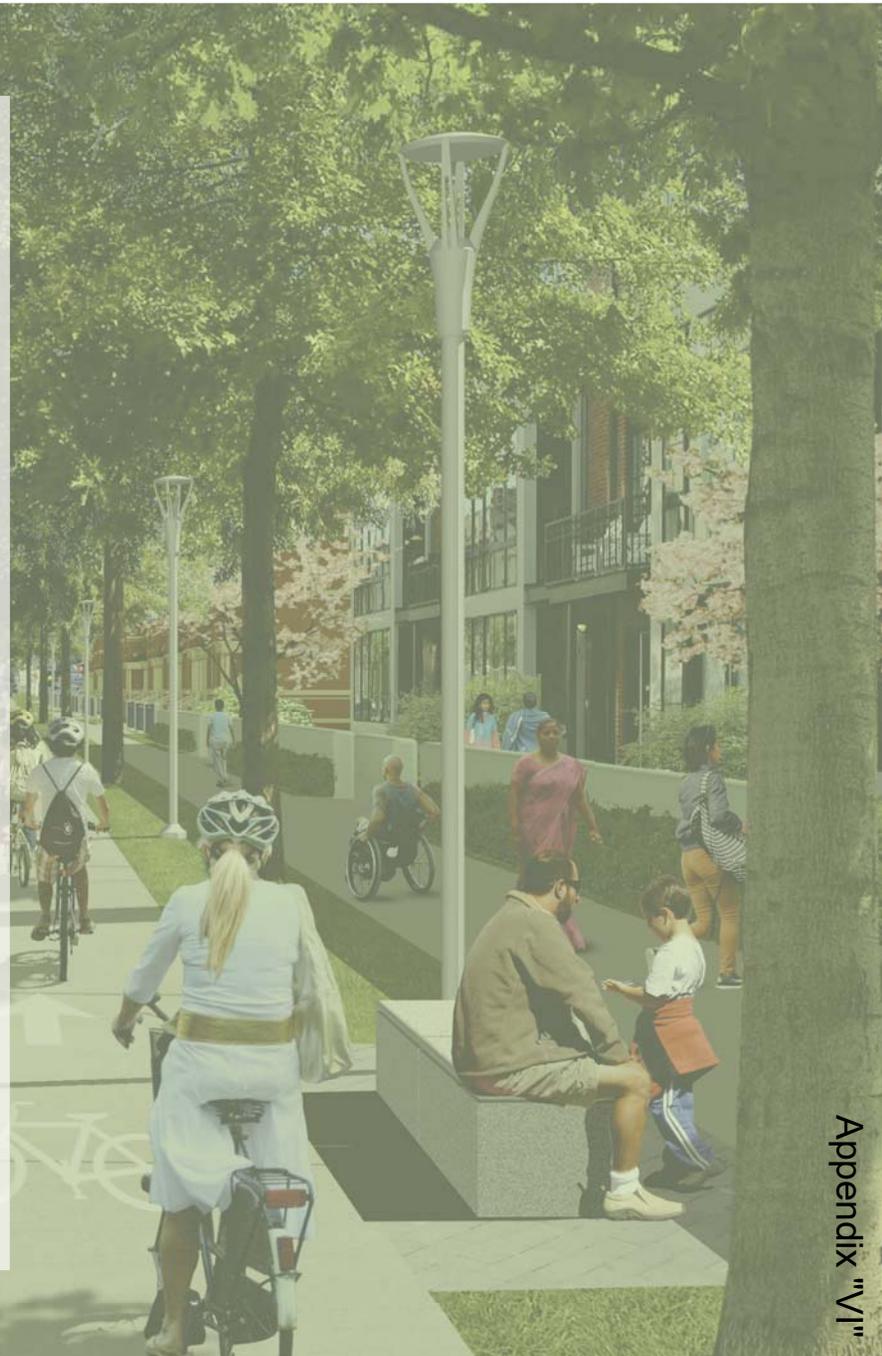
Revised January 2018

This document outlines the draft vision, principles, and objectives for the Guildford Town Centre –104 Avenue Land Use Study. The purpose of the study is to: create a complete neighbourhood by facilitating the redevelopment and enhancement of the town centre; support light rail transit (LRT) ridership; and leverage investment in LRT to achieve community objectives.

