Delta Official Community Plan 2024

Housing Our Future

Delta

Bylaw No. 8400, 2024

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1.0 About Delta's OCP 2024

Delta OCP 2024 addresses the following key priorities:

- Achieve Delta's provincially mandated housing target;
- Increase housing opportunities near services and transit, and provide more housing opportunities for everyone in Delta;
- Provide the jobs, services, transportation network and recreation opportunities to grow sustainably; and,
- Create an inclusive, safe, and vibrant community.

1.1 Background

Delta OCP 2024 consolidates and updates previous policies and land use designations, providing a refreshed growth framework that responds to Delta's housing needs and new provincial legislation. This provincial legislation includes:

- Delta's mandated housing target of 3,607 net new units over five years, extending to September 30, 2028;
- Requirements to allow for small-scale multi-unit housing throughout Delta on lots previously designated single-family; and,
- New provisions for transit-oriented areas.

Policies and land use designations in the OCP guide development over the long term and help Delta to make decisions regarding housing, development, services, amenities, and infrastructure. Based on provincial legislation, Delta's OCP will need to be updated every five years to reflect the City's housing needs over a 20-year horizon. The OCP may also be changed from time to time to reflect other land use needs that emerge.

> Delta's OCP is intended to function as a living document that is updated and adjusted over time to respond to the needs of the community.

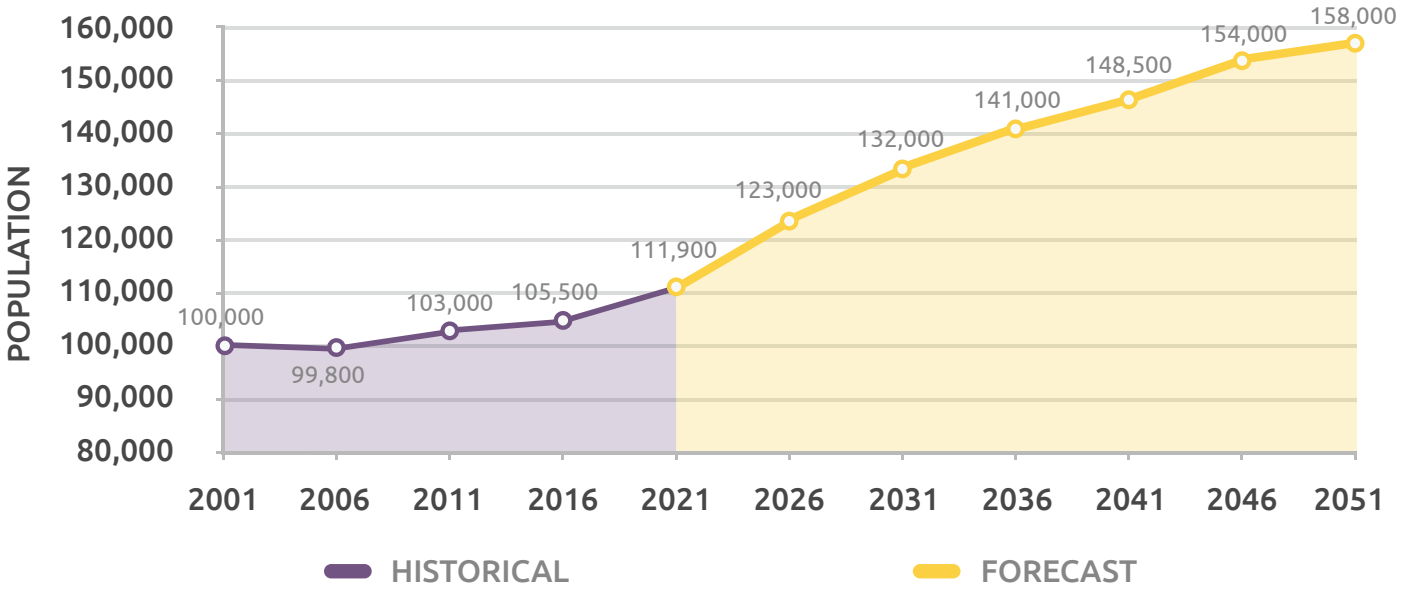
1.2 Community Profile

1.2.1 Population

Delta is growing. After a period of slower growth between 2001 and 2016, the population grew by 6,400 people between 2016 and 2021, when the last Census was completed. This represents a 6% increase between Censuses, which is noticeably higher than the 0% to 3% increases experienced previously.

Based on the provincial data used to generate Delta's housing target order, growth is projected to increase over the next five years. The housing target required Delta to achieve 3,607 net new homes between 2023 and 2028, which the Province has indicated represents 75% of the housing needs. This projected housing target correlates with a 10% population increase between 2021 and 2026. After the housing target period passes, growth is projected to slow but still continue to steadily increase over time.

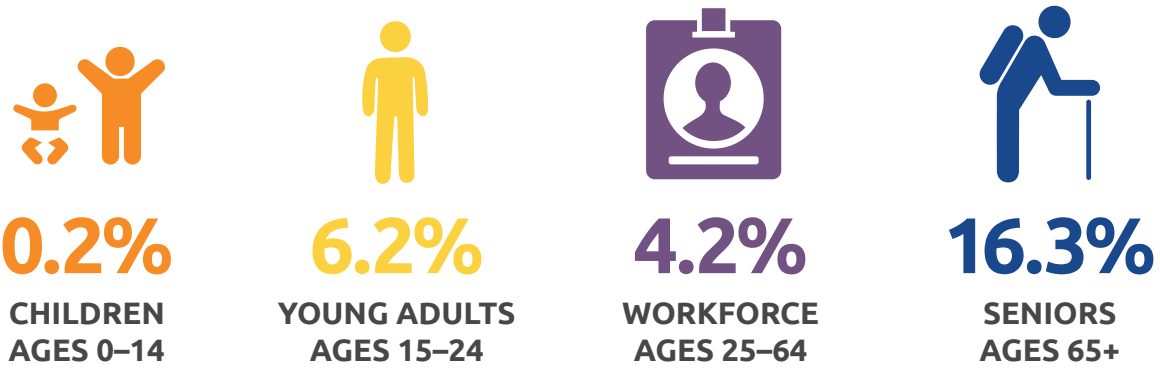
Figure 1 Delta Population, 2001 to 2051



Source: Custom projections prepared by Watson Land Economists Ltd. using B.C. stats

Like much of Canada, Delta's population is aging. At the same time, between the last two Census periods, there was a slight increase in the number of children and a substantial increase in the number of young adults (Figure 2). Delta's household size is relatively large (2.8 people per household), but could decrease over the long term as the population ages.

Figure 2 Relative Increases in Age Groups, 2016 to 2021

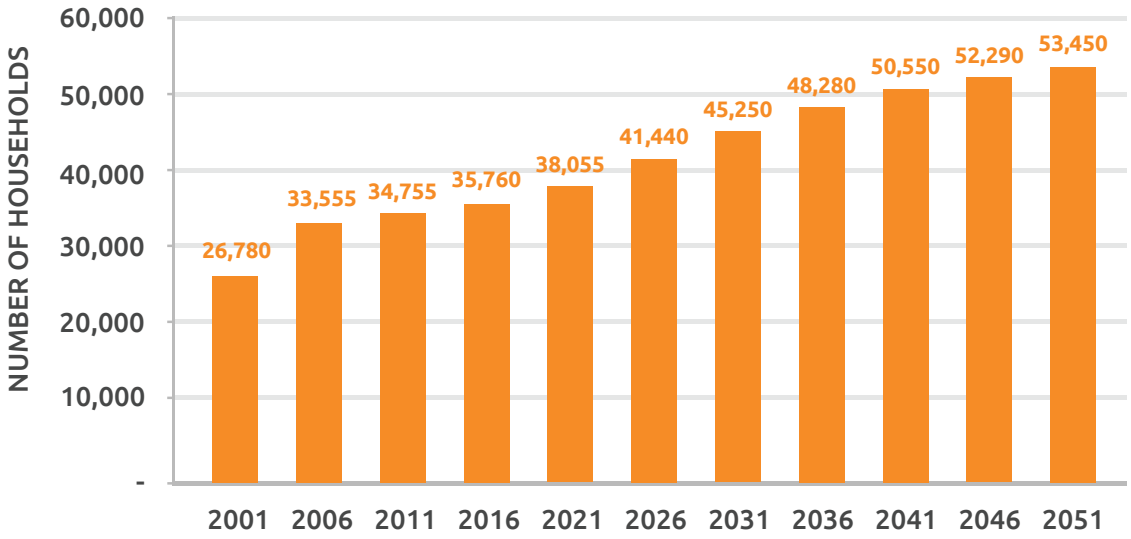


Source: Statistics Canada Census 2026 and 2021

1.2.2 Housing

The number of households in Delta increased slowly – around 3% – each Census period between 2006 and 2016. This was a stark contrast to prior growth, which saw an increase of more than 30% between the 2001 and 2006 Censuses. Between 2016 and 2021, growth rates started to increase (6%) and are projected to continue increasing as Delta works towards achieving the provincial housing target (Figure 3).

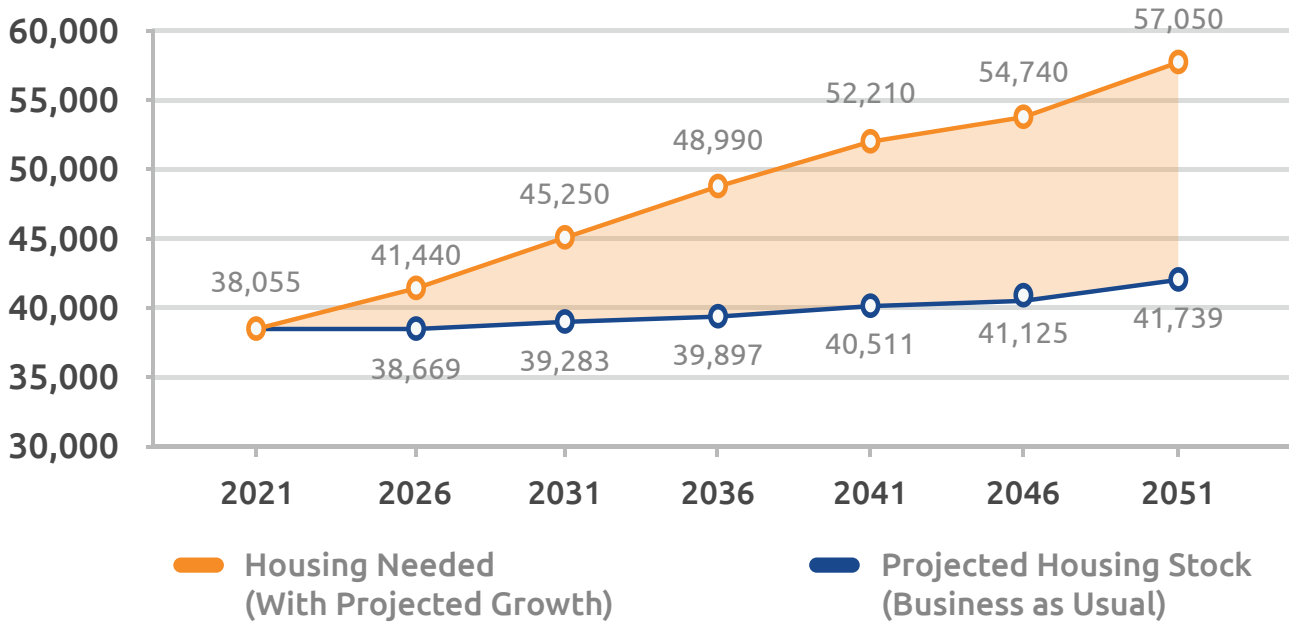
Figure 3 Number of Households, Historical and Projected, 2001 to 2051



Source: Custom projections prepared by Watson Land Economists Ltd. using B.C. stats

With this increase in households, it will be important for housing development to keep pace. Figure 4 illustrates the discrepancy between projected household growth and housing development in Delta, if housing development was to continue as experienced the past five years.

Figure 4 Housing Need and Housing Stock, 2021 to 2051

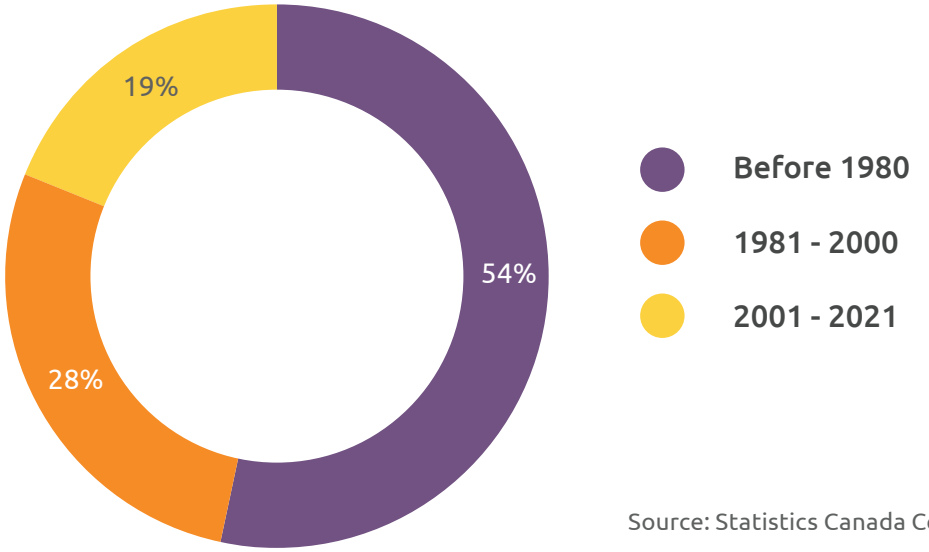


Source: Custom projections prepared by Watson Land Economists Ltd. using B.C. stats and building permit data from City of Delta

Most homes in Delta are single-detached (56% of housing stock), with apartments in buildings with five or more storeys comprising just 2%. Missing middle forms, like low-rise apartments and townhouses comprise about 23% and the remaining 19% are duplexes or suites.

The majority of homes in Delta were built prior to 1980 (54%), or between 1981 and 2000 (28%), with the remaining 19% built between 2001 and 2021 (Figure 5). As the housing stock continues to age, it will be important to maintain and replace housing to provide enough homes for the growing population.

Figure 5 Age of Homes in Delta

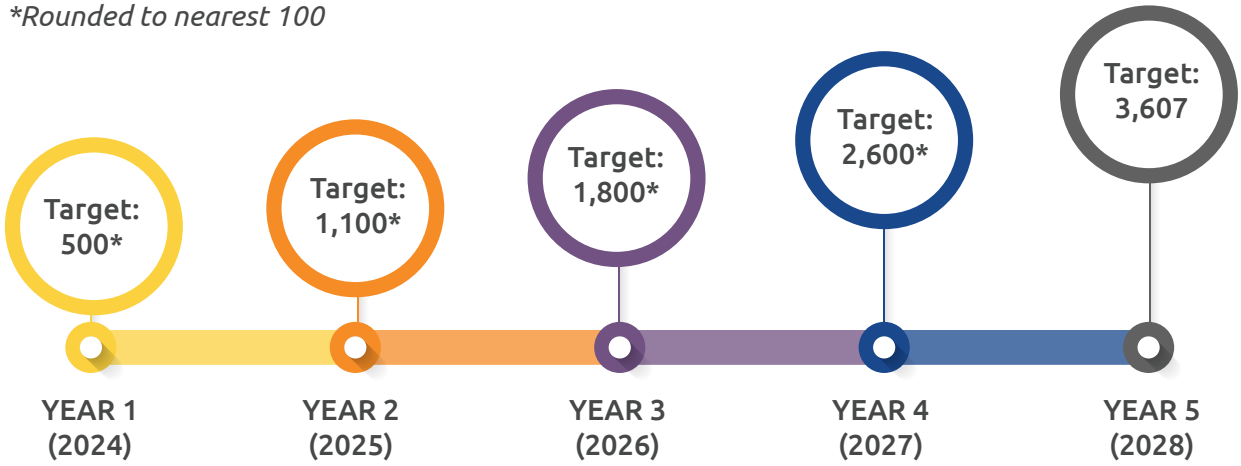


Source: Statistics Canada Census 2021

Delta's Housing Needs Assessment provides more detailed data and analysis on Delta's population and housing needs. The Housing Needs Assessment must be updated every five years and this OCP will be updated to reflect changes. While the Assessment includes an estimate of the number of housing units needed in the future, this is superseded by the Provincially-mandated housing target (Figure 6).

Figure 6 New Housing Targets

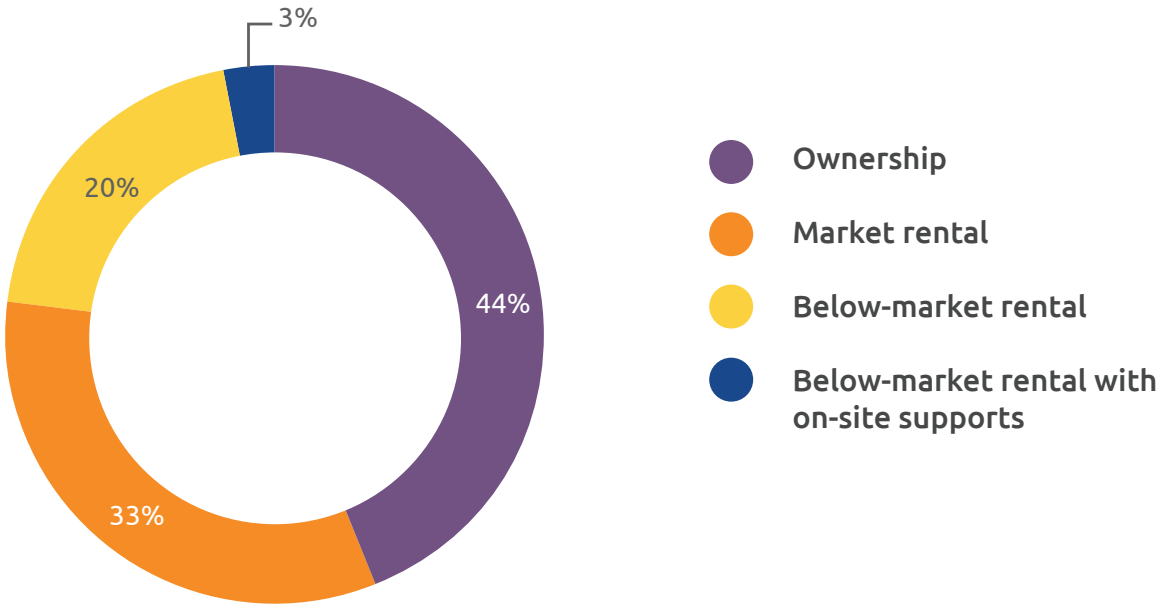
**Rounded to nearest 100*



Source: BC Ministry of Housing 2023

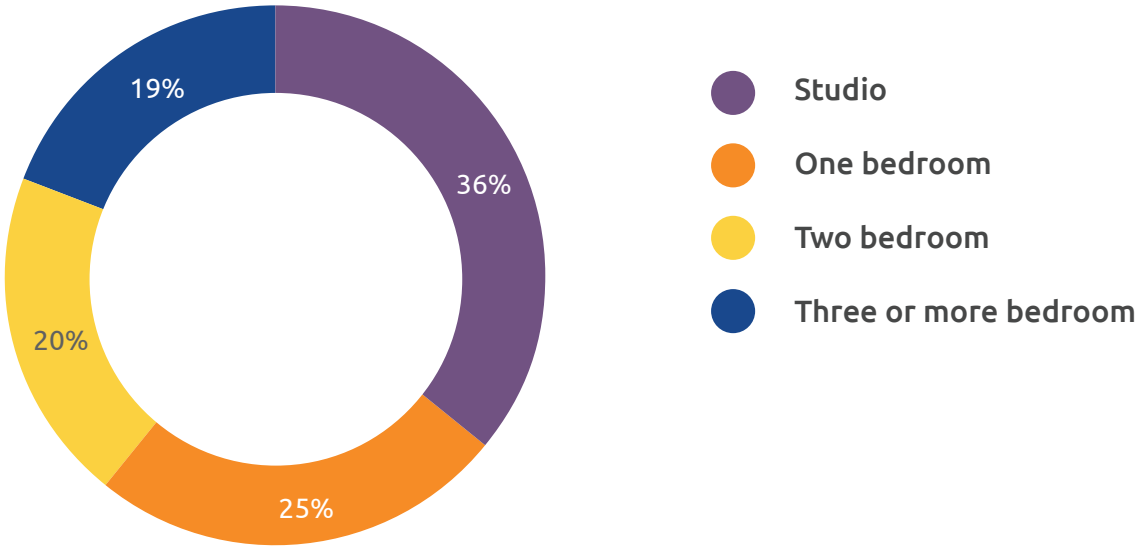
Based on housing target guidelines, Delta needs more rental housing (at market and below-market rates) and more housing units with three or more bedrooms (see Figure 7 and Figure 8).

Figure 7 Housing Target Guidelines: Tenure



Source: BC Ministry of Housing 2023

Figure 8 Housing Target Guideline: Number of Bedrooms

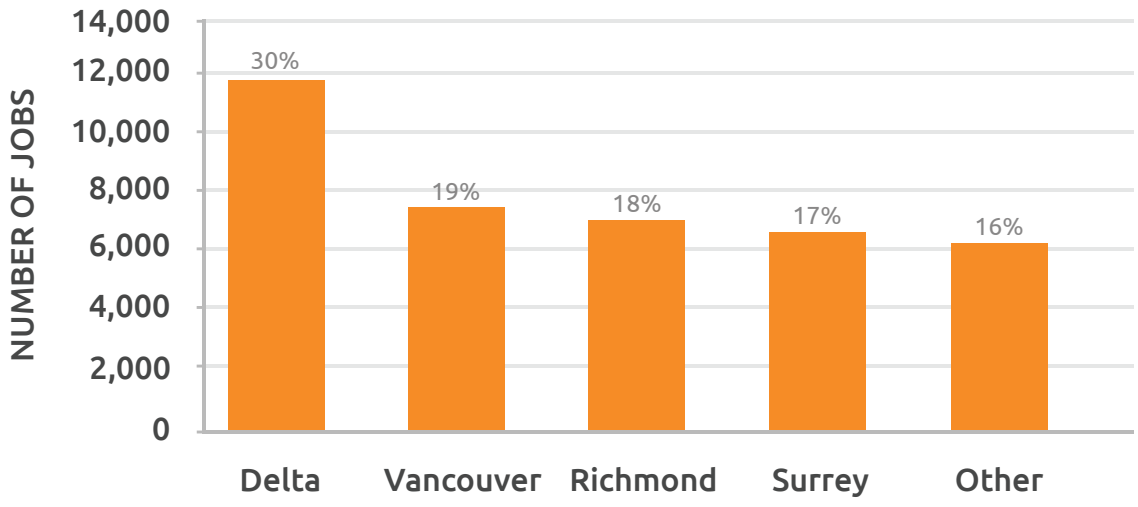


Source: BC Ministry of Housing 2023

1.2.3 Economy

Approximately 30% of employed Delta residents work within Delta and 54% commute to Vancouver, Richmond, or Surrey (Figure 9). For comparison, the average in the region is 46% working within their own city.

Figure 9 Where Delta Residents Work, 2021



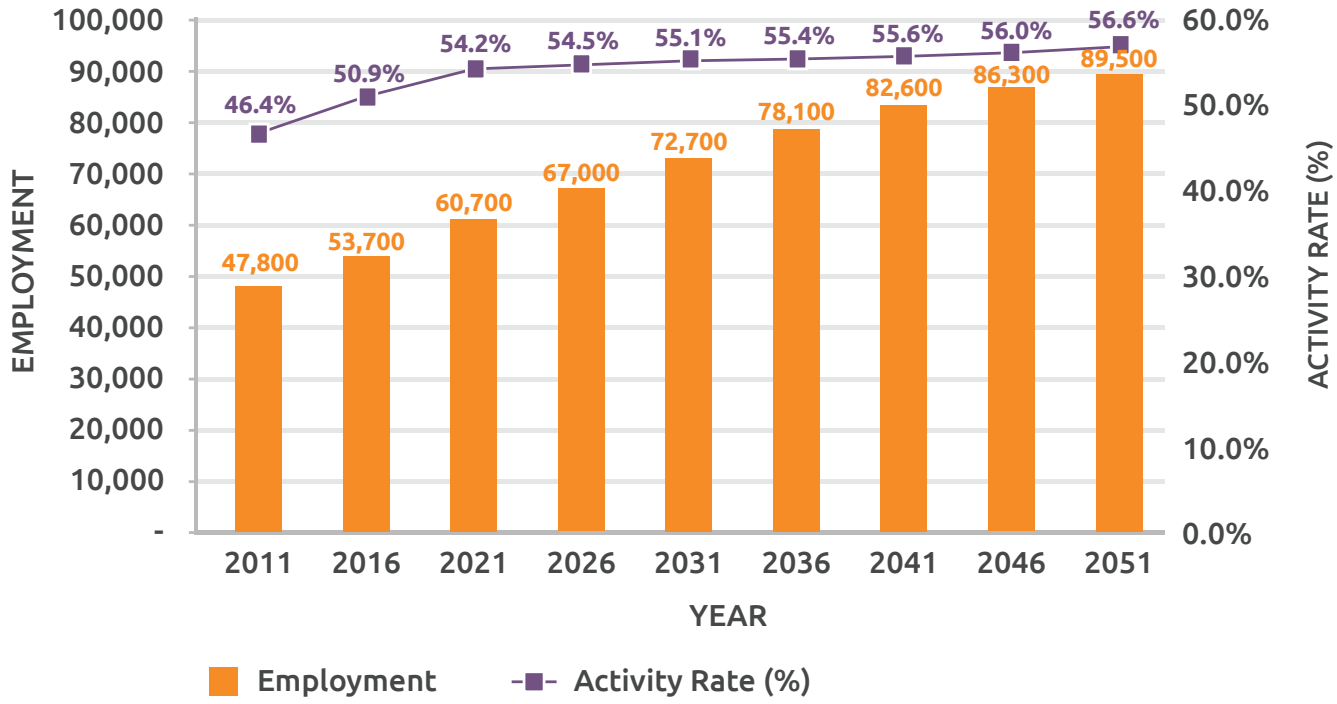
Source: Statistics Canada Census 2021

Sources of employment in Delta include the industrial areas at Tilbury, Annacis Island, and Deltaport, BC Ferries terminal, farms, plus approximately 3,200 businesses licensed in Delta. The most common industries that residents of Delta work in are retail, health care and social assistance, transportation and warehousing, and construction.

As shown in Figure 10, forecasts suggest there could be 89,500 jobs in Delta by 2051. The City's corresponding employment activity rate (ratio of jobs to population) is estimated to increase from 54% in 2021 to 57% in 2051. This suggests that the City's employment base is anticipated to grow at a slightly faster pace than the population base, which has been an observed trend over the past decade.

Within the local economy, there are opportunities for growth in export-based employment sectors (e.g., transportation, wholesale trade, construction, small-scale manufacturing), as well as population-related employment sectors (e.g., retail; accommodation and food; professional, scientific and technical services; and health care). Additional job growth may occur through home occupations, home-based businesses, and off-site employment such as construction.

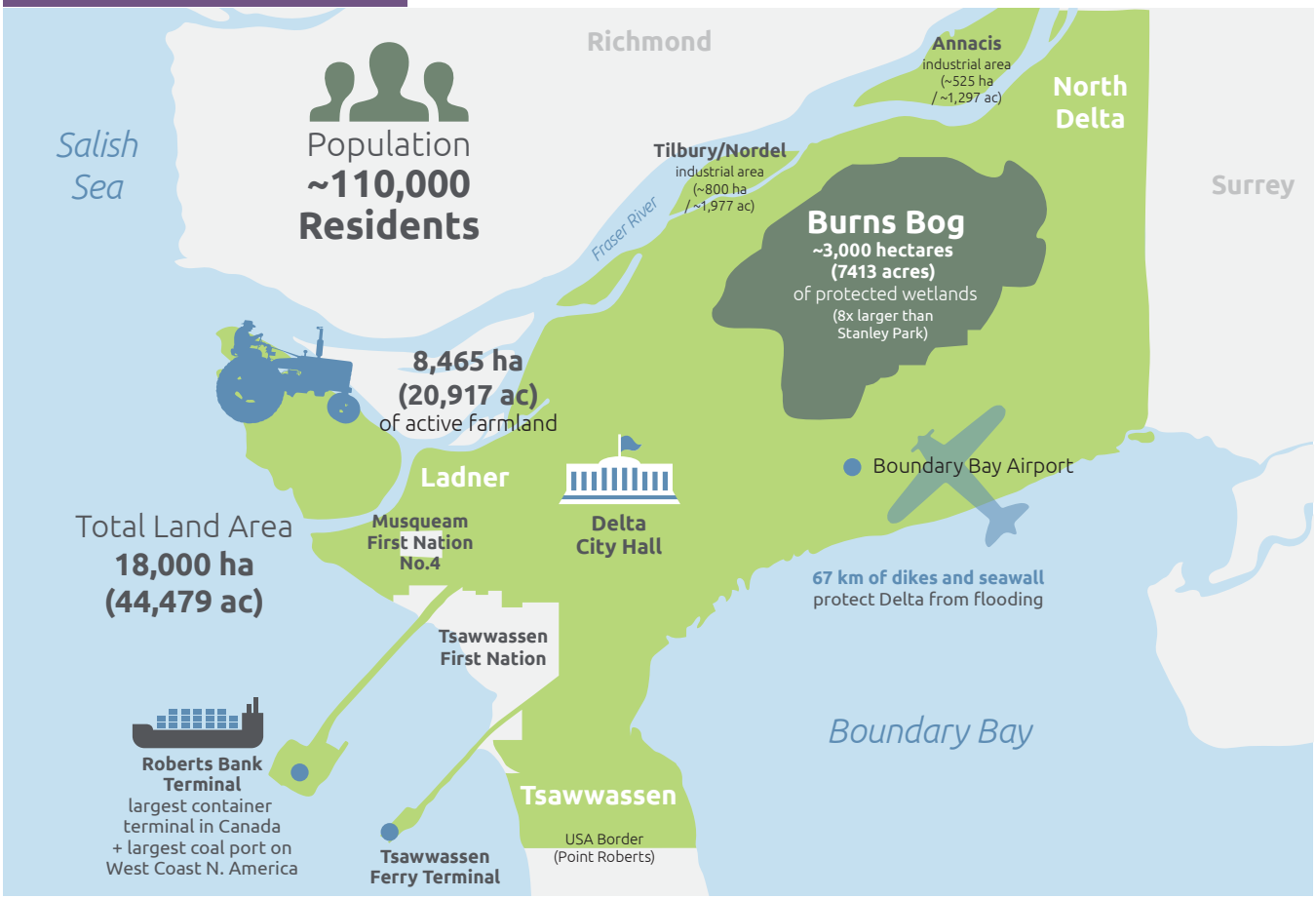
Figure 10 Historical and Forecasted Employment, 2011 to 2051



Source: Custom projection from Watson & Associates Economists Ltd., 2024.

1.3 Overall City Structure

Figure 11 Delta Facts



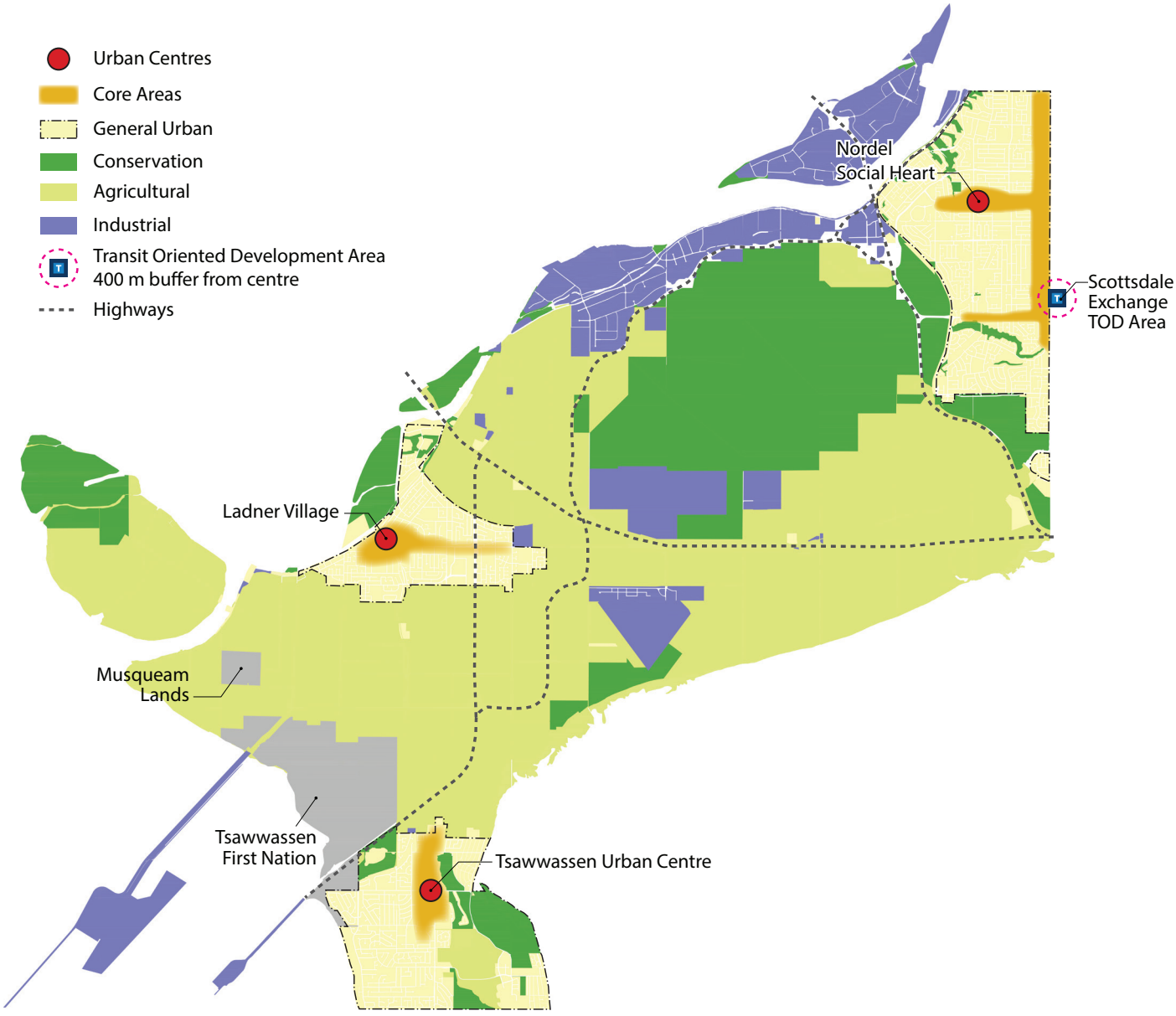
Within the City of Delta, land uses are defined by:

- The three urban communities: Ladner, North Delta, and Tsawwassen;
- Agricultural lands, which make up approximately 50% of Delta's total land base;
- Tilbury and Annacis Island industrial areas;
- Natural features, including Burns Bog, the Fraser River, Boundary Bay and the Salish Sea, major parks, and conservation areas;
- Regionally and nationally significant transportation and port facilities, including Boundary Bay Airport, Roberts Bank port terminals, the BC Ferries Tsawwassen Terminal, highways, and railways;
- Major transit facilities, including the R6 Scott Road RapidBus and bus exchanges; and,
- Neighbouring communities, including Tsawwassen First Nation, Musqueam lands, the City of Surrey, and Point Roberts in the United States of America.

Delta's three urban communities have well-defined edges surrounded by agricultural lands, natural features, and adjacent communities. As a result, future urban growth will be focused primarily within existing developed areas.

Map 1 illustrates Delta's overall city structure and framework for growth within each of the three urban communities. Growth is concentrated in urban centres and urban core areas where there is the greatest access to shops, transit, and services to support housing.

Map 1 Overall City Structure



This map for illustrative purposes only. Please refer to "Map 2 Land Use".

1.3.1 North Delta

In North Delta, the focus for growth will be:

- Along the R6 Scott Road RapidBus Corridor and neighbouring lands to the west;
- In the provincially-designated Transit-Oriented Area surrounding the Scottsdale Exchange in Surrey;
- Within the Nordel Social Heart and along the 84 Avenue Corridor; and,
- Along the 72 Avenue Corridor.

With this growth, it is anticipated that North Delta will see an additional 24,000 people by 2051, representing approximately 10,000 new homes. A large proportion of this growth is projected to occur within the Scott Road Corridor: approximately 14,000 people representing 6,100 new households. In total, North Delta's 2051 population is estimated at 87,000 people (see Figure 12).

Employment in North Delta is anticipated to increase by approximately 8,500 local jobs by 2051, with 4,800 of these concentrated within the Scott Road Corridor. This will provide opportunities for residents to work close to where they live, contributing to a more complete community.

What is a complete community?

Complete communities provide a diversity of housing to meet identified community needs and accommodate people at all stages of life, and provide a wider range of employment opportunities, amenities, and services within a 15- to 20-minute walk. They can be more efficient to service with infrastructure and have the potential to reduce community greenhouse gas (GHG) emissions associated with transportation.

www2.gov.bc.ca/gov/content/housing-tenancy/local-governments-and-housing/policy-and-planning-tools-for-housing/complete-communities

1.3.2 Ladner

In Ladner, the focus for growth will be:

- In and around Ladner Village;
- Along the Ladner Trunk Road Corridor; and,
- In areas near the Ladner Exchange.

By 2051, Ladner is anticipated to see a population increase of close to 10,400 in 4,100 new homes (see Figure 12). Of this growth, approximately 4,300 people and 2,050 new homes are anticipated within the Ladner Corridor / Municipal Town Centre. In total, Ladner's 2051 population is estimated at 34,400 people.

By 2051, employment forecasts suggest there could be nearly 3,700 more jobs in Ladner, with 2,400 of these concentrated within the Ladner Corridor / Municipal Town Centre. Total jobs in Ladner are forecasted to reach approximately 15,000 by 2051.

Ladner

Ladner is recognized as a Municipal Town Centre in Metro Vancouver's Regional Growth Strategy. Please see Appendix A for more information.

1.3.3 Tsawwassen

In Tsawwassen, the focus for growth will be:

- In and around Tsawwassen Urban Centre;
- Along the 56 Street Corridor; and,
- Ongoing development of Southlands and final phase of Tsawwassen Springs.

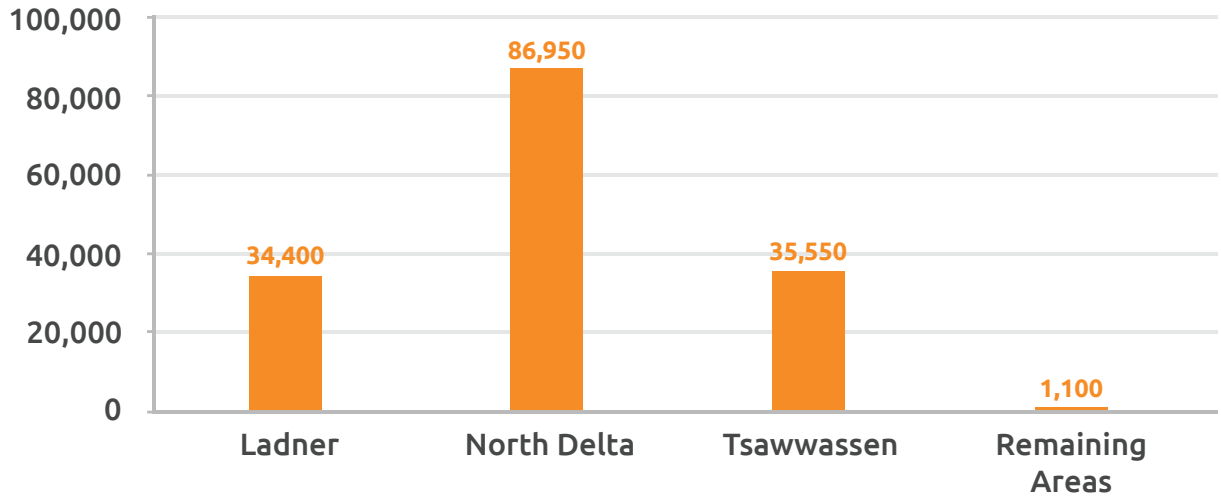
In Tsawwassen, projections suggest there could be 11,600 new residents living in 4,800 new homes by 2051 (see Figure 12), reaching a population of close to 36,000.

For employment, projections indicate there could be nearly 3,600 new jobs in Tsawwassen by 2051, bringing total local employment opportunities to approximately 19,600 jobs.

1.3.4 Surrounding Areas

The rural and industrial areas surrounding Tsawwassen, Ladner, and North Delta are not the focus for growth. These are projected to increase by 230 people in 50 new homes by 2051, bringing total population to 1,110 (see Figure 12). There is significant job growth forecast for these areas, with nearly 13,100 new jobs anticipated by 2051. This would bring the total jobs in these areas to 26,400. The high allocation of employment to the remaining areas is due to the concentration of the City's employment lands within this area.

Figure 12 Projected Population in 2051



Source: Custom projection from Watson & Associates Economists Ltd., 2024 based on B.C. Stats

1.4 Relationships with Indigenous Neighbours

The City of Delta recognizes that Delta is located on the shared, traditional, ancestral, and unceded territories of the sc̓əw̓aθən (Tsawwassen), xʷməθkʷəy̓əm (Musqueam), and other Coast Salish Peoples.

The content provided in this section is preliminary, recognizing that is will be filled with content that is developed in collaboration. As a start, these are policies that the City intends to carry forward as more collaborative policies are developed.

1.4.1 Nurture and grow relationships with neighbouring Indigenous communities, including sc̓əw̓aθən (Tsawwassen), xʷməθkʷəy̓əm (Musqueam), and other Coast Salish Peoples.

1.4.2 Continue to use and expand the use of territorial acknowledgement across municipal processes, policies, plans, programs, and services. Wherever possible, invite Indigenous representatives to provide acknowledgements.

