

Housing Our Future 2024 Official Community Plan Update

Online Information Session

The City of Delta hosted an online information session earlier this month to raise awareness of the City's work to create a new Official Community Plan (OCP). The session was well attended with 350 participants who received a presentation and had the opportunity to ask questions. Staff have now prepared answers for questions that were not answered during the session due to time limitations. All questions are listed below which may include duplicates.

The questions are organized according to the following topics:

- Small-scale, Multi-Unit Housing
- Tsawwassen First Nation
- Transit
- Utilities, Transportation and Infrastructure
- Urban Centre, Growth Impacts and Parking
- Process

Note to reader: Please be advised that staff are working on drafting the OCP, which includes updating the draft maps and developing the policies that support the overall OCP framework. Depending on when questions were submitted and responses were drafted, additional information may be included in more recent responses. If your question is missing or if you require clarification to any of the responses provided below, please reach out to DeltaOCPUpdate@delta.ca.

SMALL SCALE MULTI-UNIT HOUSING

For the mixed residential "townhomes and ground oriented developments" would smaller lots say 4500 - 5000 sqft lots be able to make multiple townhomes?

If you have a particular property or site plan in mind, please feel free to reach out to development@delta.ca.

For Mixed Residential what will the UPA &/or FAR be for townhomes?

The updated OCP does not currently envision having unit per hectare (UPH) or floor space ratio (FSR) limitations. Rather, development will be limited by the Zoning Bylaw through parameters such as lot area coverage, setbacks, height, parking, and permeable area.

The province has set a 4 unit "minimum" in the small scale residential - there are still a number of large lots in these areas - does delta propose a "maximum here?"

While staff are still evaluating how Delta's Zoning Bylaw will be updated to respond to the legislative changes, at this time we are not envisioning going beyond the four units (or six units in areas within 400 metres of rapid transit, as legislatively required). That said, on particularly large lots it may be possible to propose an alternative style of development, which would be reviewed by our Development Department.

What are the expected rules around ADU size? Specifically set back and height? And can it be two storey?

Delta staff are currently evaluating how to incorporate the legislative changes introduced by the Province around small-scale multi-unit housing, and will be bringing Zoning Bylaw amendments forward in advance of the June 30, 2024 deadline.

There is a maximum lot coverage requirement. How do you expect to build multi unit properties on small lots - 50 ft frontage for example?

Delta staff are currently evaluating how to incorporate the legislative changes introduced by the Province around small-scale multi-unit housing, and will be bringing Zoning Bylaw amendments forward in advance of the June 30, 2024 deadline.

What's the exact FAR increase % for increased density?

Generally speaking, floor space ratio (FSR) is being removed from the OCP, with the exception of small-scale multi-unit housing. Staff are still evaluating how the Zoning Bylaw will be updated to facilitate the new small-scale multi-unit housing requirements.

What's the difference between a garden suite and coach house?

Staff are still evaluating the exact details of how small-scale multi-unit housing will fit into the Delta context. However, we anticipate that a coach house would be a unit built above a detached garage, while a garden suite would be a detached structure in the backyard not associated with a garage.

Are we reviewing setbacks to optimize the use of available land?

At this time, changes are not being considered to zoning bylaw heights and setbacks for Small Scale Residential areas.

4plex - would be allowed in existing single family lots?

Small scale multi-unit housing will be required to permit up to 4 units on a single lot

what will be FAR for the all the small scale housing types?

Staff are still evaluating the exact details of how small-scale multi-unit housing will fit into the Delta context.

Can you explain what will be the 4 plex, how many square foot vs the square foot of the lot? We don't want the super monster house coming along.

Staff are still evaluating the exact details of how small-scale multi-unit housing will fit into the Delta context.

Does small-scale zoning allow for lots to be subdivided? Not just duplexes, but 2 or more detached homes.

The provincial legislation for small scale multi-unit housing is intended to be an alternative to subdivision, which allows applications for additional units to move through a building permit process

What's the primary difference between coach house and garden suites other than the size image?

Staff are still evaluating the exact details of how small-scale multi-unit housing will fit into the Delta context. However, we anticipate that a coach house would be a unit built above a detached garage, while a garden suite would be a detached structure in the backyard not associated with a garage.

In the 4 units per lot will secondary suites be allowed along with the 4 units?

A secondary suite counts as a unit.

Are all RS lots going to be zoned duplex (like how vancouver did years back) outright, with no width or restrictions?

Staff are still evaluating the exact details of how small-scale multi-unit housing will fit into the Delta context. It is anticipated that duplexes will be more broadly allowed, with consideration for reduced lot dimensions versus existing requirements.

Is there a target date before June 30th, 2024, for a report to the council regarding the proposed SSMUH bylaw changes?

Staff are hoping to bring forward zoning bylaw amendments in May

Will coach homes be stratified?

No, it is not anticipated that a coach home would be stratified at this time

Will coach house or garden home be stratified? Sold off individually?

No, it is not anticipated that a coach home or garden home would be stratified at this time

What height restrictions will be introduced with coach homes?

