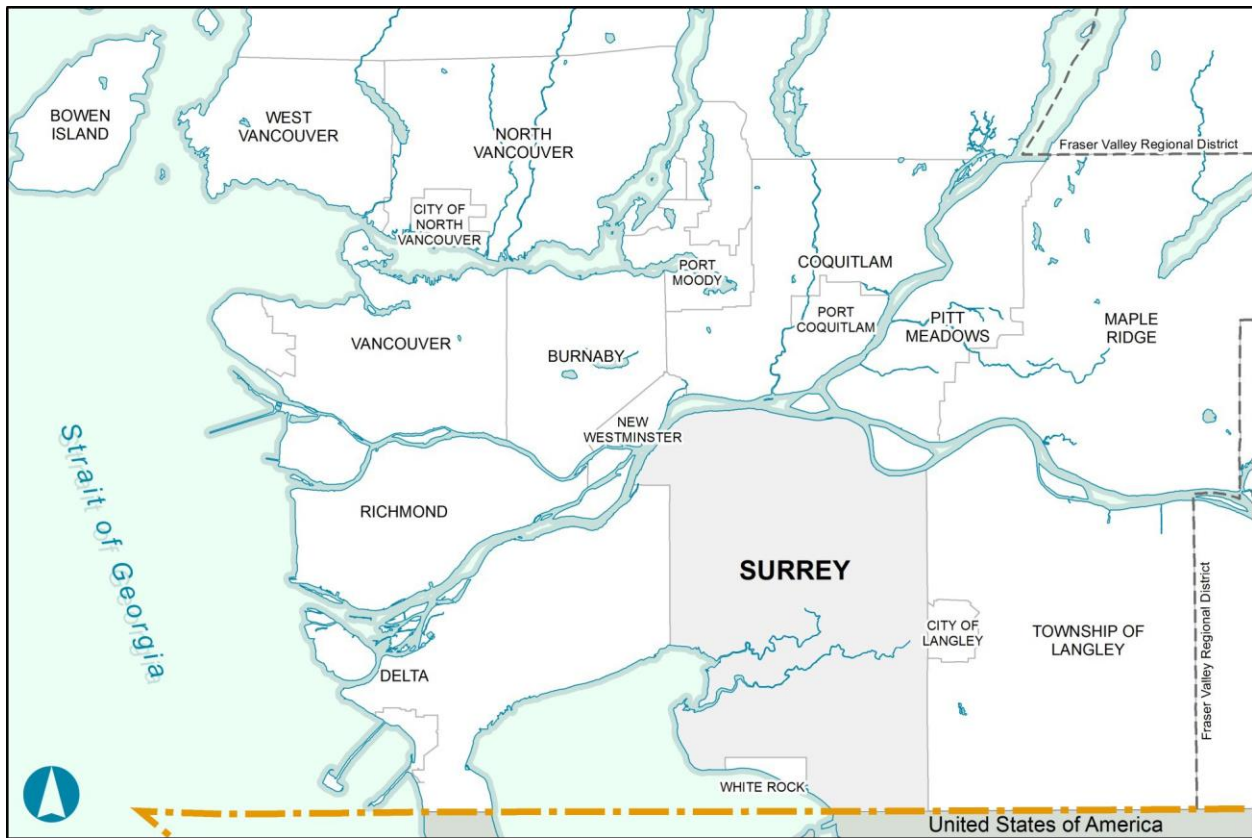


REGIONAL CONTEXT STATEMENT



Figure 50: RCS: Surrey's Regional Location



AUTHORITY

Under the provisions of the *Local Government Act* (LGA) (Sections 428 and 429) regional districts are required to prepare a regional-scale land use plan called a *Regional Growth Strategy* (RGS). This *Strategy* must cover a period of a least 20 years and include a comprehensive statement on the future of the region, including social, economic and environmental objectives, population and employment projections, economic development, and actions proposed regarding housing, transportation, regional services, parks and natural areas.

In July 2011, Metro Vancouver adopted *Metro Vancouver 2040* as an official Regional Growth Strategy. Member municipalities, including the City of Surrey (see Figure 50), are required by Section 446 of the *Local Government Act*, to submit a Regional Context Statement (RCS) for approval by the Metro Vancouver Board. The RCS is intended to indicate how a community's Official Community Plan (OCP) meets, or will meet, the goals and objectives of the *Regional Growth Strategy* in developing a stable, environmentally responsible, transit-oriented city.

REGIONAL CHALLENGES

Metro Vancouver's *Regional Growth Strategy* outlines the significant challenges that face the Lower Mainland including how to: 1) accommodate growth to advance livability and sustainability; 2) build healthy, complete communities; 3) support economic prosperity; 4) protect the natural environment; 5) respond to climate change impacts and natural hazard risks; and 6) protect agricultural land to support food production.

These challenges are addressed in five goals that are intended to address the region's challenges. These goals include:

1>Create Compact Urban Areas:

Commit to a compact region that works against sprawling development which increases costs to human and environmental health and creates inefficiencies in land use and resource consumption.

2|Support a Sustainable Economy:

Build on economic strengths from a regional perspective and create diversity in commercial and industrial industries.

3|Protect the Environment and Respond to Climate Change Impacts:

Address significant climatic issues through environmental conservation and protection.

4|Develop Complete Communities:

Create and support communities that offer all aspects of a healthy lifestyle to all residents.

5|Support Sustainable Transportation Choices:

Align land use and transportation decisions to create a truly sustainable region.

Surrey's Regional Context Statement indicates how the policies contained in this Official Community Plan align, respond to and will meet the goals and strategies of the RGS.

INTRODUCTION

The City of Surrey, through its Official Community Plan, supports the vision of Metro Vancouver's *Regional Growth Strategy* for a sustainable region and aligns its own future vision in support of this goal. This includes:

- developing Surrey City Centre as the Region's second Metropolitan Centre
- focusing additional growth capacity to Town Centres and transit corridors
- maintaining the Urban Containment Boundary and the Agricultural and Conservation/ Recreation land use designations
- planning urban land uses to reduce dependence on the private automobile
- committing to the development and protection of employment areas that underpin the regional economy.

Within Surrey's evolutionary context lies regional issues that can only be addressed appropriately through the collaborative efforts of multiple municipal jurisdictions. These efforts have been categorized into a Regional Growth Strategy which identifies the specific efforts that need to be made on a local level in order to reach a regional goal of sustainable growth and development.

For Surrey to assist in achieving these regional objectives and to meet the share of population growth anticipated in the RGS, significant infrastructure needs to be delivered through regional, provincial and national partnerships. Major transit and transportation improvements are required to support Surrey's projected growth including appropriate replacement of the Pattullo Bridge and George Massey Tunnel; addition of rapid transit and bus service expansions in Surrey; improvements to Highway 99 including new and expanded interchanges at 32 Avenue, 24 Avenue and 10 Avenue; and improvements to Highway 1 (Trans Canada Highway) at 192 Street. These major infrastructure projects are beyond the scope or mandate of the City of Surrey and require regional, provincial and federal funding to realize. Surrey's share of Regional population growth also requires appropriate and timely Provincial and Federal investment in hospitals, schools, affordable housing, supportive housing, support services for children and for immigrants and refugees. Without these regional and government investments, Surrey will not be able to meet the growth projections set out in the RGS and as shown in Tables 8 through 15 of the Regional Context Statement.

RGS and OCP ALIGNMENT

The City of Surrey is proposing to amend the *Regional Growth Strategy* Land Use Designation from Industrial to Mixed Employment for eight properties, totaling 8.5 hectares (21 acres). Until these applications are complete, existing land designations are shown in this Regional Context Statement and Official Community Plan. It is anticipated the RGS and Surrey's OCP will become aligned at the conclusion of the RGS amendment process.

OCP AMENDMENTS

Amendments to Official Community Plan Land Use Designations that fall within Surrey's Urban Containment Boundary, as illustrated on Figure 51, that are not consistent with the Metro Vancouver *Regional Growth Strategy* Land Use Designations, shown in Figure 51, shall be permitted consistent with Policy 6.2.7: Providing for Appropriate Municipal Flexibility of the Metro Vancouver RGS.

Amendments to Official Community Plan Urban Centres and Frequent Transit Development Areas boundaries, as illustrated in Figures 52 through 60, shall be permitted consistent with Policy 6.2.8 of the Metro Vancouver RGS.

GOAL 1: CREATE A COMPACT URBAN AREA

The first goal of Metro Vancouver's *Regional Growth Strategy* is achieved by reducing sprawl, expanding infrastructure smartly and cost-efficiently, creating urban areas well serviced by multi-modes of transportation and by focusing development to a higher density that optimizes a constrained urban land base.

Strategies

- 1.1 Contain urban development within the Urban Containment Boundary.
- 1.2 Focus growth in Urban Centres and Frequent Transit Development Areas.
- 1.3 Protect rural areas from urban development.



1.1 Urban Containment

Contain Urban Development within the Urban Containment Boundary

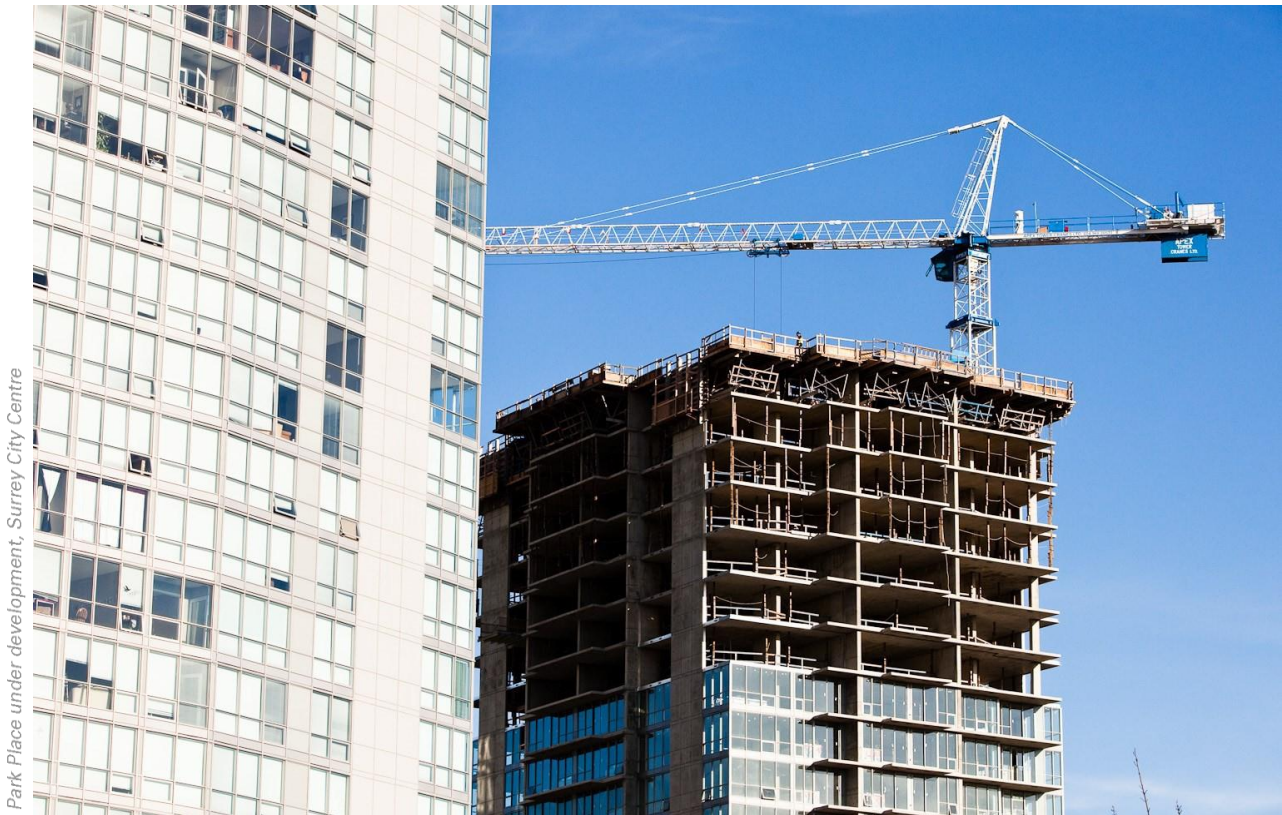
In order to meet Strategy 1.1, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

1.1.3(a) GROWTH CONTAINMENT

Surrey's Official Community Plan identifies an Urban Containment Boundary (UCB) (see Figure 51) illustrating where urban development will be contained in order to support a growing, yet compact and sustainable, community. This Urban Containment Boundary is consistent with the RGS Regional Land Use Designations (see Figure 51). Policies within Surrey's OCP supporting the maintenance of the Urban Containment Boundary include: A1.1, A1.2, A1.3 and A1.4.

