

This is Schedule 7237-2 to
 "The Corporation of Delta Official Community Plan Bylaw No. 3950, 1985
 Amendment (Regional Context Statement – P12-12) Bylaw No. 7237, 2013"

1.8 Regional Context Statement

Introduction

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

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

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

Regional Growth Strategy Goal 1: Create a Compact Urban Area

STRATEGY 1.1 Contain urban development within the Urban Containment Boundary

Role of Municipalities	Official Community Plan Consistency
1.1.3 Adopt Regional Context Statements which:	
a) depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2);	<i>The Regional Context Statement Map</i> illustrates Delta's Urban Containment Boundary which is consistent with the Regional Growth Strategy (RGS).

b) provide municipal population, dwelling unit and employment projections, with reference to guidelines contained in Appendix Table A.1, and demonstrate how municipal plans will work towards accommodating the projected growth within the Urban Containment Boundary.	Section 1.7 of the OCP provides municipal population statistics, data and projections that are consistent with projected regional growth. This information is updated and supplemented with the most recent Statistics Canada and Metro Vancouver data. The table below provides growth projections to 2041.
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Growth Projections

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

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

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

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

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

<p>ii) focus growth and development in Urban Centres, generally consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas);</p>	<p>The OCP designates Ladner (Delta's Municipal Town Centre) as a Town Centre, which permits medium density residential, commercial and mixed uses. It is anticipated that densities thresholds will be reviewed to determine if higher densities can be achieved in Ladner at the next major Ladner Area Plan update.</p> <p>Generally, Ladner is consistent with Table 3 of the RGS, which describes land use characteristics for Town Centres. These include:</p> <ul style="list-style-type: none"> • Encouraging growth that provides housing for seniors and special needs at an overall medium density threshold while supporting affordable housing (policies 2.1.3 and 2.1.7 and Schedule B.3, policy D.6). • Direct future commercial uses to Ladner Village, and recognize existing Commercial uses in Ladner (Schedule B.3, policy C.5). • Encouraging open space and pedestrian gathering places in Ladner Village and at the Civic Precinct (Schedule B.3, policies B.4 and F.2). The Ladner Area Plan provides a number of policies that encourage alternative modes of transportation and identifies future walking and cycling routes (Section E Movement and Transportation).
<p>iii) encourage office development through policies and/or other financial incentives, such as zoning that reserves capacity for office uses and density bonus provisions;</p>	<p>The OCP promotes office development in Ladner's Mixed Use and Commercial designated areas. Local office development is permitted provided it is consistent with the scale and character of Ladner (Schedule B.3, policies C.1 and C.2).</p>
<p>iv) in coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements in Urban Centres, where appropriate;</p>	<p>The OCP supports parking reductions in the Ladner Village area by reducing the minimum overall parking ratio (Schedule B.3, policy C.4) and further through the application of "Delta Off-Street Parking Facilities Bylaw No. 3293, 1981".</p> <p>Parking requirements will be reviewed as part of a comprehensive zoning bylaw review.</p>
<p>c) include policies for Frequent Transit Development Areas which:</p>	
<p>i) identify on a map, in consultation with TransLink, the general location and</p>	<p>Currently the OCP does not identify any FTDA's. FTDA's may be identified over the long term and</p>

<p>boundaries of Frequent Transit Development Areas that are generally consistent with:</p> <ul style="list-style-type: none"> • Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas); • TransLink's Frequent Transit Network, which may be updated over time; • other applicable guidelines and policies of TransLink for the Frequent Transit Network; 	<p>through consultation with the community, Translink, Metro Vancouver and other potential stakeholders. Based on early analysis, it is anticipated that a FTDA may be established in North Delta along the Scott Road corridor. This work will follow completion of the NDAP update, which is anticipated in 2013 – 2014.</p> <p>Action Item #1: Evaluate the Scott Road corridor to determine if it is feasible to establish it as a FTDA.</p>
<p>ii) focus growth and development in Frequent Transit Development Areas, generally consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas);</p>	<p>OCP policies encourage higher density development along the Scott Road corridor, which is anticipated to be a FTDA, implemented through the North Delta Mixed Use and Commercial land use designations (Schedule C.1, Objective C(B) and policies C.3, C.5 and C.6). The OCP identifies North Delta as an area where the majority of Delta's population and housing growth will occur (Section 2.1).</p>
<p>iii) in coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements within Frequent Transit Development Areas, where appropriate;</p>	<p>If the Scott Road corridor is established as a FTDA, policies to reduce residential and commercial parking requirements will be introduced, where appropriate.</p> <p>Action Item #2: Where appropriate, introduce reduced parking requirements within the anticipated FTDA.</p>
<p>d) include policies for General Urban areas which:</p>	
<p>i) identify the General Urban areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);</p>	<p><i>The Regional Context Statement Map</i> identifies General Urban areas, as designated by the RGS.</p>
<p>ii) ensure development in General Urban areas outside of Urban Centres and Frequent Transit Development Areas are generally lower density than development in General Urban areas within Urban Centres and Frequent Transit Development Areas;</p>	<p>The Ladner Municipal Town Centre, the Tsawwassen Town Centre, (which is identified as a Local Centre), and the anticipated Scott Road Corridor FTDA are established as higher density areas by the OCP's land use designations.</p> <p>Residential areas outside of these areas are generally designated Single Family Residential and Infill Single Family Residential which have maximum densities of 18 units per hectare and 27 units per hectare respectively.</p>

