

NO: **R061**

COUNCIL DATE: **April 6, 2020**

---

## REGULAR COUNCIL

TO: **Mayor & Council**

DATE: **April 2, 2020**

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

FILE: **3900-20-18020**

SUBJECT: **Surrey Official Community Plan – 2020 Housekeeping Amendments**

---

## RECOMMENDATION

The Planning & Development Department recommends that Council:

1. Receive this report for information;
2. Amend Surrey's *Official Community Plan Bylaw, 2013, No. 18020*, as documented in Appendix "I" of this report; and
3. Authorize the City Clerk to bring forward the necessary amending bylaws for the required readings and to set a date for the related Public Hearing.

## INTENT

The intent of this report is to obtain Council approval of the housekeeping text and map amendments to Surrey's *Official Community Plan Bylaw, 2013, No. 18020* ("OCP") as documented in Appendix "I" of this report.

## BACKGROUND

The OCP is a high-level policy document used to guide the growth and evolution of Surrey over the course of a 40-year time frame. While major reviews of the OCP are conducted every five years, the OCP housekeeping amendments are minor in nature and are typically provided annually to ensure the document remains relevant and current.

## DISCUSSION

The OCP amendments proposed in this report include:

- Various minor text amendments to address BC Building Code changes on universal access improvements for parking;
- Amendments to provide more clarity for the Sensitive Ecosystem application process;
- An adjustment to correct typographical errors; and

- Minor map amendments to update the Employment Areas map associated with previously approved rezoning applications.

The following sections describe, in detail, the proposed OCP amendments noted above.

### **Integration of Universal Access Parking Requirements**

Recent changes to the BC Building Code (“BCBC”) included removing the accessible parking requirements from the BCBC, allowing local governments to determine their own requirements. Staff from the Engineering Department worked with local stakeholders to determine how universal access standards could be applied to parking lot and parkade design, and to ensure parking stalls are appropriately sized and located for improved accessibility.

To integrate these improvements into the OCP, changes are proposed to the Form and Character Development Permit Guidelines section. These changes include requirements to locate accessible stalls closest to building entries, as well as to clearly provide accessible routes from accessible parking stalls to the building entry. To ensure accessible parking spaces are barrier free, additional changes include requirements to install curb let-downs in key locations and siting requirements to ensure pole mounted signs and landscaping do not obstruct vehicle loading for accessible stalls (see Appendix “I”).

### **Refinement to Sensitive Ecosystem Development Permit Guidelines**

Surrey's Sensitive Ecosystem Development Permit Guidelines were adopted by Council in 2016 and have been effective in managing riparian areas and Green Infrastructure Protection. Guidelines and application procedures have been adjusted over the past few years to ensure the application process remains valid and effective.

One minor adjustment is proposed to the Sensitive Ecosystem Development Permit Guidelines. The amendment proposes to combine the overall site requirements for both the Streamside Protection Areas and Green Infrastructure in order to provide consistency between the two categories. These proposed amendments are outlined in Appendix “I”.

### **Correction of Typographic Error**

From time to time, staff become aware of typographical errors, and amendments ensure accuracy of the OCP. The OCP currently describes Urban designation density as “up to 36 units per hectare (15 units per acre)”. This density was originally based on the Imperial measurement of 15 units per acre; however, when the units per hectare are converted to metric, the number should be 37 units per hectare, but was erroneously listed as “36” units per hectare. An amendment is proposed to correct this typographical error, so that the number reads as “37” units per hectare (15 units per acre), as detailed in Appendix “I”.

A typographical error was also noted in the Sensitive Ecosystem Development Permit Guidelines numbering system. The Guideline number should read “5b” instead of “5a” and is proposed to be adjusted as detailed in Appendix “I”.

## Map Amendments Related to Development Applications

To ensure all amendments from development applications are captured and up to date, the following figure is proposed to be updated:

- Figure 42: Major Employment Areas (see Attachment “A”) to ensure consistency with Land Use designation amendments previously approved by Council to Figure 3: Land Use Designations for individual development applications.

