

NO: **R034**

COUNCIL DATE: **FEBRUARY 24, 2014**

REGULAR COUNCIL

TO: **Mayor & Council**

DATE: **February 24, 2014**

FROM: **General Manager, Planning and Development**

FILE: **6440-20-10
3900-20-18020**

SUBJECT: **Plan Surrey 2013: Official Community Plan**

RECOMMENDATION

The Planning and Development Department recommends that Council:

1. Receive this report as information;
2. Consider that Surrey Official Community Plan Bylaw, 2013, No. 18020 ("Bylaw No. 18020") is consistent with the City of Surrey Financial Plan;
3. Consider that Bylaw No. 18020 is consistent with the Metro Vancouver Integrated Liquid Waste Resource Management Plan and Integrated Solid Waste and Resource Management Plan;
4. Authorize the City Clerk to schedule a Public Hearing on Bylaw No. 18020 at the next Regular Council Public Hearing Meeting and subsequent consideration of Third Reading of the Bylaw; and
5. Authorize the City Clerk to submit the Regional Context Statement forming part of Bylaw No. 18020 to Metro Vancouver for acceptance by the Metro Vancouver Board following Third Reading of the Bylaw.

PURPOSE

The purpose of this report is to identify minor changes made to Bylaw No. 18020 since the bylaw received First and Second Readings on December 16, 2013, based on comments received from the Agricultural Land Commission ("ALC"), Metro Vancouver staff, TransLink staff and from neighbouring local governments on the draft plan. Further, this report's recommendations satisfy legislative requirements related to the adoption of an Official Community Plan (the "OCP"), and seek Council's authorization to schedule a Public Hearing on the Bylaw at the next Regular Council Public Hearing Meeting.

BACKGROUND

According to statutory requirements identified in the *Local Government Act*, upon receiving First Reading, local governments are required to forward an OCP Bylaw to the ALC for comment. The

Planning and Development Department received comments from the ALC (attached as Appendix 1) providing some minor wording changes and overall generally supporting the content of the document. Although not a requirement in the *Local Government Act*, Surrey forwarded a copy of the draft OCP to TransLink, Metro Vancouver and to neighbouring municipalities, including Maple Ridge, City of Langley, Township of Langley, White Rock, Coquitlam and New Westminister. Metro Vancouver, the City of Langley and the Township of Langley provided general comments and minor wording change suggestions, attached as Appendices 2, 3 and 4. TransLink staff had previously submitted a letter commenting on an earlier draft of the OCP and deemed that these comments remain relevant in relation to the December 16, 2013 draft. Comments from all these sources have been reviewed and, where warranted, the OCP has been adjusted accordingly.

Based on correspondence from these agencies and the City's interest, new policies, word changes, deletions and map corrections have been made. Changes made to the draft OCP dated December 5, 2013 are noted in this report, and these amendments are incorporated into Bylaw No. 18020 that will be brought forward for Public Hearing and subsequent Third Reading.

The *Local Government Act* stipulates that as part of the adoption process for an OCP, the local Council must consider whether the OCP is consistent with the financial plan and with relevant waste management plans.

DISCUSSION

Changes to the draft Plan Surrey 2013: Official Community Plan, as presented to Council on December 16, 2013, will be presented and highlighted in the order the sections appear in the document:

1. Page 4, Table of Contents, Implementation, VI Development Permit Areas and Guidelines, by deleting the words "DP4 Agricultural Development Permit Area" and replacing it with the words "DP4 Farming Protection Development Permit Area".
2. Page 6, Table and Figures, by changing Figure 69 to read "Farming Protection Development Permit Area".
3. Page 15, Introduction, Plan Surrey 2013: OCP Process, by adding a new paragraph that reads as follows:

In accordance with *Local Government Act* Section 882 (3)(a), Plan Surrey 2013: Official Community Plan, has also been prepared in conjunction with the following documents:

City of Surrey Financial Plan
Metro Vancouver Integrated Liquid Waste Resource Management Plan, and
Metro Vancouver Integrated Solid Waste Resource Management Plan.

4. Page 15, Introduction, Plan Surrey 2013: OCP Process, Figure 2, Phase 4, Finalize the Plan, by deleting the fifth bullet "Received Provincial Ministry Approval".
5. Page 21, Planning Context, Challenge #2, Table 2, second column by changing the title from "Employment" to "Jobs".

6. Page 22, Planning Context, Challenge #3, first paragraph, by revising the last sentence to read as follows:

This shift requires decisive and long-term efforts to reorient land use patterns, increase mixed-use development, plan higher density developments in conjunction with frequent public transit, influence individual behaviour and invest in cycling and walking infrastructure that allows for convenient alternatives to the automobile.

7. Page 23, Planning Context, Challenge #4, first paragraph, by revising the last sentence to read as follows:

It is likely that energy costs, including fuel for transportation, as well as gas and electricity for appliances and building heating and cooling, will increase in price, taking up a larger share of household, business and institutional operating budgets (see Table 5).

8. Page 31, Vision, Surrey 2041 Vision Elements, second paragraph, second bullet, before the word "traffic" by replacing the word "encourage" with the word "support".

9. Page 35, Land Uses and Densities, by deleting Figure 3 and replacing it with a new Figure 3: General Land Use Designations.

10. Page 45, Land Uses and Densities, as follows:

Title: deleting the title "Urban Residential" and replacing it with the title "Urban"

First Paragraph: by deleting the word "RESIDENTIAL"

Sub-title: by changing the sub-title to read: "The following are DEVELOPMENT CONSIDERATIONS for URBAN designated areas:"

Densities, first bullet: by deleting the word "Residential"

Densities, second bullet: by deleting the word "Residential".

11. Page 47, Land Uses and Densities, Multiple Residential, third paragraph, by adding the word "generally" before the words "up to 6".

12. Page 56, Land Uses and Densities, Town Centre, by deleting Figure 15 and replacing it with a new Figure 15: Semiahmoo Town Centre Densities.

13. Page 64, Theme A: Growth Management, Theme A | Introduction, third paragraph, by adding the words "(See Figure 21)" after the word "corridors".

