



THE CORPORATION OF DELTA
Official Community Plan

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Introduction

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Delta's first Official Community Plan (OCP) was adopted in 1986. Since then, Delta's population has grown and changed, there have been new demands on our transportation and infrastructure networks, the nature of industry and commerce has developed, and we have become more aware of our natural resources and the need to enhance and protect them. Given this context, together it is time to revisit our values and visions for the future of Delta to ensure our community plan reflects the direction in which we want Delta to grow.

An OCP is a long-term guide for future decision-making regarding land use, development, services, amenities and infrastructure. The objectives and policies in this OCP were created through extensive consultation, and reflect the values of people living, working and playing in Delta. All new bylaws and programs must be consistent with the policies outlined in the OCP.

However, an OCP does not oblige Delta to undertake or approve any project or program identified within it.

OCP policies are implemented by adopting bylaws or undertaking programs. Policies and Land Use Designations in the OCP should guide development for the long term. OCP policies or Land Use Designations can be changed from time to time, but there must be a public process to ensure residents have an opportunity to provide input into proposed changes.

This OCP is guided by a set of goals. The purpose of the goals is to clearly state the broad vision for Delta's future. There are six goals listed on the next page, and together they form the framework for creating a sustainable community. The following sections of the OCP outline more specific objectives and supporting policies, which are statements on the directions Delta needs to take in order to achieve these goals.

1.1 Goals

The goals of this OCP are to create a community that is:

Livable	<i>Delta will be sustainable, healthy and safe, and a place in which today's quality of life will also be enjoyed in the future.</i>
Complete	<i>Delta will be a community in which people of all ages, family structures, backgrounds and interests can live, work and play.</i>
Green	<i>Delta will protect the natural environment, agricultural lands, and heritage features.</i>
Planned	<i>Delta will foster development in a planned and integrated manner that respects natural systems, manages urban growth, preserves built and natural heritage, provides transportation choices and reinforces neighbourhood identity.</i>
Prosperous	<i>Delta will provide a wide range of economic opportunities and sustain a healthy and diverse economy.</i>
Involved	<i>Delta will balance competing interests and values, maintain fairness and equity and involve all residents and stakeholders in decision-making processes.</i>

1.2 Legislative Requirements of an OCP

The *Local Government Act* states that an Official Community Plan must include statements and map designations for the following:

- Approximate location, amount, type and density of residential development to meet anticipated housing needs over a period of at least the next five years - this is addressed in *Map 2 Future Land Use Plan*;
- Approximate location, amount, and type of present and proposed land uses (commercial, industrial, institutional, agricultural, recreational and public utility) – this is addressed in *Map 1 - Previous OCP Designations – Bylaw 3950, and Map 2 - Future Land Use Plan*;
- Approximate location and area of sand and gravel deposits suitable for future extraction – this is addressed in *Section 1.9 – Future Land Use Plan Designations*;
- Restrictions on the use of lands that are subject to hazardous conditions or are environmentally sensitive to development – this is addressed in *Map 6 - Environmentally Sensitive Areas Designations* and in existing Development Permit Areas;
- Approximate location and phasing of major road, sewer and water systems – this is addressed in *Map 8- Road Hierarchy, Map 9 - Sanitary Sewer Trunk Lines and Map 10 - Water Trunk Lines*;

- Location and type of present and proposed public facilities (including schools, parks, waste treatment and disposal sites) - this is addressed in *Map 7 Parks and Schools*;
- Housing policies with respect to affordable, rental and special needs housing - this is addressed in *Section 2.1 - Housing and Neighbourhoods*;
- Targets for reduction of greenhouse gas emissions and policies and actions proposed with respect to achieving those targets – this is addressed in *Section 2.11 – Climate Change*; ¹² and
- Other matters required or authorized by the Minister.

.....

A municipality may include policies about:

- Social needs, social well-being and social development;
- Maintenance and enhancement of farming on land in a farming area or in an area designated for agricultural use in the community plan; and
- Preservation, protection, restoration and enhancement of the natural environment, its ecosystems and biological diversity

The OCP must also include a “Regional Context Statement” indicating how the OCP meets the objectives of the regional planning authority, in our case, Metro Vancouver’s Regional Growth Strategy.³⁰

1.3 The OCP and other Plans and Bylaws

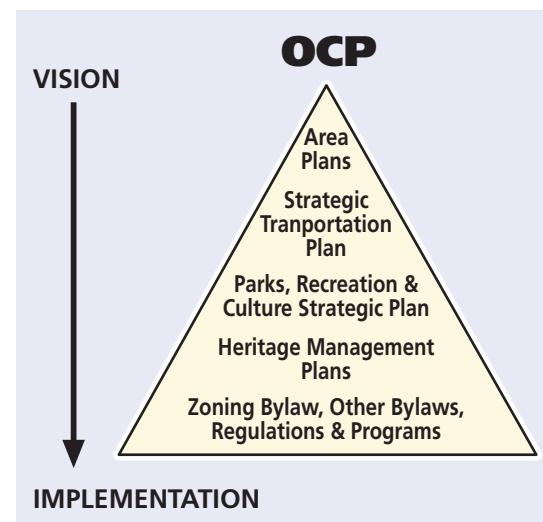
Schedule A of this OCP contains policies that are in effect municipal-wide. As such, the policies are broad in scope and set out the general policy direction and future land use for all of Delta.

Delta also has Area Plans for North Delta, Ladner, East Ladner, Tsawwassen, and Riverside. These Area Plans are more specific. **Where there is a conflict between Schedule A and the Area Plans, the Area Plan policy or designation takes precedence.**

Delta has a number of bylaws and policies to achieve the objectives defined in the OCP. Delta has a Zoning Bylaw which sets out the legally permitted uses on each lot, and the conditions under which the lot can be used or buildings can be constructed. Any changes to the Zoning Bylaw must

be in conformity with the land use designations and policies of the OCP (both Schedule A and the Area Plans). The OCP cannot, however, prevent building permits from being issued or land being used for purposes allowed in the Zoning

Bylaw, unless the land is subject to Development Permit Guidelines to that effect. Policy plans such as Neighbourhood Traffic Calming Plans or Heritage Management Plans provide the details of how broad OCP objectives will be implemented in specific neighbourhoods or on specific sites.



1.4 Delta's Land Features And History

The land that would become Delta was first sighted by Europeans in 1791. Spanish explorer Lieutenant Francisco Eliza mistook the area for an island and named it Isla Capeda. A year later, Captain George Vancouver renamed the area after Captain Henry Roberts, a commemoration that continues in modern-day Point Roberts to the south.

The present name - Delta - was given to the municipality in 1879.

The uplands of Tsawwassen and North Delta were formed by ice fields of the

last glaciation period, and the alluvium that lies between those two communities resulted from the deposits of silt from the mighty Fraser River.

Archeological evidence shows that aborigines had seasonal settlements near present-day Alex Fraser Bridge at Glenrose and St. Mungo's over 8,000 years ago. Other sites, on the west side of the Beach

Grove Golf Course and along the shores of the Strait of Georgia, date back 4,000 years. It was the beach area that was chosen as the site for a reserve for the Tsawwassen Indian Band.



The Gold Rush of 1858 and the creation of the Colony of British Columbia attracted settlers to the land. The Ladner brothers, William Henry and Thomas Ellis of Cornwall, England, on their way in 1858 to Fort Langley and ultimately the gold fields at Yale and Barkerville, saw the potential for agriculture in the rich soils of the Fraser River delta and resolved to return.

After little success in their search for gold, the Ladners did return and, in 1868, claimed land at the head of the Chilukthan Slough. William took acreage on the west bank, and his brother land on the east. In the north of Delta, James Kennedy had pre-empted acreage on the south bank of the Fraser near New Westminster in 1859 but didn't live on it nor attempt to develop it. A pre-emption by Patrick O'Brien Murphy near Kennedy's was recognized in 1860 but lapsed after his murder in 1861.

Farming and fishing were the economic foundations of Delta. Salmon was first canned commercially on the Pacific coast near Annieville. In 1873, James Deas established a cannery at present-day Deas Island. In 1879, Ellis Ladner opened a cannery at the north end of Chilukthan Slough and later managed the Wellington Cannery near Westham Island.

As the population grew, incorporation - and its present name - were granted to Delta in 1879, and the community of Ladner was designated its administrative centre.²

1.5 Delta Today

Today Delta is a suburban municipality located in the southwest portion of the Greater Vancouver region. Delta is made up of three urban communities – Ladner, Tsawwassen and North Delta. Almost half of Delta is farmland and one-fifth is Burns Bog. The Musqueam First Nation also have a land reserve in Delta. ³¹

Delta has a well-established transportation network, with Highway 99 linking it to Richmond and Vancouver to the north, Surrey to the east and the USA border to the south. Highway 91 provides access to the Alex Fraser Bridge connecting Delta to communities north of the Fraser River. Highway 17 links Delta to Vancouver Island via B.C. Ferries.

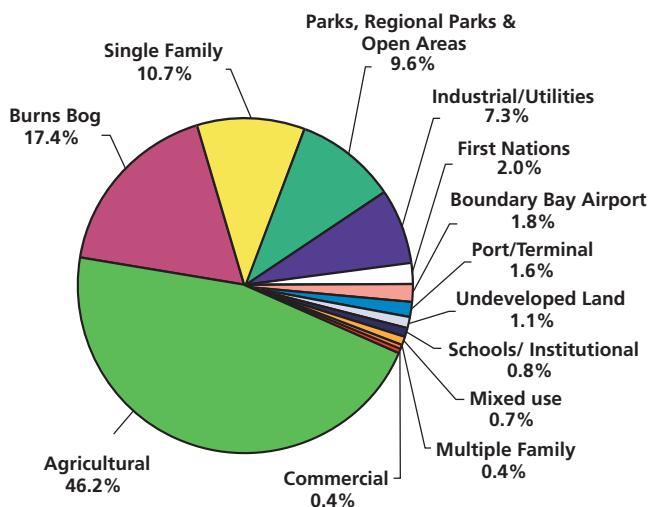
See Map 11 Greater Vancouver Regional District Land Use:

The chart shows Delta's existing land use. The most significant uses by area are agricultural lands (46% of the municipality's land base), Burns Bog (17%), single-family residential uses (11%), parks, regional parks and open area (10%), and industry and port/terminal use (9%).

See Map 1 Previous OCP Designations – Bylaw 3950



Current Land Use 2005



Source: The Corporation of Delta

1.6 Regulatory Context

Regional Growth Strategy

Delta Council endorsed the Metro Vancouver Board's Regional Growth Strategy (RGS) in 2011. The key challenge the RGS addresses is accommodating growth in ways which improve livability and sustainability. A series of strategies and actions arranged under five overarching goals are set out to address the challenge. The five main goals are:

1. Create a Compact Urban Area

By concentrating growth in compact communities within the region which offer a range of housing choices, access to jobs, amenities and services, and which are transit-oriented, in order to help reduce greenhouse gas emissions, and support efficient use of land and an efficient transportation network.

2. Support a Sustainable Economy

Including protection and support of the land and transportation systems needed for a healthy business sector, regional employment and economic growth, and industrial and agricultural land.

3. Protect the Environment and Respond to Climate Change Impacts

Protect ecosystems which provide clean air, water and food, a connected network of habitats for plants and wildlife, and natural areas which provide recreational opportunities. Additionally strive towards meeting greenhouse gas emission reduction targets and prepare for, and mitigate risks from climate change and natural hazards.

4. Develop Complete Communities

By providing a diverse range of housing choices for all ages, jobs, amenities and services in all communities in the region and supporting walking, cycling, and transit to promote healthy lifestyles.

5. Support Sustainable Transportation choices

The region's compact, transit-oriented urban form supports transportation choices and expands opportunities for transit, multiple-occupancy vehicles, cycling and walking, encourages active lifestyles, and reduces energy use, greenhouse gas emissions, and household expenditure on transportation, and improves air quality. Linkages between regional communities and vital goods movement are provided by road, transit, rail, and waterway networks.



The Regional Context Statement (see Section 1.8) outlines how Delta's OCP policies are consistent with the RGS, and where they are not, it outlines how they will be brought into alignment with it.³²

Fraser River Estuary Management Plan

Established in 1985, the Fraser River Estuary Management Program (FREMP) developed the Fraser River Estuary Management Plan (EMP) to improve environmental quality and protect economic development in the Fraser River Estuary. The EMP applies to the wet side of the dyke of the Fraser River downstream from Kanaka Creek in Maple Ridge and Pitt Lake in Pitt Meadows, to the Strait of Georgia and in Delta, includes Sturgeon Bank, Roberts Bank and Boundary Bay.

The EMP guides future water, shoreline, and upland decisions in the estuary and coordinates programs, plans and activities of municipalities and other agencies having jurisdiction or interest in the estuary. In Delta, "Area Designations" have been developed with FREMP partners to identify appropriate uses on the waterside of the dykes.

See Map 13 Fraser River Estuary Management Program (FREMP) Area of Jurisdiction

Agricultural Land Reserve

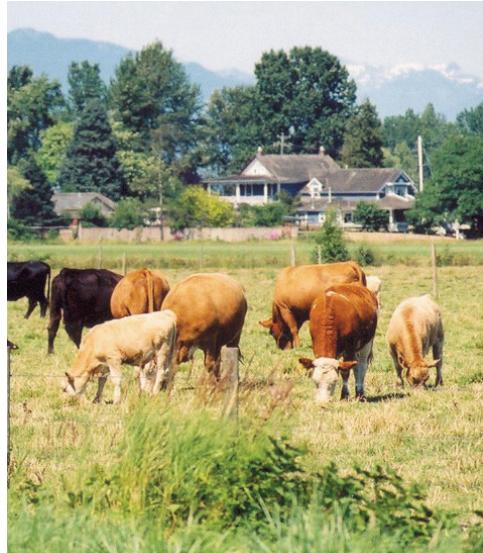
Most of Delta's farmland is included in the Provincial Agricultural Land Reserve (ALR) and cannot be subdivided or used for non-farm activities without the approval of the Provincial Agricultural Land Commission (ALC). The ALC was established in 1973 for the purpose of preserving agricultural land and encouraging farming.

See Map 14 Agricultural Land Reserve

First Nations

The Musqueam First Nation has a land reserve in Delta. The Tsawwassen First Nation and the Provincial and Federal Governments have signed a treaty. The Tsawwassen First Nation treaty lands are located on the south west edge of Delta.^{2,33}

See Map 16 First Nation Lands

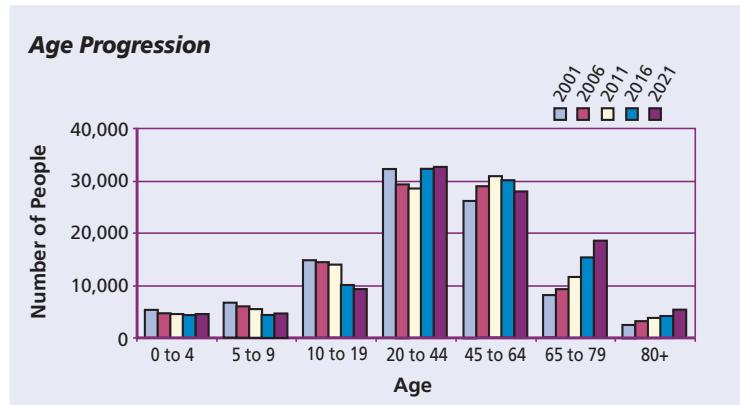
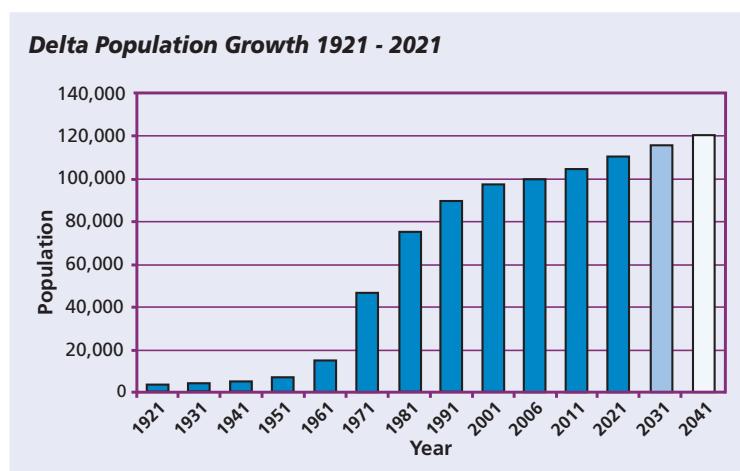


1.7 Statistical Summary

Population Growth ³⁴

Delta's 1921 population of 2,800 people grew at a steady rate to 14,600 by 1951. Between 1961 and 1991, Delta experienced a rapid population increase, which was closely related to transportation improvements, housing and employment opportunities. In 2011, Delta's population reached 103,900. Delta projects modest population growth to the year 2041 to approximately 121,000 residents. Most of this growth is expected to occur in North Delta.

The first chart shows Delta's population between the years 1921-2011 and projections for 2021, 2031 and 2041.



The second chart indicates the projected age structure of Delta's population between 2001 and 2021. While Delta's overall population is anticipated to grow modestly, the number of people in the younger age groups (0 to 4, 5 to 9 and 10 to 19) is expected to decline. The number of people aged 20 to 44 will likely increase slightly, the number of people aged 45 to 64 is anticipated to decline slightly, while the number of older people in our community is predicted to increase significantly. In 2001, Delta's median age was 42.8, which is slightly higher than the average for the Metro Vancouver Region (40.2), but about the same as the B.C. Provincial average of 41.9.

Households in our municipality are getting smaller; 34% of Delta families do not have children living at home, and 17% have one child only. In 2011, the average household size was 3.0 persons, a decline from the 1981 average of 3.38. Similar declines in household size have been seen in other municipalities in the region.

Delta is an ethnically diverse community with immigration from India, Taiwan and the Philippines. Approximately 27% of Delta's residents are foreign-born, compared with 54% in Richmond and 33% in Surrey.

Housing Character ³⁵

According to the 2011 Census, there are about 39,000 dwelling units in Delta. Single family homes and duplexes are the predominant housing forms, accounting for over 80% of the housing stock. The rest of the housing stock is made up of townhouses, apartments or other forms of multiple family units, as shown in this chart.

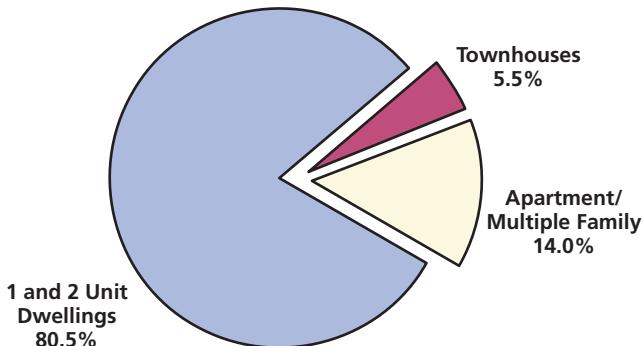
The second chart shows that most of Delta's housing was constructed between 1961 and 1990. The greatest proportion was built in the 1970's, reflecting large population increases at that time.

Population Growth and Housing ³⁶

Delta's population is projected to grow to 121,000 residents by 2041 (based on Metro Vancouver projections). Approximately 8,300 dwelling units would be added to the housing stock. The following chart shows the projected population, dwelling unit and employment growth in Delta.

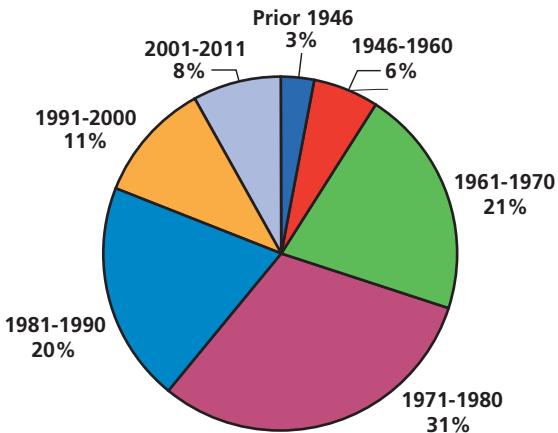
The majority of the growth will occur in North Delta. More detailed analysis of how projected growth will be accommodated will be undertaken during the Area Planning processes for each community.

Types of Dwelling



Sources: Census Canada / Metro Vancouver

Period of Construction



Sources: Census Canada / Metro Vancouver

Population Growth and Housing

Delta	2006	2011	2021	2031	2041
Population	96,635	103,900	110,000	116,000	121,000
Dwelling Units	34,600	36,200	39,000	41,000	44,000
Employment	55,000	57,000**	62,000	67,000	71,000

Population data is based on 2011 Statistics Canada Data and Metro Vancouver's Growth Projections 2021-2041

**Metro Vancouver Data, Statistics Canada Data is not available.

Education

According to the 2001 Census, 80% of adults in Delta graduated from secondary school. Over 12% have a trade certificate and 53% have attended college or university.

The Delta School District has the mandate for the planning, development and maintenance of public school facilities based on Ministry of Education policies, area standards, guidelines and funding.

The Delta School District operates a total of 26 elementary schools, seven secondary schools, two adult learning centres and a resource centre. Together these facilities serve Delta's three distinct geographic areas (North Delta, Ladner and Tsawwassen). Along with the administration building in Ladner and the maintenance facility at Tilbury, school operations occupy 197,500 square metres of building space on 142 hectares of land. In addition the District owns and maintains 61 junior and senior playing fields throughout Delta. The District has a budget in excess of \$110 million and employs over 2,000 people. The District is involved with many community partnerships which include Tsawwassen First Nations, Kwantlen College, British

Columbia Institute of Technology, Simon Fraser University and the University of British Columbia. Schools are strategically situated at key locations in residential neighbourhoods, and are for the most part, the "heart" of the neighbourhood.

Community demographics change over time, as do the number of school-age children. Funding from the Ministry of Education is determined by enrollment, which is steadily decreasing in Delta and is expected to continue to do so for the foreseeable future. The Delta School District's enrollment has decreased from a high of 18,900 students in the 1998/1999 school years, to 17,600 in 2004/2005. The number of students in Delta's independent schools has risen from 1,100 in 1998/1999 to 1,500 in 2004/2005. The Delta School Board forecasts no need for new school site development in any part of Delta. The existing building inventory has an average age of over 30 years. Current provincial government policy is that school districts with declining student enrollments no longer receive major capital funding for school replacement or major rejuvenation, other than for seismic upgrading.²



The Corporation of Delta and the School District have worked on initiatives that benefit students and local residents. Under the "Joint School/Park Site" policy the Municipality and the School District may work cooperatively to create larger or more efficient multi-use, open spaces to benefit both students and the community. Under the "Community Use of Schools" policy, community groups can use the schools to offer a variety of programs, including before and after school care, close to homes.

Economy and Employment

Delta has a diversified economy. Transportation and warehouse related industries account for about 10% of Delta's jobs, which are located in facilities such as Deltaport, Westshore Terminals, B.C. Ferries, Annacis Auto Terminals and the Boundary Bay Airport. Many of Delta's industries are focused on wood products, food processing, building products and high technology, with the manufacturing sector providing 27% of all jobs. Delta's industrial areas are located along River Road East, Tilbury and Annacis Islands, River Road West, Roberts Bank and Boundary Bay Airport, and account for 14% of the region's industrial floor space.

Agriculture is an important industry in the municipality with 196 farms (2001 Census) generating about \$161,000,000 of gross revenue. Greenhouses are a growing

sector, although soil-based agriculture such as dairy, vegetables, fruits and equestrian uses continue to play a significant economic role. While the level of activity in the fishing industry has declined in recent years, there are many fishing boats moored in Delta and several fish processing plants.

Retail and commercial uses are located in Delta's urban areas. The service sector accounts for 17% of jobs, and the health and social services sector account for about 7%.

North Delta, the largest community in Delta, has about half of Delta's total retail jobs. Ladner's employment comes largely from institutional employers such as the Delta Hospital, Municipal Hall, the Delta Police Service, the Delta Fire Department and the Delta School District. Tsawwassen has job opportunities in the retail sector, which caters mainly to a local market.

In 2003, Delta issued 1,242 business licenses for home-occupations, a 13% increase from the previous year.

Tourism-based businesses provide jobs in a number of sectors including food and beverage, accommodation, transportation and retail. Agricultural-related tourism, such as farm-based bed and breakfasts and wineries, is a growing segment of the tourism industry.



This chart indicates the type of work in Delta. Manufacturing accounts for the most jobs in Delta (11,370 jobs), but there are work opportunities in the professional and service sectors (7,241 jobs), health (2,955 jobs), public education (2,360 jobs), and wholesale (5,150 jobs), transportation and warehousing sectors (4,260 jobs). In total, Delta had 42,595 jobs in 2001.

Types of Work

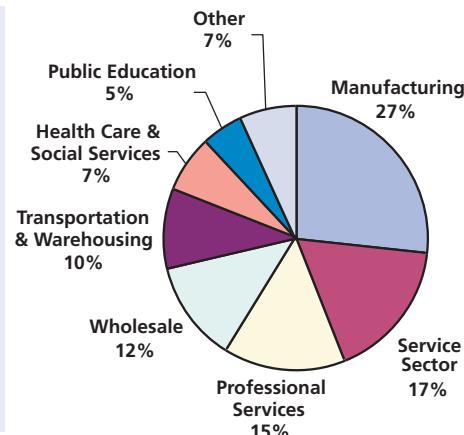
Note:

1. "Service Sector" includes retail, accommodation, food and beverage.

