

NO: R230

COUNCIL DATE: **October 24, 2016**

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## REGULAR COUNCIL

TO: **Mayor & Council** DATE: **October 20, 2016**

FROM: **General Manager, Planning & Development** FILE: **6520-20**  
**General Manager, Engineering** **(Guildford/104**  
**Avenue)**

SUBJECT: **LRT Corridor Planning Studies – Terms of Reference**

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## RECOMMENDATION

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

1. Receive this report as information; and
2. Endorse the Terms of Reference for the “LRT Corridor Vision and Urban Integration Plan” and the “LRT (104 Avenue) Corridor and Guildford Town Centre Land Use Plan” as documented in Appendix “I” and Appendix “II”, to guide staff and consultants’ work in support of the Surrey Light Rail Transit (“LRT”) Project.

## INTENT

This report introduces proposed Terms of Reference for two coordinated land use planning processes related to the Surrey LRT Project:

- 1) An overall vision plan for the integration of LRT into the urban environment along the proposed “L-Line” corridor; and
- 2) A more detailed land use plan for the 104 Avenue leg of the “L-Line” running from City Centre through Guildford Town Centre. This land use plan will also include the entirety of Guildford Town Centre, which is without a current land use plan.

These Terms of Reference will form the basis of consulting contracts and internal staff efforts to ensure that the urban environment along the proposed LRT corridor is effectively integrated with the rapid transit infrastructure.

## DISCUSSION

### LRT Corridor Vision and Urban Integration Plan

Planning for the “L-Line” Light Rail Transit (LRT) Project is proceeding, led by TransLink through

a team of consultants in close communication with City of Surrey staff. The “L-Line” is being planned as a modern urban, at-grade LRT system running between Guildford Town Centre (104 Avenue at 152 Street) and Newton Town Centre (King George Boulevard at 71 Avenue) and connecting to the regional SkyTrain system in Surrey City Centre. The route of the “L-Line” is along 104 Avenue between Guildford and City Centre, and along King George Boulevard between City Centre and Newton. The entire line is 11 kilometres in length, and 11 platform “station stops” are planned (see the map in Appendix “I”).

The technical plans for the “L-Line” are advancing to the point of a “reference design freeze” that forms the basis for a detailed project costing and business case that will be advanced to senior governments for a funding decision, and subsequently to a procurement process. The “L-Line” is expected to be the first LRT line constructed in Surrey, to be followed by the “Fraser Line” running along Fraser Highway between Surrey City Centre and the City of Langley through Fleetwood and Cloverdale/Clayton. These LRT projects were endorsed as a priority in the Mayors’ Council on Regional Transportation’s “Regional Transportation Investments” Plan (known as the “10-Year Vision”) in March 2015, and recently affirmed by the Mayors’ Council in September 2016.

Council has received regular updates on the LRT planning process, including in Corporate Reports No. R007-2015 and R050-2016, and through regular updates at the Transportation and Infrastructure Committee.

In September 2016 the City hosted the Chief Planner of the City of Toronto, who shared the experiences of that city in preparing for and constructing a similar “urban LRT” line along Eglinton Avenue. One of the important lessons gained from this process, along with similar processes in other Canadian cities, is the value of an overall civic vision and “urban integration” plan. Such a plan ensures that the new transit infrastructure is well-integrated into the urban environment, and that opportunities are realized for leveraging the LRT investment to ensure that City objectives are met. These can include public realm improvements (such as streetscapes, sidewalks, cycle tracks, landscaping, and plazas) and private sector development interface (such as buildings with active ground-floor uses along the transit lines).

The Terms of Reference for a proposed Surrey LRT Vision and Urban Integration Plan are attached as Appendix “I”. This plan will focus on the “L-Line” corridor, including areas within 400-800 metres on either side of the line as shown in the map in Appendix “I”. As the timing and design of the “Fraser Line” becomes clearer, a similar plan will be proposed for that corridor in due course.

The Terms of Reference in Appendix “I” will form the basis for retaining an experienced consultant to assist City staff in establishing and articulating an overall vision plan for the entire “L-Line” corridor prior to the implementation of this significant infrastructure.