The vision, principles, and goals were developed through public and stakeholder engagement, and they draw upon the City of Surrey's Official Community Plan and Sustainability Charter, with an eye toward fully integrating with TransLink's LRT planning efforts.

Rooted in the community's aspirations, the vision describes a desired future state for the planning area, while the principles offer guidance for the planning and design approach.

Along with the principles, the objectives offer the building blocks that will drive policy development in the next phase of the project.





VISION

The Guildford Town Centre and 104 Avenue neighbourhoods comprise an **important heart** within Surrey, a major hub of economic, cultural, and public life. It is a destination for residents across the region and beyond, and it provides an anchor on a vital transit corridor and a connection to the City Centre. At the same time, it is comprised of complete neighbourhoods unto themselves, where local residents connect with neighbours, go about their daily lives, and prosper in one of the region's most beautiful places.

The area is **rich with choice** in terms of housing, destinations, and public spaces, creating a sense of welcome and access for people of all ages, abilities, and backgrounds. Residents and visitors alike have high quality and useful transportation options, in which people choose to walk, cycle, and take transit because they are the most convenient and delightful ways to travel in and through the area. Active lifestyles and community well-being are fostered through this diversity of choice.

The area is **green** with its protected natural assets, including forested and riparian areas. Its park spaces, ever-expanding tree canopy, and green infrastructure offer free services of nature, which are complemented by the area's low-carbon approach to buildings, transportation, and services.

PRINCIPLES

The principles – which describe the planning and design approach – are presented below and outlined in greater detail in the pages that follow. They are designed to help bring the vision to life.

Enhanced Journeys
and Destinations



A Community Heart at
Guildford Town Centre

Connecting Nature
and People



Beautiful and Engaging
Places for People

Diverse, Inclusive, and
Welcoming



Sustainable and
Resilient



1 Enhanced Journeys and Destinations

Easy access for all ages and abilities to safe, convenient, and delightful modes of travel, including walking, cycling, and transit, within and through well-connected neighbourhoods.



2 A Community Heart at Guildford Town Centre

A thriving hub of economic, cultural, civic, and public life, and a well-connected destination for residents near and far.





3 Connecting Nature and People

A place in which residents can retreat and connect with natural assets, where habitat and biodiversity are cherished, protected, and enhanced.



4 Beautiful and Engaging Places for People

Streets, open spaces, and other destinations that are magnets for public life, creating opportunities for gathering, lingering, relaxing, eating, playing, shopping, and engaging with culture.





5 Diverse, Inclusive, and Welcoming

An inclusive community in which everyone thrives, and that offers a sense of belonging and opportunity for people of all ages, abilities, backgrounds, incomes, and household types.



6 Sustainable and Resilient

A place in which energy and water resources are conserved and stewarded through sustainable, resilient, and low-carbon buildings, infrastructure, and systems.



OBJECTIVES

The objectives describe desired outcomes and, as such, offer direction for the development of policies.

1. To create **magnetic destinations** that serve the region and city – as well as local neighbourhoods – that enrich the lives of all residents.
2. To deliver safe, comfortable, convenient, and enjoyable **active modes of transportation and transit**.
3. To establish a **beautiful, pedestrian-scale built form**, with a dynamic relationship between ground floor uses and sidewalk activity.
4. To create **interesting, fun, comfortable, and accessible public realm**, prioritizing the Town Centre and transit stop areas along 104 Avenue.
5. To **efficiently connect people** to major destinations and jobs along 104 Avenue via transit, maximizing the usefulness of the LRT line.
6. To embrace the exceptional opportunity presented by light rail investment by **focusing growth** in a way that both supports and benefits from this new infrastructure and service, prioritizing major opportunities for mixed use development at the Guildford Town Centre.
7. To improve neighbourhood permeability and enable local residents to **meet daily needs within walking distance of home**, and to enable shorter travel distances between destinations, including between home, transit stops, Guildford Town Centre, and shops and services on 104 Avenue.