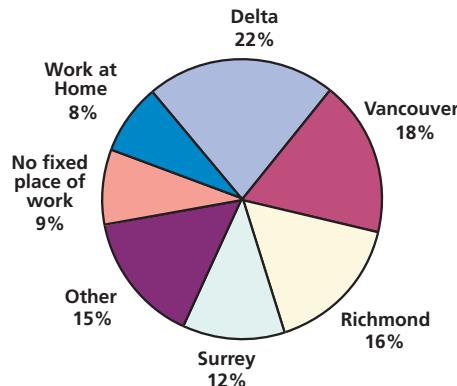
2. "Professional Services" includes finance, insurance, real estate, administration, managerial, public administration, information, and cultural industries.

3. "Other" includes primary industries, utilities, and construction.

Sources: Census Canada / Greater Vancouver Regional District



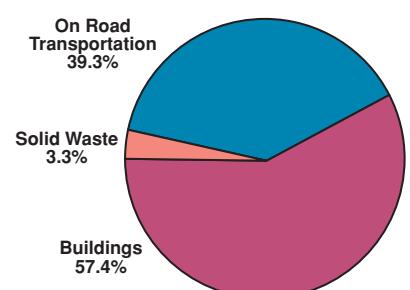
Place of Work - Delta Residents 2001



Sources: Census Canada / Greater Vancouver Regional District

Delta Community Greenhouse Gas Emissions by Sector

* Greenhouse Gas Emissions from solid waste refer only to solid waste generated in Delta. This does not include the total Greenhouse Gas emissions from the Vancouver Landfill.

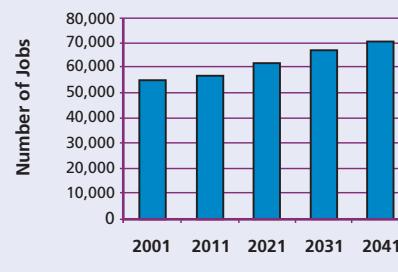


Sources: Community Energy and Greenhouse Gas Emissions Inventory, Province of British Columbia

Employment Growth ³⁷

The following chart shows estimates of employment growth in Delta to the year 2041. Improvements in the transportation system could lead to more jobs in the transportation and warehousing sectors. The continued development of Delta's industrial areas could lead to additional high tech and manufacturing jobs.

Projected Employment Growth to 2041



Source: Metro Vancouver

This employment growth is likely to occur in existing industrial and commercial areas as policies in this OCP support directing growth and development to existing areas.

Place of Work

According to the 2001 Census, over 50,000 Delta residents were employed. As shown on the following chart, most Delta residents are employed in Delta, Vancouver, Richmond or Surrey. Eight percent of Delta residents report that they work at home.

Community Energy Consumption and Greenhouse Gas Emissions ¹³

According to the 2007 Community Energy and Greenhouse Gas Emissions Inventory for Delta provided by the Province of British Columbia, Delta's community energy consumption was estimated to be 18,797,872 gigajoules and total greenhouse gas emissions were estimated to be equivalent to 866,522 tonnes of carbon dioxide. As shown in the following chart, the majority of greenhouse gas emissions are attributed to on road transportation and buildings.

1.8 Regional Context Statement³⁸

Introduction

In July 2011 the Greater Vancouver Regional District Board of Directors adopted a new Regional Growth Strategy (RGS) for the Metro Vancouver area. The intent of a RGS is to provide a long term vision that helps align local communities with regional initiatives. The RGS identifies a series of regional goals. The Regional Context Statement (RCS) will demonstrate how Delta's Official Community Plan (OCP) is consistent with these goals and where it currently is not. Where there are inconsistencies between the OCP and regional goals the RCS will also demonstrate how the OCP will be amended to bring it into alignment with regional goals over time. While the OCP includes a RCS which links local and regional planning, it is important to note the main purpose of the OCP is to guide planning and land use management in Delta. This includes all three distinct communities – North Delta, Ladner and Tsawwassen, as well as, the agricultural and industrial areas in between. The RCS will balance local and regional objectives. For example, the RGS identifies Ladner as Delta's Municipal Town Centre from a regional perspective, but the OCP seeks to achieve complete communities in Tsawwassen and North Delta as well. It is important to serve each of Delta's communities with vibrant town centres and mixed use nodes with strong economies, while preserving the natural environment and heritage areas in all of Delta. This is also consistent with the RGS goals.

The Regional Context Statement will demonstrate how the OCP and RGS are consistent and areas where the OCP will be amended to align with these goals. The remaining sections of the OCP, and specifically the Area Plans, address how the plan's goals and objectives will be achieved in our local communities.

It may be necessary to amend the RCS from time to time. The final section of the RCS, Implementation Policies, outlines a framework where Delta is able to amend the RCS through an OCP amendment bylaw without Metro Vancouver Board approval. All other amendments to the RCS would require Metro Vancouver Board approval.



Regional Growth Strategy Goal 1: Create a Compact Urban Area

STRATEGY 1.1 Contain urban development within the Urban Containment Boundary

Role of Municipalities	Official Community Plan Consistency
1.1.3 Adopt Regional Context Statements which: a) depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2); b) provide municipal population, dwelling unit and employment projections, with reference to guidelines contained in Appendix Table A.1, and demonstrate how municipal plans will work towards accommodating the projected growth within the Urban Containment Boundary.	The Regional Context Statement Map illustrates Delta's Urban Containment Boundary which is consistent with the Regional Growth Strategy (RGS). Section 1.7 of the OCP provides municipal population statistics, data and projections that are consistent with projected regional growth. This information is updated and supplemented with the most recent Statistics Canada and Metro Vancouver data. The table below provides growth projections to 2041.

Growth Projections

Delta	2006	2011	2021	2031	2041
Population	96,635	103,900	110,000	116,000	121,000
Dwelling Units	34,600	36,200	39,000	41,000	44,000
Employment	55,000	57,000**	62,000	67,000	71,000

*Population data is based on 2011 Statistics Canada Data 2006-2011 and Metro Vancouver's Growth Projections 2021-2041

**Metro Vancouver Data, Statistics Canada Data is not available.

STRATEGY 1.2 Focus growth in Urban Centres and Frequent Transit Development Areas

Role of Municipalities	Official Community Plan Consistency
<p>1.2.6 Adopt Regional Context Statements which:</p> <p>a) provide dwelling unit and employment projections that indicate the municipal share of planned growth and that contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Metro Vancouver Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas);</p>	<p>Section 1.7 Statistical Summary provides dwelling unit and employment data that are consistent with projected regional growth and that contribute to achieving Delta's share of the overall growth of Urban Centres and Frequent Transit Development Areas (FTDA's). This information is updated and supplemented on a regular basis with the most recent Statistics Canada and Delta's Building Permit data.</p> <p>A comprehensive statistical overview of dwelling units and employment projections will be completed as part of Area Plan updates for North Delta, Ladner and Tsawwassen.</p>
<p>b) include policies for Urban Centres which:</p> <p>i) identify the general location, boundaries and types of Urban Centres on a map generally consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and the Regional Land Use Designations map (Map 2);</p>	<p>The Regional Context Statement Map, identifies Ladner as the Municipal Town Centre.</p>



Role of Municipalities	Official Community Plan Consistency
<p>ii) focus growth and development in Urban Centres, generally consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas);</p>	<p>The OCP designates Ladner (Delta's Municipal Town Centre) as a Town Centre, which permits medium density residential, commercial and mixed uses. It is anticipated that densities thresholds will be reviewed to determine if higher densities can be achieved in Ladner at the next major Ladner Area Plan update.</p> <p>Generally, Ladner is consistent with Table 3 of the RGS, which describes land use characteristics for Town Centres. These include:</p> <ul style="list-style-type: none"> • Encouraging growth that provides housing for seniors and special needs at an overall medium density threshold while supporting affordable housing (policies 2.1.3 and 2.1.7 and Schedule B.3, policy D.6). • Direct future commercial uses to Ladner Village, and recognize existing Commercial uses in Ladner (Schedule B.3, policy C.5). • Encouraging open space and pedestrian gathering places in Ladner Village and at the Civic Precinct (Schedule B.3, policies B.4 and F.2). The Ladner Area Plan provides a number of policies that encourage alternative modes of transportation and identifies future walking and cycling routes (Section E Movement and Transportation).
<p>iii) encourage office development through policies and/or other financial incentives, such as zoning that reserves capacity for office uses and density bonus provisions;</p>	<p>The OCP promotes office development in Ladner's Mixed Use and Commercial designated areas. Local office development is permitted provided it is consistent with the scale and character of Ladner (Schedule B.3, policies C.1 and C.2).</p>
<p>iv) in coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements in Urban Centres, where appropriate;</p>	<p>The OCP supports parking reductions in the Ladner Village area by reducing the minimum overall parking ratio (Schedule B.3, policy C.4) and further through the application of "Delta Off-Street Parking Facilities Bylaw No. 3293, 1981".</p> <p>Parking requirements will be reviewed as part of a comprehensive zoning bylaw review.</p>

Role of Municipalities	Official Community Plan Consistency
<p>c) include policies for Frequent Transit Development Areas which:</p>	
<p>i) identify on a map, in consultation with TransLink, the general location and boundaries of Frequent Transit Development Areas that are generally consistent with:</p> <ul style="list-style-type: none"> • Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas); • TransLink's Frequent Transit Network, which may be updated over time; • other applicable guidelines and policies of TransLink for the Frequent Transit Network; 	<p>Currently the OCP does not identify any FTDA's. FTDA's may be identified over the long term and through consultation with the community, Translink, Metro Vancouver and other potential stakeholders. Based on early analysis, it is anticipated that a FTDA may be established in North Delta along the Scott Road corridor. This work will follow completion of the NDAP update, which is anticipated in 2013 – 2014.</p> <p>Action Item #1: Evaluate the Scott Road corridor to determine if it is feasible to establish it as a FTDA.</p>
<p>ii) focus growth and development in Frequent Transit Development Areas, generally consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas);</p>	<p>OCP policies encourage higher density development along the Scott Road corridor, which is anticipated to be a FTDA, implemented through the North Delta Mixed Use and Commercial land use designations (Schedule C.1, Objective C(B) and policies C.3, C.5 and C.6). The OCP identifies North Delta as an area where the majority of Delta's population and housing growth will occur (Section 2.1).</p>
<p>iii) in coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements within Frequent Transit Development Areas, where appropriate;</p>	<p>If the Scott Road corridor is established as a FTDA, policies to reduce residential and commercial parking requirements will be introduced, where appropriate.</p> <p>Action Item #2: Where appropriate, introduce reduced parking requirements within the anticipated FTDA.</p>
<p>d) include policies for General Urban areas which:</p>	
<p>i) identify the General Urban areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);</p>	<p>The Regional Context Statement Map identifies General Urban areas, as designated by the RGS.</p>

Role of Municipalities	Official Community Plan Consistency
ii) ensure development in General Urban areas outside of Urban Centres and Frequent Transit Development Areas are generally lower density than development in General Urban areas within Urban Centres and Frequent Transit Development Areas;	<p>The Ladner Municipal Town Centre, the Tsawwassen Town Centre, (which is identified as a Local Centre), and the anticipated Scott Road Corridor FTDA are established as higher density areas by the OCP's land use designations.</p> <p>Residential areas outside of these areas are generally designated Single Family Residential and Infill Single Family Residential which have maximum densities of 18 units per hectare and 27 units per hectare respectively.</p>
iii) where appropriate, identify small scale Local Centres in the General Urban areas that provide a mix of housing types, local-serving commercial activities and good access to transit. Local Centres are not intended to compete with or compromise the role of Urban Centres and should preferably be located within Frequent Transit Development Areas (see Map 11);	<p>Tsawwassen's Town Centre is identified as a Local Centre consistent with the RGS as shown on The Regional Context Statement Map. The Tsawwassen Area Plan directs growth to the Tsawwassen Town Centre (Schedule D.1, objective B.1 and policy B.2)</p>
iv) exclude non-residential major trip-generating uses, as defined in the Regional Context Statement, from those portions of General Urban areas outside of Urban Centres and Frequent Transit Development Areas;	<p>Non-residential major trip-generating uses include, for example, industrial uses associated with the Boundary Bay Airport, Annacis Island, transportation terminal, high density office and retail spaces, and major institutional uses.</p> <p>While some of these uses, such as industrial related uses, are located outside of urban centres and the potential frequent transit development area, they are located in concentrated areas with other associated industrial uses. The OCP policy 2.3.13 supports alternative transportation opportunities for industrial employment sites by encouraging transit services, carpooling, and biking routes.</p>
	<p>High density office, retail and institutional uses (other than those which are community oriented, e.g. corner stores, local schools or houses of worship) are excluded outside of the urban growth centres and the potential Scott Road FTDA as shown on the Future Land Use Plan. These non-residential, major trip-generating uses are permitted in commercial, mixed use and institutional land use designations.</p>
v) encourage infill development by directing growth to established areas, where possible;	<p>Infill development is supported through OCP policies that support redevelopment of commercial properties to allow mixed use developments and single family infill subdivisions including coach houses at densities as specified in the OCP (policies 2.1.7 and 2.18 and Schedule B.3 policy D.1, D.5). Medium and high density uses along some arterial roads and transit routes are considered subject to community consultation.</p>

Role of Municipalities	Official Community Plan Consistency
e) include policies that, for Urban Centres or Frequent Transit Development Areas that overlay Industrial, Mixed Employment, or Conservation and Recreation areas, the Industrial, Mixed Employment, and Conservation and Recreation intent and policies prevail, except that higher density commercial would be allowed in the Mixed Employment areas contained within the overlay area;	N/A – No industrial, Mixed Employment or Conservation and Recreation Areas overlay Delta's Urban Centre or anticipated Scott Road Corridor FTDA.
f) for Urban Centres, Frequent Transit Development Areas and General Urban areas, include policies which:	
i) support continued industrial uses by minimizing the impacts of urban uses on industrial activities;	The OCP includes a policy to maintain Delta's industrial lands base for industrial uses and encourage non-industrial uses to locate in other areas (policy 2.3.1). The Ladner Area Plan supports the maintenance of the working aspects of Ladner's waterfront which include fishing and commercial activities while providing linkages with the village centre (Objective C(B) and Policy C(7)).
ii) encourage safe and efficient transit, cycling and walking;	Delta focuses on providing efficient and safe road networks, while promoting alternate modes of transportation. Various OCP policies support this initiative in Section 2.9 Transportation (policies 2.9.10, 2.9.12, and 2.9.19 through 2.9.26).
iii) implement transit priority measures, where appropriate;	The OCP supports, through coordination with TransLink and other stakeholders, the development of transit priority measures, to be implemented where appropriate (policy 2.9.15).
iv) support district energy systems and renewable energy generation, where appropriate.	District energy and renewable energy systems are supported where appropriate (policies 2.11.2, 2.11.13, 2.11.14, and 2.11.17).

STRATEGY 1.3 Protect Rural areas from urban development

<i>Role of Municipalities</i>	<i>Official Community Plan Consistency</i>
1.3.3 Adopt Regional Context Statements which:	
a) identify the Rural areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	The Regional Context Statement Map identifies Rural areas and their boundaries, which is consistent with the Regional Land Use Designations (Map 2).
b) limit development to a scale, form, and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing;	The OCP limits growth outside Urban Containment Boundaries (Policy 2.1.16).
c) include policies which:	
i) specify the allowable density and form, consistent with Action 1.3.1, for land uses within the Rural land use designation;	The OCP limits growth in Rural areas, maintains existing rural character (Schedule B.2, Objective D), and further identifies specific density thresholds for the waterside (north, west sides) at 25-29 units per hectare, and maintain existing parcel sizes by discouraging subdivision on the landside of River Road West (south and east sides) (Schedule B.2, policy D.1).
ii) support agricultural uses within the Agricultural Land Reserve, and where appropriate, outside of the Agricultural Land Reserve.	The OCP supports agricultural land uses and the continued viability of the agricultural industry (Schedule B.2, policy F.1). These lands are primarily located in the Agricultural Land Reserve.



Regional Growth Strategy Goal 2: Support a Sustainable Economy

STRATEGY 2.1 Promote land development patterns that support a diverse regional economy and employment close to where people live.

Role of Municipalities	Official Community Plan Consistency
2.1.4 Adopt Regional Context Statements which:	
a) include policies that support appropriate economic development in Urban Centres, Frequent Transit Development Areas, Industrial and Mixed Employment areas;	New commercial developments are encouraged to locate in Delta's Urban Centre and the anticipated Scott Road Corridor FTDA (Section 2.2 Commercial Land Use). The OCP contains policies which support industrial activities that generate economic benefit to the community and ensure that industry remains a strong and significant component of Delta's economy and land use base. (Section 2.3 Industry).
b) support the development of office space in Urban Centres, through policies such as zoning that reserves land for office uses, density bonus provisions to encourage office development, variable development cost charges, and/or other financial incentives;	The Scott Road Revitalization Bylaw encourages commercial developments, including offices uses, in the anticipated Scott Road Corridor FTDA by providing tax exemptions, reduced development cost charges, and waived building and plumbing permits, and land use application fees for eligible projects. Additionally, Delta waives application fees for all developments in the Townline Node on Scott Road to encourage redevelopment which may include office use. Mixed-use and commercial zones permit office use in the Ladner Municipal Town Centre and the anticipated Scott Road Corridor FTDA.
c) include policies that discourage major commercial and institutional development outside of Urban Centres or Frequent Transit Development Areas;	The OCP provides specific commercial land use policies for Delta's Municipal Town Centre (Ladner) and anticipated FTDA (Scott Road in North Delta), which direct major commercial uses to these areas and discourages them from locating in other areas (Section 1.9.2 Land Use Designations for Area Plans). Lands designated for institutional use are in most cases located within the Urban Containment Boundary. The OCP further supports the location of institutional uses within the Urban Containment Boundary through the Future Land Use Plan.
d) show how the economic development role of Special Employment Areas, post secondary institutions and hospitals are supported through land use and transportation policies.	Lands within Delta's Municipal Town Centre are designated Civic Precinct to accommodate recreational facilities, institutional uses including Delta Hospital, arts and cultural facilities and civic buildings. Ladner's bus loop and park-and-ride is located in the Civic Precinct area. In addition to the Civic Precinct, the Boundary Bay Airport and British Columbia Ferry Terminal operate as a "Special Employment Centres" and are regional economic and transportation centres.

STRATEGY 2.2 Protect the supply of industrial land

Role of Municipalities	Official Community Plan Consistency
2.2.4 Adopt Regional Context Statements which:	
<p>a) identify the Industrial areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);</p>	<p>The Regional Context Statement Map identifies Industrial areas and their boundaries, which is consistent with the Regional Land Use Designations (Map 2).</p> <p><i>Action item #3: Amend The Regional Context Statement Map following completion of construction of the SFPR to address remnant lands created by construction of the SFPR.</i></p>
<p>b) include policies for Industrial areas which:</p> <ul style="list-style-type: none"> i) support and protect industrial uses; ii) support appropriate accessory uses, including commercial space and caretaker units; iii) exclude uses which are inconsistent with the intent of industrial areas, such as medium and large format retail, residential uses (other than industrial caretaker units where necessary), and stand-alone office uses that are not supportive of industrial activities; iv) encourage better utilization and intensification of industrial areas for industrial activities; 	<p>Section 2.3 Industry of the OCP supports and protects a broad range of industrial uses and associated accessory uses, while discouraging non-industrial uses from locating in these areas (policy 2.3.1). The OCP supports complementary associated uses that help to increase industrial viability (policy 2.3.15). For example, the OCP envisions the expansion of services at the Boundary Bay Airport to include complementary commercial development where appropriate (policies 2.3.11, 2.3.23 and 2.3.25). As part of the OCP's vision to achieve a strong industrial sector, the OCP encourages on-going monitoring, forecasting, and where appropriate, redevelopment of properties to ensure better utilization and intensification of industrial lands (policies 2.3.3 and 2.3.4).</p> <p>While the OCP supports a range of industrial uses, it also discourages non-industrial uses and directs these uses, such as medium and large format retail, to other areas within municipal boundaries (refer to Delta's Future Land Use Plan and The Regional Context Statement Map). The OCP encourages monitoring of existing industrial lands to ensure they are utilized to their maximum potential and able to respond to changing and intensifying needs (policies 2.3.2, 2.3.3, and 2.3.4).</p> <p>Delta has also advanced the "Saving Our Industrial Lands" initiative to promote the redevelopment and intensification of industrial lands along River Road.</p>
<p>c) identify the Mixed Employment areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);</p>	<p>The Regional Context Statement Map identifies Mixed Employment Areas and their boundaries, which are consistent with the Regional Land Use Designations (Map 2).</p>

Role of Municipalities	Official Community Plan Consistency
<p>d) include policies for Mixed Employment areas which:</p>	
<p>i) support a mix of industrial, commercial, office and other related employment uses, while maintaining support for established industrial areas, including potential intensification policies for industrial activities, where appropriate;</p>	<p>The OCP supports a variety of land uses in the Mixed Employment area (policy 2.3.15). However, the OCP does not encourage large format retail, at the Mixed Employment area as it is located at the Boundary Bay Airport, surrounded by rural and agricultural land, and is disconnected from Urban Centres and the anticipated FTDA.</p>
<p>ii) allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the Regional Growth Strategy;</p>	
<p>iii) support the regional objective of concentrating commercial and other major trip-generating uses in Urban Centres and Frequent Transit Development Areas;</p>	<p>The OCP identifies differing types of commercial uses and where these should be located (policies 2.2.1 and 2.2.4).</p>
<p>iv) where Mixed Employment areas are located within Urban Centres or Frequent Transit Development Areas, support higher density commercial development and allow employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas;</p>	<p>N/A – Mixed Employment areas are not located within an Urban Centre or the anticipated FTDA within Delta's boundaries (refer to The Regional Context Statement Map).</p>
<p>v) allow low density infill / expansion based on currently accepted local plans and policies in Mixed Employment areas and support increases in density only where the Mixed Employment area has transit service or where an expansion of transit service has been identified in TransLink's strategic transportation plans for the planned densities;</p>	<p>The OCP encourages master planning for the Mixed Employment area to accommodate expanded and compatible commercial uses (policy 2.3.23). The OCP does not recognize residential use in the Mixed Employment area, as it is associated with an airport and is surrounded by rural and agricultural lands with limited transit opportunities.</p>
<p>vi) exclude residential uses, except for an accessory caretaker unit;</p>	

Role of Municipalities	Official Community Plan Consistency
e) include policies which help reduce environmental impacts and promote energy efficiency.	Several policies in the OCP promote the implementation of environmental best practices as they relate to industrial land uses. These range from monitoring environmentally sensitive areas, site planning and design to achieve environmental sustainability, promoting eco-industrial to save energy, reduce waste, and reduce the overall impacts on the environment (policies 2.3.26, 2.3.27, 2.3.28, and 2.3.29).



STRATEGY 2.3 Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production

<i>Role of Municipalities</i>	<i>Official Community Plan Consistency</i>
2.3.6 Adopt Regional Context Statements which:	
a) specify the Agricultural areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	The Regional Context Statement Map identifies Agricultural areas and their boundaries, which are consistent with the Regional Land Use Designations (Map 2).
b) include policies to support agricultural viability including those which:	Section 2.5 Agriculture supports agricultural viability. Delta continues to implement the Agricultural Plan, adopted in 2011, which contains additional strategies to strengthen the agricultural sector.
i) assign appropriate regional land use designations that support agricultural viability and discourage non-farm uses that do not complement agriculture;	Agricultural boundaries are consistent with The Regional Context Statement Map and Regional Land Use Designations (Map 2) OCP policies discourage non-farm uses that are not compatible with agricultural uses (policies 2.5.4 and 2.5.5).
ii) discourage subdivision of agricultural land leading to farm fragmentation;	The OCP discourages the fragmentation of agricultural land by maintaining parcel sizes and encouraging consolidation of agricultural parcels (policy 2.5.2).
iii) where feasible, and appropriate with other governments and agencies, maintain and improve transportation, drainage and irrigation infrastructure to support agricultural activities;	The OCP encourages improved transportation, drainage, and irrigation infrastructure to support agricultural activities (policies 2.9.28, 2.10.4, and 2.10.8). The Delta Agricultural Plan includes more specific strategies identifying partners from government and other agencies that will work to enhance transportation, drainage, and irrigation for the agricultural community.
iv) manage the agricultural-urban interface to protect the integrity and viability of agricultural operations (e.g. buffers between agricultural and urban areas or edge planning);	The OCP includes several policies aimed at minimizing conflicts at the urban-rural interface (policies 2.5.8, 2.5.9, 2.5.10, 2.5.26 and 2.5.27). Furthermore, Delta's Zoning Bylaw contains setback regulations that provide buffers between agricultural properties and non-agricultural lands within identified edge planning areas.
v) Demonstrate support for economic development opportunities for agricultural operations (e.g. processing, agri-tourism, farmers' markets and urban agriculture);	The OCP strives to strengthen the local agricultural industry by supporting diversification initiatives that add value to locally produced goods; and to engage stakeholders and senior government to achieve a strong agricultural sector (policies 2.5.3, 2.5.11, 2.5.12 and 2.5.14).