As the technical alignment work and “reference design” work led by TransLink is nearing completion, and as the form and shape of the project elements such as the track guideway, station platforms, and overhead power supply are becoming clearer, it is timely to develop a plan that:

- establishes a clearly articulated overall vision for the corridor for Council’s endorsement;
- establishes key land use and urban design principles and guidelines for both the public

realm and private-sector development along the corridor that are consistent with the Official Community Plan;

- articulates how the LRT infrastructure will integrate or “fit in” with the evolving urban environment of the corridor on “opening day” and at full buildout; and
- illustrates the corridor vision and design principles using 3-D simulations in order to enrich further public consultations and to assist the LRT Project procurement process.

This LRT Corridor Vision and Urban Integration Plan is expected to be completed in 6 months, by April 2017. This timing will allow the plan to provide a Council-endorsed framework for working with the agencies delivering the LRT Project (likely TransLink and/or the Provincial government through a “P3” proponent) to ensure that the City of Surrey’s objectives are realized in relation to the LRT and that the transit infrastructure is seamlessly integrated into its evolving urban environment. The deliverables of this process are expected to be useful in the negotiation of project elements in the procurement process and in the evaluation of proponent bid documents.

#### LRT (104 Avenue) Corridor & Guildford Town Centre Land Use Plan

On June 27, 2016, Council approved the recommendations in Corporate Report No. 159-2016 and authorized staff to undertake a land use planning process for Guildford Town Centre and the 104 Avenue Corridor between Guildford and City Centre (see map in Appendix “II”).

This detailed land use plan covers one leg of the “L-Line” LRT Corridor; the other leg is along King George Boulevard between City Centre and Newton Town Centre. A land use plan for the Guildford/104 Avenue Corridor is considered to be an immediate priority, since there is no secondary plan for this significant part of the City, unlike for most of the King George segment. The funding announcement and construction of the “L-Line” will likely trigger development interest in Guildford and along the 104 Avenue corridor. A land use plan will ensure orderly development and the appropriate land uses and densities to support the rapid transit investment.

The Terms of Reference attached as Appendix “II” will form the basis for retaining experienced consultants to assist City staff in developing the plan, including some components that will require specialized consultant expertise, and some components that will be prepared by City staff. The planning process will include:

- A market analysis to ensure an appropriate balance of residential and commercial development is planned;
- A comprehensive public consultation process including residents, businesses, agencies and other key stakeholders;
- The development of several alternative land use plan options for consideration, including proposed land uses, densities, transportation networks, integration with the proposed LRT project, environmental areas, affordable housing policies, schools and parks, urban design and built form; and

- A final land use concept plan (Stage 1 plan) for Council's approval which will guide public investment and private-sector development over the next decades as Guildford Town Centre and the 104 Avenue Corridor redevelops in conjunction with the LRT infrastructure.

The "Stage 1" land use plan is expected to be complete at the end of 2017. Following Council approval of the "Stage 1" land use plan, an engineering servicing strategy and financial strategy will be developed. This stage is expected to be complete by the end of 2018. A Corporate Report for this stage will be brought forward to Council at the appropriate time. Staff expect that the planning for the LRT corridor will be fully completed prior to the construction of the LRT along the "L-Line".

## **SUSTAINABILITY CONSIDERATIONS**

The LRT projects, including the initial "L-Line", have multiple sustainability objectives, and are a key in reducing the environmental footprint of the City and meeting the City's greenhouse gas emission target as set out in the Official Community Plan and the Community Energy and Emissions Plan.

In terms of the Sustainability Charter 2.0, the planning processes proposed in this report primarily meet the following goals:

- A beautiful, accessible and well-connected city of distinct and complete neighbourhoods that are walkable, engaging and resilient; and
- Effective infrastructure and services that meet the current and future needs of the city, while protecting the natural environment and supporting urban growth.

