



City of Richmond

Report to Committee

**To:** Planning Committee **Date:** June 6, 2005  
**From:** Terry Crowe **File:** 01-0155-00/Vol 01  
 Manager, Policy Planning  
**Re:** DELTA'S OFFICIAL COMMUNITY PLAN REVIEW

**Staff Recommendation**

That Richmond City Council advise Delta City Council that Richmond has no concerns with the proposed new Delta Official Community Plan, as presented in the report dated June 6, 2005 from the Manager, Policy Planning.

Terry Crowe  
Manager, Policy Planning

Att. 1

FOR ORIGINATING DIVISION USE ONLY					
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>		<b>CONCURRENCE OF GENERAL MANAGER</b>		
Parks Design, Construction & Programs..	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>			
<b>REVIEWED BY TAG</b>	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	<b>REVIEWED BY CAO</b>	YES <input type="checkbox"/>	NO <input type="checkbox"/>
	<i>DW</i>				

## Staff Report

### Origin

On May 16<sup>th</sup>, 2005, Delta City Council gave first and second readings to a bylaw to adopt the new OCP. At the same meeting, Council directed staff to include the City of Richmond in the consultation process for proposed Delta Official Community Plan (**Attachment 1**).

The purpose of this report is to advise Richmond Council regarding of a proposed new Delta Official Community Plan and its policy directions.

### Findings Of Fact

#### Local Government Act

Under the Local Government Act, prior to adoption of an Official Community Plan, local government is required to provide one or more opportunities deemed appropriate for consultation with persons, organizations and authorities that the local government considers will be affected by the plan. In addition, Council is required to consider whether to consult with a number of specific groups, including the Council of any municipality that is adjacent to the area covered by the plan.

Delta's first Official Community Plan was adopted in 1986. Since then, Delta's population has grown and changed, there have been new demands on the municipality's:

- Transportation and infrastructure networks,
- Development of industry and commerce, and
- Need to protect and enhance natural resources.

Given this context, Delta decided to revisit its values and visions to better plan for the community's future.

Delta's new OCP is a long-term guide for future decision-making regarding land use, development, services, amenities and infrastructure. The OCP objectives and policies were created through extensive consultation, and reflect the values of people living, working and playing in Delta.

### Analysis

With the exception of the following minor comments, City staff have reviewed the proposed new OCP and note that it is consistent with the GVRD Livable Region Strategic Plan.


- Regarding the proposed pedestrian/bicycle ferry between Richmond and Delta, although a smaller-type ferry service between Richmond and Delta has some potential, an implementation strategy needs to be put in place by senior governments before pursuing further.
- Suggest that the marine service be labelled as a possible future initiative by senior governments.
- On Map 21 (page 21) the directions of the arrows "to BC Ferries repair yard" and "to foot of No. 5 Road" appear to be inaccurately placed.

**Financial Impact**

None

**Conclusion**

Staff advise that Richmond has no concerns with the proposed new Delta Official Community, as presented.



Kari Hyhtala  
Senior Planner  
(4188)

KEH:cas



THE CORPORATION OF DELTA  
COMMUNITY PLANNING & DEVELOPMENT DEPARTMENT

File: P03-28

May 27, 2005

Mr. Terry Crowe, Director  
City of Richmond  
6911 No. 3 Road  
Richmond, BC V6Y 2C1

Dear Mr. Crowe:

**Re: Delta's Official Community Plan Review**

In January 2005, a draft for a new municipal-wide Official Community Plan (OCP) for The Corporation of Delta was completed and forwarded to agencies and organizations to gather feedback. Since that time, the draft OCP has been amended to include comments received during this consultation process. On May 16, 2005, Delta Council gave first and second readings to a bylaw to adopt the new OCP. Public Hearings on the bylaw will be held June 14<sup>th</sup>, 21<sup>th</sup>, and 28<sup>th</sup>. It was Council's recommendation that the OCP be re-circulated to a number of agencies and organizations for review.

If you have comments on the new draft OCP please forward them to us by **June 13, 2005**. If you have any questions or require further information about the document or the review process, please contact Thomas Leathem, Manager of Long Range Planning at (604) 946-3381. We look forward to receiving your comments.

Yours truly,

Kip Gaudry, P.Eng.  
Director of Community Planning and Development  
LG/ks/cp

cc: Thomas Leathem, Manager of Long Range Planning

Att. Delta Official Community Plan

G:\Current Development\FILES\P03-28 (OCP Review)\Consultation\circulation letter to agencies-no prior comments-may17.doc



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THE CORPORATION OF DELTA

OFFICIAL COMMUNITY PLAN

SCHEDULE A

DRAFT  
May 1, 2005

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## 1.0 INTRODUCTION

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**

Delta will be sustainable, healthy and safe, in which today's quality of life will also be enjoyed in the future.

### **Complete**

Delta will be a community in which people of all ages, family structures, backgrounds and interests can live, work and play.

### **Green**

Delta will protect the natural environment, agricultural lands, and heritage features.

### **Planned**

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.

### **Prosperous**

Delta will provide a wide range of economic opportunities and sustain a healthy and diverse economy.

### **Involved**

Delta will balance competing interests and values, maintain fairness and equity and involve all residents and stakeholders in decision-making processes.



## 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 4 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 - Current Land Use, 2005, and Map 4 - Future Land Use Map;
- 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 8 - 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 11 - Road Hierarchy, Map 12 - Sanitary Sewer Trunk Lines and Map 13 - 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 9 Municipal Parks and Schools.
- **Housing policies** with respect to **affordable, rental and special needs** housing - this is addressed in Section 2.1 - Housing and Neighbourhoods; 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, the Greater Vancouver Regional District’s Livable Region Strategic Plan.

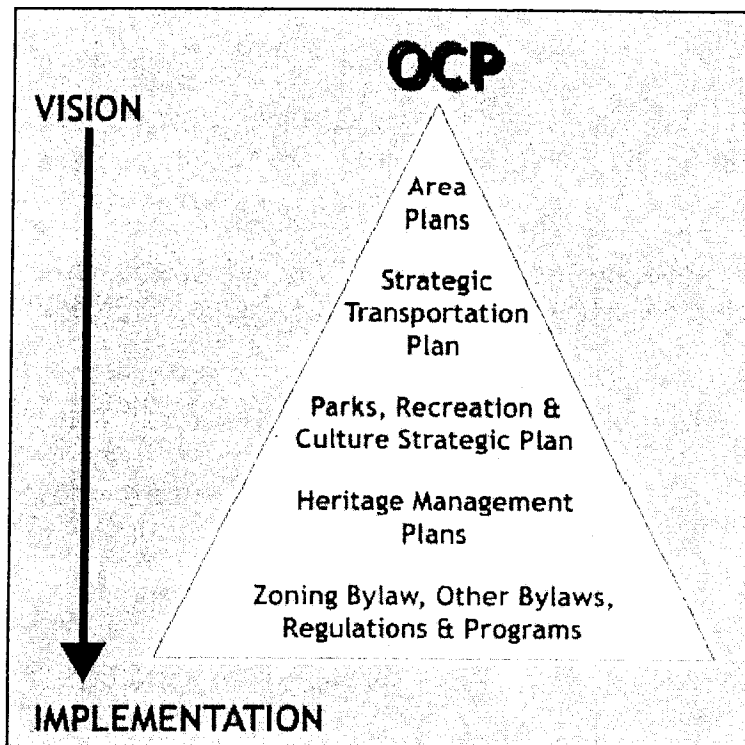


### 1.3 The OCP and other Plans and Bylaws

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. A review of the Area Plans will be undertaken, but is not part of the scope of this OCP review. **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 upland areas of North Delta and Tsawwassen were formed by retreating glaciers depositing sand, mud, and gravel. The low-lying land resulted from the deposit of Fraser River sediments near its mouth. The deposit of river silt continues today but is influenced by river dredging and diking.

Archaeological records indicate that First Nations' people had a village near the present day Alex Fraser Bridge, some 8,000 years ago. Another village site was located near Beach Grove and is dated back 4,000 years.

The Spanish explorers might have been the first Europeans in this area when they sailed into the Strait of Georgia in 1790. With the 1858 Gold Rush and the creation of the Colony of British Columbia, the Lower Mainland, including Delta, began to attract permanent settlers.

The first recorded land claim in Delta was on Annacis Island in 1857, and the next claim was filed in the vicinity of present day Ladner. Some names of early settlers that are recognizable today are Kennedy (James) who pre-empted 455 acres of land in North Delta in 1861, and Ladner (Thomas and William) who pre-empted land in 1868 near the Chillukthan Slough and the Fraser River.

The Fraser River provided fish for the commercial canneries established in Annieville, Sunbury and Port Guichon as well as for domestic use. In 1879, Delta became a rural municipality, and Ladner was the site of the first municipal hall.

Ladner Trunk Road and Scott Road were early routes linking the settlements of Ladner and others in the North Delta area to Semiahmoo Bay and Mud Bay and to the City of New Westminster, the provincial capital at the time.



## 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 Tsawwassen First Nation and the Musqueam First Nation also have land reserves in Delta.

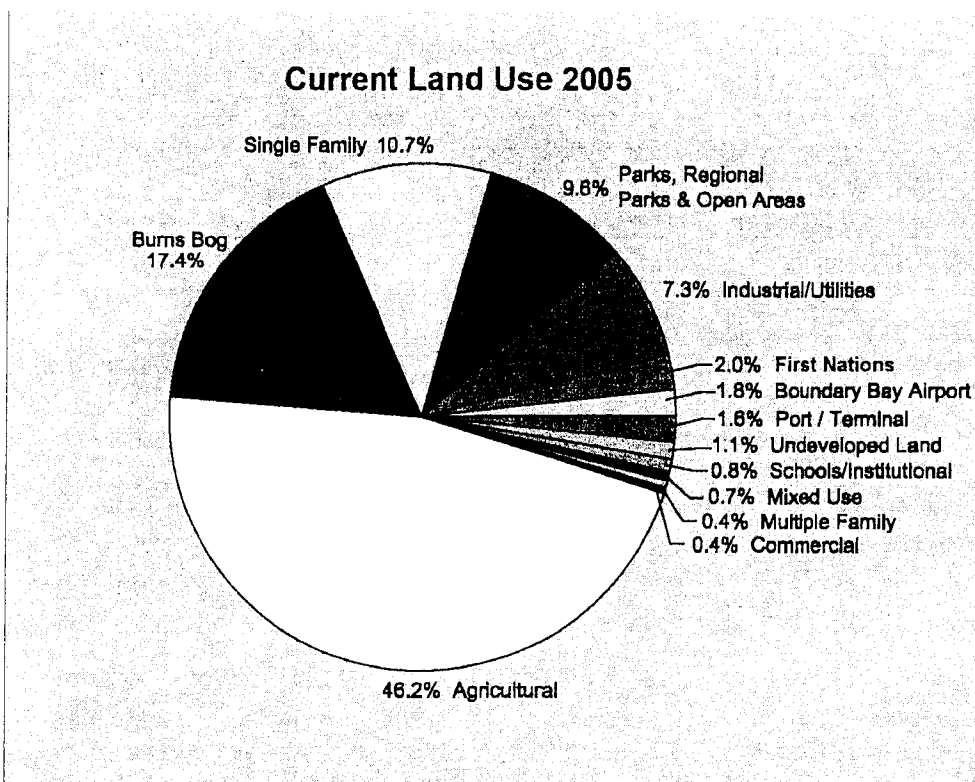
Delta has a well-established transportation network, with Highway 99 linking it to Richmond and Vancouver to the north, Surrey to the east and the USA border to the south. Highway 91 provides access to the Alex Fraser Bridge connecting Delta to communities north of the Fraser River. Highway 17 links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

*See Map 14 Greater Vancouver Regional District*

### Land Use

The following 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 Current Land Use*



Source: The Corporation of Delta



## 1.6 Regulatory Context:

### Livable Region Strategic Plan

Delta Council endorsed the Greater Vancouver Regional District's Livable Region Strategic Plan (LRSP) in 1996. The four main objectives of the LRSP are to:

- Protect the "Green Zone," which includes major parks, watersheds, ecologically important areas and farmland. The Green Zone also establishes a long-term urban growth boundary;
- Build complete communities to provide urban centres of varying sizes where jobs are closer to where people live. These centres should be accessible by transit, have shopping and other services near home, and have a choice of housing types;
- Achieve a compact metropolitan region by encouraging a greater proportion of the region's population to live within the "growth concentration area" in the central part of the region; and
- Increase transportation choice by promoting the use of public transit, walking and cycling.

This OCP contains a Regional Context Statement (see Section 1.8), which outlines how Delta's OCP policies meet the objectives of the Livable Region Strategic Plan.

*See Map 15 Livable Region Strategic Plan*

### 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 dike 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 dikes.

*See Map 16 Fraser River Estuary Management Plan (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 17 Agricultural Land Reserve*

### **First Nations**

The Tsawwassen First Nation and the Musqueam First Nation have reserves in Delta. The Tsawwassen First Nation and the Provincial and Federal Governments have signed an Agreement-in-Principle, the last step before the final approval of a treaty. Once the Agreement-in-Principle is signed, the relationship between Delta and the Tsawwassen First Nation will change.

*See Map 2 Tsawwassen First Nation Lands*

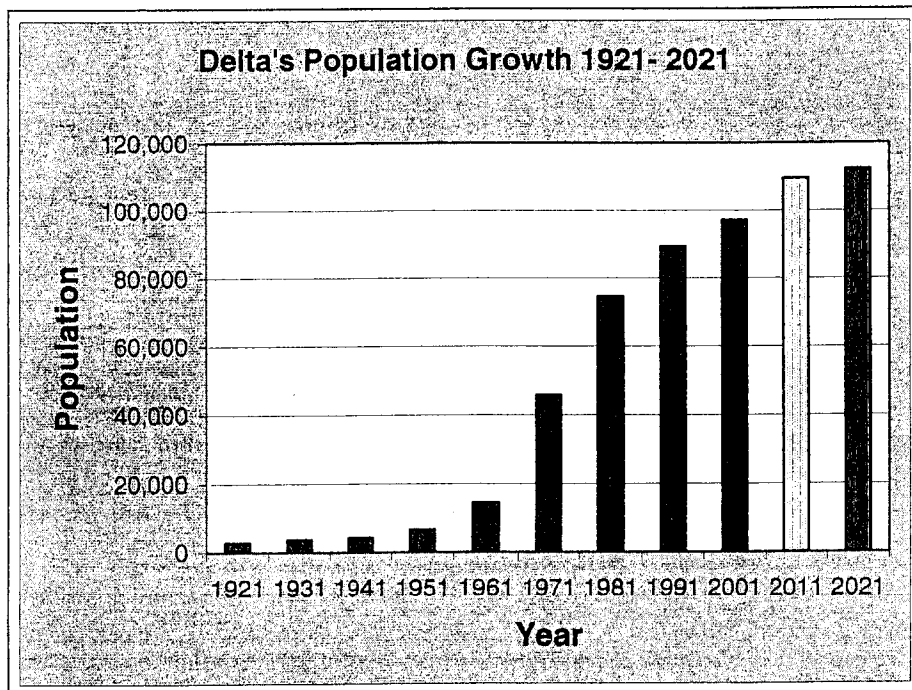


## 1.7 Statistical Summary

### Population Growth

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 2001, Delta's population reached 97,208. Delta projects modest population growth to the year 2021 to approximately 112,360 residents. Most of this growth will occur in North Delta, as it is located in the GVRD's Growth Concentration Area. (See Map 15 – Livable Region Strategic Plan)

The following chart shows Delta's population between the years 1921-2001 and projections for 2011 and 2021.



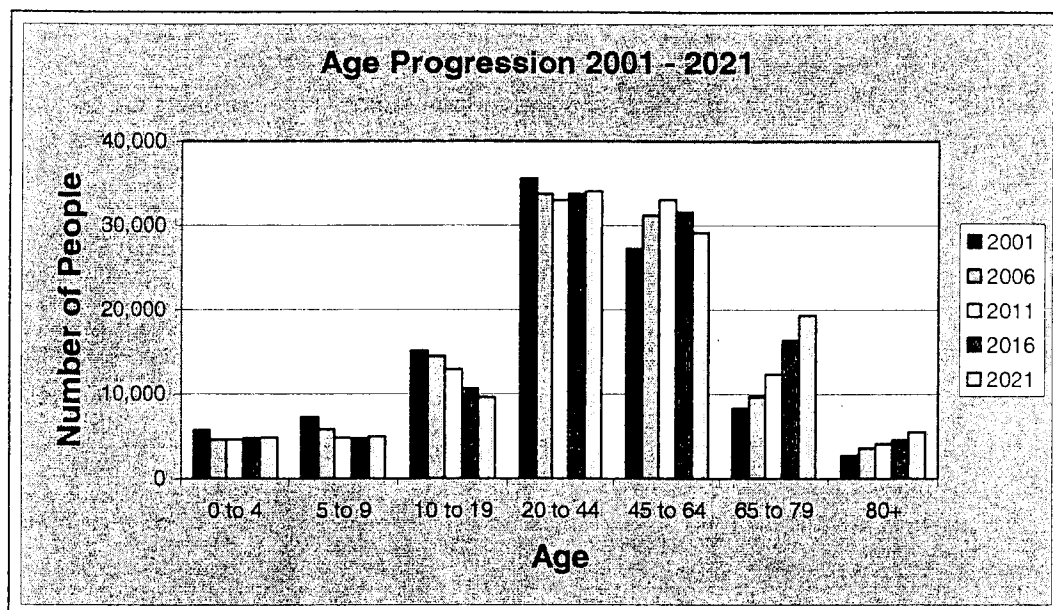
Source: Census Canada  
Greater Vancouver Regional District

According to the 2001 Census, the population of Ladner was 21,367, Tsawwassen was 21,337, North Delta was 52,108, and the rural area was 2,396.





The following 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 remain relatively constant, the number of people aged 45 to 64 is anticipated to increase slightly, while the number of older people in our community is predicted to increase significantly. In 2001, Delta's median age was 38.3, which is slightly higher than the average for the Vancouver Region (37.4), but about the same as the B.C. Provincial average of 38.4.