<p>iii) where appropriate, identify small scale Local Centres in the General Urban areas that provide a mix of housing types, local-serving commercial activities and good access to transit. Local Centres are not intended to compete with or compromise the role of Urban Centres and should preferably be located within Frequent Transit Development Areas (see Map 11);</p>	<p>Tsawwassen's Town Centre is identified as a Local Centre consistent with the RGS as shown on <i>The Regional Context Statement Map</i>. The Tsawwassen Area Plan directs growth to the Tsawwassen Town Centre (Schedule D.1, objective B.1 and policy B.2)</p>
<p>iv) exclude non-residential major trip-generating uses, as defined in the Regional Context Statement, from those portions of General Urban areas outside of Urban Centres and Frequent Transit Development Areas;</p>	<p>Non-residential major trip-generating uses include, for example, industrial uses associated with the Boundary Bay Airport, Annacis Island, transportation terminal, high density office and retail spaces, and major institutional uses.</p> <p>While some of these uses, such as industrial related uses, are located outside of urban centres and the potential frequent transit development area, they are located in concentrated areas with other associated industrial uses. The OCP policy 2.3.13 supports alternative transportation opportunities for industrial employment sites by encouraging transit services, carpooling, and biking routes.</p> <p>High density office, retail and institutional uses (other than those which are community oriented, e.g. corner stores, local schools or houses of worship) are excluded outside of the urban growth centres and the potential Scott Road FTDA as shown on the Future Land Use Plan. These non-residential, major trip-generating uses are permitted in commercial, mixed use and institutional land use designations.</p>
<p>v) encourage infill development by directing growth to established areas, where possible;</p>	<p>Infill development is supported through OCP policies that support redevelopment of commercial properties to allow mixed use developments and single family infill subdivisions including coach houses at densities as specified in the OCP (policies 2.1.7 and 2.1.8 and Schedule B.3 policy D.1, D.5). Medium and high density uses along some arterial roads and transit routes are considered subject to community consultation.</p>
<p>e) include policies that, for Urban Centres or Frequent Transit Development Areas that overlay Industrial, Mixed Employment, or Conservation and Recreation areas, the Industrial, Mixed Employment, and Conservation and</p>	<p>N/A – No industrial, Mixed Employment or Conservation and Recreation Areas overlay Delta's Urban Centre or anticipated Scott Road Corridor FTDA.</p>

Recreation intent and policies prevail, except that higher density commercial would be allowed in the Mixed Employment areas contained within the overlay area;	
f) for Urban Centres, Frequent Transit Development Areas and General Urban areas, include policies which:	
i) support continued industrial uses by minimizing the impacts of urban uses on industrial activities;	The OCP includes a policy to maintain Delta's industrial lands base for industrial uses and encourage non-industrial uses to locate in other areas (policy 2.3.1). The Ladner Area Plan supports the maintenance of the working aspects of Ladner's waterfront which include fishing and commercial activities while providing linkages with the village centre (Objective C(B) and Policy C(7)).
ii) encourage safe and efficient transit, cycling and walking;	Delta focuses on providing efficient and safe road networks, while promoting alternate modes of transportation. Various OCP policies support this initiative in Section 2.9 Transportation (policies 2.9.10, 2.9.12, and 2.9.19 through 2.9.26).
iii) implement transit priority measures, where appropriate;	The OCP supports, through coordination with TransLink and other stakeholders, the development of transit priority measures, to be implemented where appropriate (policy 2.9.15).
iv) support district energy systems and renewable energy generation, where appropriate.	District energy and renewable energy systems are supported where appropriate (policies 2.11.2, 2.11.13, 2.11.14, and 2.11.17).