<i>Role of Municipalities</i>	<i>Official Community Plan Consistency</i>
vi) encourage the use of agricultural land, with an emphasis on food production;	<p>Several OCP policies promote the continued farm use of agricultural land, attracting new and diversified farm operations, improving long term viability of the agricultural industry, while encouraging non-soil dependant farm operations to locate in areas of poorer soil quality (Policies 2.5.3, 2.5.5, 2.5.7, 2.5.11, 2.5.12, 2.5.13, 2.5.14, 2.5.29, 2.5.30 and 2.5.31).</p> <p>The Delta Agricultural Plan includes strategies to create opportunities for efficiency, competitiveness, diversification and support of new entrants to farming.</p>
vii) support educational programs that provide information on agriculture and its importance for the regional economy and local food systems.	<p>The OCP promotes programs to increase the public's knowledge of farm practices and associated activities with an emphasis on the urban-rural interface areas (policy 2.5.9).</p> <p>Implementation of the Delta Agricultural Plan includes actions to raise public support of agriculture by increasing general public awareness and communicating the importance of agriculture.</p>



Regional Growth Strategy Goal 3: Protect the Environment and Respond to Climate Change Impacts

STRATEGY 3.1 Protect Conservation and Recreation lands

Role of Municipalities	Official Community Plan Consistency
3.1.4 Adopt Regional Context Statements which:	
<p>a) identify Conservation and Recreation areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);</p>	<p>The Regional Context Statement Map identifies Conservation and Recreation areas and their boundaries, which are consistent with the Regional Land Use Designations (Map 2).</p> <p>The OCP has several land use designations that are consistent with Conservation and Recreation areas identified by the Regional Growth Strategy. These include:</p> <ul style="list-style-type: none">• Environmentally Sensitive Areas (ESA)• Environmentally Sensitive Area – Park (ESA-P)• Park and Recreation Areas (P) <p>Each land use designation is generally consistent with the RGS's Conservation and Recreation areas. However, the OCP is more restrictive in nature and distinguishes separate uses for parks and recreation, and environmentally sensitive areas.</p>



Role of Municipalities	Official Community Plan Consistency
<p>b) include land use policies to support the protection of Conservation and Recreation areas that are generally consistent with the following:</p> <p>i) public service infrastructure, including the supply of high quality drinking water;</p> <p>ii) environmental conservation;</p> <p>iii) recreation, primarily outdoor;</p> <p>iv) education, research and training facilities and uses that serve conservation and/or recreation users;</p> <p>v) commercial uses, tourism activities, and public, cultural or community amenities that are appropriately located, scaled and consistent with the intent of the designation;</p> <p>vi) limited agriculture use, primarily soil-based;</p>	<p>The OCP provides for a range of land uses and management strategies that protects conservation and environmentally sensitive areas, as well as recreation areas ranging from education, recreation, commercial recreation and environmental conservation. More specifically, Sections 2.6 Parks, Recreation and Culture and 2.4 Natural Environmental address the following:</p> <ul style="list-style-type: none"> • safe, reliable, and sustainable water system (policies 2.4.24, 2.10.14 and 2.10.17); • environmental conservation and protection through wildlife management plans and inventories for local parks and environmentally sensitive areas (policies 2.4.8 – 2.4.15, 2.6.5, 2.6.30, 2.6.31 and 2.6.32); • recreation and integrated trail networks that will evolve to meet the present and future needs of Delta residents (policies 2.6.1, 2.6.2, 2.6.7, 2.6.9 and 2.6.27); • use of public space for community events and ceremonies (policy 2.6.22); and, • location of agriculture uses on lands designated as Agriculture and generally located in the Agricultural Land Reserve (Section 2.5 Agriculture) <p>Delta provides public service infrastructure, including the supply of high quality drinking water, through cooperation with Metro Vancouver which includes monitoring, system improvements and conservation.</p>
<p>c) include policies, where appropriate, that effectively buffer Conservation and Recreation areas from activities in adjacent areas.</p>	<p>The OCP includes policies to encourage buffering of Conservation and Recreation areas from activities in adjacent areas (policies 2.6.19, 2.6.31 and DPA LV6, SD2, SD3, and SPEA).</p> <p>There are Development Permit Areas in the OCP for protection of the natural environment, hazardous conditions and streamside protection and enhancement. A number of Conservation and Recreation areas are located within these Development Permit Areas which require buffering from watercourses and in many instances require enhancement measures for these environmentally sensitive areas.</p>

STRATEGY 3.2 Protect and enhance natural features and their connectivity

<i>Role of Municipalities</i>	<i>Official Community Plan Consistency</i>
<p>3.2.4 Adopt Regional Context Statements which include policies and/or maps that indicate how ecologically important areas and natural features will be managed (as conceptually shown on Map 10) (e.g. steep slopes and ravines, intertidal areas and other natural features not addressed in Strategy 3.1).</p>	<p>OCP Map 6 – Environmentally Sensitive Area Designations identifies areas of high environmental value requiring protection or mitigation of environmental impacts for any proposed development.</p> <p>The OCP includes policies to address the management of environmentally sensitive areas (policies 2.4.8 through 2.4.15). In addition, there are specific policies concerning the management of the Burns Bog Ecological Conservancy Area (policies 2.4.13 and 2.4.14). Furthermore, the OCP supports the protection of shoreline and riparian areas, while maintaining high standards for water quality (policies 2.4.21 through 2.4.26).</p>
<p>3.2.5 In collaboration with other agencies, develop and manage municipal components of the Metro Vancouver Regional Recreation Greenway Network and connect community trails, bikeways and greenways to the Regional Recreation Greenway Network where appropriate.</p>	<p>The OCP includes policies to develop and maintain trails that link to regional trails and greenways (policy 2.6.2) and cycling networks to improve linkages between Delta and the broader region (policies 2.9.20 and 2.9.21).</p>
<p>3.2.6 Identify where appropriate measures to protect, enhance and restore ecologically important systems, features, corridors and establish buffers along watercourses, coastlines, agricultural lands, and other ecologically important features (e.g. conservation covenants, land trusts, tax exemptions and ecogifting).</p>	<p>The OCP supports the protection and enhancement of watercourses, ravines, forested uplands and marine areas as habitat for wildlife. Furthermore, there are several policies concerning the implementation of streamside protection measures, and the development of management plans for natural areas (policies 2.4.2, 2.4.4, 2.4.13, 2.4.14 and 2.4.15.) and the application of Development Permit Area Guidelines (Schedule E) for the streamside protection and enhancement.</p> <p>Burns Bog Ecological Conservancy Area is protected by a conservation covenant, which restricts uses. A management plan guides the on-going monitoring and management of these lands.</p>
<p>3.2.7 Consider watershed and ecosystem planning and/or Integrated Stormwater Management Plans in the development of municipal plans.</p>	<p>The OCP promotes the development of integrated storm water management plans (policy 2.4.23), and the completion of a comprehensive Environmentally Sensitive Area inventory (policy 2.4.8) for portions of Delta.</p> <p>Delta meets commitments regarding carrying out Integrated Stormwater Management Plans in Metro Vancouver's Liquid Waste and Resource Management Plan.</p>

STRATEGY 3.3 Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality

Role of Municipalities	Official Community Plan Consistency
<p>3.3.4 Adopt Regional Context Statements which:</p> <p>a) identify how municipalities will use their land development and transportation strategies to meet their greenhouse gas reduction targets and consider how these targets will contribute to the regional targets;</p>	<p>Section 2.11, Climate Change addresses how Delta will meet GHG reduction targets. The OCP applies a community wide approach with target goals of:</p> <ul style="list-style-type: none">• 33% below 2007 levels by 2020; and• 80% below 2007 by 2050. <p>The OCP contains policies which concentrate growth in existing urban areas, encourage a variety of transportation choices, locate residential uses, specifically medium and higher densities, in close proximity to transit, employment opportunities and other amenities, and permit neighbourhood commercial uses such as corner stores (policies 2.1.14, 2.1.16, 2.1.17 and 2.11.21).</p>
<p>b) identify policies and/or programs that reduce energy consumption and greenhouse gas emissions, and improve air quality from land use and transportation infrastructure, such as:</p> <ul style="list-style-type: none">• existing building retrofits and construction of new buildings to green performance guidelines or standards, district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geoexchange systems, and electric vehicle charging infrastructure;• community design and facility provision that encourages transit, cycling and walking (e.g. direct and safe pedestrian and cycling linkages to the transit system);	<p>A Community Energy and Emissions Plan has been drafted with adoption anticipated in 2013. Delta will work towards updating the OCP to include relevant policies that respond to this action.</p>

<i>Role of Municipalities</i>	<i>Official Community Plan Consistency</i>
<p>c) focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along TransLink's Frequent Transit Network;</p>	<p>Delta's OCP encourages the revitalization of Delta's Town Centres, including the Ladner Municipal Town Centre, the Tsawwassen Local Centre and Scott Road corridor nodes, and supports the promotion of development that improves the design, character and attractiveness of these areas (Section 2.2, objectives and policies 2.2.2, 2.2.3, and 2.2.6 through 2.2.13). If the Scott Road corridor is established as a FTDA, infrastructure improvements will need to coincide with development to support rapid transit and community amenities.</p> <p>Several policies in the OCP seek to reduce automobile travel and reduce greenhouse gas emissions by encouraging efficient transportation nodes and settlement patterns that reduce vehicle trips, concentrate growth close to services and transit, improve cycling linkages, and encourage innovative street design that reflects the needs of transit, cycling, pedestrians and the mobility challenged (policies 2.9.10, 2.9.17, 2.9.21, 2.11.16 and 2.11.21)</p>
<p>d) implement land use policies and development control strategies which support integrated storm water management and water conservation objectives.</p>	<p>The OCP supports the creation and implementation of integrated storm water management plans (policy 2.4.23); and further, promotes green building practices which incorporate water conservation as one strategy to achieve sustainable and low impact developments (2.10.7, 2.11.13, 2.11.14, and 2.11.18).</p>

STRATEGY 3.4 Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks

Role of Municipalities	Official Community Plan Consistency
3.4.4 Adopt Regional Context Statements that include policies to encourage settlement patterns that minimize risks associated with climate change and natural hazards (e.g. earthquake, flooding, erosion, subsidence, mudslides, interface fires).	<p>In addition to general policies regarding adaptation to climate change in Section 2.11 Climate Change, the OCP contains policies directing settlement patterns that will minimize risks associated with natural hazards and climate change (policies 2.4.27, 2.4.28, 2.4.29 and 2.4.30). The OCP also contains policies regarding protecting the community from flooding (policies 2.10.9 through 2.10.13).</p> <p>Development Permit Areas are established to minimize risks from hazardous conditions including flooding and geotechnical hazards such as landslides, erosion, and debris flows (Schedule E).</p>
3.4.5 Consider incorporating climate change and natural hazard risk assessments into the planning and location of municipal utilities, assets and operations.	<p>The OCP contains policies related to utility planning, climate change, and natural hazards (policies 2.10.4, 2.10.5, 2.10.10, 2.10.12 and 2.10.13). Section 2.11 Climate Change provides comprehensive policies addressing climate change. Adaptation strategies are being worked on.</p>



Regional Growth Strategy Goal 4: Develop Complete Communities

STRATEGY 4.1 Provide diverse and affordable housing choices

Role of Municipalities	Official Community Plan Consistency
4.1.7 Adopt Regional Context Statements which:	
a) include policies or strategies that indicate how municipalities will work towards meeting the estimated future housing demand as set out in Appendix Table A.4, which:	
i) ensure the need for diverse housing options is articulated in municipal plans and policies, including neighbourhood and area plans;	Delta's Future Land Use Plan identifies areas for residential growth. The location of new housing units is consistent with Metro Vancouver's growth projections for Delta and located within the Regional Growth Strategy's Urban Containment Boundary.
ii) increase the supply and diversity of the housing stock through infill developments, more compact housing forms and increased density;	A diversity of housing options and increasing levels of density are supported by the OCP in Section 2.1 Housing and Neighbourhoods through the introduction of coach housing, townhouses and apartments, mixed use nodes, and other forms of housing.
iii) in collaboration with the federal government and the province, assist in increasing the supply of affordable rental units for households with low or low to moderate incomes through policies, such as density bonus provisions, inclusionary zoning or other mechanisms, particularly in areas that are well served by transit;	The OCP includes policies to encourage and facilitate a range of housing types including rental units which meet the needs of residents of different income levels (policies 2.1.1 and 2.1.2) In addition to rental units, the OCP includes policies which encourage seniors and special needs housing to locate in close proximity to shops, services, transit nodes and other amenities (policy 2.1.3).
iv) encourage and facilitate affordable housing development through measures such as reduced parking requirements, streamlined and prioritized approval processes, below market leases of publicly owned property, and fiscal measures.	The OCP encourages small lot development and density bonusing to promote seniors, rental and special needs housing (policies 2.1.4 and 2.1.6), which help to facilitate affordable housing options for residents of Delta.

Role of Municipalities	Official Community Plan Consistency
<p>4.1.8 Prepare and implement Housing Action Plans which:</p> <ul style="list-style-type: none">a) assess local housing market conditions, by tenure, including assessing housing supply, demand and affordability;b) identify housing priorities, based on the assessment of local housing market conditions, and consideration of changing household demographics, characteristics and needs;c) identify implementation measures within the jurisdiction and financial capabilities of municipalities, including actions set out in Action 4.1.7;d) encourage the supply of new rental housing and where appropriate mitigate or limit the loss of existing rental housing stock;e) identify opportunities to participate in programs with other levels of government to secure additional affordable housing units to meet housing needs across the continuum;f) cooperate with and facilitate the activities of the Metro Vancouver Housing Corporation under Action 4.1.5.	<p>OCP policies support a full range of housing tenures and types to provide for the needs of a diverse population. Recently Delta's work with the Housing Task Force led to the legalisation of secondary suites and the introduction of incentives for basements. As part of Delta's monitoring process, statistical updates related to housing needs and demand are completed. This includes an active role with not-for-profit agencies and housing providers to address on-going housing needs. The Area Plans are one tool utilized by Delta to ensure housing meets the local needs of our three distinct communities. Delta also intends to prepare a Housing Action Plan in the next 2 – 4 years. As part of this plan, Delta will assess housing needs in the community and include proposals for how to respond to them.</p>



STRATEGY 4.2 Develop healthy and complete communities with access to a range of services and amenities

Role of Municipalities	Official Community Plan Consistency
4.2.4 Include policies within municipal plans or strategies, that may be referenced in the Regional Context Statements, which:	
a) support compact, mixed use, transit, cycling and walking oriented communities;	The OCP has a range of policies that encourage commercial and higher density residential uses in mixed use nodes, and urban and local centres (Section 2.1 Housing and Neighbourhoods, Section 2.2 Commercial Land Use and Section 2.11 Climate Change). In addition, the OCP supports efficient local and regional transit systems (Section 2.9 Transportation), pedestrian friendly streetscapes and improved bicycle networks (Section 2.2 Commercial Land Use).
b) locate community, arts, cultural, recreational, institutional, medical/health, social service, education facilities and affordable housing development in Urban Centres or areas with good access to transit;	OCP policies and Land Use Designations encourage community centres, arts, social services, institutional and public uses in town centres and mixed use nodes (Section 2.6 Parks, Recreation and Culture). Where appropriate, educational and recreation facilities have a neighbourhood focus and are located outside of these areas, if they have proper access to transit.
c) provide public spaces and other place-making amenities for increased social interaction and community engagement;	The OCP envisions attractive, people-oriented centres where community life thrives. Moreover, Area Plans support this vision by encouraging smaller scale urban open spaces, high quality streets as public spaces with recreational and cultural amenities to foster increased social interaction and community engagement (Section 2.2 Commercial Land Use).
d) support active living through the provision of recreation facilities, parks, trails, and safe and inviting pedestrian and cycling environments;	OCP policies support the provision of recreational facilities and programs for active healthy living (Section 2.6 Parks, Recreation and Culture).
e) support food production and distribution throughout the region, including in urban areas, roof top gardens, green roofs and community gardens on private and municipally-owned lands and healthy food retailers, such as grocery stores and farmers' markets near housing and transit services;	The OCP supports the protection of the agricultural lands including those in the Agricultural Land Reserve; and the long term agricultural viability and sustainability, through the support of local initiatives to bring produce from the farm to the table. The Delta Agricultural Plan further articulates actions to address food production and local distribution. Currently there are two local community gardens located in municipal parks. Contributing to the overall food production of the community, Guidelines in Development Permit Areas SD4 and ND2 encourage green roofs and roof gardens as one sustainable option.

Role of Municipalities	Official Community Plan Consistency
<p>f) assess overall health implications of proposed new communities, infrastructure and transportation services, including air quality and noise, with input from public health authorities;</p>	<p>OCP policies encourage the balancing of recreation and cultural services, facilities and programs for the development of an active, healthy community (Section 2.6 Parks, Recreation and Culture, policies 2.6.9, 2.6.12 and 2.6.14).</p> <p>OCP policies encourage the improvement in air quality and reduction of greenhouse gas emissions. (Section 2.11 Climate Change, policies 2.11.9 and 2.11.10).</p> <p>OCP policies encourage sustainable land use and built environments (Section 2.11 Climate Change, policies 2.11.19 through 22).</p> <p>Area Plan updates consider planning for healthy communities.</p>
<p>g) support universally accessible community design;</p>	<p>Universally accessible community design is supported by several OCP policies ranging from a diversity of housing options, to housing design that facilitates aging-in-place, accessible municipal facilities, parks, and street design (policies 2.1.3, 2.6.18, 2.8.25-2.8.29 and 2.9.26).</p> <p>As part of the development review process, applicants must demonstrate how they ensure their project meets universal accessibility standards.</p>
<p>h) where appropriate, identify small scale Local Centres in General Urban areas that provide a mix of housing types, local-serving commercial activities and good access to transit. Local Centres are not intended to compete with or compromise the role of Urban Centres and should preferably be located within Frequent Transit Development Areas;</p>	<p>In addition to the Ladner Municipal Town Centre and the anticipated Scott Road FTDA, the OCP identifies a local centre in Tsawwassen. It is serviced by transit and includes land use designations that support a mix of housing types and small-scale commercial uses serving local needs.</p>
<p>i) recognize the Special Employment Areas as shown on the Local Centres, Hospitals and Post-Secondary Institutions map (Map 11). Special Employment Areas are located outside of Urban Centres and Frequent Transit Development Areas, and are region-serving, special purpose facilities that have a high level of related transportation activity due to employee, student, or passenger trips.</p>	<p>N/A -There are no Special Employment Areas in Delta.</p>

Regional Growth Strategy Goal 5: Support Sustainable Transportation Choices

STRATEGY 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling & walking

Role of Municipalities	Official Community Plan Consistency
5.1.6 Adopt Regional Context Statements which:	
<p>a) identify land use and transportation policies and actions, and describe how they are coordinated, to encourage a greater share of trips made by transit, multiple-occupancy vehicles, cycling and walking, and to support TransLink's Frequent Transit Network;</p>	<p>OCP policies encourage settlement patterns that are connected, designed and located in a form that minimizes the number and length of vehicle trips, and that provide transportation choices including access to transit (policies 2.11.16 and 2.11.21). In addition, several policies support transit services which provide a range of options and opportunities to increase ridership (policies 2.9.12 through 2.9.18).</p> <p>Alternative transportation options such as cycling and walking are encouraged through the creation of safe and attractive facilities (policies 2.9.19 through 2.9.26).</p> <p>The OCP focuses higher density and employment generating land uses to be located in areas served by TransLink's Frequent Transit Network.</p>
<p>b) identify policies and actions that support the development and implementation of municipal and regional transportation system and demand management strategies, such as parking pricing and supply measures, transit priority measures, ridesharing, and car-sharing programs;</p>	<p>The OCP supports regional and community transportation demand management initiatives (policy 2.9.32). Furthermore, Delta has implemented a corporate transportation strategy implementing a ridesharing program for employees. Development proposals with access to transit may reduce parking requirements, when supported by Council. Parking provisions will be further addressed by a comprehensive Zoning Bylaw review.</p> <p><i>Action Item #4: Modify parking requirements as detailed in "Delta Zoning Bylaw No. 2750, 1977" as part of the comprehensive Zoning Bylaw update.</i></p>
<p>c) identify policies and actions to manage and enhance municipal infrastructure to support transit, multiple-occupancy vehicles, cycling and walking.</p>	<p>Municipal infrastructure that supports transit, cycling, walking and multiple-occupancy vehicles is supported by the OCP through policies that:</p> <ul style="list-style-type: none"> • promote street design that responds to transit requirements, walking and cycling, and accessibility for the mobility challenged; • encourage a life-cycle replacement program for road and sidewalk infrastructure; and, • support improved walking and cycling infrastructure. <p>(policies 2.9.10, 2.9.11, 2.9.19 through 2.9.26)</p>

STRATEGY 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services

Role of Municipalities	Official Community Plan Consistency
5.2.3 Adopt Regional Context Statements which:	
<p>a) identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres, Frequent Transit Development Areas, Industrial, Mixed Employment and Agricultural areas, Special Employment Areas, ports, airports, and international border crossings;</p>	<p>The Regional Context Statement Map identifies routes for the movement of goods and service vehicles in Delta.</p>
<p>b) identify land use and related policies and actions that support optimizing the efficient movement of vehicles for passengers, Special Employment Areas, goods and services on the Major Road Network, provincial highways, and federal transportation facilities;</p>	<p>OCP policies supports safe and efficient connections between communities and regional transportation networks to enhance people and goods movement, designation of these routes, and improvements where necessary to support the movement of agricultural vehicles (policies 2.9.4, 2.9.27, and 2.9.28).</p>
<p>c) support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management;</p>	<p>Section 2.9 Transportation supports local and regional transportation system management strategies (policies 2.9.32 through 2.9.35). Delta supports such strategies by, for example, improving traffic signal coordination along major corridors and reducing travel times.</p>
<p>d) identify policies and actions which support the protection of rail rights-of-way and access points to navigable waterways in order to reserve the potential for goods movement, in consideration of the potential impacts on air quality, habitat and communities.</p>	<p>The OCP promotes the improvement of transportation infrastructure to support Port facilities and activities, (policy 2.3.16, 2.3.17) and promote rail and marine transport as an alternative to truck hauling (policies 2.3.17 and 2.3.18). Delta strives to preserve and strengthen waterfront and water-related industries through regular dialogue with rail companies, Port Metro Vancouver and Terminal Systems Inc (Industry and Waterfront Objective). The OCP encourages cooperation between Port Agencies, Delta and other stakeholders to ensure the future needs for water-dependent private industries are met (Policy 2.3.32).</p>
	<p>While Delta supports our industrial land base and users, the OCP recognizes the need to balance these uses with environmental best practices and protection of environmentally sensitive areas (Industry and Environment section).</p>

Implementation Policies

6.2 Regional Context Statements Providing for Appropriate Municipal Flexibility

6.2.7 A Municipality may include language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust boundaries of the regional land use designations (or their equivalent Official Community Plan designation) within the Urban Containment Boundary, provided that:

a) the municipality may re-designate land from one regional land use designation, only if the aggregate areas of all proximate sites so re-designated does not exceed one hectare;

b) notwithstanding section 6.2.7(a), for sites that are three hectares or less, municipality may re-designate land:

- from Mixed Employment or Industrial to General Urban land use designation, if the site is located on the edge of an Industrial or Mixed Employment area and the developable portion of the site will be predominantly within 150 metres of an existing or approved rapid transit station on TransLink's Frequent Transit Network; or
- from Industrial to Mixed Employment land use designation if the developable portion of the site will be predominantly within 250 metres of an existing or approved rapid transit station on TransLink's Frequent Transit Network,

provided that:

- the re-designation does not impede direct rail, waterway, road or highway access for industrial uses; and
- the aggregate area of all proximate sites that area re-designated does not exceed three hectares;

c) the aggregate areas of land affected by all re-designations under section 6.2.7 (a) and (b) together cannot exceed two percent of the municipality's total lands within each applicable regional land use designation.

The Corporation of Delta Official Community Plan Bylaw No. 3950, 1985 hereby permits such amendments.

6.2.8 A municipality may include language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of the municipality's Urban Centres and Frequent Transit Development Areas, provided such boundary adjustments meet the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) of the Regional Growth Strategy.

The Corporation of Delta Official Community Plan Bylaw No. 3950, 1985 hereby permits such amendments.

6.2.9 Municipalities will notify Metro Vancouver of all adjustments, as permitted by sections 6.2.7 and 6.2.8, as soon as practicable after the municipality has adopted its Official Community Plan amendment bylaw.