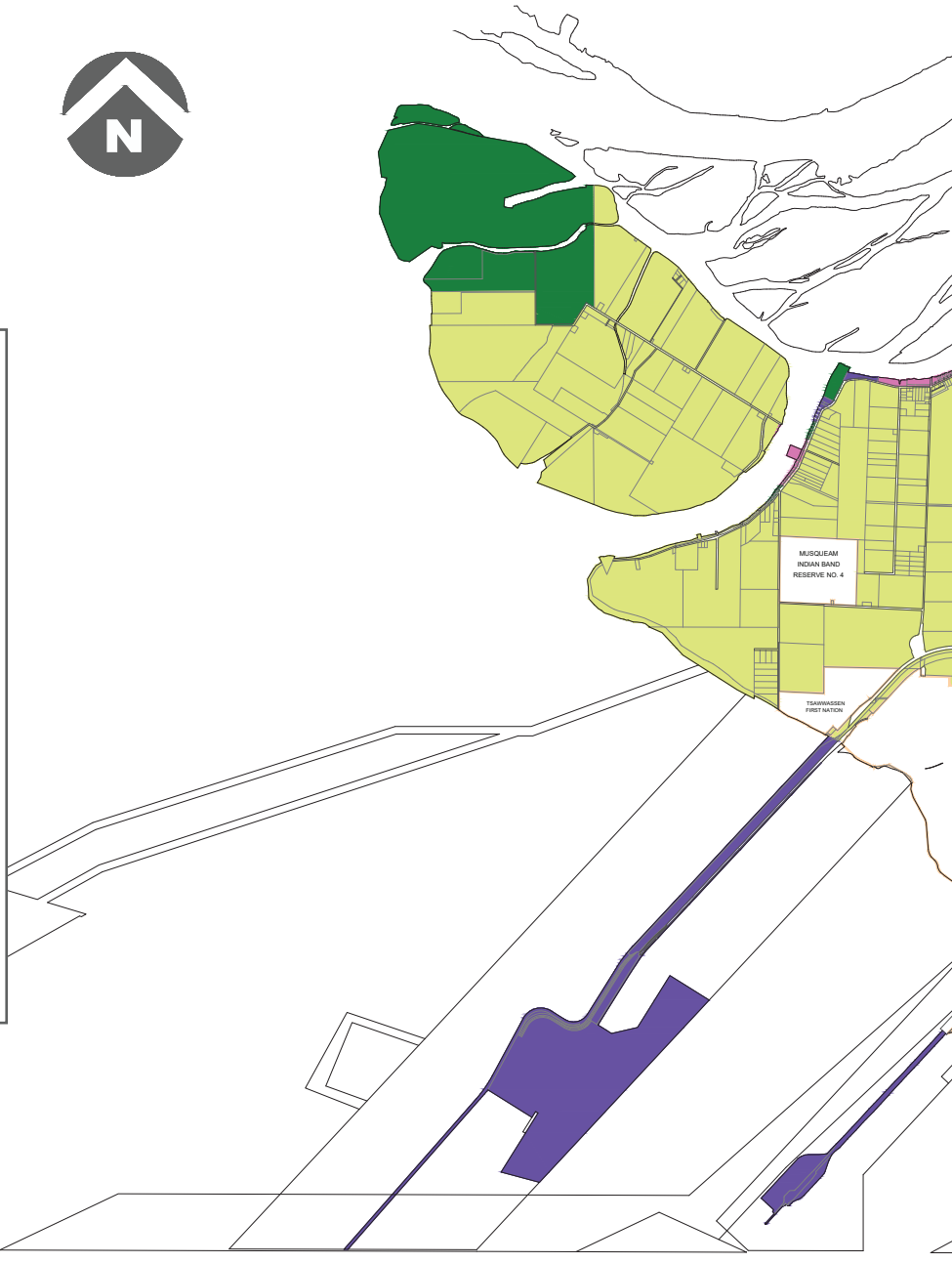
1.4.3 Offer cultural awareness training for City staff and other opportunities for expanding knowledge and growth.

1.4.4 Collaborate with Indigenous neighbours to highlight important dates such as the National Day for Truth and Reconciliation, Ribbon Skirt Day, Indigenous Veterans' Day, and Indigenous Peoples' Day, including corporate recognition.

1.5 Land Use Plan

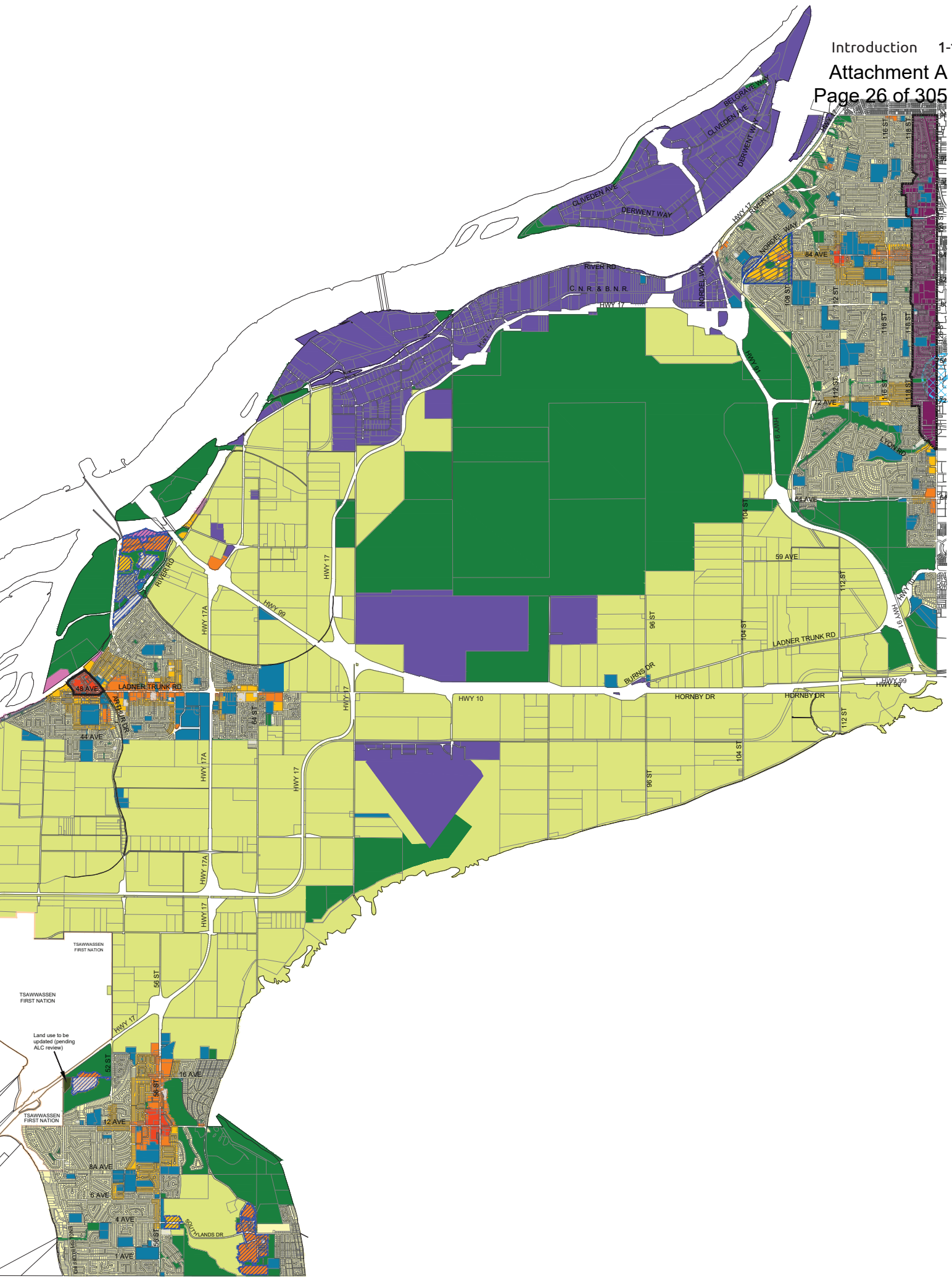
Map 2 is the Land Use Plan for Delta. On this map, land use designations identify permitted uses, such as different types of housing, industrial, or conservation. They set the general direction and pattern for land use and development in the city, while the Zoning Bylaw provides more specific uses and standards.

Map 2 Land Use



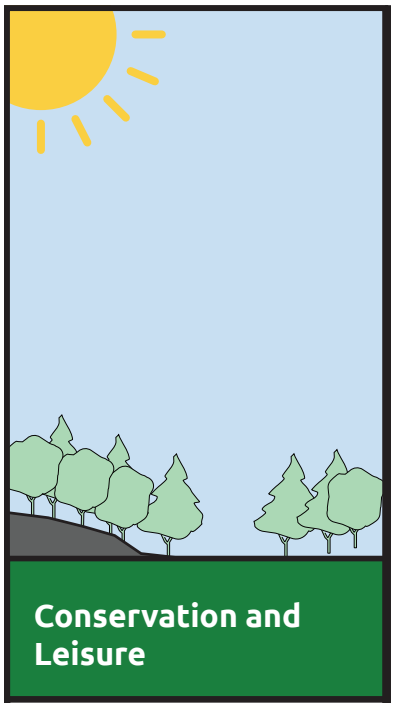
LEGEND

- Agricultural
- Conservation and Leisure
- Park
- Civic and Institutional
- Small Scale Residential
- Mixed Residential
- Neighbourhood Centres & Corridors
- Urban Centre
- Scott Road Corridor
- Industrial
- Marine Mixed Use
- See Height Map
- Master Planned Development
- Scottsdale Exchange TOD Area


BELGRAVE WAY
CLIVEDEN AVE
DERWENT WAY
RIVER RD
C. N. R. & B. N. R.
HWY 17
NORDEL WAY
84 AVE
72 AVE
64 AVE
59 AVE
HWY 91
104 ST
96 ST
112 ST
116 ST
LADNER TRUNK RD
BURNS DR
HWY 10
HORNBY DR
HWY 99
48 AVE
44 AVE
HWY 17A
64 ST
56 ST
TSAWWASSEN FIRST NATION
Land use to be updated (pending ALC review)
52 ST
16 AVE
12 AVE
8A AVE
6 AVE
4 AVE
1 AVE
SOUTHLANDS DR

1.5.1 Designations

Land Use: Conservation and Leisure (C)



Purpose

Conserve and enhance natural spaces, environmentally sensitive areas, and parks. Existing golf courses or other forms of private recreation are permitted to remain, however new golf courses will not be considered.

Main Building Type(s)

- Accessory buildings such as washrooms, cafes, heritage buildings

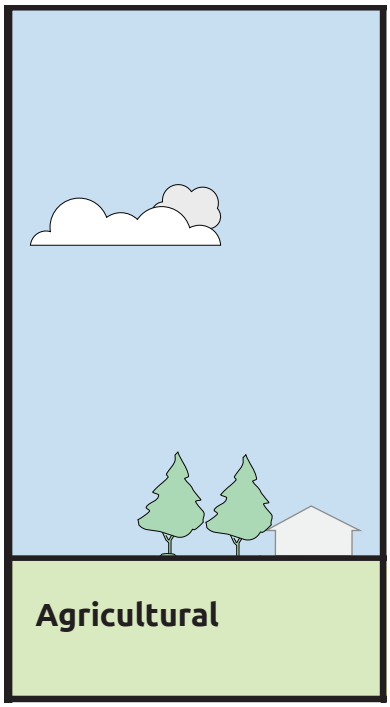
Height / Density

- Not applicable

Main Uses

- Environmentally sensitive areas
- Natural areas
- Passive and unprogrammed parks
- Nature reserves and wildlife areas
- Regional parks
- Agricultural uses on lands within the Agricultural Land Reserve

Land Use: Agriculture (A)



Purpose

Maintain agriculture lands and promote a thriving agricultural sector.

Main Building Type(s)

- Farm and agricultural buildings
- Farm house
- Migrant farm worker housing
- Residential that supports agriculture

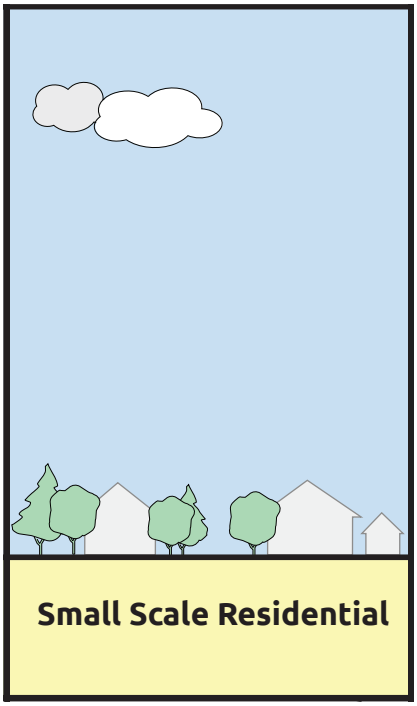
Height / Density

- Not applicable (regulated by Agricultural Land Commission and zoning)

Main Uses

- Agricultural
- Uses ancillary to agriculture subject to policies in this plan and Agricultural Land Commission legislation and policies

Land Use: Small Scale Residential (SSR)



Purpose

Enhance existing residential neighbourhoods and provide gentle density housing options. This designation includes the lowest density ground-oriented housing forms.

Main Building Type(s)

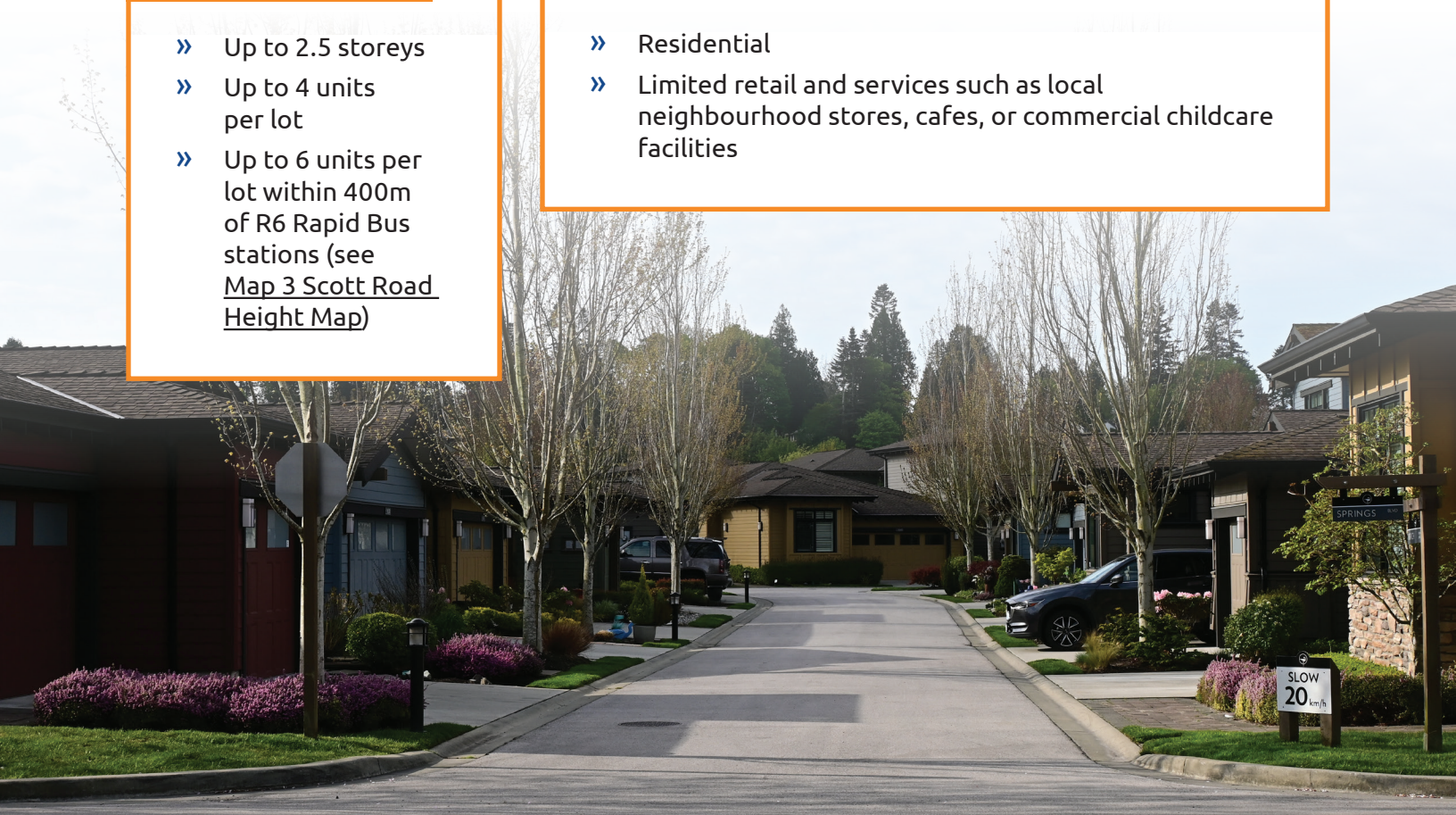
- Single detached houses
- Duplexes
- Houseplexes
- Accessory dwelling units, including secondary suites, coach homes, garden suites
- Local neighbourhood stores, cafes, childcare

Height / Density

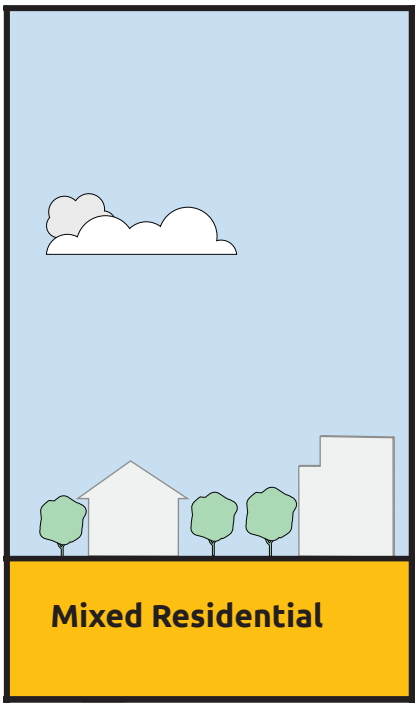
- Up to 2.5 storeys
- Up to 4 units per lot
- Up to 6 units per lot within 400m of R6 Rapid Bus stations (see Map 3 Scott Road Height Map)

Main Uses

- Residential
- Limited retail and services such as local neighbourhood stores, cafes, or commercial childcare facilities



Land Use: Mixed Residential (MR)



Purpose

Provide opportunities for low density ground-oriented and 'missing middle' forms of housing focused on areas close to services and transit.

Main Building Type(s)

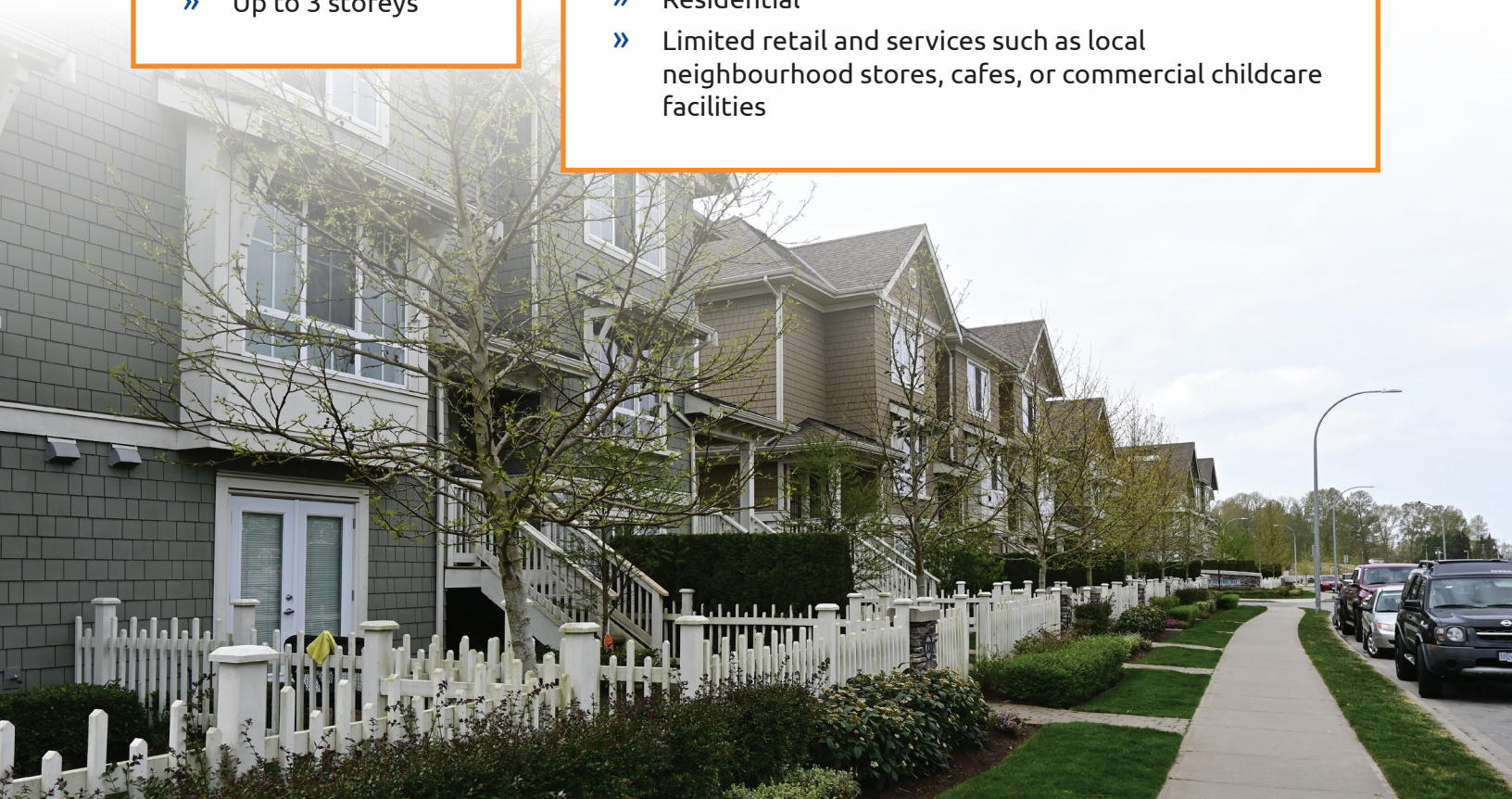
- Houseplexes
- Townhouses
- Rowhouses
- Accessory dwelling units, including secondary suites, coach homes, garden suites
- Local neighbourhood stores, cafes, childcare

Height / Density

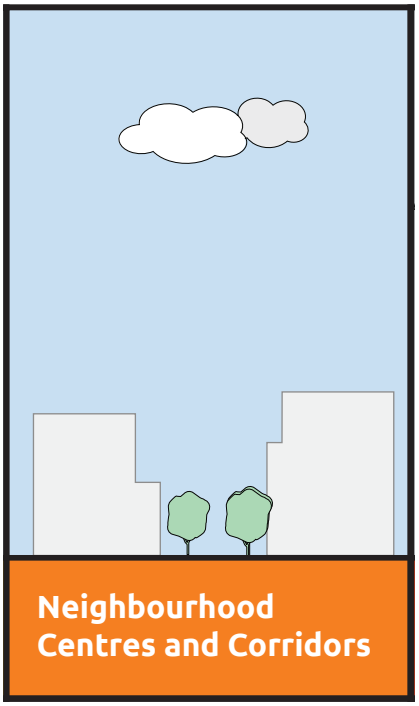
- Up to 3 storeys

Main Uses

- Residential
- Limited retail and services such as local neighbourhood stores, cafes, or commercial childcare facilities



Land Use: Neighbourhood Centre & Corridor (NC)



Purpose

Provide opportunities for multi-unit residential and mixed uses in neighbourhood centres and along major corridors.

Main Building Type(s)

- Townhouses
- Low-rise and mid-rise apartment buildings
- Commercial or mixed use buildings, with retail uses primarily on the ground floor

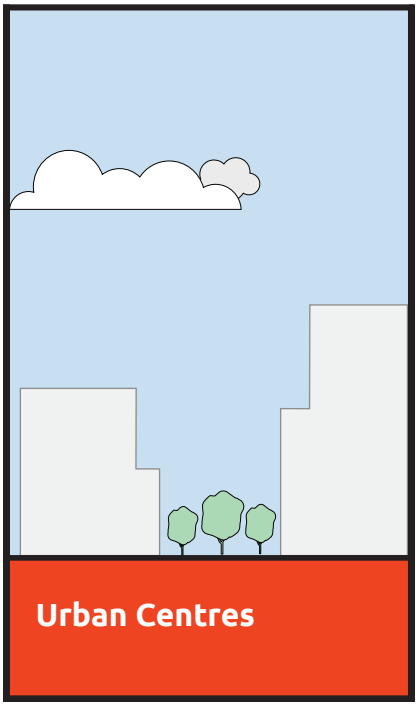
Main Uses

- Residential
- Commercial (e.g., retail, service, office, dining, entertainment, accommodation, childcare)
- Civic

Height / Density

- Up to 6 storeys

Land Use: Urban Centre (UC)



Urban Centres

Purpose

Create vibrant urban centres with the greatest diversity of housing, shopping and other opportunities to meet daily needs in a walkable environment served by transit.

Main Building Type(s)

- Mid-rise residential and mixed-use buildings
- Ground floors should include primarily commercial and civic uses that contribute to a lively, inviting, and safe pedestrian experience
- Discourage surface parking

Height / Density

- Generally, up to 6 storeys, with limited opportunities for up to 24 storeys where a significant community contribution is provided
- Rental and non-market housing contributions will be encouraged in all projects over 6 storeys and will be expected for projects that include buildings that are 18 storeys or higher
- Subject to any applicable height maps (see Map 4 Ladner Village Height Map)

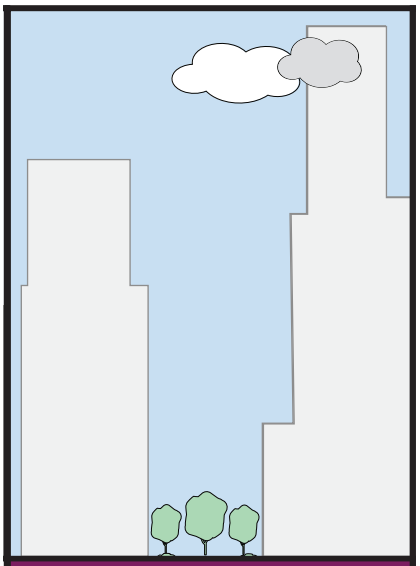
Main Uses

- Residential
- Commercial (e.g., retail, service, office, dining, entertainment, accommodation, childcare)
- Civic
- Major Trip-Generating Uses may be considered

What are Major Trip-Generating Uses?

Non-industrial office or business parks, outlet shopping malls, post-secondary institutions, and large-format entertainment venues. Where office or business uses are supportive of industrial uses, these are permitted in industrial areas.

Land Use: Scott Road Corridor (SRC)



Scott Road Corridor

Purpose

Provide transit-focused growth opportunities to create a vibrant R6 Scott Road RapidBus Corridor.

Main Building Type(s)

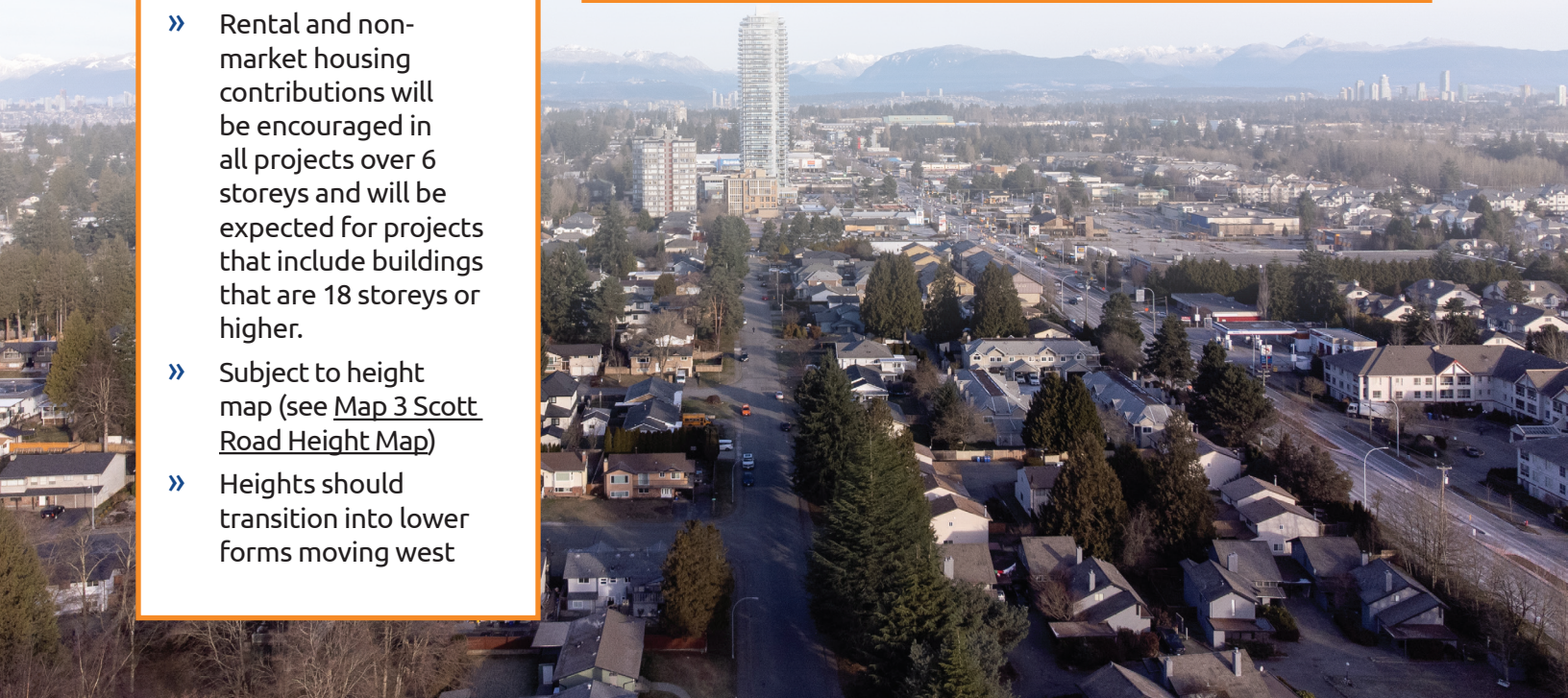
- Mid- to high-rise residential and mixed use buildings
- Ground floors should include primarily commercial and civic uses that contribute to a lively, inviting, and safe pedestrian experience
- Limited to no surface parking

Main Uses

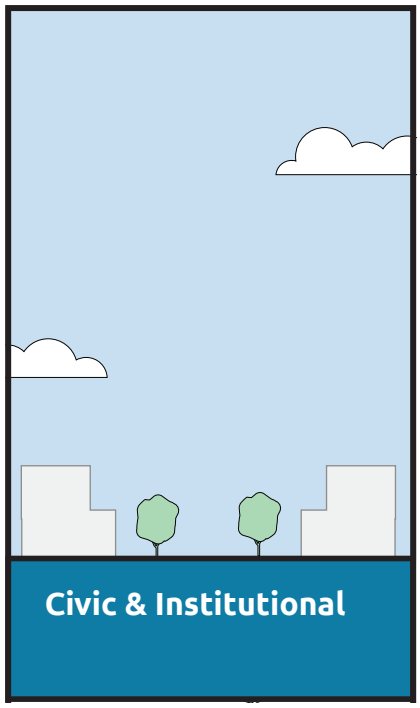
- Residential
- Commercial (e.g., retail, service, office, dining, entertainment, accommodation, childcare)
- Civic
- Major Trip-Generating Uses may be considered

Height / Density

- Generally, 6 to 32 storeys where a significant community contribution is provided
- Rental and non-market housing contributions will be encouraged in all projects over 6 storeys and will be expected for projects that include buildings that are 18 storeys or higher.
- Subject to height map (see Map 3 Scott Road Height Map)
- Heights should transition into lower forms moving west



Land Use: Civic and Institutional (CI)



Purpose

Provide public services, with opportunities for residential as a supporting use

Main Building Type(s)

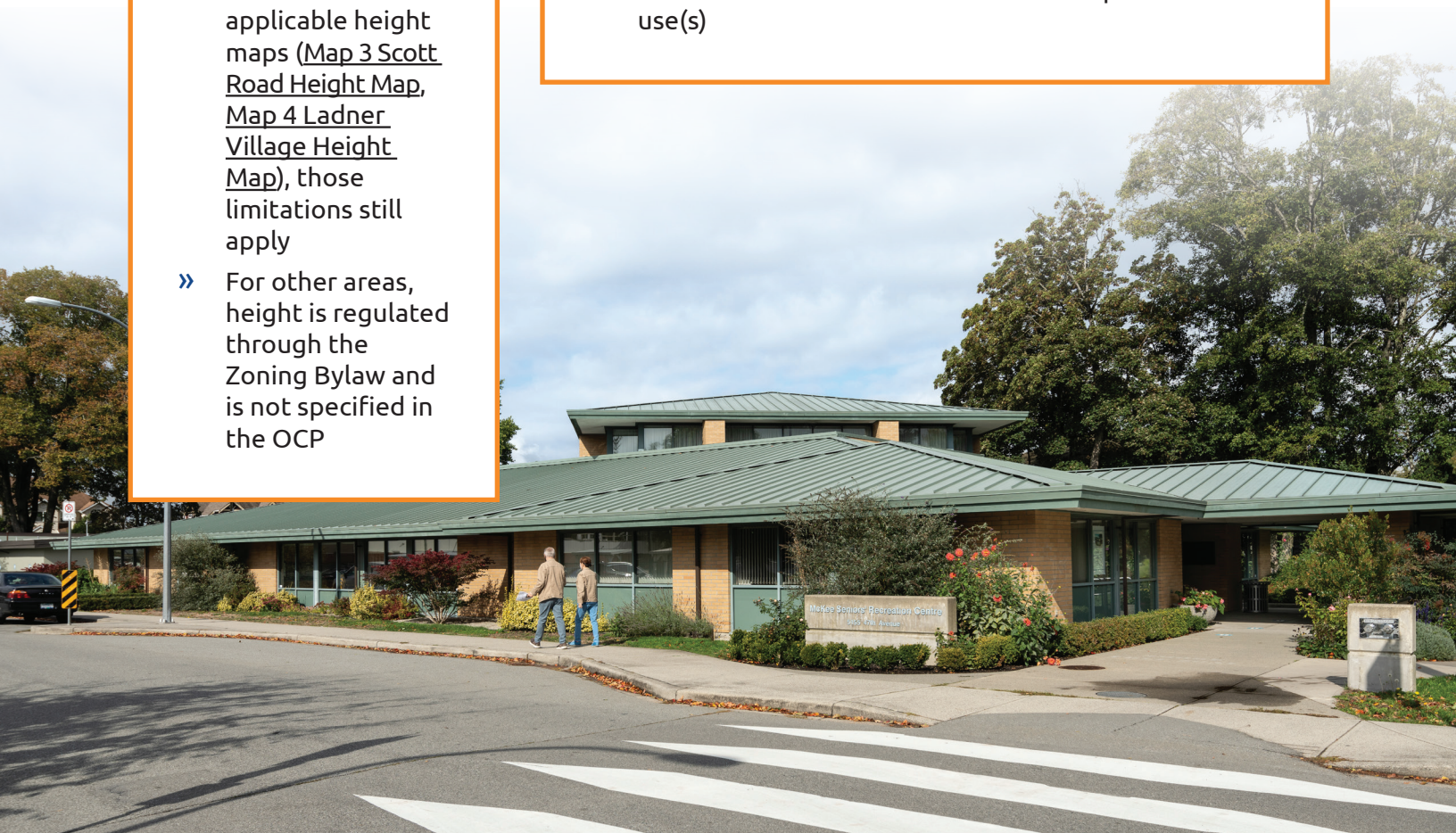
- Mix of building types

Main Uses

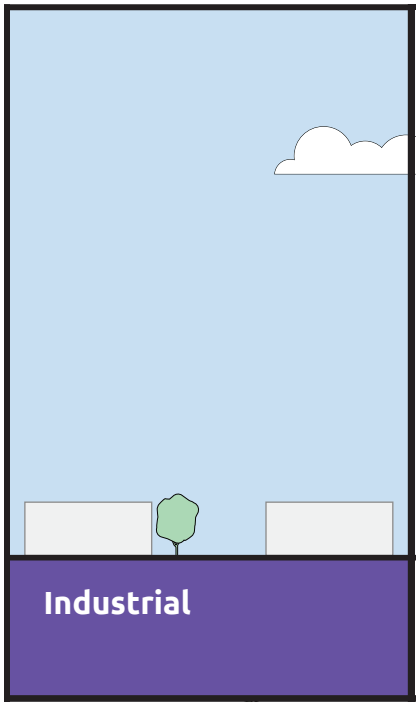
- Civic facilities
- Active and programmed parks
- Schools
- Places of worship
- Residential when combined with other permitted use(s)

Height / Density

- For areas with applicable height maps (Map 3 Scott Road Height Map, Map 4 Ladner Village Height Map), those limitations still apply
- For other areas, height is regulated through the Zoning Bylaw and is not specified in the OCP



Land Use: Industrial (I)



Purpose

Maintain industrial lands and transportation terminals where passengers and/or freight are transferred between ground transportation and marine or air transportation.

Main Building Type(s)

- Mix of building types

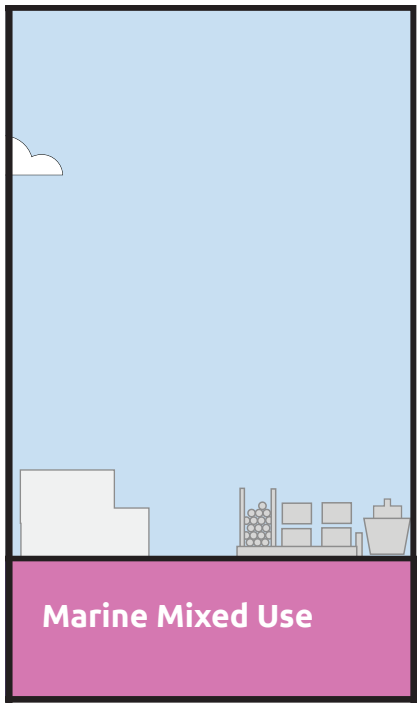
Main Uses

- Industrial
- Agri-business
- Agriculture where lands are included in the ALR
- Limited commercial to support industrial uses

Height / Density

- No maximum in OCP; Building height / density regulated by zoning

Land Use: Marine Mixed Use (MMU)



Purpose

Support water-related commercial, light industrial, and residential uses. This designation is not suited for industrial uses that are large in scale or have significant negative impacts on nearby residential areas.

Main Building Type(s)

- Mix of building types
- Limited residential, including float homes

Main Uses

- Land- and water-based residential
- Commercial
- Light industrial

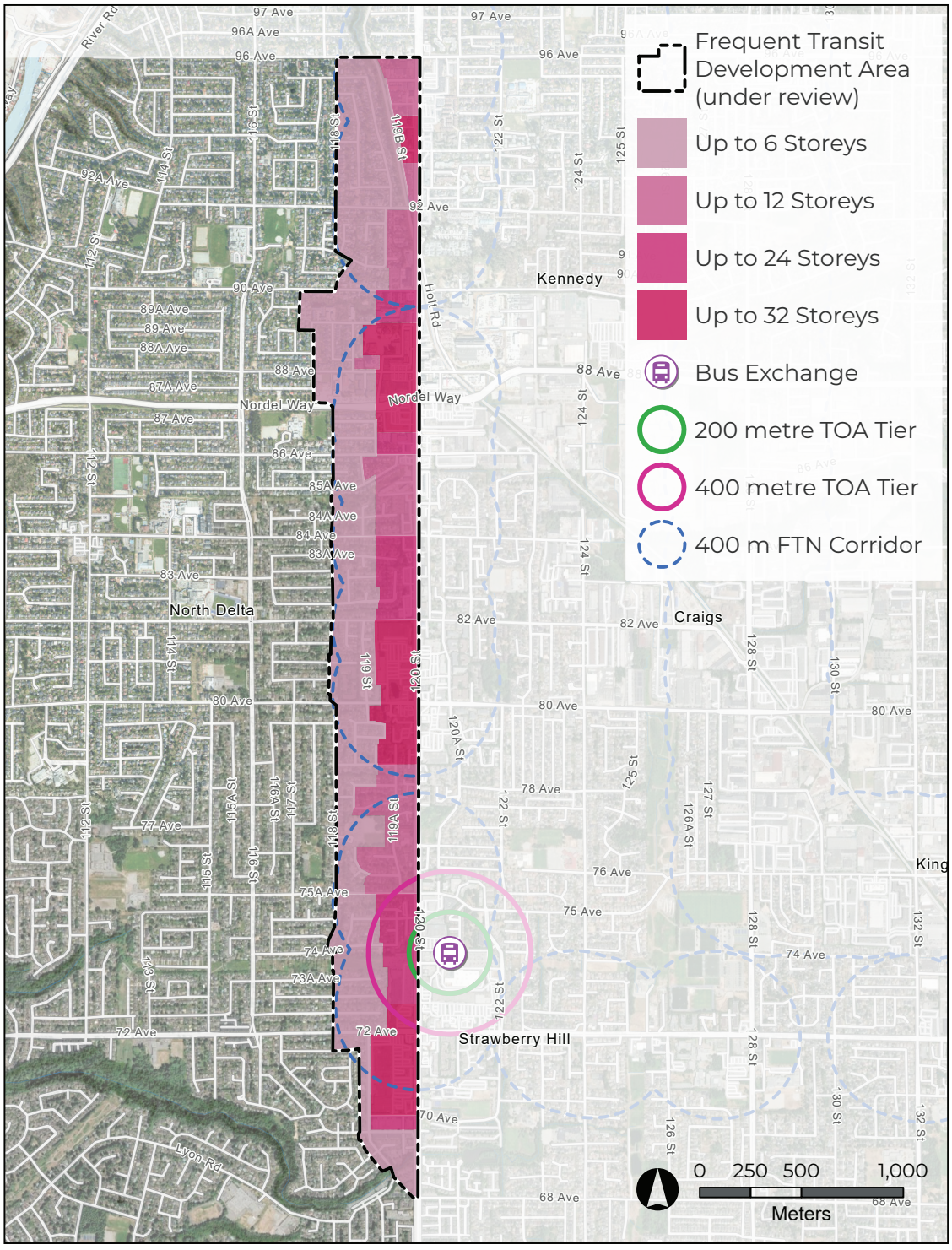
Height / Density

- Commercial and industrial - No maximum in OCP; Building height / density regulated by zoning
- Residential – Up to 3 storeys

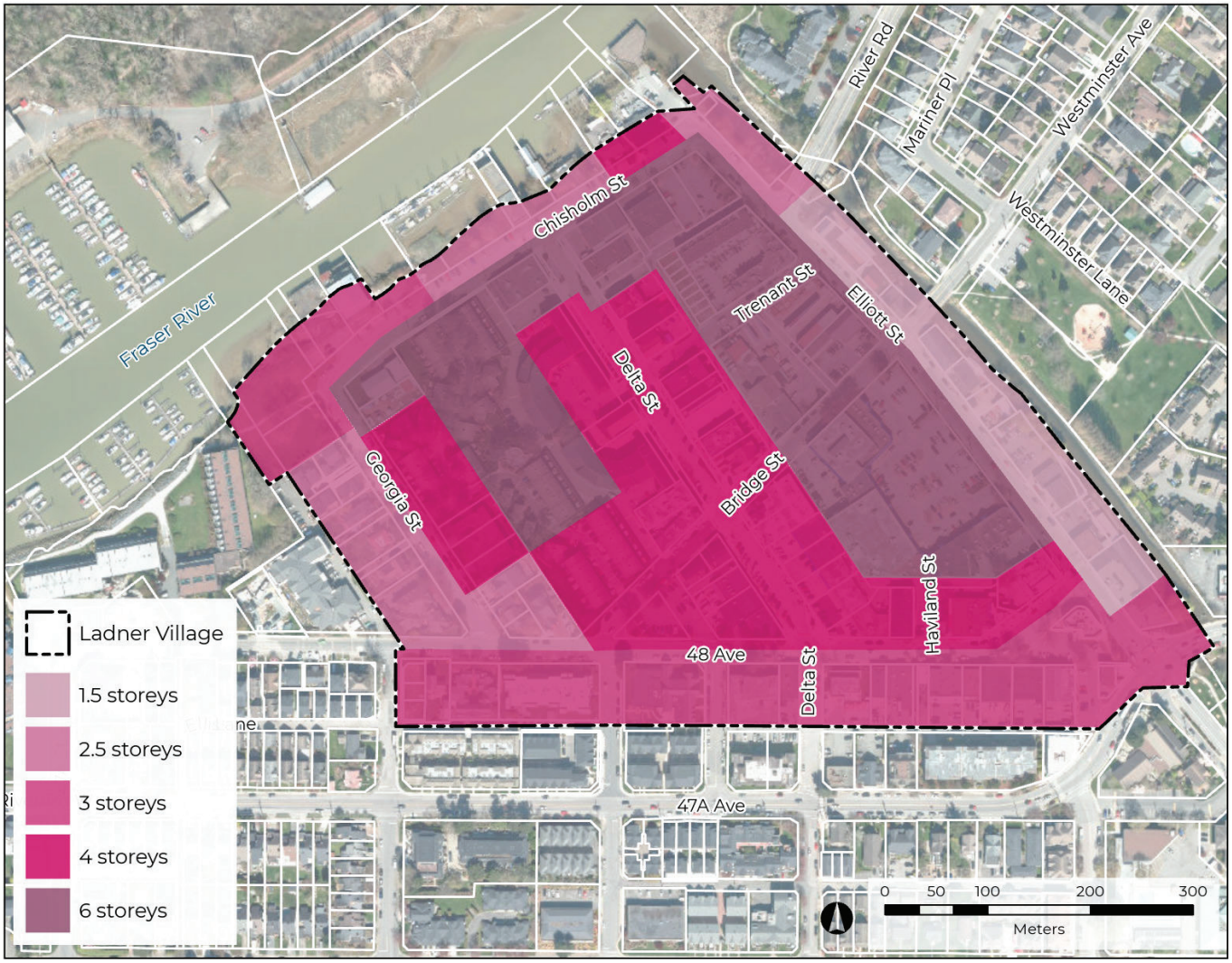
1.5.2 Height Maps

Further to the regulations described in the land use designations, these height maps indicate the maximum permitted height in the Scott Road Corridor and Ladner Village areas.