STRATEGY 1.3 Protect Rural areas from urban development

Role of Municipalities	Official Community Plan Consistency
1.3.3 Adopt Regional Context Statements which:	
a) identify the Rural areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	<i>The Regional Context Statement Map identifies Rural areas and their boundaries, which is consistent with the Regional Land Use Designations (Map 2).</i>
b) limit development to a scale, form, and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing;	The OCP limits growth outside Urban Containment Boundaries (Policy 2.1.16).

<p>c) include policies which:</p> <p>i) specify the allowable density and form, consistent with Action 1.3.1, for land uses within the Rural land use designation;</p>	<p>The OCP limits growth in Rural areas, maintains existing rural character (Schedule B.2, Objective D), and further identifies specific density thresholds for the waterside (north, west sides) at 25-29 units per hectare, and maintain existing parcel sizes by discouraging subdivision on the landside of River Road West (south and east sides) (Schedule B.2, policy D.1).</p>
<p>ii) support agricultural uses within the Agricultural Land Reserve, and where appropriate, outside of the Agricultural Land Reserve.</p>	<p>The OCP supports agricultural land uses and the continued viability of the agricultural industry (Schedule B.2, policy F.1). These lands are primarily located in the Agricultural Land Reserve.</p>

Regional Growth Strategy Goal 2: Support a Sustainable Economy

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

Role of Municipalities 2.1.4 Adopt Regional Context Statements which:	Official Community Plan Consistency
<p>a) include policies that support appropriate economic development in Urban Centres, Frequent Transit Development Areas, Industrial and Mixed Employment areas;</p>	<p>New commercial developments are encouraged to locate in Delta's Urban Centre and the anticipated Scott Road Corridor FTDA (Section 2.2 Commercial Land Use). The OCP contains policies which support industrial activities that generate economic benefit to the community and ensure that industry remains a strong and significant component of Delta's economy and land use base. (Section 2.3 Industry).</p>
<p>b) support the development of office space in Urban Centres, through policies such as zoning that reserves land for office uses, density bonus provisions to encourage office development, variable development cost charges, and/or other financial incentives;</p>	<p>The Scott Road Revitalization Bylaw encourages commercial developments, including offices uses, in the anticipated Scott Road Corridor FTDA by providing tax exemptions, reduced development cost charges, and waived building and plumbing permits, and land use application fees for eligible projects. Additionally, Delta waives application fees for all developments in the Townline Node on Scott Road to encourage redevelopment which may include office use. Mixed-use and commercial zones permit office use in the Ladner Municipal Town Centre and the anticipated Scott Road Corridor FTDA.</p>
<p>c) include policies that discourage major commercial and institutional development outside of Urban Centres or Frequent Transit Development Areas;</p>	<p>The OCP provides specific commercial land use policies for Delta's Municipal Town Centre (Ladner) and anticipated FTDA (Scott Road in North Delta), which direct major commercial uses to these areas and discourages them from</p>

	locating in other areas (Section 1.9.2 Land Use Designations for Area Plans). Lands designated for institutional use are in most cases located within the Urban Containment Boundary. The OCP further supports the location of institutional uses within the Urban Containment Boundary through the Future Land Use Plan.
d) show how the economic development role of Special Employment Areas, post secondary institutions and hospitals are supported through land use and transportation policies.	<p>Lands within Delta's Municipal Town Centre are designated Civic Precinct to accommodate recreational facilities, institutional uses including Delta Hospital, arts and cultural facilities and civic buildings. Ladner's bus loop and park-and-ride is located in the Civic Precinct area.</p> <p>In addition to the Civic Precinct, the Boundary Bay Airport and British Columbia Ferry Terminal operate as a "Special Employment Centres" and are regional economic and transportation centres.</p>