Staff are still evaluating the exact details of how small-scale multi-unit housing will fit into the Delta context including the coach home heights

is there different pid for each duplex?

It depends on the ownership model for the duplex.

Are we allowed to build a duplex (2 half duplexes) on a 4000+ sq ft lot with 40' frontage?

For development opportunities for a specific property, please reach out to the Development Department at development@delta.ca

ADU SIZE?

Staff are still evaluating the exact details of how small-scale multi-unit housing will fit into the Delta context including the size of the accessory dwelling units.

Can you please describe the difference between coach house and garden suite, as Delta defines it?

Staff are still evaluating the exact details of how small-scale multi-unit housing will fit into the Delta context. However, we anticipate that a coach house would be a unit built above a detached garage, while a garden suite would be a detached structure in the backyard not associated with a garage.

Question is about process. How do i know my existing property can be subdivided or coach house built on ie min lot size; quick yes/no, etc? What steps do i need to take after approval?

Staff are working on the updates to the zoning bylaw related to the provincial requirements for small scale multi-unit housing. More information on this work will be available in the coming weeks.

Would you be allowing coach homes on lots with a duplex? Example: Corner lot duplex with basements and coach home. 5 units?

Small scale multi-unit housing will be required to permit up to 4 units on a single lot

What happens to the current residents that own houses in the areas getting rezoned? Are they promised a fair price to get kicked out?

The proposed OCP maps do not change the underlying zoning. Delta does not purchase properties or require residents to sell their properties.

Can a Laneway or Infill Residential Unit be sold under a separate title? Would Strata Title apply, or would such units only be allowed to be rented and not sold?

Staff are still evaluating the details of how small-scale multi-unit housing will fit into the Delta context.

What's the minimum lot size and frontage for the duplex without the back alley?

Staff are still evaluating the details of how small-scale multi-unit housing will fit into the Delta context.

For houses in lots classified as RS4A zones, would there be increases in floor area allowed to potentially build, ie. a secondary suite or duplex?

Staff are still evaluating the details of how small-scale multi-unit housing will fit into the Delta context.

TSAWWASSEN FIRST NATION

Is and/or why is the TFN development not included as there is definitely an impact on surrounding infrastructure?

Tsawwassen First Nation (TFN) is a different jurisdiction from Delta, in the same way as Richmond or Surrey. Their housing starts do not count towards Delta's housing target.

What is "TFN"?

Tsawwassen First Nation (TFN)

Are services required for families living on TFN lands development provided by Delta municipality? I am thinking of schools as an example. If they are why is the growth on TFN lands comparable to growth in Richmond. The answer to the previous question about development on TFN land not being included in Delta's growth.

The 5 year housing target order from the Province requires that 3,607 net new housing units be occupied (not just having building permits issued), regardless of where in Delta they are located. Tsawwassen First Nation (TFN) is a different jurisdiction from Delta, in the same way as Richmond or Surrey. Their housing starts do not count towards Delta's housing target.

Based on the answer with respect to TFN land development not being included, why or has Delta not appealed this exclusion to the Province due to the significant impact on south Delta traffic and transportation?

Delta is moving forward to comply with the recently announced provincial legislation.

TRANSIT

Also, where does transit service fit in these growth projections, to support Residential densification?

TransLink is responsible for the provision of transit service throughout the region. Delta regularly works with TransLink to identify areas for increased service and they will be consulted as part of this project. The Scott Road Corridor R6 rapid bus is an example where service has been recently increased due to high ridership along this bus route. Learn more about TransLink initiatives planned for the City of Delta here: <https://www.translink.ca/plans-and-projects>

Has the city communicated with Translink regarding additional transit, particularly for Tsawwassen? I appreciate the increasing density at Tsawwassen Town Center Mall, but with the exception of select commuting hours, getting to Richmond/Vancouver/etc is painfully slow and infrequent.

TransLink is responsible for the provision of transit service throughout the region. Delta regularly works with TransLink to identify areas for increased service and they will be consulted as part of this project. The Scott Road Corridor R6 rapid bus is an example where service has been recently increased due to high ridership along this bus route. Learn more about TransLink initiatives planned for the City of Delta here: <https://www.translink.ca/plans-and-projects>

Is there a plan to increase Transit?

TransLink is responsible for the provision of transit service throughout the region. Delta regularly works with TransLink to identify areas for increased service and they will be consulted as part of this project. The Scott Road Corridor R6 rapid bus is an example where service has been recently increased due to high ridership along this bus route. Learn more about TransLink initiatives planned for the City of Delta here: <https://www.translink.ca/plans-and-projects>

What efforts are being undertaken to ensure that public transportation and rapid transit grow in step with housing/population? Specifically, we need rapid transit (i.e., train) from the ferry to Bridgeport.

TransLink is responsible for the provision of transit service throughout the region. Delta regularly work with TransLink to identify areas for increased service and they will be consulted as part of this project. The Scott Road Corridor R6 rapid bus is an example where service has been recently increased due to high ridership along this bus route. Learn more about TransLink initiatives planned for the City of Delta here: <https://www.translink.ca/plans-and-projects>

UTILITIES, TRANSPORTATION AND INFRASTRUCTURE

Will there be plans for street & traffic calming as roads need resurfacing? For pedestrian safety.