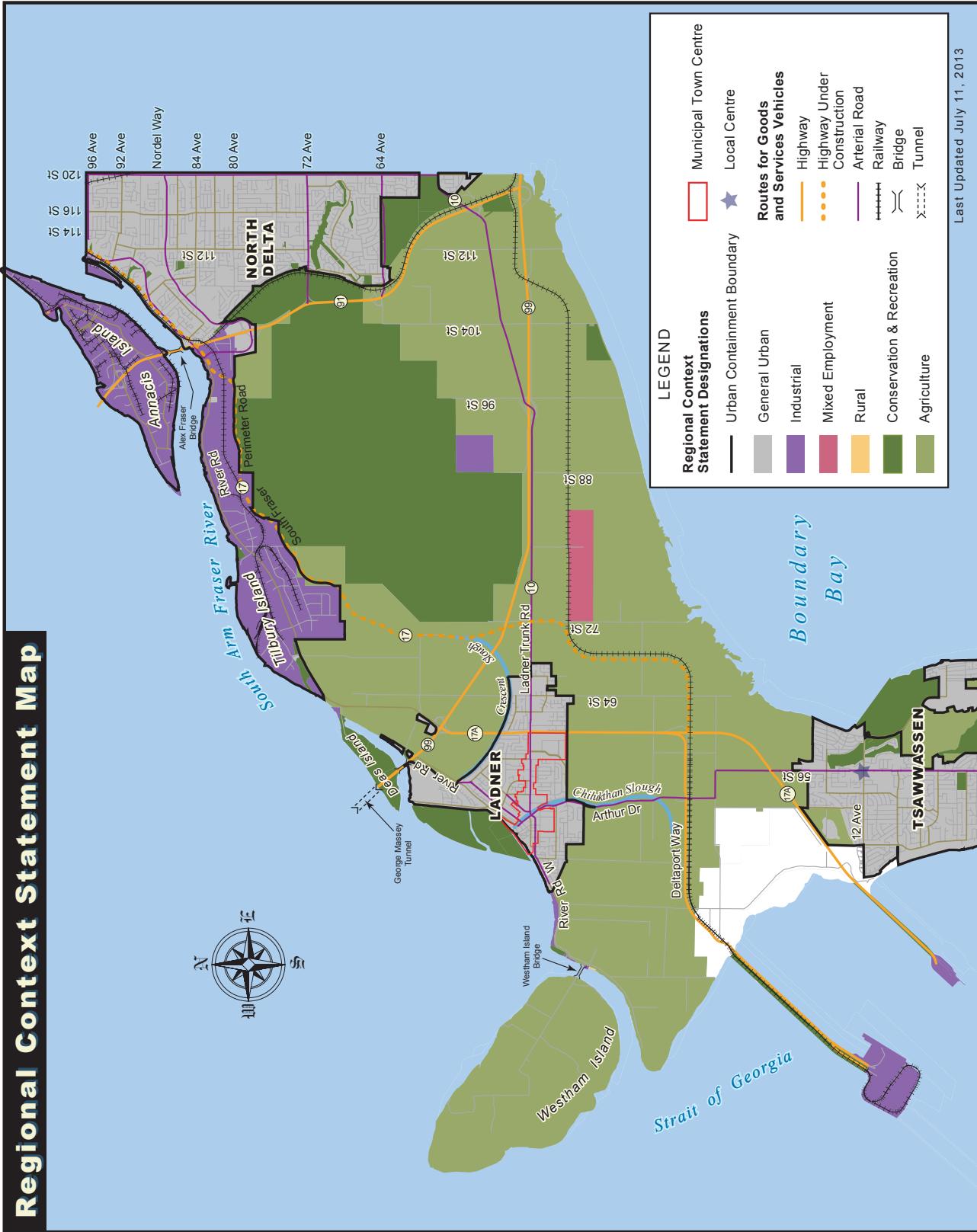
The Corporation of Delta will implement RGS policy 6.2.9

6.2.10 If a municipality includes language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of regional land use designations within the Urban Containment Boundary or the boundaries of Urban Centres and Frequent Transit Development Areas, as permitted by sections 6.2.7 and 6.2.8 respectively, the prescribed adjustments do not require an amendment to the municipality's Regional Context Statement. All other adjustments to regional land use designation boundaries will require an amendment to the municipality's Regional Context Statement, which would be submitted to the Metro Vancouver Board for acceptance in accordance with the requirements of the Local Government Act.

The Corporation of Delta Official Community Plan Bylaw No. 3950, 1985 hereby permits such amendments.



Regional Context Statement Map



1.9 Future Land Use Plan Designations

The OCP, through its plan designations, provides a general guideline for future land uses in Delta. Not all land uses are suitable adjacent to each other. Also, different uses are better suited to different sites. By grouping the compatible uses together in designated areas, as outlined on the Future Land Use Plan, conflicts are minimized. See *Map 2 - Future Land Use Plan*. Because each designation may contain uses permitted only under certain conditions, these designations should be read in conjunction with the Plan Objectives and Policies Section (*Section 2.0*).

Note:

1. In general, land use designation boundaries will follow lot lines or roads. However, where designation boundaries do not follow lot lines, roads or have a metes and bounds description, the designation lines indicated on the Land Use Designation Map are considered approximate by Council.

2. There are no areas in the Municipality suitable for future sand and gravel extraction.

3. For Environmentally Sensitive Areas (ESA's) please refer to both the Future Land Use Plan (Map 2) and the Environmentally Sensitive Areas Designations Map (Map 6) for detailed ESA designations.

While the OCP sets out the general vision and pattern for future land use and development, the Zoning Bylaw determines specific uses and the conditions under which the land can be developed for each site. A use or development may still occur if it complies with zoning, even if it does not comply with the OCP. However, if a change to land use is proposed, the new zoning must be consistent with the OCP.

The future land use designations have been updated and simplified when compared to the 1986 OCP, in order to clarify the overall future direction of development. The land use designations in the Area Plans provide more detail. For a specific site, the designation included on the Future Generalized Land Use Plan may be different from the designation shown on the relevant Area Plan. For example, the more general Town Centre designation covers and includes a number of mixed commercial and residential designations shown in the Area Plans. If the two designations are in conflict, the designation in the Area Plan shall prevail. In the future, the intent is to review the Area Plan future land use designations to ensure compatibility between the two sets of designations.

1.9.1 Designations for Future Land Use Plan

(For Schedule A - Municipal-Wide OCP)

Refer to Map 2 – Future Land Use Plan

One and Two Unit Residential (R)

(Approximate total land area: 1,862 hectares; percentage of land area: 10.6%)²

This designation is intended for single family housing of low urban density, including homes on large and conventional-sized lots and comprehensively planned subdivisions. Smaller infill lots, clustered detached housing, single family houses with secondary suites¹⁷, or coach houses at the rear, and duplex homes are also permitted, subject to conditions set out in the Area Plans.

Multi-Unit Residential (MR)

(Approximate total land area: 198 hectares; percentage of land area: 1.1%)

This designation is intended for townhouses, apartments, and all other forms of multi-family and marina residential housing identified in the Area Plans and includes single family, duplex and triplex housing forms.

Riverside Mixed Use (RMU)

(Approximate total land area: 12 hectares; percentage of land area: 0.1%)

This designation is intended for land adjoining the Fraser River and adjacent water lots, where a mix of residential uses, including float homes, is permitted. Small scale industrial and commercial uses as permitted through Area Plans and the Zoning Bylaw are also included in this designation, except for those lands fronting Deas Slough, where small scale industrial uses are not permitted.²

Neighbourhood Commercial (NC)

(Approximate total land area: 0.34 hectares; percentage of land area: less than 0.1%)²

This designation is intended for local neighbourhood stores that provide goods and services to residents in the immediate vicinity. Residential use, such as a single family dwelling or dwelling unit above a commercial use, is permitted.

Mixed Use (MU)

(Approximate total land area: 2 hectares; percentage of land area: less than 0.1%)

This designation is intended for a mix of two or more of the following land use categories: commercial, multiple family residential, institutional, cultural and public open space.⁶

Town Centre (TC)

(Approximate total land area: 75 hectares; percentage of land area: 0.4%)

This designation is intended for general commercial, institutional, entertainment, cultural, and public uses suited for the major commercial centres of each of Delta's three urban areas. Developments may include comprehensively designed shopping centres. Mixed commercial and residential developments are also permitted. Residential uses are allowed as part of mixed use developments either within the same buildings or in separate buildings on the same site.

Main Street Commercial (MC)

(Approximate total land area: 7 hectares; percentage of land area: less than 0.1%)

This designation is intended for commercial and service uses along main streets in urban areas, outside of designated Town Centres. Typical uses include a wide range of retail, office, personal service, recreational, entertainment, and short-term accommodation uses.

Other Commercial (OC)

(Approximate total land area: 17 hectares; percentage of land area: 0.1%)

This designation is intended for commercial and service uses along main roads or highways outside of urban areas and other auto-related uses. Typical uses include tourism facilities, fuel stations and food establishments.

Industrial (I)

(Approximate total land area: 1,270 hectares; percentage of land area: 7.2%)

This designation is intended for light, heavy, and water-related industrial uses. Where lands are included within the Agricultural Land Reserve, agricultural uses are also permitted.

River Industrial (RI)

(Approximate total land area: 8 hectares; percentage of land area: less than 0.1%)

This designation is intended for smaller-scale industries in the Riverside Area which do not generate heavy truck traffic. Permitted uses are offices, agriculture-related businesses, and all uses permitted in the Fishing Industrial Designation.

Transportation Terminal (TT)

(Approximate total land area: 467 hectares; percentage of land area: 2.6%)

This designation is intended for properties where passengers and/or freight are transferred between ground transportation and marine or air transportation.

Institutional (S)

(Approximate total land area: 209 hectares; percentage of land area: 1.2%)

This designation is intended primarily for schools and other civic uses. A number of church and personal care institutional properties are also so designated. Specialized commercial uses may be permitted to serve the users of the facilities.

Public Utility (U)

(Approximate total land area: 403 hectares, percentage land area: 2.3%)

This designation is intended for electrical stations, wastewater treatment plants, public landfills, public works yards, or other public utility uses.

Parks and Recreation Areas (P)

(Approximate total land area: 227 hectares; percentage of land area: 1.3%)

This designation is intended for regional, municipal and public open space, recreation and conservation areas. Specialized commercial uses may be permitted to serve the users of these areas.

Commercial Recreational Areas (CR)

(Approximate total land area: 185 hectares; percentage of land area: 1.0%)

This designation is intended for recreational uses of a commercial nature (e.g. golf courses, ice rinks, tennis clubs, exhibition grounds).

Agricultural (A)

(Approximate total land area: 8,509 hectares; percentage of land area: 48.4%)

This designation is intended for general and intensive agricultural uses. Uses customarily ancillary to them may also be considered provided they meet Municipal policies in this plan and Agricultural Land Commission legislation and policies.

Environmentally Sensitive Area (ESA)

(Approximate total land area: 3,180 hectares; percentage of land area: 18.1%)

This designation is intended for those areas which are environmentally sensitive. Permitted uses will vary according to the degree of sensitivity, and will range from natural environment only, with no public access, to such uses as wildlife viewing, passive recreation, and, under certain conditions, low density housing. Utility construction and maintenance, and the alteration of natural features necessary to address health, safety, drainage and slope stability, or to improve habitat conditions, will be permitted, but must be undertaken in a manner that minimizes impacts to the natural environment. Notwithstanding the above, agricultural uses are permitted on any lands within the Agricultural Land Reserve. ²

In addition to the general ESA designation defined above, are the following specific ESA Land Use Designations:

Environmentally Sensitive Area 1 (ESA-1)

(Approximate total land area: 192 hectares; percentage of land area: 1.1%)

This designation is intended for those areas that are environmentally sensitive or areas subject to hazardous conditions. Other agencies may impose additional regulations. Permitted uses include:

- Limited residential use (maximum density of 1 unit per 10 hectares. Clustering of units may be permitted to protect the environment);
- Passive recreation and educational uses oriented to an appreciation of the natural environment.

Environmentally Sensitive Area 2 (ESA-2)

(Approximate total land area: 125 hectares; percentage of land area: 0.7%)

This designation is intended for environmentally sensitive areas or areas subject to hazardous conditions. Permitted uses include passive recreation and educational uses, limited residential development at a maximum density of 1 unit per 0.40 hectare clustered on that portion of the site having low sensitivity regarding wildlife habitat, slope slippage, and flooding due to 100 year storms.

Environmentally Sensitive Area 3 (ESA-3)

(Approximate total land area: 227 hectares; percentage of land area: 1.3%)

This designation is intended for properties which are owned by government agencies or non-profit organizations, and which are environmentally sensitive or are subject to hazardous conditions. Permitted ESA3 uses are:

- Passive recreation and education activities oriented to an appreciation of the natural environment;
- Preserving or managing wildlife habitat.

Environmentally Sensitive Area 4 (ESA-4)

(Approximate total land area: 48 hectares; percentage of land area: 0.3%)

This designation is intended for environmentally sensitive areas for which conservation is the primary objective. Principal uses will include preserving, enhancing and managing vegetation, wildlife and habitats with the aim to maintain as much as possible natural conditions, features and ecological functions. Public access will not be encouraged. Scientific research, utility construction and maintenance, and the alteration of natural features necessary to address health, safety, drainage and slope stability, or to improve habitat conditions, will be permitted, but must be undertaken in a manner that minimizes impacts to the natural environment. ²

Environmentally Sensitive Area – Park (ESA-P)

(Approximate total land area: 155 hectares, percentage of land area: 0.9%) ²

This designation is intended for major parks in Delta that have areas that contain environmentally sensitive features as well as areas that accommodate active recreation and park related facilities. Zones of environmental sensitivity should be designated through park management plans along with any special operational or management practices needed to protect them.

National Wildlife Area (NWA) ²

(Approximate total land area: 344 hectares; percentage of land area: 2%)

This designation is reserved for the Alaksen National Wildlife Area on Westham Island. The primary purpose of the area is the conservation of migratory birds, with secondary benefits for other wildlife. Land uses within this area, including soil-based agriculture under special agreement, must be consistent with applicable federal wildlife conservation legislation, policies and objectives.

Special Development Area (SDA)

(Approximate total land area: 6 hectares; percentage of land area: less than 0.1%)

This designation is intended for areas in which redevelopment and revitalization are encouraged. Land uses may include a mix of commercial, residential, institutional and light industrial provided that they are compatible with other land uses in and adjacent to this area.

Community Study Area (CSA)

*(Approximate total land area: 9 hectares;
percentage of land area: less than 0.1%)*

This designation is intended for the Paterson Park area. This area requires further examination to clarify issues such as future use, design criteria, and circulation patterns.

Resource Study Area (RSA)

*(Approximate total land area: 180
hectares; percentage of land area: 1%)*

This designation is intended for environmentally sensitive sites. Any development plan for lands with this designation will be considered together with a comprehensive resource inventory and Environmental Impact Assessment.

Marina Garden Estates (MGE)

*(Approximate total land area: 55 hectares;
percentage of land area: 0.3%)*

This designation is intended for a comprehensively planned development that may include single family residential, medium density residential, residential commercial, private and public recreation, resort hotel and school uses.

Tsawwassen Golf and Country Club (TGCC)⁸

*(Approximate total land area: 56 hectares;
percentage of land area: less than 0.3%)*

This designation is intended for a comprehensively planned community with a golf course, apartments, duplexes, single family dwellings and neighbourhood commercial uses.

Harbour (HAR)

*(Approximate total land area: 17 hectares;
percentage of land area: 0.1%)*

This designation is intended for areas that support marine and fishing-oriented activities. Recreational and specialized commercial uses may be permitted to serve users of these areas.²⁸

Water (W)

(Approximate total land area: n/a)

This designation is intended for land and the surface of water located between the Municipal boundary and the high water mark, except where the designation of adjacent land above the high water mark has been extended over the water. Permitted uses comprise marine transportation, conservation, recreation, and fishing.

1.9.2 Land Use Designations for Area Plans

This section contains descriptions of the land use designations currently found in the Area Plans.

Single Family Residential (SFR)

This designation is intended for single family housing of low urban density, including homes on large and conventional-sized lots and comprehensively planned subdivisions. While the majority of homes will likely be on lots of 550m² or larger, there are provisions for small lots, clustered detached housing, and duplex homes, especially in new planned areas and larger in-fill sites. Zoning within this designation may allow secondary suites in single family homes but not in duplexes. ¹⁸

Residential Density

Single Family Residential: ¹¹
Maximum 18 units per hectare
(7 units per acre) ⁴⁰

Where permitted, secondary suites are in addition to this figure. ¹⁸

Duplex Residential: ¹¹
8 to 24 units per hectare
(3 to 10 units per acre)

Infill Single Family Residential (ISF)

This designation is intended for individual ground-oriented single-family units. The intent of the higher density is to provide design flexibility in order that new single-family dwellings can fit into existing single-family neighbourhoods. Permitted lot sizes in Ladner are described in Ladner Area Plan Policy D.5. Zoning within this designation may allow secondary suites in single family homes but not in duplexes. ¹⁸

Residential Density

8 to 27 units per hectare
(3 to 11 units per acre)

Where permitted, secondary suites are in addition to this figure. ¹⁸

Infill Single Family Residential (North Delta) (ISF(ND)) ⁴¹

This designation is intended for individual ground-oriented single family units. The intent of the higher density is to provide design flexibility for new single family dwellings to fit into existing single family neighbourhoods. Zoning within this designation may allow secondary suites in single family homes but not in duplexes.

Density

Maximum 30 units per hectare (12 units per acre). Where permitted, secondary suites are in addition to this figure.

Height

Maximum 2.5 storeys

Medium Density Ground-Oriented Residential (MGR) ^{42,52}

This designation is intended for townhouse, rowhouse and other forms of multiple-family residential. In order to achieve density objectives in these areas, single family and duplex dwellings are not permitted. The majority of dwelling units must have a direct connection between the front entry and the ground.

Density

Up to 1.2 floor space ratio and no more than 76 units per hectare (30 units per acre)

Height:

Maximum 3 storeys

Medium Density Residential (MDR)

This designation is intended for ground-oriented townhouse, stacked townhouse, strata house and some garden apartment and other low-rise structures within a density range of 18 to 120 units per hectare, except for one-bedroom senior citizen home dwellings, where the density may be increased to not more than 180 units per hectare.

Notwithstanding the foregoing density range, the residential density for those lots within the area outlined in bold on the “Four Storey Height Limit Boundary” map referred to in Policy C.2 of Schedule D.1, Tsawwassen Area Plan, may be increased to a maximum of 180 units per hectare.²¹

The property located on the north-west corner of 56 street and 14B Avenue (1497 - 56 Street) being P.I.D 010-164-766 is exempted from the density provisions of this designation, but in no case shall the residential development on the site exceed 32 units and an FSR of 1.97.¹⁹

Medium Density Residential (North Delta) (MDR(ND))⁴³

This designation is intended for low-rise structures accommodating multiple-family residential uses, including apartments, townhouses and rowhouses.

Density

Up to 2.0 floor space ratio and no more than 180 units per hectare (73 units per acre)

Height

Maximum 4 storeys

Medium Density Residential (Scott Road) (MDR(SR))⁴⁴

This designation is intended for low-rise structures accommodating multiple-family residential uses.

However, ground level retail and commercial uses may be permitted as a secondary use in mixed-use buildings constructed prior to the adoption of the North Delta Area Plan (Bylaw No. 7326) on May 26, 2014.⁵³

Density

Up to 2.2 floor space ratio and no more than 200 units per hectare (80 units per acre)

Height

Maximum 6 storeys

⁴⁵

Residential Ground-Oriented (RG)

This designation includes the uses of single-family, duplex, and multiple-family residential. The majority of dwelling units in the structure must have a direct connection between the front entry and the ground. Zoning changes involving limited additional uses and limited additional building floor area can be considered for existing commercial uses and an institutional use on the north side of Ladner Trunk Road between 53rd and 57th Streets, according to Policy C.5.

Height

Maximum 3 storeys

Residential Density

17 to 62 units per hectare
(7 to 25 units per acre)

Residential Ground-Oriented (North Delta) (RG(ND))⁴⁶

This designation includes single family, duplex, townhouse, rowhouse and other forms of low-rise multiple-family residential. The front access to all dwelling units must be directly to the ground. Zoning within this designation may allow secondary suites in single family homes, but not in duplexes, townhouse, rowhouses or other forms of low-rise residential.

Density

Single Family Residential: Maximum 30 units per hectare (12 units per acre)

Duplex Residential: Maximum 24 units per hectare (10 units per acre)

Multiple-Family Residential: Maximum 62 units per hectare (25 units per acre)

Height

Maximum for single family and duplex: 2.5 storeys

Maximum for other housing types: 3 storeys

Low-Rise Residential (LRR)

This designation is intended for three to four-storey residential buildings.

Height

3 to 4 storeys

Residential Density

Maximum 120 units per hectare (48 units per acre)

Rural Residential (RR)

This designation is intended for low density residential development in areas where it is advantageous to have a land use buffer between urban areas and land within the Agricultural Land Reserve. The maximum permitted residential density is 8 units per hectare (3.2 units per acre).

Marina Residential (MR)

This designation is intended for low to medium density residential development on water within a marina (any development that contains 4 or more floathomes and may contain docking berths and storage facilities for boats) in locations that provide sheltered water outside the navigable channel and are not directly adjacent to lands within the Agricultural Land Reserve. The maximum permitted residential density shall not exceed 29 units per developable hectare (12 units per developable acre) of waterlot area.

Tsawwassen Golf and Country Club (TGCC)⁸

This designation is intended for a comprehensively planned community with a golf course, apartments, duplexes, single family dwellings and neighbourhood commercial uses.

Other Residential

Other residential, including Bed and Breakfast Unit, Mobile Home and Floating Home uses may be permitted in order to provide for specialized-type housing.

A number of non-residential zones are also permitted including cottage industry, local park and recreation, personal care, institutional, and church and assembly uses, subject to suitable standards to ensure compatibility.

Commercial (C)

Four commercial zones are generally recognized: the Town centre Commercial Zone is intended for comprehensively designed commercial development of general retail, office, bank, restaurant, entertainment, personal service, recreational and residential uses in older town core areas. This designation includes the existing larger shopping centres.

The Service Commercial Zone generally accommodates commercial and related uses that require lower density and exposure to arterial roads. This zone includes tourist commercial, gasoline service station, service industrial, automotive, recreational, fast food, and other uses not normally found in the Town Centre Commercial Zone.

Residential Commercial or more commonly known as “Neighbourhood Commercial” is intended to accommodate local shopping and convenience stores. There are only a limited number of locations in Delta where this commercial use is suitable.

Marina and Resort Commercial is intended for Waterfront and other unique properties that demand special uses.

Other Commercial Zones may be created for new forms of commercial development which are in conformity with the Official Community Plan policies. A limited amount of medium-density residential uses are encouraged in all but the Service Commercial Zones.

Commercial (Ladner) C(L)

This designation is intended for commercial and neighbourhood commercial development.

Commercial use includes general retail, office, bank, restaurant, entertainment, personal services, recreation, institutional, and public uses. In addition, the second level may also include residential uses.

Neighbourhood commercial is intended for local shopping, service, and convenience stores, usually within a comprehensively planned neighbourhood centre.

Commercial (North Delta) (C(ND))⁴⁷

This designation is intended for commercial uses and includes general commercial, service commercial, and neighbourhood commercial developments. Limited residential uses, such as a dwelling unit above a commercial use, are permitted.

Residential Density

Maximum of 1 unit

Height

For a commercial use containing residential: 2 storeys

For a commercial use only: 1 storey

Neighbourhood Commercial (NC)⁴

This designation is intended for local neighbourhood stores that provide goods and services to residents in the immediate vicinity. Residential uses such as a single family dwelling or dwelling unit above a commercial use is permitted.

Maximum Height limit

For a commercial use containing a 'Dwelling Unit' - 2 1/2 storeys or 10.5m.
For a commercial use only - 1 storey or 6.0m

Residential Density

1 unit

Maximum 'Floor Space Ratio' for residential and commercial uses: 0.25 plus 125m²

Maximum Commercial Area: 140m²

Mixed-Use (MU)

This designation is intended for a mix of two or more of the following land use categories: commercial, multiple family residential, institutional, cultural and public open space. ²²

²²

**Mixed-Use (Tsawwassen) 1
(MU(T)1)**

This designation is intended to accommodate a combination of two or more uses in this definition, either freestanding or combined in one building. Retail commercial uses should generally be provided on the ground level. Maximum permitted density for multiple family residential is 240 units per hectare (97 units per acre). ²³

**Mixed-Use (Tsawwassen) 2
(MU(T)2)**

This designation is intended for multiple-family residential as a primary use, and retail and office commercial, cultural, entertainment, and institutional uses as secondary uses. Maximum permitted density for multiple family residential is 90 units per hectare (36 units per acre) unless a significant public amenity is

provided, in which case a density of up to 112 units per hectare (45 units per acre) may be considered. ²⁴

However, the property located on the southwest corner of 56th Street and 14th Avenue, being Phases One to Five Strata Plan LMS1318 and Remainder Lot 100 S 10 Twp 5 NWD Plan LMP11788, as indicated on the Tsawwassen Future Land Use Plan, is exempted from this density provision, but in no case shall the multiple family residential portion exceed a density of 148 units per hectare nor shall the combined congregate housing and care facility exceed a density of 260 units per hectare.

**Mixed-Use (Tsawwassen) Northgate
(MU(T)Northgate)**

This designation is intended for multiple-family residential as a primary use and commercial as a secondary use, either free-standing or combined in one building, for the site at the south west corner of 56 Street and 18 Avenue.

Maximum Residential Height Limit

4 storeys

Maximum Residential Density

135 units per hectare

Maximum Commercial Height Limit

6 storeys

Maximum Commercial Density

0.4 FSR ²⁵

In North Delta, the mixed-use designation is intended to accommodate a combination of two or more uses noted in this definition, either freestanding or combined in one building.

Mixed-Use (North Delta) 1

(MU(ND)1) 48

This designation is intended for a mix of uses including retail and office commercial, multiple-family residential, recreation, cultural, public, and open space. Retail commercial uses are required on the ground floor on fronting streets. Cultural, recreational and public uses may also be permitted on the ground floor on fronting streets if they contribute to pedestrian interest.