STRATEGY 2.2 Protect the supply of industrial land

Role of Municipalities 2.2.4 Adopt Regional Context Statements which:	Official Community Plan Consistency
a) identify the Industrial areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	<p><i>The Regional Context Statement Map</i> identifies Industrial areas and their boundaries, which is consistent with the <i>Regional Land Use Designations</i> (Map 2).</p> <p>Action item #3: Amend <i>The Regional Context Statement Map</i> following completion of construction of the SFPR to address remnant lands created by construction of the SFPR.</p>
b) include policies for Industrial areas which:	
i) support and protect industrial uses;	Section 2.3 Industry of the OCP supports and protects a broad range of industrial uses and associated accessory uses, while discouraging non-industrial uses from locating in these areas (policy 2.3.1). The OCP supports complementary associated uses that help to increase industrial viability (policy 2.3.15). For example, the OCP envisions the expansion of services at the Boundary Bay Airport to include complementary commercial development where appropriate (policies 2.3.11, 2.3.23 and 2.3.25).
ii) support appropriate accessory uses, including commercial space and caretaker units;	
iii) exclude uses which are inconsistent with the intent of industrial areas, such as medium and large format retail, residential uses (other than industrial caretaker units where necessary), and stand-alone office uses that are not	

supportive of industrial activities;	<p>As part of the OCP's vision to achieve a strong industrial sector, the OCP encourages on-going monitoring, forecasting, and where appropriate, redevelopment of properties to ensure better utilization and intensification of industrial lands (policies 2.3.3 and 2.3.4).</p> <p>While the OCP supports a range of industrial uses, it also discourages non-industrial uses and directs these uses, such as medium and large format retail, to other areas within municipal boundaries (refer to Delta's <i>Future Land Use Plan</i> and <i>The Regional Context Statement Map</i>). The OCP encourages monitoring of existing industrial lands to ensure they are utilized to their maximum potential and able to respond to changing and intensifying needs (policies 2.3.2, 2.3.3, and 2.3.4)</p> <p>Delta has also advanced the "Saving Our Industrial Lands" initiative to promote the redevelopment and intensification of industrial lands along River Road.</p>
iv) encourage better utilization and intensification of industrial areas for industrial activities;	
c) identify the Mixed Employment areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	<i>The Regional Context Statement Map</i> identifies Mixed Employment Areas and their boundaries, which are consistent with the <i>Regional Land Use Designations (Map 2)</i> .
d) include policies for Mixed Employment areas which:	
i) support a mix of industrial, commercial, office and other related employment uses, while maintaining support for established industrial areas, including potential intensification policies for industrial activities, where appropriate;	<p>The OCP supports a variety of land uses in the Mixed Employment area (policy 2.3.15). However, the OCP does not encourage large format retail, at the Mixed Employment area as it is located at the Boundary Bay Airport, surrounded by rural and agricultural land, and is disconnected from Urban Centres and the anticipated FTDA.</p>
ii) allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the Regional Growth Strategy;	
iii) support the regional objective of concentrating commercial and other major trip-generating uses in Urban Centres and Frequent Transit Development Areas;	<p>The OCP identifies differing types of commercial uses and where these should be located (policies 2.2.1 and 2.2.4).</p>

iv) where Mixed Employment areas are located within Urban Centres or Frequent Transit Development Areas, support higher density commercial development and allow employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas;	N/A – Mixed Employment areas are not located within an Urban Centre or the anticipated FTDA within Delta's boundaries (refer to <i>The Regional Context Statement Map</i>).
v) allow low density infill / expansion based on currently accepted local plans and policies in Mixed Employment areas and support increases in density only where the Mixed Employment area has transit service or where an expansion of transit service has been identified in TransLink's strategic transportation plans for the planned densities;	The OCP encourages master planning for the Mixed Employment area to accommodate expanded and compatible commercial uses (policy 2.3.23). The OCP does not recognize residential use in the Mixed Employment area, as it is associated with an airport and is surrounded by rural and agricultural lands with limited transit opportunities.
vi) exclude residential uses, except for an accessory caretaker unit;	
e) include policies which help reduce environmental impacts and promote energy efficiency.	Several policies in the OCP promote the implementation of environmental best practices as they relate to industrial land uses. These range from monitoring environmentally sensitive areas, site planning and design to achieve environmental sustainability, promoting eco-industrial to save energy, reduce waste, and reduce the overall impacts on the environment (policies 2.3.26, 2.3.27, 2.3.28, and 2.3.29).

