



Agenda
Regular Council Meeting

Monday, April 13, 2026, 7:00 p.m.

Council Chamber, Delta City Hall

4500 Clarence Taylor Crescent, Delta, BC

1. CALL TO ORDER

Recommendation:

THAT the meeting be called to order.

2. LAND ACKNOWLEDGEMENT

3. AGENDA ENDORSEMENT

Recommendation:

THAT the Agenda for the April 13, 2026, Regular Council meeting be endorsed.

4. ANNOUNCEMENTS

5. ITEMS ARISING FROM CLOSED COUNCIL MEETING

Recommendation:

THAT the Items Arising from the March 30, 2026 Closed Council Meeting be received into the record.

5.1 At the March 30, 2026, Closed Meeting, Council endorsed the following resolution regarding Appointees to the Delta Police Board:

- A. THAT Councillor Boisvert be re-appointed as the City Council representative to the Delta Police Board for an additional term of five (5) months to expire October 31, 2026.
- B. THAT the aforementioned resolution be forwarded to the Delta Police Department, for distribution to the Policing and Security Branch of the Province.
- C. THAT this report be released from Closed.

6. CONSENT AGENDA

Recommendation:

THAT Items 6.1 to 6.4 be adopted on consent.

6.1 Minutes: March 30, 2026, Special Council (to Close) Meeting

Recommendation:

THAT the Minutes of the March 30, 2026, Special Council (to Close) meeting be adopted as circulated.

6.2 Minutes: March 30, 2026, Regular Council Meeting

Recommendation:

THAT the Minutes of the March 30, 2026, Regular Council meeting be adopted as circulated.

6.3 Report: 2026 Transit Infrastructure Improvements Program

Recommendation:

THAT the report titled “2026 Transit Infrastructure Improvements Program”, dated 13-04-2026 be received into the record.

6.4 Report: Diversity, Inclusion and Anti-Racism Committee – 2023-2025 Achievements

Recommendation:

THAT the report titled “Diversity, Inclusion and Anti-Racism Committee – 2023-2025 Achievements”, dated April 13, 2026 be received into the record.

7. BYLAWS FOR FINAL ADOPTION

7.1 Final Consideration and Adoption of the Highways Bylaw, Municipal Ticketing Information Bylaw and Bylaw Notice Enforcement Bylaw

Recommendation:

- A. THAT “Delta Highways Bylaw No. 8452, 2026” be finally considered and adopted.
- B. THAT “Delta Municipal Ticketing Information Bylaw No. 6639, 2007 Amendment (Highways) Bylaw No. 8453, 2026” be finally considered and adopted.
- C. THAT “Delta Bylaw Notice Enforcement Bylaw No. 7009, 2011 Amendment (Highways) Bylaw No. 8454, 2026” be finally considered and adopted.

8. BYLAWS FOR FIRST, SECOND, & THIRD READING

8.1 Rezoning for a Nine-Unit Townhouse Development at 4984 45 Avenue

Recommendation:

- A. THAT first, second, and third readings be given to “Delta Zoning Bylaw No. 7600, 2017” Amendment Bylaw No. 8561, 2026.
- B. THAT the application for Development Variance Permit LU009863 be received.
- C. THAT the owner satisfy the following requirements as a condition of final consideration and adoption and permit issuance to the satisfaction of the General Manager, Development:

1. Enter into Section 219 Covenants for servicing, building design, landscaping, flood proofing or other agreements identified by Council and staff in relation to the proposed development;
2. Provide securities for servicing and landscaping based on accepted cost estimates; and
3. Provide a community amenity contribution in the amount of \$9,000 in accordance with the Parks, Recreation and Culture Amenity Contribution Policy.

8.1.1 Five pieces of correspondence received, including one letter with 11 signatures.

8.2 Rescission of Bylaw No. 8499 at 809 51 Street and 5140 8A Avenue

Recommendation:

- A. THAT “Delta Zoning Bylaw No. 7600, 2017” Amendment (CDZ57 – LU009735) Bylaw No. 8499, 2025 be rescinded.
- B. THAT an amended Bylaw No. 8499 be brought forward to Council for consideration subject to public notice requirements.

9. ADMINISTRATIVE REPORTS

9.1 Royal Canadian Legion Branch 61 Request for Support

Recommendation:

- A. THAT financial and in-kind support for the Royal Canadian Legion Branch 61 (Delta) 100th Anniversary Celebration on July 25, 2026 as described in this report be approved.
- B. THAT the City install two commemorative crosswalks in recognition of Delta’s veterans in Ladner and North Delta, subject to the Royal Canadian Legion Branch 61 securing partial funding through Veterans Affairs Canada’s Commemorative Partnership Program.
- C. THAT a letter of support be provided from the Mayor, on behalf of Council, for the Royal Canadian Legion’s funding application to the Veterans Affairs Canada’s Commemorative Partnership Program for the installation of two commemorative crosswalks in Delta.
- D. THAT staff assist with communications by promoting the Royal Canadian Legion Branch 61’s July 25, 2026 100th Anniversary Celebration event on City social media and message boards.

9.2 City of Delta Primary Care Needs Assessment

Recommendation:

- A. THAT the City of Delta continue to advocate to the Ministry of Health for increasing urgent and primary care capacity in Delta, including:
 - the expansion of same-day access to urgent and primary care services in North and South Delta;
 - the recruitment and retention of family physicians and primary care

teams.

- B. THAT staff explore the longitudinal primary care teaching clinic model with potential medical school partners, Fraser Health, and the Ministry of Health for possible applications for Delta.

10. NOTICE OF MOTIONS

11. COUNCIL INQUIRIES, OTHER MATTERS, & NEW BUSINESS

12. ADJOURNMENT

Recommendation:

THAT the meeting adjourn.

At the March 30, 2026, Closed Meeting, Council endorsed the following resolution regarding Appointees to the Delta Police Board:

- A. THAT Councillor Boisvert be re-appointed as the City Council representative to the Delta Police Board for an additional term of five (5) months to expire October 31, 2026.
- B. THAT the aforementioned resolution be forwarded to the Delta Police Department, for distribution to the Policing and Security Branch of the Province.
- C. THAT this report be released from Closed.

Agenda - Regular Council



City of Delta
COUNCIL REPORT
Closed Meeting

To: **Council**

File No.: 0360-05

From: **Legislative Services**

Date: **March 30, 2026**

Appointees to the Delta Police Board

The following report has been reviewed and endorsed by the City Manager's Office.

▪ **RECOMMENDATIONS:**

- A. THAT Councillor Boisvert be re-appointed as the City Council representative to the Delta Police Board for an additional term of five (5) months to expire October 31, 2026.
- B. THAT the aforementioned resolution be forwarded to the Delta Police Department, for distribution to the Policing and Security Branch of the Province.
- C. THAT this report be released from Closed.

▪ **PURPOSE:**

The purpose of this report is to advise Council that the City Council representative (Council appointee) to the Delta Police Board, who may be the Mayor or a Councillor, must be appointed before the current term expires on May 31, 2026. Councillor Boisvert is the current Council representative. It is recommended that this appointment be extended until October 31, 2026 to ensure continuity of representation until the newly elected Council is in place after the election.

The term for the current municipal representative on the Delta Police Board, Warren Dean Flandez, expires December 31, 2026. No extension is required at this time.

This matter is being presented to Council for consideration during a Closed Meeting in order to provide Council with an opportunity to discuss appointments to the Delta Police Board, in accordance with Section 90(1) (a) of the *Community Charter*.

▪ **BACKGROUND:**

The Delta Police Board is mandated by the *Police Act* to provide civilian governance, accountability and oversight of the Delta Police Department.

The Delta Police Board is comprised of one Council representative, one municipal representative and five persons appointed by the Lieutenant Governor in Council.

▪ **DISCUSSION:**

Councillor Boisvert was appointed by Council as the City Council representative to the Delta Police Board on May 6, 2024 for a two-year term which expires May 31, 2026. Warren Dean Flandez was appointed by Council as the Community representative to the Delta Police Board on December 5, 2023 for a term which expires December 31, 2026.

The term of the appointment is determined by Council resolution and cannot exceed four years for the Council appointee and no more than six years for the Community Representative. A Council appointment will end if the appointee is no longer a member of Council.

Mr. Flandez serves as Vice Chair of the Board, Chair of the Governance Committee, and as a member of the Human Resources Committee. Councillor Boisvert serves as Chair of the Finance and Risk Management Committee.

Implications:

Financial Implications – There are no financial implications.

▪ **CONCLUSION:**

Due to the 2026 General Local Election, it is recommended that Council extend the appointment of the City Council representative at this time in order to ensure continuity until the new Council for Delta makes new appointments to various boards, committees and other liaison groups.



Laurie Darcus
Corporate Officer

▪ **ATTACHMENT:**

- A. Letter from Delta Police Board dated March 5, 2026 “Delta Police Board Appointments – Upcoming Term Expiries”



DELTA POLICE BOARD

Excellence in Policing

March 5, 2026

Mayor and Council
City of Delta
4500 Clarence Taylor Crescent
Delta, BC V4K 3E2

Dear Mayor and Council

Re: Delta Police Board Appointments - Upcoming Term Expiries

I am writing to advise Council of upcoming term expiries for Delta Police Board (Board) members appointed by Council and to outline the applicable reappointment authority under the *Police Act*.

The Board includes two (2) members appointed by Council: a Council member appointed by Council and a community representative appointed by Council.

Council Member Appointment

Councillor Daniel Boisvert serves as the Council member appointed by Council on the Board. He was appointed on May 6, 2024 and his current term expires on May 31, 2026.

Under the section 23(1)(a) of the *Police Act*, Council may appoint one of its members to serve on the Board for a term not exceeding four years. The appointment continues only while the individual remains a member of Council and otherwise expires at the end of the term set by Council, unless reappointed by Council resolution. There is no cumulative maximum term for a Councillor serving in this capacity. Councillor Boisvert remains eligible for reappointment, subject to Council's decision.

Community Representative Appointment

Mr. Warren Dean Flandez serves as a community representative appointed by Council. He was appointed by Council resolution on December 5, 2023, and his current term expires on December 31, 2026.

Under the section 23(1)(b) of the *Police Act*, Council may appoint a person for a term of up to four (4) years and may reappoint, provided they do not serve more than six (6) consecutive years. Mr. Flandez remains eligible for reappointment, subject to Council's decision.

Both Mr. Flandez and Councillor Boisvert serve in leadership and committee roles that support effective Board governance. Mr. Flandez serves as Vice Chair of the Board, Chair of the Governance Committee, and as a member of the Human Resources Committee. Councillor Boisvert serves as Chair of the Finance and Risk Management Committee. Continuity of Board



DELTA POLICE BOARD

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membership supports effective oversight, continuity, governance stability and institutional knowledge.

Any reappointment to the Board is at the discretion of Council and requires a Council resolution in accordance with Council's appointment authority.

This correspondence is provided for Council's information and further consideration in light of the upcoming term expiries in 2026.

Thank you,

Ian Tait, stél'mexw siiyá'y
Chair, Delta Police Board
itait@deltapoliceboard.ca

cc: Delta Police Board

**Special Council (to Close) Meeting
Meeting Minutes**

**March 30, 2026, 6:00 p.m.
Theatre, North Delta Centre for the Arts
11425 – 84 Avenue, Delta, BC**

Members Present: Mayor George V. Harvie
Councillor Rod Binder
Councillor Daniel Boisvert
Councillor Jessie Dosanjh
Councillor Jennifer Johal

Members Absent: Councillor Alicia Guichon
Councillor Dylan Kruger

Staff Present: Peter Weeber, City Manager
Marcy Sangret, Deputy City Manager
Laurie Darcus, Director, Legislative Services
Dave Wood, Fire Chief
Anne Berry, General Manager, Development
Navin Chand, General Manager, Finance
Steven Lan, General Manager, Engineering
Doreann Mayhew, General Manager, Facilities & Major Projects
Larry Rourke, General Manager, Human Resources
Josh Turner, General Manager, Parks, Recreation & Culture
Mike Brotherston, Director, Corporate Services
Tanya Mitchner, Director, Planning
Leanne Salmon, Administrative Manager, City Manager's Office

Recorder: Leslie Tuerlings, Deputy Corporate Officer, Legislative Services

1. CALL TO ORDER

MOVED BY: Cllr. Binder
SECONDED BY: Cllr. Boisvert

THAT the meeting be called to order (6:00 p.m.).

CARRIED UNANIMOUSLY

2. NOTICE OF CLOSED COUNCIL MEETING

Public Notice is hereby given that Council will meet in in-camera (Closed) in accordance with Section 90 of the Community Charter, as follows:

Item 3.1 - 90(1) (a)

personal information about an identifiable individual who holds or is being considered for a position as an officer, employee or agent of the municipality or another position appointed by the municipality;

Item 3.2 - 90(1) (e)

the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality; and

Item 3.3 - 90(1) (i)

the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose; and

Item 4.1 - 90(2) (b)

the consideration of information received and held in confidence relating to negotiations between the municipality and a provincial government or the federal government or both, or between a provincial government or the federal government or both and a third party.

3. MOTION TO CLOSE

MOVED BY: Cllr. Binder

SECONDED BY: Cllr. Boisvert

THAT the meeting be closed to the public in accordance with Section 90 of the *Community Charter*.

CARRIED UNANIMOUSLY

4. ADJOURNMENT

MOVED BY: Cllr. Johal

SECONDED BY: Cllr. Binder

THAT the meeting adjourn (6:01 p.m.).

CARRIED UNANIMOUSLY

George V. Harvie
Mayor

CERTIFIED CORRECT

Laurie Darcus
(Interim) Corporate Officer

Agenda - Regular Council

**Regular Council
Meeting Minutes**

**March 30, 2026, 7:00 p.m.
Theatre, North Delta Centre for the Arts
11425 – 84 Avenue, Delta, BC**

Members Present: Mayor George V. Harvie
Councillor Rod Binder
Councillor Daniel Boisvert
Councillor Jessie Dosanjh
Councillor Jennifer Johal
Councillor Dylan Kruger

Members Absent: Councillor Alicia Guichon

Staff Present: Peter Weeber, City Manager
Marcy Sangret, Deputy City Manager
Laurie Darcus, Director, Legislative Services
Dave Wood, Fire Chief
Anne Berry, General Manager, Development
Navin Chand, General Manager, Finance
Steven Lan, General Manager, Engineering
Doreann Mayhew, General Manager, Facilities & Major Projects
Larry Rourke, General Manager, Human Resources
Josh Turner, General Manager, Parks, Recreation & Culture
Mike Brotherston, Director, Corporate Services

Recorder: Jesleen Sandhu, Committee Clerk, Legislative Services

1. CALL TO ORDER

MOVED by: Cllr. Boisvert
SECONDED by: Cllr. Dosanjh

THAT the meeting be called to order (7:00 p.m.)

CARRIED UNANIMOUSLY

2. LAND ACKNOWLEDGEMENT

Mayor Harvie acknowledged that this meeting took place on the shared, traditional, ancestral, and unceded territories of the scəw̓ aθən (Tsawwassen), xʷməθkʷəy̓ əm, (Musqueam) and other Coast Salish Peoples and extended appreciation to these, First Nations for the opportunity to hold this meeting here today.

3. AGENDA ENDORSEMENT

MOVED by: Cllr. Binder
SECONDED by: Cllr. Kruger

THAT the Agenda for the March 30, 2026 Regular Council meeting be endorsed as amended with the addition of item 18.2 Delta Hospital Community Health Long Term Care Project under New Business.

CARRIED UNANIMOUSLY

Note: Items 4 through 8 were considered following Item 18.2 as the delegation was not yet present.

For ease of reference, the minutes are recorded in numerical order.

4. RESOLUTION TO RESOLVE INTO COMMITTEE OF THE WHOLE

MOVED by: Cllr. Boisvert
SECONDED by: Cllr. Binder

THAT Council resolve into Committee of the Whole (7:47 p.m.)

CARRIED UNANIMOUSLY

5. RESOLUTION TO ENDORSE THE AGENDA OF THE COMMITTEE OF THE WHOLE

MOVED by: Cllr. Boisvert
SECONDED by: Cllr. Binder

THAT Council endorse the Agenda of the Committee of the Whole.

CARRIED UNANIMOUSLY

6. DELEGATION

6.1 Delegation from Renewal Development regarding Sustainable Home Relocation and Waste Reduction

Glyn Lewis, CEO and Founder, Renewal Development, provided a presentation regarding approaches to residential building removal that prioritize relocation and deconstruction over demolition to reduce waste and support sustainability objectives. The delegation recommended the implementation of early responsible removal assessments and the use of municipal procurement standards that prioritize relocation and deconstruction.

MOVED by: Cllr. Johal
SECONDED by: Cllr. Kruger

THAT the Sustainable Home Relocation and Waste Reduction presentation be referred to staff to prepare a report for Council's consideration on how the City can support such initiatives.

CARRIED UNANIMOUSLY

7. RESOLUTION TO RISE FROM COMMITTEE OF THE WHOLE

MOVED by: Cllr. Boisvert
SECONDED by: Cllr. Kruger

THAT the Committee of the Whole rise and report (7:57 p.m.)

CARRIED UNANIMOUSLY

8. RESOLUTION TO ADOPT THE ACTIONS OF THE COMMITTEE OF THE WHOLE

MOVED by: Cllr. Johal
SECONDED by: Cllr. Kruger

THAT Council adopt the actions of the Committee of the Whole.

CARRIED UNANIMOUSLY

9. ADOPTION OF MINUTES

MOVED by: Cllr. Kruger
SECONDED by: Cllr. Binder

THAT Items 9.1 and 9.2 be adopted as circulated.

CARRIED UNANIMOUSLY

9.1 Minutes of the March 9, 2026, Regular Council Meeting

ADOPTED

9.2 Minutes of the March 9, 2026, Special Council (to Close) Meeting

ADOPTED

10. RECEIPT OF MINUTES

MOVED by: Cllr. Binder

SECONDED by: Cllr. Boisvert

THAT Items 10.1 and 10.2 be received into the record as circulated.

CARRIED UNANIMOUSLY

10.1 Minutes of the March 5, 2026 Agriculture Advisory Committee Meeting

RECEIVED

10.2 Minutes of the March 11, 2026 Hunting Regulation Advisory Committee Meeting

RECEIVED

11. ANNOUNCEMENTS

Council provided an update on recent and upcoming events in the community.

12. ITEMS ARISING FROM CLOSED COUNCIL MEETING

12.1 At the November 3, 2025, Closed Meeting, Council endorsed a resolution regarding the 2026 Fraser Valley Regional Library budget.

MOVED by: Cllr. Binder

SECONDED by: Cllr. Boisvert

THAT the Items Arising from the November 3, 2025 Closed Council Meeting be received into the record.

CARRIED UNANIMOUSLY

12.1.1 Memorandum from Mike Brotherston, Director, Corporate Services, dated March 16, 2026, regarding Fraser Valley Regional Library – 2026 Budget

THAT Option 2 of the Fraser Valley Regional Library budget options for 2026, representing an increase for Delta of 4.52% (\$211,684) for a total member assessment of \$4,894,199 be endorsed and this endorsement be communicated to the Fraser Valley Regional Library Board.

13. BYLAWS FOR FINAL ADOPTION

13.1 Final Consideration and Adoption of Bylaw No. 8555 – Tsawwassen Business Improvement Area

MOVED by: Cllr. Boisvert
SECONDED by: Cllr. Kruger

THAT Tsawwassen Business Improvement Area Bylaw No. 8555, 2026 (Attachment A) be finally considered and adopted.

CARRIED UNANIMOUSLY

13.2 Final Consideration and Adoption of Bylaw No. 8553 at 6005 Highway 17A

MOVED by: Cllr. Kruger
SECONDED by: Cllr. Binder

THAT “Delta Zoning Bylaw No. 2750, 1977” Amendment (C.D. 495 – LU009905) Bylaw No. 8553, 2026 be finally considered and adopted.

CARRIED UNANIMOUSLY

13.3 Final Consideration and Adoption of Bylaw No. 8459 Delta Development and Subdivision Bylaw Amendment

MOVED by: Cllr. Binder
SECONDED by: Cllr. Johal

THAT “Delta Development and Subdivision Standards Bylaw No. 8288, 2024 Amendment Bylaw No. 8459, 2024” be finally considered and adopted.

CARRIED UNANIMOUSLY

13.4 Final Consideration and Adoption of Parks Regulation Bylaw No. 8544, 2025, Amendment Bylaw No. 8562, 2026

MOVED by: Cllr. Dosanjh
SECONDED by: Cllr. Boisvert

THAT Parks Regulation Bylaw No. 8544, 2025, Amendment Bylaw No. 8562, 2026 be finally considered and adopted.

CARRIED UNANIMOUSLY

14. BYLAWS FOR FIRST, SECOND, & THIRD READING

14.1 New Highways Bylaw and Updates to the Municipal Ticketing Information Bylaw and Bylaw Notice Enforcement Bylaw

MOVED by: Cllr. Binder

SECONDED by: Cllr. Boisvert

- A. THAT first, second, and third readings be given to Delta Highways Bylaw No. 8452, 2026.
- B. THAT first, second, and third readings be given to Delta Municipal Ticketing Information Bylaw No. 6639, 2007 Amendment (Highways) Bylaw No. 8453, 2026.
- C. THAT first, second, and third readings be given to Delta Bylaw Notice Enforcement Bylaw No. 7009, 2011 Amendment (Highways) Bylaw No. 8454, 2026.

CARRIED UNANIMOUSLY

14.2 Rezoning for a Two-Lot Subdivision at 10979 64A Avenue

MOVED by: Cllr. Johal

SECONDED by: Cllr. Dosanjh

THAT first, second, and third readings be given to "Delta Zoning Bylaw No. 7600, 2017" Amendment Bylaw No. 8559, 2026.

CARRIED UNANIMOUSLY

14.2.1 Four pieces of correspondence received

14.3 Rezoning for a Three-Lot Subdivision at 7410 and 7428 115 Street

MOVED by: Cllr. Kruger

SECONDED by: Cllr. Boisvert

THAT first, second, and third readings be given to "Delta Zoning Bylaw No. 7600, 2017" Amendment Bylaw No. 8564, 2026.

CARRIED UNANIMOUSLY

15. ADMINISTRATIVE REPORTS

15.1 Heritage Conservation Grant for 11102 River Road

MOVED by: Cllr. Kruger
SECONDED by: Cllr. Boisvert

- A. THAT the Larsen Residence at 11102 River Road be added to Delta's Heritage Register.
- B. THAT a \$16,852.50 Heritage Conservation Grant for the replacement of windows at the Larsen Residence at 11102 River Road be approved subject to the owners satisfying the conditions of the Heritage Conservation Fund Administration Policy.

CARRIED UNANIMOUSLY

15.2 Development Variance Permit for Integrated Pharmacy in a New Medical Clinic at 9015 120 Street

MOVED by: Cllr. Johal
SECONDED by: Cllr. Binder

- A. THAT Development Variance Permit LU009984 be issued.
- B. THAT staff be directed to prepare a report outlining proposed amendments to "Delta Zoning Bylaw No. 7600, 2017" and "Delta Zoning Bylaw No. 2750, 1977" to permit integrated medical clinic and pharmacy services in Delta and report back to Council.

CARRIED UNANIMOUSLY

15.3 City of Delta Community Grants Program Recipients

MOVED by: Cllr. Binder
SECONDED by: Cllr. Johal

- A. THAT the list of successful grant recipients and respective allocations for the first intake of the 2026 City of Delta Community Grants program, as set out in Attachment C, be received into the record.
- B. THAT additional funding of up to \$50,000 be allocated to the 2026 Community Grants program for the second intake.

CARRIED UNANIMOUSLY

15.4 Financial Impacts of Federal and Provincial Downloading

MOVED by: Cllr. Kruger
SECONDED by: Cllr. Binder

- A. THAT letters be sent to the Premier, the Minister of Housing and Municipal Affairs, and the Minister of State for Local Governments and Rural Communities, outlining Delta's key downloading considerations and sharing this full report as an enclosure.
- B. THAT letters be sent to the MP for Delta, and the MLAs for Delta South and Delta North, outlining Delta's key downloading considerations and sharing this full report as an enclosure.

CARRIED UNANIMOUSLY

15.5 Response to View Royal's Judicial Review of Housing Legislation Request

MOVED by: Cllr. Boisvert
SECONDED by: Mayor Harvie

THAT this item be deferred until a critical mass of municipalities (approximately 25) have agreed to participate.

CARRIED UNANIMOUSLY

15.6 2026 General Local Election – Council Communications Support

MOVED by: Cllr. Binder
SECONDED by: Cllr. Kruger

THAT the 2026 General Local Elections – Council Communications Support Plan as included as Attachment A, be approved.

CARRIED UNANIMOUSLY

15.7 Letter from Ministers Farnworth, Popham, and Greene Regarding Delta's Westham Island Bridge Response

MOVED by: Cllr. Binder
SECONDED by: Cllr. Johal

THAT the memorandum titled "Letter from Ministers Farnworth, Popham, and Greene regarding Delta's Westham Island Bridge Response", dated March 25, 2026, be received into the record.

CARRIED UNANIMOUSLY

16. CORRESPONDENCE

16.1 Correspondence

MOVED by: Cllr. Boisvert
SECONDED by: Cllr. Binder

THAT the correspondence from the City of Abbotsford, dated March 3, 2026, regarding Engagement on Pipeline Valuation Changes and Exempting Local Governments from Expanded Provincial Sales Tax, be received into the record.

CARRIED UNANIMOUSLY

17. NOTICE OF MOTIONS

None.

18. COUNCIL INQUIRIES, OTHER MATTERS, & NEW BUSINESS

18.1 Motion regarding Funding for Agricultural Land Commission (ALC)

MOVED by: Cllr. Kruger
SECONDED by: Cllr. Boisvert

WHEREAS the Agricultural Land Commission (ALC) is a cornerstone of protecting British Columbia's finite and irreplaceable agricultural land base, yet has been compelled to reduce staffing levels solely as a result of inadequate and insufficient provincial funding;

AND WHEREAS these staffing reductions significantly impair the ALC's ability to fulfill its legislated mandate, weaken regulatory oversight, and reflect a serious failure by the Province to prioritize agricultural protection amid escalating pressures on food security, farmland loss, and the long-term viability of the agriculture sector;

THEREFORE BE IT RESOLVED THAT the Union of BC Municipalities formally convey its strong concern to the Government of British Columbia that chronic provincial underfunding has directly resulted in staffing cuts at the ALC and has undermined confidence in the Province's commitment to safeguarding agricultural land;

AND BE IT FURTHER RESOLVED THAT the Province of British Columbia be urgently called upon to immediately restore, stabilize, and significantly increase funding to the Agricultural Land Commission, and to unequivocally recognize and act upon the protection of agricultural land and the agriculture sector as a critical and non-negotiable provincial priority.

CARRIED UNANIMOUSLY

18.2 Motion regarding Delta Hospital Community Health Long-Term Care Project

MOVED by: Mayor Harvie
SECONDED by: Cllr. Dosanjh

THAT a letter be sent to the Premier of British Columbia, Honourable David Eby, requesting that the Province remove the pause affecting the Delta Hospital Community Health Long-Term Care Project; and

THAT the Premier support representatives from Fraser Health to work with the Delta Hospital Community Health Foundation Board during the next 6 months of scheduled preload settling for the Long-Term Care project to identify efficiencies that can be achieved to reduce the current cost per bed; and

THAT a complete reporting out of identified savings and efficiencies be provided directly to the Premier, Minister of Health, Fraser Health, Delta Hospital Community Health Foundation Board and the City of Delta Mayor and Council.

CARRIED UNANIMOUSLY

19. ADJOURNMENT

MOVED by: Cllr. Binder
SECONDED by: Cllr. Boisvert

THAT the meeting adjourn (7:58 p.m.)

CARRIED UNANIMOUSLY

George V. Harvie
Mayor

CERTIFIED CORRECT

Laurie Darcus
(Interim) Corporate Officer



City of Delta
COUNCIL REPORT
Regular Meeting

To: **Council**

File No.: **1240-20/TL, 5320-01**

From: **Engineering Department**

Date: **April 13, 2026**

2026 Transit Infrastructure Improvements Program

The following report has been reviewed and endorsed by the City Manager's Office.

▪ **RECOMMENDATION:**

THAT the report titled "2026 Transit Infrastructure Improvements Program", dated 13-04-2026 be received into the record.

▪ **PURPOSE:**

The purpose of this report is to provide an update on the 2026 transit infrastructure improvements program across Delta.

▪ **BACKGROUND:**

Delta maintains an annual program for transit infrastructure upgrades to provide new bus shelters, benches and wheelchair accessible concrete pads as needed. In recent years, there has been a focus on the provision of additional bus shelters in the industrial areas. These efforts align with resident feedback from the 2025 Community Satisfaction Survey to enhance transit infrastructure, highlighting the need for increased investment.

▪ **DISCUSSION:**

Bus stop locations and improvements are selected based on a number of factors including passenger request, volume of passenger boardings and Coast Mountain Bus Company operational needs. The 2026 transit infrastructure improvements within Delta's industrial areas include upgrades at five bus stops with new City owned shelters which have now been installed:

1. Eastbound Vantage Way at 76 Street;
2. Eastbound Vantage Way at Vantage Place;
3. Eastbound Progress Way at Honeyman Street;
4. Westbound Progress Way at Brown Street; and
5. Northbound 76 Street at Progress Way.

In addition to the industrial areas, ten new bus shelters have been identified for installation in North Delta, Ladner and Tsawwassen this year as listed below. These shelters will be installed either directly by the City or delivered through Delta's existing street furniture agreement with Pattison.

1. Eastbound 8 Avenue at 52A Street;
2. Eastbound Ladner Trunk Road at Central Avenue;
3. Eastbound Ladner Trunk Road at Linden Avenue;
4. Northbound 51 Street at 47 Avenue;
5. Northbound 112 Street at 78A Avenue;
6. Southbound 112 Street at 78A Avenue;
7. Northbound 112 Street at 86 Avenue;
8. Northbound 114 Street at 92A Avenue;
9. Northbound 116 Street at 82 Avenue; and
10. Northbound 116 Street at 84 Avenue.

Additionally, twenty bus stops will have benches installed to provide seating for transit users. This will help address the ongoing challenges with lawn chairs and other temporary seating that have informally been placed at certain bus stops.

Improvements for wheelchair and other mobility users through the installation of concrete landing pads will also be undertaken at five different bus stop locations across the City. This is an annual program cost shared with TransLink.

A detailed list of the locations in the 2026 transit improvement program is provided in Attachment A.

Implications:

Financial Implications - The annual funding for transit infrastructure improvements is comprised of two programs ensuring specific funding for Delta's industrial areas in addition to the rest of the city. For 2026, \$200,000 is allocated for Delta's industrial areas while \$550,000 is allocated across the rest of Delta, a total investment of \$750,000 in transit infrastructure improvements (Attachment B).

▪ **CONCLUSION:**

A comprehensive program is being undertaken in 2026 to upgrade transit infrastructure across the City with a focus on residential neighbourhoods and industrial areas. The program will provide fifteen new bus shelters, twenty benches, and accessibility improvements at five different bus stop locations.



Steven Lan. P.Eng.
General Manager, Engineering

Department submission prepared by: Deborah Tan, Transportation Program Lead
DT/dt/sl

This report has been prepared in consultation with the following listed department.

Concurring Department		
Department	Name	Signature
Finance	Navin Chand	NC

▪ **ATTACHMENTS:**

- A. 2026 Transit Infrastructure Improvements Locations
- B. 2026 Form C – Transit Infrastructure

Agenda - Regular Council

2026 Transit Infrastructure Improvements Locations

Bus Shelters

	Location	Bus Stop	Status
1	Industrial Area	EB Vantage Way at 76 St*	Complete
2	Industrial Area	EB Vantage Way at Vantage Pl*	Complete
3	Industrial Area	EB Progress Way at Honeyman St*	Complete
4	Industrial Area	WB Progress Way at Brown St*	Complete
5	Industrial Area	NB 76 St at Progress Way*	Complete
6	Tsawwassen	EB 8 th Ave at 52A St	Underway
7	Ladner	EB Ladner Trunk Rd at Central Ave	Underway
8	Ladner	EB Ladner Trunk Rd at Linden Dr	Underway
9	Ladner	NB 51 St at 47 Ave	Underway
10	North Delta	NB 112 St at 78A Ave	Underway
11	North Delta	SB 112 St at 78A Ave	Underway
12	North Delta	NB 112 St at 86 Ave	Underway
13	North Delta	NB 114 St at 92A Ave	Underway
14	North Delta	NB 116 St at 82 Ave	Underway
15	North Delta	NB 116 St at 84 Ave	Underway

**Electrical works to be completed in Summer 2026*

Benches*

	Location	Bus Stop	Status
1	Industrial Area	EB River Rd at 8800 Block	Underway
2	Industrial Area	EB Churchill St at King St	Underway
3	Industrial Area	WB Churchill St at King St	Underway
4	Industrial Area	EB Derwent Way at 800 Block	Underway
5	Industrial Area	NB Nordel Way at Swensen Way	Underway
6	Industrial Area	NB 80 St at 4500 Block	Underway
7	Industrial Area	EB Derwent Way at 600 Block	Underway
8	Industrial Area	EB Derwent Way at Caldew St	Underway
9	Industrial Area	EB Derwent Way at 1600 Block	Underway
10	Industrial Area	EB Derwent Way at Eaton Way	Underway
11	North Delta	SB 112 St at 8800 Block	Underway
12	North Delta	SB 112 St at 74A Ave	Underway
13	North Delta	NB 116 St at 72A Ave	Underway
14	North Delta	NB 116 St at 80 Ave	Underway
15	North Delta	NB 116 ST at 75A Ave	Underway
16	North Delta	EB 84 Ave at 116 St	Underway
17	Ladner	NB Arthur Dr at 45 Ave	Underway
18	Ladner	WB 45 Ave at 46B St	Underway
19	Tsawwassen	EB 8A Ave at 53A St	Underway
20	Tsawwassen	EB 6 Ave at Milsom Wynd	Underway

**Final locations may vary based on constructability*

Concrete Bus Pads

	Location	Bus Stop	Status
1	Ladner	Ladner Trunk Road at Central Ave	Proposed*
2	Tsawwassen	Arthur Drive at 4727 Arthur Drive	Proposed*
3	North Delta	Dunlop at Sunset Drive	Proposed*
4	North Delta	116 Street at 76A Avenue	Proposed*
5	North Delta	112 Street at 91 Avenue	Proposed*

**Pending funding confirmation from Coast Mountain Bus Company*

Agenda - Regular Council

2026 CAPITAL PLAN

ROADS - 7

Transit Infrastructure Improvements

Project Scope:

This program consists of transit infrastructure and accessibility improvements which includes, but is not limited to, bus stop upgrades, shelters and benches, wheelchair ramps, and installation or replacement of concrete bus pads. High-usage transit stops are slated for improvement, with locations prioritized based on ridership.

Funding Sources:

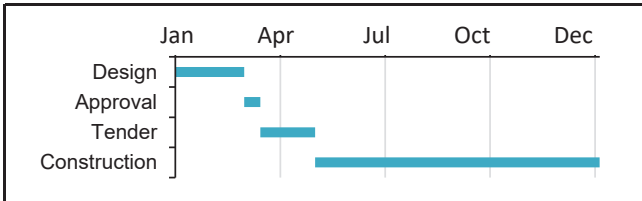
Tax Draw (Roads)	\$375,000
Tax Draw (Roads-NRIP)	\$100,000
TransLink (TRRIP)	\$75,000
Project Total	\$550,000

Location:

Annual Capital Cost Impact Upon Completion (Op Costs):

\$45,000

Schedule:



Estimated Completion:

Approvals Required:

Project Work / Construction Performed by:

City Crew	<input checked="" type="checkbox"/>	External Contractor	<input checked="" type="checkbox"/>
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Project Costs:

Bus Shelters	\$315,000
Bus Benches	\$85,000
Bus Stop Accessibility Improvements	\$150,000
Total 2026 Project Costs:	\$550,000

2025 Capital Plan: \$650,000

Project Rationale:

To enhance the safety, accessibility, and comfort of public infrastructure for all road users, and encourage mobility challenged users to use transit facilities.

Goals and Priorities:

- Build Housing & Grow Sustainably
- Lead Responsibly
- Create a More Vibrant Community
- Enhance Recreation Facilities
- Build an Inclusive & Safe Community

Project Priority:

- Vital
- Essential
- Strategic
- Optimal
- Discretionary

Program Overview:

The objectives of the Transit Infrastructure Improvements Program are to construct concrete bus pads at existing bus stops and provide wheelchair accessibility and bus shelters/benches.

TCA / non-TCA:

TCA
 non-TCA

2026 CAPITAL PLAN

ROADS - 13

Industrial Areas Infrastructure Improvements

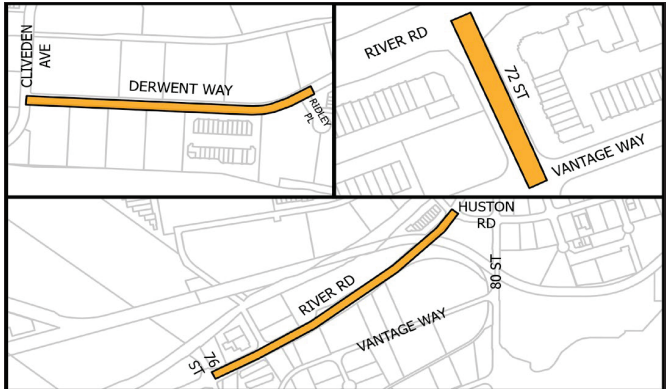
Project Scope:

This program includes infrastructure improvements in industrial areas. The 2026 program includes paving on 72 Street between River Road and Vantage Way, design and construction of protected cycle lanes along River Road from 76 Street to Huston Road, bus shelters and benches installations on selected high-usage transit stops, and a new sidewalk along Derwent Way from Cliveden Avenue to Ridley Place.

Funding Sources:

Tax Draw (Roads)	\$135,500
Tax Draw (Roads-NRIP)	\$835,000
DCC (R-014)	\$111,500
TransLink (BICCs)	\$554,000
TransLink (WITT)	\$185,000
Project Total	\$1,821,000

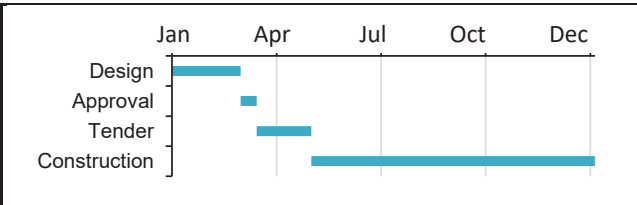
Location:



Annual Capital Cost Impact Upon Completion (Op Costs):

\$5,000

Schedule:



Estimated Completion:

Approvals Required:

Project Work / Construction Performed by:

City Crew External Contractor

Project Costs:

Paving - 72 Street (River Road to Vantage Way)	\$247,000
River Road Protected Cycle Lanes (76 Street to Huston Road)	\$1,004,000
Bus Shelters & Benches	\$200,000
Sidewalk - Derwent Way (Cliveden Avenue to Ridley Place)	\$370,000
Total 2026 Project Costs:	\$1,821,000

2025 Capital Plan: \$0

Project Rationale:

Many of Delta's industrial areas were developed without sidewalks and over time pavement conditions have worsened. Many workers rely on public transit and there is a need to provide improved infrastructure such as sidewalk, cycle lanes, transit stop enhancements and roadway rehabilitation.

Goals and Priorities:

- Build Housing & Grow Sustainably
- Lead Responsibly
- Create a More Vibrant Community
- Enhance Recreation Facilities
- Build an Inclusive & Safe Community

Project Priority:

- Vital
- Essential
- Strategic
- Optimal
- Discretionary

Program Overview:

The Industrial Areas Infrastructure Improvements program has a local area focus on providing improved transportation infrastructure for Tilbury, Annacis Island and Boundary Bay industrial areas. Improvements include pedestrian and cycling infrastructure, transit stop amenities and roadway rehabilitation projects.

TCA / non-TCA:

- TCA
- non-TCA



City of Delta
COUNCIL REPORT
Regular Meeting

To: **Council**

From: **Diversity, Inclusion and Anti-Racism Committee**

Date: **April 13, 2026**

Diversity, Inclusion and Anti-Racism Committee – 2023-2025 Achievements

The following recommendation has been reviewed by Diversity, Inclusion and Anti-Racism Committee.

▪ **RECOMMENDATION:**

THAT the report titled “Diversity, Inclusion and Anti-Racism Committee – 2023-2025 Achievements”, dated April 13, 2026 be received into the record.

▪ **PURPOSE:**

This report summarizes the activities and key achievements of the Diversity, Inclusion and Anti-Racism Committee (DIAC) during the 2023–2025 term.

▪ **BACKGROUND:**

The Diversity, Inclusion and Anti-Racism Committee (DIAC) serves as an advisory body to Council, providing strategic guidance and recommendations to advance equity, diversity, inclusion (EDI), and anti-racism initiatives within the City of Delta and the broader community. The Committee provides advice on advancing equity, diversity, and inclusion in City policies, programs, services, and community engagement practices. (see Attachment A for Terms of Reference). The DIAC term ends on March 31, 2026.

Prior to 2023, DIAC operated as the Mayor’s Task Force on Diversity, Inclusion and Anti-Racism. In that capacity, the Task Force provided advice that informed the development of the City’s EDI Workplan and related initiatives. In 2023, the Task Force transitioned into a formal Committee of Council. In 2024, Councillor Jennifer Johal was appointed Chair and Councillor Dylan Kruger was appointed Vice-Chair. Committee members were appointed and re-appointed annually by Council. The Committee was supported by staff liaison Olga Shcherbyna, Social Planning Manager.

As of March 1, 2026, the committee membership consisted of:

- Councillor Jennifer Johal, Chair
- Councillor Dylan Kruger, Vice-Chair
- Raminderjit Dhani
- Nancy Dhillon
- Warren Dean Flandez

-
- Carol Johnson
 - Rajeev Kainth
 - Corinne Kessel
 - Jovyl Kumar
 - Michelle Renee

As per the committee terms of reference, Mayor George V. Harvie is an ex-officio member of the committee.

▪ **DISCUSSION:**

During the 2023–2025 term, the Committee held eight (8) meetings. During this period, DIAC provided ongoing advice to Council and contributed to the advancement of inclusive practices across the City of Delta. The Committee reviewed City initiatives, identified community needs and equity gaps, and provided recommendations to Council through an inclusion lens.

In total, seventeen (17) presentations were made to members of the Committee during 2023-2025 term (no meetings were held in 2026). These included updates on the Social Action Plan, access to civic spaces, inclusionary housing initiatives, newcomer supports, public engagement strategies, cultural programming, Pride and reconciliation initiatives, recreation accessibility, and major civic projects such as the Winskill redevelopment (see a full list of all presentation in Attachment B). Senior staff from various departments, including Corporate Services, Human Resources, Parks, Recreation & Culture, Planning, Fire & Emergency Services, Police, and Communications & Engagement, regularly attended meetings to present reports, provide updates, and respond to Committee questions. This cross-departmental participation helped ensure equity considerations were incorporated into City initiatives.

2023-2025 Key Achievements

More Inclusive Public Engagement Processes

Committee members provided feedback on public engagement strategies during meetings, emphasizing language, community outreach, and reducing other barriers to participation. This input influenced engagement approaches for major initiatives, including the Winskill redevelopment project, resulting in more inclusive and accessible engagement processes.