1.1.3(b) OVERALL POPULATION, DWELLING AND EMPLOYMENT PROJECTIONS

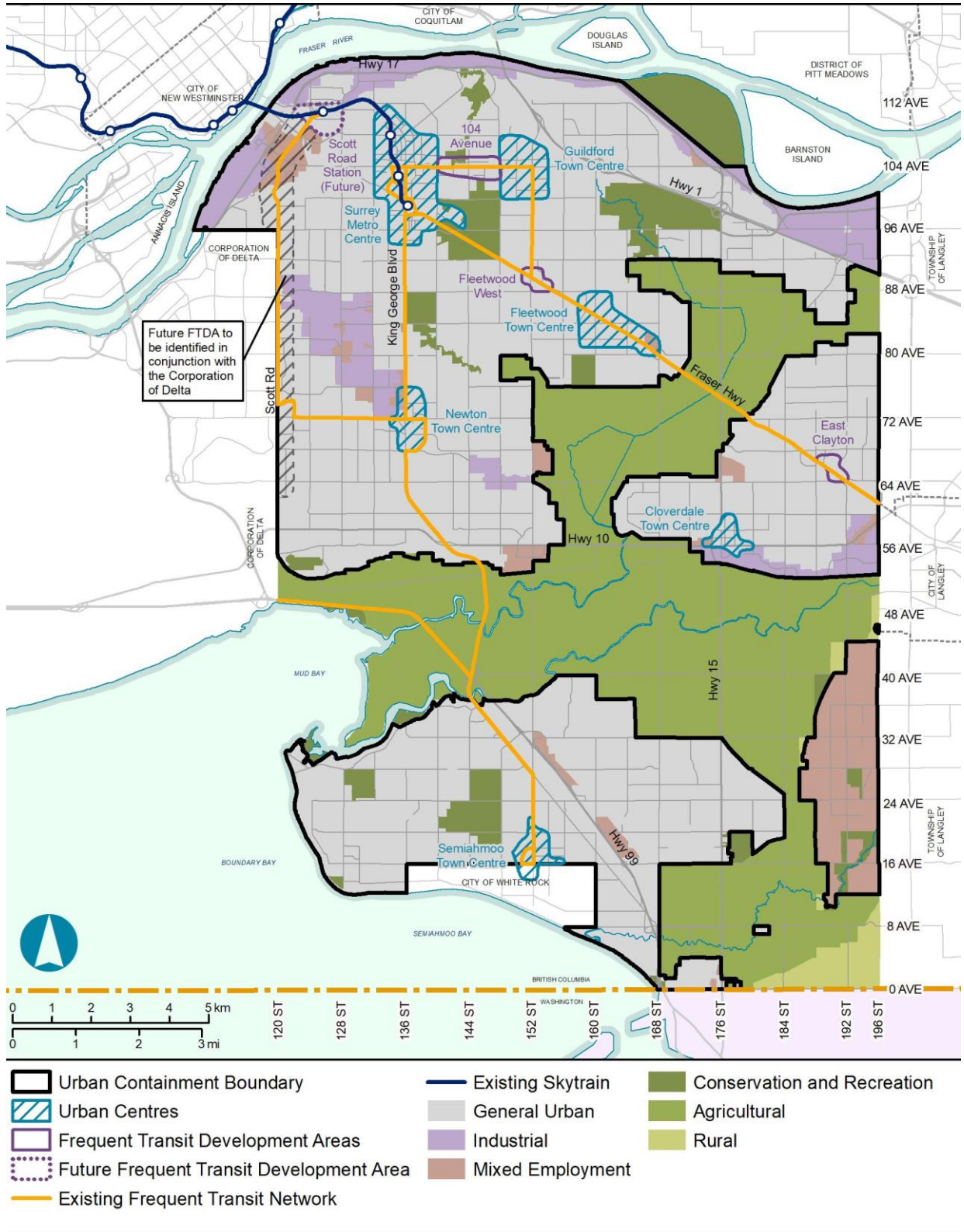
Surrey is expected to accommodate a large proportion of the Region's population growth over the coming decades. This population increase will also coincide with an increase in construction of dwelling units and employment to support new residents. Population, dwelling unit and employment projections shown in Table 8 and 9 are generally consistent with population and employment projections shown in Table A1 of the RGS and with policies within Surrey's OCP including: A1.3, A2.1, A4.1, A4.2, A4.4 and B1.1.



Park Place under development, Surrey City Centre

Figure 51: Regional Growth Strategy Land Use Designations

BL 18928
BL 20393



CITY-WIDE PROJECTS

TABLE 8: RGS STRATEGY 1.1.3(b) SURREY POPULATION PROJECTIONS	
<u>Year</u>	<u>Population</u>
2012	502,725
2017	553,475
2021	593,600
2026	639,600
2031	685,250
2036	727,750
2041	770,200

SOURCE: City of Surrey and Metro Vancouver

TABLE 9: RGS STRATEGY 1.1.3(b) SURREY DWELLING AND EMPLOYMENT PROJECTIONS		
<u>Year</u>	<u>Dwelling Units</u>	<u>Jobs</u>
2012	164,935	171,200
2017	184,385	195,200
2021	199,950	214,200
2026	219,450	236,200
2031	238,800	257,950
2036	256,800	277,450
2041	274,900	296,600

SOURCE: City of Surrey and Metro Vancouver
NOTE: Dwelling Units refer to occupied units.

1.2

Focused Growth

Focus Growth in Urban Centres and Frequent Transit Development Areas

In order to meet Strategy 1.2, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

1.2.6(a)

URBAN CENTRE AND FREQUENT TRANSIT DEVELOPMENT AREA DWELLING UNIT AND EMPLOYMENT PROJECTIONS

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 supporting focused growth in Urban Centres include: A1.3, A2.1, A2.2, A2.3, A2.4, and B1.1.

1.2.6(b)(i)

URBAN CENTRE LOCATIONS, BOUNDARIES AND TYPES

The *Regional Growth Strategy* identifies six Urban Centres within Surrey (City Centre, Cloverdale, Guildford, Fleetwood, Newton and Semiahmoo) that are planned for regional growth. The locations and boundaries of these Urban Centres are shown in Figures 52 through 57.

1.2.6(b)(ii)

URBAN CENTRE DEVELOPMENT AND GROWTH

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.

1.2.6(b)(iii)

URBAN CENTRE OFFICE DEVELOPMENT

Surrey's Urban Centres are intended to accommodate transit oriented office development to support future population increases. Surrey's OCP illustrates support for this use in the Land Uses and Densities Section, on Figure 3 and in policies A2.4, A2.5, B1.1, B1.6 and B1.7.

SURREY METRO CENTRE PROJECTIONS

TABLE 10: RGS STRATEGY 1.2.6(a) SURREY METRO CENTRE DWELLING UNIT PROJECTIONS					
	<u>2012</u>	<u>2021</u>	<u>2031</u>	<u>2041</u>	<u>Total Increase</u>
New Dwelling Units	-	5,730	7,270	7,740	20,740
Proportion of City Total	-	16.4%	18.7%	21.4%	18.9%
Total Dwelling Units	11,760	17,490	24,760	32,500	-
Proportion of City Total	7.1%	8.7%	10.4%	11.8%	-
Dwelling Units City-Wide	164,935	199,950	238,800	274,900	109,965

SOURCE: City of Surrey and Metro Vancouver.

NOTES: Projections illustrated here reflect the Surrey Metro Centre boundary as shown on Figure 52.

Dwelling Units refer to occupied units.

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

TABLE 11: RGS STRATEGY 1.2.6(a) SURREY METRO CENTRE EMPLOYMENT PROJECTIONS					
	<u>2012</u>	<u>2021</u>	<u>2031</u>	<u>2041</u>	<u>Total Increase</u>
New Jobs	-	3,670	4,540	5,260	13,470
Proportion of City Total	-	8.5%	10.4%	13.6%	10.7%
Total Jobs	23,180	26,850	31,390	36,650	-
Proportion of City Total	13.5%	12.5%	12.2%	12.4%	-
Jobs City-Wide	171,200	214,200	257,950	296,600	125,400

SOURCE: City of Surrey and Metro Vancouver.

NOTES: Projections illustrated here reflect the Surrey Metro Centre boundary as shown on Figure 52.

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

SURREY TOWN CENTRE PROJECTIONS

TABLE 12: RGS STRATEGY 1.2.6(a) SURREY TOWN CENTRE DWELLING UNIT PROJECTIONS					
	<u>2012</u>	<u>2021</u>	<u>2031</u>	<u>2041</u>	<u>Total Increase</u>
New Dwelling Units	-	4,760	5,050	5,650	15,460
Proportion of City Total	-	13.6%	13.0%	15.7%	14.1%
Total Dwelling Units	15,710	19,930	24,980	30,630	-
Proportion of City Total	9.2%	10.0%	10.5%	11.1%	-
Dwelling Units City-Wide	164,935	199,950	238,800	274,900	109,965

SOURCE: City of Surrey and Metro Vancouver.

NOTES: Projections illustrated here reflect the Surrey Town Centre boundaries are shown on Figures 53-57.

Dwelling Units refer to occupied units.

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

TABLE 13: RGS STRATEGY 1.2.6(a) SURREY TOWN CENTRE EMPLOYMENT PROJECTIONS					
	<u>2012</u>	<u>2021</u>	<u>2031</u>	<u>2041</u>	<u>Total Increase</u>
New Jobs	-	6,730	7,030	6,300	20,060
Proportion of City Total	-	15.7%	16.1%	16.3%	16.0%
Total Jobs	22,310	29,040	36,070	42,370	-
Proportion of City Total	13.0%	13.6%	14.0%	14.3%	-
Jobs City-Wide	171,200	214,200	257,950	296,600	125,400

SOURCE: City of Surrey and Metro Vancouver.

NOTES: Projections illustrated here reflect the Surrey Town Centre boundaries are shown on Figures 53-57.

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

SURREY FTDA PROJECTIONS

TABLE 14: RGS STRATEGY 1.2.6(a) SURREY FTDA DWELLING UNIT PROJECTIONS					
	<u>2012</u>	<u>2021</u>	<u>2031</u>	<u>2041</u>	<u>Total Increase</u>
New Dwelling Units	-	1,870	2,150	2,250	6,270
Proportion of City Total	-	5.3%	5.5%	6.2%	5.7%
Total Dwelling Units	750	2,620	4,770	7,020	-
Proportion of City Total	0.5%	1.3%	2.0%	2.6%	-
Dwelling Units City-Wide	164,935	199,950	238,800	274,900	109,965

SOURCE: City of Surrey and Metro Vancouver.

NOTES: Projections illustrated here reflect Surrey's FTDA boundaries are shown on Figures 58 through 60.

Dwelling Units refer to occupied units.

As additional FTDA's are added over time, projections will be adjusted accordingly.

TABLE 15: RGS STRATEGY 1.2.6(a) SURREY FTDA EMPLOYMENT PROJECTIONS					
	<u>2012</u>	<u>2021</u>	<u>2031</u>	<u>2041</u>	<u>Total Increase</u>
New Jobs	-	1,650	1,830	1,840	5,320
Proportion of City Total	-	3.8%	4.2%	4.8%	4.2%
Total Jobs	3,810	5,460	7,290	9,130	-
Proportion of City Total	2.2%	2.5%	2.8%	3.1%	-
Jobs City-Wide	171,200	214,200	257,950	296,600	125,400

SOURCE: City of Surrey and Metro Vancouver.

NOTES: Projections illustrated here reflect Surrey's FTDA boundaries are shown on Figures 58 through 60.

As additional FTDA's are added over time, projections will be adjusted accordingly.

