

Appendix A: Regional Planning

Delta Council endorsed Metro Vancouver's Regional Growth Strategy (RGS), Metro 2050 in 2023. The RGS aims to manage growth to support complete, connected, and resilient communities, while protecting important lands and supporting the efficient provision of urban infrastructure like transit and utilities.

The Regional Context Statement outlines how Delta's OCP policies are consistent with the RGS, and where they are not, it outlines how they will work towards alignment.

Metro 2050 Implementation Guideline Regional Context Statement Template

April 2023

Regional Context Statement Checklist

Mapping Requirements

In addition to completing the template below, an RCS must contain a parcel-based map that identifies the six regional land use designations, the Urban Containment Boundary, and the regional overlays within the member jurisdiction whenever applicable.

- ☐ Regional Land Use Designations
 - General Urban
 - Industrial
 - Rural
 - Employment
 - Agricultural
 - Conservation and Recreation
- ☐ Regional Overlays
 - Urban Centres
 - Frequent Transit Development Areas
 - Trade-Oriented Lands Overlay
 - Natural Resource Areas Overlay
(Maintained by Metro Vancouver)
- ☐ GIS digital file for Metro Vancouver

Population, Dwelling Unit and Employment Projections Requirements

- ☐ [Section 1.1.9\(b\)](#) of *Metro 2050* requires member jurisdictions adopt RCSs that “provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the UCB.” An RCS should illustrate efforts to align the OCP with the member jurisdiction and regional projections over time. RCSs should indicate growth projections for the same time periods as indicated in *Metro 2050*: i.e. to 2030, 2040, and 2050.
- ☐ [Section 1.2.24\(a\)](#) of *Metro 2050* requires member jurisdictions adopt RCSs that “provide dwelling unit and employment projections that indicate the member jurisdiction’s share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2.”
- ☐ [Section 6.2.7](#) of *Metro 2050* provides member jurisdictions with the flexibility to amend OCP land use designations (or equivalent) without amending the RCS under certain circumstances. This language must be included in the RCS to permit this flexibility.

Official Community Plan Consistency with Metro 2050

- ☐ Demonstrate how the OCP or equivalent contributes to reaching the regional federation’s targets using the Regional Context Statement template included on the following pages.

METRO 2050 REGIONAL CONTEXT STATEMENT

Metro 2050 Targets

In the following section please outline the Official Community Plan policies (or equivalent) that demonstrate your member jurisdiction's contribution to reaching the regional federation's regional growth strategy targets. Please also provide supplementary information on how these policies, along with any other applicable plans or strategies, will work together to contribute to meeting these regional targets. For the environmental and housing targets, Metro 2050 recognizes that the targets are regional in scale and long term to the year 2050; member jurisdiction local context is expected.

Metro 2050 Regional Targets		
<u>Goal 1 Create a Compact Urban Area Targets</u>		
Policy with Target	Applicable OCP Policies	Supplementary Information
1.1.9 b) Provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary	<p>Please see Section 1.2 for population, dwelling unit, and employment projections. Population and dwelling unit projections are higher than anticipated by Metro Vancouver due to the Housing Target Order imposed by the BC Ministry of Housing.</p> <p>Please see Map 2 for land use designations, which demonstrates that the majority of residential growth will be accommodated inside the Urban Containment Boundary. Please see Section 1.3.4 for projected growth numbers, which indicate that 99.5% of projected growth is anticipated within the Urban Containment Boundary.</p>	The housing target is based on BC Statistics household projections, plus other factors. Due to the binding nature of the Housing Target Order, Delta is following custom projections based on BC Statistics and accounting for meeting the housing target between 2023 and 2028.
<p>1.2.24 a) provide dwelling unit and employment projections that indicate the member jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)</p> <p>Regional Targets for Residential Growth by Location:</p>	<p>Please see Section 1.3.2 for projections for Ladner Municipal Town Centre (MTC) and Section 1.3.1 for projections for the Scott Road Corridor Frequent Transit Development Area (FTDA), which demonstrate how these areas will accommodate their share of regional growth. Combined, these areas are projected to accommodate 40% of population growth, 43% of residential growth, and 25% of employment growth. There is significant employment</p>	<p>Ladner MTC has limited development capacity because of the water table and sediment.</p> <p>There is an additional municipal Urban Centre in Tsawwassen, which has more resilient ground conditions.</p> <p>Ladner and parts of Tsawwassen are located in floodplain areas with</p>

<ul style="list-style-type: none"> • All Urban Centre Types: 40% • Frequent Transit Development Areas: 28% <p>Regional Targets for Employment Growth by Location:</p> <ul style="list-style-type: none"> • All Urban Centre Types: 50% • Frequent Transit Development Areas: 27% 	<p>growth (37%) anticipated for the industrial areas around Tilbury and DeltaPort, which are outside of the urban centres but form a crucial part of regional industrial land supply.</p>	<p>protective dikes, however, to work towards more resilient land use, it is important to consider the long-term impacts of increased development.</p>
<p>1.2.24 b) ii) include policies and actions for Urban Centres and Frequent Transit Development Areas that: focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.13</p> <p>1.2.13 Implement the strategies and actions of the regional growth strategy that contribute to regional targets as shown on Table 2 to:</p> <p>a) <i>focus 98% of the region's dwelling unit growth to areas within the Urban Containment Boundary;</i></p> <p>b) <i>focus 40% of the region's dwelling unit growth and 50% of the region's employment growth to Urban Centres; and</i></p> <p>c) <i>focus 28% of the region's dwelling unit growth and 27% of the region's employment growth to Frequent Transit Development Areas.</i></p>	<p>Please see Map 2 for land use designations in Ladner MTC and Scott Road Corridor FTDA, which focus and manage growth consistent with the guidelines in Metro2050 Table 3.</p> <p>Combined, these area are projected to accommodate 40% of population growth, 43% of residential growth, and 25% of employment growth. There is significant employment growth (37%) anticipated for the industrial areas around Tilbury and DeltaPort, which are outside of the urban centres but form a crucial part of regional industrial land supply.</p> <p>Policy 2.2.2 is to focus commercial uses offering job opportunities within the Ladner MTC and Scott Road Corridor FTDA, among other key corridors and urban centres.</p>	

Goal 3 Protect the Environment, Address Climate Change, and Respond to Natural Hazards Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
<p>3.2.7 a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1:</p> <ul style="list-style-type: none"> • increase the area of lands protected for nature from 40% to 50% of the 	<p>22% of the City-wide land base is protected for nature in our Conservation and Leisure designation.</p> <p>Policy 2.7.14 provides a 40% tree canopy coverage across Delta.</p>	<p>Our Urban Forest Strategy has more detailed annual tree planting goals.</p> <p>We have a goal to carry out: 1) an urban forest inventory on all City-owned trees, and 2) Green Infrastructure Network</p>

<p>region's land base by the year 2050; and</p> <ul style="list-style-type: none"> increase the total regional tree canopy cover within the Urban Containment Boundary from 32% to 40% by the year 2050. 		<p>mapping to identify important green nodes and corridors in our urban areas.</p>
<p>3.3.7 a) identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050;</p>	<p>Policy 2.8.1 describes our greenhouse gas emissions target of reducing community-wide emissions by 45% below 2007 levels to 2030 and to zero net emissions by 2050.</p> <p>Our land use designations increase development potential in core urban areas, close to transit and services, which will contribute to overall emissions reductions.</p> <p>Our policies related to active transportation and advocating for transit service will also contribute to reduced emissions by reducing the number of trips by automobile.</p>	<p>We are currently updating our Community Energy and Emissions Plan to help us meet this target.</p> <p>We have an EV Strategy that aims to encourage residents and organizations to make the switch to electric vehicles, which helps support emissions reductions.</p>

Goal 4 Provide Diverse and Affordable Housing Choices Target

Policy with Target	Applicable OCP Policies	Supplementary Information
<p>4.2.7 a) indicate how you will, within the local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)</p>	<p>The Scott Road Corridor land use designation, which applies to the Scott Road FTDA, requires non-market housing contributions to achieve densities higher than 6 storeys, up to 32 storeys.</p> <p>Policies 2.1.1 – 2.1.10 and 2.13 – 2.15 describe how we will facilitate the development of affordable rental units throughout the City. By nature of the share of development anticipated for the Scott Road Corridor FTDA and Ladner MTC, we anticipate a large proportion of affordable rental units will be achieved in these areas.</p> <p>Affordable rental units may be achieved through any of the following: projects by non-profit housing providers, contributions</p>	<p>We have a Housing Target Order to complete 3,607 net new housing units by 2028. In the guidelines associated with that order, the City is recommended to complete 830 below-market rental units.</p> <p>There is an additional urban centre in Tsawwassen where we also expect to see a concentration of affordable rental units. This area has an Urban Centre land use designation, which, similar to the Scott Road Corridor Land Use Designation, requires non-market housing contributions to achieve densities higher than 6 storeys.</p>

	<p>from large scale developments, redevelopment of City-owned lands, and redevelopment of other institutional sites.</p> <p>Policy 2.1.14 is to “work towards determining a target non-market housing contribution for new developments in Urban Centres and the Scott Road Corridor.”</p>	
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Goal 1

Metro 2050 Goal 1: Create a Compact Urban Area

Describe how the OCP and other supporting plans and policies contribute to this Goal:

Delta's OCP update focuses on increasing residential and commercial development opportunities along key corridors and in neighbourhood / urban centres. Areas outside the Urban Containment Boundary are primarily designated agricultural and conservation/leisure, which do not allow for large scale development.