Inclusionary Housing

Following a presentation by Delta Housing Be Mine Society (HBMS), the Committee recommended that the organization present directly to Council. As a result, the HBMS team presented to Council and staff are now working with HBMS on inclusive housing initiatives that support individuals with intellectual disabilities and advance inclusive housing practices in Delta.

More Cultural Programming

The Committee supported expanded cultural celebrations, including Diwali. Following Committee recommendation and Council's approval, the inaugural DIYAFest was held in October 2025 and attracted close to 4,000 residents, strengthening community connections and expanding opportunities to celebrate Delta's cultural diversity.

As a result of Committee advocacy, dedicated space was allocated in North Delta for South Asian seniors to gather and socialize during the winter months, creating opportunities for connection and reducing isolation. Staff are currently working with additional senior groups in the community to better understand their needs and explore further inclusive programming options.

Enhanced Supports for Newcomers

Based on feedback from the Committee to better utilize City's facilities in addressing community needs, in 2025, the City partnered with local libraries and settlement agencies to provide settlement supports within civic facilities. This approach improved access to settlement services for newcomers and strengthened community support.

Period Promise Initiative

The Committee recommended that Council consider implementing the Period Promise initiative to provide free menstrual products in civic facilities. Staff conducted a jurisdictional scan and following Council's directions, the City introduced the program within civic facilities. The initiative has helped reduce stigma, improve access to essential hygiene products, and improve access to menstrual products in public facilities, particularly benefiting youth and residents experiencing financial barriers.

Strengthened Partnership with Delta Pride Society

During this term, a board member of the Delta Pride Society was appointed by Council to the DIAC, fostering more direct collaboration between the City and the organization. Staff have since expanded engagement efforts, including hosting an educational "Lunch and Learn" session for staff and increasing participation in Pride events such as the Pride Picnic. These efforts helped strengthen collaboration with the Delta Pride Society and increased awareness of 2SLGBTQIA+ inclusion within the organization and the community.

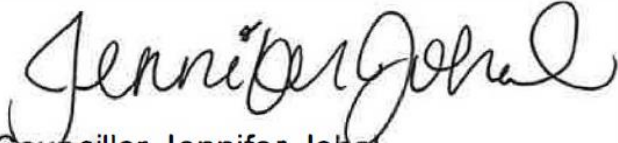
Implications:

Financial Implications – There are no financial implications associated with receiving this report.

CONCLUSION:

During the 2023–2025 term, the Diversity, Inclusion and Anti-Racism Committee provided valuable advice to Council and contributed to advancing inclusive practices across the City of Delta. Through its review of initiatives, community partnerships, and strategic recommendations, the Committee helped strengthen cultural programming, community engagement, and supports for diverse populations in Delta. The City would

like to thank the members of the Committee for their time and meaningful contributions toward fostering a more inclusive and welcoming community.



Councillor Jennifer Johal

Chair, Diversity, Inclusion and Anti-Racism Committee

Department submission prepared by: Olga Shcherbyna, Social Planning Manager
OS

▪ **ATTACHMENTS:**

- A. DIAC Terms of Reference, 2024
- B. List of Presentations to DIAC. 2023-2025



City of
Delta

**Council Committee
Terms of Reference**

DIVERSITY, INCLUSION AND ANTI-RACISM COMMITTEE

Type: Select Standing Task Force

Approved by Council: February 12, 2024

Council Approvals: February 12, 2024 Resolution No.: CL24/2-2

1.0 Purpose

- 1.1 The Diversity, Inclusion and Anti-Racism Committee recognizes that racism and discrimination exists in Delta and will listen, learn and recommend meaningful actions to Council, in collaboration with the community when appropriate.
- 1.2 The Diversity, Inclusion and Anti-Racism Committee will provide advice and recommendations to Council on:
 - a. actions to promote anti-racism in the community;
 - b. measures to improve diversity at the City of Delta;
 - c. initiatives to increase community engagement related to issues of diversity, inclusion and anti-racism; and
 - d. other matters as directed by Council.

2.0 Membership and Appointments

- 2.1 There will be two (2) representatives from Council, one of whom is appointed Chair and one of whom is appointed as Vice-Chair.
- 2.2 There will be at least six (6) Members at Large appointed by Council.
- 2.3 The Mayor is an ex-officio member of all Committees. The Mayor may attend meetings in a voting capacity to establish quorum in the event of a tie vote.
- 2.4 A member who is absent from three (3) consecutive meetings of the Committee without leave of the Committee or without reason satisfactory to the Committee is deemed to have resigned effective at the end of the third such meeting.

- 2.5 Council Committee appointments are held and reviewed annually. Following an election of a new Council, Committees are formed and members are appointed by Council as soon as reasonably possible. New Committee members may be appointed during an active term as required.
- 2.6 Recruitment of volunteers is managed by the Office of the City Clerk in keeping with the established procedures or as directed by the City Manager.

2.7 **Staff Resources**

The General Manager, Human Resources, a member of the Delta Police Department, and a member of the Delta Fire & Emergency Services Department may attend as a resource to the Committee.

2.8 **Staff Liaison**

The Corporate Social Planner is the staff liaison and is responsible for coordinating between the Chair and the City Clerk or designate, and staff on all Committee matters including meeting schedule, agendas, reports, and minutes.

3.0 Operations of the Committee

3.1 **Meeting Schedule**

At their first meeting, the committee will be provided with a draft meeting schedule for endorsement. The Committee may meet two times a year, except for August and December, and/or at the call of the Chair.

3.2 **Annual Reports**

At the request of Council, the Committee will present an annual report of achievements.

3.3 **Delegations**

Subject to approval of the Chair, the Committee may hear and consider representations by any individual, organization, or delegation of citizens on matters pertaining to the workplan approved by Council.

3.4 **Rules of Procedure**

Meetings will be conducted in accordance with the rules and procedures set out in the Council Procedure Bylaw No. 8330, 2023.

3.5 **Communications**

The media contact and all official representation of the Diversity, Inclusion and Anti-Racism Committee is through the Chair or their designate.

3.6 Termination

The Diversity, Inclusion and Anti-Racism Committee exists at the pleasure of City Council.

4.0 Resources

- 4.1 Council Committee members will serve without remuneration, but will be reimbursed for “out-of-pocket” expenses incurred in performing their duties.
- 4.2 Council Committee member expenditures must be pre-authorized by the City Clerk.

5.0 Applicable Bylaws, Resolutions and Legislation

- 5.1 The following bylaws, Council resolutions, and legislation apply to the Community Investment Committee:
 - a. *Community Charter*, sections 141 and 142;
 - b. Council Procedure Bylaw No. 8330, 2023; and
 - c. Council Committee Term Limits Policy established by Council Resolution 2016-02-22 and revised by Council Resolution 2016-03-07.

Agenda - Regular Council

Attachment B: List of Presentations to DIAC, 2023-2025.**2023**

- **Equity, Diversity and Inclusion Programs – Parks, Recreation & Culture**
Presenter: Trent Reid, General Manager, Parks, Recreation & Culture
- **Planned Activities for Pride Month, National Indigenous Peoples Day and Orange Shirt Day**
Presenter: Olga Shcherbyna, Social Planning Manager
- **Review of Planning and Zoning Policies Related to Housing**
Presenter: James Klukas, Director, Community Planning
- **Period Promise Campaign**
Presenter: Angelene Prakash, Co-Chair, Period Promise Action Group, United Way
- **Delta Social Action Plan (2023–2028) Update**
Presenter: Olga Shcherbyna, Social Planning Manager
- **EDI Empowerment Blueprint**
Presenter: Warren Dean Flandez, The Clear Umbrella

2024

- **Official Community Plan (OCP) Communications and Consultation Plan**
Presenters: Emily Gray, Senior Planner; JoAnne Kleb, Manager of Engagement
- **Pride and Indigenous-Related Planned Activities**
Presenter: Paula Kolisnek, Manager, Corporate Initiatives
- **Update on Delta's EDI Workplan**
Presenters: Samantha Pillay, General Manager, Human Resources; Olga Shcherbyna, Social Planning Manager
- **Winskill Redevelopment**
Presenter: JoAnne Kleb, Manager of Engagement
- **Social Action Plan Progress Update**
Presenter: Olga Shcherbyna, Social Planning Manager

2025

- **Empowering Community Together – Inclusive Housing**
Presenters: Shirley-Ann Reid, Delta Housing Be Mine Society; Lorraine Copas, SPARC BC Karla Verschoor, InclusionBC
- **Council Committees, Terms of Reference and Procedure**
Presenter: Michelle Jansson, City Clerk
- **Delta Local Immigration Partnership (LIP)**
Presenter: Angela Sheenmar, Delta Local Immigration Partnership
- **DIYAFest 2025**
Presenter: Paula Kolisnek, Manager, Corporate Events & Initiatives
- **Parks, Recreation and Culture Master Plan**
Presenter: JoAnne Kleb, Acting Director, Communications; Engagement and Alex Atkinson, Engagement Advisor
- **Pride Initiatives and Welcoming Week 2025**
Presenter: Olga Shcherbyna, Social Planning Manager; Ginny Dunnill, Social Planning Coordinator



City of Delta
COUNCIL REPORT
Regular Meeting

To: **Council** File No.: **12100-05/8452**

From: **Engineering Department** Bylaw Nos.: **8452, 8453, 8454**

Meeting **April 13, 2026**
Date:

Final Consideration and Adoption of the Highways Bylaw, Municipal Ticketing Information Bylaw and Bylaw Notice Enforcement Bylaw

The following report has been reviewed and endorsed by the City Manager's Office.

▪ **RECOMMENDATIONS:**

- A. THAT "Delta Highways Bylaw No. 8452, 2026" be finally considered and adopted.
- B. THAT "Delta Municipal Ticketing Information Bylaw No. 6639, 2007 Amendment (Highways) Bylaw No. 8453, 2026" be finally considered and adopted.
- C. THAT "Delta Bylaw Notice Enforcement Bylaw No. 7009, 2011 Amendment (Highways) Bylaw No. 8454, 2026" be finally considered and adopted.

▪ **BACKGROUND:**

At the March 30, 2026 Regular Meeting, Council provided first, second and third readings to Delta Highways Bylaw No. 8452, 2026, Delta Municipal Ticketing Information Bylaw No. 6639, 2007 Amendment (Highways) Bylaw No. 8453, 2026, and Delta Bylaw Notice Enforcement Bylaw No. 7009, 2011 Amendment (Highways) Bylaw No. 8454, 2026.

Updating these bylaws will enhance public safety, protect city infrastructure, ensure consistency with current practice, and update the Bylaw's language to align with other related bylaws.

Steven Lan, P.Eng.
General Manager, Engineering

Department submission prepared by: Heather Thicke, Engineering Services Manager
HT/sl

▪ **ATTACHMENTS:**

A. Bylaw No. 8452, 2026

B. Bylaw No. 8453, 2026

C. Bylaw No. 8454, 2026

D. Minute Extract from March 30, 2026 Regular Meeting of Council

**CITY OF DELTA
BRITISH COLUMBIA**



CITY OF DELTA HIGHWAYS BYLAW NO. 8452, 2026

A Bylaw to regulate traffic, parking and the use of highways, boulevards, sidewalks, and public rights-of-way within Delta.

City of Delta Highways Bylaw No. 8452, 2026

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City of Delta Highways Bylaw No. 8452, 2026



A Bylaw to regulate traffic, parking and the use of highways, boulevards, sidewalks, and public rights-of-way within Delta.

WHEREAS the highways, boulevards, sidewalks, and other public rights-of-way within the City of Delta are essential for the safe and efficient movement of vehicles, cyclists, pedestrians and goods;

AND WHEREAS the City of Delt has authority under the Community Charter and the Local Government Act to regulate, prohibit, and impose requirements in relation to the use of highways and related infrastructure;

AND WHEREAS Delta Council wishes to establish updated and comprehensive regulations governing the use, occupation, and protection of highways within the City of Delta;

NOW THEREFORE the Council of the City of Delta in open meeting assembled, enacts as follows:

PART 1: CITATION

- 1.1 This bylaw may be cited for all purposes as "**City of Delta Highways Bylaw No. 8452, 2026.**"

PART 2: INTERPRETATION

- 2.1 In this Bylaw, unless the context otherwise requires, each of the following words has the meaning set out below:
- (1) words importing the singular number include the plural and vice versa and words importing the neuter gender include the masculine and the feminine genders;
 - (2) headings given to sections are for convenience of reference only and do not form part of this Bylaw;
 - (3) unless expressly stated otherwise, a reference to a "section" is a reference to a section in this Bylaw and a reference to a "Part" is a reference to a Part in this Bylaw;

City of Delta Highways Bylaw No. 8452, 2026

- (4) unless expressly stated otherwise, a reference to an enactment is a reference to an enactment of British Columbia and regulations promulgated thereto, as amended, revised, consolidated or replaced from time to time, and a reference to a bylaw is a reference to a City bylaw, as amended, revised, consolidated or replaced from time to time; and
- (5) except as otherwise provided for in the applicable *Act (Act)*, the *Community Charter (Charter)* or this Bylaw, reference to a resolution or vote of Council is a reference to a resolution or vote passed by an affirmative vote of a majority of Council Members present and entitled to vote on the matter.

Definitions

2.2 In this Bylaw, unless the context otherwise requires, each of the following words has the meaning set out below:

“**Access**” means a part of a Highway that allows physical ingress and/or egress of Motor Vehicles from the Roadway to adjacent property;

“**Agricultural Gate**” means a retractable barrier with or without a locking mechanism that when opened provides access to a Farm Vehicle Route;

“**Angle Parking**” means the parking of a vehicle other than parallel to a curb or the lateral lines of a Roadway;

“**Applicant**” means in relation to an Application, the person or entity that will carry out the permitted activity or a representative duly authorized to act on the behalf of the said person or entity;

“**Application**” means a written request by an Applicant for the issuance of a permit required by this Bylaw in a form and with content prescribed by this Bylaw;

“**Arterial Highway**” has the same meaning as defined in the *Transportation Act*;

“**Bicycle Safety Helmet**” means a helmet that meets the standards of the *Bicycle Safety Helmet Standards Regulation* under the *Motor Vehicle Act*;

“**Boulevard**” means the portion of a Highway between the curb lines, lateral lines or the shoulder of the Roadway and the adjacent property line and in the case of a divided Highway that portion of a Highway between the inside curb lines, lateral lines or shoulders of the Roadway;

“**Bus**” means a Motor Vehicle designed to carry more than ten persons;

“**Bus Stop Sign**” means a sign designating where public transit Buses may stop to allow passengers to embark or disembark;

“**Bylaw**” means this bylaw;

City of Delta Highways Bylaw No. 8452, 2026

“Bylaw Enforcement Officer” means any person appointed to enforce the provisions of this Bylaw, and includes a Bylaw Inspector and any person employed by contract or otherwise to enforce parking regulations under this Bylaw;

“Chattel” means a moveable item of personal property including, without limitation, a leased or rented dumpster or container;

“Chief Constable” means the Chief Constable of the Delta Police Department and those persons delegated by the Chief Constable;

“City” means the City of Delta;

“Commercial Vehicle” means:

- (1) any Motor Vehicle having a Gross Vehicle Weight over 5500kg;
- (2) any Motor Vehicle bearing a commercial licence plate;
- (3) any Motor Vehicle having permanently attached to it a Truck or delivery body;
- (4) a casket wagon, limousine, hearse, motor Bus, Tow Vehicle, road building machine, Taxi, and a tractor;
- (5) any combination of truck, truck tractor, semi-trailer and trailer;
- (6) a Motor Vehicle having an engine valve retardant braking system installed or employed in addition to the standard braking systems;
- (7) other vehicles as specified by regulation of the Lieutenant Governor in Council pursuant to the *Commercial Transport Act*; and
- (8) any Motor Vehicle that has been structurally altered from its original manufacturer configuration by the permanent installation of a service or utility body, or by the integration into the vehicle's chassis or frame of mechanical lifting, elevating, hydraulic, pneumatic, electrical generation, or other apparatus or equipment of a type most commonly used in commercial or industrial applications.

“Council” means the Council of the City of Delta;

“Crosswalk” means

- (1) a portion of the Roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by signs and/or by lines and/or other markings on the surface, or
- (2) the portion of a Highway at an intersection that is included within the connection of the lateral lines of the Sidewalks on the opposite sides of the Highway, or within the extension of the lateral lines of the Sidewalk on one side of the Highway, measured from the curbs, or in the absence of curbs, from the edges of the Roadway;

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“Cycle” means a device having any number of wheels that is propelled by human power and on which a person may ride and includes a motor assisted cycle, but does not include a skate board, roller skates or inline roller skates;

“Cycle Lane” means a portion of the Highway designated for Cycles and identified by a sign or marking;

“Dangerous Goods” means has the meaning set out in the *Transport of Dangerous Goods Act*;

“Derelict Vehicle” means a Motor Vehicle that:

- (1) is not licensed for use on public roads for the current year or is not capable of being moved by its own motive power;
- (2) is reduced to parts, frames, or bodies of a Motor Vehicle; or
- (3) is missing parts, including, but not limited to doors, hood, trunk, tires, bumper, lights, or windows.

“Disabled Parking Zone” means a parking space which has been designated for the use of disabled persons by means of a sign or painting on the surface of the parking space with the standard wheelchair symbol;

“Driver” means a person who drives, operates, propels or is in actual physical control of a vehicle;

“Driveway” means an approved Access connecting the Roadway to an adjacent property and intended for vehicular travel, including any apron or crossing within the Highway right-of-way;

“Engineer” means that person appointed by the City as head of the Department of Engineering and those persons sub-delegated by the said appointee in accordance with the Delegation of Authority Bylaw No. 8199, 2022.

“Extraordinary Vehicle” means a Motor Vehicle used to carry goods or persons over a highway that, in conjunction with the nature or existing condition of the highway, the Engineer considers is so extraordinary with respect to:

- (1) the quality or quantity of the goods or the number of persons carried;
- (2) the mode or time of use of the Highway;
- (3) the speed at which the vehicles are driven or operated; or
- (4) one or more legislated dimension and/or weight limits on individual axle, axle groups or the gross vehicle weight set out in the *Commercial Transport Regulations (BC)*,

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that it is likely to substantially alter or increase the burden imposed on the Highway through its proper use by ordinary Traffic, cause damage to the Highway or result in expense to the Municipality beyond what is reasonable or ordinary;

“Extraordinary Vehicle Agreement” means the agreement described in Section 6.12 of this Bylaw;

“Farmer” means a person who is engaged in a farming activity on an agricultural zoned property within the Municipality;

“Farm Vehicle Route” means the route described in Section 6.19 of this Bylaw;

“Gross Vehicle Weight (GVW)” means the number of kilograms derived by adding the weights on all the axles of a Commercial Vehicle;

“Heavy Truck” means a Motor Vehicle which:

- (1) has a Gross Vehicle Weight (GVW) in excess of eleven thousand eight hundred (11,800) kilograms; or
- (2) comprises a truck tractor towing one or more trailers or semi-trailers;

but does not include any camper, house trailer, motor home, Recreational Vehicle or farm implement;

“Highway” includes a street, road, lane, bridge, viaduct and any other way open to public use, other than a private right of way on private property, within the Municipality;

“Highway Use Permit” means has the meaning provided in Section 11.12;

“Lane” means a Highway abutting the rear or side boundaries of parcels of land and which is intended primarily to provide access to the rear or side yards of such parcels;

“Loading Zone” means the area or space on a Highway established for the exclusive use of vehicles during the loading and unloading of materials;

“Mobile Food and Beverage Vending Unit” means a truck, trailer, cart, or other conveyance, or thing that is movable and is suitable to be used for selling certain foods and/or beverages to the general public for immediate consumption;

“Mobile Food and Beverage Vending Permit” means a permit issued by the City of Delta for a Mobile Food and Beverage Vending Unit to be used to prepare and sell certain foods and/or beverages from approved public locations during approved times to the general public for immediate consumption, all in accordance with the Mobile Food and Beverage Vendor Policy;

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“Mobile Food and Beverage Vendor Policy” means the City of Delta’s Mobile Food and Beverage Vendor Policy;

“Motor Vehicle” means a vehicle or motorcycle, not run on rails, that is designed to be self propelled or propelled by electric power obtained from overhead trolley wires or on board storage batteries, but does not include a motorized wheelchair (scooter);

“Neighbourhood Zero Emission Vehicle” means licensed vehicle that travels on 4 wheels and is powered by an electric motor that is designed to allow the vehicle to attain a speed of 32 kilometres per hour but not more than 40 kilometres per hour in a distance of 1.6 kilometres on a paved level surface, and which

- (1) meets or exceed standards of the *Motor Vehicle Safety Act* (Canada) for a low-speed vehicle and bears a compliance label for a low-speed vehicle in accordance with that Act; or
- (2) if imported to Canada, has been imported as an admissible low-speed vehicle in accordance with the *Motor Vehicle Safety Act* (Canada) requirements and
 - (a) bears a compliance label for a low-speed vehicle in accordance with that Act; or
 - (b) meets applicable federal United States laws in accordance with the *Motor Vehicle Safety Act* (Canada).

“Park” means the standing of a vehicle, whether occupied or not, upon a roadway other than temporarily for the purpose of and while actually engaged in loading or unloading merchandise, discharging or taking on passengers

“Pathway” means a pathway intended for non-motorized use physically separated from the Roadway which may or may not be within the Highway dedication;

“Peace Officer” means an officer, provincial constable, municipal constable, Chief Constable, special municipal constable, or special provincial constable, all of which are defined in the *Police Act*;

“Pedestrian” means a person on foot, or in a wheelchair, carriage, or a Skater;

“Permit” means a permit issued under this Bylaw;

“Permit Holder” means a person holding a valid Permit under this Bylaw;

“Recovery Vehicle” means a Motor Vehicle that is equipped with a winch and boom device or a wheel lift device or both, and that is designed for towing other Motor Vehicles by means of that device;

“Recreational Vehicle” means a vehicle designed to provide temporary living accommodation for travel, vacation, or recreational use, and to be driven, towed, or transported;

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“Residential District” means an area indicated as such in Schedule C;

“Roadway” means the portion of a Highway that is improved, designed, or ordinarily used for vehicular Traffic, but does not include the shoulder, Sidewalk or Boulevard; and where a Highway includes two or more separate Roadways, the term "Roadway" refers to any one Roadway separately and not to all of the Roadways collectively;

“Sidewalk” means the portion of a Highway between the curb lines or lateral lines of a Roadway and the adjacent property lines that is improved for use of Pedestrians or other uses authorized by a Permit;

“Sidewalk Hoarding” means temporary structures installed on a Sidewalk to protect pedestrians from construction activity or to secure construction materials and equipment;

“Skater” means a person who is skateboarding, or roller-skating with any form of skate or similar means of conveyance;

“Stand or Stop” means:

- (1) when required, a complete cessation from movement; and
- (2) when prohibited, the cessation from movement of a vehicle, whether occupied or not, except when necessary to avoid conflict with other Traffic or to comply with the directions of a Peace Officer or Traffic Control Device.

“Taxi” means a Motor Vehicle designed to carry not more than ten (10) persons that, with its Driver, is operated for hire;

“Tilt and Slide Deck Truck” means a Motor Vehicle that is equipped with:

- (1) a deck that tilts and slides,
- (2) a winch for self loading not more than two vehicles onto the deck, and
- (3) either a lifting tow bar or a wheel lift device designed for towing other Motor Vehicles by means of that bar or device.

“Tow Vehicle” means a Tilt and Slide Deck Truck or a Recovery Vehicle;

“Towing Contractor” means the company contracted by the City to tow vehicles in relation to enforcement of this Bylaw;

“Traffic” includes Pedestrians, ridden or herded animals, vehicles, Cycles and other conveyances, either singly or together, while using a Highway for purposes of travel;

“Traffic Control Device” means a sign, signal, painted line, meter, marking, space, cone barricade, barrier, chicane, Agricultural Gate or any other device, erected or placed under the authority of this Bylaw for the purpose of warning, guiding, regulating, directing, Stopping or Parking Traffic;

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“Traffic Control Signal” means a Traffic Control Device, whether manually, electrically, or mechanically operated by which Traffic is directed to Stop and to proceed;

“Truck” means a Motor Vehicle, other than a Bus, station wagon, Recreational Vehicle, passenger van, or car that is either permanently fitted with special equipment, or is designed to, and normally used to, convey a load, and that may operate as a single unit or may pull a full trailer or pony trailer;

“Unattached Trailer” means a trailer that is not attached to its motive power unit;

“Unlicensed Vehicle” means a vehicle that is not displaying a current valid licence plate or is not insured to be driven;

“Utility” means any pipe, conduit, line, cable, pole, tower, box, vault, or other fixture installed on, in, under, or over a Highway for the purpose of providing, carrying, or transmitting a service.

2.3 Words that are not defined in this Bylaw have the meanings ascribed to them in the *Act* or the *Charter*, as applicable.

Applicability

2.4 Except as otherwise indicated, this Bylaw applies to all Highways within the Municipality and to any person involved in an activity or subject matter covered by this Bylaw.

2.5 A person riding a cycle or an animal, or driving an animal-drawn vehicle upon a Highway, has all the rights and is subject to all the duties, limitations and responsibilities that apply to the Driver of a vehicle under this Bylaw.

References to Enactments

2.6 A reference to a statute in this bylaw refers to a statute of the Province of British Columbia unless otherwise indicated, and a reference to any statute, regulation code, or bylaw refers to that enactment as it may be amended or replaced from time to time.

2.7 Except as otherwise indicated in this Bylaw, words and phrases herein are to be construed in accordance with their meanings in the *Community Charter*, the *Motor Vehicle Act*, the *Transportation Act* and the *Interpretation Act*, as the context and circumstances require.

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Successorship of Delegated Authority

- 2.8 Words in the Bylaw directing or empowering any officer or employee of the Municipality to do any act or thing apply in equal force to successors of such officer or employee and any lawful deputy, and any person who is duly appointed to act in that officer or person's place.

Severability

- 2.9 If any portion of this Bylaw is found by a court of competent jurisdiction to be invalid, the invalid portion is to be severed, and the remainder is to remain valid and enforceable.

PART 3: EXEMPTIONS

- 3.1 This Bylaw does not apply to:

- (1) Provincial Arterial Highways;
- (2) Drivers of vehicles or persons using other equipment while lawfully engaged in Highway or public utility construction, maintenance or repair work on, over, under or adjacent to the surface of a Highway;
- (3) the Stopping, Standing or Parking of vehicles that are, at the relevant time:
 - (a) being used for the lawful purposes of the Municipality, another local government, or the government of Canada or British Columbia;
 - (b) being used for the lawful purposes of a public utility;
 - (c) being used as a Tow Vehicle for the authorized business purpose of its owner or operator under a licence issued by the Municipality. For the avoidance of doubt, the Tow Vehicle must be actively engaged in actions related to vehicle towing or recovery in order to avail this exception; or
 - (d) being used as an emergency vehicle;
 - (e) being used as a Tow Vehicle for the authorized business purpose of its owner or operator under a licence issued by the Municipality. For the avoidance of doubt, the tow vehicle must be actively engaged in actions related to vehicle towing or recovery in order to avail this exception; or

provided that in each of circumstances described in subparagraphs (i) through (iv), the vehicle is being operated with due regard for safety, having regard to all circumstances of the case, including the following:

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- (i) the nature, condition and use of the Highway;
 - (ii) the amount of Traffic that is on, or might reasonably be expected to be on, the Highway;
 - (iii) the nature of the use being made of the vehicle at the time; and
 - (iv) regulations under the Motor Vehicle Act that apply to the vehicle.
- 3.2 Section 4.1 and 4.2 of this Bylaw do not apply to the Municipality or its officials, employees, servants or agents in carrying out a function or purpose of the Municipality under the direction of Council, the Engineer or the Chief Constable or pursuant to an agreement with the Municipality.

PART 4: GENERAL REGULATIONS

Highway Restrictions

4.1 A person must not:

- (1) while removing a wrecked or damaged vehicle from the scene of an accident, leave any glass or other debris on the Highway;
- (2) being the owner or occupier of a commercial or industrial property as defined by Delta Zoning Bylaw No. 7600, 2017, fail to remove all snow, ice, and rubbish from all Sidewalks abutting such real property within 24 hours of the accumulation of such snow, ice, or rubbish;
- (3) being the owner or occupier of real property within the City, allow any garbage containers or other facilities related to garbage collection or recycling to be placed upon the travelled portion of the Highway abutting the said real property;
- (4) place any ice, snow, leaves, or vegetation upon a Highway;
- (5) place or permit to be placed, any fence, wall, vegetation, or other obstruction at or near the intersection of two Highways, and in such a location as to reduce or impede the Driver sight distance required for the safe operation of the intersection;
- (6) drive any vehicle into, over, through or otherwise operate, relocate or remove any Traffic Control Device placed on a Highway by the City or by a person pursuant to a Highway Use Permit;
- (7) place or permit to be placed any garbage or litter on a Highway;
- (8) herd horses, cattle, goats, or swine on a Highway;
- (9) drag or skid anything on or over a Highway, so as to damage the surface of the Highway;

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- (10) cause or allow any noxious, offensive or filthy water or coolant, oil, or other substance, or any other article or thing, whether broken or intact, to be deposited on a Highway;
- (11) expectorate, urinate or defecate on a Highway;
- (12) camp, reside, or otherwise use a Highway or Boulevard for temporary accommodation, including in a tent, tent trailer, truck camper, trailer, motor home, Vehicle, or any similar structure or shelter; or
- (13) park, place or otherwise cause or permit a Derelict Vehicle on a Highway.

Activities Requiring Highway Use Permit

4.2 Except as authorized by a permit issued by the Engineer pursuant to this Bylaw ("Highway Use Permit"), a person must not:

- (1) throw, leave, place, or otherwise cause, permit or allow the deposit of any earth, refuse, debris, gravel, rocks, stones, fuel, logs, stumps, lumber, blocks, merchandise, Chattel or other debris to cave, fall, crumble, slide, or accumulate onto a Highway;
- (2) leave any excavation or other obstruction on a Highway;
- (3) dig up, break up or remove any part of a Highway, or cut down or remove trees or timber growing on a Highway, or excavate in or under a Highway;
- (4) change the level of a Highway whatsoever, or stop the flow of water through any drain, sewer or culvert on or through a Highway;
- (5) place, construct or maintain a retaining wall, loading platform, Sidewalk Hoarding, skid, rail, mechanical device, building, signs, pavers, asphalt, brick, concrete, gravel or any other structure or thing on a Boulevard or Highway;
- (6) construct or maintain a ditch, sewer or drain, the effluent from which is likely to or does cause damage, erosion, fouling, injury or nuisance to any portion of a Highway;
- (7) mark, imprint or deface in any manner whatsoever a Highway or structure thereon;
- (8) ride, drive, move or propel any vehicle over or across a Boulevard, including any curb, Sidewalk or ditch therein unless such Boulevard has been constructed or improved to form a suitable crossing;
- (9) cause damage to, cut down or remove trees, shrubs, plants, bushes and hedges, fences, irrigation, bollards or other things erected by the City on a Highway;

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- (10) operate a vehicle while sounding a calliope, loudspeaker or other noise making device, unless the vehicle is being operated as an ice cream vendor vehicle for which there has been issued a valid business licence and in accordance with that licence;
- (11) march, drive or otherwise take part in a parade or procession, except a funeral procession;
- (12) conduct construction on a Highway or traffic control relating to such construction;
- (13) conduct construction on land adjacent to a Highway where access from the Highway to the land is required for that purpose;
- (14) block or redirect Traffic on a Highway using barricades, traffic cones, or other means;
- (15) occupy any portion of a Highway or the airspace above a Highway to maintain, clean, construct, alter, repair, demolish, or move a building, structure, sign, awning, or part thereof;
- (16) install, erect, or cause to be installed or erected a Traffic Control Device, or the likeness thereof, on or within sight of a Highway;
- (17) damage, obstruct, deface, remove, replace or in any way interfere with a Traffic Control Device;
- (18) construct an Access, whether or not the access is on privately owned land or over a curb, ditch, Boulevard or Sidewalk crossing;
- (19) operate any vehicle transporting Dangerous Goods on any Highway on which the movement of Dangerous Goods is restricted by the City;
- (20) install temporary anchor rods, temporary footings, temporary shoring and other encroachments on a highway or portion of a highway;
- (21) use a crane or forklift to pick up or carry a load on or over a Highway or other public property;
- (22) blast or use explosives on or over a Highway;
- (23) obstruct or interfere with the free flow of Traffic or attempt to control or detour Traffic on any Highway or Lane, whether by use of signs, flagperson or by barricades or other physical obstruction on the road, unless the person:
 - (a) is a Peace Officer, Bylaw Enforcement Officer, parking patroller or firefighter acting in the normal course of his or her duties;
 - (b) is a student or adult school patrol acting under the authority of the *School Act* or as approved by the Chief Constable;
 - (c) is operating an emergency vehicle during an emergency;
 - (d) is carrying out a lawful purpose of a public utility;

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- (e) is an officer, employee, servant, contractor or agent of the City for the purpose of making repairs, undertaking an inspection or carrying out a survey; or
- (f) has parked their vehicle lawfully on a Highway or Lane, or otherwise in accordance with a Traffic Control Device or the direction of a Peace Officer;
- (24) place, cause or allow anything to project across, onto or over a Highway so as to impede the normal flow of Traffic;
- (25) in managing, supervising or operating construction equipment or vehicles, allow the counter-weight of any overhead climbing crane in the full arc of its swing to extend beyond the designated building site or hoarding;
- (26) fail to comply with a traffic control device; or
- (27) obstruct Traffic on a Boulevard, Crosswalk, Cycle Lane, Highway, Lane, Pathway, Roadway, or Sidewalk by participating in, organizing or hosting a gathering of persons.

No Stunting

- 4.3 A person must not perform or engage in an activity on a Highway that is likely to distract, startle or interfere with other users of the Highway.

Obedience to Peace Officers, Bylaw Enforcement Officers and Firefighters

- 4.4 A Peace Officer, Bylaw Enforcement Officer, or firefighter in order to expedite the movement of Traffic or to safeguard Pedestrians or property, may direct and control Traffic and in doing so may disregard any Traffic Control Device that is contrary to that purpose;
- 4.5 Every person must comply with any lawful order, direction, signal or command made or given by a Peace Officer, Bylaw Enforcement Officer or firefighter acting in the performance of his or her duty in directing or regulating Traffic under this bylaw.

Identification on Request

- 4.6 When requested to do so by a Peace Officer or Bylaw Enforcement Officer:
 - (1) the Driver or operator of a vehicle, or the person in charge of a vehicle on a Highway must correctly state his or her name and address and the name and address of the owner of the vehicle; and
 - (2) a Pedestrian or the operator of a Cycle must correctly state his or her name and address.

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PART 5: TRAFFIC CONTROL DEVICES**Authority of the Engineer**

- 5.1 The Engineer may order the placement, erection, and maintenance of applicable Traffic Control Devices where and when necessary, to give effect to the provisions of this Bylaw and the *Motor Vehicle Act*, and to regulate, warn, direct, or inform Traffic for the safety and convenience of the public.
- 5.2 Orders for Traffic Control Devices shall be issued in written form, dated and signed by the Engineer.
- 5.3 The Engineer may rescind, revoke, amend or vary any order concerning Traffic Control Devices where the Engineer considers the conditions which gave rise to the need for the order have been rectified or otherwise removed.
- 5.4 In accordance with this Bylaw and the Delta Sign Bylaw No. 5860, 2000 the Engineer may order the alteration, repainting, tearing down, or removal and disposal of an unauthorized sign, advertisement, Traffic Control Device, or guide-post that has been erected or maintained on or over any Highway. No compensation shall be paid to any person for loss or damages related to the lawful exercise of this authority.

Traffic Control Device Standard

- 5.5 A person who erects a Traffic Control Device must, in addition to any other conditions and requirements of a permit issued by the City, comply with the sign regulations of Division 23 of the *Motor Vehicle Act Regulation*.

PART 6: VEHICLE REGULATIONS**Vehicle Loading**

- 6.1 A person must not drive or operate on a Highway without a Highway Use Permit:
 - (1) a vehicle so loaded that any part of the load extends beyond the sides of the vehicle, or more than 185 cm beyond the back of the vehicle;
 - (2) a vehicle with a load that is shifting, swaying, bouncing, dropping, leaking, dragging or otherwise escaping from the vehicle onto a Highway.

Truck Routes

- 6.2 Subject to Section 6.3, a person must not drive, operate, Stop, Stand or Park any Heavy Truck on any Highway within the City unless the Highway or portion of Highway is designated as a Truck Route in Schedule "A".

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6.3 Section 6.2 does not apply to:

- (1) any Heavy Truck while engaged in the pick-up or delivery of soil, fuel, furnishings, fixtures, goods, wares or merchandise to premises fronting on a Highway not designated as a Truck route, provided the route followed is the shortest feasible route between a designated Truck Route or Provincial Highway and the premises;
- (2) any school bus or other vehicle operated for the purpose of providing public transportation within the City;
- (3) any Heavy Truck operating outside the urban Residential Districts designated on Schedule "C" hereto that is transporting agricultural products between farms located in the City but outside the urban Residential Districts;
- (4) fire fighting apparatus; or
- (5) an Arterial Highway, provincial public highway or a portion of a Highway within 800 metres of an arterial highway or provincial public highway.

Temporary Restrictions

6.4 The Engineer may control Traffic on a Highway or temporarily restrict or prohibit any kind of Traffic on any Highway at such time and for such period of time and in respect of such classes of Traffic or use as in the opinion of the Engineer may be necessary:

- (1) for the construction or protection of any Highway or other public work;
- (2) for the protection of the public; or
- (3) to enable permitted Traffic to be handled safely and expeditiously.

Commercial Vehicles6.5 For the purpose of Section 6.6, "regulations" means a regulation under Division 7 of the *Commercial Transport Regulations*, as amended. References in the regulations to the Minister shall be interpreted as references to the Engineer and references to a permit shall be interpreted as references to a Highway Use Permit issued under this Bylaw.

6.6 A person must not operate on a Highway a Commercial Vehicle if:

- (1) the Gross Vehicle Weight of the Commercial Vehicle exceeds its licensed Gross Vehicle Weight;
- (2) the weight of an axle, group of axles or axle unit exceeds the weight permitted by the regulations;
- (3) the dimensions of the Commercial Vehicle do not conform to the regulations

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- (a) with load included; and
 - (b) without load; or
 - (4) the distances between the axles, group of axles, or axle units do not conform to the regulations,
unless the person is holding a valid and subsisting Highway Use Permit issued by the Engineer.
- 6.7 A person must not operate a Commercial Vehicle on a Highway if that vehicle exceeds the approved Gross Vehicle Weight:
- (1) by a weight greater than a kilogram but less than 500 kilograms;
 - (2) by a weight greater than 500 kilograms but less than 1000 kilograms;
 - (3) by a weight greater than 1000 kilograms but less than 1500 kilograms;
or
 - (4) by a weight greater than 1500 kilograms.
- 6.8 Except in the case of an emergency, a person must not use an engine brake of any kind (including a brake commonly known as a “Jacobs” Brake) to slow or stop a Motor Vehicle on a Highway within a Residential District of the City.

Extraordinary Vehicles

- 6.9 Subject to Sections 6.10 and 6.11, a person must not drive a vehicle on any Highway, if the Engineer has notified the owner or Driver that in his opinion, the vehicle is an Extraordinary Vehicle.
- 6.10 A person who has been notified under Section 6.9 may apply to the Engineer to enter into an Extraordinary Vehicle Agreement so that the vehicle may be safely operated, driven, stopped, stood or parked on a Highway within the City, with reduced burden on the City and reduced risks of damage to Highways and other property.
- 6.11 The Engineer may, on behalf of the City, enter into an Extraordinary Vehicle Agreement under this Section with the owner or Driver of the vehicle, or both.
- 6.12 An Extraordinary Vehicle Agreement may include any terms, conditions, restrictions and requirement the Engineer considers necessary or appropriate for reducing the risks associated with an Extraordinary Vehicle and any further risks identified in the circumstances. Without limiting the foregoing, the Extraordinary Vehicle Agreement may include a requirement for security, insurance, for indemnifying the City against risks associated with the subject vehicle, and for a payment to the City in compensation for any damage, or expense which may be caused to the City as a result of the vehicle being driven or operated within the City. The regulations of Part 7 may be varied as the Engineer considers necessary in the circumstances for public safety and to reduce or mitigate the burdens or risks associated with Stopping, Standing or Parking the vehicle that is the subject of an Extraordinary Vehicle Agreement.

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- 6.13 The Engineer may require that a person wishing to enter an Extraordinary Vehicle Agreement provide information respecting the following matters:
- (1) time(s), date(s), duration, route, and speed traveled by the permitted vehicle;
 - (2) vehicle type, size, dimensions, axle spacing;
 - (3) vehicle ownership and licensing;
 - (4) nature and amount of load carried, and how the load is secured, provision of signs, flagging, lights, reflectors and other safety equipment;
 - (5) provision of pilot cars or police escorts or both;
 - (6) provision of inspection, provision of vehicle trip logs, in the case of multiple journeys; and
 - (7) repairs, adjustments, or cleaning of the subject Highway(s), and any Traffic Control Devices, signs or other structures thereon, affected by the vehicle movement.
- 6.14 A person who has been approved to enter an Extraordinary Vehicle Agreement must pay the fee specified in *Delta Consolidated Fees and Charges Bylaw No. 8386*.
- 6.15 The person identified in the Extraordinary Vehicle Agreement must carry a copy of the Agreement at all times during which the subject vehicle is being operated or driven on a Highway, and produce it on request to a Peace Officer or Bylaw Enforcement Officer.
- 6.16 The owner, Driver and any other person identified as being responsible for a vehicle that is the subject of an Extraordinary Vehicle Agreement must ensure that the vehicle is only driven and operated strictly in accordance with that Agreement.

Neighbourhood Zero Emission Vehicles

- 6.17 A person may drive or operate a Neighbourhood Zero Emission Vehicle only on a Highway within the City that has a speed limit of not more than 50 kilometres per hour.
- 6.18 A person who drives or operates a Neighbourhood Zero Emission Vehicle in accordance with Section 6.17:
- (1) must not, at an intersection, cross a Highway that has a speed limit that is greater than 80 kilometres per hour to enable the person to continue on a Highway on which the person is authorized to drive or operate a Neighbourhood Zero Emission Vehicle;
 - (2) must not travel on any Highway within the City that has a speed limit greater than 50 kilometres per hour; and

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- (3) must remain in the lane on the street that is closest to the right hand edge or curb of the street, except when a left hand turn is necessary or when passing another vehicle.

Farm Vehicle Routes

- 6.19 Subject to Section 6.20, a person must not drive, operate, Stop, Stand or Park any Motor Vehicle on any Highway designated as Farm Vehicle Route in Schedule "D".
- 6.20 Sections 4.1(6) and 6.19 do not apply to the use of a Farm Vehicle Route by a Farmer. The onus of proving that a person is a Farmer rests with the person claiming to be a Farmer.