Source: Census Canada  
Greater Vancouver Regional District

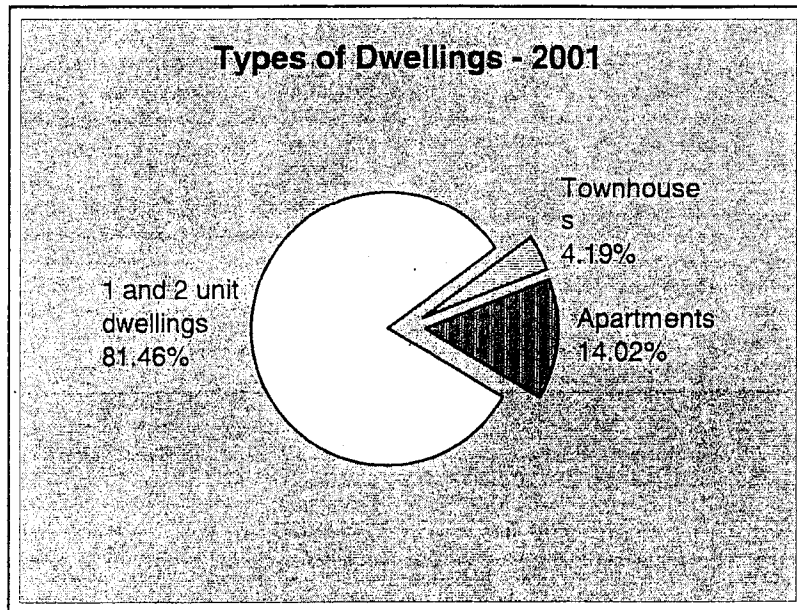
Households in our municipality are getting smaller; 34% of Delta families do not have children living at home, and 17% have one child only. In 2001, the average household size was 2.90 persons, a decline from the 1981 average of 3.38. Similar declines in household size have been seen in other municipalities in the region.

Delta is also becoming a more ethnically diverse community with increased 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.



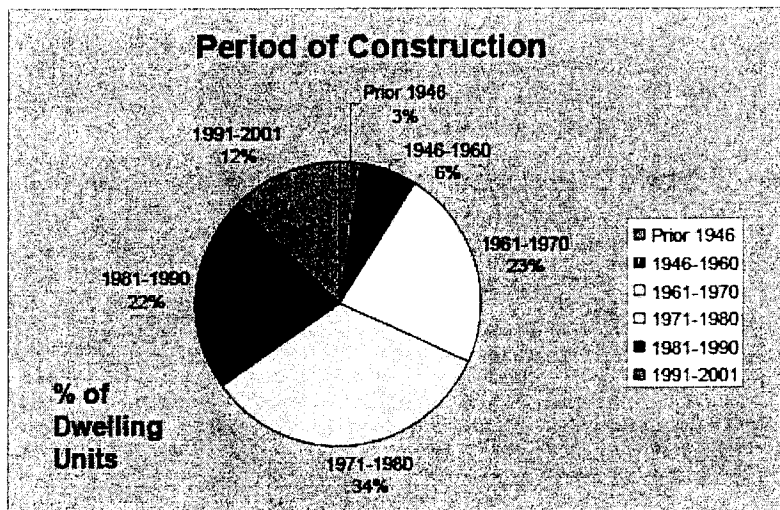
### Housing Character

According to the 2001 Census, there are about 33,000 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 the chart below.



Source: Census Canada  
Greater Vancouver Regional District

The following 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 in the 1960's and 70's.



Source: Census Canada  
Greater Vancouver Regional District



## Population Growth and Housing

Delta's population is projected to grow to 112,360 residents by 2021 (based on GVRD projections). Approximately 5,200 dwelling units would be added to the housing stock. The following chart shows a breakdown of the projected population and dwelling unit growth in Delta, by area:

Community	2001 Population (Census)	Projected Population Growth (to 2021)	Projected # of Dwelling Units (to 2021)	Increase in # of Dwelling Units (2001 to 2021)
Tsawwassen	21,337	24,610	9,690	1,210
Ladner	21,367	24,720	9,120	1,260
North Delta	52,108	60,220	18,760	2,550
Rural	2,396	2,810	1,060	160
<b>TOTAL:</b>	<b>97,208</b>	<b>112,360</b>	<b>38,630</b>	<b>5,180</b>

Source:

1. 2001 Population: Census Canada
2. 2021 Projected Population for all of Delta: GVRD
  - a) 2021 Projected Population – Delta total: GVRD
  - b) 2021 Projected Population breakdown by Community: Corporation of Delta
3. All other projections: Corporation of Delta

The majority of the growth will occur in North Delta, as it is located in the GVRD's Growth Concentration Area. More detailed analysis of how projected growth will be accommodated will be undertaken during the Area Planning processes for each community.

## 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 that trend for the foreseeable future. The Delta School District's enrollment has decreased from a high of 18,300 students in the 1998/1999 school years, to 16,900 in 2004/2005. There is no forecasted need for new school site development in any part of Delta. The existing building inventory has an average age of over 30 years. School districts, with declining student enrollments, no longer receive major capital funding from the Provincial government for school replacement or major rejuvenation. Other than seismic upgrading, the School District must consider alternative methods to raise necessary funding to keep facilities from deteriorating, to keep Delta competitive with other school districts, and to retain and attract new students. In the past, the District has subdivided, rezoned and sold in order to have those funds used to upgrade and build new school and community facilities, including Genesis Theatre, Sands and South Delta Secondary Schools.

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.

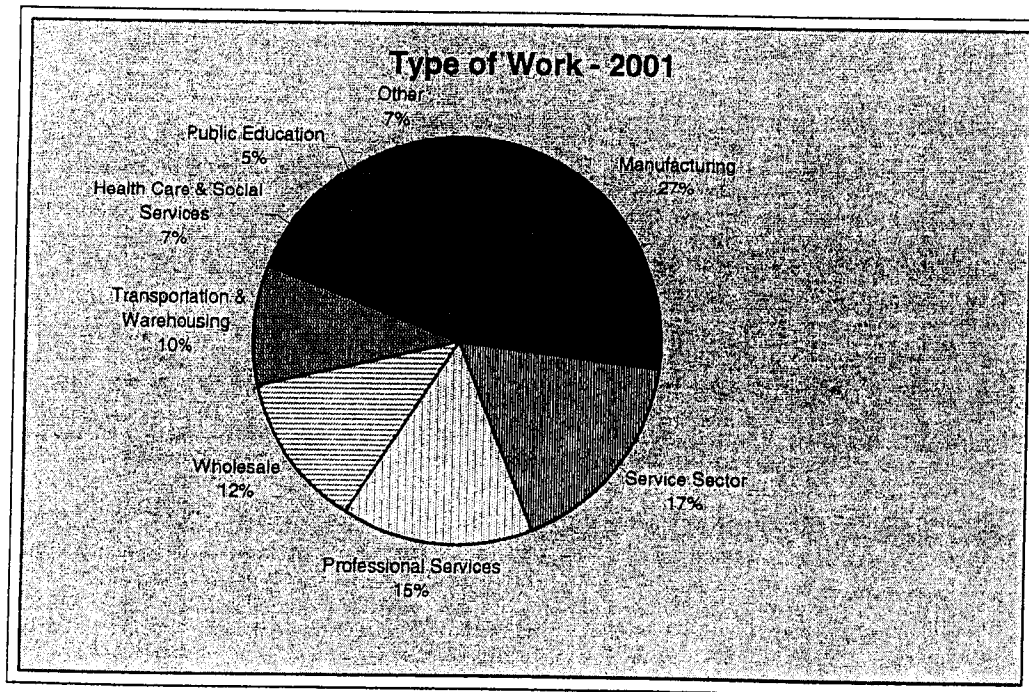
Retail and commercial uses are located in Delta's urban areas. The service sector accounts for 17% of jobs, and the health and social services sector account for about 7%.

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.

The following 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.



Source: Census Canada  
Greater Vancouver Regional District

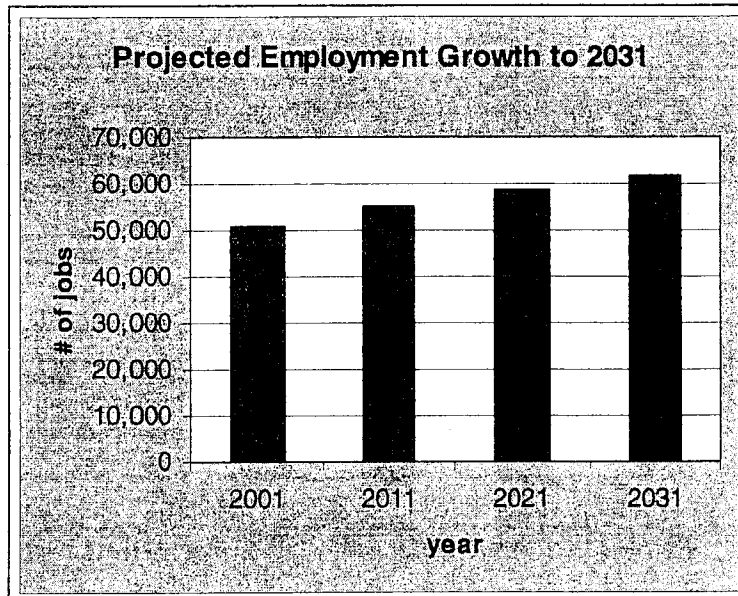


Note:

- 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.

### Employment Growth

The following chart shows estimates of employment growth in Delta to the year 2031. 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.



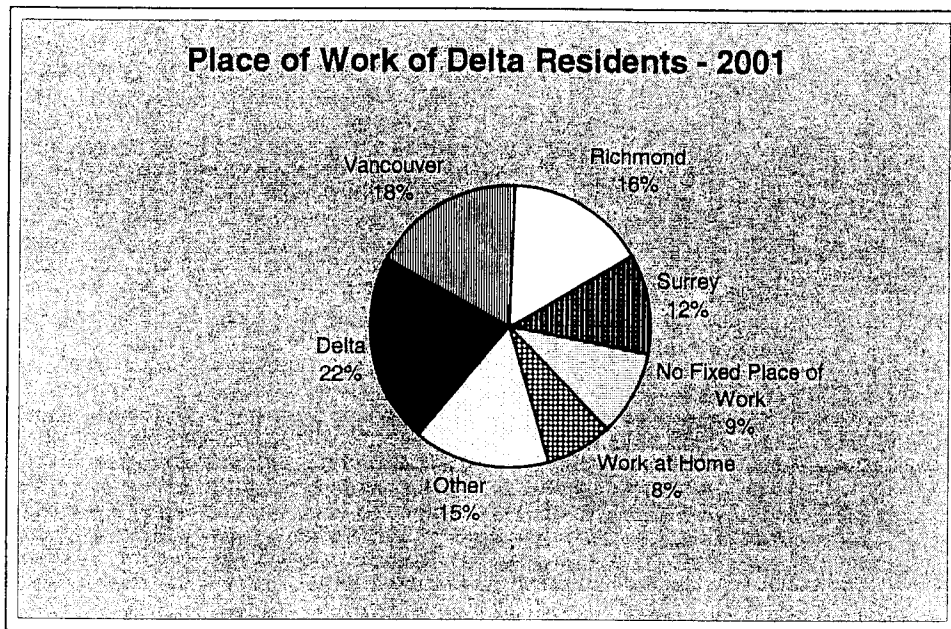
Source: Greater Vancouver Regional District

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.



Source: Census Canada  
Greater Vancouver Regional District



## 1.8 Regional Context Statement

The Greater Vancouver Regional District (GVRD) Board endorsed the Livable Region Strategic Plan (LRSP) on January 26, 1996. It was deemed a regional growth strategy by the Minister of Municipal Affairs on February 10, 1996.

The LRSP includes a number of policies and maps which are applicable to Delta, such as:

- Inclusion of North Delta in the LRSP's Growth Concentration Area, where population and employment growth is encouraged;
- Designation of Ladner as a "Municipal Town Centre";
- Inclusion of much of Delta's non-urban area in the Green Zone;
- Encouragement of a wider range of activities and alternatives for employment, housing, recreation, shopping, and other services within communities;
- Development of a transportation system that promotes the use of public transit and other alternatives to single occupancy vehicles.

The *Local Government Act* requires local governments to prepare a Regional Context Statement (RCS) which identifies the relationship between a municipality's Official Community Plan (OCP) policies and policies of the regional growth strategy. Where the OCP and the regional growth strategy conflict, the RCS must indicate how consistency will be achieved over time. In Delta's case, the OCP has been reviewed against the GVRD's Livable Region Strategic Plan.

Delta has recently completed a review of Schedule A (municipal-wide policies) of its OCP. As part of this review, Schedule A has been completely rewritten with significant policy, land use designation and map amendments. Amendments to the Area Plans will be made over time, to bring them into conformity with the new Schedule A.

Delta's population is projected to increase to 112,360 residents by the year 2021. The "Population Growth and Housing" section in the OCP's Introduction contains a breakdown of population growth by community. It is projected that by 2021, the increase in dwelling units to meet population growth in Tsawwassen and Ladner will be an addition 1,200 units in each community, and an additional 2,500 units in North Delta. As part of future Area Plan reviews, detailed projections respecting housing types and their location will be determined.

Future growth in employment is expected to continue. The number of jobs in Delta is expected to grow 15% by 2021 from 2001 levels, to a total of about 59,000 jobs. Employment growth will continue to be concentrated in existing employment centres. Delta's OCP policies support industrial and commercial





development within existing industrial and commercial lands, rather than expansion of these land bases to accommodate growth. Therefore, industrial employment growth is expected to occur in Delta's main industrial area of River Road East. Any expansion at DeltaPort will also result in job growth. Similarly, job growth in the commercial sector will occur where commercial sites currently exist, in Delta's Town Centres.

The following sections describe the relationship between the OCP and the LRSP.

### **1. Protect the Green Zone**

The intent of the LRSP Green Zone policy is to protect Greater Vancouver's natural assets, and by doing so, establish a long-term boundary for urban growth. The Green Zone in Delta, shown in Map 3, includes the following areas:

- All lands in the Agricultural Land Reserve (ALR) including streams, ditches and sloughs in the agricultural area;
- The Fraser River foreshore and its various channels, excluding the foreshore immediately adjacent to Ladner village and Port Guichon;
- Dikes, foreshore, intertidal areas and accreted lands outside the dikes in Boundary Bay along the Georgia Strait;
- Beach Grove Park, Watershed Park, Delta Nature Reserve, Wellington Point Park, Boundary Bay Regional Park, Ladner Harbour Park, John Oliver Park, and Deas Island Regional Park;
- All of Burns Bog, and the Vancouver Landfill;
- Roberts Bank and South Arm Marshes, Wildlife Management Areas including Ladner Marsh and sloughs, and the Alaksen National Wildlife Area;
- Albion and Harlock Islands and unnamed islands in the Fraser River;
- The fishing bars and wetlands along Annacis Island, the Dow Fishing Bar and its extension to the east tip of Tilbury Island and the wetlands along Tilbury Island;
- Drainage ditches along River Road East and sloughs along or draining into the Fraser River and adjacent wetlands, including Chillukthan Slough, Ladner Harbour Slough, Crescent Slough, sloughs in the Marina Garden Estates development, Deas Slough and Tilbury Slough;
- The Southlands area of Tsawwassen;



- The Beach Grove Golf Club and the Tsawwassen Golf and Country Club excluding any developed portions of those golf courses; and
- The B.C. Ferry causeway, including the south shore and Roberts Bank causeway.

Many of these areas are designated either Agricultural, Parks and Recreation Areas, or Environmentally Sensitive Areas in this OCP.

The OCP supports the Green Zone by providing guiding principles, objectives and policies that:

- Protect the natural environment and agricultural lands (see sections 2.4 and 2.5);
- Designate almost all of Burns Bog and many other areas as Environmentally Sensitive, which preserves the environmental and ecological roles of the bog (see Map 4 – Future Land Use Plan);
- Include much of the Agriculturally designated lands in the Green Zone, which permits only agricultural uses and customary ancillary uses;
- Limit the development of transportation corridors in the Green Zone as shown on Map 11 – Road Hierarchy;
- Provide for economic diversification of farming (see policies 2.5.12 - 15), encourage appropriately scaled farm dwellings (see policies 2.5.16 - 17), and support the use of agricultural land for farming to preserve the economic viability of farming (see policies 2.5.1 and 2.5.4), thereby maintaining the agricultural potential of the Green Zone;
- Encourage cooperative decision-making to maximize environmental and farm potential of the Green Zone (policies 2.5.19 - 26);
- Acknowledge the Agricultural Land Reserve on Map 17 and the Green Zone on Map 3 as a way of delineating the long-term boundary of urban growth;
- Designate significant areas as Parks and Recreation areas (see Map 9 - Municipal Parks and Schools);
- Provide a Water designation to be applied to the area between the Municipal boundary and the legal high water mark that would permit marine transportation, conservation, recreation and fishing uses as appropriate Green Zone uses (see Map 4 – Future Land Use Plan);
- Provide direction for further environmental actions for water and foreshore areas, air quality, natural and geotechnical hazards, stewardship and municipal environmental practices (see section 2.4); and
- Acknowledge the FREMP Area Designation and the FREMP Habitat coding as a means of protecting the Green Zone (see policy 2.4.24).



Delta's OCP also contains policy directions that support the GVRD's Sustainable Region Initiative, such as the guiding principles, which are based on the three components of sustainability (i.e. economic, environmental and social sustainability), policies to support the use of sustainability evaluation tools when making land use decisions, and implementation strategies that consider undertaking a State of the Environment Report.

Over time, to provide consistency between the OCP and the LRSP, the following actions will be undertaken:

- a) Incorporate into the OCP, further elements of the Regional Greenways Vision, 1999, including wildlife corridors if appropriate and appropriately designate any newly acquired lands. Also work with the GVRD to refine and implement a sub-regional greenway sector plan for a regionally significant network of recreational and ecological greenways as described in the Regional Greenways Vision, 1999;
- b) Develop an Urban Forest Management Strategy and other initiatives to protect trees as one of Delta's natural assets;
- c) Propose an amendment to the LRSP Green Zone Map to delete the steep slope areas west and north of Tsawwassen. These areas are private lands where development may occur in the future if geotechnical constraints are addressed;
- d) Propose an amendment to the Green Zone Map to include the recently acquired open space at the western tip of Tilbury Island;
- e) Propose an amendment to include the wooded area designated Environmentally Sensitive on the site located at 6155 River Road;
- f) Work towards adopting the draft Development Permit guidelines for ravines in North Delta which are on steep slopes or are subject to hazardous conditions; and
- g) Continue efforts to identify and protect environmentally sensitive areas throughout Delta, including through the use of Development Permit Areas.