14. Page 68, Theme A: Growth Management, Section A2, Accommodating Higher Density, Preamble, first paragraph, first sentence, by adding the words "significant and high quality" between the words "with" and "public".

15. Page 68, Theme A: Growth Management, Section A2, Accommodating Higher Density, Preamble, first paragraph, second sentence, after the word "along", by changing the word "major" with "frequent".

16. Page 68, Theme A: Growth Management, Section A2, Accommodating Higher Density, General, Policy A2.2, by deleting the word "FTDA" and replacing it with the words "Frequent Transit Development Areas (FTDA)".

17. Page 68, Theme A: Growth Management, Section A2, Accommodating Higher Density, General, Policy A2.4, after the words "development" replace "industrial" with "employment".
18. Page 70, Theme A: Growth Management, Section A3, Sensitive Infill, General, Policy A3.1, by replacing the words "increase transit viability" with the words "support significant transit improvements".
19. Page 73, Theme A: Growth Management, Section A4, Efficient New Neighbourhoods, General, Policy A4.2, after the second bullet, by adding a new third bullet as follows:

Support high-quality public transit investments.

20. Page 76, Theme B: Centres, Corridors and Neighbourhoods, Theme B | Introduction, by revising the third paragraph to read as follows:
21. Page 80, Theme B: Centres, Corridors and Neighbourhoods, Section B1, Dynamic City Centre, Transit, by revising Policy B1.16 to read as follows:

Surrey's urban centres are shaped and connected by Frequent Transit Corridors which are appropriate locations for development intended to mutually support the viability of public transit and active transportation.

Work with TransLink to focus on and increase convenient, frequent and high-quality transit infrastructure and services within, and to and from, Surrey's City Centre.

22. Page 82, Theme B: Centres, Corridors and Neighbourhoods, Section B1, Dynamic City Centre, Urban Design, Policy B1.33 by deleting the word "significantly" at the beginning of the sentence.
23. Page 83, Theme B: Centres, Corridors and Neighbourhoods, B2, Distinctive Town Centres, Preamble, by revising the second sentence to read as follows:

Concentrated residences and services such as shops, offices, institutions and cultural and entertainment uses allow for efficient pedestrian and cycling transportation networks as well as a frequent public transit network.

24. Page 85, Theme B: Centres, Corridors and Neighbourhoods, B2, Distinctive Town Centres, City Centre Info Box, by revising the first sentence read as follows:

City Centre serves as a hub for rapid transit and frequent bus service and is the focus of significant high density residential and commercial development intended to accommodate 75,000 more people by 2041.

25. Page 86, Theme B: Centres, Corridors and Neighbourhoods, B2, Distinctive Town Centres, Newton Info Box, second sentence, by deleting the word "services" and replacing with "infrastructure".
26. Page 86, Theme B: Centres, Corridors and Neighbourhoods, B2, Distinctive Town Centres, Fleetwood Info Box, by revising the second sentence to read as follows:

This designation, coupled with the rapid growth of multiple family residential in the areas, has increased the need to expand commercial uses within the Fleetwood Town Centres and to accommodate higher residential densities in those areas that would directly benefit from the extension of rapid transportation infrastructure.

27. Page 88, Theme B: Centres, Corridors and Neighbourhoods, B2, Distinctive Town Centres, by revising policy B2.12 to read as follows:

Consider opportunities to reduce parking requirements within Surrey's Town Centres that are well-served by rapid transit and frequent bus service.

28. Page 93, Theme B: Centres, Corridors and Neighbourhoods, B3, Transit Corridors, by deleting Figure 22 and replacing it with a new Figure 27: Frequent Transit Corridors.

29. Page 94, Theme B: Centres, Corridors and Neighbourhoods, B4, Healthy Neighbourhoods, Preamble, first paragraph, last sentence by changing the word "efficient" with "convenient".

30. Page 94, Theme B: Centres, Corridors and Neighbourhoods, B4, Healthy Neighbourhoods, General, Policy B4.2 by changing the word "viable" with "high quality".

31. Page 105, Theme B: Centres, Corridors and Neighbourhoods, B6, Urban Design, Street Networks and Circulation, by revising Policy B6.11 to read as follows:

Provide wide sidewalks, bike lanes and treed boulevards to create safe and more attractive streetscape.

32. Page 105, Theme B: Centres, Corridors and Neighbourhoods, B6, Urban Design, Street Networks and Circulation, Policy B6.13 by changing the word "efficient" with the word "convenient".

33. Page 108, Theme C: Infrastructure and Facilities, Theme C | Introduction, third paragraph, last sentence, before the words "environmental health" by adding new words "to enhance".

34. Page 108, Theme C: Infrastructure and Facilities, Theme C | Objectives, by revising Objective #2 to read as follows:

Provide a comprehensive transportation network that offers reliable, convenient and sustainable transportation choices.

35. Page 111, Theme C: Infrastructure and Facilities, C1, Adaptable, Greener Infrastructure, Stormwater, by changing Policy no. C1.6 to C1.15.

36. Page 114, Theme C: Infrastructure and Facilities, C1, Adaptable, Greener Infrastructure, Sanitary Sewer and Solid Waste, by changing Policy numbers C1.15 through C1.25 to C1.16 through 1.26 respectively.

37. Page 116, Theme C: Infrastructure and Facilities, C1, Adaptable, Greener Infrastructure, Energy, by changing Policy numbers C1.26 through C1.32 to C1.27 through C1.33 respectively.

38. Page 116, Theme C: Infrastructure and Facilities, C1, Adaptable, Greener Infrastructure, Energy, by adding a new C1.34 that reads as follows:

Encourage upgrading of existing buildings during alterations, additions or redevelopment to accommodate infrastructure for solar hot water and/or electric vehicle charging stations.

39. Page 117, Theme C: Infrastructure and Facilities, C1, Adaptable, Greener Infrastructure, Other Utilities and Implementation, by changing Policy numbers C1.33 through C1.40 to C1.35 through C1.42 respectively.

40. Page 118, Theme C: Infrastructure and Facilities, C2, Transportation, by changing the Objective statement to read as follows:

Provide a comprehensive transportation network that offers reliable, convenient and sustainable transportation choices.