Goal 1 Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
1.1.9 b) Provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary	<i>Please see response in Targets section</i>	<i>Please see response in Targets section</i>
1.2.24 a) provide dwelling unit and employment projections that indicate the member jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas) Regional Targets for Residential Growth by Location: <ul style="list-style-type: none"> • All Urban Centre Types: 40% • Frequent Transit Development Areas: 28% Regional Targets for Employment Growth by Location: <ul style="list-style-type: none"> • All Urban Centre Types: 50% • Frequent Transit Development Areas: 27% 	<i>Please see response in Targets section</i>	<i>Please see response in Targets section</i>

<p>1.2.24 b) ii) include policies and actions for Urban Centres and Frequent Transit Development Areas that: focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.13</p> <p>1.2.13 Implement the strategies and actions of the regional growth strategy that contribute to regional targets as shown on Table 2 to:</p> <p>a) focus 98% of the region's dwelling unit growth to areas within the Urban Containment Boundary;</p> <p>b) focus 40% of the region's dwelling unit growth and 50% of the region's employment growth to Urban Centres; and</p> <p>c) focus 28% of the region's dwelling unit growth and 27% of the region's employment growth to Frequent Transit Development Areas.</p>	<p><i>Please see response in Targets section</i></p>	<p><i>Please see response in Targets section</i></p>
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Strategy 1.1: Contain urban development within the Urban Containment Boundary

	Section	Policy	Applicable OCP Policies
Policy 1.1.9	Adopt Regional Context Statements that:		
	a)	Depict the Urban Containment Boundary on a map, generally consistent with the Regional land use designations map (Map 2)	Please see Map 7.
	b)	Provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary	<i>Please see response in Targets section</i>
	c)	Include a commitment to liaise regularly with Metro Vancouver Liquid Waste Services and Metro Vancouver Water Services to keep them apprised of the scale and timeframe of major development plans as well as specific plans to separate combined sewers	Please see Policies 2.5.21 and 2.5.22 to liaise with Metro Vancouver Liquid Waste Services and Water Services.

	d)	Integrate land use planning policies with local and regional economic development strategies, particularly in the vicinity of the port and airports, to minimize potential exposure of residents to environmental noise and other harmful impacts	<p>Policies 2.3.18 – 2.3.20 relate to strengthening relationships among Delta’s industries and other land uses while minimizing the potentially negative effects of industry on other land uses and the environment.</p> <p>Policies 2.7.26 – 2.7.31 focus specifically on minimizing light and noise impacts.</p>
Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas			
Policy 1.2.24	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	provide dwelling unit and employment projections that indicate the member jurisdiction’s share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)	<i>Please see response in Targets section</i>
	b)	include policies and actions for Urban Centres and Frequent Transit Development Areas that:	See below.
	i)	identify the location, boundaries, and types of Urban Centres and Frequent Transit Development Areas on a map that is consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and Map 4	Please see Map 7.
	ii)	focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.13	<i>Please see response in Targets section</i>
	iii)	encourage office development to locate in Urban Centres through policies, economic development programs, or other financial incentives	Please see Policy 2.2.1, which seeks to achieve an appropriate supply of office space in Urban Centres.
	iv)	support modal shift by establishing or maintaining reduced residential and commercial parking requirements in Urban Centres and FTDA and consider the use of parking maximums	<p>Policy 2.2.25 requires the provision of bicycle parking in commercial areas.</p> <p>Policy 2.4.14 is to encourage pedestrian and cycling connections to and within FTDA.</p>

			Policy 2.4.40 speaks to updating parking requirements to reflect utilization and encourage modal shifts.
v)	consider the identification of appropriate measures and neighbourhood plans to accommodate urban densification and infill development in Urban Centres, Frequent Transit Development Areas, and, where appropriate, Major Transit Growth Corridors in a resilient and equitable way (e.g. through community vulnerability assessments, emergency services planning, tenant protection policies, and strategies to enhance community social connectedness and adaptive capacity)		<p>Please see policies 2.1.12, 2.1.13 regarding Delta's Tenant Assistance and Rental Stock Protection Policies.</p> <p>Policies 2.10.22 through 2.10.31 relate to emergency services and community well-being.</p> <p>2.1.25 and 2.7.21 speaks to climate adaptation and resilience in buildings.</p> <p>Policies 2.11.21 through 2.11.25 speak to equity and inclusivity.</p>
vi)	consider support for the provision of child care spaces in Urban Centres and Frequent Transit Development Areas		<p>Child care is broadly permitted in the land use designations in Section 1.5.1, including small scale businesses in residential areas.</p> <p>Policies 2.10.19 encourages child care and other child-oriented amenities to be included in large redevelopment projects, which would apply to Ladner MTC and Scott Road Corridor FTDA.</p> <p>Policies 2.10.17 and 2.10.18 refer to child care more broadly in the community, including requiring periodic needs assessments and implementing Delta's Child Care Strategy and Action Plan.</p>
vii)	consider the implementation of green infrastructure		Policies 2.7.5 – 2.7.8 relate to the implementation of green infrastructure.
viii)	focus infrastructure and amenity investments (such as public works and civic and recreation facilities) in Urban Centres and Frequent Transit Development Areas, and at appropriate locations within Major Transit Growth Corridors		Policies 2.9.17 – 2.9.19 relate to the provision of civic and recreation facilities where needed to meet the changing demands of the community,

			which would include Ladner MTC and the Scott Road Corridor FTDA.
ix)	support the provision of community services and spaces for non-profit organizations		Policies 2.10.8 and 2.10.9 relate to staff assistance and facility space for non-profit organizations and other community groups.
x)	consider, where Urban Centres and Frequent Transit Development Areas overlap with Employment lands, higher density forms and intensification of commercial and light industrial		n/a
xi)	take appropriate steps to avoid or mitigate the negative health impacts of busy roadways on new or redeveloped residential areas		<p>Policies 2.4.9 speaks to mitigating the impacts of traffic on residential areas.</p> <p>Policies 2.8.10 and 2.8.11 relate to improving air quality from traffic and other sources.</p> <p>A variety of policies related to improving cycling, walking, and transit options will also help to reduce the overall impacts of busy roadways.</p> <p>Finally, policy 2.4.13 is about implementing Vision Zero, a road safety program.</p>
c)	Include policies for General Urban lands that:		See below.
i)	identify General Urban lands and their boundaries on a map generally consistent with Map 2		Please see Map 7.
ii)	exclude new non-residential Major Trip-Generating uses, as defined in the Regional Context Statement, from those portions of General Urban lands outside of Urban Centres and Frequent Transit Development Areas and direct new non-residential Major Trip-Generating uses to Urban Centres and Frequent Transit Development Areas		Please see Section 1.5.1 Land Use Designations, which indicates that Major Trip-Generating Uses may be considered in Urban Centre and FTDA areas. This is not permitted in other designations.
iii)	encourage infill and intensification (e.g. row houses, townhouses, mid-rise apartments, laneway houses) in appropriate locations within walking distance of the Frequent Transit Network;		See Map 2 for land use designations that apply within the FTDA, including Mixed Residential (townhomes, houseplexes) within walking distance.
iv)	encourage neighbourhood-serving commercial uses		See Section 1.5.1 for land use designations; neighbourhood-serving commercial uses are permitted in all residential designations.

	d)	with regards to Actions 1.2.16 and 1.2.24 c) ii), include a definition of “non-residential Major Trip- Generating uses” that includes, but is not limited to, the following uses: office or business parks, outlet shopping malls, post-secondary institutions, and large-format entertainment venues	On page 1-23, Major Trip-Generating Uses is defined as “non-industrial office or business parks, outlet shopping malls, post-secondary institutions, and large-format entertainment venues. Where office or business uses are supportive of industrial uses, these are permitted in industrial areas.”
	e)	consider the identification of new Frequent Transit Development Areas in appropriate locations within Major Transit Growth Corridors, as part of the development of new or amended area or neighbourhood plans, or other community planning initiatives	Please see Map 7, which designates a new FTDA along the Scott Road Corridor.
	f)	consider long-term growth and transportation planning coordination with adjacent municipalities, First Nations, TransLink, and Metro Vancouver for transit corridors that run through or along two or more adjacent jurisdictions	Policy 2.4.19 is to consider long-term growth and transportation planning coordination with adjacent municipalities, First Nations, TransLink, and Metro Vancouver for transit corridors that run through or along Delta boundaries.

