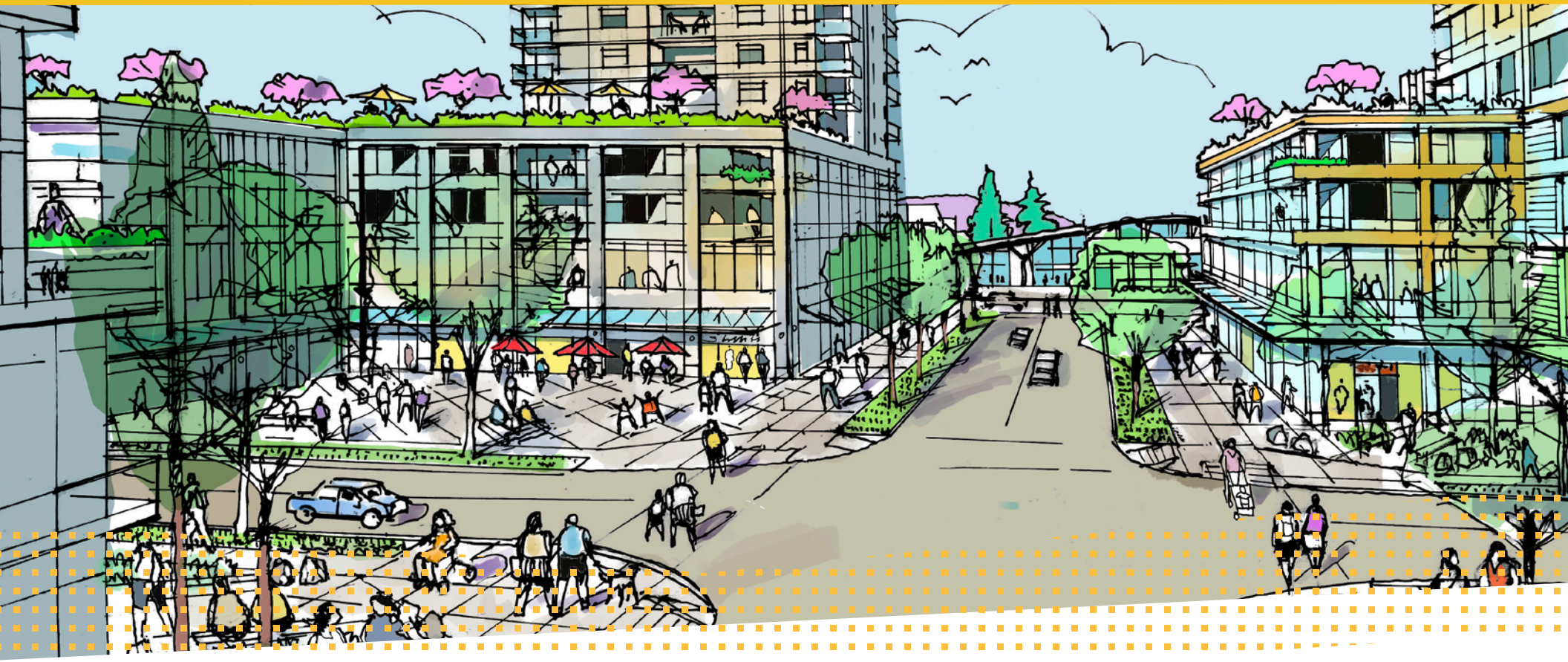
Guildford Plan

Envisioning Surrey Together



CITY OF SURREY | Community Planning

Land Acknowledgement

Surrey is situated on the unceded and ancestral lands of the Salish peoples, including the q̓icə̓y̓ (Katzie), q̓ʷɑ:n̓ƛ̓ən̓ (Kwantlen), and se'mya'me (Semiahmoo) Nations.

It is on their lands that our communities now live, work, and play. The Salish were the first peoples to reside in the area. They are, and will continue to be, active in shaping the future of the neighbourhood and the City of Surrey.

We strive to forge new positive relations.

Guildford Plan
Planning & Development, Engineering,
and Parks, Recreation & Culture
City of Surrey
13450 104 Avenue
Surrey, British Columbia V3T 1V8

Approved By Council October 30, 2023.

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The Guildford Plan is a strategy, co-developed with the community, to guide growth within parts of North Surrey. The Plan identifies the location and type of development that can occur. This includes the size and height of buildings and what they can be used for. The Plan also addresses how growth will be supported by infrastructure and amenities, including new and upgraded parks, roads, facilities, and utilities.

"Cities have the capability of providing something for everybody, only because, and only when, they are created by everybody."

Jane Jacobs, Urban Theorist and Author

Introduction
| Why We Plan

The Guildford Plan is a comprehensive strategy to guide growth in North Surrey over the next 30 to 50 years. It was developed in consultation with residents, businesses, and other stakeholders, as well as City staff. This is the first plan for the area since the Whalley-Guildford Town Plan of the 1970s. The community has grown considerably since then and a new plan is needed to manage continued growth while addressing the challenges of the present-day, including climate change.

The following pages describe the greater context within which we plan for Guildford. This relates to Guildford's place within Surrey, its role within the region, and its responsibilities globally.

Policy Context

The planning of neighbourhoods in Surrey is guided by the citywide Official Community Plan (OCP) under the broad direction of Metro 2050, Metro Vancouver's Regional Growth Strategy (RGS). Together with Surrey's Sustainability Charter and the City's climate targets, they provide a policy framework for sustainable growth. Other strategic plans, such as the Biodiversity Conservation Strategy, the Climate Change Action Strategy, the Parks, Recreation & Culture Strategic Plan, and the Surrey Transportation Plan give context and direction to secondary plans, such as the Guildford Plan.

REGIONAL GROWTH STRATEGY

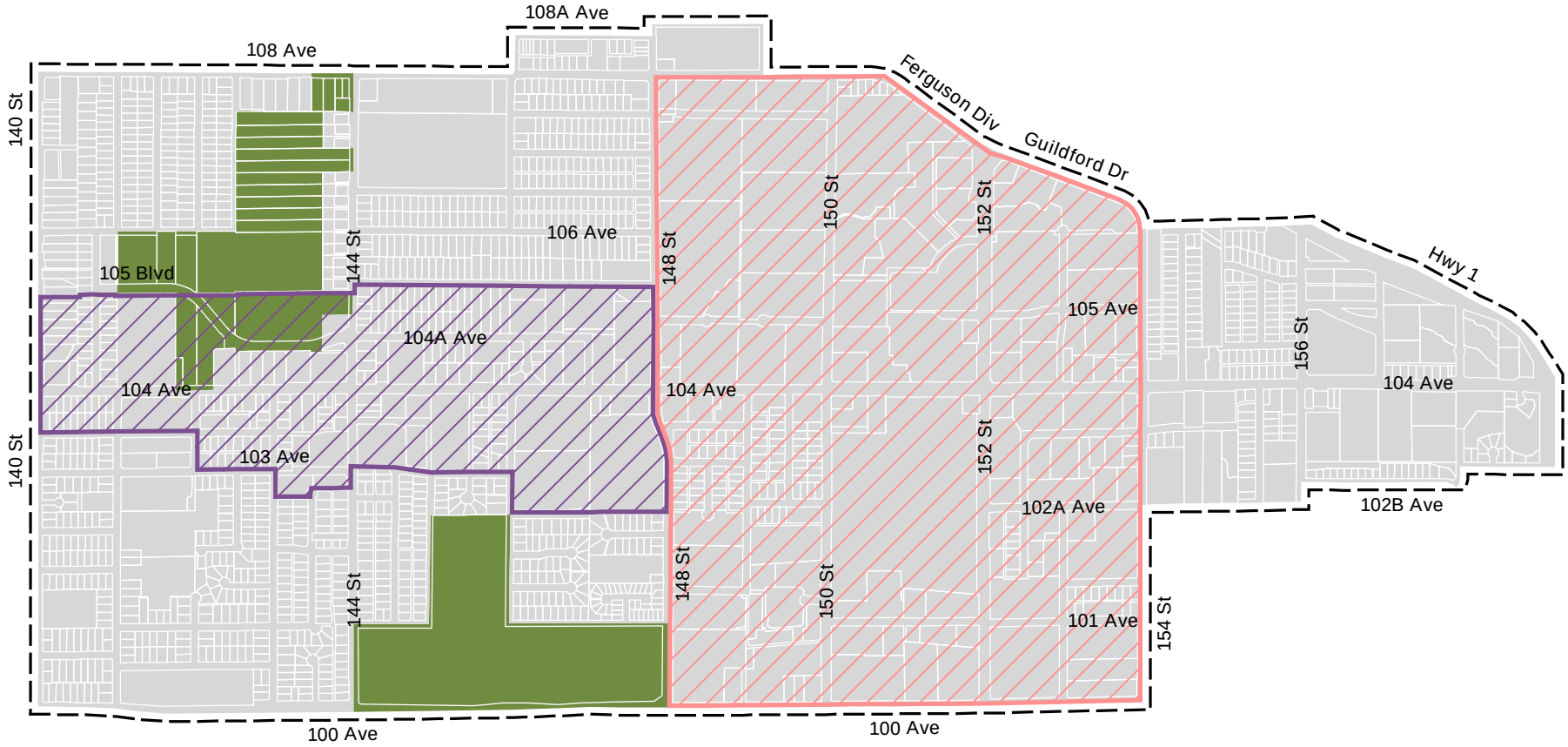
The RGS is a high-level regional land use strategy that aims to coordinate growth in Metro Vancouver's member jurisdictions by concentrating development within the Urban Containment Boundary and focusing it mostly within transit-served locations. This supports the development of complete communities that offer a range of housing options, as well as jobs and amenities, while protecting agricultural, industrial and conservation lands.

The strategy identifies multiple Urban Centres throughout the region, which are intended to be the primary focal points for concentrated growth. Guildford Town Centre is designated as one of these Urban Centres. The RGS also identifies Frequent Transit Development Areas (FTDA), which are additional priority locations to accommodate growth. The 104 Avenue corridor adjacent to the town centre is designated an FTDA.

Both Urban Centres and FTDAs are characterized by higher density residential, commercial, and mixed-use development. These areas promote transit-oriented communities where transit, cycling, and walking are the preferred modes of transportation. Placemaking and an enhanced public realm are priorities within Urban Centres and FTDAs. Both may also include areas reserved for recreational or conservation purposes.

Figure i: Plan Hierarchy

Figure ii: Metro 2050 Land Uses and Overlays



OFFICIAL COMMUNITY PLAN

Surrey's OCP in 2014 includes a long-term vision for the community:

> *"City of Surrey will continually become a greener, more complete, more compact and connected community that is resilient, safer, inclusive, healthier and more beautiful."*

The OCP also identifies and addresses five major planning challenges for Surrey that also apply to the Plan Area. While these remain relevant today, when the OCP is updated in the coming years these challenges may be reframed to better align with the current planning context.

Challenge #1: Accommodate Continued Population Growth

Surrey is expected to receive a substantial share of the region's growth due to its comparatively affordable housing and the relative abundance of land available for urban development. Growth must be carefully managed to ensure the efficient use of land, while minimizing negative impacts on existing neighbourhoods.

Challenge #2: Match Population Growth with Business Development and Employment Opportunities

Surrey needs to improve the balance of local jobs and population, which can result in reductions to commute times, traffic congestion, greenhouse gas (GHG) emissions, and residential property tax burden, while also building a strong local economy.

Challenge #3: Reduce Reliance on the Private Automobile

Communities around the world are beginning to shift away from reliance on private automobiles for daily transportation needs. This requires decisive actions to re-orient land use patterns and retrofit the design of cities, while improving transit, cycling, and walking options.

Challenge #4: Ensure a Resilient City in Response to Rising Energy Costs and a Changing Climate

The effects of climate change are placing significant pressures on municipal infrastructure and natural assets, while challenging both public and personal finances. Actions taken now to reduce GHG emissions and adapt to climate change can help to mitigate these costs and deliver benefits including economic opportunities and improved health and livability.

Challenge #5: Serve the Increasingly Diverse Needs of Surrey's Population

Surrey is among the most diverse communities in Canada with significant numbers of children, seniors, visible minorities, and urban Indigenous residents. Income disparity and homelessness are also pressing issues in the community. Adequate housing options and access to community services are important to creating an inclusive and equitable society.

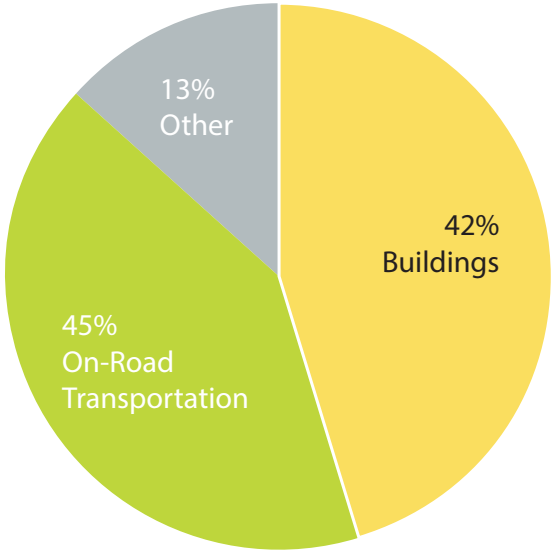
Climate Context

The global and local impacts of climate change are increasing in severity. The science is unequivocal: human activities are increasing the concentration of GHGs in the atmosphere, leading to rising global temperatures and widespread disturbances to both natural and human systems[1]. Impacts relevant to B.C. and Surrey include rising sea levels, intensifying heat waves, more frequent and devastating wildfires, and increasingly powerful storms and floods.

Recognizing the need for urgent action, Surrey City Council declared a climate emergency in 2019. In March 2020, Council adopted targets to reduce community GHG emissions to net zero and corporate emissions to absolute zero, before 2050. These targets are now enshrined in the Official Community Plan. The City's Climate Change Action Strategy (CCAS) outlines a plan to reach Surrey's emissions reduction targets and improve resilience to climate impacts.

Land use planning influences development patterns, impacting GHG emissions and climate resilience. Encouraging compact and diverse mixed-use development, served by safe walking and cycling routes and accessible frequent transit, reduces transportation emissions. Enabling most daily needs to be accessed by foot or bike also fosters health and social connections. Integrating greenspace and green infrastructure into the urban fabric mitigates urban heat island effects, while concentrating growth in existing transit-rich areas, instead of undeveloped lands, conserves biodiversity as well as City resources. Policies that encourage passive design, efficient building forms, and low-carbon energy systems also help to decrease GHG emissions from heating and hot water in buildings and improve resilience and comfort during heat events.

Figure iii: Surrey Greenhouse Gas Emissions Profile



1. Intergovernmental Panel on Climate Change, Sixth Assessment Report, 2023. AR6 Synthesis Report https://www.ipcc.ch/report/sixth-assessment-report-cycle/

Transit Context

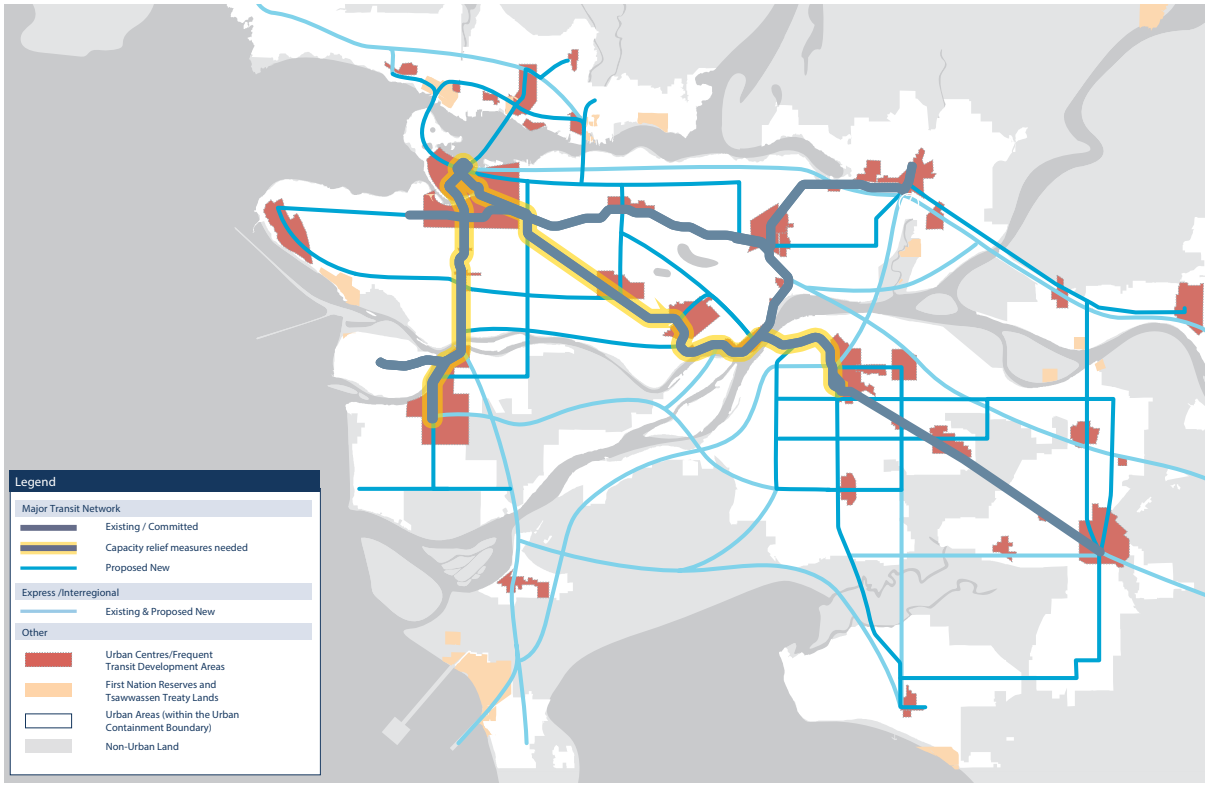
Comprising both an Urban Centre and an FTDA, according to the RGS, the Plan Area is a high priority to be connected by rapid transit service over the coming years. Rapid transit in Surrey will generally come in one of two forms:

- Rapid transit vehicles within an exclusive right-of-way, separated from general traffic by physical barriers, similar to Bus Rapid Transit (BRT); and
- Rapid transit vehicles within a grade-separated right-of-way, either above or below grade, similar to SkyTrain.

As part of Transport 2050, TransLink has identified the Major Transit Network (MTN) which is comprised of 100 kilometres of existing or committed SkyTrain and 300 kilometres of proposed rapid transit along new corridors. Within the Plan Area, this includes long term rapid transit along 104 Avenue and 152 Street. In the shorter-term, RapidBus along 152 Street is included among Transport 2050's priorities for the first 10 years. This will help establish strong transit demand along 152 Street to support eventual conversion to rapid transit. The existing R1 RapidBus serves this function today along 104 Avenue.

These short- and long-term transit plans provide context for the growth trajectory envisioned for Guildford and the 104 Avenue Corridor.

Figure iv: Reliable and Fast Transit Network Map



Source: Transport 2050 Regional Transportation Strategy, Translink

Guildford Town Centre, ca. 1971. Courtesy of Surrey Archives.

"I'm excited for the future. I love living in this neighbourhood and believe this is the right direction."

Online Survey Response, Guildford Plan Process

1 Background
| Setting the Stage

This section establishes the context within which the Plan was created and the process by which it was developed. Understanding the geography, history, and population of Guildford is vital to delivering a plan that addresses the community's concerns and aspirations in an authentic and sensitive manner.

1.1 Plan Area
1.2 Geography
1.3 History
1.4 Community Profile
1.5 Planning Process
1.6 Community Engagement

Guildford Town Centre aerial, 20 July 1971. Courtesy of Surrey Archives

1.1 Plan Area

The Guildford Plan Area is located within the ancestral and unceded territories of the Coast Salish Peoples, including the q̓ic̓əy̓ (Katzie), q̓ʷɑ:n̓ƛ̓ən̓(Kwantlen) Nations, and se'mya'me (Semiahmoo) Nations. The area encompasses approximately 515 hectares (1,272 acres) of what is known by settlers as Surrey. It is situated within the Surrey communities of Guildford and Whalley (the portion west of 144 Street). This sizeable area extends from the edge of City Centre at 140 Street to the Trans-Canada Highway's 160 Street interchange. It is roughly bound by 100 Avenue to the south and 108 Avenue to the north.

The Plan boundary includes the administrative area identified as Guildford Town Centre in Surrey's OCP. To avoid confusion with the shopping centre of the same name, the area will be referred to throughout the remainder of the document as 'Guildford Centre' or simply as 'the town centre' and the shopping centre as 'Guildford Mall.' The Plan boundary also includes areas to the east and west of the town centre, each with its own distinct character and place within the urban fabric.

Figure 1.1: Plan Area Location

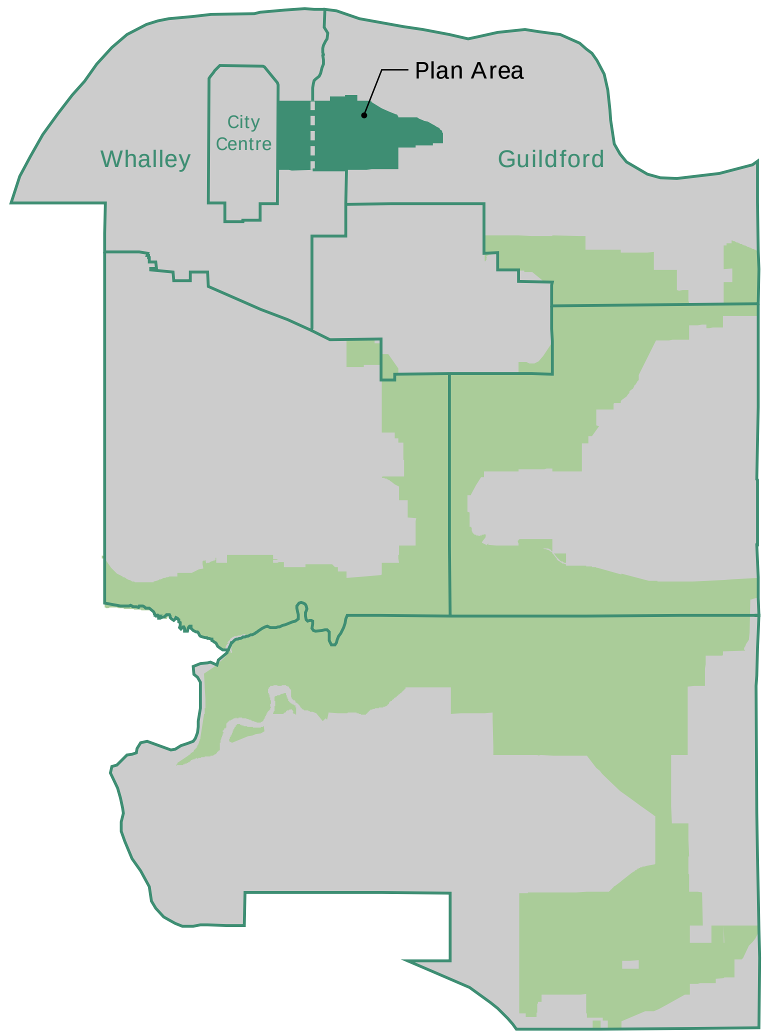


Figure 1.2 Overview of Plan Area

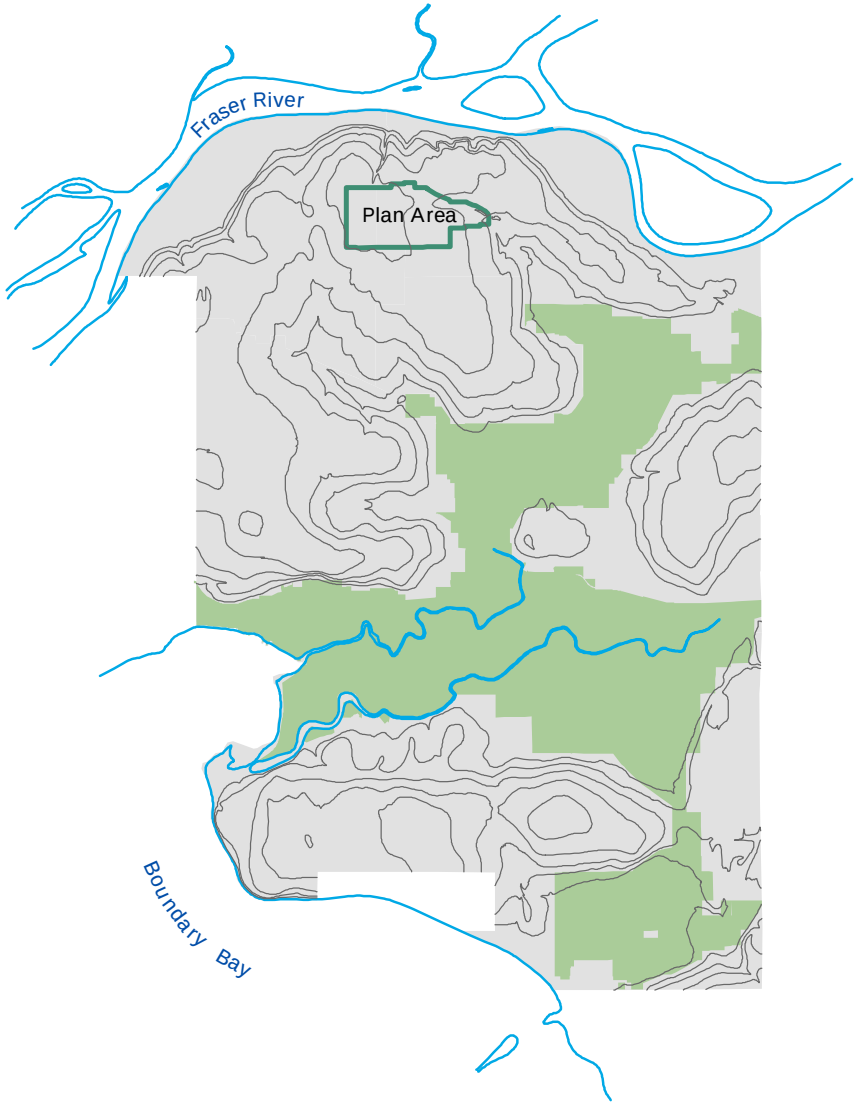
1.2 Geography

The Plan Area is situated on a relatively flat plateau atop the north Surrey upland. The most significant grades are towards the east where Guildford Brook and Serpentine Creek, the headwaters of the Serpentine River system, begin their descent towards Surrey's agricultural lands. The western part of the Plan Area mostly drains through Bon Accord Creek into the Fraser River. All three are fish-bearing watercourses.

Two significant natural areas are located within the Plan Area: Hawthorne Rotary Park and Green Timbers Urban Forest (most of which is located beyond the Plan boundaries). Both are important biodiversity hubs comprised of mixed forests that provide habitat for a range of wildlife.

These natural areas, along with several smaller neighbourhood parks, figure prominently in the area's identity, contrasting the high degree of urbanization exhibited in the town centre.

Figure 1.3: Topography of Surrey



1.3 History

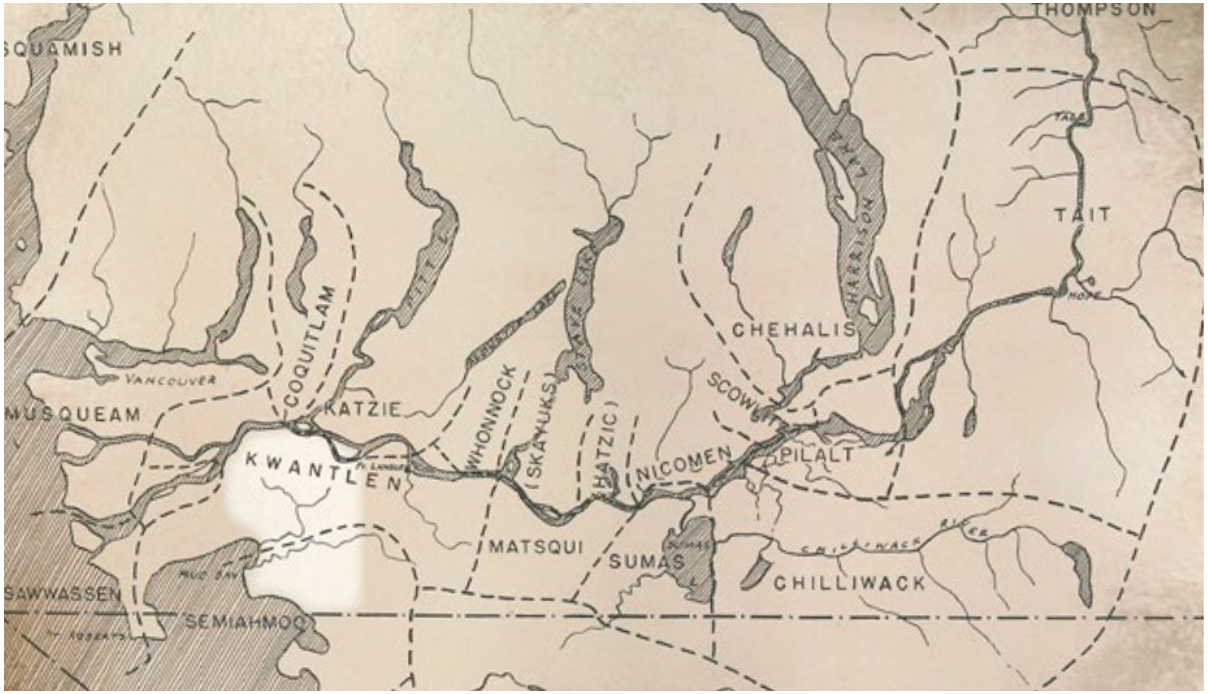
For thousands of years, First Nations have had permanent and continuous habitation on the land upon which Surrey was founded. Early Indigenous presence in Surrey and in the Plan Area is evident through oral history and the archeological record which includes pre-contact sites along the Fraser River. Coast Salish languages, including Halkomelem, were historically spoken in the north of Surrey and adjoining communities. The historical vegetation pattern was mixed coniferous, consisting of Douglas fir, grand fir, cedar, hemlock, pine, spruce, alder, dogwood, vine maple, and briars

In the late 18th Century, the first contact with newcomers occurred. The Hudson's Bay Company's Fort Langley was established in 1827 east of Surrey. The Hudson's Bay Company outpost and the arrival of the fur trade impacted Indigenous settlement patterns and economies.

Newcomer settlement began in the late nineteenth century. In 1885, Surrey Council invited Norwegian fishermen living in shacks along the Fraser River to settle in Surrey. During the settlement process, traditional Indigenous place names were erased by European explorers and settlers and replaced with newcomer names, such as the naming of Hjorth Road (104 Avenue) after Nils Christian Hjorth, one of the first European settlers in the area.

By 1910, settlers subdivided the section of allotments that had been pre-empted west of Johnston Road (152 Street) and south of Hjorth Road (104 Avenue). This area, in the core of what

Figure 1.4: Historical Map of Traditional Territories



Map of Traditional Territories

This famous 1952 map - with Surrey highlighted - is based on research by archaeologist Wilson Duff for the Provincial Museum of British Columbia in 1949 and 1950. It shows the ancestral territories of First Nations of the Fraser Valley as described by community elders. Today the contents of the map have shifted somewhat: many nations are in discussions to define their overlapping territories, some nations have returned to using their traditional names, and tribal affiliations in the eastern Fraser Valley have become more nuanced than the map describes.

As quoted in "Surrey: A City of Stories" by K. Jane Watt (2017). Map image from Anthropology in British Columbia: Memoir No. 1, page 20.

Guildford Woodward's Store, 27 October 1966. Courtesy of Surrey Archives

was to become Guildford, was the first to convert surveyor's lines to trails and wagon roads, and forest into isolated cabins and small settlement communities. This early settlement by newcomers served to reinforce the belief that Surrey was empty land available for settlement.

The growth of the regional transportation network was a significant force in shaping the Plan Area. While Indigenous peoples had established numerous trails throughout the area, including documented travel routes to the east of Guildford, many were later erased by newcomer settlement. The opening of the Pattullo Bridge in 1937 and the removal of the toll in 1952 changed movement and settlement patterns in Surrey. The construction of the Port Mann Bridge in 1964 opened Guildford up to become Metro Vancouver's first satellite community.

In 1965, the development company Grosvenor-Laing (BC) Limited proposed to Surrey Municipal Council that they build a regional commercial centre on their property at the corner of Hjorth and Johnston Roads. Guildford was proposed to become the new core of Surrey with Guildford Mall being its first major development. The first phase of development included the Woodward's department store at the southwest corner of Johnston Road (152 Street) and Hjorth Road (104 Avenue), which today is occupied by a Hudson's Bay department store. A subsequent phase of development included expansion to the north across 104 Avenue in 1972. Today, Guildford Mall remains the largest shopping centre in Surrey.

In the decades following the opening of the shopping centre, the town centre experienced strong residential growth in the form of apartments and townhouses. This included significant numbers of rental apartments. Community facilities, including a library and recreation centre, were opened in 1979 and 2001, respectively. Expansion of the recreation centre in 2015 added the Guildford Aquatic Centre.

In recent times, growth in Guildford has been relatively modest. Today the community is diverse and multi-cultural and Guildford has become an important landing point for newcomers to Canada.

1.4 Community Profile

The following demographic profile is derived from the 2021 Census based on an aggregation of 31 Census dissemination areas (DA) that approximate the Plan Area boundary. At the time of the most recent Census in 2021, this area, which is slightly larger than the Plan Area, was home to approximately 31,000 people, having grown by 6.9% compared to five years prior, slower than Surrey at 9.7%.

The population has a similar age breakdown as Surrey as a whole, while housing in the area tends to be older, with more rentals. Median household income of the 31 DAs ranged from $49,200 to $113,000, with about two-thirds below the citywide median of $98,000. The area is very diverse with many languages and ethnicities represented and high numbers of immigrants. Indigenous individuals make up a slightly larger share of the population compared to Surrey as a whole.

Figure 1.5: Snapshot of Guildford Today

22% Children and youth

14% Seniors

79% in multi-family housing

41% Renters

36% In a dwelling built in 1980 or earlier

13% Low income

54% Non-English mother tongue

11% Tagalog mother tongue (most common after English)

71% Visible minority

56% Immigrants

3% Indigenous

1.5 Planning Process

In 2016 a planning process was initiated for Guildford Centre, which had long been without a detailed land use plan. The Plan Area was delineated to include adjacent neighbourhoods along 104 Avenue where growth was expected to occur as a result of the Surrey-Newton-Guildford (SNG) Light Rail Transit project.

In 2017 "pop up" engagements, workshops, and a survey were conducted aimed at understanding the values and priorities of residents and stakeholders. At the same time, technical background studies and analysis were conducted to evaluate and advise on environmental and market conditions.

In early 2018, an open house and survey were conducted to identify and evaluate potential land use, park, and transportation options. Later that spring, an additional open house and survey presented and sought feedback on interim plan concepts.

In November 2018, Council made the decision to cancel the SNG project in favour of a SkyTrain extension along Fraser Highway. However, with 104 Avenue remaining a long-term rapid transit corridor, there was no impact on the continuation of the planning process.

In 2019, additional community engagement (an open house and survey), was conducted to confirm revisions resulting from the cancelation of the SNG project. Following this, in July, Council endorsed the Stage 1 draft land use plan. At the same time, Council approved the expansion of the Plan Area in two locations. This included an extension eastward to the Trans-Canada Highway and the inclusion of the Riverside Heights Shopping Centre (and adjacent blocks).

Stage 2 planning work included a survey in 2020 to determine land uses for the extension areas. A final survey in 2022 was conducted to present and gather feedback on the results of the extension area planning and revisions elsewhere in the Plan Area. Stage 2 planning also included the identification of infrastructure servicing needs and the development of financing strategies, urban design guidelines, and other policies to support plan implementation.

1.6 Community Engagement Snapshot

At least,

57,000

Touchpoints with participants, residents, and other stakeholders.

Over the course of the planning process, there have been over 7,100 direct interactions with residents, property owners, businesses, and other stakeholders. In addition to this, approximately 50 to 60 thousand postcards were delivered to notify stakeholders of upcoming engagement activities and project information provided on the City's website.

Engagement techniques were tailored to each step of the planning process and included open houses, workshops, online surveys, and informal engagements in community locations. Engagement conducted since the onset of the COVID-19 pandemic in 2020 focused on virtual methods in response to public health orders and recommendations.

2 Pop-Up Engagements

81 Comments Gathered

3 Open Houses

~750 Participants

6 Online Surveys

6,216 Completed Surveys

5 Stakeholder Workshops & Presentations

135 Participants

Emails & Phone Calls

(not tracked)

Postcard Mail-Outs

50,000 - 60,000

"Make this area outstanding. Make it so everyone wants to live in Guildford."

Online Survey Response, Guildford Plan Process

2 Plan Framework
| The Big Picture

The Plan framework includes the vision and principles, co-developed with the community, that guided development of the Plan. The vision statement embodies the values and priorities of residents and stakeholders as well as the City's growth and sustainability goals.

This section also identifies, at a high level, priority areas for growth and introduces a concept of districts and centres that establishes a coherent urban structure for the community.

2.1 Vision
2.2 Planning Principles
2.3 Growth Concept
2.4 Districts and Centres
2.5 Growth Projections

2.1 Vision

A plan's vision sets the direction for a community and describes its desired future state. It embodies the values and priorities of residents and stakeholders while being grounded in the City's growth and sustainability goals:

> *"Guildford Centre is a major hub of economic, cultural, and public life in Surrey, flanked by green and complete neighbourhoods along the 104 Avenue Corridor. Within these areas, residents can meet all their daily needs and prosper in one of the region's most vibrant and beautiful places."*

2.2 Planning Principles

Elaborating on the vision, the Plan is built around six planning principles. These were developed based on City and regional policy, planning best practices and community engagement.

These principles drive the strategic direction, policy framework, and implementation strategies that will shape the growth of the community. They are enshrined within the growth concept and support the transformational vision of a vibrant and complete community.

Enhance Journeys and Destinations
Provide high quality walking, cycling, and transit options that connect to desirable destinations.

Establish a Community Heart in the Town Centre
Build a vibrant and energetic core that combines an engaging public realm, a mix of uses, and appropriate transit supportive density.

Connect People to Nature
Offer opportunities for residents to appreciate and engage with natural landscape features and wildlife within an urban setting.

Create Beautiful, Safe, and Engaging Places
Design comfortable and protected public spaces that inspire community pride and invite people of all backgrounds to gather and linger.

Support a Diverse, Inclusive, and Welcoming Community
Provide public spaces, facilities, and housing that contribute to a sense of belonging and increased equity.

Improve Sustainability and Climate Resilience
Protect natural systems and plan for zero-carbon transportation and buildings.

2.3 Growth Concept

Growth in the Plan Area will primarily be concentrated in the town centre and along 104 Avenue which is a major transportation corridor. Existing neighbourhood commercial areas outside the town centre will also be reimagined to integrate new commercial and residential uses. This will allow a greater number of residents to meet their daily needs by foot. In the surrounding neighbourhoods, moderate growth is planned to provide a sensitive transition to lower density peripheral areas of the Plan as well as residential neighbourhoods outside the Plan boundaries.

These changes will be supported by expanded infrastructure including a finer grained road network for all modes of travel. This will increase connectivity and promote transportation choice, including safe and connected networks for walking, cycling, and fast and frequent transit. In the long term, rapid transit will be provided on both 104 Avenue and 152 Street. Additional community facilities, amenities, and parks will enhance livability for residents and foster social engagement and wellbeing, while creating opportunities to protect valued natural features.