Density

Up to 4.0 floor space ratio and no more than 600 units per hectare (242 units per acre)

Height

Maximum 32 storeys

Mixed-Use (North Delta) 2

(MU(ND)2)

This designation is intended for multiple-family residential as the primary use and retail and office commercial, recreation, cultural, public and open space as secondary uses. Commercial use is optional.

Density

Up to 3.0 floor space ratio and no more than 400 units per hectare (162 units per acre)

Height

Maximum 18 storeys

Mixed-Use (North Delta) 3

(MU(ND)3)

This designation is intended for a mix of uses including retail and office commercial, multiple-family residential, recreation, cultural, public, and open space. Retail commercial uses are

required on the ground floor fronting streets. Cultural, recreational and public uses may also be permitted on the ground floor on fronting streets if they contribute to pedestrian interest.

Density

Up to 2.0 floor space ratio and no more than 180 units per hectare (73 units per acre)

Height

Maximum 5 storeys

Mixed-Use (North Delta) 4

(MU(ND)4)

This designation is intended for a mix of uses including retail and office commercial, multiple-family residential, recreation, cultural, public, and open space. Retail commercial uses are required on the ground floor on fronting streets. Cultural, recreational and public uses may also be permitted on the ground floor on fronting streets if they contribute to pedestrian interest.

Density

Up to 1.6 floor space ratio and no more than 120 units per hectare (48 units per acre)

Height

Maximum 4 storeys

Mixed-Use (North Delta) 5

(MU(ND)5)

This designation is intended for a mix of high density residential uses and commercial uses, including office use. Institutional uses may be permitted in combination with residential or commercial uses. New development is required to have publicly accessible

pedestrian connections to adjacent properties and Scott Road, and include a high-quality streetscape.

Density

Up to 4.6 floor space ratio and no more than 616 units per hectare (249 units per acre)

Height

Maximum 37 storeys

Mixed-Use (Ladner) 1 (MU(L)1)

This designation is intended for a mix of traditional types of river-oriented, small-scale industrial uses, a limited amount of river-oriented single-family infill residential development, public uses, and limited tourist accommodation uses. A transfer of density may be permitted from the upland lot to the water lot only.

Mixed-Use (Ladner) 2 (MU(L)2)

This designation is intended for pedestrian-oriented retail use, public use and a limited amount of ground floor residential use. The emphasis is on pedestrian-oriented streetscapes. Upper floors may contain general commercial, residential and institutional uses.

Height

Minimum equivalent to 2 storeys (false fronts acceptable)

Maximum equivalent to 2 1/2 storeys

Residential Density

40 to 100 units per hectare (16 to 40 units per acre)

Mix of Uses: Ground floor residential is encouraged in those areas off the retail “stroll” (*refer to Policy C.3 of the Ladner Area Plan*). The majority of ground level uses on the retail “stroll” shall be retail commercial uses.

Mixed-Use (Ladner Waterfront) 3 (MU(LW)3)

This designation is intended for one or more of the following uses: pedestrian-oriented retail commercial, recreation, public, service commercial and marine-oriented light industrial. Office and residential uses may be permitted above the ground floor.

For height and density, refer to Policy C.2 in Schedule B.3. ²⁹

Mixed-Use (Ladner) 4 (MU(L)4)

This designation is intended for one or more of the uses of non-retail commercial, light industrial, service commercial, institutional, and public uses.

Height

Maximum 1 1/2 storeys

Mixed Use (Heritage) 5 MU(H)5₅

This designation is intended for residential uses and small-scale non-retail commercial uses on the ground floor in historic structures or in structures with an historic appearance. Additional ground-oriented residential and/or non-retail commercial density may be considered as an incentive for the restoration of historic structures.

Height

Maximum 2 1/2 storeys

Residential Density

10 to 50 units per hectare (4 to 20 units per acre)

Fishing Industrial (FI)

This designation is intended to permit fishing-oriented uses of a smaller scale, which do not generate heavy truck traffic, such as moorage, net sheds, minor repairs. One caretaker's residence per lot is permitted. Retail uses are not permitted.

Heritage 2 (HC)2

This designation is intended for residential uses in historic structures or in structures with an historic appearance. Additional ground-oriented residential density may be considered as an incentive for the restoration of historic structures.

Height

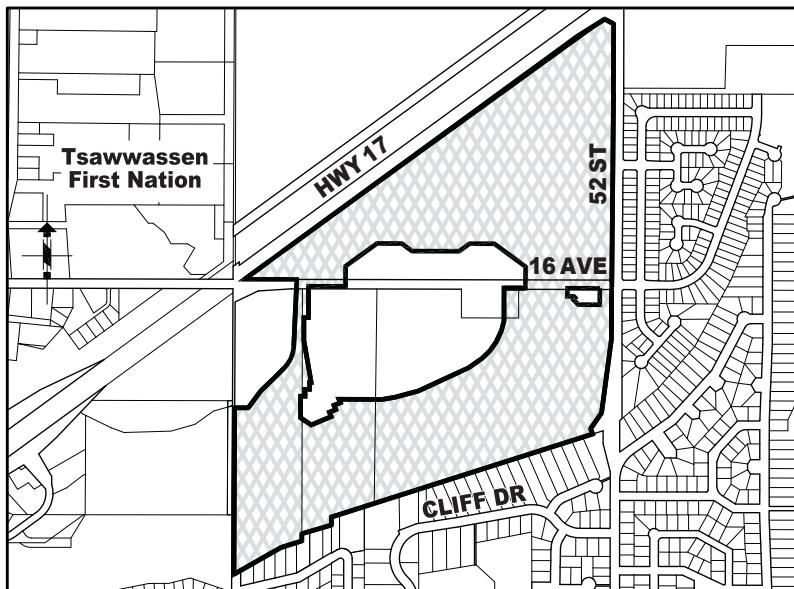
Maximum 2 1/2 storeys

Civic Precinct (CIV)

This designation is intended to accommodate public open space, parkland, recreational facilities, institutional uses, arts and cultural facilities, or civic buildings to serve the people of Delta. Specialized commercial uses may be permitted where they are incidental and ancillary to the community uses on the lands.

1.9.3 Other Land Use Considerations

Notwithstanding the land use designations in the Future Land Use Plan and the Area Plans, Agricultural uses are permitted on any portion of the lands outlined in bold and cross-hatched on the map below that is within the Agricultural Land Reserve.





Plan Objectives and Policies

2

2.1 Housing and Neighbourhoods

Delta is a mature community with concentrations of housing in its three urban areas. There is little undeveloped land available for new housing in Delta, with the exceptions of Marina Garden Estates in Ladner and the Delsom lands in North Delta. Therefore, a major challenge in future years will be to adapt the existing housing stock and urban land base to the needs of an ever-changing population, to sensitively incorporate new housing in existing neighbourhoods, and to consider redevelopment within existing urban areas (for example, old commercial areas) for housing or mixed use. *See Map 15 – Delta's Urban Communities, Map 3 - Medium and Higher Density Housing and Mixed Use Designations.*

As described in Part 1 of this plan, Delta's changing population is an important consideration in planning for housing. The ethnic makeup of some communities, such as North Delta, is becoming more diverse, resulting in different housing needs.

An aging population means we need to plan for different housing choices so that Delta residents can remain in the community. Affordable housing options are necessary to accommodate seniors and young families.

North Delta is located in the GVRD's Growth Concentration Area (GCA). It is anticipated that the majority of Delta's population and housing growth will occur in North Delta.

A large portion of Delta's neighbourhoods was built in the late 1960s and 1970s, and is over 30 years old. The combination of aging neighbourhoods and a changing population may mean that there are pressures on neighbourhoods to change. This presents an opportunity to reinforce neighbourhood identity, improve local infrastructure and introduce new housing types into the community. The key to neighbourhood rejuvenation will be to ensure that its attractiveness and livability are enhanced and strengthened.



Providing Housing Choice

Objective:

Ensure there is a range of housing types to meet Delta's long-term needs.²

Policies:

2.1.1 Encourage a range of housing types within each of Delta's urban areas (e.g. single-family detached, ground-oriented, multi-family, seniors'-oriented and special needs).

2.1.2 Encourage and facilitate the production of housing that meets the needs of residents of different income levels.

2.1.3 Encourage seniors' and special needs housing in town centres, close to shops, services, transit and other amenities.

2.1.4 Consider incentives, such as a bonus density, to encourage the provision of seniors', rental or special needs housing.

2.1.5 Monitor new housing stock to determine whether it is meeting the needs of Delta residents.²

2.1.6 Identify areas where smaller lots (e.g. 10 m (33 ft) frontages) would be appropriate.

2.1.7 Consider older commercial areas as possible sites for multi-family or mixed use housing (e.g. developments that include a mix of residential, commercial and other uses, often with commercial uses on the ground floor, and residential uses above), and wherever possible, ensure that the community preserves its heritage stock.²

2.1.8 Investigate the potential of redesignating older residential areas close to town centres for higher density housing.



Enhancing Delta's Neighbourhoods

Objective:

Encourage appropriate development that enhances the character of Delta's neighbourhoods.

Policies:

2.1.9 Use the Area Plan review process as a primary means of defining local area and neighbourhood scale housing goals and objectives.

2.1.10 Review zoning and other policy tools to ensure that new development respects existing neighbourhood character. Use development permit areas to guide the form and character of intensive residential development where deemed necessary.

2.1.11 Encourage the creation or enhancement of existing neighbourhood focal points where uses are effectively integrated into residential areas (e.g. local park, pathways or trails, heritage building or corner store).

2.1.12 Continue infrastructure improvements in neighbourhoods to promote pedestrian, bicycle and other user's safety in order to reinforce community identity, neighbourhood pride and the promotion of physical activity.²

2.1.13 Where appropriate, incorporate local heritage elements or references into the design of new developments.

2.1.14 In order to reduce dependence on the automobile, permit neighbourhood stores where there is a proven need and in locations that minimize negative impacts on nearby residents.

2.1.15 Support home-based businesses in residential neighbourhoods, provided the impacts on adjoining neighbours are minimal.



Housing and Sustainable Development

Objective:

Encourage new housing development and neighbourhood change that contributes to sustainable development and community livability.

Policies:

2.1.16 Focus new residential development in existing urban areas, and not in greenfield sites or on agricultural land. ²

2.1.17 Support medium density housing near transportation, jobs, and amenities to promote “complete communities.”

2.1.18 Promote housing and site design that contains sustainability features, improves energy efficiency, and contributes to the enhancement of neighbourhoods.



2.2 Commercial Land Use

Delta's three urban communities each have their own central shopping area. North Delta's commercial uses are concentrated in plazas and an indoor mall at major intersections along Scott Road. There is also a commercial node at 112th Street and 84th Avenue, which caters more to surrounding neighbourhoods. Ladner's commercial uses are concentrated in its historic Village, but there are additional plazas outside of the Village along Ladner Trunk Road. In Tsawwassen, commercial uses are centered on 56th Street and 12th Avenue.

Market analysts advise that there is a net outflow from Delta of shopping dollars, especially for durable goods, to regional shopping centres with department stores to specialty stores, and to "big box" outlets.² The Surrey side of Scott Road is also being developed with commercial uses, which are proving attractive to many North Delta residents. The major challenges in the future will be to keep existing commercial areas vibrant, and to encourage their revitalization with a mix of uses. *See Map 4 - Commercial Designations.*



Vibrant Town Centres

Objective:

Encourage the revitalization of Delta's Town Centres as attractive, active, and people-oriented centres of community life.

Policies:

2.2.1 Reinforce Town Centre areas by supporting:

- shopping areas and services that serve a wide range of residents, workers and visitors; and
- a mix of commercial and residential uses.

2.2.2 Encourage design features which make each Town Centre unique and which create pedestrian-friendly environments.

Main Street Commercial

Objective:

Provide opportunities for commercial uses on main streets in appropriate locations.

Policies:

2.2.3 Promote development that improves the design, character and attractiveness of Ladner Trunk Road, 56th Street, and Scott Road.

2.2.4 Limit highway oriented commercial development to the redevelopment of existing sites.



Local Neighbourhood Services

Objective:

Encourage neighbourhood stores that provide services to local residents in appropriate locations.

Policies:

2.2.5 Encourage the retention of existing neighbourhood corner stores, and consider new neighbourhood corner stores where there is a proven need, in locations that minimize negative impacts on nearby residences, and which are appropriately designed.



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Quality of Design in Commercial Areas

Objective:

Encourage attractive, high quality design in commercial areas.

Policies:

2.2.6 Require high standards of building design, which make a positive contribution to the streetscape and which reinforce area character.

2.2.7 Encourage an attractive pedestrian environment and pedestrian linkages between buildings.

2.2.8 Encourage the retention and improvement of existing heritage buildings so as to enhance the character and ambience of a street or an area.

2.2.9 Ensure that parking areas do not dominate a site, are well landscaped, and provide for safe and attractive pedestrian connections to buildings.

2.2.10 Work with local businesses to ensure that sufficient parking is available on and off street to meet the needs of shoppers.

2.2.11 Provide public amenities such as street furniture, mini-parks with landscaping and benches, and bicycle parking. Ensure landscaping incorporates water efficient technology.

2.2.12 Create or enhance existing town squares for community gatherings and celebrations.

2.2.13 Work with the City of Surrey to make Scott Road more pedestrian-friendly, safe and attractive.

2.3 Industry

Industrial lands are an important component of Delta's land base. Delta's inventory of industrially zoned and designated land totals 1,475 hectares, 859 hectares of which are occupied. Delta's industries are primarily located along River Road East, on Tilbury Island, Annacis Island and Roberts Bank. There are also pockets of industry along River Road West, and at Boundary Bay Airport. Within the Greater Vancouver region, Delta's inventory of industrial floor space comprises 14% of regional industrial floor space. *See Map 5 – Industrial and Utility Designations.*

The majority (over 60%) of Delta's industrial jobs are in goods manufacturing. The second largest industrial sector, although significantly smaller, is in distribution and warehousing. Service industries, communications and utilities make up a small percentage of Delta's industrial jobs. In the future, continued build-out of existing industrial areas and expansion of DeltaPort will result in an overall increase in industrial employment.

Over the past 20 years, Delta's industrial businesses have seen significant changes in the global economy, consumer demands, electronic communications technology, regional goods movement, and even internal corporate cultures. Businesses and markets respond to all of these changes in a variety of ways and Delta needs to consider if changes in land use policy can facilitate these processes of change.

According to current projections, Delta's vacant industrial lands will likely be built out over the next 10 to 15 years. Expansion of the industrial land base is limited by the ALR and environmentally sensitive areas. Given these limits, Delta's Policies look towards fostering existing industries, attracting businesses from emerging industrial sectors, and facilitating redevelopment opportunities where older industries vacate, while using more environmentally sustainable features and green buildings.



Vibrant Industrial Sector

Objective:

Ensure that industry remains a strong and significant component of Delta's economy and land use base.

Policies:

2.3.1 Maintain Delta's industrial land base for industrial use and encourage non-industrial uses to locate in non-industrial areas.

2.3.2 Recognize and support the changing needs of existing and emerging industries.

2.3.3 Regularly carry out reviews and forecasts of industrial land use patterns. ²

2.3.4 Consider re-use and redevelopment possibilities as well as environmental remediation requirements for older industrial buildings and sites.

2.3.5 Promote Delta's central location and ready access to markets for industry.

2.3.6 Encourage networking opportunities among business and post-secondary institutions.

Industry and the Economy

Objective:

Support industrial activities that generate economic benefits to the community.

Policies:

2.3.7 Encourage employment-intensive industries to locate in Delta.

2.3.8 Support emerging industries such as film, tourism, and eco-tourism in appropriate non-industrial locations.



Quality of Industrial Uses and Areas

Objective:

Foster industrial areas which support and complement a high-quality corporate image and attract skilled employees.

Policies:

2.3.9 Encourage industrial activity and development or redevelopment that contributes to improvements on the site.

2.3.10 Ensure that road design is attractive and pedestrian-friendly.

2.3.11 Encourage the provision of amenities, such as parks, trails, appropriately scaled commercial uses, fitness and recreational opportunities to serve workers and the general public in industrial areas.

2.3.12 Encourage good design and high landscaping standards in industrial areas, through building design schemes registered on title and through development permit guidelines.

2.3.13 Provide greater opportunities for alternative transportation to industrial employment sites, such as biking, carpooling and transit use by encouraging improved transit service, the provision of end-of-trip facilities by employers, and the provision of bicycle and pedestrian routes.

Industry and Other Land Uses

Objective:

Strengthen relationships among Delta's industries and other land uses while minimizing the potentially negative effects of industry on other land uses and the environment.

Policies:

2.3.14 Continue to monitor the effects of industry on other land users and the natural environment and implement standards for measuring the light and noise impacts of industrial activity.

2.3.15 Consider other uses in industrial areas that are complementary with industry, which support the viability of industrial uses.



Industry and Transportation

Objective:

Reduce traffic congestion and mitigate its negative effects.

Policies:

2.3.16 Work with the Provincial and Federal governments and agencies to secure improvements to transportation systems.

2.3.17 Work with other levels of government to support the improvement of sufficient transportation infrastructure in support of Port facilities and activities.

2.3.18 Promote rail and marine transport as alternatives to truck traffic to distribute products.

2.3.19 Continue improvements to roads, such as the South Fraser Perimeter Road, which service industrial areas to enhance flows of traffic and goods movement.

Boundary Bay Airport

Objective:

Recognize the Boundary Bay Airport as a high quality, general aviation airport and a valuable asset to the community.

Policies:

2.3.20 Ensure the airport operator maintains the airport grounds and buildings to a high standard of maintenance and operation.

2.3.21 Ensure the airport operator maintains a high level of airspace safety, minimizes security breaches in access and operations occurring on lands within the airport perimeter and maintains operational procedures to mitigate disturbance to birds and wildlife using the Boundary Bay area.

2.3.22 Foster a positive, attractive business environment to promote the marketability of the airport within the region.

2.3.23 Work with other stakeholders in the creation of a Master Plan to guide any future development of airport lands.

2.3.24 Ensure the Airport is financially self-sustaining.

2.3.25 Support Boundary Bay Airport's role in the region as a community airport that provides vital relief to Vancouver International Airport, and in the long term, grows to accommodate more commercial development and air traffic, while acting as a community destination point.



Industry and the Environment

Objective:

Implement “Environmental Best Management Practices” among Delta’s industries in land development, operations and production.

Policies:

2.3.26 Monitor the environmental impacts of industrial uses, particularly when they are in proximity to environmentally sensitive areas.

2.3.27 Encourage site planning and design which incorporates principles of environmental sustainability.

2.3.28 Encourage eco-industrial networking programs that save energy, reduce waste, and reduce impacts on the environment.

2.3.29 Share information on municipal experiences in achieving eco-efficiency within municipal operations and facilities.

Industry and the Waterfront

Objective:

Preserve and strengthen Delta’s waterfront and water-related industries.

Policies:

2.3.30 In industrial areas, provide public access to the waterfront via a park or trail system.

2.3.31 Liaise with the Vancouver Port Authority (VPA) and Fraser River Port Authority (FRPA) to determine possible impacts of port services expansion on municipal services such as roads, policing, water, fire protection, etc.

2.3.32 Work with the VPA, FRPA and other stakeholders to ensure future needs for water-dependent private industries are met.



Utilities and Services for Industry

Objective:

Ensure the availability of infrastructure and utilities which are required for optimum operation of Delta's industries.

Policies:

2.3.33 Encourage and facilitate initiatives (e.g. as proposed by VanCity, BC Hydro, GVRD) to reduce energy use in industrial production.

2.3.34 Work with BC Hydro to encourage upgrades to the hydroelectric supply system in a safe and aesthetically considerate manner.

2.3.35 Encourage the provision of infrastructure (e.g. fibre optics) and any other measures to facilitate industries' needs for rapid access to information.



Sunbury Landing Industrial Area 50

The Sunbury Landing Industrial Area forms part of the Schedule A boundaries for the Plan. The name of this area refers to the historic Sunbury Landing Public Wharf that was located at 8655 River Road. Steamboats like the "SS Transfer" docked at this wharf, and provided local fishing and farming families access to the Fraser River, a major transportation route. The boundaries of Sunbury Landing Industrial Area are shown below.

Objective:

To encourage development that highlights the area as a regional leader in brownfield revitalization, sustainable development and eco-industrial business operation. The area's innovative character will be clearly visible as the community takes shape, attracting significant investments and progressive industries.

Policies:

2.3.36 Respect and celebrate the natural context provided by this area's location between the Fraser River and the Burns Bog Ecological Conservancy Area. The mountain views to the north and other local landscape features should be reflected in design of public spaces and buildings, particularly where development sites interface with natural areas.

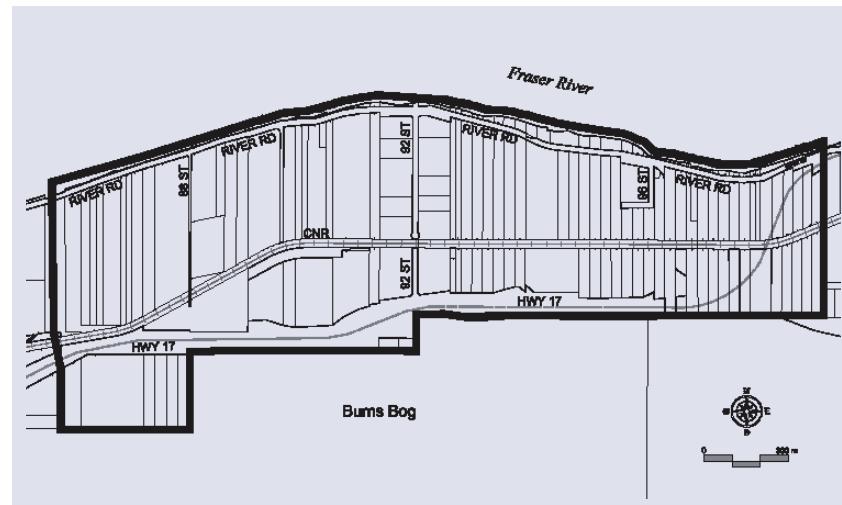
2.3.37 Development of the public and private realm in the Sunbury Landing Industrial Area should have the following general characteristics:

- Waterfront industrial uses will be supported in order to take advantage of marine access for specialized, water-dependent industry.

- Pedestrian waterfront access should be provided where safe and appropriate to provide direct experience of the area's marine industrial character and heritage.
- River Road and major north-south roads through Sunbury Landing should have a pedestrian- and bicycle-oriented character, created through the use of landscaped and treed boulevards, placement of street furniture, construction of bicycle lanes, pedestrian-scale lighting, and siting of buildings close to sidewalks.
- Limited commercial uses that provide services to local businesses and their employees should locate in areas served by the most pedestrian- and bicycle-friendly transportation routes. Commercial development should be sited near the street with no parking between buildings and adjacent public sidewalks. Outdoor amenity spaces and seating areas should be integrated where appropriate.
- Larger lots (minimum 3 ha) south of the railway will be encouraged to capitalize on access and exposure to Highway 17 for uses such as logistics, warehousing and distribution facilities. Proposed development should, wherever possible, showcase sustainable technologies such as solar walls at a scale that is visible from the highway.

2.3.38 Develop a well-landscaped “green entrance” to the Sunbury Landing Industrial Area at River Road west₅₁ of the Highway 91 Connector. Development surrounding this entrance should complement and enhance the entry into the industrial area.

2.3.39 Development should be structured around a contiguous open space network of off-street pedestrian paths, shared stormwater management facilities and park space that links businesses and transportation networks. Space for these facilities should be provided and development oriented to encourage their use and effectiveness.

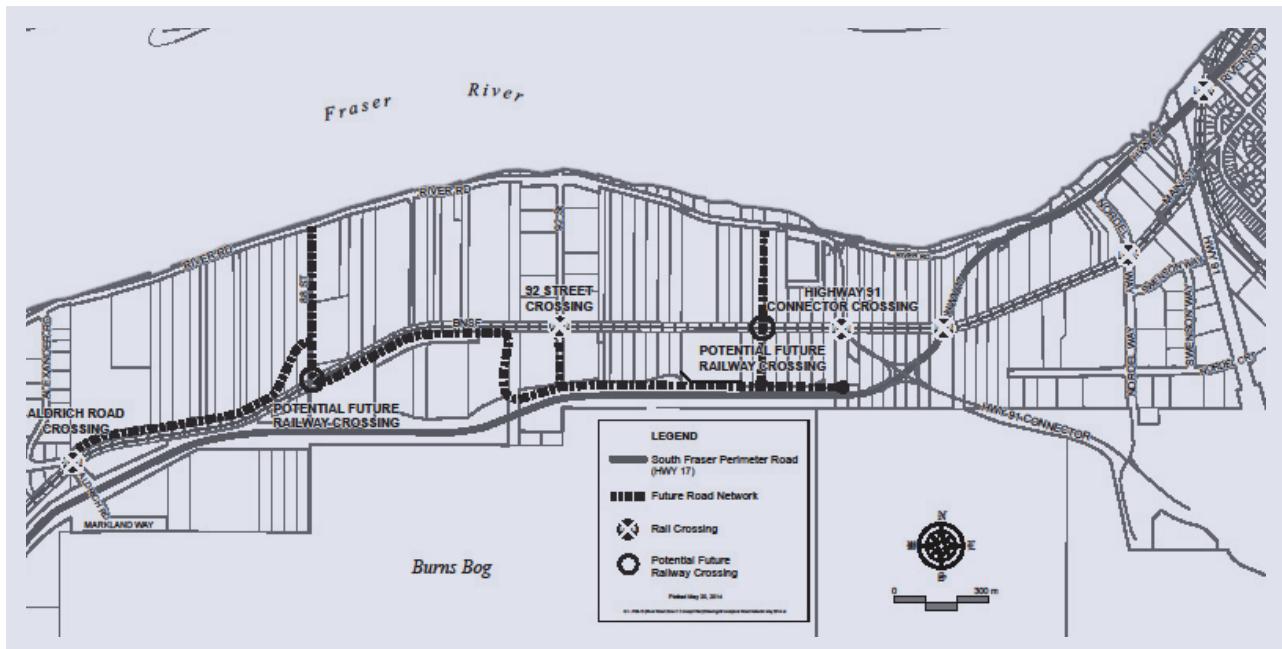


Sunbury Landing Industrial Area Boundaries

2.3.40 Implement the Tilbury Road and Rail Network Plan as shown below in order to provide facilities and services necessary for development of the Sunbury Landing Industrial Area.