The following Desired Outcome in the Sustainability Charter 2.0 is primarily addressed:

- Surrey residents of all ages and abilities have access to active transportation options, enabling them to participate fully in society without the use of a private automobile;

## **CONCLUSION**

The anticipated implementation of the Surrey LRT Project, including the initial development of the "L-Line" linking Guildford Town Centre, City Centre and Newton Town Centre, will be a transformative influence on the City. This report sets out Terms of Reference for two separate but related planning processes that will ensure that the LRT is integrated effectively with its urban environment. These planning processes are:

- 1) An overall vision and urban integration plan for the "L-Line" corridor; and
- 2) A more detailed land use plan for the Guildford Town Centre and 104 Avenue "leg" of the "L-Line." This leg is a priority since it does not currently have a secondary land use plan; a similar plan for the leg of the "L-Line" between City Centre and Newton will follow in due course.

Based on the discussion above, it is recommended that Council endorse the Terms of Reference for the “LRT Corridor Vision and Urban Integration Plan” and the “LRT (104 Avenue) Corridor and Guildford Town Centre Land Use Plan” as documented in Appendix “I” and Appendix “II”, to guide staff and consultants’ work in support of the Surrey Light Rail Transit (“LRT”) Project.

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Attachments:

Appendix “I” - Draft Terms of Reference – “LRT Corridor Vision and Urban Integration Plan”  
Appendix “II” - Draft Terms of Reference – “LRT (104 Avenue) Corridor & Guildford Town Centre  
Land Use Plan”

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## TERMS OF REFERENCE FOR THE “LRT CORRIDOR VISION AND URBAN INTEGRATION PLAN”

### 1. INTRODUCTION

104 Avenue and King George Boulevard are key arterials that connect some of the densest and most urbanized parts of Surrey. Planning is underway to introduce Light Rail Transit (LRT) to these corridors as the first phase of rapid transit expansion in Surrey. The so-called “L-line” will connect City Centre to two major activity centres, Guildford Town Centre and Newton Town Centre, with 11 kilometers of at-grade track.

Beyond improvements to mobility the introduction of LRT will have many benefits for Surrey and will present significant community building opportunities. Simply put it will facilitate the re-urbanization of North Surrey which was largely developed during a time when travel by car was the dominant mode.

The City is undertaking to establish a new vision for the 104 Avenue and King George Boulevard corridors in consideration of the planned delivery of LRT and the development activity that will ensue.

### 2. PURPOSE

These Terms of Reference (ToR) set out the parameters for developing a vision for LRT in Surrey particularly along the L-line. The vision will articulate the City’s aspirations for the design of LRT infrastructure and its interface with private development and the public realm at large. The ToR will define the scope, identify the main steps, outline the deliverables and set the general timeline of the visioning exercise.

The visioning process and its outcomes/deliverables will be critical in engaging with the residents of Surrey on the community building opportunities of LRT and the changes their neighbourhoods will soon experience. In addition, urban integration design guidelines will serve two functions:

- They will inform the development of the LRT project procurement document; and
- They will shape the private development that will materialize along the alignment.