41. Page 119, Theme C: Infrastructure and Facilities, C2, Transportation, General, by revising policy C2.5 to read as follows:

Encourage development patterns, densities and designs that support transit services and that promote efficient walking and cycling.

42. Page 119, Theme C: Infrastructure and Facilities, C2, Transportation, General, Policy C2.6, by deleting the word "viable" after the word "providing" and by adding the words "including rapid transit" after the word "alternatives".

43. Page 120, Theme C: Infrastructure and Facilities, C2, Transportation, by deleting Figure 27 and replacing it with a new Figure 27: Major Road Classifications.

44. Page 121, Theme C: Infrastructure and Facilities, C2, Transportation, Roads, Policy C2.16 by deleting the words "techniques by" and replacing with the words "measures such as".

45. Page 121, Theme C: Infrastructure and Facilities, C2, Transportation, Walking, Policy C2.17 third bullet, by adding the words "stations and" between the words "transit" and "exchanges".

46. Page 122, Theme C: Infrastructure and Facilities, C2, Transportation, Walking, Policy C2.23 by replacing the words 'safe street crossings' with the word "crosswalks".

47. Page 123, Theme C: Infrastructure and Facilities, C2, Transportation, Transit and Passenger Rail, Policy C2.24, by deleting the words "service and infrastructure" from the first sentence.

48. Page 123, Theme C: Infrastructure and Facilities, C2, Transportation, Transit and Passenger Rail, Policy C2.25, by revising the first bullet to read as follows:

Implementing the South of Fraser Area Transit Plan (as amended), including the extension of rapid transit and frequent bus services along identified "Frequent Transit Network" corridors (see Figure 28)

49. Page 124, Theme C: Infrastructure and Facilities, C2, Transportation, by deleting Figure 28 and replacing it with a new Figure 28: Frequent Transit Networks.

50. Page 125, Theme C: Infrastructure and Facilities, C2, Transportation, Cycling, Policy C2.30, by adding the word "convenient" after the word "continuous".
51. Page 125, Theme C: Infrastructure and Facilities, C2, Transportation, Cycling, Policy C2.33, by adding the word "rapid" after the word "near".
52. Page 126, Theme C: Infrastructure and Facilities, C2, Transportation, by deleting Figure 29 and replacing it with a new Figure 29: Cycle Routes.
53. Page 128, Theme C: Infrastructure and Facilities, C2, Transportation, by deleting Figure 30 and replacing it with a new Figure 30: Goods Movement.
54. Page 129, Theme C: Infrastructure and Facilities, C2, Transportation, Transportation Demand Management, by moving Policy C2.42 to replace C2.40, C2.40 to replace C2.41 and C2.41 to replace C2.42.
55. Page 129, Theme C: Infrastructure and Facilities, C2, Transportation, Transportation Demand Management, the new Policy C2.40, by adding the word "support" to the beginning of the sentence; adding the word "use" after the word "Vehicle"; and by deleting the fifth bullet "employer-subsidized transit passes".
56. Page 129, Theme C: Infrastructure and Facilities, C2, Transportation, Transportation Demand Management, for the new Policy C2.42, replacing the word "efficient" with the word "convenient".
57. Page 129, Theme C: Infrastructure and Facilities, C2, Transportation, Transportation Demand Management, Policy C2.43 by revising it as follows:

Collaborate with TransLink and other Metro Vancouver local governments on regional Transportation Demand Management initiatives.
58. Page 129, Theme C: Infrastructure and Facilities, C2 Transportation, Parking, Policy C2.45 at the end of the sentence, by adding the words "(e.g. provide electric vehicle charging stations)."
59. Page 135, Theme C: Infrastructure and Facilities, C3, Parks and Greenways, Parks Development, Policy C3.24, by adding the words "or greenways" after the word "parks".
60. Page 138, Theme C: Infrastructure and Facilities, C3, Parks and Greenways, Greenways, by deleting Figure 34 and replacing it with a new Figure 34: Greenways Network.
61. Page 139, Theme C: Infrastructure and Facilities, C3, Parks and Greenways, Greenways, Policy C3.34, by deleting the words "obtain approval from" and replacing them with the word "with" and by adding new words to the end of the sentence as follows:

prior to any application being submitted to the Agricultural Land Commission.
62. Page 149, Theme D, Ecosystems, D1, Green Infrastructure and Ecosystem Management, Green Infrastructure network, Policy D1.7, by adding a new fourth bullet that reads as follows:

- Using natural buffers to manage transitions between development and Conservation/Recreation designated lands.
63. Page 163, Theme D: Ecosystems, D4, Energy, Emissions and Climate Resiliency, Buildings, Policy D4.10, by adding the words "and/or" before the word "electric".
64. Page 165, Theme D: Ecosystems, D4, Energy, Emissions and Climate Resiliency, Transportation, Policy D4.14, first bullet, by adding the word "encouraging" to the beginning of the sentence and by adding a new fifth and sixth bullet as follows:
- actively promoting transportation alternatives through a range of Transportation Demand Management measures including parking management
 - continuing to work with TransLink to improve transit services.
65. Page 170, Theme E: Economy, E1, Employment Lands, General, Policy E1.4, first sentence, by adding the words "high quality, frequent" after the word "access".
66. Page 173, Theme E: Economy, E1, Employment Lands, Figure 41, Employment Land Types, Mixed Employment Uses, first paragraph, last sentence, by adding the word "retail" after the word "uses".
67. Page 174, Theme E: Economy, E1, Employment Lands, Office and Commercial Uses, Policy E1.19 by adding a new second sentence that reads as follows:
- Unless otherwise indicated in approved Secondary Plan, Surrey's Urban land use designations do not support major trip-generating commercial or industrial uses outside of Urban Centres and FTDA's.
68. Page 175, Theme E: Economy, E1, Employment Lands, by deleting Figure 42 and replacing it with a new Figure 42: Major Employment Areas.
69. Page 176, Theme E: Economy, E1, Employment Lands, Regional Infrastructure and Transportation, Policy E1.28, by deleting the first bullet and replacing it with the following:
- Addition of Light Rail Transit in Surrey
70. Page 176, Theme E: Economy, E1, Employment Lands, Regional Infrastructure and Transportation, Policy E1.28, by deleting the fourth bullet.
71. Page 179, Theme E: Economy, E2, Employment, Investment and Innovation, Economic Development, Policy E2.3, first bullet, by adding the words "rapid transit" before the word "major".
72. Page 198, Theme F: Society and Culture, F2, Learning, by deleting Figure 45 and replacing it with a new Figure 45: Schools.
73. Page 226, Regional Context Statement, Regional Challenges, last paragraph, by changing the word "objectives" to the word "strategies".