Figure 52: RCS: Urban Centre Boundary—Surrey Metro Centre

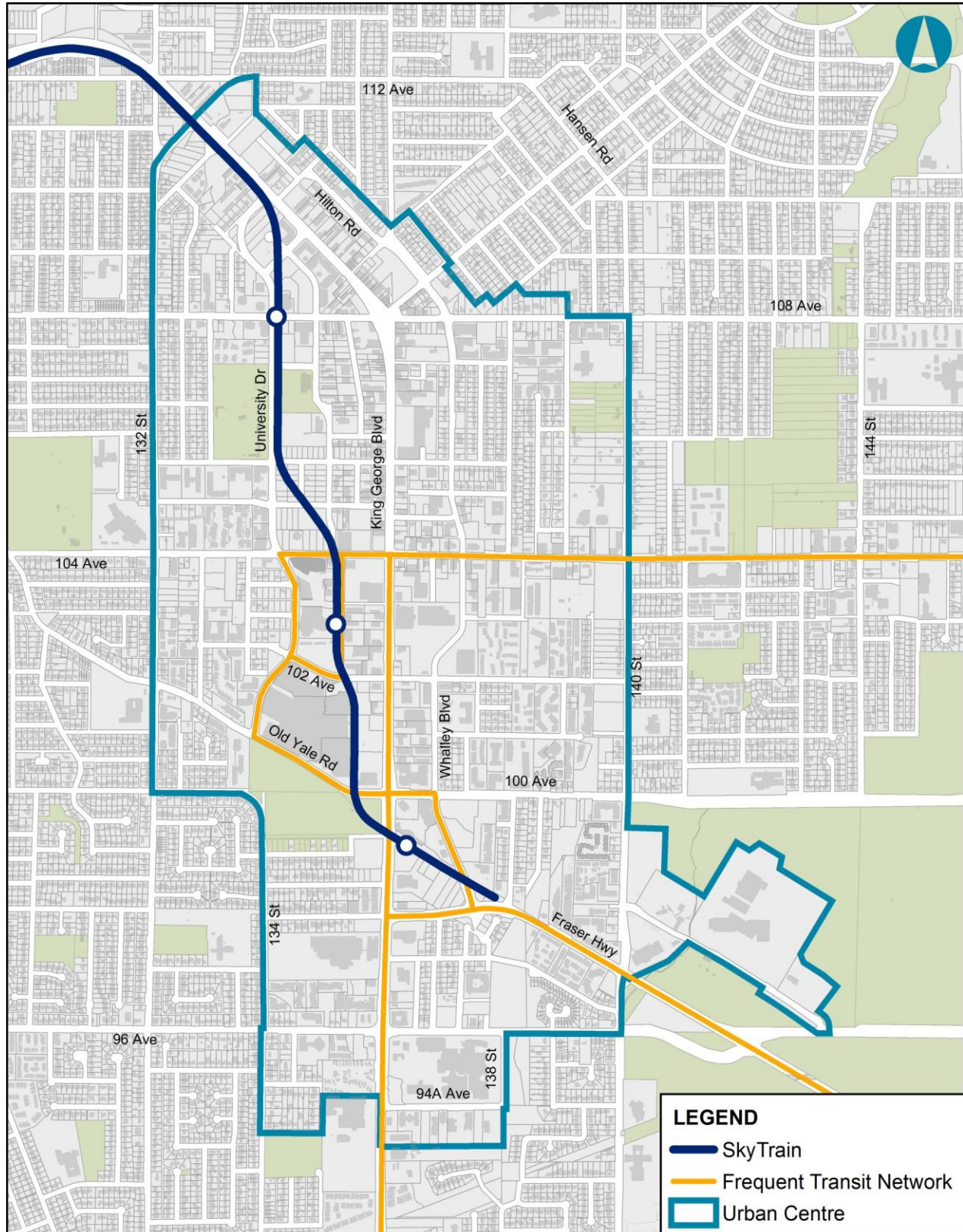


Figure 53: RCS: Urban Centre Boundary—Cloverdale Town Centre

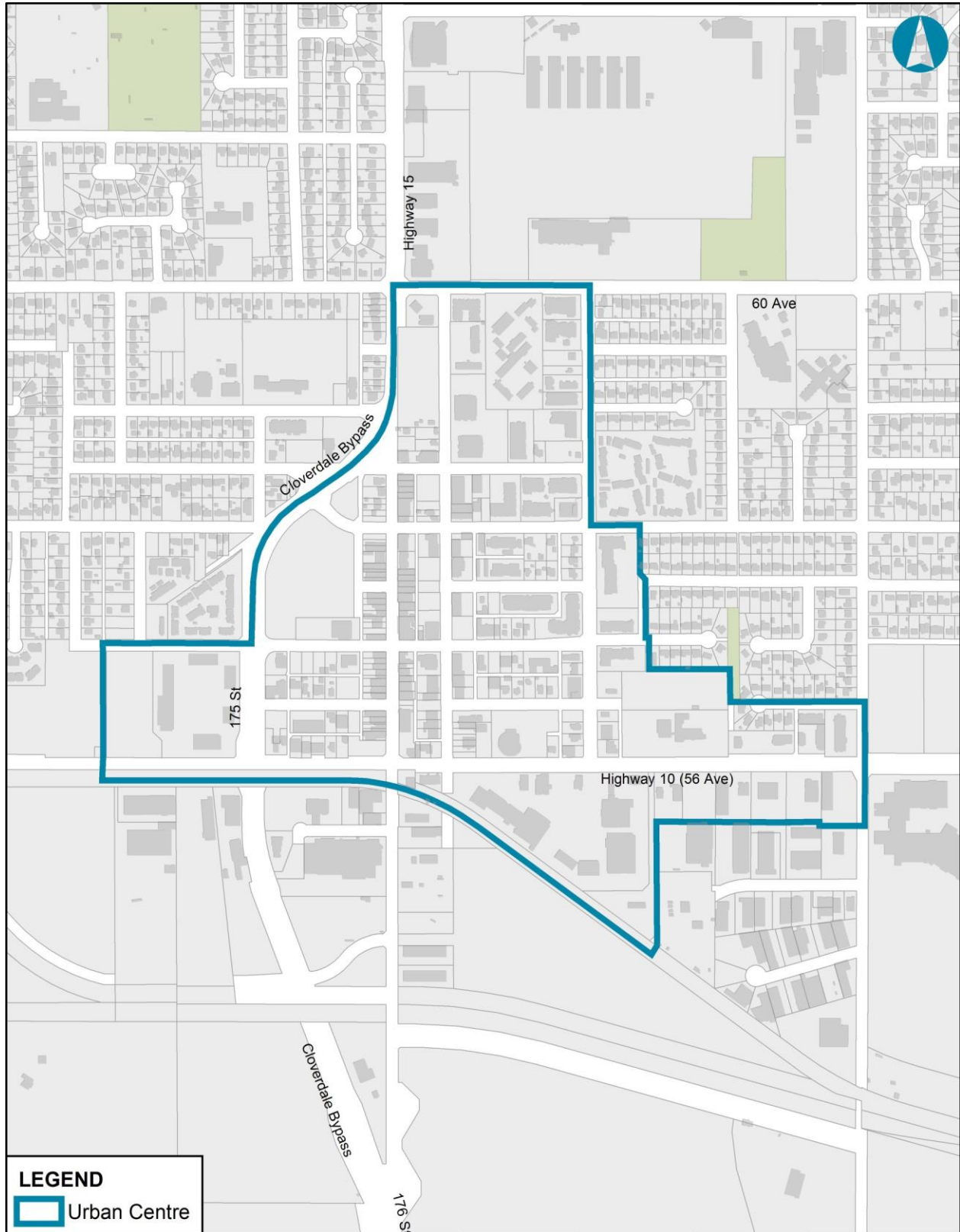


Figure 54: RCS: Urban Centre Boundary—Fleetwood Town Centre

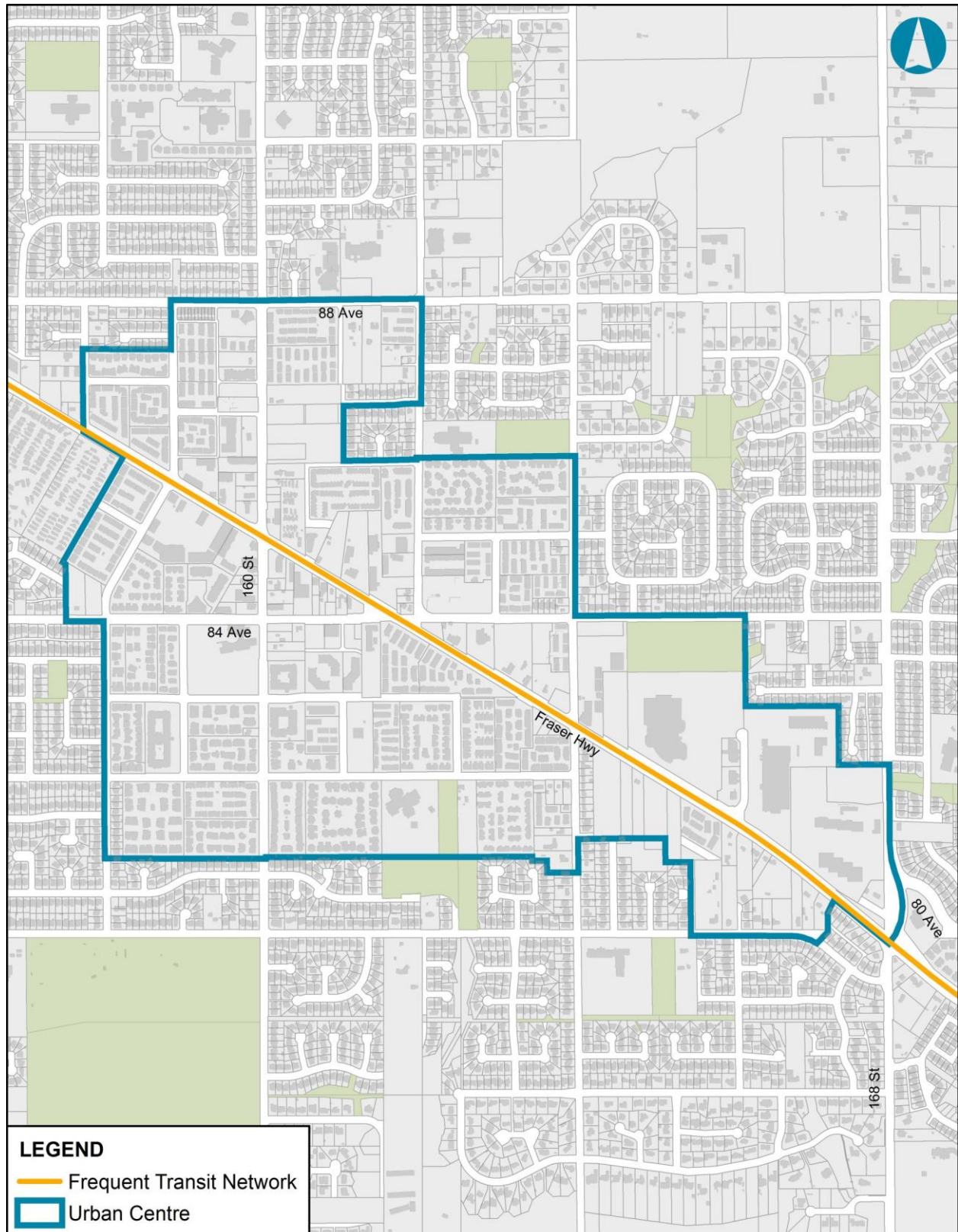


Figure 55: RCS: Urban Centre Boundary—Guildford Town Centre

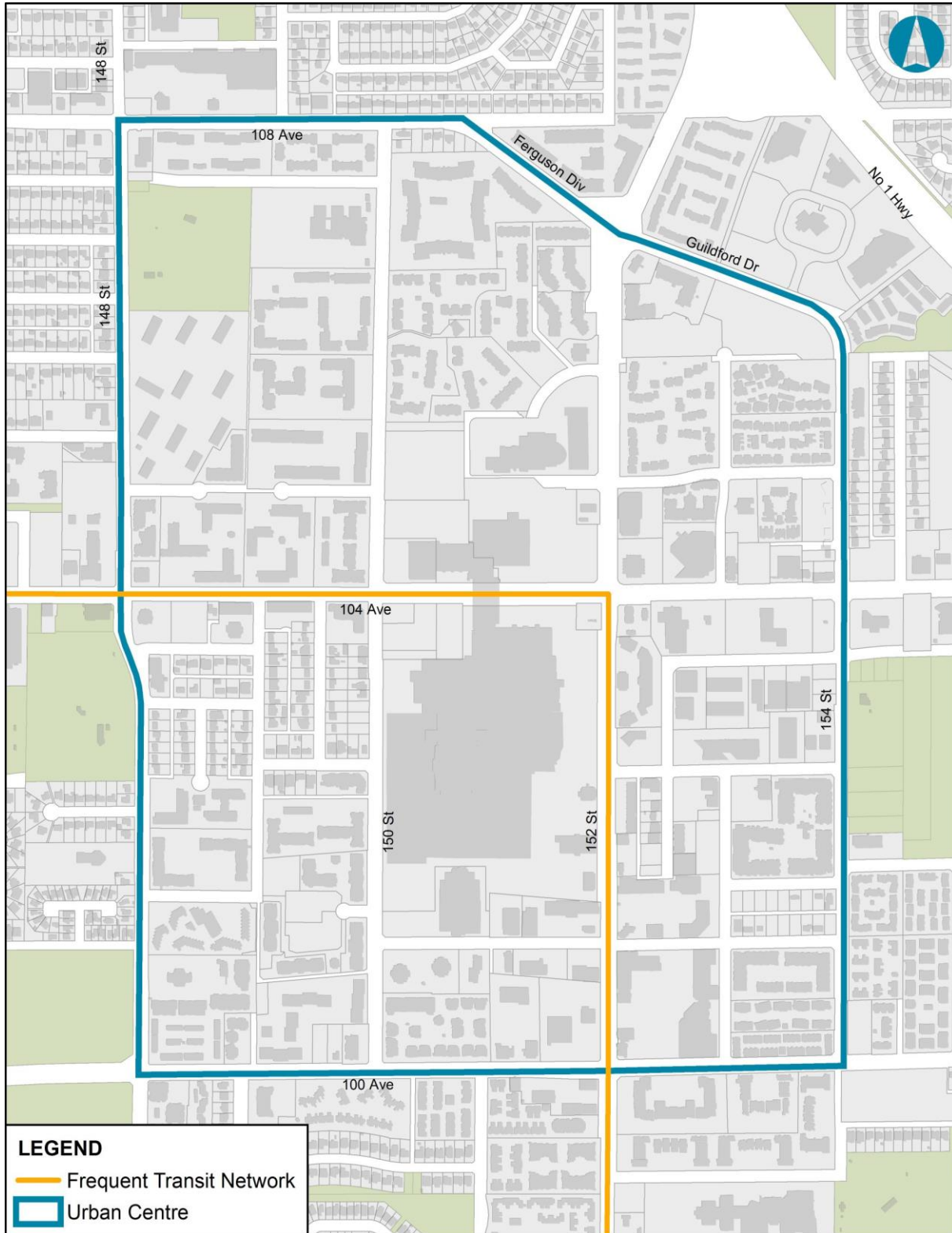


Figure 56: RCS: Urban Centre Boundary—Newton Town Centre

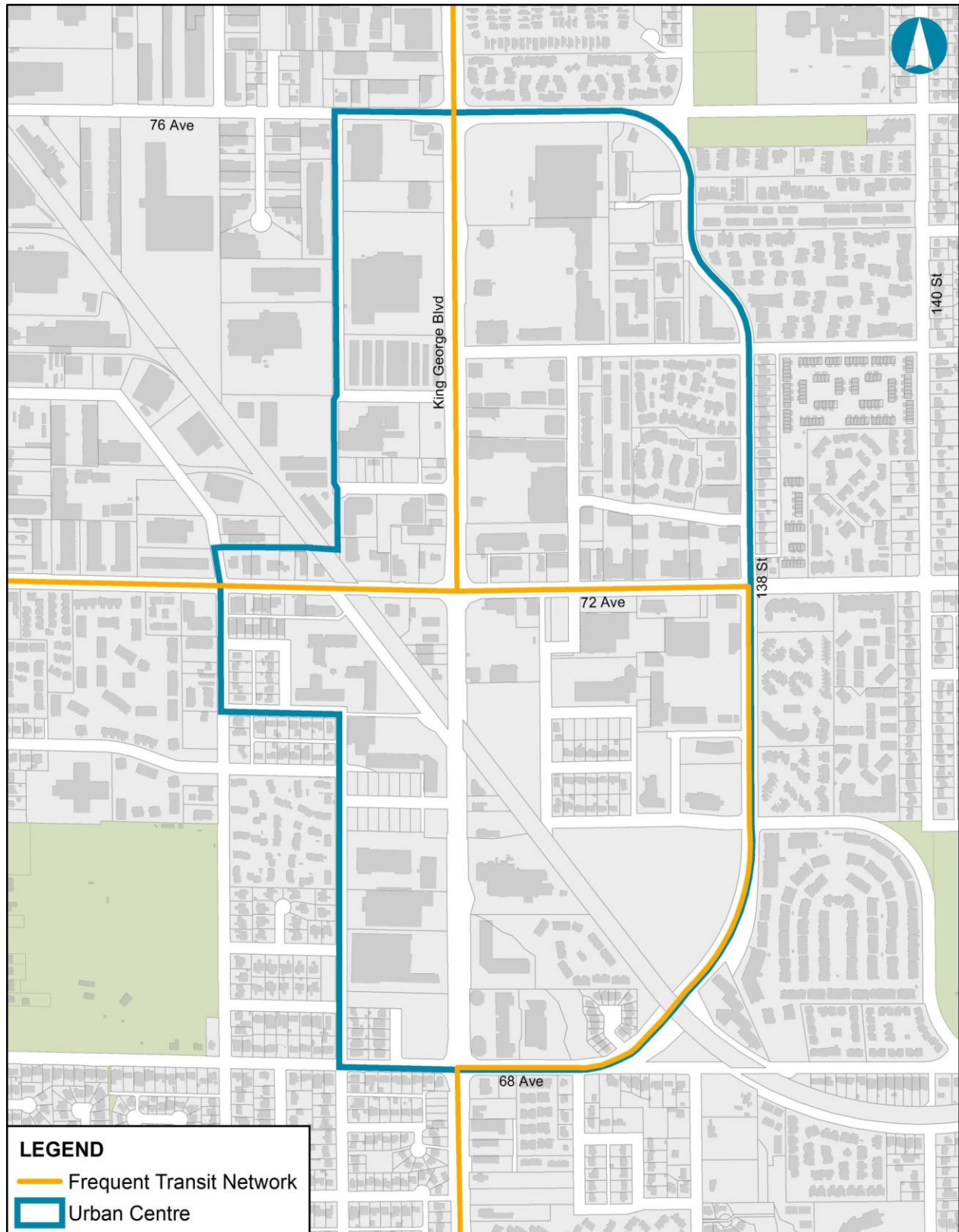
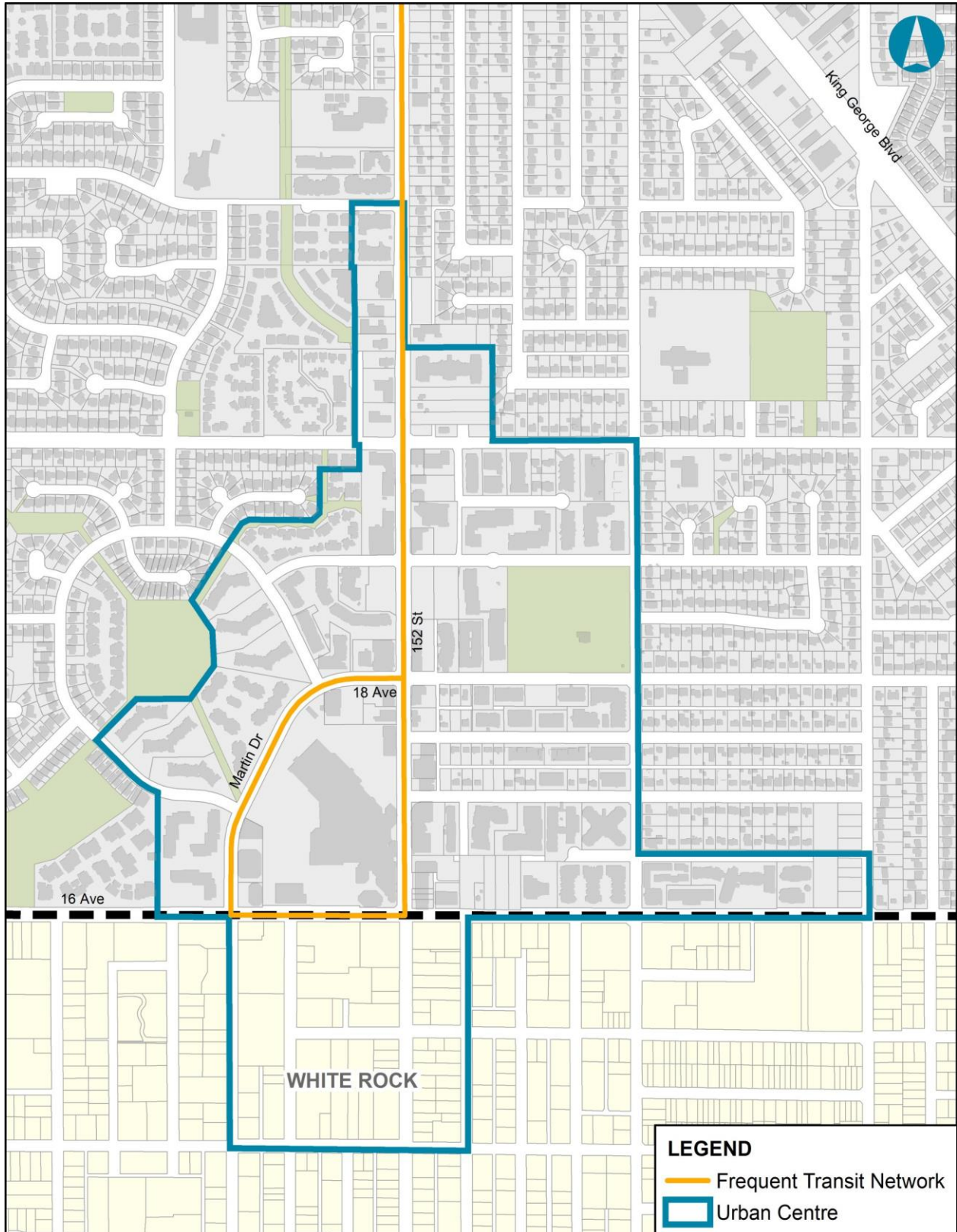


Figure 57: RCS: Urban Centre Boundary—Semiahmoo Town Centre



1.2 Focused Growth (cont.)

1.2.G(b)(iv)

URBAN CENTRE PARKING REQUIREMENTS

To support sustainable development practices in Urban Centres, it is essential that the right balance is struck between reducing residential and commercial parking requirements and increasing the availability, convenience and use of public transit. OCP policies supporting a reduction in parking requirements in locations well served by transit include: B1.34, B2.12, C2.45 and C2.46.

1.2.G(c)(i)

FREQUENT TRANSIT DEVELOPMENT AREA LOCATIONS AND BOUNDARIES

Three FTDA have been identified for Surrey. Additional FTDA locations will be examined in the future, including, if appropriate, along the Scott Road Corridor. In addition to Urban Centres, FTDA are intended to accommodate higher densities where a high level of public transit is, or will be, available. These areas are shown in Figures 58 through 60 and supported by policy within Surrey's OCP including: A2.6 and B3.6.

1.2.G(c)(ii)

FREQUENT TRANSIT DEVELOPMENT AREA DEVELOPMENT AND GROWTH

The *Regional Growth Strategy* identifies Frequent Transit Development Areas where regional growth will be accommodated. The Land Use and Densities Section of the OCP indicates where higher densities are available in FTDA. Policies within Surrey's OCP supporting these areas include: A1.3, A2.6, B3.2, B3.5 and B3.9.

1.2.G(c)(iii)

FREQUENT TRANSIT DEVELOPMENT AREA PARKING REQUIREMENTS