Town Centre Core

1. Mixed-use transit oriented development near future rapid transit including:
   - High density, high rise apartments (rental strongly encouraged)
   - Regional shopping opportunities
2. Major community and cultural facilities
3. Significant plazas and public space

Secondary Nodes

1. Mixed-use developments reflecting the local context including:
   - High density, high rise apartments near 104 Avenue at 144 Street
   - Medium density, mid-rise apartments near 108 Avenue at 148 Street
   - Medium density, low-rise apartments near 104 Avenue at 156 Street
   - Ground level neighbourhood serving shops and services (including grocery within each node)
2. Plazas and Public Space

Transition Areas

1. Transition of heights and densities between core/nodes and lower density areas
2. Low to mid rise apartments and townhouses

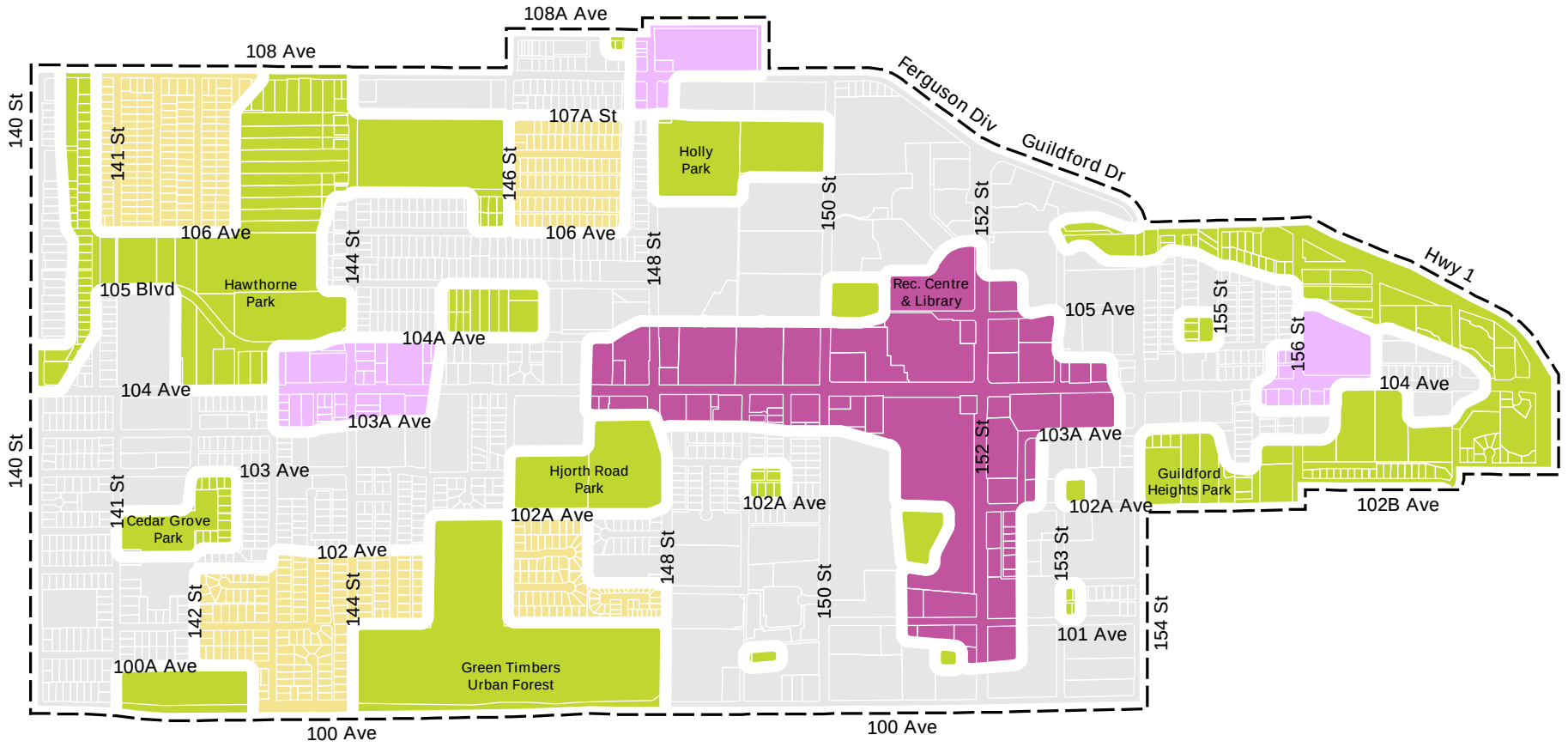
Lower Density Areas

1. Gentle infill of existing single-detached areas in peripheral Plan Areas
2. Small lot single-detached homes, duplexes, multiplexes, and row houses (2-3 storeys)

Parks and Community Amenity Areas

1. Fish and wildlife habitat
2. Recreation areas, sports fields, and playgrounds
3. Civic and recreational facilities
4. Schools

Figure 2.1 Growth Concept

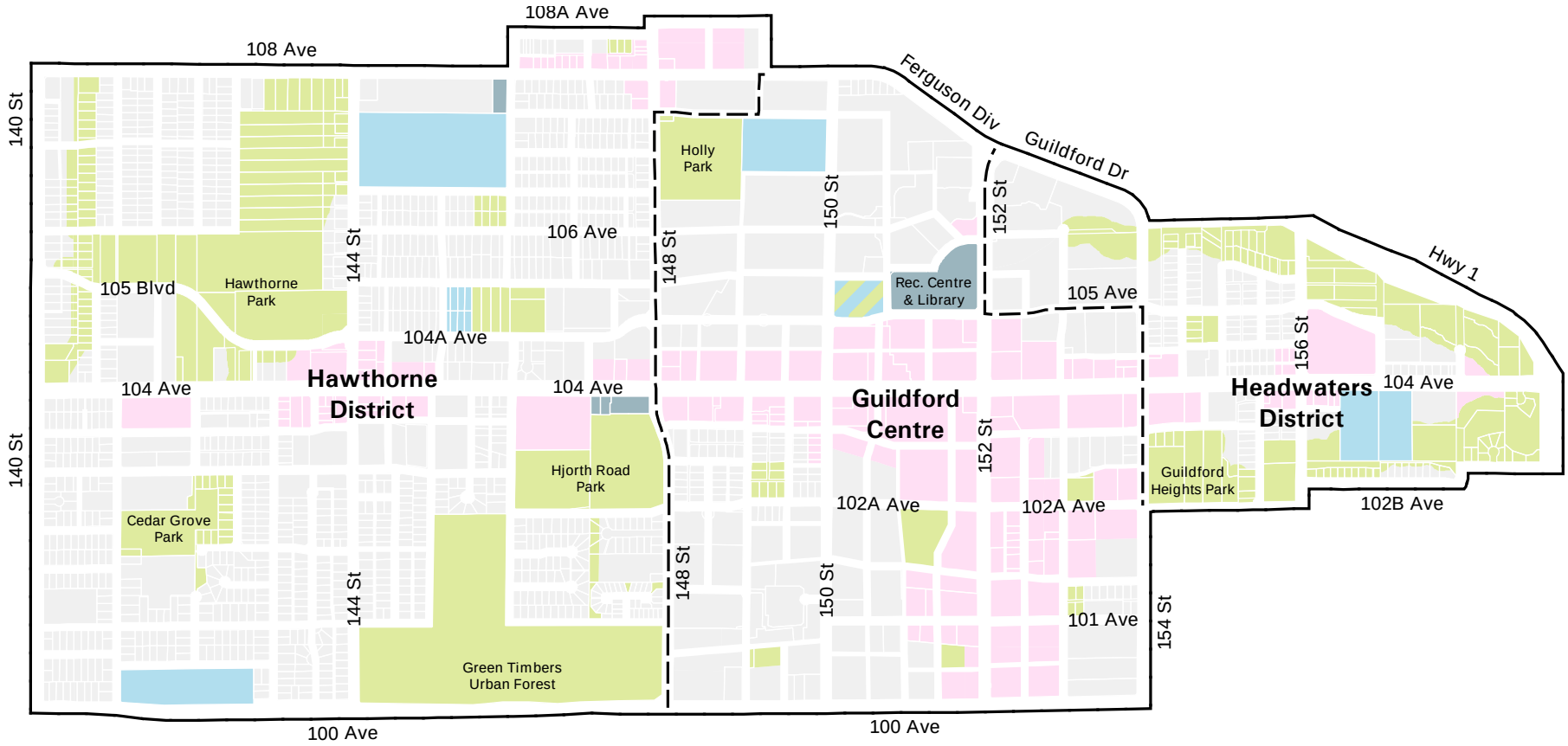


LEGEND

- Town Centre Core
- Secondary Nodes
- Transition Areas
- Lower Density Areas
- Parks and Community Amenity Areas

2.4 Districts and Centres

Figure 2.2 Districts and Centres



The Plan Area is divided into three districts within which are several commercial/mixed-use centres of varying size. **Guildford Centre** includes the town centre core which provides local and regional shopping opportunities. The **Hawthorne** and **Headwaters** Districts, flanking Guildford Centre to the west and east respectively, are each anchored by smaller neighbourhood commercial centres. The three districts differ in character, function, and growth outlook. Refer to district specific urban design guidelines in Section 4: Urban Design.

2.4.1 GUILDFORD CENTRE

Guildford Centre encompasses the Guildford Mall and the commercial and multiple family residential areas that have developed around it. Guildford Centre has seen relatively little change in recent years; however, a major renovation and expansion of the Guildford Mall south property was completed in 2014. In 2018, the Sears department store closed, leaving the north mall property underutilized.

In addition to the shopping centre, Guildford Centre includes several strip malls, car dealerships, and low-rise office buildings. The area is also home to a range of housing options including a significant stock of purpose-built rental apartments, single-detached homes, and stratified, multi-unit developments ranging from townhouses to high rise towers.

The vision for Guildford Centre is a complete, high-density neighbourhood with a mix of uses that will draw both residents and visitors to its streets and public spaces. The Guildford Mall property will remain the focal point of the town centre. Through redevelopment, it will transform from an enclosed shopping centre to a mixed-use precinct with commercial activities re-oriented along public streets and plazas. A new pedestrian focused high street will provide an exciting, vibrant, and dynamic heart to the town centre and offer a multitude of retail, entertainment, and cultural opportunities. Residential towers, the tallest in the Plan Area, will be located above multi-level commercial podiums.

The redevelopment of nearby strip malls and car dealerships will also transform the area. A more contemporary urban form will emerge with buildings that engage the street and parking located underground. These areas will better integrate with the reimagined mall property by establishing a common street grid and a continuous urban fabric.

2.4.2 HAWTHORNE DISTRICT

Residents of the Hawthorne District have strong associations with the natural areas, community gardens, playgrounds, outdoor pools, and sports fields provided by the area's numerous parks. Among them, Hawthorne Rotary Park is unique for its diversity of landscapes and recreational opportunities. The park functions as the neighbourhood's "living room" and is the namesake of the district.

The vision for the Hawthorne District is an urban neighbourhood offering a range of housing forms and neighbourhood services. Hawthorne Rotary Park will remain the focal point of the district. Park additions, transportation improvements, and public realm enhancements will increase its visibility, improving exposure and access to recreational and natural areas, while protecting sensitive ecosystems.

The highest densities and building heights will be located along 104 Avenue and will step down to the north and south away from the transit corridor. A high-density mixed-use village is planned at the centre of the district, near the intersection of 104 Avenue and 144 Street, where there are existing low intensity commercial establishments. Neighbourhood serving retail and services, ideally including a grocery store, will be maintained in this location, supported by new residential development. The Plan also envisions a future transit station at this location.

In peripheral locations, several pockets of lower density housing will be retained. These areas will allow gentle intensification and infill. This will also serve to focus the majority of growth closer to the transit corridor.

A second mixed-use neighbourhood centre is identified at the northeast corner of the Hawthorne District, anchored by the existing Riverside Heights Shopping Centre. The shopping centre and adjacent commercial areas will be replaced with moderate density mixed-use developments. This node will provide neighbourhood shopping and services in a more contemporary form and will serve portions of the Hawthorne District and the adjacent Birdland neighbourhood outside the Plan boundary.

2.4.3 HEADWATERS DISTRICT

The Headwaters District has a distinct character defined by two significant watercourses that demarcate the area, evoking a strong connection to nature. Guildford Brook and Serpentine Creek are important fish-bearing streams. They are the headwaters of the Serpentine River which flows through Surrey's agricultural lands to Boundary Bay.

The district also serves the role of a gateway with its connections to both the Fraser Heights neighbourhood and the Trans-Canada Highway. Together the watercourses and the highway create distinct boundaries that orient the district towards Guildford Centre to the west.

Despite the strong linkages to adjacent communities, the district has limited internal connectivity, with nearly all trips requiring travel along 104 Avenue or 156 Street. New roads and pedestrian routes are required to provide connections through the neighbourhood to better integrate isolated streets and blocks.

Existing development mostly comprises single-detached homes and townhouses. A new commercial village, anchored by a major supermarket, has been built in recent years at the northeast corner of 104 Avenue and 156 Street. This will be the basis of a new neighbourhood-scaled mixed-use node that will extend to the other corners. Low rise apartments and townhouses will fill out the rest of the Headwaters District creating a unique enclave within the larger Guildford community.

2.5 Growth Projections

Surrey is one of the fastest growing cities in Canada and is expected to overtake Vancouver as the most populous city in British Columbia within a generation. Much of this growth is allocated to Surrey's town centres including Guildford Centre. Intensifying existing Urban Centres supports Surrey's climate mitigation efforts, helps preserve natural ecosystems, and makes more efficient use of existing utilities, services, transit, shops, and amenities. However, growth will put additional pressure on existing infrastructure, facilities, and services. As a result, it is important to understand the scale of anticipated growth to ensure that residents and businesses are adequately served.

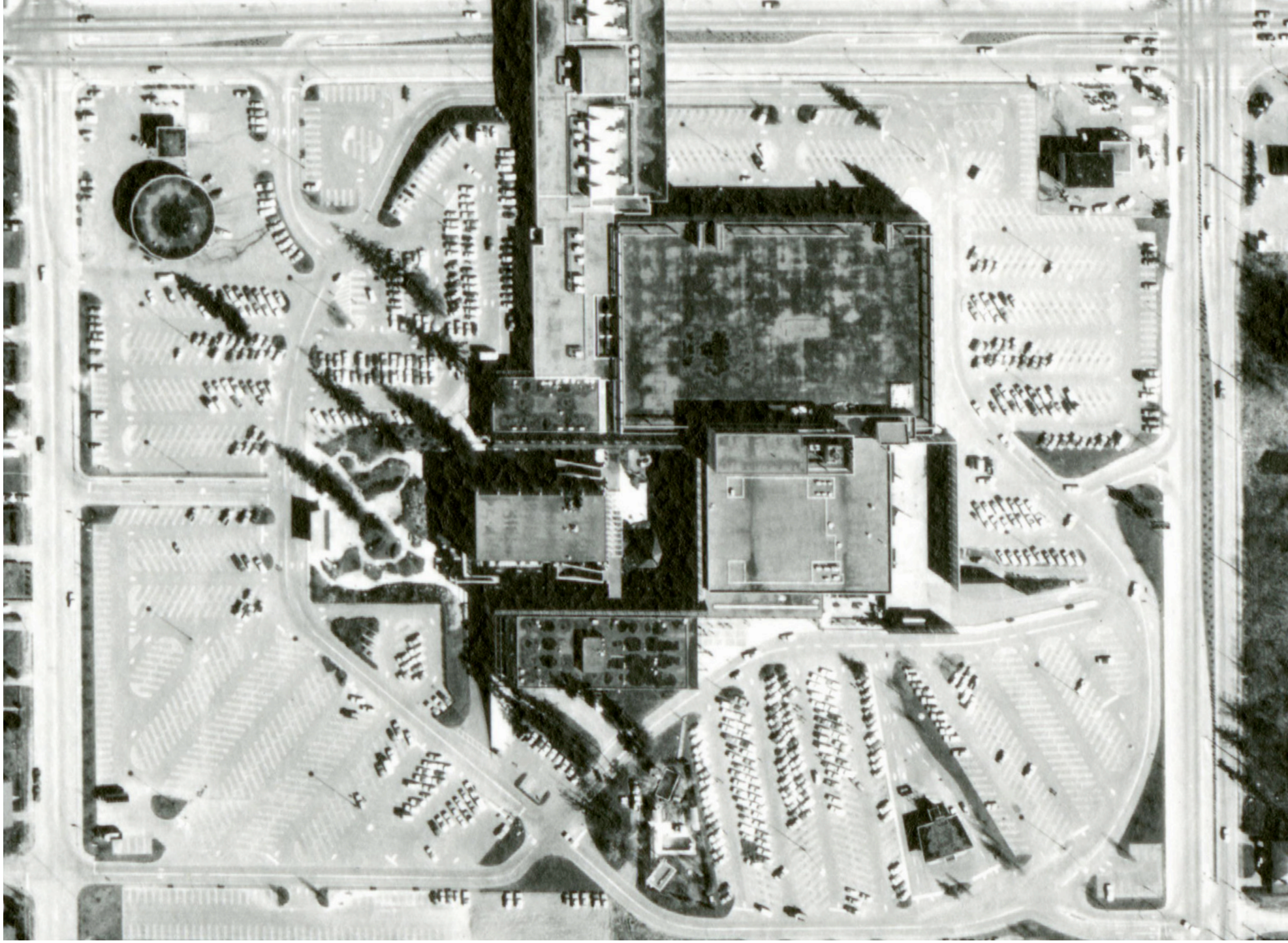
2.5.1 POPULATION AND HOUSING PROJECTIONS

In 2021, the Guildford Plan Area was home to approximately 26,000 residents housed in 9,700 dwellings. This Plan provides capacity for significant growth in the coming decades. As an existing Urban Centre, much of the growth will occur through the redevelopment of existing buildings that are aging. As a result, it is difficult to predict with certainty the timing of development. However, based on anticipated growth rates, the complete "build-out" is not likely to occur prior to the Plan being revisited (potentially in 40 years' time).

Estimated growth rates are based on historic trends as well as development interest that has grown since initiation of the planning process. By 2061, the Plan Area is expected to be home to approximately 52,300 residents housed in a variety of housing types totaling 23,000 dwellings. The delivery of major transit infrastructure, and its timing, may significantly alter the pace of development.

2.5.2 EMPLOYMENT PROJECTIONS

In 2021, the Plan Area was home to approximately 5,200 jobs. While the area will experience significant residential growth, only modest employment gains will be made in the form of local serving commerce and services. With no major institutional employers or industrial land within the Plan Area and higher density office growth being directed to City Centre, it is expected that by 2061 employment will increase only marginally to approximately 5,500. As with population growth, major transit improvements and other factors may result in employment figures deviating from this estimate.



Aerial Image of Guildford Town Centre, ca. 1974. Courtesy of Surrey Archives.

"Our city is growing and there is no stopping it. If we have to house more people, I would prefer to go up. Save as much green space as possible."

Online Survey Response, Guildford Plan Process

3 Land Use
| How We'll Grow

The land use map, designations and development parameters included in this section reflect the intent and guiding principles of the Plan. They show how future development will integrate and where the City expects growth. Council, staff, and residents expect future development proposals to conform to this concept.

3.1 Land Use Strategy
3.2 Land Use Designations

3.1 Land Use Strategy

The land use strategy recognizes 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 on 104 Avenue at 144 Street. Both Guildford Mall and 144 Street are likely locations of future rapid transit stations. Moderate densities are allocated along the rest of 104 Avenue and to the remainder of the town centre.

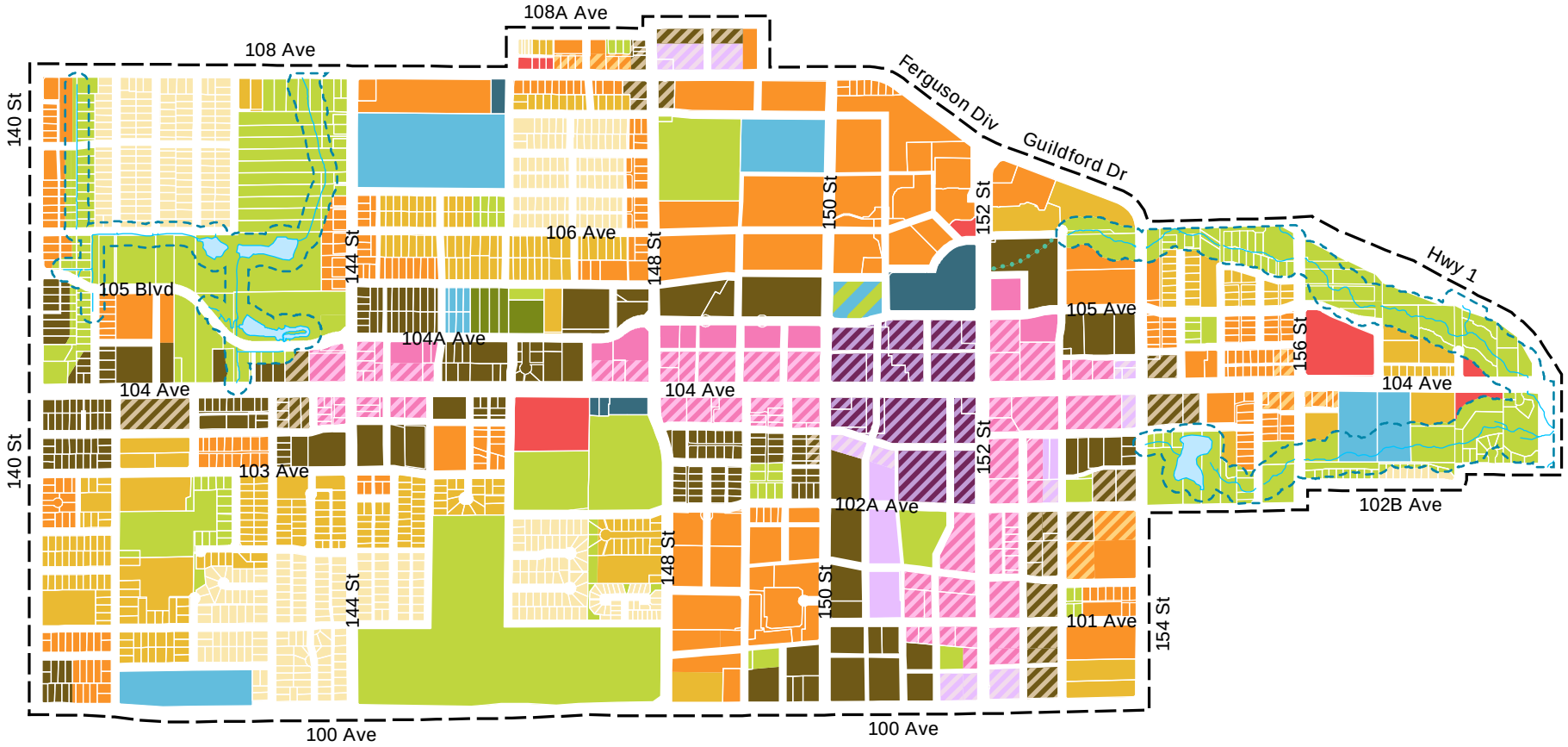
The strategy prescribes a gradual transition between higher and lower density areas. It maintains a diversity of housing types through planned multi-family housing and the retention of some peripheral single-detached areas. Collectively, these areas will provide a range of housing forms, sizes, prices, and tenures for households and families at all stages of life. In most cases, existing purpose-built rental housing is intended to be preserved. Commercial areas will be replaced over time with mixed-use developments. Increased densities compared to today will be supported by a finer-grained and pedestrian friendly road network as well as expansion to parks and community facilities.

Land use designations in the following sections define the forms of development that will be encouraged as the area evolves. Each designation outlines a clear intent along with development parameters to guide building design and use. Densities expressed as a Floor Area Ratio (FAR) are calculated based on the gross site area prior to dedications for road or other public purposes.

The Plan's vision will be implemented through individual rezoning and development permit applications, which will include opportunities for public input and Council consideration (see Section 10.2: Development Approvals). Not all sites or properties will be able to achieve the maximums outlined for a designation due to site constraints and context (e.g., lot depth and shape, grade, riparian areas, road dedications, and adjacent uses). Proposed zoning changes will be reviewed on a case-by-case basis at the time of development rather than through an area re-zoning.

Sites having apartment or mixed-use designations may be eligible for modest increases to density above the maximum prescribed for each designation. Such developments, however, should be consistent with established density and height transition patterns in the Plan Area and will remain subject to urban design approval. Where additional density is supported, a community benefit is to be provided in accordance with the City's Density Bonus Policy (Policy O-54), as well as the housing policies outlined in Section 5.2.

Figure 3.1 Land Use Concept



LEGEND

- Core Mixed-Use
- High Rise Mixed-Use
- High Rise Residential
- Mid Rise Mixed-Use
- Mid Rise Residential
- Low to Mid Rise Mixed-Use
- Low to Mid Rise Residential
- Low Rise Transition Mixed-Use
- Low Rise Transition Residential
- Townhouse
- Urban Residential
- Commercial
- Civic
- Parks and Natural Areas
- School
- Park/School
- Metro Vancouver Reservoir
- Riparian Buffer
- Watercourse Daylighting Opportunity

Note: Additional roads or lanes, not identified on this figure, may be required as determined on a case-by-case basis.

3.2 Land Use Designations

3.2.1 CORE MIXED-USE

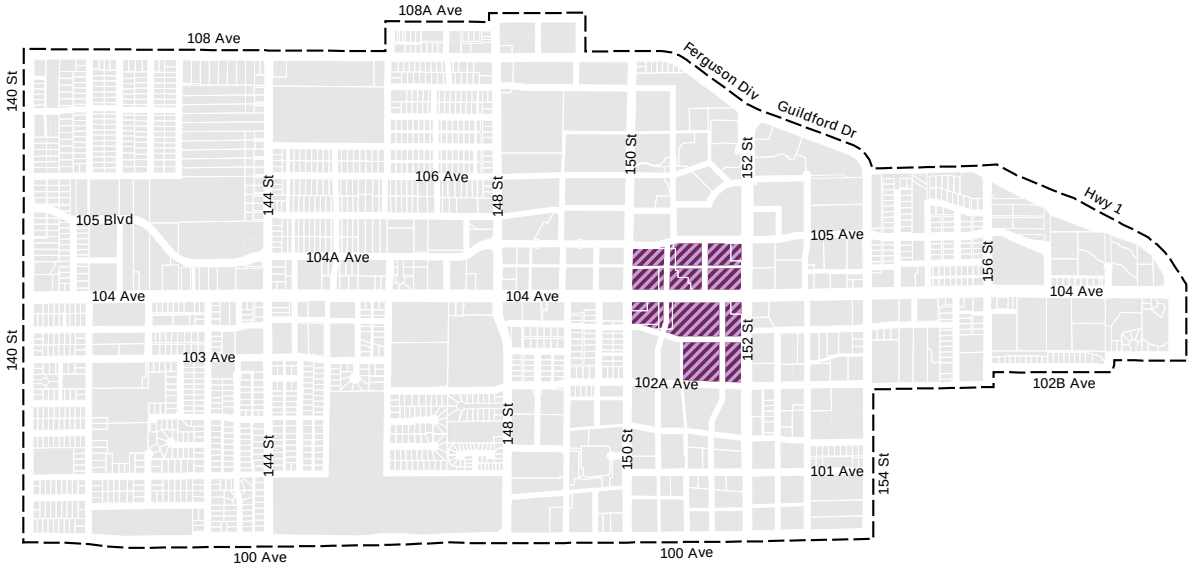
Located in the core of the town centre on portions of the mall property, this designation permits the greatest heights and densities in the Plan Area. The north mall site will form the beginnings of a new heart of the town centre. The former Sears building and surrounding surface parking will be transformed into a multi-use retail and residential precinct with public gathering spaces and a commercial high street. This designation is mirrored across 104 Avenue for the eventual redevelopment of the south mall site. A bridge structure spanning 104 Avenue currently connects the two sections of the mall under a long-term lease agreement. In the ultimate condition, the bridge structure will be removed for an improved public realm.

Mixed-use development will bring a high number of residents in close proximity to shopping, recreation, employment and future rapid transit service. Adjacent portions of the north and south mall sites, outside the Core Mixed-Use designation, are identified for public use (park and school) and are critical to supporting the density permitted by this designation.

INTENT

The intent of this designation is high rise development that includes a 4-6 storey podium. Active street-level retail or services uses are required with additional non-residential uses above, including commercial, office, institutional, or civic space. Residential is permitted within the tower and upper podium levels subject to meeting the non-residential requirement.

Figure 3.2: Core Mixed-Use Areas



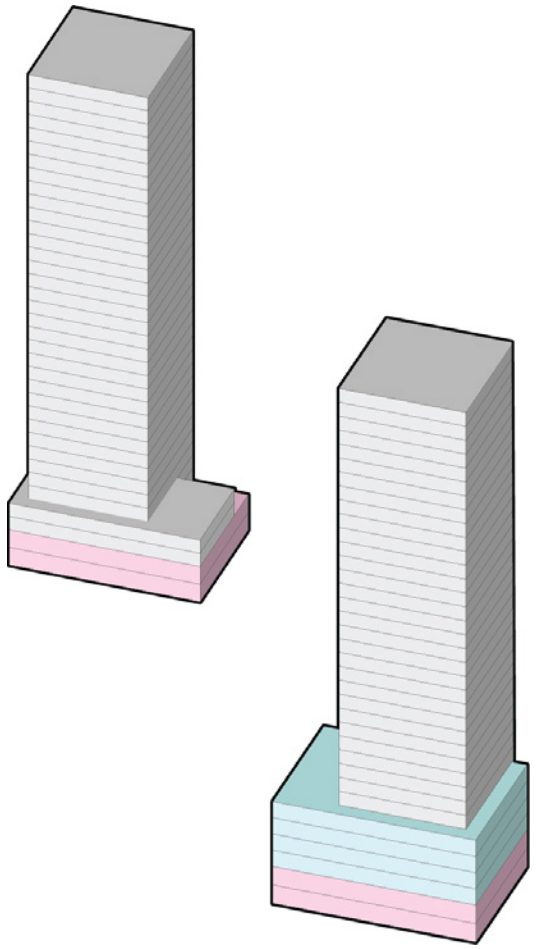
DEVELOPMENT PARAMETERS

Density	Up to 4.5 FAR* inclusive of 0.5 FAR non-residential
Building Height	Up to 36 storeys*
Tower Floorplate	Maximum 650 square metres
Tower Width	Maximum 28 metres in any direction
Tower Separation	Minimum 50 metres face-to-face, 30 metres corner-to-corner
Podium Height	Minimum 4 storeys; maximum 6 storeys
Podium Depth	Maximum 20 metres for residential; additional depth permitted for commercial/ office
Podium Separation	Minimum 20 metres face-to-face, 12 metres end-to-face, 9 metres end-to-end; zero lot condition may be considered at the discretion of staff
Parking	Underground only
Unit Mix	Minimum 30% of units have 2+ bedrooms, 10% 3+ bedrooms
Interfaces	Refer to Figure 4.6: Public Realm Interfaces
Additional Guidelines/ Policies	See Section 4: Urban Design, Section 5: Housing, and Section 10: Plan Implementation

**Not all sites or properties will be able to achieve the specified density and height due to site constraints and context.*

The Woodward's Building, ca. 1960s
This building (now occupied by the Bay department store) is a significant heritage resource located within the Core Mixed-Use area. See Section 4.5: Heritage and Historic Conservation for more information.

CORE MIXED-USE MASSING EXAMPLES



3.2.2 HIGH RISE DESIGNATIONS

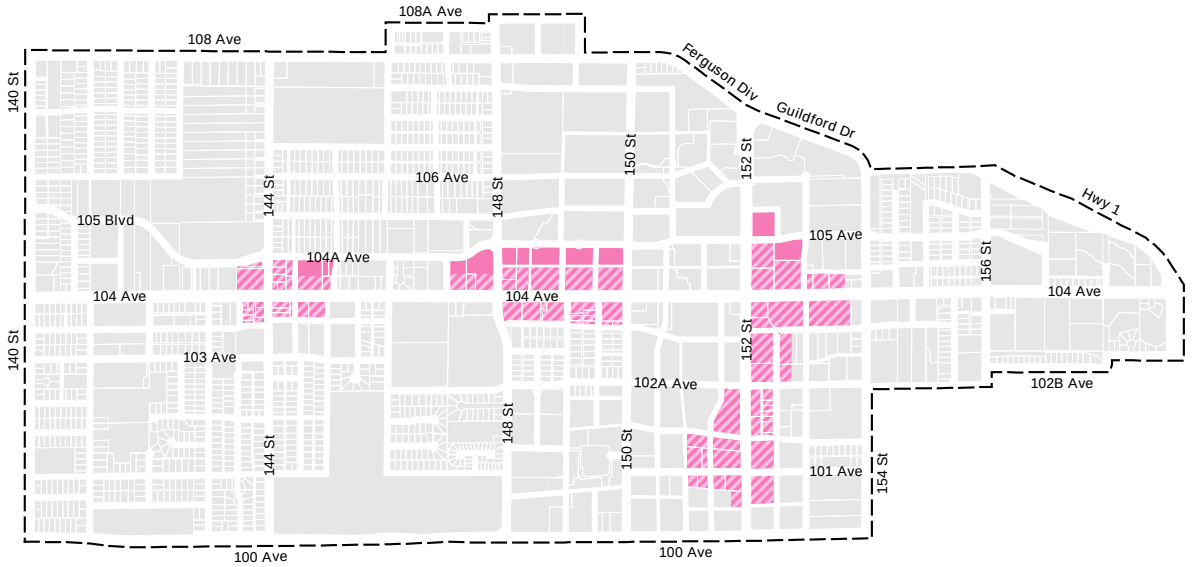
The **High Rise Mixed-Use** and **High Rise Residential** designations are found in town centre areas adjacent to the core, where they provide transit-supportive density and uses in proximity to 104 Avenue and 152 Street. These designations are also located within the secondary node near the intersection of 104 Avenue and 144 Street (Hawthorne Village) as well as on the Hjorth Road Elementary School site in anticipation of potential school relocation. New residents will be able to support local businesses while having good access to shopping, services, and amenities.

INTENT

The intent of these designations is moderate height high rise development that includes a 4-6 storey podium. Mixed-use developments are required to provide active street-level retail or service uses. In the case of Hawthorne Village, a neighbourhood serving grocery store of at least 2,000 square metres is strongly encouraged. Residential or office use is permitted above the ground floor.

Residential developments are required to provide ground-oriented units with front door access to the public realm. Along 152 Street two-storey townhouse units are required at the base to support liveability adjacent to a high traffic arterial road. Developments may also provide active street-level retail or service uses, subject to an appropriate interface with neighbouring developments.

Figure 3.3: High Rise Areas

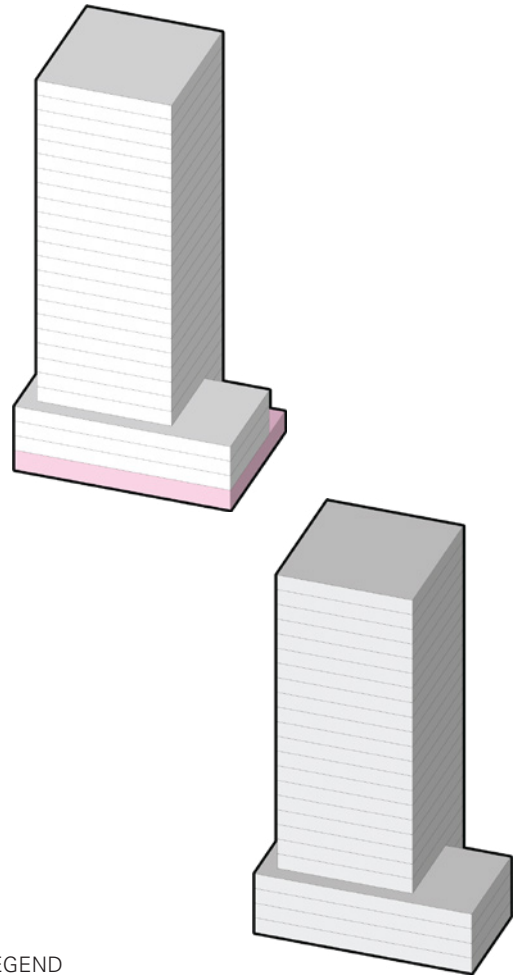


DEVELOPMENT PARAMETERS

Density	Up to 3.5 FAR*
Building Height	Up to 26 storeys for mixed-use; up to 24 storeys for residential*
Tower Floorplate	Maximum 650 square metres
Tower Width	Maximum 28 metres in any direction
Tower Separation	Minimum 50 metres face-to-face, 30 metres corner-to-corner
Podium Height	Minimum 4 storeys; maximum 6 storeys
Podium Depth	Maximum 20 metres for residential; additional depth permitted for commercial/ office
Podium Separation	Minimum 20 metres face-to-face, 12 metres end-to-face, 9 metres end-to-end; zero lot condition may be considered at the discretion of staff
Parking	Underground only
Unit Mix	Minimum 30% of units have 2+ bedrooms, 10% 3+ bedrooms
Interfaces	Refer to Figure 4.6: Public Realm Interfaces
Additional Guidelines/ Policies	See Section 4: Urban Design, Section 5: Housing, and Section 10: Plan Implementation

**Not all sites or properties will be able to achieve the specified density and height due to site constraints and context.*

HIGH RISE MASSING EXAMPLES



3.2.3 MID RISE DESIGNATIONS

The **Mid Rise Mixed-Use** designation is found over a portion of the Riverside Heights Shopping Centre at 108 Avenue and 148 Street to support its redevelopment and revitalization. It is also found in various locations in the town centre alongside the **Mid Rise Residential** designation to provide a transition between high rise and low rise forms of development.

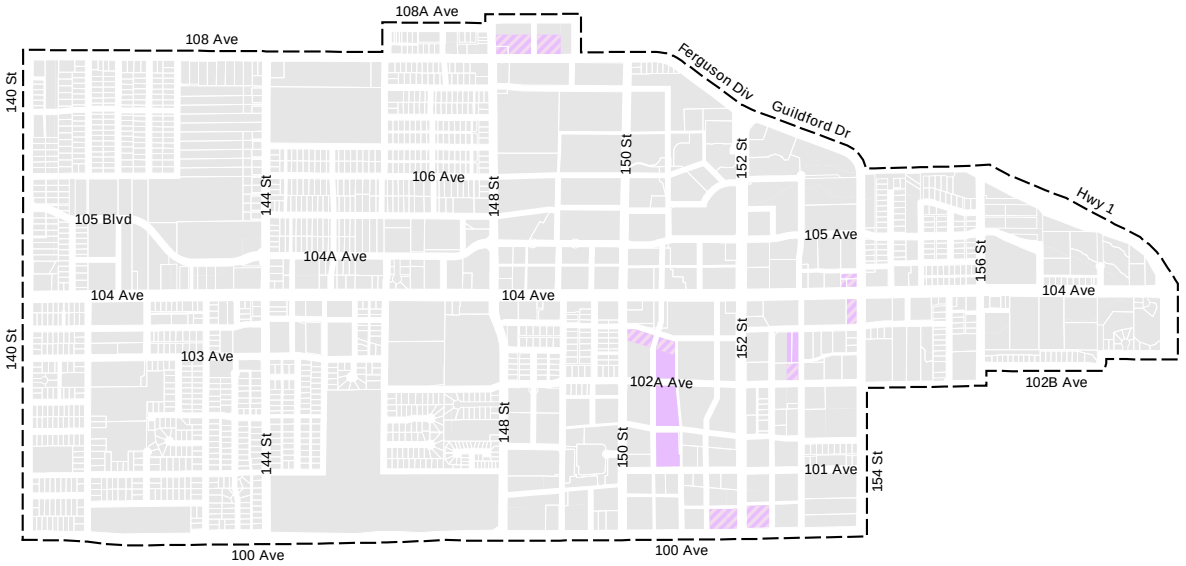
INTENT

The intent of these designations is mid rise development that, depending on context, may have a slab, terraced, or tower-like form (the last of these requiring a 2- to 6-storey podium). These building forms are suggested in anticipation of the increasing viability of mass timber construction methods.

Mixed-use developments are required to provide active street-level retail or service uses. In the case of Riverside Heights Shopping Centre, a neighbourhood serving grocery store of at least 2,000 square metres is strongly encouraged. Residential or office use is permitted above the ground floor.

Residential developments are required to provide ground-oriented units with front door access to the public realm. Developments may also provide active street-level retail or service uses, subject to an appropriate interface with neighbouring developments.

Figure 3.4 Mid Rise Areas



DEVELOPMENT PARAMETERS

Density	Up to 3.0 FAR*
Building Height	Up to 12 storeys*
Building Depth	Maximum 20 metres for residential; additional depth permitted for commercial/ office
Building Separation	Minimum 9 metres end-to-end for podium/lower 6 floors; 20 metres end-to-end or end-to-face above podium/6th floor
Parking	Underground only
Unit Mix	Minimum 30% of units have 2+ bedrooms, 10% 3+ bedrooms
Interfaces	Refer to Figure 4.6: Public Realm Interfaces
Additional Guidelines/ Policies	See Section 4: Urban Design, Section 5: Housing, and Section 10: Plan Implementation

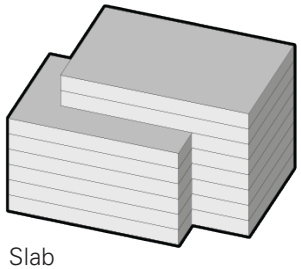
**Not all sites or properties will be able to achieve the specified density and height due to site constraints and context.*

ADDITIONAL PARAMETERS FOR TOWER-LIKE FORM

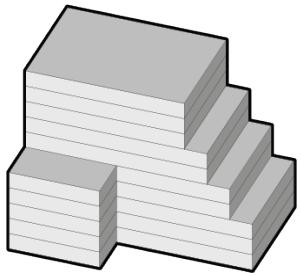
Podium Height	Minimum 2 storeys (8 metres); maximum 6 storeys
Floorplate above podium	Maximum 650 square metres
Width above podium	Maximum 28 metres in any direction
Separation above podium	Minimum 30 metres face-to-face, and corner-to-corner

MID RISE MASSING EXAMPLES

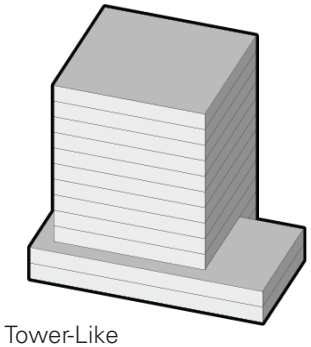
The Mid Rise Mixed-Use and Mid Rise Residential designations support three distinct forms identified below.



Slab



Terraced



Tower-Like

3.2.4 LOW TO MID RISE DESIGNATIONS

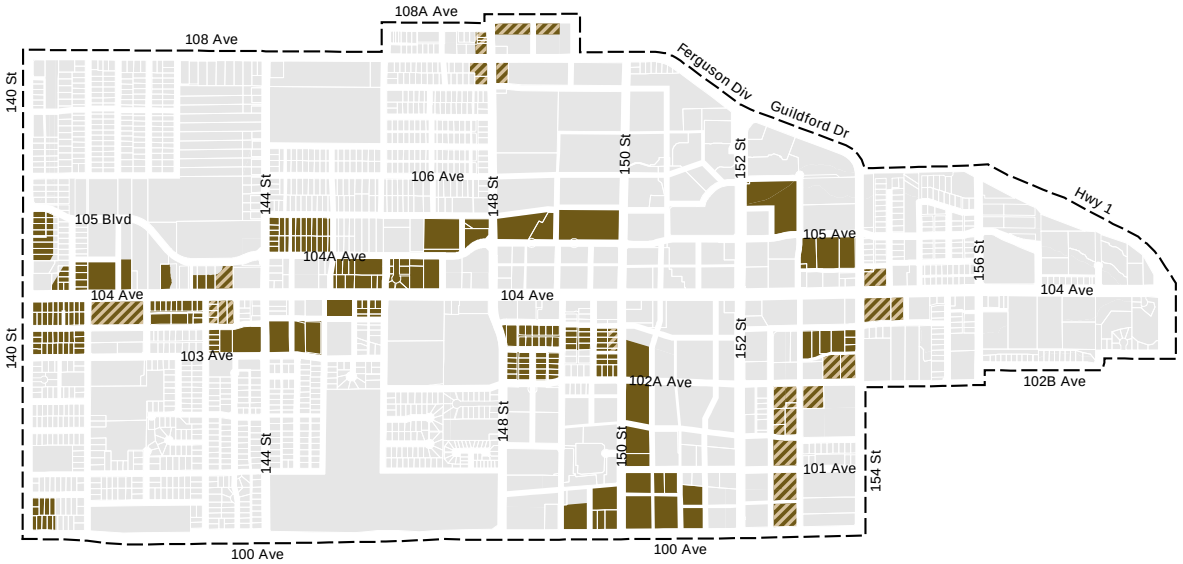
The **Low to Mid Rise Mixed-Use** designation is found at the periphery of mixed-use areas in the town centre, Hawthorne Village and Riverside Heights. As part of the transition from tower to ground-oriented development, it provides an intermediate height and density. The **Low to Mid Rise** Residential designation is found along the future rapid transit corridor on 104 Avenue as well as within residential portions of the town centre that are expected to redevelop. It establishes a baseline transit-supportive density for town centre and FTDA locations that are not otherwise subject to higher densities. Both designations are primarily limited to arterial and collector roads.