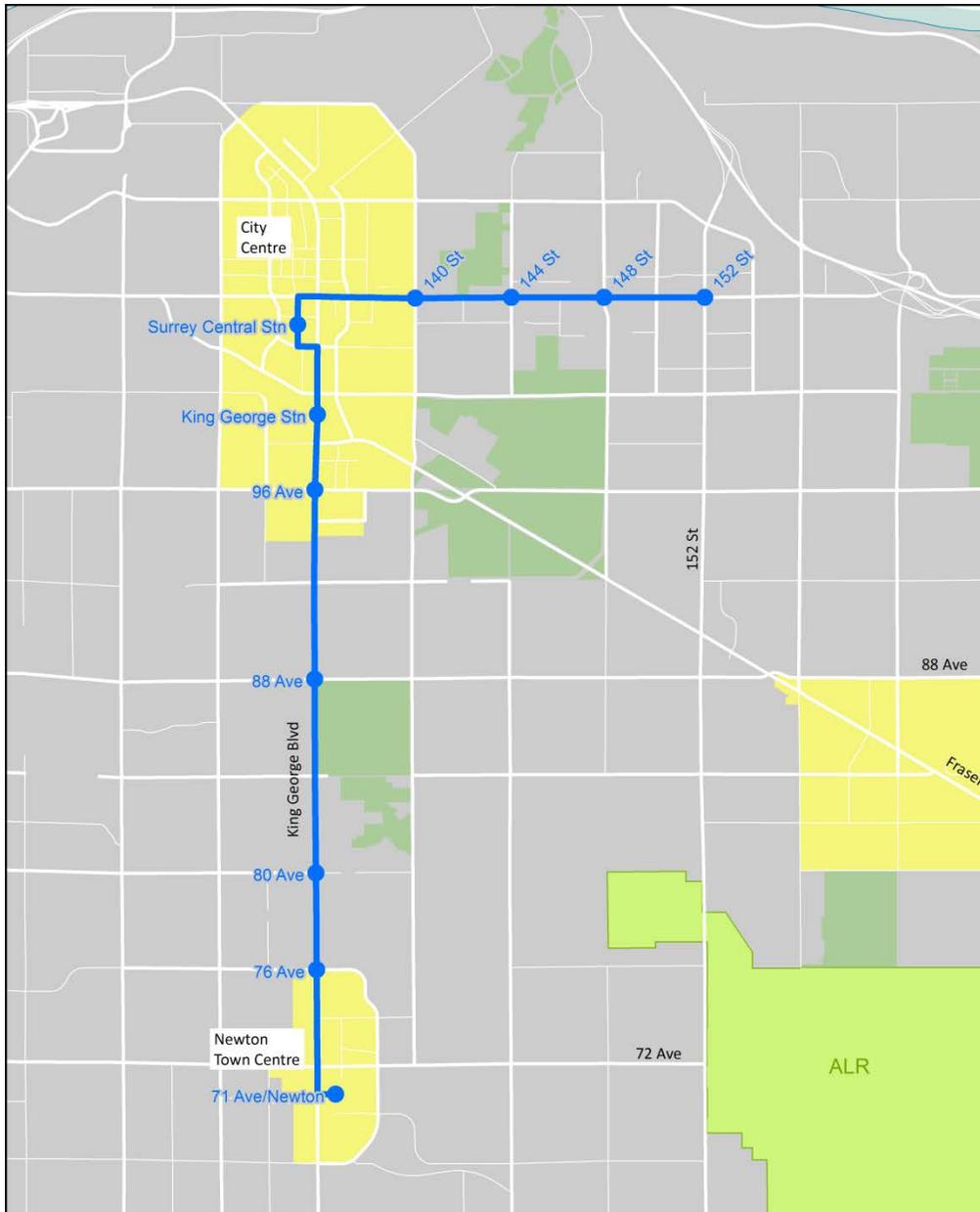
### 3. STUDY AREA

The L-line will run from Guildford Town Centre along 104 Avenue to City Centre and along City Parkway to Surrey Central SkyTrain Station. It will then run east along 102 Avenue to King George Boulevard and down King George Boulevard to Newton Town Centre, where it will turn onto the future 71 Avenue (see Exhibit 1). The line will be primarily centre running with split, far-side side platforms (with exceptions as indicated). The L-line will interchange with the SkyTrain system at Surrey Central and King George stations.

The vision will address the condition of two separate but fundamentally integrated domains:

1. The zone, generally from property line to property line, where infrastructure will be delivered as part of the LRT project; and
2. The zone beyond the property line where private development or public works will be responsible for implementing the vision.