Map 3 Scott Road Height Map



Map 4 Ladner Village Height Map

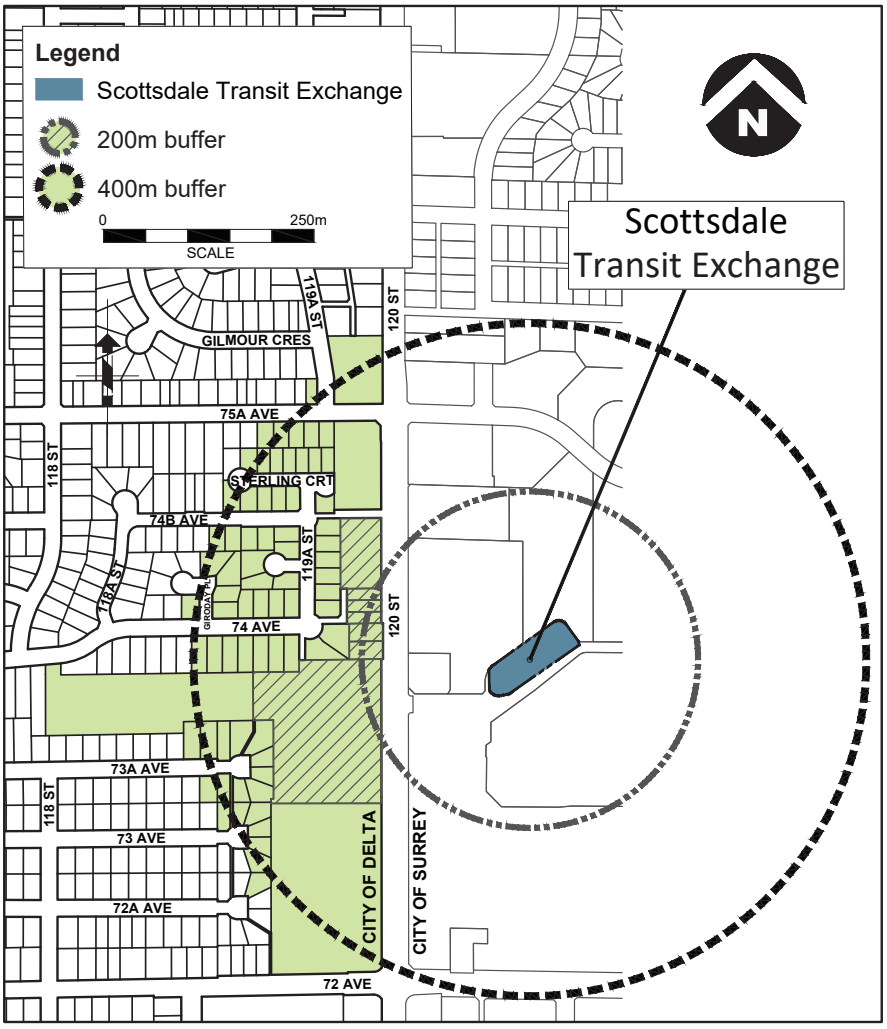


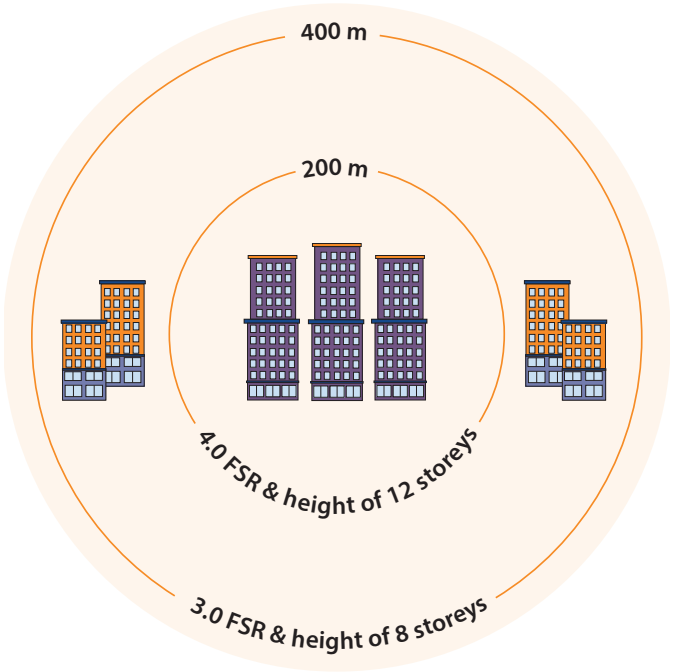
1.5.3 Overlays

Transit-Oriented Area

This overlay shows the provincially designated Transit-Oriented Areas (TOA), where there are legislative requirements regarding density and parking. The goal is to support transit-oriented development in this area. The Scottsdale Exchange Area, which crosses the municipal boundary from Surrey, is Delta's only provincially-designated TOA. This TOA impacts properties within 200m and 400m of Scottsdale Exchange, as shown on Map 5. Properties within 200 m of the Exchange are permitted a minimum density of up to 4.0 floor space ratio (FSR) and a minimum height of 12 storeys, while properties between 200 and 400 m are permitted a minimum of 3.0 FSR and 8 storeys. There are no residential parking requirements for development within this area, except for accessible parking spaces as per the Zoning Bylaw.

Map 5 Transit Exchange Buffer Areas





Frequent Transit Development Area

In recognition of its importance as a rapid transit corridor, the Scott Road Corridor is Delta's only Frequent Transit Development Area (FTDA). Policies for this area focus on mixed use developments, employment and housing opportunities, improving active transportation linkages, and working with TransLink for increased service connections and facilitating the implementation of *Transport 2050*. Future expansion of the area may be considered as Bus Rapid Transit (BRT) networks expand.

Master-Planned Communities

Delta contains four master-planned communities that have already been approved, and are either still under construction or have been completed. These communities are identified on the Land Use Designation Map. Development potential for these communities is defined in their respective legal agreements, and are not superseded by their OCP designations.

2.0 Policies

This section of the OCP contains policies that provide high-level direction for achieving the City's key priorities. The policies bring together directions and community input from associated plans like the *Housing Action Plan, Agricultural Plan, Cycling Master Plan*, and *Social Action Plan*. Policies are broad in scope and set out the general policy direction and intentions for future land use based on the goals identified in these other plans. More detailed directions can be found in these other documents.

2.1 Housing

As with many communities, Delta is experiencing the impacts of housing affordability. The impacts of these challenges are quantified and documented in the City's Housing Needs Report. The report also describes what types of housing and how much of each housing type would be needed to address the existing and anticipated needs of the community. While particular demographic groups are identified in the needs report, the City recognizes the importance of housing being available to everyone. As Delta grows, it is important to provide a variety of housing options for existing, new, and future residents, grounded in the needs identified in the Housing Needs Report. Delta's *Housing Action Plan* includes key guiding actions to help address these needs through bylaw and policy updates, and is updated regularly along with the Housing Needs Report.

Providing Housing Choice

> Ensure there is a range of housing types to meet Delta's long-term housing needs.

Policies

2.1.1 Focus new residential development in existing urban areas, and not in greenfield sites or on agricultural land.

2.1.2 Encourage a range of housing types within each of Delta's urban areas including small-scale multi-unit, missing middle, seniors-oriented, rental, affordable, family-sized, and housing with supports.

2.1.3 Facilitate the development of housing that meets the needs of residents of different income levels.

2.1.4 Consider incentives to increase the development of rental and non-market housing, including housing for groups with specific needs such as seniors, families, people with disabilities or people experiencing or at risk of homelessness.

2.1.5 Develop an affordable housing reserve fund that can be used to financially support the development of non-profit housing or other needed housing types.

2.1.6 Support innovative or non-traditional forms and models of housing, such as modular housing, adaptive re-use, co-ops, cohousing, or incorporation of housing into typically non-residential structures.

2.1.7 Encourage the on-site inclusion of usable open space and play opportunities in new multi-unit and mixed use developments where appropriate and particularly in locations without close access to conservation or recreation areas.

2.1.8 Consider rental and non-market housing as a priority area for Delta's land acquisition strategy.

2.1.9 Explore the use of City-owned lands for the development of rental and non-market housing, and/or housing for groups with specific needs through partnerships with non-profit housing organizations.

2.1.10 Facilitate and support development of rental and non-market housing, housing with supports, and housing for groups with specific needs on lands owned by community groups, non-profit associations, and faith-based organizations.

2.1.11 Collaborate with senior levels of government and other partners, to assist in increasing the supply of permanent, affordable, and supportive housing units.

2.1.12 Maintain and periodically review the *Tenant Relocation Protection* policy, which is designed to reduce the impacts of redevelopment of purpose built-rental housing on existing tenants by ensuring that existing tenants have adequate time to find new housing, are provided with enhanced compensation where applicable, and receive priority for housing in the new development.

2.1.13 Maintain and periodically review the *Rental Stock Protection* policy, which is designed to reduce the impacts of redevelopment on the City's overall rental stock by protecting rental supply.

2.1.14 Work towards determining a target non-market and/or rental housing contribution for new developments in Urban Centres and the Scott Road Corridor.

2.1.15 Explore additional opportunities for using rental tenure zoning to secure rental stock in new developments or renewal projects.

Integrate Housing with Adjacent Land Uses

> Encourage development that helps to revitalize Delta's neighbourhoods and provides opportunities for residents to easily access services.

Policies

2.1.16 Support a range of sensitive residential infill in low density neighbourhoods 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.

2.1.17 Ensure that small-scale multi-unit housing is effectively integrated into existing neighbourhoods by encouraging multi-unit development on existing lots.

2.1.18 Use development permit areas to guide residential development where deemed necessary, according to the legislation described in the *Local Government Act*.

2.1.19 Encourage housing in centres and along key corridors close to shops, services, transit, and other amenities to promote complete communities, and support housing with focused infrastructure and amenity investments.

2.1.20 In order to promote active transportation and complete communities, integrate non-residential uses into residential areas e.g., local parks, pathways or trails, corner store.

2.1.21 Consider older commercial areas as possible sites for multi-unit or mixed use housing. Developments in these areas include a mix of residential and commercial uses, with commercial uses on the ground floor and residential uses above.

2.1.22 Support urban-side vegetative buffers where new housing is developed adjoining agricultural lands.

2.1.23 Advocate to the Provincial Government to provide more certainty and clarity regarding the future of water lot leases for floating homes.

Sustainability and Livability

> Ensure new housing contributes to the sustainability and livability of Delta's communities.

Policies

2.1.24 Where appropriate, incorporate local heritage elements or references into the design of new developments.

2.1.25 Promote housing and site design that contains sustainable and resilient features, improves energy efficiency, and reduces greenhouse gas emissions.

2.2 Commercial

Delta's three urban communities each have their own central shopping area. North Delta's commercial uses are concentrated in plazas and an indoor mall at major intersections along Scott Road. The Surrey side of Scott Road also includes commercial uses that support the needs of many North Delta residents. There is a commercial node in the Nordel Social Heart at 112th Street and 84th Avenue, which caters more to surrounding neighbourhoods. Ladner's commercial uses are concentrated in its historic Village, but there are additional plazas outside of the Village along Ladner Trunk Road. In Tsawwassen, commercial uses are generally located in the core around 56th Street and 12th Avenue, extending north along 56th to North Gate and west along 12th to 52nd.

The goal for the future will be to keep existing commercial areas vibrant and encourage their revitalization with a mix of uses.

Vibrant Urban Centres

> Delta's Urban Centres are envisioned as attractive, active, and people-oriented centres with a strong sense of community. They will be a gathering place for adjacent neighbourhoods by providing shops, services and other community amenities.

Policies

2.2.1 Reinforce Urban Centre areas by supporting:

- Shopping areas and services, including an appropriate supply of office space above ground level, to serve a wide range of residents, employees and visitors.
- A mix of commercial and residential uses, with retail commercial uses primarily located at ground level to activate streets, allow for patios and retail displays, and create an interesting pedestrian interface.
- Employment opportunities, offering local residents the ability to work close to home.
- Incorporate high quality public open spaces within larger developments.
- Use public plazas or street closures to permit both regular and pop-up programming and performances.
- Create a finer-grained movement network within larger sites. Locate these networks so they can connect with networks on adjacent sites, as well as public pathways and sidewalks.

2.2.2 Focus commercial uses that provide for local job opportunities along Ladner Trunk Road, in Ladner Village, along 56th Street, in the Tsawwassen Urban Centre, within the Scott Road Corridor, and along 84th Avenue.

2.2.3 Encourage design features which make each Urban Centre unique and which create pedestrian-friendly environments.

2.2.4 Through major development projects, seek opportunities for market and non-market rental housing, green spaces, parks, multi-use pathways, community facilities, childcare facilities and other contributions that support increased population and contribute to community wellbeing.

Ladner Village

> Ladner Village is a walkable, people-friendly place to live, work, shop, visit, and play, with vibrant public spaces including opportunities to access and enjoy the waterfront and celebrate heritage features. The Village has year-round vitality, strong businesses and varied housing options for people to live and work in the heart of the community. The waterfront connects the Village to our past and future: historical forms and functions support an active mix of public spaces and place for our community. Active investment restores our connection to the waterfront and revitalizes Ladner Village.

2.2.5 Encourage revitalization by focusing public realm investments in key locations throughout Ladner Village, such as:

- Public art and wayfinding
- Enhancement and connection of public open spaces
- Celebration and enhancement of heritage features
- Access to and along the waterfront and Chilukthan Slough
- Enhancement of Spot on the Water Park

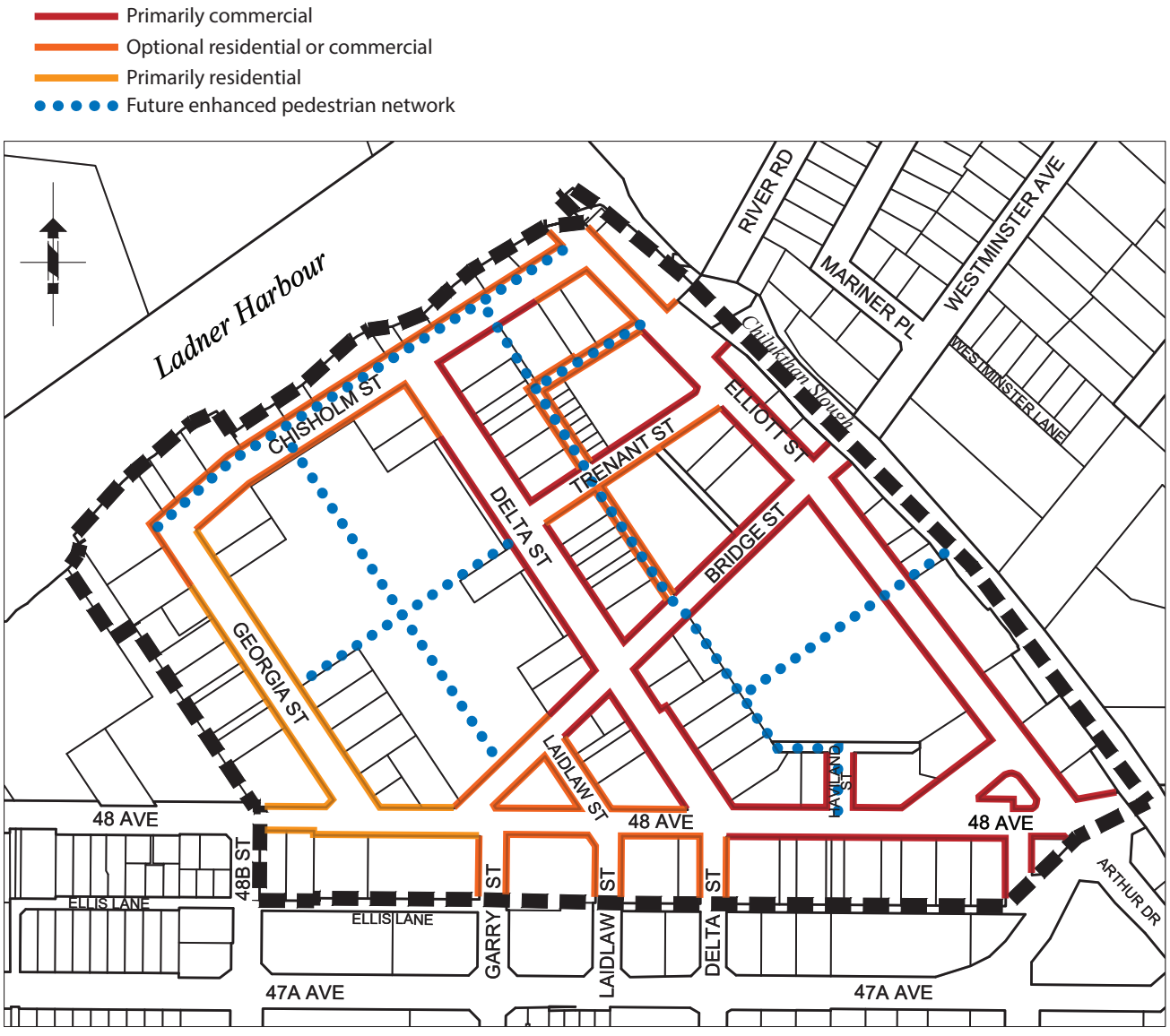
2.2.6 Encourage revitalization by the private market through the use of incentives.

2.2.7 Improve waterfront connections through the use of publicly-owned land and water lot leases where appropriate. Where waterfront development is proposed, preserve views of the water between buildings.

2.2.8 Consider connections to areas outside Ladner Village, including across the Chilukthan Slough to Lions Park and a pedestrian/cycling bridge to Ladner Harbour Park.

2.2.9 Enhance street animation in key areas by creating fun, accessible, connected open spaces and streetscapes alongside street-activating uses, including Trenant Street, Delta Street, and Chisholm Street.

Map 6 Street Frontage and Future Pedestrian Network



2.2.10 Preserve existing heritage elements, including the original road network and narrow lot expressions, which are important to the overall unique character of Ladner Village.

2.2.11 Support the retention of fishing and commercial aspects of Ladner Harbour, including maintaining an open navigable channel.

Scott Road Corridor

> The launch of the R6 Scott Road RapidBus provides frequent and reliable bus service along Scott Road from 72 Avenue to 96 Avenue in North Delta. The Scott Road Corridor allows for transit-focused growth opportunities to create a vibrant area with an enhanced pedestrian realm.

2.2.12 Support:

- Shopping areas and services, including an appropriate supply of office space above ground level, to serve a wide range of residents, workers and visitors.
- A mix of commercial and residential uses, with retail commercial uses primarily located at ground level to activate streets, allow for patios and retail displays, and create an interesting pedestrian interface.
- Employment opportunities, offering local residents the opportunity to work close to home.
- Incorporation of high quality public open spaces within larger redevelopments.
- The use of public plazas or street closures to permit both regular and pop-up programming and performances.
- A finer-grained movement network within larger sites. Locate these networks so they can connect with networks on adjacent sites, as well as public pathways and sidewalks.

2.2.13 Through major development projects, seek opportunities for rental and/or non-market housing, green spaces, parks, multi-use pathways, community facilities, childcare facilities, and other contributions that support increased population and contribute to community wellbeing.

2.2.14 Promote development that improves design, character, and attractiveness and makes the Scott Road Corridor more pedestrian-friendly.

2.2.15 Continue collaborating with the City of Surrey regarding residential and commercial market demands and to improve the pedestrian realm to support safer mobility and more vibrant streetscapes.

Corridor Commercial

> Provide opportunities for small to medium scale commercial uses on main streets in appropriate locations that enhance the pedestrian experience.

Policies

2.2.16 Promote development that improves the design, character, and vibrancy of Ladner Trunk Road, 56 Street, the Nordel Social Heart area, and Scott Road.

2.2.17 Encourage design features which make corridor commercial sites more pedestrian-friendly.

2.2.18 Avoid highway-oriented commercial development.

Quality of Design in Commercial Areas

> Encourage attractive, high quality design in commercial areas.

Policies

2.2.19 Require high standards of building design, which make a positive contribution to the streetscape and which reinforce area character.

2.2.20 Encourage an attractive pedestrian environment and pedestrian linkages between buildings.

2.2.21 Encourage the retention and improvement of existing heritage buildings so as to enhance the character and ambiance of a street or an area.

2.2.22 Ensure that parking areas do not dominate a site, are well landscaped, and provide for safe and attractive pedestrian connections to buildings.

2.2.23 Work with local businesses to ensure that an appropriate amount of on- and off-street parking is provided.

2.2.24 Provide public amenities such as street furniture, mini-parks with landscaping and benches, and bicycle parking. Ensure landscaping incorporates water efficient technology.

2.2.25 Create or enhance existing town squares for community gatherings and celebrations.

Local Neighbourhood Services

> Encourage limited neighbourhood businesses that provide services to local residents in appropriate locations.

Policy

2.2.26 Encourage the retention of existing neighbourhood corner stores, and incorporate limited new neighbourhood corner stores, cafes, childcares, or similar local services into small scale residential and mixed residential areas to provide every day services in walkable locations.

2.2.27 New local neighbourhood services should be located to minimize impacts on adjacent properties.

2.3 Industrial Lands

Industrial lands are an important component of Delta's land base. In Metro Vancouver's 2020 Regional Industrial Lands Inventory, Delta's industrially zoned and designated land totaled 1,527 hectares, approximately 13% of the region's overall inventory. Delta's industries are primarily located along River Road East, in Tilbury Industrial Park, Annacis Island and Roberts Bank. There are also pockets of industry along River Road West and at Boundary Bay Airport.

Delta's industrial businesses provide significant local employment opportunities. Over the past 20 years, they have seen significant changes in the global economy, consumer demands, electronic communications technology, regional goods movement, and even internal corporate cultures. Businesses and markets respond to all of these changes in a variety of ways and Delta needs to consider if changes in land use policy can facilitate these processes of change.

Delta has limited vacant industrial land. Expansion of the industrial land base is limited by the availability of any appropriate additional lands. Given the limited land available, Delta's policies look towards fostering existing industries, attracting businesses from emerging industrial sectors, and facilitating redevelopment opportunities where older industries vacate, while using more environmentally sustainable features and green buildings.

Vibrant Industrial Sector

> Ensure that industry remains a strong and significant component of Delta's economy and land use base.

Policies

2.3.1 Maintain Delta's industrial land base for industrial use.

2.3.2 Recognize and support the changing needs of existing and emerging industries.

2.3.3 Regularly carry out reviews and forecasts of industrial land use patterns.

2.3.4 Consider re-use and redevelopment possibilities for older industrial buildings and sites.

2.3.5 Promote Delta's central location and ready access to markets for industry.

2.3.6 Encourage networking opportunities among business and post-secondary institutions.

2.3.7 Facilitate the intensification and densification of industrial forms where possible.

2.3.8 Continue to participate in regional planning processes and studies related to industrial lands.

Industry and the Economy

> Support industrial activities that generate economic benefits to the community.

Policies

2.3.9 Encourage employment-intensive industries to locate in Delta.

2.3.10 Support emerging industries such as film, tourism, and eco-tourism in appropriate non-industrial locations.

2.3.11 Work with senior levels of government and Indigenous groups to enhance economic viability of industrial uses along the river.

Quality of Industrial Uses and Areas

> Foster industrial areas which support and complement a high-quality corporate image and attract skilled employees.

Policies

2.3.12 Encourage industrial activity and development or redevelopment that contributes to improvements on the site.

2.3.13 Ensure road design in industrial areas that is attractive, safe, and pedestrian-friendly.

2.3.14 Encourage the provision of amenities, such as parks, trails, appropriately scaled commercial uses, fitness and recreational opportunities to serve workers and the general public in industrial areas.

2.3.15 Encourage good design and high landscaping standards in industrial areas, through development approvals processes.

2.3.16 Provide greater opportunities for alternative transportation to industrial employment sites, such as biking, carpooling and transit use by encouraging improved transit service, the provision of end-of-trip facilities by employers, and the provision of cycling and pedestrian routes.

2.3.17 Periodically review and update, if required, parking and loading requirements for industrial areas.

Industry and Other Land Uses

> Strengthen relationships among Delta's industries and other land uses while minimizing the potentially negative effects of industry on other land uses and the environment.

Policies

2.3.18 Direct agri-industrial businesses, including large-scale product warehousing and product processing, to locate in industrial areas.

2.3.19 Continue to monitor the effects of industry on other land users, waterways, and the natural environment and implement standards for measuring the light and noise impacts of industrial activity.

2.3.20 Consider other uses in industrial areas that are complementary with industry, other than residential uses, which support the viability of industrial uses.

Industry and Transportation

Reduce traffic congestion and mitigate its negative effects.

Policies

2.3.21 Work with the Provincial and Federal governments and agencies to secure improvements to transportation systems.

2.3.22 Work with other levels of government to support the improvement of sufficient transportation infrastructure in support of Port facilities and activities.

2.3.23 Promote rail and marine transport as alternatives to truck traffic to distribute products.

2.3.24 Continue improvements to roads, which service industrial areas to enhance flows of traffic and goods movement.

2.3.25 Consider the "Railway Association of Canada and Federation of Canadian Municipalities Guidelines for New Development in Proximity to Railway Operations" for development in proximity to active railway corridors.

Boundary Bay Airport

Recognize the Boundary Bay Airport as a high quality, general aviation airport and a valuable asset to the community.

Policies

2.3.26 Ensure the airport operator maintains the airport grounds and buildings to a high standard of maintenance and operation.

2.3.27 Ensure the airport operator maintains a high level of airspace safety, minimizes security breaches in access and operations occurring on lands within the airport perimeter and maintains operational procedures to mitigate disturbance to birds and wildlife using the Boundary Bay area.

2.3.28 Foster a positive, attractive business environment to promote the marketability of the airport within the region.

2.3.29 Work with stakeholders to update and maintain the *Boundary Bay Airport Master Plan* to guide any future development of airport lands.

2.3.30 Ensure the Boundary Bay Airport is financially self-sustaining.

2.3.31 Support Boundary Bay Airport's role in the region as a community airport that provides vital relief to Vancouver International Airport, and in the long term, grows to accommodate more commercial development and air traffic, while acting as a community destination point.

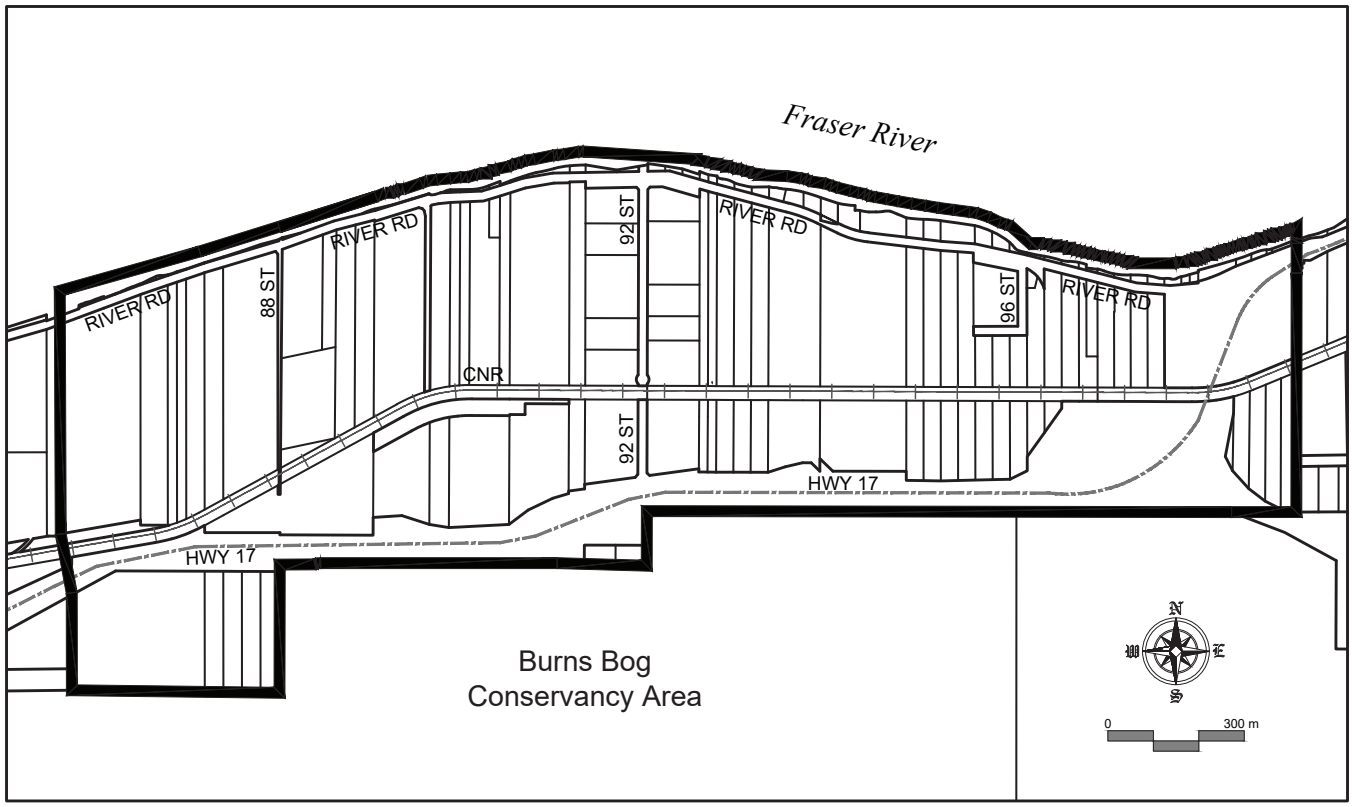
2.3.32 Wherever possible, assist businesses at the Boundary Bay Airport to reduce greenhouse gas emissions, maximize energy efficiency, and reduce natural hazard risks and consider directions from the *Community Energy and Emissions Plan*.

Sunbury Landing Industrial Area

> Encourage development that highlights the area as a regional leader in brownfield revitalization, sustainable development and eco-industrial business operations. The area's innovative character will be clearly visible as the community takes shape, attracting significant investments and progressive industries.

The name of this area refers to the historic Sunbury Landing Public Wharf that was located at 8655 River Road. Steamboats like the "SS Transfer" docked at this wharf, and provided local fishing and farming families access to the Fraser River, a major transportation route. The boundaries of Sunbury Landing Industrial Area are shown below.

Sunbury Landing Industrial Area



Policies

2.3.33 Respect and celebrate the natural context provided by this area's location between the Fraser River and the Burns Bog Ecological Conservancy Area. The mountain views to the north and other local landscape features should be reflected in design of public spaces and buildings, particularly where development sites interface with natural areas.

2.3.34 Development of the public and private realm in the Sunbury Landing Industrial Area should have the following general characteristics:

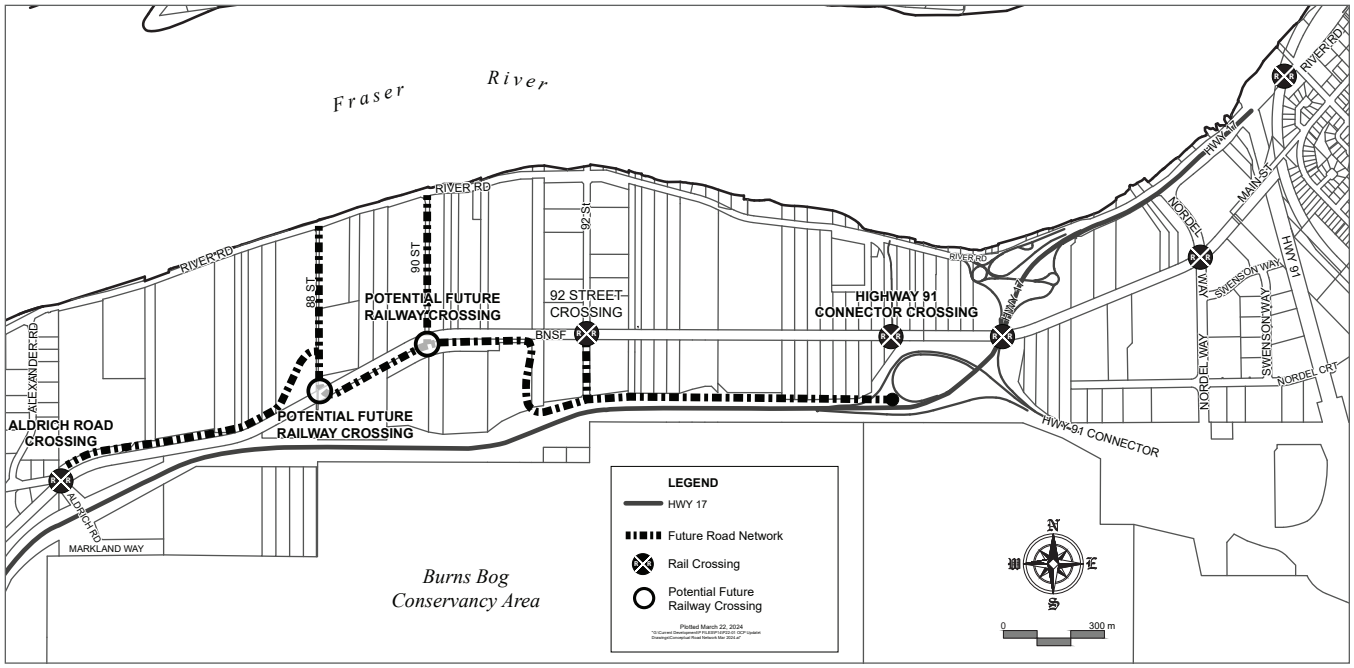
- Support waterfront industrial uses in order to take advantage of marine access for specialized, water-dependent industry.
- Provide pedestrian waterfront access where safe and appropriate in order to allow direct experience of the area's marine industrial character and heritage.
- Support pedestrian- and cycling-oriented features along River Road and major north-south roads through Sunbury Landing through the use of landscaped and treed boulevards, placement of street furniture, construction of cycling lanes, pedestrian scale lighting, and siting of buildings close to sidewalks.
- Locate limited commercial uses that provide services to local businesses and their employees in areas served by the most pedestrian- and cycling-friendly transportation routes. Site commercial development near the street with no parking between buildings and adjacent public sidewalks. Integrate outdoor amenity spaces and seating areas where appropriate.
- Encourage larger lots (minimum 3 ha) south of the railway to capitalize on access and exposure to Highway 17 for uses such as logistics, warehousing, and distribution facilities. Proposed development should, wherever possible, showcase sustainable technologies such as solar walls at a scale that is visible from the highway.

2.3.35 Develop a well-landscaped "green entrance" to the Sunbury Landing Industrial Area along River Road west of the Highway 91 Connector. Development surrounding this entrance should complement and enhance the entry into the industrial area.

2.3.36 Structure development around a contiguous open space network of off-street pedestrian paths, shared stormwater management facilities, and park space that links businesses and transportation networks. Space for these facilities should be provided and development oriented to encourage their use and effectiveness.

2.3.37 Implement the *Tilbury Road and Rail Network Plan* as shown below in order to provide facilities and services necessary for development of the Sunbury Landing Industrial Area.

Tilbury Road and Rail Network Plan



2.3.38 Enhance pedestrian, transit, and cycling experience by linking with existing bike and transit routes and implementing a grid street network. Street design and construction standards should serve multiple purposes, including transportation of cars, trucks, bicycles and pedestrians, ecologically-sensitive treatment of stormwater, and provision of space for business-to-business energy-sharing infrastructure.

2.3.39 Development should demonstrate high standards of sustainability by using green construction materials, implementing energy efficient technologies, and incorporating green features in site design. Use of recycled building materials, environmentally-friendly construction materials, energy efficient lighting, hydronic or district heating systems, maximization of permeable surfaces for stormwater management, secure bicycle storage, and electric vehicle charging station are just a few examples. Where possible, development using green building features should make them visible to passers-by and include interpretive signage to let them know about on-site green practices.

Industry and the Environment

> Implement environmental best management practices among Delta's industries in land development, operations, and production.

Policies

2.3.40 Monitor the environmental impacts of industrial uses, particularly when they are in proximity to environmentally sensitive areas and waterways.

2.3.41 Encourage site planning and design which incorporates principles of environmental sustainability.

2.3.42 Encourage collaboration between businesses, senior levels of government and the community to save energy, reduce waste and reduce impacts on the environment.

2.3.43 Share information on municipal experiences in achieving eco-efficiency within municipal operations and facilities.

What are environmentally sensitive areas?

Environmentally sensitive areas are places that have special environmental attributes worthy of retention or special care.

www.env.gov.bc.ca/wld/documents/bmp/urban_ebmp/EBMP%20PDF%204.pdf

See "Map 12 Environmentally Sensitive Area"

Industry and the Waterfront

> Preserve and strengthen Delta's waterfront and water-related industries.

Policies

2.3.44 In industrial areas, provide public access to the waterfront via a park or trail system.

2.3.45 Liaise with the Vancouver Fraser Port Authority (VFPA) to determine possible impacts of port services expansion on municipal services such as roads, policing, water, fire protection and utilities.

2.3.46 Work with the VFPA and other stakeholders to ensure future needs for water-dependent private industries are met.

Utilities and Services for Industry

> Ensure the availability of infrastructure and utilities which are required for optimum operation of industrial uses.

Policies

2.3.47 Encourage and facilitate initiatives (e.g., as proposed by BC Hydro, Metro Vancouver) to reduce energy use in industrial production.

2.3.48 Work with BC Hydro to encourage upgrades to the hydroelectric supply system in a safe and aesthetically considerate manner.

2.3.49 Encourage the provision of infrastructure (e.g., fibre optics) and any other measures to facilitate industry needs for rapid access to information.

RapidBus
B19012
EXCH
Fare Paid Zone
VISA
tain Bus Company Ltd.
Nordel Way
84 Ave
80 Ave
75A Ave
72 Ave
You are here
124 St
KPU
132 St
Newton Exchange
AUDIO INFO

2.4 Transportation

Delta has a complex transportation system that aims to accommodate the needs of the mobility challenged, pedestrians, cyclists, local traffic, commuter traffic, and goods movement. While traditional transportation planning has focused on the automobile, improvements have been more wide-ranging and actively promote other modes of travel.

There are many challenges in improving transportation routes and promoting alternate transportation modes in Delta. The transportation system must cope with through traffic from other communities and congestion generated by the DeltaPort and BC Ferries Terminal, while trying to mitigate the impacts on Delta's neighbourhoods. Another challenge is to lessen the conflicts between agricultural, commercial, and general-purpose traffic.

Priorities for Delta are to provide an efficient road network, and promote alternate transportation modes such as the RapidBus along the Scott Road Corridor, or through the *Cycling Master Plan*. Delta will continue to focus on making the road network and alternate transportation routes safe for everyone. Delta can also use its role as advocate, partner, educator, regulator, and role model to further transportation objectives. These objectives are best achieved when undertaken in partnerships with other agencies and in consultation with neighbourhoods and community groups.

See Map 9 Major Roads Network.

Road Network

> Provide a local road network that safely, efficiently, and effectively enables movement of people and goods within Delta and through Delta to other parts of the region.

Policies

2.4.1 Identify new roads and improved roads, as well as update road classifications to support growth and improve circulation for all road users through the development of area plans or neighbourhood servicing plans that consider the pace of development and the unique context of a community.

2.4.2 Obtain road dedication for the provision of new and improved roads and active transportation facilities that support sustainable growth, vibrant urban centres and enhanced public spaces.

2.4.3 Regularly review Delta's road classifications in order to continue to meet the diversified needs of the community, encouraging sustainability, improving livability, and reducing environmental impacts.

2.4.4 Maximize the capacity of existing corridors wherever possible before building new corridors to accommodate increasing traffic demand.