8. To provide the **amenities and facilities** required to serve the needs of a growing population.
9. To maintain and expand upon **affordable, purpose-built rental housing**, to meet the needs of newcomer and other populations.
10. To **prevent the displacement of vulnerable populations** as new investment and development occur in the area.
11. To provide a **variety of housing types and choices**, including social housing, for a variety of needs and household types.
12. To provide a **diversity of parks and other public open spaces**, enabling a myriad of passive and active experiences within them.
13. To foster **individual and community well-being**, which requires designing for the unique and diverse needs of seniors, children, women, persons with disabilities, and newcomers to Canada.
14. To support diverse **artistic and cultural expression** in public spaces and the built realm.
15. To encourage **social interaction in inclusive public spaces** that are inter-generational and inter-cultural.
16. To **connect people with nature**, creating moments of retreat and celebration of the natural world.
17. To protect and enhance habitat, **ecologically sensitive areas, and natural assets** by expanding these areas, particularly along creeks and adjacent to forested areas.
18. To utilize **green infrastructure, conserve energy and water**, and enhance the **health of soil, water, and air**.
19. To **reduce greenhouse gas emissions**, and encourage **resiliency** in infrastructure, services, and built and natural assets.

Preliminary Options: Focused Growth and Dispersed Growth

Focused Growth Concept - Map



Legend

- | | | | |
|----------------------------|--------------------------------------|---------------------------|--------------------------|
| Mid to High Rise (FAR 3.5) | Mixed Use Mid to High Rise (FAR 3.5) | Parks and Natural Areas | Proposed Light Rail |
| Apartments (6 storeys) | Mixed Use (6 storeys) | Metro Vancouver Reservoir | Proposed Light Rail Stop |
| Apartments (4 storeys) | Mixed Use (4 storeys) | Watercourse Buffer | Bus Layover Facility |
| Townhouses | Commercial | School | Long Term Road |
| Single Family | Civic | | |



Focused Growth Concept - Description

In the first concept the bulk of the multi-family residential development would occur within the town centre, with the tower form extending along 104 Avenue between 148 Street and 154 Street, and a secondary node of towers being located to the south of the Guildford Mall at 101 Avenue. The maximum tower density included in this concept was a Floor Area Ratio (FAR) of 3.5, except on the former Sears site where 4.5 FAR was suggested. In the remainder of the town centre area residential and mixed use development would be limited to a low or mid rise form, consistent with the existing OCP designations and densities. This concept also identified a small school site on a portion of the former Sears property. The elevated density on the remainder of the property was proposed in consideration of the school site designation.

To the west of the town centre the concept contemplated a small mixed use node of towers around the future LRT stop at the intersection of 104 Avenue and 144 Street. Elsewhere, six-storey mid rise apartments were identified for the blocks immediately adjacent to the LRT alignment, which quickly transitioned to four-storey low rise apartments in the adjoining blocks, then townhouses. Eventually single family housing was included in the farthest reaches of the plan area away from the LRT alignment.

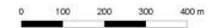
A similar transition of densities was suggested for the small area to east of the town centre except that apartments were limited to four-storeys along 104 Avenue. This reflected the fact that LRT will not extend to this portion of the plan area.

Dispersed Growth Concept- Map



Legend

- | | | | |
|----------------------------|--------------------------------------|---------------------------|--------------------------|
| Mid to High Rise (FAR 3.5) | Mixed Use Mid to High Rise (FAR 3.5) | Parks and Natural Areas | Proposed Light Rail |
| Apartments (6 storeys) | Mixed Use (6 storeys) | Metro Vancouver Reservoir | Proposed Light Rail Stop |
| Apartments (4 storeys) | Mixed Use (4 storeys) | Watercourse Buffer | Bus Layover Facility |
| Townhouses | Commercial | School | Long Term Road |
| Single Family | Civic | | |



Dispersed Growth Concept- Description

In the second concept tower development would be limited to within the town centre, on the former Sears site, along the east side of 152 Street, and on the north side of 101 Avenue south of the Guildford Mall. A density of 3.5 FAR would apply to all tower areas. In all other parts of the town centre, including 104 Avenue between 148 Street and 150 Street, residential and mixed use development would be limited to a low or mid rise form, consistent with existing OCP designations and densities. No new school site was included in this concept.

To the west of the town centre the concept presented a purely mid rise condition along the LRT Corridor with six-storey apartments identified for most areas within two blocks of the LRT alignment. Beyond this, a less gradual transition (compared to the first concept) to townhouses and single family would occur in the adjoining areas.

To the east of the town centre four-storey apartments were located along 104 Avenue with townhouses proposed beyond that.