INTENT

The intent of these designations is low to mid rise development generally up to six storeys, with height transitions down to lower-scale interfaces. **Mixed-use** developments are required to provide active street-level retail or service uses. Residential or office use is permitted above the ground floor.

Residential developments are required to provide ground-oriented units with front door access to the public realm. Along 100 Avenue, 104 Avenue, and 152 Street, two-storey townhouse units are required at the base to support liveability adjacent to a high traffic arterial road. Limited street-level retail or service uses may also be provided along arterial or collector roads, subject to an appropriate interface with neighbouring developments.

Figure 3.5: Low to Mid Rise Areas



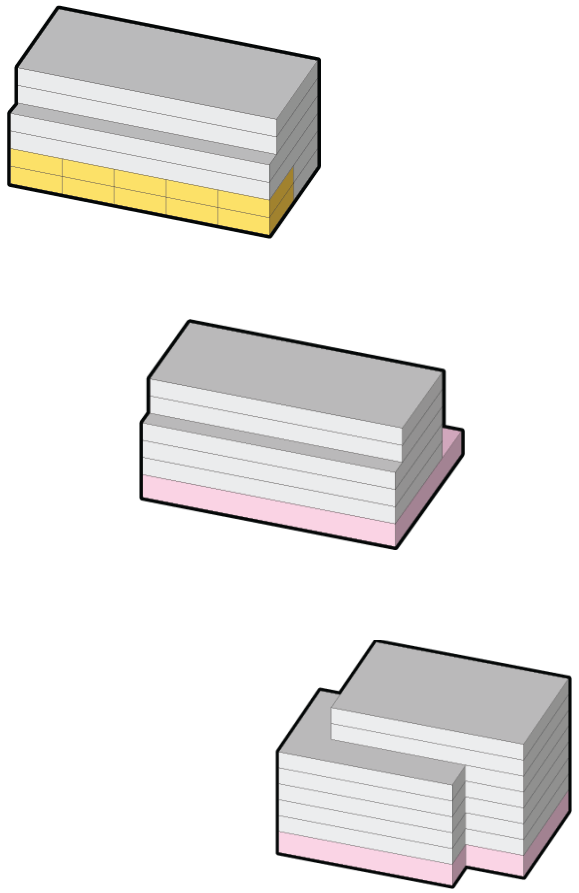
DEVELOPMENT PARAMETERS

Density	Up to 2.25 FAR*
Building Height	Up to 6 storeys (up to 8 storeys adjacent to mid/high rise or on constrained sites†)*
Building Depth	Maximum 20 metres for residential; additional depth permitted for commercial/ office
Building Separation	Minimum 20 metres face-to-face, 12 metres end-to-face, 9 metres end-to-end
Parking	Underground only
Unit Mix	Minimum 30% of units have 2+ bedrooms, 10% 3+ bedrooms
Interfaces	Refer to Figure 4.6: Public Realm Interfaces
Additional Guidelines/ Policies	See Section 4: Urban Design, Section 5: Housing, and Section 10: Plan Implementation

**Not all sites or properties will be able to achieve the specified density and height due to site constraints and context.*

†Sites with significant road or riparian dedications or significant plaza requirements where base density cannot be accommodated within 6 storeys. The form requires terracing and step-backs to fit among 4-6 storey buildings.

LOW TO MID RISE MASSING EXAMPLES



3.2.5 LOW RISE TRANSITION DESIGNATIONS

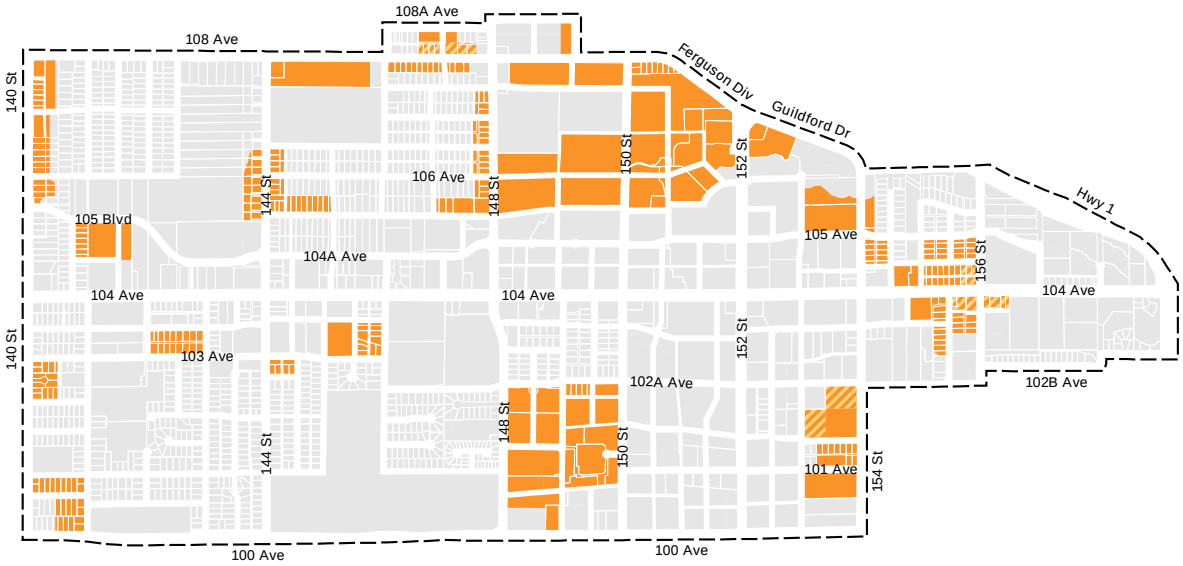
The **Low Rise Transition Mixed-Use** designation is found primarily as part of the Riverside Heights and Headwaters nodes in locations where visibility and higher pedestrian traffic support street-level retail or service uses. The **Low Rise Transition Residential** designation is found in various locations throughout the Plan Area. Within the town centre it primarily reflects existing purpose-built rental that the Plan intends to retain, as well as existing strata development that is not expected to redevelop during the life of this Plan. Outside the town centre it will allow the development of a lower intensity apartment form in areas not immediately adjacent to frequent transit service.

INTENT

The intent of these designations is low rise development between four and six storeys, depending on adjacent building form. Height will generally be limited to four storeys adjacent to ground oriented housing. **Mixed-use** developments are required to provide active street-level retail or service uses. Residential or office use is permitted above the ground floor.

Residential developments are required to provide ground-oriented units with front door access to the public realm. Along 100 Avenue, 104 Avenue, 108 Avenue, Ferguson Diversion, and 152 Street, two-storey townhouse units are required at the base to support liveability adjacent to a high traffic arterial road. Limited street-level retail or service uses may also be provided along arterial or collector roads, subject to an appropriate interface with neighbouring developments.

Figure 3.6: Low Rise Transition Areas



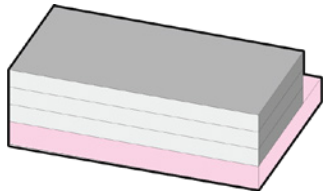
DEVELOPMENT PARAMETERS

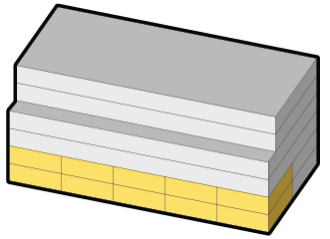
Density	Up to 1.6 FAR*
Building Height	Up to 4 storeys (up to 6 storeys adjacent to low to mid rise, on constrained sites†, or when providing 2-storey townhouses at arterial interfaces)*
Building Depth	Maximum 20 metres for residential; additional depth permitted for commercial/office
Building Separation	Minimum 20 metres face-to-face, 12 metres end-to-face, 6 metres end-to-end
Parking	Underground only
Unit Mix	Minimum 30% of units have 2+ bedrooms, 10% 3+ bedrooms
Interfaces	Refer to Figure 4.6: Public Realm Interfaces
Additional Guidelines/ Policies	See Section 4: Urban Design, Section 5: Housing, and Section 10: Plan Implementation

**Not all sites or properties will be able to achieve the specified density and height due to site constraints and context.*

†Sites with significant road or riparian dedications or significant plaza requirements where base density cannot be accommodated within 4 storeys. The form requires terracing and step-backs to fit among 4 storey buildings.

LOW RISE TRANSITION MASSING EXAMPLES





LEGEND

- Commercial
- Townhouse

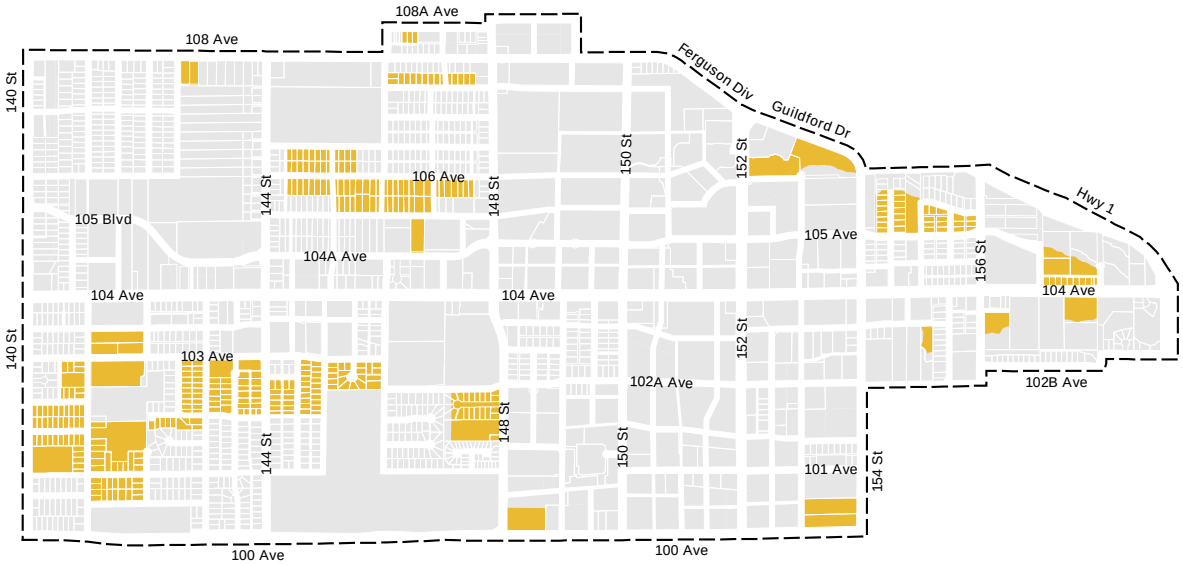
3.2.6 TOWNHOUSE

This designation is found exclusively outside the town centre and provides a transition between apartment and lower density residential areas as well as a valuable stock of ground-oriented housing.

INTENT

The intent of this designation is townhouse development including conventional and stacked townhouses. Developments are required to provide front door access to the street except for interior units. Townhouses may be situated atop an underground parking structure. On corner sites, developments may also provide small scale retail or service uses, subject to an appropriate interface with neighbouring developments.

Figure 3.7: Townhouse Areas



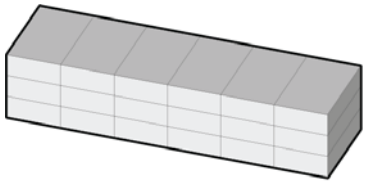
DEVELOPMENT PARAMETERS

Density	Up to 1.0 FAR (up to 1.3 FAR for stacked townhouses)*
Building Height	Up to 3 storeys (up to 4 storeys for stacked townhouses)*
Building Depth	Maximum 12 metres
Building Length	Maximum 42 metres
Building Separation	Minimum 10 metres face-to-face, 6 metres end-to-face, 3.5 metres end-to-end
Building Massing	Minimum 3-metre step-back of top for stacked townhouses
Clustering	2-6 attached units per building (4-12 for stacked townhouses, with no back-to-back units)
Parking	Enclosed and accessed from rear lane or internal driveway (underground for stacked townhouses)
Additional Guidelines/ Policies	See Section 4: Urban Design, Section 5: Housing, and Section 10: Plan Implementation

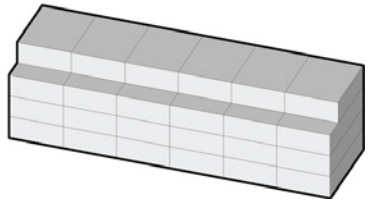
**Not all sites or properties will be able to achieve the specified density and height due to site constraints and context.*

TOWNHOUSE TYPOLOGIES

The Townhoue designation supports two forms of townhouses as shown below.



Conventional Townhouse



Stacked Townhouse

LEGEND

Upper level units

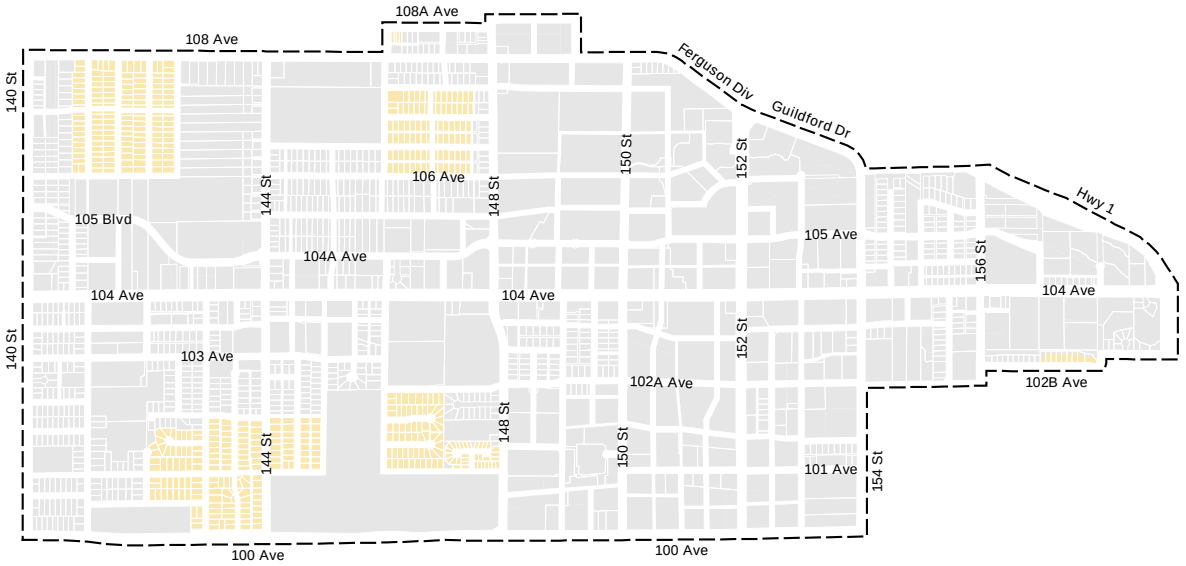
3.2.7 URBAN RESIDENTIAL

This designation is found in four small pockets to the west of the town centre at the periphery of the Plan Area. It allows gradual and gentle infilling of existing single-detached areas with a variety of housing forms that are compatible with the existing residential character.

INTENT

The intent of this designation is a range of lower density residential forms including conventional and small lot single-detached homes, duplexes, and row housing. This designation will also support multiplexes in various configurations (stacked, side-by-side, front-back, and combinations thereof), subject to the establishment of multiplex development parameters in the Zoning Bylaw. Accessory dwellings including secondary suites and coach houses are permitted on single-detached lots. On corner sites, developments may also provide small scale retail or service uses, subject to an appropriate interface with neighbouring developments.

Figure 3.8: Urban Residential Areas



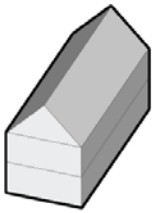
DEVELOPMENT PARAMETERS

Density	Detached	Up to 31 UPH*
	Duplex	Up to 37 UPH*
	Rowhouse	Up to 57 UPH*
Building Height	Up to 2.5 storeys (9.0-9.5 metres depending on zone)*	
Design	Detached	Building scheme required at subdivision to control housing design
	Duplex	
	Rowhouse	Maximum 6 attached units
Additional Guidelines/ Policies	See Section 4: Urban Design, Section 5: Housing, and Section 10: Plan Implementation	

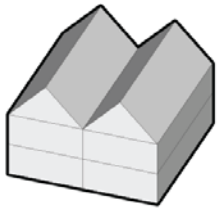
Not all sites or properties will be able to achieve the specified density and height due to site constraints and context.

URBAN RESIDENTIAL TYPOLOGIES

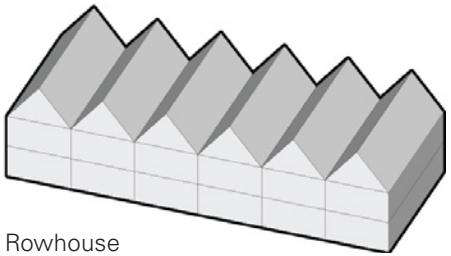
The Urban Residential designation supports three housing forms as identified below.



Detached



Duplex



Rowhouse

3.2.8 OTHER DESIGNATIONS

In addition to the preceding mixed-use and residential land uses, the Plan includes five other designations as follows.

Commercial

Commercial properties that are not expected to redevelop in the foreseeable future have been assigned the Commercial designation to reflect the existing use. Should such properties be considered for redevelopment during the life of this Plan, the appropriate land use and density will be determined at the time of application based on the surrounding context. All other commercially zoned properties are intended to redevelop according to its designation in the land use concept.

Civic

The land use strategy reserves lands for important civic uses required for the health, safety, and social enrichment of the community. Such uses include police, fire protection, recreation, cultural, and library facilities. Civic lands may also be used for other institutional uses including supportive or transitional housing.

Parks and Natural Areas

The Parks and Natural Areas designation outlines the locations of new and existing parkland. Rezoning and subdivision for the purposes of development is not permitted within this designation. Active and passive parkland will provide opportunities for outdoor leisure and recreation for area residents, while sensitive ecosystems will be set aside to ensure their protection in perpetuity. Parks will be acquired over time through a combination of land purchase, conveyance of riparian areas, density transfer, parkland requirements at subdivision, and offset of community amenity contributions from development. Refer to Section 7: Parks and Open Space and Section 10: Plan Implementation.

School

The land use concept identifies school sites within the Plan Area. Working with the Surrey School District, two new school sites have been identified to support growth. In addition, the School District will evaluate the ability to expand student capacity at existing schools.

One of the sites identified in the plan is a location on 104A Avenue for the replacement of Hjorth Elementary. A second location, within the town centre adjacent to Guildford Library and Recreation Centre, is proposed for a new school. Due to the challenges of acquiring large tracts of land within existing urban neighbourhoods, the Plan relies on alternative approaches to school development, including urban format (multi-level) school buildings and partnerships with the City and Metro Vancouver for the provision of outdoor play areas.

Metro Vancouver Reservoir

Metro Vancouver owns and operates the Whalley Reservoir on 104A Avenue to supply drinking water to North Surrey. The Metro Vancouver Reservoir designation includes lands for the future expansion of the reservoir. This designation also supports the shared use of the site as playing fields to support the anticipated relocation of Hjorth Road Elementary School.

Figure 3.9: Commercial and Community Areas

LEGEND

- Commercial
- Civic
- Parks and Natural Areas
- School
- Park/School
- Metro Vancouver Reservoir

"Make it beautiful, people friendly, and diversify land use!"

Online Survey Response, Guildford Plan Process

4 Urban Design
| A Sense of Place

Urban design relates to the physical characteristics of cities, neighbourhoods, streets, buildings, and public spaces. Deeply integrated with land use and mobility, the overarching goal of urban design is to create an engaging built environment that functions effectively, while providing architectural interest and beauty.

Urban design involves the disciplines of urban planning, architecture, and landscape architecture. It addresses all exterior elements of buildings, including facades, entrances, and roofs, and extends beyond the building to cover yards, landscaping, publicly accessible open spaces, sidewalks, driveways, and roadways. Crucially, it works to create a harmonious relationship between the various elements of the physical environment.

This section supplements the Form and Character Development Permit Guidelines of the Official Community Plan. The concepts and guidelines in this chapter pertain mainly to development at the scale of individual buildings

4.1 Urban Design Concept
4.2 Form and Expression
4.3 Building Interface
4.4 Public Realm
4.5 Heritage and Historic Conservation
4.6 Vehicle Access, Servicing, and Parking

4.1 Urban Design Concept

Embodying the values of the community, the urban design concept provides the overall vision for the built environment and its desired qualities. It comprises four major ideas that define how the Plan Area will change (and stay the same) as it grows in the coming years.

The urban design concept is also expressed in the specific design guidelines that follow later in the section. These guidelines provide clear direction and design parameters that will determine how developments will contribute to achieving the Plan's vision.

4.1.1 A GREEN URBAN EXPERIENCE

Guildford and surrounding neighbourhoods have a rich natural heritage that will be maintained and enhanced to support a more livable and environmentally sustainable community. The Plan Area's green character will be reinforced, not only through the protection of natural areas and habitat features, but also in the design of buildings and public spaces. This includes the creation of a "Green Connector" network comprising distinctive pedestrian routes with expanded tree canopy and landscaping (see Section 7.4: Green Connectors). These types of amenities contribute to lowered stress levels and improved wellbeing for residents while providing important ecosystem services.

1. Apply the City's Biodiversity Design Guidelines to enhance green infrastructure and ecosystem service benefits from the site to the neighbourhood level.
2. Allow adequate space to support diverse plantings that create welcoming streetscapes (see Section 4.4.3).
3. Design creatively to meet City targets and maximize the retention and replacement of healthy mature trees. Vegetation lost to development should be replaced within yards, plazas, and outdoor amenity areas or on roofs and facades.
4. Promote habitat connectivity by linking residential landscaping with adjacent natural areas and public greenspace.
5. Reduce urban heat island impacts by maximizing urban tree canopy cover and incorporating green infrastructure elements such as green roofs and walls.
6. Enhance green connectors with special on-site landscaping and architectural elements such as public plazas and seating opportunities.
7. Use green infrastructure strategies on private property, such as rain gardens and bioswales, to reduce and treat stormwater runoff discharging into streams.

4.1.2 PLACES FOR PEOPLE

Public life occurs within streets, parks, plazas, and other open spaces. They are among the important "third places" (distinct from home and workplace) where social interactions occur, and community is built. Human scaled design is necessary to allow people to feel comfortable using and occupying public spaces. This includes ensuring that city blocks are optimized for pedestrians and that buildings positively frame and define open spaces.

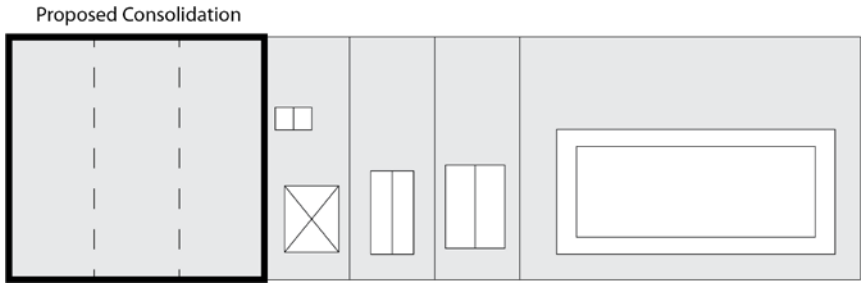
1. Design to support street life through the creation of an active, interesting, and beautiful street and pedestrian realm. Support different user groups and activities (e.g., active zones vs. calm zones) and a variety of places to sit, socialize, and play.
2. Expand the public realm on private property to provide plazas that support social interaction and connection to nature (see Section 4.4.3).
3. Apply universal accessibility standards in the design of walkways, plazas, building accesses, and wayfinding features to enhance the safety and comfort of all users, regardless of age and ability.
4. Design using Crime Prevention Through Environmental Design (CPTED) principles.
5. Encourage the inclusion of public art that uses cultural expression to animate streets, and which complements surrounding buildings and open spaces.
6. Increase pedestrian permeability by incorporating courtyards, passageways, and mid-block pedestrian connections linked to public sidewalks.
7. Use lighting to illuminate the public realm and highlight building features, while avoiding light pollution and glare. Human scaled lighting should be provided adjacent to streets, walkways, open spaces, and pedestrian routes for nighttime visibility, comfort, and security.

4.1.3 EVOLVING NEIGHBOURHOODS

The Plan Area will grow and evolve, making neighbours out of new and long-time residents. It is important that new development is compatible with the existing context and complements established neighbourhoods. Going further, new development will contribute to the enhancement of the neighbourhood by bringing streetscape improvements, expanded access to daily needs, and new amenities, while allowing for the evolution of existing character in an authentic way.

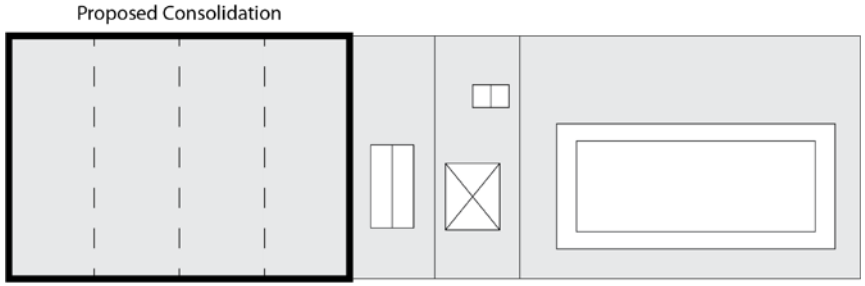
1. Create compatibility and appropriate transitions between new buildings and the existing architectural context by moderating building form. A gradual transition should be achieved at the interface line.
2. Minimize privacy and livability impacts through sensitive site and building design.
3. Use site topography, shape, vegetation, and structures to achieve a successful fit with adjacent properties.
4. In higher density areas, consider compatible podium heights to create a balanced street wall and similarity across streets. Upper floors should be stepped back for podiums and low rise buildings that are more than two storeys taller than neighbouring buildings to avoid abrupt changes to the street wall.
5. In existing neighbourhoods with a well-defined architectural character, site and design new structures to complement the architectural style and siting patterns of existing buildings.
6. Consider access to sunlight and minimize shadowing on adjacent sites.
7. Consider the future development of neighbouring lots by analyzing the lot consolidation pattern and development potential of adjacent properties (see Figure 4.1).

Figure 4.1. Lot Consolidation Examples



Consolidation Supported

Remaining lots have sufficient area for future consolidation.



Consolidation not Supported

Remaining lots do not have sufficient area for future consolidation.

4.1.4 DISTINCT DISTRICTS

Based on local history and geography, the Plan Area is comprised of three distinct districts, as described in Section 2.4: Districts and Centres, with each having its own unique character and "look and feel." As Guildford Centre, the Hawthorne District, and the Headwaters District grow, development should complement and accentuate the existing assets and neighbourhood fabric of each area. Growth should also be compatible with the intended role for each district within the larger community.

Design objectives and guidelines for each district aim to recognize valued natural and built features while envisioning new, complementary characteristics that should be promoted for each area. The following district specific guidelines supplement the general guidelines in Sections 4.2 to 4.6, which apply throughout the Plan Area.

Figure 4.2 Districts

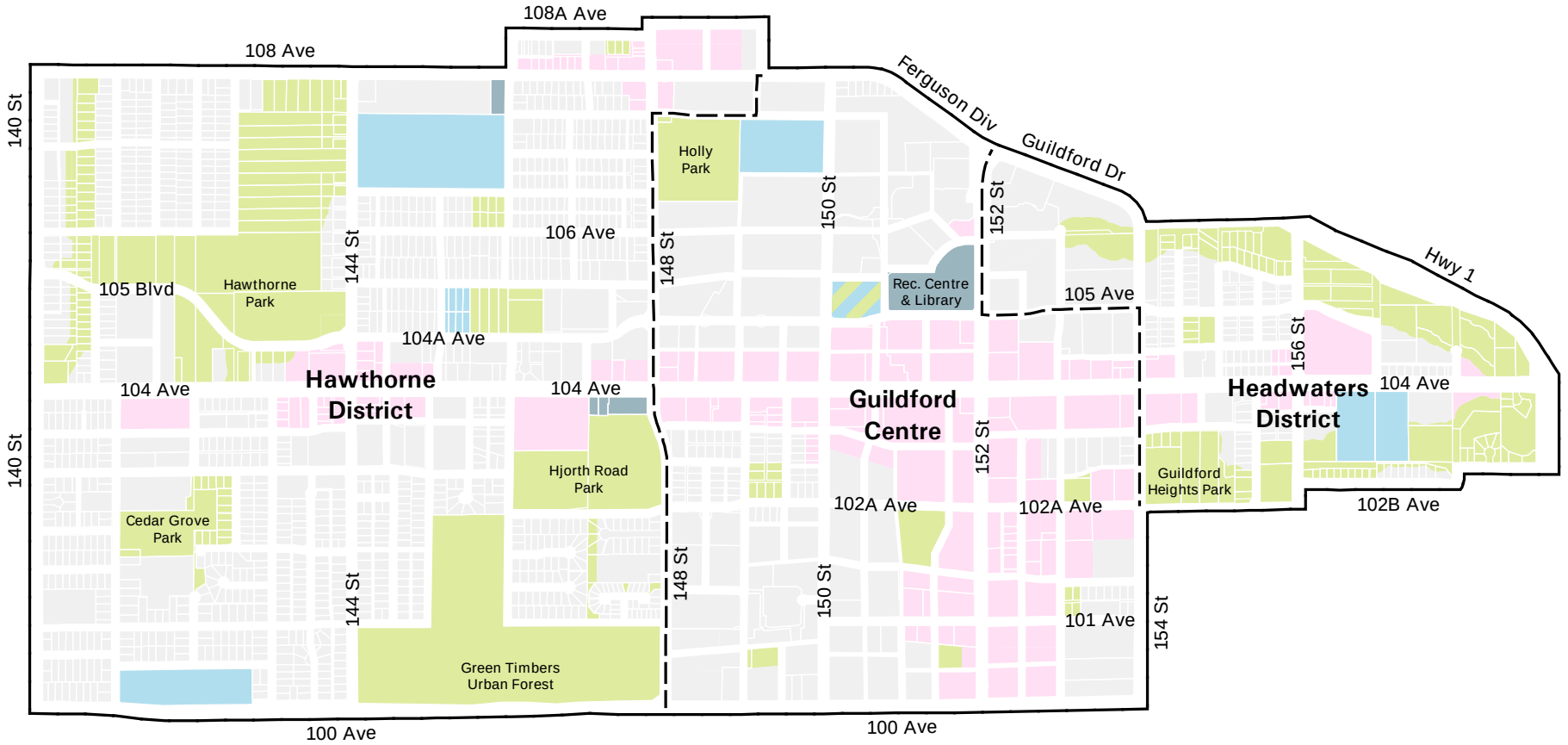


Figure 4.3: Guildford Centre Precedents

Guildford Centre

Guildford Centre is a designated town centre and the heart of the larger Guildford community. It is where the most significant growth has and will continue to occur. The initial development of Guildford in the 1960s began with the opening of Guildford Mall, anchored by the Woodward's department store. Future redevelopment of the mall will preserve and integrate the Woodward's Building.

As Guildford Centre grows and transforms into an attractive and distinctive town centre, new development will deliver outstanding contemporary architecture. A balance will be achieved between consistent neighbourhood design and individual expression. Sensitive innovation is encouraged to achieve visual diversity, interest, harmony, and beauty.

1. Promote contemporary and creative architectural form with high-quality design integrity.

2. Tower development should clearly express a base podium at street level, the main body of the building, and an articulated roof form. This will be achieved through setbacks, step-backs, textures, materials, and other architectural treatments.

3. Seek opportunities to create landmark public buildings (e.g. museum, library, etc.).

4. Express the verticality of the architecture in the core area by incorporating datum lines, recesses, or vertical breaks.

5. Use well-integrated architectural elements to reduce the perceived mass of larger projects. Avoid excessive frames and utilize additional strategies such as color changes, material changes, wall offsets, height variation, wall setbacks, accent lines and upper floor step-backs to articulate buildings.

6. Use high quality cladding and materials with textures and patterns that are visually interesting, and innovative.

Hawthorne District

The Hawthorne District is a growing residential neighbourhood that will continue to urbanize while retaining connections to its many significant natural features and recreational opportunities. The district will be characterized by its attractive and distinctive medium density developments that have simple, clean architectural lines, with strong, ordered fenestration and limited projections. The Hawthorne District will also be distinguished by the significant use of high-quality natural materials such as brick, natural stone, and natural finished wood or refined metal panels.

1. Architectural variety is encouraged; however, buildings (including roof forms) should be compatible in terms of architectural style and complement each other to create a harmonious streetscape.

2. Modulate long buildings to help create a vibrant streetscape avoiding monotonous facades.

3. The range of materials employed should be limited in order to promote a sense of visual continuity for an area. In the design of new façades, incorporate one or two base colours which may be complemented by a wider range of accent colours that highlight architectural features.

4. Exterior building materials and colours should be selected from a natural palette, avoiding extensive use of saturated/primary colours. Cladding materials should be of high quality and appropriate to the building type and surrounding development context. Use building materials, such as natural brick, stone, wood, and glass in a manner true to their nature rather than mimicking other materials.

Figure 4.4: Hawthorne District Precedents

Figure 4.5: Headwaters District Precedents

Headwaters District

The Headwaters District has strong associations with the productive riparian areas along Guildford Brook and Serpentine Creek. Within the district, attractive and distinctive architecture will respond to the natural setting in the form of low- to medium- density development. Facades will incorporate relief and textured materials to create strong interest, shadow lines, and variety, in keeping with the natural setting, while employing sustainable techniques. Development will also consider riparian interfaces and opportunities for neighbourhood connections that enable residents to engage with and appreciate the natural landscape.

1. Use simple building forms with strong eave lines and overhangs.
2. Heavy timber and local west coast architecture are encouraged with exposed wood elements.
3. A strong primary roof form should address the street with secondary roofs (dormers, gables etc.) to visually support the primary roof.
4. Front porches are encouraged for ground-oriented residential units.
5. Facades of buildings should incorporate human-scale detailing and proportions through the use of reveals, cornices, expression of structural or architectural bays, recessed windows or doors, material or material module changes, and colour or texture differences. Building finishes should place heavy emphasis on texture to create shadow lines and contrast.
6. Use of natural materials such as wood, or brick is encouraged at street level. The use of glazing as the predominant material is not appropriate.

4.2 Form and Expression

Guidelines in this section deal with the general configuration, scale, and shape of buildings as well as their architectural quality and treatment. The guidelines apply to all mixed-use, multi-family, and commercial developments in the Plan Area.

4.2.1 SITING AND MASSING

1. Design with existing grades and step buildings where there is a significant grade difference across a site. On-site grades should meet adjacent grades at property lines. Avoid artificially raised or lowered grades, where possible.

2. Site buildings to support pedestrian activity and incorporate courtyards, passageways, publicly accessible plazas, and mid-block pedestrian connections linked to public sidewalks.

3. Limit the use of high retaining walls, particularly along street frontages, parks, open spaces, ravines, and other areas of the public realm. Where retaining walls cannot be avoided, limit them to 0.6 metres in height and incorporate tiered landscaping to soften and screen walls. The use of brick, stone, or formwork at the base of the retaining walls and patios are highly encouraged.

4. Locate and orient buildings to provide continuity and a sense of enclosure along streets and interior courtyards.

5. On corner sites, buildings should be positioned to frame abutting streets. Corner sites can serve as focal points and require careful urban design consideration.

6. Use solar studies to design buildings to maximize natural light penetration to interior and exterior spaces.

7. Incorporate upper storey step-backs to minimize shadowing of adjacent buildings, streets, and open spaces and to improve privacy (refer to Section 4.3.3: Building Setbacks).

8. Consider staggering windows and balconies on adjacent buildings to improve privacy.

9. Consider building proportions in massing strategies and reduce bulk as much as possible by breaking up large buildings into smaller elements.

10. Building facades have a preferred length of 40 metres and a maximum length of 60 metres. Buildings over 40 metres in length should incorporate a significant horizontal and vertical break in the façade.

4.2.2. ARCHITECTURAL EXPRESSION

In addition to the district specific guidelines in Section 4.1.4, the following guidelines apply generally throughout the Plan Area.

1. Building form and expression should be true, honest, and reflective of the scale of the development. Avoid excessive decorative architectural elements, ornaments, and features that do not add architectural value to the overall expression, for example, excessive frames, bays, roof projections, etc.

2. Building facades should exhibit "three-dimensional relief" through the incorporation of massing shifts and other architectural elements and the use of materials to create shadows and depth in balance with energy performance objectives.

3. Consider distinct architecture on highly visible sites, such as at "T" intersections and at the end of axial views.

4. Avoid duplicate, mirrored, or symmetrical building designs.

5. When using panelized materials, limit painted or low-quality fiber cement products that change appearance over time and require regular repainting. Use color-matched fasteners and joints for a seamless look.

6. All publicly visible facades at the side and rear of buildings should have an architectural expression that is compatible with the primary facade through consistency in materials and detailing.

7. Provide useable balconies and other private outdoor spaces (with a minimum depth of 1.8 metres and minimum width of 2.0 metres) that contribute to a cohesive facade composition and materials.

8. Screen rooftop mechanical equipment from public view with materials that are complementary to the building or through architectural features. Rooftop exit stairs are to be integrated with the primary architectural expression and/or roofline.

9. Use high-quality design and materials for canopies and awnings with appropriate detailing.

4.3 Building Interface

A building's primary interface with the public realm are at its lower levels, most importantly, the ground floor. How the ground floor is designed, occupied, programmed, and activated defines most people's experience of a building. This section guides the design of building interface elements such as setbacks, entrances, and landscaping. Figure 4.6: Public Realm Interfaces identifies required uses for commercial/mixed-use and residential sites as described below.

Active Ground Floor Uses

Active frontages are required in high visibility core and secondary node areas to generate pedestrian street activity. In these areas "active" ground floor uses are required, including:

- Food and beverage businesses, such as restaurants, pubs, and coffee shops.
- Smaller scale retail businesses such as bookstores and clothing boutiques.
- Personal services, such as hairdressers and beauty parlors.
- Entertainment uses that generate demand during evenings and weekends.
- Interactive uses that include outdoor seating or merchandise displays (e.g., patios, flowers, or produce).
- Small unit storefronts with flexible space.

Less Active Ground Floor Uses

In mixed-use areas with lower pedestrian volumes, less active ground floor uses can be considered:

- Ground floor office, such as lawyers, accountants, and general office.
- Larger format commercial uses, such as pharmacies, grocery, and liquor stores.
- Larger format service uses, such as childcare, fitness studios, and medical clinics.
- Financial institutions, such as banks and credit unions.
- Institutional uses, such as places of worship, care facilities, and supportive housing.