In order to support sustainable development practices in Frequent Transit Development Areas, it is essential that the right balance is struck between reducing residential and commercial parking requirements while also increasing the availability, convenience and use of public transit. Policies within Surrey's OCP supporting these adjustments include: B1.34, C2.45 and C2.46.

1.2.G(d)(i)

URBAN LOCATIONS AND BOUNDARIES

Surrey's General Urban areas are intended to accommodate various types of residential and commercial development to accommodate and serve Surrey's projected population increases. Surrey's OCP illustrates support for this designation in the Land Uses and Densities Section and on Figure 3.

1.2.G(d)(ii)

URBAN DENSITIES

Surrey's Urban locations fall outside of Urban Centres and Frequent Transit Development Areas and are intended to accommodate low to medium residential densities. Surrey's OCP illustrates support for this land use designation in the Land Uses and Densities Section and through policies: A1.2, A1.3, B4.2, B2.10, B4.3, B4.6, B4.11 and B4.12.

1.2.G(d)(iii)

SMALL SCALE LOCAL CENTRES

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.

1.2.G(d)(iv)

URBAN AREA, NON-RESIDENTIAL, MAJOR TRIP-GENERATING USES

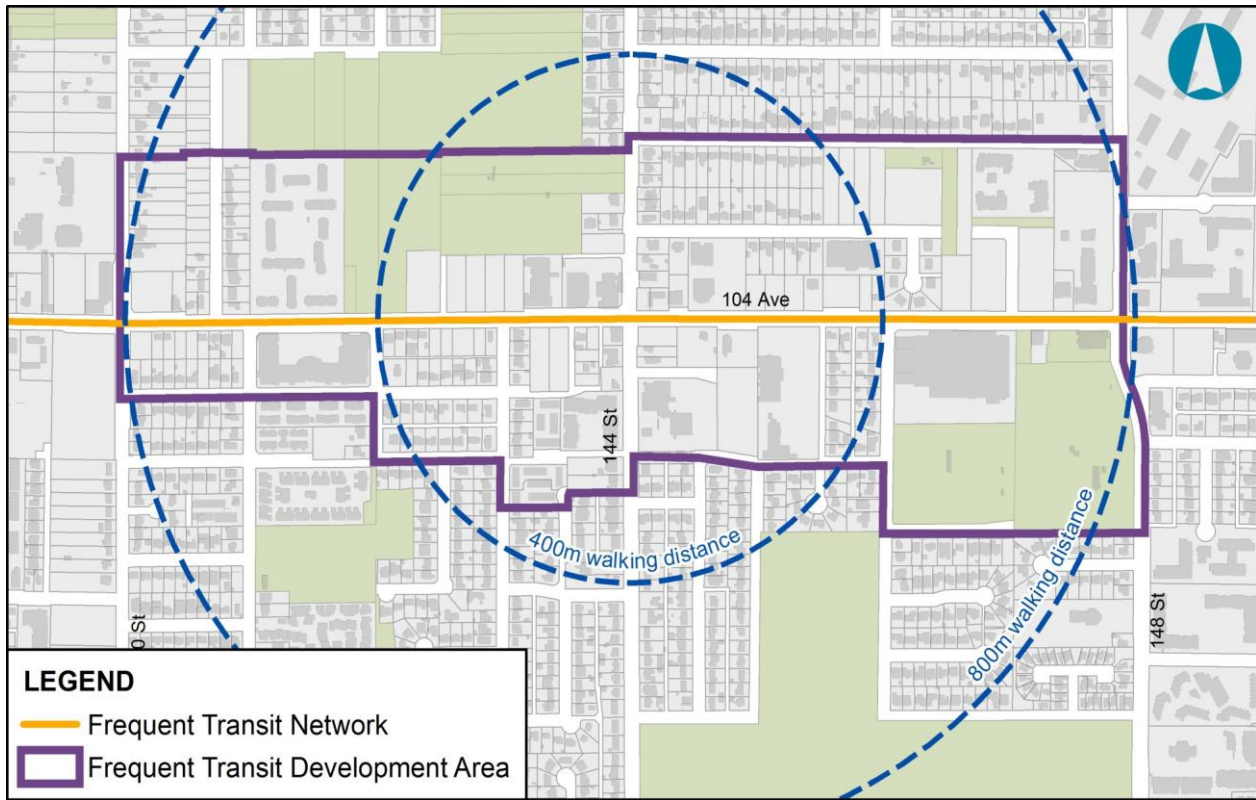
Except as indicated in approved Secondary Plans, Surrey's Urban land use designations do not support major trip-generating commercial or industrial uses outside of Urban Centres or FTDA. Major trip-generating uses are defined as: regional and major civic institutions, hospitals, government office or high density residential or commercial development in excess of 1.5 FAR. Policies within Surrey's OCP supporting Urban Area uses include: A2.2, A2.3, A2.4, B1.9, C2.47, E1.19, E1.20 and E1.23.

1.2.G(d)(v)

INFILL DEVELOPMENT

Supporting infill development is seen as an important role in efficiently using Surrey's developable land. Policies within Surrey's OCP supporting infill development include: A3.1, A3.2, A3.3 and A3.5.

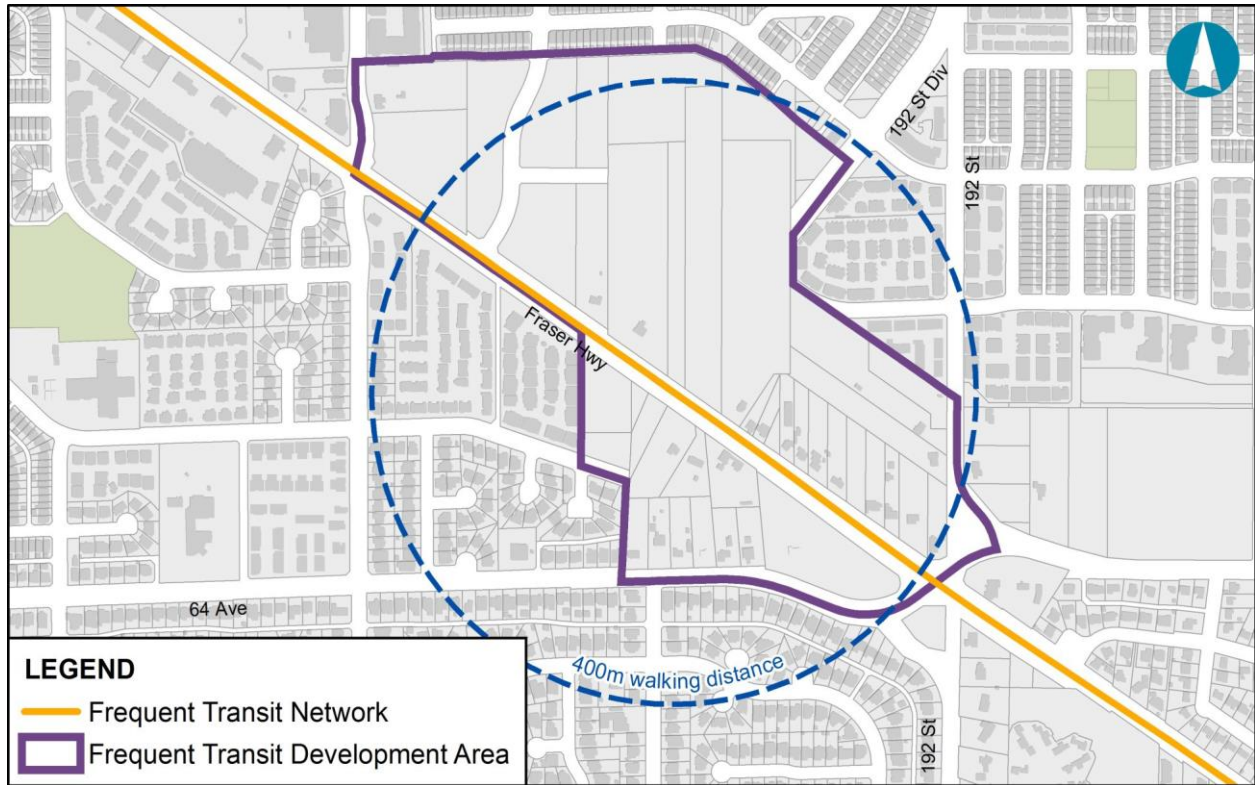
Figure 58: RCS: FTDA Boundary—104 Avenue



Conceptualization of Light Rapid Transit along 104 Avenue, Surrey.