This is outside the scope of the OCP update. Staff are available to address existing concerns (engineering@delta.ca).

Has the long-term viability of insuring mixed residential developments and larger in Delta, considering its location on a flood plain, been assessed? Given the increasing resistance of insurance companies to insuring properties in flood plains, what are the potential consequences for Delta in the event of a natural emergency? Notably, a major Canadian insurer has announced a cessation of insurance for properties in flood plains, leaving residents in these areas unable to renew insurance and consequently unable to renew mortgages.

Comments have been noted.

Road access and egress in Tsawwassen is a major concern for accommodating the increased density that is needed. What solutions are being considered?

As applications for development come forward, applicants must provide information related to the traffic impacts for their proposal and are required to construct any improvements required to support the proposed development

How did the uniqueness of Tsawwassen (demographics, ONE -direction Exit and that exit not a highway, no overpass on 17A, big challenges to First Responders) guide your proposed land use map?

Our proposed land use map is based on analysis of proximity to shops, services, and transit, which has been applied equitably across the whole City. The demographics of Tsawwassen show an aging population, for which increased housing options and diversity is important. Delta Fire and Delta Police Department are regularly involved in development application reviews and we have engaged them in this project to enable them to plan for the increased growth this proposed land use map accommodates.

There are no current plans for additional exit/entrances for Tsawwassen. The City will assess the traffic impacts of new developments and conduct neighbourhood servicing plans for necessary road upgrades while advocating for improved transit service with TransLink.

There are areas of Ladner that are already below sea level and flooding is going to become more serious with time. Will the approval of new housing be contingent on not being susceptible to future climate pressures?

This comment has been noted, and shared with the Engineering Department who are responsible for the City's dike and drainage system.

Your answers are not specific. For example do we have the infrastructure to support growth?

The City is proposing focusing growth in areas where services exist or investments are planned. As applications for development come forward, applicants must provide information related to the traffic and utility impacts for their proposal and are required to construct any improvements needed to support the proposed development.

Scott Road is already overly busy traffic wise, how are you going to m so many more cars? You cannot assume everyone will take transit.

The City will assess the traffic impacts of new developments and conduct neighbourhood servicing plans for necessary road upgrades while advocating for improved transit service with TransLink.

Traffic in North Delta has become a nightmare in the last decade as it has become essentially a transit corridor for Surrey residents heading westward. What infrastructure improvements will be made to ensure Delta's residents are prioritized?

The City will assess the traffic impacts of new developments and conduct neighbourhood servicing plans for necessary road upgrades while advocating for improved transit service with TransLink.

Delta's parking and traffic projections as well as transit accessibility, are incorrect. This is still a bedroom community with very little transit.

Comments have been noted.

How has Metro Vancouver and municipalities prepared for the increase in water demand and sewer treatment due to these new requirements. We already have water shortages.

Metro Vancouver has been increasing development cost charge levies on new developments to support infrastructure projects required to support new development growth.

What road infrastructure is being planned given Translink has no expansion plans for this area for 9 years? How can we support the increase in cars in the interim?

The City will assess the traffic impacts of new developments and conduct neighbourhood servicing plans for necessary road upgrades while advocating for improved transit service with TransLink.

Do the denser zones have a walk time or bike time to service centres that helped define the zone boundaries? Perhaps 10 minutes? Curious as this could affect how much parking is really needed or not needed in neighbourhoods also, and can support more multiuse paths for greater protection of active modes for a wide range of ages to services, schools and natural park areas.

Comments have been noted. Parking requirements are prescribed in the zoning bylaw.

Anyone who commutes daily knows that traffic is never good, and it only takes 1 car accident to turn all our roads into parking lots. With only 2 roads in/out of both Ladner and Tsaw, adding any new housing just exacerbates this already growing traffic issue. How is Delta planning to address our strained road infrastructure?

There are no current plans for additional exit/entrances for Tsawwassen. The City will assess the traffic impacts of new developments and conduct neighbourhood servicing plans for necessary road upgrades while advocating for improved transit service with TransLink.

TFN housing does not count but are crowding a good many of our roads. 53rd is now lined up more often than not due that housing. What are we going to do to update our roadways? How do we get these residents to schools, libraries ect without making it hard for our commutes.

There are no current plans for additional exit/entrances for Tsawwassen. The City will assess the traffic impacts of new developments and conduct neighbourhood servicing plans for necessary road upgrades while advocating for improved transit service with TransLink.

I think there will soon parking meter,i am serious?

Parking meters are not a consideration within an OCP document

When will we see the detailed plans to improve utilities and infrastructure in order to support all of the new housing and folks who will be moving in? For example we have buses that are already quite full, Scott Road that has terrible traffic jams, no skytrain, and decreasing parking availability. It's sometimes a long wait to get a doctor's appointment etc. It would be good to know the utilities/infrastructure improvements planned to go along with the increase in housing.