74. Page 232, Regional Context Statement, Goal 1: Create a Compact Urban Area, 1.1 Urban Containment, Table 9, third column, by changing the heading from "Employment" to "Jobs".
75. Page 233, Regional Context Statement, Goal 1: Create a Compact Urban Area, 1.2 Focused Growth, by deleting 1.2.6(a) and replacing it with a new 1.2.6 (a) Urban Centre and Frequent Transit Development Area Dwelling Unit and Employment Projections with wording as follows:

Urban Centres and identified Frequent Transit Development Areas (FTDA) within Surrey are anticipated to accommodate a large portion of Surrey's dwelling unit and employment increases (shown in Tables 10 through 15). While dwelling unit and employment in Surrey's Urban Centres and FTDA's are expected to grow at a higher rate compared to the rest of the city, the availability of significant industrial and employment lands and for new urban neighbourhoods in Surrey compared to the rest of the region, results in growth shares in Urban Centres that are lower than the regional targets shown in Table 2 of the RGS. It is expected that as available, planned undeveloped lands are absorbed, that the share of population and employment in Urban Centres will increase. Policies within Surrey's OCP that support focused growth in Urban Centres include: A1.3, A2.1, A2.2, A2.3, A2.4, and B1.1.

76. Page 233, Regional Context Statement, Goal 1: Create a Compact Urban Area, 1.2 Focused Growth, by deleting 1.2.6(b)(ii) and replacing it with a new 1.2.6(b)(ii) Urban Centre Development and Growth that reads as follows:

Surrey's Urban Centres are planned to accommodate regional growth well into the future. Further planning reviews of Urban Centres is anticipated to enhance the capacity for growth. Policies within Surrey's OCP supporting this growth include: B2.1 and B2.2.

77. Page 234-235, Regional Context Statement, Goal 1: Create a Compact Urban Area, 1.2 Focused Growth, Surrey Metro Centre Projections, Table 10: RGS Strategy 1.2.6(a) Surrey Metro Centre Dwelling Unit Projections, Table 11: RGS Strategy 1.2.6(a) Surrey Metro Centre Employment Projections and Surrey Town Centre Projections, Table 12: RGS Strategy 1.2.6(a) Surrey Town Centre Dwelling Unit Projections and Table 13: RGS 1.2.6(a) Surrey Town Centre Employment Projections, by adding at the bottom of each table the following:

NOTE: Over the course of the life of this Official Community Plan, projections are expected to be adjusted accordingly.

78. Page 243, Regional Context Statement, Goal 1: Create a Compact Urban Area, 1.2 Focused Growth, by changing the 1.2.6(d)(iii) Urban Areas, Non-Residential, Major Trip-Generating Uses to 1.2.6 (d)(iv) Urban Areas, Non-Residential, Major Trip-Generating Uses and by changing 1.2.6(d)(iv) Infill Development to 1.2.6 (d)(v) Infill Development and by adding a new 1.2.6(d)(iii) Small Scale Local Centres with wording as follows:

Small scale mixed-use developments are permitted throughout Surrey in the Urban designation providing local services and a broad mix of housing types. Surrey's OCP illustrates support for this designation in the Land Uses and Densities Section.

79. Page 250, Regional Context Statement, Goal 2: Support a Sustainable Economy, 2.1 Diverse Economy, by deleting the words "Protect Rural Areas from Urban Development" and

replacing them with the words "Promote land development patterns that support a diverse Regional economy and employment close to where people live".

80. Page 251, Regional Context Statement, Goal 2: Support a Sustainable Economy, 2.2 Industrial Land, 2.2.4(b)(ii) Industrial Accessory Uses, last sentence, by deleting the word "E1.12" and replacing it with the words "E1.12, E1.21, and E1.22."
81. Page 252, Regional Context Statement, Goal 2: Support a Sustainable Economy, 2.2 Industrial Land, 2.2.4(b)(vi) second sentence, by deleting the words "and E2.14".
82. Page 256, Regional Context Statement, Goal 3: Protect the Environment and Respond to Climate Change Impacts, 3.1 Conservation and Recreation Land, 3.1.4(b)(ii) Environmental Conservation and Protection, by changing the word "C1.15" to "C1.16".
83. Page 259, Regional Context Statement, Goal 3: Protect the Environment and Respond to Climate Change Impacts, 3.3 Energy and Emissions, 3.3.4(a) Greenhouse Gas Reduction Targets, first sentence, by adding the words "per capita" after the word "reducing" and after the word "reduction" by adding new words "(reduce to below 2007 levels by 33% by 2020 and by 80% by 2050)."
84. Page 259, Regional Context Statement, Goal 3: Protect the Environment and Respond to Climate Change Impacts, 3.3 Energy and Emissions, 3.3.4(b) Energy Consumption Reductions, after the word "OCP" by adding the following words to the end of the first sentence "and within Surrey's Community Energy and Emissions Plan (CEEP) (adopted November 2013)."
85. Page 260, Regional Context Statement, Goal 3: Protect the Environment and Respond to Climate Change Impacts, 3.4 Climate Adaptation and Hazards, Preamble, by deleting the word "Goal" and replacing it with the word "Strategy".
86. Page 260, Regional Context Statement, Goal 3: Protect the Environment and Respond to Climate Change Impacts, 3.4 Climate Adaptation and Hazards, 3.4.5 Municipal Utilities and Climate Change, by replacing the word "C1.15" with "C1.16" and by adding "C1.21" after "C1.20".
87. Page 262, Regional Context Statement, Goal 4: Develop Complete Communities, 4.1 Housing, 4.1.7(a)(i) by adding a new word "B4.5" before the word "F3.2" and by adding a new second sentence that reads as follows:

Requirements for housing are also detailed in separate Secondary Plans or specialized reports specific to one housing issue.
88. Page 262, Regional Context Statement, Goal 4: Develop Complete Communities, 4.1 Housing, 4.1.7(a)(iii) Affordable Rental Unit Supply, last sentence, by adding the word "B3.4" before the word "F3.12".
89. Page 264, Regional Context Statement, Goal 4: Develop Complete Communities, 4.2 Services and Amenities, 4.2.4(a) Compact Urban Spaces, by replacing the word "efficient" with the word "convenient".