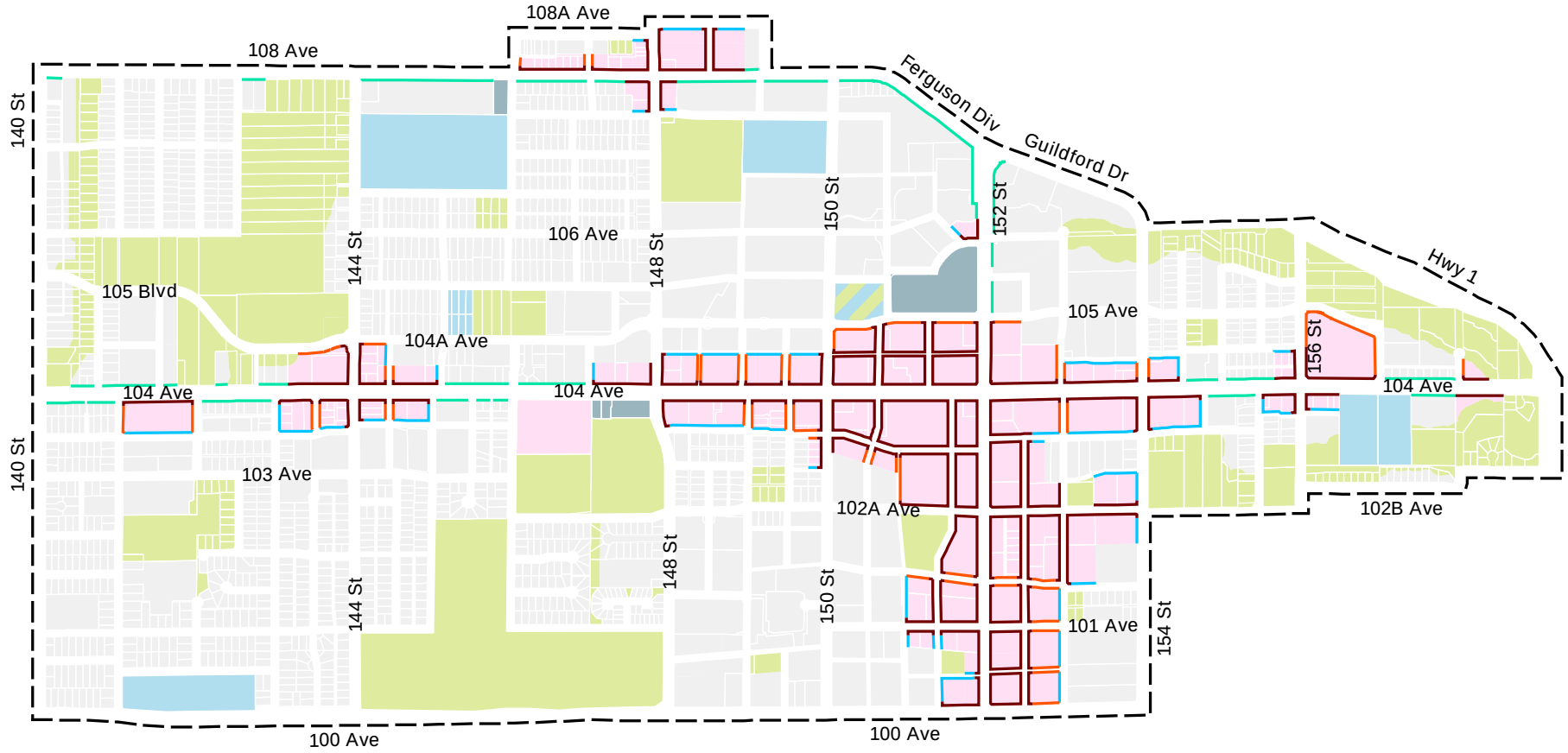
Residential Ground Floor Uses

At-grade residential uses are required for residential-facing frontages of mixed-use sites. These interfaces will be expressed as ground floor townhouses or apartments with individual unit entrances from the street. Active or less active ground floor uses, as described above, can also be considered across from a park or school.

Two-Storey Townhouses

For multi-unit residential interfaces along high traffic arterials, including 100 Avenue, 104 Avenue, 108 Avenue, Ferguson Diversion, and 152 Street, two-storey townhouse units are required at the base of the building. This supports liveability by providing living space above street level for all units facing the arterial. Where two-storey townhouses are not feasible, an increased residential setback and additional design parameters will apply. Where permitted by the land use designation, active ground floor commercial uses may be provided as an alternative to two-storey townhouses.

Figure 4.6: Public Realm Interfaces



LEGEND

Commercial/Mixed-Use Sites

- Active Ground Floor Uses
- Active or Less Active Ground Floor Uses
- Residential Ground Floor Uses

Residential Sites

- Two-Storey Townhouses Required

4.3.1 COMMERCIAL INTERFACE

1. Design uninterrupted commercial frontages where appropriate, particularly in shorter commercial blocks. On blocks longer than 100 metres, provide a visual break with a mid-block recess, patio space, plaza, etc.

2. Locate large format commercial uses on upper floors, or within the interior of the building and include frequent entries, shop windows, and smaller retail units adjacent to the public realm. This will activate streets by creating visual interest and minimize large expanses of inactive walls.

3. Incorporate generous floor-to-ceiling heights (minimum 4.5 metres) for ground floor commercial space to increase access to natural light, provide spaciousness, and allow greater flexibility for potential changes of use.

4. Incorporate a high degree of transparent glazing at the street level to enhance the visual presence of ground floor commercial uses in mixed-use and commercial areas. This is intended to create pedestrian interest and improve commercial viability by maximizing visibility into the building interior and merchandise displays.

5. Provide continuous weather protection along all commercial interfaces. Place canopies to achieve a minimum vertical clearance of 2.5m and extend out from the building a minimum of 1.8 m. To achieve effective weather protection for pedestrians, the canopy depth should be at least half the vertical clearance.

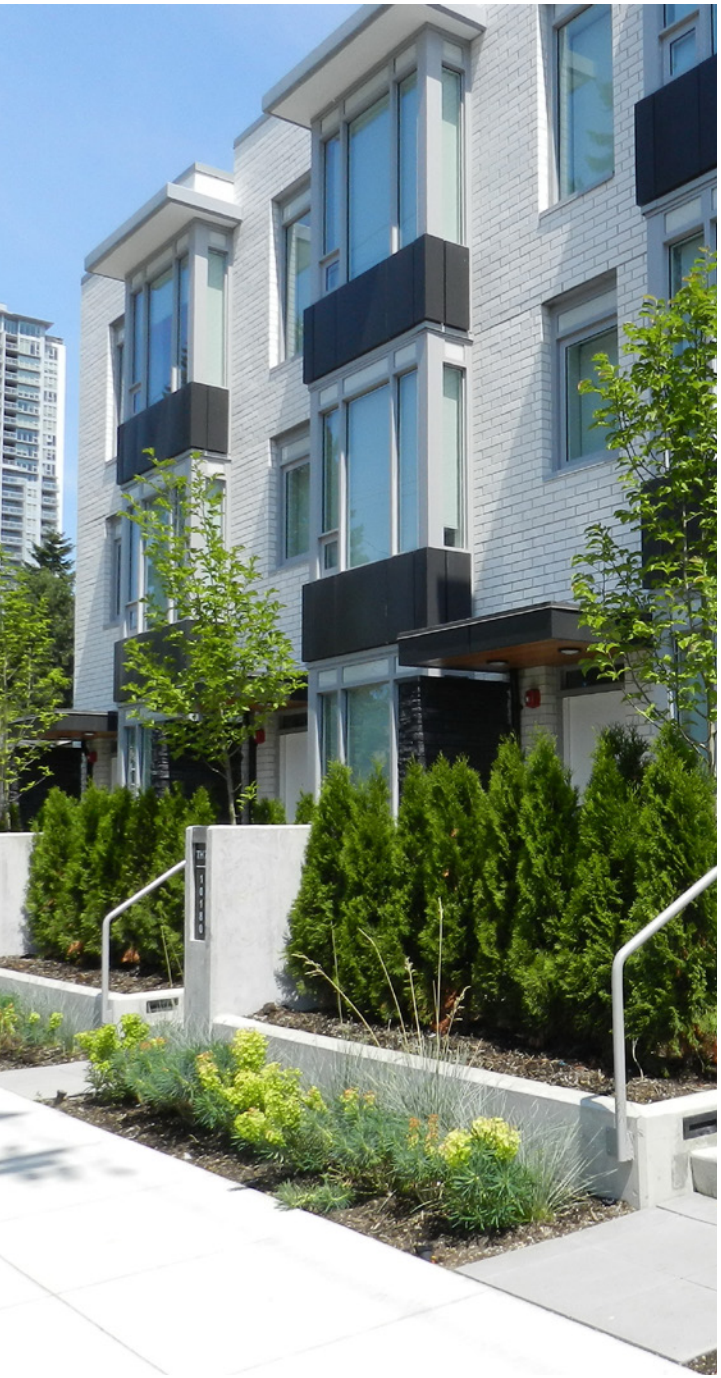
6. Consider the placement of awnings and canopies to balance weather protection with daylight penetration. Avoid opaque canopies that run the full length of facades.

7. Ensure commercial entries are flush with the sidewalk grade, stepping the floor level to correspond with grade changes.

8. Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur which may be in addition to required setbacks.

9. Maintain active and transparent facades for the non-residential components of live/work units.

10. Ensure signs on commercial buildings are scaled to pedestrians and located at street level. Free-standing and monument signs are discouraged.



4.3.2 RESIDENTIAL INTERFACE

1. To maintain a consistent streetscape, provide a 2- to 3-storey townhouse expression at the base of apartments when adjacent to townhouses or long-term single-detached houses. True two-storey townhomes are required along arterial roads as identified on Figure 4.6. Use extended porches or recessed entries to articulate facades and reinforce a residential character.

2. Focus architectural emphasis on the lower levels to maintain a human scale and create pedestrian interest.

3. Express each unit's individuality with its own entrance and weather protection, separated from its neighbour. Complement individual entrances with landscaping, including a variety of trees such as evergreen or flowering trees.

4. Orient front doors and porches to face the street and provide direct (straight-line) walkway access to the public thoroughfare.

5. Front yards should incorporate landscaping and enclosure to provide privacy to individual units with hedges and fencing no taller than 1.0 metres.

6. To provide privacy for ground-oriented units, set main floor elevations to be between 0.6 and 1.2 metres above the adjacent public sidewalk. On steep sites, flush entries may be considered in limited cases; however, avoid any sunken patio conditions.

7. Where a significant grade transition is unavoidable along a public thoroughfare, tier retaining walls with a maximum height of 0.6 metres and a minimum depth of 1.0 metres.

8. Provide high quality materials or articulated exposed concrete on patio retaining walls to add more visual interest to the public realm.

4.3.3 BUILDING SETBACKS

1. Buildings should generally apply a consistent front yard setback. Recesses and projections may be used to articulate main lobby entrances and residential or commercial access. If necessary, lobbies may project into setbacks to meet Fire Department access and Building Code requirements.

2. Where amenities such as public plazas, public art, sidewalk cafes, and spill out spaces are planned between the building and the street, building setbacks should be increased to accommodate these areas.

3. Where development abuts a transit stop allow for additional building setback to accommodate pedestrian volume and movements.

4. Lower underground parkades to 1.0 metres below grade in setbacks and courtyards to allow for soil depths that are adequate to accommodate flush planters and landscaping. At Guildford Green Corner Plazas (see Section 4.4.3), additional setbacks are required below grade to accommodate tree growth.

5. Buildings should be set back from protected trees (per arborist recommendations), vegetation, and habitat areas retained on-site. The setback distance must enable construction and maintenance without impacting the retained features.

6. Increased setbacks may be required from sensitive environmental areas, such as riparian areas, and from heritage features.

7. Increased setbacks or step-backs should be incorporated to mitigate shadowing on neighbouring buildings and open spaces and the prevent obstruction of sightlines.

8. Where non-residential uses abut residential uses, additional rear or side yard setbacks may be required, along with screening for visual impact and noise. Provide a minimum 3.0-metre landscape buffer in addition to the required setback.

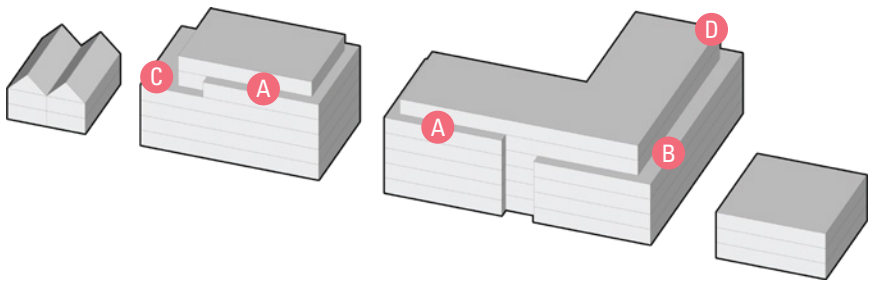
9. If a zero-lot line condition is proposed at the side property line, the front setback should match that of the abutting building (ultimate condition) to ensure street wall continuity.

10. Modulate building form to provide sympathetic transition to adjacent building forms. Incorporate upper floor step-backs in 5 and 6-storey apartments to visually scale down and articulate buildings, and create more engaging architecture (see Figure 4.7):

    - Minimum 2.0 metres for the top floor (A).
    - Minimum 2.0 metres for the top two floors along local roads and for buildings that are more than two storeys taller than neighbours (B).
    - Minimum 3.0 metres for the fifth and sixth floors adjacent to or across from long-term single-detached houses or townhomes (C).
    - Minimum 3.0 metres (or 7.5 metres from the property line) for the top two floors adjacent to a shared rear property line (D).
    - Avoid projecting balconies and other architectural features into the step-backs.

    Avoid exaggerated roof expression or upper level architectural features adjacent to lower scale buildings.

Figure 4.7: Upper Floor Step-Backs for 5- and 6-Storey Buildings



11. The following **minimum** setbacks are to be provided (which may be increased under special conditions):

    - 3.0 metres to building for commercial interfaces, except:
        - 4.5 metres to building along 104 Avenue and 152 Street, and
        - 4.5 metres to building adjacent to green connectors
    - 5.5 metres to building for residential interfaces, except:
        - 6.5 metres when requirement for two-storey townhouses along arterial roads is not met
    - 1.0 metres to residential patio retaining walls and fences, except:
        - 2.5 metres where adjacent to green connectors
    - For green lane and standard lane commercial interfaces:
        - 2.0 metres to building where there is a City sidewalk.
        - 4.5 metres to building where there is no City sidewalk, in order to provide an on-site tree boulevard and walkway see Figure 6.8).
    - For green lane and standard lane residential interfaces:
        - 4.5 metres to building where there is a City sidewalk.
        - 6.5 metres to building where there is no City sidewalk, in order to provide an on-site tree boulevard and walkway (see Figure 6.8).
    - Minimum 7.5 metres to building where adjacent to environmental areas, hydro corridors, and public utilities. Larger setbacks may be required for specific environmental conditions.
    - 6.0 meters to building where adjacent to city parks.
    - Setbacks from property lines shared with another private property vary based on the scale and orientation of the development. Review OCP DP1 Development Permit Guidelines: Form and Character, Common Guidelines 131.a and 131.b.

4.3.4 BUILDING ENTRANCES

1. Ensure that the primary lobby is located on the named city road from which the building takes its civic address (rather than on a lane) to meet Fire Department access requirements. Primary lobbies must meet BC Building Code (BCBC) requirements for minimum and maximum distance to the street curb.
2. Ensure main building entries and lobbies are clearly identifiable and visible from the street, with direct sightlines.
3. Set main building entrances at sidewalk grade to avoid transitions such as steps or ramps. If needed, incorporate steps or ramps inside the main entrance lobby.
4. Encourage entrances to be prominent and articulated using glazing, architecturally integrated canopies, special paving, planting features, and special lighting. Consider over height spaces to emphasize the lobby.
5. In mixed-use buildings, design residential common entrances to be separate and visually distinct from commercial entrances.
6. On corner sites, consider locating the main entrance at the corner.
7. Design lobbies to have multiple access points, where appropriate, to enhance building access and connectivity to adjacent open spaces, lanes, and mews.

4.4 Public Realm

The public realm comprises the numerous and diverse spaces that are open and accessible to the general public, most notably streets, plazas, pedestrian connections, and parks. This section addresses high streets, which are social spaces where commerce and public life occur, mid-block connections which enhance pedestrian access, and plazas that extend the public space onto private property. Parks are addressed in Section 7: Parks and Open Space.

4.4.1 HIGH STREET

As Guildford Mall redevelops, there will be an opportunity to re-create a community heart for Guildford. With a new grid of streets, the car-oriented enclosed shopping centre will be transformed into a pedestrian-oriented mixed-use precinct. Beginning with the north mall site, a commercial high street will extend between the Guildford Recreation Centre and Library and the Guildford bus exchange and future rapid transit station.

The high street will be lined with street-front retail and active uses including restaurants and cafes. The very public nature of the high street will be supported by an enhanced public realm that includes large plaza spaces, wide sidewalks, additional pedestrian amenities, unified street furnishings and design, and increased setbacks for patio seating or merchandise display.

Ultimately, the high street will continue on the opposite side of 104 Avenue through the south mall site, terminating at a future one-hectare park. The high street will be integrated with a significant plaza adjacent to the former Woodward's Building (now occupied by the Hudson's Bay department store) which is listed on Surrey's Heritage Inventory. Continuity of the high street relies on there being a seamless, convenient, and accessible crossing of 104 Avenue that is available to the public at all times of day. Currently, a bridge structure with a private internal passageway connects the mall across 104 Avenue.

4.4.2 MID-BLOCK PEDESTRIAN CONNECTIONS

Mid-block connections enhance pedestrian access and may be required within developments when blocks exceed 80 metres in length. They may also be required where roads dead end to provide better accessibility to buildings, transit stops, parks, trails, and other amenities.

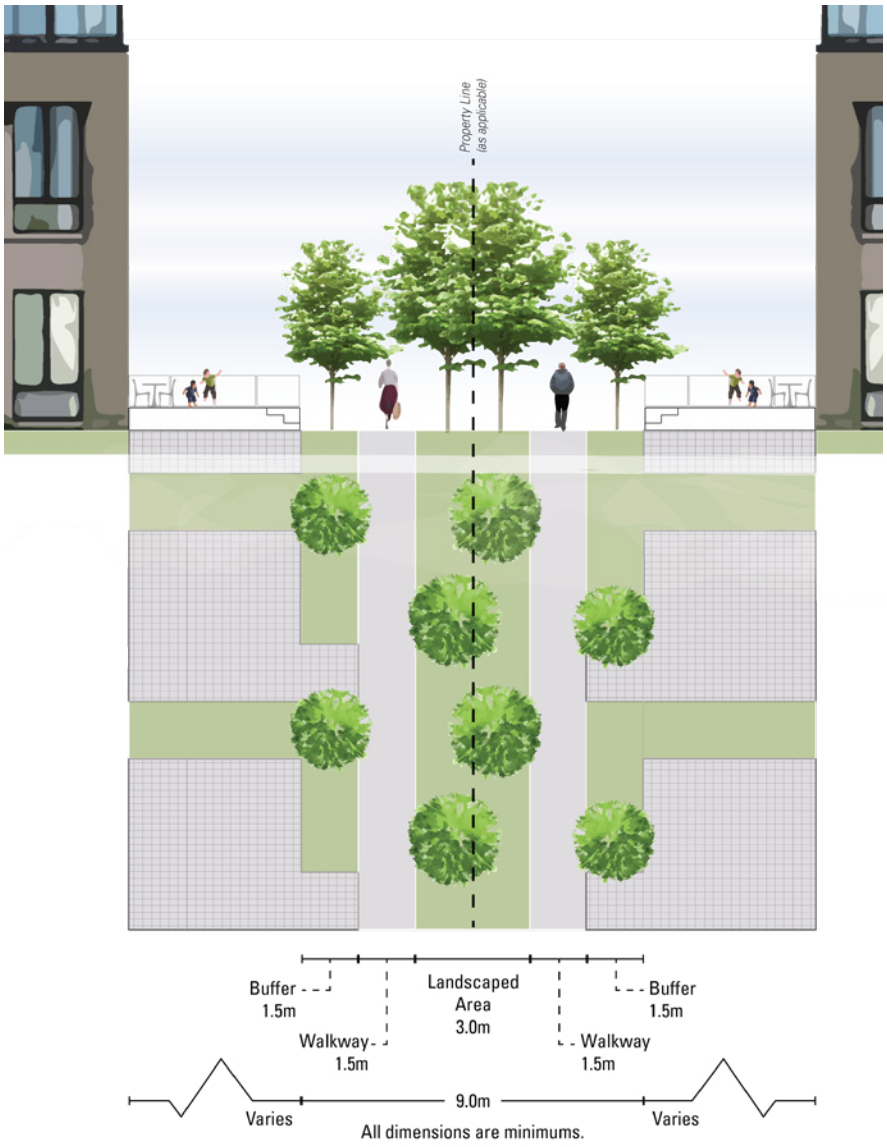
These connections will function as publicly accessible open spaces on private property unless engineering requirements dictate dedication. Mid-block connections may be located between buildings on a single site or shared between two sites along a common property line. These connections should be direct, uninterrupted, and carefully aligned with building grades to ensure accessibility and alignment at the property line.

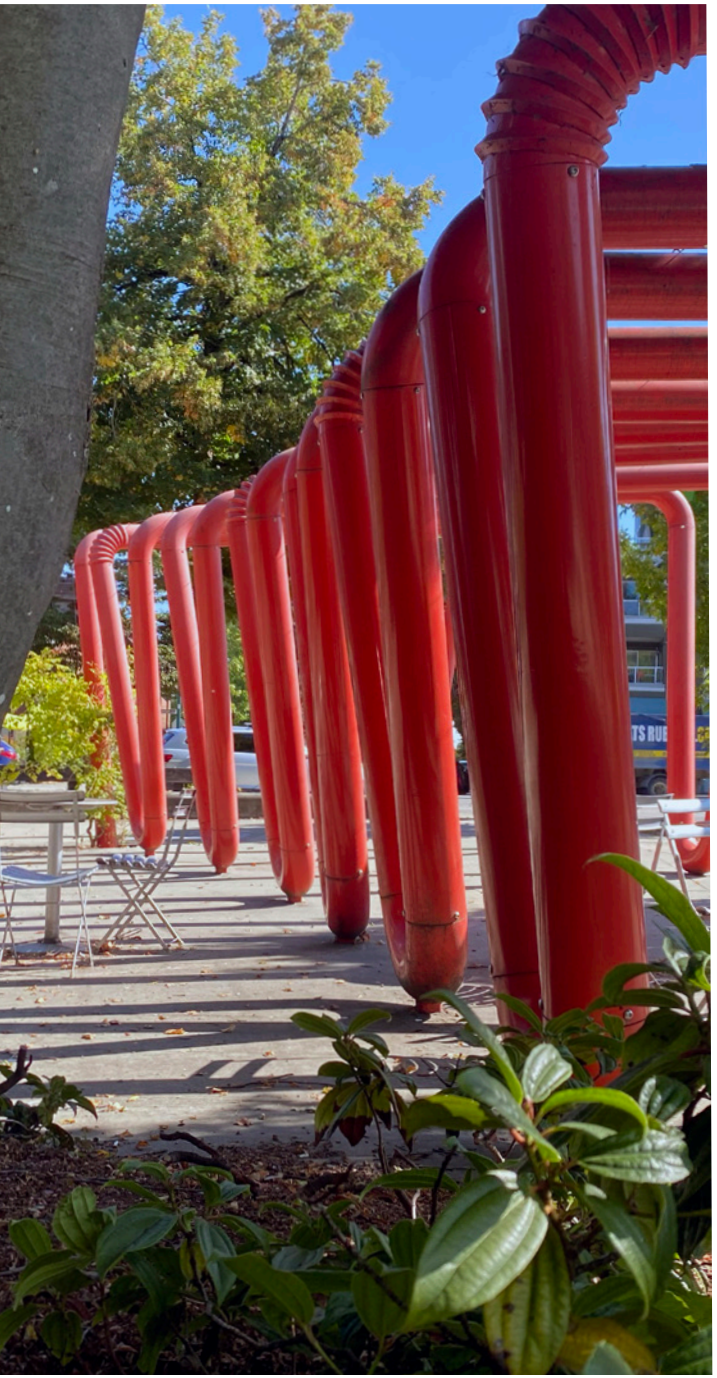
Mid-block connections should have a minimum width of 9.0 metres which may fit within required building setbacks or separation areas. Some site layouts might require additional setbacks. Along a shared property line, a 4.5-metre setback is required on each side, consisting of a 1.5-metre wide landscape strip adjacent to the property line and a 1.5-metre wide barrier-free walkway. The combined 3.0-metre landscape area should include two rows of trees in a staggered configuration. A 1.5-metre landscape buffer should be maintained between the walkway and the building, with additional setbacks required to accommodate patios.

The design of mid-block connections should be sensitive to their context. Those adjacent to commercial and mixed-use buildings can adopt a more urban aesthetic, while connections bordered by residential buildings should incorporate softer, landscaped features. For safe and comfortable function, the pedestrian connection should remain free of fences and gates upon completion and buildings should be designed with direct overlook and connectivity from units onto the walkway.

In the case of dedicated mid-block connections, the configuration and design will be specified by the Engineering Department.

Figure 4.8: Mid-Block Pedestrian Connection Cross-Sections





4.4.3 PLAZA NETWORK

A plaza is an open space designed for public use and defined by surrounding buildings and streets. Plazas support liveability by expanding the public realm to provide space and infrastructure for social interaction. They take different forms and can be used for gathering, resting, eating, and commerce. Plazas can also provide cultural opportunities and a connection to nature.

Each mixed-use and multi-family development (including townhouse) will provide one or more publicly accessible plaza, sized relative to the project's scale, but at minimum 30 square metres. In some locations, a larger plaza or specific design may be appropriate.

In these cases, the scale and function are determined by a plaza hierarchy that considers adjacent land uses, transportation networks, and other elements of the public realm. The hierarchy consists of landmark, standard, and "Guildford Green Corner" plazas, as described in this section. Figure 4.9 shows the locations of these plazas. (The locations of other plazas required on mixed-use and multi-family sites will be determined at the time of development and are not shown on this map.) General plaza design guidelines and Guildford Green Corner design specifications are provided in following sections.

Figure 4.9: Landmark, Standard, and Guildford Green Corner Plaza Locations

LEGEND

- Landmark Plaza
- Standard Plaza
- Guildford Green Corners
- Potential Transit Station
- Green Connectors
- High Street
- Commercial or Mixed Use
- Parks and Open Space
- School
- Civic or Institutional

Landmark Plazas

Landmark plazas are the largest urban plazas in the Plan Area and are found in the most active pedestrian and transit focused locations. A minimum of 750 square metres in size, they encourage a variety of activities, including seating, landscaping, lighting features, and weather protection. Landmark plazas should also consider significant public art or water features. Pragmatic utilities such as electrical and water connections for events or vendors and storage for plaza programming equipment should be included.

- Landmark Plaza A (Riverside Heights) will be the focal point of the redeveloped shopping centre site. It will support commercial businesses and neighbourhood gathering. Located near the new north-south road, but away from 108 Avenue, the plaza will be sited to provide significant shade trees, and sunny spaces in winter months. The plaza should be designed to include seating, public art, a drinking fountain, and urban landscaping.

- Landmark Plaza B (Guildford Mall North) is located within one block of the Guildford Recreation Centre and could be used by the City to host special events. Located along the high street, it will support commercial businesses and neighbourhood gathering and assist with wayfinding in the re-imagined town centre. This unique landmark plaza along with three Green Corner plazas at the same intersection will form a quartet of plazas with each supporting one of four signature trees. The design of this plaza should evoke the energy and optimism of the era in which the mall site first developed, accommodating a variety of uses. Interpretive information and wayfinding to transit and the community centre will be included as amenities, along with urban landscaping. The plaza should be designed to include seating, public art, a drinking fountain, urban landscaping, and infrastructure for events including water and electricity.

- Landmark Plaza C (Guildford Mall South) will be designed to celebrate the heritage Woodward's Building (currently occupied by the Hudson's Bay). The plaza will host shoppers and residents, providing both sunny and tree-shaded seating areas. Interpretive information and wayfinding to transit and the community centre will be included as amenities, along with urban landscaping. This plaza will have a unique form but share character with the Guildford Mall North plaza. Depending on its exact location, the plaza may also provide additional waiting areas for transit.

- Landmark Plaza D (Impact Plaza) will be the centrepiece of the redeveloped shopping centre site at the south end of the town centre, located away, but visible from the transit stop on 152 Street. It will support commercial businesses and neighbourhood gathering and will be sited to provide significant shade trees and sunny spaces in winter months. This plaza should be designed to include seating, public art, a drinking fountain, and urban landscaping.

Figure 4.10: Landmark Plaza Precedents

Standard Plazas

Standard plazas are urban in character but provide enhanced landscaping. Up to 500 square metres in size, their shape and location are flexible and depend on context. Standard plazas will accommodate seating, wayfinding, urban landscaping including trees, drinking fountains, bike racks, and waste receptacles. Standard plazas should be designed with some overhead weather protection such as canopies, awnings, shelters, and glazed trellises.

- Standard Plaza 1 (SE corner of 140 Street & 105 Boulevard) will mark entrance into the Hawthorne District and will provide open views into Hawthorne Rotary Park. Minimum size: 100 square metres.

- Standard Plaza 2 (NE or SE corner of 140 Street & 102A Avenue) will mark entrance into the Hawthorne District and will be located at the first corner to develop. It will provide wayfinding to Cedar Grove Park. Minimum size: 100 square metres.

- Standard Plaza 3 (SE corner of 142 Street & 104 Avenue) will be opposite the southern entrance to Hawthorne Rotary Park. Minimum size: 100 square metres.

- Standard Plaza 4 (SE corner of 144 Street & 106A Avenue) will be across from Mary Jane Shannon Elementary School and near the northern entrance into Hawthorne Rotary Park. Minimum size: 100 square metres.

- Standard Plaza 5 (SW corner of 144 Street & 105 Boulevard) will be opposite the main entrance to Hawthorne Rotary Park and will interface with active commercial frontages. Minimum size: 500 square metres.

- Standard Plaza 6 (SW corner of 148 Street & 104A Avenue) will be located at the intersection of major east-west and north-south active transportation routes. A Metro Vancouver water valve chamber may be required on this corner. The size of the plaza should enable provision of trees, planting and seating. Minimum size: 250-350 square metres.

- Standard Plaza 7 (NE corner of 149 Street & 105 Avenue) will be at the intersection of two green connectors. It will act as a neighbourhood gathering place and provide creative seating and signature tree planting. Minimum size: 200 square metres.

- Standard Plaza 8 (149 Street & 102A Avenue) will be located at any corner opposite the future park and near the intersection of two green connectors. It will provide a shade tree and various sensory plantings. Minimum size: 200 square metres.

- Standard Plaza 9 (NE corner of 150 Street & 101 Avenue) will be at the intersection of two bike routes and will provide an opportunity for tree retention. A drinking fountain will be provided. Minimum size: 150 square metres.

- Standard Plaza 10 (NW corner of 151A Street & 102A Avenue) will be diagonally across from the future town centre park and at the southern end of the high street. Minimum size: 500 square metres.

- Standard Plaza 11 (NE corner of 151A Street & 101 Avenue) will be located to take advantage of southern sun exposure and to be close to active commercial frontages. Minimum size: 300 square metres.

- Standard Plaza 12 (SW corner of 153 Street & 104 Avenue) will allow for the retention and enjoyment of the Heritage Inventory-listed flagpole. Incorporate Guildford Green Corner elements as appropriate to design. Minimum size: 500 square metres.

- Standard Plaza 13 (SE corner of 156 Street & 105 Avenue) will mark the entrance into the Headwaters District. It will be located at the intersection of major north-south and east-west active transportation routes and adjacent to a large commercial node. Minimum size: 500 square metres.

Figure 4.11: Standard Plaza Precedents

Guildford Green Corners

Located throughout the Plan Area, Guildford Green Corners allow for a moment of respite from urban life. Typically comprising a quartet of corner plazas at key intersections, they act as placemaking elements and landmarks that are unique to Guildford. They will bring lush vegetation to the urban fabric, providing residents an opportunity to engage with nature while enjoying a morning coffee or chatting with neighbours.

Guildford Green Corners will have a consistent expression throughout the Plan Area and each corner plaza will be required to conform to the following design. Detailed specifications, including dimensions, materials, and plantings, are provided in Appendix A.

1. A minimum 12-metre building setback is required to provide sufficient space to achieve the specified design.

2. To ensure healthy tree growth, underground parkade structures are to be set back at least 8.5 metres from north and south property lines and 9.5 metres from east and west property lines. Reduced setbacks may be considered for parkade level 'P2' (and lower).

3. Each plaza will include two in-ground planting beds, seating walls with benches, specimen trees (one conifer, one deciduous, and one flowering tree), shrub and groundcover plantings, specified paving treatments, and other landscaping elements.
4. Plazas opposite each other are to be mirrored for a coordinated design. This applies to all plaza elements including tree species.

5. Planting beds should provide a mix of evergreen and deciduous species, that are well suited to deal with climate change, and should also provide habitat for birds and pollinators by:
   - Including vertical vegetation structures.
   - Providing plants with native berries and flowers during all seasons.
   - Supplying at least one cluster of conifers.
   - Establishing heterogeneous plant communities with no species more than 10% of all plants.

6. Landscape lighting is encouraged. Lighting should be provided while ensuring "Dark Sky" compliance. Refer to Surrey's Biodiversity Design Guidelines, Module 2 for more information.

7. Additional furnishings, such as nesting boxes for birds and insect/pollinator hotels, are encouraged. Additional seating may be considered

8. The design of the corners can be amended to incorporate existing trees where retained.

4.4.3 GENERAL PLAZA GUIDELINES

Plazas require clear access and visibility, strong design, and program of use. Careful thought should be given to a plaza's principal function and its relationship with adjacent streets, buildings, and uses. Individual plazas function best as part of a hierarchy of open spaces, serving immediate local needs.

Most plazas will be provided as publicly accessible open space on private property, delivered by development through increased setbacks from public streets. Plazas are not permitted to be gated or fenced and will maintain visibility and open access to the public at all times to encourage street activity and public safety. Plazas and adjacent development should complement each other and function together to enhance the public realm.

1. Design plazas to encourage public use by furnishing with a variety of amenities and framing the edges with active uses including lobbies, storefronts, and building entrances.

2. Plazas should be appropriately sized and encourage a variety of activities that create a sense of liveliness and excitement. Amenities can include a variety of seating options, public art, tables, games, water features, waste receptacles, drinking fountains, and bike racks.

3. Design public open spaces and plazas for all seasons. Provide open spaces with access to sunlight year-round and shade in the summer. Use solar studies to maximize natural light and minimize shadowing from adjacent buildings.

4. The design of a plaza should provide for safety by providing clear sightlines, good lighting, and multiple means of access. Visual surveillance opportunities should be designed both from within the space and along the edges.

5. Furniture should typically be fixed in place; however, moveable furniture may be allowed in certain circumstances.

6. The character, materials, and design of a plaza should reflect and reinforce the character of the district in which it's located (see Section 4.1.4: Distinct Districts). Provide high quality, durable materials that are resistant to vandalism and the elements.

7. Set grades flush with adjacent sidewalks and limit changes to grade to allow visibility and ease of access. Avoid raised or sunken plazas and the use of retaining walls and berms. On steep sites plazas may step to meet the sidewalks while also maintaining accessible connections to all segments of the plaza.

8. Provide natural elements which reflect seasonal change, such as deciduous trees, shrubs, ground cover, and flowers, in a variety of colours and textures.

9. Flush in-ground planters should be used instead of raised planters. If needed, drop the parking slab to provide sufficient soil volume. If raised planters are proposed, they should be part of an integrated landscape seating concept with appropriate edges.

4.5 Heritage and Historic Conservation

The identification and recognition of heritage resources supports the conservation of sites that are valued by the community. Surrey's Heritage Register includes features or places valued for their aesthetic, historic, cultural, scientific, social, or spiritual importance. The City seeks to identify, recognize, and celebrate a broad range of heritage resources that reflect the diversity of history and character of the Plan Area. There are currently no sites listed on the Register within the Plan Area; however, several sites are identified as having potential heritage significance. Evaluation is required to determine if inclusion on the Register is warranted. These sites are shown in Figure 4.12 but should not be considered an exhaustive list.

The development of sites with potential heritage significance should not occur until they have been evaluated by a heritage professional. Evaluations may result in recommendations to preserve or commemorate a heritage resource. Any development adjacent to a heritage resource should also respect the unique character of the heritage building or feature and retain a sense of place by responding to the existing context. Development proposals for heritage sites within the Plan Area should be consistent with the ***Standards and Guidelines for the Conservation of Historic Places in Canada***.

1. Identify a broad range of heritage resources that are significant to the community and representative of Surrey's diverse history, including Indigenous history.

2. Protect and conserve heritage assets as redevelopment occurs by reviewing development and financial incentives such as grants and permissive property tax relief, relaxations to zoning requirements, and Building Code equivalencies.

3. The diversity of heritage sites is broad and each site will be considered on its own merits based on the site opportunities and context.

4. Investigate sites to identify historic elements that could be incorporated into building design, public realm, and placemaking features.

5. When designing on a heritage site, allow high quality, contemporary architecture to highlight existing heritage values through contrast and juxtaposition with earlier built forms. Encourage compatible designs that provide a clear distinction between 'old' and 'new.'

6. Development adjacent to heritage sites should respect the heritage character of the property, achieve high-quality built-form, and create continuity with the existing streetscape.

7. Redevelopment of a heritage site may include an adaptive use that respects the heritage value of the site and encourages a viable future for the building.

8. The Woodward's building should be preserved and integrated as part of a comprehensive development. A creative and adaptive approach should be employed to preserve this unusual and formative structure. Zoning Bylaw variances may be considered to support retention of the heritage building.

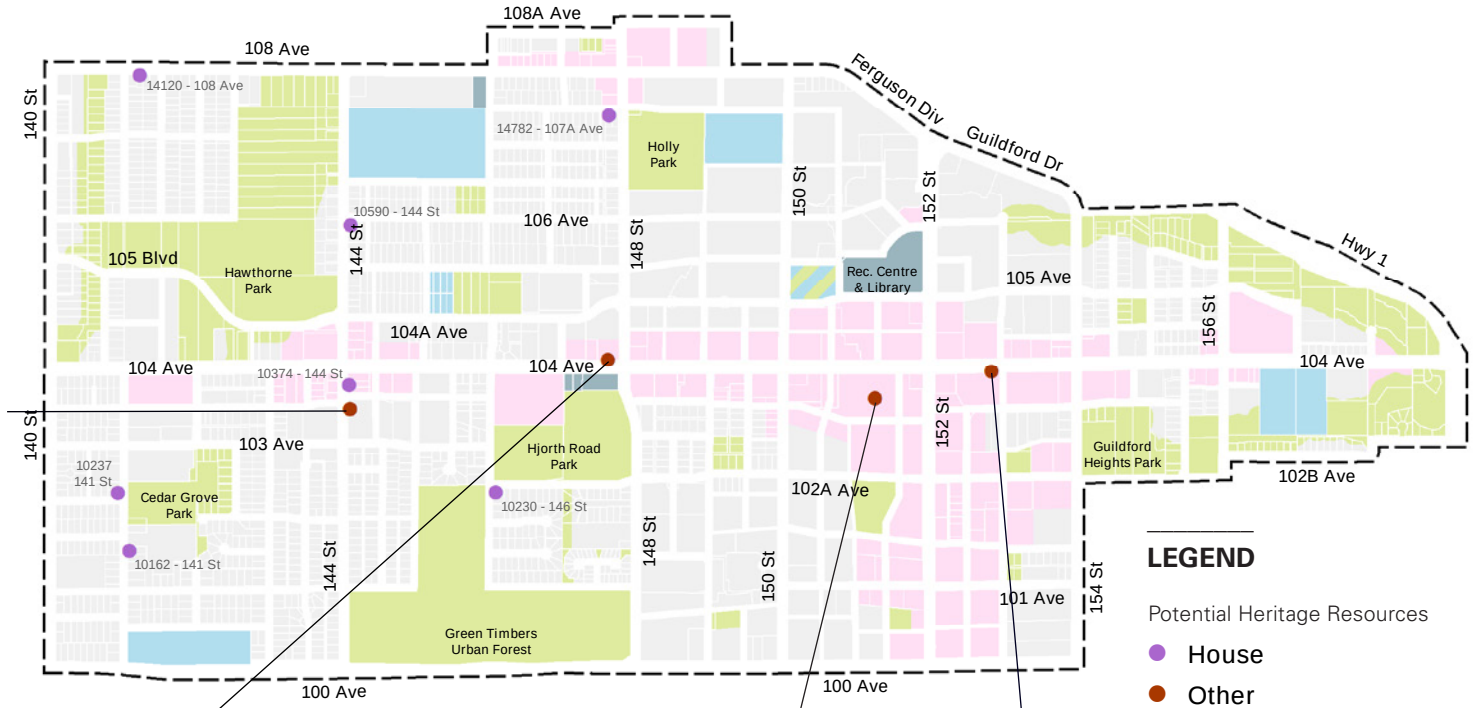
Figure 4.12: Potential Heritage Resources

Former Expo '86 Pavilion

Hjorth Road School, courtesy of Surrey Archives

Former Woodward's Building

Expo '86 Canada Flag



4.6 Vehicle Access, Servicing and Parking

Building access by vehicles, including service and commercial vehicles, is an important building function, as are utilities and mechanical systems. Careful consideration should be given to the design and configuration of these features in order to minimize their impact on the public realm.

1. Locate off-street parking and other "back-of-house" uses (such as loading, waste collection, utilities, and parking access) away from public view, ideally accessed from driveways, lanes, or lowest priority roads within the development.

2. Locate off-street parking underground. If located at ground level due to soil conditions or other site constraints, parking should be wrapped by active ground floor uses, and topped with an interior courtyard, rooftop garden, or private amenity space.

3. Minimize the number of parking access ramps and consolidate driveway letdowns where possible to limit interruption of the streetscape and pedestrian realm.

4. Situate the parking ramp under the building to minimize its exposure.

5. Minimize the extent of the site area dedicated to servicing and vehicular access through efficient layouts and shared infrastructure.

6. Provide clear sightlines at access points to parking, site servicing, and utility areas to enable passive surveillance and safety.

7. Consider internalizing loading activities or ensure that any on-site loading spaces are visually screened from the sidewalk and have an attractive door similar to a garage opening.

8. Minimize the size of service openings and garage doors visible from public streets and open spaces.

9. Locate ventilation shafts, grates, and other above-ground mechanical or site servicing equipment away from the public sidewalk and open spaces, especially seating areas, and integrate them within the landscaping.

10. Locate and design storage rooms, including for bicycles, in a manner that does not result in 'inactive' space along the street. Storage is ideally located below grade or towards the interior of the building.


NEPTUNE CHINESE KITCHEN

"It's important to see the community as a whole and to include affordable housing within communities, rather than separately in low income areas. Everyone deserves to feel a sense of pride in their neighbourhood regardless of their income or whether they are newcomers."

Online Survey Response, Guildford Plan Process

5 Housing
| Where We Live

Housing is a basic human right that is integral to supporting diverse and inclusive communities. As Surrey grows it is essential that the right supply of housing is provided to meet the diverse needs and preferences of the population. This includes a variety of housing types that can accommodate a broad range of incomes, life stages, household characteristics, and physical abilities. This section outlines the housing strategies and policies that apply in Guildford and the 104 Avenue Corridor.