## 2. Build Complete Communities

The intent of the LRSP policy "Build Complete Communities" is to encourage the development of communities that have a balanced distribution of jobs and housing, a wider choice of affordable housing, a better distribution of public services and a more efficient transportation service. The GVRD's Regional Town Centres and smaller Municipal Town Centres form the network of the region's complete communities. Ladner is a Municipal Town Centre, and the OCP supports Ladner's status as mixed-use centre containing jobs, housing, shopping and civic services. This centre should be the focus for local transit services.



The OCP supports the development of complete communities by providing guiding principles, objectives and policies that:

- Provide designations that encourage a greater choice of affordable housing types, including a greater range of ground-oriented dwelling types and densities, and non-ground-oriented dwellings, mixed use developments, and higher density housing opportunities (see sections 1.9.1 and 1.9.2 for residential housing designations);
- Encourage a range of housing types within each of Delta's urban areas, support the location of seniors and special needs housing in town centres, and provide incentives to encourage rental, seniors and special needs housing (see policies 2.1.1, 2.1.3 and 2.1.4);
- Enhance neighbourhoods by supporting the provision of amenities such as local parks, pathways or corner stores nearby (policy 2.1.11);
- Support medium density housing near transportation, jobs, and amenities to promote "complete communities" (see policy 2.1.17) as well as home-based businesses (see policy 2.1.15) and neighbourhood stores (see policy 2.1.14) where appropriate as a way to reduce the dependence on the automobile;
- Support an equitable distribution of parkland throughout the municipality (see policy 2.6.25);
- Encourage the redevelopment of older commercial areas or older residential areas close to town centres for high density or mixed-use housing in a pedestrian-friendly environment (see policy 2.1.7);
- Provide for vibrant town centres, sensitive neighbourhood commercial development, and an attractive pedestrian environment in commercial areas and limit the further development of new highway commercial development (see policies 2.2.1 - 2 and 2.2.4);
- Support the retention of industrial lands for industrial use (see policy 2.3.1);
- Support the continued development of Delta's industrial lands, especially employment-intensive industries, traditional and non-traditional industries in appropriate areas and related employment, infrastructure and alternative transportation opportunities located near residential areas as shown on Map 4 – Future Land Use Plan;
- Support social and community planning, community development, services for youth, children and families, seniors, multiculturalism, services for the poor, improved disability access, library facilities and municipal park and school locations (see section 2.8);



- Continue to develop emergency services and preparedness (see section 2.8, sub-sections A and B);
- Upgrade the existing road network and provide efficient connections to Delta's communities, the regional network, and explore options to reduce regional congestion through the support of Transportation Demand Management strategies (see policies 2.9.1, 2.9.2, 2.9.9 and 2.9.32 - 35);
- Encourage Translink to develop an efficient local transit service related to Delta's urban areas and major employment areas (see policy 2.9.13) and support alternative transportation initiatives that make public transit more accessible (see policies 2.9.17 - 18) ;
- Support traffic calming (see policies 2.9.29 - 30) and Traffic Demand Management (see policies 2.9.32 - 35); and
- Support the continued development of public utilities (see section 2.10).

Over time, to achieve consistency between the OCP and the LRSP, the following actions will be undertaken:

- a) As part of the Area Plan reviews, ground-oriented higher density residential development targets will be considered for North Delta's Growth Concentration Area, and the link between residential development and employment opportunities will be reviewed.

### **3. Achieve a Compact Metropolitan Region**

The intent of the LRSP policy to "Achieve a Compact Metropolitan Region" is to direct a larger share of residential growth to the Growth Concentration Area, which includes North Delta. Growth projections, and projections of additional dwelling units required to house this growth, broken down by community, are provided in the OCP introduction. This OCP contains general growth policies for all of Delta; specific North Delta residential growth policies are contained in the North Delta Area Plan, which will be reviewed in the future. Similarly, growth in other areas of Delta will be reviewed as their Area Plans are reviewed.

The OCP includes objectives and policies supporting the development of a compact metropolitan region that:

- Support livable communities, and plan for urban growth, transportation choice and community identity (see sections 2.1 on Housing and Neighbourhoods; section 2.9 on Transportation choice);
- Concentrate medium and higher density housing in or adjacent to existing Town Centres in all three communities, including the Growth Concentration Area in North Delta (see policy 2.1.17);



- Support the Green Zone as a growth containment boundary through policies that support the Agricultural Land Reserve, and establish Environmentally Sensitive Areas (see section 2.5 on Agriculture, and Map 8 – Environmentally Sensitive Area Designations);
- Include housing policy that encourages residential development in existing urban areas and discourages residential development in greenfield sites outside of urban areas or on agricultural land (see policy 2.1.16);
- Include policies to discourage non-industrial uses on industrial lands (see policy 2.3.1), encourage redevelopment and revitalization of existing town centres (see policy 2.2.1) and limit the development of highway-oriented commercial development (see policy 2.2.4); and
- Include support for directing employment growth to existing industrial and commercial areas (see policy 2.2.1 and 2.3.1).

Over time, to achieve consistency between the OCP and the LRSP, the following actions will be undertaken:

- a) As part of the upcoming Area Plan review for North Delta and other areas of the municipality, the demand for medium density ground-oriented housing and apartments will be reviewed and additional sites for appropriate housing types will be identified.

#### **4. Increase Transportation Choice**

The intent of the LRSP policy “Increase Transportation Choice” is to encourage the use of public transportation and discourage the dependence on single occupancy automobile travel, with priorities placed on walking, cycling, public transit and goods movement. Existing objectives and policies in the OCP are consistent with the Transportation Choice policies in the LRSP and support the development of a transportation system that protects the Green Zone, encourages the development of complete communities and the realization of a compact metropolitan region. The LRSP Regional Road and Highway System Map is generally consistent with OCP Map 11 – Road Hierarchy, given the notation that the corridors on the LRSP are conceptual only and that precise alignments will be determined at the facility planning stage.

The OCP supports the LRSP policy of increasing transportation choice by providing guiding principles, objectives and policies that:

- Support the Regional Road and Highway system in the LRSP which minimizes the development of transportation corridors in the Green Zone, and does not include a regional road south east of Ladner;
- Encourage the development of streetscapes that reflect the needs of public transit, cyclists and pedestrians and continue to improve bicycle networks and pedestrian environments (see policy 2.9.10);



- Maximize the capacity of existing transportation corridors before building new ones that may negatively impact agricultural, or environmental lands that may be in the Green Zone (see policy 2.9.1);
- Pursue Traffic Demand Management opportunities (see policies 2.9.32 - 35) and implement traffic calming measures (see policies 2.9.29 - 31);
- Support the development of routes to accommodate alternate transportation modes (see Map 21 – Alternate Transportation routes); and
- Promote rail and barge as alternatives to truck traffic for the movement of goods (see policy 2.3.18).

Over time, to achieve consistency between the OCP and the LRSP, the following actions will be undertaken:

- a) Review existing transportation corridors to improve efficiency of goods movement.
- b) Work with the Provincial government on the development of the South Fraser Perimeter Road.

## 5. Implementation

The intent of the Implementation policies is to build partnerships with other agencies that have a role in implementing the LRSP and to monitor the progress towards the LRSP goals and targets. The existing OCP supports the LRSP by including monitoring and area plan review as an on-going feature of the OCP implementation, and specifically:

- Developing indicators to monitor OCP implementation; and
- Preparing a "State of the Environment" Report.

Over time, to achieve consistency between the OCP and the LRSP, the following action will be taken:

- a) Prepare or review Transportation, Parks, Recreation and Culture and Corporate Strategic Plans and zoning bylaws.

## Conclusion:

This Regional Context Statement describes the relationship between Delta's OCP and the LRSP and outlines how Delta's OCP supports the LRSP. The analysis indicates that Schedule A of Delta's OCP is generally consistent with the LRSP; as the Area Plans are reviewed, opportunities will arise to further update the intent of local government actions. The Regional Context Statement also indicates future actions to be undertaken over time for those areas of conflict between the OCP and LRSP. The Corporation of Delta is committed to achieving the vision contained in the LRSP.



## 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 4 - 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).

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.

*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 4) and the Environmentally Sensitive Areas Designations Map (Map 8) for detailed ESA designations.





**1.9.1 Designations for Future Land Use Plan  
(For Schedule A - Municipal-Wide OCP)  
*Refer to Map 4 – Future Land Use Plan***

**One and Two Unit Residential (R)**

(Approximate total land area: 1,856 hectares; percentage of land area: 10.3%)

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 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.

**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.

**Neighbourhood Commercial (NC)**

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

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.

**Industrial (I)**

(Approximate total land area: 1,520 hectares; percentage of land area: 8.5%)

This designation is intended for light, heavy, and water-related industrial uses.

**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.

**Parks and Recreation Areas (P)**

(Approximate total land area: 248 hectares; percentage of land area: 1.4%)

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: 8,395 hectares; percentage of land area: 46.8%)

This designation is intended for general and intensive agricultural uses. Uses customary 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: 3,320 hectares; percentage of land area: 18.5%)

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, including cluster 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.

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

**Environmentally Sensitive Area (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 Areas 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.

**Environmentally Sensitive Area – Park (ESA-P)**

(Approximate total land area: 159 hectares, percentage of land area: 0.9%)

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.

**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: 230 hectares; percentage of land area: 1.3%)

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.

**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.

**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 550m<sup>2</sup> or larger, there are provisions for small lots, clustered detached housing, and duplex homes, especially in new planned areas and larger in-fill sites.

Residential Density: 8 to 18 units per hectare  
(3 to 7 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.

Residential Density: 8 to 27 units per hectare  
(3 to 11 units per acre)

### Medium Density Ground Oriented Residential (MGR)

This designation is intended for single family, duplex, strata house, townhouse, and other forms of low-rise multiple-family residential uses. Buildings must be designed and sited so as to respect nearby single-family residential uses. The front access to the majority of dwelling units must be directly to the ground.

Height maximum: 2 ½ storeys or 8.0 metres,  
whichever is less

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

Multiple Family Residential: Maximum of 40 units per hectare  
(16 units per acre)





**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.

**Strata House Residential (SHR)**

This designation is intended for ground-oriented housing projects having the equivalent of three dwelling units on an existing single-family or duplex lot, or more units depending on the size of the property. A strata house must have a single-family residential appearance, have its parking hidden from view, and be privately-owned under a strata-title subdivision (condominium).

**Townhouse Residential (TH)**

This designation is intended for ground-oriented townhouses and cluster houses. Cluster units must be sited to maximize open space, to preserve trees and site features, or to protect environmentally sensitive areas.

Height: Maximum 2 ½ storeys

Residential Density: Maximum 40 units per hectare (16 units per acre)

**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 53<sup>rd</sup> and 57<sup>th</sup> Streets, according to Policy C.5.

Height: Maximum 3 storeys

Residential Density: 17 to 62 units per hectare (7 to 25 units per acre)



**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.

**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 (East Ladner) 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)**

This designation is intended for commercial uses and includes general commercial, service commercial, and neighbourhood commercial developments.

Commercial use includes general retail, office, bank, restaurant, entertainment, personal services, and recreation.

Service Commercial use generally accommodates commercial and related uses that require lower density and exposure to arterial roads. This designation includes tourist commercial, gasoline service station, service industrial, automotive, recreation, fast food, and other similar uses.



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

The commercial designation may also include marine and resort uses and other unique properties that demand special uses.

### **Mixed-Use**

This designation is intended for a mix of retail and office commercial, multiple-family residential, cultural, entertainment, open space, and institutional uses.

In Tsawwassen, the maximum permitted density for multiple-family residential in mixed-use designations is 90 units per hectare (36 units per acre (upa)), unless a significant public amenity is provided, in which case a density of up to 112 units per hectare (45 upa) may be considered. 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) 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.

### **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.

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)**

Maximum Height Limit: 14 storeys or the height of existing highrises in the same mixed-use node

Residential Density: 120 to 400 units per hectare

Maximum Percentage of Non-residential Uses: New buildings may have a maximum of 40% of the gross floor area for non-residential uses.

All buildings must provide some social housing, some indoor social facilities (e.g. meeting spaces, cultural facilities, senior centres, child care facilities, libraries, and sport and leisure centres operated by public or non-profit organizations), and some public outdoor space which is accessible to the general public.

**Mixed-Use (North Delta) 2 (MU(ND)2)**

Maximum Height Limit: 4 storeys

Residential Density: 40 to 120 units per hectare

Maximum Percentages of Non-residential Uses: New buildings may have a maximum of 20% of the gross floor area for non-residential uses.

**Mixed-Use (North Delta) 3 (MU(ND)3)**

Maximum Height limit: 2 ½ storeys

Residential Density: 18 to 40 units per hectare

Maximum Percentage of Non-residential Uses: New buildings may have a maximum of 20% of the gross floor area for non-residential uses.

**Mixed-Use (North Delta) 4 (MU(ND)4)**

Maximum Height Limit: 14 storeys or the height of existing highrises in the same mixed-use node.

Residential Density: 120 to 400 units per hectare.

This designation is intended for residential and commercial uses, either in combination or on their own. Institutional uses may be permitted in



combination with residential or commercial uses. In addition, new development is encouraged, but not required, to provide some social housing, some indoor social facilities (e.g. meeting spaces, cultural facilities, senior centres, child care, libraries, and sport and leisure centres operated by public or non-profit organizations), and some public outdoor space that is accessible to the general public.

#### **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 ½ 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) 3 (MU(L)3)**

This designation is intended for one or more of the uses of general commercial, marine-oriented light industrial, and service commercial uses.

Height: Minimum equivalent to 2 storeys (false fronts acceptable)  
Maximum 2 storeys.

#### **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 ½ storeys



**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 1 (HC)1**

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 ½ storeys

Residential Density: 10 to 50 units per hectare (4 to 20 units per acre)

**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 ½ storeys



## 2.0 PLAN OBJECTIVES AND POLICIES

### 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 18 – Delta's Urban Communities, Map 5 - Medium and Higher Density Housing 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 an adequate supply of land and a range of housing types to meet Delta's long-term needs.

**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 land supply and new housing stock to determine whether it is meeting the needs of Delta residents.
- 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).
- 2.1.8 Investigate the potential of redesignating older residential areas close to town centres for higher density housing.

### ***Enhancing Delta's Neighbourhoods***

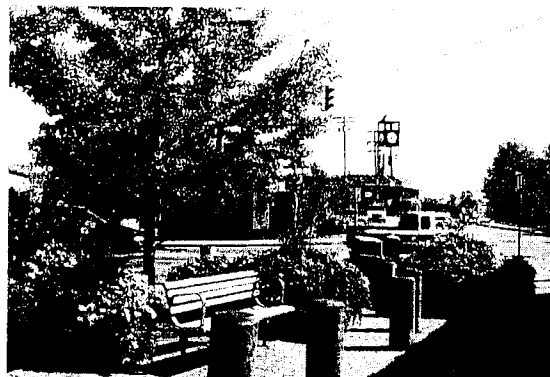
**Objective:** Encourage appropriate development that enhances the character of Delta's neighbourhoods.

**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 (e.g. sidewalks, lighting, etc.) to promote pedestrian, bicycle and other user's safety in order to reinforce community identity, neighbourhood pride and the promotion of physical activity.



- 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:**

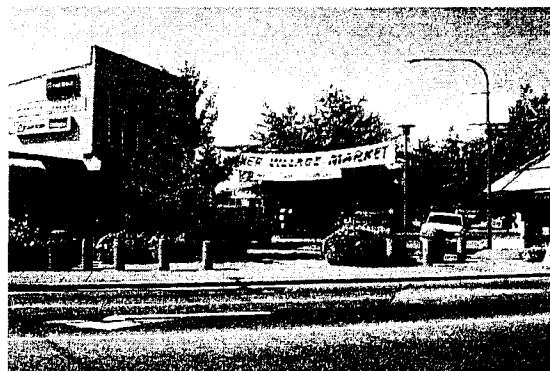
- 2.1.16 Focus new residential development in existing urban areas, and not in greenfield sites or on agricultural land outside of existing urban areas.
- 2.1.17 Support medium density housing near transportation, jobs, and amenities to promote "complete communities."
- 2.1.18 Promote housing and site 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 112<sup>th</sup> Street and 84<sup>th</sup> 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 56<sup>th</sup> Street and 12<sup>th</sup> 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. The Surrey side of Scott Road is also being developed with commercial uses, which are proving attractive to many North Delta residents. This trend is likely to continue in the future, particularly as no large increases in population are forecast to stimulate new commercial development. 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 6 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, 56<sup>th</sup> 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.



## ***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 7 – Industrial 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 supply and demand.
- 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.

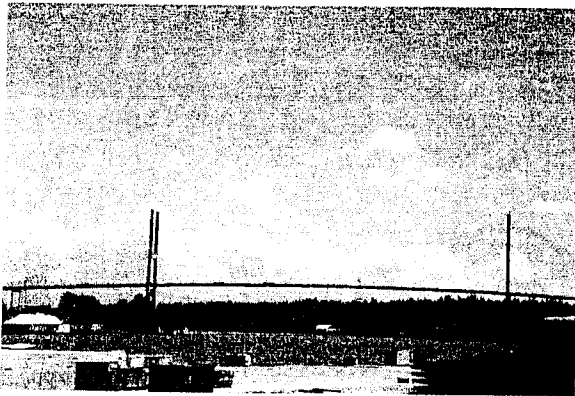


## ***Industry and Transportation***

**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.



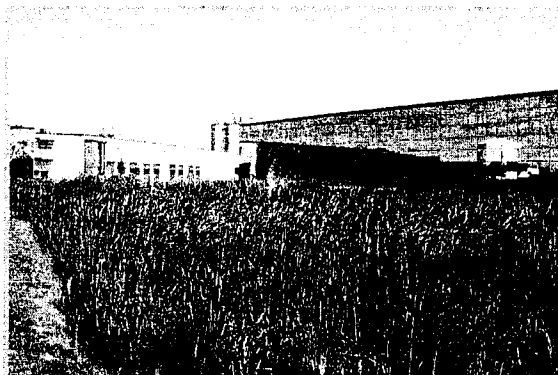
- 2.3.21 Ensure the airport operator maintains a high level of airspace safety, minimizes security breaches in access and operations occurring on lands within the airport perimeter and maintains operational procedures to mitigate disturbance to birds and wildlife using the Boundary Bay area.
- 2.3.22 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.