## SUSTAINABILITY CONSIDERATIONS

The work of this project supports the objectives of the City’s Sustainability Charter 2.0. In particular, this work relates to Sustainability Charter 2.0 theme of Inclusion, Built Environment and Neighbourhoods, Ecosystems, Health and Wellness, and Infrastructure. Specifically, this project supports the following Desired Outcomes (“DO”) and Strategic Directions (“SD”):

- Inclusion DO14: Supports are available to enable all people to live as independently as possible in the community.
- Inclusion DO16: All children and youth have access to enriching programs, services, green space and opportunities for indoor and outdoor play that promote healthy development.
- Inclusion SD13: Ensure a range of free, safe and engaging spaces and activities are available for youth and seniors in all communities and at different times of day.
- Built Environment and Neighbourhoods DO6: Land is used efficiently and sensitively, and development minimizes the impacts on the natural environment, viewscales, agricultural land and urban wildlife.
- Built Environment and Neighbourhoods DO8: The built environment enhances quality of life, happiness and well-being.
- Built Environment and Neighbourhoods DO15: All new buildings, public places and outdoor spaces are welcoming, safe and universally accessible.
- Built Environment and Neighbourhoods SD15: Provide greater multi-family housing choice and options for affordability and accessibility.
- Ecosystems DO2: Surrey actively protects, enhances and restores its natural environment and habitats.

- Ecosystems DO3: All development enhances or minimizes the impacts on Surrey's lush tree canopy and natural environment and avoids encroachment into natural areas, habitat features and parks.
- Ecosystems SD4: Develop, apply, monitor and enforce standards and strategies to minimize the impacts of development on the natural environment, ecosystems and urban forest.
- Health and Wellness SD6: Provide opportunities for all residents, especially children, to interact with green spaces and trees.
- Infrastructure DO4: Ecosystems and natural assets are an essential part of the community's infrastructure system.

## CONCLUSION

Based on the above discussion to ensure Surrey's Official Community Plan remains up to-date, it is recommended that Council approve the proposed amendments to Surrey's OCP as documented in Appendix "I" of this report, and authorize the City Clerk to bring forward the necessary amending bylaws for the required Readings and to set a date for the related Public Hearing.

*Original signed by*  
Jean Lamontagne  
General Manager, Planning & Development

PH/CS/ss

Appendix "I" Proposed Amendments to Surrey Official Community Plan Bylaw, 2013, No. 18020  
Attachment A – Figure 42: Major Employment Areas

Appendix "II" Track Changes Version of Proposed OCP Amendments

**Surrey Official Community Plan Bylaw, 2013, No. 18020**

The following proposed amendments to PlanSurrey 2013: Official Community Plan are presented and highlighted in the order the sections appear in the document:

**Land Uses and Densities Section**

1. Page 45, Urban Designation, Densities, first bullet, by deleting the word "36" and replacing it with the word "37".

**Policies Section**

2. Page 175, Theme E: Economy, E1 Employment Lands, by deleting "Figure 42: Major Employment Areas" and replacing it with a new "Figure 42: Major Employment Areas" shown as Attachment "A".

**Implementation: Development Permit Areas and Guidelines (Form and Character)**

5. Page 312, DP1.1, Common Guidelines, Site Design, Circulation – Pedestrian, Active and Non-Vehicular, Guidelines #18, by adding a new bullet "e)" as follows:
 

"e) Clearly define accessible routes from parking stalls to building entry doors and locate accessible parking closest to the main entry of a building (surface parking) or elevator lobby entrance (parkade)."
6. Page 314, DP1.1 Common Guidelines, Site Design, Circulation – Vehicular, Guideline #31, as follows:
  - a) bullet "e)" by deleting the word "wheelchair-" and, after the word "entrances" adding the words "and/or elevator lobbies"; and
  - b) by deleting bullet "f)" and replacing it with a new bullet "f)" as follows:
 

"f) Ensure accessible parking spaces are barrier-free by:

    - Including curb letdowns in practical locations
    - Locating any pole-mounted signage so it does not obstruct vehicle loading
    - Providing clearance from landscaping so it does not obstruct vehicle loading."