90. Page 268, Regional Context Statement, Goal 5: Support Sustainable Transportation Choices, 5.1 Sustainable Transportation, 5.1.6(a) Transportation Land Uses and Policies, first sentence, by adding the word "2008" before the word "Transportation" and in the last sentence, by deleting the words "C2.1, C2.2, C2.3, C2.5 and C2.6" and replacing them with "B1.16, B1.18, C2.1 - C2.4, C2.5, C2.6, C2.20 - C2.25, C2.29 - C2.33 and C2.40 - C2.46."
91. Page 269, Regional Context Statement, Goal 5: Support Sustainable Transportation Choices, 5.2 Safe and Efficient Movement, 5.2.3(a) Goods Movement, by deleting the words "and E1.27" and replacing them with "E1.24, E1.27 and E1.30."
92. Page 269, Regional Context Statement, Goal 5: Support Sustainable Transportation Choices, 5.2 Safe and Efficient Movement, 5.2.3(c) Local and Regional Transportation Systems, after the word "C2.2" by adding the words "C2.8, C2.12".
93. Page 270, Regional Context Statement, Goal 5: Support Sustainable Transportation Choices, 5.2 Safe and Efficient Movement, by deleting Figure 61 and replacing it with a Figure 61: RCS: Goods Movement.
94. Page 271, Regional Context Statement, Goal 5: Support Sustainable Transportation Choices, 5.2 Safe and Efficient Movement, by deleting Figure 62 and replacing it with a new Figure 62: RCS: Major Road Classifications.
95. Page 283, Implementation, II (d). Implementation Instruments, Development Permits, Development Permit Areas, DP Area #1: Form and Character, by deleting bullets "A" and "B" and replacing them with the following:

The entire City of Surrey is designated as Development Permit (DP) Area #1 for the form and character of Commercial, Multiple Family Residential and Industrial (with the exception of Figure 63) development.
96. Page 282, Implementation, II (d). Implementation Instruments, Development Permits, Development Permit Areas, DP Area #4 by deleting the title "Agriculture" and replacing it with a new title "Farming Protection".
97. Page 289, Implementation, II (d). Implementation Instruments, Development Permits, Development Permit Areas, Figure 68, by deleting the title "Agricultural Development Permit Area" and replacing it with a new title that reads "Farming Protection Development Permit Area".
98. Page 290, Implementation, II (d). Implementation Instruments, Development Permits, DP1: Form and Character, by replacing the title "Justification" with a new title "Justification and Objectives".
99. Page 291, Implementation, II (d). Implementation Instruments, Development Permits, DP1: Form and Character, Exemptions (General), by deleting the first four bullets and replacing them with the following new bullets:
 - Internal renovations where there are no changes to the external appearance of a building
 - External renovations or additions that are compatible with the existing building (e.g. materials, colours and form and character)

- Site improvements (e.g. landscaping and parking lot paving) where the value of the work is less than \$25,000
 - Construction of (not more than) one accessory building or structure (excluding signs) with a floor area equal to or less than 10 sq. m (108 sq. ft.)
100. Page 291, Implementation, II (d). Implementation Instruments, Development Permits, DP1: Form and Character, Exemptions (Commercial) by deleting the existing two bullets and replacing them with two new bullets, as follows:
- Within an existing development already controlled by a Development Permit, new construction equal to or less than 470 sq. m (5,000 sq. ft.) in area, or exterior building renovations, or any additions, provided that the new construction is compatible with the existing development (e.g. materials, colours and form and character)
 - Exterior renovations, additions and/or site works located more than 100 m (328 ft.) from any residential property AND that is not visible from any road (existing or proposed).
101. Page 291, Implementation, II (d). Implementation Instruments, Development Permits, DP1: Form and Character, Exemptions (Industrial), by deleting all existing bullets and replacing them with new bullets, as follows:
- Development (e.g. new buildings, exterior renovations, additions and/or site works) that abuts land only designated Industrial (and not any other designation) in the OCP (see Figure 3) AND that:
 - B does not abut an arterial road or Provincial highway, OR
 - B is not visible from an arterial road or Provincial highway, OR
 - B is visible from an arterial road or Provincial highway BUT is located a minimum of 100 m (328 ft) away from those roads, OR
 - B is located more than 100 m (328 ft.) from all Provincial highways or arterial roads BUT does not fall within a business/industrial park.
 - New buildings (limited to 470 sq. m (5,000 sq. ft.) or less) OR exterior renovations, additions and/or site works AND that are visible from an arterial road or Provincial highway AND that are located within 100 m (328 ft.) from those roads, ONLY IF they are compatible with existing on-site development (e.g. materials, colors and form and character) already controlled by a Development Permit.
 - Lands illustrated in Figure 63 – Area of Campbell Heights Business Park.
102. Page 295 – 296, Implementation, II (d). Implementation Instruments, Development Permits, by deleting the title "DP4: Agriculture" and replacing it with a new title that reads "DP4: Farming Protection".
103. Page 295, Implementation, II (d). Implementation Instruments, Development Permits, DP4: Farming Protection, Area, by deleting the words "directly abuts" and replacing them with "sits adjacent to".
104. Page 296, Implementation, II (d). Implementation Instruments, Development Permits, DP4: Farming Protection, Objectives, first sentence, by deleting the word "Agriculture" and replacing it with the words "Farming Protection".