2.4.5 Continue to make maintenance and rehabilitation of the existing transportation network a corporate priority.

2.4.6 Ensure all levels of government and major traffic generators contribute financially to mitigation measures and infrastructure improvements.

2.4.7 Provide safe, efficient connections between communities and to the regional transportation network to enhance people and goods movement.

2.4.8 Work with Ministry of Transportation and Infrastructure to provide needed connections for the community including:

- A connection of River Road over Highway 99 to support pedestrian and cycling connections and secondary vehicular and emergency access from Ladner to the highway corridor.
- A pedestrian and cyclist connection of 52 Street over Highway 17S, connecting Delta to Tsawwassen First Nation.

2.4.9 Explore options to improve safety, reduce congestion, and mitigate the impacts on neighbourhoods resulting from traffic.

2.4.10 Work with Provincial transportation agencies to study alternatives for addressing future growth of traffic volumes.

2.4.11 Where appropriate, promote innovative street and streetscape designs that encourage use by and reflects the needs of transit, cyclists, pedestrians, and the mobility challenged.

2.4.12 Maintain a lifecycle replacement program for road and sidewalk infrastructure.

2.4.13 Continue to seek opportunities to improve safety for road users, including the implementation of Delta's Vision Zero Strategy.

Transit

> Promote the use of public transit and work to make it more attractive to users.

Policies

2.4.14 Encourage pedestrian, cycling, and transit connections to and within the Scott Road Frequent Transit Development Area (FTDA).

2.4.15 Encourage the provision of a range of transit services to meet both regional and local travel needs.

2.4.16 Advocate for and encourage the development of an efficient transit system to move people to and from Delta's urban centres, key service destinations, community/arts/cultural facilities, recreational areas, and major employment areas including industrial areas such as Tilbury and Annacis Island.

2.4.17 Work with TransLink and other agencies to maintain and develop transit priority measures in Delta to improve the reliability of transit services.

2.4.18 Improve transit amenities for transit users including better bus shelters, bike racks on buses and bike racks/lockers at major transit loops.

2.4.19 Consider long-term growth and transportation planning coordination with adjacent municipalities, First Nations, TransLink, and Metro Vancouver for transit corridors that run through or along Delta boundaries.

Active Transportation

> Promote active transportation through the provision of safe and attractive facilities.

Policies

2.4.20 Encourage walking in the community by providing a good system of connected sidewalks, intersections designed to facilitate pedestrians, and consideration in the design and siting of buildings.

2.4.21 Implement the Delta's *Cycling Master Plan*.

2.4.22 Work with the appropriate agencies to ensure all new or upgraded major road facilities include separated cycle/walk ways where feasible or provide reasonable connections to existing cycling networks where not feasible.

2.4.23 Continue to develop Delta's cycling network in accordance with recommended design guidelines including Transportation Association of Canada, *BC Active Transportation Design Guide*.

2.4.24 Improve cycling linkages within communities, between communities, and regionally.

2.4.25 Consider the needs of cyclists in road design and upgrading.

2.4.26 Encourage the provision of cycling infrastructure and support programs, such as end-of-trip facilities, for new developments within the community.

2.4.27 Encourage education and awareness campaigns to enhance cyclist riding skills and road responsibilities and increase motorist awareness of non-vehicle traffic such as cyclists or horseback riders who also use the road network.

2.4.28 Improve the pedestrian environment for walking and rolling by implementing sidewalk, street crossing and lighting improvements.

2.4.29 Within future redevelopment, provide new opportunities for walking, rolling and cycling through finer grained network connections that prioritize active transportation over vehicle movement.

2.4.30 Consider pedestrian safety and accommodate all ages and abilities when designing road infrastructure.

2.4.31 Encourage car, bike, and scooter sharing companies to locate in Delta.

Commercial and Agricultural Transportation

> Support safe and efficient movement of commercial and agricultural vehicles within Delta and minimize negative impacts on neighbourhoods.

Policy

2.4.32 Improve the road network where necessary to accommodate and support agricultural vehicles and to minimize conflicts with other vehicles on the road network.

Neighbourhood Livability and Traffic Safety

> Enhance the livability and safety of neighbourhood streets by discouraging their use by through traffic while allowing for efficient cycling and agricultural vehicle movement.

Policies

2.4.33 Continue to develop neighbourhood traffic management plans in consultation with local neighbourhoods as a means of mitigating the impacts of through traffic on Delta's neighbourhoods.

2.4.34 Monitor and review the effectiveness of traffic management measures after they are implemented.

2.4.35 Review neighbourhood priorities on an annual basis to ensure that local traffic issues are being addressed in a timely manner.

2.4.36 For major corridors, streetscape design must be in accordance with applicable Engineering Design Criteria.

Transportation Demand Management and Parking

> Reduce travel demand within Delta, and between Delta and other municipalities.

Policies

2.4.37 Support regional, community, and corporate Transportation Demand Management (TDM) initiatives to encourage more efficient use of the transportation system.

2.4.38 Consider opportunities for TDM initiatives in new developments within Delta.

2.4.39 Review and update Delta's road classifications with the objective of meeting the diversified needs of the community, encouraging sustainability, improving livability and reducing environmental impacts.

2.4.40 Ensure that parking requirements are periodically updated to reflect utilization and encourage modal shifts.

2.5 Utilities and Infrastructure

Critical to Delta's well-being and quality of life is the provision, maintenance, and renewal of the municipality's infrastructure. The key components of Delta's infrastructure system are storm and sanitary sewers, water supply, diking and flood proofing, and utility and telecommunications networks. With future population growth, Delta will need to continue maintaining existing systems while ensuring that renewal of existing systems and creation of new infrastructure is planned in a sustainable way. Climate change has the potential to impact the infrastructure system as rising sea levels and increased storm events can contribute to flooding.

Delta works closely with Metro Vancouver on sanitary sewer and water supply systems. For sanitary sewers, Metro Vancouver operates and maintains a network of trunk sewers, pumping stations and wastewater treatment plants. While it is Metro Vancouver that provides Delta with safe drinking water, it is the municipality's role to distribute it to residences and businesses in the municipality.

See Map 10 Sanitary Sewer Trunk Lines and Map 11 Water System.

Storm Sewers, Drainage, and Sanitary Sewerage

> Provide, maintain, and renew a sustainable storm and sanitary sewer network to support the community's needs.

Policies

2.5.1 Undertake area plans or neighbourhood servicing plans to identify sewer main upgrades, alignments and extensions as well as new pump stations and green infrastructure that considers growth, the pace of development, and climate change.

2.5.2 Maintain a lifecycle replacement program to service existing and future developed land.

2.5.3 Manage the sewer system and reduce inflow and infiltration to meet Delta's commitment under Metro Vancouver's Integrated Liquid Waste and Resource Management Plan.

2.5.4 Provide major and minor system drainage flow paths for new development and where upgrades or major road improvements occur.

2.5.5 Promote the development and application of best management practices for infrastructure servicing residential, commercial, industrial, and agricultural properties (e.g., limiting and mitigating impervious area, appropriate siting of buildings, and application of infiltration devices, open ditches and alternative/innovative street edge design).

2.5.6 Support pilot projects for innovative and sustainable infrastructure design and explore the use of alternative development standards to increase infiltration and reduce stormwater runoff.

2.5.7 Encourage preservation of watercourses and enhancement of riparian environments through local planting projects, erosion mitigation, and run-off management projects.

2.5.8 Work to mitigate negative environmental impacts of stormwater runoff from roads into the stormwater system.

2.5.9 Maintain and upgrade the irrigation system to assist with the long-term viability of the agricultural community.

2.5.10 Encourage improvements to field drainage on agricultural lands.

2.5.11 Coordinate with external infrastructure and service providers, including Metro Vancouver Regional District and Greater Vancouver Sewerage and Drainage District.

Dikes and Flood Proofing

Protect the community from flooding.

Policies

2.5.12 Meet acceptable engineering standards for drainage and flood risk in all new development.

2.5.13 Plan for long term improvements in anticipation of sea level rise associated with climate change, and ensure that development does not preclude improvements to the dike and drainage system.

2.5.14 Obtain municipal rights-of-way for future dike upgrades and maintenance of flood protection infrastructure where required.

2.5.15 Provide flood protection from tidal- and river-induced flooding for 500-year return period events with sea level rise allowance to the year 2100.

2.5.16 Encourage proper and sustainable dredging of the Fraser River and secondary channels through cooperative efforts with ports and other government authorities taking into consideration environmental issues.

2.5.17 Advocate senior level governments to provide funding for dike raising.

2.5.18 Review and update flood protection policies to increase community resilience to flooding, sea level rise, and associated hazards.

Water Supply

Maintain a safe, high-quality, and reliable water supply system.

Policies

2.5.19 Explore the development of area plans or neighbourhood servicing to identify water system improvements, alignments and extensions that considers growth, the pace of development and climate change.

2.5.20 Provide sustainable and high-quality drinking water to Delta residents and businesses.

2.5.21 Continue to monitor and maintain the drinking water distribution system to provide safe, clean, and reliable drinking water supply.

2.5.22 Ensure there is adequate water supply for fire protection in developed areas as well as an alternate supply for emergencies.

2.5.23 Undertake water supply infrastructure renewal as redevelopment takes place.

2.5.24 Encourage water conservation measures (for example, promote installation of water metres and low flow fixtures in buildings, cisterns / rain barrels, and Metro Vancouver's *Drinking Water Conservation Plan*).

2.5.25 Monitor salinity levels in agricultural irrigation water supply and consider the installation of a new intake from the Fraser River at an upstream location.

2.5.26 Coordinate with external infrastructure and service providers, including the Metro Vancouver Regional District and Greater Vancouver Water District.

Waste Generation and Management

> Reduce the amount of waste generated in Delta and ensure that waste is managed in a safe and environmentally friendly manner.

Policies

2.5.27 In coordination with Metro Vancouver, encourage all sectors to reduce solid waste and disposal to achieve diversion targets in Metro Vancouver's *Solid Waste Management Plan*.

2.5.28 Require new developments to provide adequately sized areas for storage of waste, recycling and green waste generated by businesses or residents.

2.5.29 Encourage recycling of waste materials during demolition and construction activities.

2.5.30 Work with Metro Vancouver to update the regional *Solid Waste Management Plan*.

2.5.31 Provide appropriate education programs to public and private sectors emphasizing the importance of waste reduction.

2.5.32 Promote municipal buying practices that emphasize the procurement of recycled products over non-recycled products.

2.5.33 Coordinate with external infrastructure and service providers, including the Metro Vancouver Regional District.

Utilities and Power Distribution

> Ensure sufficient, dependable utilities and telecommunication services for residents and businesses.

Policies

2.5.34 Work with utility providers to minimize the impacts of infrastructure through careful location, design, and maintenance, while ensuring optimum services for residents and businesses.

2.5.35 Minimize any potential health and safety impacts by locating power lines underground wherever possible, and by rerouting power lines away from residential areas.

2.6 Agriculture

Farming is an important component of Delta's heritage and, adds to the economy, environment, and quality of life. In a 2022 community survey, 93% of residents indicated that policies preserving farmland were important to them. A thriving agricultural sector supports regional food security and provides access to locally-produced food. The natural benefits provided by soil-based agriculture are also increasingly recognized at this time of increasing climate change.

Approximately 9,000 hectares, or half of Delta's land base, is in the Agricultural Land Reserve (ALR), which is a Provincial designation that recognizes agriculture as the priority use. All land within the ALR is subject to the *Agricultural Land Commission Act* as well as the regulations and orders of the Agricultural Land Commission. The Act and regulations generally prohibit or restrict non-farm use and subdivision of ALR lands.

The deltaic soils, favourable growing climate, stable water supply, and access to market offer some of the best conditions in Canada for farming. Major crops include blueberries, cranberries, and potatoes. Local greenhouses primarily grow vegetable vine crops (tomatoes, sweet peppers, and cucumbers), strawberries, nursery plants, and cannabis. Livestock in Delta mainly includes horses, dairy cows, beef cattle, and poultry farms, with other animals like pigs, sheep, and goats that are raised on a smaller scale.

In 2023, Council approved an *Agricultural Plan* which identifies current issues facing the farming community including the economic challenges to viable farm business; preservation of farmland for farming; making farming attractive to younger generations; conflicts between urban and rural activities; hiring and housing farm labour; and, climate change. The *Agricultural Plan* provides recommendations for agriculture-related policies and other opportunities to strengthen farming, which inform the policies of this section of the OCP.

Protect the Agricultural Land Base

Protect the agricultural land base and lands included in the ALR.

Policies

2.6.1 Recognize farming as the primary use of agricultural land.

2.6.2 Maintain the parcel size of Delta's agricultural land and encourage consolidation of agricultural parcels to increase parcel size, rather than fragmentation of agricultural lands.

2.6.3 Support initiatives that reinforce farm use of agricultural land and the continued development of a viable agricultural industry.

2.6.4 Support initiatives that attract new entrants to farming and encourage younger generations to consider farming as an attractive career option.

2.6.5 Use impact assessments to quantify the impacts of a proposed development, rezoning, subdivision, or non-farm use on the ALR, farm land, or lands adjacent to farm land. Require mitigation for possible impacts.

2.6.6 Consider alternate non-agricultural sites when recreational, institutional, industrial, commercial uses, or utility facilities are proposed in agricultural areas.

2.6.7 Continue to work with the Ministry of Agriculture and Food, the Provincial Agricultural Land Commission, and other appropriate stakeholders and organizations to preserve a critical mass of land for soil-based agriculture.

2.6.8 Protect native soils on Delta farmland with ongoing monitoring and regulation to ensure that any soil deposit activities are necessary and beneficial for farming.

2.6.9 Encourage non-soil dependent farm operations to locate in areas of poorer soils and minimize the impacts of these operations (e.g., habitat loss, air and light pollution).

Urban-Rural Interface

> Minimize conflicts at the urban-rural interface.

Policies

2.6.10 Encourage planting of substantial landscape borders on urban lands that abut farmland in order to minimize conflicts at the urban-rural interface.

2.6.11 Support public awareness programs to inform non-farm residents about normal farm practices and urban activities that may result in difficulties for farmers.

2.6.12 Encourage farmers to undertake the highest standard of management practices for activities that may result in noise, dust, smell, light, or other nuisances, particularly if located near the urban boundary.

2.6.13 Support public awareness programs to inform non-farm residents about the presence of agricultural vehicles on local roads and shared trails.

Agricultural Economic Diversification

> Support the economic viability of farms by allowing for careful economic diversification.

Policies

2.6.14 Support economic diversification initiatives that allow ancillary activities permitted by the *Agricultural Land Commission Act* and Regulations, which are compatible with and complement farming.

2.6.15 Encourage businesses that support and service farming to locate in Delta.

2.6.16 Build and expand urban opportunities for community gardens, pop-up markets, and other initiatives to increase access to local food produces and raise awareness of food and agriculture.

Houses on Farm Land

Ensure the appropriate size and siting of housing in agricultural areas.

Policies

2.6.17 Maintain policies and regulations that promote clustering of housing units and siting to minimize servicing costs and loss of farmland.

2.6.18 Allow additional farm houses and high-quality temporary housing for migrant farm workers as permitted in Agricultural Land Commission legislation, regulations, or policies.

Farmland and the Environment

Recognize the environmental value of farm land and support environmentally-sound farming practices.

Policies

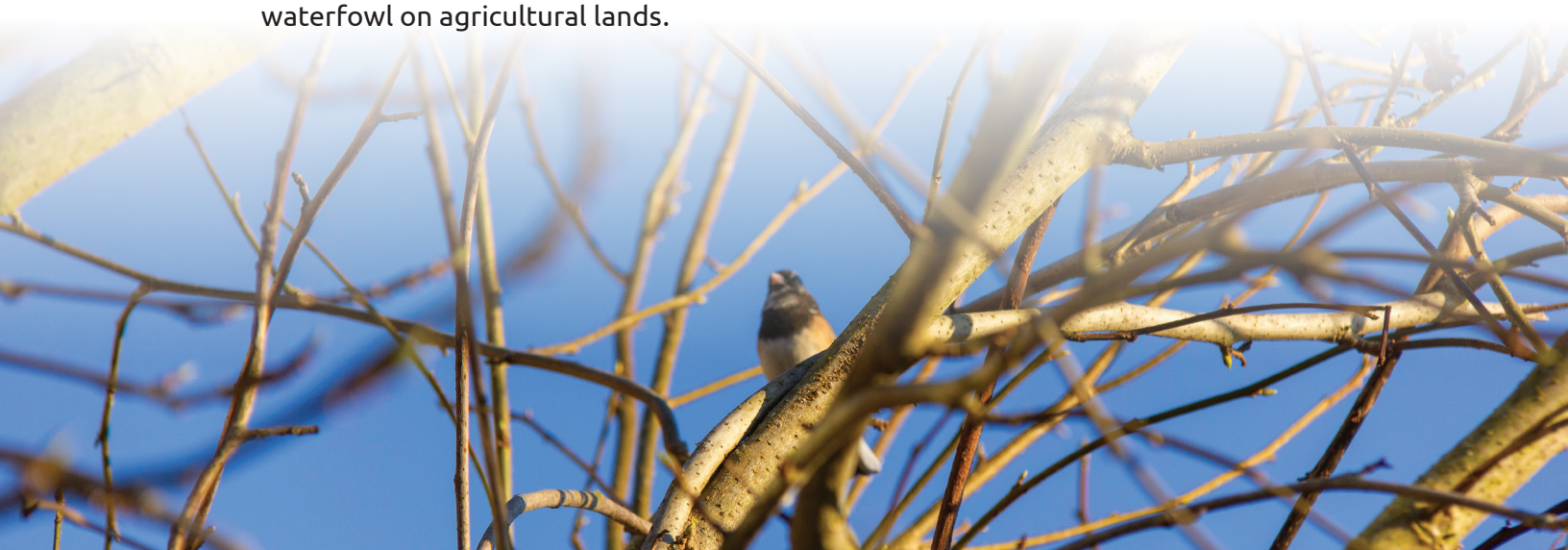
2.6.19 Incorporate agricultural considerations in ongoing municipal climate change initiatives and strategies.

2.6.20 Recognize and protect ecosystem services provided by soil-based agriculture such as the ability to act to capture carbon dioxide or provide stormwater capture.

2.6.21 Undertake monitoring, assessment, and cooperative decision-making around agricultural-environmental issues including flood risk, quantity and quality of irrigation water, salinity levels, dike stability, and flooding.

2.6.22 Support initiatives that benefit both farming and wildlife, including programs that address crop damage from migratory birds or sustain on-farm stewardship of set-asides and hedgerows.

2.6.23 Support and, if appropriate, participate in studies to determine the impacts of agricultural and non-agricultural development on the Pacific Flyway, including the impacts of waterfowl on agricultural lands.



2.6.24 Support initiatives to recognize and protect environmentally significant areas of farmland, including hedgerows, stands of trees, old fields, watercourses, and other sensitive areas.

2.6.25 Minimize the negative impacts on farming and wildlife habitat when new agri-tourism, transportation and utility corridors, recreational opportunities, and other economic initiatives are being developed.

2.6.26 Encourage farmers to complete agri-environmental risk assessments and access associated funding from senior levels of government.

2.6.27 As much as possible, maintain buffers between agricultural and residential land uses. A natural buffer with only passive activities is preferable to active buffers to lessen contact in areas where there might be agricultural chemical drift

Farmland and Recreational Uses

Ensure recreational uses of farmland are compatible with agriculture.

Policies

2.6.28 Work with Metro Vancouver, user groups, and stakeholders to educate recreational users on private property rights including implications of trespassing on farmland, nuisance activities for farming, and security concerns of the farming community.

2.6.29 Support planning initiatives that minimize conflicts between recreational and farm users while protecting effective and efficient farm operation.

2.6.30 Encourage the equestrian community and commercial stables to provide training and other initiatives for horse riders using public roads to reduce possible conflict with farm and non-farm vehicles.

Strategic Planning for Agriculture

Continue to strategically plan for agricultural land use.

Policies

2.6.31 Continue efforts to provide up-to-date agricultural regulations that support farming in Delta.

2.6.32 Review policies and regulations, where applicable, for alignment with the Minister's Bylaw Standards and ALC legislation and regulations, and support efforts to coordinate and streamline federal, provincial, and municipal agricultural regulations.

2.6.33 Support initiatives to raise community awareness and educate the public about agriculture in Delta.

2.7 Natural Environment

Delta is fortunate to be located at the heart of the vast Fraser River estuary ecosystem, bounded by the Fraser River, Roberts Bank, and Boundary Bay. The Fraser River is considered the most important salmon spawning river in the world and its estuary provides valuable habitat for herring, shellfish, and other aquatic species. Delta's extensive foreshore also provides recreational and aesthetic opportunities that form an integral part of Delta's community identity.

Delta is perhaps best known for its wetland, estuarine, and upland habitats that support the largest wintering populations of waterfowl, shorebirds, and birds of prey in Canada. It is estimated that up to 5 million migratory birds use the Fraser River estuary and Delta as a vital stopover on the Pacific Flyway. In fact, Boundary Bay and its adjacent uplands represent the most significant migratory waterfowl and shorebird habitat on the Pacific Coast of Canada. Boundary Bay and Ladner Marsh are provincial Wildlife Management Areas, and the Alaksen National Wildlife Area is located on Delta's Westham Island. The estuary was declared an Important Bird Area in 2001, and is recognized as the most significant out of 597 such sites in Canada. The Fraser River foreshore was named a Hemispheric Site in the Western Hemisphere Shorebird Reserve Network in 2004.

In addition to the Fraser River estuary, Delta also contains important upland habitats. Delta is home to one of the most significant bog ecosystems in Canada – Burns Bog. Covering approximately 3,000 hectares, the bog is the largest domed peat bog in western North America and represents one of the region's most important ecological areas due to its size and variety of habitats. Nearly 2,400 hectares of Burns Bog are protected as an Ecological Conservancy Area. Other examples of upland environments in Delta include soil-based farm fields, old-field habitat, short grass fields, shrublands, hedgerows, watercourses, ravines and woodlands. These habitats support a diversity of wildlife and form a considerable portion of the green space in Metro Vancouver.

The OCP protects these areas under the Conservation and Leisure designation. This section presents general policies about the natural environment, with policies related to specific topics such as parks, transportation, agriculture, and industrial land use included in other sections. Delta will continue working alongside Metro Vancouver, the Provincial and Federal Government, and with community groups to implement these policies.

See Map 12 Environmentally Sensitive Area.

Natural Environment

> Protect and enhance habitats, trees, water quality, and environmentally sensitive areas.

Policies

2.7.1 Enhance knowledge of Delta's environmental assets through physical and biological resource inventories and by developing ecosystem management and restoration plans.

2.7.2 Minimize habitat loss, fragmentation and disturbances to wildlife and enhance connectivity of natural ecosystems and green hubs through land use planning.

2.7.3 Protect environmentally sensitive areas from adjacent land use impacts through measures such as edge planning, buffers, and development permit requirements.

2.7.4 Require environmental impact assessment studies when considering development proposals or municipal projects on or immediately adjacent to Environmentally Sensitive Areas identified on Map 12 Environmentally Sensitive Area. This will work towards preserving and enhancing the unique environments of the Delta Nature Reserve, Burns Bog, and other environmentally sensitive lands.

2.7.5 Promote "naturescaping", natural stormwater management (e.g., rain gardens) and the provision of wildlife habitat (e.g., pollinator gardens and trees) on public and private land.

2.7.6 Encourage the protection, enhancement, restoration and, wherever possible, reopening of natural watercourses for wildlife and fish movement to increase and return fish stocks, and remove fish passage obstructions in collaboration with other agencies and private property owners.

2.7.7 Complete a comprehensive environmentally sensitive area (ESA) inventory and green infrastructure network map that builds on previous work (see Map 12 Environmentally Sensitive Area).

2.7.8 Identify funding for strategic acquisition of ESAs and critical green infrastructure network elements.

2.7.9 Raise awareness of the importance and values of ESAs and green infrastructure networks and encourage community stewardship.

2.7.10 Monitor the status of ESAs and green infrastructure networks to ensure that the values for which they were protected are upheld or enhanced.

2.7.11 In cooperation with Metro Vancouver, local Indigenous groups, and the provincial and federal governments, continue to ensure the long-term preservation of Burns Bog as an Ecological Conservancy Area.

What is green infrastructure?

Natural vegetative systems, engineered and built features, and green technologies that collectively provide society with a multitude of economic, environmental and social outcomes.

2.7.12 Work with local Indigenous groups to increase understanding of Indigenous ecological knowledge, share information, and find joint opportunities for stewardship, restoration, and research.

2.7.13 Work with local Indigenous groups to increase understanding of Indigenous ecological knowledge, share information, and find joint opportunities for stewardship, restoration, and research.

2.7.14 Increase the urban forest canopy to 40% in Ladner, Tsawwassen and North Delta by 2050; in particular, increase urban forest cover in neighbourhoods currently exhibiting low canopy cover.

2.7.15 Continue to implement the action items in the Urban Forest Strategy.

2.7.16 Work with other agencies and organizations to preserve, enhance or restore habitat of watercourses (e.g., creeks, streams, sloughs, and harbours) when development occurs in or around riparian and coastal areas.

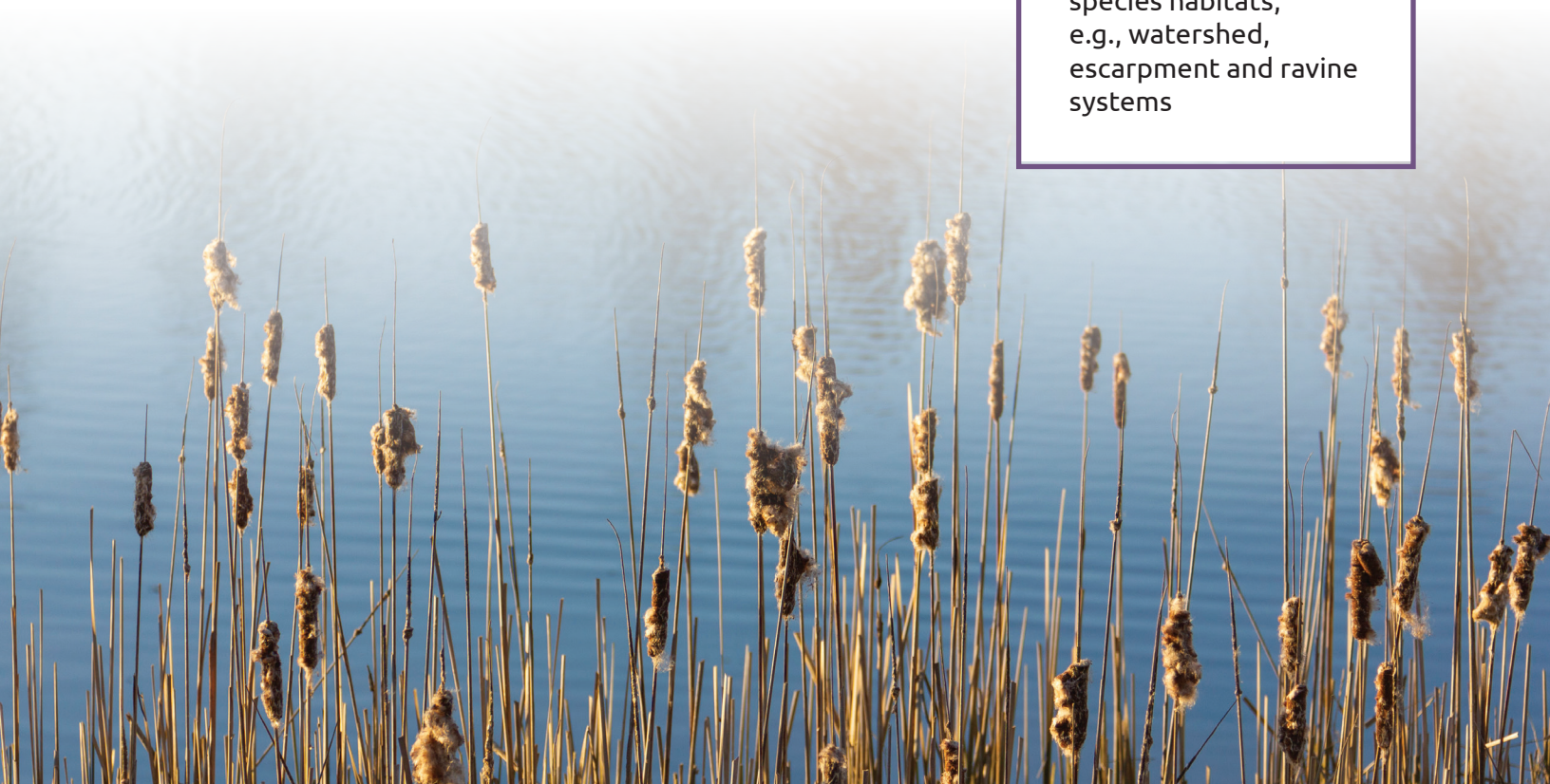
2.7.17 Implement the completed Integrated Stormwater Management Plans and require the use of integrated stormwater management practices consistent with the regional Liquid Waste Management Plan.

2.7.18 Plan for natural infrastructure corridor creation or restoration.

2.7.19 Implement action items from the Birds and Biodiversity Conservation Strategy.

What are natural infrastructure corridors?

Natural spaces that link ecosystems, landscapes and species habitats, e.g., watershed, escarpment and ravine systems



Hazards and Resilience

> Protect people and sensitive natural environments from negative impacts associated with slope instability, shoreline instability, flooding, wildland-interface fire threats, or other hazards.

Policies

2.7.20 In areas prone to hazardous conditions as part of the development process or flooding, require professional assessment and mitigation.

2.7.21 Incorporate climate change and natural hazard risk assessments into planning and location decisions for new municipal utilities, assets, operations, and community services.

2.7.22 Prohibit new development in current and future hazardous areas where the risks are unmitigated, or where deemed unsafe through professional assessment.

2.7.23 Use development permit guidelines and bylaws to ensure that appropriate measures are taken for developments in potentially hazardous areas such as steep slopes and floodplains, and ensure protections are in place to mitigate environmental impacts.

2.7.24 Encourage land use and development practices that minimize soil erosion or loss of highly productive organic soils.

2.7.25 Review existing land uses and consider future goals for the River Road West area, including long-term flood resiliency.

Light and Noise Abatement

> Minimize disturbances to residents and wildlife resulting from light pollution, light trespass and noise.

Policies

2.7.26 Incorporate light pollution reduction and light trespass abatement features into municipal facilities, infrastructure, and street/park lighting where public safety is not compromised.

2.7.27 Work with the residential, agricultural, industrial and commercial sectors to minimize light escapement and resulting sky glow from homes, buildings, and facilities.

2.7.28 Set policies and education measures that achieve community objectives for light pollution reduction and light trespass abatement and restrictions relating to ambient light from commercial, industrial, or agricultural use.

2.7.29 Set policies and education measures that achieve community objectives for noise abatement and restrictions relating to ambient noise (e.g., residential, traffic, construction and industrial sources, aircraft/marine traffic, etc.).

Municipal Environmental Practices and Stewardship

Lead by example and encourage community environmental stewardship.

Policies

2.7.30 Develop an Environmental Management System to set objectives and track progress with regard to the municipality's environmental practices.

2.7.31 Educate and train staff to employ environmental best practices in their work.

2.7.32 Consider environmental, social and economic dimensions, including natural hazard and climate change risk assessment, when making decisions about municipal investments.

2.7.33 Promote community environmental stewardship and identify ways to encourage private land stewardship.

2.7.34 Promote community involvement and increased awareness of environmental issues among all sectors and the public.

2.7.35 Identify funding sources and help implement community partnerships and incentive programs that support environmental stewardship initiatives.

2.8 Climate Change

Climate change is a shift in the average weather that a given region experiences. This can include measurable changes in temperature, wind patterns, precipitation, and storm events over time. The earth's natural climate is always changing, but the climate change today is different because of both the rate of change and the magnitude. Human activity, the burning of fossil fuels, and the associated release of greenhouse gases into the atmosphere, as well as large scale changes in land use, are the primary human causes of climate change. Natural, social, and economic systems are vulnerable to the impacts of climate change, such as flooding, extreme weather events, reduced air quality, and habitat loss. Delta recognizes that now, more than ever before, our community needs to implement measures to address climate change.

Buildings and on road transportation are the largest consumers of energy in Delta and are the primary source of community greenhouse gas emissions. In response, Delta is reducing corporate emissions, supporting residents and business to reduce emissions, and preparing the community for the impacts of a changing climate. The City is getting there by making practical decisions and creating clear action plans. The Electric Vehicle Strategy supports residents switching to electric vehicles and the Climate Change Initiative helps to reduce greenhouse gas emissions from municipal operations and adapt municipal infrastructure and emergency plans. Delta's *Community Energy and Emissions Plan* provides a pathway for reducing greenhouse gas emissions while also identifying how climate action can help achieve other community priorities related to health and well-being, equity and inclusion, and resilience to extreme weather events.

This section of the OCP contains general objectives and policies regarding mitigation and adaptation in response to climate change. Other sections of the OCP address climate change in reference to specific areas.

2.8.1 Climate Change

Minimize and plan for the impacts of climate change.

Policies

2.8.2 Reduce Delta's community wide greenhouse gas emissions by 45% below 2007 levels by 2030 and to zero net emissions by 2050.

2.8.3 Implement and update as required Delta's *Community Energy and Emissions Plan*.

2.8.4 Update Delta's Climate Change Initiative on a regular basis.

2.8.5 Report progress made towards achieving Delta's climate change goals on a regular basis.

2.8.6 Update and report out on corporate energy consumption and greenhouse gas emission inventories annually.

2.8.7 Participate in senior government programs and initiatives that address climate change impacts and that help municipalities plan for local-scale impacts of climate change.

2.8.8 Continue to educate Delta employees on climate change and how staff can reduce greenhouse gas emissions.

2.8.9 Promote community awareness of climate change among all sectors and the public.

Air Quality

> Improve air quality and reduce greenhouse gas emissions.

Policies

2.8.10 Work with Metro Vancouver and others to mitigate air quality impacts and reduce emissions from sources such as trucks/automobiles, marine vessels, agriculture and other sources.

2.8.11 Emphasize local actions to maintain and improve air quality by residents, business, and industry (e.g., restrict outdoor burning, encourage lower emission fuel choices and transportation modes) and ensure the municipality leads by example.

Energy and Water Consumption

> Improve energy efficiency and reduce water consumption among Delta residents and businesses.

Policies

2.8.12 Continue to incorporate energy efficient features into municipal facilities and use environmentally friendly building materials where feasible.

2.8.13 Employ water and energy conservation practices in municipal facilities and operations (e.g., retrofitting municipal facilities with energy and water saving devices, using 'waterwise' landscaping on civic properties).

2.8.14 Support architects and developers in implementing the BC Energy Step Code and the Zero Carbon Step Code ensure municipal development requirements are in alignment.

2.8.15 Reduce corporate fleet greenhouse gas emissions and improve overall efficiency of Delta's corporate fleet.

2.8.16 Encourage efficient transportation modes to minimize the number and length of vehicle trips.

2.8.17 Encourage green energy generation projects that are consistent with environmental and community values, and are appropriately located.

2.8.18 Work with the Metro Vancouver and utility companies to encourage all sectors to practice energy and water conservation.

2.8.19 Implement the Electric Vehicle Strategy.

Land Use and Built Environment

> Ensure that land use and development are consistent with municipal objectives for sustainability.

Policies

2.8.20 Include environmental and resilience implications as part of land use decisions and planning related to the built environment.

2.8.21 Integrate "sustainability assessments" identifying sustainable planning, site design, and building and servicing measures that are to be included in a proposed project into development permit guidelines and the Zoning Bylaw.

2.8.22 Encourage development to demonstrate high standards of sustainability by using green construction materials and green demolition requirements; implementing energy efficient technologies such as electrified heating systems, district energy, and/or renewable energy; providing electric vehicle charging infrastructure; and, incorporating other green features in site design.

2.8.23 Plan for land use that concentrates growth, contains urban sprawl, encourages active transportation, minimizes impervious area, and locates residential use in proximity to services and transit.

2.8.24 Promote awareness of sustainable development through recognition programs, events, and other activities.

2.9 Parks, Recreation and Culture

Delta Parks, Recreation, and Culture is a broad service provider focusing on affordable, introductory level recreation opportunities for the entire community. In addition to the direct delivery of services, the municipality works with other community providers who add to the total complement of programs and services required for a diverse and active community.

Parks, recreation and cultural programs and facilities have evolved over time to meet the needs of the changing population. These services provide opportunities for growth and development while supporting a healthy, vibrant, and cohesive community. The services are housed in ten major recreation buildings featuring arenas, aquatic centres, seniors' facilities, fitness studios, gymnasiums, and multi-purpose programming space. In addition to these facilities and services operated by the Parks, Recreation and Culture Department, the municipality also partners with community groups to provide more specialized amenities such as artists' studio, pottery studio, youth centres, arts centres, gymnastics centre, and community theatre.

The parks system is comprised of approximately 500 hectares of land in over 140 locations. Harbours, boulevards, civic grounds, cemeteries, and environmental areas complement more traditional parks. The Regional Parks and Trails System, school grounds, and a portion of Burns Bog offer further opportunities. This complex system provides a wide array of experiences from nature appreciation to competitive sporting activities. Nature walks, sport fields, children's play areas, picnic areas, mountain bike features, floral gardens, water play areas, cenotaphs, environmentally sensitive areas, and wildlife habitat are many of the amenities provided for in the park system. Collectively these spaces provide people with an opportunity to enjoy the outdoors.

Through a strategic approach, Delta can target specific areas for the continued evolution of parks, recreation, and cultural services, facilities, and parks to meet the needs of an increasingly diverse and growing community.

See Map 8 Public Facilities.

Planning for Parks, Recreation and Culture

> Plan for a comprehensive parks, recreation, and culture system that meets the needs of future generations.

Policies

2.9.1 Update the 1989 *Parks and Recreation Master Plan*, and include standards for parks, recreation facilities, and services.

2.9.2 Work with Metro Vancouver and adjacent municipalities to enhance and maintain a municipal multi-purpose corridor-trail system that links local parks, open spaces, recreational facilities, residential areas, wildlife corridors and places of work, and that provides connections to regional trails and greenways.

2.9.3 Develop a strategic plan to enhance municipally owned heritage landscapes, buildings and programs and consider heritage as a criteria or theme for park and building acquisition and/or the delivery of programs.

2.9.4 Develop a strategic plan to enhance municipally owned cultural facilities, cultural programs and services in conjunction with community organizations.

2.9.5 Develop a wildlife management plan for parks and environmentally sensitive areas including a habitat inventory.

2.9.6 Develop parkland provision targets for community and neighbourhood parks and regularly review and update the parks, recreation, and culture inventory to ensure that demographic and geographic needs are met.

2.9.7 Develop a land acquisition/disposition strategy in support of the provision of parks, natural areas, environmentally sensitive areas, recreation and cultural facilities.

2.9.8 Encourage strategic parkland acquisitions through donation of private lands, eco-gifting, legacy funding, development applications, and other means.

2.9.9 Work in partnership with other agencies and organizations such as adjacent municipalities, regional, provincial and federal governments, local Indigenous communities, and community groups to provide and maintain a coordinated system of parkland, trails, services, and recreation and cultural facilities and programs while protecting ecological and cultural resources.

What is eco-gifting?

Eco-gifting provides a way for residents with ecologically sensitive land to protect nature and leave a legacy for future generations.

2.9.10 Emphasize climate change mitigation and adaptation measures through sustainable design, construction, and maintenance best practices throughout parks and facilities.

2.9.11 Continue to negotiate with the provincial government to secure long-term water lot leases for parks, public access, and walkways.

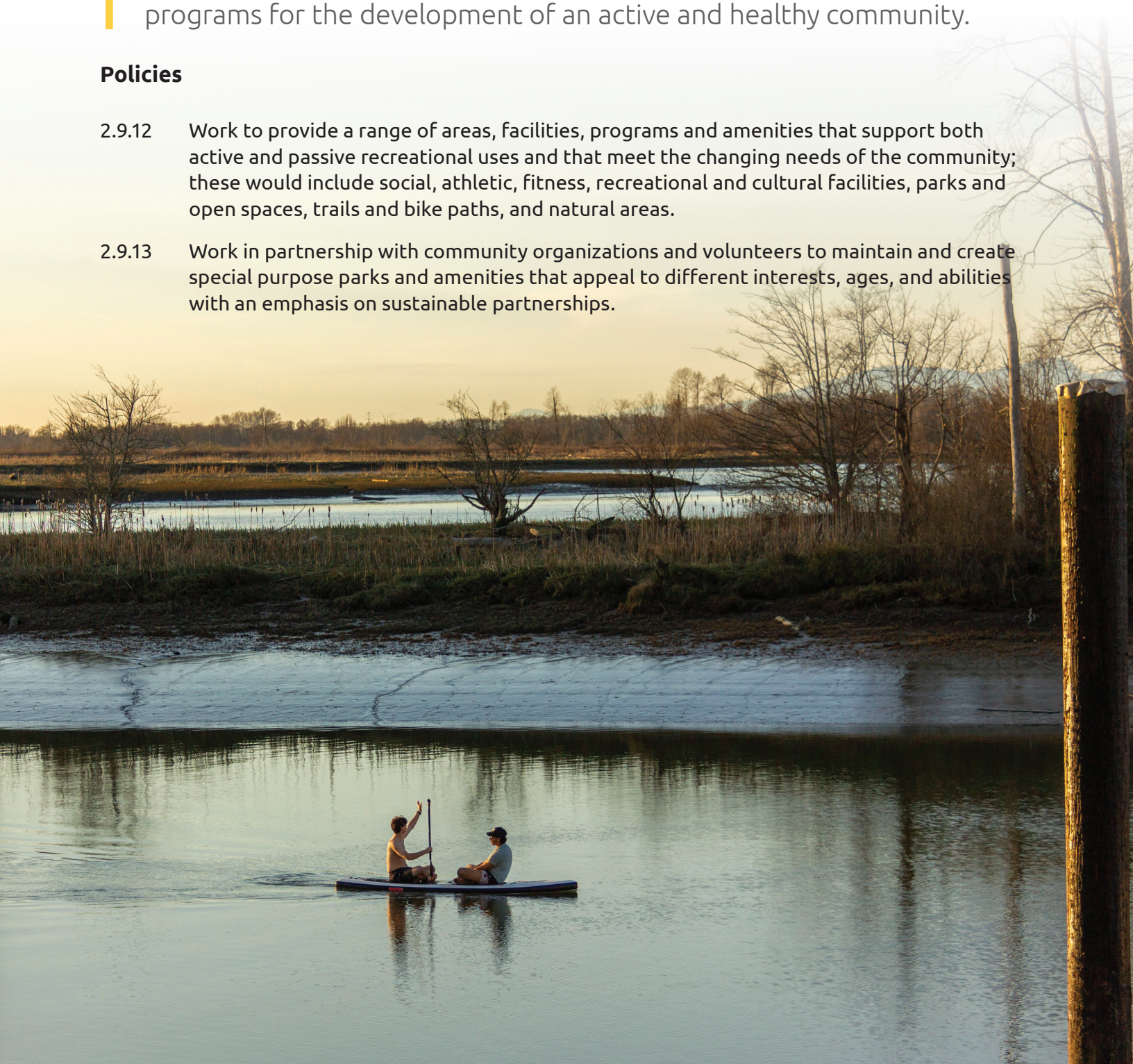
Recreation and Cultural Services

> Provide a balance of recreation and cultural services, facilities and programs for the development of an active and healthy community.