**Implementation: Development Permit Areas and Guidelines (Sensitive Ecosystems)**

9. Page 377, DP3, Development Permit Guidelines: Sensitive Ecosystems, C. Development Guidelines, by deleting Guideline "3a" under the "Streamside" column and Guideline "3b" under the "Green Infrastructure" column and replacing them with one new Guideline "3" for both "Streamside" and "Green Infrastructure" as follows:

Streamside	Green Infrastructure
<p data-bbox="298 138 545 172">“3. <b>Overall Site:</b></p> <ul style="list-style-type: none"> <li data-bbox="371 174 1406 275">a) Plan and design on-site development roadways and connections to minimize habitat fragmentation and minimize disruption and impedance to wildlife travel.</li> <li data-bbox="371 281 1414 382">b) Minimize encroachment into Protection Areas by adjusting building construction and site layouts adjacent to a Streamside of Green Infrastructure Area.</li> <li data-bbox="371 388 1308 453">c) Locate buildings, roadways, parking areas and driveways away from a Protection Area.</li> <li data-bbox="371 459 1403 560">d) Create functional yards by having a minimum of a 4.5 m rear yard and by aiming for a minimum of a 3.0 m side yard adjacent to a Streamside of Green Infrastructure Protection Area.</li> </ul>	

10. Page 377, DP3, Development Permit Guidelines: Sensitive Ecosystem, C. Development Guidelines, by renumbering subsection "5a." below the Green Infrastructure column to "5b."

# Urban

The URBAN designation is intended to support low and medium density residential neighbourhoods. Residential uses within this designation may include a range of forms such as detached and semi-detached houses as well as ground-oriented attached housing including townhouses and row houses.

Other complementary uses included in this land use designation are public facilities, places of worship, small-scale daycare facilities, schools, live-work units and small-scale neighbourhood-serving shops.

## DEVELOPMENT CONSIDERATIONS FOR URBAN:

### Densities:

- ⇒ Densities within the URBAN designation support up to ~~36~~37 units per hectare (15 units per acre) for development taking place within established or existing residential neighbourhoods, subject to neighbourhood compatibility (see Figure 8)
- ⇒ Within approved Secondary Plan areas, Frequent Transit Development Areas (FTDAs) and in Urban Centres, as shown in Figure 9, the URBAN designation supports densities of up to 72 units per hectare (30 units per acre).

### Development Permits:

- ⇒ Commercial, multiple unit residential and mixed-use developments within this designation are subject to the issuance of a Development Permit, in accordance with DP1 of the Implementation Section of this OCP.