105. Page 296, Implementation, II (d). Implementation Instruments, Development Permits, DP4: Agriculture, by deleting the "Exemptions" section and replacing it with a new "Exemptions" section as follows:

EXEMPTIONS

The following development scenarios do not require a Development Permit:

- a) Replacement or addition to a building where it does not *adversely impact* (to the satisfaction of the General Manager of Planning and Development) agricultural uses or normal farm practices (existing or future) of ALR areas
NOTE: *Adverse Impacts* can include, but are not limited to, the following:
Drainage – when development creates flooding, erosion or siltation damage and reduced groundwater levels that prohibit agricultural irrigation
Irrigation – when development contaminates water supplies used for agricultural irrigation
Transportation and Traffic – when development restricts access to farmland or prevents farm vehicle movement on local roads
Land Uses – when development adds sensitive uses adjacent to agricultural land without proper attention to screening or buffering
- b) Replacement of a building that has been destroyed by fire or natural causes, in cases where the replacement building is identical to the original in location, floor area and height
- c) Interior/exterior building alterations that do not expand the existing building foundation
- d) Construction, additions or alterations not exceeding 30 sq m (323 sq ft) where no variances to the Zoning By-law are required.

106. Page 314, Implementation, IV. Development Permit Areas and Guidelines, DP1: Development Permit Guidelines: Form and Character, DP1.1: Common Guidelines, Site Design, by deleting Guidelines No. 43 and by renumbering all subsequent Guidelines thereafter.
107. Page 359, Implementation, VI. Development Permit Areas and Guidelines, DP2 Development Permit Guidelines: Hazard lands, Submission Requirements, General, Guideline DP2.5 by deleting the word "DP4.1" and replacing it with the word "DP2.1".
108. Page 369, Implementation, VI. Development Permit Areas and Guidelines, DP4 by deleting the title "Development Permit Guidelines: Agricultural" and replacing it with a new title "Development Permit Guidelines: Farming Protection" and in the first sentence, by deleting the word "Agricultural" and replacing it with the words "Farming Protection".
109. Page 370 – 379, Implementation, VI. Development Permit Areas and Guidelines, DP4 by deleting the title for each page and replacing it with a new title "DP 4 Farming Protection".
110. Page 370, Implementation, VI. Development Permit Areas and Guidelines, DP4 Development Permit Guidelines: Farming Protection, Setback and Buffers, Single Family, Guidelines No. 7, 8 and 9, first bullet, by replacing the word "37.5 m" with the word "30 m".
111. Page 375, Implementation, VI. Development Permit Areas and Guidelines, DP4 Development Permit Guidelines: Farming Protection, Setbacks and buffers, Single Family, Guideline No. 10, second sentence by deleting the words "Rear Yard and a".

CONCLUSION

Bylaw No. 18020 was granted First and Second Readings on December 16, 2013. Since that time, staff has forwarded copies of the OCP to the Agricultural Land Commission as required in legislation, and to Metro Vancouver, TransLink and to neighbouring local governments for comment. Comments received have been considered, and additional editorial and housekeeping amendments have been incorporated into the OCP as noted in this report.

Based on the above discussion it is recommended that Council:

- Consider that Bylaw No. 18020 is consistent with the City of Surrey Financial Plan;
- Consider that Bylaw No. 18020 is consistent with the Metro Vancouver Integrated Liquid Waste Resource Management Plan and Integrated Solid Waste and Resource Management Plan;
- Authorize the City Clerk to schedule a Public Hearing on Bylaw No. 18020 at the next Regular Council Public Hearing Meeting and subsequent consideration of Third Reading of the Bylaw; and
- Authorize the City Clerk to submit the Regional Context Statement forming part of Bylaw No. 18020 to Metro Vancouver for acceptance by the Metro Vancouver Board following Third Reading of the Bylaw.

Original signed by
Jean Lamontagne
General Manager,
Planning and Development

CS:saw

Attachments:

- Appendix 1 Letter received from the Agricultural Land Commission
- Appendix 2 Letter received from Metro Vancouver staff
- Appendix 3 Letter received from the Township of Langley
- Appendix 4 Letter received from the City of Langley



Agricultural Land Commission
 133-4940 Canada Way
 Burnaby, British Columbia V5G 4K6
 Tel: 604 660-7000
 Fax: 604 660-7033
 www.alc.gov.bc.ca

28 January 2014

ALC File 46065
 Surrey File 3900-20-18020

City of Surrey
 14245 56 Avenue
 SURREY BC V3X 3A2

Attention: Don Luymes, Mgr. Community Planning

Thank you for providing the Provincial Agricultural Land Commission (the "Commission") with the 5 December 2013 draft of the proposed "PlanSurrey 2013 Official Community Plan". The Commission has had an opportunity to review it and was in support of most of its provisions.

By Resolution #2646/2014:

1. the Commission concurred with the general intent of the OCP;
2. the Commission expressed two concerns with the proposed Greenways Network: that the map (Figure 34) may create unrealistic public expectations; and that it does not deal with the need to establish (or reestablish) and permanently maintain buffering along greenways which immediately adjoin the ALR, thus the Commission requests that Surrey consider
 - a. amending policy C3.24 to read *Where parks or greenways are located adjacent to agricultural areas...*,
 - b. amending policy C3.34 to read *Review greenways proposed to pass through the Agricultural Land Reserve (ALR) with the Surrey Agricultural and Food Security Advisory Committee (AFSAC) and with the Agricultural Land Commission (ALC) before any application is submitted to the ALC, and if any such application is refused by the ALC amend Figure 34 to remove that greenway, and*
 - c. amending Figure 34 to distinguish between proposed greenways within the ALR or not within the ALR.
3. The Commission expressed concern that the name *Agricultural Development Permit Area* could lead to the mistaken notion that some agricultural practices could be regulated by development permit, thus the Commission requests that Surrey consider altering the title of Figure 68 from *Agricultural Development Permit Area* to *Development Permit Area for the Protection of Farming* in accordance with the DP4 text and with the name used in section 919 (1) (c) of the *Local Government Act*.

For further discussion please contact Tony Pellett at 604 660-7019 or Tony.Pellett@gov.bc.ca.