As applications for development come forward, applicants must provide information related to the traffic and utility impacts for their proposal and are required to construct any improvements required to support the proposed development. TransLink is responsible for the provision of transit service throughout the region. Delta regularly works with TransLink to identify areas for increased service.

URBAN CENTRE, GROWTH IMPACTS AND PARKING

Are changes to short term rental rules/bylaws being considered within the scope of the OCP changes. If so, please elaborate.

The scope of the OCP update does not include provisions around short term rentals, or the implementation of the new provincial legislation (Bill 35). Delta staff are evaluating how best to implement the new legislative changes.

We need 3607 units over 5 years, this is 900 per year.

This comment has been noted

Are there any zoning/OCP changes for panhandle lots?

The scope of the OCP update does not include specific regulations for panhandle lots, nor are the updates around small-scale multi-unit housing anticipated to address panhandle lots. If you have specific questions about a particular lot, please reach out to development@delta.ca.

What rules are there going to be around minimum amounts of non-market or affordable housing in developments?

The OCP update is very high-level, and is more geared towards providing the opportunity and flexibility to build additional housing. Staff are also evaluating, through the implementation of the Housing Action Plan, how best to address the needs of non-market and affordable housing, but that it outside the scope of the OCP update.

Under the existing OCP, how much capacity is there for new units of housing.

Delta's OCP last underwent a comprehensive update in 1985. Under the current OCP there are limited opportunities for multi-family projects to be approved without an OCP amendment. The proposed OCP updates are focused on providing more opportunities for a variety of housing options and would provide additional capacity for the City to achieve the provincial housing targets.

It is mentioned that land use will be simplified to 10 Categories. Will these categories have sub categories within each or will it be a blanket land use over each category

The proposed land use designations will not have subcategories, and are drafted to be quite broad intentionally, as that provides the most flexibility to build the types of housing that are needed throughout the community without excessive regulation and red tape. That said, Ladner Village and Scott Road both have height maps specifying the maximum permitted heights in particular areas, as that work was recently completed and is still valid.

I would like to request that the planning staff consider reviewing the block enclosed within 81A Avenue, 114 Street, 116 Street, and 81 Avenue to be considered for 'Mixed Residential' zoning, as currently proposed in the draft amendments. I am a homeowner in this block, and the majority of my neighbors and I (between 11590 81A Avenue and 11454 81A Avenue) support being included. Our block is ideally situated between an elementary school and a high school (one of the largest in the province), served by frequent transit, and within walking distance of numerous recreation and retail centers.

Thank you for your feedback. As we further refine our proposed land use maps, we will have a look at this area.

IF Delta is "reducing red tap" what does that mean for community input given the BC government's deadline?

Community input is still an important and valuable part of the OCP update that is happening right now. Please continue to provide feedback or ask questions as you review the proposed updates. While the Province has set aggressive timelines for compliance with the new legislation, Delta is working hard to ensure that any changes that are made are done with Delta's unique context in mind.

Is there a way to centralize or segregate small-scale, multi-unit housing to avoid disrupting neighborhood cohesiveness with varying densities?

The Provincial legislative changes require that any property previously restricted to single family development must be permitted to have a minimum of 4 units. More information on the provincial legislation on small scale multi-unit housing can be found online at <https://www2.gov.bc.ca/gov/content/housing-tenancy/local-governments-and-housing/housing-initiatives/smalle-scale-multi-unit-housing>

URBAN CENTRES and Scott Road corridor cateories from 6 storeys up to 24 ! Even with community "contributions" above 6 storeys is a very broad category. Are these categories imposed? Can these not be broken down into less broad categories like 6-12 and 13 to 24 being separated? Not happy with these broad categories.

The proposed land use designations were drafted to be quite broad intentionally, as that provides the most flexibility to build the types of housing that are needed throughout the community without excessive regulation and red tape. That said, Ladner Village and Scott Road both have height maps specifying the maximum permitted heights in particular areas, as that work was recently completed and is still valid.

There seems to be a gap in housing options for new and growing families - what I imagine would be classified as mixed residential in the OCP. Are there plans to reconsider additional areas for this zoning?

The proposed updates to the OCP envision an expansion of areas allowing townhouse-type developments through the Mixed Residential land use designation. If you have specific areas in mind that you think would fit this land use designation better than what is shown, feel free to reach out to us at deltaocupdate@delta.ca.

North Delta / Ladner / Tswaassen whoops are originally bedroom low density communities. People drive away for work etc. Major densification is an urban planning mistake. If you want to rezone, make some residential into commercial and industrial expansion for work/ shopping. In the morning hours for example the Alex Fraser and Patullo bridges and on ramps are more this. 100% full.

The proposed OCP updates provide opportunities for increased commercial areas alongside residential changes, particularly in the Urban Centre areas. Further, Delta's agricultural and industrial areas, which provide critical employment opportunities for Delta residents, are remaining unchanged as part of this update.

How was the decision made to use 118 St in North Delta as the borderline for different reclassifications? Based off the map it looks like one side of 118 St will be reclassified as Urban Centres but the other side will be reclassified as mixed residential.

Using the 118 Street alignment represents approximately 400 metre (or about a 5 minute walk) from Scott Road, which has a high density of shops, services, and transit access.