PART 7: PARKING REGULATIONS**Manner of Parking**

- 7.1 Except when permitted by a Traffic Control Device or as directed by a Peace Officer, Bylaw Enforcement Officer, or firefighter under Section 4.5, a person must not Stop, Stand or Park a vehicle on a Roadway other than on the right side of the Roadway and with the rear right hand wheels parallel to that side, and where there is a curb, within 30 centimetres of the curb;
- 7.2 A person must not allow a Motor Vehicle to Stand unattended or parked unless the person has:
- (1) locked it and made it secure in a manner that prevents its unauthorized use; and
 - (2) if the Motor Vehicle is Standing on a grade, turned the front wheels of the vehicle to the curb or side of the Roadway.
- 7.3 Unless otherwise directed by a Peace Officer, Bylaw Enforcement Officer, or firefighter under Section 4.5, a person must not:
- (1) Park a vehicle so as to obstruct the free passage of Traffic on a Highway;
 - (2) Park a vehicle where a Traffic Control Device indicates that Angle Parking is permitted other than at an angle indicated by parking lines marked on the Highway and with the right front wheel not more than 30 centimetres from the curb; or
 - (3) where vehicles are parked parallel to the edge of the Roadway, Park a vehicle closer than one (1) metre from any other parked vehicle.
- 7.4 Unless otherwise directed by a Peace Officer, Bylaw Enforcement Officer, or firefighter under Section 4.5, a person must not Stop, Stand or Park a vehicle:
- (1) on a Sidewalk, Boulevard (unless otherwise approved by the Engineer), Pathway or marked or signed Cycle Lane;

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- (2) in front of, or within 2 metres on either side of a public or private Driveway;
- (3) in an intersection;
- (4) within 5 metres of a fire hydrant measured from a point in the curb or edge of the Roadway which is closest to the fire hydrant;
- (5) on a Crosswalk;
- (6) within 15 metres of the approach of or 6 metres beyond a marked Crosswalk, unless expressly allowed by a Traffic Control Device;
- (7) within 6 metres of the approach of a flashing beacon, stop sign or Traffic Control Signal located at the side of a Roadway;
- (8) within 30 metres of the nearest rail of a railway crossing;
- (9) on a Highway, Boulevard or on a City of Delta right-of-way for purpose of:
 - (a) displaying the vehicle for sale;
 - (b) advertising, greasing, painting, wrecking, storing or repairing a vehicle, except where repairs are necessitated by an emergency;
 - (c) displaying signs; or
 - (d) selling flowers, fruit, vegetables, seafood, produce or other commodities or articles, unless authorized by a Mobile Food and Beverage Vending Permit;
- (10) alongside or opposite any street excavation or obstruction when stopping, standing or parking obstructs Traffic;
- (11) on the Roadway side of a vehicle Stopped or Parked at the edge or curb of a Roadway;
- (12) on a bridge or other elevated structure on a Highway, or in a Highway tunnel, except as permitted by a Traffic Control Device;
- (13) in a place in contravention of a Traffic Control Device that gives notice that stopping, standing or parking there is prohibited or restricted for residents, pick-up and drop-off, or any other reason;
- (14) in a manner that obstructs the visibility of any Traffic Control Device erected pursuant to this Bylaw;
- (15) in a designated Angle Parking zone where the length of the vehicle and/or Trailer exceeds 5.7 metres;
- (16) within 21 metres of the approach of or 8 metres beyond any Bus Stop Sign unless otherwise indicated by a Traffic Control Device or bus zone signs;

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- (17) on a Highway within 9 metres of the nearest lateral edge line of the Roadway on an intersecting street; or
- (18) so as to obstruct the entrance to a building or to obstruct Pedestrians or vehicles using the Highway. This does not apply to persons participating in or assembled to watch a parade for which a Highway Use Permit has been issued.

Parking Time Limits

- 7.5 A person may Park a Mobile Food and Beverage Vending Unit for which a valid Mobile Food and Beverage Vending Permit is in effect on an approved Highway location to prepare and sell food or beverages to the general public for immediate consumption in accordance with the requirements of such permit.
- 7.6 Notwithstanding any other provision of this Bylaw, a person must not Park a vehicle on any Highway, public place, or other public right-of-way for a period exceeding seventy-two (72) consecutive hours.
- 7.7 Notwithstanding any other provision of this Bylaw, a person must not Park a trailer carrying a vehicle or Derelict Vehicle or a Tow Vehicle carrying or attached to a vehicle or Derelict Vehicle on any Highway, public place, or other public right-of-way for a period exceeding three (3) consecutive hours.
- 7.8 A person must not move their parked vehicle from one location to another within a radius of 150 metres in order to circumvent the time limit specified in this Bylaw or specified by a traffic control device.

Parking of Trailers and Commercial Vehicles

- 7.9 Unless as authorized by a Mobile Food and Beverage Vending Permit, a person must not Park on a Highway an Unattached Trailer that is:
 - (1) licensed as a commercial Trailer;
 - (2) licensed as other than a commercial Trailer; or
 - (3) Unlicensed.
- 7.10 Unless as authorized by a Mobile Food and Beverage Vending Permit, no person shall park a Commercial Vehicle between the hours of 7:00 p.m. and 7:00 a.m. of the following day on any Highway.

Loading Zones

- 7.11 Subject to Section 7.12, a Driver of any vehicle must not Stop in a Loading Zone for a period exceeding:
 - (1) three (3) minutes for the loading or unloading of passengers; or
 - (2) ten (10) minutes for the loading or unloading of materials.

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- 7.12 A Driver of a vehicle that is employed as a licensed Taxi may Stop in a Loading Zone, providing that the Driver:
- (1) does not leave the vehicle unattended at any time; and
 - (2) if not in the process of loading or unloading passengers, vacates the area immediately when the Loading Zone is required for pickup or delivery services;

Disabled Parking

- 7.13 A person must not Stop, Stand or Park a vehicle on any portion of a Highway designated as a Disabled Parking Zone unless there is displayed on the vehicle:
- (1) a valid disabled person's parking permit issued pursuant to the *Motor Vehicle Act*; or
 - (2) a permit of similar nature issued by another jurisdiction.

Residential District

- 7.14 A person must not Park a Recreational Vehicle or any vehicle having a licensed Gross Vehicle Weight in excess of 5,500 kilograms, on any Highway within a Residential District in the City, except where the vehicle is temporarily parked and engaged in the moving, loading and unloading of furniture, equipment or other effects.

Municipal Precinct

- 7.15 A person must not Park any vehicle having a Gross Vehicle Weight in excess of 4,500 kg within the area bounded by 57th Street on the west, the extension of 44th Avenue on the south, Highway 17A on the east, and Ladner Trunk Road on the north, except where the vehicle is temporarily parked and engaged in the moving, loading and unloading of furniture, equipment or other effects.

Uninsured Vehicles

- 7.16 A person must not Park or leave any Unlicensed Vehicle on a Highway.

PART 8: OTHER REGULATIONS

Driving on Sidewalk

- 8.1 A Driver must not drive on a Sidewalk, Pathway or Boulevard, except when entering or leaving a Driveway or Lane or when entering or leaving land adjacent to a Highway.

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Obeying Flagperson

- 8.2 Where a flagperson, authorized by a Highway Use Permit, is controlling the movements of Traffic around a portion of Highway on which work is being carried out, a person must not drive or operate a vehicle other than as directed by the flagperson.

Obeying Traffic Patrol

- 8.3 Every Pedestrian, cyclist and Driver of a Motor Vehicle must obey the instructions of an adult school crossing guard or a school student acting as a member of a traffic patrol.

Motor Vehicle Noise

- 8.4 A person must not start, drive, turn or Stop any Motor Vehicle, or accelerate the vehicle engine while the vehicle is stationary, in a manner which causes any loud and unnecessary noise in or from the engine, exhaust system, braking system, audio system, or from the contact of the tires with the Roadway.

Reverse Turn

- 8.5 A driver shall not turn a vehicle so as to proceed in the opposite direction:
- (1) unless they can do so without interfering with other traffic; or,
 - (2) when they are driving:
 - (a) on a curve;
 - (b) on an approach to or near the crest of a grade where the vehicle cannot be seen by the driver of another vehicle approaching from either direction within 150 metres;
 - (c) at a place where a sign prohibits making a U-turn;
 - (d) at an intersection where a traffic control signal has been erected; except as specifically permitted by a traffic control device; or
 - (e) in a business district, except at an intersection where no traffic control signal has been erected.

PART 9: REMOVAL OF VEHICLES AND CHATTELS**Authority to Remove Vehicles and Chattels**

- 9.1 If a Motor Vehicle or Chattel:
- (1) interferes with any fire-fighting, emergency vehicle, emergency operation or equipment;
 - (2) interferes with the normal flow of Traffic on a Highway;

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- (3) interferes with the construction, improvement, maintenance, alteration, extension, widening, marking, repair, removal of snow or ice from, or sweeping of a Highway;
- (4) is Standing or parked in violation of this Bylaw or another bylaw of the City;
- (5) has apparently been left unattended on a Highway for a period of at least seventy-two (72) hours;
- (6) is found on a Highway and is an Unlicensed Vehicle; or
- (7) is unlawfully occupying any portion of a Highway, Boulevard, Access or Sidewalk,

a Peace Officer, a Bylaw Enforcement Officer, or the Engineer may take any of the following actions:

- (a) direct, move or cause to be moved, the Motor Vehicle or Chattel to a location or position that the Peace Officer, Bylaw Enforcement Officer, or Engineer considers to be necessary or appropriate in the circumstances;
- (b) require the Driver, owner or other person who is apparently responsible for the Motor Vehicle or Chattel to move it, or cause it to be moved, to a location or position that the Peace Officer, Bylaw Enforcement Officer, or Engineer considers to be appropriate in the circumstances; or
- (c) where neither of the actions in subparagraph i. or ii. is practicable, seize, detain, or impound the Motor Vehicle or Chattel, or cause the Motor Vehicle or Chattel to be seized, detained or impounded.

Recovery

- 9.2 Any Motor Vehicle, Chattel or other obstruction that has been removed, detained or impounded by the City's Towing Contractor may be recovered by the owner during the Towing Contractor's normal business hours by paying to the Towing Contractor the fees for removal, care and storage of the vehicle or Chattel in the same amounts that are set out in *Towing and Storage Rate Payment Schedule* established by the Insurance Corporation of British Columbia and in effect on the date of recovery.

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Notice of Impoundment

- 9.3 If a Motor Vehicle or Chattel is removed, detained or impounded, and not claimed by its owner within 30 days from date of seizure, written notice shall be given in the case of a Motor Vehicle to the owner at the last known owner's address, if available, as shown on the records of the British Columbia Superintendent of Motor Vehicles, and, in the case of any other Chattel, to the owner if the identity of the owner can be established, advising of the seizure, the sum payable to recover the Motor Vehicle or chattel, and the date of planned disposal of the property.

Disposal of Impounded Property

- 9.4 The City may dispose of any vehicle or Chattel not claimed by its owner following 30 days after delivering by mail a notice to the owner. If the vehicle or Chattel is disposed of by public auction, the auction shall be advertised at least once in a local newspaper.

Disposal Proceeds

- 9.5 The proceeds of disposal shall be applied firstly to the cost of the disposal, and secondly to the fees incurred by the City for the removal and impoundment. Any remaining balance shall, in the case only of a vehicle or Chattel that has a realized disposal value, be held for the owner by the City for one year from the date of disposal. If the balance remains unclaimed at the end of the year, such balance shall be paid into the general revenue account of the City.

PART 10: PEDESTRIAN AND CYCLE REGULATIONS**Pedestrian Controlled Signal**

- 10.1 Where a Pedestrian is instructed or permitted by a Traffic Control Signal to enter or proceed across a Roadway, they must do so in a safe manner and:
- (1) when at an intersection, only in a Crosswalk; and
 - (2) other than at an intersection, in the vicinity of which there is a Crosswalk, only in the Crosswalk.

Persons Impeding Traffic

- 10.2 A person must not engage in any sport, amusement, exercise or occupation on a Highway, or stand, walk, run in such a manner so as to obstruct, impede or interfere with the free passage of vehicles on a Highway.
- 10.3 A person must not engage in any sport, amusement, exercise or occupation on a Sidewalk or stand, walk, run or loiter in such a manner so as to obstruct, impede or interfere with the free passage of another person on a Sidewalk.

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Pedestrians

- 10.4 When crossing a Highway at other than a Crosswalk, a Pedestrian must yield the right of way to a vehicle.
- 10.5 The Driver of a vehicle must yield the right of way to a Pedestrian where Traffic Control Signals are not in place or not in operation when the Pedestrian is crossing the Highway in a Crosswalk and the Pedestrian is on the half of the Highway on which the vehicle is travelling, or is approaching so closely from the other half of the Highway that he or she is in danger.
- 10.6 A Pedestrian must not cross a Roadway in contravention of a Traffic Control Device.
- 10.7 If there is a Sidewalk that is reasonably passable on either or both sides of the Highway, a Pedestrian must not walk on the Roadway.
- 10.8 If there is no Sidewalk, a Pedestrian walking along or on a Highway must walk only on the extreme right side of the Roadway or on the shoulder of the Highway, facing Traffic approaching from the opposite direction;
- 10.9 A person outside of a Motor Vehicle must not stand in the Roadway, solicit a ride, employment or business from an occupant of a vehicle on a Highway.
- 10.10 A person must not slide, roller skate, sleigh, ice skate, skate board, ski or use any other similar means of conveyance on a Roadway, or use such conveyances in a Public Place contrary to a Traffic Control Device.

Cycles

- 10.11 A person operating a Cycle:
 - (1) must not ride on a Sidewalk unless authorized by this Bylaw or unless otherwise directed by a Traffic Control Device. If authorized or directed to ride on a Sidewalk, a person must operate a Cycle with due care and attention and with reasonable consideration for other persons using the Sidewalk and Highway;
 - (2) when crossing a Highway, must not ride on a Crosswalk unless otherwise directed by a Traffic Control Device;
 - (3) must not ride abreast of another person operating a Cycle on the Roadway;
 - (4) must ride as near as practicable to the right side of the Roadway;
 - (5) must keep at least one hand on the handlebars;
 - (6) must not ride other than on or astride a regular seat of the Cycle;
 - (7) must not use the Cycle to carry more persons at one time than the number for which it is designed and equipped;
 - (8) must not ride a Cycle on a Highway where signs prohibit their use; and

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- (9) must not ride a Cycle on a Highway without a Bicycle Safety Helmet, unless exempted under the *Bicycle Safety Helmet Exemption Regulation of the Motor Vehicle Act*.
- 10.12 A parent or guardian of a person under the age of 16 years must not authorize or knowingly permit to operate or ride as a passenger on a Cycle on a Highway if that person is not properly wearing a Bicycle Safety Helmet.
- 10.13 A person must not ride a Cycle, coaster, roller skates, sled, play vehicle or other similar means of conveyance while the person is being drawn, pulled or propelled by a vehicle on a Highway.

PART 11: PERMITS

- 11.1 The Engineer is hereby authorized:
- (1) to grant Permits under this Bylaw; and
 - (2) to refuse, suspend, amend, vary, revoke or cancel any Permit, in consideration of safety, risk of injury to persons, damage or loss to property, inconvenience to others using the Highway, to residents or businesses in the vicinity or to the public generally, or any other operational need of the City. The Engineer is further authorized to prescribe application forms as necessary for the efficient administration of this Bylaw.

Availability of Permit

- 11.2 Once issued, a Permit must at all times be available at the site, or in the vehicle for which the Permit was issued and a person responsible for the activity under the Permit must immediately produce the Permit at the request of the Engineer, a Peace Officer or a Bylaw Enforcement Officer.

Effective Period of Permit

- 11.3 The effective period of a Permit shall be as stipulated in this Bylaw or on the Permit itself, unless suspended, amended, varied, revoked or cancelled, and in any case, shall not exceed twelve (12) months.
- 11.4 The Engineer may revoke a Permit effective immediately if the Permit Holder breaches any term or condition of the Permit.

Permit Fees and Securities

- 11.5 Every Applicant for a Permit must pay to the City the fee established in *Delta Consolidated Fees and Charges Bylaw No. 8386*.

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- 11.6 In the case of work or an activity affecting the paved portion of a Highway, the Engineer may require an Applicant to provide a deposit as a condition of issuing the Permit, which deposit may be applied by the City to pay for any loss of pavement integrity, pro-rated by the age of the pavement, resulting from the work carried out under the Permit.
- 11.7 The Engineer may require additional security to ensure compliance with this Bylaw and the performance of any term or condition imposed under a Permit, in an amount that is, in the opinion of the Engineer, sufficient to pay the cost of either or both of the following:
- (1) repairing any damage to the Highway, structure, or other public or private property, that could result from the activity for which the Permit was issued and, where applicable, maintenance for up to one year following completion of any such repair; and
 - (2) fulfilling the obligations imposed by the Permit within the time specified by the Permit on default of the Permit Holder.
- 11.8 An Applicant who is required to provide a Permit deposit as a condition of the issuance of a Permit may, at the Applicant's option, provide the Permit deposit by:
- (1) a cash deposit,
 - (2) an irrevocable letter of credit, or
 - (3) another form of security satisfactory to the Engineer.
- 11.9 If a Permit Holder fails to promptly repair any damage, compensate for any injury or loss resulting from work, activity or other thing that is subject to the Permit, or fails to fulfill the obligations of the Permit within the specified time, the City may draw upon the deposit or security provided by the Permit Holder and may take steps to remedy the damage, compensate for loss or injury, or fulfill the obligations of the Permit Holder. If there are not sufficient funds on deposit or available through the security provided, to cover the costs, the City may recover any shortfall from the Permit Holder.

Indemnity and Insurance

- 11.10 An applicant for a Permit must indemnify, protect and save harmless the City from and against all damages, claims and demands of every kind arising out of the work or other activities or things for which a Permit has been issued.

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- 11.11 An applicant for a Permit must obtain and maintain throughout the term of the Permit, and for any applicable maintenance period, comprehensive general liability insurance and such other forms of insurance as the Engineer deems appropriate and with coverage limits that the Engineer deems appropriate. Such insurance policy must be on an occurrence basis, name the City as an additional insured, include a cross-liability clause and provide that the policy shall not be cancelled or materially altered unless and until the City has received thirty (30) days notice in writing.

Highway Use Permit

- 11.12 In addition to the other requirements set out in this Bylaw, every Applicant for a Highway Use Permit must:
- (1) provide the Engineer with accurate and complete plans and specifications of any work to be undertaken on, over or under the Highway; and
 - (2) provide the Engineer with any additional supporting documents as requested by the Engineer.
- 11.13 Where any completed work on, over or under a Highway is to be taken over by the City, the Permit Holder shall maintain such work for a period of one year from the date of completion of the work, as certified by the Engineer. The Permit Holder must place an additional deposit in the amount as determined by the Engineer to cover the maintenance period.
- 11.14 Upon final completion of work carried out under a Highway Use Permit or the end of a maintenance period, as applicable, any amount that is not used or required by the City to remedy a default of the Permit Holder or any loss, injury or damage otherwise resulting from the work or from non-compliance with the Permit or this Bylaw will be refunded to the Permit Holder.
- 11.15 Work carried out under a Highway Use Permit must conform in every respect to plans and specifications approved by the Engineer.
- 11.16 Every Permit Holder must ensure compliance with this Bylaw and other applicable enactments, and that all terms and conditions of a Highway Use Permit are met.

Crane Over-Swings

- 11.17 Crane over-swing in the airspace above any Highway requires a Highway Use Permit as per Section 4.2, fee established in *Delta Consolidated Fees and Charges Bylaw No. 8386*, and authorization by the Engineer.

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- 11.18 No person shall erect, construct, install, maintain, use, or permit the use of, a Crane in any manner that results in, or would reasonably be expected to result in, a Crane Swing without first making an application for and obtaining a Highway Use Permit and every such construction, use or maintenance shall be undertaken in all respects to the requirements and regulations of this Bylaw and the terms and conditions of the Highway Use Permit.
- 11.19 Notwithstanding any other provision of this Bylaw, no person shall erect, construct, install, maintain, use, or permit the use of, a Crane in any manner that would result in the boom or other parts of the Crane swinging over air space of City Property that is not City Highway, without first entering into an agreement with the City.

Temporary Soil Anchors

- 11.20 Temporary soil anchors encroaching into City property require a Highway Use Permit as per Section 4.2 and require authorization by the Engineer.
- 11.21 Temporary soil anchors may be permitted if they do not interfere with existing or planned utility infrastructure. All temporary anchor rods and portions thereof must be installed, maintained, and removed in accordance with the *Delta Development and Subdivision Standards Bylaw No. 8288*.
- 11.22 Permanent soil anchors to support private structures must be wholly contained on private property. No portion of a permanent anchor rod is permitted on City property, road allowance or SRW.

Sidewalk Patio Permit

- 11.23 A person must not use or permit the use of any portion of Sidewalk adjacent to premises owned or occupied by them for any purposes without first obtaining a Sidewalk Patio Permit.
- 11.24 Upon receiving from an Applicant a completed application form, together with the fee established in *Delta Consolidated Fees and Charges Bylaw No. 8386*, and upon being satisfied that the Applicant can and does comply with Schedule "B", the Engineer may issue a Sidewalk Patio Permit.
- 11.25 The Engineer or any employees or contractors of the City may enter the Sidewalk Patio Permit area at any time without notice and without compensation to deal with any emergency situation which requires the use of the Permit area as part of the emergency response.
- 11.26 A person who has been issued a Sidewalk Patio Permit must ensure that this Bylaw, and all of the restrictions, requirements, terms and conditions of the Sidewalk Patio Permit, have been met.

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Filming

- 11.27 Filming on the Highway requires a Highway Use Permit as per Section 4.2, fee established in Delta Consolidated Fees and Charges Bylaw No. 8386, 2024 and authorization by the Engineer.

Review by Council

- 11.28 An Applicant who has been refused a Permit, or a Permit Holder whose Permit has been suspended, revoked or cancelled by the Engineer, may request that Council review the decision by delivering a written request, along with related information and supporting reasons, to the corporate officer of the City, with a copy to the Engineer, within five (5) business days of receiving a notice of the Engineer's decision.
- 11.29 At a date and time to be arranged by the Corporate Officer, the Applicant may appear before Council and be heard regarding a decision to suspend, revoke or cancel a Permit.
- 11.30 In addition to information and submissions by the Applicant and a report from the Engineer as to the Engineer's decision, Council may consider any other information it considers relevant, and after reviewing the matter, may confirm, vary or cancel the decision of the Engineer.

PART 12: ENTRY AND COST RECOVERY**Entry for Inspection**

- 12.1 Any Peace Officer, Bylaw Enforcement Officer, the Engineer and any City employee acting under the direction of the Engineer, may enter, in accordance with Section 16 of the *Community Charter*, upon any property subject to this Bylaw in order to inspect and determine whether all regulations, restrictions and requirements are being met.

Remedy and Cost Recovery for Default

- 12.2 Where in this Bylaw any activity, matter or thing is required to be done by any person, in default of it being done by such person, such activity, matter or thing may be done by the City at the expense of the person in default, and the expense may be recovered from the person as a debt owing to the City. Without limiting the foregoing, where the City provides work or service in relation to land or improvements, any costs incurred by the City that are not recovered from the property owner by December 31st may be collected in the same manner as for property taxes.

City of Delta Highways Bylaw No. 8452, 2026

PART 13: ENFORCEMENT AND PENALTY**Fines and Penalties**

- 13.1 A person who:
- (1) contravenes, violates or fails to comply with any provision of this Bylaw;
 - (2) suffers or allows any act or thing to be done in contravention of this Bylaw or any permit or order issued under this Bylaw; or
 - (3) fails or neglects to do anything required to be done under this Bylaw;
- commits an offence and upon conviction shall be liable to a fine of not more than Ten Thousand (\$10,000.00) Dollars, and where the offence is a continuing one, each day that the offence is continued shall constitute a separate offence.
- 13.2 This Bylaw may be enforced:
- (1) by a Peace Officer, Bylaw Enforcement Officer, or the Engineer;
 - (2) by means of a ticket in the form prescribed for the purpose under the *Community Charter*, and fines imposed for offences under *The Corporation of Delta Municipal Ticketing Information Bylaw No.6639, 2007*;
 - (3) by proceedings brought under the *Offence Act*; or
 - (4) by means of a bylaw notice and penalty imposed by a bylaw of the City under the *Local Government Bylaw Notice Enforcement Act*.
- 13.3 A Peace Officer, Bylaw Enforcement Officer, or the Engineer may refer any disputed tickets to the Provincial Court and may represent the City in any related proceedings.

No Duty of Care

- 13.4 Neither failure to enforce this Bylaw, nor any error, omission, or other neglect in relation to a Permit issued pursuant to this Bylaw, shall be interpreted as giving rise to a cause of action in favour of any person.

PART 14: REPEAL**Repeal**

- 14.1 “*The Corporation of Delta Highways Bylaw No. 6922, 2011*”, in its entirety, including all associated amendments, be repealed.

City of Delta Highways Bylaw No. 8452, 2026

PART 15: SCHEDULES

15.1 The following Schedules are attached to and form part of this Bylaw:

- (1) Schedule "A" - Delta Truck Routes, Bylaw No. 8452, 2026;
- (2) Schedule "B" - Sidewalk Patio Permit Regulations, Bylaw No. 8452, 2026;
- (3) Schedule "C" - Delta Urban Residential District Boundaries, Bylaw No. 8452, 2026; and
- (4) Schedule "D" - Delta Farm Vehicle Routes, Bylaw No. 8452, 2026.

READ A FIRST time the **30th** day of **March, 2026.**

READ A SECOND time the **30th** day of **March, 2026.**

READ A THIRD time the **30th** day of **March, 2026.**

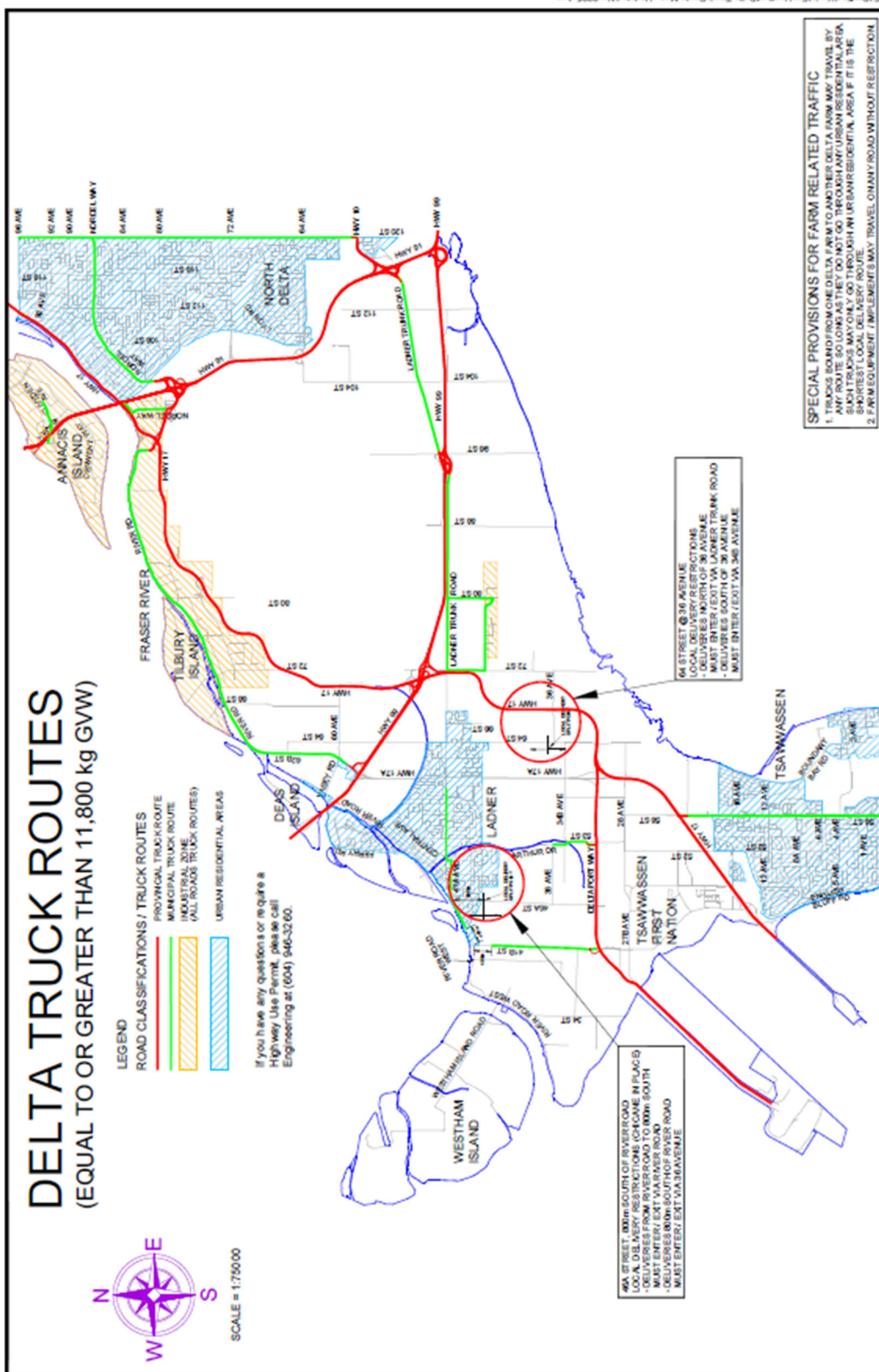
FINALLY CONSIDERED AND
ADOPTED the day of , .

George V. Harvie
Mayor

Laurie Darcus
(Interim) Corporate Officer

City of Delta Highways Bylaw No. 8452, 2026

SCHEDULE A - DELTA TRUCK ROUTES



City of Delta Highways Bylaw No. 8452, 2026

SCHEDULE B - SIDEWALK PATIO PERMIT REGULATIONS**SIDEWALK PATIO PERMIT REGULATIONS**

“Sidewalk Patio” refers to an outside eating and drinking area located on an adjacent Sidewalk and used in conjunction with an adjoining eating and/or drinking business premise lawfully licensed for that purpose.

I. General Regulations

- (1) A valid Permit for a Sidewalk patio (hereinafter called a “Patio Permit”), must be obtained from the City of Delta, Engineering Department prior to establishing an outside seating arrangement on a Sidewalk (part of the “Highway”).
- (2) A Sidewalk Patio Permit may only be issued for an eight month season, commencing March 1st through and including October 31st in any calendar year.
- (3) More than one Sidewalk Patio Permit may be permitted adjacent to a development provided each Sidewalk patio area is being operated from an adjacent business premise. The boundaries of a Sidewalk patio area should not extend in width beyond the adjacent business premises to which it is a part.
- (4) An Applicant for a Sidewalk Patio Permit must:
 - (a) have a valid business licence for the adjacent business premises;
 - (b) have a valid liquor licence, if appropriate;
 - (c) provide proof of a valid two (2) million dollar third party public liability insurance policy with the City of Delta named as an insured party, such insurance is to be valid throughout the term of the Permit and be non-cancellable without the City of Delta’s consent; and
 - (d) provide three sets of Sidewalk patio plans which meet the Sidewalk Patio Design Requirements and Details of Plans for Sidewalk Patio Location.
- (5) The Engineer may terminate a Sidewalk Patio Permit immediately if the Permit Holder breaches any term or condition of the Permit or with 90 days’ written notice for any reason.
- (6) The Engineer or any of Delta’s employees or contractors may enter the Sidewalk patio Permit area at any time without notice or the payment of compensation to deal with any emergency situations which require the use of the Permit area as part of the emergency.

City of Delta Highways Bylaw No. 8452, 2026

II. Sidewalk Patio Design Requirements:

The patio layout and design will be evaluated according to the following requirements:

Encourage a Pedestrian Environment in Commercial Areas:

- (1) All patio areas are encouraged to incorporate seasonal plantings to beautify the streetscape.
- (2) Patio operators must maintain any decorative planting associated with the patio.
- (3) A patio area containing other than tables and chairs flush to the face of a building must be defined with a perimeter enclosure which physically “defines” the patio area and associated activities and discourages encroachment of patrons and furniture into adjacent Pedestrian circulation areas or other patio areas.
- (4) “Open”, transparent or planter box type enclosures are encouraged. Solid patio enclosures higher than 0.9 metres are not permitted.
- (5) A solid planter perimeter may be used provided it has a dimension no less than 25 centimetres in thickness; it may be finished in a variety of materials including wood, tile, stone, brick, or wrought iron and must be removable.
- (6) The design of patio and perimeter enclosures should fulfill the intent of any relevant Development Permit guidelines of the area found in Delta’s Official Community Plan for the area in which the patio will be located.
- (7) The permanent fixture of any material or canopy support to the Sidewalk is not permitted.
- (8) Any overhead awnings and canopies attached to adjacent buildings must have a minimum of 3 metres of clearance from the Sidewalk, measured vertically, and may not be supported from the Sidewalk or patio.
- (9) Appropriate disabled persons’ access must be provided to all, or a portion, of the patio.
- (10) At least one Pedestrian access to any outdoor seating arrangement which is enclosed must be provided from the adjacent Sidewalk.
- (11) Patio seating shall not exceed the number of existing seats authorized within the parent business premises.

City of Delta Highways Bylaw No. 8452, 2026

Protect Public Safety:

- (1) Any proposed Sidewalk patio location must be at the front, side or rear of the business with which it is associated.
- (2) A proposed patio area must not block or materially hinder access to emergency fire connections or access to adjacent buildings.
- (3) A minimum Sidewalk width of 1.5 metres must be maintained.
- (4) A minimum 1.2 metres clearance must be maintained between a proposed patio (including enclosure) and any obstruction (e.g., power pole, sign pole, hydrant) to accommodate wheelchairs and Pedestrians.
- (5) Any proposed corner locations will be reviewed for potential obstruction of sight lines of a driver operating a vehicle on an adjacent or nearby street or Lane, which will not be permitted. In addition, a minimum of 2 metres of Sidewalk width clear for unobstructed Pedestrian circulation must be provided.
- (6) Any outside seating arrangement must be of a construction style which allows for immediate removal, if so required.
- (7) Any patio furniture and enclosure must be kept in a clean and safe condition.

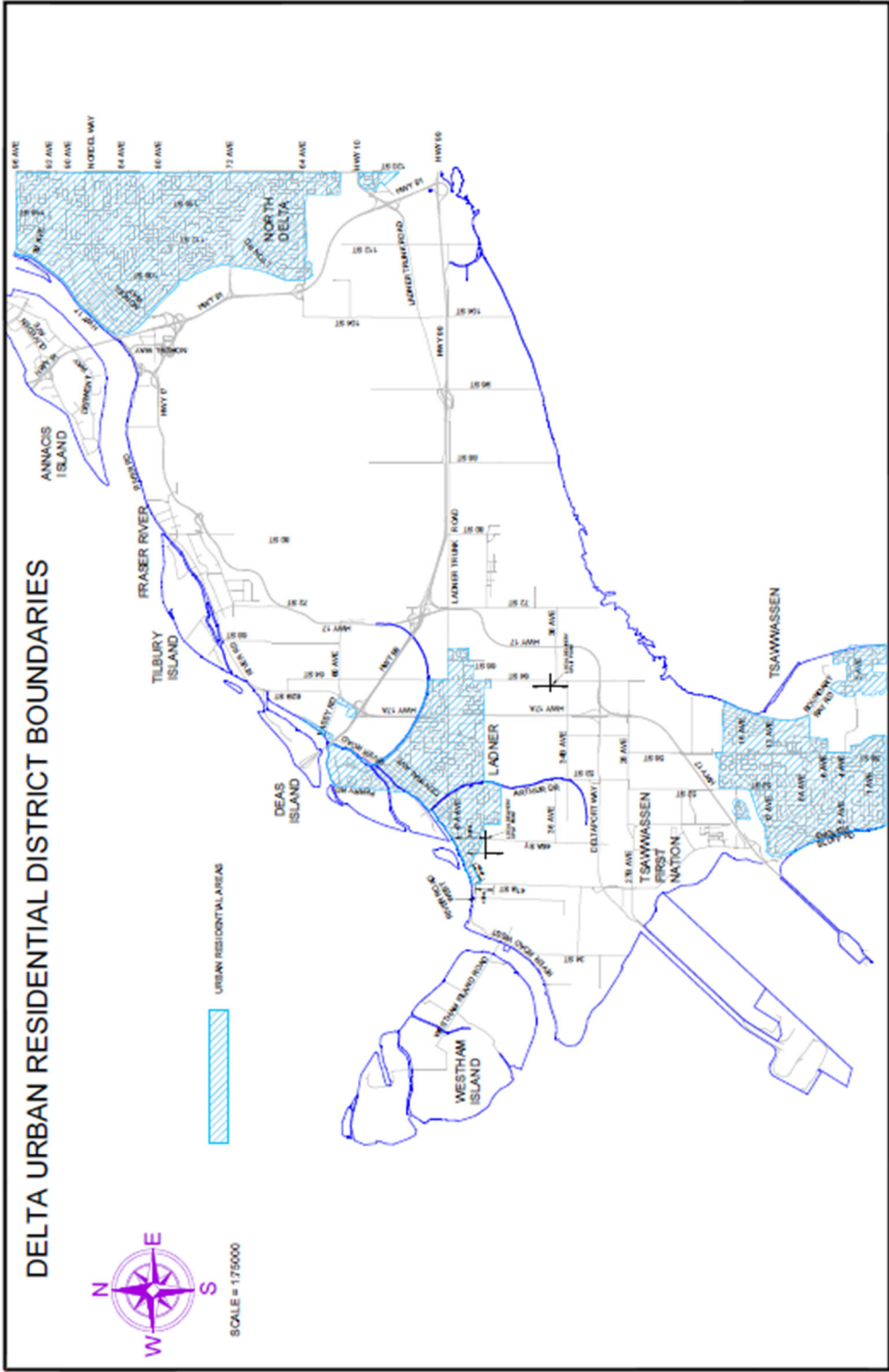
Details of Plans for Sidewalk Patio Location

The Sidewalk patio plans which accompany this Application must:

- (1) Show, in scale of not less than 1:75 (metric), the proposed size of the patio.
- (2) Show its location in respect of adjacent business access, windows, existing or proposed canopy or awning, curb line, and intersection.
- (3) Show any pole, stop sign, hydrant, bench, garbage container, tree, boulevard or other obstruction within 5 metres of the perimeter of the patio.
- (4) Include a Site Plan in Plan (top) view including the area adjacent to the curb and extended 5 metres to either side of the adjacent premises.
- (5) Include a Front Elevation that must indicate the slope(s), if any, of the adjacent Sidewalk.
- (6) Include a Side Elevation (end view) showing the profile of the proposed patio with associated furniture against the face or side of the building

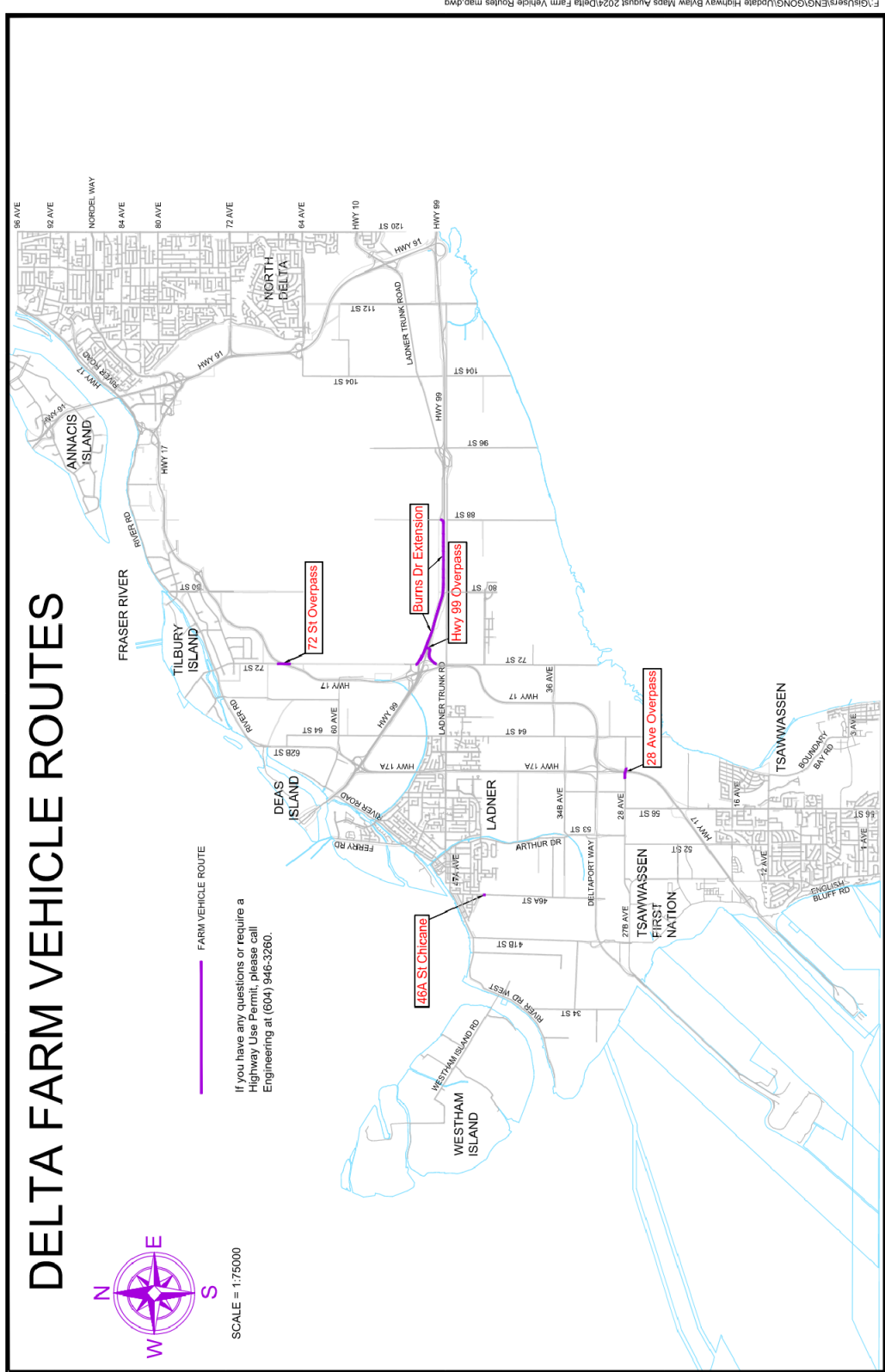
City of Delta Highways Bylaw No. 8452, 2026

SCHEDULE C - DELTA URBAN RESIDENTIAL DISTRICT BOUNDARIES



City of Delta Highways Bylaw No. 8452, 2026

SCHEDULE D - DELTA FARM VEHICLE ROUTES



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CITY OF DELTA

BYLAW NO. 8453

A Bylaw to amend
 “Municipal Ticketing Information Bylaw No. 6639, 2007”

The Council of the City of Delta in open meeting assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as **“Municipal Ticketing Information Bylaw No. 6639, 2007 Amendment (Highways) Bylaw No. 8453, 2026”**.
2. “Municipal Ticketing Information Bylaw No. 6639, 2007,” as amended, is hereby further amended by:
 - a) deleting from Schedule 1 the section for “Delta Highways Bylaw No. 6922, 2011” and replacing it with:

Delta Highways Bylaw No. 8452, 2026

Column 1 Section No. in Bylaw	Column 2 Authorized Expressions	Column 3 Full Penalty in \$
4.1(1)	Fail to remove glass and debris after an accident	200
4.1(2)	Fail to remove snow, ice or rubbish from sidewalk	300
4.1(3)	Allow garbage or recycling container on travelled portion of highway	200
4.1(4)	Place ice, snow, leaves, or vegetation upon a highway	400
4.1(5)	Place or permit obstruction to drivers’ sightline near intersection	400
4.1(6)	Interfere with or remove any traffic control device	400
4.1(7)	Littering on a highway	400
4.1(8)	Herd animals on highway	300
4.1(9)	Drag or skid anything causing damage to road	500
4.1(10)	Cause substance or article to be deposited on highway	400
4.1(11)	Expectorate, urinate or defecate on a highway	400
4.1(12)	Camp on a Highway or Boulevard	200
4.1(13)	Park or place a derelict vehicle on a highway	500
4.2(1)	Cause material or chattel to occupy highway	500
4.2(2)	Leave excavation or obstruction on highway	500
4.2(3)	Cause damage to highway or trees	500
4.2(4)	Change level of a highway, or obstruct drainage on or through highway	500
4.2(5)	Place, construct or maintain structures or materials on highway	500