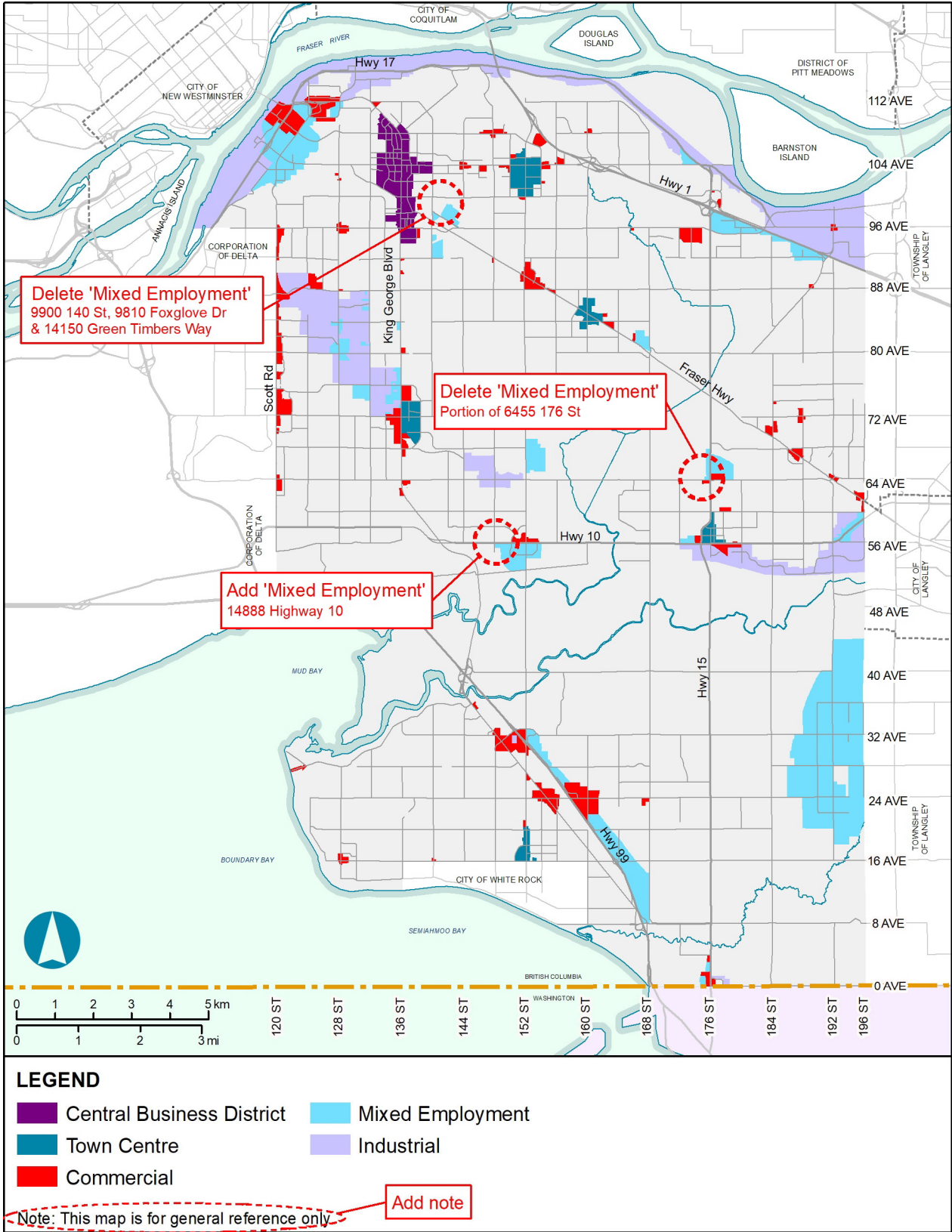
BL 18423

BL 18787

**BL 20008**

*Example of Urban Designation: smaller and narrower single family lots with smaller front yard setbacks and direct access to the street from the front door*

Figure 42: Major Employment Areas



- BL 18423
- BL 18787
- BL 19364
- BL 19296
- BL 19996
- BL 20008



# DP1.1 COMMON GUIDELINES

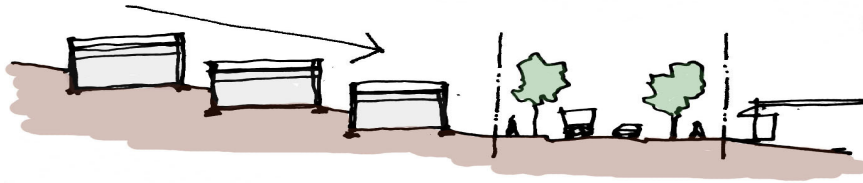
BL 20008

## SITE DESIGN

### Site Grading

Within a development, the following elements shall be considered in the Site Design:

11. **ALL TYPES:** Incorporate topography and other significant natural features into the building, structure and overall site design. *(illustr.)*



12. **ALL TYPES:** Establish a development site grading plan at the early stages of design.
13. **ALL TYPES:** Avoid excessive disruption of the natural topography of a site by stepping buildings, sloping parking areas and providing larger setbacks to avoid the use of retaining walls. When subdividing, minimal disruption of the natural topography should be accounted for in lot layout and overall subdivision design.
14. **ALL TYPES:** Where retaining walls cannot be avoided, minimize the overall height of the wall and the height of each step. Incorporate landscaping into the design of the retaining wall and use attractive materials (e.g. brick or stone masonry or sand-blasted concrete with a reveal pattern). Avoid the use of timber retaining walls, particularly where the wall is visible from the public realm.