What does "highest density" for urban centre mean?

The Urban Centre areas are envisioned to have the highest density in their area, compared to other land use designations like Neighbourhood Centres and Corridors or Mixed Residential.

Areas for highest density in Urban Centre selected based on existing servicing capacity. What determines this?

Delta regularly evaluates its infrastructure capacity (e.g., roads, sewer, water, drainage), and updates its capital plan accordingly. The Urban Centres are areas that either already have the capacity in place, or they are identified in plans for future upgrades.

Explain how OCP ammendment this will lead to affordability, appears to just lead to densification.

The OCP update is very high-level, and is more geared towards providing the opportunity and flexibility to build additional housing. Staff are also evaluating, through the implementation of the Housing Action Plan, how best to address the needs of non-market and affordable housing, but that it outside the scope of the OCP update.

Where is the mid range densities in North Delta? Seems to go from high rise to small scale residential.

The Urban Centre (red) around NorDel Social Heart, as well as some areas of Scott Road (e.g., 64th and the western portions of the Scott Road Corridor land use designation) are all envisioned as mid-rise. The darker orange colour of Neighbourhood Centres and Corridors, such as along 84th Avenue, also represents opportunities for up to 6 storeys.

Can you please provide current age demographics of Delta? The open house materials state growth % of each age group but what is current population of each age group?

That data is available from the Census, but you can also take a look at our Housing Needs Assessment for this type of information (note that this data was taken from the 2016 Census and has not yet been updated).

The provincial legislation for transit oriented areas require Delta to declare itself as such which then means that it has minimum density requirements - up to 12 stories in density areas ranked as 4.0 which is what Delta is. Does this mean that 12 stories can go in anywhere in South Delta and can't be denied even if the OCP doesn't explicitly say this? Also...under "urban centers up to 24 stories require community contrubution" what does this mean for the decision making process on if this elevation actually go through or not.

The Transit Oriented Area only applies to 200 metre and 400 metre circles around Scottsdale Exchange, which is on the Surrey side of Scott Road. South Delta is not impacted by any Transit Oriented Areas.

Delta staff would work with a developer to ensure that the benefits to the community are significant, but ultimately Council has the final decision through the rezoning process. This is not unlike processes that already take place in Delta and across the region, where development is leveraged to secure benefits for the community.

Why aren't the Urban Centres of Tsawwassen and Ladner being treated equally?

Due to geotechnical issues (e.g., high water table), Ladner Village is not typically able to support the same types of buildings as Tsawwassen Urban Centre. Further, the Ladner Village Revitalization project, which included extensive public consultation, is a very recent update, and is still valid, so the height map was maintained for Ladner Village.

Your map about accessibility of services showed a lot of Delta having really poor access. At the same time, even areas with relatively high growth (84th/114, 72nd for example) have not seen much in the way of commercial services being added. Could you explain why there aren't more opportunities in this plan for corner stores, cafes, and other commercial spaces?

This comment has been noted

OCP is mostly densification in existing areas, any new land housing development?

Much of Delta's residential land base has already been developed over time, as such infill projects will be the primary method used to support the need for additional housing

Will co-op housing be built?

The OCP will support opportunities for co-op housing through policy statements incorporated into the plan

Is there a particular area in North Delta you anticipate will develop faster than the other areas? Specifically in the high density proposed areas.

Development applications move forward based on a number of factors, which regularly change over time. The City does not have a phased plan of when specific projects will move forward.

Any plans to reach out to existing institutional land with potential for development?

There are no plans to reach out to existing land owners of institutional lands at this time. This could be future work for City staff, subject to Council approval of this type of program.

Your mail out map indicates 11 floors in "Tsawwassen Urban Centre" (and up to 23 !!! and 6 floors in "Ladner Village", why the difference when Ladner has much better transit connections and Tsawwassen only has 2 road in and out of town.

This comment has been noted

can you explain the changes to the Tsawwassen Urban centre area; existing OCP vs Proposed OCP as you did for Ladner and ND? in terms of density and height

Ladner Village and Scott Road both have height maps specifying the maximum permitted heights in particular areas, as that work was recently completed and is still valid. Height maps have not been

established in other areas, and would be subject to community consultation and Council consideration under any proposed development applications.

For the mixed used (dark yellow) and neighborhood centers & corridors (orange), will it be outright zoned or have restrictions where it requires multiple lots to be combined in order to gain higher density?

The proposed changes to the OCP do not change the underlying zoning. Applications will still be subject to a rezoning consideration by Council, including a public consultation process undertaken by the Development Department.

What happened to the townline innovation district? In the recommendation report, it noted 96 AVE to have highest density with it tapering it down 92 AVE.

Updates to the Townline Node area are shown in the draft land use designation map.

Why is Tsawwassen small town center called "urban". Our bus service is limited, the bus exchange is in Ladner, and parking is limited. If 1250 homes are built in the centre there is limited infrastructure available.