Policies

2.9.12 Work to provide a range of areas, facilities, programs and amenities that support both active and passive recreational uses and that meet the changing needs of the community; these would include social, athletic, fitness, recreational and cultural facilities, parks and open spaces, trails and bike paths, and natural areas.

2.9.13 Work in partnership with community organizations and volunteers to maintain and create special purpose parks and amenities that appeal to different interests, ages, and abilities with an emphasis on sustainable partnerships.



2.9.14 Develop traditional and non-traditional programs and services directed at specific age groups, including youth and seniors.

2.9.15 Provide community events directly and with partners to build a sense of community.

2.9.16 Integrate health and wellness into the delivery of programs and services.

2.9.17 Work with the Delta School District to provide for the effective, reciprocal, and integrated use of municipal and school facilities, land, and programs that will maximize the community benefit of government resources.

2.9.18 Work with the Delta School District to coordinate, where possible, the development, re-development, upgrading, and management of recreational and cultural amenities.

2.9.19 Ensure the timely enhancements and retrofit of parks and recreation facilities to ensure they are current and relevant to the changing demands of the community while incorporating sustainable initiatives for effective operation and protection of the natural environment.

2.9.20 Enhance user safety and sense of security through the appropriate design and operation of parks and recreation facilities.

2.9.21 Ensure parks and recreation facilities are designed and operated to maximize equitable and inclusive access for all.

2.9.22 Consult with stakeholder groups and the broader community when developing new parks and recreation facilities.

2.9.23 Encourage the use of facilities and the development of programs that support arts and culture.

2.9.24 Develop a public art program to create a visual character in public spaces.

2.9.25 Encourage the use of public open spaces for community events and ceremonies.

2.9.26 Encourage collaboration with other agencies, organizations, and the business community to leverage partnership opportunities that enhance and support arts, recreation, and culture.

Parks and Open Space

> Provide, manage and preserve a comprehensive mix of parks, natural areas, and open spaces that are reflective of Delta's diverse needs, while meeting the changing demands of the population.

Policies

2.9.27 Identify areas and properties where parkland acquisition is desirable, and acquire properties using dedicated funds, ensuring that new parklands are proportionately distributed among Delta's three main residential communities.

2.9.28 Diversify Delta's greenspace inventory to include more urban open spaces that meet the needs of Delta's diverse population.

2.9.29 Support the provision of passive and active outdoor recreational opportunities within a five minute (400m) walking distance of every neighborhood where possible.

2.9.30 Provide additional and enhance existing public access and controlled use of publicly owned natural areas such as dikes, foreshores, ravines and watercourses, with an appropriate balance between access and consideration of environmental values.

2.9.31 Encourage developers to incorporate public open spaces into their developments (e.g., plazas, walkways or small park nodes).

2.9.32 Provide new parkland, open space, and greenway trails as part of planning processes for Urban Centres undergoing growth and change.

2.9.33 Recognize rights-of-way as part of the community open space network, and work toward improving their recreational value and contributions to community livability and quality of life.

2.9.34 Incorporate environmental values into the management and use of natural areas through education, enhancement, and promotion of these natural areas.

2.9.35 In natural areas, balance public access with protection and preservation.

2.9.36 Implement best management practices for routine and regular maintenance activities in parks, including removal of invasive species, limited pesticide use, and planting of native species.

2.9.37 Work cooperatively with Metro Vancouver to ensure that regional parks located in Delta are managed and maintained in a manner that is consistent with Delta's OCP Policies.

2.9.38 Foster civic pride in the municipal parks and recreation system and encourage community stewardship through volunteerism.

2.9.39 Engage individuals and groups in stewardship roles to implement initiatives and programs in parks and environmentally sensitive areas.

2.10 Community Services

The City of Delta has a strong history of offering excellent services to all residents and supporting those who are vulnerable. Community services include social, health, emergency, and library services. Volunteers and community serving organizations play an important role in service delivery, which the City supports through grants and tax exemptions. Local places of worship often provide community programs designed to meet specific needs, and local service clubs provide assistance and capital funding for community improvements. Delta Fire and Emergency Services and the Delta Police Department are crucial in providing local emergency response services. Social, health, and ambulance services are primarily the responsibility of the provincial government, but are supported by the City and local service providers.

In 2023, Council adopted Delta's *Social Action Plan*, which identifies key social planning priorities and strategies for the next five years. Other social plans and strategies have been developed (Delta's *Childcare Action Plan*, 2020; Delta's *Equity, Diversity and Inclusion Workplan*, 2021; Delta's *Poverty Reduction Plan*, 2022; Delta's *Accessibility Plan,* 2023; and Delta's *Age-Friendly Plan*, 2024) and help clarify the role of the City in supporting community services.

There are a broad range of available social services, including mental health supports, child protection, family programs, food emergency resources, homelessness supports, and services for low-income residents, youth, seniors, and new immigrants.

Delta can continue to can assist local community groups through community grants, fees for service, subsidizing municipally owned land or buildings for use by non-profit agencies, and staff resources. Where necessary, it can also advocate to other levels of government that have primary responsibility for delivery of health and social services. With a growing population base, Delta will continue to maintain and enhance high standards of service.

Social Planning and Community Involvement

> Facilitate social planning in the community to build capacity, identify community needs and assets, and encourage the provision of services to meet these needs of all residents, including the most vulnerable.

Policies

2.10.1 Assign staff to undertake social planning studies as required to identify community needs, trends and assets, and to liaise with community coordinating committees to build community capacity to address the emerging needs.

2.10.2 Encourage and facilitate the active engagement of all segments of the population in community affairs.

2.10.3 Work with community partners to develop effective methods for engaging the traditionally 'hard to reach' resident groups (e.g., low-income residents, youth, new comers, unhoused persons, people with disabilities) in community consultation processes.

2.10.4 Where feasible, use municipal funding and non-monetary support to assist delivery of community services by social services organizations and other community partners.

2.10.5 Apply an equity lens to support the community development activities of non-profit and community groups.

2.10.6 Actively support and participate in community development activities.

2.10.7 Advertise municipal opportunities for community involvement, such as Adopt-a Street, Adopt-a-Rain-Garden, storm drain marking, and environmental stewardship.

2.10.8 Provide staff assistance to non-profit organizations and community groups in coordinating, facilitating and integrating community services, and monitoring community needs.

What is community development?

Community development helps communities to organize and to identify the issues they want to address or the opportunities they want to explore.

Health and Well-being

> Support the health and well-being of all residents.

Policies

2.10.9 Continue to advocate to the Province for improvements to health care services and infrastructure in Delta, including Delta Hospital, amulatory care, home care services, and family doctors.

2.10.10 Support development of housing with a care component (e.g., long-term care for seniors, assisted living for seniors or people with accessibility considerations) through expedited development application processes and additional staff support through the development application process.

2.10.11 Continue to provide municipal financial assistance to Delta agencies assisting low-income residents through food banks, referrals, shelter, and other community supports.

Schools and Childcare

> Continue to work with Delta School District and Fraser Health for schools and childcare across the City and continue to ensure land use regulations support operations.

Policies

2.10.12 Continue to support the Delta School District to undertake periodic needs assessments to identify current and future school needs in Delta.

2.10.13 Encourage family-sized units in new developments near schools and/or childcare facilities.

2.10.14 Work cooperatively with the School District to share facilities and outdoor space for community uses.

2.10.15 Continue working with community partners to establish an adequate youth services system, including a youth hub in Delta.

2.10.16 Encourage the provision of quality childcare that is affordable, accessible, and located close to family-sized housing units. Commercial childcare is generally preferred in commercial and institutional areas. However, a commercial childcare facility may be supported in residential areas where negative impacts on adjacent uses are limited.

2.10.17 Continue to undertake periodic needs assessments to identify current and future childcare needs in Delta.

2.10.18 Continue to implement Delta's *Childcare Strategy and Action Plan* by working with community agencies, Delta School District, developers and childcare operators.

2.10.19 In major development projects and within public spaces, encourage the inclusion of space dedicated for child-oriented amenities, such as childcare facilities and playgrounds.

Library Services

> Support the provision of high quality and accessible library services throughout Delta.

Policies

2.10.20 Continue to collaborate with Fraser Valley Regional Library (FVRL) to offer high-quality, sustainable, and accessible library services throughout Delta.

2.10.21 In partnership with FVRL, encourage the creation or redevelopment of new or expanded library facilities in development projects to serve the evolving needs of Delta's growing population.

Emergency Services and Preparedness

> Work to improve community safety, well-being, and emergency preparedness.

Policies

2.10.22 Continue to collaborate with Delta Police Department to support the implementation of their Community *Safety and Well-being Plan*.

2.10.23 Continue to collaborate with Delta Fire and Emergency Services to increase awareness of fire safety and prevention and support emergency response services.

2.10.24 Maintain the City's *Emergency Management Plan* to address emergencies and disasters when they occur.

2.10.25 Continue to offer community courses, training, and other education opportunities for emergency preparedness and ensure adequate methods of communication with various population groups.

2.10.26 Maintain and support the City's Emergency Management Office and associated support services and volunteer opportunities.

2.10.27 Periodically review the need for changed or additional emergency access routes throughout the City.

2.10.28 Ensure all development has adequate fire protection

2.10.29 Continue to review major development applications with Delta Fire and Emergency Services and Delta Police Department, and periodically review staffing and capital needs across the City to keep pace with population growth.

2.10.30 Work to establish communication networks to inform the community about emergencies as they occur.

2.10.31 When making improvements to existing and acquiring new public spaces, consider how they may act as a resource for extreme weather protection.

2.11 Inclusive and Vibrant Community

Delta is committed to improving equity, diversity, inclusion, and reconciliation across municipal processes, policies, plans, programs, and services. While there is much work to be done, Delta is committed to creating a City that is welcoming to all, both in the physical environment and through municipal services. In addition to inclusive service delivery, this requires thoughtful urban design to create vibrant public spaces that exemplify this commitment.

As Delta's population continues to grow, it will remain important to include historically underserved populations and create a City with distinct and vibrant communities where all residents feel they belong.

Mobility and Accessibility

> Proactively identify and remove barriers to create welcoming and universally designed environments where everyone can fully participate, regardless of ability.

Policies

2.11.1 Continue to convene the Mobility and Accessibility Committee at least four times annually to gather feedback and advice about enhancing access and mobility in new and existing municipal infrastructure and programs.

2.11.2 In accordance with the *Accessible British Columbia Act*, maintain an *Accessibility Plan* and Mobility and Accessibility Committee to guide updates every three years.

2.11.3 Implement the *City's Accessibility Plan*.

2.11.4 Present major projects to the Mobility and Accessibility Committee for review and input to enhance design for people with mobility and accessibility needs.

2.11.5 Continue to provide drop curbs at street intersections and audible street crossings while considering and implementing new technologies and styles where appropriate and feasible.

2.11.6 Periodically review adaptable unit requirements in Delta's Zoning Bylaw to ensure mobility and accessibility needs are being met in new developments in accordance with BC Building Code.

2.11.7 Periodically review municipal regulations to ensure accessible parking needs are being met in new developments.

2.11.8 Ensure public spaces are accessible for all ages and abilities.

Children and Youth

> Encourage a safe and supportive community that provides equitable opportunities for all children and youth.

Policies

2.11.9 Work with the School District to ensure streets around schools are safe for students and encourage active transportation for travel between home and school.

2.11.10 Provide opportunities for youth to contribute and participate in community life, such as municipal and community organizations and events.

2.11.11 In cooperation with non-profit organizations, promote affordable recreation programs (e.g., drop-in activities, free activities) to provide opportunities for low-income families to participate.

2.11.12 Highlight positive contributions to the community by youth (e.g., youth recognition awards, BC Youth Week).

2.11.13 Through Parks, Recreation, and Culture programs, partnership with non-profit organizations, and municipal volunteer opportunities, promote opportunities to develop youth leadership skills and support youth employment programs.

2.11.14 Consult with youth in the design of facilities and programs that serve youth.

2.11.15 Consider developing a Youth and Child-friendly City Strategy.

Seniors

> Support the well-being of seniors as they age.

Policies

2.11.16 Continue to support the operation of seniors' centres in Ladner, North Delta, and Tsawwassen.

2.11.17 Continue to advocate to the provincial government to ensure affordable and appropriate levels of care for seniors to age in their communities.

2.11.18 Through the development process, encourage seniors' housing and care facilities in suitable locations with appropriate amenities.

2.11.19 Support development projects that enable seniors to age in place, such as accessible accessory dwelling units.

2.11.20 Implement the City's *Age-Friendly Action Plan*.

Equity and Diversity

> Continue to work in consultation with the community to identify and remove systemic barriers and to create processes, policies, plans, programs, and services that meet the diverse needs of those we serve with respect, dignity, and understanding.

Policies

2.11.21 Encourage equal opportunities for residents from all ethnic and cultural backgrounds to participate in community life.

2.11.22 Celebrate differences and foster an inclusive community by sharing information about cultural and ethnic diversity.

2.11.23 Wherever possible, offer municipal services in other languages for non-English speakers.

2.11.24 Continue conducting periodic equity, diversity and inclusion needs assessments.

2.11.25 Work towards providing policy and design guidance for developments that promote inclusivity and consider impacts on marginalized members of the community.

Urban Design and Livability

> Encourage inviting, safe, and pedestrian-friendly public spaces that are welcoming for all and respect the distinct identities of different areas of the City.

Policies

2.11.26 Promote active communities and interaction with public spaces for people of all ages and abilities (e.g., attractive benches and shelters, places to gather, informal play structures).

2.11.27 Encourage the use of public spaces in formal and informal ways in all seasons (e.g., seasonal lighting events, farmers markets, Pop-up Play), with programming through Parks, Recreation, and Culture or partnerships.

2.11.28 Seek opportunities for and support new developments to include public art.

2.11.29 Through the development approvals process, encourage building designs that preserve sunlight, enhance safety and interest of adjacent public spaces to support social connections, and incorporate green elements.

2.11.30 Encourage plans, programs, and projects that help to revitalize and activate urban centres such as Ladner Village, especially near the waterfront and other spaces of public interest.

2.11.31 In Ladner Village, improve public access to water and Spot on the Water Park.

2.11.32 Incorporate pedestrian or cycling-oriented signage to support accessible wayfinding throughout Delta.

2.11.33 Continue negotiations with the provincial government to secure long-term water lot leases and permit a wider range of uses at the Ladner Village waterfront to support revitalization and activation goals.

2.11.34 Create welcoming entrances to each community that reflect their uniqueness and contribute to neighbourhood identity.

2.11.35 Encourage the creation or enhancement of existing neighbourhood focal points where uses are effectively integrated into residential areas (e.g., local parks, pathways or trails, heritage buildings, corner stores, or corner stores).

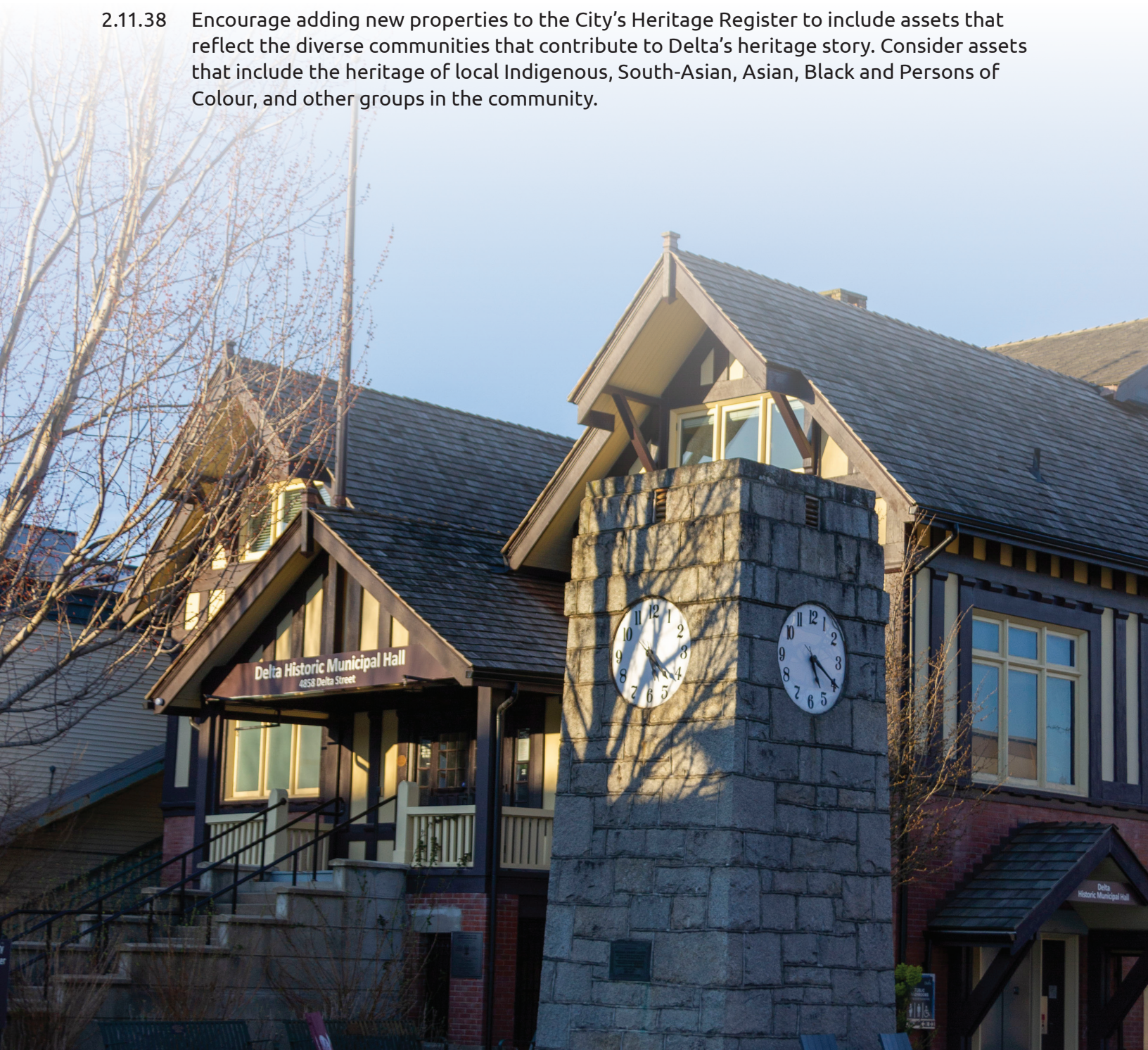
2.11.36 Through major development projects, seek opportunities for rental and/or non-market housing, green spaces, parks, multi-use pathways, community facilities, childcare facilities, and other contributions that support increased population and contribute to community wellbeing.

Heritage

> Delta's heritage encompasses archaeological artifacts, traditional Indigenous sites, natural features and early fishing and farming communities.

2.11.37 Maintain the City's Heritage Register by reviewing the inventories for heritage sites that should be added to the municipal register, removing any outdated listings, and acquiring Statements of Significance for properties previously approved for inclusion.

2.11.38 Encourage adding new properties to the City's Heritage Register to include assets that reflect the diverse communities that contribute to Delta's heritage story. Consider assets that include the heritage of local Indigenous, South-Asian, Asian, Black and Persons of Colour, and other groups in the community.



2.11.39 Foster relationships with local Indigenous communities whose traditional territories extend into Delta, including Tsawwassen First Nation and Musqueam Indian Band. Work with local First Nations communities to learn about best approaches to engagement on sites with heritage significance.

2.11.40 Collaborate with the Tsawwassen and Musqueam First Nations to ensure heritage in Delta honours and recognizes the Hun'qumi'num language and Coast Salish culture and heritage.

2.11.41 Work towards long-term legal protection through Heritage Designation for lands, buildings, structures, or landscape features listed in the City's Heritage Inventory/Registry, either offered for voluntary designation by the owners, or negotiated as part of a Heritage Revitalization Agreement in exchange for incentives.

2.11.42 Offer Heritage Revitalization Agreements with incentives such as zoning variances, density increases and subdivisions in exchange for long-term protection of the heritage asset and restoration that meets the objectives of the Standards and Guidelines for the Conservation of Historic Places in Canada.

2.11.43 Consider new heritage conservation areas that are community-led, particularly in the communities of Tsawwassen and North Delta where there are no existing conservation areas.

2.11.44 Use Temporary Protection Orders to encourage property owners to consider alternative redevelopment scenarios that do not involve demolition of a recognized heritage asset. If demolition is approved, require a historic search, which includes photographs, title searches from the original Crown grant to the present owner, and as found drawings, to be provided to the Municipality and to the Delta Museum and Archives.

2.11.45 Acquire heritage assets where they can contribute to parks, culture and recreation or other civic objectives. Develop management plans for municipally owned heritage properties.

2.11.46 Encourage heritage conservation principles, and where heritage buildings cannot be saved on site, encourage their removal to other suitable sites.

2.11.47 Use Heritage Conservation Grants to fund the restoration of heritage assets to the objectives of the Standards and Guidelines for the Conservation of Historic Places in Canada.

2.11.48 Periodically review the Heritage Levy program, where funds are collected with each Building Permit application, to ensure the right balance of funds is available for heritage programming.

2.11.49 Celebrate heritage and build public awareness through community events and recognition on Delta's social media.

3.0 Implementation and Monitoring

Delta OCP 2024 consolidates and updates previous policies and land use designations, providing a refreshed growth framework that responds to Delta's housing needs and new provincial legislation. It is a strategic update focused on housing and the changes needed to meet the requirements of the provincial order and new legislation.

Non-housing sections were reviewed, refreshed, and presented to the public to help identify areas where future work could be considered. These sections were refreshed with content from secondary plans, like the *Agricultural Plan*, *Housing Action Plan*, *Social Action Plan*, *Delta Cycling Master Plan*, *Climate Energy and Emissions Plan*, and more. These secondary plans have included robust public consultation programs and have valuable insights that the OCP seeks to support.

As per new legislation, Delta is required to review and update the OCP every five years to provide enough capacity for 20 years of housing and align with key areas of housing need. Additionally, the OCP is intended to be a living document; Delta anticipates additional updates before five years has passed to respond to emerging community needs and priorities.

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Appendix A: Regional Planning

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

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

Metro 2050
Implementation Guideline
Regional Context Statement Template

April 2023

Regional Context Statement Checklist

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

☐ Regional Land Use Designations

- General Urban
- Industrial
- Rural
- Employment
- Agricultural
- Conservation and Recreation

☐ Regional Overlays

- Urban Centres
- Frequent Transit Development Areas
- Trade-Oriented Lands Overlay
- Natural Resource Areas Overlay (Maintained by Metro Vancouver)

☐ GIS digital file for Metro Vancouver

Population, Dwelling Unit and Employment Projections Requirements

☐ Section 1.1.9(b) of *Metro 2050* requires member jurisdictions adopt RCSs that "provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the UCB." An RCS should illustrate efforts to align the OCP with the member jurisdiction and regional projections over time. RCSs should indicate growth projections for the same time periods as indicated in *Metro 2050*: i.e. to 2030, 2040, and 2050.

☐ Section 1.2.24(a) of *Metro 2050* requires member jurisdictions adopt RCSs that "provide dwelling unit and employment projections that indicate the member jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2."

☐ Section 6.2.7 of *Metro 2050* provides member jurisdictions with the flexibility to amend OCP land use designations (or equivalent) without amending the RCS under certain circumstances. This language must be included in the RCS to permit this flexibility.

Official Community Plan Consistency with Metro 2050

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

METRO 2050 REGIONAL CONTEXT STATEMENT

Metro 2050 Targets

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

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

• **All Urban Centre Types: 40%** • **Frequent Transit Development Areas: 28%** Regional Targets for Employment Growth by Location: • **All Urban Centre Types: 50%** • **Frequent Transit Development Areas: 27%**	growth (37%) anticipated for the industrial areas around Tilbury and DeltaPort, which are outside of the urban centres but form a crucial part of regional industrial land supply.	protective dikes, however, to work towards more resilient land use, it is important to consider the long-term impacts of increased development.
1.2.24 b) ii) include policies and actions for Urban Centres and Frequent Transit Development Areas that: **focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3** (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.13 *1.2.13 Implement the strategies and actions of the regional growth strategy that contribute to regional targets as shown on Table 2 to:* ***a) focus 98% of the region's dwelling unit growth to areas within the Urban Containment Boundary;*** ***b) focus 40% of the region's dwelling unit growth and 50% of the region's employment growth to Urban Centres; and*** c) ***focus 28% of the region's dwelling unit growth and 27% of the region's employment growth to Frequent Transit Development Areas.***	Please see Map 2 for land use designations in Ladner MTC and Scott Road Corridor FTDA, which focus and manage growth consistent with the guidelines in Metro2050 Table 3. Combined, these area are projected to accommodate 40% of population growth, 43% of residential growth, and 25% of employment growth. There is significant employment growth (37%) anticipated for the industrial areas around Tilbury and DeltaPort, which are outside of the urban centres but form a crucial part of regional industrial land supply. Policy 2.2.2 is to focus commercial uses offering job opportunities within the Ladner MTC and Scott Road Corridor FTDA, among other key corridors and urban centres.	

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

Policy with Target	Applicable OCP Policies	Supplementary Information
3.2.7 a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1: • increase the area of lands protected for nature **from 40% to 50% of the**	22% of the City-wide land base is protected for nature in our Conservation and Leisure designation. Policy 2.7.14 provides a 40% tree canopy coverage across Delta.	Our Urban Forest Strategy has more detailed annual tree planting goals. We have a goal to carry out: 1) an urban forest inventory on all City-owned trees, and 2) Green Infrastructure Network

region's land base by the year 2050; and • increase the total regional tree canopy cover within the Urban Containment Boundary **from 32% to 40% by the year 2050.**		mapping to identify important green nodes and corridors in our urban areas.
3.3.7 a) identify how local land use and transportation policies will contribute to meeting the **regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030** and **achieving a carbon neutral region by the year 2050**;	Policy 2.8.1 describes our greenhouse gas emissions target of reducing community-wide emissions by 45% below 2007 levels to 2030 and to zero net emissions by 2050. Our land use designations increase development potential in core urban areas, close to transit and services, which will contribute to overall emissions reductions. Our policies related to active transportation and advocating for transit service will also contribute to reduced emissions by reducing the number of trips by automobile.	We are currently updating our Community Energy and Emissions Plan to help us meet this target. We have an EV Strategy that aims to encourage residents and organizations to make the switch to electric vehicles, which helps support emissions reductions.
Goal 4 Provide Diverse and Affordable Housing Choices Target		
Policy with Target	**Applicable OCP Policies**	**Supplementary Information**
4.2.7 a) indicate how you will, within the local context, contribute toward the regional target of having **at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units** (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	The Scott Road Corridor land use designation, which applies to the Scott Road FTDA, requires non-market housing contributions to achieve densities higher than 6 storeys, up to 32 storeys. Policies 2.1.1 – 2.1.10 and 2.13 – 2.15 describe how we will facilitate the development of affordable rental units throughout the City. By nature of the share of development anticipated for the Scott Road Corridor FTDA and Ladner MTC, we anticipate a large proportion of affordable rental units will be achieved in these areas. Affordable rental units may be achieved through any of the following: projects by non-profit housing providers, contributions	We have a Housing Target Order to complete 3,607 net new housing units by 2028. In the guidelines associated with that order, the City is recommended to complete 830 below-market rental units. There is an additional urban centre in Tsawwassen where we also expect to see a concentration of affordable rental units. This area has an Urban Centre land use designation, which, similar to the Scott Road Corridor Land Use Designation, requires non-market housing contributions to achieve densities higher than 6 storeys.

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

Goal 1

Metro 2050 Goal 1: Create a Compact Urban Area		
Describe how the OCP and other supporting plans and policies contribute to this Goal: Delta's OCP update focuses on increasing residential and commercial development opportunities along key corridors and in neighbourhood / urban centres. Areas outside the Urban Containment Boundary are primarily designated agricultural and conservation/leisure, which do not allow for large scale development.		
Goal 1 Targets		
Policy with Target	**Applicable OCP Policies**	**Supplementary Information**
1.1.9 b) Provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of **focusing 98% of residential growth inside the Urban Containment Boundary**	*Please see response in Targets section*	*Please see response in Targets section*
1.2.24 a) provide dwelling unit and employment projections that indicate the member jurisdiction's share of planned growth and **contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2** (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas) Regional Targets for Residential Growth by Location: • **All Urban Centre Types: 40%** • **Frequent Transit Development Areas: 28%** Regional Targets for Employment Growth by Location: • **All Urban Centre Types: 50%** • **Frequent Transit Development Areas: 27%**	*Please see response in Targets section*	*Please see response in Targets section*

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

Strategy 1.1: Contain urban development within the Urban Containment Boundary

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

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

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

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

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

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

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

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

		while considering the impacts of these strategies on identified marginalized members of the community	sensitive residential infill that preserves vegetation and utilizes crime prevention through environmental design principles. Policy 2.11.4 relates to achieving accessibility in new development projects.
	h)	consider where appropriate, opportunities to incorporate recognition of Indigenous and other cultures into the planning of Urban Centres, FTDAs, and other local centres	Delta is working with Tsawwassen First Nation and Musqueam to strengthen our relationship and incorporate recognition of Indigenous culture into our OCP. Section 1.4 is a placeholder for this work, which we are working towards.

Strategy 1.4: Protect Rural lands from urban development

	Section	Policy	Applicable OCP Policies
Policy 1.4.3	**Adopt Regional Context Statements that:**		
	a)	identify Rural lands and their boundaries on a map generally consistent with Map 2	Please see Map 7.
	b)	limit development to a scale, form, and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing	Please see Section 1.5.1, Agricultural and Conservation and Leisure land use designations.
	c)	specify the allowable density and form, consistent with Action 1.4.1, for land uses within the Rural regional land use designation	Please see Section 1.5.1, Agricultural and Conservation and Leisure land use designations.
	d)	prioritize and support agricultural uses within the Agricultural Land Reserve, and where appropriate, support agricultural uses outside of the Agricultural Land Reserve	Policies 2.6.1 through 2.6.9 speak to this.
	e)	support the protection, enhancement, restoration, and expansion of ecosystems identified on Map 11 to maintain ecological integrity, enable ecosystem connectivity, increase natural carbon sinks and enable adaptation to the impacts of climate change	Protection, enhancement, restoration, and/or expansion of ecosystems identified on Metro2050 Map 11 is supported through: various Development Permit Areas for steep slopes and riparian areas; Conservation and Leisure designation; Agricultural designation, and Environmentally Sensitive Areas identified on Map 12.

Goal 2

Metro 2050 Goal 2: Support a Sustainable Economy			
Describe how the OCP and other supporting plans and policies contribute to this Goal: Delta's OCP focuses on supporting and enhancing industrial uses of existing industrial areas in a sustainable manner, while promoting more opporutnities for commercial and office development close to residential development and transit. The Ladner MTC and Scott Road FTDA are key locations for commercial and office uses. The OCP also recognizes the importance of agriculture to Delta's economy and contains a robust and up-to-date set of policies about protecting agricultural lands and enhacing economic viability of the agricultural industry.			
Strategy 2.1 Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live			
Policy 2.1.10	**Section**	**Policy**	**Applicable OCP Policies**
	Adopt Regional Context Statements that:		
	a)	include policies to support appropriate economic activities, as well as context-appropriate built form for Urban Centres, Frequent Transit Development Areas, Industrial lands, and Employment lands	Delta has a large supply of industrial lands, with industrial activities supported by Section 2.3. Policies 2.3.26 through 2.3.32 speak to Boundary Bay Airport, our Employment Lands area. Policies 2.2.1 and 2.2.2 speak to commercial uses in Urban Centres in appropriate built forms. 2.2.5 through 2.2.11 relate to revitalization in Ladner Village, part of Ladner MTC. 2.2.12 speaks to supporting commercial, office, and other employment opportunities in the Scott Road Corridor FTDA. Finally, 2.2.26 encourages new neighbourhood corner stores/cafes throughout lower density residential areas.
	b)	support the development and expansion of large-scale office and retail uses in Urban Centres, and lower-scale uses in Frequent Transit Development Areas through policies such as: zoning that reserves land for commercial uses, density bonus provisions to encourage office development, variable development cost charges, and/or other incentives	Policy 2.2.1 is to reinforce Urban Centre areas by supporting an appropriate supply of office space above ground level and retail at ground level. Policy 2.2.5 and 2.2.6 encourage revitalization in Ladner Village through incentives for the private market and focused public realm investments.

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

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

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

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

		other Major Trip-Generating uses in Urban Centres, and local-scale uses in Frequent Transit Development Areas	
	iv)	support higher density forms of commercial and light industrial development where Employment lands are located within Urban Centres or Frequent Transit Development Areas, and permit employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas, while low employment density and low transit generating uses, possibly with goods movement needs and impacts, are located elsewhere	n/a – Employment Lands are not located in Urban Centre or FTDA.
	v)	do not permit residential uses, except for: • an accessory caretaker unit; or • limited residential uses (with an emphasis on affordable, rental units) on lands within 200 m of a rapid transit station and located within Urban Centres or Frequent Transit Development Areas, provided that the residential uses are located only on the upper floors of buildings with commercial and light industrial uses, where appropriate and subject to the consideration of municipal objectives and local context.	Delta's Employment Lands are designated Industrial, which only permits industrial with potential accessory caretaker unit. See Section 1.5.1.
	e)	include policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems	Policy 2.3.32 is to assist businesses at the Boundary Bay Airport to reduce greenhouse gas emissions, maximize energy efficiency, mitigate impacts on ecosystems, and reduce natural hazard risks. Policies 2.3.40 - 2.3.42speak to mitigating impacts on ecosystems, energy efficiency, and waste reduction in industrial areas more broadly.
	f)	include policies that assist existing and new businesses to adapt to the impacts of climate change and reduce their exposure to natural hazards risks, such as those identified within the regional growth strategy (Table 5)	Policy 2.3.32 is to assist businesses at the Boundary Bay Airport to reduce greenhouse gas emissions, maximize energy efficiency, and reduce natural hazard risks.
Strategy 2.3 Protect the supply of agricultural land and strengthen agricultural viability			
Policy	**Section**	**Policy**	**Applicable OCP Policies**
	Adopt Regional Context Statements that:		
	a)	specify the Agricultural lands within their jurisdiction, denoting those within the Agricultural Land Reserve, on a map generally consistent with Map 8	Please see Maps 2 and 7

	b)	consider policies and programs that increase markets and the distribution of local food in urban areas to strengthen the viability of agriculture and increase availability of local food for all residents	Policy 2.6.16 speaks to expanding urban opportunities for accessing local food.
	c)	include policies that protect the supply of agricultural land and strengthen agriculture viability including those that:	See below.
	i)	assign appropriate land use designations to protect agricultural land for future generations and discourage land uses on Agricultural lands that do not directly support and strengthen agricultural viability	In Section 1.5.1, agricultural lands are designated Agricultural, which protects agricultural uses. Policies 2.6.1, 2.6.3, and 2.6.6 speak to supporting farm and directly supportive uses on agricultural lands, while considering other sites for other uses.
	ii)	encourage the consolidation of small parcels and discourage the subdivision and fragmentation of agricultural land	Policy 2.6.2 is to maintain the parcel size of Delta's agricultural land and encourage consolidation of agricultural parcels to increase parcel size, rather than fragmentation of agricultural lands.
	iii)	support climate change adaptation including: • monitoring storm water, flooding, and sea level rise impacts on agricultural land, • implementing flood construction requirements for residential uses, and • maintaining and improving drainage and irrigation infrastructure that support agricultural production, where appropriate and in collaboration with other governments and agencies	Policy 2.6.21 is to monitor and assess flood risks, irrigation water, salinity levels, dike stability, and flooding. Policy 2.5.9 is to encourage improvements to field drainage on agricultural lands. Policy 2.5.12 is to meet engineering standards for drainage and flood risk in new developments and would apply in agricultural lands. Policy 2.5.25 is to monitor salinity levels in agricultural irrigation water supply and consider the installation of a new intake.
	iv)	protect the integrity of agricultural land by requiring edge planning along the Urban Containment Boundary and adjacent to agricultural operations through activities such as screening, physical buffers, roads, or Development Permit area requirements	Policies 2.6.10 through 2.6.13 are edge planning policies for minimizing conflicts at the urban-rural interface.
	v)	demonstrate support for economic development opportunities for agricultural operations that are farm related uses, benefit from close proximity to farms, and enhance primary agricultural production as defined by the *Agricultural Land Commission Act*	Policy 2.6.14 is to support economic diversification on agricultural lands that allow ancillary, complementary activities permitted by the *Agricultural Land Commission Act.*

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

Goal 3

Metro 2050 Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards		
Describe how the OCP and other supporting plans and policies contribute to this Goal:		
Goal 3 Targets		
Policy with Target	**Applicable OCP Policies**	**Supplementary Information**
3.2.7 a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1: • increase the area of lands protected for nature **from 40% to 50% of the region's land base by the year 2050**; and • increase the total regional tree canopy cover within the Urban Containment Boundary **from 32% to 40% by the year 2050.**	*Please see response in Targets section*	*Please see response in Targets section*
3.3.7 a) identify how local land use and transportation policies will contribute to meeting the **regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030** and achieving a carbon neutral region by the year 2050;	*Please see response in Targets section*	*Please see response in Targets section*

Strategy 3.1: Protect and enhance Conservation and Recreation lands			
Policy 3.1.9	**Section**	**Policy**	**Applicable OCP Policies**
	Adopt Regional Context Statements that:		
	a)	identify Conservation and Recreation lands and their boundaries on a map generally consistent with Map 2	Please see Maps 2 and 7.
	b)	include policies that support the protection and enhancement of lands with a Conservation and Recreation land use designation, which may include the following uses:	See below.
	i)	drinking water supply areas	n/a
	ii)	environmental conservation areas	All environmentally sensitive areas are designated Conservation and

			Leisure in the OCP (Section 1.5.1), which supports their protection and enhancement.
	iii)	wildlife management areas and ecological reserves	All wildlife management areas and ecological reserves are designated Conservation and Leisure in the OCP (Section 1.5.1), which supports their protection and enhancement.
	iv)	forests	Policy 2.7.2 is to minimize habitat loss, fragmentation and disturbances to wildlife and enhance connectivity of natural ecosystems and green hubs through land use planning; 2.7.5 is to promote "naturescaping" and the provision of wildlife habitat (e.g. pollinator gardens and trees) on public and private land.
	v)	wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater, and intertidal ecosystems)	2.7.16 is to work with other agencies and organizations to preserve, enhance or restore habitat of watercourses (e.g. creeks, streams, sloughs, and harbours) when development occurs in or around riparian and coastal areas.
	vi)	riparian areas (i.e. the areas and vegetation surrounding wetlands, lakes, streams, and rivers)	Policy 2.7.4 is to encourage the protection, enhancement, restoration, and reopening of natural watercourses and policy 2.7.16 is to work with other agencies and organizations to preserve, enhance or restore habitat of watercourses (e.g. creeks, streams, sloughs, and harbours) when development occurs in or around riparian and coastal areas.
	vii)	ecosystems not covered above that may be vulnerable to climate change and natural hazard impacts, or that provide buffers to climate change impacts or natural hazard impacts for communities	Policies 2.7.5 and 2.7.7 are related to environmentally sensitive and green infrastructure inventory development, which will help to identify ecosystem areas that provide buffers for natural hazard impacts.
	viii)	uses within those lands that are appropriately located, scaled, and consistent with the intent of the designation, including: ○ major parks and outdoor recreation areas; ○ education, research and training facilities, and associated uses that serve conservation and/or recreation users; ○ commercial uses, tourism activities, and public, cultural, or community amenities; ○ limited agricultural use, primarily soil-based; and	The main uses of the Conservation and Leisure land use designation (Section 1.5.1) are: environmentally sensitive areas, natural areas, passive parks or parks with limited programming, nature and wildlife reserves, regional parks, and agricultural uses on lands within the Agricultural Land Reserve.

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

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

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

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

Goal 4

Metro 2050 Goal 4: Provide Diverse and Affordable Housing Choices		
Describe how the OCP and other supporting plans and policies contribute to this Goal:		
Goal 4 Targets		
Policy with Target	**Applicable OCP Policies**	**Supplementary Information**
4.2.7 a) indicate how, within the local context, contribute toward the regional target of having **at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units** (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	*Please see response in Targets section*	*Please see response in Targets section.*

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

	Section	Policy	Applicable OCP Policies
Policy 4.1.8	**Adopt Regional Context Statements that:**		
	a)	indicate how you will work towards meeting estimated future housing needs and demand, as determined in their housing needs report or assessment	Policies 2.1.2 through 2.1.6 and 2.1.8 through 2.1.11 address needs identified in the housing needs report.
	b)	articulate how local plans and policies will meet the need for diverse (in tenure, size, and type) and affordable housing options	Policies 2.1.2, 2.1.3, 2.1.4, 2.1.6, 2.1.9, and 2.1.10 speak to meeting the need for diverse housing options. Policy 2.1.15 speaks to exploring rental tenure zoning.
	c)	identify policies and actions that contribute to the following outcomes	-
	i)	increased supply of adequate, suitable, and affordable housing to meet a variety of needs along the housing continuum	Policies 2.1.2, 2.1.3, 2.1.4, 2.1.6, 2.1.9, and 2.1.10 speak to meeting needs across the housing continuum. Policy 2.1.15 speaks to exploring rental tenure zoning.
	ii)	increased supply of family-friendly, age-friendly, and accessible housing	Policies 2.1.2, 2.1.4, and 2.1.7 relate to family-friendly housing; Policies 2.1.2, 2.1.4, 2.11.18, and 2.11.19 speak to housing for seniors; Policies 2.1.2, 2.1.4, and 2.11.6

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

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

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

Goal 5

Metro 2050 Goal 5: Support Sustainable Transportation Choices			
Describe how the OCP and other supporting plans and policies contribute to this Goal:			
Strategy 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking			
Policy 5.1.14	**Section**	**Policy**	**Applicable OCP Policies**
	Adopt Regional Context Statements that:		
	a)	identify land use and transportation policies and actions to encourage a greater share of trips made by transit, shared mobility options, cycling, walking, and rolling	Policies 2.4.14 through 2.4.19 encourage and support improved transit; Policies 2.4.20 through 2.4.31 encourage and support improved active transportation.
	b)	support the development and implementation of transportation demand management strategies, such as: parking pricing and supply measures, transit priority measures, end-of-trip facilities for active transportation and micro-mobility, and shared mobility services	Policies related to 2.4.37 through 2.4.40 speak to Transportation Demand Management.
	c)	manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, walking, and rolling	Policy 2.4.36 requires streetscape design that supports active transportation as articulated in Engineering Design Criteria. Policy 2.4.28 is to enhance opportunities for walking, rolling, and cycling.
	d)	support the transition to zero-emission vehicles	Policy 2.8.19 is to implement Delta's Electric Vehicle Strategy.
	e)	support implementation of the Regional Greenway Network and Major Bikeway Network, as identified in Map 10	Policy 2.9.2 supports implementation of regional greenways. Policy 2.4.21 is to implement the Cycling Master Plan, which includes the Regional Greenway and Major Bikeway Networks.
	f)	support implementation of local active transportation and micro-mobility facilities that provide direct, comfortable, all ages and abilities connections to the Regional Greenway Network, Major Bikeway Network, transit services, and everyday destinations	Policy 2.9.2 is to work with Metro Vancouver and adjacent municipalities to enhance and maintain a municipal multi-purpose corridor-trail system that links local parks, open spaces, recreational facilities, residential areas, wildlife corridors and places of work, and that provides

			connections to regional trails and greenways.