### Circulation—Pedestrian, Active and Non-Vehicular

Within a development, the following elements shall be considered in the Site Design:

15. **ALL TYPES:** Prioritize non-vehicular modes of circulation in site design (e.g. pedestrian and cycling) above all other transportation modes.
16. **ALL TYPES:** For convenience and security, provide bicycle parking facilities at-grade, close to the main building entrance or amenity buildings, and with weather protection.
17. **ALL TYPES:** Provide multiple modes of circulation on pathways to improve natural surveillance opportunities (e.g. provide a street or lane along any publically-accessible pathway).
18. **ALL TYPES:** For circulation that is accessible to all users:
  - a) Ensure pedestrian circulation is convenient, safe and clearly identifiable to drivers and pedestrians
  - b) Use a high standard of accessible and adaptable design to accommodate the functional needs of all individuals including children, adults, seniors, and those with visual, mobility or cognitive challenges
  - c) Locate convenient universal access to buildings from parking areas by using curb let-downs or other accommodating features
  - d) Provide a minimum of 1.8 m unobstructed sidewalk width to accommodate strollers, wheelchairs and other equipment used by pedestrians.
  - e) **Clearly define accessible routes from parking stalls to building entry doors and locate accessible parking closest to the main entry of a building (surface parking) or elevator lobby entrance (parkade).**

# DP1.1 COMMON GUIDELINES

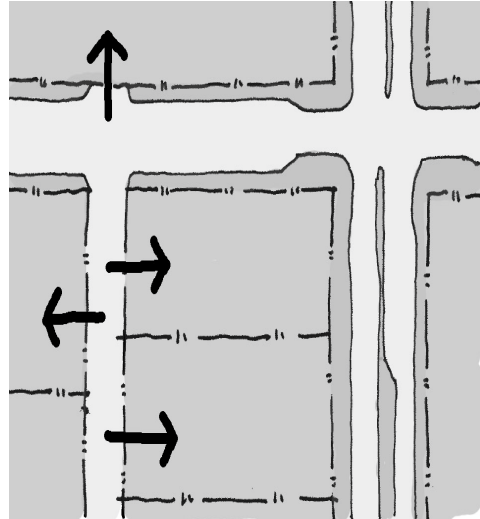
BL 20008

## SITE DESIGN

### Circulation—Vehicular

Within a development, the following elements shall be considered in the Site Design:

24. **ALL TYPES:** Enhance connectivity of public roads and lanes through development sites by establishing public thoroughfares for pedestrians, cyclists and vehicles.
25. **ALL TYPES:** Provide joint or shared driveway and ramp access between adjacent sites and consider driveway connections to future adjacent development sites.
26. **ALL TYPES:** Locate driveways off minor streets or lanes rather than off major streets to enhance a safe, walkable streetscape. *(illustr.)*
27. **ALL TYPES:** Where there is no alternative to providing access from a major street, locate and design driveways to minimize disruption of the pedestrian environment along the street by minimizing the number of driveways, by sharing access points and by maintaining a continuous street orientation of the development.
28. **ALL TYPES:** Where private roadways are proposed in-lieu of public streets, provide and design boulevard, landscaping and sidewalk treatments to be similar to or mimic those found along public roadways.
29. **ALL TYPES:** Consider accommodating residential and/or short-term parking along lanes rather than on streets where it tends to interrupt or interfere with pedestrian sidewalk movements.
30. **ALL TYPES:** Create markers at site perimeter driveway entrances.
31. **ALL TYPES:** For vehicular circulation in surface parking areas:
  - a) Provide vehicle connections between adjacent surface parking areas from neighbouring sites
  - b) Ensure parking is located away from street frontages or from street corners
  - c) Divide large surface parking areas into smaller sections defined by buildings or driveways with a sidewalk and landscaping on each side
  - d) Orient parking rows perpendicular to main entrances with a driveway along the building frontage for safer pedestrian movements
  - e) Locate wheelchair-accessible parking spaces close to main building entrances and/or elevator lobbies
  - ~~f) Provide sidewalk letdown and other accessibility features for wheelchair accessible parking spaces~~
  - f) Ensure accessible parking spaces are barrier-free by:
    - Including curb letdowns in practical locations
    - Locating any pole-mounted signage so it does not obstruct vehicle loading
    - Providing clearance from landscaping so it does not obstruct vehicle loading
  - b) Locate employee parking in an accessible and visible location
  - h) Locate and screen recreational vehicle or truck parking spaces or compounds away from any public views (e.g. from streets)