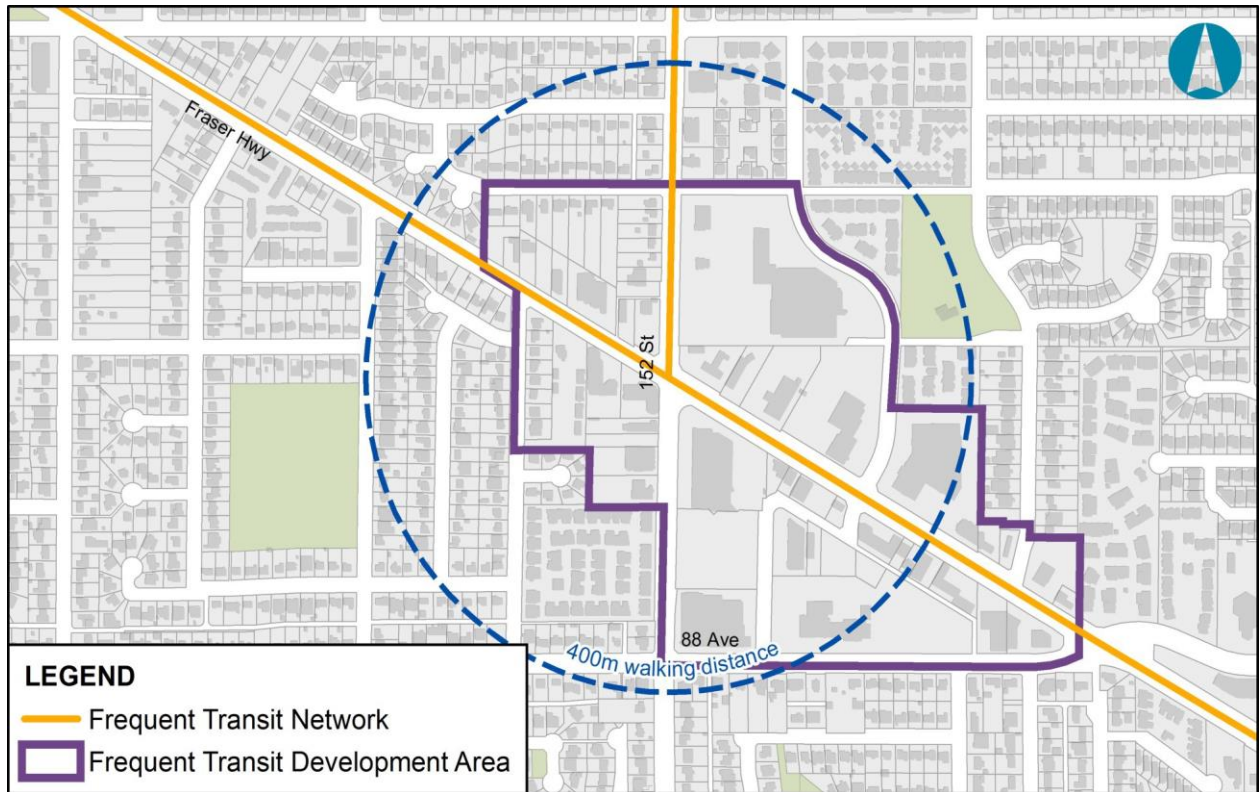


Figure 59: RCS: FTDA Boundaries—East Clayton



East Clayton, Surrey.

Figure 60: RCS: FTDA Boundary—Fleetwood West



Fleetwood Gardens located in Fleetwood Park; Surrey.



1.2 Focused Growth (cont.)

1.2.6(e) INDUSTRIAL, MIXED-EMPLOYMENT, CONSERVATION AND RECREATION LAND USE DESIGNATIONS

The *Regional Growth Strategy* supports industrial, mixed-employment and conservation and recreation uses as the primary use where they fall within Urban Centres of Frequent Transit Development Areas. Surrey's OCP illustrates support for these designations in the Land Uses and Densities Section and on Figure 3. Policies within Surrey's OCP supporting these land use designations in Urban Centres and FTDA's include: E1.1, E.12, E1.13, and E1.14.

1.2.6(f)(i) INDUSTRIAL/URBAN CONFLICTS

Industrial activities can be negatively impacted by other urban uses. Surrey's OCP supports the reduction of industrial and urban conflicts, illustrated in the following policies: E1.3 and E1.8.

1.2.6(f)(ii) WALKING, CYCLING AND TRANSIT

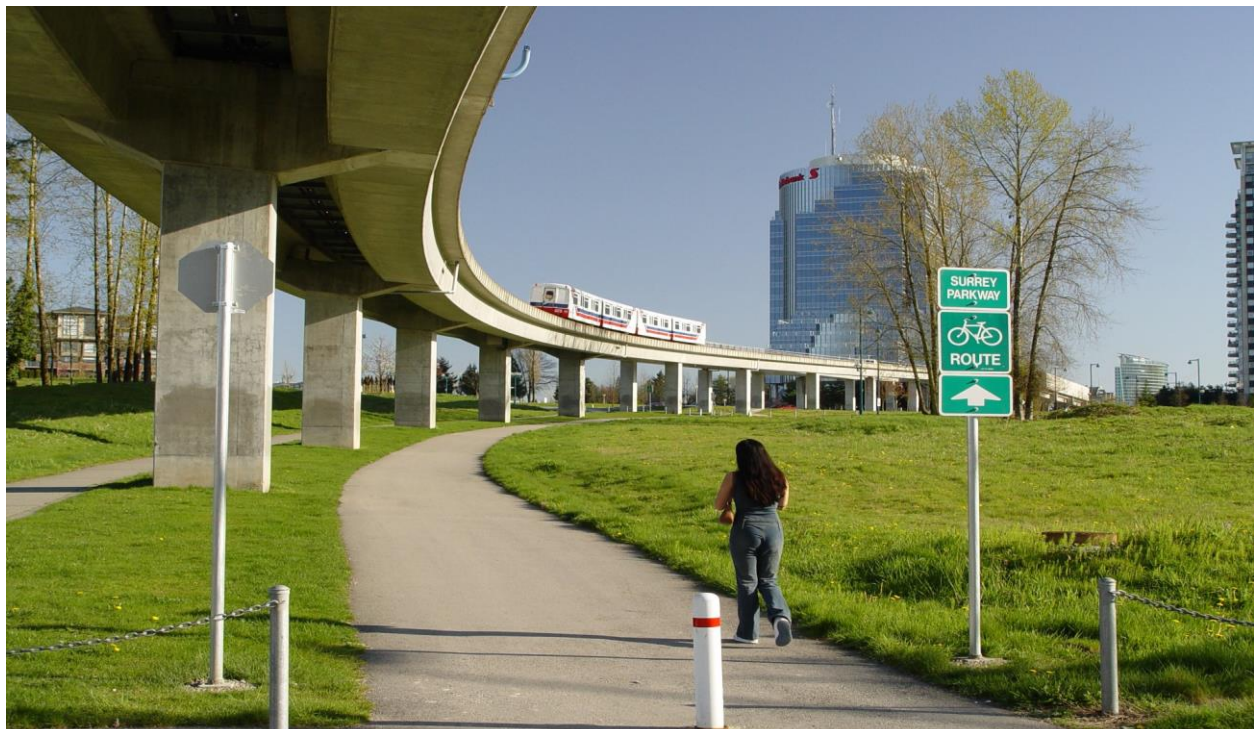
Urban Centres, Frequent Transit Development Areas and general Urban designated areas should provide ample opportunities for walking, cycling and efficient transit use. There are numerous policies supporting these modes of transportation within Surrey's OCP including: A3.3, A3.7, B1.16, B1.22, B2.11, B2.15, B3.8, B4.1, B4.28, B4.29, B4.31, C2.3 and C3.25.

1.2.6(f)(iii) TRANSIT PRIORITY MEASURES

Providing transit priority measures into Surrey's infrastructure allows for a more convenient and user-friendly transit system. Policies within Surrey's OCP supporting these measures include: C2.5, C2.24 and C2.25.

1.2.6(f)(iv) DISTRICT ENERGY SYSTEMS

Surrey is committed to ensuring its citizens have access to affordable energy sources, now and into the future. Supporting District Energy within its Urban Centres is a first step in providing energy alternatives for Surrey residents. Policies within Surrey's OCP supporting District Energy use include: B1.19, B1.20, B1.21, D4.1, D4.17, D4.18, D4.19 and D4.20.



Multi-Use Surrey Parkway in City Centre, underneath the SkyTrain guide way.

1.3 Rural Protection

Protect Rural Areas from Urban Development

In order to meet Strategy 1.3, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

RURAL AREA LOCATIONS AND BOUNDARIES

Surrey's Rural locations are intended to accommodate low density residential uses as set out in the Land Uses and Densities Section of this OCP and on Figure 3.

1.3.3(b)

RURAL AREA DEVELOPMENT

Development within Rural areas in Surrey is limited to large properties that are not serviced by a sanitary sewer system. Extension of a sanitary sewer system to Rural areas is not expected within the foreseeable future. Surrey's OCP supports Rural areas as identified within the Land Use and Density Section and with policies: A1.5 and A4.3.

1.3.3(c)(i)

RURAL AREA DENSITIES AND FORM

Rural development within Surrey is limited and restricted to large lots of a minimum of 0.8 hectares (2 acres). Surrey's OCP supports Rural densities as identified within the Land Use and Density Section.

1.3.3(c)(ii)

AGRICULTURAL USES

Agricultural land comprises approximately 1/3 of Surrey's entire land base. Surrey's OCP supports Agricultural land as identified within the Land Use and Density Section, on Figure 3 and 43 and with policies: A1.4, E3.4 and E3.5.

1.3.3(a)



Rural neighbourhood; Surrey.

GOAL 2: SUPPORT A SUSTAINABLE ECONOMY

The second goal of Metro Vancouver's *Regional Growth Strategy* is achieved by building, expanding and supporting a region with a diverse economic base that takes advantage of its port and that works to support development in a sustainable manner allowing for a future with appropriate lands protected for commercial and industrial purposes.

Strategies

- 2.1 Promote land development patterns that support a diverse Regional economy and employment close to where people live.
- 2.2 Protect the supply of industrial land.
- 2.3 Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production.



2.1 Diverse Economy

Promote Land Development Patterns that Support a Diverse Regional Economy and Employment Close to Where People Live

In order to meet Strategy 2.1, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

2.1.4(a)



As Surrey continues to grow and develop new residential areas, it is important that economic opportunities are supported and expanded within the city. Policies within Surrey's OCP that support economic development in Urban Centres, Frequent Transit Development Areas, Industrial sites and Mixed Employment areas are illustrated in the Land Use and Density Section and in policies: E1.1, E1.3, E1.4, E1.5, E1.6, E1.15, E1.19, E1.21, E2.1, E2.2 and E2.3.

2.1.4(b)

OFFICE SPACE

Ensuring there is a healthy mix of employment within Surrey involves the provision of sufficient office space, particularly within Urban Centres. Policies within Surrey's OCP supporting office uses include: A2.4, B1.9 and E1.19.

2.1.4(c)

MAJOR COMMERCIAL AND INSTITUTIONAL DEVELOPMENT

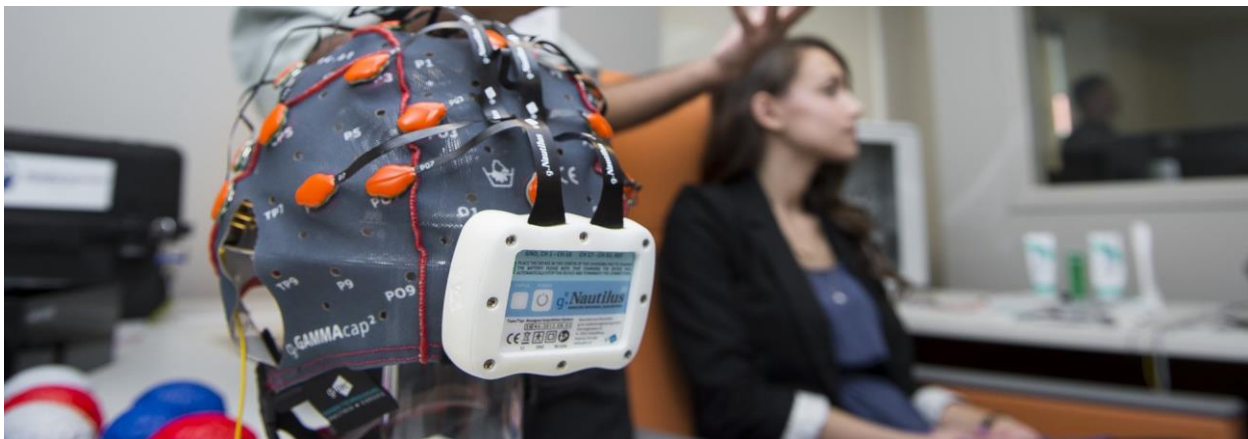
Surrey's Urban Centres and Frequent Transit Development Areas are intended to accommodate major commercial and institutional development due to their proximity to public transit and public amenities. Policies within Surrey's OCP supporting where these large scale uses locate include: A2.2, B1.1, B1.5, B1.6, B1.7, B1.8 and B1.9.

2.1.4(d)

SPECIAL EMPLOYMENT AREAS

Surrey does not have any Special Employment Areas but does recognize the importance of supporting institutional uses such as hospitals and post secondary education. Surrey's OCP has several policies supporting the continued operations of these uses in the city including: B1.5, B1.6, B1.7, E2.9 and E2.10.