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

Role of Municipalities	Official Community Plan Consistency
2.3.6 Adopt Regional Context Statements which:	
a) specify the Agricultural areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	<i>The Regional Context Statement Map</i> identifies Agricultural areas and their boundaries, which are consistent with the <i>Regional Land Use Designations (Map 2)</i> .
b) include policies to support agricultural viability including those which:	Section 2.5 Agriculture supports agricultural viability. Delta continues to implement the Agricultural Plan, adopted in 2011, which contains additional strategies to strengthen the agricultural sector.

i) assign appropriate regional land use designations that support agricultural viability and discourage non-farm uses that do not complement agriculture;	Agricultural boundaries are consistent with <i>The Regional Context Statement Map</i> and <i>Regional Land Use Designations (Map 2)</i> OCP policies discourage non-farm uses that are not compatible with agricultural uses (policies 2.5.4 and 2.5.5).
ii) discourage subdivision of agricultural land leading to farm fragmentation;	The OCP discourages the fragmentation of agricultural land by maintaining parcel sizes and encouraging consolidation of agricultural parcels (policy 2.5.2).
iii) where feasible, and appropriate with other governments and agencies, maintain and improve transportation, drainage and irrigation infrastructure to support agricultural activities;	The OCP encourages improved transportation, drainage, and irrigation infrastructure to support agricultural activities (policies 2.9.28, 2.10.4, and 2.10.8). The Delta Agricultural Plan includes more specific strategies identifying partners from government and other agencies that will work to enhance transportation, drainage, and irrigation for the agricultural community.
iv) manage the agricultural-urban interface to protect the integrity and viability of agricultural operations (e.g. buffers between agricultural and urban areas or edge planning);	The OCP includes several policies aimed at minimizing conflicts at the urban-rural interface (policies 2.5.8, 2.5.9, 2.5.10, 2.5.26 and 2.5.27). Furthermore, Delta's Zoning Bylaw contains setback regulations that provide buffers between agricultural properties and non-agricultural lands within identified edge planning areas.
v) Demonstrate support for economic development opportunities for agricultural operations (e.g. processing, agri-tourism, farmers' markets and urban agriculture);	The OCP strives to strengthen the local agricultural industry by supporting diversification initiatives that add value to locally produced goods; and to engage stakeholders and senior government to achieve a strong agricultural sector (policies 2.5.3, 2.5.11, 2.5.12 and 2.5.14).
vi) encourage the use of agricultural land, with an emphasis on food production;	<p>Several OCP policies promote the continued farm use of agricultural land, attracting new and diversified farm operations, improving long term viability of the agricultural industry, while encouraging non-soil dependant farm operations to locate in areas of poorer soil quality (Policies 2.5.3, 2.5.5, 2.5.7, 2.5.11, 2.5.12, 2.5.13, 2.5.14, 2.5.29, 2.5.30 and 2.5.31).</p> <p>The Delta Agricultural Plan includes strategies to create opportunities for efficiency, competitiveness, diversification and support of new entrants to farming.</p>

vii) support educational programs that provide information on agriculture and its importance for the regional economy and local food systems.	<p>The OCP promotes programs to increase the public's knowledge of farm practices and associated activities with an emphasis on the urban-rural interface areas (policy 2.5.9).</p> <p>Implementation of the Delta Agricultural Plan includes actions to raise public support of agriculture by increasing general public awareness and communicating the importance of agriculture.</p>
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Regional Growth Strategy Goal 3: Protect the Environment and Respond to Climate Change Impacts

STRATEGY 3.1 Protect Conservation and Recreation lands

Role of Municipalities 3.1.4 Adopt Regional Context Statements which:	Official Community Plan Consistency
a) identify Conservation and Recreation areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	<p><i>The Regional Context Statement Map</i> identifies Conservation and Recreation areas and their boundaries, which are consistent with the <i>Regional Land Use Designations (Map 2)</i>.</p> <p>The OCP has several land use designations that are consistent with Conservation and Recreation areas identified by the Regional Growth Strategy. These include:</p> <ul style="list-style-type: none"> • Environmentally Sensitive Areas (ESA) • Environmentally Sensitive Area – Park (ESA-P) • Park and Recreation Areas (P) <p>Each land use designation is generally consistent with the RGS's Conservation and Recreation areas. However, the OCP is more restrictive in nature and distinguishes separate uses for parks and recreation, and environmentally sensitive areas.</p>
b) include land use policies to support the protection of Conservation and Recreation areas that are generally consistent with the following:	<p>The OCP provides for a range of land uses and management strategies that protects conservation and environmentally sensitive areas, as well as recreation areas ranging from education, recreation, commercial recreation and environmental conservation. More specifically, Sections 2.6 Parks, Recreation and Culture and 2.4 Natural Environmental address the following:</p> <ul style="list-style-type: none"> • safe, reliable, and sustainable water system (policies 2.4.24, 2.10.14 and 2.10.17); • environmental conservation and protection
i) public service infrastructure, including the supply of high quality drinking water;	
ii) environmental conservation;	