## Exhibit 1 – L-Line LRT Alignment



## 4. VISIONING PROCESS AND DELIVERABLES

The L-line visioning process is expected to take approximately six months to complete and will consist of the following steps:

### Step 1 – Review existing conditions

- Review and document the physical conditions (natural and built form) along the LRT alignment
- Review the existing land use context and identify any gaps in planning and policy along the alignment
- Develop broad brush land use policies for those portions of the corridor that lack an approved secondary land use plan (see Section 5.1)
- Review draft city visioning materials and vision elements identified by the City LRT project team

## Step 2 – Establish design principles

- Review the latest LRT design (Design Freeze 2) by TransLink, which will be considered the “reference concept”
  - The following aspects of the reference concept are to be considered fixed (unless superior, technically feasible alternatives can be identified):
    - Track configuration (centre running vs. side running)
    - Track type (embedded vs. direct fixation)
    - Stop locations, platform length and configurations (centre, side, split far-side)
    - Power supply (catenary, span wire)
    - Traction power substation locations
    - Operations and maintenance facility location
- Establish the overarching design principles for the LRT line and the extent to which the design will reflect the character of individual neighbourhoods along the alignment

## Step 3 – Establish urban design elements and guidelines

- Establish the extent of distinct districts including “typical” corridor conditions and “special character areas” and develop guidelines with respect to character defining elements for the LRT project, the public realm and private development domains:
  - Develop typical public realm design guidelines for such elements as pedestrian infrastructure, cycling infrastructure, street trees and plantings, street furniture, signage, and paving etc. that will apply system-wide and/or within special districts
  - Develop urban design guidelines to be applied to private sector development along the corridor, to be applied corridor-wide and/or within special character districts

## Step 4 – Produce corridor models

- Based on the design guidelines established in Steps 2 and 3 produce graphic materials including to-scale, photo-realistic 3D renderings that illustrate and describe the proposed LRT line in the context of two scenarios: “Opening Day” and “Future Buildout”
- The model should include the following elements:
  - LRT infrastructure (light rail vehicles, trackways, platforms, overhead power supply systems, traction power substations, etc.)
  - Integration with the public realm (crosswalks, sidewalks, boulevards, street trees, cycle lanes, signage, street furniture, etc.)
  - Private development (building setbacks, landscaping, weather protection, merchant zones)

## 4.1 DELIVERABLES

- Vision and Urban Integration report
  - Graphic materials including 3D renderings of “opening day” and “future buildout” scenarios
  - 3D software model of LRT corridor
  - Design guidelines for LRT project
  - Design guidelines for fronting private development and public realm
- At least two workshops with City staff and key stakeholders to develop the vision and design guidelines
- At least one public open house to present the LRT vision
  - Presentation materials

## **5. CONSIDERATIONS**

### **5.1 104 AVENUE CORRIDOR PLANNING PROCESS**

A land use and transportation planning process for the LRT (104 Avenue) corridor will be underway concurrently with the LRT Visioning Process. The LRT vision is to be developed based on the draft land uses established by the 104 Avenue Corridor Planning Process.

### **5.2 CHARACTER DISTRICTS OR AREAS**

It is expected that there will be a high degree of consistency along the alignment in the design of the LRT system and its interface with adjacent development. However, the vision should make allowances for the unique character of neighbourhoods.

A design framework should be developed that determines which elements will serve to unify the design of the system and which will reflect the character of a neighbourhood. The framework should determine whether the design will respond uniquely to the character of each neighbourhood along the alignment (character districts) or allow for additional design requirements for a limited number of areas (special character areas).

## **TERMS OF REFERENCE FOR THE “LRT (104 AVENUE) CORRIDOR & GUILDFORD TOWN CENTRE LAND USE PLAN” PROCESS**

### **1. INTRODUCTION**

Rapid transit investment in the 104 Avenue corridor, in the form of the planned “L-Line” Light Rail Transit (LRT) system, has the potential to generate significant development in North Surrey. The 104 Avenue corridor including the Guildford Town Centre area lacks a current secondary plan to guide development (with the 40-year-old Whalley-Guildford Town Plan long ago falling into disuse). A plan for the corridor is needed to shape growth and create active, vibrant and livable neighbourhoods along its length.

With TransLink currently engaged in the design of the LRT system the time is opportune to initiate a planning process for the corridor. Given the significant role that LRT will play in the growth of the corridor and surrounding areas there will be a much greater focus on the integration of land use and transportation than in any previous planning process undertaken in Surrey. With LRT being new to the region and being an “at-grade” system, the result will be a different form of urbanism from that which exists along the SkyTrain system. A plan is desired that will determine future land use patterns, guide development and work towards achieving community objectives.