2.3.41 Enhance pedestrian, transit and bicycle friendliness by linking with existing bike and transit routes and implementing a grid pattern street network. Street design and construction standards should serve multiple purposes, including transportation of cars, trucks, bicycles and pedestrians, ecologically-sensitive treatment of stormwater and provision of space for business-to-business energy-sharing infrastructure.

2.3.42 Development should demonstrate high standards of sustainability by using green construction materials, implementing energy efficient technologies, and incorporating green features in site design. Use of recycled building materials, "environmentally-friendly" construction materials, energy efficient lighting systems, hydronic or district heating systems, maximization of permeable surfaces for stormwater management, provision of secure bicycle storage and preferred parking for high-efficiency automobiles are just a few examples of sustainable development options. Where possible, development using green building features should make them visible to passers-by and include interpretive signage to let them know about on-site green practises.



Tilbury Road and Rail Network

2.4 Natural Environment

Delta is fortunate to be located at the heart of the vast Fraser River estuary ecosystem, which is bounded by the Fraser River, Roberts Bank and Boundary Bay. The estuary and its adjacent lands have global significance for various species of birds and salmon, and regional significance for wildlife biodiversity. The Fraser River is considered the most important salmon spawning river in the world, and its estuary provides valuable habitat for herring, shellfish and a variety of other aquatic species. In addition to environmental benefits, Delta's extensive foreshore also provides recreational and aesthetic opportunities that together form an integral part of Delta's community identity.

Delta is perhaps best known for its wetland, estuarine, and upland habitats that support the largest wintering populations of waterfowl, shorebirds and birds of prey in Canada. It is estimated that up to 5 million migratory birds use the Fraser River estuary and delta as a vital stopover on the Pacific Flyway. In fact, Boundary Bay and its adjacent uplands represent the most significant migratory waterfowl and shorebird habitat on the Pacific Coast of Canada. Consequently, the lands and waters of the Fraser River estuary have received a number of noteworthy designations. For example, Boundary Bay and the Ladner Marsh are provincial Wildlife Management Areas, and the Alaksen National Wildlife Area is located on Delta's Westham Island. The estuary was declared an Important Bird Area in 2001, and is recognized as the most significant out of 597 such sites in Canada. Most recently the Fraser River foreshore and selected provincial and federally owned lands were named

a Hemispheric Site in the Western Hemisphere Shorebird Reserve Network in 2004.

In addition to the Fraser River estuary, Delta also contains important upland habitats. For example, Delta is home to one of the most significant bog ecosystems in Canada – Burns Bog. Covering approximately 3,000 hectares, the bog is considered to be the largest domed peat bog in western North America and represents one of the region's most important ecological areas due to its size and variety of habitats. In 2004, approximately 2,040 hectares of Burns Bog were purchased by four levels of



government and are now protected as an Ecological Conservancy Area. Other examples of upland environments in Delta include soil-based farm fields, old-field habitat, short grass fields, shrublands, hedgerows, watercourses, ravines and woodlands. These habitats, which support a diversity of wildlife and contribute to greenspace in Delta, form a considerable portion of the GVRD's Green Zone. Many of these areas are protected as Environmentally Sensitive Areas or are part of municipal or regional parks and environmental reserves. See *Map 6 - Environmentally Sensitive Areas Designations*.

This section of the OCP contains general objectives and Policies about the natural environment. Other sections of the OCP also address the environment in reference to specific topics such as parks, transportation, agriculture, and industrial land use. These objectives and Policies are implemented in the context of a complex multi-government regulatory framework.

Fish and Wildlife Habitat

Objective:

Protect and enhance watercourses, ravines, forested uplands, wetlands, foreshore and marine areas as habitat for wildlife.

Policies:

2.4.1 Enhance the knowledge of Delta's environmental assets through physical and biological resource inventories.

2.4.2 Implement streamside protection measures and require that developments conform to regulations and best management practices for protecting fish and aquatic life.

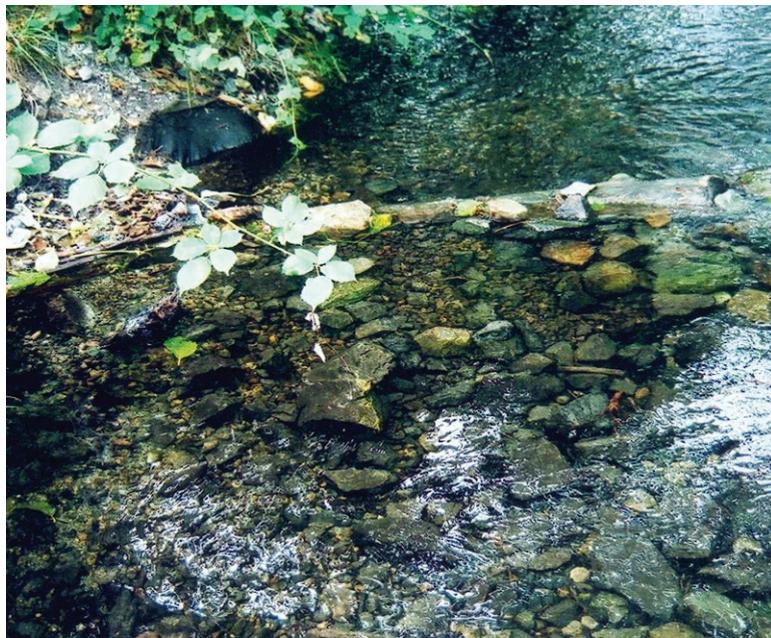
2.4.3 Through effective land use planning, minimize habitat loss, fragmentation and disturbances to wildlife.

2.4.4 As funding permits, develop natural areas management plans for significant habitat types and geographic areas.

2.4.5 Where appropriate, provide opportunities for the public to view and learn about wildlife in their natural setting.

2.4.6 Promote "naturescaping" and the provision of wildlife habitat on public and private land.

2.4.7 Encourage the protection, and wherever possible, reopening of natural watercourses for wildlife and fish movement to increase and return fish stocks, in collaboration with other agencies and private property owners. ²



Environmentally Sensitive Areas

Objective:

Identify and protect a system of Environmentally Sensitive Areas (ESA's) that is representative of Delta's habitat types and allows for connectivity between those habitats.

Policies:

2.4.8 Complete a comprehensive ESA inventory that builds on previous studies undertaken.

2.4.9 Identify funding for strategic acquisition of ESAs.

2.4.10 Raise awareness of the importance and values of ESAs and encourage community stewardship.

2.4.11 Monitor the status of ESAs to ensure that the values for which they were protected are not degraded or lost.

2.4.12 Apply interim protection measures, such as agreements with landowners, to known sensitive areas that are not yet fully protected as ESAs.

2.4.13 In co-operation with the GVRD, provincial and federal governments, ensure the long-term preservation of Burns Bog as an Ecological Conservancy Area, through a management agreement and appropriate ESA designation.

2.4.14 Manage municipally owned properties surrounding the Burns Bog Ecological Conservancy Area in a manner that is consistent with the Conservancy Area covenant, and consider integrating additional municipal properties into the Conservancy Area as outstanding encumbrances and land transfer issues associated with these properties are resolved over time.

2.4.15 Work with the GVRD to identify appropriate ESA designations for areas within Boundary Bay and Deas Island Regional Parks and develop guidelines for the management of those areas.



Trees

Objective:

Protect trees, and plant more trees as opportunities arise.

Polices:

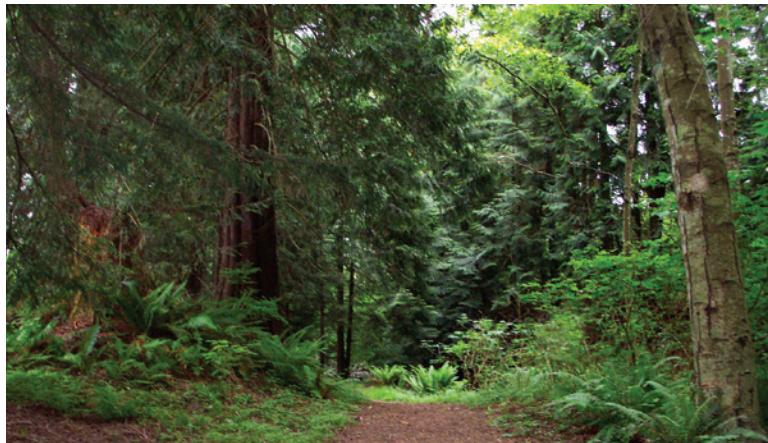
2.4.16 Investigate options to protect mature trees, heritage trees and urban forests.

2.4.17 Enhance regulations to minimize loss of trees prior to and during development, and ensure replacement with an emphasis on native species.

2.4.18 Continue to plant and maintain new trees on public lands in parks, and along boulevards.

2.4.19 Develop and implement an Urban Forest Management Strategy to consolidate policies regarding tree protection, outline standards for planting and maintenance of trees, address the health of the urban forest, and better integrate tree protection into community planning.

2.4.20 Provide information to developers and private landowners about the importance of maintaining healthy, mature trees.



Water and Foreshore

(Water Quality, Stormwater and Groundwater)

Objective:

Protect shoreline and riparian areas and maintain high standards for water quality.

Policies:

2.4.21 Work with other agencies to preserve, enhance or restore habitat and natural shoreline processes when development occurs in coastal/foreshore areas.

2.4.24 Work to maintain water quality in groundwater aquifers.

2.4.25 Recognize the FREMP Area

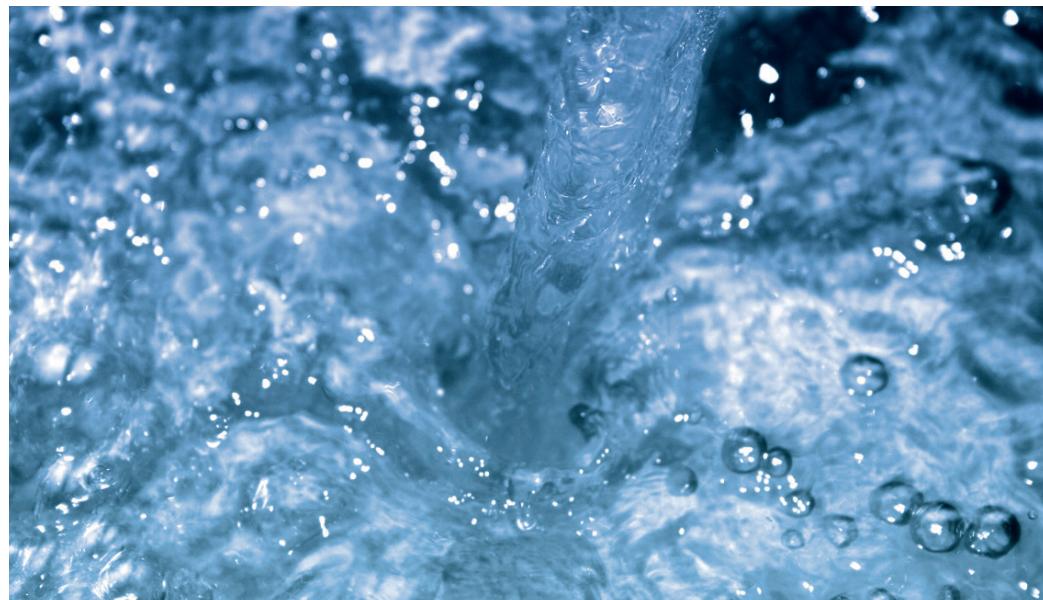
Designations and habitat classifications along the estuary foreshore and consider them when making land use decisions.

2.4.26 Require that all applications for development along the estuary foreshore be referred to FREMP for review and comment.

14

2.4.22 Work with other agencies to manage and monitor point source pollution (e.g. storm sewers, direct discharges) and non-point source pollution sources (e.g. urban runoff and associated contamination) into streams and the Fraser River.

2.4.23 Develop Integrated Storm Water Management Plans and require the use of integrated storm water management practices consistent with the regional Liquid Waste Management Plan.



Natural and Geotechnical Hazards

Objective:

Protect people and sensitive natural environments from negative impacts associated with slope instability, shoreline instability, flooding, wildland-interface fire threats or other hazards.

Policies:

2.4.27 Carefully assess and where appropriate, prohibit development in areas prone to hazardous conditions and/or flooding.

2.4.28 Use development permit guidelines and bylaws to ensure that appropriate measures are taken when development occurs in potentially hazardous areas such as along slopes, bluffs or ravines, and in flood prone areas.

2.4.29 Ensure Delta Fire and Emergency Services participate in the planning of natural and environmental areas and also in the planning and development process for projects that may impose a wildland-interface threat.



Soil Quality and Contaminated Sites

Objective:

Protect soil quality and facilitate the rehabilitation of sites that have been degraded or contaminated.

Policies:

2.4.30 Encourage land use and development practices that minimize soil erosion or loss of highly productive organic soils.

2.4.31 Work with other agencies and landowners to assess, manage and remediate contaminated sites.

14

14

Light and Noise Abatement

Objective:

Minimize disturbances to residents and wildlife resulting from light pollution, light trespass and noise.

Policies:

2.4.32 Incorporate light pollution reduction and light trespass abatement features into municipal facilities, infrastructure and street/park lighting where public safety is not compromised.

2.4.33 Work with the residential, agricultural, industrial and commercial sectors to minimize light escapement and resulting sky glow from their homes, buildings and facilities.

2.4.34 Set Policies and enforcement and education measures that achieve community objectives for light pollution reduction and light trespass abatement and restrictions relating to ambient light from commercial, industrial or agricultural use.

2.4.35 Set Policies and enforcement and education measures that achieve community objectives for noise abatement and restrictions relating to ambient noise (e.g. residential, traffic, construction and industrial sources, aircraft/marine traffic, etc.).



Municipal Environmental Practices

Objective:

Demonstrate leadership in implementing sustainable environmental practices.

Policies:

2.4.36 Develop an Environmental Management System that would set objectives and track progress with regard to the municipality's environmental practices.

2.4.37 Educate and train staff to employ environmental best practices in their work.

2.4.38 Operate under a 'Triple Bottom Line' philosophy that considers environmental, social and economic dimensions of decisions.

Stewardship

Objective:

Raise environmental awareness among Delta residents and businesses and encourage community environmental stewardship.

Policies:

2.4.39 Promote community environmental stewardship and identify ways to encourage private land stewardship.

2.4.40 Promote community involvement and increased awareness of environmental issues among all sectors and the public.

2.4.41 Identify funding sources and help implement community partnerships and incentive programs that support environmental stewardship initiatives.

2.4.42 Prepare a "State of the Environment Report" that identifies appropriate indicators, and sets targets that are directly linked to OCP objectives and Policies.



2.5 Agriculture

Farming is important in Delta, as it contributed to the early settlement of the municipality, and today, adds to the economy and to residents' quality of life. Farming also contributes to municipal and regional food sufficiency. Today, there are 10,085 hectares (24,929 acres) in the Agricultural Land Reserve (ALR), which is a provincial designation that recognizes agriculture as the priority use. All land within the Agricultural Land Reserve (ALR) is subject to the provisions of the Agricultural Land Commission Act as well as regulations and orders of the Agricultural Land Commission. The Act and regulations generally prohibit or restrict non-farm use and subdivision of ALR lands, unless otherwise permitted or exempted.²

See Map 14 Agricultural Land Reserve.

The deltaic soils coupled with our mild climate provide for excellent conditions for soil-based farming. The most common agricultural uses are field vegetables and potatoes, forage and pasture and livestock operations. Livestock includes sheep/goats, exotic birds, poultry including free-range poultry, llamas and alpacas. Other agricultural activities include cultivated and fallow land, berry crops, greenhouses and nurseries. In 2001, gross farm revenues for Delta's farms were \$161 million.

Approximately 5.5% of Delta's farmland is currently not in agricultural production, and 9% is currently used for transportation, communications, commercial, service, recreation, institutional, golf course, utility, industrial and park use.

Significant issues facing the farm community include the long-term viability of agriculture, preservation of farmland for farming, conflicts between urban and rural activities, the rising cost of farmland, conversion of farmland to hobby-farm use and the interrelationship between farm fields and wildlife habitat.



Protect the Agricultural Land Base

Objective:

Protect the agricultural land base and lands included in the Agricultural Land Reserve.

Policies:

2.5.1 Recognize farming as the primary use of agricultural land.

2.5.2 Maintain the parcel size of Delta's agricultural land and encourage consolidation of agricultural parcels to increase parcel size, rather than fragmentation of agricultural lands.

2.5.6 Continue to work with the Ministry of Agriculture, Food and Fisheries, the Provincial Agricultural Land Commission and other appropriate stakeholders and organizations to determine the maximum threshold for greenhouses and other non-soil dependent farming operations that preserves a critical mass of land for soil-based agriculture.

2.5.7 Encourage non-soil dependent farm operations to locate in areas of poorer soils and minimize the impacts of these operations (e.g. air and light pollution).

2

2.5.3 Support initiatives that reinforce farm use of agricultural land and the continued development of a viable agricultural industry.

2.5.4 Use Agriculture Impact Assessments to quantify the impacts of a proposed development, rezoning subdivision or non-farm use on the ALR, farmed lands or lands adjacent to farmed lands. Require mitigation for possible impacts.

2.5.5 Consider alternate non-agricultural sites when recreational, institutional, industrial, commercial uses or utility facilities are proposed for agricultural areas.



Urban-Rural Conflict

Objective:

Minimize conflicts at the urban-rural interface.

Policies:

2.5.8 Encourage farmers to undertake the highest standard of management practices for activities that may result in noise, dust, smell, light or other nuisances, particularly if located near the urban boundary.

2.5.9 Undertake a public awareness program to inform non-farm residents about normal farm practices and urban activities that may result in difficulties for farmers.

2.5.10 Consider urban-rural edge planning initiatives, such as Development Permit Guidelines for the urban side.

Agricultural Economic Diversification

Objective:

Diversify farm operations to support agricultural viability and sustainability.

Policies:

2.5.11 Support economic diversification initiatives accessory to and compatible with farming that add value to locally produced farm products.

2.5.12 Work with the Ministry of Agriculture, Food and Fisheries, the Provincial Agricultural Land Commission and other farm stakeholders to determine and encourage appropriate economic diversification initiatives.

2.5.13 Ensure agricultural processing industries that locate in agricultural areas are consistent with the Ministry of Agriculture, Food and Fisheries and the Provincial Agricultural Land Commission legislation, regulations or policies.

2.5.14 Encourage businesses that support and service farming to locate in Delta.



Houses on Farm Land

Objective:

Ensure the appropriate size and siting of farmhouses and additional farmhouses in agricultural areas.

Policies:

2.5.15 Develop zoning regulations that minimize the negative impacts of dwellings on farmland and locate them to minimize servicing costs and promote clustering.

2.5.16 Ensure additional farm houses are necessary for farm use or retired farmers, as permitted in Agricultural Land Commission legislation, regulations, or policies.

2.5.17 Consider incentives that encourage the preservation of heritage buildings on the same site.

Farmland and the Environment

Objective:

Balance the interests of agriculture, the protection of the environment and the co-operative management of the Fraser River delta ecosystem.

Policies:

2.5.18 Encourage cooperative decision-making for agricultural-environmental issues.

2.5.19 Encourage initiatives, including best management practices, that support both farming and wildlife, protect against soil erosion and degradation, and maintain water quality and hydrological functions on agricultural land.

2.5.20 Support and if appropriate participate in studies to determine the impacts of greenhouses and other agricultural and non-agricultural development on the Pacific Flyway, and study the impacts of waterfowl on agricultural lands.



2.5.21 Recognize and protect environmentally significant areas of farmland, including hedgerows, stands of trees, old fields, watercourses and other sensitive areas.

2.5.22 Continue to support programs that mitigate and compensate for crop damage from migratory birds and on-farm stewardship activities such as set-asides, and hedgerows.

2.5.23 Minimize the negative impacts on farming and wildlife habitat when new agri-tourism, transportation and utility corridors, regional recreational opportunities and other economic initiatives are being developed.

2.5.24 Encourage farmers to prepare Best Management Practice Plans and Environmental Farm Plans.

2.5.25 Encourage other levels of government and non-government agencies to implement habitat initiatives on agricultural land in cooperation with farmers.

Farmland and Recreational Uses

Objective:

Recognize recreational uses that are compatible with agriculture.

Policies:

2.5.26 Work with the GVRD, user groups, and stakeholders to educate recreational users of private property rights, the implications of trespassing on farmland, nuisance activities for farming, and security concerns of the farm community.

2.5.27 Support planning initiatives that minimize conflicts between recreational and farm users.

2.5.28 Encourage the equestrian community and commercial stables to provide training and other initiatives for horse riders using public roads to reduce possible conflict with farm and non-farm vehicles.



Strategic Planning for Agriculture

Objective:

Continue to strategically plan for agricultural land use.

Policies:

- 2.5.29 Consider updating the Delta Rural Land Use Study (1994).
- 2.5.30 Continue efforts to provide up-to-date agricultural regulations that support farming in Delta.
- 2.5.31 Support efforts to coordinate federal, provincial and municipal agricultural regulations.



2.6 Parks, Recreation and Culture

Delta Parks, Recreation and Culture is a broad service provider of recreational activities, focusing on affordable, introductory level recreation opportunities for the entire community. In addition to the direct delivery of services, the Municipality works with other community providers who add to the total complement of programs and services required for a diverse and active community.

Parks, recreation and cultural services, programs and facilities have evolved over time to meet the needs of the changing population. These services provide both individuals and groups with the opportunity for growth and development while creating a healthy, vibrant and cohesive community. The services are housed in ten major recreation buildings featuring arenas, aquatic centers, senior's facilities, fitness studios, gymnasiums and multi-purpose programming space. In addition to these facilities and services operated by the Parks, Recreation and Culture Department, the municipality has partnered with community groups to provide more specialized amenities such as artist's studio, pottery studio, youth centers, arts centers, gymnastics center and community theatre.

The parks system is comprised of approximately 500 ha (1,350 acres) of land in over 140 locations. Cemeteries, harbours, boulevards, civic grounds, and environmental areas complement the more traditional parks functions. The Regional Parks and Trails System, School Grounds, and most recently Burns Bog, complement the system of parks and natural areas. This complex system

provides a wide array of experiences from nature appreciation to competitive sporting activities. Nature walks, sport fields, children's play areas, picnic areas, mountain bike technical structures, floral gardens, historical areas, water play areas, cenotaphs, cemeteries, environmentally sensitive areas and wildlife habitat are many of the amenities provided for in the park system. Collectively these spaces provide people with an opportunity to enjoy the outdoors through use of the parks or the visual image of Delta that it projects.

The Parks and Recreation Master Plan 1989 has directed the development of parks and recreation services for the past 15 years. Through a new strategic approach, Delta can target specific areas for the continued evolution of parks, recreation and cultural services, facilities and parks to meet the needs of an increasingly diverse and growing community. *See Map 7 Parks and Schools.*



Planning For Parks, Recreation And Culture

Objective:

Plan for a comprehensive parks, recreation and culture system that meets the needs of future generations.

Policies:

2.6.1 Develop strategic plans to replace the 1989 Parks and Recreation Master Plan, and include standards for parks, recreation facilities and services.

2.6.2 Develop and maintain a municipal multi-purpose corridor-trail system that links local parks, open spaces, recreational facilities, residential areas, wildlife corridors and places of work, and that provides connections to regional trails and greenways.

2.6.3 Develop a strategic plan to enhance municipally owned heritage landscapes, buildings and programs and consider heritage as a criteria or theme for park and building acquisition and/or the delivery of programs.

2.6.4 Develop a strategic plan to enhance municipally owned cultural facilities, cultural programs and services in conjunction with community organizations.

2.6.5 Develop a wildlife management plan for parks and environmentally sensitive areas including a habitat inventory.

2.6.6 Regularly review and update the parks, recreation and culture inventory to ensure that demographic and geographic needs are met.

2.6.7 Develop a land acquisition/disposition strategy in support of the provision of parks, natural areas, environmentally sensitive areas, recreation and cultural facilities.

2.6.8 Work in partnership with other agencies and organizations to provide complementary parks, recreation and cultural facilities and programs, in accordance with the strategic plan.



Recreation and Cultural Services

Objective:

Provide a balance of recreation and cultural services, facilities and programs for the development of an active, healthy community.

Policies:

2.6.9 Work to provide a range of areas, facilities, programs and amenities that support both active and passive recreational uses, and that meet the changing needs of the community; these would include social, athletic, fitness, recreational and cultural facilities, parks and open spaces, trails and bike paths, and natural areas.