Column 1 Section No. in Bylaw	Column 2 Authorized Expressions	Column 3 Full Penalty in \$
4.2(6)	Construct or maintain a ditch, sewer or drain that does damage	500
4.2(7)	Mark or deface a highway or structure	500
4.2(8)	Drive over curb, boulevard, sidewalk or ditch	400
4.2(9)	Damage or remove trees, plants, fencing or infrastructure	500
4.2(10)	Operate vehicle while sounding noise making device	400
4.2(11)	No Highway use permit for a parade or procession	500
4.2(12)	Conduct construction or traffic control on highway	500
4.2(13)	Conduct construction adjacent to highway	500
4.2(14)	Block or redirect traffic	500
4.2(15)	Occupy highway or airspace above	500
4.2(16)	Place unauthorized traffic control device on or visible from highway	500
4.2(17)	Interfere with a traffic control device	500
4.2(18)	Construct access to highway without a highway use permit	500
4.2(19)	Transport dangerous goods where restricted	1000
4.2(20)	Encroach on a highway or portion of a highway	500
4.2(21)	Operate crane or forklift on or over highway	400
4.2(22)	Use explosives on or over highway	1000
4.2(23)	Obstruct or interfere with free flow of traffic	400
4.2(24)	Place, cause or allow anything on highway to impede traffic	400
4.2(25)	Cause counter-weight of crane to extend beyond construction site	400
4.2(26)	Fail to comply with traffic control device	400
4.2(27)	Participating in, organizing or hosting a gathering that obstructs	400
4.3	Stunting	500
4.5	Disobey Peace Officer, Bylaw Enforcement Officer, or Firefighter	1000
4.6(1)	Failure to state name and address – driver of vehicle	400
4.6(2)	Failure to state name and address – pedestrian or cyclist	400
6.1(1)	Oversized load	300
6.1(2)	Unsecured load	500
6.2	Heavy truck off truck route	500
6.6(1)	Exceeds licenced gross vehicle weight	500
6.6(2)	Weight of axle(s) exceeds weight permitted	300
6.6(3)(a)	Fail to comply with vehicle dimension regulations - with load	300
6.6(3)(b)	Fail to comply with vehicle dimension regulations – without load	300
6.6(4)	Distance between axles does not conform to regulation	300

Column 1 Section No. in Bylaw	Column 2 Authorized Expressions	Column 3 Full Penalty in \$
6.7(1)	Overweight Commercial vehicle more than 1 kg but less than 500 kg	300
6.7(2)	Overweight Commercial vehicle more than 500 kg but less than 1000 kg	500
6.7(3)	Overweight Commercial vehicle more than 1000 kg but less than 1500 kg	800
6.7(4)	Overweight Commercial Vehicle more than 1500 kg	1000
6.8	Unnecessary use of engine brake in residential district	300
6.9	Drive extraordinary vehicle on highway	1000
6.15	Fail to produce Extraordinary Vehicle Agreement	200
6.16	Fail to comply with conditions of Extraordinary Vehicle Agreement	500
6.18(2)	Zero Emission Vehicle – on highway with posted speed limit over 50 km/h	200
6.18(3)	Zero Emission Vehicle - fail to keep to the right	200
7.1	Parked left side of roadway	200
7.2(1)	Insecure vehicle	200
7.2(2)	Parked vehicle on grade – wheels not turned	200
7.3(1)	Parked vehicle obstructing traffic	200
7.3(2)	Parked vehicle contrary to angle parking lines	200
7.3(3)	Parked within one meter of parked vehicle	200
7.4(1)	Stop, stand or park on sidewalk, boulevard, pathway or cycle lane	200
7.4(2)	Stop, stand or park in front of or within 2 meters of driveway	200
7.4(3)	Stop, stand or park in intersection	200
7.4(4)	Stop, stand or park within 5 metres of fire hydrant	200
7.4(5)	Stop, stand or park on crosswalk	200
7.4(6)	Stop, stand or park within restricted distance of crosswalk	200
7.4(7)	Stop, stand or park within 6 m of beacon, stop sign or signal	200
7.4(8)	Stop, stand or park within 30 metres of railway crossing	200
7.4(9)(a)	Park, stop or stand vehicle displaying vehicle for sale sign	200
7.4(9)(b)	Park, stop or stand vehicle for advertising, storage or repair	200
7.4(9)(c)	Park, stop or stand vehicle displaying signs	200
7.4(9)(d)	Non-permitted selling	200
7.4(10)	Stop, stand or park obstructing traffic near street excavation	200
7.4(11)	Stop, stand or park on roadside of parked vehicle	200
7.4(12)	Stop, stand or park on bridge or in tunnel	200
7.4(13)	Stop, stand or park contrary to traffic control device	200
7.4(14)	Stop, stand or park obstructing traffic control device	200

Column 1 Section No. in Bylaw	Column 2 Authorized Expressions	Column 3 Full Penalty in \$
7.4(15)	Angle parking where vehicle exceeds 5.7 metres	200
7.4(16)	Stop, stand or park too close to bus stop	200
7.4(17)	Stop, stand or park within 9 metres of intersection	200
7.4(18)	Stop, stand or park obstructing access to highway	200
7.6	Parked in excess of 72 hours	200
7.7	Parked in excess of 3 hours	200
7.8	Move parked vehicle in order to circumvent the time limit	200
7.9	Parked unattached trailer on highway	200
7.10	Park Commercial Vehicle on Highway overnight	200
7.11	Stop too long in loading zone	200
7.13	Fail to display Disabled Parking permit	200
7.14	Park vehicle with GVW over 5,500 kg in Residential District	200
7.15	Park vehicle with GVW over 4,500 kg in municipal precinct	200
7.16	Park unlicensed vehicle on highway	200
8.1	Drive on sidewalk, pathway or boulevard	200
8.2	Disobey direction of a flag person	300
8.3	Disobey direction of School Crossing Guard or traffic patrol	300
8.4	Unnecessary noise from Motor Vehicle	400
8.5	U-Turn where prohibited	300
10.1	Pedestrian fail to cross at marked crosswalk	150
10.2	Pedestrian obstructing traffic on highway	200
10.3	Pedestrian obstructing use of sidewalk	200
10.4	Pedestrian outside of crosswalk fail to yield to vehicle	200
10.5	Fail to yield to pedestrian in crosswalk	200
10.6	Pedestrian disobey traffic control device	150
10.7	Pedestrian on roadway where sidewalk passable	150
10.8	Pedestrian on roadway not walking against traffic	150
10.9	Pedestrian soliciting ride, employment or business	150
10.10	Skate, ski or slide on highway or contrary to traffic control device	150
10.11(1)	Cyclist riding on sidewalk	150
10.11(2)	Cyclist riding in crosswalk	150
10.11(3)	Cyclist riding abreast	150
10.11(4)	Cyclist fail to keep to right side of roadway	150
10.11(5)	Cyclist riding without using hands	150
10.11(6)	Cyclist not astride seat	150
10.11(7)	Cyclist carrying passenger	150

Column 1 Section No. in Bylaw	Column 2 Authorized Expressions	Column 3 Full Penalty in \$
10.11(8)	Riding contrary to signs	150
10.11(9)	No Bicycle Helmet	150
10.12	Permit child to ride without a helmet	150
10.13	Ride conveyance while attached to vehicle	200
11.2	Fail to produce highway use permit	200
11.16	Fail to comply with conditions of highway use permit	500
11.23	No Sidewalk Patio Permit	500
11.26	Fail to comply with conditions of Sidewalk Patio Permit	500
11.27	No Filming Permit	500

READ A FIRST time the **30th** day of **March, 2026.**

READ A SECOND time the **30th** day of **March, 2026.**

READ A THIRD time the **30th** day of **March, 2026.**

FINALLY CONSIDERED AND ADOPTED the _____ day of _____, 2026.

George V. Harvie
Mayor

Laurie Darcus
(Interim) Corporate Officer

Agenda - Regular Council

CITY OF DELTA

BYLAW NO. 8454

A Bylaw to amend the “Delta Bylaw Notice Enforcement Bylaw No. 7009, 2011”

The Council of the City of Delta in open meeting assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as **“Delta Bylaw Notice Enforcement Bylaw No. 7009, 2011 Amendment (Highways) Bylaw No. 8454, 2026”**.
2. “Delta Bylaw Notice Enforcement Bylaw No. 7009, 2011,” as amended, is hereby further amended by:
 - (a) deleting from Schedule A the section for “Delta Highways Bylaw No. 6922, 2011” and replacing it with the following:

Delta Highways Bylaw No. 8452, 2026						
Bylaw Section	Description	A1	A2	A3	A4	A5
	The following fines apply to the contraventions below:	Penalty Amount	Discounted Penalty (within 14 days)	Late Payment (after 28 days)	Compliance Agreement Available	Compliance Agreement Discount (from full Penalty Amount)
4.1(1)	Fail to remove glass and debris after an accident	100	75	125	NO	N/A
4.1(2)	Fail to remove snow, ice or rubbish from sidewalk	150	125	175	NO	N/A
4.1(3)	Allow garbage or recycling container on travelled portion of highway	100	75	125	NO	N/A
4.1(4)	Place ice, snow, leaves, or vegetation upon a highway	200	175	225	NO	N/A
4.1(5)	Place or permit obstruction to drivers’ sightline near intersection	200	175	225	NO	N/A
4.1(6)	Interfere with or remove any traffic control device	200	175	225	NO	N/A

Bylaw Section	Description	A1	A2	A3	A4	A5
	The following fines apply to the contraventions below:	Penalty Amount	Discounted Penalty (within 14 days)	Late Payment (after 28 days)	Compliance Agreement Available	Compliance Agreement Discount (from full Penalty Amount)
4.1(7)	Littering on a highway	200	175	225	NO	N/A
4.1(8)	Herd animals on highway	150	125	175	NO	N/A
4.1(9)	Drag or skid anything causing damage to road	500	450	550	NO	N/A
4.1(10)	Cause substance or article to be deposited on highway	200	175	225	NO	N/A
4.1(11)	Expectorate, urinate or defecate on a highway	200	175	225	NO	N/A
4.1(12)	Camp on a Highway or Boulevard	100	75	175	NO	N/A
4.1(13)	Park or place a derelict vehicle on a highway	300	250	350	NO	N/A
4.2(1)	Cause material or chattel to occupy highway	500	450	550	NO	N/A
4.2(2)	Leave excavation or obstruction on highway	300	250	350	NO	N/A
4.2(3)	Cause damage to highway or trees	500	450	550	NO	N/A
4.2(4)	Change level of a highway, or obstruct drainage on or through highway	500	450	550	NO	N/A
4.2(5)	Place, construct or maintain structures or materials on highway	500	450	550	NO	N/A
4.2(6)	Construct or maintain a ditch, sewer or drain that does damage	300	250	350	NO	N/A
4.2(7)	Mark or deface a highway or structure	300	250	350	NO	N/A
4.2(8)	Drive over curb, boulevard, sidewalk or ditch	200	175	225	NO	N/A

Bylaw Section	Description	A1	A2	A3	A4	A5
	The following fines apply to the contraventions below:	Penalty Amount	Discounted Penalty (within 14 days)	Late Payment (after 28 days)	Compliance Agreement Available	Compliance Agreement Discount (from full Penalty Amount)
4.2(9)	Damage or remove trees, plants, fencing or infrastructure	500	450	550	NO	N/A
4.2(10)	Operate vehicle while sounding noise making device	200	175	225	NO	N/A
4.2(11)	No Highway Use Permit for a parade or procession	300	250	350	NO	N/A
4.2(12)	Conduct construction or traffic control on highway	300	250	350	NO	N/A
4.2(13)	Conduct construction adjacent to highway	300	250	350	NO	N/A
4.2(14)	Block or redirect traffic	300	250	350	NO	N/A
4.2(15)	Occupy highway or airspace above	300	250	350	NO	N/A
4.2(16)	Place unauthorized traffic control device on or visible from highway	300	250	350	NO	N/A
4.2(17)	Interfere with a traffic control device	500	450	550	NO	N/A
4.2(18)	Construct access to highway without a Highway Use Permit	500	450	550	NO	N/A
4.2(19)	Transport dangerous goods where restricted	500	450	550	NO	N/A
4.2(20)	Encroach on a highway or portion of a highway	500	450	550	NO	N/A
4.2(21)	Operate crane or forklift on or over highway	200	175	225	NO	N/A
4.2(22)	Use explosives on or over highway	500	450	550	NO	N/A
4.2(23)	Obstruct or interfere with free flow of traffic	200	175	225	NO	N/A

Bylaw Section	Description	A1	A2	A3	A4	A5
	The following fines apply to the contraventions below:	Penalty Amount	Discounted Penalty (within 14 days)	Late Payment (after 28 days)	Compliance Agreement Available	Compliance Agreement Discount (from full Penalty Amount)
4.2(24)	Place, cause or allow anything on highway to impede traffic	200	175	225	NO	N/A
4.2(25)	Cause counter-weight of crane to extend beyond construction site	200	175	225	NO	N/A
4.2(26)	Fail to comply with traffic control device	200	175	225	NO	N/A
4.2(27)	Participating in, organizing or hosting a gathering that obstructs	200	175	225	NO	N/A
4.3	Stunting	300	250	350	NO	N/A
4.5	Disobey Peace Officer, Bylaw Enforcement Officer, or Firefighter	500	450	550	NO	N/A
4.6(1)	Failure to state name and address – driver of vehicle	200	175	225	NO	N/A
4.6(2)	Failure to state name and address – pedestrian or cyclist	200	175	225	NO	N/A
6.1(1)	Oversized load	150	125	175	NO	N/A
6.1(2)	Unsecured load	250	225	275	NO	N/A
6.2	Heavy truck off truck route	250	225	275	NO	N/A
6.6(1)	Exceeds licenced gross vehicle weight	250	225	275	NO	N/A
6.6(2)	Weight of axle(s) exceeds weight permitted	150	125	175	NO	N/A
6.6(3)(a)	Fail to comply with vehicle dimension regulations - with load	150	125	175	NO	N/A

Bylaw Section	Description	A1	A2	A3	A4	A5
	The following fines apply to the contraventions below:	Penalty Amount	Discounted Penalty (within 14 days)	Late Payment (after 28 days)	Compliance Agreement Available	Compliance Agreement Discount (from full Penalty Amount)
6.6(3)(b)	Fail to comply with vehicle dimension regulations – without load	150	125	175	NO	N/A
6.6(4)	Distance between axles does not conform to regulation	150	125	175	NO	N/A
6.7(1)	Overweight Commercial vehicle more than 1 kg but less than 500 kg	150	125	175	NO	N/A
6.7(2)	Overweight Commercial vehicle more than 500 kg but less than 1000 kg	300	250	350	NO	N/A
6.7(3)	Overweight Commercial vehicle more than 1000 kg but less than 1500 kg	600	550	650	NO	N/A
6.7(4)	Overweight Commercial vehicle more than 1500 kg	1000	950	1050	NO	N/A
6.8	Use of an engine brake within a residential district	150	125	175	NO	N/A
6.9	Drive extraordinary vehicle on highway	500	450	550	NO	N/A
6.15	Fail to produce Extraordinary Vehicle Agreement	150	125	175	NO	N/A
6.16	Fail to comply with conditions of Extraordinary Vehicle Agreement	500	450	550	NO	N/A
6.18(2)	Zero Emission Vehicle – on highway with posted speed limit over 50 km/h	100	75	125	NO	N/A

Bylaw Section	Description	A1	A2	A3	A4	A5
	The following fines apply to the contraventions below:	Penalty Amount	Discounted Penalty (within 14 days)	Late Payment (after 28 days)	Compliance Agreement Available	Compliance Agreement Discount (from full Penalty Amount)
6.18(3)	Zero Emission Vehicle - fail to keep to the right	100	75	125	NO	N/A
7.1	Parked left side of roadway	100	75	125	NO	N/A
7.2(1)	Insecure vehicle	100	75	125	NO	N/A
7.2(2)	Parked vehicle on grade – wheels not turned	100	75	125	NO	N/A
7.3(1)	Parked vehicle obstructing traffic	100	75	125	NO	N/A
7.3(2)	Parked vehicle contrary to angle parking lines	100	75	125	NO	N/A
7.3(3)	Parked within one meter of parked vehicle	100	75	125	NO	N/A
7.4(1)	Stop, stand or park on sidewalk, boulevard, pathway or cycle lane	100	75	125	NO	N/A
7.4(2)	Stop, stand or park in front of or within 2 meters of driveway	100	75	125	NO	N/A
7.4(3)	Stop, stand or park in intersection	100	75	125	NO	N/A
7.4(4)	Stop, stand or park within 5 metres of fire hydrant	100	75	125	NO	N/A
7.4(5)	Stop, stand or park on crosswalk	100	75	125	NO	N/A
7.4(6)	Stop, stand or park within restricted distance of crosswalk	100	75	125	NO	N/A
7.4(7)	Stop, stand or park within 6 m of beacon, stop sign or signal	100	75	125	NO	N/A
7.4(8)	Stop, stand or park within 30 metres of railway crossing	100	75	125	NO	N/A

Bylaw Section	Description	A1	A2	A3	A4	A5
	The following fines apply to the contraventions below:	Penalty Amount	Discounted Penalty (within 14 days)	Late Payment (after 28 days)	Compliance Agreement Available	Compliance Agreement Discount (from full Penalty Amount)
7.4(9)(a)	Park, stop or stand vehicle displaying vehicle for sale sign	100	75	125	NO	N/A
7.4(9)(b)	Park, stop or stand vehicle for advertising, storage or repair	100	75	125	NO	N/A
7.4(9)(c)	Park, stop or stand vehicle displaying signs	100	75	125	NO	N/A
7.4(9)(d)	Non-permitted selling	100	75	125	NO	N/A
7.4(10)	Stop, stand or park obstructing traffic near street excavation	100	75	125	NO	N/A
7.4(11)	Stop, stand or park on roadside of parked vehicle	100	75	125	NO	N/A
7.4(12)	Stop, stand or park on bridge or in tunnel	100	75	125	NO	N/A
7.4(13)	Stop, stand or park contrary to traffic control device	100	75	125	NO	N/A
7.4(14)	Stop, stand or park obstructing traffic control device	100	75	125	NO	N/A
7.4(15)	Angle parking where vehicle exceeds 5.7 metres	100	75	125	NO	N/A
7.4(16)	Stop, stand or park too close to bus stop	100	75	125	NO	N/A
7.4(17)	Stop, stand or park within 9 metres of intersection	100	75	125	NO	N/A
7.4(18)	Stop, stand or park obstructing access to highway	100	75	125	NO	N/A
7.6	Parked in excess of 72 hours	100	75	125	NO	N/A

Bylaw Section	Description	A1	A2	A3	A4	A5
	The following fines apply to the contraventions below:	Penalty Amount	Discounted Penalty (within 14 days)	Late Payment (after 28 days)	Compliance Agreement Available	Compliance Agreement Discount (from full Penalty Amount)
7.7	Parked in excess of 3 hours	100	75	125	NO	N/A
7.8	Move parked vehicle in order to circumvent the time limit	100	75	125	NO	N/A
7.9	Parked unattached trailer on highway	100	75	125	NO	N/A
7.10	Park Commercial Vehicle on Highway overnight	100	75	125	NO	N/A
7.11	Stop too long in loading zone	100	75	125	NO	N/A
7.13	Fail to display Disabled Parking permit	100	75	125	NO	N/A
7.14	Park vehicle with GVW over 5,500 kg in residential district	100	75	125	NO	N/A
7.15	Park vehicle with GVW over 4,500 kg in municipal precinct	100	75	125	NO	N/A
7.16	Park unlicensed vehicle on highway	100	75	125	NO	N/A
8.1	Drive on sidewalk, pathway or boulevard	100	75	125	NO	N/A
8.2	Disobey direction of a flag person	150	125	175	NO	N/A
8.3	Disobey direction of School Crossing Guard or traffic patrol	150	125	175	NO	N/A
8.4	Unnecessary noise from Motor Vehicle	200	175	225	NO	N/A
8.5	U-Turn where prohibited	150	125	175	NO	N/A
10.1	Pedestrian fail to cross at marked crosswalk	75	50	100	NO	N/A
10.2	Pedestrian obstructing traffic on highway	100	75	125	NO	N/A

Bylaw Section	Description	A1	A2	A3	A4	A5
	The following fines apply to the contraventions below:	Penalty Amount	Discounted Penalty (within 14 days)	Late Payment (after 28 days)	Compliance Agreement Available	Compliance Agreement Discount (from full Penalty Amount)
10.3	Pedestrian obstructing use of sidewalk	100	75	125	NO	N/A
10.4	Pedestrian outside of crosswalk fail to yield to vehicle	100	75	125	NO	N/A
10.5	Fail to yield to pedestrian in crosswalk	100	75	125	NO	N/A
10.6	Pedestrian disobey traffic control device	75	50	100	NO	N/A
10.7	Pedestrian on roadway where sidewalk passable	75	50	100	NO	N/A
10.8	Pedestrian on roadway not walking against traffic	75	50	100	NO	N/A
10.9	Pedestrian soliciting ride, employment or business	75	50	100	NO	N/A
10.10	Skate, ski or slide on highway or contrary to traffic control device	75	50	100	NO	N/A
10.11(1)	Cyclist riding on sidewalk	75	50	100	NO	N/A
10.11(2)	Cyclist riding in crosswalk	75	50	100	NO	N/A
10.11(3)	Cyclist riding abreast	75	50	100	NO	N/A
10.11(4)	Cyclist fail to keep to right side of roadway	75	50	100	NO	N/A
10.11(5)	Cyclist riding without using hands	75	50	100	NO	N/A
10.11(6)	Cyclist not astride seat	75	50	100	NO	N/A
10.11(7)	Cyclist carrying passenger	75	50	100	NO	N/A
10.11(8)	Riding contrary to signs	75	50	100	NO	N/A
10.11(9)	No bicycle helmet	75	50	100	NO	N/A

Bylaw Section	Description	A1	A2	A3	A4	A5
	The following fines apply to the contraventions below:	Penalty Amount	Discounted Penalty (within 14 days)	Late Payment (after 28 days)	Compliance Agreement Available	Compliance Agreement Discount (from full Penalty Amount)
10.12	Permit child to ride without a helmet	75	50	100	NO	N/A
10.13	Ride conveyance while attached to vehicle	100	75	125	NO	N/A
11.2	Fail to produce Highway Use Permit	100	75	125	NO	N/A
11.16	Fail to comply with conditions of Highway Use Permit	500	450	550	NO	N/A
11.23	No Sidewalk Patio Permit	500	450	550	NO	N/A
11.26	Fail to comply with conditions of Sidewalk Patio Permit	500	450	550	NO	N/A
11.27	No Filming Permit	500	450	550	NO	N/A

READ A FIRST time the **30th** day of **March, 2026.**

READ A SECOND time the **30th** day of **March, 2026.**

READ A THIRD time the **30th** day of **March, 2026.**

FINALLY CONSIDERED AND ADOPTED the day of _____, 2026.

George V. Harvie
Mayor

Laurie Darcus
(Interim) Corporate Officer

14. BYLAWS FOR FIRST, SECOND, & THIRD READING

14.1 New Highways Bylaw and Updates to the Municipal Ticketing Information Bylaw and Bylaw Notice Enforcement Bylaw

MOVED by: Cllr. Binder

SECONDED by: Cllr. Boisvert

- A. THAT first, second, and third readings be given to Delta Highways Bylaw No. 8452, 2026.
- B. THAT first, second, and third readings be given to Delta Municipal Ticketing Information Bylaw No. 6639, 2007 Amendment (Highways) Bylaw No. 8453, 2026.
- C. THAT first, second, and third readings be given to Delta Bylaw Notice Enforcement Bylaw No. 7009, 2011 Amendment (Highways) Bylaw No. 8454, 2026.

CARRIED UNANIMOUSLY

14.2 Rezoning for a Two-Lot Subdivision at 10979 64A Avenue

MOVED by: Cllr. Johal

SECONDED by: Cllr. Dosanjh

THAT first, second, and third readings be given to "Delta Zoning Bylaw No. 7600, 2017" Amendment Bylaw No. 8559, 2026.

CARRIED UNANIMOUSLY

14.2.1 Four pieces of correspondence received

14.3 Rezoning for a Three-Lot Subdivision at 7410 and 7428 115 Street

MOVED by: Cllr. Kruger

SECONDED by: Cllr. Boisvert

THAT first, second, and third readings be given to "Delta Zoning Bylaw No. 7600, 2017" Amendment Bylaw No. 8564, 2026.

CARRIED UNANIMOUSLY

Agenda - Regular Council



City of Delta
COUNCIL REPORT
Regular Meeting

To: **Council**

File No.: **LU009863**

From: **Development Department**

Bylaw No.: **8561**

Date: **April 13, 2026**

Application Date: **May 14, 2025**

Rezoning for a Nine-Unit Townhouse Development at 4984 45 Avenue

The following report has been reviewed and endorsed by the City Manager's Office.

▪ **RECOMMENDATIONS:**

- A. THAT first, second, and third readings be given to "Delta Zoning Bylaw No. 7600, 2017" Amendment Bylaw No. 8561, 2026.
- B. THAT the application for Development Variance Permit LU009863 be received.
- C. THAT the owner satisfy the following requirements as a condition of final consideration and adoption and permit issuance to the satisfaction of the General Manager, Development:
 1. Enter into Section 219 Covenants for servicing, building design, landscaping, flood proofing or other agreements identified by Council and staff in relation to the proposed development;
 2. Provide securities for servicing and landscaping based on accepted cost estimates; and
 3. Provide a community amenity contribution in the amount of \$9,000 in accordance with the Parks, Recreation and Culture Amenity Contribution Policy.

▪ **PURPOSE:**

The purpose of this report is to present for Council's consideration Zoning Amendment Bylaw No. 8561 (Attachment A), and Development Variance Permit LU009863 to allow for a nine-unit townhouse development at 4984 45 Avenue. A location map and an aerial photo are provided in Attachment B.

▪ **BACKGROUND:**

Site Description and Context:

The subject property is located in the community of Ladner. The 1,356 m² (14,596 ft²) lot contains a single detached dwelling which would be demolished. The site is surrounded by single detached dwellings. Delta Secondary School is across the street to the north, and Ladner Gospel Assembly abuts the subject property to the south.

Council Policy:

The Official Community Plan (OCP) designation for this site is Mixed Residential (MR). This designation is intended for low density ground-oriented and “missing middle” forms of housing focused on areas close to services and transit. Main building types include houseplexes, townhouses, and rowhouses with a height of up to three storeys. The proposed rezoning is consistent with the MR designation.

The current zoning of the site is Duplex/Single Detached Residential 3 (RD3). The RD3 Zone is intended for single detached and duplex housing on larger lots and permits small scale residential development. Properties in the general vicinity of the site are zoned RD3, and a range of Single Detached Residential zones (RS1, RS5, RS7).

Council may pass a resolution to issue a development variance permit when prior notice has been given to surrounding owners and tenants in accordance with the *Local Government Act*.

DISCUSSION:**Proposal:**

The subject application includes a request for a zoning bylaw amendment and a development variance permit, which would permit construction of a nine-unit townhouse development. A project data table is provided in Attachment C. Elevations and renderings are provided in Attachment D.

Community Consultation:

A public notification letter regarding the proposal was sent on October 29, 2025, and a public notice sign was installed on the site on October 31, 2025. To date, one email and two phone calls from two households expressing opposition to the proposal have been received. Issues of interest include loss of privacy for neighbouring properties, increased traffic, and incompatibility with the existing neighbourhood character. One email expressing support for the proposal has been received.

A Public Hearing must not be held for Zoning Amendment Bylaw No. 8561 as the proposed bylaw is consistent with the Official Community Plan. Notice of the application has been provided in accordance with Section 467 of the *Local Government Act*. Any correspondence received in response to the notice will be provided to Council in the agenda package and presented alongside this report.

Rezoning:

The owner wishes to rezone the subject property from Duplex/Single Detached Residential 3 (RD3) to Townhouse Residential 76 (RT76) to permit construction of a townhouse development. Nine three-storey units in three buildings are proposed with one three-bedroom unit and eight four-bedroom units. Each unit would have an enclosed parking space, accessed by a shared driveway from 45 Avenue. Between 15 m² and 40 m² (161 ft² and 431 ft²) of private outdoor amenity space would be provided for each unit. A site plan is provided in Attachment E.

Development Variance Permit:

In order to accommodate the proposed design, the owner is requesting a development variance permit to vary the following provisions in "Delta Zoning Bylaw No. 7600, 2017":

1. Section 6.2.13(a) by reducing the minimum distance between buildings from 9 m (30 ft) to 7 m (23 ft).
2. Section 7.3.3(b) by reducing the minimum required width of the landscaped strip along common lot lines from 1.5 m (5 ft) to 0.5 m (2 ft) along the east and south lot lines, and to 0 m along the first 13 m (43 ft) of the west lot line to accommodate garbage staging.
3. Section 8.4.2 by reducing the minimum required parking spaces from 14 to 9 (1.5 spaces per unit to 1 space per unit).
4. Section 8.4.2 by reducing the minimum required visitor parking spaces from 1 to 0.
5. Section 13.24.6 by reducing the rear setback from 3.5 m (11 ft) to 3 m (10 ft).

The request to vary the minimum distance between buildings does not pose any fire safety or internal vehicle movement concerns. The building faces of buildings 2 and 3 meet the 9 m (30 ft), however the variance is required to accommodate the electrical closet on building 2 which protrudes 0.91 m (3 ft) and eaves on building 3 which protrude 0.91 m (3 ft). While the distance between buildings 2 and 3 could have been increased to meet the required 9 m (30 ft) by removing the gap between buildings 1 and 2, the applicant provided rationale that the separation between buildings 1 and 2 will significantly decrease construction costs and therefore provide more affordable homes.

To achieve private outdoor amenity areas with no dimension less than 2.5 m (8 ft) as per Section 7.7.2(a), a variance is requested to reduce the landscaped buffer to create more usable outdoor amenity area. While the landscaped buffer would decrease, the usable amenity area would still include grass and trees along with a patio space. A 1.8 m (6 ft) high fence is also proposed along the common lot lines. The proposed trees will help buffer the second storey from neighbouring properties once mature.

While there is no on-site visitor parking proposed, visitors may park on the westbound shoulder of 45 Avenue adjacent to the Delta Secondary School sports field. The site frontage would be finished with a sidewalk, curb, and on-street bike lane. A decrease in resident parking spaces is supported by the connectivity of the subject property to recreation and commercial amenities. 45 Avenue and Arthur Drive accommodate bus networks to the Ladner Bus Exchange, which connects Ladner to North Delta, Tsawwassen, Richmond, and Vancouver. Delta Secondary School, Ladner Elementary, and Ladner Village are walkable from the subject property.

The rear setback variance would have minimal impact on neighbouring properties as the subject property abuts a hooked, vacant portion of the Ladner Gospel Assembly property. The setback variance would not limit future development of the abutting property.

Building Design:

The proposal features three buildings; a three-unit building and a two-unit building would be located on the east side of the property and face west onto the private lane, and a four-unit building would be located to the rear of the property and face north. The first and second buildings would be separated by a landscaped area, while the second and third buildings would be separated by the lane. Each unit would have access to private at-grade yard space, and four units would have additional balcony space. The unit facing 45 Avenue provides a primary façade oriented toward the street with pedestrian entry from 45 Avenue. The project design features a contemporary west coast design with simple gable roof forms, thoughtful massing, and symmetrically balanced window placement and façade composition. Building design would be secured through a Section 219 covenant.

This design differs to what was originally submitted. While the density of the subject site could have allowed for 10 units, the applicant worked with staff to achieve a design that allowed for more appropriately sized outdoor amenity spaces, and a more thoughtful building design to fit within the character of the neighbourhood, including the addition of the street oriented primary façade.

Tree Retention, Removal, Replacement and Landscaping:

There are 18 trees on the subject property, all of which are proposed to be removed. There are also three off-site trees and one hedge equivalent to four trees, all of which are proposed to be retained, and one street tree which is proposed to be removed. Urban Forestry has no objection to the removal of the municipal tree. The applicant would be required to plant replacement trees and/or provide cash-in-lieu of replacement trees in accordance with the "Delta Tree Protection and Regulation Bylaw No. 7969, 2021."

A 0.5 m (1.6 ft) wide landscaped strip to the east and south, and a 1.5 m (5 ft) wide landscaped strip to the west is proposed to provide a buffer with adjacent residential properties. The tree plan and landscape plan are provided in Attachment F. The owner would be required to provide a landscape security deposit and enter into a tree retention and landscaping covenant.

Implications:

Financial Implications – The addition of eight net new units would result in an increase in the tax base which would generate additional property tax revenue for Delta.

Interdepartmental Implications – The owner would be required to comply with the regulations as set out in the "Delta Development and Subdivision Standards Bylaw No. 8288, 2024" and enter into a Development Agreement.

Intergovernmental Implications – Delta is under a Provincial Housing Target Order. Should this application be approved, the eight net new units would contribute towards achieving the required 3,607 units. Occupancy must be achieved prior to September 30, 2028 in order to be counted towards the Housing Target Order.

The Delta School Board estimates the development could generate up to six Kindergarten to Grade 12 students which could be accommodated at nearby elementary and secondary schools.

▪ **CONCLUSION:**

The owner wishes to rezone the subject property from Duplex/Single Detached Residential 3 (RD3) to Townhouse Residential 76 (RT76) to permit construction of a nine-unit townhouse development. It is recommended that Bylaw No. 8561 be given first, second and third readings and that Development Variance Permit LU009863 be received.



Anne Berry, RPP, MCIP
General Manager, Development

Department submission prepared by: Emma Adams, Planner
EA/jl

▪ **ATTACHMENTS:**

- A. Bylaw No. 8561
- B. Location Map and Aerial Photo
- C. Project Data Table
- D. Elevations and Renderings
- E. Site Plan
- F. Tree Plan and Landscape Plan

Agenda - Regular Council

CITY OF DELTA

BYLAW NO. 8561

A Bylaw to amend "Delta Zoning Bylaw No. 7600, 2017"

As required by the *Local Government Act*, the Council of the City of Delta posted and published notice of its intention to consider first, second and third readings of the Bylaw.

The Council of the City of Delta in open meeting assembled, enacts as follows:

1. This Bylaw may be cited for all purposes as **"Delta Zoning Bylaw No. 7600, 2017 Amendment (LU009863) Bylaw No. 8561, 2026"**.

2. The Zoning Maps in Section 22.1 of "Delta Zoning Bylaw No. 7600, 2017", as amended, are hereby further amended to reflect the following rezoning:

Civic: 4984 45 Avenue

PID: 004-921-259

Legal: Lot 200 District Lot 115 Group 2 New Westminster District Plan 34590

Being the "Subject Property" as shown in Schedule "A" attached to and forming part of this Bylaw.

From: Duplex/Single Detached Residential 3 (RD3)

To: Townhouse Residential 76 (RT76)

READ A FIRST time the _____ day of _____, 2026.

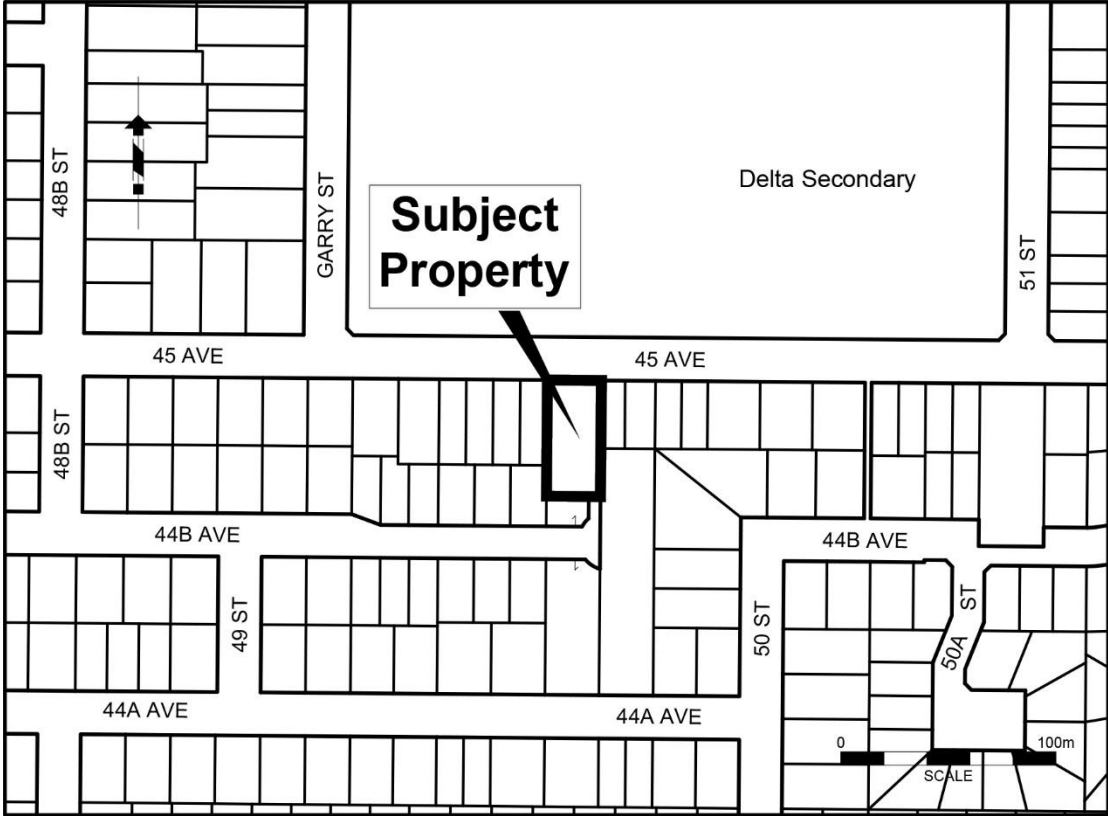
READ A SECOND time the _____ day of _____, 2026.

READ A THIRD time the _____ day of _____, 2026.

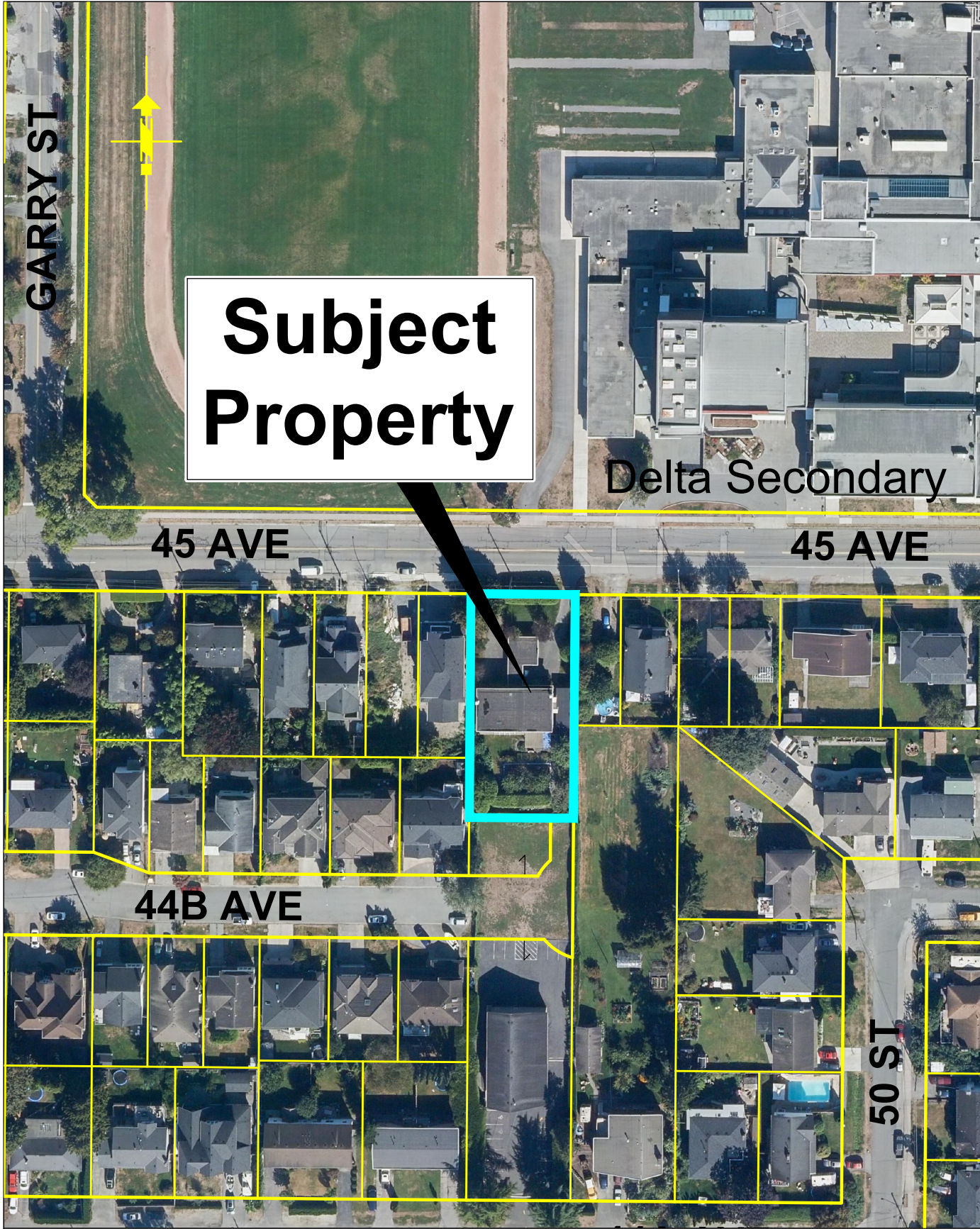
FINALLY CONSIDERED AND ADOPTED the _____ day of _____, 2026.