### **2. PURPOSE**

These Terms of Reference (ToR) set out the parameters for undertaking a planning and public consultation process for the preparation of a land use and transportation plan for the 104 Avenue corridor from the boundary of City Centre to the Trans Canada Highway. The ToR will define the study area (and its constituent sub-areas), provide guidelines for preparing the plan, identify key issues to be addressed, outline the content, and set the general timeline of the planning process.

### **3. CORRIDOR PLANNING AREA**

The planning process will be distinct from other processes in that there will be concurrent planning for three discrete areas: the town centre area of Guildford, the 104 Avenue Frequent Transit Development Area (FTDA), and an infill area to the east of the town centre (see Exhibit 1).

#### **3.1 GUILDFORD TOWN CENTRE**

Although no plan exists for the town centre area of Guildford, its boundary is well established as being between 148 Street and 154 Street and between 100 Avenue and 108 Avenue/Ferguson Diversion/Guildford Drive. This area is essentially built out and is dominated by the Guildford shopping centre which opened in 1966.

The shopping centre, which completed a renovation and expansion in 2014, is centrally located within the town centre and straddles 104 Avenue. Strip malls and other highway oriented commercial development radiate from the mall along 104 Avenue and 152 Street. Residential development (mostly medium density) including purpose built rental apartments and stratified apartments and townhouses surround the commercial area. The town centre area is designated a mix of “Town Centre,” “Multiple Residential” and “Commercial” in the Official Community Plan (OCP).

### 3.2 104 AVENUE FREQUENT TRANSIT DEVELOPMENT AREA

A Frequent Transit Development Area has been identified along a portion of 104 Avenue in Surrey's Regional Context Statement. FTDA's are areas that are intended to receive increased development in recognition of the enhanced level of transit service that is available.

The current extent of the FTDA encompasses an area up to approximately 300 meters on either side of 104 Avenue from 140 Street to 148 Street. The FTDA boundary may be revised in consultation with TransLink as a result of this planning process, therefore the study area will extend as far south as 100 Avenue and as far north as 108 Avenue.

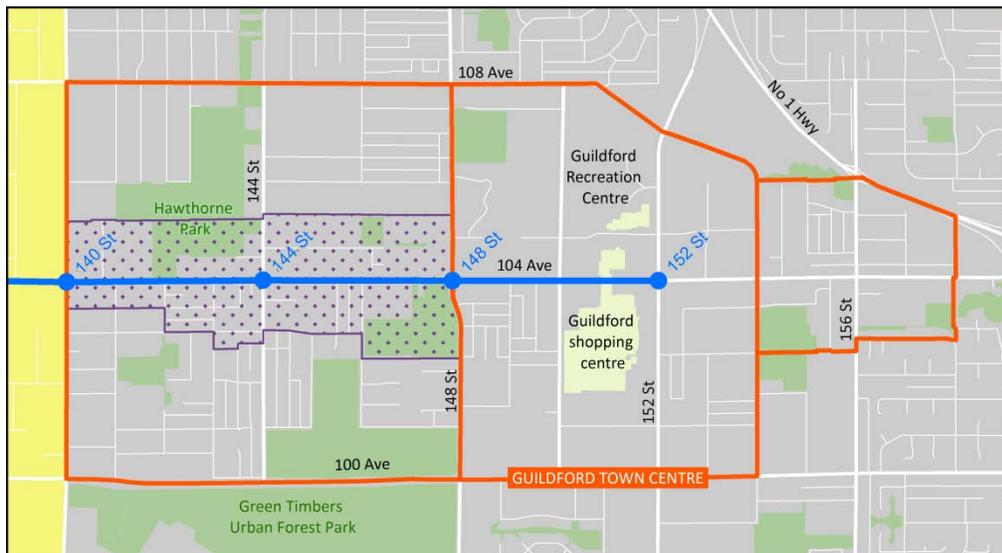
This extended area is characterized by a mix of older single family dwellings, relatively new townhouse developments, significant parks and environmental areas and commercial establishments of varying intensity. In the OCP this area is designated "Multiple Residential" and "Commercial" along 104 Avenue and "Urban" and "Conservation and Recreation" away from 104 Avenue.