## 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 8 - 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.





### ***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:**

- 2.4.7 Complete a comprehensive ESA inventory that builds on previous studies undertaken.
- 2.4.8 Identify funding for strategic acquisition of ESAs.
- 2.4.9 Raise awareness of the importance and values of ESAs and encourage community stewardship.
- 2.4.10 Monitor the status of ESAs to ensure that the values for which they were protected are not degraded or lost.
- 2.4.11 Apply interim protection measures, such as agreements with landowners, to known sensitive areas that are not yet fully protected as ESAs.
- 2.4.12 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.
- 2.4.13 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.





- 2.4.14 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.

**Policies:**

- 2.4.15 Investigate options to protect mature trees, heritage trees and urban forests.
- 2.4.16 Enhance regulations to minimize loss of trees prior to and during development, and ensure replacement with an emphasis on native species.
- 2.4.17 Continue to plant and maintain new trees on public lands in parks, and along boulevards.
- 2.4.18 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.
- 2.4.19 Provide information to developers and private landowners about the importance of maintaining healthy, mature trees.

## **Water and Foreshore (Water Quality, Stormwater and Groundwater)**

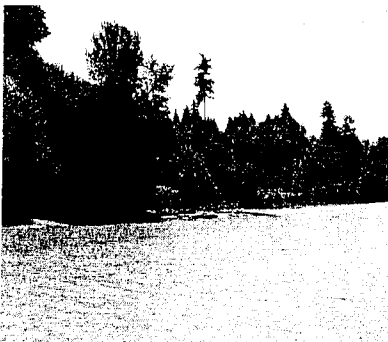
**Objective:** Protect shoreline and riparian areas and maintain high standards for water quality.

**Policies:**

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



- 2.4.22 Develop Integrated Storm Water Management Plans and require the use of integrated storm water management practices consistent with the regional Liquid Waste Management Plan.
- 2.4.23 Work to maintain water quality in groundwater aquifers.
- 2.4.24 Recognize the FREMP Area Designations and habitat classifications along the estuary foreshore and consider them when making land use decisions.
- 2.4.25 Require that all applications for development along the estuary foreshore be referred to FREMP for review and comment.



## ***Air Quality and Climate Change***

**Objective:** Improve air quality and minimize and plan for the impacts of climate change.

**Policies:**

- 2.4.26 Work with the GVRD and others to mitigate air quality impacts and reduce emissions from sources such as trucks/automobiles, marine vessels, agriculture and other sources.
- 2.4.27 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.
- 2.4.28 Participate in senior government programs and initiatives that address climate change impacts and that help municipalities plan for local-scale impacts of climate change.

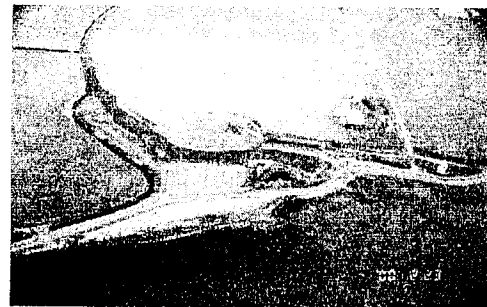


## ***Natural and Geotechnical Hazards***

**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:**

- 2.4.29 Carefully assess and where appropriate, prohibit development in areas prone to hazardous conditions and/or flooding.
- 2.4.30 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.
- 2.4.31 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:**

- 2.4.32 Encourage land use and development practices that minimize soil erosion or loss of highly productive organic soils.
- 2.4.33 Work with other agencies and landowners to assess, manage and remediate contaminated sites.



## ***Energy and Water Consumption***

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

**Policies:**

- 2.4.34 Continue to incorporate energy efficient features into municipal facilities and use environmentally friendly building materials where feasible.
- 2.4.35 Encourage architects and developers to design and construct energy and water efficient buildings.
- 2.4.36 Encourage efficient transportation modes and settlement patterns to minimize number/length of vehicle trips.
- 2.4.37 Encourage green energy generation projects that are consistent with environmental and community values, and are appropriately located.
- 2.4.38 Work with the GVRD and utility companies to encourage all sectors to practice energy and water conservation.
- 2.4.39 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).

## ***Land Use and Built Environment***

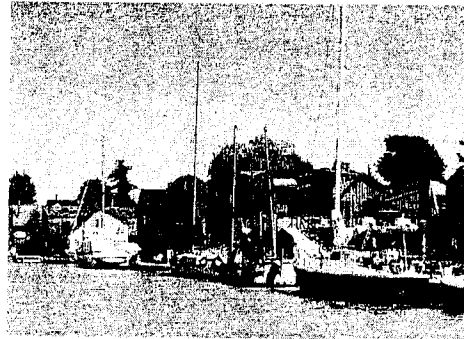
**Objective:** Ensure that land use and development are undertaken in a manner consistent with municipal objectives for environmental sustainability.

**Policies:**

- 2.4.40 Continue to include environmental implications as part of the review of development applications and other land use decisions (e.g. changes to zoning).
- 2.4.41 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.



- 2.4.42 Continue to implement policies which concentrate growth, contain urban sprawl, encourage transportation choice, minimize impervious area and locate residential use in proximity to services and transit.
- 2.4.43 Promote awareness of sustainable development through a recognition program, events or other activities.



### ***Light and Noise Abatement***

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

**Policies:**

- 2.4.44 Incorporate light pollution reduction and light trespass abatement features into municipal facilities, infrastructure and street/park lighting where public safety is not compromised.
- 2.4.45 Work with the residential, agricultural, industrial and commercial sectors to minimize light escapement and resulting sky glow from their homes, buildings and facilities.
- 2.4.46 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.
- 2.4.47 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:**

- 2.4.48 Develop an Environmental Management System that would set objectives and track progress with regard to the municipality's environmental practices.
- 2.4.49 Educate and train staff to employ environmental best practices in their work.
- 2.4.50 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:**

- 2.4.51 Promote community environmental stewardship and identify ways to encourage private land stewardship.
- 2.4.52 Promote community involvement and increased awareness of environmental issues among all sectors and the public.
- 2.4.53 Identify funding sources and help implement community partnerships and incentive programs that support environmental stewardship initiatives.
- 2.4.54 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. Within the ALR, farming is encouraged and non-farm uses are controlled.

*See Map 17 - 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.
- 2.5.3 Support a review of agricultural property tax assessment regulations especially for smaller parcels, to encourage agricultural use on more of these parcels.





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- 2.5.4 Support initiatives that reinforce farm use of agricultural land and the continued development of a viable agricultural industry.
- 2.5.5 Use Agricultural 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.
- 2.5.6 Consider alternate non-agricultural sites when recreational, institutional, industrial, commercial uses or utility facilities are proposed for agricultural areas.
- 2.5.7 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.
- 2.5.8 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).

### ***Urban-Rural Conflict***

**Objective:** Minimize conflicts at the urban-rural interface.

**Policies:**

- 2.5.9 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.
- 2.5.10 Undertake a public awareness program to inform non-farm residents about normal farm practices and urban activities that may result in difficulties for farmers.
- 2.5.11 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:**

- 2.5.12 Support economic diversification initiatives accessory to and compatible with farming that add value to locally produced farm products.
- 2.5.13 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.
- 2.5.14 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.
- 2.5.15 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:**

- 2.5.16 Develop zoning regulations that minimize the negative impacts of dwellings on farmland and locate them to minimize servicing costs and promote clustering.
- 2.5.17 Ensure additional farm houses are necessary for farm use or retired farmers, as permitted in Agricultural Land Commission legislation, regulations, or policies.
- 2.5.18 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:**

- 2.5.19 Encourage cooperative decision-making for agricultural-environmental issues.
- 2.5.20 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.
- 2.5.21 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.
- 2.5.22 Recognize and protect environmentally significant areas of farmland, including hedgerows, stands of trees, old fields, watercourses and other sensitive areas.
- 2.5.23 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.
- 2.5.24 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.
- 2.5.25 Encourage farmers to prepare Best Management Practice Plans and Environmental Farm Plans.
- 2.5.26 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:**

- 2.5.27 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.
- 2.5.28 Support planning initiatives that minimize conflicts between recreational and farm users.
- 2.5.29 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:**

- 2.5.30 Consider updating the Delta Rural Land Use Study (1994).
- 2.5.31 Continue efforts to provide up-to-date agricultural regulations that support farming in Delta.
- 2.5.32 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 9 Municipal 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 and age diverse uses.
- 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

For many thousands of years, Delta was home to aboriginal peoples who established summer fishing camps on the banks of the Fraser River. Much of the area was inhospitable 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. See *Map 10 – Potential Archaeological Areas*.

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.



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 19 – 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 fund-raise, 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:**

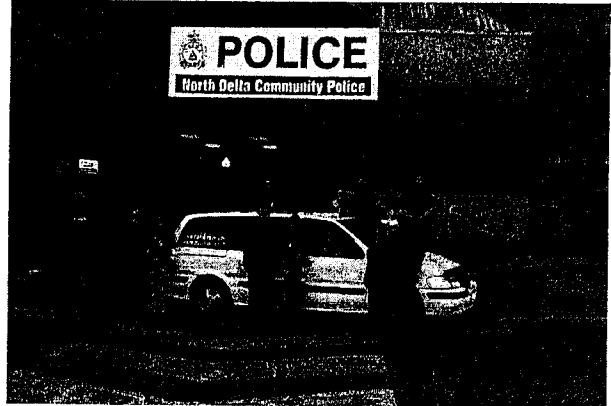
- 2.8.31 Encourage community information sharing and knowledge about ethnic and cultural diversity, and foster inclusiveness.
- 2.8.32 Where necessary, publish municipal information in appropriate languages.



## 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 72<sup>nd</sup> 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. There are currently six firehalls located in the community. An additional firehall will be opening in the fall of 2005 to service the Tilbury and River Road industrial areas.

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. Goods movement and 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 11-Road Hierarchy; Map 21-Alternative Transportation Routes; and Map 20-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 the Ministry of Transportation, Translink, and other agencies on planning for the South Fraser Perimeter Road and improvements to the River Road corridor, and ensure new roads have minimal impact on agricultural lands, environmentally sensitive areas or residential neighbourhoods.
- 2.9.7 Work with the Ministry of Transportation, Translink, and the Border Infrastructure Program to upgrade 72<sup>nd</sup> Avenue to improve safety, reduce congestion, improve neighbourhood livability and access to major transportation corridors.
- 2.9.8 Ensure all road improvement costs include land acquisition costs.
- 2.9.9 Work with the Ministry of Transportation to study alternatives to address local traffic congestion.
- 2.9.10 Support innovative street and streetscape design that encourages use by and reflects the needs of transit, cyclists, pedestrians, and the mobility challenged.
- 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 it 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 Province and Gateway to ensure all new or upgraded major road facilities include separated cycle/walk ways.
- 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 cyclists using the road network.
- 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 AND SERVICES

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 diking 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 12 – Sanitary Sewer Trunk Lines and Map 13 – 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.

### ***Dikes 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 dikes in anticipation of sea level rise associated with global warming, and ensure that development does not preclude improvements to the dike 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.





## 3.0 IMPLEMENTATION AND MONITORING

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:

- 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;



- 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.



## 4.0 GLOSSARY

### **Alternative Development Standards**

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

### **Cluster Houses**

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

### **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.

### **Congregate Care Housing**

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

### **Crime Prevention Through Environmental Design (CPTED)**

A design process which integrates crime prevention with neighborhood and 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.

### **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.

**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.

### **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 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 *Local Government Act* 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 education all 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.

**Streamside 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.





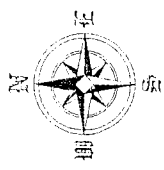
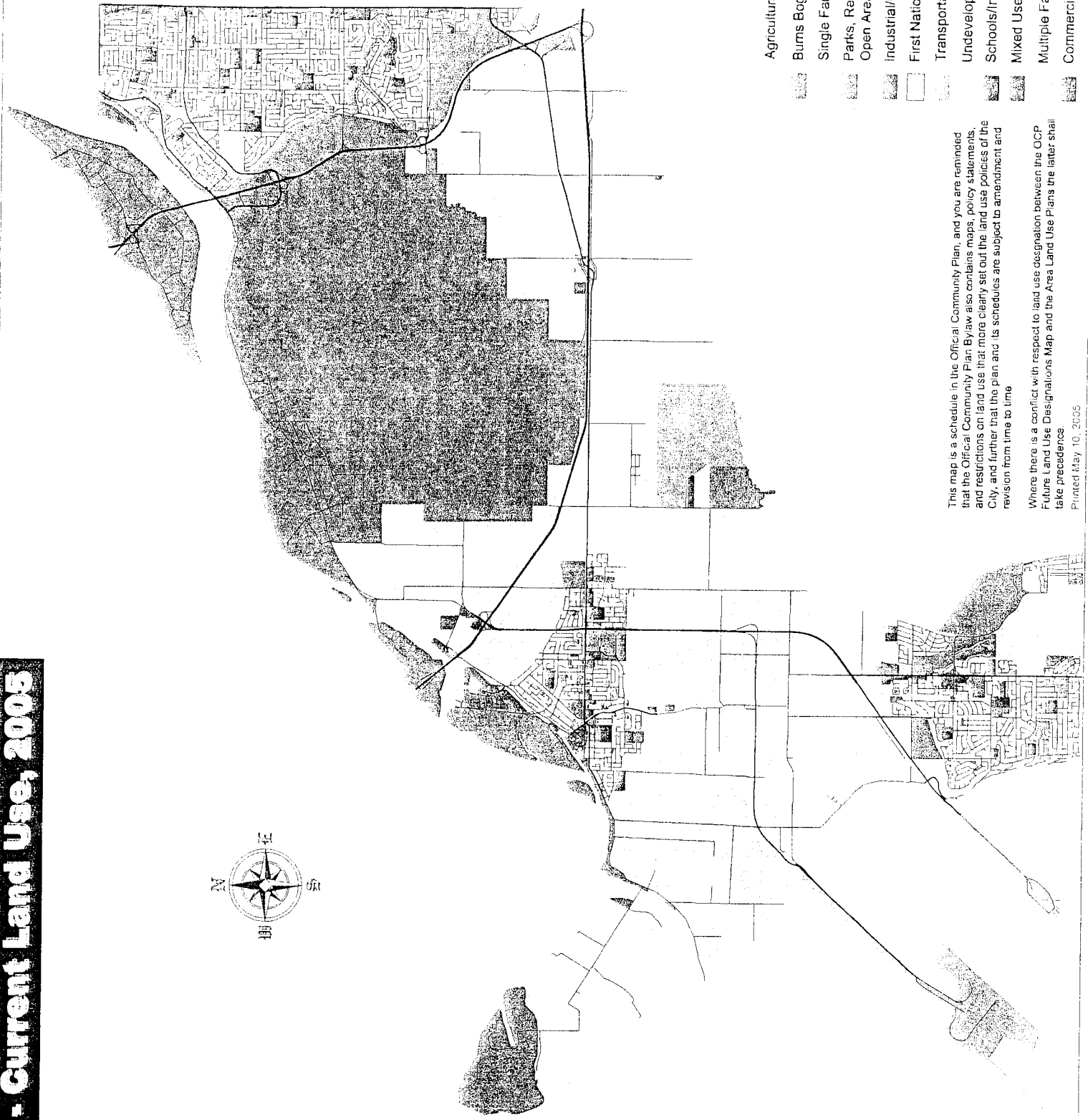
TDM programs achieve these objectives by reducing the amount of travel, by changing modes of travel for some trips (changing to transit, cycling and walking), and changing the time of travel for some trips to less congested times.