George V. Harvie
Mayor

Laurie Darcus
(Interim) Corporate Officer



This is Schedule "A" to
"Delta Zoning Bylaw No. 7600, 2017 Amendment (LU009863) Bylaw No. 8561, 2026"



Project Data for 4984 45 Avenue (LU009863)

Owner	1526513 BC Ltd.	
Applicant	Hardeep Bassi, Bassi Properties	
Application Date	May 14, 2025	
	Existing	Proposed
Regional Growth Strategy Designation	Urban	No Change
OCP Designation	Mixed Residential (MR)	No Change
Development Permit Area	N/A	N/A
Zoning	Duplex/Single Detached Residential 3 (RD3)	Townhouse Residential 76 (RT76)
No. of Lots	1	No Change
Lot Area	1,356 m ² (14,596 ft ²)	No Change
Lot Width	25 m (82 ft)	No Change
Average Lot Depth	54 m (177 ft)	No Change
	Permitted under RD3 Zone	Permitted under RT76 Zone
Maximum Density	499.8 m ² (5,380 ft ²)	1.2 FSR
Total No. of Dwelling Units	Maximum 4 dwelling units	9 units
	Permitted under RD3 Zone	Permitted under RT76 Zone
Maximum No. of Storeys	2.5	3
Maximum Building Height to: Roof Ridge: Mid-Roof:	9.5 m (31 ft) 8 m (26 ft)	13 m (43 ft) 11 m (36 ft)
Maximum Lot Coverage	45%	45%
	Required under "Delta Zoning Bylaw No. 7600, 2017"	Proposed
Off-street Parking:	1 space per dwelling unit	1 space per dwelling unit
VariANCES	Required	Proposed
Zoning Bylaw:		
Section 6.2.13(a) Minimum distance between buildings	9 m (30 ft)	7 m (23 ft)
7.3.3(b) Minimum width of a landscape strip along common lot lines	1.5 m (5 ft)	0.5 m (2 ft)
Section 8.4.2 Required Parking Spaces Required Visitor parking spaces	14 spaces 1 space	9 spaces 0 spaces
Section 13.24.6 Rear Setback	3.5 m (11 ft)	3 m (10 ft)

Tree Retention, Removal and Replacement	Required	Proposed
<p><u>Total Trees: 26</u> 18 on-site trees 3 off-site trees, plus an off-site hedge equal to 4 trees 1 municipal tree</p> <p><u>Trees to be Removed: 18</u> 18 on-site trees</p> <p><u>Trees to be Retained: 8</u> 7 off-site trees 1 municipal tree</p>	<p><u>Replacement:</u> 39 trees OR \$39,897</p> <p><i>Note: for proposals that include both on-site replacements and cash-in-lieu (CIL) payment, the CIL rate per the bylaw is \$1,050 for 20-59 cm DBH trees and \$933 for large diameter trees</i></p>	<p><u>Replacement:</u> 21 trees to be planted plus \$18,900 cash-in-lieu</p> <p><u>Replacement Security:</u> \$14,700</p> <p><u>Retention Security:</u> \$20,000</p>
Street Trees	Required	Proposed
<p>One tree for every 9 m (30 ft) of street abutting the property</p>	<p>\$1,040 cash-in-lieu for 2 street trees (\$520 per tree to cover costs for purchase, installation and establishment of trees)</p>	<p>\$1,040</p>



BUILDING 1 - FRONT / WEST ELEVATION



BUILDING 1 - LEFT / NORTH ELEVATION

SCHEDULE OF FINISHES :

- ① HIGH PROFILE ASPHALT SINGLE ROOFING
- ② 1x4 TRIM ON 2x10 FASCIA BOARD
- ③ ALUMINUM GUTTER ON 2x10 FASCIA
- ④ FIBER CEMENT HORIZONTAL SIDING OR VINYL SIDING
- ⑤ FIBER CEMENT SHAKE
- ⑥ VINYL FRAMED WINDOWS
- ⑦ 2x10 TRIM
- ⑧ POWDER COATED ALUMINUM RAILING
- ⑨ FIBER CEMENT BOARD AND BATTEN

SCHEDULE OF COLOUR :

- HARDE SIDING & BOARD AND BATTEN
= SHERWIN WILLIAMS GOSSAMER VEIL SW 9165
Or Vinyl Plank Almond Foycra
- HARDE SHAKE = SHERWIN WILLIAMS BASIL SW6194
Or Vinyl Evergreen Shakes
- FASCIA / TRIM = SHERWIN WILLIAMS ORIGAMI WHITE SW 7638
- BLACK WINDOWS

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4984 45 AVENUE, DELTA	
<small>PROJECT</small>	
<small>SCALE 1/4"=1'-0"</small>	
BUILDING 1_FRONT & LEFT ELEVATIONS	
<small>DRAWING TITLE</small>	
AC 401	
<small>SHEET NUMBER</small>	



BUILDING 1 - REAR / EAST ELEVATION



BUILDING 1 - RIGHT / SOUTH ELEVATION

SCHEDULE OF FINISHES :

- ① HIGH PROFILE ASPHALT SINGLE ROOFING
- ② 1x4 TRIM ON 2x10 FASCIA BOARD
- ③ ALUMINUM GUTTER ON 2x10 FASCIA
- ④ FIBER CEMENT HORIZONTAL SIDING OR VINYL SIDING
- ⑤ FIBER CEMENT SHAKE
- ⑥ VINYL FRAMED WINDOWS
- ⑦ 2x10 TRIM
- ⑧ POWDER COATED ALUMINUM RAILING
- ⑨ FIBER CEMENT BOARD AND BATTEN

SCHEDULE OF COLOUR :

- HARDBE SIDING & BOARD AND BATTEN = SHERWIN WILLIAMS GOSSAMER VEIL SW 9185 Or Vinyl Plank Almond Kaycan
- HARDBE SHAKE = SHERWIN WILLIAMS BASIL SW6194 Or Vinyl Evergreen Shakes
- FASCIA / TRIM = SHERWIN WILLIAMS ORIGAMI WHITE SW 7636
- BLACK WINDOWS

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SCALE: 1/4"=1'-0"	
BUILDING 1_REAR & RIGHT ELEVATIONS	
DRAWING TITLE:	
AC 402	
SHEET NUMBER:	



BUILDING 2 - FRONT / WEST ELEVATION



BUILDING 2 - LEFT / NORTH ELEVATION

SCHEDULE OF FINISHES :

- ① HIGH PROFILE ASPHALT SINGLE ROOFING
- ② 1x4 TRIM ON 2x10 FASCIA BOARD
- ③ ALUMINUM GUTTER ON 2x10 FASCIA
- ④ FIBER CEMENT HORIZONTAL SIDING OR VINYL SIDING
- ⑤ FIBER CEMENT SHAKE
- ⑥ VINYL FRAMED WINDOWS
- ⑦ 2x10 TRIM
- ⑧ POWDER COATED ALUMINIUM RAILING

SCHEDULE OF COLOUR :

- HARDIE SIDING = SHERWIN WILLIAMS GOSSAMER VEIL SW 9165
Or Vinyl Plank Almond Kaycan
- HARDIE SHAKE = SHERWIN WILLIAMS BASIL SW6194
Or Vinyl Evergreen Shakes
- FASCIA / TRIM = SHERWIN WILLIAMS ORIGAMI WHITE SW 7638
- BLACK WINDOWS

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4984 45 AVENUE, DELTA	
<small>PROJECT:</small>	BUILDING 2_FRONT & LEFT ELEVATIONS
<small>SCALE: 1/4"=1'-0"</small>	<small>DRAWING TITLE:</small>
<small>SHEET NUMBER:</small>	AC 401



BUILDING 2 - REAR / EAST ELEVATION



BUILDING 2 - RIGHT / SOUTH ELEVATION

SCHEDULE OF FINISHES :

- ① HIGH PROFILE ASPHALT SINGLE ROOFING
- ② 1x4 TRIM ON 2x10 FASCIA BOARD
- ③ ALUMINUM GUTTER ON 2x10 FASCIA
- ④ FIBER CEMENT HORIZONTAL SIDING OR VINYL SIDING
- ⑤ FIBER CEMENT SHAKE
- ⑥ VINYL FRAMED WINDOWS
- ⑦ 2x10 TRIM
- ⑧ POWDER COATED ALUMINIUM RAILING

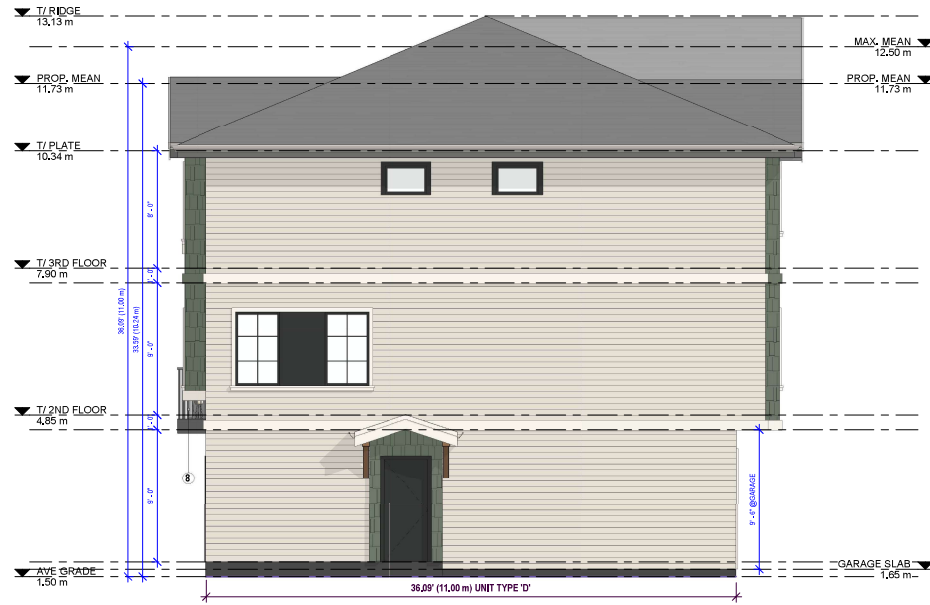
SCHEDULE OF COLOUR :

- HARDIE SIDING - SHERWIN WILLIAMS GOSSAMER VEIL SW 9165
Or Vinyl Plankr Almond Kaycan
- HARDIE SHAKE - SHERWIN WILLIAMS BASIL SW6194
Or Vinyl Evergreen Shakes
- FASCIA / TRIM - SHERWIN WILLIAMS ORIGAMI WHITE SW 7636
- BLACK WINDOWS

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<small>DRAWN</small> JS	<small>JANUARY 08, 2023_FINAL</small>
4984 45 AVENUE, DELTA	
<small>PROJECT</small>	BUILDING 2_REAR & RIGHT ELEVATIONS
<small>SCALE</small> 1/4"=1'-0"	<small>DRAWING TITLE</small>
<small>SHEET NUMBER</small>	AC 402



BUILDING 3 - FRONT / NORTH ELEVATION



BUILDING 3 - LEFT / EAST ELEVATION

SCHEDULE OF FINISHES :

- ① HIGH PROFILE ASPHALT SINGLE ROOFING
- ② 1x4 TRIM ON 2x10 FASCIA BOARD
- ③ ALUMINUM GUTTER ON 2x10 FASCIA
- ④ FIBER CEMENT HORIZONTAL SIDING OR VINYL SIDING
- ⑤ FIBER CEMENT SHAKE
- ⑥ VINYL FRAMED WINDOWS
- ⑦ 2x10 TRIM
- ⑧ POWDER COATED ALUMINUM RAILING

SCHEDULE OF COLOUR :

- HARDE SIDING = SHERWIN WILLIAMS GOSSAMER VEIL SW 9165
Or Vinyl Plank Almond Kaycan
- HARDE SHAKE = SHERWIN WILLIAMS BASIL SW6194
Or Vinyl Evergreen Shakes
- FASCIA / TRIM = SHERWIN WILLIAMS ORIGAMI WHITE SW 7636
- BLACK WINDOWS

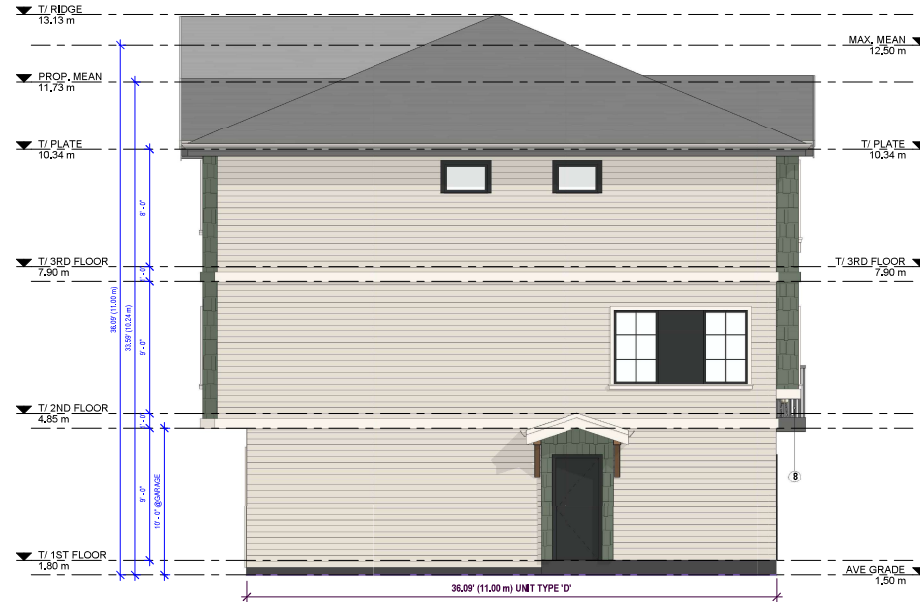
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BUILDING 3 - REAR / SOUTH ELEVATION



BUILDING 3 - RIGHT / WEST ELEVATION

SCHEDULE OF FINISHES :

- ① HIGH PROFILE ASPHALT SINGLE ROOFING
- ② 1x4 TRIM ON 2x10 FASCIA BOARD
- ③ ALUMINUM GUTTER ON 2x10 FASCIA
- ④ FIBER CEMENT HORIZONTAL SIDING OR VINYL SIDING
- ⑤ FIBER CEMENT SHAKE
- ⑥ VINYL FRAMED WINDOWS
- ⑦ 2x10 TRIM
- ⑧ POWDER COATED ALUMINUM RAILING

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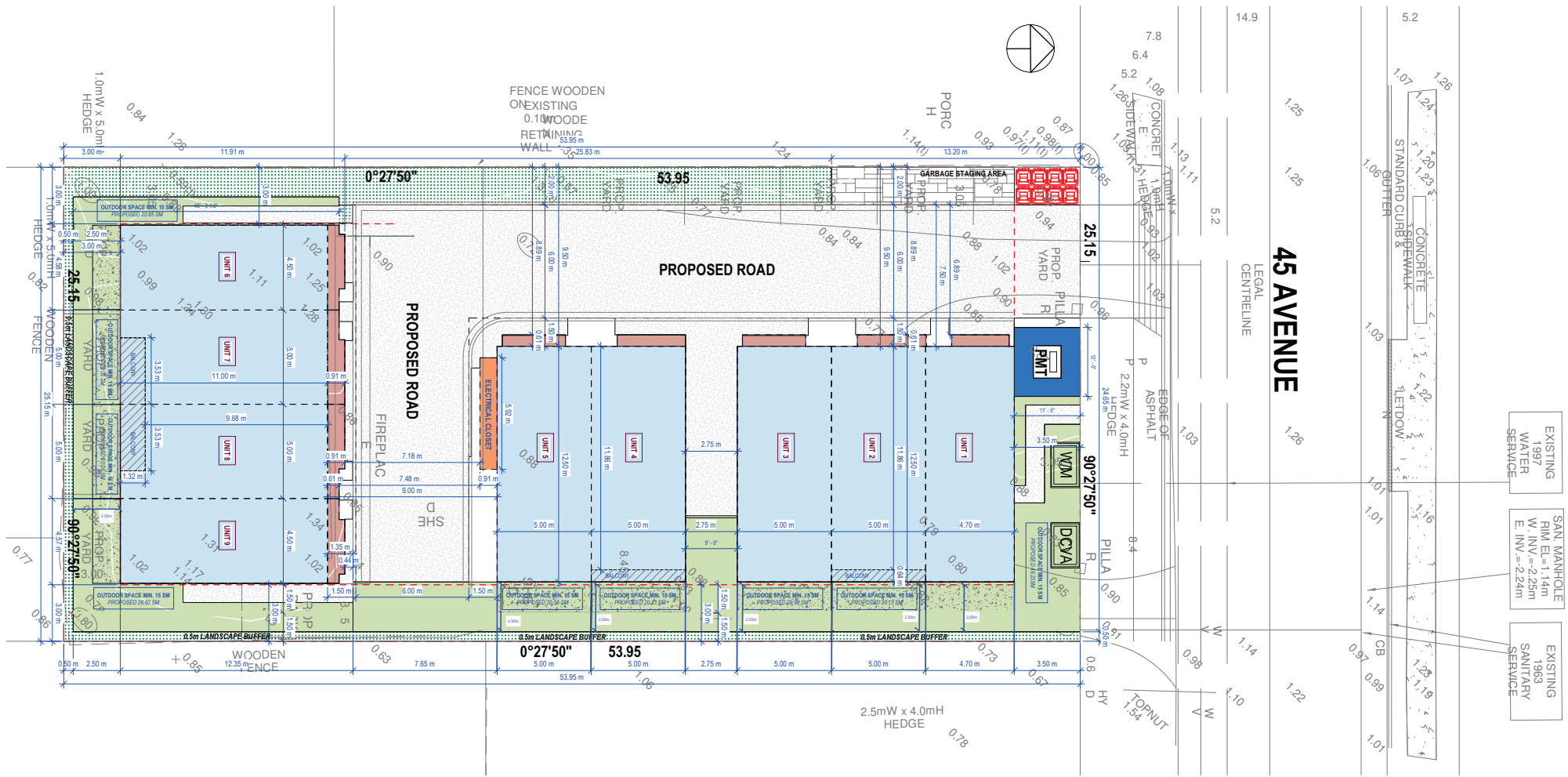
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Agenda - Regular Council



SITE PLAN
SCALE: 1/8" = 1'-0"

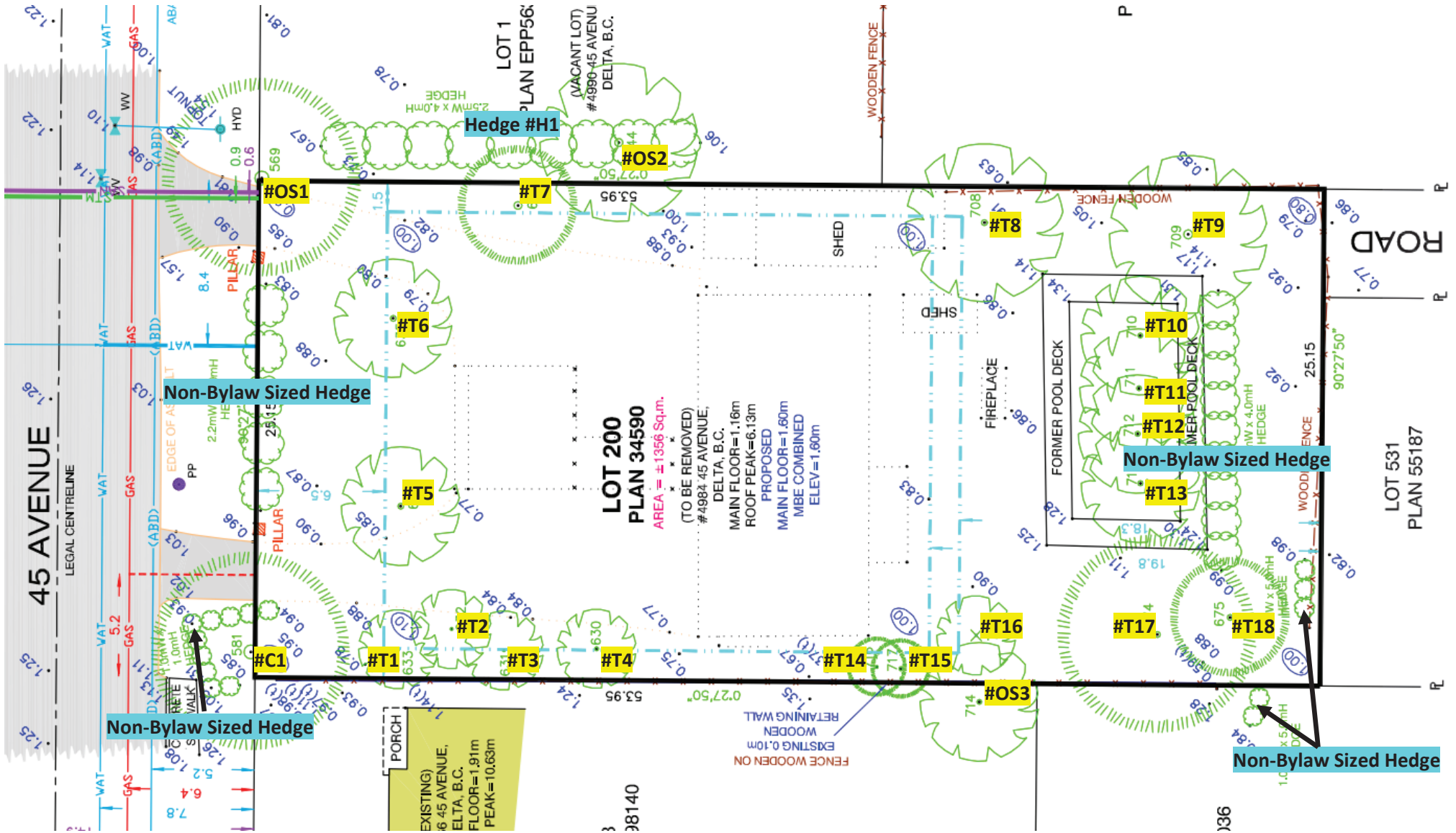
8500 - 20200 84 AVENUE LANGLEY, BC EMAIL: INFO@JOSSDESIGN.COM CA TEL: 778 223-8873	
DRAWN: JS	JANUARY 08, 2025, FINAL
4984 45 AVENUE, DELTA	
PROJECT	
SCALE: 1/8"=1'-0"	
SITE PLAN	
DRAWING TITLE	
AC 101	
SHEET NUMBER	

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THESE PLANS CONFORM TO THE B.C. BUILDING CODE 2024

Agenda - Regular Council

5.0 SITE MAP





PLANT SCHEDULE				PMO PROJECT NUMBER: 25-086	
KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS	
	3	CERCIS CANADENSIS	EASTERN REDBUD	7CM CAL, 1.8M STD, DBB	
	5	FAGUS SYLVATICA DAWYCK PURPLE	DAWYCK PURPLE BEECH	7CM CAL, 1.8M STD, DBB	
	1	MAGNOLIA KOBUS STELLATA PINK STAR	PINK STAR MAGNOLIA (LIGHT PINK)	7CM CAL, 1.8M STD, DBB	
	2	PICEA CANADENSIS BRUNS	BRUN'S CANADIAN SPRUCE	3 CM HT, DBB	
	4	PRUNUS CALLERYANA CHANTICLEER	CHANTICLEER PEAR	7CM CAL, 1.8M STD, DBB	

NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CANA STANDARD. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. * SEARCH AND REVIEW MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. * SUBSTITUTIONS OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD. DEFINITION OF CONDITIONS OF AVAILABILITY. * ALL LANDSCAPE MATERIAL AND WORKMANSHIP MUST MEET OR EXCEED BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD LATEST EDITION. * ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. * BIO-SOLIDS NOT PERMITTED IN GROWING MEDIUM UNLESS AUTHORIZED BY LANDSCAPE ARCHITECT.

PLANT SCHEDULE				PMO PROJECT NUMBER: 25-086	
KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS	
	1	STREET TREE	TYPE AND LOCATION BY CITY	7CM CAL, 1.8M STD, DBB	

NOTE: * All soft landscape areas to be irrigated with automatically irrigation system I.C.I.A.B.C. Standards, latest edition.

NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CANA STANDARD. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. * SEARCH AND REVIEW MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. * SUBSTITUTIONS OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD. DEFINITION OF CONDITIONS OF AVAILABILITY. * ALL LANDSCAPE MATERIAL AND WORKMANSHIP MUST MEET OR EXCEED BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD LATEST EDITION. * ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. * BIO-SOLIDS NOT PERMITTED IN GROWING MEDIUM UNLESS AUTHORIZED BY LANDSCAPE ARCHITECT.

FENCE LEGEND	
	42' HT WOOD FENCING
	8' HT WOOD FENCING

HARDSCAPE LEGEND	
	CLASSIC STANDARDS PAVERS 80mm BY 80mm, SHADOW COLOR, INSTALLED WITH PAVING EDGER
	2X2' CONCRETE HYDRA-PRESSED SLAB GRAY COLOR
	CONCRETE WALKWAY, LIGHT BROOM FINISH 1/2" O.C SAWCUT CONTROL JOINTS
	SOD LAWN
ALL PAVERS INSTALLED AS PER MANUFACTURER'S SPECIFICATIONS.	

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pmg
LANDSCAPE ARCHITECTS

Suite C100 - 4185 5th Creek Drive
Burnaby, British Columbia V5C 6C9
p: 604-294-0011, f: 604-294-0022

SEAL

NO.	DATE	REVISION DESCRIPTION	DR
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CLIENT: BASO PROPERTIES
WITH: DESIGN ARCHITECTURE EVERYDAY INC.

PROJECT
10 UNIT TOWNHOUSE DEVELOPMENT

4984 45 AVENUE,
DELTA

DRAWING TITLE
LANDSCAPE PLAN

DATE: April 12, 2025
SCALE: 1/2" = 1'-0"

DRAWING NUMBER
L1

OF 4

PMO PROJECT NUMBER: 25-086

Mayor & Council

From: B YAWORSKI s.22(1) Personal and Confidential
Sent: April 2, 2026 9:12 PM
To: Mayor George Harvie; Alicia Guichon; Dylan Kruger; Jessie Dosanjh; Jennifer Johal; Daniel Boisvert; Rod Binder; Mayor & Council; Doreann Mayhew
Cc: Emma Adams
Subject: LU009863 - 4984 45 Avenue, Ladner

7 APR 26 9:11 AM

TYPE: REFERS TO # 8.1
 DEPT: DEV
 A.T.#: 150496
 Comments:

A genda
 FILE # 6700-01

Warning: This email came from outside the City of Delta. If the sender is not known, please do not open links or attachments. Contact the Service Desk (3215) if unsure of this email.

Hello Mayor & Council: As residents of Ladner living about 3 blocks from this property where we regularly walk & drive by this address, we are expressing our dissatisfaction with various aspects of this proposal.

1. 9 units is too large for this site. A better compromise would be closer to 6.
 2. 9 parking spots are not sufficient for 9 units and 1 visitor parking spot is inadequate. This would only lead to spillover parking onto 45 Avenue.
 3. **LOCATION** is key for this project and any plan at this location must seriously & fully take into account that this project would be right across the street from the high school EQUINOX THEATRE - Ladner's main event centre for concerts, plays, musicals, and many other activities drawing large crowds that often must park on 45 Avenue - due to limited parking at the school.
- Also, this address is right across the street from the running track & soccer field - which also draws crowds needing parking.

The applicant needs to come up with a downsized "neighbourly-sensitive" version that adequately takes into consideration its nearby location to already established indoor and outdoor activities - all requiring safe, adequate parking to accommodate adult and even teen high school drivers, athletes and arts participants.

What is the applicant willing to revise and contribute to make this key location a non-congested, friendly, safe spot for the larger community to enjoy?

Best,
 Bev Yaworski & Doug Reynolds
 4687 Morgan Place,
 Delta (Ladner) BC V4K 3R6

Agenda - Regular Council

7 APR 26 1:11PM

Date: 5th of April, 2026

From: Vilem Foit - 4937-44B Avenue Delta B.C. V4K 1H1G

To: Delta City Council

Re: File No LU009863

A genda
FILE # 16700-01

TYPE: REFERS TO #8.1
DEPT: DEV
A.T.#: 150506
Comments:

Ladies and Gentlemen!

This letter is sent to you for consideration in regards to the Application for rezoning and Development Variance permit submitted by Hardeep Bassi, Bassi Properties.

My objections against the approval of this application is as follows:

- 1) Number of Amendments requested in this application is beyond reasonable measure.
- 2) The Variances are against the interest of Ladner community. Out of many the occupancy density of proposed project is breaking all records, especially by reducing the minimum distance between buildings.
The number of parking spaces available to the future owners is marginal and number of visitor parking missing altogether is putting excessive stress on the street. We can hardly assume the number of vehicles per household is only one. Taking in account that the building lot width is only double/single lot, the parked vehicles will be parked in front of neighbors on both sides.
- 3) I believe that the city bylaws were made to protect and serve the up-keeping standards which were approved in order to make our city livable and not to be bent to suit individual interests.
- 4) I believe City Council are supposed to work for the interest of the population and will resist the pressure of wild development breaking existing orders.
- 5) I see a number of high density projects in the making in Ladner and in my opinion they are not the right size and aesthetic contribution to the proximity to the city historic center is at least problematic. Let's do not allow the situation to worsen!

I understand development is reality but keeping it in check is necessary.

I ask you to consider my concerns. I am convinced that my opinion in this matter is shared by many of my fellow residents.

Respectfully
Vilem Foit
Ladner resident

s.22(1) Personal and Confidential

Mayor & Council

From: Nicolas Pimentel **s.22(1) Personal and Confidential**
Sent: April 8, 2026 9:12 PM
To: Mayor & Council
Cc: **s.22(1) Personal and Confidential**
Subject: Re: Comments on File No. LUU009863
Attachments: Comments on File No. LU009863 (Bylaw No. 8561).pdf

9 APR 26 0:46 AM

Warning: This email came from outside the City of Delta links or attachments. Contact the Service Desk (3215)

TYPE: REFERS TO #8.1
DEPT: DEV
A.T.#: 150 514
Comments: Regular Agenda
Apr. 13/26

Good evening,

Please find attached comments on the above noted proposed development from the following owners and residents:

1. Nicolas Pimentel and Samantha Ahuja (4966 45 Avenue);
2. Bob Aulik (4960 45 Avenue);
3. Sandra Swanigan (4956 45 Avenue);
4. Ken and Denise Buckoll (4968 45 Avenue);
5. Daniel Baxter (4977 44B Avenue);
6. Kelli Wils (5030 45 Avenue)
7. Peter and Helen Luong (5006 45 Avenue);
8. Sheila Aviles (5042 45 Avenue);
9. David Xie (5072 45 Avenue);
10. Avtar Atwal (5016 45 Avenue); and
11. Rhonda Duke (5018 45 Avenue).

A genda
FILE # 6700-01

Please ensure that the attached correspondence forms part of the Agenda package for the hearing on April 13, 2026.

As the attached comments are coming from 11 separate property owners, please ensure that the City Clerk counts this letter as 11 separate letters in City Council's Agenda package.

Please confirm receipt of this email and the attached comments by written reply before noon, April 9, 2026.

Nicolas.

April 8, 2026

Mayor and Council
City of Delta
4500 Clarence Taylor Crescent
Delta, BC V4K 3E2

Dear Sirs/Mesdames:

**Re: File No. LU009863 (Bylaw No. 8561)
Proposed Development of 4984 45 Avenue**

We are the owners and residents of 4966, 4960, 4956, 4948, 5006, 5018, 5030, 5042, 5072, 5160 45 Avenue, and 4977 44B Avenue), which are many of the properties adjoining or surrounding the proposed development of 4984 45 Avenue. We are writing to provide our comments on the above noted proposed development application.

We understand that in October 2024, Delta updated its Official Community Plan ("OCP") in order to meet provincially mandated housing targets and to provide more housing opportunities in Delta. We are not opposed to densification where reasonable and appropriate, but we believe that the proposed development will have a significant impact on surrounding property owners and on the already congested traffic, walkability, safety, and parking situation on 45 Avenue.

We hope that City Council will carefully consider the below comments and either reject the development application or require significant revision before proceeding further. We would welcome an opportunity to discuss the below with City Council following its initial review, or to present our comments and submissions at a public hearing.

1. **The proposed development is inconsistent with OCP Policy 2.1.16, the requested parking variances defeat the purpose of Zoning Bylaw 7600, 2027 and would create traffic and pedestrian safety issues, and insufficient notice for review was provided to neighbourhood property owners.**

According to the OCP, the land use designation of "mixed residential" allows for multiple, less intrusive development opportunities, such as houseplexes or accessory dwelling units. OCP Policy 2.1.16 provides guidelines and provides:

"Support a range of sensitive residential infill in low density neighborhoods by protecting or enhancing existing vegetation wherever possible, promoting safety through Crime Prevention Through Environmental Design (CPTED) principles, using human-scaled architectural features, and orienting windows, decks and balconies to maximize privacy.

(emphasis ours)

It is the undersigned's strong opinion that the development at 4984 45 Avenue, as currently proposed, is insensitive, intrusive, and in the variances sought, disrespects neighbouring properties' privacy, endangers pedestrian and driver safety and is, as a whole, not in the spirit of section 2.1.16 of the OCP. We ask that City Council very closely review of the application for this highly-densified development, on a street with no other townhouses and directly across from a school, theatre, sports fields and a community park, to ensure that the privacy and enjoyment rights of surrounding property owners are not ignored, that safety is considered, and that the negative impacts on the neighborhood do not outweigh the benefits of the proposal.

The OCP designates the south side of 45 Avenue as "mixed residential". We note that while there are townhouse complexes on the north-east side of 45 Avenue, these townhouse complexes have common features, including placement on cross-streets and proximity to other existing townhouse complexes. There are no current townhouse complexes on the south-side of 45 Avenue, and there will be no further townhouse complexes surrounding the proposed development for the foreseeable future.

The density and three-story height of the nine townhouse units proposed for 4984 45 Avenue is entirely inconsistent with the existing single-family character of the neighborhood. All of the surrounding properties are detached homes, many on already sub-divided lots. The proposed development represents a significant change in scale.

We have been informed that 4994 45 Avenue (on the east side of the proposed development) is a designated heritage property, and as such that there will be no heavily densified development of that property. It is our understanding that the owner of the property will also be submitting comments opposing the proposed development. 5006 45 Avenue has also been recently subdivided, with two new single-family homes being constructed.

On the west side of 4984 45 Avenue are two properties that were subdivided from one original property. The closest adjoining property (4966 45 Avenue) is a 4-year-old house and one of the residents is a 10-month-old child. The owner of 4960 45 Avenue built a brand-new house in 2025. To the west of the 2025 new build are two homes on a subdivided lot (4956 and 4648 45 Avenue) built in 2009.

The above is provided to demonstrate that both near-recent and recent permitting appears to reflect a plan that is consistent with and sensitive to the neighbourhood's character by creating density via the sub-division of lots rebuilt with single-family housing, with or without carriage houses. This townhouse development will quite literally be "on an island", which is not the norm for townhouse developments in neighborhoods of this character.

We would encourage City Council to reject the proposed development completely, and require a re-design that provides for a fourplex, duplexes, carriage houses, or units with garden suites, with sufficient on-lot parking and access for vehicles. This will be consistent with the character of surrounding properties while still achieving significant densification and additional housing units in Delta.

2. Sufficient notice for review and access to information was not provided to adjacent property owners; the hearing should be postponed.

The City plans to have the "First, Second and Third Hearings" on April 13, 2026. The residents of 45 Avenue only received notice, via mail, on April 2, 2026. Beyond the inclusion of the phrase "Permit to construct 9 three-storey townhouse units" and references to the Zoning Bylaws and the variances sought, there were no architectural plans or other details provided. The letter instructs that the only time and way to review development-related materials "such as the proposed bylaw, detailed maps and other information" is in person at City Hall from Thursday April 2 to April 13, 2026. There was no information online available regarding the layout and design of the proposed development.

City Hall was closed for the observation of Easter on Friday, April 3 and Monday, April 6, 2026, leaving only 2 business days for residents who received notice letters to gain access to the materials and get questions answered prior to the deadline to submit comments by noon on Thursday, April 9, 2026. (The development architectural plans are not available online.) While our City Hall was closed for 4 days so staff and Council could enjoy their Easter weekend, the undersigned and others spent their meeting, reviewing bylaws and the OCP, speaking to neighbours, taking photos, drafting this letter and rearranging work schedules so that we can get to City Hall on the 2 business days provided.

To date, of the 11 property owners and residents who are submitting the within comments on the proposal, only the owners of 4966 45 Avenue (Nicolas Pimentel) and 4956 45 Avenue (Sandra Swanigan) have had the opportunity to review the plans.

The short notice time meant that to get this correspondence to City Council on time, we had to divide outreach and research and work on one common letter. Many of the undersigned are still relying on the information, drawings and descriptions from the memory of those who have seen the plans. We request that the City Clerk to count this letter as eleven letters in City Council's Agenda package.

We further request, that this hearing be postponed and that a reasonable period of no less than 10 business days as of April 7 be provided for resident review.

3. To comply with the spirit of the OCP, the proposed townhouse development requires significant redesign and/or reduction of number of proposed units

The proposed development attempts to place too much density on a parcel that cannot accommodate it without significant negative effects on adjacent homes and the neighborhood in general. In its current form, the development application fails to take into consideration the privacy concerns of adjoining properties whatsoever. The requested Zoning Bylaw variances, discussed further below, will have further negative impacts, including a strain on traffic and road infrastructure, pedestrian and traffic safety, and neighbours' ingress and egress to their own homes.

The development application proposes nine, three-story townhouse units in three separate buildings. If City Council does not reject the development proposal outright and/or require gentler densification options (fourplex, duplexes, carriage houses etc.), then we feel a more appropriate development would be six townhouse units placed as discussed below.

There are currently two proposed buildings (with three and two units respectively) on the east side of the property, with a laneway providing access to these buildings and a proposed third building (with four units) on the west side of the property alongside the property line with 4966 45 Avenue. The third building is entirely problematic and should be removed. As referenced above, six townhomes, running parallel and in the same position as the currently proposed three-unit and two-unit buildings would allow for sufficient parking on the lot and easier access and egress for the development's residents and neighbours. It would also be a positive step towards ensuring that neighbour's privacy and enjoyment rights are sufficient protected.

The third proposed building contains four units and runs along the entire backside of 4984 45 Avenue and is extremely close to southeast corner of the backyard 4966 45 Avenue. Should this building be retained in its current design, the two units on the west side of the building will have clear and unobstructed views from both the second and third stories directly into the backyards. We enclose a photograph taken from the southeast corner of 4966 45 Avenue showing the impact on privacy. The three-story height of the proposed building (placed directly on the corner of the adjoining property) will also obstruct views and block sunshine and light, causing significant shadowing impacts.



With respect to the two proposed buildings on the east side of the property, we would encourage the City to closely consider the differences between this proposed development and a recent rezoning application approved on the north-east side of 45 Avenue (<https://www.delta-optimist.com/local-news/the-latest-on-deltas-new-housing-development-scene-9817533>) That approved development was already surrounded by both low-rise apartments, townhouses, single-detached residential lots and infill single-detached residential lots. (This is a crucial distinction between the approved development and the one proposed for 4984 45 Avenue, which is a lot surrounded entirely by infill single-detached residential lots and a heritage house.) In specific recognition of privacy concerns from neighbours, City Council mandated landscaping within the side yard setback areas and a

fence to protect the privacy of properties to the east. Most significantly, City Council required the removal any third-floor windows on either the east or west elevations to minimize overlook onto adjacent properties.

Additionally, as concerning as the height and placement is the architectural design of the proposed buildings. The design depicts large second and third story windows on these buildings; in particular the second story windows appear to be almost “floor-to-ceiling”. While this would not necessarily be a concern if the development was more consistent with the character of the neighborhood and adjoining properties, the height and orientation of the proposed townhouses would provide direct, unlimited views into adjacent backyards.

The planned large, second and third-floor windows directly face the backyards of adjoining property owners. This will have a significant impact on the privacy of adjoining property owners, compounded by the fact that there will likely be at least 30 to 40 individuals living in these units. We attach a photograph demonstrating the sight lines that will be available from the property into 4966 45 Avenue.



The window design and placement for all the proposed townhouse buildings need to be reconsidered. In our opinion, all and any second and third-floor windows that provide direct views into adjoining properties should be removed or must be significantly smaller, placed above eye-view lines and be non-transparent. This would address the privacy concerns outlined above.

The proposed landscaping and fencing in the development application for 4984 45 Avenue do not afford appropriate privacy protections for surrounding properties. It appears that all current trees and vegetation (which currently provide some measure of privacy) will be cut down, and we do not have any clarity on how much privacy protection the new proposed

vegetation will afford in relation to the current vegetation. Furthermore, a 6-foot fence alongside the property line with 4966 45 Avenue is clearly insufficient to provide privacy protection where a three-story townhouse complex with large windows is being developed directly next door.

We would ask that City Council consider requiring landscape buffers or hedging along the entirety of the property line with 4966 45 Avenue of sufficient height, such that views from the buildings into backyards will be at least partially obscured. Alternatively, City Council could require that mature trees or landscaping be left in place, or that combinations of mature trees be planted to minimize sightlines directly into backyards. The landscaping should be sensitive, however, to shading out sun in neighbouring yards.

We note that our proposals above are entirely consistent with and respect the spirit of section 2.1.16 of the OCP, re-stated here:

Support a range of sensitive residential infill in low density neighborhoods by protecting or enhancing existing vegetation wherever possible, promoting safety through Crime Prevention Through Environmental Design (CPTED) principles, using human-scaled architectural features, and orienting windows, decks and balconies to maximize privacy.

4. The Proposed Zoning Bylaw parking variances defeat the purpose of the bylaw, are unreasonable and unsafe, and should be rejected

The proposed units are all three or four-bedroom units, easily bringing, as mentioned, 30 to 40 new residents on that lot alone. The townhomes are to be served by a single laneway running along the west landline; this laneway provides road access to all nine townhomes. There is no driveway parking. We note that the Applicant seeks a variance of sections 8.4.2 of the Zoning Bylaw to reduce minimum parking spaces from 14 to 9, and minimum required visitor parking spaces from 1 to 0. The purpose of this section of the Zoning Bylaw is to ensure sufficient parking spaces on a specific lot. *Note: We are unclear what math underpins the "minimum 14 spaces"; based on section 8.4.2 of the Zoning Bylaw, there should be at least two parking spaces per dwelling unit for a total of 18 parking spaces.*

We further note that, with respect to the recent townhouse proposal at 4501 Arthur Drive (LU009952), the proposed vehicle parking requirements are for two parking spots per townhouse unit, and two visitor spots for every six units. This reflects a realistic parking space proposal, unlike this application for 4984 45 Avenue.

The parking variances sought are highly problematic. It is reasonable to expect that the residents of these units will own multiple vehicles and entertain visitors and, therefore, the south side of 45 Avenue will be utilized for daily residential and visitor parking.

Parking on this part of 45 Avenue is already regularly congested and oversubscribed due to Delta Secondary School, Genesis Theatre, special events at Memorial Park, and regular weekday and weekend activity at the sports fields and park facilities. These facilities are all located directly across the street from the proposed development. The south side of 45 Avenue is regularly interrupted by single home driveways and currently provides very limited

parking opportunities; parents picking up children and special event goers consistently use private driveways as “turn-arounds” and park in ways encroach on those driveways.

When the south side of 45 Avenue is heavily parked, it greatly impacts the visibility of oncoming traffic, making the already difficult task of backing out from the existing homes onto a busy, 50km per hour street even more so. Often family members or hosts have to stand in the street and wave the departing party out of the driveway while “stopping” traffic, should it approach. Not a safe practice but is often the only way to depart the driveways. Should such heavy and opportunistic parking be a daily event, an accident is all but assured to occur.

In regard to overall pedestrian safety, it should be noted the south side of 45 Avenue has no sidewalk that connects to a marked pedestrian crossing. We understand there is an expectation that the developer put a sidewalk in front of the property but because the lot is deep, not wide, this will leave that sidewalk disconnected from any cross street with a marked pedestrian crossing.

Currently, with the majority of south side residents parking in garages and driveways, pedestrians safely walk the south side of 45 Avenue on the marked shoulder/undeveloped City-owned setback. When the south side is regularly fully parked, pedestrians exiting the development and neighbouring properties to the east will be forced to “jaywalk” to the sidewalk on the north side. We regularly witness this illegal, but convenient and understandable, crossing habit every time there is event parking congestion, and it is highly concerning.

The only other option for pedestrians, once the development is established and all parking on the shoulder is occupied, is to walk approximately 100 metres to the east on actual sidewalk to where that sidewalk ends at the t-intersection with Garry Street. Again, there is no marked pedestrian aid to cross 45 Avenue, and this crossing lies within, what is anecdotally observed, a largely ignored school speed zone and where there is regular exceedance of the 50km non-school hours speed limit.