5.1 Housing Strategy
5.2 Housing Policies

5.1 Housing Strategy

Today, the Plan Area is home to a diverse housing stock ranging from single-detached homes to high-rise apartments, most built before 2000. The area includes about one-third of Surrey's purpose-built rental housing stock. Several non-market and social housing resources are also located in the area (see Figure 5.2). As is the case elsewhere in Surrey and throughout the region, affordability is a concern for residents.

As the area grows, the Plan will support increased housing diversity and affordability by facilitating residential development in a broad range of forms. The Plan also builds on existing policy, including the Surrey Affordable Housing Strategy which focuses on purpose-built market and non-market rental housing. In addition, Surrey will continue to work in partnership with BC Housing, senior levels of government, and non-profit housing providers to deliver social housing where the need exists, ensuring that individuals and households have options at all points along the housing continuum (see Figure 5.1).

The land use concept in Section 3: Land Use includes land use designations that support a variety of housing types including single-detached dwellings (which may contain secondary suites), townhouses, other ground-oriented forms, and apartments at various building heights. This supports affordability by increasing the overall supply of housing, especially more affordable multi-family housing types. The Plan also aims to preserve existing rental units. Renting has traditionally been a more affordable housing option compared to home ownership. As the cost of renting also rises, the City will look for opportunities to increase the supply of rental units including those at below market rents.

Figure 5.1: The Housing Continuum

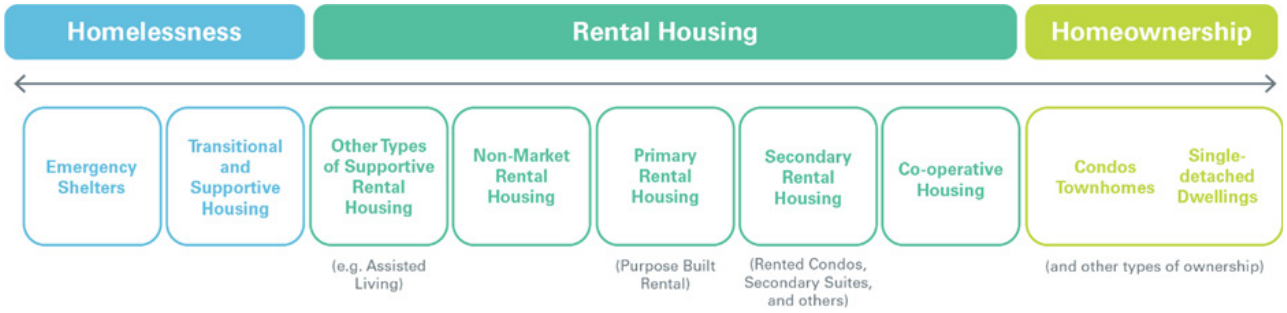
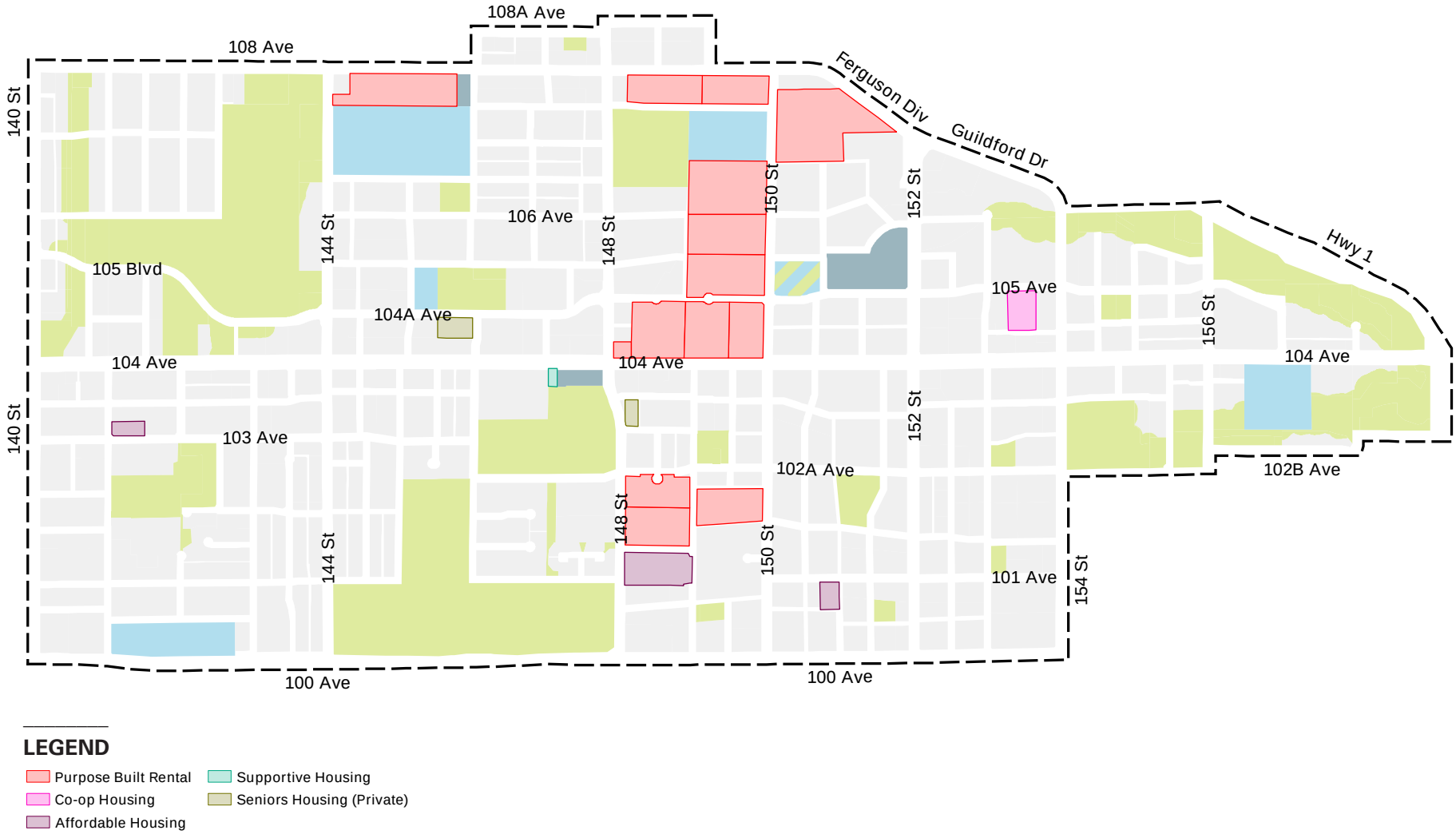


Figure 5.2: Non-Market, Social, and Purpose-Built Rental Housing



Examples of Social and Affordable Housing in the Plan Area

Baird Blackstone
Housing type: Long-Term Supportive
Population served: Adults
Number of units: 61

Guildford Glen
Housing type: Affordable Family Housing
Population served: All
Number of units: 79

The Plan supports housing diversity and affordability in the following ways:

- Residential density and development opportunities are concentrated near transit and daily needs, such as shopping and services, to reduce the need for a car. This lowers transportation costs which is particularly beneficial for lower income households.
- Density is limited on key existing rental and strata properties to reduce speculation and preserve primary and secondary rental units. This type of housing in the Plan Area is typically more affordable, as well as larger, by virtue of their age and era of construction.
- Strategic rental sites close to transit are targeted for redevelopment by allowing higher densities, subject to the replacement of existing units in accordance with Surrey's Rental Housing Redevelopment Policy. This allows for an expansion of rental housing in the most transit accessible locations.
- Outside the town centre, the Urban Residential and Townhouse designations support the provision of small scale, ground-oriented housing types that are more attainable than single detached homes.
- The Urban Residential designation also supports gentle infill through the conversion of traditional, single-detached homes into "small lot" single-detached homes, with or without secondary suites or coach houses
- Rental and affordable housing are incentivized within the City's Density Bonus approach.

5.2 Housing Policies

The land use concept is supported by various housing policies that advance affordability and aim to provide a spectrum of housing in the area. Policies address housing type, tenure, size, and design. They also identify mechanisms and incentives that work towards protecting and increasing the supply of prioritized housing types

5.2.1 RENTAL HOUSING

An adequate supply of rental housing is critical to supporting affordability. In recent years, low vacancy has contributed to increased rents throughout the region. City policies addressing the redevelopment of rental housing (Policy O-61) and strata title conversions (Policy M-10) support the retention and replacement of existing rental units. These policies, described below, may be amended as part of upcoming housing policy reviews. The Plan also includes policies to protect new rental stock and support the creation of below market and non-market rentals.

- The redevelopment of purpose-built rental housing sites requires the replacement of all existing rental units (preserving the total number of bedrooms) with rents capped at 90% of the average rent in Surrey, differentiated by unit size. The replacement units are required to be provided on-site, secured by a housing agreement, and managed by a non-profit organization.
- The redevelopment of purpose-built rental housing requires that the developer prepare a Tenant Relocation Plan to assist existing tenants in finding new housing. Such a plan is to provide financial compensation to each tenant in the amount of at least three months' rent, assistance in identifying comparable units for rent, and the right of first refusal to rent a unit in the new development at no more than 90% of the average rent in Surrey.
- Metro 2050 sets a target that at least 15% of new housing units built within the region's Urban Centres and Frequent Transit Development Areas (FTDAs) combined, by the year 2050, be affordable rental housing. Given the Guildford Plan Area encompasses both an Urban Centre and an FTDA, developments within the Plan Area should aim to contribute to the City achieving the Metro 2050 target.
- Conversion of rental units to strata title will not be supported unless Surrey's rental vacancy rate is 4% or greater.
- Rental units provided through development are strongly encouraged to be protected in perpetuity through rental tenure zoning, or by a housing agreement for the life of the units.
- All market residential development requiring a rezoning are required to pay a per unit Affordable Housing Contribution. The contribution will be used to help deliver new affordable rental housing projects.

Affordable Housing

While affordable housing is defined in a variety of ways across jurisdictions, there is general consensus that housing can be considered affordable when it costs less than 30% of a household's income before tax. This is particularly relevant for low and moderate income households, whose household expenses consume a higher share of their monthly income. Higher income households may be able to absorb higher housing costs.

Different criteria are sometimes used to determine what falls into the category of affordable housing. For example, affordable rental housing may include all non-market rental housing (i.e. social housing provided by a non-profit housing provider or government entity), and it may also include below-market rental housing (i.e. housing provided at less than market rents). In Surrey's Rental Housing Redevelopment Policy, in order for replacement units to be considered affordable rental, they must be secured at below-market rents (i.e. at a maximum of 90% of current CMHC average rents for the applicable unit size).

In Metro 2050, affordable housing is linked to household income and defined as housing that is affordable to households earning up to 120% of the Regional Median Household Income.

One condition that Surrey requires for any affordable rental housing is for rental tenure and maximum rental rates to be secured through a Housing Agreement.

As Surrey further develops City-wide housing policies related to affordable housing, the definition and criteria for affordability will be contained within those future policies.

5.2.2 FAMILY SIZED HOUSING AND UNIT SIZES

Families are increasingly choosing to live in multi-unit developments due to affordability challenges and lifestyle preferences. To meet the needs of families and ensure an adequate supply of family-oriented housing, the Plan will seek to preserve and increase the number of units with two or more bedrooms. The following policies are subject to review with the development of future citywide policy.

- Within new multi-family developments, a minimum of 30% of units should have two or more bedrooms, including 10% (of total units) that have three or more bedrooms.
- Redevelopment of existing multi-family developments should not result in a net loss of units with two or more bedrooms.
- For the purpose of these family-oriented housing requirements, a bedroom must have a window to the exterior as per OCP Development Permit Guideline DP1.1.165.
- Multi-family developments should strive to exceed the following minimum unit sizes for apartments:

Number of Bedrooms	Minimum Size
Studio*	35 m²
1	49 m²
2	67 m²
3	93 m²

*excluding micro units

5.2.3 LOCK-OFF SUITES AND MICRO UNITS

Lock-off suites and micro units provide a housing option for some residents who are unable to afford conventional units.

Lock-off suites are smaller units with separate external access that are internally connected to a larger dwelling. This type of unit provides flexibility for growing or downsizing families and can support affordability by providing an opportunity for homeowners to collect rental income. Lock-off suites may be considered on a case-by-case basis as a pilot project. The City will work towards establishing a permanent policy for the Plan Area (or citywide) with additional guidelines, as necessary.

Micro units are dwelling units with a floor area between 30 and 35 square metres. In order to ensure the liveability of these smaller unit types, they must be supported with sufficient on-site amenity space, access to transit, and neighbourhood amenities, such as parks, libraries, recreation facilities, and entertainment. For this reason, micro units will only be supported in mixed-use developments within 400 metres of an existing rapid transit station or within 200 metres of a RapidBus stop. The proportion of dwellings in a building that may be micro units will be determined on a case-by-case basis.

5.2.4 ADAPTABLE HOUSING

Adaptable housing is designed and constructed in a manner that allows accessibility features to be added more easily (and inexpensively) by occupants after construction. Accessibility features benefit those whose mobility is limited due to age, disability, or illness, by allowing individuals to remain independent within their own homes.

- All new multi-family residential units should meet the Adaptable Housing Standards of the BC Building Code. This policy is subject to review with the development of future citywide policy.

5.2.5 DENSITY BONUS

Density bonus is a mechanism by which development can potentially access additional density in excess of what is allowed in the Plan. There is an opportunity to achieve the Plan's housing objectives by granting bonus density in consideration of the inclusion of affordable rental units.

- Projects seeking density bonus should, as a baseline, satisfy any requirements or criteria pertaining to existing rental units (as per Section 5.2.1: Rental Housing).

- Where density bonus is sought, applicants are encouraged to include a significant component of affordable rental units. Until such time as the City establishes additional policy with numerical requirements for affordable rental units, the following principles will be used to evaluate a density bonus proposal:

    - A higher proportion of affordable units and/or a greater degree of affordability is expected when a more significant bonus is sought.
    - When a proposal involves the redevelopment of existing strata residential (which contribute secondary rentals), an increased component of affordable rental units is expected.
    - When a proposal involves the redevelopment of existing purpose-built rental, a further increased component of affordable rental units is expected (beyond what is expected for strata redevelopment).

- Any rental or affordable units provided in exchange for density bonus are to be secured through rental tenure zoning or by a housing agreement for the life of the units.

- For developments providing rental or affordable units in exchange for bonus density, modest building height variances are supported that maintain appropriate height transitions to adjacent sites. More significant height increases may be appropriate in limited instances based on context.

5.2.6 FINANCIAL INCENTIVES

The reduction of development costs can act as an incentive towards the construction of rental and social housing developments by improving project viability.

- Purpose-built rental, social, and non-market units are exempt from paying the Affordable Housing Contribution, the Public Art Contribution, and the Capital Projects Community Amenity Contribution.

"Please make roads more connected and safe. Shorter blocks make communities safer for walking and more inviting."

Online Survey Response, Guildford Plan Process

6 Transportation
| Getting Around

Mobility is critical to the functioning of communities. People travel to get to work and school as well as to access services, shopping, and daily needs. A productive economy depends on an efficient transportation system and mobility is essential for fostering social connections and facilitating healthy lifestyles. This section presents the transportation strategy for the Plan Area. It is informed by the Surrey Transportation Plan and related strategies and policies.

6.1 Transportation Strategy
6.2 Road Network
6.3 Walking
6.4 Cycling
6.5 Transit
6.6 Vehicle Movement

6.1 Transportation Strategy

The existing transportation network in the Plan Area was primarily built around auto-oriented land uses and travel patterns. As growth occurs, a high quality, multi-modal transportation system is needed to address challenges around climate change, affordability, inclusivity, congestion, and safety.

The transportation strategy will work towards long-term objectives by establishing a more comprehensive, accessible, and continuous network. At a high level, the strategy is guided by the Surrey Transportation Plan, which is founded on the following five pillars:

- Grow the transportation network
- Prioritize human life above all else
- Tackle the climate crisis
- Innovate through technology and new mobility
- Balance equity

The strategy supports all modes of transportation including improved travel options for walking, cycling, and transit. This will be accomplished through the completion of a network of "complete streets," which are designed to be safe, convenient, and comfortable for all users.

Managing Travel Demand

Transportation analysis for the Plan Area showed that with full build-out, the number of trips in the peak hour are estimated to be over three times as many as current conditions. This significant growth in trips will be managed in part by a shift towards shorter trips that are internal to the Plan Area as well as by increased transit service. This will allow sustainable travel modes, such as walking, cycling, and transit, to grow at a much faster rate, with such trips estimated to double by the time the Plan Area is fully built out.

In order to service anticipated growth in the coming years, a number of capital improvement projects are planned to be included in the City's 10-Year Servicing Plan. Ultimately, improvements are planned for almost all roads, to be constructed either as part of development or through capital improvement projects.

6.2 Road Network

Roads are the backbone of the transportation system, accommodating most trips in the Plan Area today. They support all modes of travel, with complete street designs working towards achieving the Plan's transportation objectives. Supplementing the road network, lanes and pedestrian connections provide additional routes for active transportation.

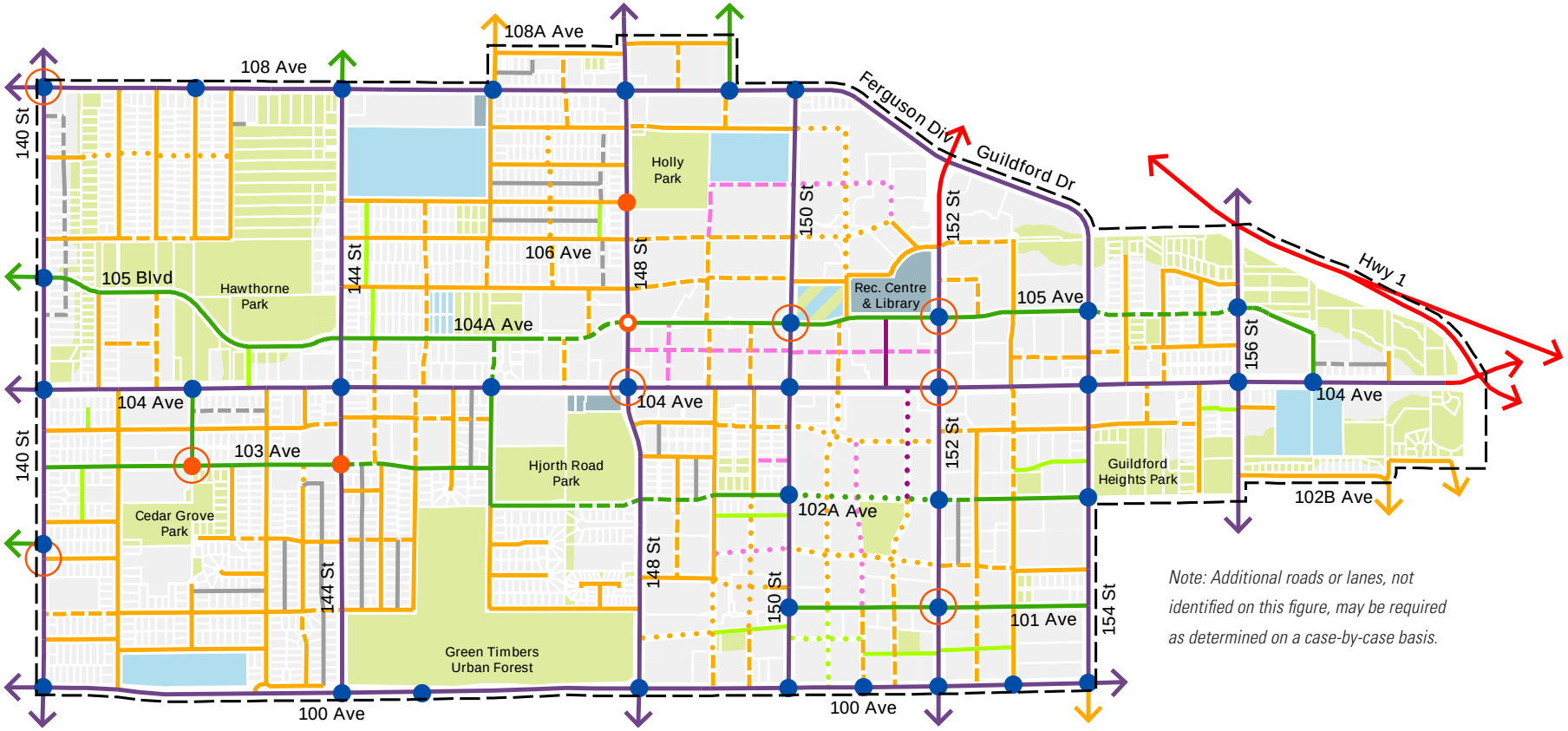
In addition to mobility, roads serve other important purposes, including providing space for utilities, street trees (and other green infrastructure elements), and public space for leisure, socializing, festivals, and the like. These other uses, important in their own rights, contribute to the comfort and desirability of walking, cycling, and taking transit.

A hierarchy of roads is important for ensuring the efficient, safe, and equitable movement of people and goods. Roads within the Plan Area fall into one of four categories: arterials, collectors, locals, and lanes. To support growth, new roads are planned, as well as improvements to existing roads according to their individual road classifications and function. This will ensure greener and safer multi-modal access and movement.

Most road improvements within the Plan Area will remain consistent with the City's current design standards. In a few cases, unique cross-sections have been developed to integrate with special land use conditions or to accommodate future rapid transit.

Figure 6.1 shows the locations of existing and planned roads as well as pedestrian connections. Additional pedestrian connections and lanes, beyond those identified on Figure 6.1, may be required.

Figure 6.1: Road Network



Note: Additional roads or lanes, not identified on this figure, may be required as determined on a case-by-case basis.

LEGEND

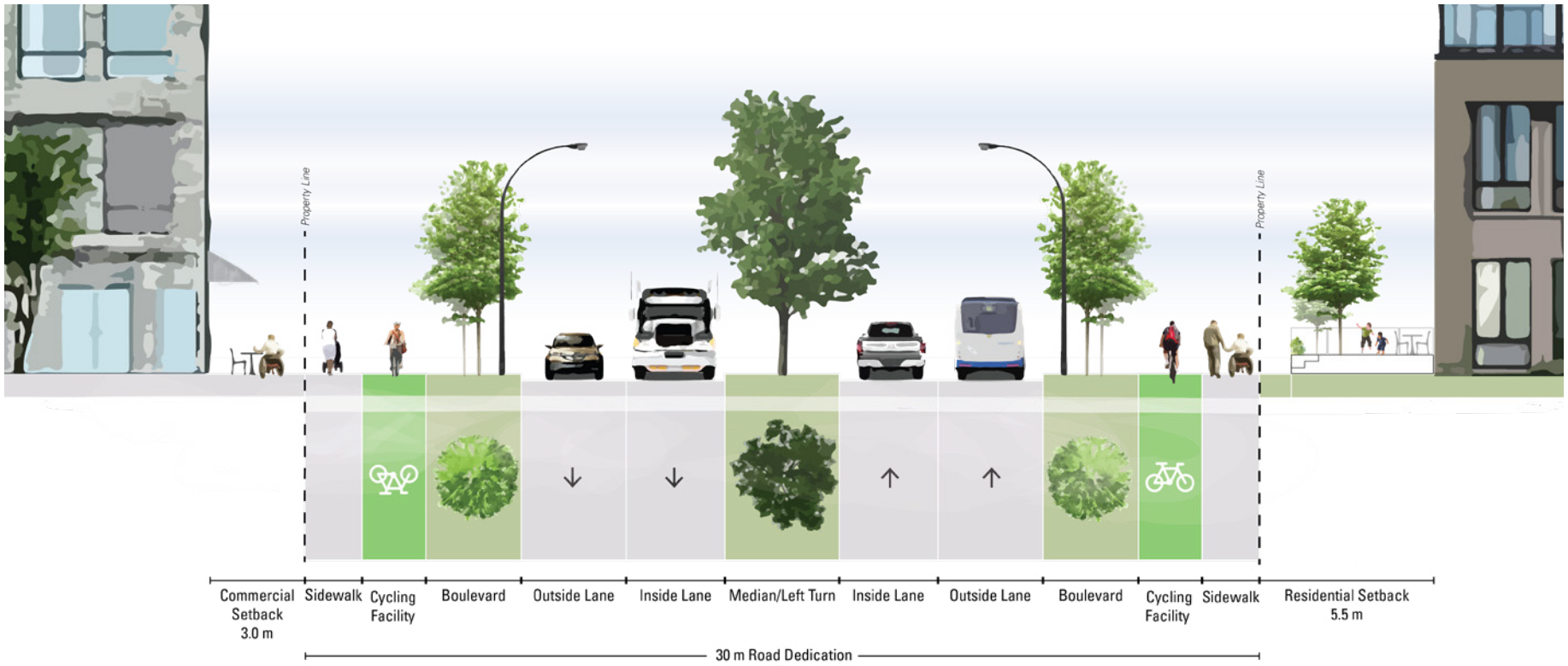
- Provincial Highway
- Arterial Road
- Collector Road
- Local Road
- High Street
- Pedestrian Connection
- Green Lane
- Lane
- New Road
- Long Term Road
- Existing Traffic Signal
- New Traffic Signal
- New Roundabout
- Intersection Improvements

6.2.1 ARTERIAL ROADS

The main purpose of arterial roads is to move people and goods through neighbourhoods and across the city. Arterials are also key routes for public transit and emergency services. Improvements are planned on all arterial roads to enhance facilities for active modes, protect for future transit expansion, and accommodate traffic growth. Most of the arterial roads within the Plan Area include wider sidewalks, protected cycling facilities, treed boulevards, streetlighting, two traffic lanes in each direction, and a median or left turn lane (Figure 6.2).

Among arterials in the Plan Area, 152 Street, 104 Avenue, and 108 Avenue form part of TransLink's Major Road Network (MRN). The MRN connects the provincial highway system with the local road network and is a shared responsibility between TransLink and municipalities. MRN corridors are also designated truck routes.

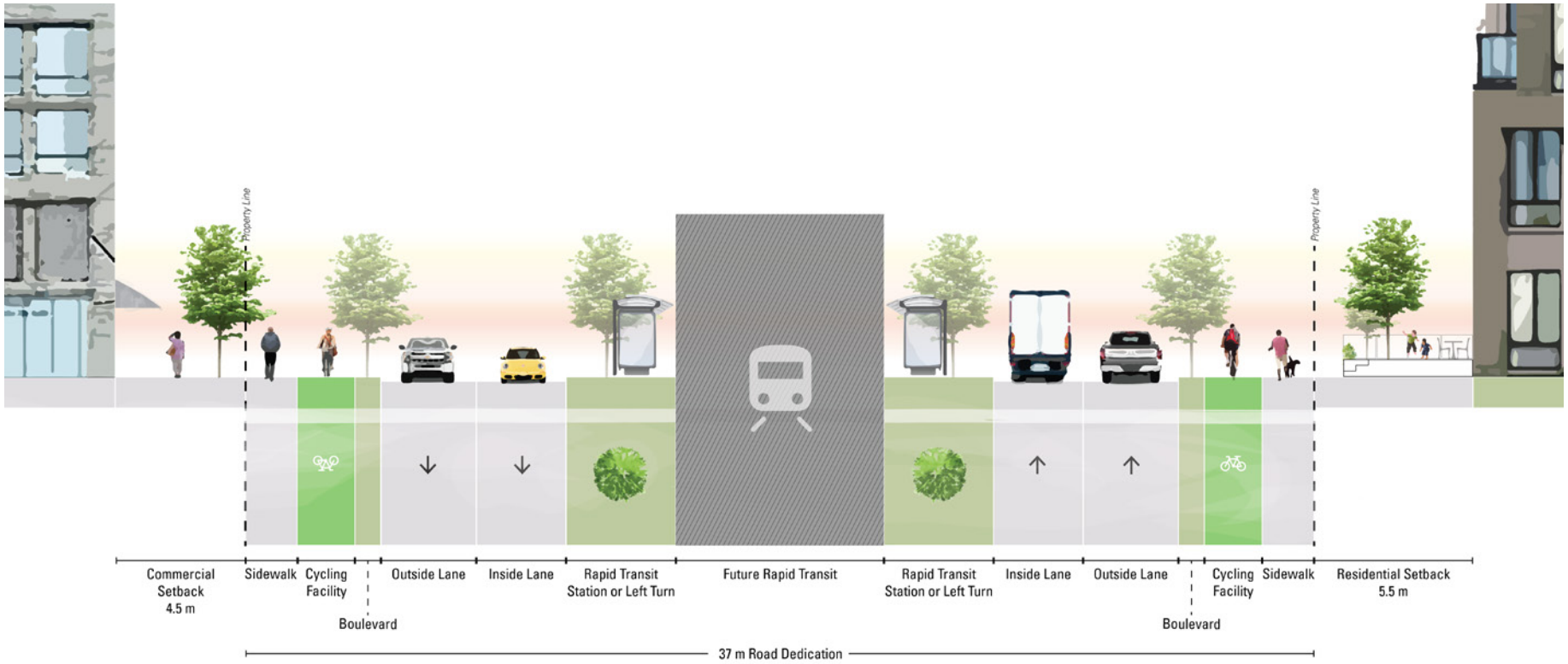
Figure 6.2: Arterial Road Cross-Section



104 Avenue and 152 Street

In addition to their MRN status, 104 Avenue and 152 Street are part of TransLink's Frequent Transit Network (FTN) and are among the busiest corridors in Surrey for both transit use and vehicle traffic. As such, a wider road allowance has been identified for both corridors to protect for future rapid transit (Figure 6.3). Exact cross-section elements may vary from what is shown in Figure 6.3 and will be determined with consideration to future corridor needs.

Figure 6.3: 104 Avenue and 152 Street Cross-Section

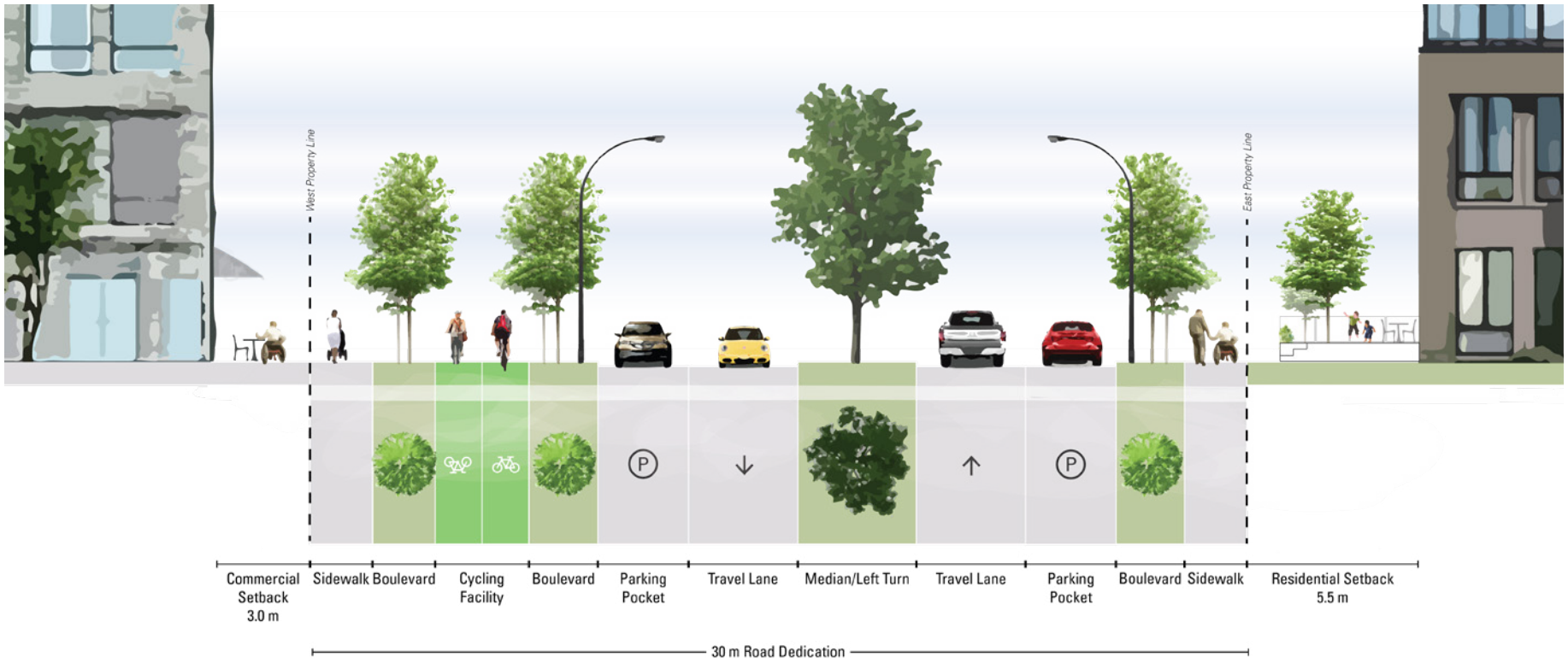


Note: Figure 6.3 illustrates an intersection condition. Boulevard conditions will vary at midblock.

144 Street

144 Street is planned to be improved in phases due to right-of-way constraints. A unique cross-section allows for both shorter and longer term improvements while minimizing re-construction work. The cycling facility on the west side is planned in the shorter term as a multi-use path and can ultimately be converted to a two-way cycle track once the longer-term sidewalk can be built.

Figure 6.4: 144 Street Cross-Section

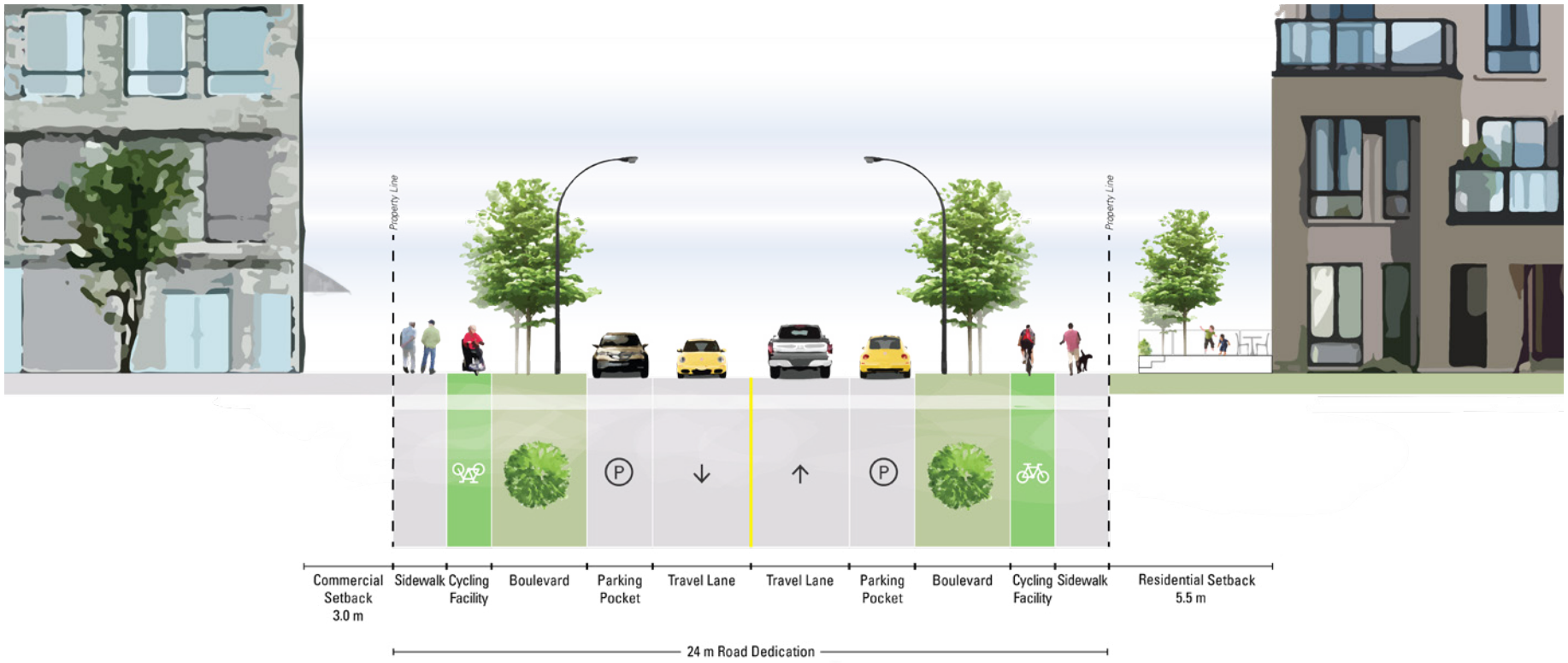


6.2.2 COLLECTOR ROADS

Collector roads provide multi-modal connections within and between neighbourhoods, distribute traffic between local and arterial roads, and serve as important corridors for walking and cycling. Most collector roads in the Plan Area are in place, with some gaps that are planned to be connected to provide greater network continuity as part of the transportation strategy. The collector roads within the Plan Area are planned to be improved to include sidewalks, protected cycling facilities, treed boulevards, streetlighting, and on-street parking where possible (Figure 6.5).

Within the Plan Area, boulevard widths will be increased from typical City standards to accommodate larger growing trees and additional planting. Collector roads along the 105 Boulevard and 102/102A Avenue corridors will form the backbone of the Green Connector network which will provide an enhanced pedestrian amenity for the Plan Area (see sections 6.3 and 7.4).

Figure 6.5: Collector Road Cross-Section

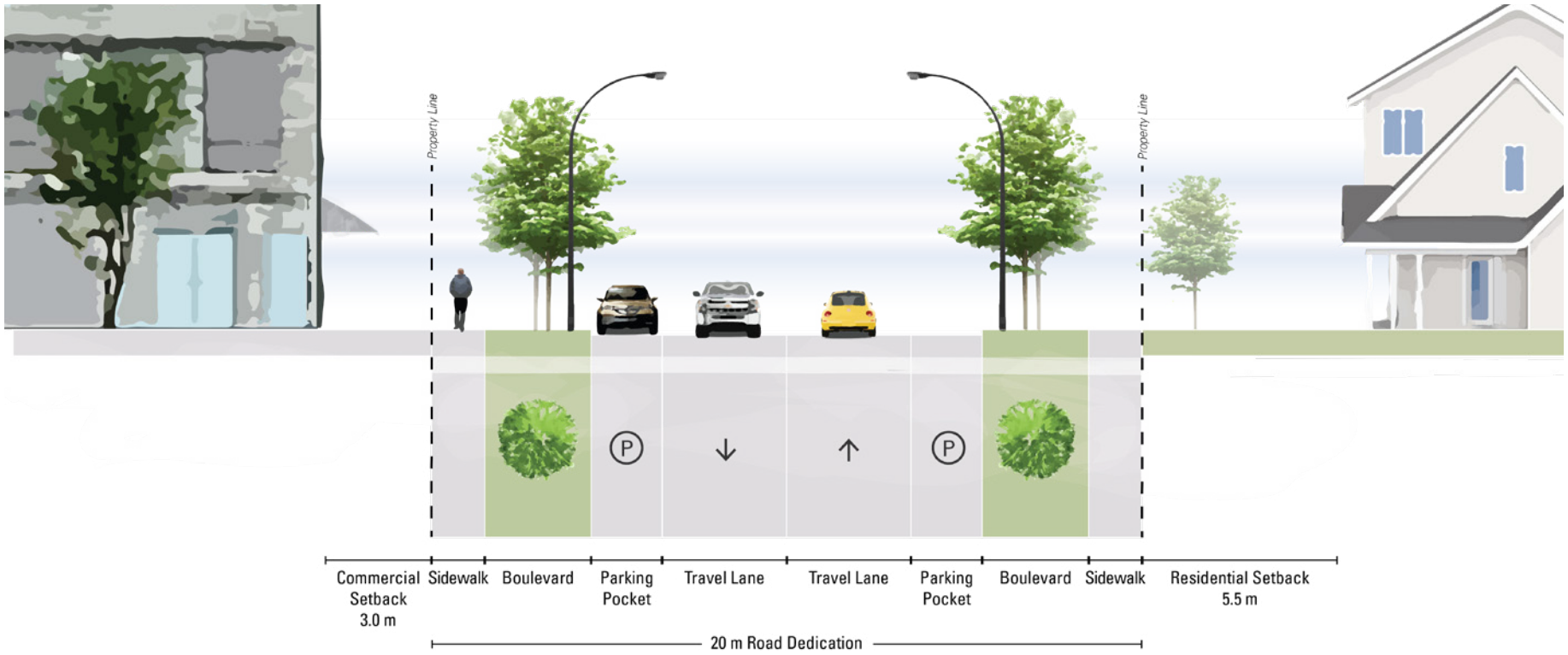


6.2.3 LOCAL ROADS

Local roads are the finer-grained connections in the network and are vital for providing increased connectivity and access for development. Most local roads in the area are planned to be upgraded to the City's current design standards, which include continuous sidewalks, treed boulevards, streetlighting, one travel lane in each direction, and on-street parking where possible (Figure 6.6). As part of the Vision Zero safe systems approach (see Section 6.6.3: Traffic Control), most local roads are planned with curb extensions at intersections and pedestrian crossings. This shortens crossing distances, improves pedestrian visibility, and encourages slower vehicle speeds. Local roads are also eligible for traffic calming measures where warranted.

Several new local roads and extensions of existing local roads are outlined within the Plan. These new local road connections will create smaller blocks and a more continuous network, enhancing walkability and improving permeability throughout the Plan Area.