Strategy 1.3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities

	Section	Policy	Applicable OCP Policies
Policy 1.3.7	Adopt Regional Context Statements that:		
	a)	support compact, mixed use, transit, walking, cycling and rolling-oriented communities	Policies 2.4.20 – 2.4.31 support active transportation for all ages and abilities across the City.
	b)	locate and support community, arts, cultural, recreational, institutional, medical/health, social service, education and child care facilities, and local serving retail uses in Urban Centres or areas with good access to transit	Policy 2.4.16 speaks to transit connections among Urban Centres, services, and community/arts/cultural/recreation destinations. Policy 2.10.19 speaks to new child care facilities and services in major development projects, which may be located in Neighbourhood Centres and Corridors, Urban Centres, and the Scott Road Corridor.
	c)	provide and encourage public spaces and other place-making amenities and facilities (e.g. community gardens, playgrounds, gathering places, etc.) in new and established	Policies 2.11.26 through 2.11.34 speak to encouraging place-making and interactive

	neighbourhoods, for all ages, abilities, and seasons, to support social connections and engagement	public spaces for all ages and abilities, throughout all seasons.
d)	respond to health and climate change-related risks by providing equitable access to:	See below.
i)	recreation facilities	Policy 2.9.21 is about maximizing equitable and inclusive access in parks and recreation facilities.
ii)	green spaces and public spaces (e.g. parks, trails, urban forests, public squares, etc.)	<p>Policy 2.9.21 is about maximizing equitable and inclusive access in parks and recreation facilities.</p> <p>Policy 2.9.28 is about diversifying Delta's green spaces to meet the needs of a diverse population.</p> <p>Policy 2.9.29 speaks to providing outdoor recreational opportunities within a five minute walking distance of every neighbourhood.</p>
iii)	safe and inviting walking, cycling, and rolling environments, including resting spaces with tree canopy coverage, for all ages and abilities	<p>Policy 2.9.20 is to enhance safety in parks and recreation spaces.</p> <p>Policy 2.11.8 is to "ensure public spaces are accessible for all ages and abilities"</p> <p>Policy 2.11.26 is to promote interaction with public spaces for people of all ages and abilities through benches and shelters, places to gather, etc.</p>
e)	support the inclusion of community gardens (at-grade, rooftop, or on balconies), grocery stores and farmers' markets to support food security, and local production, distribution and consumption of healthy food, in particular where they are easily accessible to housing and transit services	Policy 2.6.16 speaks to building and expanding urban opportunities for access to local food, including community gardens.
f)	consider, when preparing new neighbourhood and area plans, the mitigation of significant negative social and health impacts, such as through the use of formal health and social impact assessment methods in neighbourhood design and major infrastructure investments	N/A
g)	provide design guidance for existing and new neighbourhoods to promote social connections, universal accessibility, crime prevention through environmental design, and inclusivity	<p>Policy 2.11.25 speaks to inclusivity.</p> <p>Policy 2.1.16 speaks to</p>

		while considering the impacts of these strategies on identified marginalized members of the community	sensitive residential infill that preserves vegetation and utilizes crime prevention through environmental design principles. Policy 2.11.4 relates to achieving accessibility in new development projects.
	h)	consider where appropriate, opportunities to incorporate recognition of Indigenous and other cultures into the planning of Urban Centres, FTDA's, and other local centres	Delta is working with Tsawwassen First Nation and Musqueam to strengthen our relationship and incorporate recognition of Indigenous culture into our OCP. Section 1.4 is a placeholder for this work, which we are working towards.
Strategy 1.4: Protect Rural lands from urban development			
Policy 1.4.3	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	identify Rural lands and their boundaries on a map generally consistent with Map 2	Please see Map 7.
	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	Please see Section 1.5.1, Agricultural and Conservation and Leisure land use designations.
	c)	specify the allowable density and form, consistent with Action 1.4.1, for land uses within the Rural regional land use designation	Please see Section 1.5.1, Agricultural and Conservation and Leisure land use designations.
	d)	prioritize and support agricultural uses within the Agricultural Land Reserve, and where appropriate, support agricultural uses outside of the Agricultural Land Reserve	Policies 2.6.1 through 2.6.9 speak to this.
	e)	support the protection, enhancement, restoration, and expansion of ecosystems identified on Map 11 to maintain ecological integrity, enable ecosystem connectivity, increase natural carbon sinks and enable adaptation to the impacts of climate change	Protection, enhancement, restoration, and/or expansion of ecosystems identified on Metro2050 Map 11 is supported through: various Development Permit Areas for steep slopes and riparian areas; Conservation and Leisure designation; Agricultural designation, and Environmentally Sensitive Areas identified on Map 12.

Goal 2

Metro 2050 Goal 2: Support a Sustainable Economy

Describe how the OCP and other supporting plans and policies contribute to this Goal:

Delta's OCP focuses on supporting and enhancing industrial uses of existing industrial areas in a sustainable manner, while promoting more opportunities for commercial and office development close to residential development and transit. The Ladner MTC and Scott Road FTDA are key locations for commercial and office uses. The OCP also recognizes the importance of agriculture to Delta's economy and contains a robust and up-to-date set of policies about protecting agricultural lands and enhancing economic viability of the agricultural industry.

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

	Section	Policy	Applicable OCP Policies
Policy 2.1.10	Adopt Regional Context Statements that:		
	a)	include policies to support appropriate economic activities, as well as context-appropriate built form for Urban Centres, Frequent Transit Development Areas, Industrial lands, and Employment lands	Delta has a large supply of industrial lands, with industrial activities supported by Section 2.3. Policies 2.3.26 through 2.3.32 speak to Boundary Bay Airport, our Employment Lands area. Policies 2.2.1 and 2.2.2 speak to commercial uses in Urban Centres in appropriate built forms. 2.2.5 through 2.2.11 relate to revitalization in Ladner Village, part of Ladner MTC. 2.2.12 speaks to supporting commercial, office, and other employment opportunities in the Scott Road Corridor FTDA. Finally, 2.2.26 encourages new neighbourhood corner stores/cafes throughout lower density residential areas.
	b)	support the development and expansion of large-scale office and retail uses in Urban Centres, and lower-scale uses in Frequent Transit Development Areas through policies such as: zoning that reserves land for commercial uses, density bonus provisions to encourage office development, variable development cost charges, and/or other incentives	Policy 2.2.1 is to reinforce Urban Centre areas by supporting an appropriate supply of office space above ground level and retail at ground level. Policy 2.2.5 and 2.2.6 encourage revitalization in Ladner Village through incentives for the private market and focused public realm investments.

			Policy 2.2.12 is to support an appropriate supply of office space above ground level and retail at ground level along the Scott Road Corridor.
	c)	discourage the development and expansion of major commercial uses outside of Urban Centres and Frequent Transit Development Areas and that discourage the development of institutional land uses outside of Urban Centres and Frequent Transit Development Areas	Major commercial uses are permitted only within the Urban Centre and Scott Road Corridor designations. Institutional uses are only permitted within the Civic and Institutional designation.

Strategy 2.2 Protect the supply and enhance the efficient use of industrial land

	Section	Policy Text	Applicable OCP Policies
Policy 2.2.9	Adopt Regional Context Statements that:		
	a)	identify the Industrial and Employment lands and their boundaries on a map generally consistent with Map 7	Please see Map 7.
	b)	identify Trade-Oriented lands, if applicable, with a defined set of permitted uses that support inter-regional, provincial, national, and international trade (e.g. logistics, warehouses, distribution centres, transportation and intermodal terminals) and location needs (e.g. large and flat sites, proximity to highway, port, or rail infrastructure) on a map consistent with the goals in the regional growth strategy. Strata and/or small lot subdivisions on these lands should not be permitted	n/a
	c)	include policies for Industrial lands that:	See below.
	i)	consistently define, support, and protect industrial uses, as defined in Metro 2050, in municipal plans and bylaws, and ensure that non-industrial uses are not permitted	Policy 2.3.1 is to maintain the industrial land base for industrial use. Only industrial uses are permitted within the industrial designation.
	ii)	support appropriate and related accessory uses, such as limited-scale ancillary commercial spaces, and caretaker units	These are permitted within the Industrial land use designation (see Section 1.5.1).
	iii)	exclude uses that are not consistent with the intent of Industrial lands and not supportive of industrial activities, such as medium and large format retail uses, residential uses, and stand-alone office uses, other than ancillary uses, where deemed necessary	These uses are not permitted within the Industrial land use designation (see Section 1.5.1).
	iv)	encourage improved utilization and increased intensification/densification of Industrial lands for industrial activities, including the removal of any unnecessary municipal policies or regulatory barriers related to development form and density	Policy 2.3.7 is to facilitate the intensification/densification of industrial forms.

	v)	review and update parking and loading requirements to reflect changes in industrial forms and activities, ensure better integration with the surrounding character, and reflect improvements to transit service, in an effort to avoid the over- supply of parking	Policy 2.3.16 is to provide greater opportunities for transit and active transportation to industrial areas. Policy 2.3.17 speaks to parking requirements.
	vi)	explore municipal industrial strategies or initiatives that support economic growth objectives with linkages to land use planning	Policies 2.3.2 through 2.3.6 and 2.3.9 through 2.3.11 are land use planning initiatives that support economic growth and diversification of industrial areas.
	vii)	provide infrastructure and services in support of existing and expanding industrial activities	Policies 2.3.21 through 2.3.25 speak to transportation services in support of industrial activities; policies 2.3.37 through 2.3.49 relate to providing utilities
	viii)	support the unique locational and infrastructure needs of rail-oriented, waterfront, and trade-oriented industrial uses	Policies 2.3.44 through 2.3.46 specifically support waterfront industries; Policy 2.3.25 is to consider the Railway Association of Canada and FCM Guidelines for New Development in Proximity to Railway Operations”; Policies 2.3.22 and 2.3.23 speak to supporting the port and using rail and marine transport for goods movement.
	ix)	consider the preparation of urban design guidelines for Industrial land edge planning, such as interface designs, buffering standards, or tree planting, to minimize potential land use conflicts between industrial and sensitive land uses, and to improve resilience to the impacts of climate change	Policies 2.3.18 through 2.3.20 speak to the relationship between industrial lands and other land uses.
	x)	do not permit strata and/or small lot subdivisions on identified Trade-Oriented lands	n/a
	d)	include policies for Employment lands that:	See below.
	i)	support a mix of industrial, small scale commercial and office, and other related employment uses, while maintaining support for the light industrial capacity of the area, including opportunities for the potential densification/intensification of industrial activities, where appropriate	Policies 2.3.26 through 2.3.31 maintain and support the functions of the Boundary Bay Airport and related employment uses. This is Delta’s only Employment Lands.
	ii)	allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the regional growth strategy	n/a – Delta’s only Employment Lands is the Boundary Bay Airport
	iii)	support the objective of concentrating larger- scale commercial, higher density forms of employment, and	n/a – Employment Lands are not located in Urban Centre or FTDA.