# DP3 SENSITIVE ECOSYSTEMS

BL 18784  
BL 19364  
BL 20008

## C. Development Guidelines

For development in the Sensitive Ecosystem Development Permit Area, **REVIEW** and **CONSIDER** the following Development Guidelines as follows:

Streamside	Green Infrastructure
<p><del>3a. <b>Overall Site:</b> Building construction and site layout adjacent to a Streamside Area shall be done in such a way so as to minimize on-encroachments on the Streamside Protection Area. Locate buildings, roadways, parking areas and driveways away from the Streamside Protection Area and create functional yards. Setbacks adjacent to Streamside Protection Areas shall be no less than 4.5 m for rear yards and shall be targeted toward 3.0 m for side yards. (illustr.)</del></p>	<p><del>3b. <b>Overall Site:</b> Plan and design on site development roadways and connections to minimize habitat fragmentation and minimize disruption and impedance to wildlife travel.</del></p>
<p>3a. <b>Overall Site:</b></p> <ul style="list-style-type: none"> <li>a) Plan and design on-site development roadways and connections to minimize habitat fragmentation and minimize disruption and impedance to wildlife travel.</li> <li>b) Building construction and site layout adjacent to a Streamside or Green Infrastructure Area shall be done so as to minimize encroachment into Protection Areas.</li> <li>c) Building, roadways, parking areas and driveways shall be located away from a Protection Area.</li> <li>d) Create functional yards by having a minimum of 4.5 m for rear yards and aiming for a 3.0 m side yard adjacent to a Streamside or Green Infrastructure Protection Area.</li> </ul>	
<p>4. <b>Overall Site:</b> Establish buffers large enough to protect the ecological integrity of Sensitive Ecosystem Areas. (illustr.)</p>	
<p>5a. <b>Overall Site:</b> Avoid locating infrastructure corridors adjacent to or within Streamside Protection Areas. Where it can be demonstrated that alternatives are not possible, design crossings that are narrow and perpendicular, and that minimize disturbance to Streamside Protection Areas.</p>	<p>5ab. <b>Overall Site:</b> Avoid locating infrastructure corridors adjacent to or within Green Infrastructure Protection Areas. Where it can be demonstrated that alternatives are not possible, design crossings that are narrow and perpendicular, and that minimize disturbance to Green Infrastructure Protection Areas.</p>
<p>6. <b>Overall Site:</b> Determine buffer locations and sizes using contemporary Best Management Practices with the main goal of protecting Sensitive Ecosystem Areas from the effects of development and to retain the integrity of the Sensitive Ecosystem as a habitat and/or riparian area.</p>	
<p>7a. <b>Overall Site:</b> Any development adjacent to or within (for approved works and services installations only) a Streamside Protection Area requires the monitoring of conditions, both on- and off-site, by a QEP prior to, and during construction.</p>	<p>7b. <b>Overall Site:</b> Any development adjacent to or within (for approved works and services installations only) a Green Infrastructure Protection Area requires the monitoring of conditions, both on- and off-site, by a QEP prior to, and during construction.</p>
<p>8. <b>Building and Construction:</b> Minimize impervious surfaces to improve stormwater absorption by using permeable materials and techniques, including permeable pavers and structural grassfields.</p>	