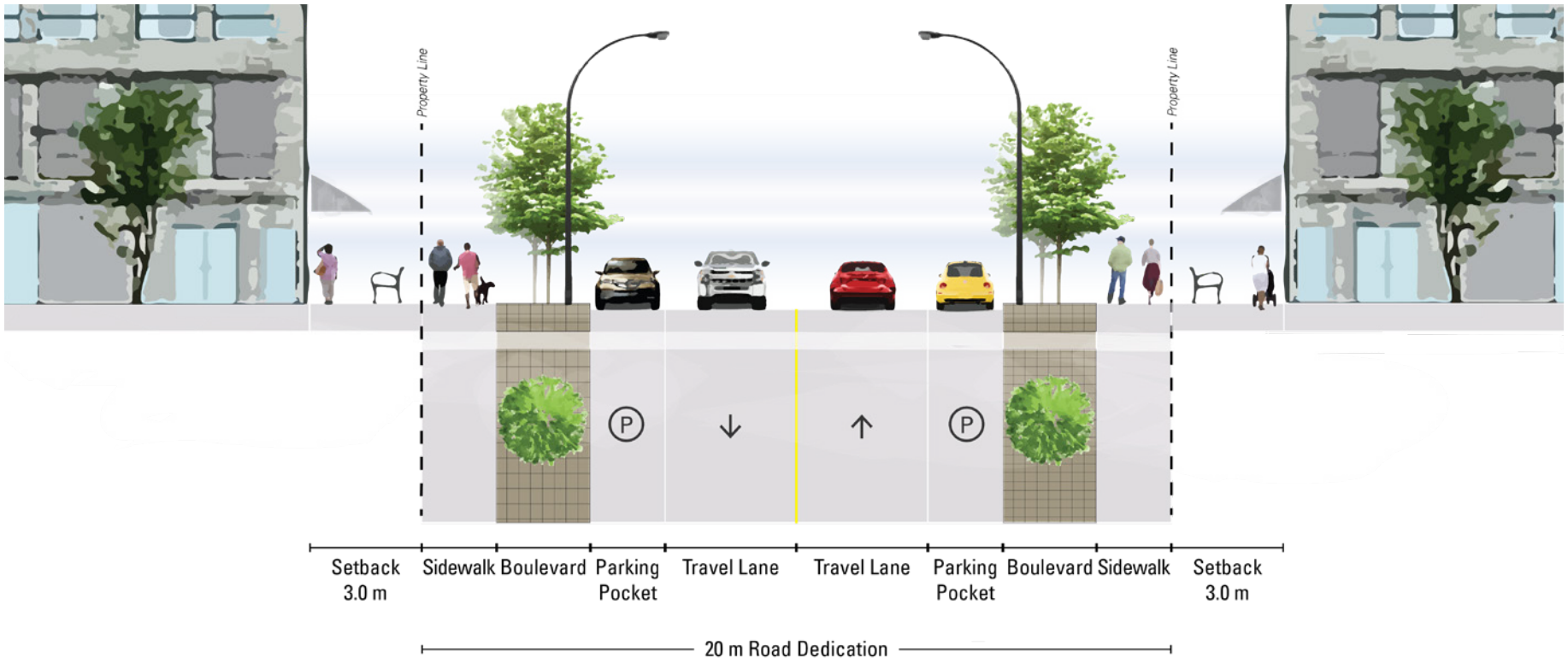
Figure 6.6: Local Road Cross-Section



Guildford Centre High Street

One unique local road cross-section is identified for the Plan Area as depicted in Figure 6.7. The "High Street" cross-section is planned to support higher density commercial uses, as part of the redevelopment of the Guildford Mall. The cross-section will feature wider sidewalks, hard surfaced boulevards with trees in planting grates, and amenities to accommodate higher pedestrian volumes and foster a lively commercial core.

Figure 6.7: Guildford Centre High Street Cross-Section



6.2.4 LANES AND PEDESTRIAN CONNECTIONS

A well-planned access management strategy is critical for the safety and efficiency of the transportation network as well as the design of public spaces and adjacent development. A robust lane system is identified to provide direct vehicular and loading access for developments, while limiting conflicts with pedestrians and cyclists. Developments may be required to dedicate additional lanes not identified on Figure 6.1, as determined on a case-by-case basis.

In addition to typical lanes, a "green lane" standard is required in some locations to provide pedestrian connectivity in addition to vehicular access. Green lanes feature public sidewalks, treed boulevards, lighting, and in some cases on-street parking (Figure 6.8).

Pedestrian connections (Figure 6.9) are also identified in the Plan to provide additional block permeability. Connections may be achieved either through dedication, as dictated by engineering requirements, or as publicly accessible open space on private property.

Figure 6.8: Green Lane Cross-Section

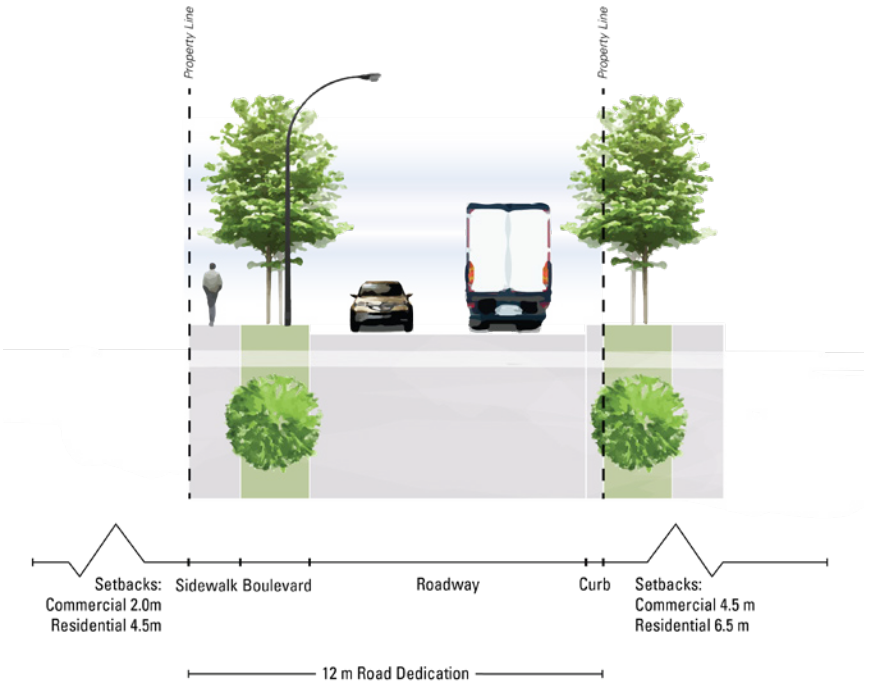
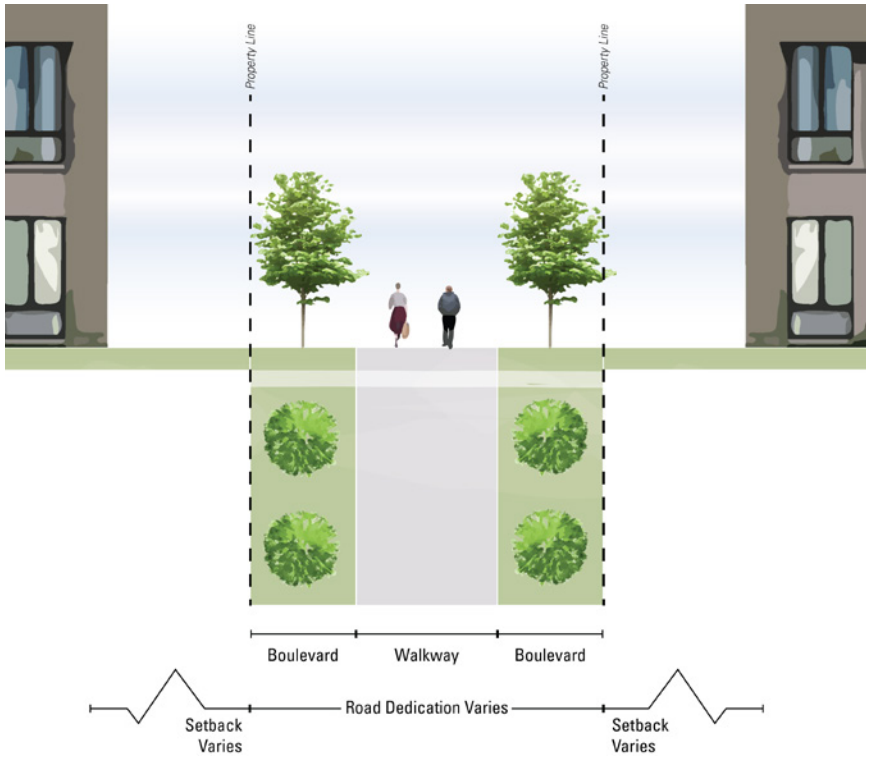


Figure 6.9: Dedicated Pedestrian Connection



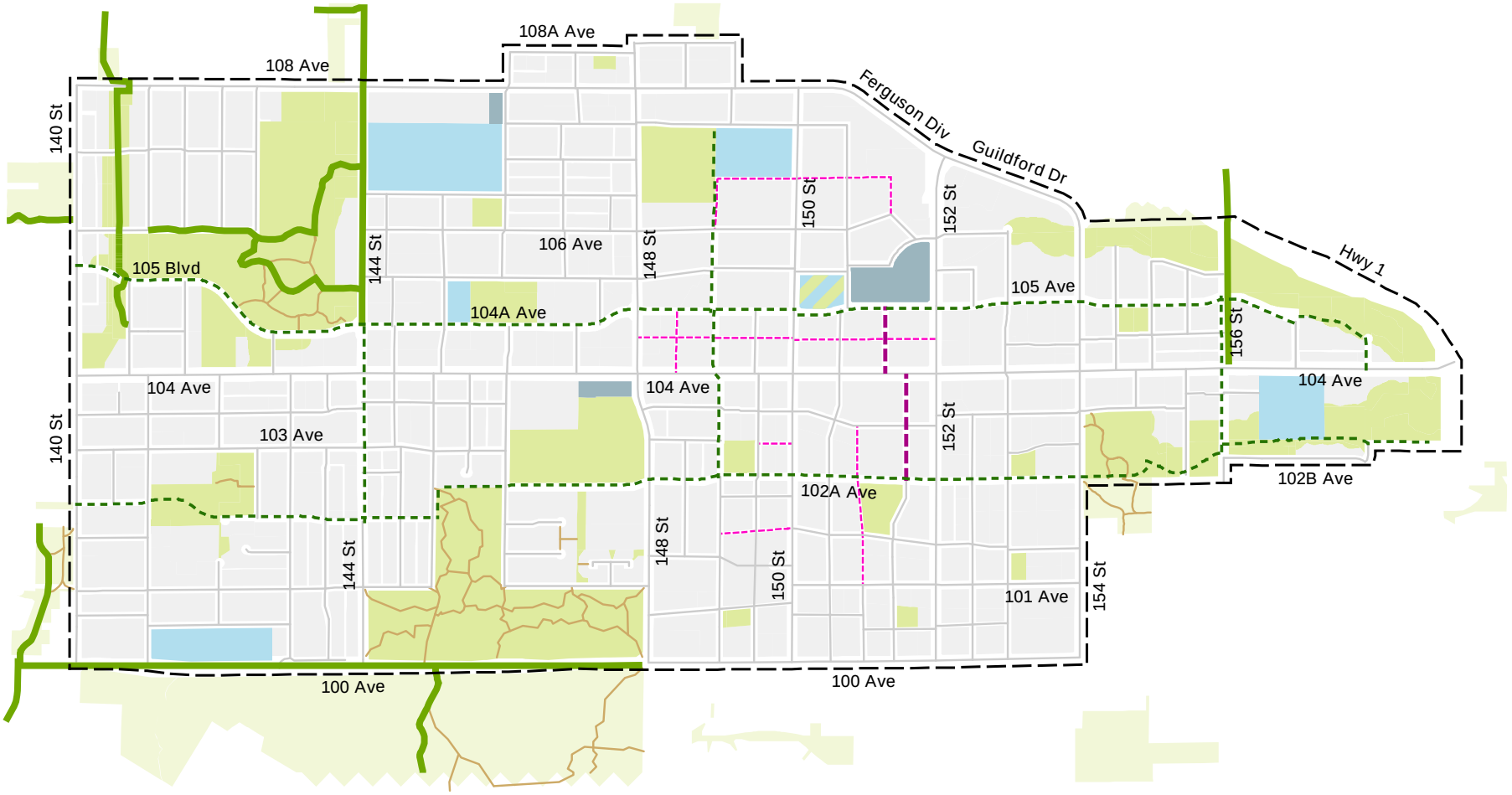
6.3 Walking

As growth occurs in the Plan Area, it is important that a greater share of trips be made on foot to reduce climate impacts and limit traffic congestion. This is achieved in part by concentrating housing close to shopping, services, and transit, ideally within a 15-minute walk.

In addition, improvements to the pedestrian network are needed to remove barriers to walking. Today many parts of the Plan Area have significant gaps in the walking network, with discontinuous sidewalks on one or both sides of the street.

As part of the transportation strategy for the Plan Area, improvements to the pedestrian network are planned via both development and City capital projects, with sidewalks planned on both sides of all roads, enhanced pedestrian realms, and additional walking connections to achieve a finer-grained walking network. Figure 6.10 identifies sidewalks, which will be provided on all roads, and enhanced elements of the future walking network.

Figure 6.10: Walking Network



LEGEND

- Existing Greenways
- Green Connectors
- High Street
- Sidewalks
- Pedestrian Connections
- Park Trails and Walkway Connections

Walking can become a preferred mode by designing a **comfortable and attractive public realm** that provides an enjoyable pedestrian experience, by including:

- Sidewalk widths that are appropriate to pedestrian volumes and which, at minimum, allow users to pass each other safely and comfortably.
- Street trees and landscaping that provide shade, moderate the urban heat island effect, and add aesthetic value.
- Lighting and street furniture, such as seating and garbage receptacles, that contribute to safety, comfort, and cleanliness.
- Integration with adjacent development to provide access to public plazas and weather protection in appropriate commercial and community/civic locations.
- Enhanced landscaping and pedestrian amenities on key routes making up the "Green Connector" network (see sidebar).

In order to make walking an accessible and desirable travel option, the Plan will focus on improving **connectivity** and increasing **convenience** by:

- Creating a grid road network, with smaller blocks, that allow pedestrians to reach destinations via shorter and more direct routes.
- Prioritizing continuous connections to daily needs, including transit stops, schools, parks, community facilities, and commercial areas.
- Further increasing permeability through large city blocks by securing pedestrian connections across development sites (see Section 4.4.2).
- Integrating multi-use paths and park trails with the sidewalk network.
- Providing green lanes complete with sidewalks in select commercial locations.

The walking network will promote **safety** through the following implementation principles:

- Including a treed boulevard on all streets as a buffer between traffic and pedestrians.
- Reducing crossing distances through the use of curb bulges.
- Utilizing countdown timers and leading pedestrian intervals (LPI) which allow pedestrians to begin crossing an intersection before traffic gets a green light.
- Minimizing the number of driveway crossings over sidewalks.

Green Connectors

Green connectors are high-quality, pedestrian routes with increased tree canopy that link parks, natural areas, and other destinations. With the goal of providing a pleasant and memorable walking experience, green connectors can include enhanced landscaping, green infrastructure elements, seating, pedestrian lighting, specialty paving, public art, drinking water fountains, and wayfinding signage. See Section 7.4: Green Connectors for further details.

6.4 Cycling

Cycling is a mode of travel that can take the place of shorter vehicle trips and even extend journeys made by transit. However, only a small share of trips today is made by bike due to current land use patterns and the availability of cycling infrastructure.

Within the Plan Area, many of the existing bike lanes are located on the pavement with little separation from traffic. While improvements in recent years have added protected bike lanes along segments of 100 Avenue and 105 Boulevard, there remain significant gaps in the cycling network overall and limited routes suitable for all ages and abilities. In response, the Plan includes a network of separated cycling routes that will provide connectivity within the Plan Area and to the broader regional cycling network.

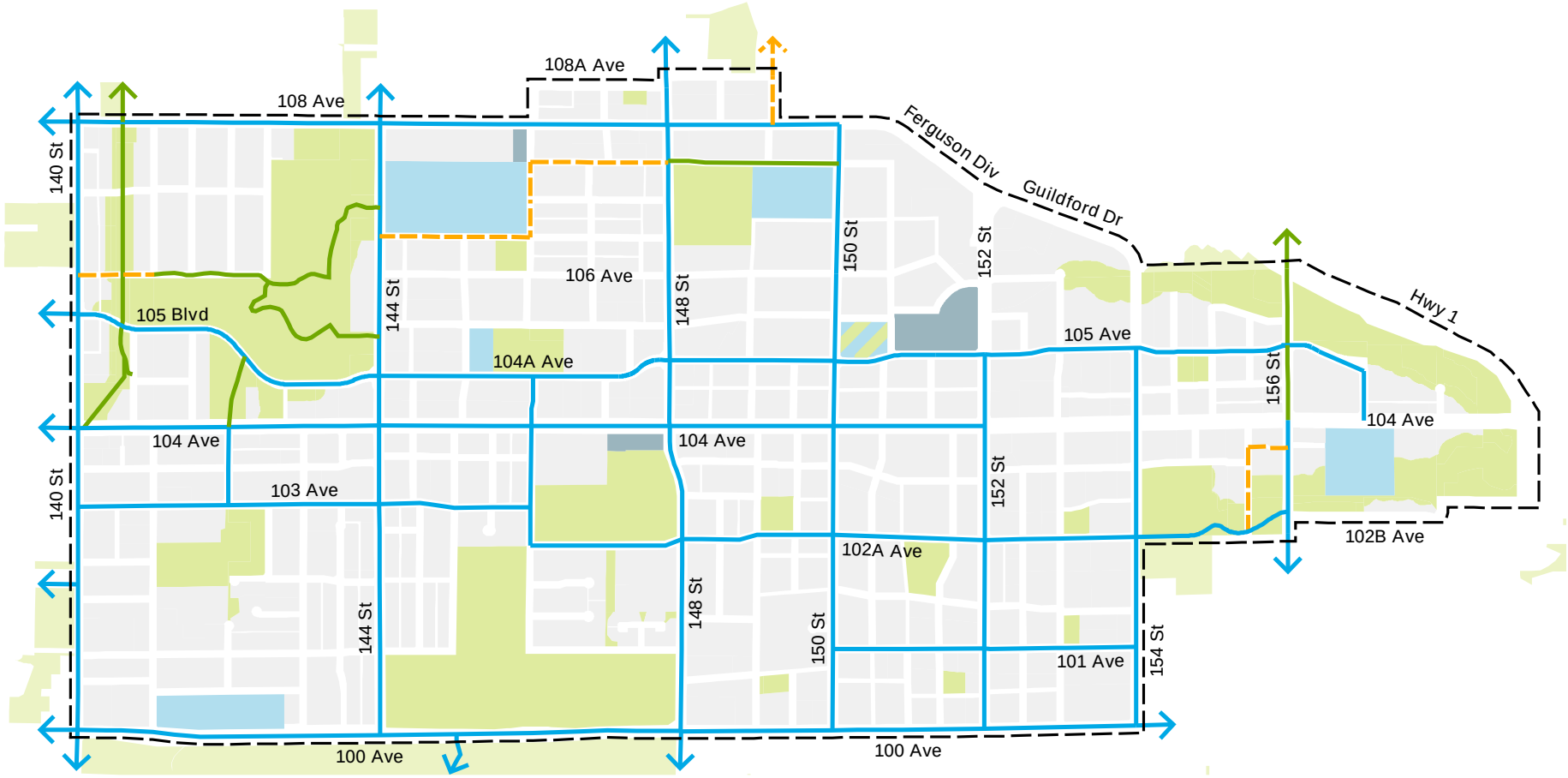
Safe cycling is supported by:

- Protecting cyclists from vehicles through physical separation, such as multi-use paths, barriers, curbs, trees, etc.
- Designating shared Neighbourhood Bike Routes along quieter local streets.
- Providing marked bike crossings at busy intersections.
- Installing cyclist activated signals and adequate lighting.
- Reducing conflicts with other road users by:
  - Minimizing driveway entrances across bike lanes;
  - Clearly delineating the boundary between bike lanes and sidewalks; and
  - Providing signage and pavement markings indicating proper use of shared multi-use paths.

The Plan will support cycling as a viable and convenient travel option through the following actions:

- Providing protected cycling facilities on all arterial and collector streets.
- Exploring shorter-term solutions through tactical interventions such as curbs and planters to fill the most critical gaps in the cycling network.
- Ensuring the network allows for efficient travel in both the north-south and east-west directions.
- Prioritizing connections to transit, parks, schools, community facilities, and shopping within the Plan Area and regional cycling connections.
- Installing wayfinding signage to aid in navigation.
- Improving access to secure bike parking, especially at transit stations, community facilities, commercial areas, and workplaces.
- Installing inductive loop sensors to detect bikes stopped at intersections or cyclist activated signals.
- Ensuring adequate provision of bike storage within developments.
- Encouraging employers to provide end-of-trip facilities including lockers, showers, and change rooms.
- Exploring opportunities for bike share programs.

Figure 6.11: Cycling Network



LEGEND

- Protected Cycling Facility
- Multi Use Path
- Neighbourhood Bike Route

6.5 Transit

Public transit is a sustainable mode of travel that is critical to reducing Surrey's travel-related greenhouse gas emissions. Transit also plays a key role in supporting population growth. The Plan Area is currently served by several bus routes connecting to surrounding neighbourhoods and municipalities. Guildford Exchange, in the heart of the town centre, is a major transit hub for North Surrey, hosting RapidBus, local, and express services.

TransLink is the regional transit agency that plans and operates transit in Surrey. The City of Surrey supports transit by maintaining roads, sidewalks, and bus shelters and by working closely with TransLink to identify priorities for service improvements and expansion.

The City is responsible for land use and transit-oriented development which are key inputs to the transit system. The land use concept introduced in Section 3: Land Use is consistent with existing transit services as well as investments identified in TransLink's regional transportation strategy, Transport 2050. The land use concept works toward building ridership for future rapid transit investment by concentrating housing and workplaces near anticipated station locations.

Existing Transit Service

Guildford Exchange is an on-street bus exchange located principally on 104 Avenue near 152 Street, adjacent to Guildford Mall. Both 104 Avenue and 152 Street are part of TransLink's Frequent Transit Network (FTN). As of 2023, the exchange hosts ten bus routes:

- The R1 RapidBus to City Centre, connecting to SkyTrain and continuing to Newton Town Centre;
- Routes 320, 337, 501, and 509, operating along 104 Avenue, connecting City Centre to communities to the east;
- Route 375, running south along the length of 152 Street to South Surrey and White Rock; and
- Routes 326, 335, and 341, and 373, connecting Guildford to destinations in Fleetwood, Newton, and Whalley by various corridors.

Two additional bus routes operate at the periphery of the Plan Area:

- Route 325 along 140 Street; and
- Route 555 along the Trans-Canada Highway between Carvolth Exchange in Langley and Lougheed Town Centre in Burnaby, with a stop at 156 Street.

There is high transit utilization in the Plan Area with many residents relying on transit for trips within Surrey and to the rest of the region. In 2021, the R1 RapidBus along 104 Avenue was the ninth busiest bus route in the region, while route 335, connecting to City Centre, Fleetwood, and Newton, was among the top five in the Southeast sub-region (Surrey, White Rock, and Langley).

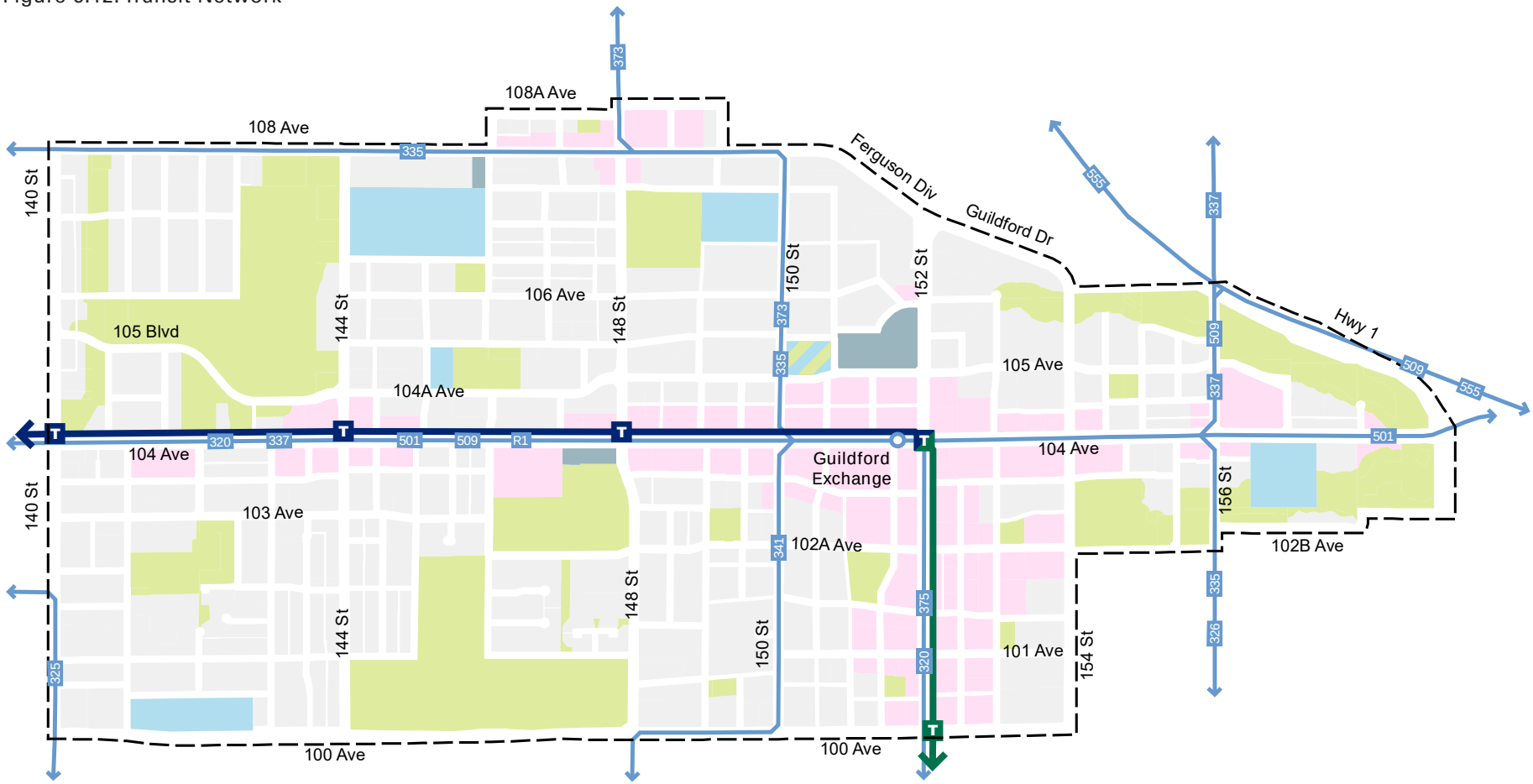
In 2018, an off-street bus layover facility located in the 10500-block of 150 Street came into operation. The facility serves routes that begin and end at Guildford Exchange and supports future bus service expansion.

Transit Improvement and Expansion

Over time, growth in North Surrey, particularly in the Plan Area, will put pressure on existing transit services. As a result, new bus routes or service modifications may be required. The City will advocate for high frequency and efficient transit services to meet growing demand through participation in the preparation of Area Transit Plans and other processes. Reconfiguration of existing bus routes may also occur as a result of the Expo Line SkyTrain extension along Fraser Highway, which is projected to begin service in 2028.

Transport 2050 identifies priorities for the Major Transit Network (rapid transit) and other higher order transit services (express and RapidBus). Transport 2050 10-Year Priorities, approved by the TransLink Mayors' Council in 2022, identified one short-term investment directly impacting the Plan Area. RapidBus service along 152 Street will be a high capacity, limited stop bus operating at increased service levels. It will be supported by bus priority measures to improve speed and reliability and will feature upgraded stops with real-time passenger information similar to R1 RapidBus stops.

Figure 6.12: Transit Network



LEGEND

- Bus Routes
- R1 RapidBus/Long Term Rapid Transit
- Future RapidBus/Long Term Rapid Transit

In order to support bus transit efficiency, quality and accessibility, the City will:

- Investigate opportunities to improve bus speed and reliability through the introduction of transit priority measures such as bus queue jumps, business access and transit lanes, and bus priority signals.
- Upgrade 95% of existing bus stops within the plan area to be fully accessible for people with mobility, visual and cognitive challenges.
- Complete the sidewalk network within 200 metres leading to and from bus stops and stations. Work with TransLink on the future possibility of introducing public washrooms on transit in the plan area.

In the longer-term, the Plan Area will benefit from rapid transit expansion. The City's expectations for rapid transit entail transit vehicles operating in a right-of-way separated from other vehicle traffic. This can be achieved through grade separation, either above or below grade, or through dedicated lanes at street level, separated from traffic by physical barriers. In Transport 2050, 104 Avenue and 152 Street are included among 300 kilometres of rapid transit expansion for the region. The timing and technology of these corridors is to be determined through future corridor studies.

In order to advance and prepare for rapid transit delivery in the Plan Area, the City will:

- Advocate for prioritization of rapid transit projects along 104 Avenue and 152 Street to TransLink and senior governments.
- Protect for future rapid transit by securing adequate right-of-way widths that can accommodate guideways, stations, expanded pedestrian space, active transportation, bus interchanges, and pick-up and drop-off zones.
- Plan for rapid transit supportive development, using RapidBus stop locations as the basis of future rapid transit station locations.
- Consider "first and last-mile" requirements in station areas including crosswalks, walking and cycling networks, wayfinding, and accessibility features.

6.6 Vehicle Movement

As growth occurs in the Plan Area, it is important to ensure that people and goods can move efficiently throughout the neighbourhoods, while promoting safety for all users of the transportation network.

6.6.1 GOODS MOVEMENT

The delivery of goods and materials to businesses, industry, and residences is an important aspect of the economy. The Plan supports efficient goods movement and reduced conflicts with other travel modes and adjacent development by:

- Recognizing 104 Avenue, 108 Avenue, Ferguson Diversion, 140 Street, and 152 Street as designated truck routes and reflecting this function in their design.
- Requiring development along goods movement corridors to be designed to mitigate noise, air quality, safety, and other livability impacts.
- Locating commercial loading activities off-street, with accesses from lanes where possible, to minimize impacts to pedestrian and cycling networks.
- Encouraging alternative modes for deliveries to residential areas, such as cargo bikes.

6.6.2 PARKING

Parking that is needed to support vehicular movement often competes with other important uses of streets and public spaces. To supplement public on-street parking, development is required to provide off-street parking to ensure sufficient supply. The amount of parking provided has a significant bearing on urban form, construction costs, housing affordability, and travel choices. Progressive parking management strategies will help to achieve and balance the City's transportation, urban design, affordability, environmental, and equity objectives within the Plan Area.

On-Street Parking

- Evaluate and (where appropriate) implement time restrictions and parking pricing to encourage turnover and optimal utilization.
- Ensure a mix and variety of on-street supply to support short stay, loading, and peak and off-peak uses. Regulate on-street spaces to favour higher priority uses.

Off-Street Parking

- Within multi-family and higher density development, locate off-street parking underground.
- Design parking facilities and entrances to minimize impacts on urban design and the public realm.
- Provide signage to direct motorists to off-street parking, reducing unnecessary circulation.
- Encourage the provision of Transportation Demand Management measures, such as car share and bicycle facilities, as part of development to support sustainable transportation modes and help reduce parking demand.
- Encourage major employers to develop "travel plans" that incentivize alternative transportation modes to reduce the need for off-street parking.
- Explore the feasibility of unbundled parking which allows parking spaces to be sold or rented separately from a dwelling.

Car Share and Electric Vehicle Parking

- Explore measures to support and incentivize car sharing such as dedicated on-street and off-street parking spaces.
- Require the provision of infrastructure to support electric vehicle charging in new developments.

6.6.3 TRAFFIC CONTROL

Surrey's Vision Zero Safe Mobility Plan values human life above all else on the transportation network and aspires to eliminate all deaths and serious injuries on our roads. To create safer streets for everyone, a safe systems approach is taken to road design that includes applying best practices in speed management, prioritizing safety improvements at intersections (where most crashes occur), and focusing efforts on protecting vulnerable road users such as pedestrians, cyclists, and motorcyclists.

Based on safety analysis and site characteristics, some of the measures that are planned to be implemented in the Plan Area include:

- Fully protected left turn only phases;
- Separated cycle tracks and protected cycling intersections;
- Leading pedestrian intervals (LPI) which allow pedestrians to begin crossing an intersection before traffic gets a green light;
- Removal or redesign of right turn channelization lanes;
- Curb extensions at local road intersections;
- Speed humps, raised crosswalks, and other speed management devices;
- Improved street lighting (while mitigating light pollution); and
- Enhanced crosswalks.

These measures will help support growth within the Plan Area while improving access, circulation, and safety for all road users.

"Parks are so important and enhance people's lives, especially when they're living in small houses and apartments."

Online Survey Response, Guildford Plan Process

7 Parks and Open Space
| The Great Outdoors

Parks and open space play a vital role in enhancing the livability of a community by providing opportunities for leisure, outdoor recreation, and community gathering. In addition, parks include areas with the primary purpose of protecting and enhancing ecosystems or providing environmental services.

This section presents a strategy for parks and other public open spaces. It was developed in accordance with existing plans, strategies, and policies, including the Parks, Recreation and Culture Strategic Plan and the Biodiversity Conservation Strategy.

7.1 Parks and Open Space Strategy
7.2 Park Sites
7.3 Ecosystem Areas
7.4 Green Connectors
7.5 Neighbourhood Enhancement

7.1 Parks and Open Space Strategy

Parks and natural areas are cherished by local residents. Along with other public spaces, parks support social connection, physical and mental health, and the enhancement of urban ecological systems.

Today Guildford and the 104 Avenue Corridor are home to several sizable parks accommodating various active and passive uses. These include Green Timbers Urban Forest Park, Hawthorne Rotary Park, Hjorth Road Park, Cedar Grove Park, Holly Park, and Guildford Heights Park. As the Plan Area grows, Community Amenity Contributions collected from development will be used to upgrade and, in some cases, further develop these parks.

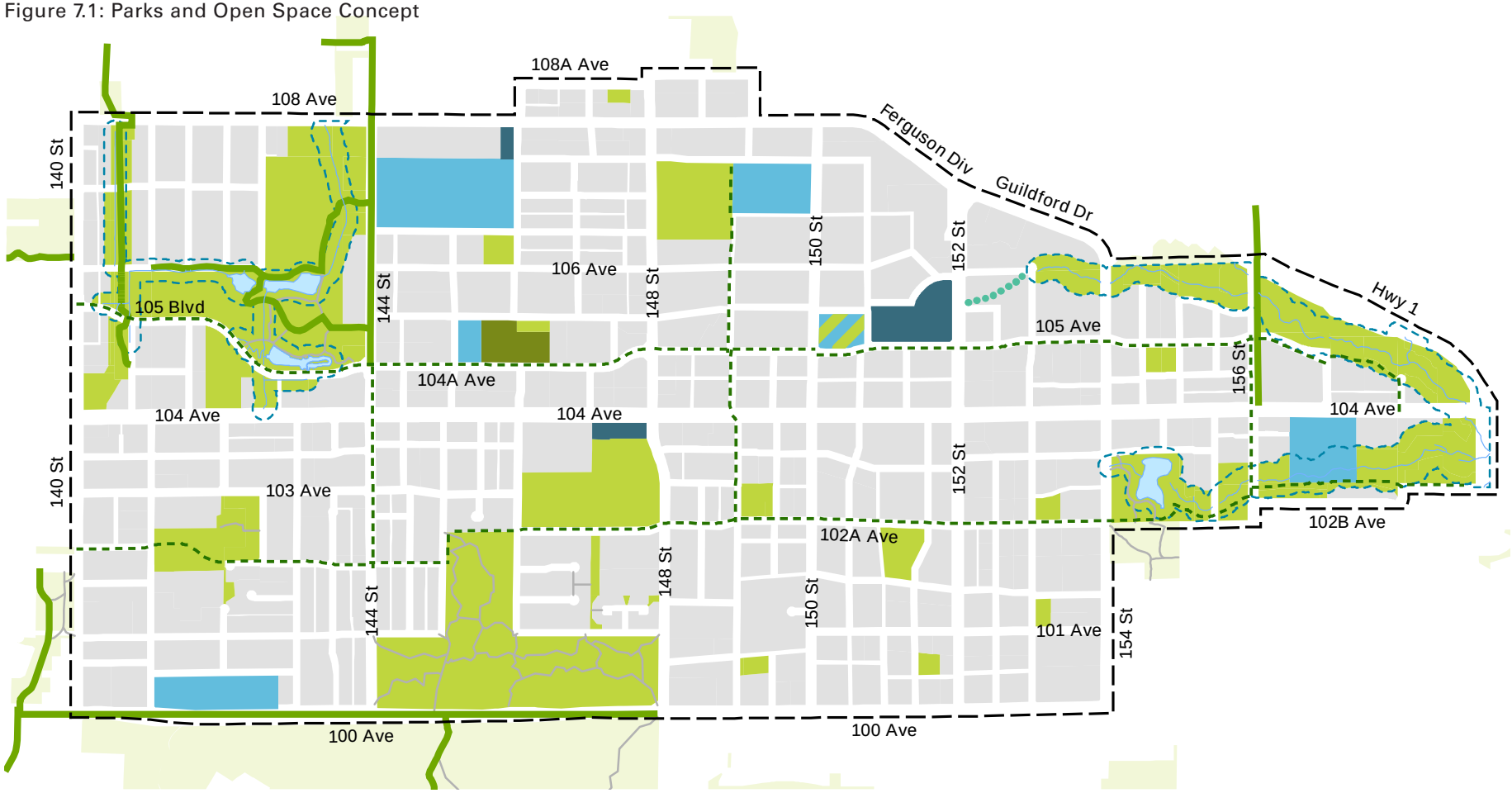
With the considerable growth planned for the area, especially within the town centre, additional parks are needed. The parks and open space strategy considers the geographic distribution of existing parks, where growth is anticipated, and how parks will be accessed by residents. Locations for new parks have been selected to ensure that all residents are within a 10-minute walk (500m) of a park, ideally without having to cross major streets.

In total, 10 new parks are planned, including seven in Guildford Centre where much of the growth will occur. Additions to existing parks are also planned. Cedar Grove Park will undergo minor expansion to improve sight lines and provide additional park amenities. Additions to Hawthorne Park, Guildford Heights Park, Serpentine Headwaters Park, and unnamed greenbelts along Guildford Brook and Serpentine Creek will primarily be for conservation purposes.

Over time 24 hectares of parkland will be added, bringing the total to 96 hectares. New and expanded parks will be planned and designed in consultation with the residents near each park.

In addition to parks, other public space and publicly accessible private space will provide much needed places for public life. New tree-lined walking corridors called "Green Connectors," mainly located along public streets, will provide linkages between parks. In addition, informal public space will be created by retrofitting, on a permanent or temporary basis, land that is intended or currently used for other purposes. This will include parklets and plazas on private property.

Figure 7.1: Parks and Open Space Concept



LEGEND

- Parks and Natural Areas
- School
- Park/School
- Civic
- Metro Vancouver Reservoir
- Riparian Buffer
- Green Connectors
- Existing Greenways
- Watercourse Daylighting Opportunity

7.2 Park Sites

While parks can serve many functions including habitat preservation, the new and expanded parks described in this section are primarily for the enjoyment of active and passive recreational amenities. Parks near mixed-use development may come in the form of urban plazas offering a green respite within the built environment.

Additions to Existing Parks

Cedar Grove Park is an existing 3-hectare park which includes a natural area, walking trails, community gardens, and picnic tables. The park will be expanded through the purchase of properties along its eastern boundary. This will provide additional park frontage and space for amenities. Once these acquisitions are completed the park will be 4 hectares in size. Planned expansions to other existing parks will be primarily for the protection of sensitive ecosystems. This includes expansions to Hawthorne Rotary Park, Guildford Heights Park, and various greenbelt parks in the eastern portion of the Plan Area, as described in Section 7.3: Ecosystem Areas. These additions may offer some limited opportunities for passive recreational amenities, including walking paths and seating.

New Park A

A new park is identified at 150 Street and 105 Avenue, just west of the Guildford Recreation Centre and Library. It will be co-located with a future elementary school and will be used as a shared amenity with the school. The size and configuration of the park will be determined in consultation with the School District.

New Park B

A significant urban park, approximately one hectare in size, will be provided on the Guildford Mall south property when it redevelops. This park will serve as a "community living room," hosting events and informal gatherings and acting as a hot spot of activity both day and night. The urban park will directly interface with ground floor businesses which will ideally include cafes and restaurants with patio seating on private property. It will anchor one end of a new commercial high street that will extend northward toward a future rapid transit station and the Guildford Recreation Centre and Library.

New Parks C, D, and E

Parks C, D and E are new 0.5 to 0.7-hectare parks that will be located within low-rise, moderate density neighbourhoods. Playgrounds along with other neighbourhood park amenities, such as benches and open lawn space, could be provided in these parks.

New Parks F, G, H, I, and J

Parks F, G, H, I and J are smaller parks, roughly 0.2 to 0.4 hectares in size, that will be located adjacent to moderate and high density development. Amenities in these parks will support social gathering opportunities and provide areas for outdoor relaxation and respite for nearby residents. Amenities may include seating, horticulture plantings, and unique landscape design.

New Linear Park

A new linear park is planned south of Hjorth Road Park connecting to an existing greenbelt. Primarily serving lower density neighbourhoods, it will provide connectivity between larger parks in the area.

Figure 7.2 Park Additions

LEGEND

- Existing Parkland
- Future Parkland
- Schools
- Civic Land

7.3 Ecosystem Areas

Alongside urban landscapes, the Plan Area is home to high-value ecosystems, including mixed forests, wetlands, and fish-bearing watercourses. These natural assets have been identified for protection and enhancement through Surrey's Biodiversity Conservation Strategy (BCS) and other studies. This will be achieved through parkland dedications and the enforcement of setbacks.