### 3.3 104 AVENUE EAST INFILL AREA

A portion of 104 Avenue to the east of the town centre as far as the Trans Canada Highway presents strategic opportunities for the enhancement of the road network and future transit system. The area is nestled between two watercourses and has a markedly "greener" character than the more urbanized areas to the west.

This small area is developed primarily with single family homes, but also includes townhouses and limited highway commercial development in addition to undeveloped areas. The area is mostly designated "Multiple Residential" and "Urban" in the OCP with a small area designated "Commercial" adjacent to the town centre.

#### Exhibit 1 – 104 Avenue – Guildford Town Centre Planning Sub-Areas



## 4. PLANNING PROCESS AND DELIVERABLES

The 104 Avenue Corridor Planning Process will include the steps and activities described below, some components of which will be undertaken by City of Surrey staff as indicated. It is expected that the

process will take approximately 12 months to complete, culminating in the completion of a preferred land use and density concept with supporting policies and a road network concept for Council's consideration. This process is analogous to stage 1 of Surrey's secondary planning (i.e. Neighbourhood Concept Plan) process. Stage 2 which includes completion of engineering servicing and financial strategies are not within the scope of this process.

#### Step 1 – Process Launch and Background Studies

- Conduct background research including the following:
  - Area profile (in-house)
  - Housing profile (in-house)
  - Market feasibility assessment (requires consultation with Guildford Mall owners)
    - Commercial and residential supply and demand
    - Density bonus feasibility
  - Environmental study
    - Confirm streams
    - Vegetation/wildlife inventory
    - Tree survey
  - Transportation network analysis (in-house)
- Establish the draft vision, principles and objectives for the corridor to guide plan development.
- Public engagement activity: initial open house (process kick-off event) to share initial findings and confirm the corridor's vision, principles and objectives (with City staff support).
- Develop a policy statement which includes the following:
  - Vision, principles and objectives
  - Development, land use, environment and transportation framework supported by diagrams and plans as appropriate
- Council endorsement of policy statement

#### Step 2 – Plan Alternatives Generation

- Identify key redevelopment sites paying particular attention to opportunities for transit oriented development and strategic road connections. Develop complementary lot consolidation policy alternatives.
- Identify environmental protection measures and opportunities for ecosystem enhancement considering Surrey's Green Infrastructure Network (key opportunities for parkland/biodiversity acquisitions).
- Stakeholder consultation activities (see below for details).
- Develop two land use/density and road network options:
  - Consider an array and mix of uses, a range of transit supportive densities and various height and massing alternatives.
  - Establish a road network concept that will improve neighbourhood permeability and increase east-west alternatives to travel on 104 Avenue.
- Generate population and development statistics for each alternative (in-house).
- Assess the community's needs with respect to a wide range of amenities and facilities based on projected population, and conduct a comprehensive review of the density bonus policy.
- Review parking requirements and standards in the plan area to reflect the reduced need for off-street parking afforded by proximity to high quality transit service (in-house).
- Develop urban design guidelines for the town centre area and for LRT fronting development along 104 Avenue (in conjunction with the LRT Vision and Urban Integration Plan).
- Public engagement activity: open house to review land use and transportation options and policy alternatives and gather feedback, including through a CitySpeaks survey (with City staff support).

### Step 3 – Drafting the Final (Stage 1) Land Use and Transportation Concept Plan

- Collate and analyze public input from public engagement activities.
- Stakeholder consultation activities (see below for details).
- Develop preferred land use/density and road network concept.
- Refine development, transportation and urban design policies.
- Draft final plan report.
- Public engagement activity: open house to present draft preferred land use and transportation concept (with City staff support).
- Council endorsement of 104 Avenue Corridor Land Use Plan.