**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.



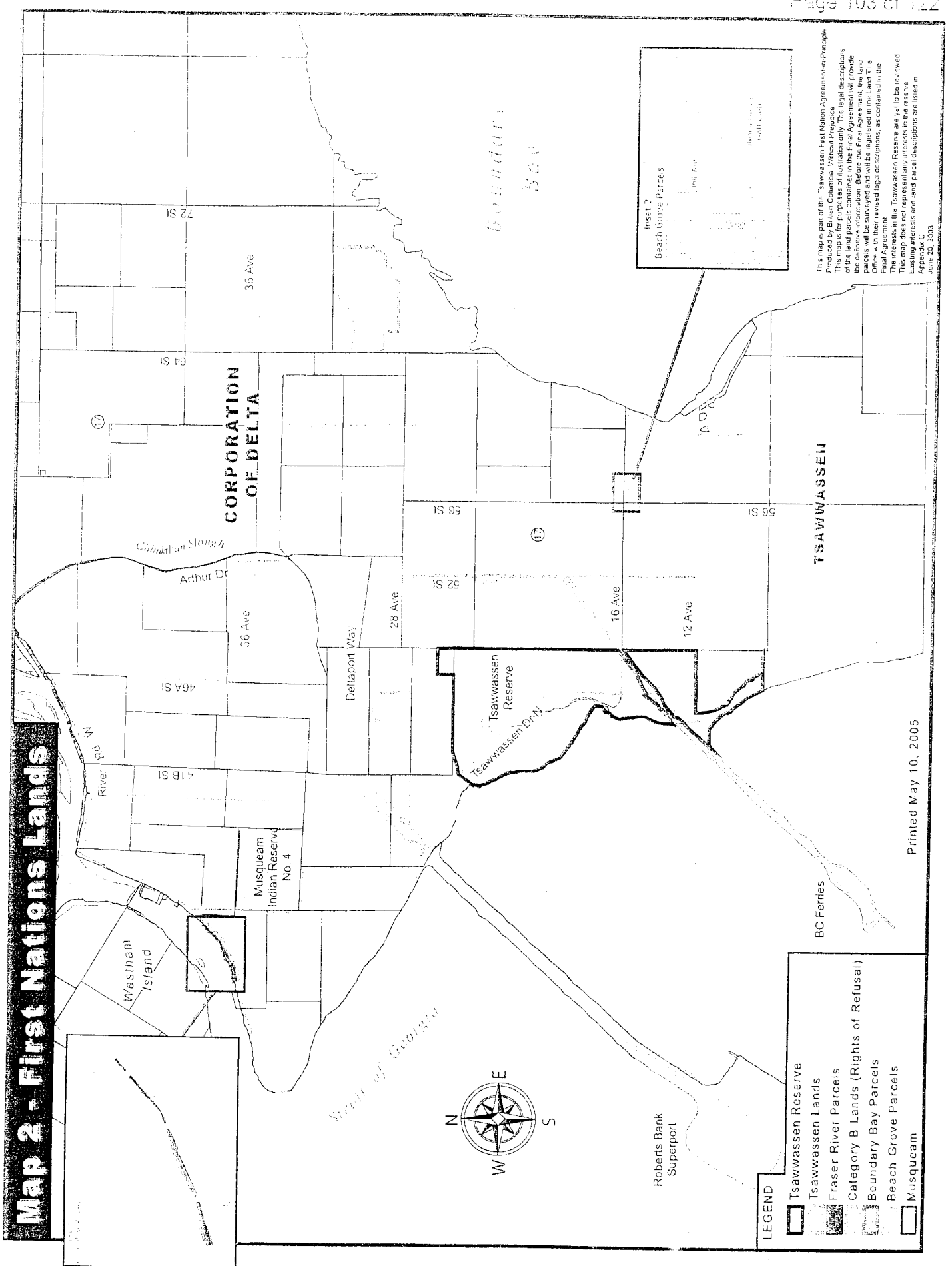
# Map 1 - Current Land Use, 2005



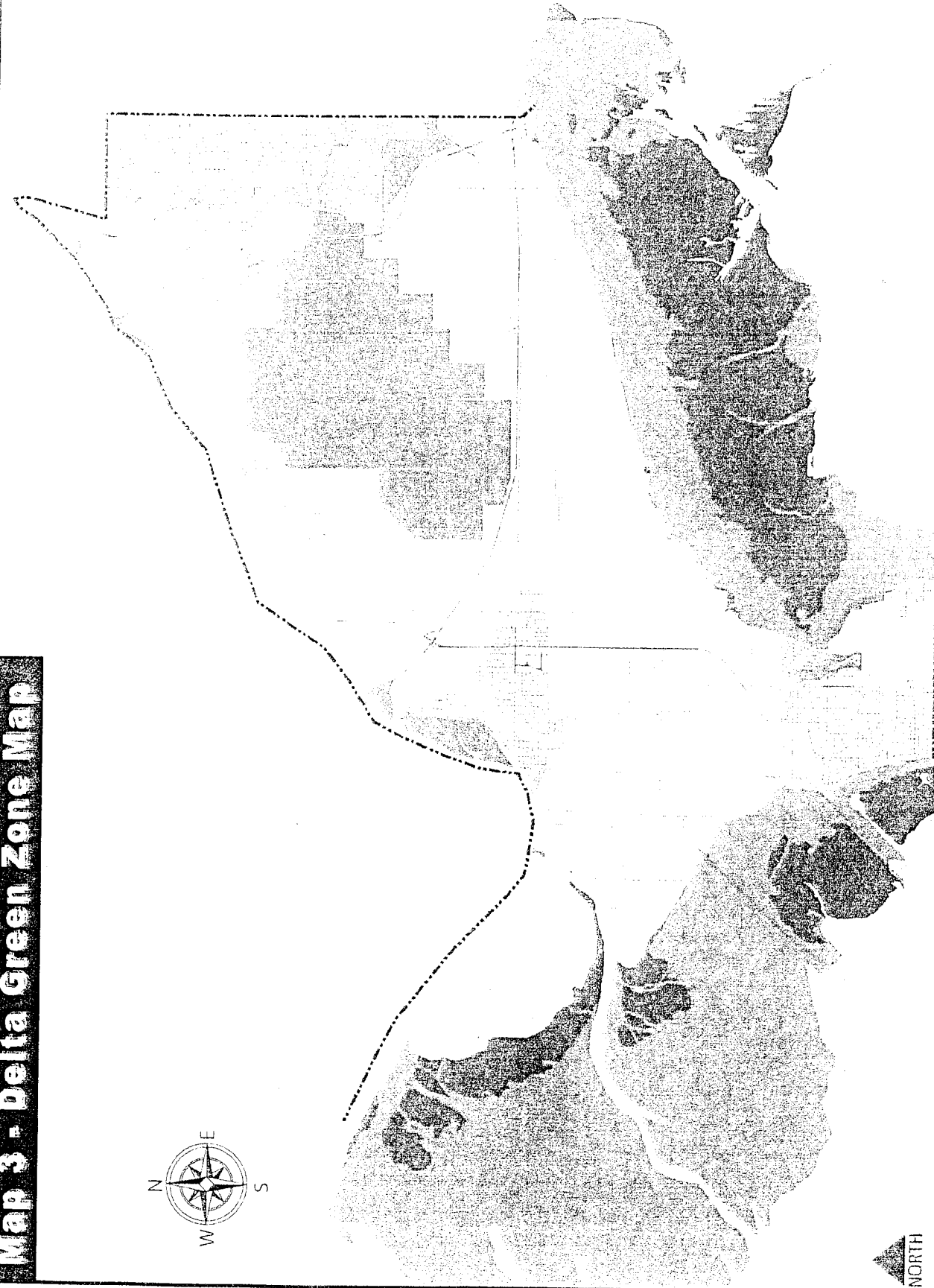
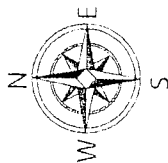
- Agricultural
- Burns Bog
- Single Family
- Parks, Regional Parks & Open Areas
- Industrial/Utilities
- First Nations Lands
- Transportation Terminal
- Undeveloped Land
- Schools/Institutional
- Mixed Use
- Multiple Family
- Commercial

This map is a schedule in the Official Community Plan, and you are reminded that the Official Community Plan Bylaw also contains maps, policy statements, and restrictions on land use that more clearly set out the land use policies of the City, and further that the plan and its schedules are subject to amendment and revision from time to time.


Where there is a conflict with respect to land use designation between the OCP Future Land Use Designations Map and the Area Land Use Plans the latter shall take precedence.  
Printed May 10, 2005





# Map 3 - Delta Green Zone Map



 **Green Zone Areas**

 **Agricultural Lands  
in Green Zone**

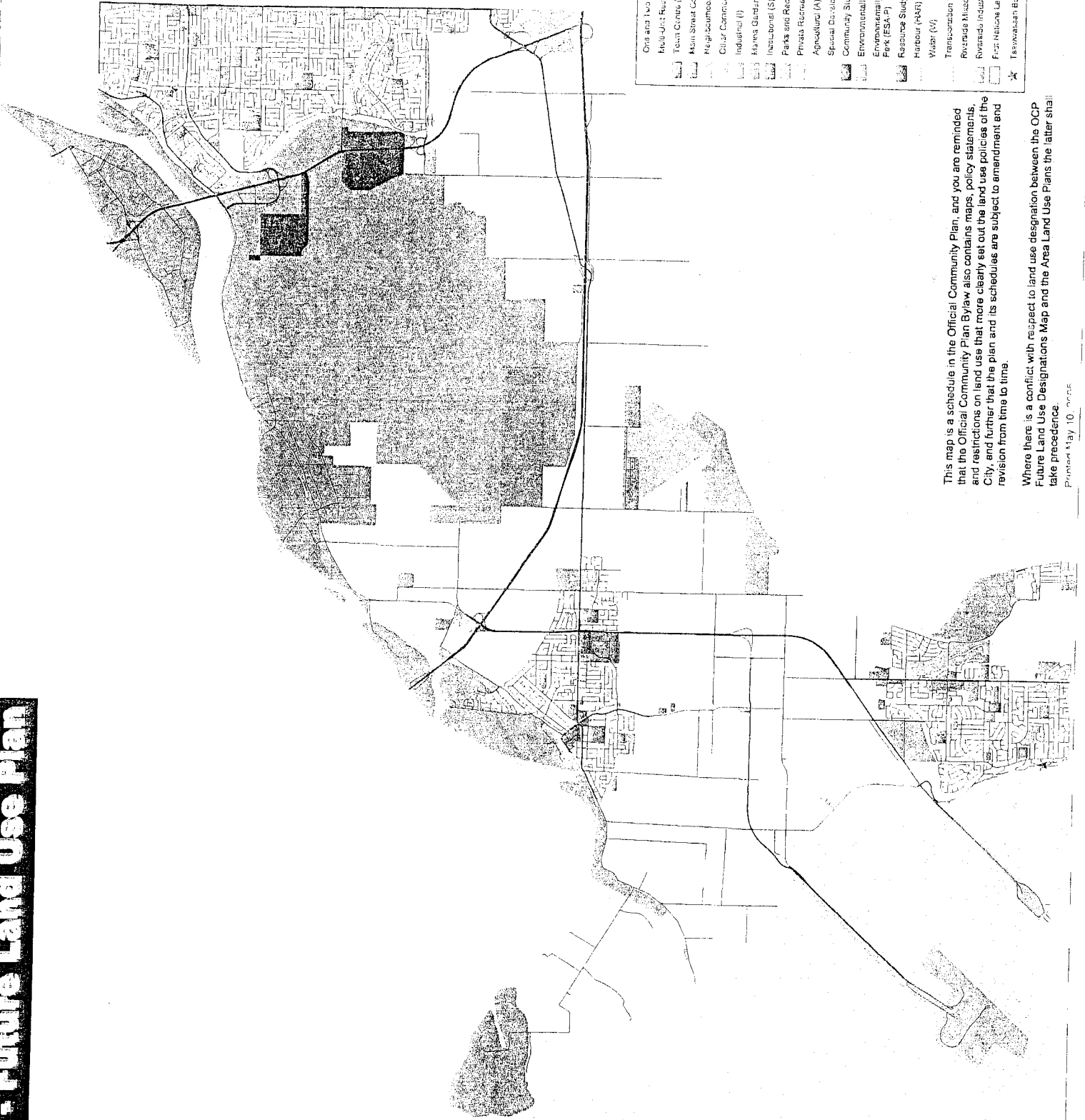
 **Tidal  
Flats**

 **Wetlands**

Printed May 10, 2005

Source: Greater Vancouver Regional District

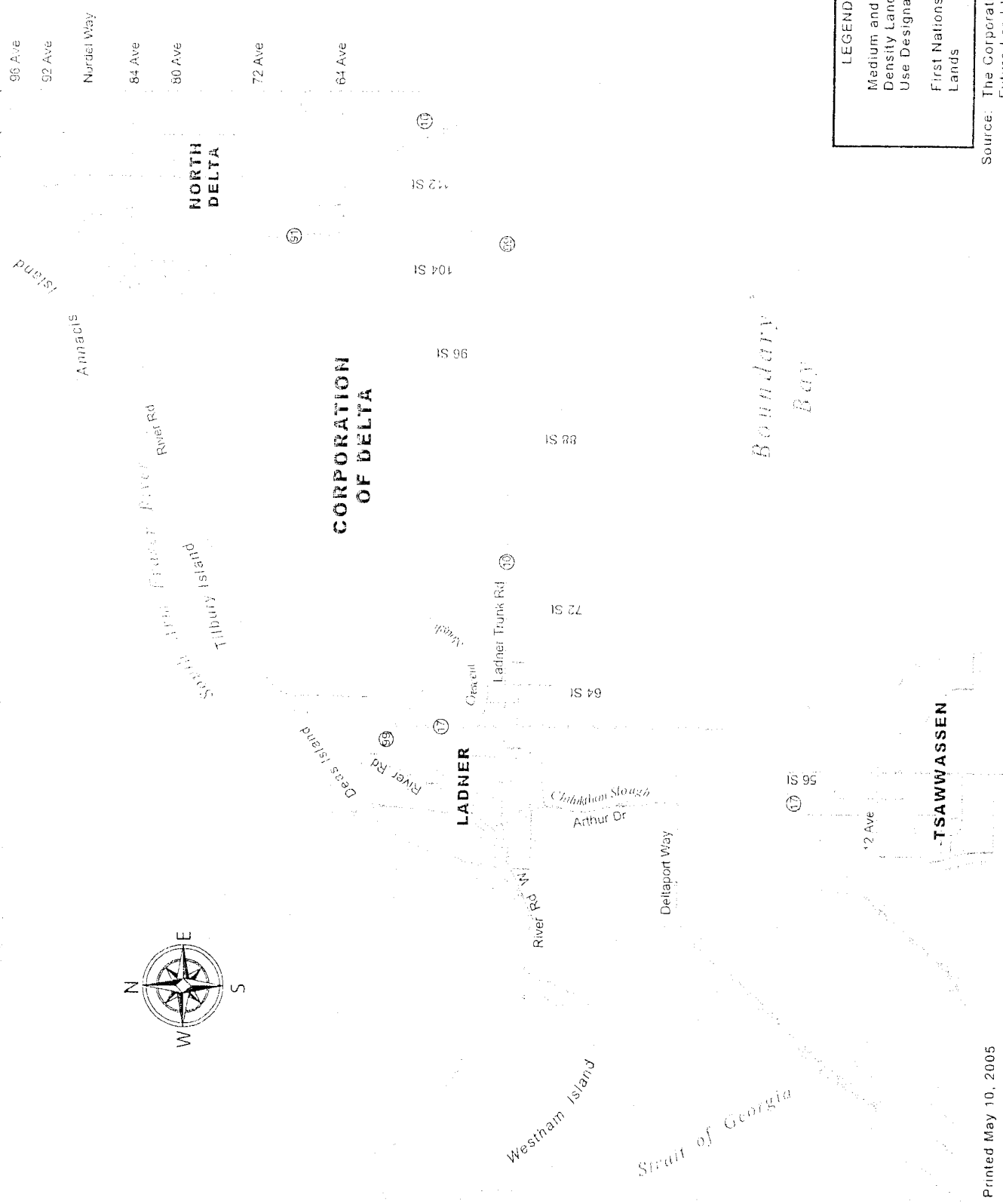
# Map 4 - Future Land Use Plan



This map is a schedule in the Official Community Plan, and you are reminded that the Official Community Plan Bylaw also contains maps, policy statements, and restrictions on land use that more clearly set out the land use policies of the City, and further that the plan and its schedules are subject to amendment and revision from time to time.

Where there is a conflict with respect to land use designation between the OCP Future Land Use Designations Map and the Area Land Use Plans the latter shall take precedence.

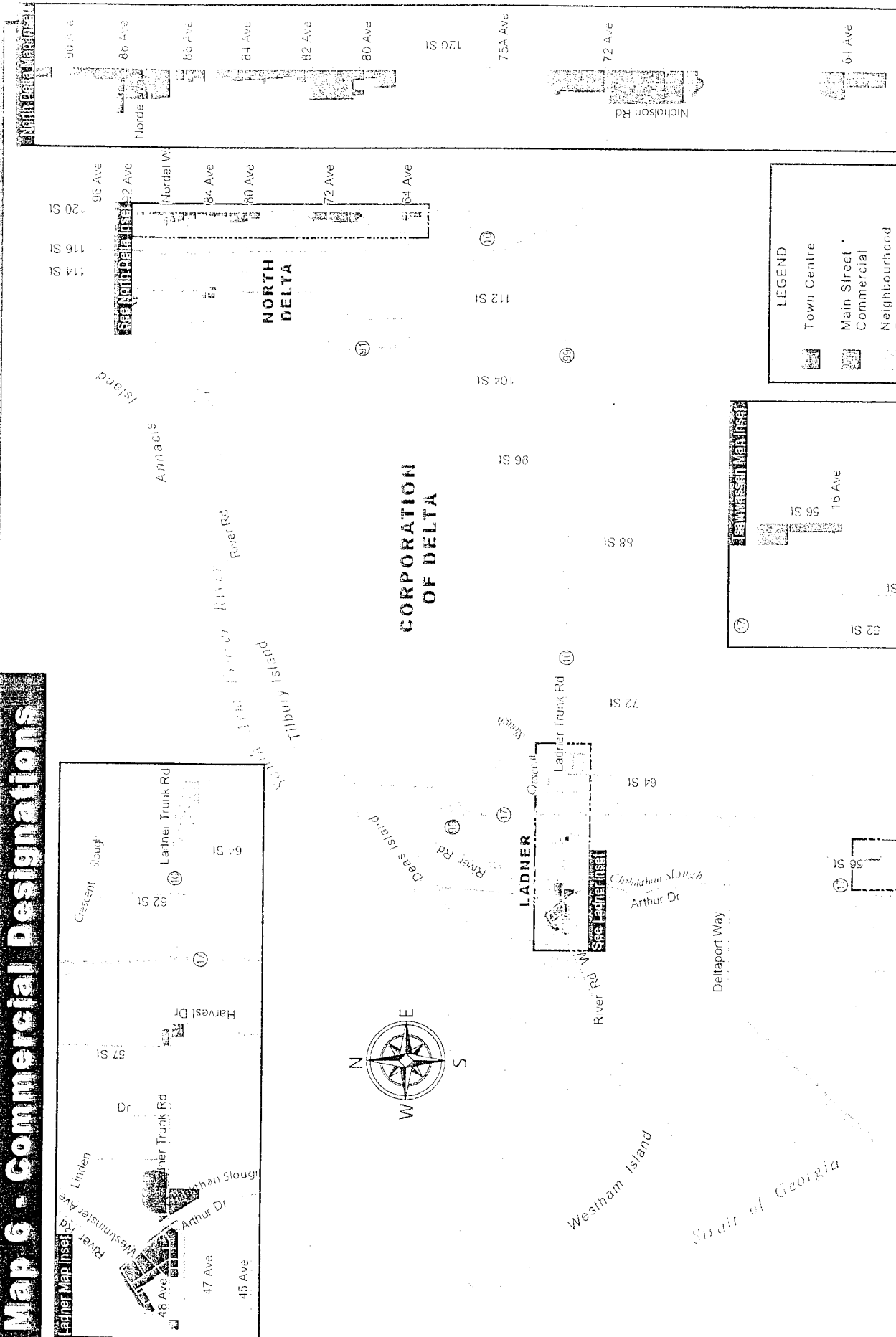
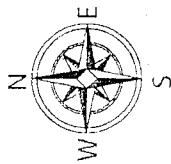
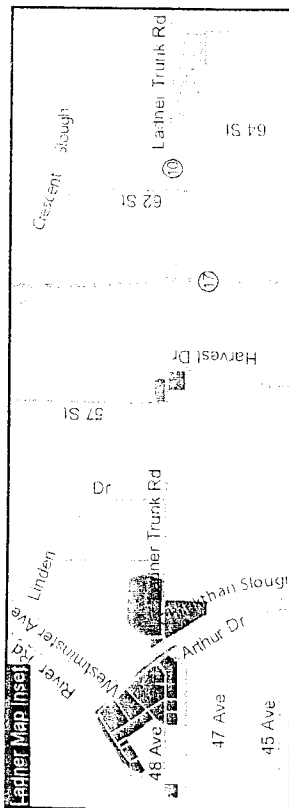
**Map 5 - Medium and Higher Density Housing Designations**