7.3.1 Green Infrastructure Network

The BCS established a Green Infrastructure Network (GIN) comprised of a system of interconnected "hubs" and "sites" (large and small habitat areas, respectively) linked by naturalized "corridors" for wildlife movement. The GIN is important for supporting biodiversity, maintaining healthy ecosystems, and providing targeted protection.

The Plan Area contains two GIN hubs, Green Timbers Urban Forest Park (most of which lies outside the Plan boundary) and Hawthorne Rotary Park. Both have high ecological values and are at low risk of development. There is also one GIN corridor that runs along the Quibble Creek Greenway and the combined utility rights-of-way. The corridor has moderate ecological values and is comprised of numerous properties including parkland and private property. Over time, the City will acquire and naturalize the remaining parcels under private ownership.

7.3.2 Riparian Areas

Riparian areas border streams, lakes, and wetlands. They provide shade, food, and shelter to wildlife as well as fish within the adjacent aquatic habitat. The City meets provincial and federal regulations to protect riparian areas through the streamside setback requirements of the Zoning Bylaw and the application of Surrey's Sensitive Ecosystems Development Permit Area Guidelines. Streamside setbacks vary, depending on a watercourse's classification, as specified by Part 7A of the Zoning Bylaw. The City classifies watercourses, as follows:

- Class A – Inhabited by fish year-round or potentially inhabited by fish year-round with access enhancement.
- Class A(O) – Inhabited by fish primarily during the over-wintering period or potentially inhabited by fish during the over-wintering period with access enhancement.
- Class B – Provides food/nutrient value to downstream fish habitat. No fish potential present at any time of the year due to the presence of a natural fish barrier.
- Class C – No fish potential present at any time of the year.

Class A, A(O), and B watercourses are considered 'streams' as defined by the Provincial *Water Sustainability Act* and the Riparian Areas Protection Regulation. Watercourses having these classifications are also considered fish habitat by the Federal *Fisheries Act*.

Hawthorne Creek, Bon Accord Creek, Guildford Brook, and Serpentine Creek are Class A watercourses. The Plan Area also includes numerous ditches, some of which are classified as Class B watercourses. When development is proposed in these environmentally sensitive areas, a Qualified Environmental Professional (QEP) must be engaged to obtain environmental permits and Sensitive Ecosystem Development Permit approvals.

The Plan identifies parkland conveyance along riparian areas to secure setbacks and facilitate maintenance and enhancement of sensitive ecosystems. Conveyance may occur through dedication for properties with residual development potential or through purchase for fully encumbered properties. Parkland along watercourses will primarily be for riparian area protection but may also allow walking trails or other passive uses outside of protected areas for the appreciation of natural features. The Plan also identifies an opportunity to daylight a portion of piped stream in the upper reaches of Guildford Brook.

Figure 7.3: Ecosystem Areas

LEGEND

- Existing Parkland
- Future Parkland
- Schools
- Civic Land
- Green Infrastructure Network
- Riparian Buffer
- Watercourse Daylighting Opportunity

7.4 Green Connectors

Green connectors are enhanced tree lined pedestrian corridors linking parks, natural areas, community facilities, and other pedestrian hubs. They are intended to extend the reach of parks and open spaces and better integrate them with surrounding neighbourhoods. Green connectors support the Surrey Transportation Plan, the Greenways Plan, the Urban Forest Management Strategy and various other plans and policies. They help mitigate urban heat island effects and manage stormwater runoff and are an opportunity to apply the City's Biodiversity Design Guidelines.

The green connector network is comprised of on-street corridors and, on occasion, routes through the interior of parks (see Figure 7.1: Parks and Open Space Concept). While on-street segments are part of the transportation network, green connectors provide a recreational amenity, where users can stroll, sit, relax, and people-watch.

Green connectors are distinguished from typical streets by enhanced tree canopy and vegetation as well as the presence of pedestrian amenities. This is enabled by providing a minimum 3.0-metre wide boulevard along these routes as well as additional space within curb bulges at intersections. Wider boulevards provide greater soil volumes to support larger trees. Trees on private property adjacent to green connectors will further enhance the canopy. Development should provide adequate space to support tree growth.

Wider boulevards will also provide more space that can be used for ground cover and shrub planting, benches, drinking water fountains, and public art. Pedestrian lighting may be provided using lower impact approaches that reduce light pollution and its effects on human health and ecological processes. The design of green connectors may also include wayfinding signage and interpretive elements.

Development adjacent to green connectors should adhere to the guidelines outlined in Section 4: Urban Design. Significant development sites, especially in prominent town centre locations, are strongly encouraged to integrate green infrastructure elements (rain gardens, etc.) with adjacent green connectors. Commercial properties such as the Guildford Mall that have a high degree of impervious surface, and that are professionally managed, are well suited to providing and maintaining rain gardens. Such features help to manage runoff while enhancing the aesthetic value of the streetscape. The City will explore the feasibility of including green infrastructure elements in the design of green connectors.

7.5 Neighbourhood Enhancement

In addition to designated parks, other open spaces play a vital role in supporting public life and ensuring the livability of neighbourhoods. These spaces are particularly important in highly populated urban environments where there is a need to "do more" with limited space.

Building on more formal spaces and community infrastructure, underutilized "interstitial" spaces on public property or within road allowances provide placemaking opportunities. Even private property contributes to the public realm and has a role to play in promoting neighbourhood identity, community pride, and wellbeing.

Placemaking projects are often initiated by the community. People living and working in communities are able to identify local needs and gaps in the public realm and come up with quick tactical approaches. Supporting community members to shape and steward community spaces contributes to the development of unique local character within evolving neighbourhoods. The City provides resources and programs to support community stewardship:

- Neighbourhood Enhancement Grants are offered by the City to support community cohesion and placemaking efforts.
- Neighbourhood Event Kits can be borrowed at no cost for small community events.
- Adopt a Street and Neighbourhood Cleanup programs help to keep the community free of litter.
- Storefront Enhancement Grants are available from the City for the improvement of commercial facades and frontages.

Placemaking

A "sense of place" is essential for creating vibrant and well-used public spaces. An enhanced public realm should be pedestrian-scaled, reflect the community's assets and identity, and promote health and wellbeing.

Placemaking interventions can involve the provision of street furniture, the inclusion of natural elements, and the use of high-quality materials. In informal or temporary spaces, interventions can be quick and inexpensive; and there is an emphasis on engaging the inhabitants of an area to create the open and free public spaces needed to create a more connected community. The design of public spaces should align with the urban design principles and guidelines outlined in Section 4: Urban Design. The following principles should be considered:

- Placemaking efforts should consider the local context relating to Indigenous history and culture, natural and built heritage, climate resilience, and the unique character of the Plan's constituent neighbourhoods.
- Particular attention should be paid to enhancing locations with high pedestrian volumes such as commercial or mixed-use developments, community facilities, transit stations, and Green Connector corridors.
- Trees and vegetation are cherished community assets that have high aesthetic value while providing shade, slowing runoff, and serving as habitat for birds and insects. Design of the public realm should consider landscaping and the expansion of tree canopy to contribute to a healthy urban forest.
- Street furniture, including seating, lighting, drinking fountains, public art, and wayfinding signage, are important for inviting people to use public spaces. Their design and placement should be inclusive of all ages, backgrounds, abilities, and incomes. Street furniture should also be hardy and versatile, allowing for use in various ways.
- Street banners are a tangible and visually appealing way to reinforce neighbourhood identity. The existing Town Centre Banner program can be expanded to include secondary neighbourhood nodes within the Plan Area.
- Wall art and murals are encouraged as a means of exhibiting local character and contributing positive and aesthetic messages within the public realm. They generate creative opportunities for artists, residents, businesses, and others to collaborate and create a distinct sense of place.

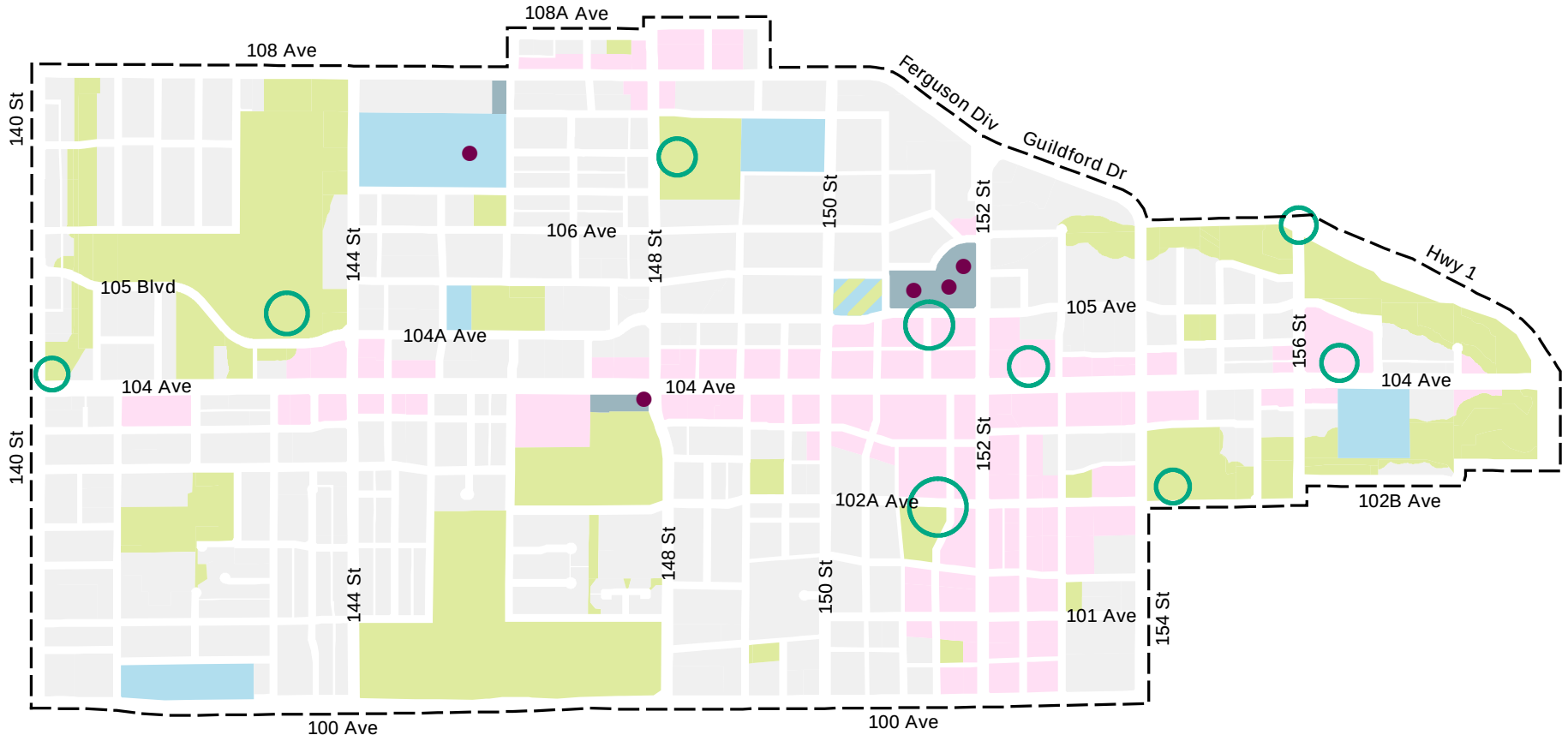
Public Art

Public art installations animate the public realm and contribute to creating a memorable and unique landscape. They also engage residents in the interpretation and expression of what is important and significant to the community. Public art features are envisioned to enhance the walkability and unique character of Guildford Centre and the adjacent Hawthorne and Headwaters Districts.

Public art is also an opportunity to contribute positively to reconciliation with Indigenous peoples. This is through the recognition of First Nations peoples and cultures and the showcasing of work by local Indigenous artists. Indigenous art embodies the values, culture, legacy, and heritage of the Indigenous populations living in the area, past and present.

Sites for future artworks are identified in the Public Art Master Plan. Public art projects are funded by contributions from private development to the Public Art Reserve Fund (see Section 10.4.1: Community Amenity Contributions). In addition, City capital construction projects, such as new civic facilities, also fund public art projects.

Figure 7.4: Public Art Locations



Temporary Spaces

As the Plan Area grows and changes, temporary vacant lots provide an opportunity for community building. Where possible, landowners can turn these traditionally underutilized spaces into meaningful placemaking spaces for the community. In addition, existing developments with available space, such as excess parking or a commercial entrance plaza, can play host to temporary public space activations. The City will work with developers and land owners to create temporary spaces for the community where feasible:

- Community uses, such as farmers markets, community gardens, food trucks, and pop-up events, can be temporarily located on land that is awaiting development. Locations could include decommissioned gas stations and land for future phases of a multi-phase development.
- PARKit, Surrey's pop-up park program transforms existing urban spaces during the summer months using street furniture, colourful design, and elements of greenery. PARKit activations can occur on public or private property as well as within road allowances (e.g. within on-street parking spaces).

Retrofitting Public and Semi-Public Space

With population growth and densification, there will be a greater demand for public open space. With priorities shifting towards enhanced public spaces for people and sustainable modes of travel, the City will look for opportunities to repurpose underutilized or residual space:

- Parklets can be created by repurposing on-street parking spaces to extend the sidewalk and provide more space for amenities and people.
- Additional space for people can be provided by securing public access to excess space created by irregular land assemblies.
- Mid-block pedestrian connections can be enhanced with seating, planting, and weather protection to invite lingering and social interaction.
- Where there is sufficient redundancy in the road network, short segments of streets in mixed-use areas can be closed to vehicles. The reclaimed space can be transformed into a parklet/informal plaza space and can support walking and cycling connections.

"I think this can be an exciting and inclusive community and hopefully somewhere that residents and visitors can enjoy."

Online Survey Response, Guildford Plan Process

8 Community Facilities
| Building Community

Community facilities form the foundation of a safe, healthy, and complete community. The amenities and programs they provide encourage active lifestyles, lifelong learning, and social connectivity, fostering a strong sense of community that contributes to quality of life. This section outlines Surrey's plans for civic facilities as well as how the City will support other public and private organizations in the delivery of community services.

8.1 Civic Facilities
8.2 Schools
8.3 Other Community Facilities

8.1 Civic Facilities

Civic facilities contribute to the wellbeing, safety, and enrichment of the community. The Plan supports the expansion of community, recreational, cultural, and library services at existing facilities and the creation of new facilities as identified in various City strategies.

Civic facilities also house emergency services, namely police and fire protection. Renewal of these facilities will be required over time to support growth.

Community and Recreation Facilities

The Guildford Recreation Centre is a well used facility located within the town centre near Guildford Mall. It includes three gymnasiums, a 75,000 square foot aquatic centre, weight room, fitness studio, indoor walking loop, preschool classrooms, and several multipurpose rooms. The facility provides programs for all ages, including youth and seniors. Being co-located with the Guildford Library, it is part of a significant community hub that provides social and recreational opportunities for the larger Guildford and Fraser Heights community.

The Plan Area is also home to artificial turf fields at Hjorth Road Park as well as two outdoor pools. The Parks, Recreation, and Culture (PRC) Strategic Plan recommends refurbishment of all outdoor pools in Surrey over the long term. It also envisions a new family services facility in Guildford to increase services targeting families, young adults, and seniors. This facility could include purpose-built space for childcare as well as family support services as provided by the non-profit Options Community Services Society.

Cultural Facilities

Arts and culture contribute to the social and economic wellbeing of communities. While the Plan Area is not currently home to any standalone cultural facilities, town centre areas are prioritized for the provision of arts and culture facilities and programs. The PRC Strategic Plan includes recommendations for the provision of the following spaces within the town centre:

- Art studios and rehearsal spaces,
- Collaborative 'maker spaces,' and
- Cultural incubator spaces for specialized uses such as visual or culinary arts.

The PRC Strategic Plan also recommends the long-term delivery of a purpose-built community arts centre in Guildford. Potential locations have not yet been identified for the facility. Future community arts facilities will be funded through the collection of an Arts & Culture Community Amenity Contribution (CAC) within the Plan Area (see Section 10.4.2).

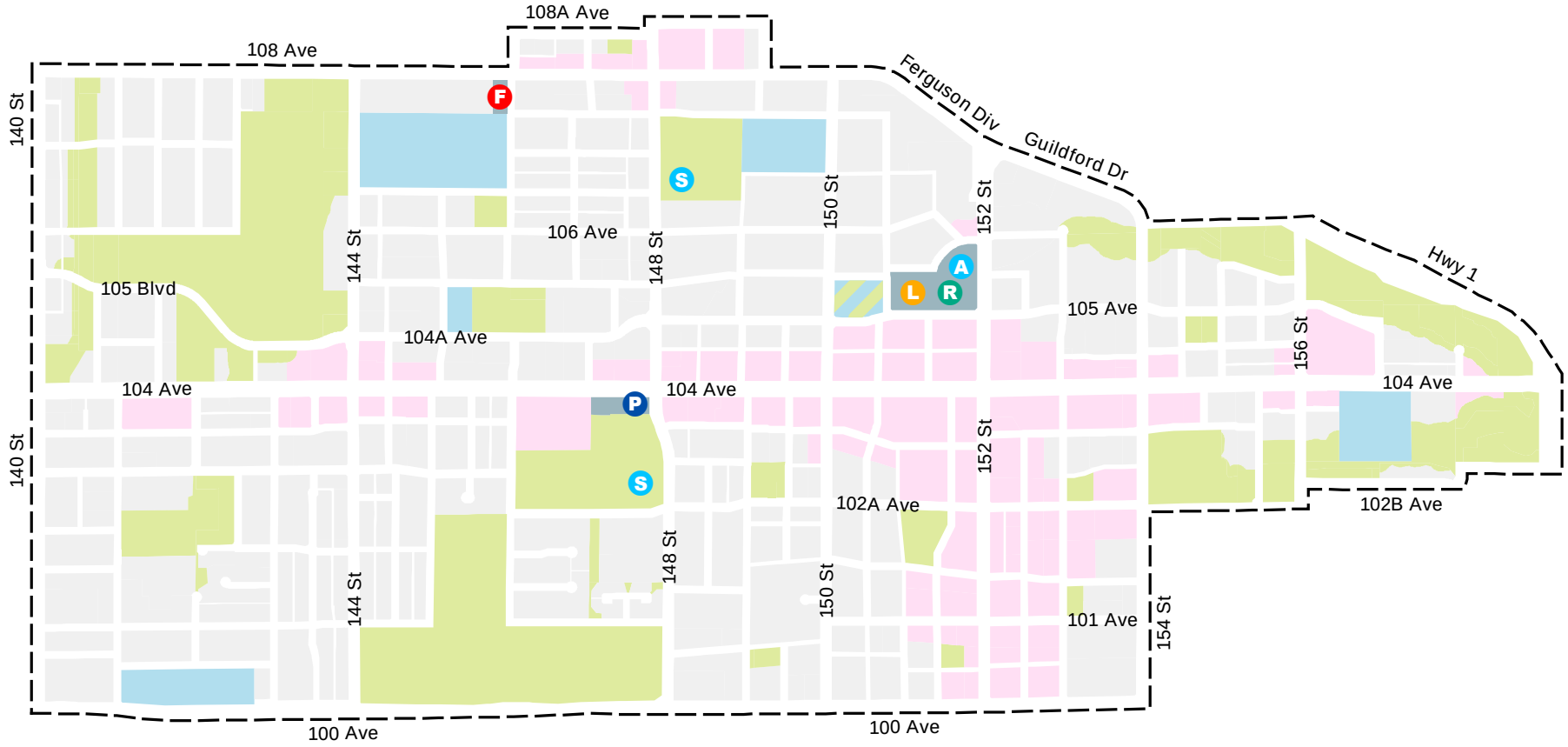
Libraries

Surrey's libraries are welcoming community hubs that accommodate diverse programs, services, and users. As neighbourhoods densify, libraries are increasingly being used as community living rooms, especially when integrated with other public amenities. The Guildford Library, opened in 1979 and renovated in 2001, is the second largest branch in Surrey and has the highest average annual visits. Collection Services is also located within the basement of the branch.

The Surrey Libraries Facilities Master Plan recommends investigating the relocation of Collection Services to a more central facility over the medium term. Were this to occur, it could provide an opportunity to expand the branch by approximately 10,000 square feet.

The Facilities Master Plan also recommends exploring alternative means of service delivery including pop-up libraries in malls or other locations. This supports the provision of services and amenities close to where people live, while reducing space and capital requirements.

Figure 8.1: Civic Facilities



LEGEND

- F Fire Hall #4
- P Police Station
- L Guildford Library
- R Guildford Recreation Centre
- A Guildford Aquatic Centre
- S Outdoor Swimming Pool

8.2 Schools

The Plan Area is currently served by seven elementary schools and two secondary schools:

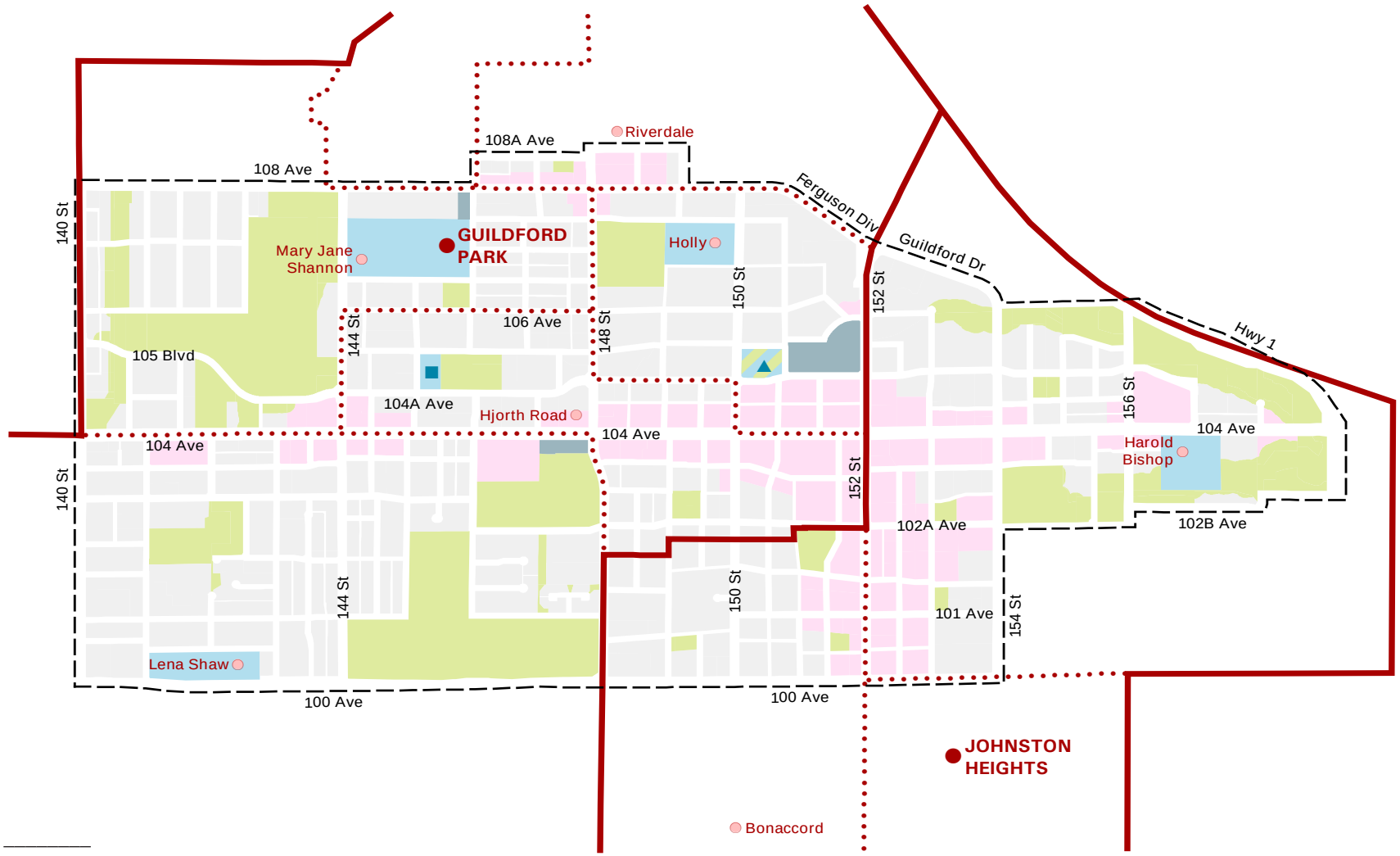
- Bonaccord Elementary
- Harold Bishop Elementary
- Hjorth Road Elementary
- Holly Elementary
- Lena Shaw Elementary
- Mary Jane Shannon Elementary
- Riverdale Elementary
- Guildford Park Secondary
- Johnston Heights Secondary

The School District's Five-Year Capital Plan for 2023-2024 includes an eight-classroom addition to Lena Shaw Elementary and the full replacements of Hjorth Road Elementary and Ecole Riverdale Elementary. In addition, an expansion to Guildford Park Secondary was approved in a previous capital plan and is in the planning stage. These projects will increase overall school capacity in the Plan Area.

The land use concept proposes a new site for Hjorth Road Elementary a few blocks to the west on 104A Avenue. This would remove the school from its current location along two busy arterial roads. Outdoor play areas would be provided on the adjacent Metro Vancouver Water Reservoir, subject to mutual agreement between the School District and Metro Vancouver.

The Plan also provides an option to construct a new urban format school on a portion of the Guildford Mall north site at 150 Street and 105 Avenue. This would serve to accommodate population growth resulting from densification in the town centre.

Figure 8.2: Schools



LEGEND

Plan Area Schools

- Secondary
- Elementary
- Proposed School Relocation
- Potential Future School

Plan Area School Catchments

- Secondary
- Elementary

8.3 Other Community Facilities

The Plan Area is home to several non-profit organizations and religious institutions that provide community services that are important to the fabric of Guildford and surrounding areas. Surrey supports community organizations by providing space on City property to various non-profit organizations. This includes space provided for the Guildford Emergency Shelter, the Baird Blackstone supportive housing facility, the O'Siem Village Childcare Centre, and the Guildford Family Resource Centre.

Religious institutions in Guildford include churches, mosques, and temples. In addition to providing religious worship opportunities to their congregations, these institutions provide social and recreational programs and facilities to the larger community. When institutional sites are redeveloped, it is strongly encouraged that community services be maintained on site as part of the new development.

Other non-profit organizations operating within the Plan Area at time of writing include the Canadian Red Cross, the Fraser Region Aboriginal Friendship Centre Association, and the Umoja Operation Compassion Society. Development proposals within the Plan Area are encouraged to consider the needs of non-profit organizations that may have limited capacity to secure space. This will allow much needed service providers to remain in the community.

"I like the idea of building up the Guildford area, but there needs to be infrastructure to handle the increased population."

Online Survey Response, Guildford Plan Process

9 Utilities
| Servicing Growth

Utility infrastructure is critical to supporting a community's growth. Development enabled by the Plan's land use strategy will necessitate infrastructure upgrades to ensure efficiency, reliability, and resilience to growing challenges such as climate change. This section outlines the utility servicing strategies that will support the Plan Area.

9.1 Drainage
9.2 Sanitary
9.3 Water

9.1 Drainage

9.1.1 EXISTING DRAINAGE SYSTEM

The Plan Area is situated within four distinct watersheds (as shown on Figure 9.1). Existing drainage servicing is accomplished by an extensive network of storm sewers and open ditches that captures and conveys flow to downstream watercourses. Watercourses are important natural assets that provide habitat for fish and wildlife and green space for the community. See Section 7: Parks and Open Space for additional details.

Stormwater runoff generated within the majority of the Plan Area, including most of the town centre, is conveyed east to the Serpentine River via two of its tributaries, Guildford Brook and Serpentine Creek. The Serpentine River flows south and then west through Surrey's agricultural lands before discharging to Mud Bay.

The northwest corner of the Plan Area is situated within the Bon Accord Creek catchment. Runoff from this catchment is conveyed to Bon Accord Creek and East Bon Accord Creek, which drain northward before discharging into the Fraser River at the foot of the Port Mann Bridge. At the southwest corner of the Plan Area, runoff is conveyed to Quibble Creek, which flows south into the Bear Creek system, a major tributary of the Serpentine River.

The existing storm sewers within the Plan Area were mostly installed in the 1970s and 1980s. This was a period when stormwater management focused on conveying rainwater off-site as quickly as possible, as opposed to current practice, which emphasizes retaining rainwater from frequent, low-intensity storm events on-site. On-site retention better maintains the natural pre-development flow and quality of water in the receiving watercourse.

Developments in the Plan Area have resulted in shifts to the local water system dynamics. These shifts include increased stormwater flow rates and volumes, decreased groundwater recharge, and reduced base flows to nearby watercourses. The progression of urbanization has also brought about changes in the quality of surface and groundwater. This is predominantly due to the transportation of pollutants from vehicles and various human activities by rainwater runoff to downstream environments.

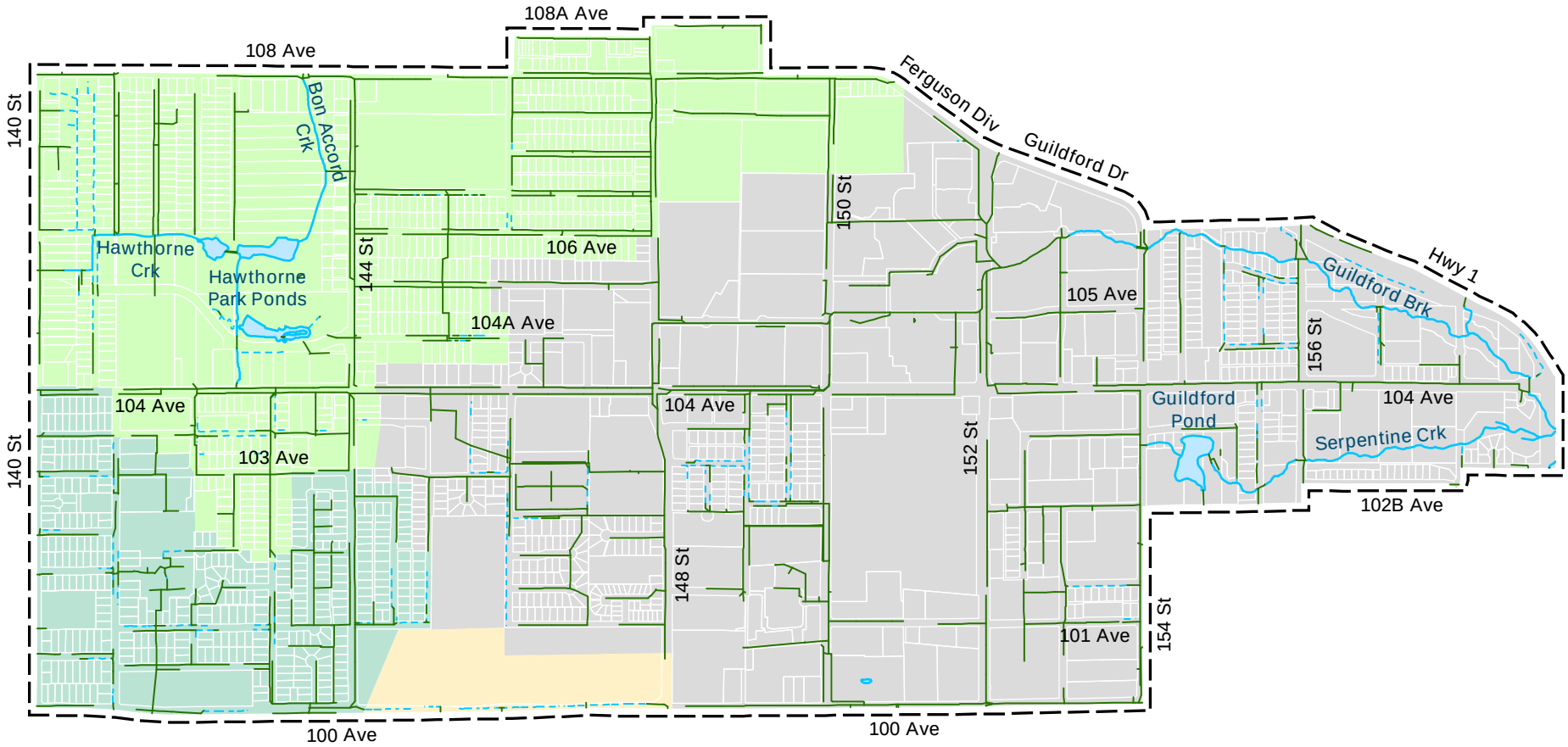
To mitigate drainage impacts from existing development, the Hawthorne Park Detention Ponds and Guildford Heights Park Detention Pond were constructed in 1999 and 2002, respectively.

Within Hawthorne Park, runoff from upland areas is attenuated in two large ponds before being released to Bon Accord Creek. This water feature was constructed following a major rainfall event (estimated to be a 1 in 50-year return period event) that occurred in 1997, leading to the identification of significant deficiencies in the existing drainage system.

Guildford Pond, located within Guildford Heights Park, services a large, highly urbanized portion of the Plan Area. Outflows from the pond discharge to Serpentine Creek. The adjacent sports field in the park also serves as an emergency storage basin during extreme rainfall events when the pond's capacity is exceeded.

A resilient drainage system contributes to the ability of the community to weather the increased frequency and severity of storms now and into the future due to the impacts of climate change.

Figure 9.1: Existing Drainage System



LEGEND

- Creek
- Ditch
- Existing Storm Sewer
- Water Body
- Bear Creek Watershed
- Bon Accord Creek Watershed
- Quibble Creek Watershed
- Upper Serpentine Creek Watershed

9.1.2 DRAINAGE UPGRADES

The Plan's land use strategy represents an intensification of existing development patterns. To mitigate associated impacts and protect downstream property, infrastructure, and natural resources, the following on-site Best Management Practices (BMP) strategy is recommended for new, infill, and re-development:

- Include on-site low impact development (LID)/stormwater BMPs in site development plans to address runoff volume and flow control.
- Implement on-lot water quality treatment units to remove pollutants from stormwater runoff before discharging off-site.

LID measures are a critical part of the overall stormwater management strategy. They provide servicing and environmental benefits in terms of peak flow control, water quality improvement, and erosion condition improvement. In addition, LID measures will integrate with and improve overall landscaping in the Plan Area.

Each watershed overlaying the Plan Area has been subject to an Integrated Stormwater Management Plan (ISMP) that outlines the servicing requirements to support future development. Table 9.1 summarizes the performance targets for each watershed, except for the portion of the Bear Creek catchment within the Plan Area, which consists entirely of naturalized (undisturbed) parkland. Further details can be found in the respective ISMP documents. Development will also need to follow the City's Design Criteria Manual requirements.

Additionally, upgrades are needed to enhance the existing detention ponds and protect the water quality in downstream watercourses. Development Cost Charge (DCC) eligible upgrades include:

- Installation of water quality treatment facilities upstream of existing detention ponds to capture and treat contaminants before they reach the ponds and reduce the frequency of pond cleaning and dredging.
- In conjunction with the above, retrofitting of existing detention ponds, which may include flow control modifications and potential pond expansion. Optimizing the hydraulic performance of the pond will improve stormwater runoff management, enhance sediment settlement, and enhance the water quality of flows released into downstream watercourses. These measures will not only extend the operational life of the detention ponds but also ensure that they continue to meet the evolving needs of the Plan Area.

The majority of storm sewer upgrades identified in various ISMPs to support future development are classified as local sewers and therefore are not eligible for DCC reimbursement. These upgrades will be addressed and funded by the development community through development frontage improvements. Further, all identified trunk sewer upgrades are either an existing conditions capacity constraint or are recommended to prevent a downstream reduction in pipe size when existing capacity constraints are upsized. As such, none of the trunk sewer upgrades identified in the ISMPs are considered DCC eligible.

Table 9.1: Watershed ISMP Performance Targets

<table>
<tr><th></th><th>Land Use</th><th>Bon Accord</th><th>Quibble</th><th>Upper Serpentine</th></tr>
<tr><td>Stormwater Storage/Capture</td><td>All</td><td colspan="3">Capture and retain 35 mm (350 m³ per hectare of total surface area) of rainfall on-site</td></tr>
<tr><td rowspan="3">Release Rates</td><td>Single-Detached Residential</td><td>Peak allowable runoff rate of 3 L/s/ha for 2-year, 24-hour design storm</td><td colspan="2" rowspan="3">Provide runoff control as per City of Surrey's Design Criteria Manual Servicing Objectives[1]</td></tr>
<tr><td>Multi-Family Residential</td><td rowspan="2">Peak allowable runoff rate of 5 L/s/ha for 2-year, 24-hour design storm and 9 L/s/ha for 5-year, 24-hour design storm</td></tr>
<tr><td>Industrial, Commercial, and Institutional</td></tr>
<tr><td>Absorbent Topsoil</td><td>All</td><td colspan="3">Place 450 mm of absorbent topsoil on all pervious areas</td></tr>
</table>

[1]Not required for development(s) located within the Guildford Heights Park Detention Pond catchment.

9.2 Sanitary

9.2.1 EXISTING SANITARY SYSTEM

The Guildford Plan Area is serviced by an extensive sanitary sewer network and is divided into multiple catchments. Wastewater generated in the Plan Area is conveyed in various directions according to local topography, before discharging into Metro Vancouver trunk sewers at three locations.

Wastewater in the eastern half of the Plan Area is conveyed to the southeast by the Tynehead trunk sewer. Contributing areas include the Guildford commercial district as well as portions of the Fraser Heights neighbourhood outside the Plan Area. When the trunk sewer was constructed in the 1970s, it did not anticipate the amount of growth that is currently expected.

West of 152 Street, most wastewater flows north to meet the Metro Vancouver North Surrey Interceptor near Highway 17. Some upgrades to trunk sewers north of the Plan Area have already been initiated. Wastewater in the remainder of the Plan Area flows southwest and joins the Bear Creek catchment which is shared by City Centre.

Existing sanitary sewers within the Plan Area range in size from 150 mm to 750 mm diameter with most installed before the 1990s. Older sewers, 1970s and earlier, are mostly constructed of asbestos concrete or vitrified clay. These are non-standard materials that are no longer permitted for new construction.

9.2.2 SANITARY UPGRADES

The sewer servicing plan was developed based on the City's Design Criteria Manual (DCM). All developments are required to provide minimum diameter fronting sewers where currently absent (250 mm for commercial and multi-unit residential, 200 mm for detached residential).

For some arterial roads, twin sewer mains are required to limit the length of gravity service connections and reduce conflicts within the road. This generally includes 152 Street and 104 Avenue west of 152 Street. In some locations, sewer alignments have not been planned under arterial roads to allow for future roadway and transit expansion.

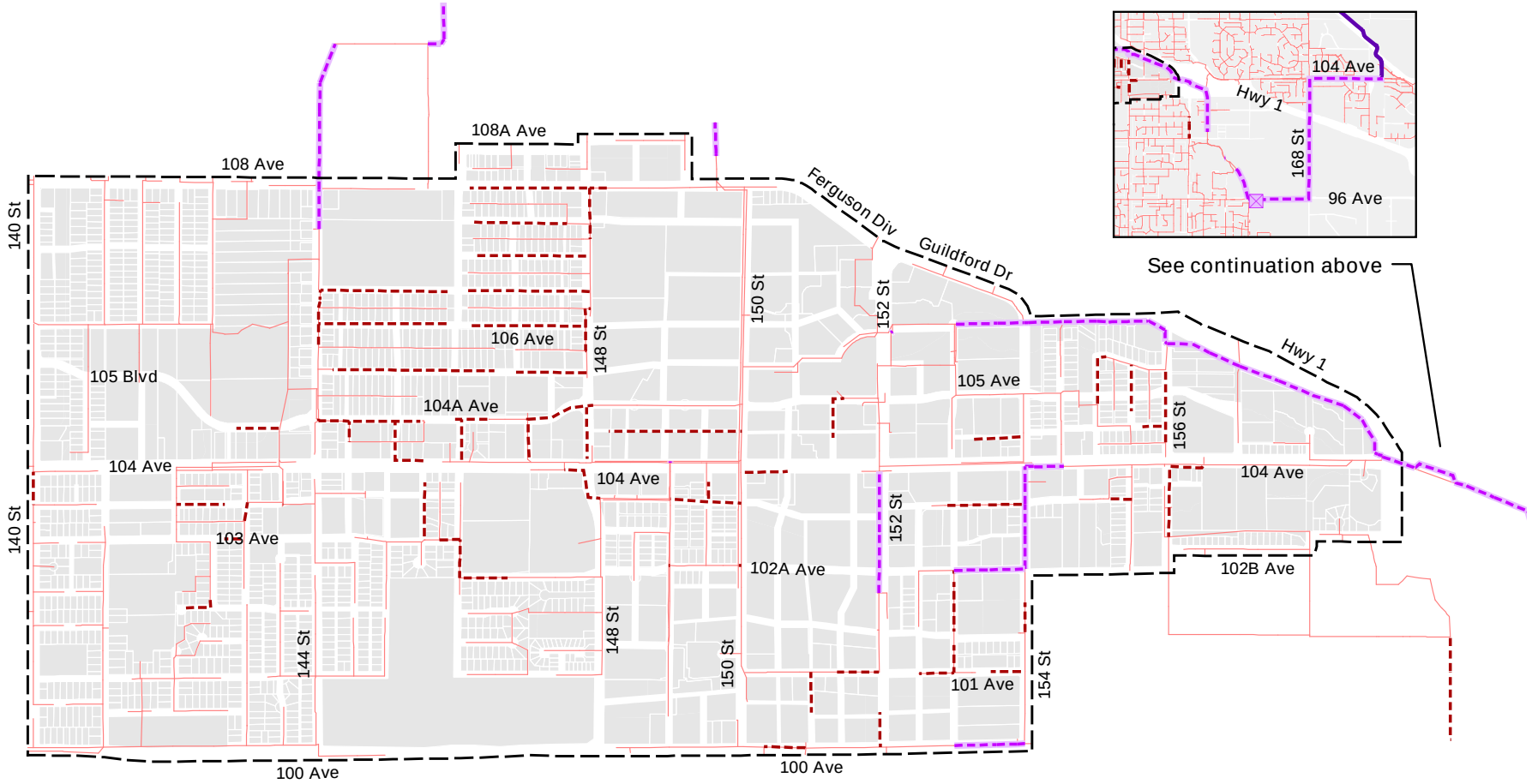
Sanitary sewers conveying 40 L/s or more under the full build-out scenario are trunk sewers and are Development Cost Charge eligible projects. In areas where there is a requirement to contribute fronting trunk sewers, the cost of upsizing sewers is DCC eligible.