Innovation Boulevard business NeuroTech Lab; Surrey Memorial Hospital



2.2 Industrial Land

Protect the Supply of Industrial Land

In order to meet Strategy 2.2, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

INDUSTRIAL AREAS

The Regional Growth Strategy, (as amended) identifies Industrial areas within Surrey that will accommodate regional industrial growth well into the future. These are illustrated in the Land Use and Densities Section and Figure 51.

2.2.4(b)(i)

INDUSTRIAL PROTECTION

As populations increase within all areas of the Lower Mainland, pressures increase to accommodate residential construction on lands designated for commercial or industrial purposes. Surrey has a significant portion of the Region’s available industrial base and in order to ensure land exists in the future for well-paying employment opportunities, existing industrial land needs to be retained for future industrial development. Policies within Surrey’s OCP supporting the protection of industrial land include: E1.1, E1.2 and E1.11.

2.2.4(b)(ii)

INDUSTRIAL ACCESSORY USES

Limited non-industrial, accessory uses within industrial areas may be beneficial to the overall operation of an industrial business. Support for these accessory uses can be found within Surrey’s OCP in the Land Use and Densities Section and in policy: E1.12, E1.21 and E1.22.

2.2.4(b)(iii)

INDUSTRIAL LAND USE EXCLUSIONS

Industrial areas are often under pressure to accommodate non-industrial uses, including big-box retail, and residential or stand-alone offices, as initial land prices in industrial areas tend to be cheaper than areas designated for commercial or residential uses. Policies within Surrey’s OCP that discourage non-industrial uses in industrial areas include: E1.11, 1.12 and E1.13.

2.2.4(a)



Endurance Wind Power; Campbell Heights Industrial Park; Surrey

2.2 Industrial Land (cont.)

2.2.4(b)(iv)

INDUSTRIAL LAND INTENSIFICATION

Current industrial land uses tend to be developed with large footprint, low-density, single-storey buildings. To ensure sufficient industrial land well into the future, intensification of industrial sites is desirable. Policies within Surrey's OCP supporting increasing land intensification for industrial buildings include: E1.5, E1.6 and E1.7.

2.2.4(c)

MIXED EMPLOYMENT AREAS AND BOUNDARIES

The Figure 3, General Land Use Designations map of this OCP and Figure 51 identify Mixed Employment areas within Surrey that are consistent with the areas shown in the RGS.

2.2.4(d)(i)

MIXED USES IN MIXED EMPLOYMENT AREAS

Mixed Employment areas are intended to accommodate a variety of uses including industrial, commercial, office and other employment uses that are appropriate for industrial areas. Surrey's OCP illustrates these uses in the Land Uses and Densities Section and with policies: E1.21, E1.22 and E1.23.

2.2.4(d)(ii)

LARGE AND MEDIUM FORMAT RETAIL

Several types of retail businesses require large buildings for their stock or storage needs. These uses are retail in nature but require warehouse-type buildings and market to both consumers and businesses. These uses are not permitted in most Mixed Employment areas in Surrey except in select areas as permitted in approved Secondary Plans, as documented in the Land Use and Densities Section of this OCP and in policy: E1.23.

2.2.4(d)(iii)

MAJOR TRIP-GENERATING USES

The *Regional Growth Strategy* (as amended) supports locating major and/or regional trip-generating uses within Urban Centres or Frequent Transit Development Areas. Policies in Surrey's OCP supporting this objective include: A2.2, B1.5, B1.8, B1.9 and E1.19.

2.2.4(d)(iv)

MIXED EMPLOYMENT IN URBAN CENTRES AND FREQUENT TRANSIT DEVELOPMENT AREAS

There are several small instances of overlap between Mixed Employment uses and Urban Centres and Frequent Transit Development Areas in the OCP. In these areas, higher density employment uses, such as office retail, may be permitted as supported in the Land Use and Densities Section and policies: E1.19 and E1.23.

2.2.4(d)(v)

INFILL AND DENSITY INCREASES

Where current land use plans identify densities or where Mixed Employment areas are accessible to transit, density increases are permitted. Surrey's OCP supports these increases in the Land Use and Densities Section and in policies: E1.3 and E1.4.

2.2.4(d)(vi)

EXCLUDED RESIDENTIAL USES

Residential uses are not permitted within Mixed Employment areas. Policies within Surrey's OCP to support this restriction are identified within the Land Use and Density Section and in policy: E1.13.

2.2.4(e)

REDUCE ENVIRONMENTAL IMPACTS

Ensuring industrial and manufacturing industries include sustainable processes and energy efficiency into their operations is a key component businesses can achieve to help Surrey reach its sustainability goals. For those areas within Surrey's jurisdiction, the OCP identifies policies supporting reducing environmental impacts including: E1.31, E1.32 and E1.33.

2.3 Agricultural Land

Protect the Supply of Agricultural Land and Promote Agricultural Viability with an Emphasis on Food Production

In order to meet Strategy 2.3, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

AGRICULTURAL AREAS AND BOUNDARIES

The *Regional Growth Strategy* (as amended) identifies Agricultural areas in the Agricultural Land Reserve in Surrey that are required to accommodate food production well into the future. This OCP designates Agricultural areas that encompass the RGS Agricultural designation as well as additional areas outside of the ALR. This is shown in the Land Use and Density Section and in Figures 3 and 43.

2.3.6(b)(1)

REGIONAL AGRICULTURAL VIABILITY

Surrey has designated over one third of its land for agricultural uses. Continued protection of this land from development encroachment and from non-farm uses is important for the future longevity of the industry. Policies within Surrey's OCP supporting agricultural land include: E3.1, E3.2, E3.7, E3.10 and E3.24.

2.3.6(b)(ii)

AGRICULTURAL LAND SUBDIVISION

The City of Surrey and its Agricultural and Food Security Advisory Committee discourage the fragmentation of agricultural land through subdivision. Policies within Surrey's OCP discouraging farm fragmentation include: E3.5 and E3.7.

2.3.6(b)(iii)

AGRICULTURAL INFRASTRUCTURE SUPPORT

The success of Surrey's agricultural industry is not only related to having available land for production, it also requires having infrastructure that supports farm operations in terms of adequate transportation routes, drainage and access to water. Policies within Surrey's OCP supporting agricultural infrastructure systems include: E3.19, E3.20, E3.21, E3.22 and E3.23.

2.3.6(a)



Agricultural farm workers in Surrey.

2.3 Agricultural Land (cont.)

2.3.6(b)(iv) AGRICULTURAL INTERFACE AREAS

Surrey has many areas where urban uses and agricultural land physically connect. As a means to protect agricultural uses from adjacent urban development, Surrey supports ensuring that this interface is appropriately managed. Policies within Surrey’s OCP supporting ag-urban interface management include: E1.9, E3.24, E3.25, E3.26, E3.27, E3.28, E3.29, and E3.30 as well as a Development Permit Area and Guidelines specific to the ag-urban interface.

2.3.6(b)(v) AGRICULTURAL ECONOMIC DEVELOPMENT

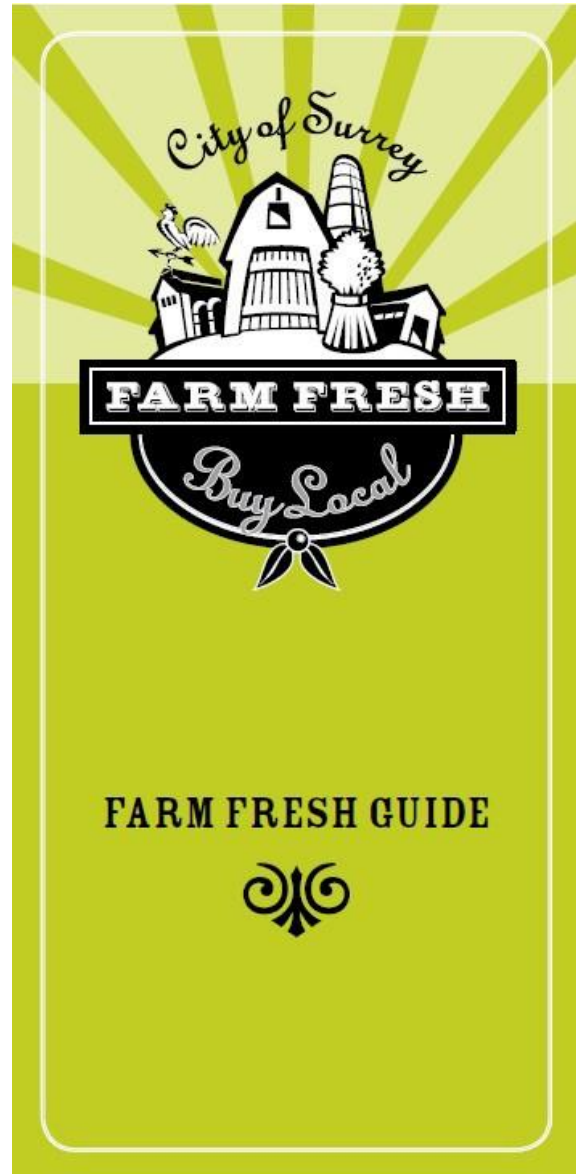
Surrey recognizes the value agricultural activities bring to the economic well-being of the City. Ensuring the agricultural industry is supported is an important goal identified within Surrey’s *Agricultural Plan* and *Agricultural Protection and Enhancement Strategy* (as amended). Policies within Surrey’s OCP supporting agricultural economic development include: E3.8, E3.9, E3.10, E3.11 and E3.15.

2.3.6(b)(vi) AGRICULTURE AND FOOD PRODUCTION

Surrey has established local food production as a priority within its *Agricultural Protection and Enhancement Strategy* (as amended). The definition and regulation of permitted agricultural uses within the ALR is the responsibility of the Agricultural Land Commission. The City of Surrey has limited ability to prioritize food production over other permitted agricultural uses such as ornamental horticulture or equestrian uses. Ensuring Surrey’s agricultural land is available and able to accommodate food production is an important aspect in maintaining a healthy agricultural industry in Surrey as well as establishing an important connection between food produced for, and consumed by, Surrey residents. Policies within Surrey’s OCP encouraging increased food production on agricultural land include: F5.1, F5.3, F5.4 and F5.5.

2.3.6(b)(vii) AGRICULTURAL EDUCATION

Surrey has long supported using educational programs to connect the public with the agricultural industry. Policies within Surrey’s OCP illustrating the continued commitment include: E3.17 and E3.18.



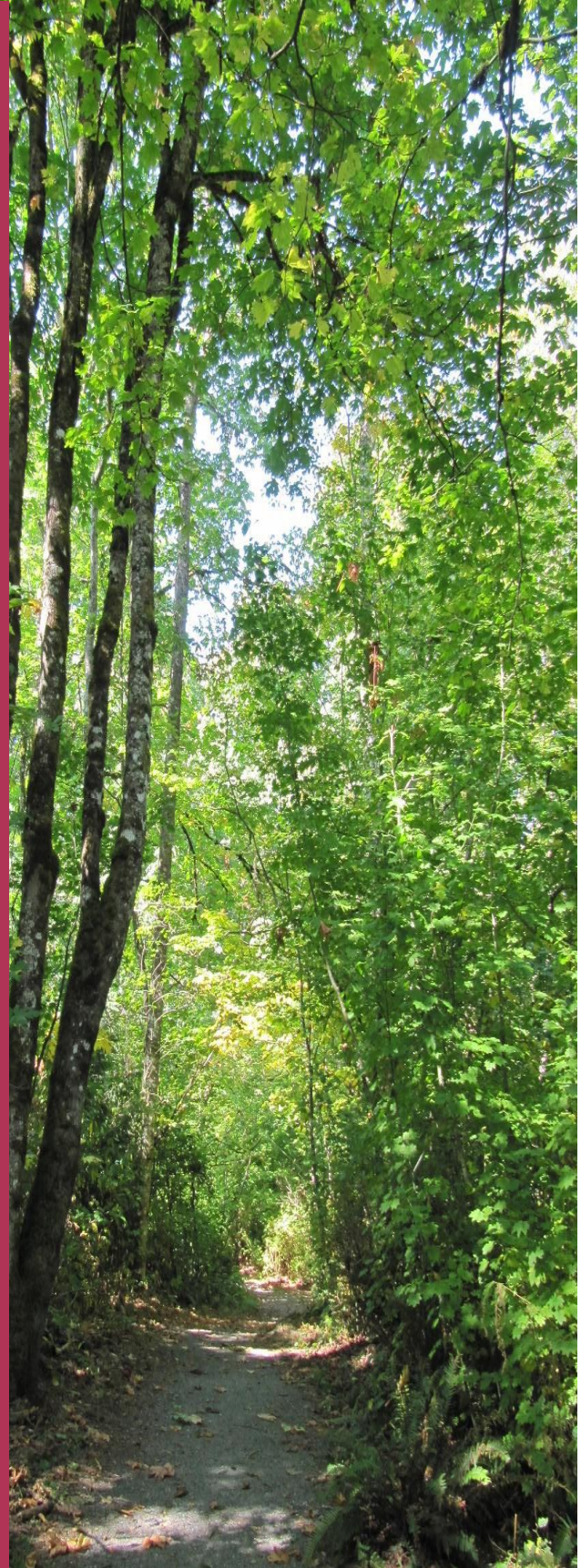
Surrey's Farm Fresh Guide lists local farms and details the type of products grown and sold at each.

GOAL 3: PROTECT THE ENVIRONMENT AND RESPOND TO CLIMATE CHANGE IMPACTS

The third goal of Metro Vancouver's *Regional Growth Strategy* is achieved by recognizing the natural environment's importance in supporting a livable and sustainable region that boasts a very distinct and recognizable Sense of Place. This goal also addresses the importance of accommodating climate change and adaptation and mitigation into development policies.

Strategies

- 3.1 Protect Conservation and Recreation lands.
- 3.2 Protect and enhance natural features and their connectivity.
- 3.3 Encourage land use and transportation Infrastructure that reduce energy consumption and greenhouse gas emissions and improve air quality.
- 3.4 Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks.