		other Major Trip-Generating uses in Urban Centres, and local-scale uses in Frequent Transit Development Areas	
	iv)	support higher density forms of commercial and light industrial development where Employment lands are located within Urban Centres or Frequent Transit Development Areas, and permit employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas, while low employment density and low transit generating uses, possibly with goods movement needs and impacts, are located elsewhere	n/a – Employment Lands are not located in Urban Centre or FTDA.
	v)	do not permit residential uses, except for: <ul style="list-style-type: none"> • an accessory caretaker unit; or • limited residential uses (with an emphasis on affordable, rental units) on lands within 200 m of a rapid transit station and located within Urban Centres or Frequent Transit Development Areas, provided that the residential uses are located only on the upper floors of buildings with commercial and light industrial uses, where appropriate and subject to the consideration of municipal objectives and local context. 	Delta's Employment Lands are designated Industrial, which only permits industrial with potential accessory caretaker unit. See Section 1.5.1.
	e)	include policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems	Policy 2.3.32 is to assist businesses at the Boundary Bay Airport to reduce greenhouse gas emissions, maximize energy efficiency, mitigate impacts on ecosystems, and reduce natural hazard risks. Policies 2.3.40 - 2.3.42 speak to mitigating impacts on ecosystems, energy efficiency, and waste reduction in industrial areas more broadly.
	f)	include policies that assist existing and new businesses to adapt to the impacts of climate change and reduce their exposure to natural hazards risks, such as those identified within the regional growth strategy (Table 5)	Policy 2.3.32 is to assist businesses at the Boundary Bay Airport to reduce greenhouse gas emissions, maximize energy efficiency, and reduce natural hazard risks.
Strategy 2.3 Protect the supply of agricultural land and strengthen agricultural viability			
Policy	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	specify the Agricultural lands within their jurisdiction, denoting those within the Agricultural Land Reserve, on a map generally consistent with Map 8	Please see Maps 2 and 7

	b)	consider policies and programs that increase markets and the distribution of local food in urban areas to strengthen the viability of agriculture and increase availability of local food for all residents	Policy 2.6.16 speaks to expanding urban opportunities for accessing local food.
	c)	include policies that protect the supply of agricultural land and strengthen agriculture viability including those that:	See below.
	i)	assign appropriate land use designations to protect agricultural land for future generations and discourage land uses on Agricultural lands that do not directly support and strengthen agricultural viability	In Section 1.5.1, agricultural lands are designated Agricultural, which protects agricultural uses. Policies 2.6.1, 2.6.3, and 2.6.6 speak to supporting farm and directly supportive uses on agricultural lands, while considering other sites for other uses.
	ii)	encourage the consolidation of small parcels and discourage the subdivision and fragmentation of agricultural land	Policy 2.6.2 is to 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.
	iii)	support climate change adaptation including: <ul style="list-style-type: none"> • monitoring storm water, flooding, and sea level rise impacts on agricultural land, • implementing flood construction requirements for residential uses, and • maintaining and improving drainage and irrigation infrastructure that support agricultural production, where appropriate and in collaboration with other governments and agencies 	<p>Policy 2.6.21 is to monitor and assess flood risks, irrigation water, salinity levels, dike stability, and flooding.</p> <p>Policy 2.5.9 is to encourage improvements to field drainage on agricultural lands.</p> <p>Policy 2.5.12 is to meet engineering standards for drainage and flood risk in new developments and would apply in agricultural lands.</p> <p>Policy 2.5.25 is to monitor salinity levels in agricultural irrigation water supply and consider the installation of a new intake.</p>
	iv)	protect the integrity of agricultural land by requiring edge planning along the Urban Containment Boundary and adjacent to agricultural operations through activities such as screening, physical buffers, roads, or Development Permit area requirements	Policies 2.6.10 through 2.6.13 are edge planning policies for minimizing conflicts at the urban-rural interface.
	v)	demonstrate support for economic development opportunities for agricultural operations that are farm related uses, benefit from close proximity to farms, and enhance primary agricultural production as defined by the <i>Agricultural Land Commission Act</i>	Policy 2.6.14 is to support economic diversification on agricultural lands that allow ancillary, complementary activities permitted by the <i>Agricultural Land Commission Act</i> .

			Policy 2.6.15 is to encourage supporting businesses and services to locate in Delta.
	vi)	align policies and regulations, where applicable, with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations	Policies 2.6.7, 2.6.14, and 2.6.18 are specific policies that speak to alignment with ALC legislation and regulations. Policy 2.6.32 includes "review policies and regulations, where applicable, with the Minister's Bylaw Standards and ALC legislation and regulations".
Policy 2.3.13	Section	Policy	Supplementary Information
		In partnership with other agencies and organizations, support agricultural awareness and promote the importance of the agricultural industry, the importance of protecting agricultural land, and the value of local agricultural products and experiences	Policy 2.6.11 and 2.6.16 speak to raising and promoting public awareness of agriculture

Goal 3

Metro 2050 <u>Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards</u>		
Describe how the OCP and other supporting plans and policies contribute to this Goal:		
Goal 3 Targets		
Policy with Target	Applicable OCP Policies	Supplementary Information
3.2.7 a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1: <ul style="list-style-type: none">increase the area of lands protected for nature from 40% to 50% of the region’s land base by the year 2050; andincrease the total regional tree canopy cover within the Urban Containment Boundary from 32% to 40% by the year 2050.	Please see response in Targets section	Please see response in Targets section
3.3.7 a) identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050;	Please see response in Targets section	Please see response in Targets section
Strategy 3.1: Protect and enhance Conservation and Recreation lands		
Policy 3.1.9	Section	Policy
	Applicable OCP Policies	
	Adopt Regional Context Statements that:	
	a)	identify Conservation and Recreation lands and their boundaries on a map generally consistent with Map 2
	b)	include policies that support the protection and enhancement of lands with a Conservation and Recreation land use designation, which may include the following uses:
	i)	drinking water supply areas
ii)	environmental conservation areas	
Please see Maps 2 and 7.		
See below.		
n/a		
All environmentally sensitive areas are designated Conservation and		

			Leisure in the OCP (Section 1.5.1), which supports their protection and enhancement.
iii)	wildlife management areas and ecological reserves		All wildlife management areas and ecological reserves are designated Conservation and Leisure in the OCP (Section 1.5.1), which supports their protection and enhancement.
iv)	forests		Policy 2.7.2 is to minimize habitat loss, fragmentation and disturbances to wildlife and enhance connectivity of natural ecosystems and green hubs through land use planning; 2.7.5 is to promote “naturescaping” and the provision of wildlife habitat (e.g. pollinator gardens and trees) on public and private land.
v)	wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater, and intertidal ecosystems)		2.7.16 is to work with other agencies and organizations to preserve, enhance or restore habitat of watercourses (e.g. creeks, streams, sloughs, and harbours) when development occurs in or around riparian and coastal areas.
vi)	riparian areas (i.e. the areas and vegetation surrounding wetlands, lakes, streams, and rivers)		Policy 2.7.4 is to encourage the protection, enhancement, restoration, and reopening of natural watercourses and policy 2.7.16 is to work with other agencies and organizations to preserve, enhance or restore habitat of watercourses (e.g. creeks, streams, sloughs, and harbours) when development occurs in or around riparian and coastal areas.
vii)	ecosystems not covered above that may be vulnerable to climate change and natural hazard impacts, or that provide buffers to climate change impacts or natural hazard impacts for communities		Policies 2.7.5 and 2.7.7 are related to environmentally sensitive and green infrastructure inventory development, which will help to identify ecosystem areas that provide buffers for natural hazard impacts.
viii)	uses within those lands that are appropriately located, scaled, and consistent with the intent of the designation, including: <ul style="list-style-type: none"> ○ major parks and outdoor recreation areas; ○ education, research and training facilities, and associated uses that serve conservation and/or recreation users; ○ commercial uses, tourism activities, and public, cultural, or community amenities; ○ limited agricultural use, primarily soil-based; and 		The main uses of the Conservation and Leisure land use designation (Section 1.5.1) are: environmentally sensitive areas, natural areas, passive parks or parks with limited programming, nature and wildlife reserves, regional parks, and agricultural uses on lands within the Agricultural Land Reserve.

		o land management activities needed to minimize vulnerability / risk to climate change impacts	
	c)	Include policies that:	See below.
	i)	protect the integrity of lands with a Conservation and Recreation regional land use designation from activities in adjacent areas by considering wildland interface planning, and introducing measures such as physical buffers or development permit requirements	Policy 2.7.3 is to protect environmentally sensitive areas from adjacent land use impacts through measures such as edge planning, buffers, and development permit requirements.
	ii)	encourage the consolidation of small parcels, and discourage subdivision and fragmentation of lands with a Conservation and Recreation regional land use designation.	Policy 2.7.2 is to minimize habitat loss, fragmentation, and disturbances to wildlife and enhance connectivity of natural ecosystems and green hubs.
Policy 3.2.7	Section	Policy Text	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1	<i>Please see response in Targets section</i>
	b)	refer to Map 11 or more detailed local ecological and cultural datasets and include policies that:	See below.
	i)	support the protection, enhancement, and restoration of ecosystems through measures such as land acquisition, density bonusing, development permit requirements, subdivision design, conservation covenants, land trusts, and tax exemptions	Various development permit requirements support the protection, enhancement, and restoration of ecosystems.
	ii)	seek to acquire, restore, enhance, and protect lands, in collaboration with adjacent member jurisdictions and other partners, that will enable ecosystem connectivity in a regional green infrastructure network	Policy 2.7.11 relates to collaboration for the preservation of Burns Bog; 2.7.12 is to work with local Indigenous groups to find joint opportunities for stewardship, restoration, and research of natural areas; and 2.7.16 is to work with other agencies and organizations to preserve, enhance or restore habitat of watercourses (e.g. creeks, streams, sloughs, and harbours) when development occurs in or around riparian and coastal areas.