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

STRATEGY 3.2 Protect and enhance natural features and their connectivity

Role of Municipalities	Official Community Plan Consistency
3.2.4 Adopt Regional Context Statements which include policies and/or maps that indicate how ecologically important areas and natural features will be managed (as conceptually shown on Map 10) (e.g. steep slopes and ravines, intertidal areas and other natural features not addressed in Strategy	<p>OCP <i>Map 6 – Environmentally Sensitive Area Designations</i> identifies areas of high environmental value requiring protection or mitigation of environmental impacts for any proposed development.</p> <p>The OCP includes policies to address the</p>

	are specific policies concerning the management of the Burns Bog Ecological Conservancy Area (policies 2.4.13 and 2.4.14). Furthermore, the OCP supports the protection of shoreline and riparian areas, while maintaining high standards for water quality (policies 2.4.21 through 2.4.26).
3.2.5 In collaboration with other agencies, develop and manage municipal components of the Metro Vancouver Regional Recreation Greenway Network and connect community trails, bikeways and greenways to the Regional Recreation Greenway Network where appropriate.	The OCP includes policies to develop and maintain trails that link to regional trails and greenways (policy 2.6.2) and cycling networks to improve linkages between Delta and the broader region (policies 2.9.20 and 2.9.21).
3.2.6 Identify where appropriate measures to protect, enhance and restore ecologically important systems, features, corridors and establish buffers along watercourses, coastlines, agricultural lands, and other ecologically important features (e.g. conservation covenants, land trusts, tax exemptions and ecogifting).	<p>The OCP supports the protection and enhancement of watercourses, ravines, forested uplands and marine areas as habitat for wildlife. Furthermore, there are several policies concerning the implementation of streamside protection measures, and the development of management plans for natural areas (policies 2.4.2, 2.4.4, 2.4.13, 2.4.14 and 2.4.15.) and the application of Development Permit Area Guidelines (Schedule E) for the streamside protection and enhancement.</p> <p>Burns Bog Ecological Conservancy Area is protected by a conservation covenant, which restricts uses. A management plan guides the on-going monitoring and management of these lands.</p>
3.2.7 Consider watershed and ecosystem planning and/or Integrated Stormwater Management Plans in the development of municipal plans.	<p>The OCP promotes the development of integrated storm water management plans (policy 2.4.23), and the completion of a comprehensive Environmentally Sensitive Area inventory (policy 2.4.8) for portions of Delta.</p> <p>Delta meets commitments regarding carrying out Integrated Stormwater Management Plans in Metro Vancouver's Liquid Waste and Resource Management Plan.</p>

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

Role of Municipalities	Official Community Plan Consistency
3.3.4 Adopt Regional Context Statements which:	

<p>a) identify how municipalities will use their land development and transportation strategies to meet their greenhouse gas reduction targets and consider how these targets will contribute to the regional targets;</p>	<p>Section 2.11, Climate Change addresses how Delta will meet GHG reduction targets. The OCP applies a community wide approach with target goals of:</p> <ul style="list-style-type: none"> • 33% below 2007 levels by 2020; and • 80% below 2007 by 2050. <p>The OCP contains policies which concentrate growth in existing urban areas, encourage a variety of transportation choices, locate residential uses, specifically medium and higher densities, in close proximity to transit, employment opportunities and other amenities, and permit neighbourhood commercial uses such as corner stores (policies 2.1.14, 2.1.16, 2.1.17 and 2.11.21).</p>
<p>b) identify policies and/or programs that reduce energy consumption and greenhouse gas emissions, and improve air quality from land use and transportation infrastructure, such as:</p> <ul style="list-style-type: none"> • existing building retrofits and construction of new buildings to green performance guidelines or standards, district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geoexchange systems, and electric vehicle charging infrastructure; • community design and facility provision that encourages transit, cycling and walking (e.g. direct and safe pedestrian and cycling linkages to the transit system); 	<p>A Community Energy and Emissions Plan has been drafted with adoption anticipated in 2013. Delta will work towards updating the OCP to include relevant policies that respond to this action.</p>
<p>c) focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along TransLink's Frequent Transit Network;</p>	<p>Delta's OCP encourages the revitalization of Delta's Town Centres, including the Ladner Municipal Town Centre, the Tsawwassen Local Centre and Scott Road corridor nodes, and supports the promotion of development that improves the design, character and attractiveness of these areas (Section 2.2, objectives and policies 2.2.2, 2.2.3, and 2.2.6 through 2.2.13).</p> <p>If the Scott Road corridor is established as a FTDA, infrastructure improvements will need to coincide with development to support rapid transit and community amenities.</p>