3.1 Conservation and Recreation Land

Protect Conservation and Recreation Lands

In order to meet Strategy 3.1, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

3.1.4(a) CONSERVATION AND RECREATION AREA BOUNDARIES

The *Regional Growth Strategy* (as amended) identifies Conservation and Recreation Areas that are required to be identified within Surrey on a municipal level. These are illustrated in the Land Use and Densities Section and on Figure 3.

3.1.4(b)(i) INFRASTRUCTURE SUPPORT AND PROTECTION

Metro Vancouver watersheds that supply Surrey's drinking water are not located within Surrey, therefore protecting lands for this purpose is not part of Surrey's Official Community Plan.

3.1.4(b)(ii) ENVIRONMENTAL CONSERVATION AND PROTECTION

The City of Surrey has identified many goals for achieving environmental conservation and protection which are established in Surrey's *Sustainability Charter* (as amended). The City also supports management of the natural environment by preparing Integrated Stormwater Management Plans (ISMP) for each of Surrey's watershed catchment areas. These goals are illustrated in Surrey's OCP and include: C1.9, C1.16, D1.1, D1.2 and D1.7.

3.1.4(b)(iii) RECREATION AND OUTDOOR SPACE

Surrey is well known for its provision of extensive outdoor recreation opportunities. Continuing to support and expand on large, regionally significant outdoor recreation parks (e.g. coordinating the completion of the Regional Recreation Greenway Network) is a goal of the City and is supported through OCP policies that include: C3.6, C3.9, C3.13 and C3.20.



Elgin Park, Surrey

3.1 Conservation and Recreation Land (cont.)

3.1.4(b)(iv) CONSERVATION AND RECREATION EDUCATION, RESEARCH AND TRAINING

Surrey supports City residents having ready access to programs and facilities that provide education, research, or training in conservation or recreation-related issues. Policies in Surrey’s OCP supporting these programs include: D1.13 and D1.14.

3.1.4(b)(v) CONSERVATION AND RECREATION USES AND AMENITIES

The lands identified as Conservation and Recreation in Surrey (see Figure 3) are not generally available for commercial recreation uses. Where such uses and amenities are considered, physical facilities and infrastructure are limited to parks, consistent with policy: C3.21.

3.1.4(b)(vi) CONSERVATION, RECREATION AND AGRICULTURAL USES

The Conservation and Recreation lands identified in Figure 3 are not generally suitable for agricultural uses, with the exception of portions of Tynehead Regional Park, under the management of Metro Vancouver. The Conservation/Recreation designation in the Land Use and Densities Section does not preclude agriculture as a use provided it does not compromise the primary objective of ecological protection.

3.1.4(c) CONSERVATION AND RECREATION BUFFER AREAS

In certain instances, it is necessary to ensure there is an appropriate natural or landscaped buffer between areas designated for conservation and recreation from other adjacent uses. Policies within Surrey’s OCP supporting this buffer include: D1.2, D1.6, D1.7 and D1.17.



Urban-Agriculture Vegetated Buffer with recreation path.

3.4 Natural Features

Protect and Enhance Natural Features and Their Connectivity

In order to meet Strategy 3.2, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

3.2.4

ECOLOGICAL AREAS MANAGEMENT

The City of Surrey is completing the preparation of a (draft) *Biodiversity Conservation Strategy* detailing Surrey’s sensitive ecosystems and how they are to best be managed in a growing and rapidly changing city. Policy within Surrey’s OCP supporting the protection of sensitive ecosystems include: D1.1, D1.3, D1.4, D1.6 and D1.7 as well as Development Permit Area Guidelines established for Hazard Lands and Sensitive Ecosystems.

3.2.5

REGIONAL AND GREENWAY DEVELOPMENT AND MANAGEMENT

Surrey works collaboratively with other levels of government to maintain parkland and greenways; specifically, Surrey is working on completing its portion of the Experience the Fraser Initiative, Regional Recreation Greenway Network (*Regional Growth Strategy—Map 9*). Policies in Surrey’s OCP supporting this work include: C3.26, C3.27, C3.28 and C3.29.

3.2.6

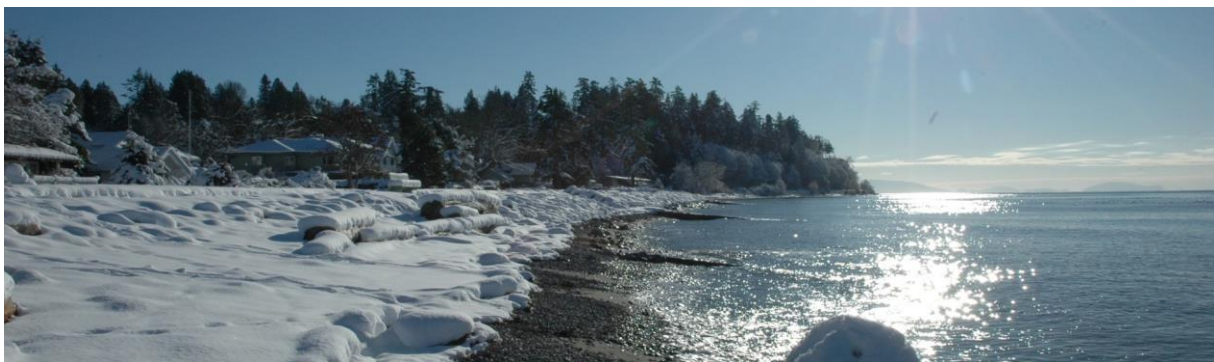
ECOLOGICAL PROTECTION, ENHANCEMENT AND RESTORATION

Surrey has many ecologically-important areas including Sensitive Fisheries Zones and the estuaries of Mud, Boundary and Semiahmoo Bays. Protecting, enhancing and restoring these sensitive ecosystems is a priority for Surrey and is reflected in OCP policies that include: D1.1, D1.2, D1.3, D1.7, D1.10, D1.12, D3.1 and D3.15.

3.2.7

WATERSHED MANAGEMENT

Surrey supports the protection of its watersheds and ecosystems. Creating a Development Permit Area for Sensitive Ecosystems and requiring the preparation of Integrated Stormwater Management Plans for development are ways in which Surrey works to protect watersheds. This is illustrated in Surrey’s OCP through policy that includes: C1.8, C1.9, C1.12, D3.6, D3.7 and D3.8.



Crescent Beach

3.3 Energy and Emissions

Encourage Land Use and Transportation Infrastructure that Reduce Energy Consumption and Greenhouse Gas Emissions, and Improve Air Quality

In order to meet Strategy 3.3, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

3.3.4(a)

GREENHOUSE GAS REDUCTION TARGETS

With Surrey's rapidly growing population, reducing per capita greenhouse gas emissions is a challenging task. Surrey has identified several ways in which GHGs will be reduced as development proceeds. Policies in Surrey's OCP that support GHG reduction (to below 2007 levels by 33% by 2020 and by 80% by 2050) include: D4.1, D4.2, D4.4, D4.13 and D4.14.

3.3.4(b)

ENERGY CONSUMPTION REDUCTIONS

Surrey is fully committed to developing affordable energy options for its residents well into the future, including supporting the development of its first District Energy system. Policies within Surrey's OCP and within Surrey's *Community Energy and Emission Plan* (CEEP) (adopted November 2013) supporting changes in energy use include: D4.6, D4.8, D4.9, D4.17 and D4.21.

3.3.4(c)

URBAN CENTRE AND FREQUENT TRANSIT DEVELOPMENT AREA INFRASTRUCTURE

Surrey's OCP focuses future high-density development within Urban Centres and in Frequent Transit Development Areas. Guidelines for development that provide for greater pedestrian movements and improved amenity spaces are identified with this OCP's DP1 Form and Character Development Permit Area. Additional policies supporting this type of development include: A1.3, A2.1, A2.4, A2.6, B1.3, B1.22, B1.28, B3.1 and B3.4.

3.3.4(d)

STORMWATER MANAGEMENT AND WATER CONSERVATION

Surrey is committed to developing in a sustainable manner including the use of natural drainage systems and water conservation in development. Policies in Surrey's OCP supporting this type of development include: C1.5, C1.8, C1.9, C1.11 and C1.12.



Surrey supports the use of alternative transportation modes including Cycling, Bus Service, SkyTrain and Light Rapid Transit.

3.4 Climate Adaptation and Hazards

Encourage Land Use and Transportation Infrastructure that Improve the Ability to Withstand Climate Change Impacts and Natural Hazard Risks

In order to meet Strategy 3.4, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

3.4.4 CLIMATE CHANGE AND SETTLEMENT PATTERNS

Surrey has many areas with development potential that also fall within potentially hazardous areas such as steep slopes or floodplains. Surrey is proposing to regulate development in these areas with policies that include: D2.1, D2.4, D2.5, D2.6, D2.8, D3.2 and D4.21 and with DP2 Development Permit Area for Hazard Lands in the Implementation Section of this OCP.

3.4.5 MUNICIPAL UTILITIES AND CLIMATE CHANGE

The City of Surrey is responsible for the installation and maintenance of City-owned municipal infrastructure systems. Ensuring these assets are managed to reduce exposure to natural hazards and the effects of climate change is supported through Surrey's OCP policies including: C1.12, C1.14, C1.16, C1.20, C1.21, D4.21 and D4.23.

High water protection efforts along the Nicomekl River, Surrey.



GOAL 4: DEVELOP COMPLETE COMMUNITIES

The fourth goal of Metro Vancouver's *Regional Growth Strategy* is achieved by establishing the basis for walkable, mixed-use, transit-oriented communities to thrive and support the variety of residents found within Surrey. This goal focuses on providing appropriate, affordable housing is key as well as designing neighbourhoods and urban areas so they are physically and socially accessible to all ages.

Strategies

- 4.1 Provide diverse and affordable housing choices.
- 4.2 Develop healthy and complete communities with access to a range of services and amenities.



4.1 Housing

Provide Diverse and Affordable Housing Choices

In order to meet Strategy 4.1, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

4.1.7(a)(i) HOUSING OPTIONS AND SUPPORT

Surrey is a fast-growing city that is required to ensure adequate housing is available for its residents. Just as there are many different types of residents so are there many different types of housing needs. Requirements for housing are also detailed in separate Secondary Plans or are specialized and specific to one housing issue. Policies within Surrey’s OCP that detail how Surrey is supporting diverse housing options include: B4.5, F3.2, F3.6 and F3.7.

4.1.7(a)(ii) HOUSING STOCK SUPPLY AND DIVERSITY

Surrey is expected to accommodate a significant growth in population over the life of this OCP and well into the future. In order to do that efficiently, Surrey must ensure housing densities and designs are appropriate to adequately supply residents with places to live. Policies within Surrey’s OCP supporting increasing densities and developing appropriate styles of residential buildings include: A2.1, A4.1, B1.36, B1.37, B1.38, B4.5, B4.6, F3.12, F3.14 and F3.22.

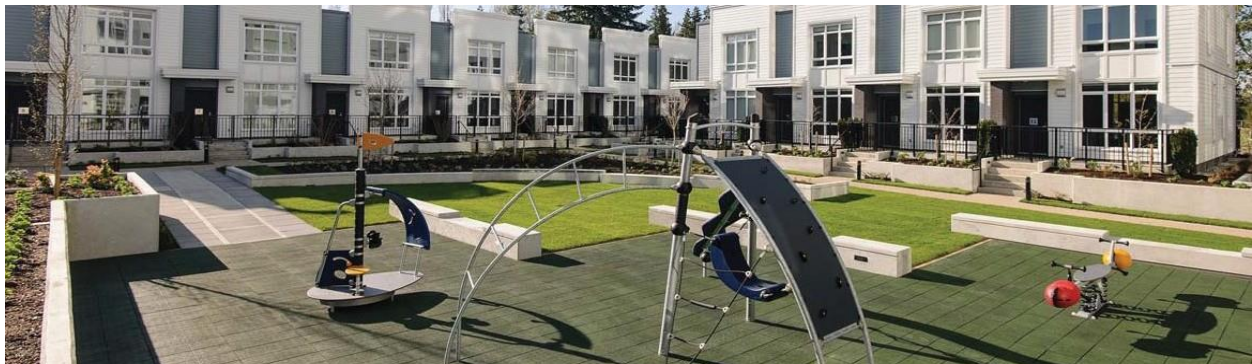
4.1.7(a)(iii) AFFORDABLE RENTAL UNIT SUPPLY

Surrey has successfully worked with higher levels of government to secure affordable rental units for low income residents. Continuing to foster these relationships to take advantage of government funding to support the construction of additional rental units is supported in Surrey’s OCP through policies such as: B3.4, F3.12, F3.13, F3.14, F3.15, F3.16, F3.17 and F3.18.

4.1.7(a)(iv) AFFORDABLE HOUSING INCENTIVE MEASURES

The City of Surrey can support the provision of affordable housing in the City by adjusting Zoning requirements and by prioritizing the processing of development applications. Policies in Surrey’s OCP supporting incentive measures include: B1.35, B1.37, F3.1, F3.9, F3.14, F3.15, F3.18 and F3.19.

Ultra development’s housing variety and amenity space; Surrey City Centre.



4.1 Housing (cont.)

4.1.8(a)-(f)

Surrey is in the process of preparing a Housing Action Plan. This Plan is intended to assess local housing market conditions, to identify housing priorities and to develop implementation measures including policies, financing mechanisms and partnerships. Policies in Surrey's OCP supporting this process include:

- a) Housing Market Condition Assessment (F3.1)
- b) Housing Priorities (F3.1 and F3.21)
- c) Housing Implementation Measures (F3.1 and F3.19)
- d) New Rental Housing Development (F3.1, F3.14 and F3.15)
- e) Housing Provided Through Government Partnerships (F3.1, F3.2 and F3.6)
- f) Metro Vancouver Housing Corporation (F3.1 and F3.2)



Maple Court infill development, Surrey.

4.2 Services and Amenities

Develop Healthy and Complete Communities with Access to a Range of Services and Amenities

In order to meet Strategy 4.2, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

4.2.4(a)

COMPACT URBAN SPACES

Surrey supports the creation of compact urban spaces that offer safe and convenient opportunities for active transportation. Policies within Surrey's OCP supporting compact, walkable urban developments include: A4.1 and F4.2.