2.6.10 Work in partnership with community organizations and volunteers to maintain and create special purpose parks and amenities that appeal to different interests, age groups and abilities with an emphasis on partnerships that are sustainable.

2.6.11 Develop traditional and non-traditional programs and services directed at age specific groups, including youth and seniors that will develop the social, physical and intellectual health of the individual, while using multipurpose recreation facilities.

2.6.12 Work with other agencies to develop a comprehensive approach to community engagement that will encourage more positive social behaviour.

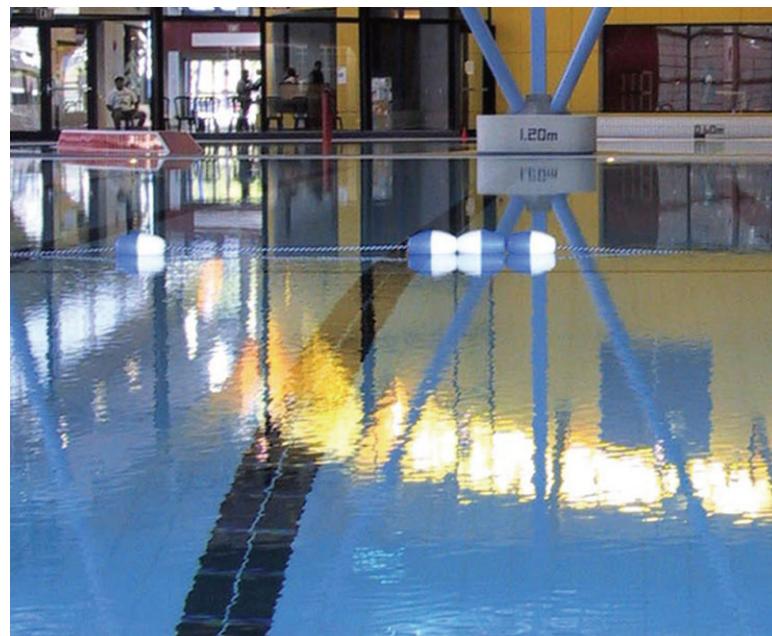
2.6.13 Provide community events directly and with partners to build a sense of community.

2.6.14 Integrate health and wellness into the delivery of programs and services.

2.6.15 Work with the Delta School District to provide for the effective, reciprocal and integrated use of municipal and school facilities, land and programs that will maximize the community benefit of government resources and coordinate, where possible, the development, re-development, upgrading and management of recreational and cultural amenities.

2.6.16 Ensure the timely enhancements and retrofit of parks and recreation facilities in order that they are current and relevant to the changing demands of the community while incorporating sustainable initiatives for effective operation and protection of the environment.

2.6.17 Enhance user safety and sense of security through the appropriate design and operation of parks and recreation facilities.



2.6.18 Ensure parks and recreation facilities are designed and operated to maximize access for people with special needs.

2.6.19 Where parks and recreation facilities interface with residential neighbourhoods, consult with neighbours and the community to ensure the design and operation considers neighbourhood issues and the greater community good. (e.g. light, noise, traffic, privacy issues).

2.6.20 Encourage the use of facilities and the development of programs that support arts and culture.

2.6.21 Develop a public art program to create a visual character in public spaces.

2.6.22 Provide the use of public open spaces for community events and ceremonies.

2.6.23 Encourage collaboration with the community in supporting arts, recreation and culture.

Parks and Open Space

Objective:

Provide, manage and preserve a comprehensive mix of parks, natural areas and open spaces that are reflective of the municipality's diversity, character and needs, while meeting the changing demands of the population.

Policies:

2.6.24 Continue to require 5% parkland dedication, where appropriate, or cash-in-lieu payment of all subdivision applications within the requirements of the Local Government Act.

2.6.25 Identify areas and properties where parkland acquisition is desirable, and acquire properties through cash-in-lieu or parkland dedications, ensuring that new parklands are proportionately distributed among Delta's three main residential communities.

2.6.26 Diversify Delta's greenspace inventory to include more urban open spaces that meet the needs of Delta's diverse population. ²

2.6.27 Provide additional public access and controlled use of publicly owned natural areas such as dykes, foreshores, ravines and watercourses, with an appropriate balance between access and consideration of environmental values.

2.6.28 Encourage developers to incorporate public open spaces into their developments (e.g. plazas, walkways or small park nodes).

2.6.29 Recognize rights-of-way as part of the community open space network, and work toward improving their recreational value and contributions to community livability and quality of life.

2.6.30 Incorporate environmental values into the management and use of natural areas through education, enhancement and promotion of these natural areas.

2.6.31 In natural areas, provide a balance of public access and protection and preservation.

2.6.32 Implement best management practices for routine and regular maintenance activities in parks, including removal of invasive species, limited pesticide use and planting of native species.

2.6.33 Work cooperatively with the GVRD to ensure that regional parks located in Delta are managed and maintained in a manner that is consistent with Delta's OCP Policies.

2.6.34 Foster civic pride in the municipal parks and recreation system, and encourage community stewardship through volunteerism.

2.6.35 Engage individuals and groups in stewardship roles to implement initiatives and programs in parks and Environmentally Sensitive Areas.



2.7 Heritage

Thousands of years ago, aboriginal peoples established fishing camps on the banks of the Fraser River. Much of the area was marshland, subject to tidal flooding, but First Nations people settled the upland areas in Tsawwassen and North Delta, and the municipality's archaeological sites are amongst the oldest known in the province. The provincial government, through its archaeological branch, is responsible for the protection and preservation of historic sites and artifacts that are dated prior to 1846.²

The post 1846 heritage resources of Delta are a valuable legacy of its pioneering origins, and remain a vital part of the community's pride, identity, local economy, and tourist potential. Early rural, riverside and town developments have left a significant legacy of historic buildings and sites that reveal the prominent role that farming, fishing and salmon canning played in the lives of early settlers. The Delta Museum and Archives works to preserve this history and to provide educational opportunities to learn about our shared past.²

About 190 heritage buildings are identified in the Delta Rural Inventory (1999, and revised in 2002) and the Delta Urban Inventory (2000). Of these buildings, 22 are currently on the Delta Heritage Register, with the agreement of the owners. This allows owners to use reduced building code standards in making renovations, in exchange for not demolishing their buildings until a plan for reuse of the site is agreed with the municipality. In addition, six buildings (Delta Museum, McKee House, John Oliver Barn, Inverholme

Schoolhouse, Burvilla, and Paterson House) are municipally designated as heritage sites. The first three are owned by Delta, the fourth and fifth by the GVRD (at Deas Island Park), and the last is in private ownership. Buildings which are municipally designated must be preserved and cannot be demolished without Delta's permission. *See Map 17-Heritage Sites.*

In 1997, a Heritage Strategy was prepared for Delta, which set a 5-year work schedule for developing a set of comprehensive heritage Policies. This included preparing a Rural Heritage Management Plan in 1998, the two inventories and the Heritage Register described above. A Heritage Incentives program was approved by Council in 1998.

The purpose of Delta's heritage conservation Policies is to use incentives rather than regulations to encourage property owners to maintain and restore their heritage properties. The incentives include relaxations of zoning regulations and development costs.



Preserving Heritage Resources

Objective:

Identify and preserve Delta's significant heritage resources.

Policies:

2.7.1 Develop an information database identifying historical resources.

2.7.2 Regularly update Delta's urban and rural heritage inventories and registers and investigate opportunities to identify and designate additional heritage landscapes.

2.7.3 On a site-specific basis, offer appropriate heritage incentives (e.g. zoning relaxations) in exchange for legal heritage protection of buildings on Delta's heritage inventories (municipal designation or Heritage Revitalization Agreement).

2.7.4 Encourage property owners to place their heritage properties on the Delta Heritage Register, and to register their buildings under the federal Historic Places Initiative.

2.7.5 Define and prepare guidelines for Heritage Conservation Areas where there is a concentration of heritage buildings which should be protected, and where new development should be in keeping with the existing character of the area.

2.7.6 Consider the use of a grants program, tax incentives program, or other incentives to encourage heritage property owners to conserve and enhance their properties, provided the property is municipally designated or subject to a Heritage Revitalization Agreement.

2.7.7 Develop management plans for municipally owned properties which are municipally designated as heritage sites.

2.7.8 Encourage heritage conservation principles, and where heritage buildings cannot be saved on site, encourage their removal to other suitable sites.

2.7.9 For heritage buildings which are approved for demolition, require a historic search, which includes photographs, title searches from the original Crown grant to the present owner, and as found drawings, to be provided to the Municipality and to the Delta Museum and Archives.

2.7.10 Encourage the responsible heritage management of historic farm buildings and farm landscapes.



Public Awareness

Objective:

Raise awareness and understanding of Delta's heritage.

Policies:

2.7.11 Encourage community organizations to promote awareness of heritage and heritage events (e.g. heritage week, plaques, displays, driving and walking tours).

Archaeological Resources

Objective:

Work with stakeholders to protect archaeological sites.

Policies:

2.7.12 Continue to inform the Archaeological Branch of development proposals which affect areas identified by the province as being of archaeological significance.



2.8 Community Services

Community services include social, health, ambulance, police, fire, and library services. Of these services, the first three are primarily the responsibility of the provincial government. The role of volunteers is particularly important in delivery of most community services.

That Delta has such an excellent system to serve residents is very much a reflection of residents' willingness to participate in the community, to fundraise, and to help people in need. The challenge of the future will be to ensure that in these days of government reorganizations and cutbacks, Delta can, with the help of the community and the non-profit organizations, maintain and enhance these standards of service.



A. Community and Health Services

The Ministry of Children and Family Development is the prime funder of social services in Delta. It delivers child protection and children's mental health services itself, and contracts out to local non-profit agencies a number of other services, including child and family counseling and programs for persons with physical and mental disabilities. These agencies also do local fund-raising, and seek grants from federal and provincial departments, and from Lower Mainland charitable foundations, such as the United Way, in order to provide a range of social services to the community. There is also a network of smaller non-profit organizations which are sometimes branches of national organizations, and which provide support and services to people with specific illnesses or disabilities. Local places of worship often provide community programs, designed to meet specific needs, and local service clubs provide assistance and capital funding for community improvements.



The Ministry of Children and Family Development has been going through several reorganizations aimed at regionalizing and rationalizing service delivery, and reducing administrative costs. In particular, the Ministry is targeting the reduction of the number of service contracts it enters into each year with agencies. These moves are forcing local agencies to cut services and amalgamate, in order to survive.

The Ministry of Health, through the Fraser Health Authority, is responsible for delivery of health services in Delta. Under its auspices, the Delta Hospital, which is an integral part of the community and strongly supported by the community, has been downgraded to a sub-acute care hospital. Residents with serious emergencies must now be transported through the tunnel to Richmond or Vancouver, or to Surrey Memorial Hospital. This is a great cause of concern to most Delta residents.

Delta has limited financial resources, but can still assist its agencies and volunteer organizations by such means as community grants, fees for service, subsidizing municipally owned land or buildings for use by non-profit agencies, and providing staff assistance in coordinating and facilitating the planning and development of services. Where necessary, it can also lobby other levels of government that have primary responsibility for delivery of health and social services.

Social Planning

Objective:

Facilitate social planning in the community to build capacity, identify community needs, and encourage the provision of services to meet these needs.

Policies:

2.8.1 Assign staff to undertake social planning studies as required, and to liaise with community coordinating committees which undertake social planning and identification of needs.

Community Development

Objective:

Support the community development activities of non-profit and community groups.

Policies:

2.8.2 Where feasible, use municipal funding and non-monetary support to assist delivery of community services by locally based organizations.

2.8.3 Actively support and participate in community development activities.

2.8.4 Advertise municipal opportunities for community involvement, such as Adopt-a Street, Neighbourhood Watch, Crime Patrol, and COP Shops, in municipal publications and newspapers.

2.8.5 Provide staff assistance to non-profit organizations and community groups in coordinating, facilitating and integrating community services, and monitoring community needs.

Health Services

Objective:

Ensure that adequate local health services are available to residents.

Policies:

2.8.6 Continue to work towards the return of acute care beds and a fully staffed emergency room at Delta Hospital; ambulance service, with adequate response time and conveyance to a hospital with the required level of care; and for more Provincial funding for home support services for people who are infirm or have disabilities.



Schools

Objective:

Ensure schools are integrated with, and serve the local community.

Policies:

2.8.7 Encourage new family-oriented housing to locate near existing schools.

2.8.8 Work cooperatively with the Delta School District to share facilities and park space in order to better serve the community.

2.8.9 When new schools are built, or schools are updated, encourage the School District to include space that can be used by the community.

2.8.10 Work with the School District to ensure streets around schools are safe for students.

Youth

Objective:

Provide opportunities for youth to contribute and participate in community life.



Policies:

2.8.11 Encourage and support youth participation in municipal and community organizations and events.

2.8.12 In cooperation with non-profit organizations, promote recreation programs

(e.g. drop-in centers) to ensure that the needs of youth who do not participate in organized sports programs are met.

2.8.13 Highlight positive contributions to the community by youth (e.g. youth recognition awards).

2.8.14 Where feasible, support youth programs through municipal financial assistance.

2.8.15 Encourage employment opportunities for youth through the support of youth employment agencies and programs.

2.8.16 Through Parks and Recreation programs and municipal volunteer opportunities, promote opportunities to develop youth leadership skills.

2.8.17 Consult with youth in the design of facilities and programs that serve youth.

Children and Families

Objective:

Encourage a safe and supportive community that fosters family well-being and the raising of children in a nurturing environment.

Policies:

2.8.18 Where feasible, provide municipal financial assistance, such as community grants, to support family centers and childrens' programs operated by non-profit organizations.

2.8.19 Encourage the provision of quality daycare and after school care, which is affordable, accessible, and located in residential neighbourhoods.

2.8.20 In large redevelopment projects, encourage the inclusion of space dedicated for child and family friendly amenities, such as child care facilities or play space.

Seniors

Objective:

Support the well being of seniors as they age.

Policies:

- 2.8.21 Continue to support the operation of seniors' centres in Ladner, Tsawwassen and North Delta.
- 2.8.22 Continue to lobby the provincial government to ensure affordable and appropriate levels of care for seniors, as they age, in their home communities.

- 2.8.23 Through the development process, encourage seniors' housing and care facilities in suitable locations, with appropriate amenities.

Cemetery Services

Objective:

Continue to provide cemetery services in the community.

Policies:

- 2.8.24 Continue to maintain Delta's cemeteries and recognize the benefits they provide as community gathering places and sources of local history.

Access for Persons with Disabilities

Objective:

Maximize opportunities for persons with disabilities to access residences and facilities.

Policies:

- 2.8.25 Continue to provide drop curbs at street intersections and audible street crossings.
- 2.8.26 Encourage universal or adaptable design standards in housing so that people can remain in their homes as they age or if they become mobility impaired.

- 2.8.27 Review municipal regulations to ensure there is adequate provision of parking stalls for persons with disabilities.

- 2.8.28 Conduct an audit of municipal facilities and infrastructure to determine if they are fully accessible for persons with disabilities.

- 2.8.29 During the development application process, review projects to ensure that accessibility needs have been addressed.



Poverty

Objective:

Support initiatives and programs that alleviate poverty.

Policies:

2.8.30 Continue to provide municipal financial assistance to Delta agencies assisting the poor through food banks, clothing, referral to shelter etc.

Multiculturalism

Objective:

Encourage equal opportunities for residents from all ethnic and cultural backgrounds to participate in community life.

Policies:

2.8.31 Encourage community information sharing and knowledge about ethnic and cultural diversity, and foster inclusiveness.

2.8.32 Where necessary, publish municipal information in appropriate languages.



B. Emergency Services and Preparedness

Police

Delta is policed by a municipal department with a compliment of 146 sworn officers and 44 civilian support staff. Police Headquarters is located in the civic center in Ladner. A primary satellite office in the North Delta Public Safety Building, together with the community policing offices in the Townline Node of North Delta, at 72nd and Scott Road, in the Sungod Recreation Centre and in the Ladner and Tsawwassen cores further strengthen police links with the community.

The Delta Police Department continues to develop through implementation of its strategic plan. From a firm foundation in traditional policing, the Department moved forward into community policing. Having evolved into a leadership organization, services continue to be enhanced through our Intelligence Led – Accountability Driven Policing Model.

The Department remains committed to sustaining peace and order and delivering excellence in policing through the constant flow of relevant information, enhanced technology and continued partnerships with the community. The Department is proud to maintain a very low crime rate.

Community Security

Objective:

Provide a safe and secure environment.

Policies:

2.8.33 Continue to provide and support a variety of safety initiatives and programs to combat crime and provide for safe neighbourhoods.

Crime Reduction

Objective:

Reduce crime through intelligence led enforcement, community policing and enhanced technology.

Policies:

2.8.34 Continue to utilize crime prevention through environmental design (CPTED) principles in the development review process.

2.8.35 Continue to introduce new policies and programs to aid in reducing crime, either by Delta-led initiatives or in partnership with other levels of government.

Community Partnerships

Objective:

Deliver excellence in policing through community partnerships that maintain order, promote safety and reduce crime.

Policies:

2.8.36 Continue to support volunteer groups (e.g. Police Reserves, Victim Services, Neighbourhood Watch and Community Crime Watch), community police stations and partnerships that enhance police, communication, education and awareness.

2.8.37 Continue to support programs that enhance the relationship with Delta's youth (e.g. Youth Forum Initiative, Police School Liaison Program) and support new initiatives to decrease youth related problems in the community.



Fire Services

The Delta Fire and Emergency Services Department consists of three divisions: Fire Prevention, Training, and Fire Suppression.

New demands face the Department. The recent acquisition of Burns Bog and the increased use of our parklands present additional demands on department services. The increase in movements of hazardous materials through the Delta corridor due to increased truck traffic, and the planned expansion of DeltaPort will place new demands on Emergency Services. The Department is committed to the education and emergency response required to mitigate any potential incidents within the municipality.



Fire Protection

Objective:

Provide sufficient fire protection to the community.

Policies:

2.8.38 Continue to ensure all neighbourhoods receive timely and efficient fire protection.

Emergency Preparedness

Objective:

Be prepared in the event of an emergency situation.

Policies:

2.8.39 Continue to implement Delta's emergency preparedness plan.

2.8.40 Encourage the public to prepare emergency preparedness plans for their families and businesses.

2.8.41 Sponsor Emergency Preparedness workshops for the public.

Public Education on Fire Prevention

Objective:

Educate the public on ways to prevent accidents and reduce fire safety hazards.

Policies:

2.8.42 Continue to encourage property owners and builders to use fire prevention devices (e.g. sprinkler systems, alarms, non-combustible materials).

2.8.43 Continue with the department's public education activities (e.g. fire safety week, visits to schools etc.)

C. Library Services

Delta is a member municipality of the Fraser Valley Regional Library System (FVRL) which serves more than half a million people throughout the Lower Mainland and the Fraser Valley. The Pioneer, George Mackie, and South Delta libraries provide comprehensive library services in each of Delta's three communities.

A good location is essential to successful library service and enhances accessibility to local and general services in the community. The George Mackie and Ladner Pioneer libraries are housed in municipally-owned facilities. The municipality is exploring options for improving library services in South Delta, which are currently located at the Town Centre Mall.

High-quality, Cost Effective and Accessible Library Services

Objective:

Collaborate with the Fraser Valley Regional Library to offer high-quality, sustainable, and accessible library services in all three communities of Delta.

Policies:

2.8.44 Ensure that Delta is receiving a high standard of library service that contributes to the quality of life of Delta residents.

2.8.45 Ensure that Delta is receiving a positive return on investment in providing library service to Delta residents.

2.8.46 Collaborate with the FVRL to develop sustainable budgets to provide high quality library services that are relevant to Delta residents.

2.8.47 Collaborate with the FVRL to develop meaningful measures of library services.

2.8.48 Encourage the FVRL to continue investment in modern technology.

2.8.49 Review the potential for enhanced library services including an expanded or new library for South Delta.



2.9 Transportation

Delta has a complex transportation system that accommodates the needs of the mobility challenged, pedestrians, cyclists, local traffic, commuter traffic, and goods movement. While traditional transportation planning has focused on the automobile, recent improvements have been more wide-ranging and actively promote other modes of travel.

There are many challenges in improving transportation routes and promoting alternate transportation modes. The Fraser River crossings are at capacity, and there are no long term plans for expansion of existing crossings or additional crossings. Many Delta residents rely on these routes as they commute outside of Delta on a daily basis. The transportation system must cope with through traffic from other communities, and try to mitigate the impacts on Delta's neighbourhoods. Traffic congestion is also generated by the presence of DeltaPort and the BC Ferries Terminal, both located outside of Tsawwassen. Another transportation challenge for Delta is to lessen the conflicts between agricultural, commercial and general-purpose traffic.

Priorities for Delta are to continue to focus on providing an efficient road network, and promoting alternate transportation modes. Delta will continue to focus on its objective of making the road network and alternate transportation routes safe for everyone. These objectives are best achieved when undertaken in partnerships with other agencies and in consultation with neighbourhoods and community groups.

See Map 8-Road Hierarchy; and Map 18-Major Road Network.



Road Network

Objective:

Provide a local road network that safely, efficiently and effectively enables movement of people and goods within Delta and through Delta to other parts of the region.

Policies:

2.9.1 Maximize the capacity of existing corridors wherever possible before building new corridors to accommodate increasing traffic demand.

2.9.2 Continue to make maintenance and rehabilitation of the existing transportation network a corporate priority.

2.9.3 Ensure all levels of government and major traffic generators contribute financially to mitigation measures and infrastructure improvements.

2.9.4 Provide safe, efficient connections between communities and to the regional transportation network to enhance people and goods movement.

2.9.5 Explore options to improve safety, reduce congestion and mitigate the impacts on neighbourhoods resulting from traffic.

2.9.6 Work with other agencies on planning for the South Fraser Perimeter Road and on improvements to the River Road corridor, ensuring that new roads have minimal impact on agricultural lands, environmentally sensitive areas or residential neighbourhoods. ²

2.9.7 Work with the appropriate agencies to upgrade 72nd Avenue to improve safety, reduce congestion, improve neighbourhood livability and access to major transportation corridors. ²

2.9.8 Ensure all road improvement costs include land acquisition costs.

2.9.9 Work with Provincial transportation agencies to study alternatives to address local traffic congestion. ²

2.9.10 Where appropriate, promote innovative street and streetscape design that encourages use by and reflects the needs of transit, cyclists, pedestrians, and the mobility challenged. ²

2.9.11 Maintain a lifecycle replacement program for road and sidewalk infrastructure, in consultation with local neighbourhoods and community groups.



Transit

Objective:

Promote the use of public transit and work to make it more attractive to users.

Policies:

2.9.12 Encourage the provision of a range of transit services to meet both regional and local travel needs.

2.9.13 Encourage the development of an efficient local transit system to move people to and from Delta's town centres, key service destinations, recreational areas, and major employment areas, including industrial areas such as Tilbury and Annacis Island.

2.9.14 Improve transit service between Delta's town centres, neighbouring municipalities and to downtown Vancouver.

2.9.15 Work with TransLink and other agencies to maintain and develop transit priority measures in Delta to improve the reliability of transit services.

2.9.16 Promote a transit fare system that is equitable for all parts of Delta.

2.9.17 Improve transit amenities for transit users (e.g. better bus shelters, bike racks on buses, bike racks/lockers at major transit loops, etc.)

2.9.18 Support and facilitate alternative public transit initiatives such as the pedestrian/bicycle ferry between Richmond and Delta.



Alternate Modes of Transportation

Objective:

Promote alternate modes of transportation through the provision of safe and attractive facilities.

Policies:

2.9.19 Work with the appropriate agencies to ensure all new or upgraded major road facilities include separated cycle/walk ways where feasible or provide reasonable connections to existing cycling networks where not feasible. ²

2.9.20 Continue to develop Delta's bicycle network in accordance with recommended design guidelines.

2.9.21 Improve cycling linkages between communities within Delta and regionally.

2.9.22 Consider the needs of cyclists in road design and upgrading.

2.9.23 Encourage the provision of cycling infrastructure and support programs, such as end-of-trip facilities, for new developments within the community.

2.9.24 Encourage education and awareness campaigns to enhance cyclists' riding skills and road responsibilities and increase motorists' awareness of non-vehicle traffic such as cyclists or horseback riders who also use the road network. ²

2.9.25 Improve the pedestrian environment by implementing sidewalk, street crossing and lighting improvements.

2.9.26 Consider pedestrian safety and accommodate the mobility challenged when designing road infrastructure.



Commercial and Agricultural Transportation

Objective:

Support safe and efficient movement of commercial and agricultural vehicles within Delta and minimize negative impacts on neighbourhoods.

Policies:

2.9.27 Designate specific corridors, such as the South Fraser Perimeter Road, to accommodate major trucks and goods movement and to promote efficient and effective goods movements, while minimizing the impacts to local communities.

2.9.28 Improve the road network where necessary to accommodate and support agricultural vehicles and to minimize conflicts with other vehicles on the road network.

Neighbourhood Livability And Traffic Safety

Objective:

Enhance the livability and safety of neighbourhood streets by discouraging their use by through traffic.

Policies:

2.9.29 Continue to develop neighbourhood traffic management plans in consultation with local neighbourhoods as a means of mitigating the impacts of through traffic on Delta's neighbourhoods.