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

	Section	Policy	Applicable OCP Policies
Policy 5.2.6	**Adopt Regional Context Statements that:**		
	a)	identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres; Frequent Transit Development Areas; Major Transit Growth Corridors; Industrial, Employment, and Agricultural lands; ports; airports; and international border crossings	Please see Map 7.
	b)	identify land use and related policies and actions that support the optimization and safety of goods movement via roads, highways, railways, aviation, short sea shipping, and active transportation	Policy 2.4.7 is to provide safe and efficient connections to enhance goods movement via roads and highways. Policy 2.3.24 is to continue improvements to roads to service industrial areas and enhance goods movement. Policy 2.3.25 is to consider the *Railway Association of Canada and Federation of Canadian Municipalities Guidelines for New Development in Proximity to Railway Operations*. Policy 2.3.23 is to promote rail and marine transport as alternatives for goods movement.
	c)	support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management	Policy 2.4.37 is to support regional, community, and corporate Transportation Demand Management (TDM) initiatives to encourage more efficient use of the transportation system.
	d)	identify policies and actions that support the protection of rail rights-of-way, truck routes, and access points to navigable waterways in order to reserve the potential for goods movement	The land use designations in Section 1.5.1 secure and support adjacent land uses for railways, truck routes, and access points to navigable waterways.
	e)	identify policies and actions to mitigate public exposure to unhealthy levels of noise, vibration, and air pollution associated with the Major Road Network, Major Transit Network, railways, truck routes, and Federal / Provincial Highways	Policy 2.7.29 is related to noise abatement and restrictions relating to ambient noise (e.g. residential, traffic, construction and industrial sources, aircraft/marine traffic, etc.). Policies 2.8.10 and 2.8.11 relate to mitigating air quality impacts. Policies 2.3.21 through 2.3.24

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

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Development Permit Area Guidelines and Requirements

1. Land or areas of land designated LV1, LVC, LV2, LV3, LV4, LV5, LV6, SD1-A, TUC, SD1-B, SD2, SD3, SD4, SD5, ND1, ND2, ND3, ND4, ND10, ND12, SRC, CC, SPEA respectively on the maps numbered IIA, IIB, and IIC attached hereto and forming a part of the Schedule E are given a Development Permit Area Designation on the basis of the attached justification and guidelines for the development of each designated area.
2. A Development Permit shall not be required:
    a. for accessory buildings and garages for single family residential development in any designated area except LV6;
    b. for interior renovations to existing buildings in any designated areas;
    c. for exterior renovations to existing buildings in any designated area which do not involve structural alterations to the buildings;
    d. for structural alterations and additions to existing single family dwellings in any designated area provided the floor area of the structural alterations or additions do not exceed 25 percent of the existing floor area or 50m^2, whichever figure is lower;
    e. for single family residential development in any designated area except LV2, LV6, SD2, SD3, ND1 and ND10, so long as all floodproofing, environmental protection and restrictive covenant requirements of the designated area have been met;
    f. for single family residential development on any existing lot in any designated area, where a Development Permit covering the lot was issued at the time of the subdivision creating the lot and where all floodproofing, environmental protection, hazardous condition and restrictive covenant requirements of the designated area have been met;
    g. for signs referred to in Sections 5.1, 5.2 and 5.3 of 'Delta Sign Bylaw No. 4235, 1988' as amended;
    h. for the subdivision of land, an addition to a building or structure, the construction of a building or structure or any addition thereto, the alteration of land, or the alteration or demolition of a building, structure or protected heritage property feature in the LV-1 area for which a Heritage Alteration Permit is required;

i. for a subdivision of a previously occupied building to which section 9 of the *Condominium Act* applies, provided that no building permit is required for the building and that the applicant has satisfied all development permit requirements or conditions which would otherwise have been imposed, and all standards which would otherwise have applied, in relation to the subdivision.

j. as a condition of subdivision where:

   i. a Development Permit has been obtained and notice registered against the land; and

   ii. all requirements of the existing Development Permit and all current development permit requirements have been satisfied.

notwithstanding the above:

Sections 2 (d), (e), (f), (h) and (j) do not apply to SPEA.

a. for dike maintenance and reconstruction of other public works in "LV6 – Riverside", undertaken by the Province of BC, the municipality, or their authorized agents.

b. in Development Permit Area SPEA, a Development Permit shall not be required in the following circumstances:

   i. For emergency actions required to prevent, control or reduce an immediate threat to life or to public or private property including:

   - Emergency actions for flood protection, erosion protection, and clearing of obstructions;
   - Emergency works to protect repair or replace public utilities;
   - Clearing of an obstruction from a bridge, culvert or drainage flow; and repairs to bridges or safety fences; and
   - Removal of a tree when there is an imminent danger of the tree falling and causing an injury to persons or property, or when a tree failure has already occurred as a result of a natural cause and presents an immediate hazard.

All actions used to resolve emergency situations must be reported to The Corporation of Delta's Engineering Department, and the appropriate Federal and Provincial authorities immediately.

ii. For public works and services undertaken by The Corporation of Delta and others if such works and services have been approved by the Director of the appropriate department in consultation with Fisheries and Oceans Canada. Such works and services include but are not limited to:

- The construction or maintenance of a public utility placed in or upon a public thoroughfare or public utility easement;
- The construction, widening, improvement, maintenance or repair of any land, watercourse, highway, street, bridge or other public thoroughfare; and
- The improvement or maintenance of any lands within the municipal parks system or on municipal streets or boulevards.

iii. For "development" associated with an "agricultural use". For the purpose of this Development Permit Area, "development" and "agricultural use" shall have the meaning assigned to them in Schedule SPEA-2 of the SPEA Development Permit Guidelines and Requirements.

iv. For the re-establishment of a stream setback area by removing non-native vegetation and/or planting vegetation according to a Vegetation Management Plan that has been prepared to a professional standard and approved by the Director of Community Planning and Development.

v. For in-stream development and habitat restoration, not otherwise requiring a permit from The Corporation of Delta, provided that the activity complies with all Provincial and Federal standards and requirements, and The Corporation of Delta is notified of the activity.

vi. For proposed developments on properties located within 30 metres of the Fraser River Estuary, including Boundary Bay and Roberts Bank, if the proposed development has been reviewed by the Fraser River Estuary Management Program (FREMP) Environmental Review Committee, and the development application is accompanied by a letter from FREMP identifying environmental protection criteria, and the proposed development meets all of the criteria identified in the letter.

LV1 Ladner Village

Category: "e" (Establishment of objectives and provisions of guidelines for the form and character of commercial, industrial or multi-family residential development.)

Area: Development Permit Area LV1
As Shown on "Map IIA Ladner Development Permit Areas".

Justification:

The commercial Village of Ladner has special character. The continuation of historical patterns of commercial activity to improve the commercial areas and services is essential for the well-being of Ladner's economic activity.

The objective of the development permit area is to encourage formation of a liveable village and a desirable commercial and residential mix.

Guidelines:

The following guidelines illustrate the general approach to be taken to achieve desired commercial nodes and commercial and residential mix.

Development Permits issued in this area shall be in accordance with the following:

1. Parking areas in the existing shopping centres may be permitted to be developed for additional commercial/multiple family residential development with alternate provision for the required parking at a reduced standard.
2. New buildings should be constructed with a minimal setback from all streets, so as to give a new form to existing commercial areas.
3. The siting of commercial/multiple family residential developments may be varied to encourage optimum development of land and for better circulation pattern.
4. Landscaping should be used to provide visual breaks and buffers, as well as to enhance the appearance of this area.
5. The size and scale of buildings should relate to adjacent development and provide a transition between the commercial and less intensive uses.
6. Outside of the diked area no building or any part thereof shall be constructed, reconstructed, moved or extended, nor shall any mobile home unit, modular home or structure be located with the underside of a wooden floor system or top of concrete slab of areas to be used for habitation, business, or the storage of goods damageable by floodwaters lower than three point five (3.5) metres Geodetic Survey of Canada datum. No building shall be constructed or located within thirty (30) metres of the natural boundary of the Fraser River unless construction on piles is used or fill is placed in such a manner that the toe of the protected embankment does not project beyond the natural boundary of the Fraser River. Where landfill is used to achieve the elevation provisions, the face of the landfill slope shall be adequately protected against erosion from floodwater.
   (This Guideline is based on a standard established by the Ministry of Environment and Parks, Province of British Columbia.)
7. No building shall be constructed or located within six (6) metres of natural boundary of any swamp, slough, pond or ditch.
8. A restrictive covenant will be required under Section 82 or Section 219 of the *Land Title Act* acknowledging that land may be subject to flooding and saving the Municipality and the Province of British Columbia harmless from any claims arising out of damages to lands or buildings by flooding.
9. All applications for new commercial developments and major renovations to existing commercial developments must include a comprehensive sign plan.
10. A comprehensive sign plan must specify the proposed size, type of illumination, height, design, location, and number of signs which must generally conform to the regulations of the Delta Sign Bylaw.
11. A comprehensive sign plan for multi-tenant complexes must propose a minimum of three consistent design elements (i.e., sign type or design, colour, illumination, location, height).
12. A comprehensive sign plan should work towards enhancing area character as outlined in Special Sign Area schedules of the Delta Sign Bylaw, and maintaining architectural integrity of the subject and adjacent buildings.

LVC Ladner Village Core Development Permit Area

As shown on "Map IIA Ladner Development Permit Areas".

Purpose:

- Revitalization of an area in which a commercial use is permitted.
- Establishment of objectives for the form and character of commercial, industrial and multiple family residential development.
- Establishment of objectives to promote energy conservation, water conservation and the reduction of greenhouse gas emissions.
- Protection of development from hazardous conditions.

Justification:

Ladner Village has a unique form and character with an intimate scale, variety of shops and services, and mix of building forms including historic buildings. The Village contains the historic commercial centre and waterfront on the west side of Chilukthan Slough and modern commercial mall development on the east side of the Chilukthan Slough. The Ladner Village waterfront was historically the focus of the community of Ladner. Over the years this has changed with the commercial focus moving to other village streets and later to the malls on Ladner Trunk Road leaving the waterfront less vibrant and difficult for people to access physically and visually.

The waterfront is a unique place within Ladner Village with opportunities to provide strong linkages to the harbour reflecting and celebrating the historic fishing and farming roots of the community.

The following guidelines are intended to help new development achieve this revitalization and transformation while building on and reinforcing elements of the existing development patterns and historical industrial/commercial context.

Ladner Village is located in the floodplain of the Fraser River and, as such, although it is located behind dikes, it could reasonably be expected to be subject to flooding in the event of a failure of the dike system.

Development permits issued in this area shall be in accordance with the Sustainable Design Guidelines (SDG) found elsewhere in this bylaw, in addition to the following guidelines.

Guidelines Preamble

For each subsection, the following Ladner Village guidelines are organized according to four nested scales: Placemaking and Context; Accessibility and Connectivity; Comfort and Enjoyment; and Materiality and Durability.

This structure is intended to provide a logic to the guidelines, to allow the reader to understand how specific guidelines are related to the core objective of good urban design. Overall, these four scales have the following objectives:

- **Placemaking and Context:** Demonstrate thoughtful consideration and effort to reinforce Ladner Village's unique qualities and sense of place within the design of public spaces, buildings, landscapes.
- **Accessibility and Connectivity:** Consider the full diversity of the Ladner Village community and ensure that designs of buildings, parks, and open space networks meet the needs of everyone – regardless of age and ability – and effectively connect people to community spaces and special places.
- **Comfort and Enjoyment:** Demonstrate thoughtful design that contributes to the quality of public space and create comfortable spaces for people to enjoy year-round.
- **Materiality and Durability:** Utilize high quality and durable materials in landscape and building design.

Heritage considerations are integrated throughout the guidelines. Contemporary design can be complementary to heritage buildings. New construction will provide quality and continuity with pedestrian spaces while ensuring heritage buildings are visually celebrated and framed within an appropriate setting. Historic buildings should not become anomalies within the Village at risk of demolition or inappropriate alteration. Rather, new development should help facilitate efforts to conserve historic buildings by supporting the retention of heritage values in building and landscape design.

Development permits issued in this area shall be in accordance with the following guidelines:

1.0 Streetscape, Pedestrian Paths and Site Landscaping

Objective:

To complement the quality of Ladner Village's pedestrian spaces by enhancing its network of cohesive streets and vibrant
open spaces.

Chisholm Street looking west

1. Pedestrian spaces connect to the Village to the waterfront.
2. Outdoor gathering spaces to contribute to year-round enjoyment of the waterfront.
3. Banners and signage contribute to historic interpretation of the area.
4. Raised dike accommodates pedestrian circulation and flood protection.

Guidelines

1.1 Share the vibrant, rich story of place

a. Explore opportunities to maintain and/or reestablish the historical street pattern and/or open view corridors to key waterfront and cultural/historic landmarks to emphasize unique natural setting and village character.

b. Utilize site, building and landscape design to establish and/or reinforce distinct landmarks (e.g., 'gateways') in key locations throughout the Village to support intuitive wayfinding. Examples include:

- **Paths & Edges:** including priority pedestrian enhancements between and beyond the Village and the waterfront, along Delta Street, Chisholm Street, 48 Avenue and strengthened greenway connections and riparian landscape enhancements along the Chilukthan Slough edge.
- **Districts & Nodes:** including ongoing enhancement of core commercial areas within the Village and priority gathering spaces such as the areas used by the Ladner market, Stokes & Cullis Plaza, and Elliott Street Wharf.
- **Landmarks:** including architectural features (e.g., prominent building corners and/or facades) and/or structural elements (e.g., signage, pedestrian overpass, etc.).

c. Where opportunities exist, development should contribute to historical interpretation within Ladner Village through the incorporation of artifacts, traditional materials and colours, public art, interpretive signage and/or storytelling elements within site, building and/or landscape designs

1.2 Create an accessible and interconnected network of pedestrian spaces

a. Maintain and renew the fine-grained scale of Ladner Village through compact blocks and frequent pedestrian access points that link to neighbourhood amenities, the waterfront, Chilukthan Slough, and/or parking areas.

b. Moderate the scale of new development by incorporating connected, safe and attractive open spaces and pedestrian linkages.

c. Incorporate attractive and informative signage for pedestrians that is continuous with other wayfinding signs in the area.

d. Ensure continuity within streetscape designs (e.g., pathway materials) to promote clarity and accessibility for users.

Refer to the most recent Building Access Handbook when designing for universal accessibility.

1.3 Provide for year-round comfort and enjoyment within pedestrian spaces

a. Contribute to the network of diverse public open spaces (varying in scale, program, form and character) to support a range of user groups within the Village. Strategies may include pedestrian plazas, pocket parks, and other creative ways to physically expand and compliment the public realm on private parcels.

b. Front patios, display areas, seating and other semi-private space in front of businesses are encouraged.

Sidewalk patios are subject to the conditions of a patio permit.

c. Active commercial use such as displays, sandwich boards and signs on the first portion of the sidewalk immediately adjacent the building are encouraged.

d. Locate and design outdoor gathering spaces to maximize human comfort throughout the seasons (e.g., consider sun angle and prevailing winds).

e. Incorporate appropriate lighting in public spaces and pathways.

f. Provide high quality street furniture which may include benches, bollards, waste receptacles, information, art works, etc.

1.4 Choose high-quality and durable materials

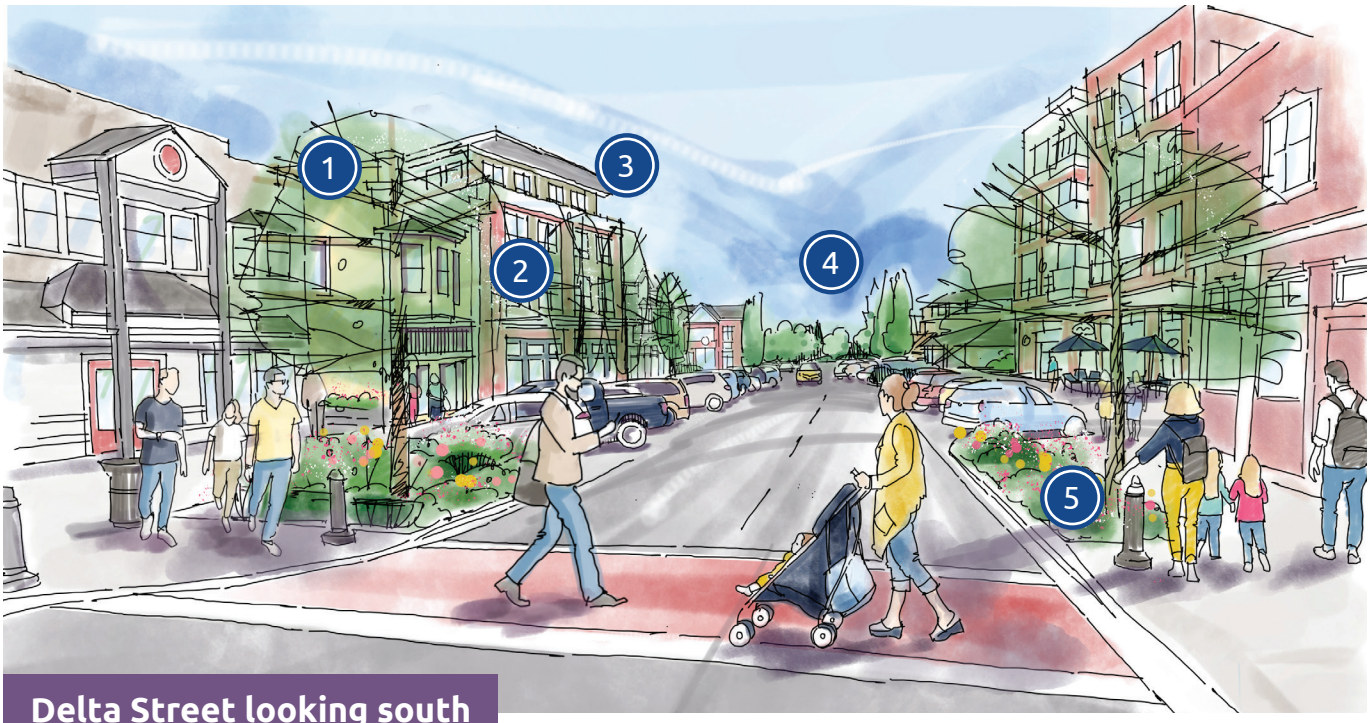
a. Utilize high-quality, durable, flood-resistant, natural/native and contemporary public realm elements including paving, lighting, furnishings, signage, and landscaping. Ensure exterior materials can withstand the range of seasonal environmental conditions.

b. Wherever possible, utilize nature-based solutions within public realm improvements to enhance sense of place. Examples include street trees (for passive cooling and incorporating locally-adapted species with seasonal interest) and rain garden swales (for stormwater management and incorporating native riparian vegetation).

2.0 Building Design

Objective:

To enhance local identity, the pedestrian environment, and liveability through building design and siting.



Delta Street looking south

1. **Retained heritage building, contributes historical context to the streetscape**
2. **Overheight single storey with weather protection**
3. **Building step backs on upper storey**
4. **Landmark views are preserved**
5. **Nature based solutions including rain gardens**

2.1 Buildings blend Ladner's past and future with heritage elements and complimentary contemporary forms

a. Honour Ladner's built heritage through building designs that:

- Retain and re-use historic and/or culturally significant structures in ways that respect their unique value and potential for placemaking;
- Utilize historical building precedents to inform building designs, including, scale, form and character elements;
- Complement existing heritage values and incorporate traditional building forms and character defining elements, including but not limited to: street and lane patterns, building setbacks, streetwall height and roof forms, and traditional building materials;
- Utilize roof forms that respect the existing scale and form displayed by historic Village architecture. This includes simple gable or flat roof forms with subordinate roof forms as required. On the waterside of Chisholm Street, this includes the cannery roof form.

b. Where consolidation is required (e.g., development spans historic lot lines), buildings should visibly demarcate historical patterns with facade articulation (e.g., setback), change in cladding material and/or glazing to "echo" historical space(s).

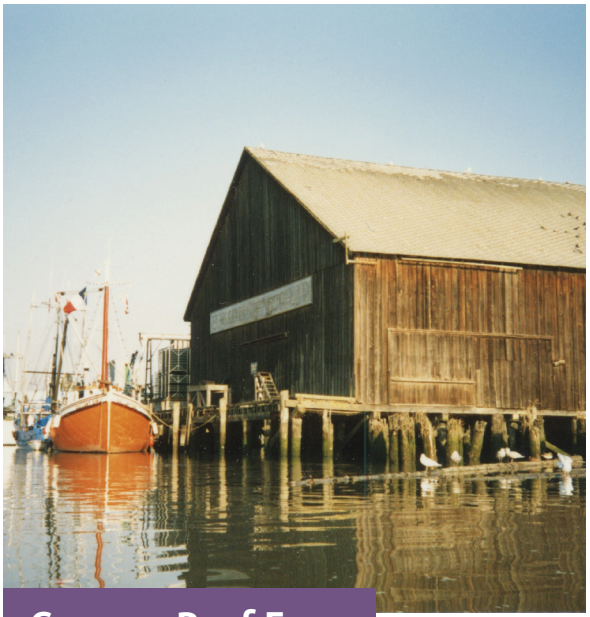
c. Consider neighbouring facade treatments and design new facades to maintain a continuous but varied street wall.

2.2 Building designs contribute to a unique quality of ground-orientation and connection to place.

a. Building design and massing should consider and respond to landmark views, including but not limited to views of landscape features (e.g., waterfront) and/or prominent architectural elements.

b. Building design should activate the street through active ground-floor uses and/or well-defined, accessible entries. For commercial uses, this may include large, visually-accessible display windows and/or patio spaces. For residential uses, this may include multiple entries (e.g., townhouse frontages) and semi-public open spaces.

c. Create a clear connection and demarcation between public, semi-public and semi-private spaces through built form elements such as porches, screen walls and planters.



Cannery Roof Form

2.3 Building designs enliven Ladner Village and comfortably frame spaces for people

a. Maintain the pedestrian scale and quality of existing streetscapes as defined by minimally-setback, over height single-storey retail frontages.

b. Building designs should:

- Where adequate road dedication exists, be constructed with minimal setbacks from all streets to activate the street;
- Encourage pedestrian activity through the provision of outdoor spaces linked to commercial units (e.g., café seating) and functioning as an extension of the public realm;
- For commercial buildings, generally reflect narrow frontages (e.g., 7.6 m wide) to provide for an unbroken line of retail or otherwise interesting uses and activity;
- Incorporate individually expressed storefronts rather than repetitive forms which are discouraged;
- Emphasize a 2 storey street wall through a material differentiation of upper floors and/or building step backs.

c. Where large buildings (e.g.,consolidation, greater than 4 storeys) are proposed, use features such as articulation, vertical rhythms, roof forms, balconies, awnings, materiality differences, and stepping back of the upper storeys to reduce large, monolithic building volumes and shading of the public realm.

d. Demonstrate sensitive transitions to adjacent buildings by recessing or stepping back upper floors and/ or stepping down floors between buildings.

e. Incorporate weather protection through structures, canopies, awnings and overhangs with understructure lighting where appropriate. Canopies should have a minimum vertical clearance of 2.2 m measured from the sidewalk. Canopies should preferably extend at least 1.8 m from the building face while maintaining a minimum 0.6 m setback from the outer face of the curb.

f. Entrances should be recessed.

Building step backs and stepped masses

Building step backs and stepped masses

g. Window openings should be regular in their placement and extensive enough to provide for views into displays of goods or interior activity on the ground floor. Transom windows are encouraged. Windows in the side elevation of buildings which are visible from the street are encouraged.

h. Incorporate exterior lighting design within overall building designs to supplement street lighting.

i. Consider signage design within overall building design to ensure complimentary character. All applications for new developments and major renovations to existing commercial and mixed use developments must include a comprehensive sign plan.

Large window display that provides views into ground floor activity

Window openings that are regular in placement

2.4 Materials

a. The use of traditional materials – including horizontal wood siding, board and batten wood siding, shingles, metal siding, brick, wood trim, heavy timber detailing (e.g., exposed post and beam) – is encouraged. Hardie composite siding is an acceptable substitute for new construction. Synthetic materials are generally discouraged. Avoid the use of vinyl siding and trim.

b. Where feasible, restoration and redevelopment should retain and reuse existing historic building materials.

c. The use of flood-resistant/resilient materials in the design of ground level spaces is encouraged.

2.5 Waterfront

a. Where feasible, locate new buildings following the historical siting (e.g., extending out over the water on piles).

b. Incorporate “back porches” accessible to the public in new buildings on the waterfront.

c. Where building heights are allowed up to 6 storeys on the south side of Chisholm, step the fifth and sixth floors back to minimize shading on pedestrian space on the north side of Chisholm Street.

3.0 Landscape Design

Objective:

To enhance the pedestrian environment through the creation of comfortable and enjoyable outdoor spaces.

3.1 Retain and enhance landscape features that reflect Ladner's waterfront context and Village character, respectively.

a. Utilize native species and locally-adapted, non-invasive riparian vegetation to enhance connections to the waterfront and slough-edge pedestrian spaces.

b. Utilize more formal plantings of native or similarly hardy species to create seasonal interest and enhance pedestrian spaces within the Village.

c. Demonstrate multiple objectives within landscape designs, including but not limited to: habitat enhancement (e.g., riparian areas, pollinators, etc.), green infrastructure (e.g., stormwater, passive cooling, etc.), and enhancement of pedestrian space (e.g., safety, comfort and beautification).

3.2 Create connective and accessible landscapes

a. Select plant materials to screen and/or buffer undesirable views while preserving and enhancing desirable views.

b. Consider "right tree, right place" and plant-size-at-maturity when specifying landscape materials to minimize conflicts.

c. Utilize continuity in landscape designs to support intuitive wayfinding.

Landscape design that screens parking, provides seasonal interest and enhances pedestrian environment

3.3 Design landscapes for pedestrian comfort and seasonal interest

a. Optimize benefits of landscape design relative to pedestrian comfort and enjoyment by:

- Designing landscapes as an extension of interior spaces and creating places for informal gathering, sitting and/or resting within open space designs;
- Utilizing movable furniture to accommodate flexibility within landscape designs and public spaces;
- Planting trees adjacent to pedestrian spaces to provide cooling shade in summer months;
- Selecting plant species with seasonal interest (e.g., fall colour, spring blossoms and/or pleasing fragrance); and
- Accommodating water and flood-adapted plants within functional landscape designs – including rain gardens, swales and rock drains – to support stormwater management and flood protection strategies.

3.4 Ensure sustainable landscape designs through the use of native plants and durable materials

a. Emphasize the use of native, drought-resistant and flood tolerant species suitable to local growing conditions.

b. Minimize the amount of impervious surfacing and maximize space for depressional storage within landscape designs.

c. Encourage landscape designs that apply sustainable stormwater designs to reduce the speed of run-off, keep stormwater clean and allow for gradual infiltration into the ground.

3.5 Waterfront

a. Landscape designs should prioritize enhancement of the riparian / foreshore environment. Utilize a palette of site-adapted native plants that, beyond habitat restoration, serve to link the pedestrian realm to an expanded natural space along the waterfront and slough.

4.0 Parking, Loading and Service Access

Objective:

To enhance the pedestrian environment through minimizing the impacts of parking, loading and service access on the Village environment.

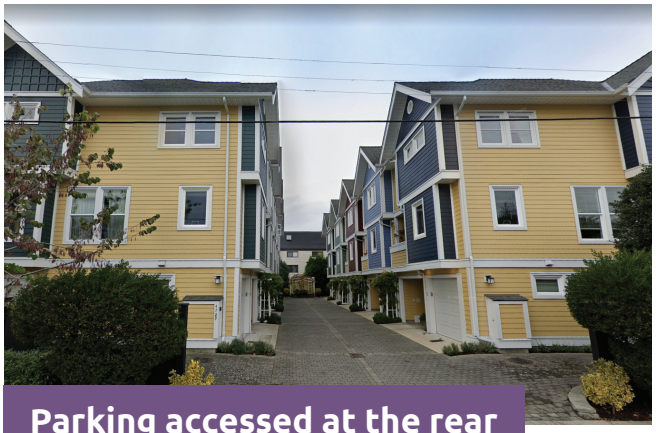
4.1 Minimize the extent and impact of surface parking:

- Wherever possible, locate off-street surface parking out of sight, behind or wrapped by retail or other uses and accessed via laneways.
- Contiguous areas of surface parking should be broken into smaller lots and landscaped to soften visual impact, capture and store runoff and mitigate stormwater inputs into nearby watercourses.
- Optimize on-street parking design.

4.2 Ensure comfortable access through:

- Using shared service areas where possible between developments, including public and private lanes, driveways, and service courts.
- Providing clear lines of site at access points to parking, site servicing, and utility areas to enable casual surveillance and safety.

Angled parking



Parking accessed at the rear of the building

5.0 Intentional Design of Flood Protection Measures

Objective:

To ensure flood protection measures are visually appealing and well-integrated with the public realm.

5.1 Ensure flood protection infrastructure is visually appealing and comfortable for pedestrians. Strategies include:

- Add transitions and/or visual screens to the infrastructure through landscaping, trellises, etc.
- Break up large blank walls of the dike through articulation, public art, planters, textured concrete, etc.
- Emphasize connections to the water by integrating pedestrian pathways and access within retaining walls and/or dike infrastructure.
- Include circulation (stairs, ramps) to invite people to interact with flood infrastructure and the water's edge.

6.0 Floodproofing

Objective:

To protect development from flooding hazards.

6.1 All building elevations must meet or exceed flood construction level policies, which are subject to review, and consider rising sea level over the longer term.

6.2 A restrictive covenant will be required under Section 219 of the *Land Title Act* acknowledging that the land may be subject to flooding and saving the Municipality harmless from any claims arising out of damages to lands or buildings by flooding.

LV2 Chilukthan Slough / Ladner Canal

Category: "a" (Protection of natural environment) and
"b" (Protection of development from hazardous conditions.)

Area: Development Permit Area LV2
As Shown on "Map IIA Ladner Development Permit Areas".

Justification:

The waterfront area is subject to flooding, debris flows and erosion. The slough bank is subject to erosion and requires protection of existing vegetation and tree cover or hard surface engineered protection.

The objective of the development permit area is to prevent damage to natural environment and to improve development through siting and design control.

Guidelines:

Development Permits issued in this area shall be in accordance with the following:

1. Clustering of development may be permitted without altering the permitted density.
2. Alteration of the natural drainage of the site should be minimized.
3. All new lots created should provide for suitable building sites in areas so as to reduce sloughing.
4. For development in that area south of 44th Avenue, and east of the Chilukthan Slough, no building or any part thereof shall be constructed, reconstructed, moved or extended nor shall any mobile home or unit, modular home or structure be located with the underside of a wooden floor system or top of concrete slab for areas to be used for habitation, business, or the storage of goods damageable by floodwaters lower than two point nine (2.9) metres Geodetic Survey of Canada datum. Notwithstanding the foregoing, the minimum flood construction level for construction of an elementary school on Lot 316, District Lot 177, Group 2, NWD, Plan 51237, P.I.D. 004-905-130 is 1.95 metres Geodetic Survey of Canada datum. No building shall be constructed or located within six (6) metres of the natural boundary of any swamp, slough, pond or ditch. (This Guideline is based on a standard established by the Ministry of Environment and Parks, Province of British Columbia.)
5. A restrictive covenant will be required under Section 82 or Section 219 of the *Land Title Act* acknowledging that land may be subject to flooding and saving the Municipality and the Province of British Columbia harmless from any claims arising out of damages to lands or buildings by flooding.

LV3 Delta Civic Centre

Category: "e" (Establishment of objectives and provision of guidelines for the form and character of commercial, industrial or multi-family residential development.)

Area: Development Permit Area LV3
As Shown on "Map IIA Ladner Development Permit Areas".

Justification:

This is the central civic area for all of Delta where major civic, institutional, government and recreation facilities are located. Comprehensive and yet flexible urban planning is required to allow the centre to function and grow.

Guidelines:

The following guidelines illustrate the general approach to be taken.

Development Permits issued in this area shall be in accordance with the following:

1. Parking areas in the existing facilities may be permitted to be developed for additional uses with alternate provision for the required parking at a reduced standard.
2. New buildings should be constructed with a minimal setback from major roads, so as to give a new form to existing streets.
3. The siting of developments may be varied to encourage optimum development of land and for better circulation pattern.
4. Landscaping should be used to provide and form a sense of formal streetscape, visual breaks and buffers, as well as to enhance the appearance of this area.
5. The size and scale of buildings should relate to the existing civic buildings.
6. All applications for new commercial developments and major renovations to existing commercial developments must include a comprehensive sign plan.
7. A comprehensive sign plan must specify the proposed size, type of illumination, height, design, location, and number of signs which must generally conform to the regulations of the Delta Sign Bylaw.
8. A comprehensive sign plan for multi-tenant complexes must propose a minimum of three consistent design elements (i.e., sign type or design, colour, illumination, location, height).
9. A comprehensive sign plan should work towards enhancing area character as outlined in Special Sign Area schedules of the Delta Sign Bylaw, and maintaining architectural integrity of the subject and adjacent buildings.

LV4 Ladner East-Urban

Category: "b" (Protection of development from hazardous conditions) and "e" (Establishment of objectives and provision of guidelines for the form and character of commercial, industrial or multi-family residential development.)

Area: Development Permit Area LV4 22
As Shown on "Map IIA Ladner Development Permit Areas".

Justification:

The provision of Municipal services to this area is resulting in rapid growth. This neighbourhood also functions as a main entry point to the Ladner Village.

The area is located in the floodplain of the Fraser River and as such, although all of it is located behind dikes, it could reasonably be expected to be subject to flooding in the event of a failure of the dike system.

The objectives of the development permit area are to encourage a healthy mix of land uses which are suitable for a neighbourhood context and to protect development from flooding hazards.

Guidelines:

Development Permits issued in this area shall be in accordance with the following:

1. The siting of commercial and multiple family residential developments may be varied to encourage optimum development of land and for better traffic circulation patterns.
2. Landscaping shall be used to provide visual breaks and buffers, as well as to enhance the appearance of the area.
3. The size, scale and function of buildings shall complement existing development in the neighbourhood.
4. Commercial development shall be clustered and shall have architectural unity.
5. Pedestrian and bicycle circulation shall be provided as a continuous linkage within the neighbourhood.
6. Siting and elevation of all buildings shall be in accordance with floodproofing requirements hereinafter set out, which are based on standards established by the Minister of Environment.
7. A Restrictive Covenant shall be provided under Section 219 of the *Land Title Act* acknowledging that land may be subject to flooding and saving the Municipality and the Province of British Columbia harmless from any claims arising out of damages to lands or buildings by flooding.
8. All applications for new commercial developments and major renovations to existing commercial developments must include a comprehensive sign plan.
9. A comprehensive sign plan must specify the proposed size, type of illumination, height, design, location, and number of signs which must generally conform to the regulations of the Delta Sign Bylaw.
10. A comprehensive sign plan for multi-tenant complexes must propose a minimum of three consistent design elements (i.e., sign type or design, colour, illumination, location, height).
11. A comprehensive sign plan should work towards enhancing area character as outlined in Special Sign Area schedules of the Delta Sign Bylaw, and maintaining architectural integrity of the subject and adjacent buildings.

LV5 Ladner East-Rural

Category: "b" (Protection of development from hazardous conditions) and "e" (Establishment of objectives and provision of guidelines for the form and character of commercial, industrial or multi-family residential development.)

Area: Development Permit Area LV5
As Shown on "Map IIA Ladner Development Permit Areas".

Justification:

This is an agricultural area of the Municipality with urban arterial roads through it. A number of temporary and permanent urban uses are located adjacent to these highways.

The area is located in the floodplain of the Fraser River and as such, although all of it is located behind dikes, it could reasonably be expected to be subject to flooding in the event of a failure of the dike system.

The objectives of the development permit area are to encourage development which maintains the integrity of the agricultural area and the highway system and to protect development from flooding hazards.

Guidelines:

Development Permits issued in this area shall be in accordance with the following:

1. Encroachment into the agricultural areas shall be discouraged.
2. Urban uses shall be clustered to maintain the area's agricultural integrity.
3. Landscaping shall be used to provide a sense of streetscape, visual breaks and buffers, as well as to enhance the appearance of the area.
4. The size and scale of buildings shall complement the rural nature of the area.
5. Temporary buildings shall be discouraged.
6. Siting and elevation of all buildings shall be in accordance with floodproofing requirements hereinafter set out, which are based on standards established by the Minister of Environment.
7. A Restrictive Covenant shall be provided under Section 219 of the *Land Title Act* acknowledging that land may be subject to flooding and saving the Municipality and the Province of British Columbia harmless from any claims arising out of damages to lands or buildings by flooding.
8. All applications for new commercial developments and major renovations to existing commercial developments must include a comprehensive sign plan.
9. A comprehensive sign plan must specify the proposed size, type of illumination, height, design, location, and number of signs which must generally conform to the regulations of the Delta Sign Bylaw.
10. A comprehensive sign plan for multi-tenant complexes must propose a minimum of three consistent design elements (i.e., sign type or design, colour, illumination, location, height).
11. A comprehensive sign plan should work towards enhancing area character as outlined in Special Sign Area schedules of the Delta Sign Bylaw, and maintaining architectural integrity of the subject and adjacent buildings.

LV6 Riverside

As shown on "Map IID Riverside Development Permit Area".

Purpose:

- Protection of natural environment
- Protection of development from hazardous conditions

Justification:

Protection of the riparian area is critical to the maintenance of a healthy aquatic environment. Riparian areas adjacent to the Fraser River have direct influence on aquatic habitat values. They provide essential habitats for supporting a diversity of plants, invertebrates, fish, birds, mammals, and other wildlife. The River itself supports salmonids that are important to commercial, recreational, aboriginal, and natural resources. It also serves as a natural system for the storage, drainage and purification of water. Because of their environmental importance and sensitivity, the conservation of the riparian areas adjacent to the Fraser River is deemed essential to the public interest. Environmental impacts resulting from development or redevelopment of the upland and water areas outside the dike in the Riverside area must be mitigated in an effort to conserve and restore riparian habitat and vegetation along the Fraser River.

The waterfront area is also subject to flooding, debris flows, and erosion. The River bank is also subject to erosion and requires appropriate protection.

The areas of land above the natural boundary of the Fraser River shall remain free of development, except in accordance with conditions of the permit.

Guidelines:

Development Permits issued in this area shall be in accordance with the following:

1. Development in this area must:
    a. protect, restore and enhance the riparian habitat;
    b. minimize the impact on natural conditions, including the biodiversity of the area, watercourse interactions and groundwater flows;
    c. provide for the retention, revegetation and long term maintenance of plants and vegetation;
    d. be protected from damage by flooding and erosion or be located on portions of the lot not subject to flooding or erosion.
2. An applicant for a Development Permit in this area must furnish, at his or her expense, a detailed review by a suitably qualified Registered Professional Biologist knowledgeable in the riparian habitats of Delta which includes:
    a. a topographic and vegetation survey with a contour interval of 1 metre and a proposed boundary of the titled lot area which should remain free (the "leave area") from development in order to protect the riparian habitat. The boundary of the leave area shall be physically located on the ground by a BC Land Surveyor (BCLS), and the mapping of vegetation and top of bank shall be based on the latest available survey data;
    b. where the proposed leave area differs from setbacks recommended by Federal/Provincial Guidelines, the detailed review must include supporting criteria and rationale for any differences;
    c. an environmental impact statement describing the effects of the proposed development on natural conditions, including biodiversity of the area, watercourse interactions and groundwater flows;
    d. a habitat conservation and enhancement plan for the leave area which includes retention or revegetation and long-term plant maintenance;
    e. a scale drawing of the site, location and type of planting, a plant list including species and plant size with commitments for how they will be maintained, including provisions for replacing unhealthy, dying or dead plants. Vegetation planted in a leave area shall be native species, and selected for erosion control and fish and habitat values;
    f. a description of how human intrusions into the leave area will be controlled, including the design of fencing or landscape barriers; and
    g. proposed measures to protect, restore and enhance the leave area and to reduce the impacts of development on this area.

3. Where development is potentially affected by hazardous conditions, the applicant shall provide, at his or her expense, a detailed report signed and sealed by a suitably qualified Professional Engineer. This report shall confirm that the proposed development will not be subject to flooding, debris flows, or erosion slip and may be safely used for the use intended or specify those steps necessary to protect the proposed development from flooding and erosion and ensure that the proposed development may be safely used for the use intended.
4. The developer and his agents will be held accountable:
    a. through the provision of a monetary security equal to the amount of the estimate for implementing the habitat conservation and enhancement plan within the leave area;
    b. through the provision of bonding to secure on-site and off-site construction works required to implement the habitat conservation and enhancement plan within the leave area.
5. Any development must incorporate erosion and sedimentation controls during site preparation and construction. The finished development must also include measures to mitigate erosion.
    a. The sequence and timing of earthworks shall be designed to minimize run-off and avoid erosion and siltation.
    b. No building or any part thereof will be constructed, reconstructed, moved or extended, nor shall any mobile home unit, modular home or structure be located with the underside of the wooden floor system or top of concrete slab of areas to be used for habitation, business, or the storage of goods damageable by floodwaters lower than three point five (3.5) metres Geodetic Survey of Canada datum.