**LEGEND**  
 Medium and Higher  
 Density Land  
 Use Designations  
 First Nations  
 Lands

Source: The Corporation of Delta  
 Future Land Use Plan

# Map 6 - Commercial Designations

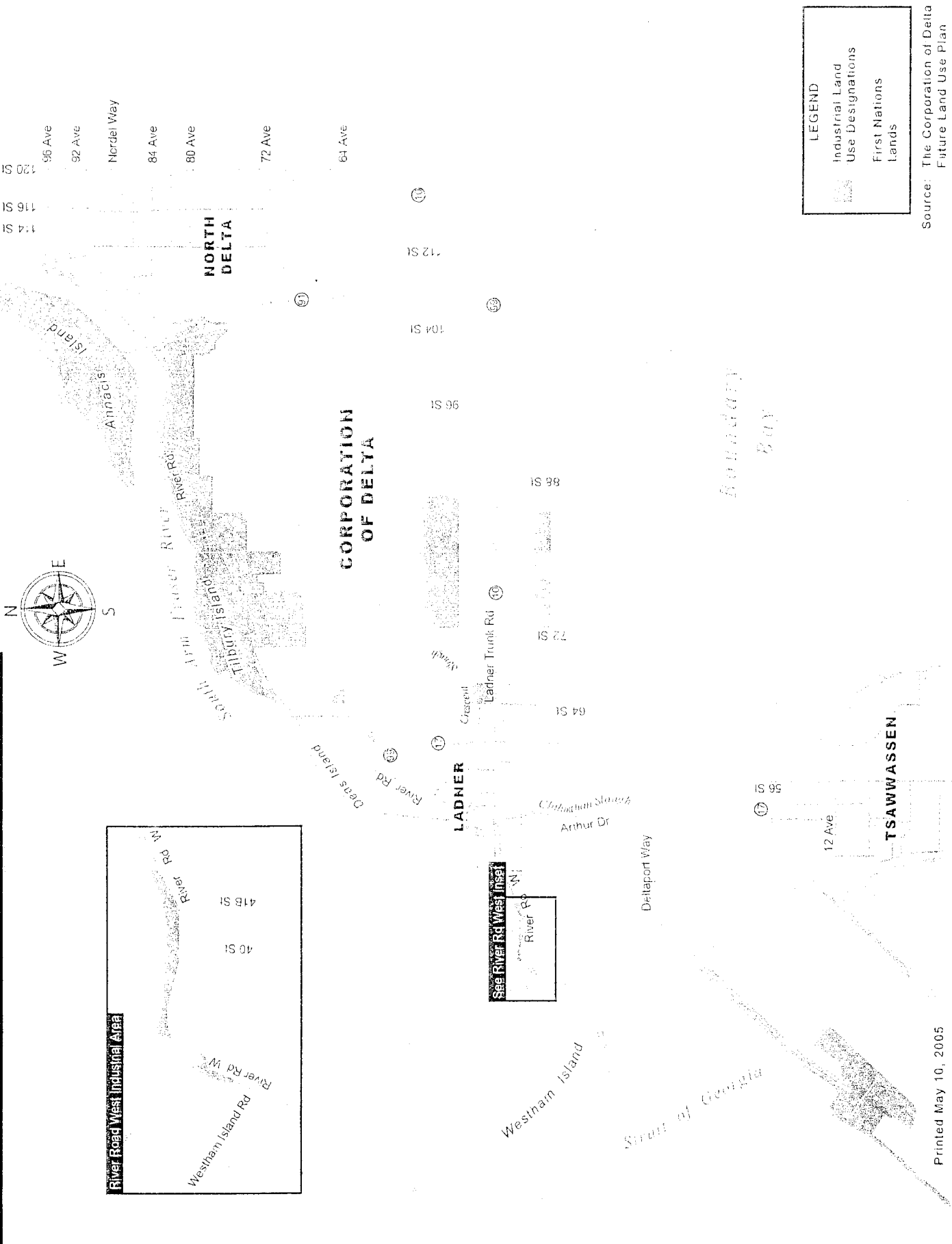


**LEGEND**

	Town Centre
	Main Street Commercial
	Neighbourhood Commercial
	Other Commercial
	First Nations Lands

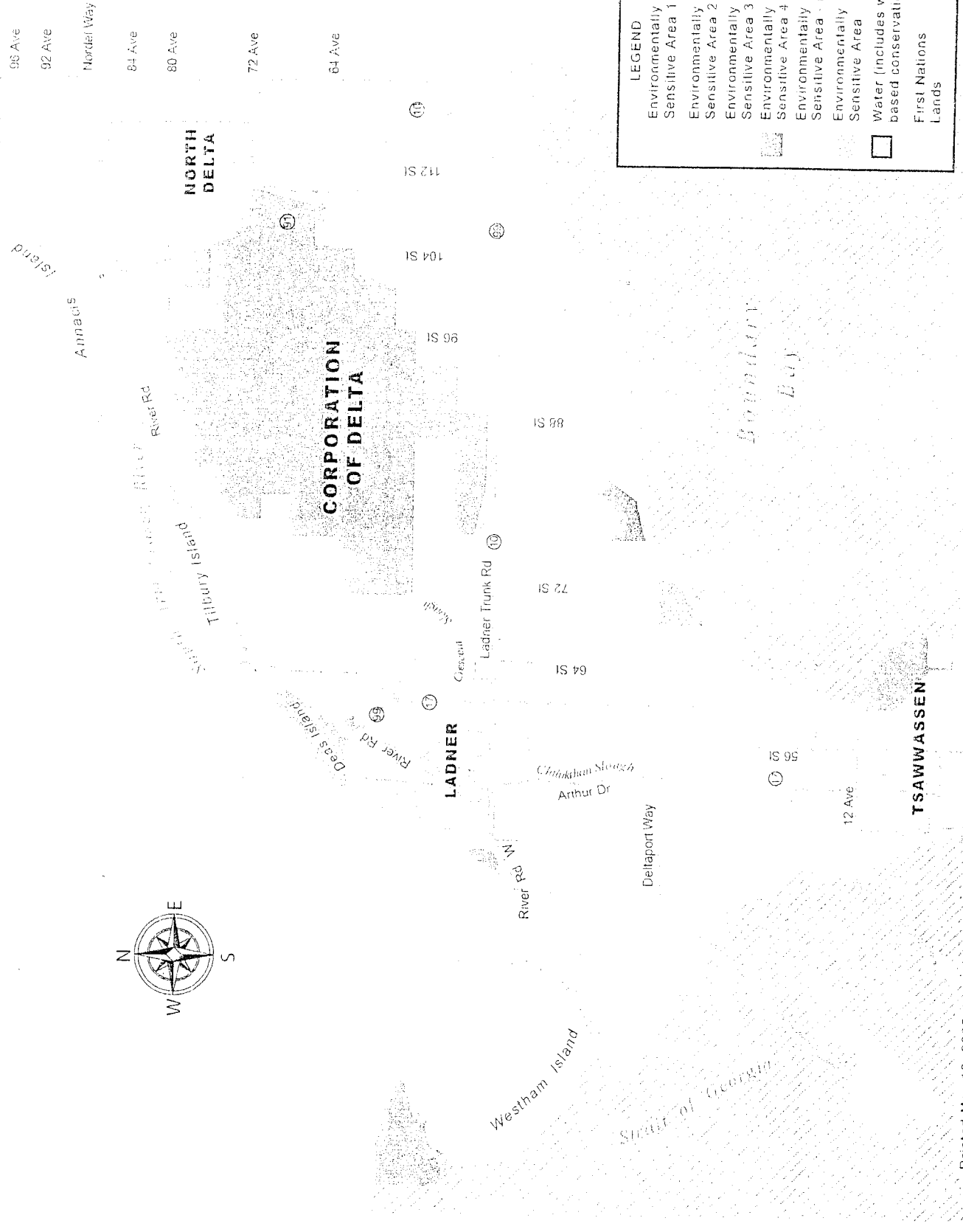
Source: The Corporation of Delta  
Future Land Use Plan

# Map 7 - Industrial Designations

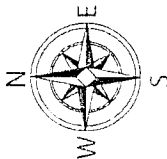
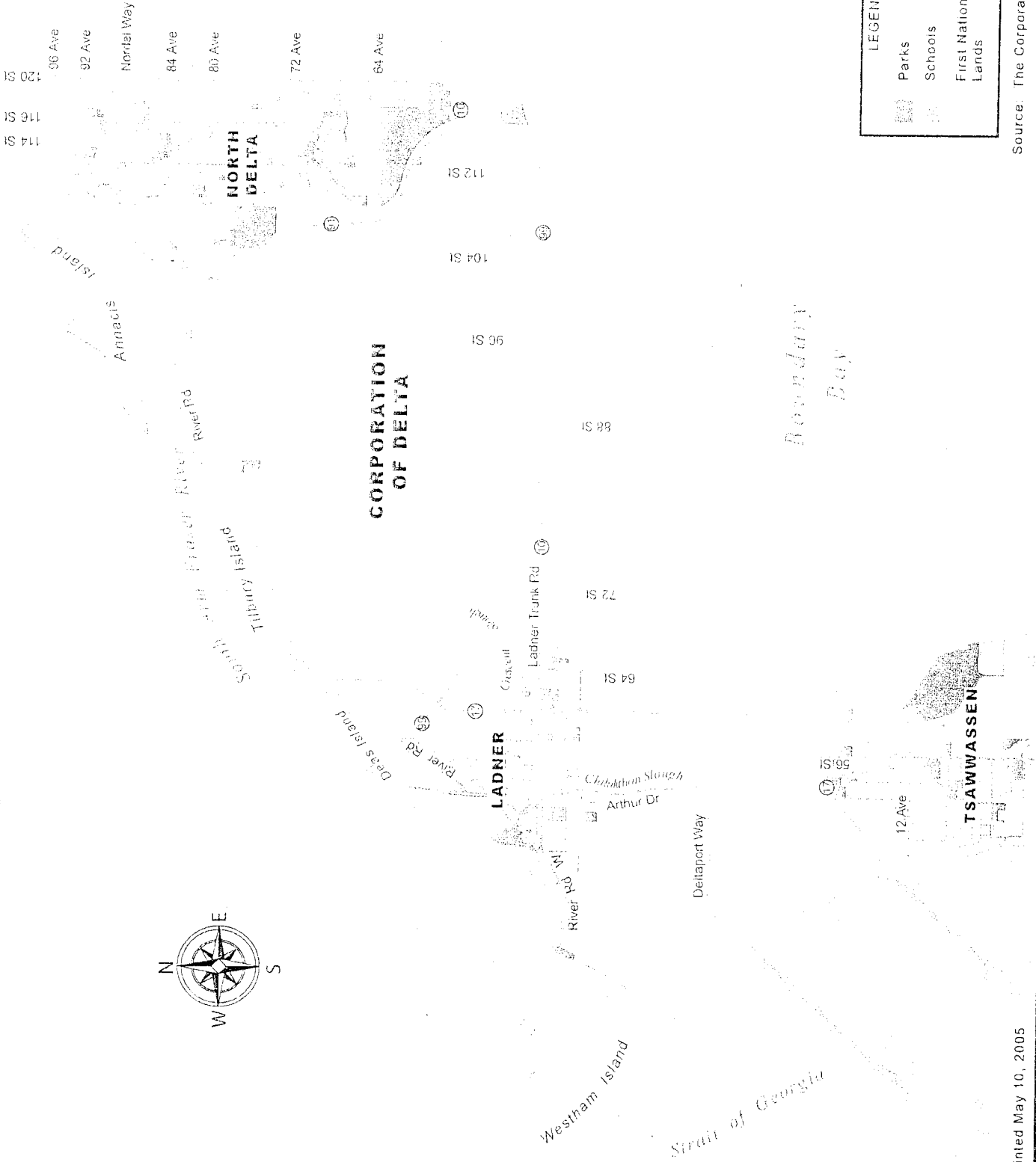







# Map 8 - Environmentally Sensitive Area Designations



# Map 9 - Municipal Parks and Schools



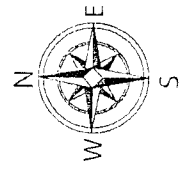
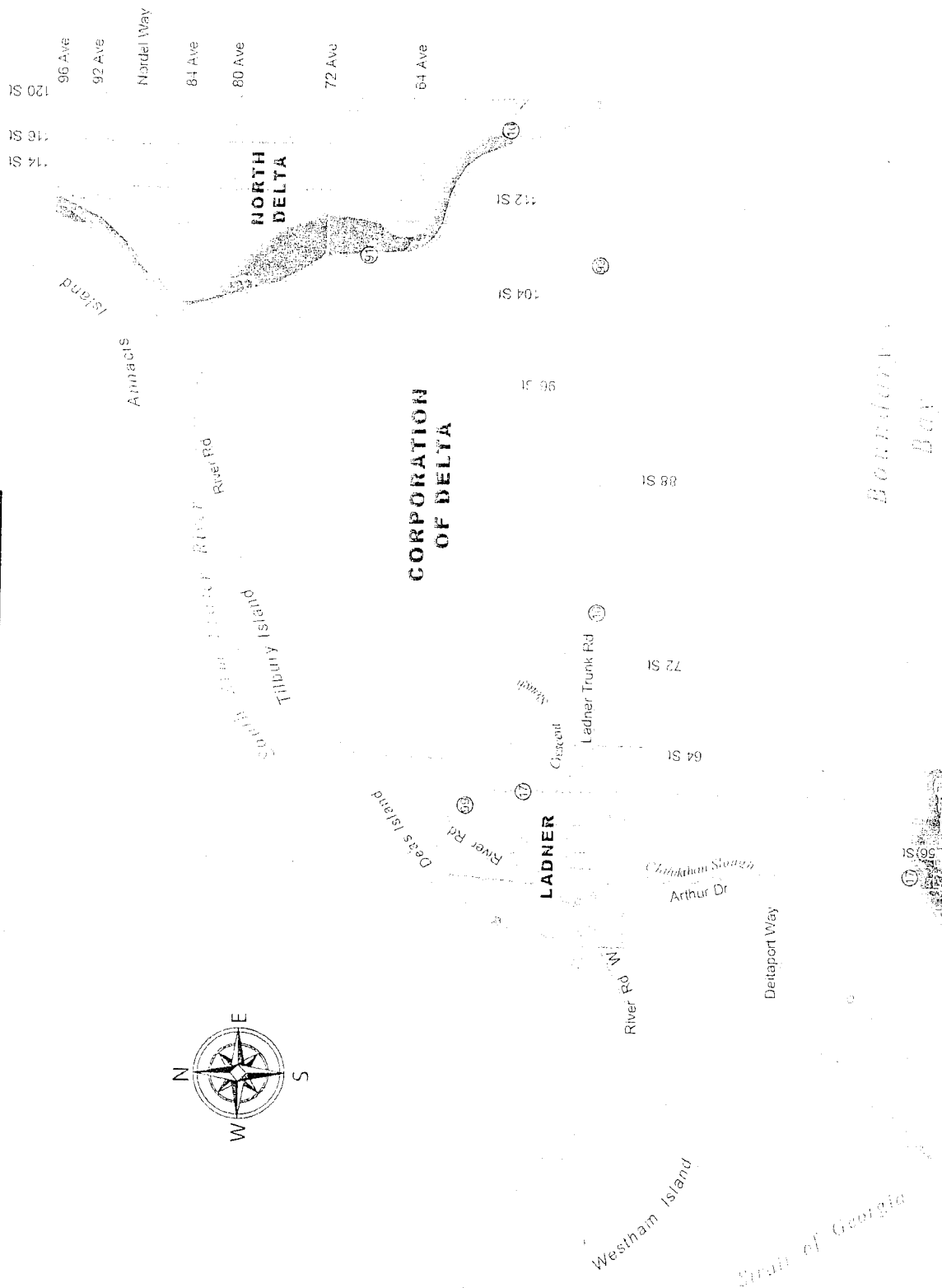
**LEGEND**

-  Parks
-  Schools
-  First Nations Lands

Source: The Corporation of Delta

Printed May 10, 2005

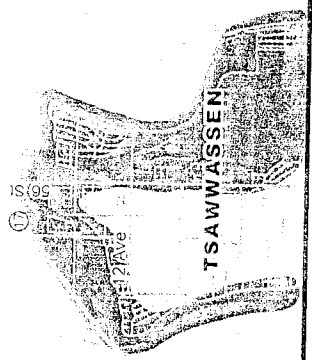
**Map 10 - Archaeological Potential Areas**