	iii)	discourage or minimize the fragmentation of ecosystems through low impact development practices that enable ecosystem connectivity	Policy 2.7.2 speaks to minimizing habitat loss, fragmentation, and disturbances to wildlife and enhance connectivity of natural ecosystems and green hubs through land use planning.
	iv)	indicate how the interface between ecosystems and other land uses will be managed to maintain ecological integrity using edge planning, and measures such as physical buffers, or development permit requirements.	Policy 2.7.3 is to protect environmentally sensitive areas from adjacent land use impacts through measures such as edge planning, buffers, and development permit requirements.
	c)	Include policies that:	See below.
	i)	support the consideration of natural assets and ecosystem services in land use decision-making and land management practices	Policy 2.7.1 is to enhance knowledge of Delta's natural assets through inventories and developing ecosystem management/restoration plans.
	ii)	enable the retention and expansion of urban forests using various tools, such as local tree canopy cover targets, urban forest management strategies, tree regulations, development permit requirements, land acquisition, street tree planting, and reforestation or restoration policies, with consideration of resilience	Policy 2.6.24 speaks to protecting stands of trees on farmland. Policies 2.7.5 relates to increasing tree planting; Policy 2.7.14 is a urban forest canopy coverage target; and, Policy 2.7.15 is to implement the Urban Forestry Strategy. Our Urban Forestry Strategy has more detailed annual tree planting goals. Various development permit areas require tree planting.
	iii)	reduce the spread of invasive species by employing best practices, such as the implementation of soil removal and deposit bylaws, development permit requirements, and invasive species management plans	Policy 2.7.24 is to encourage land use and development practices that minimize soil erosion and loss; Policy 2.9.36 relates to removal of invasive species.
	iv)	increase green infrastructure along the Regional Greenway Network, the Major Transit Network, community greenways, and other locations, where appropriate, and in collaboration with Metro Vancouver, TransLink, and other partners	Policy 2.9.2 is to work with Metro Vancouver and adjacent municipalities to enhance 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.
	v)	support watershed and ecosystem planning, the development and implementation of Integrated Stormwater Management Plans, and water conservation objectives.	Policy 2.7.4 and 2.7.5 support natural stormwater management and Policy 2.7.17 speaks to Integrated Stormwater Management Plans; 2.8.19 is to work with Metro Vancouver and utility companies to encourage water conservation.

Strategy 3.3: Advance land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality			
Policy 3.3.7	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050	<i>Please provide response in Targets section</i>
	b)	identify policies, actions, incentives, and / or strategies that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality from land use, infrastructure, and settlement patterns, such as:	See below.
	i)	existing building retrofits and construction of new buildings to meet energy and greenhouse gas performance guidelines or standards (e.g. BC Energy Step Code, passive design), the electrification of building heating systems, green demolition requirements, embodied emissions policies, zero-carbon district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geoechange systems, and zero emission vehicle charging infrastructure	Policy 2.8.14 is to support architects and developers in implementing the BC Energy Step Code and Zero Carbon Step Code and ensure municipal developments requirements stay in alignment. Policy 2.8.21 is to encourage developers to demonstrate high standards of sustainability in construction, energy systems, EV charging, and other green features.
	ii)	community design, infrastructure, and programs that encourage transit, cycling, rolling and walking	Policies 2.4.14 through 2.4.19 speak to design, infrastructure, and programs that encourage transit. Policies 2.4.20 through 2.4.31 speak to active transportation including design, infrastructure, and programs for cycling, rolling, and walking.
	c)	focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along Major Transit Growth Corridors	Policy 2.1.19 is to encourage housing in centres and along key corridors close to shops, services, transit, and other amenities to promote “complete communities” and support housing with focused infrastructure and amenity investments. Policy 2.8.23 is to Plan for land use that concentrates growth, contains urban sprawl, encourages active transportation, minimizes impervious area, and locates residential use in proximity to services and transit.
Strategy 3.4 Advance land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards			

	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
Policy 3.4.5	a)	include policies that minimize risks associated with climate change and natural hazards in existing communities through tools such as heat and air quality response plans, seismic retrofit policies, and flood-proofing policies	Policies 2.5.12 through 2.5.18 are related to dikes and flood proofing; Policy 2.10.31 is to provide resources for extreme weather protection; Policy 2.8.3 is to update Delta's Climate Change Initiative on a regular basis.
	b)	include policies that discourage new development in current and future hazardous areas to the extent possible through tools such as land use plans, hazard-specific Development Permit Areas, and managed retreat policies, and where development in hazardous areas is unavoidable, mitigate risks	Policy 2.8.20 is to include environmental and resilience implications in land use decisions.
Policy 3.4.6	Section	Policy	
		Incorporate climate change and natural hazard risk assessments into planning and location decisions for new municipal utilities, assets, operations, and community services.	Policy 2.7.32 is to consider environmental, social and economic dimensions, including natural hazard and climate change risk assessment, when making decisions about municipal investments.
Policy 3.4.7	Section	Policy	
		Integrate emergency management, utility planning, and climate change adaptation principles when preparing land use plans, transportation plans, and growth management policies.	Policy 2.8.20 is to include environmental and resilience implications as part of land use decisions and planning related to the built environment.
Policy 3.4.8	Section	Policy	
		Adopt appropriate planning standards, guidelines, and best practices related to climate change and natural hazards, such as flood hazard management guidelines and wildland urban interface fire risk reduction principles.	Policies 2.5.12 through 2.5.18 relate to flood hazard management.

Goal 4

Metro 2050 Goal 4: Provide Diverse and Affordable Housing Choices

Describe how the OCP and other supporting plans and policies contribute to this Goal:

Goal 4 Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
4.2.7 a) indicate how, within the local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	<i>Please see response in Targets section</i>	<i>Please see response in Targets section.</i>

Strategy 4.1 Expand the supply and diversity of housing to meet a variety of needs

	Section	Policy	Applicable OCP Policies
Policy 4.1.8	Adopt Regional Context Statements that:		
	a)	indicate how you will work towards meeting estimated future housing needs and demand, as determined in their housing needs report or assessment	Policies 2.1.2 through 2.1.6 and 2.1.8 through 2.1.11 address needs identified in the housing needs report.
	b)	articulate how local plans and policies will meet the need for diverse (in tenure, size, and type) and affordable housing options	Policies 2.1.2, 2.1.3, 2.1.4, 2.1.6, 2.1.9, and 2.1.10 speak to meeting the need for diverse housing options. Policy 2.1.15 speaks to exploring rental tenure zoning.
	c)	identify policies and actions that contribute to the following outcomes	-
	i)	increased supply of adequate, suitable, and affordable housing to meet a variety of needs along the housing continuum	Policies 2.1.2, 2.1.3, 2.1.4, 2.1.6, 2.1.9, and 2.1.10 speak to meeting needs across the housing continuum. Policy 2.1.15 speaks to exploring rental tenure zoning.
	ii)	increased supply of family-friendly, age-friendly, and accessible housing	Policies 2.1.2, 2.1.4, and 2.1.7 relate to family-friendly housing; Policies 2.1.2, 2.1.4, 2.1.1.18, and 2.1.1.19 speak to housing for seniors; Policies 2.1.2, 2.1.4, and 2.1.1.6

			speak to providing accessible/adaptable units.
	iii)	increased diversity of housing tenure options, such as attainable homeownership, rental, co-op housing, rent-to-own models, and cohousing	Policies 2.1.2, 2.1.4, 2.1.6, and 2.1.10 speak to increasing diversity of tenure options. Policy 2.1.15 speaks to exploring rental tenure zoning.
	iv)	increased density and supply of diverse ground-oriented and infill housing forms in low-density neighbourhoods, such as duplex, four-plex, townhouse, laneway/coach houses, and apartments, particularly in proximity to transit	Policies 2.1.16 and 2.1.17 speak to increased density and diversity in ground-oriented housing in traditionally single-detached neighbourhoods.
	v)	integration of land use and transportation planning such that households can reduce their combined housing and transportation costs	Policy 2.1.19 and 2.1.20 speak to integrating residential and transportation planning.
	vi)	increased social connectedness in multi-unit housing	Policy 2.11.29 is to encourage building designs that support social connections.
	vii)	integrated housing within neighbourhood contexts and high quality urban design	Policies 2.11.26 through 2.11.36 speak to urban design throughout the City and in specific neighbourhoods; Policy 2.1.16 and 2.1.17 speak to integrating small scale multi-unit housing in low density neighbourhoods.
	viii)	existing and future housing stock that is low carbon and resilient to climate change impacts and natural hazards	Policies 2.5.10 through 2.5.16 relate to flood hazard management. Policy 2.8.20 is to include environmental and resilience implications as part of land use decisions and planning related to the built environment.
	Section	Policy	Supplementary Information
Policy 4.1.9	Prepare and implement housing strategies or action plans that:		
	a)	are aligned with housing needs reports or assessments, and reviewed or updated every 5-10 years to ensure that housing strategies or action plans are based on recent evidence and responsive to current and future housing needs	Please see Delta's Housing Needs Assessment and Action Plan.
	b)	are based on an assessment of local housing market conditions, by tenure, including assessing housing supply, demand, and affordability	Please see Delta's Housing Needs Assessment and Action Plan.
	c)	identify housing priorities, based on the assessment of local housing market conditions, household incomes, changing population and household demographics, climate change and natural hazards resilience, and key categories of local housing need, including specific statements about special needs housing and the housing needs of equity-seeking groups	Please see Delta's Housing Needs Assessment and Action Plan.