The combination of parking on both sides of the street, the lack of pedestrian options to cross the street, and the 50km speed limit outside of school hours is dangerous. While on paper the City has designated the south side of 45 Avenue for high density, the street itself is nowhere near ready for such impacts.

This plan does not provide for realistic or adequate parking, and the proposed variance defeats the intent of the Zoning Bylaw. The requested variance should not be granted.

5. Proposed Zoning Bylaw setback and building spacing variances requested are negatively impactful on neighbours and should be rejected

The Applicant seeks to vary section 7.3.3(b) of the Zoning Bylaw to reduce the minimum required width of the landscaped strip to 0 meters along the west lot line (adjoining 4966 45 Avenue) to facilitate garbage staging. As the photo below shows, this would place garbage and recyclables for 9 townhomes directly against the east property line of 4966 45 Avenue, and directly across from the main entrance to the home. Occupants and visitors would need to walk directly past this garbage area to enter the home. This is completely inappropriate and unacceptable.

The installment of this garbage staging area directly against the property line also effectively removes any additional protections for 4966 45 Avenue along the first 13 metres of the property, as would be provided for by the mandated landscaping requirements. This defeats the entire purpose of section 7.3.3(b), which is to provide screening through landscaping. This variance should not be permitted, and the garbage staging area must be relocated.

Likewise, the reduction of landscaped strips on all landlines will bring the 3-storey buildings nearer to the neighbours' properties. The closer proximity will cause even further overlook and exacerbate shadowing effects. The requested reduction in spaces between buildings will affect sunlight corridors in the adjacent yards.

According to the City of Delta, a bylaw variance can only be granted if it does not:

- (a) result in inappropriate development of the site;
- (b) adversely affect the natural environment;
- (c) substantially affect the use and enjoyment of adjacent land;
- (d) vary permitted uses and densities; and
- (e) defeat the intent of the Zoning Bylaw.

The very nature of variances the Applicant is testament that the Applicant is seeking to place too much density on a parcel unsuitable for their planned design. We believe that to grant permission for the parking, setback and spacing variances requested would contravene all items, (a) through (e), of City policy listed above. We are strongly opposed to the granting of the requested variances.

Conclusion

We request that City Council reject this development application or require a complete redesign of the project. A revised plan should include fewer units, reduced height, proper setbacks, landscape screening protections, smaller windows, realistic parking, and a design that reflects Delta's OCP policies. The current proposal does not adequately reflect neighbourhood character, liveability, or responsible planning.

By including our names and addresses below, we respectfully ask Delta Mayor and Council to reject the development application as submitted:

Nicolas Pimentel and Samantha Ahuja
Owners of 4966 45 Avenue

Bob Aulik
Owner of 4960 45 Avenue

Sandra Swanigan
Owner of 4956 45 Avenue

Ken and Denise Buckoll

Owners of 4968 45 Avenue

Daniel Baxter

Owner of 4977 44B Avenue

Kelli Wils

Owner of 5030 45 Avenue

Peter and Helen Luong

Owners of 5006 45 Avenue

Sheila Aviles

Owner of 5042 45 Avenue

David Xie

Owner of 5072 45 Avenue

Avtar Atwal

Owner of 5160 45 Avenue

Rhonda Duke

Owner of 5018 45 Avenue

Mayor & Council

9 APR 26 1:45 PM

From: Linda Erickson s.22(1) Personal and Confidential
Sent: April 9, 2026 11:48 AM
To: Mayor & Council; Mayor George Harvie; Rod Binder; Alicia Guichon; Daniel Boisvert; Dylan Kruger; Jennifer Johal; Jessie Dosanjh
Subject: LU009863

Warning: This email came from outside the City of Delta. If the sender is not known, please do not open links or attachments. Contact the Service Desk (3215) if unsure of this email.

Good morning,

I am writing to voice my concerns regarding the number and extent of the variances that the applicant, Hardeep Bassi, is requesting for the property at 4984 45 Avenue. I would hope that you see that if this many changes to the bylaw are being needed then the project and design do not fit with the property and the bylaws as they are, then you must vote in opposition to this proposal.

Respectfully

Linda Erickson
7875 119A Street
Delta V4C 6N7

Agenda
FILE # 6700-01

TYPE: REFERS TO # 8.1
 DEPT: DEV
 A.T.#: 150530
 Comments: Regular Agenda
Apr. 13/26

Mayor & Council

From: Richard Burns s.22(1) Personal and Confidential
Sent: April 9, 2026 12:00 PM
To: Mayor & Council
Subject: We understand that townhouses are to be built on property at 4984 45 Avenue File No. LU009863(bylaw NO. 8561)

9 APR 26 12:38 PM

Warning: This email came from outside the City of Delta. If the sender is not known, please do not open links or attachments. Contact the Service Desk (3215) if unsure of this email.

Dear Mayor-Council@Delta.ca.

A genda
FILE # 6700-20

TYPE: REFERS TO #81
DEPT: DEV
A.T.#: 150527
Comments: Regular Agenda
Apr. 13/26

I thought at first that the building was going to be much closer to the property Line.

I now understand that the buildings are to be 11.5 ft. from our common property line on the east side of the proposed development.

I am seriously concerned about proper drainage because atmospheric rivers are occurring on a much more frequent basis on the lower mainland.

The proposed landscaping for trees and shrubs will require a retaining wall between our property and the property at 4984 45 Avenue.

The subsoil in the delta is clay.

The trees etc. will require ample amended soil with lots organic material in order for it to act as a sponge to

absorb the extreme rainfall from severe storms.

The water bank in the soil of the treed landscape will help the trees survive the periods of summer drought we now observe on the west coast.

We do not want any water to drain on our property.

I put in a 160 ft concrete retaining wall on the east side of my property 40 years because my property is raised up in the area where my home and surrounding formal garden is located (at the south end of our lot).

We want our property to be secure. Will a new fence be built on top of the soil retaining wall we believe is necessary to make the landscape stable?

We built a fence on our retaining wall to ensure our responsibility to our neighbours took into account their well being.

We appreciate the thoughtful proposed screen of trees along the east side of the development.

In our opinion the proposed reductions for the minimum required parking spaces for residents as well as visitors will create a huge problem in the immediate area as on the street parking is in high demand for those who attend events at the school, theatre, track sports and the Memorial Park festivals.

**Sincerely,
Richard and Roberta Burns**

Agenda - Regular Council



City of Delta
COUNCIL REPORT
Regular Meeting

To: **Council** File No.: **LU009735**
From: **Development Department** Bylaw No.: **8499**
Date: **April 13, 2026** Application Date: **August 15, 2024**

Rescission of Bylaw No. 8499 at 809 51 Street and 5140 8A Avenue

The following report has been reviewed and endorsed by the City Manager's Office.

▪ **RECOMMENDATIONS:**

- A. THAT "Delta Zoning Bylaw No. 7600, 2017" Amendment (CDZ57 – LU009735) Bylaw No. 8499, 2025 be rescinded.
- B. THAT an amended Bylaw No. 8499 be brought forward to Council for consideration subject to public notice requirements.

▪ **PURPOSE:**

The purpose of this report is to recommend that Council rescind Bylaw No. 8499 (Attachment A). An amended version of the Bylaw with revised regulations to permit a houseplex on each of the four proposed lots would be presented for Council's consideration at a future Regular Meeting of Council subject to public notice requirements.

▪ **DISCUSSION:**

This application includes a request to rescind Bylaw No. 8499 to allow for an amended version to be brought forward for Council's consideration of revised regulations which would enable the subdivision of the subject properties and a portion of 51 Street into four lots, and the construction of a four-unit houseplex on each lot (Attachment B). Each lot would accommodate the construction of a four-unit houseplex with a maximum floor area of 758 m² (8,159 ft²) on each lot. The proposed lots would each be 22.6 m (74 ft) wide with an average lot depth of 56 m (184 ft). The area of each lot would be approximately 1,263 m² (13,595 ft²).

Bylaw No. 8499 was presented for Council's consideration of first, second, and third readings on May 26, 2025. Road Closure and Cancellation Bylaw No. 8477, which would close a portion of 51 Street, was also given first, second and third readings on May 26, 2025. Bylaw No. 8477 is not impacted by the proposed houseplex regulation changes. An excerpt of the meeting minutes from May 26, 2025 Regular Meeting is provided as Attachment C.

The original application was presented to Council with a custom zone (Comprehensive Development Zone No. 57 (CDZ57)) designed specifically for the houseplex proposal. The proposed CDZ57 Zone was modeled after the Single Detached Residential 6 (RS6) Zone, with a few minor differences to accommodate the houseplex form including:

- A maximum Floor Space Ratio of 0.6. This floor space ratio is more than the 0.5 FSR permitted in the RS6 zone. A maximum gross floor area of the lesser of

275 m² and 0.5 FSR is applicable in the RS6 zone, but would not apply in the CDZ57 zone.

- A minimum 3.5 m (11 ft) setback for the interior side setbacks to create an additional buffer and provide outdoor space between lots. This setback would also limit massing next to neighbouring properties.
- A maximum of two storeys to limit massing and convey the appearance of single detached dwellings.
- A maximum 0.6 m (2 ft) projection into the front setback to encourage articulation of the building's frontage with the goal of maintaining the small scale residential character of the neighbourhood.
- A minimum of 15 m² (161 ft²) of private outdoor amenity space for each dwelling unit.
- One enclosed parking space per unit.

The applicant provided renderings and a set of assumptions on which to base the CDZ57 Zone but did not provide final drawings. Following third reading, the applicant undertook detailed design work and found that the application of the floor area exemption regulations in Delta's Zoning Bylaw for attic areas and parking spaces do not apply to houseplexes. The floor area calculations presented to Council in CDZ57 under Bylaw No. 8499 assumed these exemptions applied to houseplexes; as such, an amendment is required to accurately reflect the maximum density of the proposal. CDZ57 is also proposed to be amended to correct a height discrepancy. The project data table in the original Council report noted a proposed height of 2.5 storeys, however, the proposed CDZ57 Zone currently only permits 2 storeys. The applicant is proposing to include attic space for the houseplexes which would be considered a half storey. No change to the maximum peak building height of 9.5 m (31 ft) is proposed.

Should Bylaw No. 8499 be rescinded, staff would prepare notice of Council's consideration of first, second and third readings of revised Bylaw No. 8499 containing amended regulations to accommodate the finalized designs of the houseplex proposal for the subject site.

Implications:

Financial – There are no financial implications to rescinding Bylaw No. 8499.

▪ **CONCLUSION:**

It is recommended that Bylaw No. 8499 be rescinded, and an amended version be presented for Council's consideration at a future Regular Meeting of Council subject to public notice requirements.



Anne Berry, RPP, MCIP
General Manager, Development

Department submission prepared by: Emma Adams, Planner
EA/jl

▪ **ATTACHMENTS:**

- A. Bylaw No. 8499
- B. Original Houseplex Site Plan and Rendering
- C. Excerpt of Minutes from May 26, 2025 Regular Meeting of Council

CITY OF DELTA**BYLAW NO. 8499***A Bylaw to amend the "Delta Zoning Bylaw No. 7600, 2017"*

The Municipal Council of the City of Delta in open meeting assembled, enacts as follows:

1. This Bylaw may be cited for all purposes as "**Delta Zoning Bylaw No. 7600, 2017 Amendment (CDZ57 – LU009735) Bylaw No. 8499, 2025**".
2. "Delta Zoning Bylaw No. 7600, 2017" as amended is hereby further amended by:
 - (a) adding the following definition to Section 2.1.1 in alphabetical order:

"Houseplex means a building designed to accommodate between three and four dwelling units on a single lot, each having their own separate exterior entrance. For the purposes of this bylaw, a houseplex does not include a single detached dwelling, duplex dwelling, accessory dwelling unit, or townhouse."
 - (b) inserting "57 Delta Zoning Bylaw No. 7600, 2017 Amendment (CDZ57 – LU009735) Bylaw No. 8499, 2025" in the correct numerical order in Section 19.2 LIST OF COMPREHENSIVE DEVELOPMENT ZONES AND AMENDMENT BYLAWS in Part 19; and
 - (c) the Zoning Maps in Section 22.1 of "Delta Zoning Bylaw No. 7600, 2017," as amended, are hereby further amended to reflect the following rezoning:
 - (i) Civic: 5140 8A Avenue
PID: 016-282-647
Legal: Lot 7 Section 10 Township 5 New Westminster District Plan 86197
 - (ii) Civic: 809 51 Street
PID: 016-282-621
Legal: Lot 6 Section 10 Township 5 New Westminster District Plan 86197
 - (iii) Civic: N/A
PID: N/A
Legal: Road Dedicated on Plan 86197 and 18734, Section 10 Township 5, New Westminster District

Bylaw No. 8499

- 2 -

Being the “Subject Properties” as shown in Schedule “A” attached to and forming part of this Bylaw.

From: Single Detached Residential 1 (RS1)

To: Delta Zoning Bylaw No. 7600, 2017 Amendment (CDZ57 – LU009735) Bylaw No. 8499, 2025”

(d) inserting the following zone in numerical order in Part 19:

“COMPREHENSIVE DEVELOPMENT ZONE NO. 57

1. APPLICATION OF THIS ZONE

For the purpose of Part 6, Part 7 and Part 8, this *zone* shall be considered a residential *zone* and all regulations that reference an RS *zone*, RD *zone* or RS1 to 7 *zones* shall apply, except where specifically listed below.

2. PERMITTED USES:

Subject to Section 4.3 Conditional Use of Land, the following uses and no other uses shall be permitted:

PRINCIPAL USES

Houseplex

ACCESSORY USES

Home occupation, accessory to a houseplex

3. DENSITY

- (a) Maximum number of *dwelling units*: 4
- (b) Maximum *floor space ratio*: 0.6
- (c) Maximum *gross floor area*: 758 m²

4. LOT COVERAGE

Maximum *lot coverage* shall be 41%

5. SETBACKS

(a) Minimum *setbacks* shall be:

	<i>Principal Structure</i>	<i>Accessory Structure</i>
Front	6.5 m	6.5 m
Interior Side	3.5 m	3.5 m
Rear	8 m	1 m

Bylaw No. 8499

- 3 -

- (b) Despite Section 6(a) of this *zone*, up to 33% of the width of the front façade of a *principal structure* may encroach into the minimum front *setback* area by no more than 0.6 m.

6. HEIGHT

The *maximum height* shall be:

	Principal Structure	Accessory Structure
Maximum Storeys	2	1
Maximum height to mid-roof or the top of a flat roof	8 m	3 m
Maximum height to roof ridge for a pitched roof	9.5 m	3.75 m

7. MINIMUM LOT SIZE FOR SUBDIVISION

Lot Area	1,250 m ²
Lot Width	22 m ²
Average Lot Depth	55 m

8. OFF-STREET PARKING

- (a) A maximum of one enclosed *parking space* shall be permitted per *dwelling unit*.

9. OTHER REGULATIONS

- (a) For each *houseplex dwelling unit*, a minimum of 15 m² of *outdoor amenity space* shall be provided for the exclusive private *use* of each *dwelling unit*. This space shall be located at ground level usable space with no dimension less than 2.5 m, and may include patio surfaces or grass.

Bylaw No. 8499

- 4 -

READ A FIRST time the **26th** day of **May, 2025.**

READ A SECOND time the **26th** day of **May, 2025.**

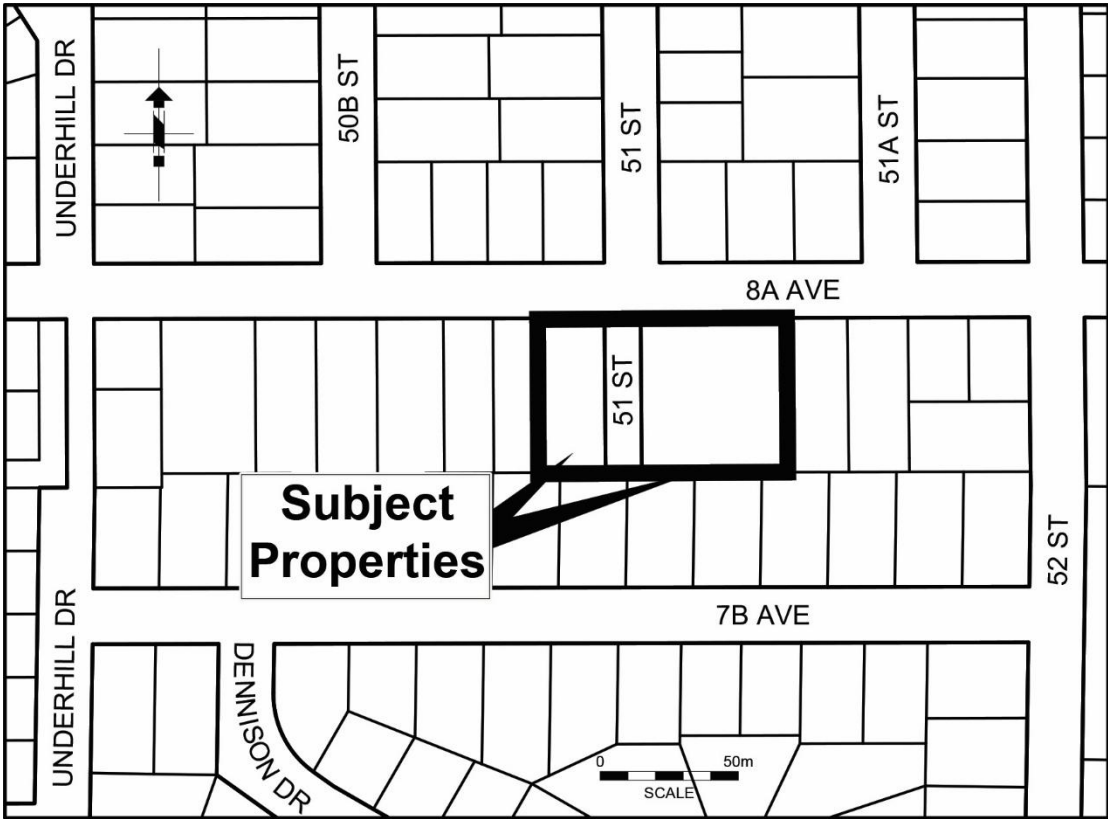
READ A THIRD time the **26th** day of **May, 2025.**

FINALLY CONSIDERED AND
ADOPTED the day of , 202

George V. Harvie
Mayor

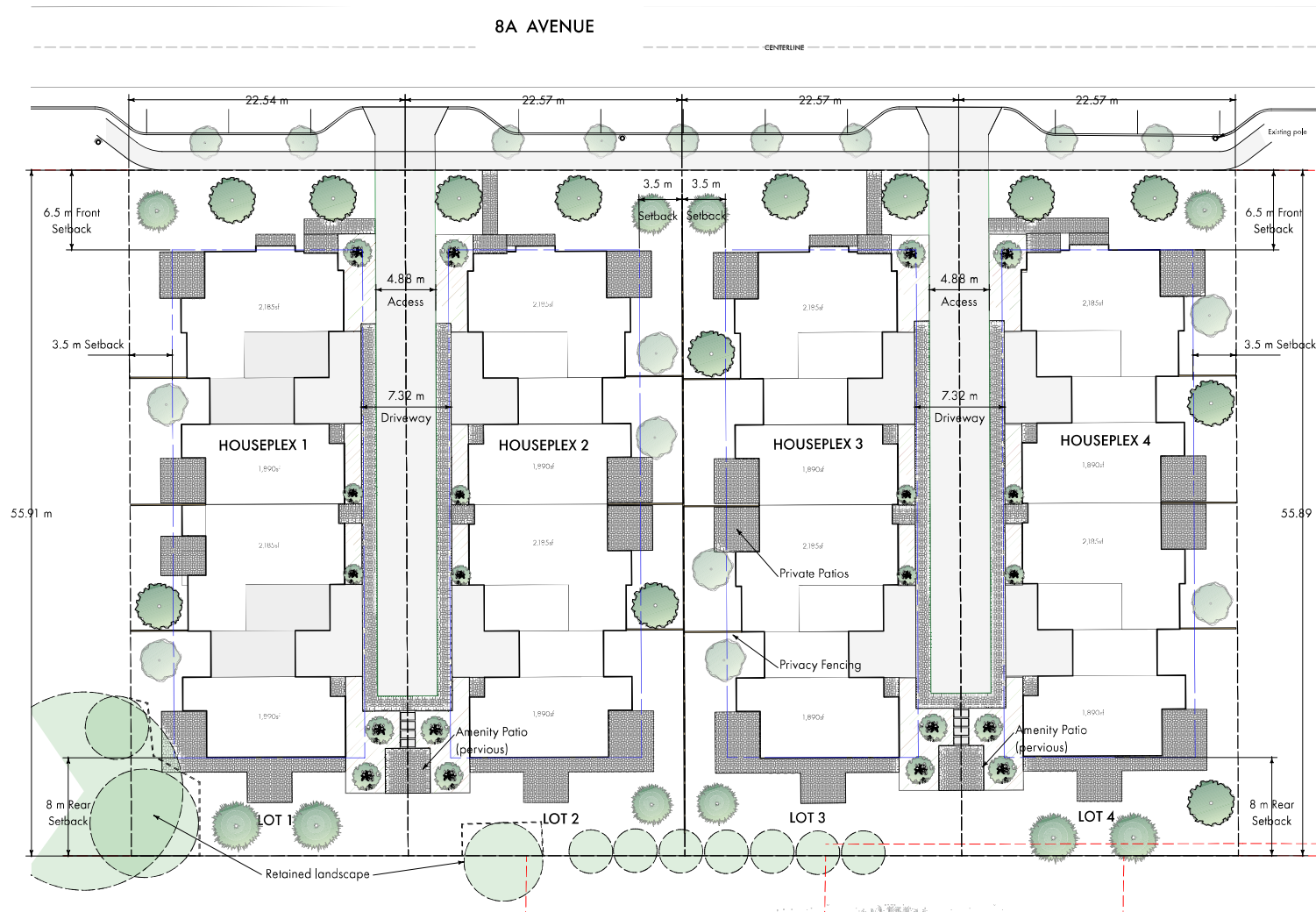
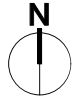
Michelle Jansson, CMC
City Clerk

Bylaw No. 8499



This is Schedule A to
 “Delta Zoning Bylaw No. 7600, 2017 Amendment (CDZ57 – LU009735)
 Bylaw No. 8499, 2025”

Agenda - Regular Council



PROJECT STATISTICS

PROJECT INTENT

- Create 4 separate Houseplex lots
- Rezone to CDZ to allow Houseplex units
- Meet the housing objectives of the OCP
- Provide offsite improvements along 8a Ave.
- Comply with tree replacement policy

PROJECT AREA per HOUSEPLEX

Building GFA : 756.56m² (8,144 sf)
Including Living areas, parking garage area exempted from total GFA.

- Lot 1 - 1,260.94m² Lot Area
- GFA 0.60 proposed, 4 units, 4 cars
- Lot 2 - 1,261.56m² Lot Area
- GFA 0.60 proposed, 4 units, 4 cars
- Lot 3 - 1,261.56 m² Lot Area
- GFA 0.60 proposed, 4 units, 4 cars
- Lot 4 - 1,261.49 m² Lot Area
- GFA 0.60 proposed, 4 units, 4 cars

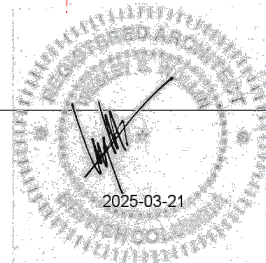
SITING REQUIREMENTS

- Building Setbacks:**
- 6.5m front setbacks
 - 8.0m front setbacks
 - 3.5m interior sideyard
- Access Driveways:**
- 4.88m access drive
 - 7.32m driveway width
 - 3.6m x 6.7m parking garages (4 per houseplex unit)

TSAWWASSEN 8A Avenue Houseplex

MARCH 10 2025

BÜRO47architecture inc
4777 Delta St
Delta BC V4K 1V7



Site Plan / Project Data
ARCH|01



Interior Unit Elevation



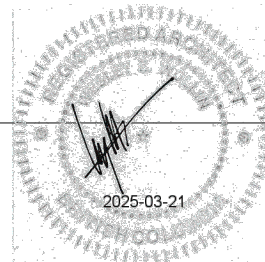
Streetfront Unit Elevation



8A Lot Frontage Elevation

TSAWWASSEN 8A Avenue Houseplex

BÜRO47architecture inc
4777 Delta St
Delta BC V4K 1V7



MARCH 21 2025

Concept Renderings
ARCH|04

6. ANNOUNCEMENTS

Council provided an update on recent and upcoming events in the community.

7. BYLAWS FOR FIRST, SECOND, & THIRD READING

7.1 Rezoning for Two-Lot Subdivision at 7660 116A Street (Saran & Rangi)

MOVED BY: Cllr. Binder
SECONDED BY: Cllr. Dosanjh

THAT first, second, and third readings be given to Zoning Amendment Bylaw No. 8503.

CARRIED UNANIMOUSLY

7.2 Rezoning, Road Closure and Cancellation and Disposition, Lot Consolidation and Subdivision for Four-Lot Subdivision at 809 51 Street and 5140 8A Avenue (T-Town Developments Ltd.)

MOVED BY: Cllr. Kruger
SECONDED BY: Cllr. Johal

- A. THAT Zoning Amendment Bylaw No. 8257 and Road Closure and Cancellation Bylaw No. 8256 be abandoned.
- B. THAT first, second, and third readings be given to Zoning Amendment Bylaw No. 8499.
- C. THAT first, second and third readings be given to Road Closure and Cancellation Bylaw No. 8477.
- D. THAT the Road Transfer and Exchange Agreement provided as Attachment F be received for consideration and that the amount of \$1,005,000 be conditionally accepted for the purchase of the closed road dedication.
- E. THAT public notice of the intention to close and dispose of a 733 m² (7,890 ft²) portion of road dedication as identified in reference plan EPP128656 attached to and forming part of Bylaw No. 8477 be provided in accordance with the Community Charter.
- F. THAT the owner satisfies the following requirements as a condition of final consideration and adoption:
 - 1. Provide a final landscape and tree planting plan;
 - 2. Enter into a Section 219 Covenant and provide associated securities for building design, landscaping and tree retention; and

3. Provide an easement to allow reciprocal access over the shared driveways.

CARRIED UNANIMOUSLY

7.3 Applications for Two Four-Unit Townhouse Developments at 11220 and 11230 83 Avenue (Du, Chung and Gomez)

This item was withdrawn by the City Manager.

7.4 Temporary Loan Authorization Bylaw No. 8505, 2025

MOVED BY: Cllr. Boisvert
SECONDED BY: Cllr. Binder

- A. THAT Temporary Loan Authorization Bylaw No. 8505, 2025 (Attachment A) be given first, second and third readings.
- B. THAT the General Manager, Finance and City Manager be authorized to execute all documents required to establish temporary borrowing with the Municipal Finance Authority of B.C.

CARRIED UNANIMOUSLY

7.5 Fire Regulation Bylaw Updates

MOVED BY: Cllr. Binder
SECONDED BY: Cllr. Johal

THAT first, second, and third readings be given to Delta Fire Regulation Bylaw No. 5855, 2001 Amendment (Fire Safety Act and Permit Authority) Bylaw No. 8497, 2025.

CARRIED UNANIMOUSLY

8. CONSENT REPORTS

MOVED BY: Cllr. Boisvert
SECONDED BY: Cllr. Binder

THAT Items No. 8.1 and 8.2 be adopted on consent.

CARRIED UNANIMOUSLY



City of Delta
COUNCIL REPORT
Regular Meeting

To: **Council**

From: **Corporate Services
Department**

Meeting Date: **April 13, 2026**

Royal Canadian Legion Branch 61 Request for Support

The following report has been reviewed and endorsed by the City Manager's Office.

▪ **RECOMMENDATIONS:**

- A. THAT financial and in-kind support for the Royal Canadian Legion Branch 61 (Delta) 100th Anniversary Celebration on July 25, 2026 as described in this report be approved.
 - B. THAT the City install two commemorative crosswalks in recognition of Delta's veterans in Ladner and North Delta, subject to the Royal Canadian Legion Branch 61 securing partial funding through Veterans Affairs Canada's Commemorative Partnership Program.
 - C. THAT a letter of support be provided from the Mayor, on behalf of Council, for the Royal Canadian Legion's funding application to the Veterans Affairs Canada's Commemorative Partnership Program for the installation of two commemorative crosswalks in Delta.
 - D. THAT staff assist with communications by promoting the Royal Canadian Legion Branch 61's July 25, 2026 100th Anniversary Celebration event on City social media and message boards.
-

▪ **PURPOSE:**

This report responds to Council's resolution from the Regular Meeting of Council on March 9, 2026 stating:

THAT the letters from the Royal Canadian Legion dated March 1, 2026, and February 20, 2026, be referred to staff to prepare a report for Council's consideration.

▪ **BACKGROUND:**

Council received correspondence from the Royal Canadian Legion Branch 61 (the Legion) dated February 20 and March 1, 2026, requesting City support for a commemorative event celebrating the Legion's 100th anniversary in Canada, assistance

with communications sharing information on the Legion's event, and the installation of commemorative crosswalks honoring Veterans (Attachment A). Staff have since met with representatives of the Legion to further discuss the requests and potential partnership opportunities.

▪ **DISCUSSION:**

Royal Canadian Legion 100th Anniversary Celebration (July 25, 2026)

2026 marks the 100th anniversary of Royal Canadian Legion. As such, the Legion's Ladner branch has proposed a community celebration to recognize a century of service to veterans and the broader community. Subsequent to receiving the original request for support and assistance, the Legion informed the City that the event is now scheduled to take place on July 25, 2026, with the new date selected to avoid conflicts with City events and accommodate the availability of the local Member of Parliament.

As outlined in their correspondence and discussions with staff, the celebration is anticipated to include ceremonial elements for elected officials, participation from community groups, and family-friendly activities. The event is intended both as a celebration of the Royal Canadian Legion's 100th anniversary in Canada, the contribution of veterans, and as an opportunity to highlight the Legion's ongoing role in supporting veterans and other community initiatives within Delta.

The Legion has requested support from the City to assist with the delivery and promotion of this event.

As part of its request, the Legion has identified a number of event-related supports required to successfully deliver the celebration. These include provision of an outdoor sound system and City podium, three 10'x20', and two 10'x10' tents and associated bases, barricades for road closures, tables and chairs for a barbecue area, garbage and recycling bins, balloon poles and bases, and City staff support for set-up and take-down of event infrastructure.

Given the significance of the Legion's 100th anniversary and the community-wide nature of the proposed event, staff recommend approval of funding for the event, which is not expected to exceed \$10,000 in cash and in-kind costs, which include staff time, to be funded through the Community Grants Program.

This approach aligns with the intent of the Community Grants Program, which is designed to support initiatives that benefit the broader community and strengthen social and cultural connections within Delta. The proposed event meets these objectives as a milestone celebration recognizing veterans and community service.

Communications Support For Event

In addition to financial and operations staff support, it is recommended that the City assist with communications through promoting the event through City social media channels, and on City message boards.

Commemorative Crosswalks

In addition to the anniversary event, the Legion has proposed the installation of commemorative crosswalks as a legacy initiative intended to provide a visible and lasting recognition of veterans within the community.

The Legion has identified interest in locating these crosswalks within Ladner and North Delta, reflecting the service area of Legion Branch 61. This approach also aligns with discussions indicating that the Tsawwassen Legion will be undertaking its own commemorative activities within Tsawwassen.

The concept is consistent with similar initiatives in other municipalities, where commemorative crosswalks contribute to placemaking and serve as a permanent acknowledgement of Canada's veterans. The following image supplied by the Legion shares an example of Branch 61's preferred crosswalk design. The image depicts a crosswalk installed in the City of Airdrie, Alberta.



The Legion has also advised that it intends to pursue funding through the Veterans Affairs Canada Commemorative Partnership Program, with an anticipated request of approximately \$24,000 to support implementation.

Staff have reviewed the Legions's request for commemorative crosswalks in locations located in Ladner and North Delta (the area of Service for the Branch 61) in comparison to other legion locations Metro Vancouver municipalities, as well as local considerations related to cost, equity, and long-term maintenance. Based on this research from comparable municipalities, each crosswalk is estimated to cost approximately \$20,000, inclusive of design, installation, and initial maintenance.

It is recommended that the City install the two crosswalks as proposed subject to the Legion receiving a grant from Veterans Affairs and provide funding for the balance of the costs. It is also recommended that a formal letter of support from the Mayor, on behalf of Council, be provided to strengthen the Legion's grant application.

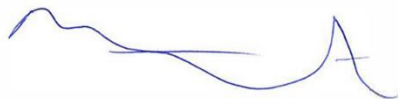
Implications:

Financial Implications – If Council supports the recommendations in this report, up to \$10,000 will be provided for the Legion’s 100th Anniversary Celebration through Delta’s Community Grants Program.

The estimated cost to install two commemorative crosswalks is approximately \$40,000. The Legion has applied to Veterans Affairs Canada’s Commemorative Partnership Program for a grant of approximately \$24,000. If grant funding is approved, Delta will fund the remaining installation costs through existing capital budgets and will be responsible for ongoing maintenance costs.

▪ **CONCLUSION:**

The Royal Canadian Legion Branch 61 request provides an opportunity for the City to support a significant milestone for all Legion’s in Canada, while also continuing to recognize the contributions of veterans in Delta. The recommended approach includes financial and in-kind support for a celebratory event on July 25, 2026 and the installation of commemorative crosswalks in North Delta and Ladner recognizing Delta’s veterans.



Mike Brotherston
 Director, Corporate Services

Department submission prepared by: Tyson Schofield, Manager of Policy and Intergovernmental Affairs

This report has been prepared in consultation with the following listed departments.

Concurring Departments		
Department	Name	Signature
Communications & Engagement	JoAnne Kleb	JK
Engineering	Steven Lan	SL
Finance	Navin Chand	NC
Parks, Recreation & Culture	Josh Turner	JT

▪ **ATTACHMENT:**

A. Royal Canadian Legion Branch 61 Request Letters



Branch 061
Delta



Royal Canadian Legion Br 61

Address: 4896 Delta Street
Delta BC, V4K 2V2

Tel: 604-946-4611
email: rcl61@telus.net

website: www.rcl61.com

MAR 26 10:45 AM

9

March 1st 2026

Mayor George Harvie and Members of Delta Council
City of Delta

TYPE: REGULAR AGENDA
DEPT: CS CC ENG
A.T.#: 150325
Comments: Regular Council
Mar. 9/26

A genda
FILE # 5400-12

Dear Mayor George Harvie and Members of Council,

This year, the Royal Canadian Legion celebrates its 100 Year Anniversary. Special activities and events in Ottawa and across the nation commencing on July 17 will take place to celebrate and honour a century of service to veterans, their families, and communities.

One of the Royal Canadian Legion's nationwide initiatives is focused on community-oriented projects, including advocacy and community outreach. Delta is fortunate to have two branches, Branch 289 serving Tsawwassen and Branch 61 serving the remainder of Delta. Locally, our branches goals include increasing community awareness of the important work the Legion does in Delta, strengthening partnerships with community organizations, and encouraging new membership to continue and expand our service for future generations.

A joint event is being considered by both Branches to be held at the Doug Husband Discovery Centre during Legion week in September.

The Tsawwassen Legion Branch 289 is planning a series of pop-up booths at different events throughout the year. The Royal Canadian Legion Branch 289, is also very involved in the community. They are known for supporting veterans, military members and their families while serving a community hub for special events. Some of their key highlights include hosting weekly meat draws, live music and pub style events. They have the largest live music stage in South Delta. They provide opportunities for talented artists and bands while offering great performances for their membership. They are great supporters of local charities and community groups and organizations. They are part of the Remembrance Day, host of the Canada Day reception, and Poppy Campaign. They will be recognizing the Centennial with some pop-up events and the possibility of a joint event with us in September. Even though we are 3 communities, we are "One Delta". It is very important to ensure that the Tsawwassen Branch 289 be included and involved in the Commemorative Cross-walk program.

Royal Canadian Legion Delta Branch 61 is planning a special community celebration to recognize this major milestone and the importance of the Legion's work and contributions within the City of Delta.

We have already received positive responses from members of the community who wish to be involved and participate in this significant event. Branch 61 would like to invite the City of Delta to partner with us as a major sponsor for this 100-Year Celebration in three different areas:

1. Provide In-Kind Support:

As the show stage is not available, we respectfully ask that Delta rent a raised platform. Rove Events have raised platforms that they deliver, set up, and take down. Cost is dependent on the size needed — we will require enough room for Delta Council and other dignitaries.

- Outdoor sound system and Delta podium
- Three 10' x 20' tents, two 10' x 10' tents, and bases
- Barricades for road closures
- Tables and chairs for the barbecue area
- Garbage cans and recycling bins
- City staff support for set-up and take-down of the tents and sound system
- Balloon poles and bases

2. Commemorative Crosswalks:

Consideration for sponsorship of the commemorative crosswalks in all three communities of Delta — Ladner, Tsawwassen, and North Delta. Attached is information about the crosswalks and various cost options.

3. Event Promotion:

Assistance with promotion of the event, including Delta social media and press releases, and a public announcement from Delta declaring the 100th Anniversary of Service to Veterans, with celebrations commencing across Canada July 17th.

This request is very similar to the in-kind request that we have had for our annual Remembrance Day ceremony.

Another goal is to recruit new members to continue our good work. Currently, our membership is approximately 1,100.

The celebration will take place on Saturday, July 18th, on Delta Street from 12:00 p.m. to 4:00 p.m. A permit application has been submitted to the City of Delta for road closure approval. We will notify local stores and restaurants of the temporary closure, and the public will continue to have pedestrian access to businesses throughout the event.

The vision for the July 18th celebration is to host a vibrant, inclusive community event that reflects the spirit and service of the Delta Branch. The day will feature a community barbecue, live entertainment, and engaging children’s activities, creating an atmosphere that welcomes families and residents of all ages. A formal program will include remarks from representatives of all three levels of government and our Legion. We also plan to showcase displays from community groups and organizations that the Delta Branch has supported or partnered with over the years. We have already received an enthusiastic and positive response from these groups, demonstrating strong community interest and support for the event.

We are meeting with the Honourable Jill McKnight, Member of Parliament – Delta, Minister of Veterans Affairs and Associate Minister of National Defence, and with Ian Paton, MLA Delta South, to determine what type of involvement they can provide to support this very important event. If all levels of government could provide support, it would be wonderful. We live in a great community and we are very proud to be part of it. We will further be inviting a representative from Branch 289 to join us at this meeting if they are wanting to attend.

We are also aware that the City is hosting a FIFA World Cup event on Chisholm Street on July 17th and would welcome working together with the City to ensure both events are successful. We will work with the City to ensure that both events are successful. We would also work with Delta Police and Delta Fire to have a Risk Management Plan in place for public safety.

One of the Royal Canadian Legion’s nationwide initiatives is focusing on blended projects including advocacy and community outreach. Our Branch also has goals that include providing greater community involvement and increasing awareness about the important work that our Legion does in the community. For many years, our branch has raised funds for the community. In 2025, we raised \$69,000. Examples include \$275,000 since 1993 for Delta Hospital, 30 years of a \$5,000 donation to Variety Club, and youth bursaries four times annually. We have also supported local organizations, sport groups, the Legion Foundation, Honour House, and Heron’s Hospice, just to name a few.

Other examples of Branch 61s community involvement include:

- Annual Remembrance Day Ceremony
- Support to local veterans and families
- Youth education and scholarship initiatives
- Community barbecues and outreach events
- Partnerships with local organizations
- Poppy campaign for Ladner and North Delta
- Working with Delta Assist on Christmas Hampers
- Support to Air Cadet Squadrons 819 and 1867 Seaforth Cadets

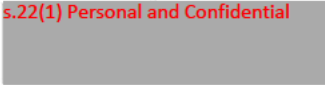
We would greatly appreciate the City of Delta’s support and would ensure that our community knows about Delta’s involvement and support.

If you have any questions, please do not hesitate to call.

Royal Canadian Legion Branch 61

Olwen Demidoff
President, RCL Branch 61

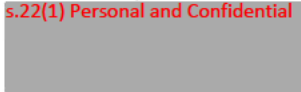
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O. Demidoff

Barbara Dyck
Chair of 100 Year Committee

s.22(1) Personal and Confidential



Barb Dyck



Branch 061
Delta



Royal Canadian Legion Br 61

Address: 4896 Delta Street
Delta BC, V4K 2V2

Tel: 604-946-4611
email: rcl61@telus.net

website: www.rcl61.com

February 20th 2026

Mayor and Council
City Hall,
4500 Clarence Taylor Crescent
Delta, BC,
V4K 3E2

Dear Mayor Harvie and Council,

The Royal Canadian Legion is celebrating 100 years of service in 2026. Currently RCL Delt Branch 61 and Tsawwassen Branch #289 are planning celebrations honour the founding of the Legion.

Many cities and municipalities across the country have installed commemorative crosswalks to honour and remember veterans.



These crosswalks are an expression of a community's gratitude to those who have served and stand as a powerful reminder of those who have given their lives and those who have served with unwavering courage, sacrifice and dedication to secure our freedom and peace.

Following discussions with Mayor Harvie we would like to ask the City to consider installing three of these crosswalks in the City of Delta, proposed locations are:

- Veterans Way at Delta Street in Ladner
- 84th Ave at 114th St, adjacent to the North Delta Recreation centre
- 56th street at Southpoint Academy

The pattern that is preferred is as shown in the above picture and is one that has been used in many cities, eg. Airdrie Alberta

Agenda - Regular Council

The cost of these projects vary according to the preparation work, location of crosswalk, type of paint used etc. Attached please find a document that lists some of the typical cost scenarios.

Kind regards,



Barbra Dyck

Chair, Branch #61, 100-year committee

Cc Tanya MacNeill, President RCL Branch #289

Olwen Demidoff, President RCL Branch #61

Judy Stene

Heather Bowling Branch #61 Office Manager

Legion Commemorative Crosswalks

Typical Cost Scenarios

- **Low Cost/Simple Paint (\$500 - \$1,500):** Adding simple red and white stripes to existing crosswalks, or utilizing basic paint for smaller, low-traffic areas.
- **Moderate Cost (\$6,000 - \$15,000):** Standard, durable, specially designed, or thermoplastically marked crosswalks, such as those in Langford (\$6,000–\$8,000) or Airdrie (\$12,000–\$14,000).
- **High Cost (\$20,000 - \$75,000+):** High-traffic, complex, or high-durability projects, such as the \$20,000 Richmond project or the \$75,000, two-crosswalk project in Niagara Falls.

Cost Factors

- **Materials:** Methyl Methacrylate (MMA) paint and thermoplastically applied designs are more expensive but last longer than standard traffic paint.
- **Maintenance:** Annual maintenance to repaint or touch up faded, high-traffic areas is required, with estimated annual operating budgets for maintenance around \$3,200 for busy locations.
- **Site Preparation:** Costs may increase if the site requires removal of old paint, asphalt repairs, or in the case of a Salmon Arm project, repairing damaged concrete/subsurface soils (\$145,000 total upgrade).

Crosswalk in Airdrie Alberta.

This is the pattern preferred by branch #61



The City is used traffic paint for the crosswalks, citing lower initial cost and easier maintenance compared to thermoplastics. Estimated cost per crosswalk is \$12,000 to \$14,000.