Yours truly

PROVINCIAL AGRICULTURAL LAND COMMISSION

Per:

Brian Underhill
 Executive Director

TP/
 46065d1

Planning, Policy and Environment Department
Tel. 604 432-6350

January 29, 2014

File: CP-11-01-RGS-13-021

Mr. Don Luymes, Manager, Community Planning
Planning and Development Department
City of Surrey
14245 - 56th Avenue
Surrey, BC V3X 3A2

Dear Mr. Luymes: *Don*

Re: Metro Vancouver Staff Comments on the City of Surrey Official Community Plan

Thank you for providing Metro Vancouver staff with an opportunity to review the City's draft Official Community Plan (OCP), PlanSurrey 2013.

We'd like to offer congratulations on the development of a very comprehensive and well-developed OCP and Regional Context Statement. We appreciate that many of our comments provided last summer are reflected in the updated Regional Context Statement. The Regional Context Statement provides policy direction for the management of future growth in a manner that generally supports the intent of the Regional Growth Strategy. The industrial and agricultural policy directions are also well-developed and we note the effort to articulate the link between affordable housing and transit. The general direction of growth along major transit corridors will support existing FTDA's as well as future FTDA's that have yet to be designated.

As noted previously, given Surrey's regional prominence, both geographically and in the large share of the region's future urban growth, success of the RGS is reliant upon a strong Urban Centres strategy in the Surrey OCP and Regional Context Statement. We appreciate the efforts made to expand on the City's work on the Urban Centre and FTDA growth projections in this Regional Context Statement. As the City's projections still remain significantly lower than the RGS targets (particularly the employment numbers), section 1.2.6 (a) as well as Tables 10-13 should include language which anticipates future changes in plan capacity and growth share in the Urban Centres, and include work-toward statements for the Urban Centres growth that demonstrates how Surrey plans to move toward the regional targets. These work-towards statements will further complement the update provided at the City's Interagency meeting in November of last year, where staff indicated that with several key secondary planning processes nearing completion, the City intends to now turn its attention to focus on its centres.

The City of Surrey Regional Context Statement provides an excellent model for RCS development: the structure is clear and easy to follow, and strengthened by the format of including a brief

**Metro Vancouver Staff Comments on
City of Surrey Official Community Plan
January 24, 2014**

Comments on RCS

- Regional Challenges – Consider using “goals and strategies” rather than “goals and objectives” in last sentence to align with RGS language.
- Table(s) 10-13 – Please include a work-towards statement similar to what’s included for Tables 14 & 15, noting projections may be adjusted to reflect future changes to Urban Centre Plans.
- 1.2.6 (a)
 - Acknowledging the City’s efforts to review the previous growth projections, some text remains unclear – please clarify the intent of the following text: “... the lack of specific office development and the availability of significant industrial and employment lands for new urban neighbourhoods in Surrey, compared to the rest of the region...”
 - Please include language which anticipates future changes in plan capacity and growth share in the Urban Centres, and the City will work towards increasing the dwelling and employment growth projections in subsequent OCP revisions.
- 1.2.6 (b)(i) - Previous draft versions of Figures 52-57 included more detail: transit routes, paths and walkways, green space, major retail, etc. This detail supported the OCP land use designations and policies, and provided a very good picture of the nature of the Urban Centres and FTDA's. It would be preferable if more detailed maps were used.
- 1.2.6 (d) (iii) –
 - Response to small scale RGS Action 1.2.6 (d)(iii) to identify Local Centres is missing – the current response relates to RGS Action 1.2.6 (d)(iv). Please re-number accordingly, and also include a separate response to RGS Action 1.2.6 (d)(iii).
 - Please revise current response to meet the intent of RGS Action 1.2.6 (d)(iv), which is to direct major trip generators into Urban Centres and FTDA's. Suggest revising the first sentence as follows: “...Surrey’s Urban land use designations do not support major trip-generating commercial or industrial uses outside of Urban Centres and FTDA's.”
- 1.2.6 (d)(iv) - This response relates to RGS Action 1.2.6 (d)(v) – please re-number accordingly.
- 1.3 – The RCS does not distinguish RGS Rural from OCP Rural, or reference the RCS map indicating the location of Rural areas. RGS Rural is located within OCP Agricultural areas. The OCP Rural is located within the RGS General Urban Designation. Please reconsider applicability of the OCP Rural policies to RGS Rural areas, particularly in relation to the

- Figure 61 – Regarding SFPR, the segment between 104th Avenue and 96th Avenue is identified as a standard truck route – what happens to the continuity of dangerous goods movement on the rest of SFPR?
- 5.2.3 (b) and (c) – Consider reviewing policy references as some references for 5.2.3(b) would be more appropriate under 5.2.3 (c).

Comment on OCP

Theme A – Growth Management

- A1 Introduction – As this is the first mention of ‘Frequent Transit Corridors’ suggest adding note referring to Figure 21 (Frequent Transit Development Types), so readers can understand the difference between FTDA’s and FTCs.
- A2.2
 - Strongly support the direction of major trip-generating (MTG) uses to City Centre and FTDA’s. Rather than noting MTG’s won’t be permitted in Mixed Employment Areas, consider specifying “...within Mixed Employment or other areas”, or simply “...within other areas.” To provide greater clarity how the OCP is consistent with RCS Action 1.2.6 (d)(vi).
 - As this is the first mention of FTDA’s in this chapter, suggest spelling it out in full and adding FTDA in brackets here, rather than below in A2.6.
- A2.4 – The last sentence conflicts with RGS Action 2.2.4 (b)(iii), which specifies standalone office uses are to be excluded from industrial areas, regardless of transit access. Please revise to either: limit stand alone office to uses that are supportive of industrial activities; **or** to strengthen the language to exclude or discourage standalone office.

Theme D - Ecosystems

- D1.7 – Consider adding a bullet noting the use of natural buffers to manage land use transitions adjacent to conservation / recreation lands.

Theme E - Economy

- Figure 41, in shaded box (p.173) – In last sentence of 1st paragraph under ‘Mixed Employment Uses’, consider adding “retail” alongside office and other uses, to improve alignment with RGS – eg. “...accommodate more office uses, retail, and other, more intensive forms of commercial.”
- E1.19 needs additional language about not supporting major trip generators in areas outside of Urban Centres and FTDA’s to be consistent with RCS Action 1.2.6(d)(iii) (p.243). Suggest changing “Frequent Transit Corridors” to “Frequent Transit Development Areas”.
- E1.28 – Can remove South Fraser Perimeter Road from list now that it’s complete.