4.2.4(b)

CULTURE, HEALTH AND AFFORDABILITY

Surrey is committed to ensuring its City Centre and Town Centres are the heart of cultural, educational or health services and amenities. Policies in Surrey's OCP supporting these objectives include: B1.5, B2.1, B2.4, B2.8 and B2.9.

4.2.4(c)

COMMUNITY ENGAGEMENT

Providing spaces for communities to come together to share in cultural events or regular social interaction is a key component to creating healthy neighbourhoods. Policies in Surrey's OCP supporting creating public spaces for social interaction include: B1.13, B1.15, B2.17, B4.4, B4.19, B4.20, B6.7, B6.9, F7.4 and F7.7.

4.2.4(d)

ACTIVE LIVING

Surrey is committed to providing many opportunities for its residents to lead healthy active lives. Providing opportunities to access parks, trails and recreation facilities is a key component in that goal. Policies within Surrey's OCP supporting active living include: C3.12, C3.14, C3.26, F4.2 and F4.3.

4.2.4(e)

URBAN AGRICULTURE

Increasingly communities and those residents living in urban areas are wanting to access healthy, local food. Supporting urban agriculture and community gardens is a small step in improving access to local food. Policies in Surrey's OCP supporting urban agriculture include: F5.1, F5.4 and F5.6.

4.2 Services and Amenities (cont.)

4.2.4(f)

HEALTHY URBAN ENVIRONMENTS

Surrey is increasingly considering the health impacts of development in terms of its location and access to active transportation options or if physical design can reduce some of the noise and air quality issues that can be associated with urban environments. Policies within Surrey's OCP supporting the development of healthy urban environments include: B4.1, B4.6, B6.2, B6.20, B6.22, F4.2 and F4.3.

4.2.4(g)

UNIVERSAL DESIGN

Communities are comprised of a multitude of people that have different mobility or sensory abilities. Accommodating access for all user groups is a key element in good community design. Policies in Surrey's OCP supporting universal design in development include: F6.4, F6.5, F6.6, F6.7 and F6.8.

4.2.4(h)

SMALL SCALE CENTRES

Surrey supports small scale Local Centres that do not compete with Urban Centres but that serve local neighbourhood needs and provide housing and commercial opportunities with available public transit. Policies within Surrey's OCP supporting small scale centres include: B4.3, B4.11 and B4.12.

4.2.4(i)

SPECIAL EMPLOYMENT AREAS

Surrey does not have any Special Employment Areas as illustrated in the *Regional Growth Strategy*.



Bear Creek Playground, Surrey.

GOAL 5: SUPPORT SUSTAINABLE TRANSPORTATION CHOICES

The fifth goal of Metro Vancouver's *Regional Growth Strategy* is achieved by adjusting land uses and the physical development of space to influence travel patterns and transportation systems. Having accessible, affordable and abundant public transportation infrastructure is paramount to supporting pedestrian-oriented site development and urban areas. The identification of Frequent Transit Development Areas is an important step in Surrey's move to ensuring adequate transportation options are provided for its residents and visitors.

Strategies

- 5.1 Coordinate land use and transportation to encourage transit, multi-occupancy vehicles, cycling and walking.
- 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services.



5.1 Sustainable Transportation

Coordinate Land Use and Transportation to Encourage Transit, Multi-Occupancy Vehicles, Cycling and Walking

In order to meet Strategy 5.1, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

TRANSPORTATION LAND USES AND POLICIES

Surrey supports transportation decisions in accordance with Surrey's *Transportation Strategic Plan* (as amended). That Plan identifies the priorities for transportation that include taking into account the needs of users, in order of priority: pedestrians, transit, cycling, commercial traffic and trucks, high occupancy vehicles and single occupancy vehicles. Policies within Surrey's OCP supporting sustainable transportation include: B1.16, B1.18, C2.1—C2.6, C2.20—C2.25, C2.29—C2.33 and C2.40—C2.46.

5.1.6(b) TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

Surrey supports the use of Transportation Demand Management (TDM) in its development decision making processes. Policies within Surrey's OCP supporting the use of TDM include: C2.40, C2.41, C2.42 and C2.43.

5.1.6(c) ALTERNATIVE TRANSPORTATION MODES

Supporting the use of transit and active transportation are key elements in Surrey's efforts in creating healthy communities and neighbourhoods. Policies within Surrey's OCP supporting alternative transportation modes include: B1.16, B1.17, C2.5, C2.6, C2.23 and C2.24.

5.1.6(a)



Rendering of Light Rail Transit train car for Surrey.

5.2 Safe and Efficient Movement

Coordinate Land Use and Transportation to Support the Safe and Efficient Movement of Vehicles for Passengers, Goods and Services

In order to meet Strategy 5.2, the City will fulfill its role as a municipality in Metro Vancouver by supporting the *Regional Growth Strategy* in the following manner:

5.2.3(a) GOODS MOVEMENT

Surrey provides key linkages for goods movement within the Metro Vancouver region, as shown in Figure 27 (RCS Figure 62) and Figure 30 (RCS Figure 61). Ensuring goods can conveniently access highway, railways, ports and the Canada/US border are key elements in ensuring the Region's economy continues to operate efficiently and effectively. Policies in Surrey's OCP supporting local and regional goods movement include: C2.34, C2.35, C2.36, E1.24, E1.27 and E1.30.

5.2.3(b) EFFICIENT VEHICLE MOVEMENT

Ensuring vehicles move throughout Surrey efficiently is a key priority in the management of municipal transportation systems. Policies within Surrey's OCP supporting land use and transportation decisions include: C2.1, C2.8, C2.9, C2.10, C2.11, C2.12 and C2.14.

5.2.3(c) LOCAL AND REGIONAL TRANSPORTATION SYSTEMS

Surrey's local roads are part of a larger regional transportation system. Optimizing existing capacity and managing the traffic that uses these roads is important for Surrey's overall development. Policies in Surrey's OCP supporting the City's role in optimizing existing capacity in the overall transportation system (see Figure 27 (RCS Figure 62) and Figure 30 (RCS Figure 61)) include: C2.2, C2.8, C2.12, E1.24, E1.26 and E1.27.

5.2.3(d) RAILWAY AND WATERWAY PROTECTION

Railway and waterway protection within Surrey (see Figure 30) is a vital component of the local and regional economies of this area. Policies within Surrey's OCP supporting sustainable railway and waterway uses include: C2.26, C2.27, C2.28, C2.34, C2.39,



Scott Road transportation corridor, Surrey.

Figure 61: RCS: Goods Movement

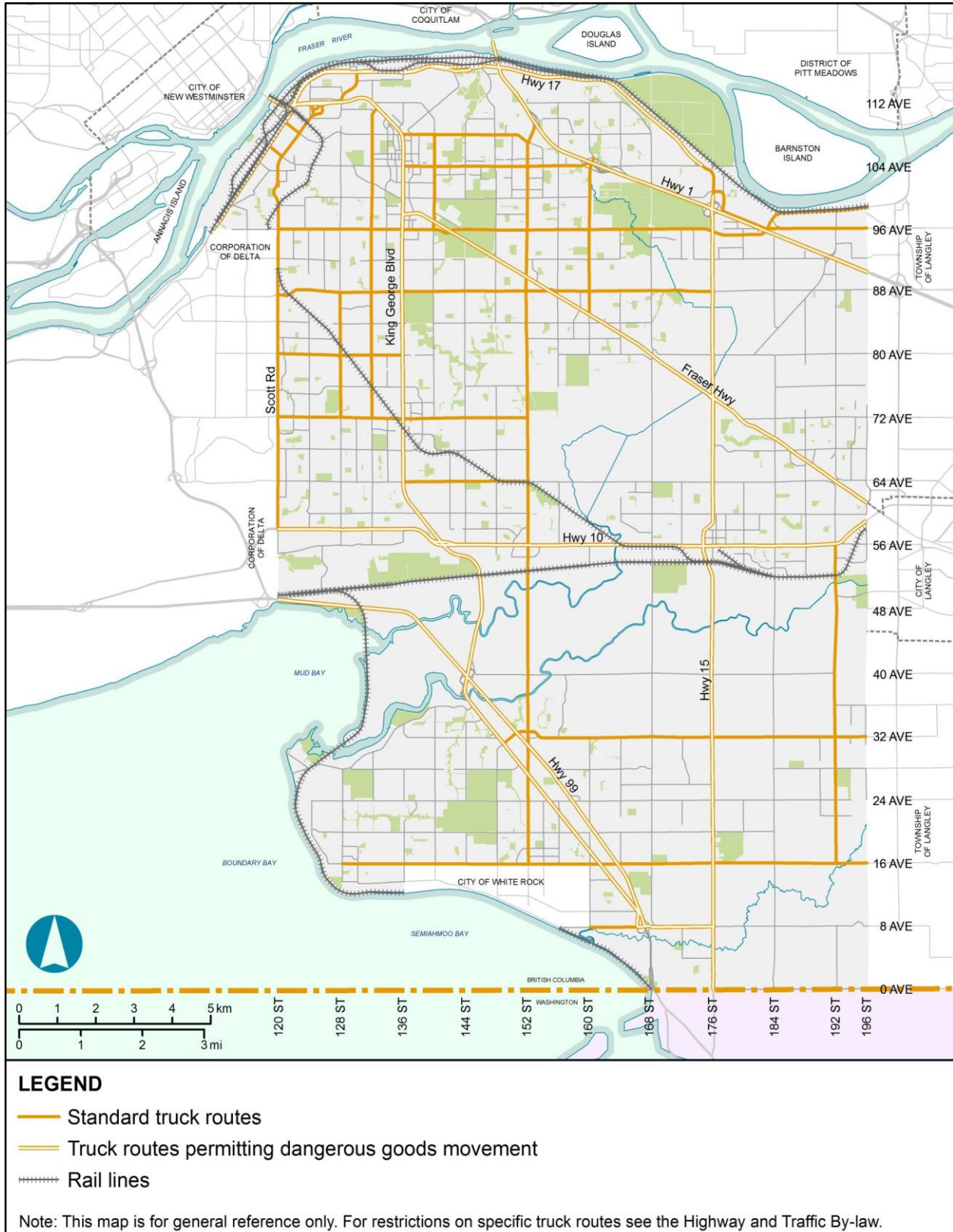
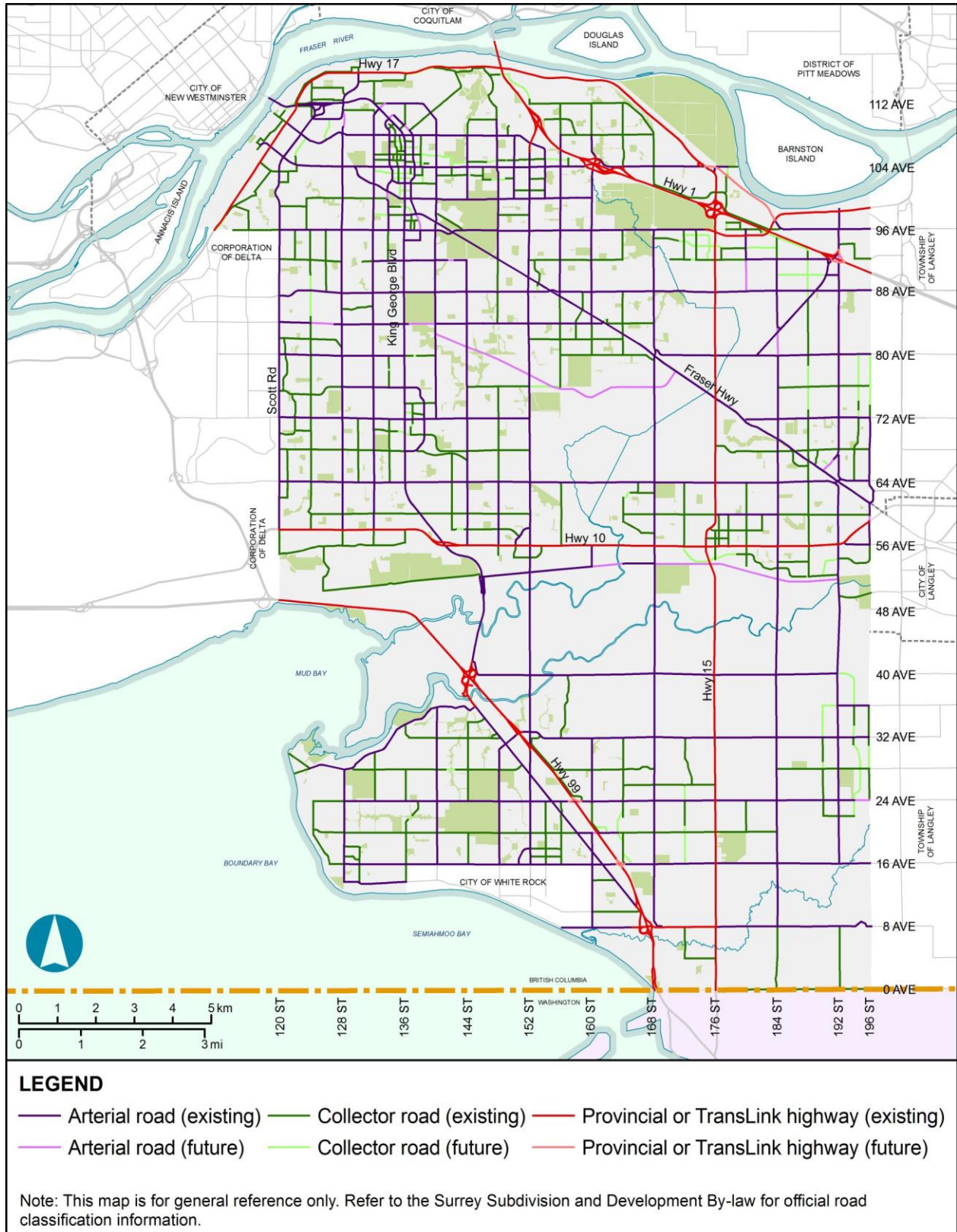


Figure 62: RCS: Major Road Classifications





CITY OF SURREY
CITY OF SURREY
CITY OF SURREY

18310
18344
18315
18321

18310

18315

18321



Handwritten notes:
FLOOR PLAN
SOUTH CLAYTON BLVD
18315
18321