Crosswalk in Richmond BC

From City of Richmond Review to the Richmond Public Works and Transportation Committee (full report available)

"The cost to implement the commemorative crosswalk on No. 3 Road and Anderson Road is \$20,000. The scope of work includes removal of the existing crosswalk paint, asphalt repairs, and Methyl Methacrylate (MAA) paint for the crosswalk design. The costs can be accommodated by the approved 2025 Neighbourhood Traffic Calming Program. An Annual Operating Budget Impact (OBI) of \$3,200 starting in 2026 is anticipated. The maintenance cost reflects the heavier wear at this location due to the high traffic volumes on No. 3 Road, including frequent buses."



City of Delta
COUNCIL REPORT
Regular Meeting

To: **Council**

From: **Corporate Services Department**

Date: **April 13, 2026**

City of Delta Primary Care Needs Assessment

The following report has been reviewed and endorsed by the City Manager's Office.

▪ **RECOMMENDATIONS:**

- A. THAT the City of Delta continue to advocate to the Ministry of Health for increasing urgent and primary care capacity in Delta, including:
- the expansion of same-day access to urgent and primary care services in North and South Delta;
 - the recruitment and retention of family physicians and primary care teams.
- B. THAT staff explore the longitudinal primary care teaching clinic model with potential medical school partners, Fraser Health, and the Ministry of Health for possible applications for Delta.

▪ **PURPOSE:**

The purpose of this report is to report back with the results of a primary care needs and feasibility assessment for the City of Delta. Staff recommend exploring the longitudinal primary care teaching clinic model further because this model of care could potentially address immediate health access gaps and take pressure off the Delta Hospital Emergency Department by increasing same-day primary care access in Delta, while simultaneously developing the next generation of family physicians in Delta who will be more likely to remain in Delta.

▪ **BACKGROUND:**

At the October 6, 2025 Regular Meeting Council passed a resolution instructing staff to select a qualified consultant to conduct a detailed analysis of the feasibility of the City establishing Urgent and Primary Care Centres (UPCC) in both North and South Delta.

Staff developed a proposal and sent it directly to four qualified consultants. After evaluating the submissions received staff selected Deloitte to conduct the study. Deloitte's submission recommended a study that included an analysis of primary care needs in Delta and potential models for City involvement including but not limited to UPCCs. The project started on December 5.

On December 10, Fraser Health announced the opening of a new after-hours UPCC on Tsawwassen First Nation (TFN) lands, meant to serve TFN, Ladner and Tsawwassen.

Deloitte's report is included as Attachment A.

▪ **DISCUSSION:**

The Deloitte report was informed by quantitative data analysis (e.g., data received from the Ministry of Health), stakeholder interviews (e.g., with Delta Hospital and Community Foundation), research on case studies (e.g., the Colwood model), and regular check-ins with City staff. The data portion of Deloitte's report was validated by Fraser Health, the Ministry of Health, and the South Delta and Surrey/North Delta Divisions of Family Practice. Below is a summary of key findings.

Attachment Rates

Attachment rates measure the percentage of a population that is connected to a primary care provider. Primary care is the "front door" to the healthcare system and includes episodic care (e.g., walk-in clinics), longitudinal/ongoing care (e.g., family doctor), and team-based care (e.g., nurses, social workers, counselors etc.). Theoretical full attachment is 90-93% to account for people not seeking attachment.

In North Delta, the attachment rate for people over 18 years of age is 74%, slightly lower than the provincial average of 77.4% and the Fraser Health regional average of 78.3%. Attachment rates are significantly higher in South Delta, with Ladner having an attachment rate of 87.9% and Tsawwassen 85.4%, well above both Fraser Health regional and provincial averages and near theoretical full attachment.

In part, the different attachment rates between Delta's three communities can be explained by demographic differences, with North Delta having a much younger population than South Delta. Younger people are more likely to be unattached, generally because they have less health issues and are therefore not seeking regular interaction with the healthcare system.

52,000 North Delta residents are attached to care. However, only 13,000 of those are attached within North Delta. 39,000 are attached to care outside of North Delta. Moreover, 61,000 residents of communities other than North Delta are attached to care within North Delta. This means that roughly 4 out of every 5 patients attached to care in North Delta are not North Deltans. This illustrates the regional nature of healthcare, as North Delta residents are free to pursue care in Vancouver, for example, and Surrey residents are free to pursue care in North Delta.

Physicians per 100,000 and Panel Sizes

There are fewer physicians per 100,000 people in Delta than the provincial average, but more than the Fraser Health regional average. Delta has 71.2 physicians per 100,000 people (Surrey has 59). The Fraser Health average is 64.2, and the provincial average is 81.9.

The average panel size (number of patients) per physician in both North and South Delta are significantly higher than provincial averages. There are 1,654 attached patients per physician in North Delta, and 1,300 attached patients per physician in South Delta. The provincial average is 824 patients per physician. By all metrics, Delta would benefit from attracting and retaining more physicians.

Delta Hospital Emergency Department Data

Over 44% of all Emergency Department (ED) visits at Delta Hospital are low acuity, defined on the Canadian Triage and Acuity Scale (CTAS) as 4-5. CTAS 4 means less urgent (e.g., minor cuts requiring stitches, abdominal pain etc.), and CTAS 5 means non-urgent (e.g., sore throat, rashes etc.).

ED utilization patterns suggest there is limited same-day access to primary care for both attached and unattached patients in Delta, pushing them towards the ED with health issues that could be addressed by a family doctor or at a UPCC. During hours of operation, the new after-hours UPCC will provide another care option to Delta residents and take pressure off the ED.

Potential Primary Care Models

The Deloitte report reviewed several potential primary care models including a UPCC Case Study (Gorge Road UPCC), a municipal-led clinic case study (Colwood Clinic), and an academic-led team-based clinic case study (McMaster Family Health Team).

Of the potential models reviewed in the Deloitte report, the model staff recommend exploring further is the longitudinal primary care teaching clinic model. Under this model, the City's role would likely be limited to providing a site for a clinic or clinics. This would limit the City's initial investment and overall financial exposure, while focusing on the City's core competencies. The potential medical school partner would recruit the primary care physicians, recruit a clinic operator, and establish a plan for the clinic to self-fund operational costs. Under this potential model there are two key benefits to the City:

- improve longer-term health outcomes and taking pressure off the Delta Hospital Emergency Department by increasing same-day primary care access for Delta residents; and
- attract and retain more physicians, as medical students/residents working in Delta are more likely to establish roots in Delta and stay.

The implementation of any model would require extensive collaboration with regional and provincial partners. Primary care networks are complex, and the initiatives of any one City will likely have implications for regional and provincial planning.

Strategic Rationale for Longitudinal Primary Care Teaching Clinic Model

The findings of this report are grounded in an evidence-based approach, including quantitative data analysis, validation with provincial and regional health partners, stakeholder engagement, and a review of comparable models in other jurisdictions. This

work was undertaken to ensure that any potential City involvement in primary care is informed, measured, and in the best interest of Delta's taxpayers.

Deloitte's report identifies several consistent and interrelated trends, including:

- a mismatch between where North Delta residents live and where they access primary care services;
- physician panel sizes that significantly exceed provincial averages; and
- sustained pressure on the Delta Hospital Emergency Department associated with limited same-day access to primary care.

By advancing the exploration of the outlined longitudinal primary care teaching clinic model, the City is taking a proactive, data-informed approach to:

- supporting improved long-term access to primary care for Delta residents;
- reducing avoidable demand on emergency services; and
- positioning Delta as a constructive partner in ongoing discussions with provincial and regional health partners.

It is recommended that staff be directed to continue to explore this model through further discussions with potential medical school partners, Fraser Health, and the Ministry of Health for possible applications for Delta, and report back.

Implications:

Financial Implications – There are no direct financial implications associated with the recommendations in this report.

▪ **CONCLUSION:**

This report reviews primary care needs in Delta and recommends staff continue to explore the longitudinal primary care teaching clinic model to increase same-day primary care access while attracting and retaining more physicians.



Mike Brotherston
Director, Corporate Services

Department submission prepared by: Graeme Bant, Senior Policy Analyst

▪ **ATTACHMENT:**

A. City of Delta Primary Needs Assessment – Final Report


The Deloitte logo, consisting of the word "Deloitte" in a bold, black, sans-serif font, followed by a small green dot.The Delta logo, featuring the word "Delta" in a blue, serif font, with a stylized blue needle and syringe icon integrated into the letter "a".A background image showing a female doctor in blue scrubs smiling and listening to a young girl with braided hair. The image is overlaid with a light blue semi-transparent filter.

CITY OF DELTA


Primary Care Needs Assessment

Final Report
March 24, 2026

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Executive Summary

Report Objectives & Outcomes

The City of Delta seeks to better understand primary care needs and capacity in the region, as well as options and feasibility for the municipality to play a role in enhancing primary care services.

Objectives

- Conduct **data-driven assessment** to understand primary and urgent care needs and capacity in the City of Delta
- Understand **potential models (UPCCs and others)** that the City of Delta can enable to improve primary care access
- Assess **feasibility and implications** of the City establishing a UPCC, or similar alternative models to improve primary care access

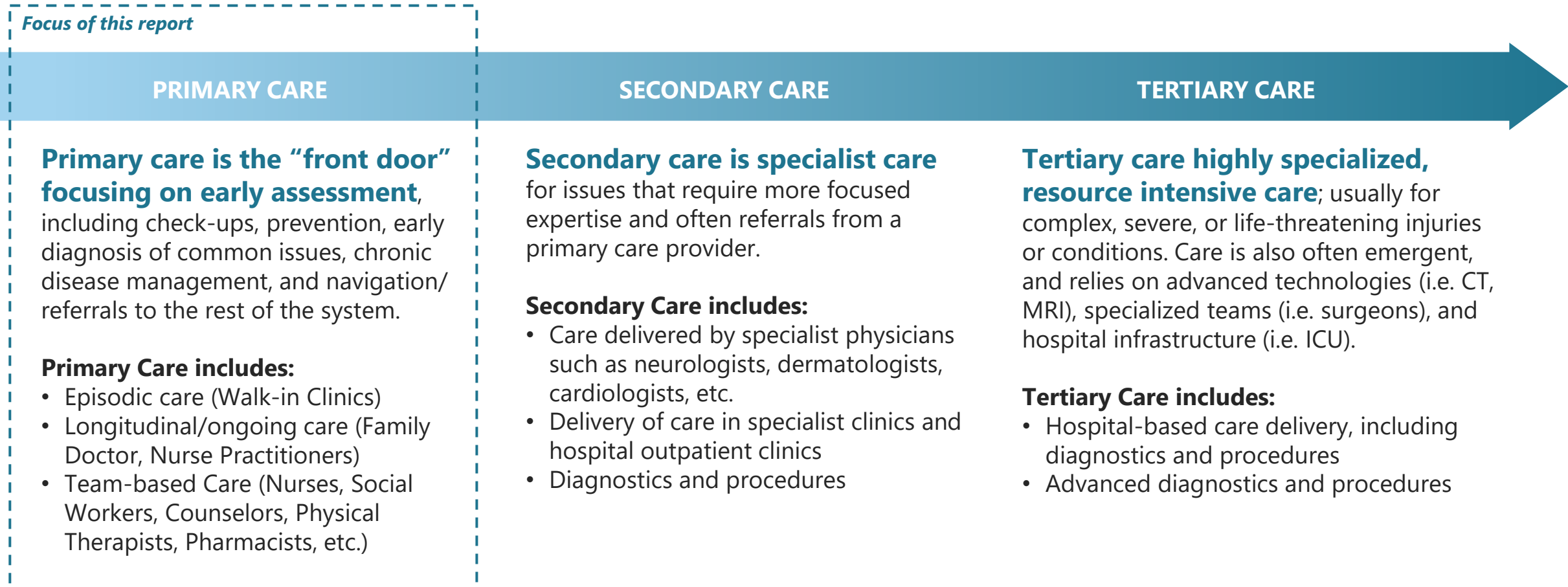


Outcomes

- ✓ **High-level indication of the City of Delta's primary care needs and service gaps**
- ✓ **Understanding of different primary care models and potential role(s) for the City**
- ✓ **Actionable considerations to guide City Council's decisions and future direction**
- ✓ **Foundation for detailed planning**

Health System Levels of Care

At the highest level, health care delivery is organized into various levels of care, including primary, secondary, and tertiary services, with primary care serving as the foundation and first point of contact¹. In BC, publicly funded health care is usually delivered through Health Authorities, community programs, and independent providers.



Signals from Current-State Data Analysis

Delta's primary care demand, capacity, and access patterns broadly reflect regional and provincial trends, with variation across Delta communities. Delta residents do seek care from neighboring cities, highlighting the regional nature of care access and planning, as well as the potential role of individual choice (e.g., access closer to work or school, or provider preference).



Community Profiles & Health Needs

Delta exhibits **distinct demographic and health profiles** by community, with **faster growth and greater diversity in North Delta** and **older populations in Ladner and Tsawwassen**, alongside elevated chronic disease prevalence across all three communities. This signals a **common need for continuity and chronic disease management**, with differing local emphases.



Attachment & Cross-Boundary Care

Attachment rates vary by community, with **lower reported attachment in North Delta** and **higher attachment in Ladner and Tsawwassen**. A significant share of residents **receive care outside municipal boundaries**, particularly in Surrey, reflecting **Primary Care Network geography, proximity, and resident choice**.



Workforce Capacity & Infrastructure

Limited physician supply and upcoming retirements point to **system-level pressures that affect the region and province**, rather than Delta-specific outliers. Workforce capacity is highly influenced by practice models, work patterns, and infrastructure constraints, rather than municipal boundaries alone.



Access & Emergency Use

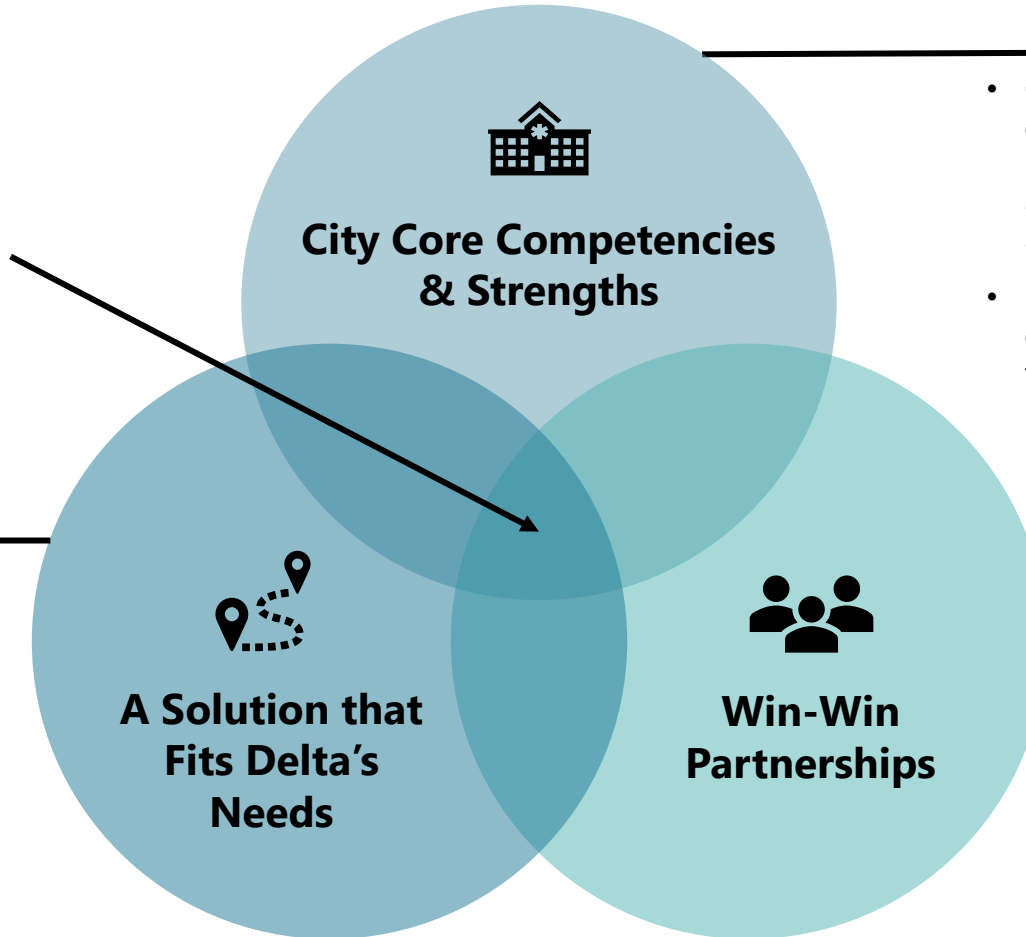
Residents access care through a mix of **longitudinal clinics, UPCCs in South Delta and Surrey, EDs, and virtual care**. Episodic (e.g., walk-in) care options for people unattached or with urgent care needs are limited but expanding through UPCCs, both within Delta and nearby in Surrey.

The City of Delta's primary care needs and capacity reflect system-wide challenges across BC. The data suggests an **opportunity for the City to focus its efforts on targeted, place-based actions** that align with existing Primary Care Network plans, **supporting in ways that best leverage a municipality's capacity and strengths, while complementing regional health-sector initiatives.**

Key Considerations for the City of Delta's Role in Enabling Primary Care

To determine where the City could have the most value-add impact on primary care, the City needs to consider what its core competencies are, which targeted areas on which the City wants to make an impact, and what partnership-driven actions the City can take to complement—not duplicate—health sector services and initiatives.

The intersection of these factors identifies priority areas where the City could consider investing time, energy, and funding to support primary care service delivery.



- Consider roles that **align with the City's core competencies** or where the City **could have the strongest impact** (e.g., options could include advocating, enabling, or directly delivering services).
- **Prioritize levers that the City can directly control** (e.g., planning/policy, assets, zoning) to reduce barriers and accelerate action.

- Consider **which primary care needs and gaps the City wants to prioritize in making an impact**, and the **timeframe** in which benefits/outcome will need to be realized.
- These strategic decisions will **inform where the City should direct its investments, resources, and energy** towards a 'Made in Delta' solution.

- Consider opportunities that **align with priorities and interests of residents, providers, the City, and health system partners**.
- Promote continued collaboration and partnerships across relevant parties.
- Focus on place-based solutions that **complement existing regional and provincial health system plans**, while showcasing municipal leadership.



Determining Priority Focus Area and Service Delivery Model

City leadership needs to decide and articulate which aspect(s) of primary care the City wants to prioritize in making an impact and the time frame in which benefits/outcome will need to be realized; this will guide where the City could direct its investments, resources, and energy in enabling primary care.

1 Enhance access to primary care and urgent / non-emergent services **for people who are unattached or unable to access their primary care provider**

Focus on

Episodic primary care services,
such as:

Walk-in clinics

UPCCs (*without longitudinal services*)

Episodic virtual care services

Pharmacist-led minor ailments clinics

2 **Promote health** through improved access to a **regular, longitudinal primary care team** that can provide preventative care and chronic disease management

Focus on

Longitudinal, team-based primary care services, such as:

Family Health Teams

Community Health Centres

The City **may pursue both approaches in parallel** by taking **near-term actions to address immediate access gaps**, while simultaneously laying the groundwork for **longer-term investments that expand longitudinal primary care capacity**.

It will also be important for the City to collaborate and coordinate **with regional and provincial health system partners to align on actions that are accretive to broader regional/provincial planning**.



Supporting Short-term Episodic Primary Care Needs

The City can help address short-term episodic primary care access gaps by advocating for and enabling local care models that expand urgent and same-day care capacity for residents who are unattached or unable to access timely care.

KEY CONSIDERATIONS

This approach:

- Addresses **short-term access needs** without attachment; does not address need for longitudinal care
- Can **address urgent/non-emergent care needs** (for which citizens may otherwise go to ED), rapidly growing population centres, or capacity shocks
- Yields **shorter-term benefits**, such as contributing to reduction of CTAS 4/5 rates in local EDs. The City should therefore consider pursuing this option **in conjunction with efforts to increase attachment to reduce demand for episodic care**

POTENTIAL OPTIONS

1

Continue to advocate for the opening of a UPCC in North Delta*

Example: City of Delta advocated for the opening of the South Delta Urgent & Primary Care Centre

2

Contract a private provider to operate a clinic that the City owns*

Example: City of Surrey contracting with Total Life Care Granville Medical to open two new primary care clinics

3

Promote or contract with private pharmacies to open clinics for minor ailments

Example: City of Surrey promoted new Pharmacy Care Clinics opened by Shoppers Drug Mart to treat minor ailments



Improving Long-Term Health through Longitudinal Primary Care

The City may also choose to focus on improving long-term health outcomes by increasing capacity for longitudinal primary care (i.e., for residents to attach to primary care/family medicine teams for prevention, chronic disease management, and continuity of care) through different partnership options or direct service delivery.

KEY CONSIDERATIONS

This approach:

- Addresses needs for **prevention, chronic disease management, and improved population health**
- Promotes **equitable access to care for underserved populations** who would otherwise be unattached
- Is aligned with **provincial priorities** (e.g., shift to team-based models of care, new SFU medical school, health system productivity)
- Potentially has **longer timeline for benefits realization** and more **complex plan for activation**

POTENTIAL OPTIONS

1

Own and operate a primary care clinic*

Example: City of Colwood operating the Colwood Clinic

2

Partner with an academic institution to open a team-based care clinic & training site*

Example: McMaster Family Health Team

3

Identify and incentivize partners (e.g., non-profit organizations) to create and govern a new community health centre (CHC)*

Example: Lily Lee Community Health Centre, a partnership between Vancouver Coastal Health and the Vancouver Chinatown Foundation



City Levers to Enable Growth of Primary Care Capacity

The City can use its municipal core strengths to support the delivery and expansion of primary care services without directly delivering care. **Coordinated action with regional and provincial health partners will be critical to identifying where municipal involvement is most value-add and aligned with broader system planning.**



Infrastructure support: Access to affordable, appropriately zoned clinical space is a key barriers to primary care expansion. The City can offer infrastructure support to accelerate clinic development and enable partners to deliver services where and when they are most needed.



Recruitment and retention support: The City can improve the attractiveness and sustainability of primary care practice in Delta by using municipal levers—such as incentives, housing and relocation supports, practice-ready space, and community integration—to help ecosystem partners attract, retain, and stabilize the primary care workforce.

1

Provide city assets (e.g., infrastructure, land) that could support new or enable existing clinics to expand services

2

Leverage Community Amenity Contributions (CACs) to incentivize developers to create infrastructure for clinics

3

Leverage city policy levers (e.g., zoning) to support clinics

1

Support recruitment campaigns for new providers

2

Offer incentives to support recruitment (e.g., tax incentives, relocation support, subsidies) for new providers

3

Subsidize overhead costs of clinic operations



Activating a Win-Win Partnership: An Illustrative Model





Creation of a longitudinal primary care teaching clinic in Delta, anchored by an academic partner (such as the new SFU Medical School), could be an example of an innovative win-win partnership that enhances care for patients, leverages capabilities and assets of key partners, and addresses strategic priorities of partners involved.



This model would enable delivery of cost-effective team-based care, thereby providing **opportunity for Delta residents to attach to a care team**. This would also serve as a training site to support the development of the **next generation of family physicians**, who would have **interest and desire to live and grow within a community**.



Please note that **this model is presented for illustrative purposes only**. Roles for illustrative partners below have been identified based on partnership models that enable similar academic clinics in other jurisdictions. Illustrative partners have not been consulted to confirm the applicability or feasibility of this model for BC.

Illustrative Partners				
Potential Role in Activating Model	<ul style="list-style-type: none"> Provide a site for a clinic (e.g., city-owned property, or in partnership with a developer) Consider tax incentives to reduce clinic operating costs 	<ul style="list-style-type: none"> Recruit primary care physicians Establish a teaching unit Recruit a partner to professionally operate the clinic Establish a plan for the clinic to self-fund operational costs (e.g., 25% overhead fees paid by physicians) 	<ul style="list-style-type: none"> Provide allied health professional staff (e.g., nurses, social workers, physiotherapists) to enable team-based care at the clinic 	<ul style="list-style-type: none"> Fund the clinic through existing longitudinal contracts and MSP funded services Support scope of practice policy to promote delivery of team-based care at the clinic
Possible Key Benefits (that matter for the Partner)	<ul style="list-style-type: none"> Longer-term improvement in health outcomes by increasing attachment for Delta residents and improving access to team-based longitudinal care, chronic disease management, and preventative care Potential recruitment tool for the City, as medical students/residents may be more likely to stay in the community where they train 	<ul style="list-style-type: none"> Access to a community-based teaching site aligned with the medical school's mandate to train family physicians in the delivery of team-based care Opportunities for practice-based research and innovation in primary care models and workforce sustainability 	<ul style="list-style-type: none"> Possible reduction in emergency department use for avoidable visits that could be more cost effectively delivered by primary care services in the community Possible reduction in acute care demand, as chronic illnesses are better managed more cost effectively in the community 	<ul style="list-style-type: none"> Advancement in provincial priorities to promote attachment and team-based longitudinal primary care Shifting care to more cost-effective community and team-based primary care service models Addressing workforce development and retention by training more family physicians in BC

Broader Health & Social Context

An individual's health and wellness—and a community's population health—are strongly shaped by social determinants of health such as income, housing, transportation, social connection, and cultural safety. **Beyond supporting episodic and longitudinal primary care models, the City can meaningfully improve health outcomes by addressing the social determinants of health within its influence, in alignment with the City's Social Action Plan.**



Strategic Opportunity 2.4
Improve walkability

Strategic Opportunity 2.14
Improve coordination in reducing poverty & food insecurity

Strategic Opportunity 5.22
Support seniors to age in place

Strategic Opportunity 6.24
Increase affordable, supportive, and transitional housing options

Strategic Opportunity 7.28
Enhance physical accessibility through the built environment

It is critical to maintain strong partnerships and collaborations with the health sector and community partners, to ensure municipal action is enabling and complementary, rather than duplicative.



PART 1

Context & Approach

Project Background

The City of Delta seeks to better understand primary care needs and capacity in the region, as well as options and feasibility for the municipality to play a role in enhancing primary care services.

Health Challenges identified in the Delta Social Action Plan 2023 – 2028 (pg 36):



Primary Care Shortages

Delta family practitioners retiring, challenging to attract new physicians; lack of awareness of existing wraparound supports/services.



Service Provisions

The region is served by two distinct Divisions of Family Practice: North and South Delta. Not all services are available across the two divisions, leading to gaps.



Complexity & Waitlists

Patients have increasingly complex needs; however many remain on waitlists and do not have access to specialized services (incl. culturally relevant/safe care).

Report Objectives & Outcomes

- Conduct **data-driven assessment** to understand primary and urgent care needs and capacity in the City of Delta
- Understand **potential models (UPCCs and others)** that the City of Delta can enable to improve primary care access
- Assess **feasibility and implications** of the City establishing a UPCC, or similar alternative models to improve primary care access



- ✓ **High-level indication of the City of Delta's primary care needs and service gaps**
- ✓ **Understanding of different primary care models and potential role(s) for the City**
- ✓ **Actionable considerations to guide City Council's decisions and future direction**
- ✓ **Foundation for detailed planning**

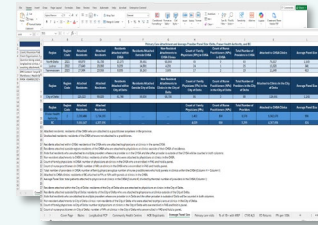
Project Approach

Our approach was informed by document reviews, quantitative data analysis, stakeholder interviews, research on case studies.

Approach

- 1) Quantitative Data Analysis:** Collected and analyzed available data to assess current state.
- 2) Qualitative Validation:** Contextualized and validated quantitative findings through engagement with North and South Delta Divisions of Family Practice, Fraser Health, and City of Delta social team.
- 3) Case Study Interviews:** Interviewed leaders from Gorge UPCC, Colwood Clinic, and Subject Matter Experts to gather lessons learned from existing primary care service models.
- 4) Model Options Identification and Validation:** Leveraged research, internal knowledge, and interviews to develop and validate model options in collaboration with City representatives.
- 5) Synthesis and Reporting:** Integrated quantitative and qualitative insights to develop the final report.

Quantitative Data Analysis



Quantitative Data Tables

Leveraging data from tables collected from the Ministry of Health, particularly regarding metrics such as:

- Attachment and access (Health Connect Registry, Virtual Care)
- Workforce (Family Physicians, Nurse Practitioners)
- Modalities of Care (Hospital ED Access, Community Health Centres)

Secondary Research



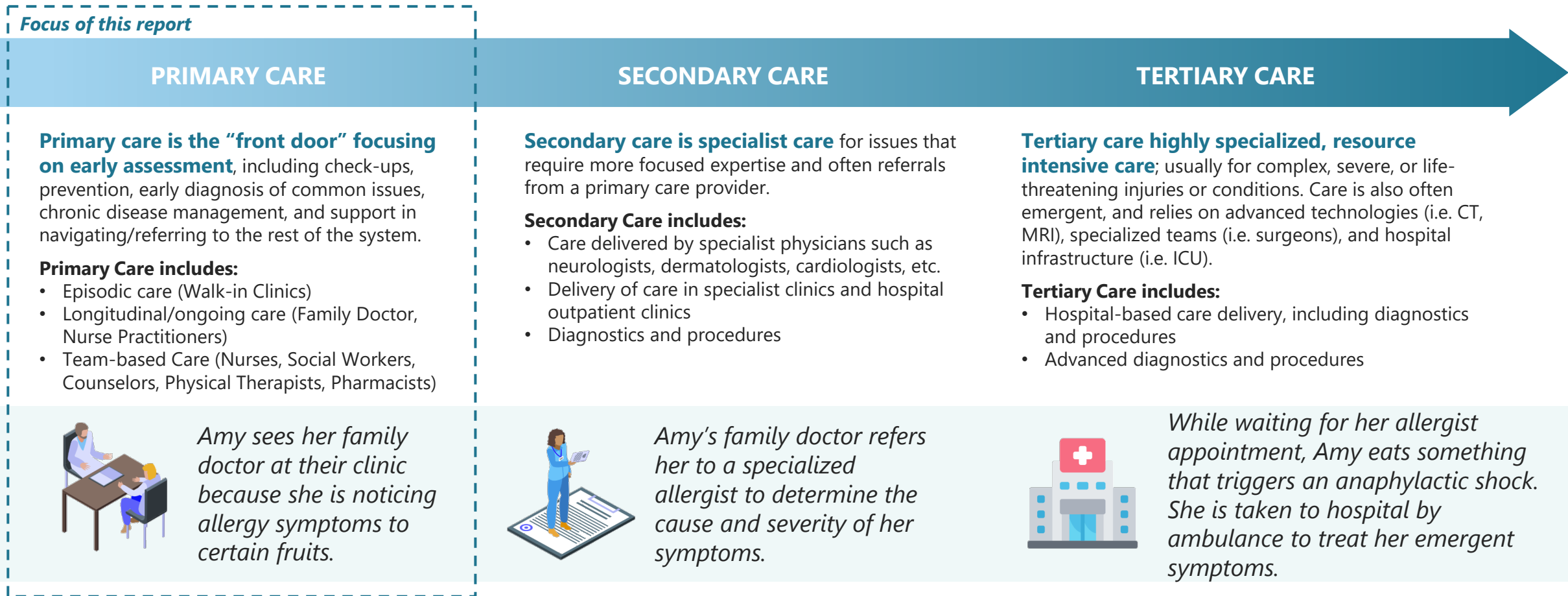
Delta Social Action Plan 2023-2028

An action plan and strategic framework that guides the City's policy interventions, decisions and resource allocations in social planning over the next five years.

- **Case Studies of Primary Care Models**
- **News Articles**
- **Research on City of Delta resources, demographics, and community profile**

Health System Levels of Care

At the highest level, health care delivery is organized into various levels of care, including primary, secondary, and tertiary services, with primary care serving as the foundation and first point of contact¹. In BC, publicly funded health care is usually delivered through Health Authorities, community programs, and independent providers.



Health care spans a continuum, from prevention and harm reduction, to rehabilitation and palliative care. Community supports, such as mental health care, and services related to cultural, housing, transportation, food security, and social connection are all important towards improving community health outcomes.



PART 2

Current-State Findings

DATA ASSUMPTIONS & LIMITATIONS

- Findings in this section are based on available administrative and secondary data and a small set of stakeholder engagement (see Appendix A for list of stakeholders consulted).
- Given that primary care delivery is highly complex and contextual, available quantitative indicators alone cannot be used to deduce conclusions on primary care demand, primary care capacity / supply, care quality, or patient experiences.
- Results should be interpreted as indicative signals, not definitive conclusions.
- Further engagement with patients and providers, Ministry of Health, Divisions of Family Practice, Primary Care Networks, Health Authorities, and community partners is recommended to supplement available data, confirm understanding and implications of resource allocations in the City/region, and inform strategies and actions that will best meet community needs.

City of Delta | Demographic Snapshot

Distinct population and health profiles across Delta create uneven primary care demand: North Delta has a younger, faster-growing, and culturally diverse population; while Ladner and Tsawwassen have growing senior populations.

NORTH DELTA

Population Overview:

- **Highest population growth** in the last decade, with greater proportion of children, youth and working adults^{1,2}
- **Large immigrant population (41%) and high proportion of visible minority residents (63%)**, reflecting substantial cultural, ethnic, and linguistic diversity³

General Health:

- **Cardiovascular and metabolic condition incidence is higher**, e.g. hypertension (+12% higher than BC) and diabetes (+60% higher than BC)⁴
- 49.6% of adults (18+) reported a strong sense of **community belonging**⁴

LADNER

Population Overview:

- **Slow population growth rate** (3.7% vs 8.5% in North Delta from 2016 - 2021)²
- Lower population of immigrants (23%) compared to North Delta⁵
- **Higher share of seniors** (65+) at 23%⁵

General Health:

- **Age-related conditions are prevalent**, including higher heart failure and stroke incidences than BC (+23.1% heart failure, +14.6% hospitalized strokes, +60% MI acute cardiac events)⁶
- **Dementia and Alzheimer's disease burden is notably higher in comparison to BC averages**, with +27% prevalence and +12.7% incidence respectively⁶
- 63.2% adults (18+) reported a strong sense of **community belonging**⁶

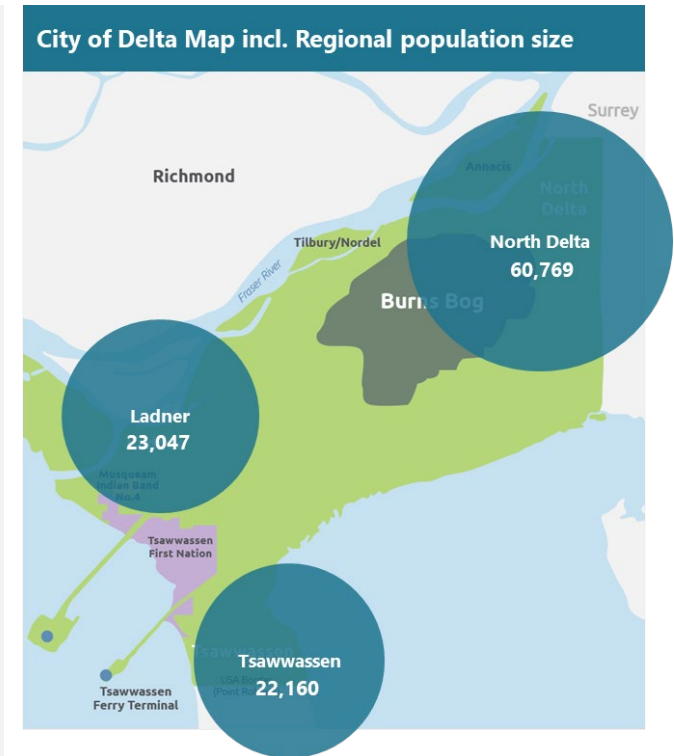
TSAWWASSEN

Population Overview:

- **Highest proportion of seniors** (65+) in Delta and compared to BC (28% vs. 19% in BC, or 21% overall in Delta)⁷
- **Increasing population growth**⁷ (9.6% from 2016-2021 vs 6.1% in Delta or 7.6% in BC) compared to 0.7% between 2011-2016⁷

General Health:

- **Higher cancer incidences compared to provincial averages** (+34% higher than BC or 750.8 per 100,000 vs 560 per 100,000 in BC)⁸
- 57.5% adults (18+) self-reported a strong sense of **community belonging**⁸



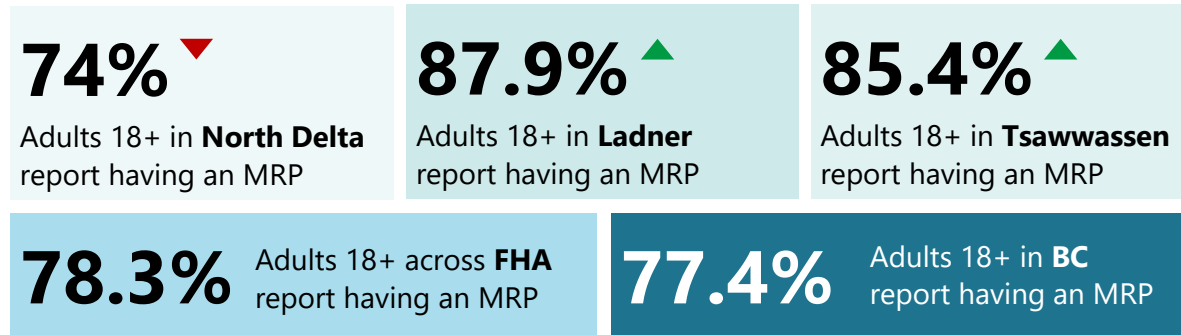
*Note: Tsawwassen First Nation is a separate Treaty Nation that is surrounded by Delta on three sides.
Population data collected from MoH - February 2026

Delta's demographic profiles, with 21% aged 65+ (vs. ~17% regionally) and increasing diversity (45% visible minorities and 33% immigrant population)⁹, **signal specific needs across each community.**

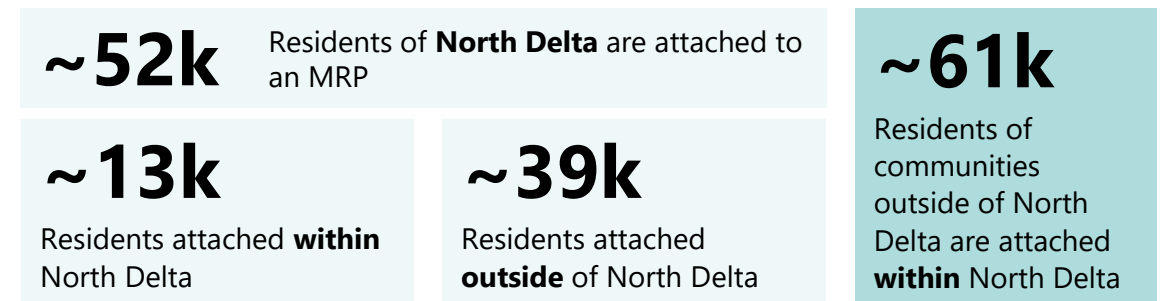
City of Delta | Overall Health Care Needs

As Delta’s population grows and diversifies, and given the chronic disease prevalence within the City, there is a need for reliable primary care support, particularly for residents who are seeking attachment to a family doctor or nurse practitioner. This need mirrors broader regional and provincial trends in BC.

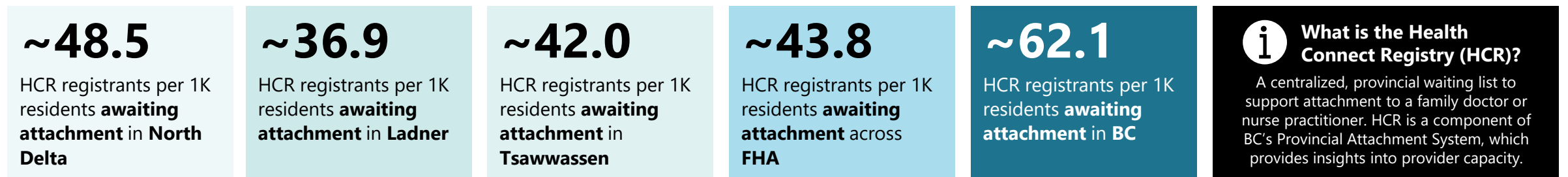
Attachment rates in Delta, defined here as having a Most Responsible Practitioner (MRP), **differ across communities**, with rates slightly lower than provincial averages in North Delta, and higher in South Delta communities¹.



Attachment pattern for North Delta residents both within and outside of the City highlights the regional nature of care access and planning, especially given close proximity of North Delta and Surrey, as well as the potential role of individual choice (e.g., proximity to work/school, or provider preference).¹



While North Delta has the lowest percentage of adults with MRP, its **number of registrants to the Health Connect Registry (HCR)² is lower than the provincial average**. Lower HCR registrations seen in Tsawwassen and Ladner align with higher attachment rates in those communities. It’s important to note that the HCR is just one component of measuring attachment and is part of the larger Provincial Attachment System (PAS) that also includes a clinic and panel registry³.



Attachment rate and demand differ across communities. Delta residents do seek care outside of municipal boundaries (e.g., those who live close to the Scott Road / 120th Street corridor), which is a common and intentional feature of BC’s regional Primary Care Network design.

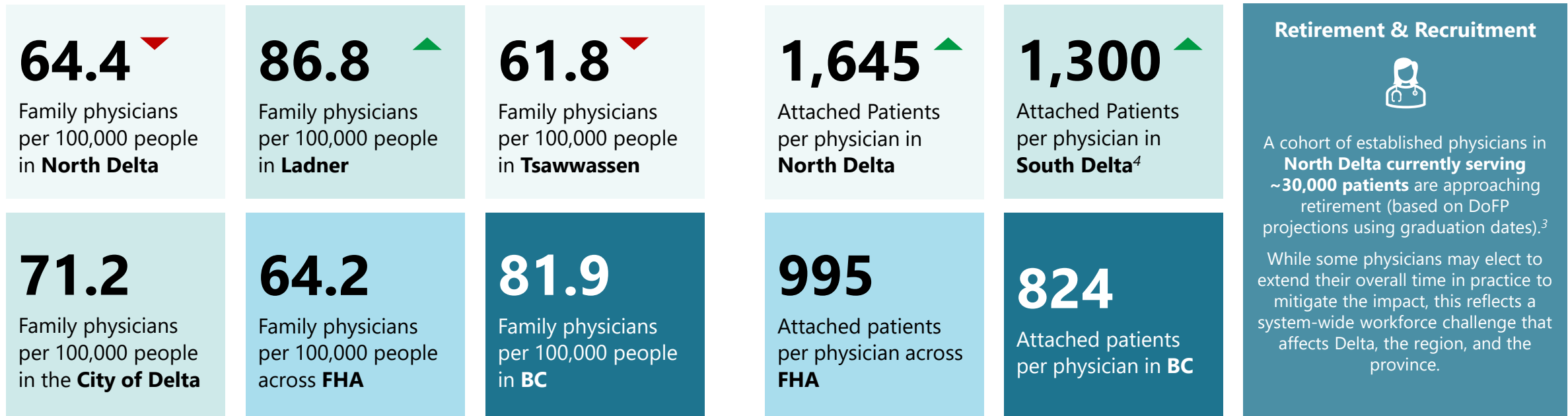
City of Delta | Health Care Capacity

Delta’s primary care capacity largely reflects broader provincial challenges and patterns, with some local variation in physician supply and panel sizes. Local context on physician availability and capacity must also be considered in understanding the quantitative data.

On average, **Delta has lower number of family physicians per resident compared to BC’s average¹**. However, physician capacity should be considered at a regional level, rather than at a municipal level, as physicians in other neighboring municipalities serve Delta residents (e.g. providers along the Scott Road / 120th Street corridor serve both North Delta and Surrey residents).