Est. 1873

January 30, 2014

File No. 6430-02-004

City of Surrey
Planning and Development Department
14245 – 56th Avenue
Surrey BC V3X 3A2

Attention: Carla Stewart, Senior Policy Planner

Dear Ms. Stewart:

Re: PlanSurrey 2013

Thank you for the opportunity to review Surrey's OCP. Township staff have reviewed the document and have the following comments:

Major Road Classification

It is noted that portions of 196 Street south of 80 Avenue to 53 Avenue and from 36 Avenue to 24 Avenue are shown as a collector roads. Planning for the Willoughby and Brookwood/Fernridge areas has indicated the need for 196 Street as a collector road in two additional areas: from 36 Avenue to 53 Avenue and from 80 Avenue to about 88 Avenue. In addition, 74 Avenue in Willoughby and 40, 33A, and 27 Avenues in Brookwood/Fernridge are proposed as minor collectors and should be considered for extension into Surrey.

Policy C2.24 – Transit and Passenger Rail

While Council has not considered rapid transit options, staff believe that rail rapid transit (Skytrain) is the best alternative for rapid transit service along the Fraser Highway corridor.

Thank you for the opportunity to comment. If you have any questions, please contact Paul Crawford at pcrawford@tol.ca or 604.533.6056.

Sincerely,

Ramin Seifi, P. Eng., RPP, MCIP
GENERAL MANAGER
ENGINEERING AND COMMUNITY DEVELOPMENT

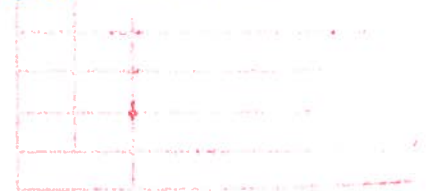
copy: Paul Crawford, Manager, Long Range Planning
Paul Cordeiro, Manager, Transportation Engineering
Gerald Minchuk, City of Langley

RECEIVED

AR JAN 31 2014

PLANNING

CS 6440-20 2013





CITY OF LANGLEY

CITY HALL - 20399 DOUGLAS CRESCENT, LANGLEY, B.C. CANADA V3A 4B3
 PHONE: 604-514-2800 FAX: 604-530-4371 www.city.langley.bc.ca

January 29, 2014

City of Surrey
 Planning & Development Department
 14245 – 56 Avenue
 Surrey, B.C.
 V3A 4B3

Attention: Carla Stewart
 Senior Policy Planner

Dear Madam:

SUBJECT: PLAN SURREY 2013 – CITY OF SURREY OFFICIAL COMMUNITY PLAN

Thank you for your letter concerning the subject plan. Preparing a new Official Community Plan for the second largest municipality in British Columbia is a major undertaking and City staff wish to commend you and your team for your work. The proposed new OCP provides a detailed framework for guiding Surrey's growth in a sustainable manner within the regional context.

City staff have reviewed the proposed new Plan and determined that it is generally complementary to the City's own plans and policies. The following comments and suggestions, however, are offered:

Figure 27: Major Road Classifications – This map appears to show road connections to 46 Avenue, 48 Avenue and 53 Avenue across the municipal border. No such connections are proposed in the City's draft Master Transportation Plan Update.

Policy C2.24: Transit and Passenger Rail – The Surrey Rapid Transit Alternatives Analysis (SRTAA) identifies preferred alternatives for the Surrey City Centre to Downtown Langley corridor (Fraser Highway alignment) from all three technologies: Bus Rapid Transit (BRT), Light Rail Transit (LRT) and Rail Rapid Transit (RRT). Although the City of Langley has not identified its preferred alternative, staff note that alternative RRT 1A offers the greatest transportation benefits in the Langley corridor (shortest travel times, highest ridership, greatest reduction in vehicle-kilometres travelled).

Figure 30: Goods Movement – The map incorrectly shows a rail line running through the Nicomekl River Floodplain into the City of Langley. In addition to the truck routes identified in this map, the City of Langley also identifies the following routes bordering on or connecting to Surrey roads in its OCP Regional Context Map: 196 Street (north of 56 Avenue); 56 Avenue and 60 Avenue.



Figure 34: Greenways Network – The Nicomekl River and its floodplain present an excellent opportunity for a regional greenway linking Langley with Mud Bay.

Policies D2.8, D2.9, D2.10: Flood Hazards – Further to the Upper Nicomekl Flood Strategy Report (UMA 2005 - jointly funded by the City of Surrey, the City of Langley and the Township of Langley), the City of Langley recently completed a Flood Management Strategy Report. The Report generally recommends that the 1 in 200 year floodplain be protected from development rather than pursuing dyke construction to enable further development. The City therefore requests that a coordinated approach be taken by the City of Surrey and Township of Langley to preserve the designated Nicomekl River floodplain rather than raising land and building dykes. City staff are concerned that structural approaches such as land-raising or dyke construction typically have negative effects on upstream and downstream communities.

Figure 61: Goods Movement – The map incorrectly shows a rail line running through the Nicomekl River Floodplain into the City of Langley. In addition to the truck routes identified in this map, the City of Langley also identifies the following routes bordering on or connecting to Surrey roads in its OCP Regional Context Map: 196 Street (north of 56 Avenue); 56 Avenue and 60 Avenue.

Figure 62: Major Road Classifications – This map appears to show road connections to 46 Avenue, 48 Avenue and 53 Avenue across the municipal border. No such connections are proposed in the City's draft Master Transportation Plan Update.

For further information on the MTP Update project, please contact Igor Zahynacz, P.Eng., MPA, Acting Director of Engineering, Parks & Environment at ph. 604-514-2825.

Thank you for providing the opportunity to comment on the new Official Community Plan. If you have any further questions regarding this matter, please feel free to contact the undersigned.

Yours truly,



Roy M. Beddow, MCIP, RPP
Deputy Director of Development Services
& Economic Development

/RMB

cc: Igor Zahynacz, P.Eng., MPA, Acting Director of Engineering, Parks & Environment
Ramin Seifi, P.Eng., MCIP, RPP General Manager, Engineering & Community
Development