	d)	identify implementation measures within their jurisdiction and financial capabilities, including actions set out in Action 4.1.8	Please see Delta's Housing Needs Assessment and Action Plan.
Strategy 4.2 Protect tenants and expand, retain, and renew rental housing supply			
Policy 4.2.7	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	indicate how they will, within their local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	<i>Please provide response in Targets section</i>
	b)	articulate how local plans and policies will mitigate impacts on renter households, particularly during redevelopment or densification of Urban Centres and Frequent Transit Development Areas	Policies 2.1.12 and 2.1.13 explain the Tenant Relocation and Rental Stock Protection Policies.
	c)	identify the use of regulatory tools that protect and preserve rental housing	Policy 2.1.13 explains the Rental Stock Protection policy, which helps to protect and preserve rental stock. Policy 2.1.15 speaks to exploring rental tenure zoning.
	d)	identify policies and actions that contribute to the following outcomes:	See below.
	i)	increased supply of affordable rental housing in proximity to transit and on publicly-owned land	Policy 2.1.14 speaks to determining a target for non-market and/or rental housing for new developments in Urban Centres and the Scott Road FTDA. Policy 2.1.15 speaks to exploring rental tenure zoning.
	ii)	increased supply of market and below-market rental housing through the renewal of aging purpose-built rental housing and prevention of net rental unit loss	Policy 2.1.13 explains the Rental Stock Protection policy, which helps to protect and preserve rental stock through redevelopment. Policy 2.1.15 speaks to exploring rental tenure zoning.
	iii)	protection and renewal of existing non-market rental housing	Policy 2.1.13 explains the Rental Stock Protection policy, which helps to protect and preserve rental stock through redevelopment. Policy 2.1.15 speaks to exploring rental tenure zoning.
	iv)	mitigated impacts on renter households due to renovation or redevelopment, and strengthened protections for tenants	Policies 2.1.12 and 2.1.13 explain the Tenant Relocation and Rental Stock Protection Policies.
	v)	reduced energy use and greenhouse gas emissions from existing and future rental housing stock, while considering impacts on tenants and affordability	Policy 2.8.14 supports implementation of the BC Energy Step Code, Policy 2.8.19 speaks to

			implementing the City's Electric Vehicle Strategy.
Policy 4.2.8	Section	Policy	Supplementary Information
	Prepare and implement housing strategies or action plans that:		
	a)	encourage the supply of new rental housing and mitigate or limit the loss of existing rental housing stock	Please see Delta's Housing Needs Assessment and Action Plan.
	b)	encourage tenant protections and assistance for renter households impacted by renovation or redevelopment of existing purpose-built rental housing	Please see Delta's Housing Needs Assessment and Action Plan.
	c)	cooperate with and facilitate the activities of Metro Vancouver Housing under Action 4.2.2	Please see Delta's Housing Needs Assessment and Action Plan.
Strategy 4.3 Meet the housing needs of lower income households and populations experiencing or at risk of homelessness			
Policy 4.3.7	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	indicate how they will collaborate with the Federal Government, the Province, and other partners, to assist in increasing the supply of permanent, affordable, and supportive housing units	Policy 2.1.11 is to collaborate with senior levels of government and other partners for supportive housing units.
	b)	identify policies and actions to partner with other levels of government and non-profit organizations in order to create pathways out of homelessness and contribute to meeting the housing and support needs of populations experiencing or at risk of homelessness	Policy 2.1.10 is to facilitate development of housing for groups with needs by non-profits. Policy 2.1.11 is to collaborate with senior levels of government and other partners for supportive housing units.
Policy 4.3.8	Section	Policy	Supplementary Information
	Prepare and implement housing strategies or action plans that		
	a)	identify opportunities to participate in programs with other levels of government to secure additional housing units to meet the housing needs of lower income households	Please see Delta's Housing Needs Assessment and Action Plan.
	b)	identify strategies to increase community acceptance and communicate the benefits of affordable and supportive housing development	Please see Delta's Housing Needs Assessment and Action Plan.
	c)	are aligned with or integrate plans to address homelessness, and identify strategies to reduce the total number of households that are in core housing need and populations experiencing or at risk of homelessness	Please see Delta's Housing Needs Assessment and Action Plan.

Goal 5

Metro 2050 <u>Goal 5: Support Sustainable Transportation Choices</u>			
Describe how the OCP and other supporting plans and policies contribute to this Goal:			
Strategy 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking			
Policy 5.1.14	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	identify land use and transportation policies and actions to encourage a greater share of trips made by transit, shared mobility options, cycling, walking, and rolling	Policies 2.4.14 through 2.4.19 encourage and support improved transit; Policies 2.4.20 through 2.4.31 encourage and support improved active transportation.
	b)	support the development and implementation of transportation demand management strategies, such as: parking pricing and supply measures, transit priority measures, end-of-trip facilities for active transportation and micro-mobility, and shared mobility services	Policies related to 2.4.37 through 2.4.40 speak to Transportation Demand Management.
	c)	manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, walking, and rolling	Policy 2.4.36 requires streetscape design that supports active transportation as articulated in Engineering Design Criteria. Policy 2.4.28 is to enhance opportunities for walking, rolling, and cycling.
	d)	support the transition to zero-emission vehicles	Policy 2.8.19 is to implement Delta's Electric Vehicle Strategy.
	e)	support implementation of the Regional Greenway Network and Major Bikeway Network, as identified in Map 10	Policy 2.9.2 supports implementation of regional greenways. Policy 2.4.21 is to implement the Cycling Master Plan, which includes the Regional Greenway and Major Bikeway Networks.
	f)	support implementation of local active transportation and micro-mobility facilities that provide direct, comfortable, all ages and abilities connections to the Regional Greenway Network, Major Bikeway Network, transit services, and everyday destinations	Policy 2.9.2 is to work with Metro Vancouver and adjacent municipalities to enhance 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.
Strategy 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services			
Policy 5.2.6	Section	Policy	Applicable OCP Policies
	Adopt Regional Context Statements that:		
	a)	identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres; Frequent Transit Development Areas; Major Transit Growth Corridors; Industrial, Employment, and Agricultural lands; ports; airports; and international border crossings	Please see Map 7.
	b)	identify land use and related policies and actions that support the optimization and safety of goods movement via roads, highways, railways, aviation, short sea shipping, and active transportation	Policy 2.4.7 is to provide safe and efficient connections to enhance goods movement via roads and highways. Policy 2.3.24 is to continue improvements to roads to service industrial areas and enhance goods movement. Policy 2.3.25 is to consider the <i>Railway Association of Canada and Federation of Canadian Municipalities Guidelines for New Development in Proximity to Railway Operations</i> . Policy 2.3.23 is to promote rail and marine transport as alternatives for goods movement.
	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	Policy 2.4.37 is to support regional, community, and corporate Transportation Demand Management (TDM) initiatives to encourage more efficient use of the transportation system.
	d)	identify policies and actions that support the protection of rail rights-of-way, truck routes, and access points to navigable waterways in order to reserve the potential for goods movement	The land use designations in Section 1.5.1 secure and support adjacent land uses for railways, truck routes, and access points to navigable waterways.
	e)	identify policies and actions to mitigate public exposure to unhealthy levels of noise, vibration, and air pollution associated with the Major Road Network, Major Transit Network, railways, truck routes, and Federal / Provincial Highways	Policy 2.7.29 is related to noise abatement and restrictions relating to ambient noise (e.g. residential, traffic, construction and industrial sources, aircraft/marine traffic, etc.). Policies 2.8.10 and 2.8.11 relate to mitigating air quality impacts. Policies 2.3.21 through 2.3.24

			<p> speak to reducing traffic congestion and mitigate negative effects in industrial areas. </p>
	f)	<p> identify policies and actions that anticipate the land and infrastructure requirements for goods movement and drayage, such as truck parking, zero-emission vehicle charging infrastructure, and e-commerce distribution centres, and mitigate any negative impacts of these uses on neighbourhoods </p>	<p> Policy 2.3.39 speaks to encouraging electric vehicle charging infrastructure in industrial areas for goods movement. Policy 2.4.7 speaks to creating safe and efficient connections for goods movement. Policy 2.8.9 speaks to mitigating air quality impacts from goods movement. </p>