	Several policies in the OCP seek to reduce automobile travel and reduce greenhouse gas emissions by encouraging efficient transportation nodes and settlement patterns that reduce vehicle trips, concentrate growth close to services and transit, improve cycling linkages, and encourage innovative street design that reflects the needs of transit, cycling, pedestrians and the mobility challenged (policies 2.9.10, 2.9.17, 2.9.21, 2.11.16 and 2.11.21)
d) implement land use policies and development control strategies which support integrated storm water management and water conservation objectives.	The OCP supports the creation and implementation of integrated storm water management plans (policy 2.4.23); and further, promotes green building practices which incorporate water conservation as one strategy to achieve sustainable and low impact developments (2.10.7, 2.11.13, 2.11.14, and 2.11.18).

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

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

Regional Growth Strategy Goal 4: Develop Complete Communities**STRATEGY 4.1 Provide diverse and affordable housing choices**

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

supply, demand and affordability;	diverse population. Recently Delta's work with the Housing Task Force led to the legalisation of secondary suites and the introduction of incentives for basements. As part of Delta's monitoring process, statistical updates related to housing needs and demand are completed. This includes an active role with not-for-profit agencies and housing providers to address on-going housing needs. The Area Plans are one tool utilized by Delta to ensure housing meets the local needs of our three distinct communities. Delta also intends to prepare a Housing Action Plan in the next 2 – 4 years. As part of this plan, Delta will assess housing needs in the community and include proposals for how to respond to them.
b) identify housing priorities, based on the assessment of local housing market conditions, and consideration of changing household demographics, characteristics and needs;	
c) identify implementation measures within the jurisdiction and financial capabilities of municipalities, including actions set out in Action 4.1.7;	
d) encourage the supply of new rental housing and where appropriate mitigate or limit the loss of existing rental housing stock;	
e) identify opportunities to participate in programs with other levels of government to secure additional affordable housing units to meet housing needs across the continuum;	
f) cooperate with and facilitate the activities of the Metro Vancouver Housing Corporation under Action 4.1.5.	

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

Role of Municipalities 4.2.4 Include policies within municipal plans or strategies, that may be referenced in the Regional Context Statements, which:	Official Community Plan Consistency
a) support compact, mixed use, transit, cycling and walking oriented communities;	The OCP has a range of policies that encourage commercial and higher density residential uses in mixed use nodes, and urban and local centres (Section 2.1 Housing and Neighbourhoods, Section 2.2 Commercial Land Use and Section 2.11 Climate Change). In addition, the OCP supports efficient local and regional transit systems (Section 2.9 Transportation), pedestrian friendly streetscapes and improved bicycle networks (Section 2.2 Commercial Land Use).
b) locate community, arts, cultural, recreational, institutional, medical/health, social service, education facilities and	OCP policies and Land Use Designations encourage community centres, arts, social services, institutional and public uses in town