TUC Tsawwassen Urban Centre

Background

The Tsawwassen Urban Centre is envisioned to become a walkable, complete community where current and future residents can live, work, shop, play, and feel part of a well-connected and integrated community. The plan seeks to integrate sustainable urbanism and the principles of Complete Communities through more dense land uses and additional amenities to build and enhance the existing neighbourhoods within and adjacent to the Tsawwassen Urban Centre. A natural transition in density will be maintained, with low and mid-rise building forms on the periphery, and higher forms towards the core around the intersection of 56th Street and 12th Avenue. Public open spaces dispersed throughout the Tsawwassen Urban Centre will be connected and surrounded by ground-level retail high streets that prioritize pedestrian comfort and enjoyment for people of all ages and abilities.

Applicability

This DPA establishes objectives for the form and character of commercial, multi-unit residential, and mixed-use buildings (per Section 488(1)(f) of the Local Government Act).

The Tsawwassen Urban Centre DPA applies to the area shown on "Map IIB Tsawwassen Development Permit Areas". Development permits issued in this area shall be in accordance with the Sustainable Design Guidelines (SDG) found elsewhere in this bylaw, in addition to the following guidelines.

Guidelines

1.0 Site Design

1.1 Building Siting

a. A mix of building typologies should be considered to create a diverse streetscape and architectural variety.

b. Buildings should be framed around open spaces and uses at the ground level, with activated ground floor facades that allow for an indoor-outdoor connection between the public and semi-private spaces.

c. Site buildings to create a variety of pedestrian spaces along streets and within sites which will accommodate activities, such as outdoor eating, retail display areas, flexible seating, street entertainment and informal gatherings.

d. Design buildings with consideration of views to and from key community parks, open spaces, and amenities. Integrate on-site open spaces with park areas.

e. Minimize shadowing on open spaces through strategic building placement and design.

f. Consider additional building setbacks where a development abuts a bus stop to account for pedestrian volumes.

g. When improving sites where existing buildings are set back from the street with parking in front, comfortable pedestrian routes should be provided along both the sidewalk next to the street and the sidewalk next to the building.

h. Sites intended for seniors' care facilities should ensure site design includes bus pick-up and drop-off areas that facilitate those with mobility challenges.

2.0 Building Form

2.1 Building Massing

a. Transition form and massing from the core towards lower density neighbourhoods.

b. Limit apparent visual length and mass of building elevations by stepping and/or using appropriate articulation. Consider interrupting the mass of longer buildings with visual breaks that create sight lines through the site.

c. Encourage building massing that steps down when adjacent to a pedestrian connection.

d. Podiums should be 2-4 storeys in height.

2.2 Building Design & Materials

a. Building designs should contribute to a unique quality of ground-orientation and connection to place.

b. Building design and massing should consider and respond to landmark views, including but not limited to views of landscape features or prominent architectural elements.

c. Building design should activate the street through active ground-floor uses and well-defined, accessible entries. For commercial uses, this may include large, visually-accessible display windows or patio spaces. For residential uses, this may include multiple entries and semi-public open spaces.

d. In mixed-use buildings, retail units should be located at-grade fronting pedestrian areas, while ground-oriented residential uses can be located away from retail areas.

e. Ground floor retail should incorporate unique design elements to provide a visually interesting facade.

f. Use porches, screen walls, planters, and surface treatments to create connections between public and private spaces.

g. Taller buildings should use features such as articulation, vertical rhythms, balconies, awnings, materiality differences, and stepping-back of the upper storeys to reduce large, monolithic building volumes and shading of the public realm.

h. Encourage building design that maximizes access to sunlight and sky views on neighbouring properties.

i. Buildings should incorporate wood elements to blend with the architectural elements of the existing neighbourhood.

j. Weather protection should be provided along retail high streets with structures, canopies, awnings, and overhangs with understructure lighting along sidewalks and key pedestrian routes. Canopies should have a minimum vertical clearance of 2.2 metres measured from the sidewalk.

3.0 Site Circulation

3.1 Pedestrian and Non-Vehicular Circulation

a. New development and redevelopment proposals are required to include a comprehensive pedestrian circulation plan to show routes across the subject property, connections to adjacent properties and pedestrian amenities, and connections across the four quadrants centred around 12th Avenue and 56th Street. The routes should link a variety of public parks, open spaces, services, and facilities, including Winskill Park, Highland Park, and View Crescent Park.

b. Create frequent pedestrian access points throughout the site to access the existing road network, parkades, parks, and neighbourhood amenities.

c. Streets should be designed to allow for bicycle movements along with vehicular traffic.

d. Incorporate accessibility into the public realm.

e. In retail and high pedestrian traffic areas, provide sufficient internal sidewalk and walkway widths to accommodate high pedestrian traffic, strollers, wheelchairs, and other mobility aids.

f. Consider curbless environments for retail streets to improve accessibility and flexibility of site use.

g. Utilize bollards, planters, or similar installations in curbless environments to direct vehicle traffic for safety.

3.2 Parking & Loading

a. Strongly encourage underground parking and limit surface parking to curbside convenience parking.

b. For new developments, access and egress to/from any adjacent parcels should remain achievable for future development.

c. Encourage shared parking in mixed-use developments.

d. Support safe and efficient pedestrian circulation in parking structures through the provision of raised walkways, clear signage, and appropriate lighting.

e. All loading areas should be screened from view. Where possible, locate loading areas at the rear of buildings.

3.3 Service Areas

a. Where possible, provide shared service areas between buildings or sites.

b. Locate mechanical units and equipment such as electrical kiosks and gas metres away from visible public realm and provide screening (e.g., landscaping).

c. Design underground parking mechanical vents to be flush to the ground and locate them away from the public realm. Alternatively, incorporate venting into architectural features that help to enhance the public realm.

d. Commercial garbage storage and pick-up areas should be located in areas that limit impacts on adjacent uses.

4.0 Public Open Space & Amenity Space

a. The amount and scale of open public space and outdoor private amenity space provided should be consistent with the size of the development and density of the neighbourhood.

b. Public open spaces should be centrally-located and designed to feel open, allowing for flexible use and programming.

c. Public open spaces should be designed to allow for comfortable outdoor gathering throughout the seasons, with consideration given to rain protection, sun exposure, and wind protection.

d. Ensure public spaces are accessible for all ages and abilities.

e. Apply Crime Prevention Through Environmental Design (CPTED) principles in site, building, parking, walkway, and landscape design.

f. Incorporate architectural and landscaping details at park and plaza entrances to create gateway features.

g. Incorporate local character and culture through public art as a focal point, or as an integrated part of the overall public open space and amenity area design.

5.0 Landscape Design

a. Refer to local street standards to serve as examples for on-site design to create an environment that is more interesting for pedestrians and fosters a sense of place.

b. All new development and redevelopment projects should provide high-quality, durable, and resilient materials for furnishings, lighting, and paving. Furniture design, colour, and style must be consistent or coordinated within all quadrants in the Tsawwassen Urban Centre.

c. Use materials that are comfortable and safe for users in different seasons, while considering durability. Wood materials are preferable over metal for seating, for example.

d. Weather protection should be provided along retail high streets with structures, canopies, awnings, and overhangs along sidewalks and key pedestrian routes. Canopies should have a minimum vertical clearance of 2.2 m measured from the sidewalk.

e. Seating should consider accessibility and versatility of use.

f. As much as possible, use plant materials or natural features (instead of fencing) to define outdoor private spaces.

g. Planting should be provided along street edges.

h. Plant shade trees along pathways and seating areas.

i. Use a variety of plant materials, including deciduous and coniferous trees, shrubs and ground covers in yards and outdoor open spaces. Emphasize use of native and drought resistant species suitable to site growing conditions to support habitat creation. Use flowering shrubs and trees to add colour.

j. Minimize impermeable surfaces and maximize landscapes with high infiltration rates.

k. Sidewalks and pedestrian-only routes should be denoted by decorative paving (i.e., unit pavers, brick and tile, exposed aggregate concrete, stamped or coloured concrete, etc.), which has a different texture and colour from vehicular zones.

l. Design landscape features with forms and materials that compliment the surrounding architectural characteristics and scale for uniformity in the public realm.

m. Consider functional landscaping such as rain gardens and rock gardens for stormwater management where appropriate.

n. Consider special features such as roof gardens with raised beds, rainwater catchment areas that can serve as part-time water features, fruit trees, and community gardens where appropriate.

Site Lighting

a. Incorporate Tsawwassen standard street lighting elements into on-site lighting design. Design should be coordinated across the Tsawwassen Urban Centre.

b. Incorporate exterior lighting design within overall building designs to supplement street lighting, including under weather protected awnings.

c. Lighting fixtures should be installed to provide adequate public security in parking areas and between buildings.

6.0 Signage

In conjunction with the City of Delta Sign Bylaw No. 5860, 2000, the following design guidelines shall be considered:

a. Incorporate continuous and consistent wayfinding signs throughout the Tsawwassen Urban Centre to assist in pedestrian wayfinding.

b. Provide consistent, legible, and intuitive wayfinding for both commercial and public amenities that enhance the urban character of the Tsawwassen Urban Centre.

c. Integrate signage with building design to complement architectural detailing.

d. Signs shall be designed with durable, high-quality, weather resistant materials.

e. Sign design should consider universal accessibility and use high contrast or other design features to maximize visibility at the pedestrian scale.

f. Install low-height landscaping around the base of free-standing commercial signs consistent with the landscaping design of the site and surrounding area.

7.0 Gas Station Guidelines

a. Canopies and adjacent service buildings should be architecturally integrated.

b. Garbage containers should be located within a covered enclosure with a gate to block them from view from the public realm, including from above. The enclosures should be designed with materials that reflect the architectural character of the surrounding area.

c. Access points should be combined to eliminate those directly adjacent to the corner of two streets. A landscaped area with benches and appropriate street furniture adjacent to the intersection should be developed in the resulting space.

d. Use concrete bands and pavers of contrasting textures and colours to minimize large asphalt areas, and identify customer parking areas, gas pump service areas, and pedestrian routes to the service building.

e. A continuous, well-lighted pedestrian route should be provided around service stations.

f. Site lighting should be diffused and directed toward the interior of the site so as to reduce the impact on adjacent properties.

g. Monument signs should be integrated with the landscaping and architectural character of the surrounding area.

h. Landscaping, planters, and low decorative fencing should be used along the street frontage to define the site perimeter.

SD1-A Tsawwassen Neighbourhood Centre and Corridors

As shown on "Map IIB Tsawwassen Development Permit Areas".

Purpose:

» Establishment of objectives and provision of guidelines for the form and character of commercial and multiple-family residential development.

Justification:

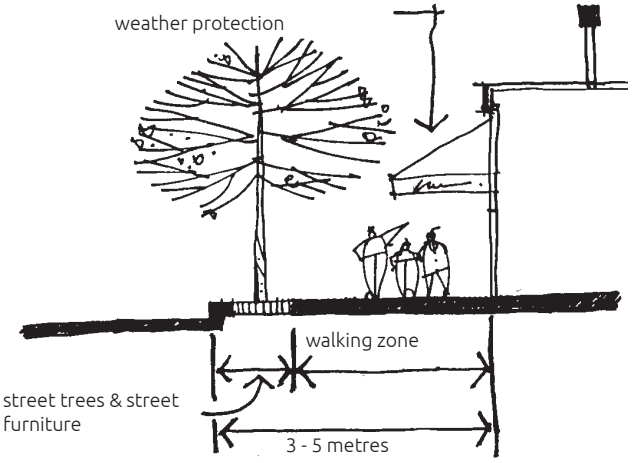
The main corridors and areas around the neighbourhood centre in Tsawwassen are a result of unstructured development over the years which has led to a core which lacks an image and a sense of place. Although the town centre has a number of positive aspects, i.e.;

» convenient and plentiful parking,
» small town scale,
» a range of goods and services,
» efficient layout,
» cultural amenities, and
» nearby residential neighbourhoods.

The following negative aspects dominate;

» the division of the core by a provincial highway,
» the lack of any pedestrian precinct,
» the strip mall image with too much asphalt,
» excessive and poor quality signage, and
» the poor quality landscaping.

The objective of this development permit area is to set out criteria to implement town centre policies and to specifically improve its image and pedestrian environment.



1.0 Pedestrian-Oriented Streetscapes

The following objective, requirements and guidelines apply along "streets" which includes public roads and private rights-of-way within commercial areas within the town centre.

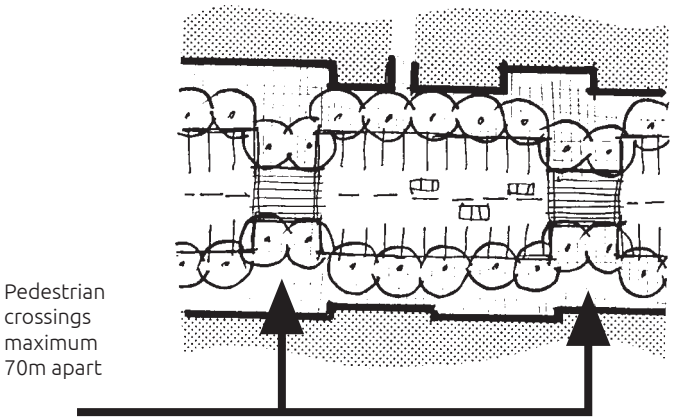
Objective:

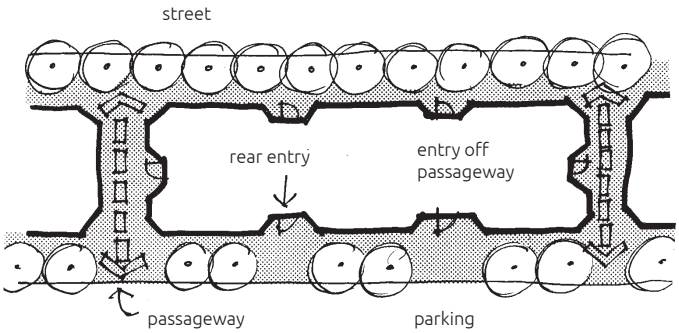
To encourage design of a better pedestrian environment on a variety of continuous routes through all town centre quadrants to strengthen the small town character.

Pedestrian Routes

Requirements:

1.1 Provide weather protection, such as eaves or awnings, integral to the building design, along pedestrian routes adjacent to buildings and, where buildings are set back from the street by 25 metres or more, through parking lots separating streets from storefronts.





Guidelines:

1.2 A network of sidewalks along streets and pedestrian-only routes linking retail, entertainment and cultural uses, to open spaces and the surrounding neighbourhoods should be designed to maximize pedestrian comfort and use.

1.3 Sidewalks and pedestrian-only routes should be denoted by decorative paving (i.e., unit pavers, brick and tile, exposed aggregate concrete, stamped or coloured concrete, etc.), which has a different texture and colour from vehicular zones.

1.4 Sidewalks and walkways should be a minimum of 3 metres wide, (but 4-5 metres is preferred).

1.5 On shopping streets, pedestrian crossings should be provided at intervals of no more than 70 metres. Crossings should be identified by extending curbs and sidewalks out to travel lanes.

1.6 Where parking is located behind buildings with retail frontages, rear entrances to stores should be provided. Pedestrian passageways from rear parking to the street must be provided approximately every 30m so that they are easily accessible. Some shop entrances should open off these passageways.

Landscape and Street Furniture

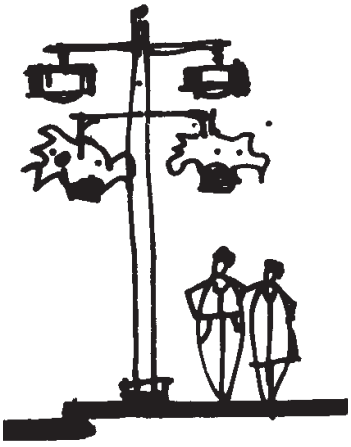
Requirements:

1.7 Where no specific landscape theme for a street is proposed, 7 cm caliper, deciduous street trees, with 2.4 metre standards (distance between ground and beginning of branching), are required to be planted close to the curb, in tree grates, at 9 metre intervals. Placement of street trees must allow clear visibility from vehicles at intersections and driveways and not conflict with utility corridors or opening doors of parked vehicles.

Guidelines:

1.8 All new development and redevelopment projects should provide high quality street furniture which may include bus shelters, benches, waste receptacles, newspaper dispensers, information kiosks, art works, etc. Furniture design, colour and style must be consistent or co-ordinated within all quadrants in the town centre.

1.9 In order to create an environment which is more interesting for pedestrians, encourage the use of metal light poles equipped to accommodate banners, seasonal decorations, hanging baskets and pedestrian-scale lighting.



Pedestrian-scale lighting equipped for a variety of ornamentation

Building Form

Requirements:

1.10 Step facades of buildings to create a variety of pedestrian spaces.

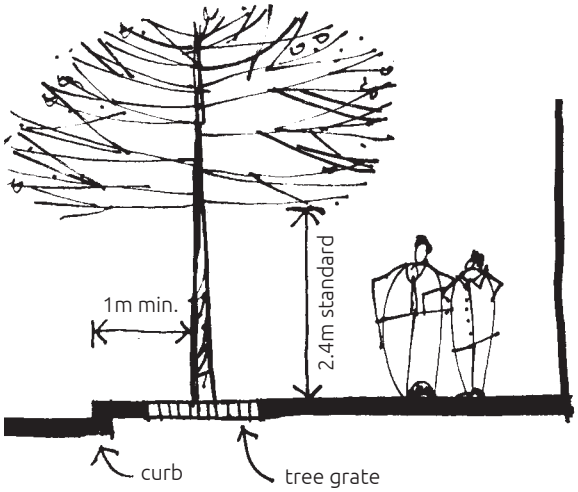
1.11 Multiple-family housing which faces 55th Street in the northwest quadrant must be designed with a similar form and scale to the single family houses on the opposite side of the street, (i.e., units with individual, exterior entrances, and building form, height and materials which are typical of single family housing).

1.12 All garbage areas must be screened from view while being accessible for pick-up. Commercial garbage storage and pick-up areas shall be located away from housing or adequate acoustical barriers be provided.

1.13 All loading areas must be screened from view. Where possible, locate loading areas at the rear of buildings. Acoustical barriers should be provided.

Guidelines:

1.14 Provide interesting walls, which are not blank, adjacent to pedestrian routes. Display windows and structural detailing, such as lattices with vines, are two suggested ways of articulating walls.



1.15 New buildings and renovations to existing buildings must be compatible with a small town or village character emerging in Tsawwassen. Elements which can express this image include traditional materials with natural finishes such as wood, brick, and cedar shake roofs, architectural elements such as windows with multiple mullions, peaked roofs, narrow storefronts (i.e., 30m maximum frontage with entries every 15m), personalized entrance ways and natural colours.

1.16 All buildings should provide interior bicycle storage areas for long-term users (i.e., bicycle storage in residential buildings for residents and in commercial buildings for employees), and exterior bicycle storage for short-term users (i.e., bicycle racks along streets for shoppers).

Building Siting

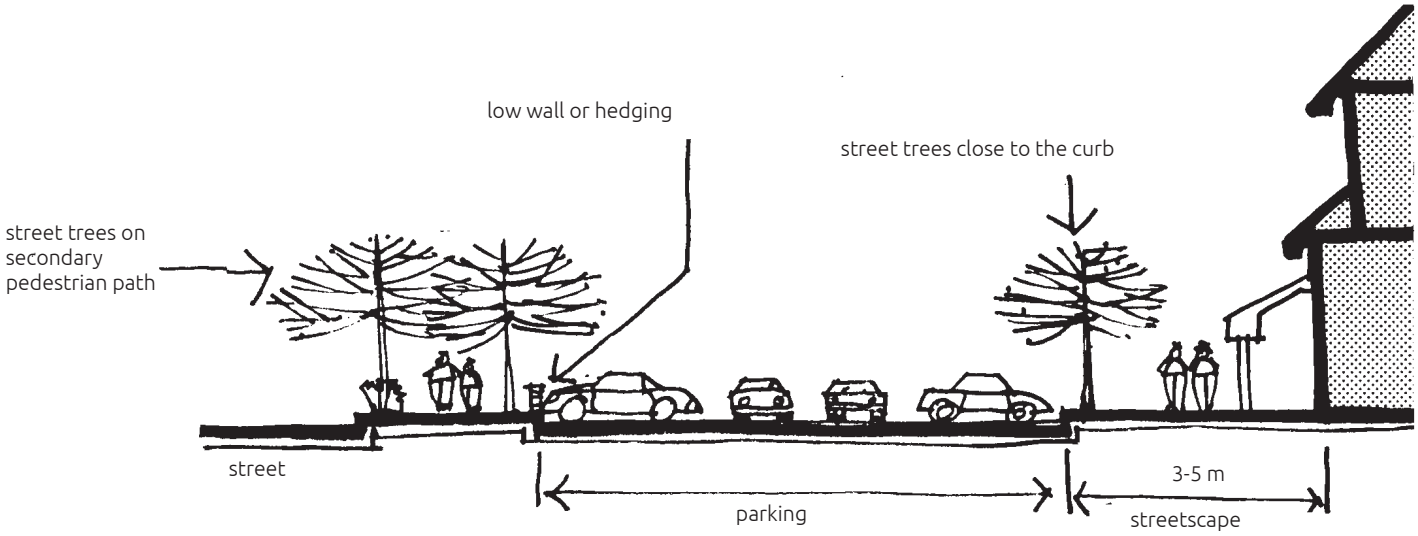
Requirements:

1.17 A master plan for the entire site is required for every development application including phased projects. The master plan must indicate the relationship to neighbouring buildings, streets and pedestrian areas.

1.18 Buildings must be sited in such a manner to create a variety of pedestrian spaces along streets and within sites which will accommodate activities including, outdoor eating, street entertainment and informal gatherings.

1.19 In new developments, buildings containing non-residential uses should be sited close to the street with no parking between building and curb. On 12th Avenue, the siting of buildings to create a 4 to 7 metre wide sidewalk is encouraged.

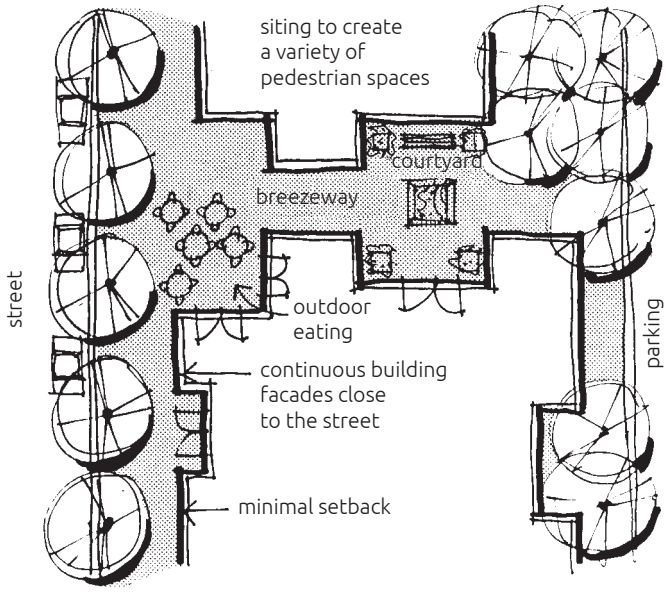
1.20 On shopping streets, buildings must be sited to create a wide sidewalk (e.g., 3-5 metres) between the curb and the buildings.



Guidelines:

1.21 When improving sites where existing buildings are set back from the curb with parking in front, provision of comfortable pedestrian routes should be provided along both the sidewalk next to the street and the sidewalk next to the building.

1.22 Setbacks for residential uses should be greater (e.g., 7.5 m front and rear, 4.5 m side) to provide privacy and security for residents.



Example of a variety of pedestrian spaces

2.0 Signage

Objectives:

To encourage the use of high quality signs which blend with the size and design of surrounding buildings and reinforce the small town character.

To reduce the "visual pollution" created by too many large signs with too many messages.

To coordinate signs for buildings, groups of buildings and multi-tenant complexes.

Guidelines:

2.1 All applications for new commercial developments and major renovations to existing commercial developments must include a comprehensive sign plan.

2.2 A comprehensive sign plan must specify the proposed size, type of illumination, height, design, location, and number of signs which must generally conform to the regulations of the Delta Sign Bylaw.

2.3 A comprehensive sign plan for multi-tenant complexes must propose a minimum of three consistent design elements (i.e., sign type or design, colour, illumination, location, height).

2.4 (A comprehensive sign plan should work towards enhancing area character as outlined in Special Sign Area schedules of the Delta Sign Bylaw, and maintaining architectural integrity of the subject and adjacent buildings.

3.0 Upgrade Gasoline Service Stations

Objective:

To improve the pedestrian environment associated with gasoline service stations.

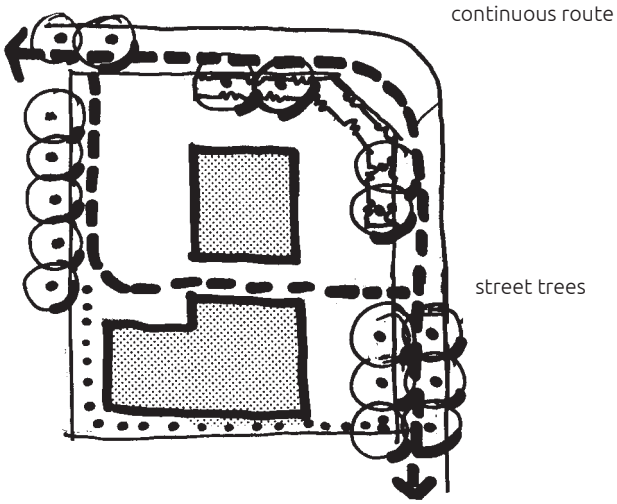
Guidelines:

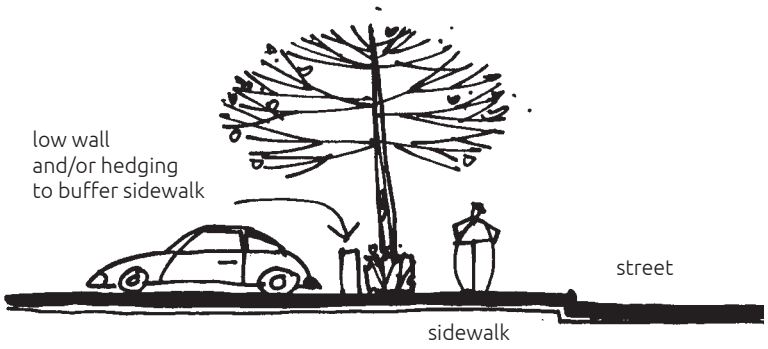
3.1 Landscaping, decorative paving, benches and other street furniture should be used to provide a pedestrian-friendly environment.

3.2 Access points should be combined to eliminate those directly adjacent to the corner of two streets and a landscaped area with benches and appropriate street furniture adjacent to the intersection be developed in the resulting space.

3.3 Sidewalks should be separated from parking or other paved areas which are not used for access with a low wall or hedging and plant street trees at regular intervals.

3.4 A continuous, well-lighted pedestrian route should be provided around service stations.





Possible pedestrian routes

4.0 Parking

Objective:

To improve the appearance of, and pedestrian access through surface parking areas, and to ensure that new development provides convenient parking.

Surface Parking

Requirements:

4.1 All surface parking areas shall contain planting which:

a. buffers parking from adjacent streets and defines the edge where no building edge exists,

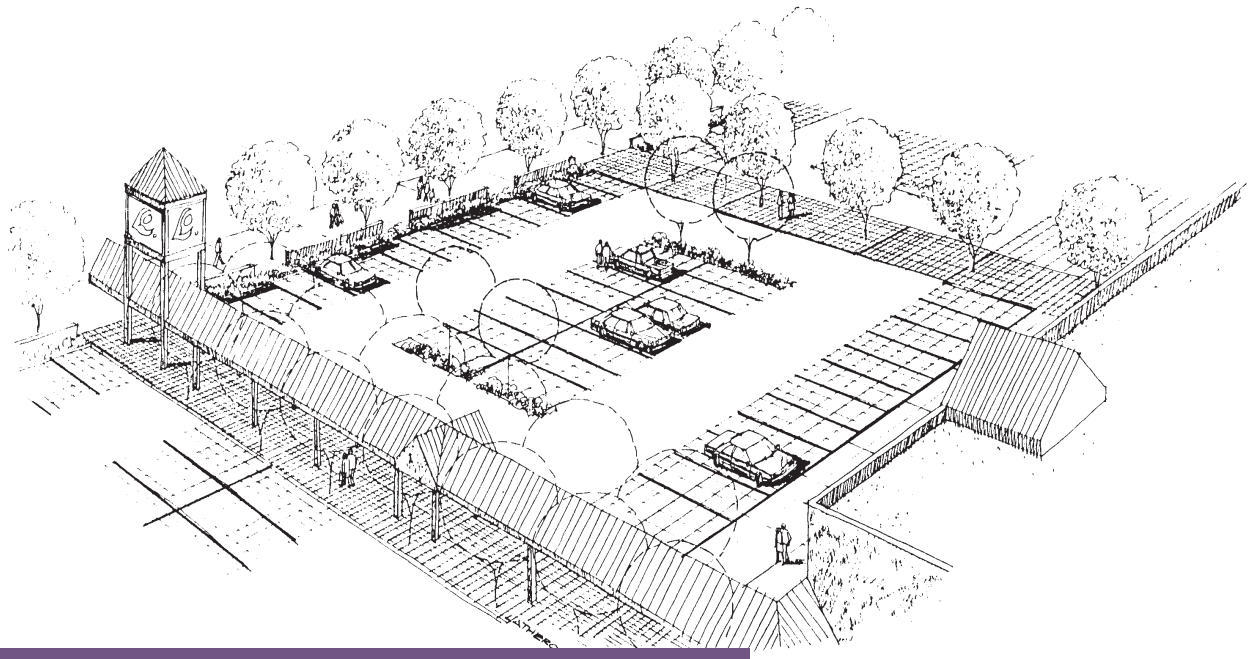
b. highlights pedestrian routes through, and

c. provides visual relief from large expanses of paving and parked cars.

4.2 One 7cm calliper deciduous tree for every four parking spaces is required.

4.3 All landscape areas shall have a minimum width and length dimension of 1.2 m.

4.4 Trees planted in parking lots shall be adequately protected from damage by vehicles with curbs or planting areas or bollards a minimum of 1 m from the trunk. Pre-cast concrete wheel stops are not considered adequate protection for trees in parking areas.



Artist's perspective for illustrative purposes

Guidelines:

4.5 Design surface parking lots as open spaces which not only store cars, but allow a range of other uses, (i.e., outdoor markets, festivals, ceremonies, etc.).

4.6 Divide large parking areas into smaller clusters of not more than 75 cars. Each cluster should be clearly defined by a building or significant (3 m minimum width) usable landscape area (i.e., pedestrian path through parking area) and curb extensions.

4.7 A low (1 m max.) masonry wall may be used in the place of low hedging to buffer parking from adjacent streets and define the edge of parking areas where no building edge exists.

4.8 Decorative paving, (i.e., unit pavers, brick and tile, exposed aggregate concrete, stamped or coloured concrete, etc.), should be used exclusively, or in combination with asphalt, in a pattern which reflects other potential uses of the space. Decorative paving on all pedestrian paths through and around surface parking areas, pedestrian paths across driveway access points, and other areas should comprise a minimum of 30% of the total paved parking surface.

4.9 Vandal-proof lighting fixtures should be installed to provide adequate public security in parking areas. Shorter, pedestrian-scale lighting to highlight pedestrian routes through parking areas should be provided.

4.10 Pedestrian-only walkways with benches, (where appropriate) and weather protection should be provided through parking areas not more than 70 m apart. Differentiate pedestrian-only zones with decorative paving, and significant landscape. This decorative paving will be considered part of the 30% decorative paving requirement.

Parking on Shopping Streets

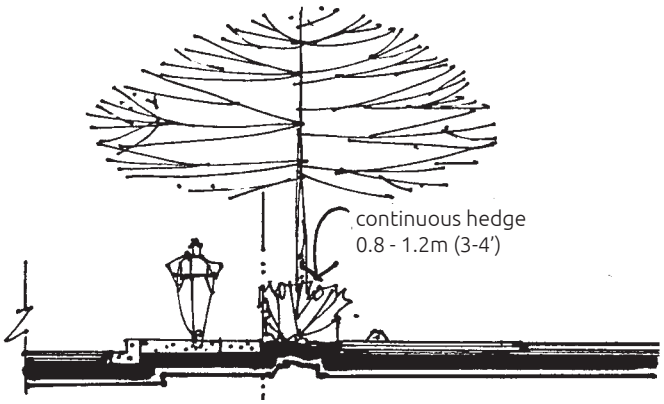
Guidelines:

4.11 All shopping streets should have convenient parking along the edge with pedestrian crossings at not more than 70m intervals. On-street parking can be parallel, 45°, 60° or 90°. Appropriate maneuvering space shall be provided in accordance with "The Delta Zoning Bylaw No. 2750, 1977".

Other Options For Parking

Guidelines:

4.12 Other forms of parking, including roof top, two-level which has direct access to daylight and fresh air, and underground, should be considered in new developments specifically for employee parking and overspill parking during peak periods and to allow a portion of the surface parking area to be used for special purposes including outdoor markets, sales and promotions, community events, etc.



Buffer parking from street

5.0 KinVillage

KinVillage, as shown on the map below, is an area providing seniors' rental accommodation, congregate care, and residential care. Development in this area shall be in accordance with the SD1-A guidelines and requirements, the Sustainable Design Guidelines, and the following guidelines.

Objective:

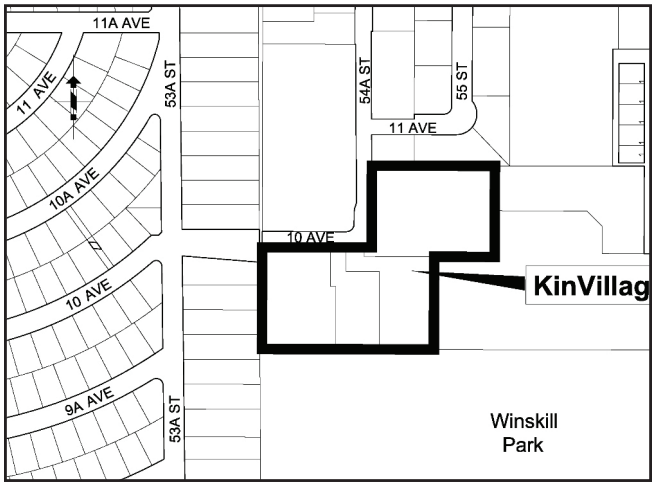
The objective is to guide long-term phased redevelopment of the KinVillage lands and create a healthy, safe and accessible residential and care precinct.

Open Space, Site Design and Landscaping

Guidelines:

5.1 Integrate high-quality landscaping consisting of extensive trees and shrubs, special landscape features like outdoor seating, ornamental lighting and clear way-finding signage to enhance active and passive outdoor green spaces.

5.2 Design for universal accessibility for pedestrians. Walkways should be wide (e.g., minimum 2 m width). Separate vehicular and pedestrian traffic where possible.



KinVillage, Tsawwassen, BC

5.3 Maintain public pedestrian access through the site to Winskill Park and the lawn bowling site as part of an integrated pathway system, as noted on the map below.

5.4 Ensure site design includes bus pick-up and drop-off areas that facilitate those with mobility challenges.

5.5 Plant shade trees along pathways and seating areas and retain mature healthy trees where possible.

5.6 Consider special features such as roof gardens with raised beds, rainwater catchment areas that can serve as part-time water features, fruit trees, and community gardens where appropriate.

5.7 Introduce a variety of plant materials, including deciduous and coniferous trees, shrubs and ground covers in yards and outdoor open spaces. Emphasize use of native and drought resistant species suitable to site growing conditions. Use flowering shrubs and trees to add colour.

5.8 As much as possible, use plant materials or natural features (instead of fencing) to define outdoor private spaces. Open spaces should be designed to be accessible to all user and age groups. Secure wandering loops may need special consideration.

5.9 Apply Crime Prevention Through Environmental Design (CPTED) principles in site, building, parking, walkway and landscape design.

Building Character

Guidelines:

5.10 Building design should reflect the residential character of the surrounding area and should not have an institutional appearance.

5.11 Consider stepping top floors and using flat roofs to minimize height. Provide a transition in height and massing of new buildings to neighbouring two and three storey residential buildings. Buildings in the areas outlined on the map below should be a maximum of four storeys.

5.12 Limit apparent visual length and mass of building elevations by stepping and/or using appropriate articulation. Consider interrupting the mass of longer buildings with visual breaks that create sight lines through the site.

5.13 Articulate buildings at grade to create human scale and to enhance the pedestrian realm. Add interest to building facades with architectural detailing, projections like bay windows, fenestration detailing, roof forms, and variations in massing, materials, and colours.

5.14 Design buildings with consideration of views to and from Winskill Park. Integrate on-site open spaces with park areas.

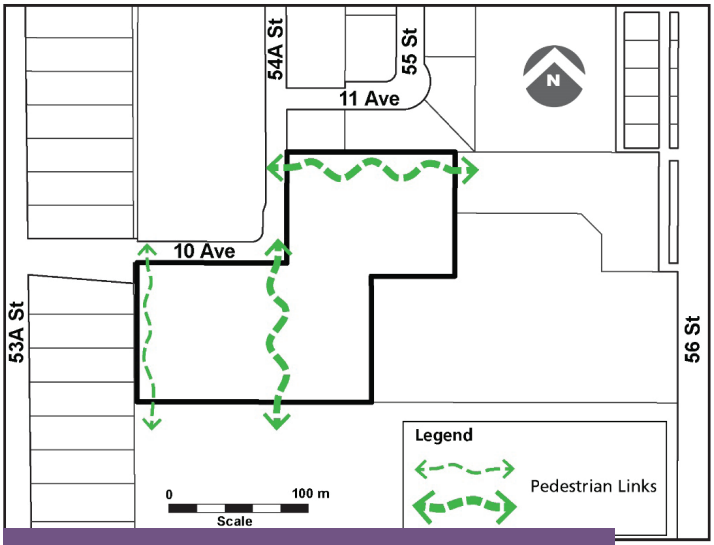
5.15 Indoor and outdoor amenity spaces should be designed for broader community use and a range of demographic groups.

5.16 Incorporate comfortable entrance areas including secure access, seating areas, and pick-up/drop-off areas that are separated from traffic and service zones. Provide articulation at building entrances for weather protection and to enhance wayfinding.

5.17 Use glazing to provide visual access to community, public and commercial uses.

5.18 Use natural and durable materials as much as possible.

5.19 Screen mechanical units and equipment.



Maintain public pedestrian access

Signage

Guidelines:

5.20 Provide a comprehensive wayfinding/ sign plan.

5.21 Integrate signage with building design to complement architectural detailing.

5.22 Signage should be at a pedestrian scale.

Parking and Loading

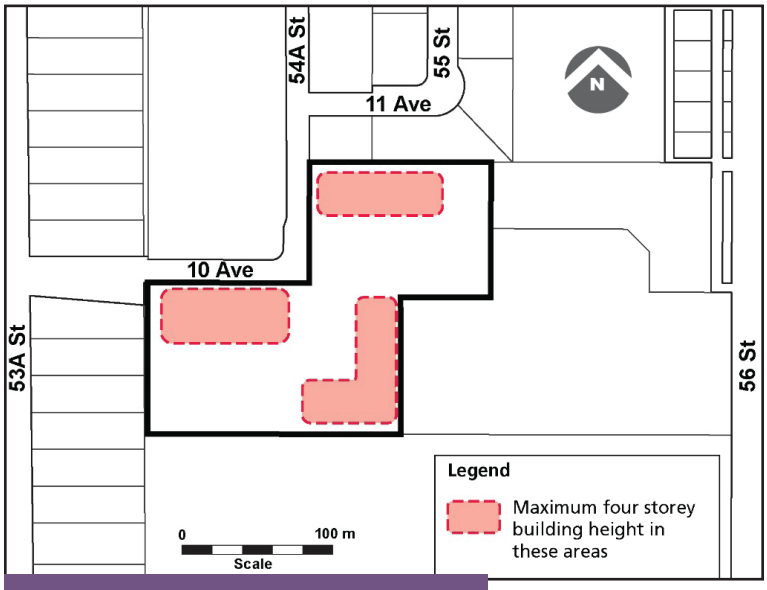
Guidelines:

5.23 Accommodate parking primarily below grade with limited visitor and commercial parking (short term) at grade.

5.24 Incorporate decorative paving for driveways and parking areas to encourage dual use where feasible.

5.25 Ensure all parking areas (surface and underground) are well lit and directed to avoid adjacent residential uses.

5.26 Locate loading and service areas away from public/pedestrian zones and screen appropriately.



Building height guidelines

SD1-B Entrance To Tsawwassen

As shown on "Map IIB Tsawwassen Development Permit Areas".

Purpose:

- Protection of development from hazardous conditions.
- Establishment of objectives and provision of guidelines for the form and character of commercial and multiple-family residential development.

Justification:

56th Street is the main entrance to the Tsawwassen neighbourhood centre and the larger community. The commercial strip lacks character and a sense of entry.

A portion of the area is located in the floodplain of the Fraser River and, as such, although most of it is located behind dikes, it could reasonably be expected to be subject to flooding in the event of a failure of the dike system.

The objectives of this development permit area are to set out criteria to implement Area Plan policies to improve the image and appearance of the entrance to Tsawwassen and to protect development from flooding hazards.

Guidelines and Requirements:

Guidelines and requirements in Sections 2, 3, 4 and 5 for Tsawwassen Neighbourhood Centre and Corridors - SD1-A, and the following requirements apply to Development Permit Area SD1-B.

1.0 Floodproofing

Objective:

To protect development from flooding hazards.

Requirements:

1.1 For all development in that area north of 17A Avenue, no building or any part thereof shall be constructed, moved or extended nor shall any mobile home or unit, modular home or structure be located with the underside of a wooden floor system or top of concrete slab for areas to be used for habitation, business, or the storage of goods damageable by floodwaters lower than two point nine (2.9) metres Geodetic Survey of Canada datum. No building shall be constructed within six (6) metres of the natural boundary of any swamp, slough, pond or ditch. (This Guideline is based on a standard established by B.C. Environment, Lands and Parks.)

1.2 In the areas which may be subject to flooding, a restrictive covenant shall be provided under Section 219 of the *Land Title Act* acknowledging that land may be subject to flooding and saving the Municipality and the Province of British Columbia harmless from any claims arising out of damages to lands or buildings by flooding.

SD2 English Bluff (Tsawwassen Escarpment)

Category: "b" (Protection of development from hazardous conditions)

Area: Development Permit Area SD2
As shown on "Map IIB Tsawwassen Development Permit Areas".

Justification:

The waterfront area is subject to mud flows, debris flows, erosion, land slip, and subsidence. The ocean frontage slopes are subject to erosion and require protection of existing vegetation and tree cover.