Substantial sewer upgrades are required to meet the expected growth. The Guildford area is heavily reliant on the 12-km long large diameter Tynehead trunk sewer, which also services the Fleetwood neighbourhood. To avoid the very high cost of replacing or twinning the Tynehead trunk sewer, the servicing upgrade plan will introduce a new pump station to divert flow from the Tynehead trunk sewer to the North Surrey Interceptor. This will create a shorter route for sewage to make its way to the Metro Vancouver conveyance system and treatment plants. Upgrades associated with this Plan have been limited to areas north of 96 Avenue where sewer demand begins to be influenced by the Fleetwood neighborhood.

Necessary upgrading of trunk sewers flowing north have been identified in the servicing plan and contribute to current projects already identified. There are fewer upgrades required for trunk sewers that flow west, and the division of responsibility will lie at the boundary between the Plan Area and City Centre.

Local sewers will need to be upgraded based on the rate of growth and will be required when growth causes demand to exceed the capacity criteria of existing sewers. The proposed sewer system is outlined in Figure 9.2.

Figure 9.2: Existing Sanitary System and Upgrades



LEGEND

- Existing Sanitary Sewers
- Metro Vancouver Trunk Sewer
- Proposed Local Sewer (Non-DCC Eligible)
- Proposed Trunk Sewer (DCC Eligible)
- Proposed Pump Station (DCC Eligible)

9.3 Water

9.3.1 EXISTING WATER SYSTEM

The Plan Area is within the 145m Whalley Booster and 135m Whalley-Fleetwood pressure zones. The 145m zone is supplied by a combination of the Whalley Pump Station and the Whalley Booster Station while the 135m zone is supplied directly by the Whalley Pump Station. Properties within the Plan Area are currently serviced by a combination of local and feeder mains with diameters ranging from 100mm to 1050mm which have adequate capacity to service current domestic and fire flow demand.

Water mains are installed on both sides of 152 Street and 104 Avenue west of 152 Street as current and future developments are not permitted to connect to watermains on the opposite side of these roads.

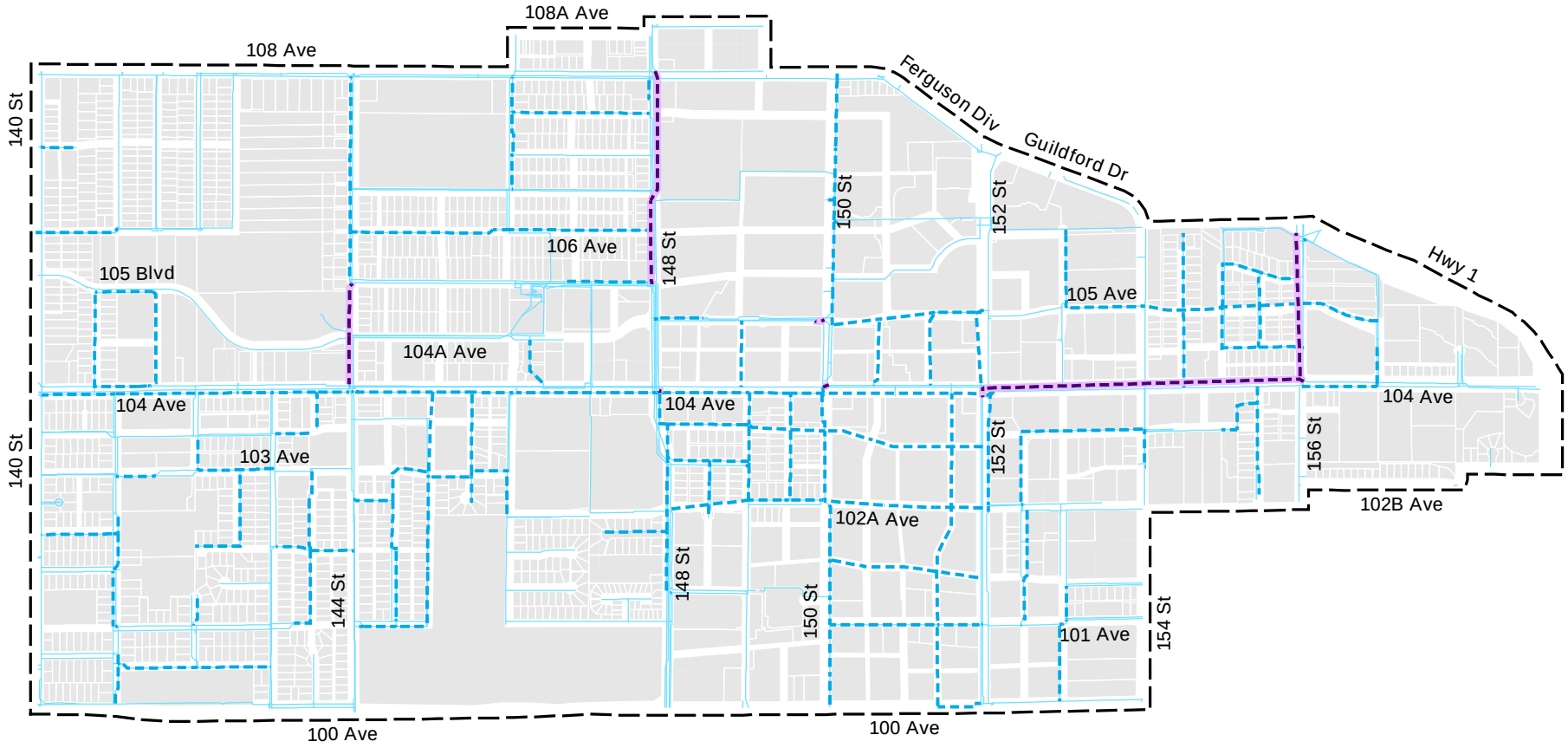
9.3.2 WATER UPGRADES

The water servicing plan, as presented in Figure 9.3, was developed in accordance with the City's DCM. The plan includes:

1. Addition of new distribution mains and upsizing of existing distribution mains with a diameter less than 250mm, to supply the domestic and fire flow requirements of the proposed high-density development within the Plan Area. In some cases, the City may decide that larger distribution mains (up to 350mm in diameter) are more appropriate to service the Plan Area. In such cases, the cost of upsizing will be DCC reimbursable.
2. New feeder mains to improve the water supply within the Plan Area, and add to the efficiency of the overall water main network. All feeder main costs are DCC reimbursable.

The development community will be responsible to fund any fronting and flanking works required to service a site, which may include any upsizing works or new water main required to satisfy criteria established in the DCM.

Figure 9.3: Water System Upgrades



LEGEND

- Existing Water Mains
- Proposed Distribution Mains
- Proposed Feeder Mains

"This plan is conducive to developing the economy, protecting the environment, and improving people's lives. The addition of more parks and green spaces and pedestrian roads is beneficial to people's physical and mental health."

Online Survey Response, Guildford Plan Process

10 Implementation
| Achieving the Plan

Achieving the vision outlined in the Plan is a responsibility shared between the City, senior levels of government, other public agencies, third-party utilities, community organizations, and developers. In the coming years, change will come in the form of new housing, businesses, and workplaces, much of which will be delivered by private developers and builders. This section addresses how the growth and change envisioned in the Plan will be implemented, focusing primarily on the role of private development.

10.1 Implementation Strategy
10.2 Development Approvals
10.3 Development Policies
10.4 Community Amenity Contributions
10.5 Development Cost Charges

10.1 Implementation Strategy

The Guildford Plan provides a broad policy framework to guide growth in the area. The policy directions outlined in the Plan will be realized through a combination of private development, civic investment, and partnerships with government agencies and community organizations.

While the Plan provides several decades worth of development capacity (based on current estimates), it does not prescribe the timing of development. The pace of change will be dictated in large part by market demand, which is influenced by a variety of factors. This includes, most significantly, the timing of rapid transit delivery, which is yet to be confirmed. The timing of development is also determined by the actions of existing property owners and their individual decisions on whether to sell, redevelop, or retain property.

When development does occur, the approvals process ensures that it is consistent with the Plan's objectives as well as other City policies and Council priorities. In addition to on-site requirements, development is responsible for providing any required road dedications and constructing road frontages adjacent to the site.

Development is also required to contribute to funding citywide and Plan Area infrastructure upgrades and amenities. The City uses development fees, property taxes, and funding from senior governments to deliver capital construction projects. Surrey also works with TransLink, Metro Vancouver, the Surrey School District, and other organizations to identify the services, infrastructure, and facilities needed to support growth.

As the area grows and evolves, a renewal of the Plan will eventually be required to respond to new or unforeseen challenges and opportunities. Until that time, development capacity provided by the Plan will far exceed the likely demand over a typical planning horizon of 40 years.

10.2 Development Approvals

A Council endorsed plan does not rezone a property. Instead, the assigned land use designation identifies the type of development that is supported to meet the plan's objectives. When a property develops, a development application is required that outlines the specific details of the proposal. Typically, such applications include rezoning and a development permit.

Developments may rezone to an existing zone in Surrey's Zoning Bylaw or to a custom Comprehensive Development (CD) zone, depending on the nature of the proposal.

Development proposals must also be consistent with the property's OCP general land use designation as well as any applicable policies. Where a site falls within a Development Permit Area (DPA), as identified in the OCP, development must respond to any relevant design guidelines. The following Development Permit Areas may apply to property within the Plan Area:

- Hazard Lands DPA
- Sensitive Ecosystems DPA
- Form and Character DPA

Table 10.1: Land Use Designations and Corresponding Zones

Land Use Designation	Corresponding Zone(s)
Core Mixed-Use	CD (Comprehensive Development) zones, new zones to come
High Rise Mixed-Use	
High Rise Residential	
Mid Rise Mixed-Use	
Mid Rise Residential	
Low to Mid Rise Mixed-Use	
Low to Mid Rise Residential	
Low Rise Transition Mixed-Use	
Low Rise Transition Residential	RM-45
Townhouse	RM-30, RM-15
Urban Residential	RF-13, RF-10, RF-10S, RF-SD, RM-23, new multiplex zone to come

10.3 Development Policies

In addition to the policies outlined in all preceding sections of this document, the following requirements and interpretations apply.

Gross Density

The OCP specifies that within selected areas, densities expressed in terms of Floor Area Ratio (FAR) are calculated on a gross site basis. Selected areas include Urban Centres, Frequent Transit Development Areas, and other areas as specifically noted within an approved secondary plan. It is the intent of the Guildford Plan that gross density applies throughout the Plan Area.

Gross site area includes any dedications for road or other public purposes, conveyed to the City at no cost. Undevelopable areas, such as utility corridors and the portion of riparian setback areas up to five metres inland from the top of bank, are excluded from the gross site area. Other excluded areas include lands purchased by the City and lands conveyed to the City to offset community amenity contributions.

Gross density transfer for parkland dedications will be reviewed on a case-by-case basis in order to maintain a built form that is compatible with neighbouring sites.

Density Bonus

The Zoning Bylaw establishes the mechanism by which a development can access additional density, namely through the payment of a community amenity contribution (see Section 10.4.1: Citywide CACs). However, it does not establish criteria around when additional density is supported. Without limiting the discretion of Council, a density bonus can be supported where the additional density allows a development to better meet the objectives set out in this Plan (or other priorities established by Council), without significant changes to built form. Of particular importance is the inclusion of rental and/or affordable housing as outlined in the Section 5: Housing.

Lot Consolidation

Lot consolidation may be required to prevent the creation of remnant parcels that cannot be developed to the intended land use designation. It also ensures equitable distribution of road dedications and construction costs across properties, and in some cases ensure development does not adversely impact existing residents.

If land consolidation is determined to be unfeasible, the developer must:

- Demonstrate, to the satisfaction of the City, that the development potential of any excluded properties is not compromised; and
- Share any required road construction costs among properties shown in the land consolidation area.

In all cases of infill development, the developer must provide a concept plan for adjacent properties to prove excluded properties remain developable.

New Roads and Road Widenings

Dedications are required throughout much of the Plan Area to provide new road connections, as identified in Figure 6.1: Road Network. New connections will generally be delivered through development, with sites on either side of the road sharing the responsibility of providing the dedication. Dedications may also be required for the widening of existing roads to current standards. Unless previously provided (or otherwise stated), dedications will be required from development on both sides of the road.

New pedestrian connections identified in the Plan Area will be achieved either through dedication, as dictated by engineering requirements, or as publicly accessible open space on private property.

Park Acquisitions

Several factors influence how parkland will be acquired, including the purpose of the acquisition, its size, and the residual development potential of the site (if any). Parkland identified in the Plan may be acquired by the following methods, as applicable:

- Conveyance, without compensation, where density is transferred, through gross density provisions, to a residual development site,
- Dedication of up to 5% of a development site when three or more new lots are created through subdivision, as per the requirements under the Local Government Act,
- Purchase by the City at fair market value, and
- Offset of Tier 2 Community Amenity Contributions for projects seeking density bonus.

Tree Retention

Trees should be reviewed for retention on development sites, with high value trees retained where possible. Alternative site design or construction methods should be considered in order to retain trees.

When no trees are viable for retention, replacement trees must be provided with appropriate space for trees to reach maturity. Replacement tree placement should consider soil volume as well as canopy spread and cannot be planted within 3.5 metres of a permitted structure. Replacement trees should be located near amenity space or a publicly accessible plaza (see Section 4.4.2: Plaza Network).

Redevelopment of Institutional Sites

When redeveloping institutional sites, proposals should identify any community services that are being displaced. Any existing community serving uses are strongly encouraged to be maintained on site as part of the new development.

10.4 Community Amenity Contributions

To address the impacts of growth, development is required to contribute to the provision of community amenities. This is typically in the form of a monetary payment at rates established in Schedule G of Surrey's Zoning Bylaw. There are four categories of Community Amenity Contributions (CACs) that may be applicable to developments within the Plan Area:

- Citywide CACs for affordable housing and public art
- Area specific secondary plan CACs
- "Tier 1" Capital Projects CACs for projects (or portions thereof) that are consistent with Plan densities
- "Tier 2" Capital Projects CACs for the portions of projects that exceed Plan densities

10.4.1 CITYWIDE CACS

Affordable Housing

As of 2023, the Affordable Housing Contribution is $1,068.00 per dwelling unit, payable before subdivision approval for single-detached and duplex development and before building permit issuance for multi-family development. Secondary suites, purpose-built rental, social or non-market affordable housing, and caretaker's residences are exempt from paying the Affordable Housing Contribution.

Public Art

Re-zonings that include more than 10 dwelling units and/or more than 1,000 square metres of commercial or industrial floor area are subject to the Public Art Contribution at a rate of 0.50% of total project construction cost. Contributions area payable prior to subdivision for single-detached and duplex development and

10.4.2 SECONDARY PLAN CACS

Area specific secondary plan CACs include amounts for library materials, fire protection, police protection, park development, and the development of arts and culture facilities. Rates for libraries, fire, and police are based on those of other recently approved secondary plans. In contrast, the CAC rate for parkland development is based on the estimated development costs for park amenities and road frontage in the Plan Area, apportioned equally among all dwelling units expected over the next 40 years. Similarly, the Arts and Culture CAC rate is based on an estimate of development costs.

Secondary plan CACs are payable before subdivision approval for single-detached and duplex development and before building permit issuance for multi-family and non-residential development. The applicable CAC rates in 2023 are summarized in Table 10.2.

Table 10.2: Secondary Plan CAC Rates for the Guildford Plan

Community Amenity Contribution Category	Residential Per Unit Contribution	Non-Residential Per Hectare Contribution
Police Protection	$88.58	$1,313.23
Fire Protection	$382.70	$5,673.92
Library Materials	$199.30	N/A
Parkland Development	$5,152.96	N/A
Arts & Culture	$2,945.00	N/A

10.4.3 CAPITAL PROJECTS CACS

Capital Projects CACs are collected to fund the construction of amenities such as cultural or recreation facilities. Secondary suites, purpose-built rental, social or non-market affordable housing, caretaker's residences, and non-residential development are exempt from paying the Capital Projects CACs.

The Tier 1 Capital Projects contribution as of 2023 is $2,136 per dwelling unit. This amount applies to all units up to the Plan density and is payable prior to subdivision for single-detached and duplex development and prior to building permit issuance for multi-family development.

The Tier 2 Capital Projects CAC applies to any density beyond what is prescribed in the Plan (i.e., bonus density). Tier 2 rates are identified by community and are charged on a per square metre basis for apartments and a per dwelling unit basis for single-detached homes and townhouses. Tier 2 rates as of 2023 are summarized in Table 10.3. The rates for Whalley apply west of 144 Street and the rates for Guildford east of 144 Street.

Table 10.3: Tier 2 Capital Projects CAC Rates

Use	Whalley Community (west of 144 Street)	Guildford Community (east of 144 Street)
Apartment	$459.85 per square metre	$229.93 per square metre
Townhouse or Single-Detached Homes	$16,020 per dwelling	$16,020 per dwelling

10.5 Development Cost Charges

New and upgraded infrastructure is required to support development of the Plan Area. Table 10.4 summarizes the projected DCC revenues and eligible costs for each of the major infrastructure systems that will be needed to support growth.

DCC revenues are estimated to the year 2061, based on anticipated growth rates and the DCC rates that came into effect on May 15, 2023. The estimates include the DCC municipal assist factor for all DCC-Eligible Costs attributable to the Plan for each asset, as summarized in Table 10.5.

Overall, growth resulting from the Guildford Plan is expected to generate approximately $560,649,000 in DCC revenues by the year 2061. A $6 million and $23 million shortfall has been identified for sanitary sewers and parkland acquisition, respectively. This is due to the fact that DCC eligible costs are based on all upgrades identified in the Plan, while revenues are to the year 2061, as noted above.

As an existing urban area, growth will occur gradually through redevelopment and Guildford will not reach build-out until well beyond 2061. As a result, many of the infrastructure upgrades (and associated costs) will be deferred until required by development. Similarly, some parkland acquisitions identified in the Plan may not occur before 2061. For example, the urban park identified for the south mall property is not likely to be acquired until the long-term redevelopment of the mall. Continued development beyond 2061 will serve to eliminate any DCC shortfall.

Table 10.4: Projected DCC Revenues and Construction Costs for Major Infrastructure

SERVICE	ESTIMATED DCC REVENUES[1]	DCC ELIGIBLE COST ATTRIBUTABLE TO GUILDFORD PLAN	DIFFERENCE
Drainage	$12,022,000	$3,800,000	$8,222,000
Sanitary Sewer	$32,667,000	$38,928,000	-$6,261,000
Water	$21,164,000	$7,100,000	$14,064,000
Arterial Roads	$117,726,000	$112,542,000	$5,184,000
Collector Roads	$27,457,000	$14,802,000	$12,655,000
Parkland[2]	$349,613,000	$373,170,000	-$23,557,000

[1]DCC revenues are based on Surrey Development Cost Charge Bylaw, 2023, No. 20865 and include a 1% Municipal Assist Factor (MAF).

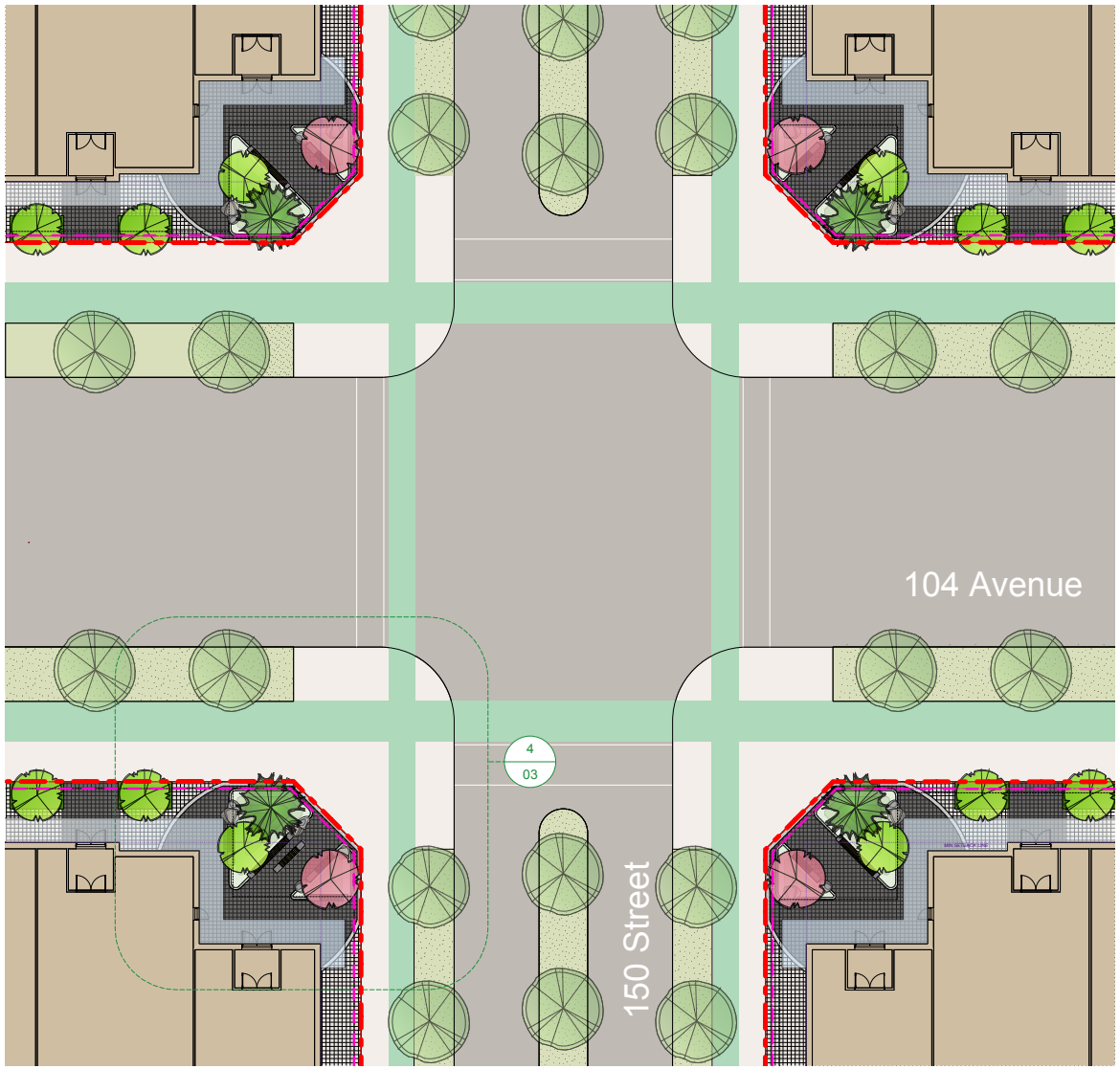
[2]The estimated DCC revenue for parkland acquisition takes into consideration the 10-Year increments to DCC rates approved by City Council in March 2023.

Table 10.5: Municipal Assist Factor for Engineering Infrastructure

SERVICE	Municipal Assist Factor	COST OF THE MUNICIPAL ASSIST FACTOR
Drainage	1%	$120,220
Sanitary Sewer		$326,670
Water		$211,640
Arterial Roads		$1,177,260
Non-Arterial Roads		$274,570
Parkland		$3,496,130
TOTAL		**$5,606,490**

Appendix A | Guildford Green Corners Design Specifications

Configuration



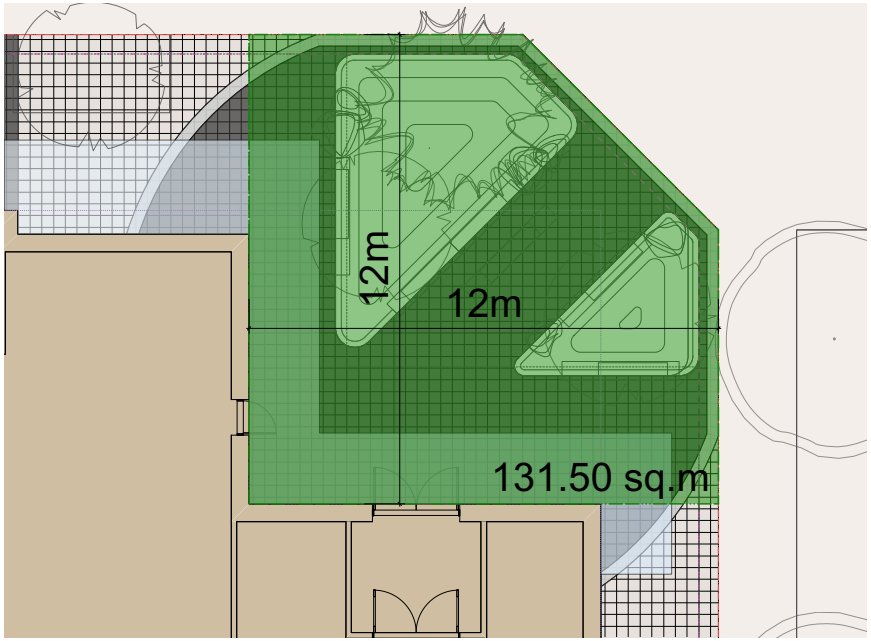
The typical configuration of Guildford Green Corners includes a quartet of plazas located at all four corners of an intersection. The layout of each corner plaza mirrors that of the corner plaza across the street. This applies to all plaza elements including tree species.

Appendix A Guildford Green Corners Design Specifications

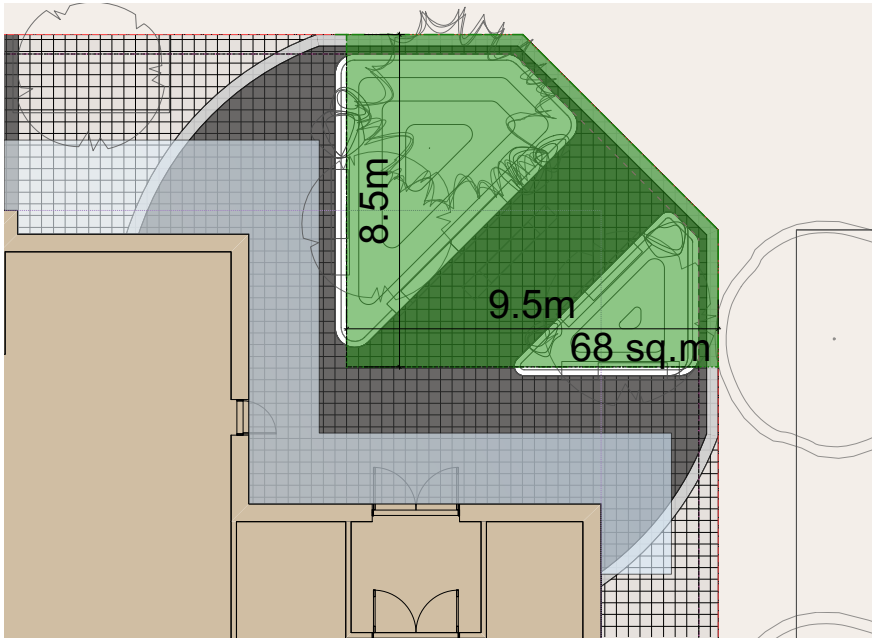
Setbacks

At Guildford Green Corners, buildings are to be set back at least 12 metres from the property line. Underground parking structures are to be set back at least 8.5 metres from north and south property lines and 9.5 metres from east and west property lines.

Additional Building Setbacks

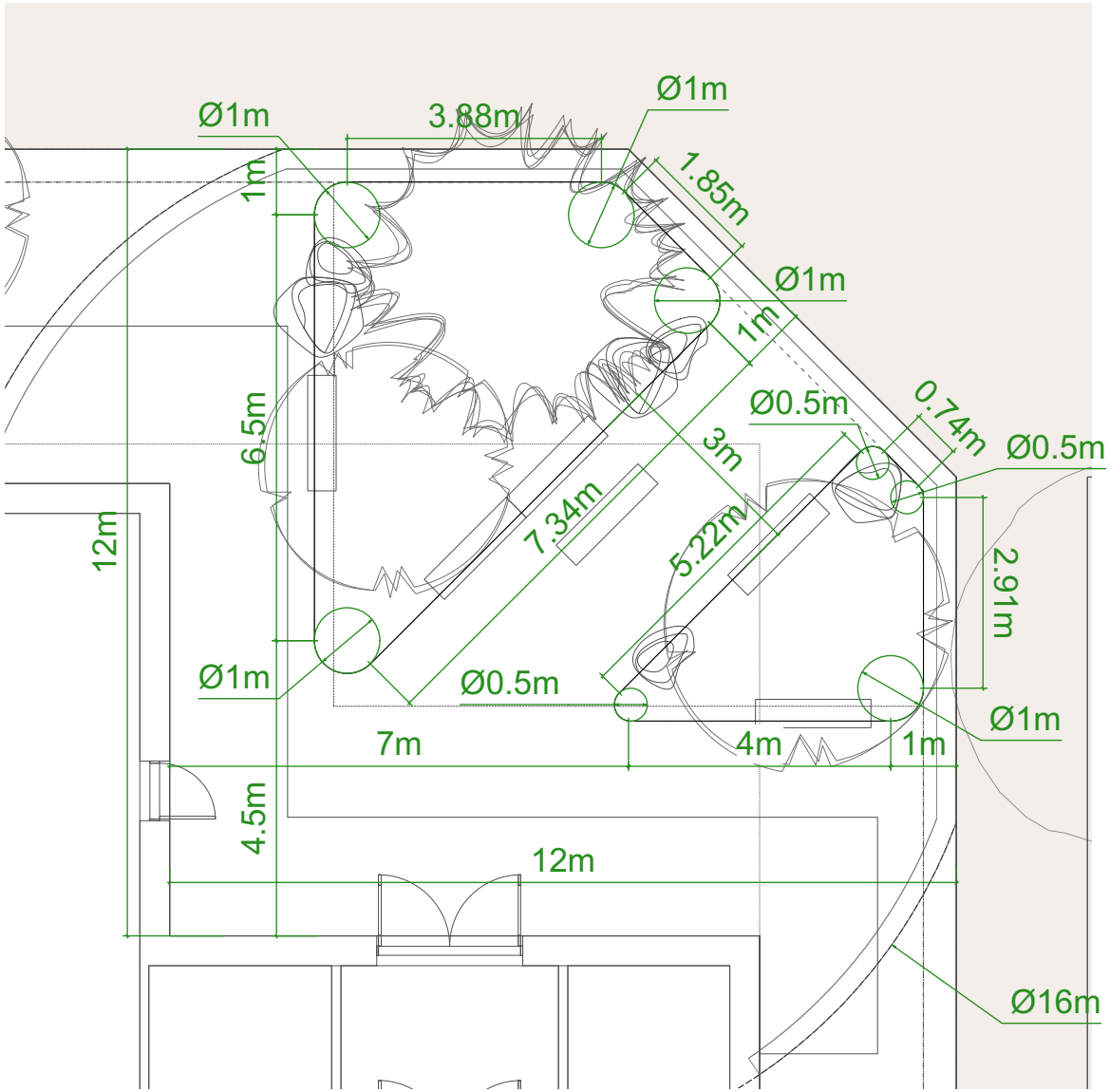


Underground Setbacks



Appendix A Guildford Green Corners Design Specifications

Layout and Dimensions



Each Guildford Green Corner plaza must conform to the following layout and dimensions (or mirrored layout as applicable).

Appendix A | Guildford Green Corners Design Specifications

Materials and Design

The material and design of Guildford Green Corner elements are specified as follows:

A. Concrete banding (0.3 m wide) – Delineate the Guildford Green Corner with an 8-metre radius circle. The circle can be placed as per the project's landscape architect but must encompass the two planting beds.

B. Split face basalt cobble (10 x 10 x 8 cm) with black grout – The paving surface is to comprise flamed top basalt pavers. Spec and paving details to be provided by the project's landscape architect.

C. Concrete banding (0.15 m wide) – Set two large planting beds within a flush concrete curb.

D. Long concrete seating wall (4.5 x 0.46 x 0.38 m) – Seating wall must have a grooved finish on all sides that is reminiscent of the façade of the Heritage Inventory-listed Woodward's Building. Provide a hidden LED under strip at base of bench on the visible side, opposite of planting. To be detailed by the project's landscape architect, with shop drawings provided by the contractor to be reviewed by the landscape architect.

E. Short concrete seating wall (3.0 x 0.46 x 0.38 m) – Seating walls must have a grooved finish on all sides consistent with the long seating wall (D). Provide a hidden LED under strip at base of bench on the visible side, opposite of planting. To be detailed by the project's landscape architect, with shop drawings provided by the contractor to be reviewed by the landscape architect.

   The standalone bench is optional depending on programming of the space When provided, it must be 0.8 metres from the long seating wall and wrapped on all sides with a hidden LED under strip.

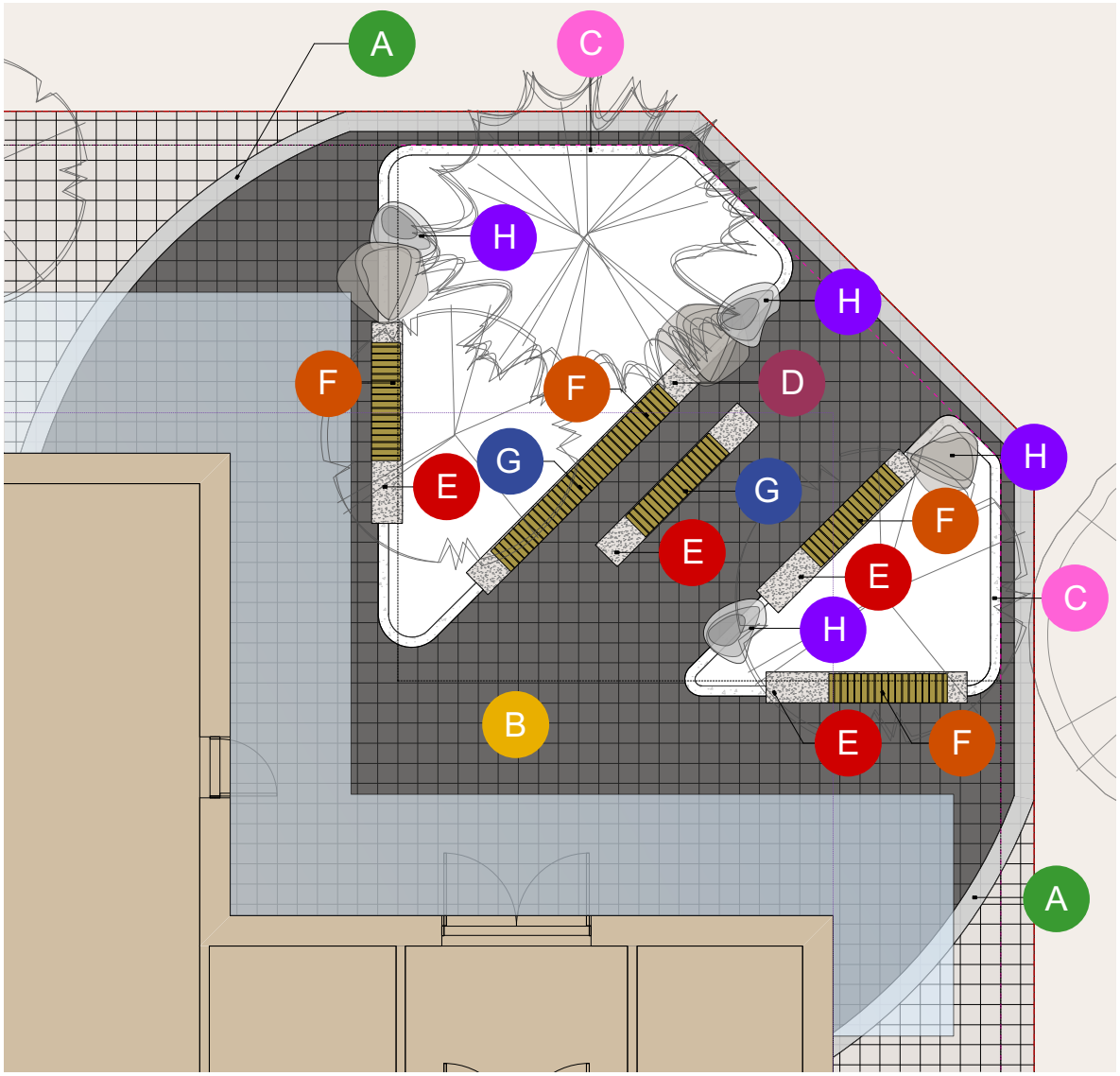
F. Maglin backed bench (MBE-0870-00006) – Along the seating walls, adjacent to planting, mount the Maglin 800 Series - 870 Backed Wall Mount Bench. Ensure bench has cast aluminum ends, powder coat black, and an ipe wood seat and back with two end arms, powder coat black.

G. Maglin backless bench (MBE-0870-00046) – At the stand-alone seating wall and at the long seating wall, mount the Maglin, 800 Series - 870 Backless Wall Mount Bench. Ensure bench has cast aluminum ends, powder coat black, with ipe wood seat.

H. Large boulders – Along the planting edge, place large boulders. Source rocks to provide additional seating opportunity as well as to hold rainwater that provides drinking and bathing opportunities for birds and pollinators. The quantity of boulders can vary project to project but provide at least three. Excavated rocks while constructing project are encouraged to be placed at the Green Corners.

Appendix A | Guildford Green Corners Design Specifications

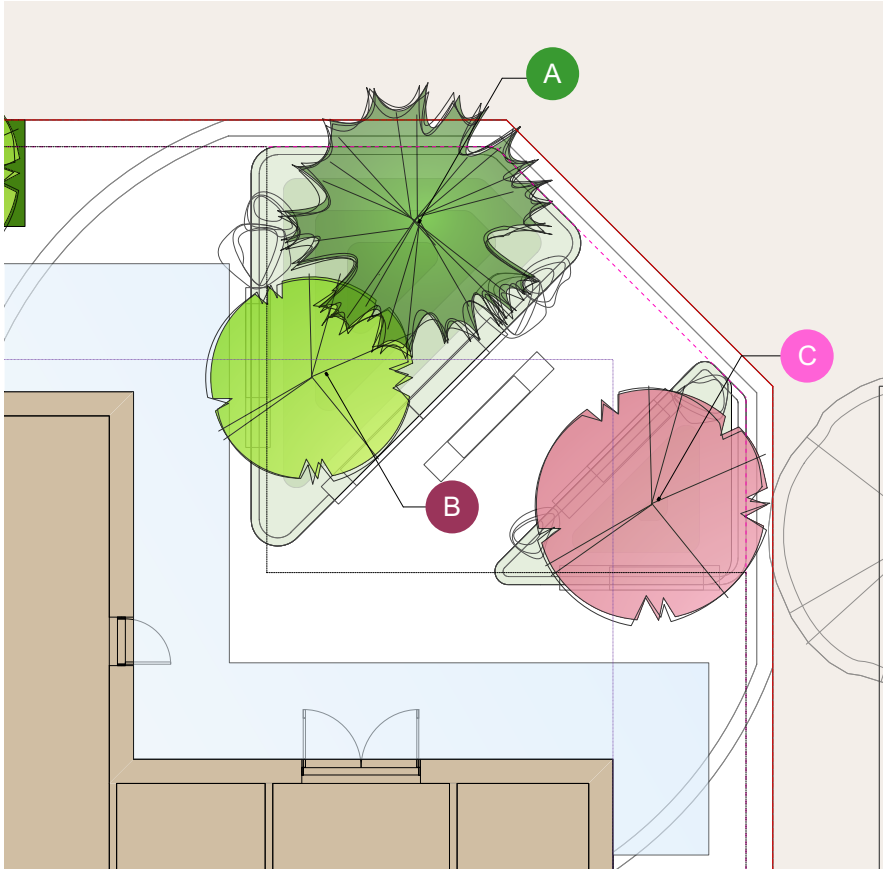
Material Plan



Appendix A | Guildford Green Corners Design Specifications

Specimen Trees

Three specimen trees are required (one conifer, one deciduous, and one flowering tree). Each corner must use tree species that are similar in size, shape, and colour, to those at the other corners. Preferred species are identified below. In order to account for differing light conditions between the north and south sides of the street, other species may be selected from the *Urban Tree List for Metro Vancouver in a Changing Climate.*



A. Conifer Tree:
   - Pinus contorta (shore pine)
   - Picea omorika (Serbian spruce)
   - Calocedrus decurrens (California incense cedar)

B. Deciduous Tree:
   - Acer griseum (paperbark maple)
   - Fagus sylvatica 'Dawyck' (Dawyck European beech)
   - Parrotia persica 'Vanessa' (Persian ironwood)
   - Salix lucida (Pacific willow)

C. Flowering Tree:
   - Cercis canadensis (Eastern redbud)
   - Prunus x yedoensis 'Akebono' (Yoshino cherry)
   - Stewartia pseudocamellia (Japanese stewartia)
   - Fraxinus ornus (flowering ash)
   - Cornus spp. (dogwoods)

Planting Beds

Refer to Surrey's Biodiversity Design Guidelines, Appendix A: Recommended Planting Palettes for plant selection. A range of ornamental, non-invasive herbaceous plants can also be considered. Avoid cultivars or modified "varieties" of native perennials and annuals. Planting beds must provide seasonal interest, as well as pollinator and bird-friendly planting.

Appendix A | Guildford Green Corners Design Specifications

Section 1

Section 2

Section 3