This comment has been noted

are there specific areas that will be designated for seniors housing? eg North Delta has zero seniors care housing

The OCP will support opportunities for senior housing through policy statements incorporated into the plan, with a key priority for new developments to create opportunities for seniors to remain in their community, walk to shops and services, engage in social activities, and have access to transit.

Tearing down still liveable homes before the end of their life cycle to be replaced by an equally expensive condo or apartment will not solve our housing crisis. What efforts are being taken to ensure Delta focuses on expanding housing where room for expansion exists.

The Provincial legislative allows for more units to be constructed on single family lots. More information on the provincial legislation on small scale multi-unit housing can be found at <https://www2.gov.bc.ca/gov/content/housing-tenancy/local-governments-and-housing/housing-initiatives/smalle-scale-multi-unit-housing>

Although we want to have a lot more housing I think we will run into problems regarding supply chain issues for building supplies and construction workers to build all these houses. Has consideration been given to these potential problems?

That is outside of the scope of the City's responsibilities and will influence the market.

What is the rationale for the Scott Road Corridor stretching from 120th St. to as deep as 118th St. for high rise towers?

The Scott Road corridor is subject to additional considerations under the recently announced provincial legislation due to the proximity to the R6 rapid bus.

Can you explain the rationale behind designating areas with limited transportation options and scarce industrial or office job availability as URBAN CENTERS, particularly in communities that are predominantly residential and close to farms and beaches? Given the lack of local employment opportunities, wouldn't this compel residents to commute to more established urban centers for work, thereby increasing reliance on personal vehicles?

The proposed OCP updates provide opportunities for increased commercial areas alongside residential changes, particularly in the Urban Centre areas. Further, Delta's agricultural and industrial areas, which provide critical employment opportunities for Delta residents, are remaining unchanged as part of this update.

56th St and 12th Ave a busy crossroads with 56th one of only 2 primary roadways in and out of Tsawwassen as well as someone has pointed out that it is an Emergency Access Route. Scott Road has many different access routes in proximity. It makes no sense to me to classify an area of Tsawwassen as an 'Urban Centre' under the definitions being presented. Can these designations be changed?

Staff are continuing to evaluate all aspects of the proposed land use changes; however, the intersection at 12 Avenue and 56 Street already represents the urban core of Tsawwassen. It is the location of the majority of shops and services in the area, so it is the most appropriate place to support increased commercial opportunities, and allowing for more people to live close to those shops.

Many people who live in Delta are happy to say they don't live in Surrey. — traffic jams, overcrowded schools, really bad development patterns. What will you do to keep Delta liveable???

We encourage you to share your thoughts and comments on how to keep Delta livable through our online survey.

Regarding hi-rises up to 36 stories, what is the plan for underground parking (sufficient spaces) and what are the plans for obvious increased congestion?

There are no high rises up to 36 storeys proposed in the OCP update. There are limited opportunities for high rises up to 32 storeys with community contributions fronting Scott Road.

As per Provincial legislation, we are not permitted to require any parking spots within 400m of R6 RapidBus stops. However, typically, developers provide sufficient underground parking to meet demand for their prospective buyers.

Do you have anything to demonstrate what the relationship between increased density and decreased parking requirements could look like in our community?

We encourage you to reach out to discuss your comment/question further.

When one single family house in small scale residential are become 4 families (a duplex and have secondary suites), how to handle the parking, traffic for the current road structure, public transportation and infrastructure that increased needs?

Comments have been noted. The Provincial legislative changes require that any property previously restricted to single family development must be permitted to have a minimum of 4 units. More information on the provincial legislation on small scale multi-unit housing can be found online at

<https://www2.gov.bc.ca/gov/content/housing-tenancy/local-governments-and-housing/housing-initiatives/smale-scale-multi-unit-housing>

Is it reasonable to expect people to not have cars due to no parking spaces in new buildings?

The only area where we know there are no parking requirements is within 400m of Scott Road, as per Provincial requirements. Even where there are reduced or no parking requirements, typically, developers provide sufficient underground parking to meet demand for their prospective buyers.

Is there anything in the OCP about reducing minimum parking requirements? This is something that greatly affects the affordability of medium and high density projects.

The OCP does not prescribe parking requirements as this is covered in the zoning bylaw. However, the OCP has many proposed policies related to increasing active transportation opportunities, which would help support reduced parking minimums.

I'm curious to know how infrastructure will be developed in tandem to support the higher housing eg: schools and daycares?

We have been in contact with Delta School District through this process. As a whole, Delta schools have capacity. While schools are outside of the City's jurisdiction, we have shared our anticipated growth for school district planning purposes.

Regarding child care, the City has recently taken a number of steps to facilitate the development of more child cares, including opening up zoning to allow it almost anywhere across the City. Child care is also considered a community amenity that can be received through larger development projects.

I live in a townhouse in a proposed urban centre. What is the plan for existing townhouses - will they be eliminated to allow for multistory high rises?

Property owners are not required to sell, nor will they be pressured by the City to do so. A change in land use designation is a way for the City to demonstrate how certain areas are envisioned to develop over time.