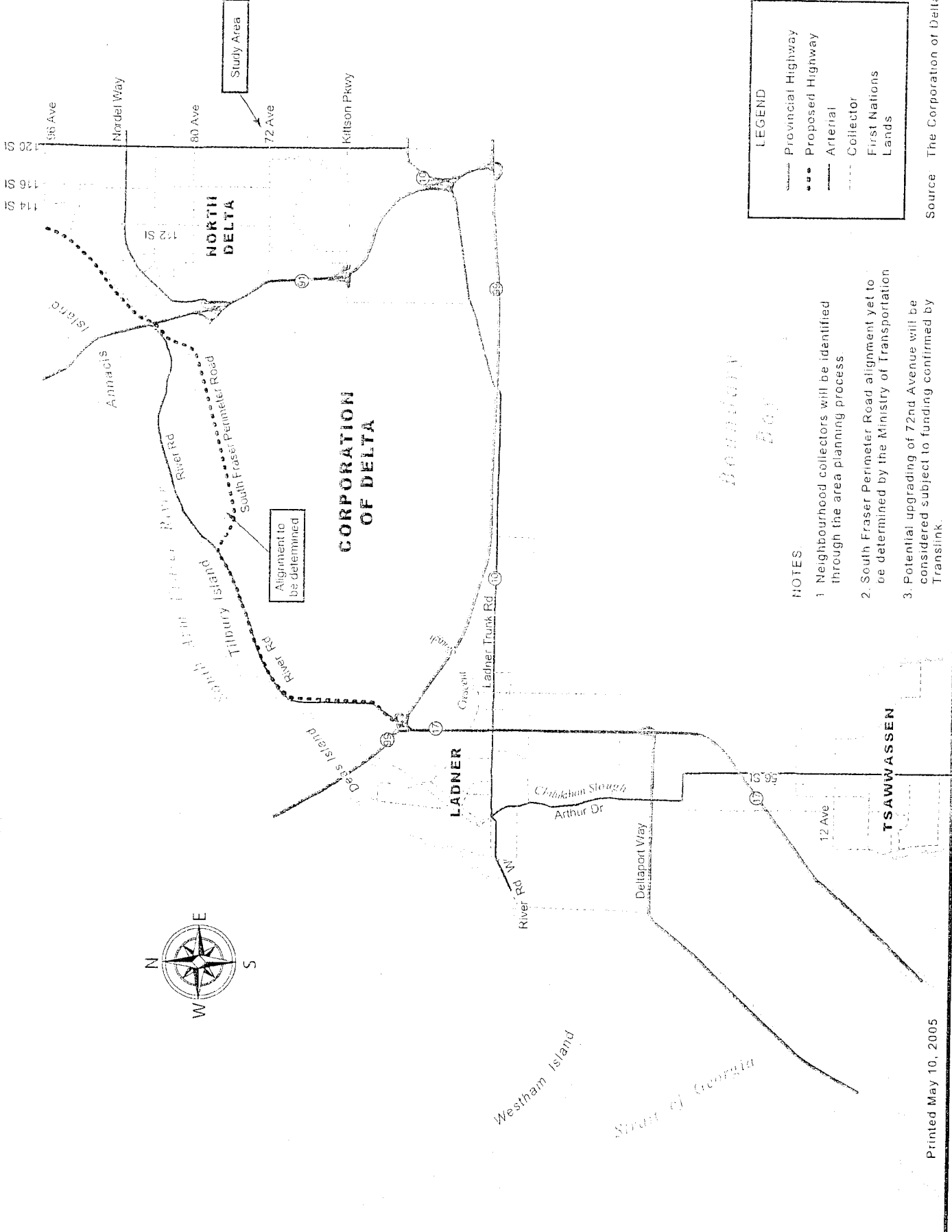
**LEGEND**

- Provincial Archaeological Find (as of October 2004)
- Archaeological Potential Areas
- First Nations Lands

Source: Ministry of Sustainable Resource Management



# Map 11 - Road Hierarchy



**LEGEND**

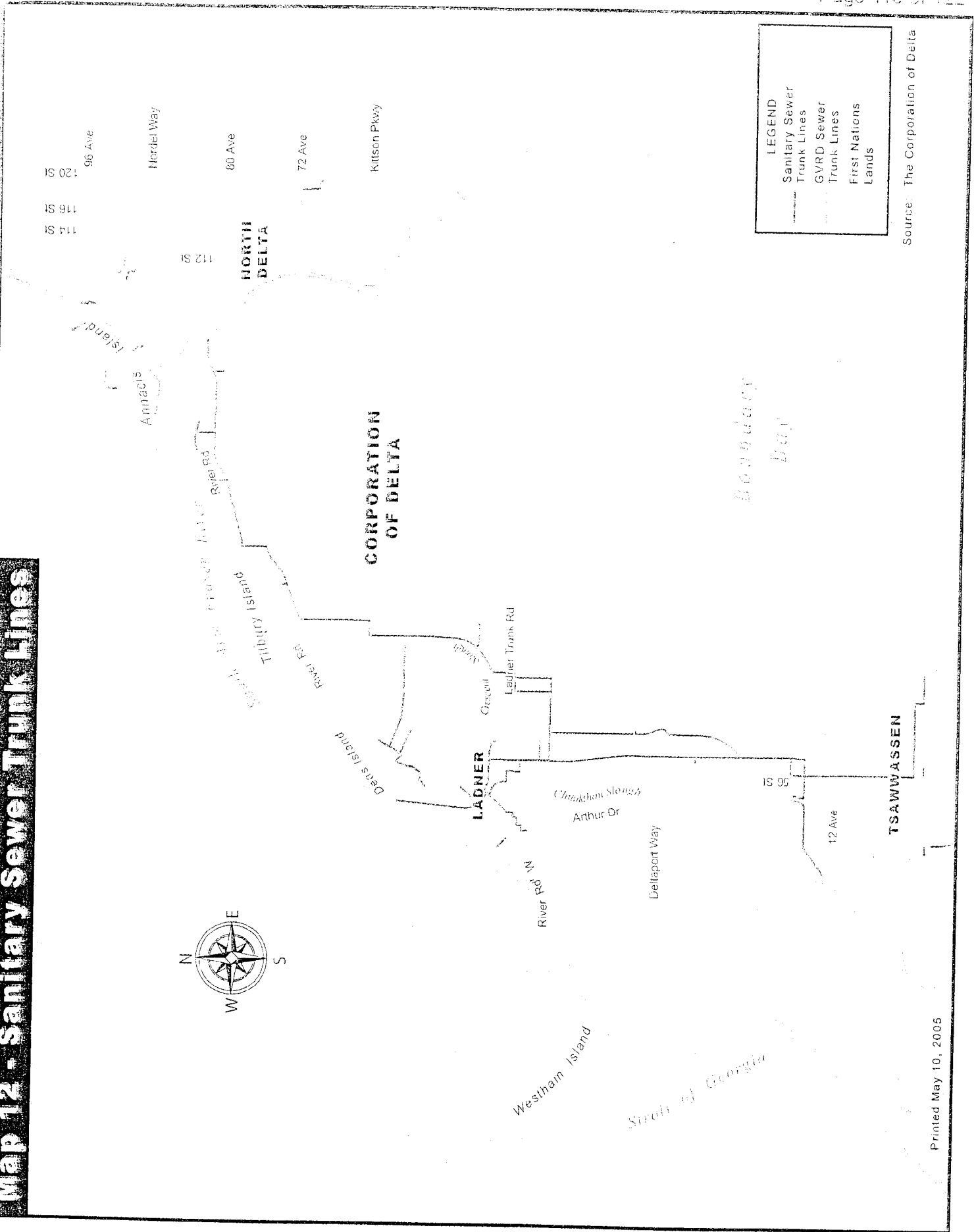
- Provincial Highway
- - - Proposed Highway
- Arterial
- - - Collector
- First Nations Lands

- NOTES**
1. Neighbourhood collectors will be identified through the area planning process.
  2. South Fraser Perimeter Road alignment yet to be determined by the Ministry of Transportation
  3. Potential upgrading of 72nd Avenue will be considered subject to funding confirmed by Translink.

Source: The Corporation of Delta

Printed May 10, 2005

**Map 12 - Sanitary Sewer Trunk Lines**

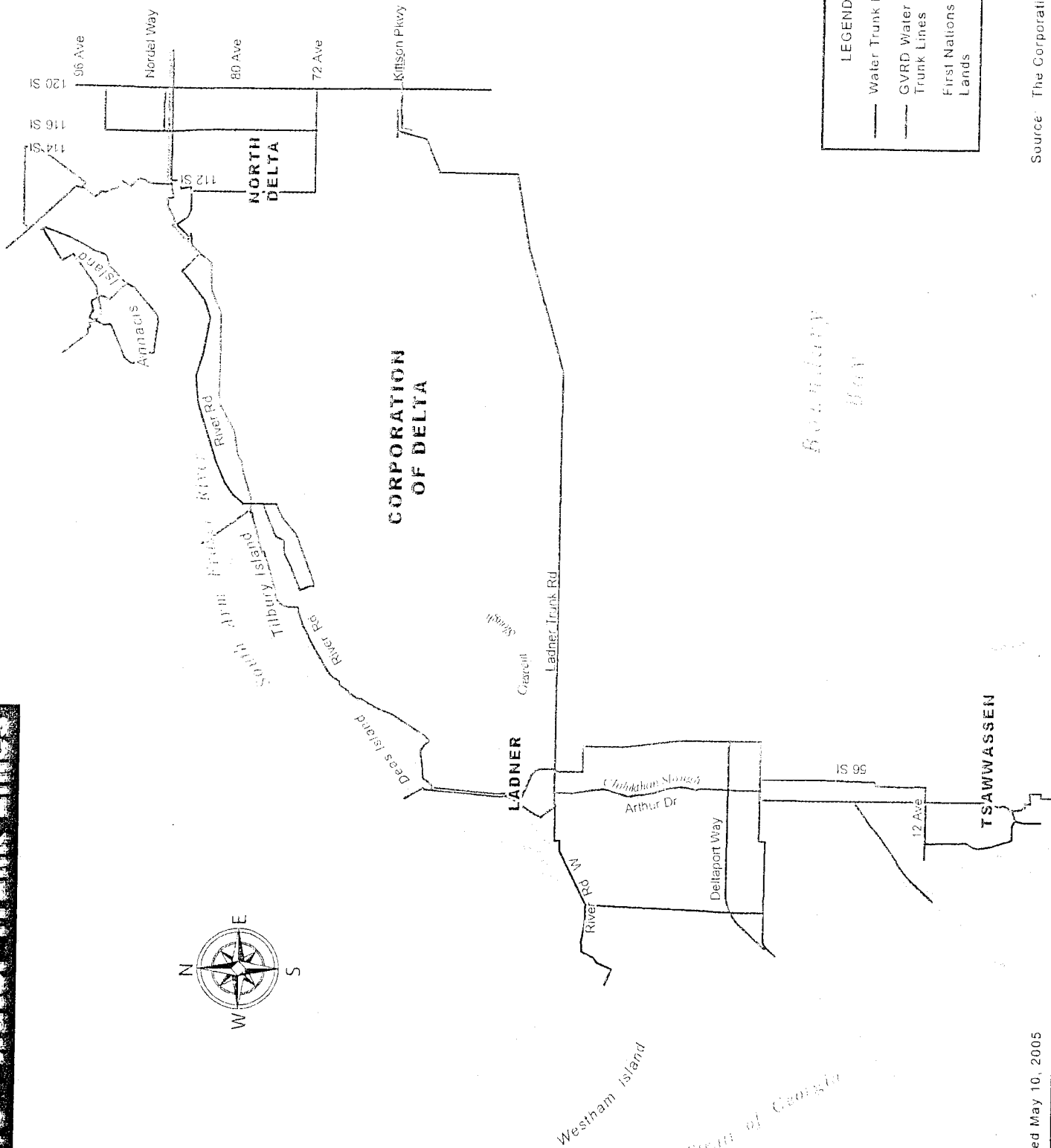


**LEGEND**

- Sanitary Sewer Trunk Lines
- GVRD Sewer Trunk Lines
- First Nations Lands
- Boundary Day

Source: The Corporation of Delta

**Map 13 - Water Trunk Lines**

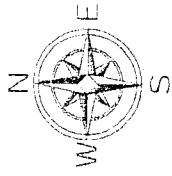


**LEGEND**

- Water Trunk Lines
- - - GVRD Water Trunk Lines
- First Nations Lands

Source: The Corporation of Delta

# Map 14 - Greater Vancouver Regional District



Electoral Area A

Bowen Island

West Vancouver

North Vancouver

North Vancouver City

Belcarra

Anmore

Port Moody

Electoral Area A

Vancouver

Burnaby

New Westminster

Coquitlam

Port Coquitlam

Pitt Meadows

Maple Ridge

Richmond

Surrey

Township of Langley

Langley City

White Rock

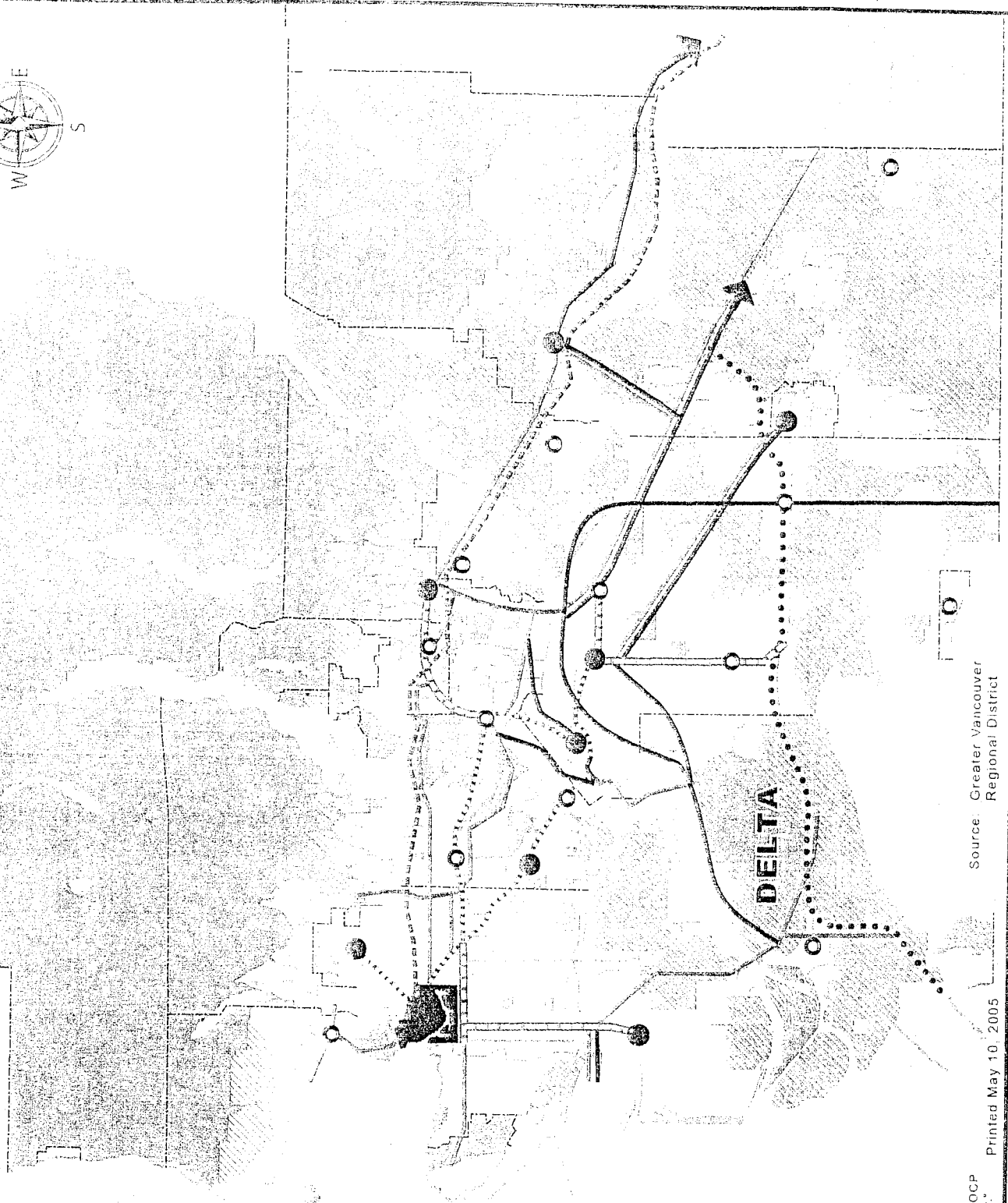
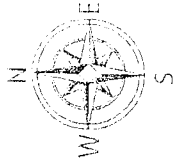
Burrard Bay

**DELTA**

*Strait of Georgia*

\*This map does not form part of the OCP and is intended for reference only.\*

**Map 15 - Livable Region Strategic Plan**



LEGEND	
	Metropolitan Core
	Regional Town Centres
	Municipal Town Centres
	Green Zone Areas
	Agricultural Lands in the Green Zone
	Growth Concentration Area
	Urban Areas
	Areas Under Municipal Consideration
	Existing Skytrain/Seabus
	Intermediate Capacity Transit System (Light Rail/Busway)
	Bus Lane/Priority High Occupancy Vehicle Facility
	Regional Roads Connections and Goods Movement
	New or Upgraded Inter-Regional Highway Connection
	Commuter Rail

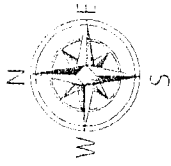
Source: Greater Vancouver Regional District