Delta’s patient panel sizes are higher the BC average¹ but aligned with the BC Ministry of Health’s attachment target of 1250 patients/physician². Panel size comparisons are highly contextual and influenced by practice models, physician experience, part-time work, and contract arrangements.

Note: Comparisons between Delta and provincial metrics may not be valid, as provincial averages include NPs and rural physicians, both of whom typically serve smaller panels than urban physicians.



Upcoming physician **retirements may create transitional pressures**; however, this is a **system-level pressure, not a Delta-specific outlier**. The impact of retirements will be influenced by regional workforce responses, replacement capacity, and system-level mitigation efforts.

City of Delta | Health Care Access & Modalities

Residents of Delta have various entry points into the primary care system, including attachment to a family physician roster for longitudinal care, urgent same-day services in South Delta and in the City of Surrey, and virtual care. Infrastructure gaps limit the ability for Primary Care Networks to expand services.

While there are limited options for episodic / walk-in services within the City, Delta residents can access care from neighboring facilities such as the two UPCCs in Surrey N. Delta community and clinics on the Scott Road / 120th Street corridor that are near North Delta. Some longitudinal clinics also provide walk-in services.

Delta Community	Total Clinics in the City of Delta ^{1,2,3}
Ladner	6 Longitudinal, 0 Episodic
Tsawwassen	2 Longitudinal, 1 Episodic (South Delta UPCC)
North Delta	23 Longitudinal, 1 Episodic (walk-in)
City Total	32 Longitudinal, 2 Episodic

Infrastructure Gaps




Stakeholders report significant infrastructure constraints for clinics, related to overhead costs and zoning limitations.

Over 40% of all Emergency Department (ED) Visits at Delta Hospital are low acuity; this signal in ED utilization patterns may reflect primary care access challenges, though further analysis is required to determine causation as CTAS 4-5 scores alone are not a sufficient indicator.

44.4%

ED visits are CTAS 4-5 (lower acuity) at **Delta Hospital**, 2024/25

Annual Visits



Average number primary care visits per patient in Delta (**5-6 per year**) matches Fraser Health and BC averages.

Primary care is offered increasingly via virtual modalities¹ (e.g., video, phone) as a compliment to in-person care, providing more access options for patients.

55.1%

Visits in **North Delta** are delivered virtually

49.3%

Visits in **Ladner** are delivered virtually

49.3%

Visits in **Tsawwassen** are delivered virtually

50.8%

Visits in **BC** are delivered virtually

11.2%

ED visit returns within 72 hrs at **Delta Hospital**

11.1%

ED visit returns within 72 hrs, **across Lower Mainland BC** Facilities

Consistent with patterns across BC, **limited same-day access** for both attached and unattached patients in Delta may be a factor driving demand on emergency services. Efforts are underway to expand episodic, urgent care capacity (South Delta and City of Surrey UPCCs), and to increase longitudinal capacity through provincial investments into the primary care networks that serve Delta residents.⁴

© Deloitte Inc and affiliated entities. ¹Data up to Dec 31, 2025 provided by MoH – Feb & Mar 2026; ²Episodic clinic data collected from HealthLinkBC "Find a Clinic Near You", [HealthLink BC](#);

³South Delta Division of Family Practice Stakeholder Engagement. ⁴ The Ministry has committed over 34 FTE clinical resources (9 FTE Physicians, 6 FTE NPs, 13 FTE Nurses, 4 FTE Allied Health Providers, and 2 FTE Pharmacists) in Surrey PCN, and over 23 FTEs (7 FTE Physicians, 1 FTE Nurse Practitioner, 6.5 FTE nurses, 5 FTE allied health providers, 2.4 FTE Indigenous resources, and 2 pharmacists) for the South Delta UPCC and PCN.

Signals from Current-State Data Analysis

Delta's primary care demand, capacity, and access patterns broadly reflect regional and provincial trends, with variation across Delta communities. Delta residents do seek care from neighboring cities, highlighting the regional nature of care access and planning, as well as the potential role of individual choice (e.g., access closer to work or school, or provider preference).



Community Profiles & Health Needs

Delta exhibits **distinct demographic and health profiles** by community, with **faster growth and greater diversity in North Delta** and **older populations in Ladner and Tsawwassen**, alongside elevated chronic disease prevalence across all three communities. This signals a **common need for continuity and chronic disease management**, with differing local emphases.



Attachment & Cross-Boundary Care

Attachment rates vary by community, with **lower reported attachment in North Delta** and **higher attachment in Ladner and Tsawwassen**. A significant share of residents **receive care outside municipal boundaries**, particularly in Surrey, reflecting **Primary Care Network geography, proximity, and resident choice**.



Workforce Capacity & Infrastructure

Limited physician supply and upcoming retirements point to **system-level pressures that affect the region and province**, rather than Delta-specific outliers. Workforce capacity is highly influenced by practice models, work patterns, and infrastructure constraints, rather than municipal boundaries alone.



Access & Emergency Use

Residents access care through a mix of **longitudinal clinics, UPCCs in South Delta and Surrey, EDs, and virtual care**. Episodic (e.g., walk-in) care options for people unattached or with urgent care needs are limited but expanding through UPCCs, both within Delta and nearby in Surrey.

The City of Delta's primary care needs and capacity reflect system-wide challenges across BC. The data suggests an **opportunity for the City to focus its efforts on targeted, place-based actions** that align with existing Primary Care Network plans, **supporting in ways that best leverage a municipality's capacity and strengths, while complementing regional health-sector initiatives.**



PART 3

Models of Primary Care

Primary Care Service Delivery Models | At-a-Glance

A range of delivery models exist for primary care services, as summarized below. The BC Government is working with partners across the province to establish Primary Care Networks (PCNs) that incorporate each of these service models across different clinic types to improve patient access and outcomes.

Episodic Care	Longitudinal FP/NP-led Care	Longitudinal Team-based Care
<p>Episodic primary care emphasizes access, convenience, and speed, providing short-term, immediate care for acute or minor health issues, such as infections, minor injuries, or sudden illnesses.</p> <p>Typical Characteristics:</p> <ul style="list-style-type: none"> • Problem-focused (e.g., minor injuries, minor illnesses/infections, prescription refills) • Patients not attached to provider at clinic • Lack of continuity across visits • Visits typically scheduled for 5-10min per patient • Limited prevention support <p>Examples:</p> <ul style="list-style-type: none"> • Urgent and Primary Care Centres (UPCCs)* • Walk-in clinics • After hours episodic services • Phone/Virtual services • HealthLinkBC 8-1-1 services • Pharmacist-led clinics at retail pharmacies offering care for minor ailments 	<p>Primary care practice in which one or more family physicians and/or nurse practitioners provide care primarily through independent clinician-patient relationships, with responsibility for panels held at the individual provider level.</p> <p>Typical Characteristics:</p> <ul style="list-style-type: none"> • Offers preventive, episodic, and chronic care management • Patients attached to FP/NP at clinic • FP/NPs have ongoing responsibility for patient panel, with accountability for follow-up and care coordination • Visits typically scheduled for 10-20 minutes (longer for complex care) • Can be supported by the Longitudinal Family Physician (LFP) model by the province <p>Examples:</p> <ul style="list-style-type: none"> • FP/NP-led solo clinics • FP/NP-led multi-provider clinics (shared space but individual panels) 	<p>A coordinated group of healthcare professionals and administrative staff (i.e. physicians, nurses and nurse practitioners, allied health providers, pharmacists) working together to deliver shared care plan tailored to patient needs.</p> <p>Typical Characteristics:</p> <ul style="list-style-type: none"> • Offers preventive, episodic, and chronic care management • Patients attached to FP/NP/clinic-level team • Accountability for access, continuity, and follow-up is collectively held by team • Visits vary in length, with patients generally receiving more time cumulatively across the entire care team than in FP/NP-led clinics • Aligns with provincial primary care strategy to move towards team-based care to support cost effectiveness and patient outcomes <p>Examples:</p> <ul style="list-style-type: none"> • Team-based care clinics • Academic-affiliated teaching clinics • Community Health Centres (CHCs)

Primary Care Service Delivery Models | Details

High-level, generalized information of various primary care delivery models are provided below. It's important to note that this information is not exhaustive, nor mutually exclusive; primary care can be delivered in various formats, and clinics can combine different types of care.

	Episodic Care	Longitudinal FP/NP-led Care	Longitudinal Team-based Care
Target population	Unattached patients, or attached patients needing same-day urgent, non-emergent care (and unable to access their MRP)	Comprehensive, ongoing primary care provider	Patients with high complexity health/social care needs; attached patients
Service Scope	Urgent non-emergency assessment and treatment; limited follow-up	Full-scope primary care: acute, chronic, preventive, referrals, minor procedures	Full-scope primary care plus embedded allied health, care coordination, outreach
Typical Team Composition	Physicians and/or NPs; nurses; MOAs; UPCCs may include allied health	Led by single or multi physicians or NPs MOA for admin support No allied health professionals	Physicians, NPs, RNs/LPNs, pharmacists, social workers, mental health clinicians, MOAs, clinic manager
Typical hours of service	Normal business hours Some UPCCs offer extended hours, including evenings/weekends and holidays	Normal business hours FPs to ensure patients understand where they can access care after hours	Normal business hours Can provide extended hours and same-day access
Access Method	In-person coverage triaged by urgency; call-back sometimes possible	Booked appointments with regular provider; virtual option may be available	Booked appointments with regular provider; virtual option may be available
Physical Space	Exam rooms w/ high throughput, triage rooms, substantial waiting space	Standard exam rooms and waiting area, administrative space	Blended space allowing for multiple modalities of care; exam rooms, team workspaces
Revenue Model	MSP fee-for-service (FFS) for walk-ins; UPCCs funded by MOH via health authority allocations; physicians and team contracted	MSP FFS or Longitudinal Family Physician (LFP) payment model for physicians; NPs typically contracted / salaried	MSP FFS, LFP, or APA for physicians; other team members funded through Health Authority global funding or are salaried / contracted

Governance Options to Activate Primary Care Models

Care can be delivered in the province using various governance and funding arrangements. Governance and delivery choices relate to who is accountable for operations and performance, how services are staffed/funded, and how services can be integrated with other levels of care and the broader community.

Governance Type	Description	Examples
Health Authority Operated	Facilities and clinics are owned and operated by a Regional Health Authority, such as Fraser Health Authority or Provincial Health Services Authority. These can include specialized provincial programs used for system-designed access models like Urgent & Primary Care Centres (UPCCs), and some community clinics.	<ul style="list-style-type: none"> • Urgent & Primary Care Centres (UPCCs) which primarily deliver episodic, urgent care (e.g., Fraser Health UPCCs, which focus on episodic care delivery, and the Vancouver Island Gorge UPCC, which offers both episodic and longitudinal care)
Municipality Operated or Partially Funded	Clinic is owned by the municipality (city, town, regional district), either directly as a municipal department, or through a municipally controlled corporation or arms-length entity. Assets (facility, equipment) are publicly owned. Physicians are typically employees of the municipality or municipal entity, or contracted service providers (sessional, salaried, blended models).	<ul style="list-style-type: none"> • Municipal operated clinics employing family practitioners (e.g., Colwood Clinic) • Municipal contracted or funded clinics (e.g., the City of Surrey is contracting with a private clinic network to launch and operate primary care clinics across the city)
Publicly Funded, Privately Operated	Privately operated clinics are run by a private or non-government operator (e.g., solo practitioner, group of practitioners, private corporation, or non-profit) that manages staffing (including salaried and contracted providers) and day-to-day operations.	<ul style="list-style-type: none"> • Traditional solo or multi-provider practices • Pharmacy Clinics for minor ailments, with care provided by pharmacists (e.g., Shoppers Drug Mart clinics in Surrey) • Private family medicine clinics offering longitudinal care at in-person locations (e.g., WELL Health, TELUS Health) • Virtual primary care clinics offering episodic care that is funded by MSP payments (e.g., Tia Health from WELL, Telus Health MyCare)
Ecosystem Partnerships	Care models designed and governed via innovation ecosystem partnership models. Partners can include municipalities, community organizations, academic institutions, businesses, non-profit organizations, and others to collaboratively integrate health care with social supports and meet population needs through place-based models of care.	<ul style="list-style-type: none"> • Community Health Centres (CHCs) where non-profit, community-governed organizations are often involved in the delivery of integrated primary care and social services (e.g., Lily Lee Community Health Centre, a partnership between Vancouver Coastal Health and the Vancouver Chinatown Foundation) • Integrated Family Health Teams in other jurisdictions, offering team-based primary care (e.g., McMaster Family Health Team in Hamilton, Ontario) • Non-profit Organizations supporting primary care deliver (e.g., South Island Primary Care Society, operating primary care clinics to reduce provider overhead costs) • Foundry Clinics, integrated health and social services for youth co-led alongside community organizations

Funding Sources & Considerations

Funding implications vary by approach and model, as each option the City may pursue includes different costs and potential funding streams. Potential funding sources for primary care services are highlighted below.

Funding Considerations & Options


Primary care across BC is financed through **multiple, complementary levers**. Funding sources cities may leverage depend on:

- **Type of primary care service** the city intends to support (e.g., episodic or longitudinal)
- **City’s preferred level of involvement** (e.g., city owned and operated with salaried staff)
- **Type of support the city plans to provide** (e.g., buildings or infrastructure, grants, tax incentives)
- **Potential partnerships** the city can cultivate (e.g., non-profit foundations, private developers)

Potential Funding Sources	Sample Types of Funding & Investment/Partnership Opportunities
Ministry of Health / Provincial Funding	Most primary care service delivery in BC is funded through the Ministry of Health, via programs including: <ul style="list-style-type: none"> • Physician Compensation Plans, such as: MSP Fee For Service (FFS), Sessional, Alternative Payment Plan (APP), New-to-Practice Contracts, and Longitudinal Family Physician (LFP) Payment Model • Service Contracts managed by Health Authorities, Primary Care Networks (PCNs), or other governance structures to support salaried providers (e.g., nurse in practice program) and capital costs for some facilities
Insurance (Public & Private)	<ul style="list-style-type: none"> • A small proportion of services are funded through payment by insurance companies, including public insurance (e.g., ICBC and WorkSafeBC) and private insurance (e.g., insurance for non-permanent residents)
Public/Private Partnerships	<ul style="list-style-type: none"> • Partnerships with private developers (e.g., leveraging community amenity contributions to build clinic infrastructure) • Synergistic partnerships with private corporations (e.g., co-locating clinics at retail pharmacies with existing infrastructure)
Non-Profit Organizations and Private Philanthropy	<ul style="list-style-type: none"> • Partnerships with non-profit organizations to operate health services (e.g., partial funding of capital and operating costs for community health centres) or co-locate wrap-around social services with primary care services • Private donations to partially fund capital and operating costs for primary care services (e.g., Lilly Lee Community Health Centre, funded by the Vancouver Chinatown Foundation and private philanthropic donations)
Municipalities	<ul style="list-style-type: none"> • Initial capital costs (e.g., infrastructure) to establish municipal-led clinics or incentivize other organizations (e.g., private practitioners, community organizations) to establish and operate clinics • Municipal operating subsidies to fund municipal-led clinics or reduce overhead costs for private clinics • Municipal incentivizes (e.g., reduced property taxes) to reduce overhead costs for private clinics

UPCC Case Study | Gorge Road Urgent & Primary Care Centre¹

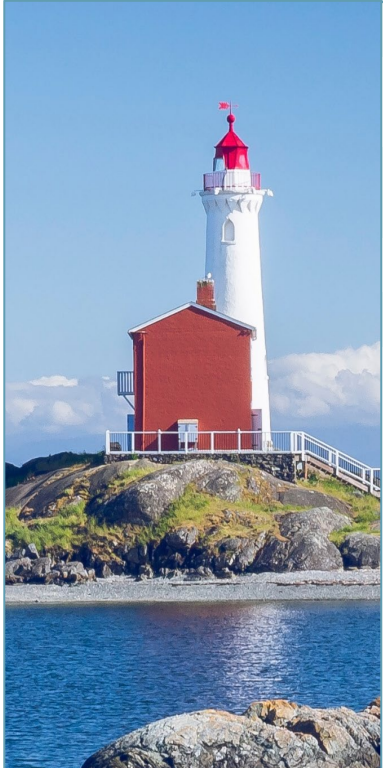
The Gorge Road Urgent & Primary Care Centre (UPCC) is a team-based clinic that provides both same-day, non-emergent, urgent care services as well as longitudinal services for patients in the Victoria area.

	Service Scope	~70% urgent care and ~30% longitudinal care—a result of deliberate negotiations with the MOH. Clinic is designed to flex along the urgent–longitudinal spectrum based on community need.
	Team Composition	Team-based model including social worker, mental health/substance use consultant, and ratio of 1 Registered Nurse & 1 Medical Office Assistant (MOA) per Nurse Practitioner/Family Physician.
	Access	By appointment; 7 days/wk 8am–8pm. Complex patients can become attached, and patients can be referred across team based on need.
	Physical Space	Purpose-built design, shared collaborative layouts, and flexible, safety-ready facilities are foundational to making team-based, urgent + longitudinal care work at scale. Key features include (i) “cloned” (i.e. standardized) exam rooms to support consistency, safety, and efficiency; (ii) large co-located workspace for physicians and other clinicians to enable team-based care and foster collaborative professional dynamic; (iii) Flexible space designed to shift between urgent care and longitudinal care based on community needs; (iv) two exam room with negative pressure systems and external to the building entrances to support infection control practices.
	Partnerships	UPCC owned and operated by Vancouver Island Health Authority (VIHA). Close collaboration with MOH, Primary Care Networks (PCN), Divisions of Family Practice, and community & social service organizations.
	Revenue Model²	<p>The clinic (both space and staff) is publicly funded by the Ministry of Health through a dedicated UPCC service contract administered by VIHA. Funding is not tied to throughput (e.g. x patients per hour, visit counts, or billing volume), but there are clinic visit targets and clinic attachment targets set based on the staffing complement and service model. This revenue model is a key feature that enables flexibility in visit length, case complexity, follow-up and continuity. MoH funding includes capital costs to support the enablement of purpose-built spaces.</p> <p>Total Operating Cost: ~\$4.4m (based on publicly available FY23/24 data)</p> <ul style="list-style-type: none"> • Clinical: ~\$3.5m (80% of total); ~\$1.1m for Physicians, ~\$0.5m for NPs, ~\$1.6m for Nursing, ~\$0.3m for MHSU • Overhead: ~\$0.9m (20% of total)

- Key Takeaways**
- **Early policy and service contracting decisions matter.** This case study illustrates a UPCC model that integrates urgent and longitudinal care, enabled by early, explicit discussions with the Ministry of Health on service mix, contracting, and expectations.
 - **Purpose-built capital design is a critical enabler, not a nice-to-have.** The model underscores that intentional, clinician-designed space is essential to enable team-based care, flexibility between urgent and longitudinal work, safety, and collaboration.
 - **Funding and partnerships must be aligned to support complexity, not volume.** A service-contract funding approach (not per-visit), combined with strong partnerships with the Health Authority, PCN, and clinical leaders, allowed the UPCC to focus on complex patients, attachment, and equity, rather than throughput.

Municipal-led Clinic Case Study | Colwood Clinic¹

The Colwood Clinic is a novel Municipally-led primary care clinic designed to attach Colwood residents without a family doctor to longitudinal family physicians through the Health Connect Registry (HCR).



Service Scope	Longitudinal care, attaching Colwood residents to a family physician.
Team Composition	2 family physicians employed (1 FT, 0.7FT), 2 physicians pending (2026 target is 5 for current space available); 1 Clinic Manager; 1 Medical Office Assistant (2026 target is 2); 1 Medical Director.
Access	8:30am to 4:30pm Mondays to Fridays in-person at the clinic (limited remote care); Patients are attached via Health Connect Registry with priority given to Colwood residents.
Physical Space	Clinic has 6 standard exam rooms within leased space that was part of a new development in Colwood.
Partnerships	City owns/operates the clinic, with municipal staff providing administrative and support functions (e.g., IT, HR, Finance).
Revenue Model²	<p>The Clinic is owned & operated by the City of Colwood. Physicians are hired by City and receive a salary funded by standard billing and contracts to provincial program. The City funds the clinic with a city grant to make up for revenue shortfalls, with a goal of breaking even in future years (based on projections of 8 providers operating out of the space).</p> <p>Draft Operating Budget: ~1.8m (FY26 budget)</p> <ul style="list-style-type: none"> • Expenses: <ul style="list-style-type: none"> ○ Clinical: ~\$1.4m (78% of total; all physicians) ○ Overhead: \$0.4m (22% of total; \$0.3m clinic support staff; \$0.1m lease and other) • Revenue: <ul style="list-style-type: none"> ○ Billing: ~\$1.45m (MSP Fee for Service), ~\$0.05 (other insurance / direct payment) ○ Revenue transfer: ~\$0.3m (from City reserves)

Key Takeaways

- **Municipal ownership can accelerate attachment to longitudinal care.** The Colwood Clinic illustrates how a city-owned model can attach residents without a family doctor by reducing provider overhead, administrative burden, and employment risk.
- **Financial sustainability depends on scale and municipal risk tolerance.** While provincial billings support provider salaries and overhead costs, the City absorbs early-stage operating risk and may need to cover revenue shortfalls. Achieving long-term viability requires sufficient provider scale and fit-for-purpose clinic space to move toward break-even.
- **This model involves high involvement from municipality.** As a result, the model is best suited to municipalities willing to act as operators and co-invest alongside the province; otherwise, municipalities can also focus their effort on enabling or influencing care delivery.

Academic-led Team-Based Clinic Case Study | McMaster Family Health Team

The McMaster Family Health Team consists of academic, interprofessional teams affiliated with McMaster University, providing comprehensive, longitudinal primary care across multiple sites while training future health professionals.



Service Scope	Comprehensive primary care services specializing in family and community health for over 40k patients across 2 sites, comprised of the McMaster Family Practice (MFP), Stonechurch Family Health Centre (SFHC), and the Maternity Centre of Hamilton (MCH), providing education for physicians and other health professionals, and research in family medicine. ¹
Team Composition	Interprofessional team of Family Doctors (30) & Residents (32), Nurse Practitioners, Nurses, Physician Assistants, Dietitians, Pharmacists, Social Workers, OT/PT, Lactation Consultants, System Navigators, and Administrative Support Staff. Leadership works in Dyad Model (faculty lead + administrator). ^{1,2} Family physicians spend 40% of clinic time monitoring resident-patient interactions.
Access	Regular services available on Mon, Tue, Thu 8:30am-8pm; and Wed, Fri 8:30am-5pm. Open for urgent, same-day appointments on Sat-Sun & Holidays from 10am-2pm ¹ . Services are for registered/rostered patients, with access to interprofessional teams and 24/7 phone availability; Maternity Centre patients do not need to be rostered.
Physical Space	2 cross-functional sites – Stonechurch Family Health Centre and McMaster Family Practice & Maternity Centre – plus one maternity care centre within the Greater Hamilton Area in Ontario. A total of 41 examination rooms.
Partnerships	Affiliated with McMaster University department of Family Medicine (via academic partnership and MOU w/ Hamilton Health Sciences Corporation and the McMaster Family Health Organization Association). All FHTs in Ontario are required to be not-for-profit and governed by a Board, with McMaster’s Board and the department’s Health Services Operations Group acting in this capacity. ²
Revenue Model	Clinic revenue is received through Ontario Ministry of Health funding, under the Family Health Organization (FHO) program ³ . Physicians are compensated primarily through capitation, with an enhanced Fee-for-Service model including incentives tied to patient enrolment, prevention, and after-hours care. Patient services covered through the Ontario Health Insurance Plan (OHIP) ⁴ . Physical Space: Stonechurch Family Health Centre – funded by \$1.5M from Ontario Ministry of Health and \$1.5M mortgage from department’s Clinical Practice Plan, with the McMaster Department of Family Medicine as owner/operator; David Braley Health Sciences Centre is managed by the Faculty of Health Sciences, with \$3M from Department, \$12M Post-graduate expansion capital funding, \$10M David Braley donation, and \$20M from City of Hamilton to support patients served in downtown core. ²

Key Takeaways	<ul style="list-style-type: none"> • Team-based, longitudinal care improves outcomes for complex populations. Interprofessional teams enable coordinated management of chronic conditions, prevention, and continuity across patient journeys, delivering care in a sustainable, cost-effective model. This approach also allows care to be delivered by the most appropriate provider, improving access, efficiency, provider workload, and patient experience. • Academic partnerships strengthen workforce sustainability. Integrating training with service delivery supports recruitment, retention, and long-term capacity. Teaching environments create structured pipelines for future providers while reinforcing evidence-informed practice and innovation. • Clear governance and stable provincial partnerships are essential. Defined accountability, not-for-profit governance, and predictable funding enable scale, quality, and alignment with broader health system objectives and plans. This reduces operational risk and supports consistent performance over time.
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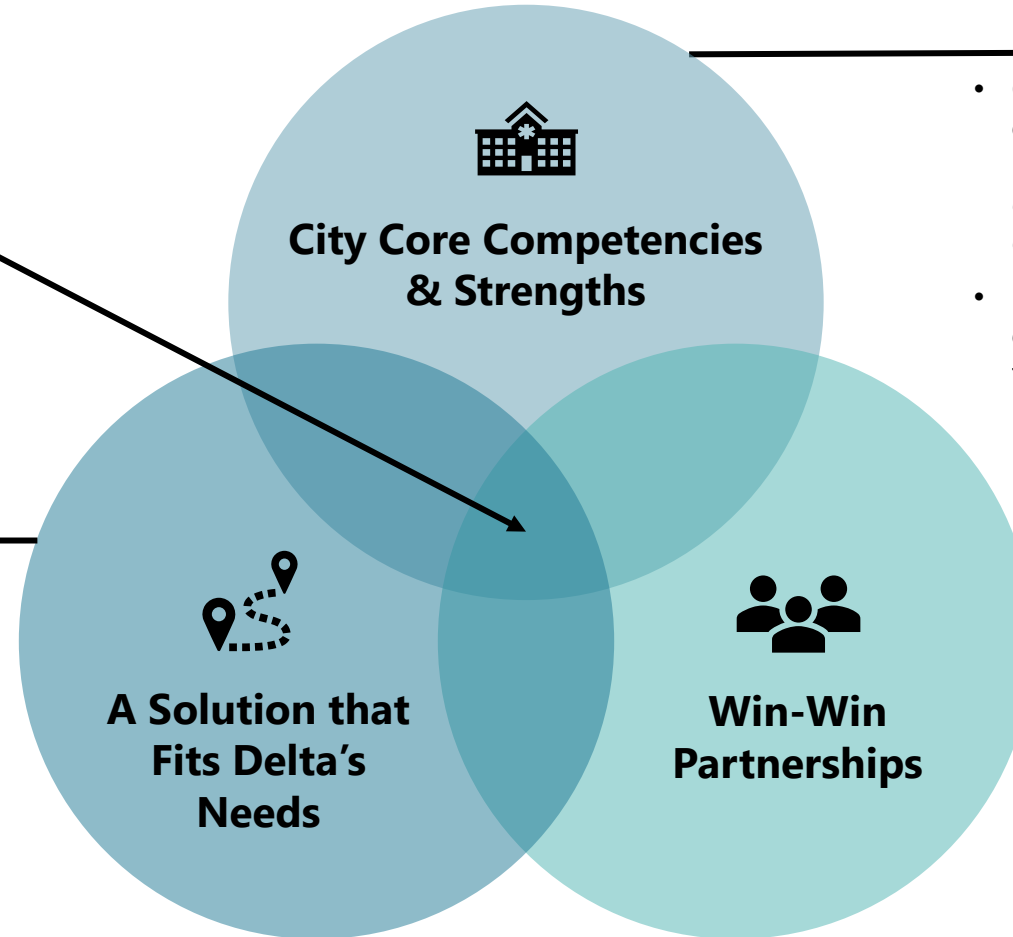
PART 4

Considerations & Next Steps

Key Considerations for the City of Delta's Role in Enabling Primary Care

To determine where the City could have the most value-add impact on primary care, the City needs to consider what its core competencies are, which targeted areas on which the City wants to make an impact, and what partnership-driven actions the City can take to complement—not duplicate—health sector services and initiatives.

The intersection of these factors identifies priority areas where the City could consider investing time, energy, and funding to support primary care service delivery.



- Consider roles that **align with the City's core competencies** or where the City **could have the strongest impact** (e.g., options could include advocating, enabling, or directly delivering services).
- **Prioritize levers that the City can directly control** (e.g., planning/policy, assets, zoning) to reduce barriers and accelerate action.

- Consider **which primary care needs and gaps the City wants to prioritize in making an impact**, and the **timeframe** in which benefits/outcome will need to be realized.
- These strategic decisions will **inform where the City should direct its investments, resources, and energy** towards a 'Made in Delta' solution.

- Consider opportunities that **align with priorities and interests of residents, providers, the City, and health system partners**.
- Promote continued collaboration and partnerships across relevant parties.
- Focus on place-based solutions that **complement existing regional and provincial health system plans**, while showcasing municipal leadership.



Determining Priority Focus Area and Service Delivery Model

City leadership needs to decide and articulate which aspect(s) of primary care the City wants to prioritize in making an impact and the time frame in which benefits/outcome will need to be realized; this will guide where the City could direct its investments, resources, and energy in enabling primary care.

1 Enhance access to primary care and urgent / non-emergent services **for people who are unattached or unable to access their primary care provider**

Focus on

Episodic primary care services,
such as:

Walk-in clinics

UPCCs (*without longitudinal services*)

Episodic virtual care services

Pharmacist-led minor ailments clinics

2 **Promote health** through improved access to a **regular, longitudinal primary care team** that can provide preventative care and chronic disease management

Focus on

Longitudinal, team-based primary care services, such as:

Family Health Teams

Community Health Centres

The City **may pursue both approaches in parallel** by taking **near-term actions to address immediate access gaps**, while simultaneously laying the groundwork for **longer-term investments that expand longitudinal primary care capacity**.

It will also be important for the City to collaborate and coordinate **with regional and provincial health system partners to align on actions that are accretive to broader regional/provincial planning**.



Supporting Short-term Episodic Primary Care Needs

The City can help address short-term episodic primary care access gaps by advocating for and enabling local care models that expand urgent and same-day care capacity for residents who are unattached or unable to access timely care.

KEY CONSIDERATIONS

This approach:

- Addresses **short-term access needs** without attachment; does not address need for longitudinal care
- Can **address urgent/non-emergent care needs** (for which citizens may otherwise go to ED), rapidly growing population centres, or capacity shocks
- Yields **shorter-term benefits**, such as contributing to reduction of CTAS 4/5 rates in local EDs. The City should therefore consider pursuing this option **in conjunction with efforts to increase attachment to reduce demand for episodic care**

POTENTIAL OPTIONS

1

Continue to advocate for the opening of a UPCC in North Delta*

Example: City of Delta advocated for the opening of the South Delta Urgent & Primary Care Centre

2

Contract a private provider to operate a clinic that the City owns*

Example: City of Surrey contracting with Total Life Care Granville Medical to open two new primary care clinics

3

Promote or contract with private pharmacies to open clinics for minor ailments

Example: City of Surrey promoted new Pharmacy Care Clinics opened by Shoppers Drug Mart to treat minor ailments



Improving Long-Term Health through Longitudinal Primary Care

The City may also choose to focus on improving long-term health outcomes by increasing capacity for longitudinal primary care (i.e., for residents to attach to primary care/family medicine teams for prevention, chronic disease management, and continuity of care) through different partnership options or direct service delivery.

KEY CONSIDERATIONS

This approach:

- Addresses needs for **prevention, chronic disease management, and improved population health**
- Promotes **equitable access to care for underserved populations** who would otherwise be unattached
- Is aligned with **provincial priorities** (e.g., shift to team-based models of care, new SFU medical school, health system productivity)
- Potentially has **longer timeline for benefits realization** and more **complex plan for activation**

POTENTIAL OPTIONS

1

Own and operate a primary care clinic*

Example: City of Colwood operating the Colwood Clinic

2

Partner with an academic institution to open a team-based care clinic & training site*

Example: McMaster Family Health Team

3

Identify and incentivize partners (e.g., non-profit organizations) to create and govern a new community health centre (CHC)*

Example: Lily Lee Community Health Centre, a partnership between Vancouver Coastal Health and the Vancouver Chinatown Foundation



City Levers to Enable Growth of Primary Care Capacity

The City can use its municipal core strengths to support the delivery and expansion of primary care services without directly delivering care. **Coordinated action with regional and provincial health partners will be critical to identifying where municipal involvement is most value-add and aligned with broader system planning.**



Infrastructure support: Access to affordable, appropriately zoned clinical space is a key barrier to primary care expansion. The City can offer infrastructure support to accelerate clinic development and enable partners to deliver services where and when they are most needed.



Recruitment and retention support: The City can improve the attractiveness and sustainability of primary care practice in Delta by using municipal levers—such as incentives, housing and relocation supports, practice-ready space, and community integration—to help ecosystem partners attract, retain, and stabilize the primary care workforce.

1

Provide city assets (e.g., infrastructure, land) that could support new or enable existing clinics to expand services

2

Leverage Community Amenity Contributions (CACs) to incentivize developers to create infrastructure for clinics

3

Leverage city policy levers (e.g., zoning) to support clinics

1

Support recruitment campaigns for new providers

2

Offer incentives to support recruitment (e.g., tax incentives, relocation support, subsidies) for new providers

3

Subsidize overhead costs of clinic operations



Activating a Win-Win Partnership: An Illustrative Model





Creation of a longitudinal primary care teaching clinic in Delta, anchored by an academic partner (such as the new SFU Medical School), could be an example of an innovative win-win partnership that enhances care for patients, leverages capabilities and assets of key partners, and addresses strategic priorities of partners involved.



This model would enable delivery of cost-effective team-based care, thereby providing **opportunity for Delta residents to attach to a care team**. This would also serve as a training site to support the development of the **next generation of family physicians**, who would have **interest and desire to live and grow within a community**.



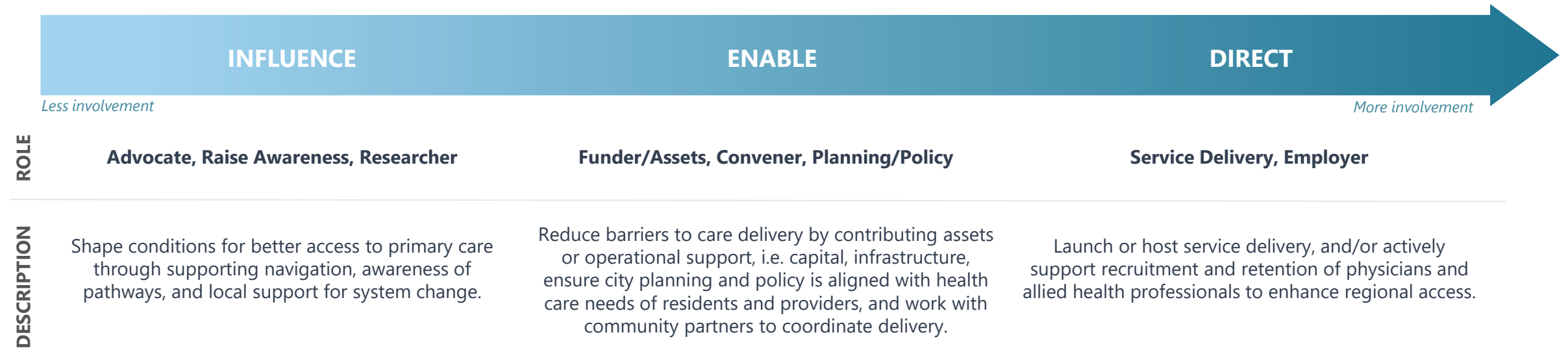
Please note that **this model is presented for illustrative purposes only**. Roles for illustrative partners below have been identified based on partnership models that enable similar academic clinics in other jurisdictions. Illustrative partners have not been consulted to confirm the applicability or feasibility of this model for BC.

Illustrative Partners				
Potential Role in Activating Model	<ul style="list-style-type: none"> • Provide a site for a clinic (e.g., city-owned property, or in partnership with a developer) • Consider tax incentives to reduce clinic operating costs 	<ul style="list-style-type: none"> • Recruit primary care physicians • Establish a teaching unit • Recruit a partner to professionally operate the clinic • Establish a plan for the clinic to self-fund operational costs (e.g., 25% overhead fees paid by physicians) 	<ul style="list-style-type: none"> • Provide allied health professional staff (e.g., nurses, social workers, physiotherapists) to enable team-based care at the clinic 	<ul style="list-style-type: none"> • Fund the clinic through existing longitudinal contracts and MSP funded services • Support scope of practice policy to promote delivery of team-based care at the clinic
Possible Key Benefits (that matter for the Partner)	<ul style="list-style-type: none"> • Longer-term improvement in health outcomes by increasing attachment for Delta residents and improving access to team-based longitudinal care, chronic disease management, and preventative care • Potential recruitment tool for the City, as medical students/residents may be more likely to stay in the community where they train 	<ul style="list-style-type: none"> • Access to a community-based teaching site aligned with the medical school's mandate to train family physicians in the delivery of team-based care • Opportunities for practice-based research and innovation in primary care models and workforce sustainability 	<ul style="list-style-type: none"> • Possible reduction in emergency department use for avoidable visits that could be more cost effectively delivered by primary care services in the community • Possible reduction in acute care demand, as chronic illnesses are better managed more cost effectively in the community 	<ul style="list-style-type: none"> • Advancement in provincial priorities to promote attachment and team-based longitudinal primary care • Shifting care to more cost-effective community and team-based primary care service models • Addressing workforce development and retention by training more family physicians in BC

Spectrum of Roles for the City of Delta

While there are various models and approaches to primary care service delivery, the approach must align with what is known about the current state and needs of the population, along with the short and long-term goals of the City.

Below is a continuum that shows increasing levels of direct involvement in delivering health care services within the City, aligned to the needs identified within the report:¹



The next slide translates these approaches into potential actions and roles the City can take depending on its desired target state.

City Roles Across Different Potential Actions

There are multiple actions, both direct and indirect, that the City may choose to play to support the delivery of primary care in Delta. This table below summarizes key actions the City can take, leveraging its different potential roles.

Potential Actions		CITY ROLE							
		INFLUENCE			ENABLE		DIRECT		
		Advocate	Raise Awareness	Researcher	Convener	Planning/ Policy	Funder / Assets	Service Delivery	Employer
CLINIC CAPACITY	● Continue to advocate for the opening of a UPCC in North Delta	✓	✓		✓	✓			
	● Own and operate a primary care clinic		✓		✓	✓	✓	✓	✓
	●● Contract private provider to operate a clinic that the City owns		✓		✓	✓	✓		
	● Partner with academic institution to open a clinic & training site		✓		✓	✓	✓		
	●● Identify and incentivize partners (e.g., non-profit organizations) to create and govern a new community health centre (CHC)	✓	✓		✓	✓	✓		
	● Promote or contract with private pharmacies to open clinics for minor ailments		✓		✓	✓			
INFRASTRUCTURE	●● Provide city assets (e.g., infrastructure, land) that could support new or enable existing clinics to expand services				✓	✓	✓		
	●● Leverage Community Amenity Contributions (CACs) to incentivize developers to create infrastructure for clinics				✓	✓			
	●● Leverage city policy levers (e.g., zoning) to support clinics				✓	✓			
RECRUITMENT & RETENTION	●● Support recruitment campaigns for new providers		✓		✓	✓			
	●● Offer incentives to support recruitment (e.g., tax incentives, relocation support, subsidies) for new providers		✓		✓	✓	✓		
	●● Subsidize overhead costs of clinic operations		✓		✓	✓	✓		

Broader Health & Social Context

An individual’s health and wellness—and a community’s population health—are strongly shaped by social determinants of health such as income, housing, transportation, social connection, and cultural safety. **Beyond supporting episodic and longitudinal primary care models, the City can meaningfully improve health outcomes by addressing the social determinants of health within its influence, in alignment with the City’s Social Action Plan.**



- Strategic Opportunity 2.4*
Improve walkability
- Strategic Opportunity 2.14*
Improve coordination in reducing poverty & food insecurity
- Strategic Opportunity 5.22*
Support seniors to age in place
- Strategic Opportunity 6.24*
Increase affordable, supportive, and transitional housing options
- Strategic Opportunity 7.28*
Enhance physical accessibility through the built environment

Walkable communities support daily activity, lowering chronic disease risk. Adults living in the most walkable neighbourhoods in Canada had **nearly 50% lower rates of obesity**¹.

Food security reduces cardiometabolic risk and improves diabetes control. Adults experiencing food insecurity are **2× more likely** to live with type 2 diabetes².

Seniors experiencing isolation are at greater risk of chronic health conditions, disability, dementia, and premature death, and generally incur significant health care costs³.

Stable housing is foundational to mental health and reduces crisis-driven service use. 60% of people experiencing homelessness self-report a mental health issue⁴.

A Canadian suburban study shows **34.5% reported transportation-related barriers leading to delayed/missed primary care or postponed vaccination**⁵.

It is critical to maintain strong partnerships and collaborations with the health sector and community partners, to ensure municipal action is enabling and complementary rather than duplicative.



APPENDICES

Appendix A – Stakeholder Engagement List

Stakeholders Engaged

Various stakeholders were engaged to gather and validate information, findings, and analysis in this report.

<p>BC Ministry of Health</p>	<ul style="list-style-type: none"> • Kelly McQuillen, Executive Director for Primary Care Planning & Implementation Oversight • Yashna Sharma, Regional Director for Fraser Health, Primary Care Planning and Implementation Oversight • Kiran Biran, Regional Manager for Fraser Health, Primary Care Planning and Implementation Oversight • Rhiannon Pretty, Executive Director, Integrated Analytics, Primary Care, Acute Care & Workforce • Rob Cowan-Douglas, Senior Director, Primary Care Strategic Priorities
<p>Fraser Health</p>	<ul style="list-style-type: none"> • Natalie McCarthy, Vice President, Regional Care Integration • Teresa O’Callaghan, Interim Vice President, Community Hospitals and Health Services • Anne Brownlee, Interim Executive Director, Delta Hospital • Cheryl Beach, Executive Director, Primary Care & Chronic Disease Management • Anamaria Gidolfavi, Director, Primary Care & Chronic Disease Management • Justin LoChang, Director, Clinical Operations, Primary Care • Dr. Timothy Foggin, Medical Director, Cloverdale UPCC and South Delta Urgent & Primary Care Centre
<p>South Delta Division of Family Practice</p>	<ul style="list-style-type: none"> • Geri McGrath, Executive Director
<p>Surrey/North Delta Division of Family Practice</p>	<ul style="list-style-type: none"> • Tomas Reyes, Executive Director • Victoria Rotaru, Director, Care Networks and Strategic Partnerships • Jody Friesen, Director, Physician Services and Practice Sustainability • Dr. Sujatha Nilavar, Co-chair • Dr. Mohammad Hurmat Ali, Member at Large
<p>Delta Hospital and Community Health Foundation</p>	<ul style="list-style-type: none"> • Lisa Hoglund, Chief Executive Officer
<p>Island Health</p>	<ul style="list-style-type: none"> • Dr. William Cunningham, Department Head, Primary Care, Family Practice • Dr. Tia Pham, Site Medical Leader, Gorge Road Urgent & Primary Care Centre • Dr. Javed Alloo, Family Physician, Gorge Road Urgent & Primary Care Centre • Amber Hay, Director, New Site Development and Operations Support, Regional Primary Care
<p>City of Colwood</p>	<ul style="list-style-type: none"> • Jenn Hepting, Deputy Chief Administrative Officer