Can you explain the rationale behind designating areas with limited transportation options and scarce industrial or office job availability as URBAN CENTERS, particularly in communities that are predominantly residential and close to farms and beaches? Given the lack of local employment opportunities, wouldn't this compel residents to commute to more established urban centers for work, thereby increasing reliance on personal vehicles?

The proposed OCP updates provide opportunities for increased commercial areas alongside residential changes, particularly in the Urban Centre areas. Further, Delta's agricultural and industrial areas, which provide critical employment opportunities for Delta residents, are remaining unchanged as part of this update.

If BC Hydro is not using the right-of-way on the lot, will there be amendments made to the floor area allowed on the lot?

Applicants wishing to consider using BC Hydro rights of way would need to engage directly with BC Hydro to discuss their development proposals.

Is it possible to underground HV overhead lines so more OHL reserved land can be used to build new homes?

Comment has been noted for consideration.

96 Ave between 112 to Scott Road often gets busy during rush hour with many people taking the 96 bus route to King George Hub and Scott Road station. Will we see greater density in those areas such as Mixed Use Residential? From the heat map, it appeared that 96 is set for small scale residential. Please kindly advise or review 96 Ave due to its significant convenience to city centre hubs

As outlined in the provincial legislation, small scale multi-unit housing is a requirement throughout Delta. Transportation and traffic impacts will be reviewed as developments come forward. Please note the growth will happen over time.

SPECIFIC MAP PROPERTY QUESTIONS

I am speaking on behalf of my wife and I and we want to register our complete rejection of the committee's hostile intention to recommend to council destruction of the neighborhood where we have lived for the past 37 years, along Woodlynn Court. Given the scheduling of this meeting, I have had enough time to personally speak with just 6 of my neighbors, none of whom would support the committee's choice for developing townhouses here.

As a result, we will contest this plan with regards to our neighborhood with legal advice as necessary for as long as it takes to have this committee/council change it's plans.

In summary, we respectfully ask, can you remove our neighborhood- (along Woodlynn Court) from your OCP committee's recommendations to council?"

Thank you for your feedback. As we further refine our proposed land use maps, we will have a look at this area.

There has been a petition submitted recently by residents of Annieville area in North Delta to update the OCP to include townhouses, "is that being considered for that area"

Yes, thank you, this is being considered.

I have a 66' wide lot. Is it likely this would be able to be subdivided?

Subdivision is outside of the scope of the OCP project. If this is in regards to a single-detached ("Small Scale Residential") lot, more detailed information will be available when we complete the zoning updates required by June 30, 2024.

Would Single family house will automatically qualify for duplex for a 6000sqft lot?

This is outside of the scope of the OCP project. More detailed information will be available when we complete the zoning updates required by June 30, 2024.

If I am within 200 meters of delta exchange, will I be able to build max housing ? Also how do I start this process ?

For development opportunities for a specific property, please reach out to the Development Department at development@delta.ca.

Will redevelopment be allowed in and around existing and established subdivisions, for example mixed residential in Sunshine Woods and Sunshine Hills?

As outlined in the provincial legislation, small scale multi-unit housing is a requirement throughout Delta.

Has consideration been given for existing communities that have building height restrictions such as the Royal York neighbourhood to ensure views are protected?

At this time, changes are not being considered to zoning bylaw heights and setbacks for Small Scale Residential areas. Royal York has a number of land use contracts that restrict height differently. These expire in June, 2024 after which time Small Scale Residential zoning would apply. This zoning is still being developed; more detailed information will be available once it's complete (required by June 30, 2024).

How is the increased density on Arthur Drive supported by the Heritage District DP requirements?

Please reach out for questions about specific development applications through the Let's Talk Delta website for the project

A house with 80 foot front and 9000 sf lot could be able to build small condo,s unit.That address comes in red zoning,i means 400 meters from rapid bus ?

For development opportunities for a specific property, please reach out to the Development Department at development@delta.ca

What about the homes on 119A backing onto the stream? Will SPEA Applications still be needed?

SPEA DP requirements will not be changed with the proposed OCP updates.

PROCESS

We need 3607 units over 5 years, this is 900 per year. Tsawwassen is 25% of the total so this means 180 per year. Is there not already this much in the works? Why do we need a new OCP?

The OCP update is needed to modernize a very old document that had not been effectively updated over the years, as well as to respond to new legislation.

I see that you are completely removing Single Family Residential from the OCP. You mentioned that currently zoning allows up to 4 units are permitted on SF zoning. Why is this not included in the discussion? Please clarify.

The recent Provincial legislative changes, introduced by Bill 44, require that any property previously limited to single detached development must now permit a minimum of 4 units. That is not to say that single detached dwellings can no longer be constructed, but rather, it expands the potential options for these properties. Staff are currently evaluating how to update Delta's Zoning Bylaw to comply with legislation.

As these proposed changes are in response to the provincial guidelines/Bill 44 - and we are in an election year - is it possible that if a different party were to be elected in the fall, could these requirements all be undone by a new provincial government?

We cannot speak to any future potential legislative changes that may happen. We are required by law to comply with the legislation that is in place at this time.

We get our information from the TV news, 4 plex etc, density province wide. This timeline is far too fast, you are ramming this through!!!!