Upon approval of the plan staff will begin accepting development applications while an engineering servicing strategy (stage 2) is undertaken. The servicing strategy is outside the scope of the land use planning process and will be conducted internally. Financial strategies will be developed separately.

#### 4.1 SUMMARY OF STAKEHOLDER CONSULTATION

- Interagency meetings (2)
  - Ministry of Transportation and Infrastructure
  - School District 36
  - TransLink
  - First Nations
- City Committees (in-house)
  - Environmental Sustainability Advisory Committee
  - Transportation and Investment Committee
  - Parks, Recreation and Sport Tourism Committee
  - Development Advisory Committee + Urban Development Institute
  - Social Policy Advisory Committee
- Surrey Board of Trade (in-house)
- Property owners (2 sessions)
  - Ivanhoé Cambridge
  - Strata councils
  - Rental property management companies
- Community/environmental groups (2 sessions)
  - Whalley Community Advisory Association
  - Surrey Association of Sustainable Communities
  - Surrey Environmental Partners
  - Green Timbers Heritage Society

#### 4.2 DELIVERABLES

- Meetings
  - Public open houses (3)
  - Stakeholder consultation meetings (4)
  - Meetings with City staff (6 to 8)
- Market study (including consultation with Guildford Mall owners)
- Environmental study

- Policy statement
  - Vision, principles, objectives
  - Development, environment and transportation frameworks
- Land use and transportation options (2)
  - 3D illustrations
  - Plans, maps, supporting drawings as necessary
- Final stage 1 plan report
  - Preferred land use/density and road network concept
  - Refined 3D illustrations
  - Urban design guidelines
  - Affordable housing policies (incorporate the results of the concurrent Affordable Housing Strategy)
  - Amenities and facilities strategy
  - Parks and natural areas plan
  - Parking standards (incorporate the results of the review by City staff)

## 5. KEY ISSUES TO BE ADDRESSED

1. **LRT supportive land uses and densities** – Appropriate land uses and densities are necessary in areas within a 5-10 minute walking distance of LRT stations to support ridership objectives. While higher densities and mixed use development will be encouraged immediately adjacent to stations, the corridor is not intended to compete with City Centre as a locus of high density development.
2. **Increased neighbourhood permeability** – A finer grained road network including improved pedestrian connections will enhance traffic circulation and walkability and increase access to transit service, recognizing that transit trips typically start and end on foot.
3. **Integrated multi-modal transportation system** – A comprehensive transportation system that accommodates all travel modes, including walking, cycling, transit and driving, would consider the need for grade level crossings of LRT tracks and restricted vehicle movements and resolve the issue of goods movement in the highly constrained corridor. A strategy to redistribute 104 Avenue traffic to existing and future parallel routes would address the issue of reduced capacity due to LRT construction.
4. **Supply and type of commercial** – An appropriate scale and type of additional commercial development would meet future demand as well as be in keeping with the desired character of town centre areas and transit oriented developments adjacent to LRT stations.
5. **Parking requirements** – A review of on-site parking requirement would be undertaken to determine appropriate parking rates in consideration of access to LRT and bus services.
6. **Guildford mall redevelopment** – The north mall property is a significant development site and is adjacent to the proposed LRT terminus presenting an excellent opportunity for transit oriented development.
7. **Placemaking opportunities** – Key locations in the town centre and adjacent to LRT stations should be the focus of placemaking efforts. Significant view corridors may exist given the plan area’s location over a local high point in North Surrey.
8. **Amenities and facilities to support density** – With residential intensification comes the need for additional amenities and facilities to serve the needs of the community. These needs should be assessed and a financial strategy should be developed based on the concept of “development pays.”

9. **Retention and renewal of affordable purpose built rental** – While there is a significant supply of affordable purpose built rental housing in the plan area, much of it is of an older vintage with some of it being in poor condition.
10. **Ecosystem protection and enhancement** – Appropriate transitional land uses are required alongside significant environmental areas in or adjacent to the plan area.