Metro 2050: Planning Now for Future Generations
Growth, Land Use and Transportation Integration

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Future of the Region Sustainability Dialogue Series
February 25, 2020
Presentation Outline

• About Delta
• Delta and the Regional Growth Strategy
• Transportation
• Growth and Land Use in Delta
• Housing Needs and Strategies
• North Delta and the Scott Road Corridor
• Challenges Looking Forward to 2050
Delta

- 180 km²
- 110,000 people in 3 urban areas
- 46% is agricultural land
- One fifth is Burns Bog
- 14% of Metro’s industrial land
- 570 km of City roads
- 185 km of highways
Delta & Metro 2040

- Create a Compact Urban Area
- Support a Sustainable Economy
- Protect Environment and Respond to Climate Change Impacts
- Develop Complete Communities
- Support Sustainable Transportation Choices
Transportation

- R6 RapidBus
- Transport 2050
- Southwest Area Transport Plan
Growth and Land Use in Delta

North Delta

Ladner

Tsawwassen
Housing Needs and Strategies

• Housing Needs Assessment
• Priority Housing Needs
North Delta: a focus of growth

High-density nodes along the Scott Road Corridor
North Delta: High-Density Nodes

- Mixed-use
- Housing options
- Walkable
- Connections

Proposed Scott Rd
Frequent Transit
Development Area
North Delta: High-Density Nodes
Townline Neighbourhood Plan

• Neighbourhood transition
• Place making
• Walkable and transit-friendly
• Regional connectivity
North Delta: Community Corridors

- Medium to higher density forms of housing
- Improved pedestrian environment
- Facilities for cyclists
North Delta: Community Corridors
Mayor’s Scott Road Housing Task Force

• Vision for housing needs
• Mix of housing forms and tenures
• Diverse and affordable housing options
• Transportation a key consideration
Challenges looking to 2050

Land use
• Housing affordability and diversity
• Accommodating growth within exiting urban areas
• Planning for complete communities and changing demographics

Transportation
• Facilitating efficient movement of people and goods to support a sustainable economy
• Planning for transit as part of major infrastructure projects such as the George Massey Tunnel replacement
• Accommodating multi-modal systems in planning, including active transportation modes
• Forward looking planning for improved transportation options South of the Fraser and connecting to the region
Thank You

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