Delta is required to meet the legislative changes that were introduced by the Province.

Delta had the option to opt out and propose their own changes to an OCP, was this considered and why was it not done?

There is no option to "opt out" of the OCP update, this is a new Provincial law.

Is this intended to fully meet Delta's housing needs as identified by the House Needs Assessment Report, or the province's lower targets, or neither? And why?

It is intended to help meet Delta's housing need identified by the Province's Housing Target Order, which is a higher estimate of housing need than the Housing Needs Assessment. This is because the new Provincial legislation requires us to accommodate estimated housing need in our OCP. The housing target is 75% of what the Province estimated as Delta's housing need over 5 years, with 100% of the need being 4,809 over 5 years from 2023 – 2028. The Housing Needs Assessment estimated there would be 1,392 houses needed over 5 years from 2021 – 2026 (see p.151 of the Housing Needs Assessment).

Where does the Ministerial Order for Delta require a "urban centre" in Tsawwassen?

This is not a requirement of a Ministerial Order. "Urban centre" is a new term that will encompass a number of existing OCP designations and is intended to refer to the location of the majority of shops and services in an area, where people can live, work and access daily needs.

My experience is that the municipality "engages" but does not follow best practices in terms of summarizing the feedback and responding to concerns by preparing and publishing a consideration report. When will the consideration report be ready for us to review as a result of all this engagement?

Information shared through the online feedback form and the engagement program will be consolidated and shared with Council and the public in an engagement summary report that will be shared when the draft plan is made public and reviewed with Council.

Is it not concerning that this council has not done any proactive planning for this community for 40 years and now we're in a position of being mandated to do so? Why has this current council (who have been working in delta for years) not been progressive? How can we possibly have faith this isn't poorly thought out OCP due to lack of initiative?

Prior to recent provincial legislation, there were no requirements for updating the OCP. Across Metro Vancouver, there are OCPs of various ages. Staff have been working diligently with consulting analysis support on the OCP update. The updated OCP is intended to be a living document that is updated by the City on a regular basis.

why the push to update the OCP in such a drastic manner in such a short timeline?

The City needs to update the OCP to provide for the 3,607 housing units mandated by the Province in their housing target for Delta, in addition to enabling small-scale multi-unit housing and transit-oriented area changes also required by the Province. The Province requires small-scale multi-unit zoning changes are complete by June 30, 2024; the OCP supports this.

Why are we not considering six units on a lot?

We are planning for 4 units on a lot as per Provincial requirements before considering any additional units; this alone will be a big change. Please note that 6 units per lot are permitted within 400m of Scott Road R6 bus stops.

You skipped this one.... Alexander CF: Could you please explain why the specific building heights, particularly the potential for buildings in Tsawwassen to reach up to 24 storeys and 32 storeys in North Delta, were not included in the initial mailouts? Furthermore, did the city have access to these detailed storey height numbers prior to distributing the mailouts?

The potential heights were still in draft form at the time the mail out needed to be printed and distributed. The heights were published as soon as they were available in time to be included in the first online information session and the open houses.

With over 170 questions already posted, how will Delta ensure all our questions are answered and addressed? Why is there a "hard stop" at 7:30pm for this meeting when there are clearly hundreds of concerned residents who would like to engage and have their concerns addressed?

Responses to questions are being posted online. Residents are encouraged to review the online information and reach out if they have additional questions. There are also additional opportunities to ask staff questions at the series of open houses.

What has Delta done to push back on the Provincial Government's imposed requirements? How can we as residents push back - where do we send our concerns to be addressed by the province.

The Provincial requirements are law; if we do not implement them the Province has said they will step in which may not be in the best interest of the community. If you have comments to submit to the Province, please contact your local MLA.

You did not answer - did the housing minister consult with Delta before issuing the edict?

More information on the province's process for issuing the provincial housing targets can be found on the Province's website at <https://www2.gov.bc.ca/gov/content/housing-tenancy/local-governments-and-housing/housing-targets>

The NDP government forced the cancellation of the tunnel replacement, and now expect Delta to increase density? Are they going to expedite the tunnel replacement to comply with their own requirements?

More information on the provincial tunnel replacement program is available online at <https://www.highway99tunnel.ca/>

Why were there no referendums on this?

A new OCP is a decision of Council and follows the public process for a bylaw which requires a public hearing. No decisions have been made yet. The City is currently gathering input into the creation of the draft OCP.

There is currently building trades labour shortage across the lower mainland for residential and commercial construction. How does the Province expect to meet their 5 year goals with this shortage?

As the City doesn't build the housing projects, we are reliant on the development community to bring housing to market. The City does not control when, or how many, housing units are constructed.

How will these 225 (and counting) questions and feedback be included in the OCP? Or are we all just essentially wasting our time, as the OCP has already been drafted and these information sessions and open houses are just a formality in order to fast-track the (already rushed) OCP?

Information shared through the feedback form will be consolidated and shared with Council in an Engagement Summary report.

How are the open houses different from this session?

The open houses do not have a formal presentation. Residents can review information boards (also available online) and ask questions of staff