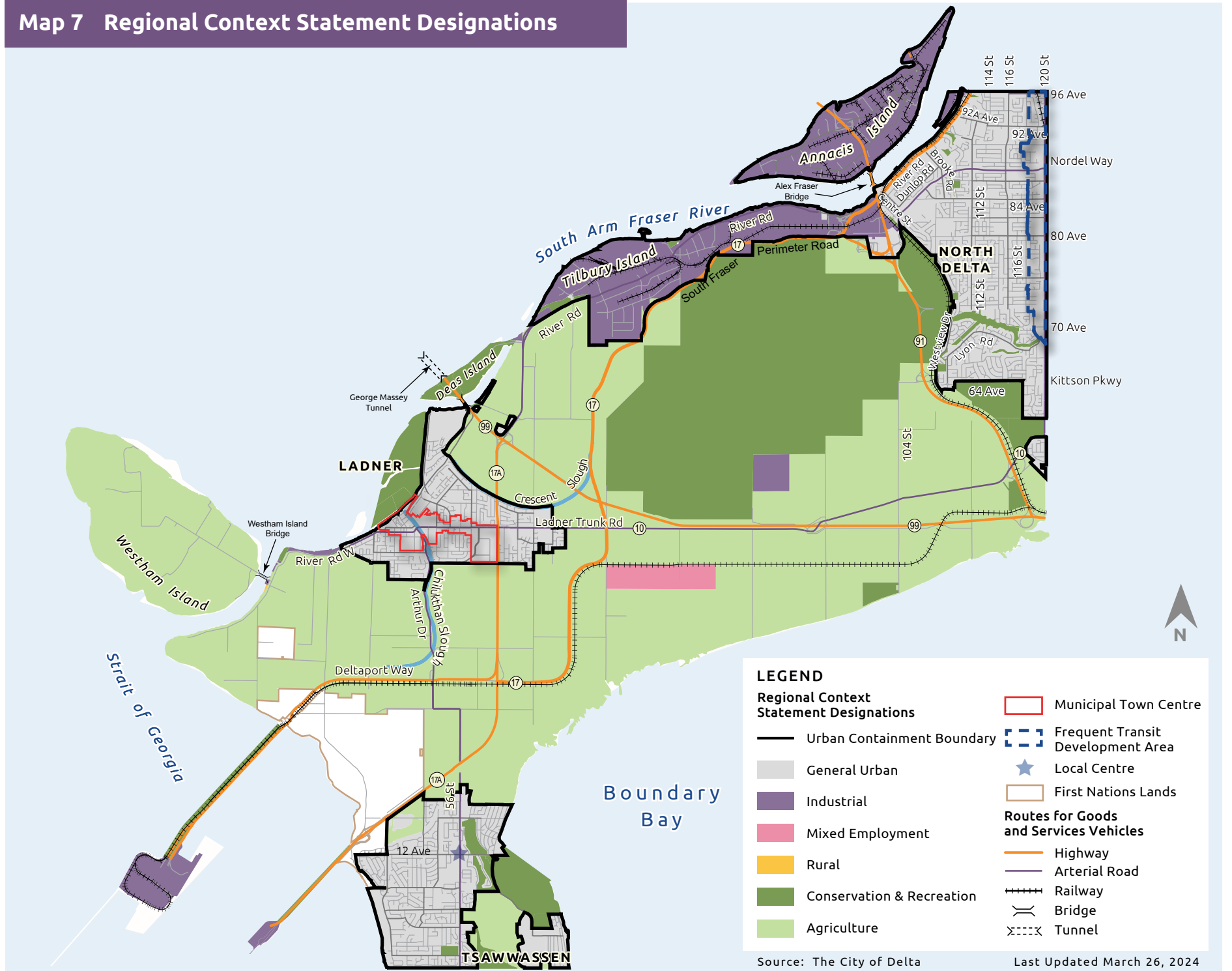
Appendix D: Maps

Maps

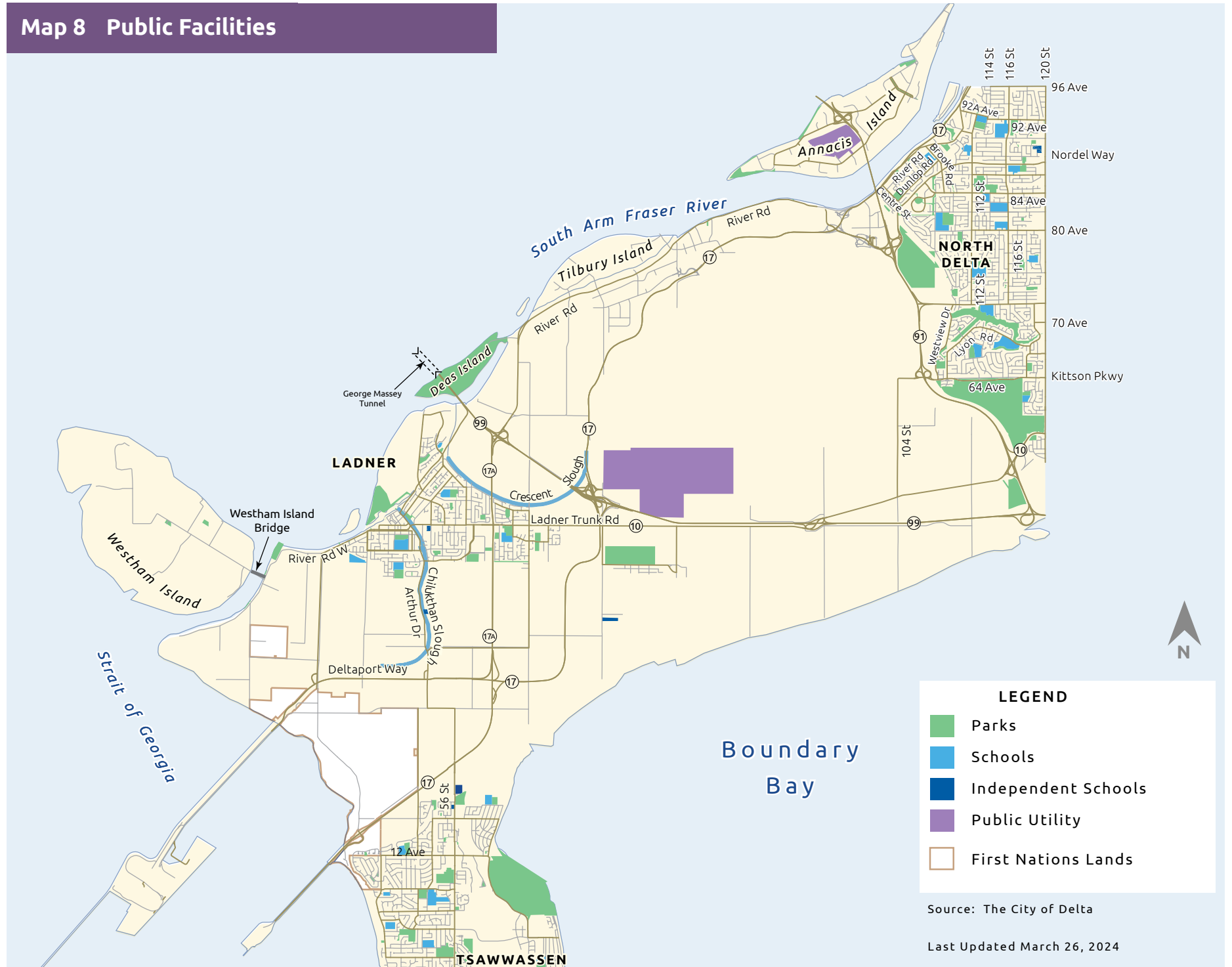
Map 7	Regional Context Statement Designations	D3
Map 8	Public Facilities	D4
Map 9	Major Road Network	D5
Map 10	Sanitary Sewer Trunk Lines	D6
Map 11	Water System	D7
Map 12	Environmentally Sensitive Area	D8

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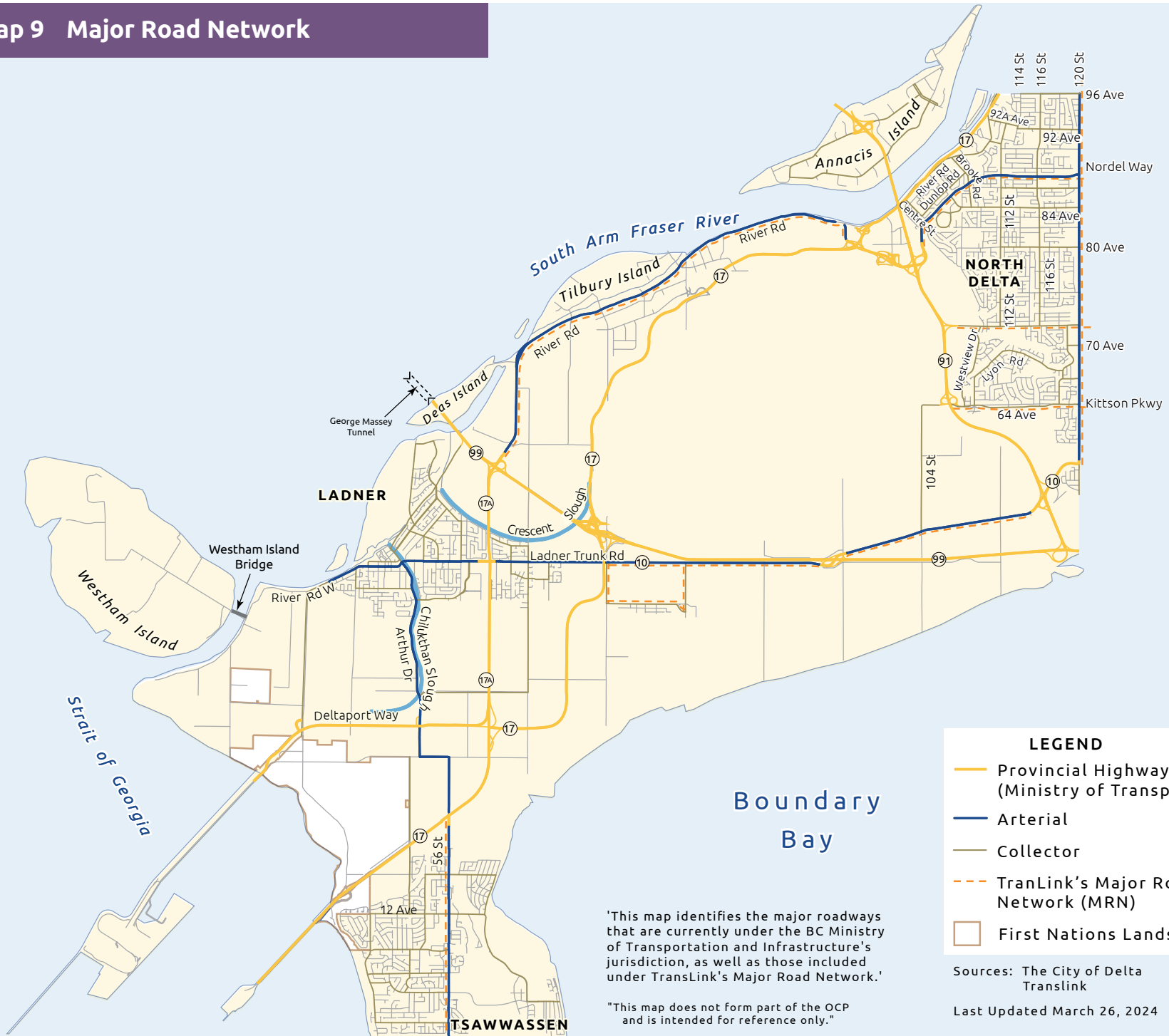
Map 7 Regional Context Statement Designations