2.9.30 Monitor and review the effectiveness of traffic management measures after they are implemented.

2.9.31 Review neighbourhood priorities on an annual basis to ensure that local traffic issues are being addressed in a timely manner



Transportation Demand Management

Objective:

Reduce travel demand within Delta, and between Delta and other municipalities.

Policies:

2.9.32 Support regional, community and corporate Transportation Demand Management (TDM) initiatives to encourage more efficient use of the transportation system.

2.9.33 Explore TDM program opportunities for Delta municipal employees and for local employers.

2.9.34 Consider opportunities for TDM initiatives at new developments within Delta.

2.9.35 Review and update Delta's road classifications with the objective of meeting the diversified needs of the community, encouraging sustainability, improving livability and reducing environmental impacts.



2.10 Utilities

Critical to Delta's well-being and quality of life is the provision, maintenance and renewal of the municipality's infrastructure. The key components of Delta's infrastructure system are storm and sanitary sewers, the water supply, a dyking and flood proofing system, and utility and telecommunications networks. The infrastructure issues facing Delta, in the context of little future population growth, are to ensure that the existing systems are maintained, and that renewal of existing systems and creation of new infrastructure is planned in a sustainable way. Global warming and climate change have the potential to impact our infrastructure system as rising sea levels may result in future flooding.

Delta works closely with the GVRD in the provision of storm water and sanitary sewer systems, and the provision of the water supply. For storm and sanitary sewers, the GVRD operates and maintains a network of trunk sewers, pumping stations and wastewater treatment plants. While it is the GVRD that provides Delta with safe drinking water, it is the municipality's role to distribute it to residences and businesses in the municipality.

See Map 9 – Sanitary Sewer Trunk Lines and Map 10 – Water Trunk Lines.



Storm Sewers, Drainage and Sanitary Sewerage

Objective:

Provide, maintain and renew a sustainable storm and sanitary sewer network to support the community's needs.

Policies:

2.10.1 Maintain a lifecycle replacement program to service existing and future developed land.

2.10.2 Manage the sewer system to meet the long-term objectives of the liquid waste management plan.

2.10.3 Provide major and minor system flow paths for new development and where upgrades or major road improvements occur.

2.10.4 Promote the development and application of best management practices for infrastructure servicing residential, commercial, industrial and agricultural properties (e.g. limiting and mitigating impervious area, appropriate siting of buildings, and application of infiltration devices, open ditches and alternative/innovative street edge design where appropriate).

2.10.5 Support pilot projects for innovative and sustainable infrastructure design and explore the use of alternative development standards to reduce storm water runoff.

2.10.6 Encourage preservation of watercourses and enhancement of riparian environments through local planting projects, erosion mitigation and run-off management projects.

2.10.7 Work to mitigate negative environmental impacts of storm water runoff from roads into the storm water system.

2.10.8 Maintain and upgrade the irrigation system to assist with the long-term viability of the agricultural community.



Dykes and Flood Proofing

Objective:

Protect the community from flooding.

Policies:

2.10.9 Meet acceptable engineering standards for drainage and flood risk in urban areas.

2.10.10 Plan for long term improvements to mixed uses in anticipation of sea level rise associated with global warming, and ensure that development does not preclude improvements to the mixed use system.

2.10.11 Obtain Municipal rights-of-way to carry out required maintenance where required.

2.10.12 Provide flood protection to all 1 in 200 year return period levels, from sea and river induced flooding.

2.10.13 Encourage proper and sustainable dredging of the Fraser River and secondary channels through cooperative efforts with ports and other applicable government authorities taking into consideration environmental issues.

Water Supply

Objective:

Maintain a safe, high-quality and reliable water system.

Policies:

2.10.14 Continue to monitor local water quality.

2.10.15 Ensure there is adequate water for fire protection in developed areas as well as an alternate supply for emergencies.

2.10.16 Undertake infrastructure renewal as redevelopment takes place.

2.10.17 Encourage water conservation measures (for example, promote installation of water meters and low-flow fixtures in buildings, cisterns and rain barrels and support sprinkling restrictions).



Waste Generation and Management

Objective:

Reduce the amount of waste generated in Delta and ensure that waste is managed in a safe and environmentally friendly manner.

Policies:

2.10.18 In coordination with the GVRD, encourage all sectors to reduce solid waste consumption and disposal to achieve reduction targets set out in the Livable Region Strategic Plan.

2.10.19 Work with the GVRD to implement the regional Liquid Waste Management Plan and participate in the updating of the Solid Waste Management Plan.

2.10.20 Work with the City of Vancouver and the GVRD to implement the Vancouver Landfill Closure Plan for the Western 40 hectares and progressive closure of the remaining footprint of the Landfill, as each operating phase reaches its design capacity.

2.10.21 Provide appropriate education programs to public and private sectors emphasizing the importance of waste reduction.

2.10.22 Promote municipal buying practices that emphasize the procurement of recycled products over non-recycled products.

Utilities and Power Distribution

Objective:

Ensure sufficient, dependable utilities and telecommunication services for residents and businesses.

Policies:

2.10.23 Work with utility providers to minimize the impacts of infrastructure through careful location, design and maintenance, while ensuring optimum services for residents and businesses.

2.10.24 Minimize any potential health and safety impacts by locating power lines underground wherever possible, and by rerouting power lines away from residential areas.



2.11 Climate Change 15

Climate change is a shift in the average weather that a given region experiences. This could include measurable changes in temperature, wind patterns, precipitation and storm events over time. The earth's natural climate is always changing, but the climate change seen today is different because of both the rate of change and the magnitude. Human activity, the burning of fossil fuels and the associated release of greenhouse gases into the atmosphere, as well as large scale changes in land use, are the primary anthropogenic causes of climate change.

Being situated within the Fraser River estuary, Delta is one of the most ecologically diverse municipalities in southwestern BC. Within the community, natural, social and economic systems are vulnerable to the impacts of climate change, such as flooding, other extreme weather events, reduced air quality and habitat loss.

As described in Section 1, buildings and on road transportation are the largest consumers of energy in Delta and are the primary source of community greenhouse gas emissions. In response to climate change, Delta has adopted a comprehensive and dynamic Climate Change Initiative aimed at reducing energy consumption and greenhouse gas emissions at the community and corporate level. The corporate stream of the initiative has been developed and is being implemented. The next steps in furthering Delta's Climate Change Initiative will be the development of a community wide energy and emissions plan.

This section of the OCP contains general objectives and policies regarding mitigation and adaptation in response to climate change, which support the advancement of the Climate Change Initiative. Other sections of the OCP also address climate change in reference to specific areas, such as housing and neighbourhoods, commercial land use, industrial land use, transportation, natural environment and utilities.

Climate Change

Objective:

Minimize and plan for the impacts of climate change.

Policies:

- 2.11.1 Reduce Delta's community wide greenhouse gas emissions by 33 percent below 2007 levels by 2020 and 80 percent below 2007 levels by 2050.
- 2.11.2 Develop a community energy and emissions plan for Delta.
- 2.11.3 Update actions within Delta's Climate Change Initiative yearly.

2.11.4 Report progress made towards achieving Delta's Climate Change goals bi-annually.

2.11.5 Update corporate energy consumption and greenhouse gas emission inventories every two years from the 2007 baseline.

2.11.6 Participate in senior government programs and initiatives that address climate change impacts and that help municipalities plan for local-scale impacts of climate change.

2.11.7 Continue to educate Delta employees on climate change and how staff can reduce greenhouse gas emissions.

2.11.8 Promote community awareness of climate change among all sectors and the public.

Air Quality

Objective:

Improve air quality and reduce greenhouse gas emissions.

Policies:

- 2.11.9 Work with Metro Vancouver and others to mitigate air quality impacts and reduce emissions from sources such as trucks/automobiles, marine vessels, agriculture and other sources.
- 2.11.10 Emphasize for residents, business and industry local actions to maintain and improve air quality (e.g. restrict outdoor burning, encourage lower emission fuel choices and transportation modes) and ensure the municipality leads by example.

Energy and Water Consumption

Objective:

Improve energy efficiency and reduce water consumption among Delta residents and businesses.

Policies:

- 2.11.11 Continue to incorporate energy efficient features into municipal facilities and use environmentally friendly building materials where feasible.
- 2.11.12 Require that all new municipal building construction and retrofits over 500 m² are completed to a minimum LEED Silver or equivalent standard.
- 2.11.13 Ensure water and energy conservation are practiced by the municipality (e.g. retrofitting municipal facilities with energy and water saving devices, using 'waterwise' landscaping on civic properties).
- 2.11.14 Encourage architects and developers to design and construct energy and water efficient buildings.
- 2.11.15 Reduce corporate fleet greenhouse gas emissions and improve overall efficiency of Delta's corporate fleet.
- 2.11.16 Encourage efficient transportation modes and settlement patterns to minimize the number and length of vehicle trips.
- 2.11.17 Encourage green energy generation projects that are consistent with environmental and community values, and are appropriately located.

- 2.11.18 Work with the Metro Vancouver and utility companies to encourage all sectors to practice energy and water conservation.

Land Use and Built Environment

Objective:

Ensure that land use and development are undertaken in a manner consistent with municipal objectives for environmental sustainability.

Policies:

- 2.11.19 Include environmental implications as part of the review of development applications and other land use decisions (e.g. changes to zoning).
- 2.11.20 Require development applicants to complete a "sustainability checklist" identifying sustainable planning, site design, and building and servicing measures that are to be included in a proposed project.
- 2.11.21 Plan for land use that concentrates growth, contains urban sprawl, encourages transportation choice, minimizes impervious area and locates residential use in proximity to services and transit.
- 2.11.22 Promote awareness of sustainable development through a recognition program, events and other activities.



Implementation and Monitoring 3

The key to achieving the goals and objectives of this OCP lies in effective implementation. Implementation occurs in a number of different ways. First, decisions made by Council on projects to undertake, programs to fund, development applications to approve or other corporate directions all represent implementation of this plan. Policies in the OCP are ultimately carried out by the decisions made by Council.

Secondly, implementation of the OCP occurs through plan monitoring, further policy and area planning, and through review of bylaws to ensure they meet OCP objectives. Strategies that can be used to implement the OCP include:

Monitoring

Monitoring is a tool that helps to determine how well OCP goals and objectives are being met. Delta can create a monitoring program that links back to the goals and objectives of the OCP, to ensure that they are being met. If done annually, monitoring can highlight which goals are effectively being achieved, and

which ones may require more attention. Some goals take many years to achieve, but monitoring them annually means progress towards them can be tracked, and long term objectives continue to be recognized. Specific monitoring strategies could be:

- developing a set of indicators to monitor OCP objectives;
- developing a “State of the Environment” report.

Area Plan Reviews

The scope of this OCP is to determine general objectives and policy directions applicable to all of Delta. More detailed policies are typically contained in Area Plans. All of Delta's area plans are over five years old, and some date back more than a decade. It is time to review these plans to provide better policy direction at the local level.

Policy Planning

Policies in this OCP were developed through a public consultation process. However, there are some policy areas that would benefit from more detailed study and analysis. These policy areas include:

- Housing strategy – Delta could consider developing a housing strategy that addresses appropriate housing types for an aging population.
- Transportation – much work has been done to create the Strategic Transportation Plan. Adopting the plan would ensure certainty of the long range direction for transportation planning. In addition to other implementation items outlined in the Strategic Transportation Plan, the creation of Alternate Development Standards should be undertaken as part of the implementation strategy. ²
- Parks Recreation and Culture Strategic Plan – a plan should be prepared to determine long range objectives for parks and recreation facilities planning, and specifically, strategic planning for municipally-owned heritage buildings and sites, arts and culture, parks and outdoor spaces, recreation facilities and services;
- Corporate Strategic Plan – Delta could consider developing a plan to determine corporate direction in the long term;

- Agricultural Plan – Delta could consider updating the 1994 Delta Rural Land Use Study; and
- Community Energy Plan – Delta could consider developing a plan that would consider all aspects of community energy use and ways to become a more energy and resource-efficient community.

Zoning Bylaw

The Zoning Bylaw is a major tool in OCP implementation. Zoning can be changed to meet plan objectives. While a comprehensive review of the Zoning Bylaw is underway, the scope of the review can also include ensuring that there is greater compatibility between the OCP and the Zoning Bylaw.

The Corporation of Delta will continue to monitor the OCP, and undertake implementation over time, in consultation with Delta residents and other stakeholders. In support of this are the following policies:

- Continue to provide residents with information on changes proposed for their neighbourhoods, and ways in which they can provide input into the proposed changes; and
- Continue to consult with residents and other organizations, businesses and agencies during Area Plan Reviews or other policy planning exercises.



THE CORPORATION OF DELTA
Official Community Plan

Glossary

4

Alternative Development Standards

Municipal regulations, requirements and bylaws that are created to promote compact development and smart growth development goals.

building design. The goal of CPTED is to design spaces that deter crime, by creating spaces that are easily observed, and that signal to intruders the difficulty in committing crimes in the area.

Cluster Houses

A housing complex where dwellings are grouped together, so as to maximize open space on the remainder of the site.

Eco-Industrial Networking

Eco-Industrial Networking is the process of creating or enhancing relationships between organizations (businesses, governments, community) to facilitate sharing and efficient use of resources.

Complete Communities

Complete Communities are ones that contain a wide range of services and amenities for everyday living so that people do not have to travel to other communities to satisfy these needs.

End-of-Trip Facilities

End-of-Trip facilities are facilities supporting cycling trips. These facilities are provided at major destinations, and include bicycle parking at commercial, employment, or institutional destinations and at transit facilities, plus showers and change rooms at employment locations.

Congregate Care Housing

Housing that is purposely built for seniors, where meals, some medical services and social and recreational services are provided.

Green Buildings

Buildings that, over their life cycle, use less energy and water, generate fewer greenhouse gases, use materials wisely, and produce less waste. Green buildings may include such features as location

Crime Prevention Through Environmental Design (CPTED)

A design process which integrates crime prevention with neighborhood and

and siting to minimize stress on natural systems, construction using recycled materials, installation of water and energy efficient features, landscaping that requires less irrigation and manages stormwater effectively, and better indoor air quality, thermal conditions and natural lighting than conventional buildings.

Greenfield Site

A parcel of land located in an area which is largely remaining in its natural state.

Green Zone

The Green Zone is defined in the Livable Region Strategic Plan as lands located in the Greater Vancouver region that together make up the region's natural assets as defined by each municipality. Green Zone lands include major parks, watersheds, ecologically important areas and resource lands such as farmland. The Green Zone also acts as a long-term boundary to urban sprawl.

Growth Concentration Area

Area defined by the Greater Vancouver Regional District's Livable Region Strategic Plan where future residential growth should be directed in order to achieve a compact metropolitan region. North Delta is located in a Growth Concentration Area.

Heritage Conservation Area

An area designated for heritage purposes under the provincial in an Official Community Plan.

Heritage Landscapes

Areas of land, with or without vegetation, which have heritage significance due to historical, cultural, aesthetic, scientific, or educational worth or usefulness.

Heritage Revitalization Agreement

An agreement made between the Municipality and the owner of a heritage property which allows the owner to make changes to the property which would otherwise not be permitted under zoning, development cost charge, subdivision, or development bylaws, in order to conserve the property.

Infill Lots

Lots in existing residential areas that are redeveloped, and often subdivided, resulting in a higher density form of housing.

Light Trespass

Misdirected light that strays from its intended target.

Municipally Designated Heritage Site

Site that has been designated by the municipality in recognition of its heritage value. Designation of a site protects a heritage building from demolition or future alterations that may not be compatible with the original architecture of the building.

Naturescaping

A way of restoring, preserving and enhancing wildlife habitat in urban and rural landscapes by incorporating habitat features into the design of our homes, gardens and yards.

Riparian Area

The land adjacent to the normal high waterline in a stream or lake whose soils and vegetation are influenced by the presence of the channelized or ponded water. For the determination of streamside protection measures (see definition), the riparian area is sometimes defined as 30 metres from the top-of-bank on each side of a stream or around a lake.

Sky Glow

The brightening of the night sky caused by upwardly-directed light.

Strata House

Ground-oriented housing projects that typically contain three or more dwelling units on a large residential lot. Strata Houses must have a single-family residential housing appearance, parking hidden from view, and each unit must be separately owned under a strata-title subdivision.

Streamsides Protection Measures

Regulatory or voluntary measures to protect and enhance riparian areas (see definition) so that the areas can provide natural features, functions and conditions that support fish and other riparian values such as wildlife habitat and slope stability.

Sustainability

In a planning context, the term “sustainability” is used to recognize the interdependence of environmental, social and economic systems, and the need to use these resources in a way that allows future generations to use them also. It promotes linkages between the health of the environment and the livability and prosperity of communities. Sustainability involves, among other things, minimizing impacts to the environment (e.g. air, soil, water, wildlife), facilitating community health and well-being (e.g. transportation choices, affordable housing, access to recreation), supporting a diverse and strong economy, and considering the long-term implications of decisions.

Traffic Calming

The use of traffic control devices e.g. traffic humps and bumps to reduce vehicle speed and discourage through traffic in residential neighbourhoods.

Transportation Demand Management

Transportation Demand Management (TDM) employs techniques used to manage travel demand with two key objectives:

- Ensure that existing transportation facilities are used in the most efficient and effective manner possible. For example, an increase in average vehicle occupancy as a result of more carpooling and transit use means that more people can travel along a section of roadway than if everyone drove alone.
- Minimize the need for new facilities, and the associated costs of new facilities.

TDM programs achieve these objectives by reducing the amount of travel, by changing modes of travel for some trips (changing to transit, cycling and walking), and changing the time of travel for some trips to less congested times.

Universal Design or Adaptable Design Standards

Buildings and streetscapes that are designed to accommodate people with a range of mobility challenges, or to accommodate people as they age. Examples of universal design or adaptable design features in the home are grab bars installed in bathrooms and showers, or hallway widths that accommodate wheelchairs, walkers or strollers.

Footnotes:
OCP Amendments - Schedule A

1. Amend. Bylaw No. 6350, 2005: Replaced entire Schedule A.
2. Amend. Bylaw No. 6400, 2005: Variety of editorial changes.
3. Future Land Use Plan Amendments:
 - Amend. Bylaw No. 5868, 2000: Designated Janda properties MU(L)1.
 - Amend. Bylaw No. 6311, 2004: Designated E. Ladner Car Wash site commercial.
 - Amend. Bylaw No. 6480, 2006: Changed Delsom Land use designations.
 - Amend. Bylaw No. 6413, 2007: Designated 120th St. property Town Centre from Multi-Unit Residential.
 - Amend. Bylaw No. 6610, 2008: Changed land use designation of Tsawwassen Golf and Country Club from A and CR to TGCC.
 - Amend. Bylaw No. 6716, 2009: Designated 120 St. and 75A Ave. property TC.
 - Amend. Bylaw No. 6755, 2009: Designated lands on 33A Ave. A
 - Amend. Bylaw No. 6827, 2010: Redesignating ESA lands to I relating to SFPR.
 - Amend. Bylaw No. 6924, 2011: Redesignated agriculture lands north of Tsawwassen urban boundary from park to agricultural and deleted reference to single family properties exempted from Policy A.5 on the TFLUP inset.
 - Amend. Bylaw No. 6930, 2011: Designated 80th Ave. property MU.
 - Amend. Bylaw No. 6968, 2011: Designated 90th Ave. property MU.
 - Amend. Bylaw No. 7006, 2012: Designated Northgate Mixed Use.
 - Amend. Bylaw No. 7058, 2012: Renamed MU(L)3 to MU(LW)3.
 - Amend. Bylaw No. 7082, 2012: Designated Augustinian Monastery Institutional.
 - Amend. Bylaw No. 7378, 2014: Updated land use designations in North Delta.
 - Amend. Bylaw No. 7378, 2014: Added new ND Future Land Use Plan.
 - Amend. Bylaw No. 7378, 2014: Changed designation of 12 Ave. properties in Town Centre to TC
 - Amend. Bylaw No. 7378, 2014: Designated View Cres Park P.
 - Amend. Bylaw No. 7378, 2014: Adjusted designation boundary between Brandith Park and Cliff Dr. school.
 - Amend. Bylaw No. 7378, 2014: Designated McGee Park P.
 - Amend. Bylaw No. 7378, 2014: Designated various neighbourhood parks P.
 - Amend. Bylaw No. 7378, 2014: Designated Ladner Gospel Hall I.
 - Amend. Bylaw No. 7378, 2014: Designated Ladner United Church I.
 - Amend. Bylaw No. 7378, 2014: Designated Dance Studio on Crescent Dr. I.
4. Amend. Bylaw No. 6513, 2006: Added Neighbourhood Commercial designation.
5. Amend. Bylaw No. 6507, 2006: Changed name of Heritage 1 designation to Mixed Use (Heritage) 5.
6. Amend. Bylaw No. 6480, 2006: Added Mixed Use definition.
7. Amend. Bylaw No. 6480, 2006: Clarified requirement for two or more uses.

8. Amend. Bylaw No. 6610, 2008: Added new land use designation - Tsawwassen Golf and Country Club (TGCC).
9. Amend. Bylaw No. 6566, 2008: Added subsection entitled "1.9.3 Other Land Use Considerations".
10. Amend. Bylaw No. 6692, 2008: Clarified RCS wording regarding the Tsawwassen Golf and Country Club.
11. Amend. Bylaw No. 6715, 2008: Added units per hectare range for Duplex Residential.
12. Amend. Bylaw No. 6838, 2010: Added bullet regarding greenhouse gas emissions.
13. Amend Bylaw No. 6838, 2010: Added section on community energy consumption.
14. Amend. Bylaw No. 6838, 2010: Deleted sections on Air Quality and Climate Change, Energy and Water Consumption, and Land Use and Built Environment, and renumbered policies.
15. Amend Bylaw No. 6838, 2010: Added section on climate change.
16. Amend. Bylaw No. 6755, 2009: Adjusted boundary of Musqueam lands to exclude lands incorrectly included on 33A Ave on Maps 2 through 10, 15, 17, and 18.
17. Amend. Bylaw No. 6851, 2010: Added secondary suites to description of R designation.
18. Amend. Bylaw No. 6851, 2010: Added sentence regarding secondary suites.
19. Amend. Bylaw No. 6784, 2009: Exempted 1497 56 St. from MDR density provisions.
20. Amend. Bylaw No. 6868, 2010: Changed the boundary of the First Nations Lands on Maps 2 through 10, 15, 17, and 18.
21. Amend. Bylaw No. 6924, 2011: Increased density in Tsawwassen MDR.
22. Amend. Bylaw No. 6924, 2011: Deleted paragraph regarding density in MU designations and relocated exemption for Windsor Woods to MU(T)2.
23. Amend. Bylaw No. 6924, 2011: Added new maximum density for MU(T)1.
24. Amend. Bylaw No. 6924, 2011: Added maximum density for MU(T)2.
25. Amend. Bylaw No. 6924, 2011: Removed park designation from lands north of urban boundary between 52 St. & 56 St. on map 7.
26. Amend. Bylaw No. 7006, 2012: Added Mixed-use (Tsawwassen) Northgate designation.
27. Amend. Bylaw No. 7148, 2012: Added Mixed-use (North Delta)5 designation.
28. Amend. Bylaw No. 7058, 2012: Added allowance for recreation and commercial uses.
29. Amend. Bylaw No. 7058, 2012: Created new Ladner Waterfront designation permitting a broader range of land uses.
30. Amend. Bylaw No. 7237, 2013: Added reference to Metro Vancouver's Regional Growth Strategy.

31. Amend. Bylaw No. 7237, 2013: Deleted reference to Tsawwassen First Nation reserve.
32. Amend. Bylaw No. 7237, 2013: Added text regarding Regional Growth Strategy.
33. Amend. Bylaw No. 7237, 2013: Updated text regarding Tsawwassen First Nation.
34. Amend. Bylaw No. 7237, 2013: Updated Population Growth section.
35. Amend. Bylaw No. 7237, 2013: Updated Housing Character.
36. Amend. Bylaw No. 7237, 2013: Updated Population Growth and Housing.
37. Amend. Bylaw No. 7237, 2013: Updated Employment Growth.
38. Amend. Bylaw No. 7237, 2013: Added new Regional Context Statement.
39. Amend. Bylaw No. 7027, 2011: Added exemption to MGR designation.
40. Amend. Bylaw No. 7326, 2014: Deleted lower figure in density range.
41. Amend. Bylaw No. 7326, 2014: Added new ISF(ND) designation.
42. Amend. Bylaw No. 7326, 2014: Added MGR(ND) designation.
43. Amend. Bylaw No. 7326, 2014: Added new MDR(ND) designation.
44. Amend. Bylaw No. 7326, 2014: Added new MDR(SR) designation.
45. Amend. Bylaw No. 7326, 2014: Deleted SHR and TH designations.
46. Amend. Bylaw No. 7326, 2014: Added new RG(ND) designation.
47. Amend. Bylaw No. 7326, 2014: Added new C(ND) wording.
48. Amend. Bylaw No. 7326, 2014: Added new MU(ND)1 - 5 designations.
49. Amend. Bylaw No. 7326, 2014: Added updated Map 8.
50. Amend. Bylaw No. 7354, 2014: Added Sunbury Landing Industrial Area section.
51. Amend. Bylaw No. 7378, 2014: Changed "east" to "west".
52. Amend. Bylaw No. 7378, 2014: Deleted MGR designation and renamed MGR(ND) designation MGR.
53. Amend. Bylaw No. 7375, 2014: Added clause regarding ground level retail & commercial uses.