affordable housing development in Urban Centres or areas with good access to transit;	centres and mixed use nodes (Section 2.6 Parks, Recreation and Culture). Where appropriate, educational and recreation facilities have a neighbourhood focus and are located outside of these areas, if they have proper access to transit.
c) provide public spaces and other place-making amenities for increased social interaction and community engagement;	The OCP envisions attractive, people-oriented centres where community life thrives. Moreover, Area Plans support this vision by encouraging smaller scale urban open spaces, high quality streets as public spaces with recreational and cultural amenities to foster increased social interaction and community engagement (Section 2.2 Commercial Land Use).
d) support active living through the provision of recreation facilities, parks, trails, and safe and inviting pedestrian and cycling environments;	OCP policies support the provision of recreational facilities and programs for active healthy living (Section 2.6 Parks, Recreation and Culture).
e) support food production and distribution throughout the region, including in urban areas, roof top gardens, green roofs and community gardens on private and municipally-owned lands and healthy food retailers, such as grocery stores and farmers' markets near housing and transit services;	<p>The OCP supports the protection of the agricultural lands including those in the Agricultural Land Reserve; and the long term agricultural viability and sustainability, through the support of local initiatives to bring produce from the farm to the table. The Delta Agricultural Plan further articulates actions to address food production and local distribution.</p> <p>Currently there are two local community gardens located in municipal parks. Contributing to the overall food production of the community, Guidelines in Development Permit Areas SD4 and ND2 encourage green roofs and roof gardens as one sustainable option.</p>
f) assess overall health implications of proposed new communities, infrastructure and transportation services, including air quality and noise, with input from public health authorities;	<p>OCP policies encourage the balancing of recreation and cultural services, facilities and programs for the development of an active, healthy community (Section 2.6 Parks, Recreation and Culture, policies 2.6.9, 2.6.12 and 2.6.14).</p> <p>OCP policies encourage the improvement in air quality and reduction of greenhouse gas emissions. (Section 2.11 Climate Change, policies 2.11.9 and 2.11.10).</p> <p>OCP policies encourage sustainable land use and built environments (Section 2.11 Climate Change, policies 2.11.19 through 22).</p>

	Area Plan updates consider planning for healthy communities.
g) support universally accessible community design;	<p>Universally accessible community design is supported by several OCP policies ranging from a diversity of housing options, to housing design that facilitates aging-in-place, accessible municipal facilities, parks, and street design (policies 2.1.3, 2.6.18, 2.8.25-2.8.29 and 2.9.26).</p> <p>As part of the development review process, applicants must demonstrate how they ensure their project meets universal accessibility standards.</p>
h) where appropriate, identify small scale Local Centres in General Urban areas that provide a mix of housing types, local-serving commercial activities and good access to transit. Local Centres are not intended to compete with or compromise the role of Urban Centres and should preferably be located within Frequent Transit Development Areas;	In addition to the Ladner Municipal Town Centre and the anticipated Scott Road FTDA, the OCP identifies a local centre in Tsawwassen. It is serviced by transit and includes land use designations that support a mix of housing types and small-scale commercial uses serving local needs.
i) recognize the Special Employment Areas as shown on the Local Centres, Hospitals and Post-Secondary Institutions map (Map 11). Special Employment Areas are located outside of Urban Centres and Frequent Transit Development Areas, and are region-serving, special purpose facilities that have a high level of related transportation activity due to employee, student, or passenger trips.	N/A -There are no Special Employment Areas in Delta.

Regional Growth Strategy Goal 5: Support Sustainable Transportation Choices

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

Role of Municipalities	Official Community Plan Consistency
5.1.6 Adopt Regional Context Statements which:	
a) identify land use and transportation policies and actions, and describe how they are coordinated, to encourage a greater share of trips made by transit, multiple-occupancy vehicles, cycling and	OCP policies encourage settlement patterns that are connected, designed and located in a form that minimizes the number and length of vehicle trips, and that provide transportation choices including access to transit (policies 2.11.16 and

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

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

Role of Municipalities	Official Community Plan Consistency
5.2.3 Adopt Regional Context Statements which:	
a) identify routes on a map for the safe and efficient movement of goods and service	<i>The Regional Context Statement Map</i> identifies routes for the movement of goods and service

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

Implementation Policies:**6.2 Regional Context Statements****Providing for Appropriate Municipal Flexibility**

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

- a) the municipality may re-designate land from one regional land use designation, only if the aggregate areas of all proximate sites so re-designated does not exceed one hectare;
- b) notwithstanding section 6.2.7(a), for sites that are three hectares or less, municipality may re-designate land:
 - from Mixed Employment or Industrial to General Urban land use designation, if the site is located on the edge of an Industrial or Mixed Employment area and the developable portion of the site will be predominantly within 150 metres of an existing or approved rapid transit station on TransLink's Frequent Transit Network; or
 - from Industrial to Mixed Employment land use designation if the developable portion of the site will be predominantly within 250 metres of an existing or approved rapid transit station on TransLink's Frequent Transit Network,

provided that:

- the re-designation does not impede direct rail, waterway, road or highway access for industrial uses; and
- the aggregate area of all proximate sites that area re-designated does not exceed three hectares;
- c) the aggregate areas of land affected by all re-designations under section 6.2.7 (a) and (b) together cannot exceed two percent of the municipality's total lands within each applicable regional land use designation.

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

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

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

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

The Corporation of Delta will implement RGS policy 6.2.9

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

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