Map 8 Public Facilities



Map 9 Major Road Network



'This map identifies the major roadways that are currently under the BC Ministry of Transportation and Infrastructure's jurisdiction, as well as those included under TransLink's Major Road Network.'

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

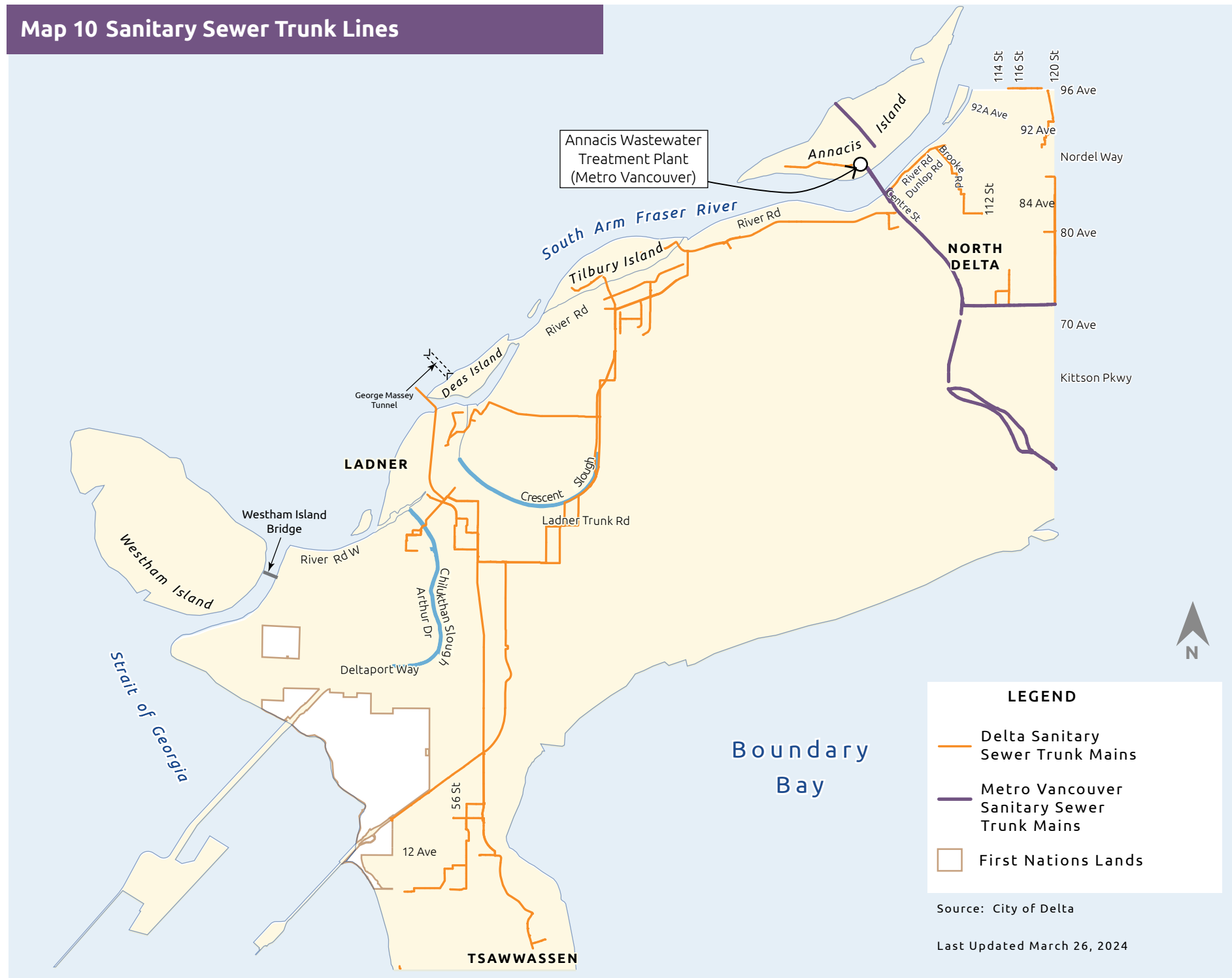
LEGEND

- Provincial Highway (Ministry of Transportation)
- Arterial
- Collector
- TranLink's Major Road Network (MRN)
- First Nations Lands

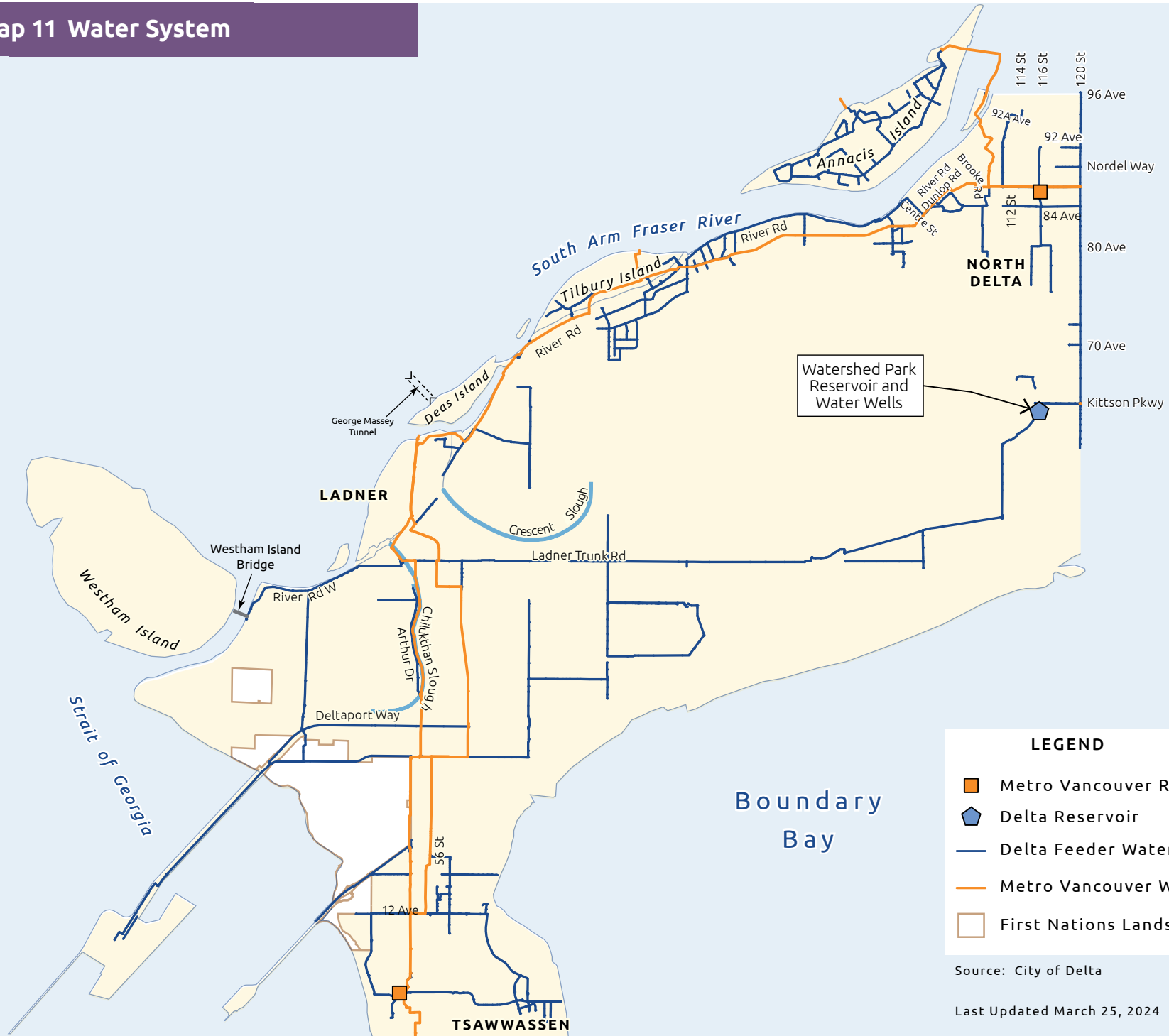
Sources: The City of Delta
Translink

Last Updated March 26, 2024

Map 10 Sanitary Sewer Trunk Lines



Map 11 Water System



Source: City of Delta

Last Updated March 25, 2024

Map 12 Environmentally Sensitive Area



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OCP 2024