Printed May 10, 2005

\*This map does not form part of the OCP and is intended for reference only.\*



# Map 16 - Fraser River Estuary Management Program (FREMP) Area of Jurisdiction



Pitt Lake

Bowen Island

West Vancouver

North Vancouver

Belcarra

Anmore

Port Moody

Coquitlam

Vancouver

Burnaby

New Westminster

Richmond

Surrey

Maple Ridge

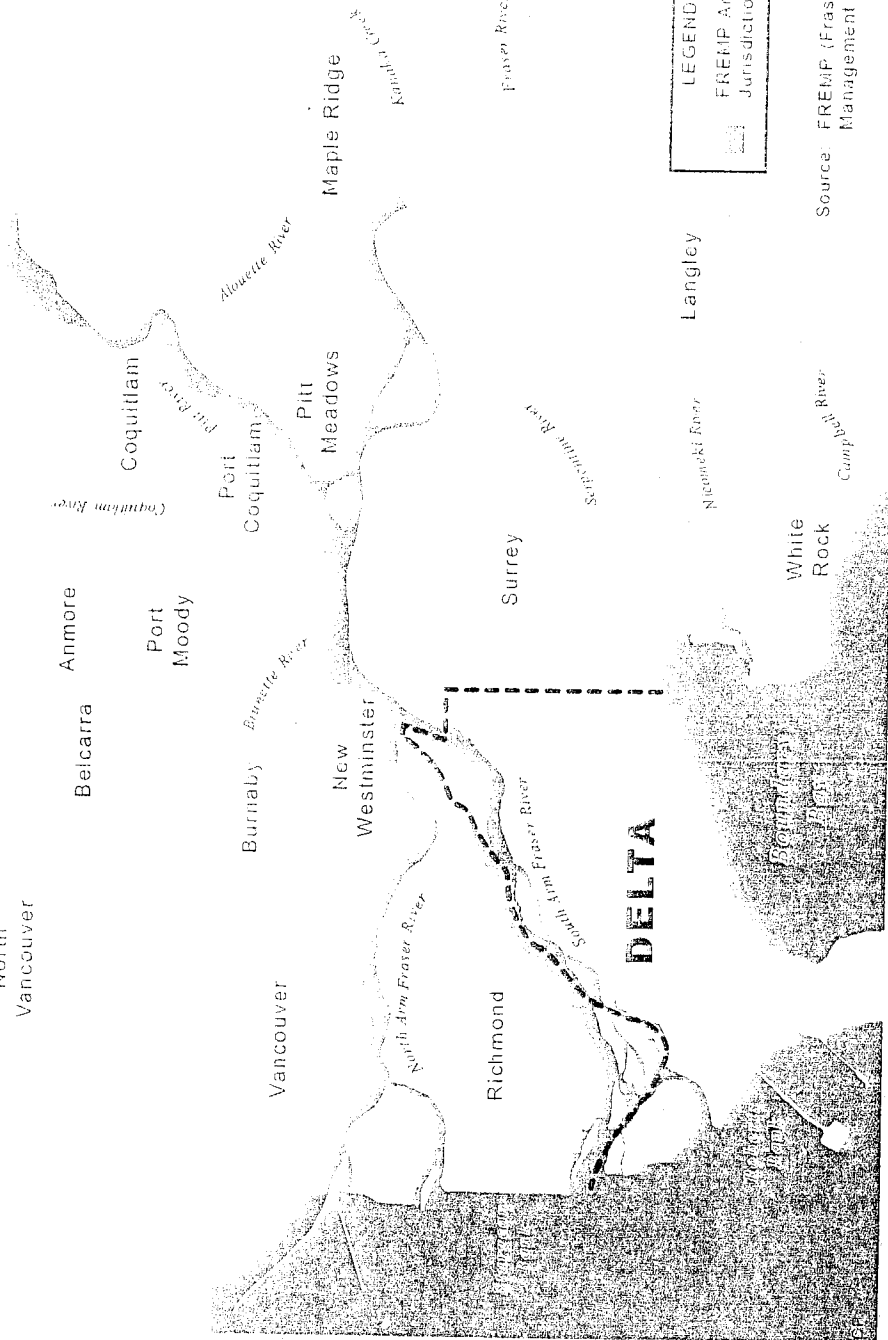
Fraser River

**DELTA**

Langley

White Rock

Straits of Georgia



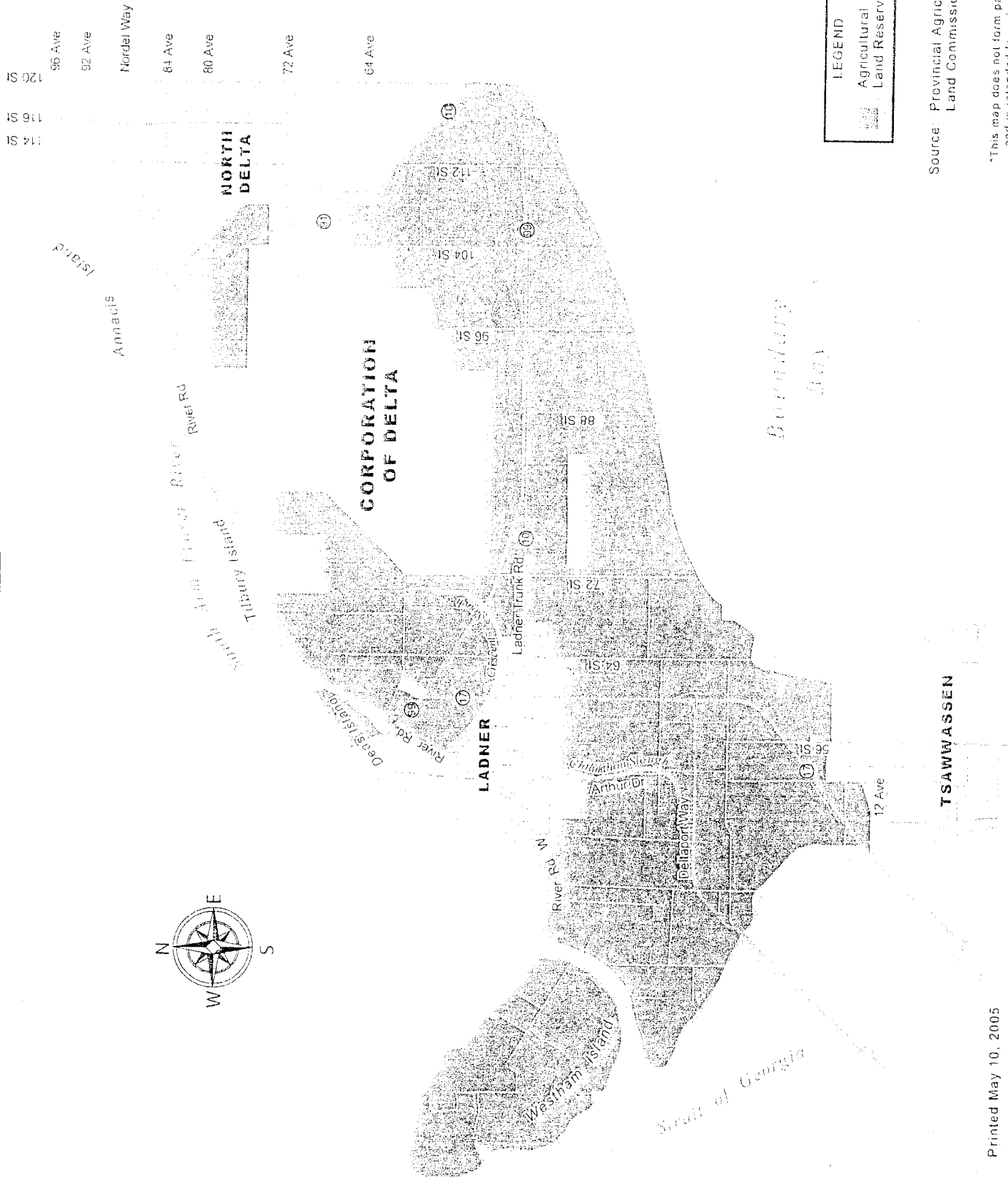
**LEGEND**  
 FREMP Area of Jurisdiction

Source: FREMP (Fraser River Estuary Management Program)

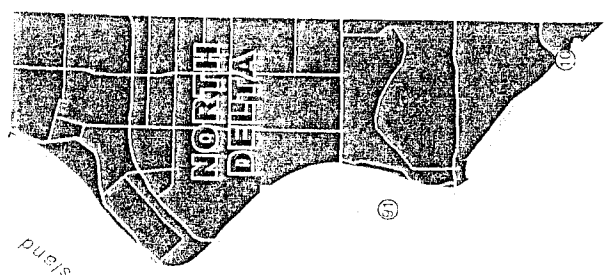
Printed May 10, 2005

\*This map does not form part of the OBC and is intended for reference only.

**Map 17 - Agricultural Land Reserve**



**Map 18 - Delta's Urban Communities**



Annacis Island

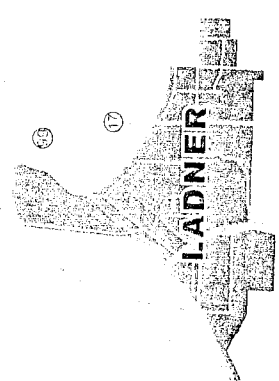
Annacis

South Arm Fraser River

Tilbury Island

Deas Island

**CORPORATION OF DELTA**



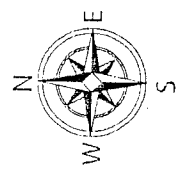
Westham Island

Strait of Georgia

Boundary Bay

**TSAWASSEN**

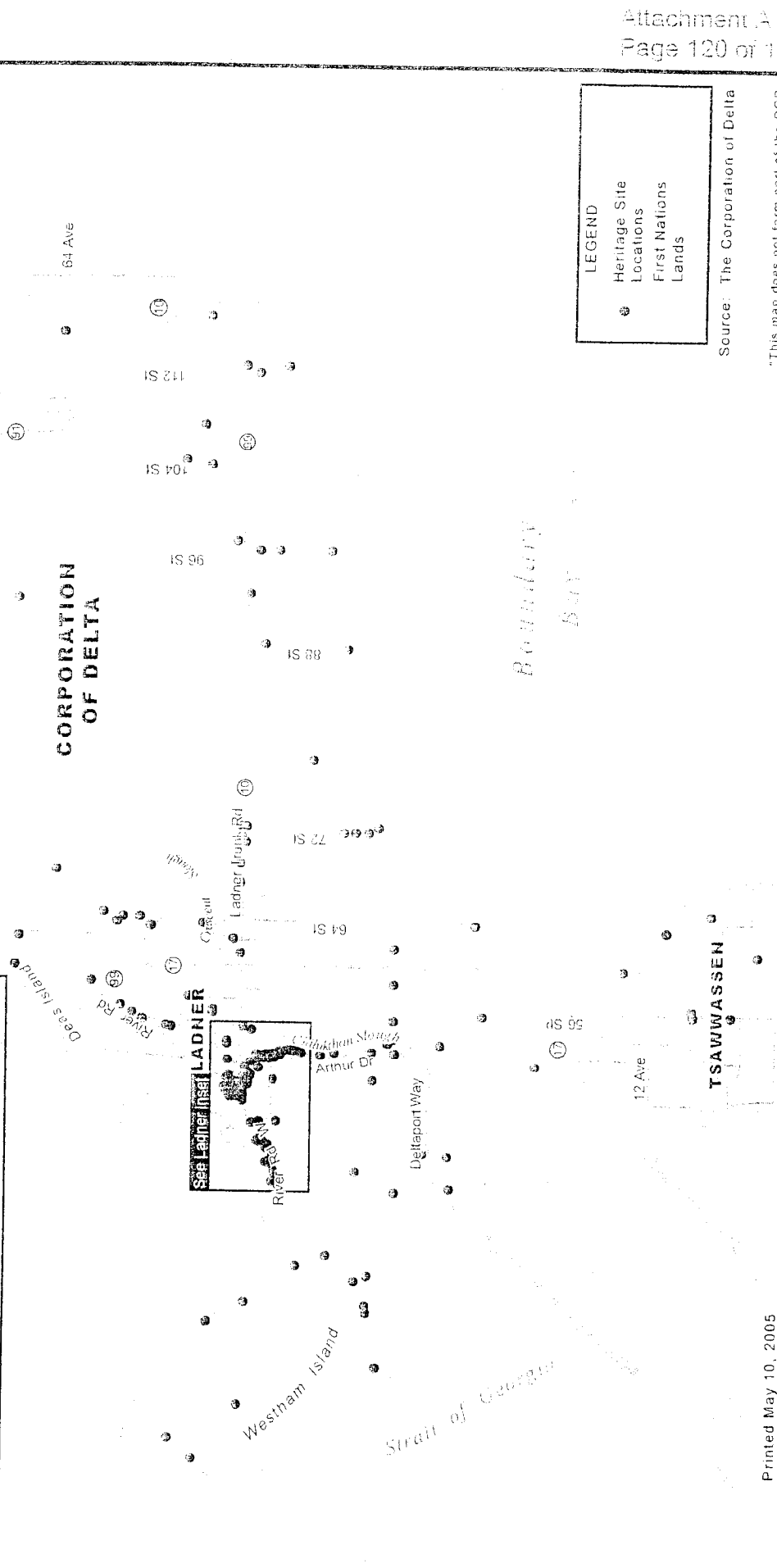
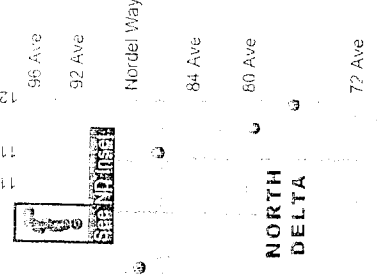
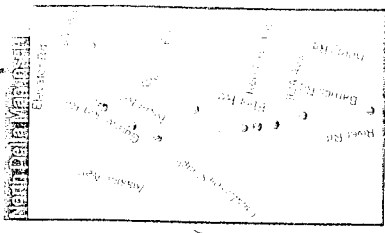
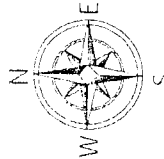
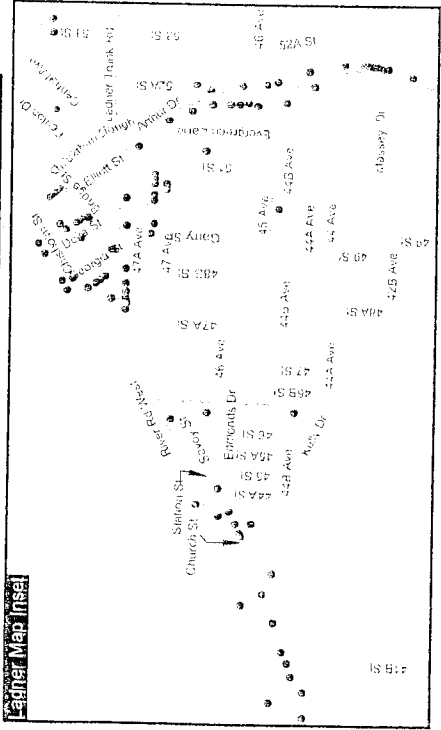
First Nations Lands



"This map does not form part of the OCP and is intended for reference only."

# Map 19 - Heritage Sites

Ladner Map Inset



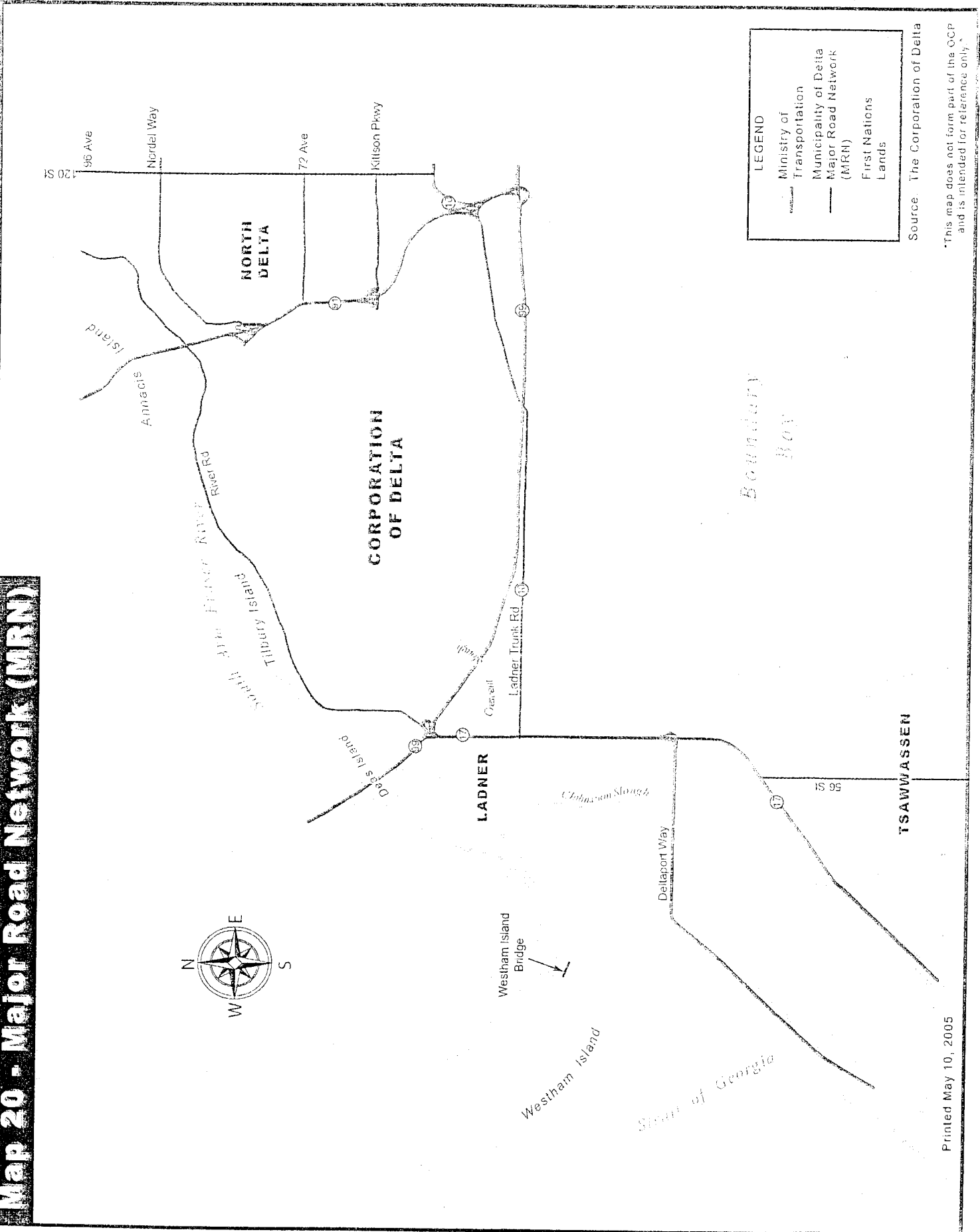
**LEGEND**

- Heritage Site Locations
- First Nations Lands

Source: The Corporation of Delta

"This map does not form part of the OCP and is intended for reference only."

**Map 20 - Major Road Network (MRN)**



**LEGEND**

- Ministry of Transportation
- Municipality of Delta Major Road Network (MRN)
- First Nations Lands

Source: The Corporation of Delta

\*This map does not form part of the OCP and is intended for reference only.\*

**Map 21 - Alternative Transportation Routes**