The objective of the development permit area is to prevent damage to natural environment and to protect development from hazardous conditions through siting and design control.

Guidelines:

Development Permits issued in this area shall be in accordance with the following:

1. Clustering of development may be permitted without altering the permitted density.
2. Alteration of the natural drainage of the site should be minimized.
3. All new lots created should provide for suitable building sites in areas not subject to sloughing.
4. Existing vegetation and tree cover should be preserved, except for areas approved for roadways, buildings and structures.
5. No building or any part thereof shall be constructed, reconstructed, moved or extended nor shall any mobile home or unit, modular home or structure be located with the underside of a wooden floor system or top of concrete slab for areas to be used for habitation, business, or the storage of goods damageable by floodwaters lower than the Flood Construction Level, unless lesser elevations are established by the Ministry of Environment and Parks. No building shall be constructed within seven point five (7.5) metres of the natural boundary of the sea, nor within seven point five (7.5) metres of the inboard toe of any dike, nor within six (6) metres of the natural boundary of any swamp, slough, pond or ditch. (This Guideline is based on a standard established by the Ministry of Environment and Parks, Province of British Columbia).

6. A development affected by hazardous conditions shall be subject to the conditions established by a suitably qualified Professional Engineer. (This Guideline is based on a standard established by the Ministry of Environment and Parks, Province of British Columbia).
7. A Restrictive Covenant will be required under Section 82 or Section 219 of the *Land Title Act* acknowledging that land may be subject to flooding and saving the Municipality and the Province of British Columbia harmless from any claims arising out of damages to lands or buildings by flooding.

SD3 Boundary Bay Foreshore and the Southlands

Category: "a" (Protection of natural environment) and
"b" (Protection of development from hazardous conditions)

Area: Development Permit Area SD3
As shown on "Map IIB Tsawwassen Development Permit Areas".

Justification:

The waterfront and back-up lands areas are subject to flooding, mud flows, subsidence, and damage to wildlife and fisheries habitat.

The objective of the development permit area is to prevent damage to natural environment and to protect development from hazardous conditions through siting and design control.

Guidelines:

Development Permits issues in this area shall be in accordance with the following:

1. Alteration of the natural drainage of the site should be minimized.
2. All new lots created should provide for suitable building sites in areas not subject to sloughing.
3. For all development, no building or any part thereof shall be constructed, reconstructed, moved or extended nor shall any mobile home or unit, modular home or structure be located with the underside of a wooden floor system or top of concrete slab for areas to be used for habitation, business, or the storage of goods damageable by floodwaters lower than two point nine (2.9) metres Geodetic Survey of Canada (GSC) datum. The minimum land surface elevation around construction shall be two point three (2.3) metres GSC. No building shall be constructed within seven point five (7.5) metres of the natural boundary of any tidal area or within six (6) metres of the natural boundary of any swamp, slough, pond or ditch. This Guideline is based on a standard established by the Ministry of Environment and Parks, Province of British Columbia.
4. A Restrictive Covenant will be required under Section 82 or Section 219 of the *Land Title Act* acknowledging that land may be subject to flooding and saving the Municipality and the Province of British Columbia harmless from any claims arising out of damages to lands or buildings by flooding.

SD4 Tsawwassen Golf and Country Club

As shown on "Map IIB Tsawwassen Development Permit Areas".

Purpose:

- Protection of development from hazardous conditions.
- Establishment of objectives for the form and character of commercial and multiple family residential development.

Justification:

These guidelines provide direction and coordination for commercial, including private recreational, and multiple family residential developments in this Development Permit Area in order to meet the following planning objectives:

- Creating a transition between the community of Tsawwassen and the agricultural land to the north;
- Creating a walkable community with an open, park-like and pedestrian-friendly environment;
- Contributing to environmental sustainability;
- Achieving high standards of building and landscape design; and
- Enhancing the area character and presenting an appealing gateway to Tsawwassen.

This area is located in the floodplain of the Fraser River and, as such, although it is located behind dikes, it could reasonably be expected to be subject to flooding in the event of a failure of the dike system.

Guidelines:

Development permits issued in this area shall be in accordance with the following guidelines:

1.0 Site Design and Streetscapes

Objective:

To foster the creation of a pedestrian-friendly, golf course residential community and provide a transition between the agricultural land and the Tsawwassen community and an appealing gateway to Tsawwassen.

1.1 Site Design

a. Create a distinctive landmark at the site entrance at 16 Avenue and 52 Street through landscape treatment.

b. Provide high quality landscape treatment, including shrub and tree planting, and landscape features as appropriate, along Highway 17 and 52 Street to reflect the role of these streets as gateways to Tsawwassen, convey the community's identity and reflect the role of this development as a transition to the agricultural lands to the north.

c. Incorporate landscaped berms as a noise attenuation measure for residential units exposed to traffic noise from major roads, and a buffer between the golf course and adjacent roads.

d. Provide and design private and semi-private outdoor open space taking into consideration the passive and active recreation needs of the residents likely to live in the development.

e. The use of arbors, trellises and other creative elements to define points of entry, instead of gates, is encouraged.

f. Apply Crime Prevention Through Environmental Design principles in site, building, parking area, walkway and landscape design.

1.2 Streetscapes and Pathways

a. Provide public pathways through the site including a main route along the 16 Avenue alignment.

b. The 16 Avenue route should be designed to safely accommodate cyclists and pedestrians. It should be designed in keeping with the recreational and park-like setting and include ample green boulevards.

c. Provide a network of pathways on site to connect site facilities for residents.

d. Incorporate trees and landscaping, outdoor seating, ornamental lighting, art, outdoor seating and other street furniture in the design of the public and private streetscapes and the pathway system.

e. Use low level, high quality fencing along the 16 Avenue alignment, including materials such as wrought iron, brick, stone, and decorative wood picket fencing, etc. in combination with low landscaping on the street side.

f. Use low transparent fencing, alone or in combination with low shrubs, next to pathways in order to maintain opportunities for casual surveillance.

g. Install appropriate lighting along walkways, streets, public pathways and in parking areas. Arrange lighting so that all direct rays of light illuminate only the outdoor areas and not adjacent residences.

h. Plant shade trees along sidewalks and pathways.

i. Plant flowering trees in yards fronting streets to add colour and texture to the streetscape.

1.3 Site Landscaping

a. Preserve and incorporate mature trees into the overall landscape design of the site.

b. Introduce a variety of plant materials, including deciduous and coniferous trees, shrubs and ground covers in yards and outdoor open spaces. Emphasize use of native and drought resistant species suitable to the site growing conditions.

c. Use plant material or landscape features, rather than continuous fencing or walls, to define outdoor open space areas for private use and public use.

d. Use landscaping to screen utility kiosks, meters and refuse/recycling areas.

e. Where possible, provide wildlife habitat in the design of landscaped areas and the golf course and its water features.

2.0 Building Character

Objective:

To encourage a west coast design character for buildings which are integrated and interactive with the golf course landscape.

2.1 Building Siting

a. Locate buildings and recreational facilities to create a park-like landscape including ample open green space in setback areas with wide sidewalks and landscaped boulevards next to the curb.

b. Locate and design commercial and residential buildings to complement each other and bring out a unifying design theme.

c. Locate buildings so as to create varied and interesting streetscapes.

d. Site buildings to maximize views over the golf course and site open spaces, and to maximize sunlight orientation.

2.2 Building Form

a. Dedicate street level floor space of commercial buildings to retail, restaurant, personal service and other similar uses which add to the vibrancy of the streetscape.

b. Provide weather protection over building entrances.

c. Maintain a pedestrian scale in the design of comfortable and user-friendly building entrances and facades (e.g., secure access, seating area, and pick-up/drop off areas for apartments).

d. Add interest to the building facades by creative use of projections such as bay windows, architectural detailing, window panes and trims, roof forms, variation in massing, colours, and materials.

e. Reinforce the overall residential character and community identity in the design of the clubhouse.

f. Maintain a pedestrian scale in the design of the apartment buildings by incorporating architectural detail to provide a strong relationship with the sidewalk and street and reduce massing.

g. Consider providing roof gardens as an outdoor amenity for the apartment residents.

h. Design indoor amenity space and other common areas in the apartment building to be wheelchair accessible.

i. Screen all exterior mechanical units or equipment from view.

j. Introduce variation on the building facades to give individual identity to adjacent units and break up roof forms to reduce massing.

k. Locate and design units to maximize privacy and minimize over-viewing.

l. All under-building parking must be screened from view or located below finished grade.

3.0 Sustainable Design

Objective:

To maximize sustainable design opportunities.

3.1 Maximize retention of existing trees.

3.2 Provide lot drainage in substantial conformity with the approved master storm water management plan.

3.3 Orient and design buildings to maximize natural light and southern exposure.

3.4 Consider providing green roofs as a sustainability feature.

3.5 Provide geothermal heating and cooling systems.

3.6 Use energy saving fixtures and devices in public and private areas.

3.7 Maximize the amount of landscaped area and permeable surface on the site. Maximize use of permeable material for areas such as patios, sidewalks, outdoor parking areas and entrance driveways to visually define them and reduce impacts of asphalt pavement.

3.8 Use storm water for irrigation where practical.

3.9 Apply and adhere to the principles of sustainable resource management as set out by the Audubon Society's Cooperative Sanctuary Program in the redevelopment of the golf course, including the placement of native vegetation throughout the golf course to provide a natural habitat for birds and wildlife.

4.0 Parking and Loading Areas

Objective:

To enhance the areas for parking and loading/unloading and make them convenient and pedestrian-friendly.

4.1 Locate surface parking areas away from the street or screened from direct views from the street with berming and landscaping.

4.2 Minimize excessive use of asphalt in parking areas by ensuring each aisle accesses a double row of parking.

4.3 Provide landscaping incorporating shade trees, shrubs and ground covers on the edges and in pockets throughout parking areas in keeping with and reinforcing the park-like character of the site and to break up parking areas into smaller sections.

4.4 Incorporate decorative pavement to break up parking areas and to identify pedestrian routes.

4.5 Provide direct pedestrian connections, between the parking areas and the apartment entrances, the retail stores and services, and the clubhouse, on clearly identifiable walkways. These walkways should have a minimum width of 2 m.

4.6 Ensure all areas in the surface and underground parking areas are well lit. Use ornamental lighting in outdoor areas and pedestrian scale lighting along walkways. Arrange lighting so that all direct rays of light illuminate only the parking areas and not any adjoining premises.

4.7 Provide long and short term bicycle parking facilities in all areas of the development.

4.8 Locate loading areas in unobtrusive locations, out of direct view of residential units, the street, and the clubhouse or screen them from view.

5.0 Signage

Objective:

To reinforce the pedestrian-scale environment with innovative unobtrusive signage.

5.1 Include a comprehensive sign plan to coordinate all signs on the site. Refer to the Delta Sign Bylaw for detailed requirements.

5.2 Integrate signs with the building design to complement rather than detract from the building architecture. Pedestrian-scale projecting signs are encouraged.

5.3 Free-standing signs should be low scale, and be designed to complement the architecture of buildings and integrate into landscaped areas.

5.4 Minimize the number of messages on all signs.

5.5 Use indirect illumination for signage. Directly illuminated signage, if used, must have opaque background.

6.0 Floodproofing

Objective:

To protect development from flooding hazards.

6.1 No building or any part thereof shall be constructed, moved or extended nor shall any mobile home or unit, modular home or structure be located with the underside of a wooden floor system or top of concrete slab for areas to be used for habitation, business, or the storage of goods damageable by floodwaters lower than two point nine (2.9) metres geodetic Survey of Canada datum. No building shall be constructed within six (6) metres of the natural boundary of any swamp, slough, pond or ditch.

6.2 In the areas which may be subject to flooding, a restrictive covenant shall be provided under Section 219 of the *Land Title Act* acknowledging that the land may be subject to flooding and saving the Municipality harmless from any claims arising out of damages to lands or buildings by flooding.

SD5 Southlands Village

As shown on "Map IIB Tsawwassen Development Permit Areas".

Purpose:

- Establishment of objectives for the form and character of commercial and multiple family residential developments.
- Revitalization of an area in which a commercial use is permitted.
- Protection of development from hazardous conditions.
- Establishment of objectives to promote energy conservation and reduce greenhouse gas emissions.

Justification:

These guidelines provide direction and coordination for all commercial and multiple family residential developments in this Development Permit Area in order to meet the following planning objectives:

- Create a community which is appropriately integrated with its agricultural context and expresses that context in its neighbourhood character and identity.
- Create a community that promotes, sustains and contributes to the viability of urban agriculture both within the community and on adjacent publicly owned agricultural land.
- Create a sustainable community that preserves and enhances the ecological and environmental values of the land.
- Create a walkable and pedestrian-oriented community with commercial and residential uses, and an extensive public open space network and public amenities.
- Create a more complete community, by enhancing the range of existing housing types in Tsawwassen.

Guidelines:

In the event of a conflict between this Development Permit Area and any other applicable Development Permit Area, then the more stringent requirement shall apply.

Development permits issued in this area shall be in accordance with the following guidelines:

1.0 Site Design and Streetscapes

Objective:

To foster the creation of a pedestrian-oriented community with a traditional agricultural village character that is compatible with the adjacent publicly owned agricultural lands.

Guidelines:

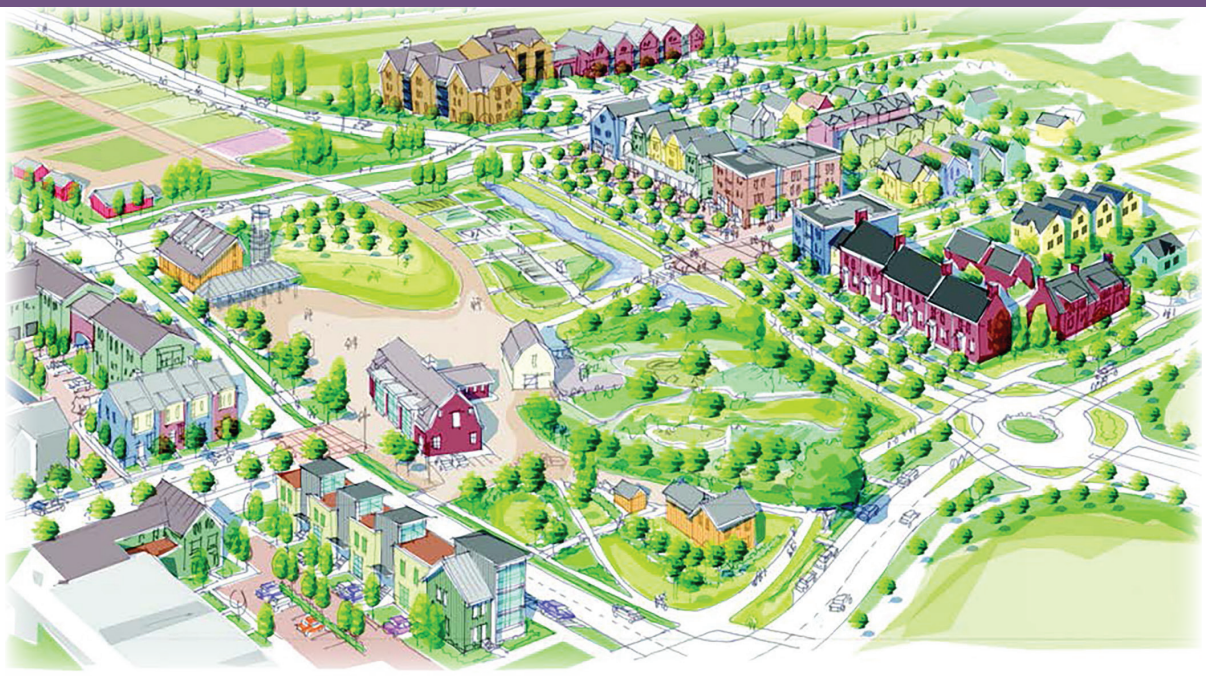
1.1 Site Design

a. Create a distinctive landmark at the access road at 56 Street and 4 Avenue through the development of open space amenities, which may include feature landscape areas, neighbourhood identification signage, and corner pedestrian plaza treatment.

b. Provide high quality landscape treatment, including shrub and tree planting, walkways, and landscape features as appropriate along the new road access from 56 Street, as well as along the Boundary Bay Road and 3 Avenue frontages, to reflect these connections as important public amenities that link to the existing surrounding community.

c. Include measures for attenuating noise along Boundary Bay Road where adjacent to residential buildings. Typical examples include planted berms or fencing structures. Any built attenuation structures should be aesthetically consistent with the area's agricultural character.

View of Market Street, Market Square and High Street from the South-East



d. Provide and design a range of outdoor spaces that consider the passive and active recreation needs of residents and the broader community, including greenways, multi-use pathways, small parks, and community gardens.

e. Consider the multi-use potential of open spaces for parking, recreation, social activities and community events.

f. Provide a family of landscape elements that identify and define private and public spaces, and serve as landmarks and way-finding devices in the public realm. Typical examples include street furnishings, benches, lamp standards, refuse containers, bollards and lighting; use of consistent palette of paving materials to reinforce a hierarchy of multi-use pathways, pedestrian pathways and plazas; and a consistent package of way-finding, neighbourhood and landmark identity markers.

g. Provide a variety of edge conditions on public and private lands along the interface with agricultural lands. These may include a variety of conditions along the edge of agricultural lands such as pedestrian and multi-use pathways, hedgerows and landscape buffers, rest stops and way-points along paths with seating opportunities, public information and displays. Locate agricultural support buildings including equipment and tool sheds and produce stands, as well as gates and controlled access points for the farm activity and the public, on the public edge of agricultural lands.

h. Apply Crime Prevention Through Environmental Design (CPTED) principles in site, building, parking area, walkway and landscape design.

1.2 Streetscape and Pathways

a. Provide a network of public, multi-use pathways to connect the various neighbourhoods within the community and link to the Boundary Bay Village, public spaces and amenities, as well as the existing surrounding community.

b. Provide public pathways through the community including two major east-west pathways; a major north-south pathway along the west side of Boundary Bay Road; and a major north-south pathway along the western edge of the development area as shown in Figure A on the next page.

c. Incorporate trees and landscaping, lighting, outdoor seating and street furniture in the design of public and private streetscapes and pathways.

d. Use a variety of landscape elements including hedges and hedgerows, in combination with low, open fencing to define the interface between private and public spaces, and ensure natural surveillance of all public open spaces.

e. Provide dark sky friendly lighting on streets and in public open spaces, and low level lighting on public pathways, while avoiding directing light toward residences.

1.3 Site Landscaping

a. Introduce a variety of plant materials, including deciduous and coniferous trees, shrubs and ground covers in yards and outdoor open spaces. Emphasize use of native and drought resistant species suitable to the site growing conditions, and consistent with the agricultural heritage and context of the site.

b. Enhance wildlife habitat in landscaped greenways, public spaces and in agricultural buffers and water features, by providing hedgerows, continuous tree canopies, and continuous pathways.

c. Plant shade trees on streets and along pathways, and encourage the planting of flowering trees and shrubs in front yards to add colour and texture to the streetscape.

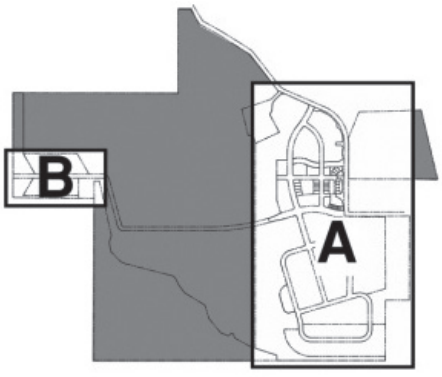


Figure B

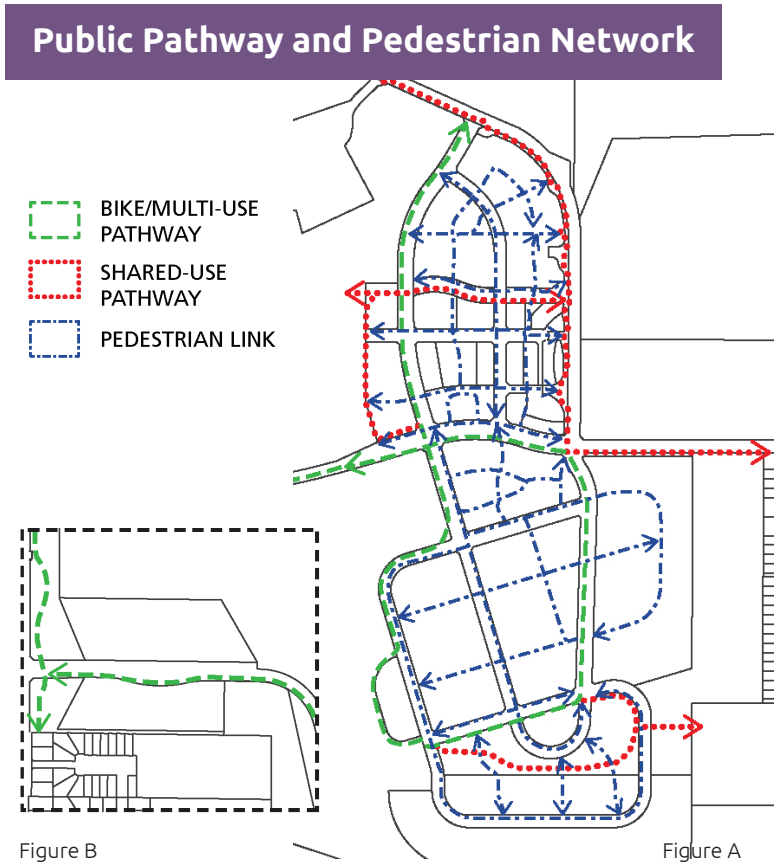


Figure A

2.0 Building Character

Objective:

To encourage buildings that in composition evoke the character of farmsteads and rural agricultural villages that are integrated into the agricultural and natural landscape. Encourage buildings that reflect the traditional character of rural dwellings and village buildings, or provide a contemporary interpretation of such buildings.

Guidelines:

2.1 Building Siting

2.1.1 Flood Control Strategy

a. To naturally transition the development into existing grades, as well as accommodate any future changes associated with off-site flood protection, the proposed flood protection strategy provides a continuous 6 m (20 ft) wide buffer zone along the perimeter of the Southlands Village portion of the development that contains the transition to existing grade, as shown on the Buffer Zone Map. Pedestrian pathways and landscaping in the transition zone alleviate the appearance of the grade change.

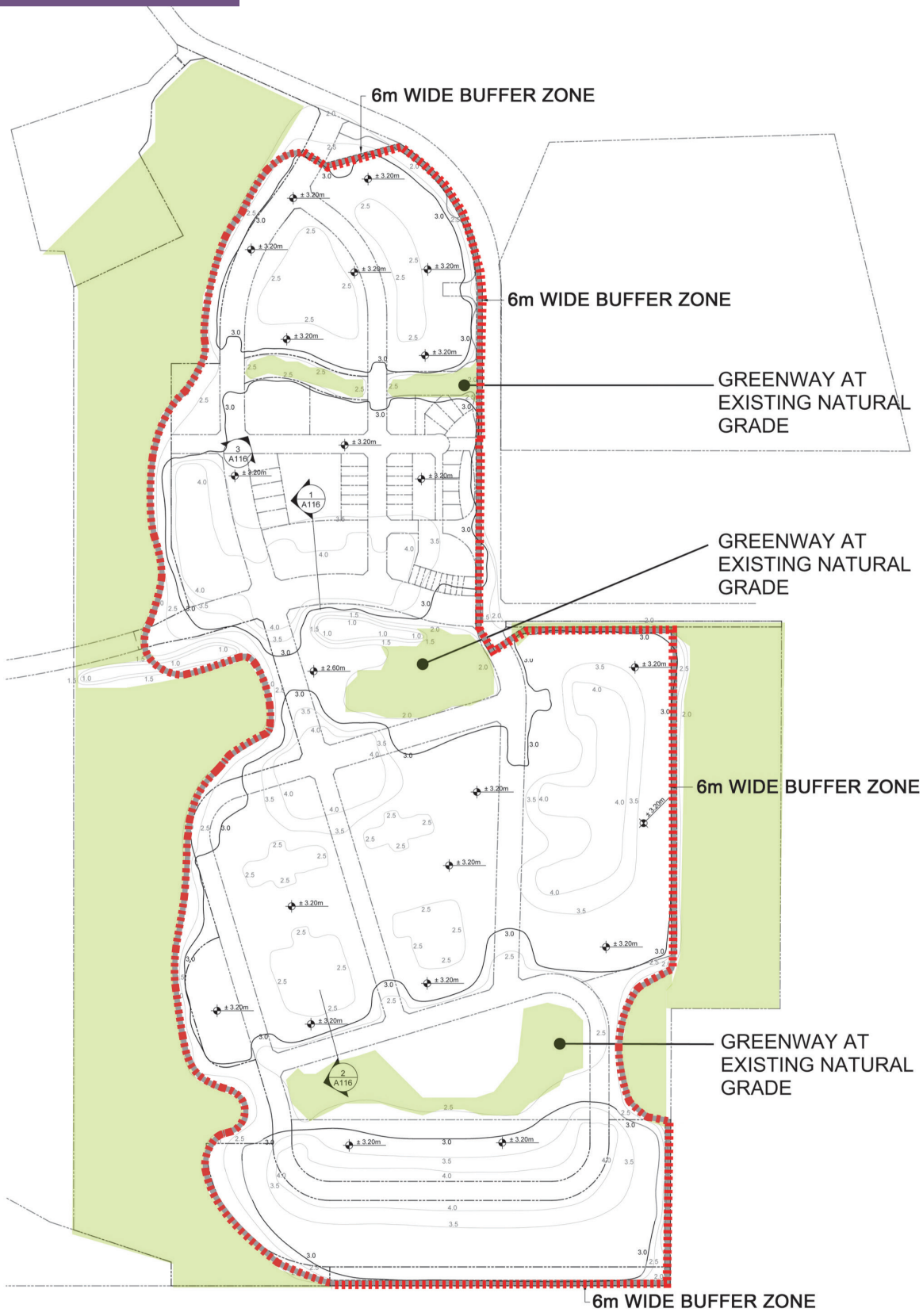
b. For all new construction, no building or any part thereof shall be constructed with the underside of a wooden floor system or top of concrete slab for areas to be used for habitation, business, or the storage of goods damageable by floodwaters, lower than 4.2 m geodetic Survey of Canada datum, except for the parking of vehicles.

2.1.2 Village Centre – Market Square, Public and Heritage Buildings

a. Locate buildings in such a manner as to create a focus on the Red Barn and Gunn House as the primary components of the hierarchy of buildings in the Village Centre. Buildings on adjacent sites and surrounding streets should have their fronts oriented to the Red Barn and Gunn House, as well as be arranged to frame and enclose the sites they occupy by means of continuous building frontages on surrounding street frontages.

b. Locate buildings with minimal setbacks to streets, lanes and sidewalks, to provide a sense of enclosure around the public open spaces.

Buffer Zone Map



Plan of Market Square, framed by buildings along High Street and Market Street

c. Locate buildings to create sightlines to the Market Square, Red Barn and Gunn House from the gateway entries at either end of the High Street, within the Village Centre.

d. Locate buildings with ample sidewalks along streets, lanes and plazas to enhance the pedestrian experience and promote urban sidewalk activity and interaction with buildings.

2.1.3 Village Centre – High Street, Commercial, Mixed Retail-Residential

a. Locate buildings with minimal setbacks to create sidewalks which promote retail sidewalk activity and to allow for year round weather protection in the form of arcades and awnings.

b. Locate buildings to provide ample sidewalks along the High Street to enhance the pedestrian experience and promote urban sidewalk activity and interaction with buildings, as well as landscape plantings and street trees adjacent to street parking, and to provide locations for street furnishings, including benches, bollards, street lamps and street trees.

c. Locate buildings to create a continuous retail frontage along the High Street and to reinforce the pedestrian and public realm with neighbourhood service, retail, restaurant and café uses that animate the street.

2.1.4 Village Centre – Mixed Live-Work

a. Locate live-work buildings to create an urban and public interface with the street and sidewalk. Provide accessible connections to workshop, studio, or retail storefronts, incorporating signage and way-finding elements into the landscape and/or building.

b. Incorporate building elements on the main floor that create an impression of a retail storefront, or industrial overhead door, to evoke non-residential character, and to support the work activity of this occupancy.

2.1.5 Village Centre – Rowhouses

a. Locate rowhouses, which are on fee-simple lots, with minimum 3.0 m (10 ft) front setbacks to provide a defined private entry to each rowhouse from the public sidewalk, and to include foundation planting and formal landscape of semi-private space.

b. Locate rowhouses to create a continuous residential frontage along the High Street, and to create a similar urban interface to sidewalks on other streets and lanes within the Village Centre.

c. Locate rowhouses to allow a grade separation of 0.6 m to 1.0 m (2 ft to 3 ft) from sidewalk grades at public streets to enhance the definition of public and private space.

2.1.6 Cluster Houses (Townhouses)

a. Locate cluster houses with minimum 3.0 m (10 ft) front yard setbacks on public streets to maintain a close and intimate connection of residences to streets, but permit landscaping of front yards to enhance streetscapes and individualize residences.

b. Locate cluster houses with minimum 2.0 m (7 ft) side yard setbacks to permit their use as private outdoor space for each individual unit within the building.

c. Locate cluster houses with varied setbacks to create the impression that these larger buildings may have pre-existed surrounding buildings, thereby creating the impression of permanence and history.

2.1.7 Country Flats (Apartments)

a. Locate buildings with orientations that formally address public streets, private lanes and public pathways.

b. Locate buildings to provide for convenient and comfortable pick-up and drop-off areas at primary building entrances.

c. Locate buildings such that they provide for private deck or patio space and individual entries for ground floor units.

d. Locate buildings to define strong street edges, to anchor corners, and to serve as gateway buildings within the Village Centre.

2.1.8 Single Family Cottages

a. Locate buildings in clusters of eight to twelve dwellings to form a pocket neighbourhood, with pedestrian-oriented accesses, and formal landscaped common area.

b. Locate buildings to provide semi-private outdoor space for each dwelling, defined by low, open fencing and landscaping to encourage a sense of individual identity as well as natural surveillance of common areas.

c. Locate buildings with minimal setbacks to internal sidewalks and pathways, to promote an intimate relationship to pedestrians and encourage interaction between residents.

d. Locate buildings along greenways and public open space, with a similar intimate relationship, and encourage adoption of shared space for personal and/or community gardening.

2.1.9 Townhouses

a. Locate townhouses with minimum 3.0 m (10 ft) front setbacks to provide broadened sidewalks, and to include planting and formal landscape of semi-private space.

b. Locate townhouses to create a comfortable residential frontage and urban interface to sidewalks on streets and lanes within the Village Centre.

c. Locate buildings such that they provide for private deck or patio space.

d. Locate townhouses to allow a grade separation of 0.6 m to 1.0 m (2 ft to 3 ft) from sidewalk grades at public streets to enhance the definition of public and private space.

2.2 Building Form and Character

2.2.1 Village Centre – Market Square, Public and Heritage Buildings

a. Alexander/Gunn House exterior to be retained in its existing restored condition. The interior may be adapted for future public uses as required, but without major modification to the building structure or exterior elements such as windows, doors, and roof elements.

b. The Red Barn is to be retained as a structure in its current location, and while the building does not carry heritage significance, it is representative of the history of farming on the site. Adaptive re-use of the Red Barn should maintain the character of the existing building, and modifications or additions should be of a contrasting character so as to clearly distinguish the original building from the intervention.

Alexander/Gunn House

c. The new community building on Market Square is to draw inspiration from traditional public and institutional buildings, and include a landmark element in its form or detail, such as a spire, tower, silo or other totemic element. It is to have simple massing that evokes a formal character as a public building and a functional building, in keeping with farm buildings and structures.

d. Materials, finishes and colours to be rooted in heritage and historic colour palettes that are appropriate for the architectural reference and period of the design. Exterior finishes to be a varied palette of wood products, including lapped siding, shingle, board and batten. Cementitious-wood fibre products with similar appearance are acceptable. Architectural metal panel and siding products, such as corrugated metal panel, and ribbed vertical panel are acceptable. Masonry and natural stone may also be used as major or secondary accent materials, but applied in a manner that expresses the load-bearing nature of the material.

Rendering of Potential Renovation to Red Barn

2.2.2 Village Centre – High Street, Commercial, Mixed Retail & Residential

a. The form and character of mixed-use buildings in the Village Centre are required to honestly express their functions, with non-residential architectural forms that evoke retail, commercial, or agricultural character.

b. Materials, finishes and colours to be consistent with these non-residential architectural references and building types, with a focus on wood products, including vertical channel siding, vertical board and batten, and panel and batten. Cementitious-wood fibre products with similar appearance are acceptable. Use of masonry products, bricks of various dimensions and types are appropriate, as well as metal finishes. Windows at the ground level retail and commercial spaces should be storefront-type windows of either metal or wood, in contrast to wood or vinyl on residential buildings.

c. Buildings should be designed to incorporate areas and elements for commercial signage that are in keeping with retail storefront architectural precedents, in addition to being compliant with the Delta Sign Bylaw.

d. All garbage and recycling must be screened from view while being accessible for pick-up. Commercial garbage storage and pick-up areas shall be located away from housing or adequate acoustical and visual barriers be provided.

e. Utility kiosks, meters, and similar equipment shall be located away from housing if possible. Adequate visual and acoustical barriers shall be provided for those areas located near residential units.

2.2.3 Village Centre – Mixed Live-Work

a. The form and character of mixed live-work buildings in the Village Centre are required to honestly express their functions, with non-residential architectural forms that evoke industrial, commercial, or agricultural character.

b. Materials, finishes and colours to be consistent with these non-residential architectural references and building types, with a focus on wood products, including vertical channel siding, vertical board and batten, and panel and batten. Cementitious-wood fibre products with similar appearance are acceptable. Use of masonry products, bricks of various dimensions and types are appropriate, as well as metal finishes. Windows at the ground level retail and commercial spaces should be storefront-type windows of either metal or wood, in contrast to wood or vinyl on residential buildings.

c. Buildings should be designed to incorporate areas and elements for commercial signage that are in keeping with retail storefront architectural precedents, in addition to being compliant with the Delta Sign Bylaw.

2.2.4 Single Family Cottages, Cluster Houses, Townhouses, Rowhouses, and Country Flats (Apartments)

a. The form and character of all forms of residential buildings are encouraged to explore a variety of the following architectural responses:

- Architectural reference to housing forms and styles that have been historically typical of farmhouses in the region such as the Craftsman, Prairie, and Bungalow style of catalogue housing. These may be most appropriate for smaller cottage, detached, or semi-detached dwellings.
- Architectural reference to the historic rowhouse or townhome, typically fee simple with shared party walls, is an appropriate reference for ground-oriented, multi-dwelling buildings.
- Architectural reference to courtyard housing, typical of European village vernacular, including semi-private courtyards serving as outdoor space, access and/or circulation. Buildings of this type should have a formal and more urban connection to the surrounding public streets and sidewalk.

- Architectural reference to more functional farm buildings, such as barns and sheds is appropriate. Organizing dwelling units in a cluster of smaller building masses with a variety of roof forms would be consistent with the application of this architectural reference. This may be most appropriate for cluster and multi-dwelling buildings.
- Architectural responses which seek to interpret any of the above in a more contemporary manner are also acceptable, as a means of allowing the completed neighbourhood to achieve a more organic and evolved character.

b. Windows should be either wood or vinyl; roof fascias to be painted wood; gutters and downspouts to be painted metal, copper or natural galvanized metal.

c. All ground floor dwellings to have an external access to surrounding pathways, sidewalks and streets by means of an articulated front entry door.

d. Front doors should be wood or metal, natural or painted, colours to be consistent with the heritage colour palette, or appropriate for the chosen architectural reference.

e. Fencing in front yards not to exceed 1.2 m (4 ft) in height, and 1.8 m (6 ft) in height in rear yards, of wood or metal, and maintaining vision and sightlines above 1.5 m (5 ft).

3.0 Sustainable Design

Objective:

To promote sustainable design.

Guidelines:

3.1 Encourage the retention of existing trees.

3.2 Provide lot drainage in substantial conformity with the approved master Stormwater Management Plan, and use stormwater for irrigation where practical.

3.3 Orient and design buildings to consider natural light and solar heat gain on southern exposures.

3.4 Use energy saving fixtures and devices in public and private areas.

3.5 Encourage the use of landscaped area and permeable surfaces on the site, in public areas, and reduce the amount of non-permeable asphalt paving.

3.6 Apply sustainable resource management principles in the design of greenways and buffers including the placement of native vegetation to provide and enhance natural wildlife habitat.

3.7 Use storm water for irrigation where practical.

4.0 Parking and Loading Areas

Objective:

To enhance the areas for parking and loading to be convenient and pedestrian-friendly.

Guidelines:

4.1 Locate surface parking areas for commercial and multiple family residential developments behind buildings, in parking courtyards away from direct views from the street.

4.2 Locate required parking in smaller parking areas dispersed throughout the community rather than in larger centralized parking areas.

4.3 Incorporate landscaping into parking areas to enhance their appearance, and provide shade and screening and introduce permeable area.

4.4 Incorporate decorative pavement accents in parking areas to emphasize pedestrian surfaces rather than vehicular.

4.5 Provide ample pedestrian connections, including accessible connections between parking areas and buildings of a minimum of 2 m (7 ft) in width.

4.6 Ensure all areas in the surface and underground parking areas are well lit. Use ornamental lighting in outdoor areas and pedestrian scale lighting along walkways. Lighting should be oriented downward and contained to the areas being lit and not spilling onto adjacent premises.

4.7 Provide short and long term bicycle parking facilities in the development.

4.8 Locate loading areas in unobtrusive locations, out of direct view of residential units and the street, or screened from view.

5.0 Signage

Objective:

To reinforce the pedestrian scaled environment with innovative and unobtrusive signage.

Guidelines:

5.1 Include a comprehensive sign plan in all applications to coordinate all signs on the site. Refer to the Delta Sign Bylaw for detailed requirements.

5.2 Integrate signs with the building design to complement rather than detract from the building architecture. Pedestrian-scale projecting signs are encouraged where permitted.

5.3 Limit free-standing signs to a low scale, not exceeding 2.4m (8ft) in height.

5.4 Design free-standing signs to complement the architecture of buildings and integrate into landscaped areas.

5.5 Use indirect illumination for signage. Directly illuminated signage, if used, must have opaque backgrounds.

ND1 Fraser River Escarpment

Category: "a" (Protection of natural environment) and
"b" (Protection of development from hazardous conditions)

Area: Development Permit Area ND1
As Shown on "Map IIC North Delta Development Permit Areas".

Justification:

The waterfront area is subject to mud flows, debris flows, erosion, land slip and subsidence. The River bank and ravine slopes are subject to erosion and require protection of existing vegetation and tree cover.

The objective of the development permit area is to prevent damage to natural environment and to protect development from hazardous conditions through siting and design control.

Guidelines:

Development Permits issued in this area shall be in accordance with the following:

1. Clustering of development may be permitted without altering the permitted density.
2. Alteration of the natural drainage of the site should be minimized.
3. All new lots created should provide for suitable building sites in areas not subject to sloughing.
4. All existing vegetation and tree cover should be preserved, except for the area approved for buildings and structures.
5. A development affected by hazardous conditions shall be subject to the conditions established by a suitably qualified Professional Engineer. (This Guideline is based on a standard established by the Ministry of Environment and Parks, Province of British Columbia.)
6. A Restrictive Covenant will be required under Section 82 or Section 219 of the *Land Title Act* acknowledging that land may be subject to mud flows, debris flows, erosion, landslip and subsidence and saving the Municipality and the Province of British Columbia harmless from any claims arising out of damages to lands or buildings by mud flows, debris flows, erosion, landslip and subsidence.

ND2 Delsom Lands

As Shown on "Map IIC North Delta Development Permit Areas".

Purpose:

Establishment of objectives for the form and character of commercial and multiple family residential developments.

Justification:

These guidelines provide direction and coordination for all commercial and multiple family residential developments in this Development Permit Area in order to meet the following planning objectives:

- Creating a walkable community;
- Providing a pleasant and pedestrian-friendly environment;
- Contributing to environmental sustainability;
- Achieving high standards of building and landscape design; and
- Enhancing the area character and presenting an appealing gateway to North Delta.

A view southeast to main drive entry

Guidelines:

Development permits issued in this area shall be in accordance with the following guidelines:

1.0 Site Design and Streetscapes

Objective:

To foster the creation of a pedestrian-friendly, walkable community and provide an appealing gateway to North Delta.

1.1 Site Design

a. Create a distinctive landmark at the site entrance at 84 Avenue and Delsom Crescent through building design and siting as well as landscape treatment.

b. Provide extensive, high quality landscape treatment, including extensive shrub and tree planting, public art, landscape features, ornamental lighting and banner hangers as appropriate, along Nordel Way and 84 Avenue to reflect the role of these streets as gateways to North Delta and convey the community's identity.

c. Incorporate noise attenuation measures for residential units exposed to traffic noise from major roads.

d. Provide and design outdoor open space taking into consideration the passive and active recreation needs of the residents likely to live in the development. Consider provision of community gardens as an outdoor amenity for the residents.

e. Consider the dual use of common outdoor areas for parking and recreational or social activities especially in multiple family residential areas.

f. Use arbors, trellises and other creative elements to define points of entry, instead of gates. Gated communities are not supported.

g. Apply Crime Prevention Through Environmental Design principles in site, building, parking area, walkway and landscape design.

h. Do not provide vehicular connection through the site from Delsom Crescent to the surrounding streets of Modesto Drive, Ramona Way, 82 Avenue and 108 Street except for emergency vehicles.

Passive and active open space to meet the needs of residents

1.2 Streetscapes and Public Pathways

a. Provide public pathways and view platforms through the site in substantial conformity with the approved park and pathway plan to develop a network connecting neighbourhoods and open spaces.

b. Incorporate trees and landscaping, outdoor seating, ornamental light fixtures, art and other street furniture in the design of the public and private streetscapes and the pathway system.

c. Use low level, high quality fencing along Delsom Crescent, including materials such as wrought iron, brick, stone, and decorative wood picket fencing, etc. in combination with low landscaping on the street side.

d. Use low transparent fencing, alone or in combination with low shrubs, next to public pathways in order to maintain opportunities for casual surveillance.

e. Ensure all outdoor areas are well lit. Install pedestrian scale lighting along walkways and public pathways. Arrange lighting so that all direct rays of light illuminate only the outdoor areas and not adjacent residences.

f. Plant shade trees along sidewalks and pathways.

g. Plant flowering trees in yards fronting streets to add colour and texture to the streetscape.

Trellis is used to define entry

Public pathway through residential development

1.3 Site Landscaping

a. Preserve and incorporate stands of mature trees into the overall landscape design of the site.

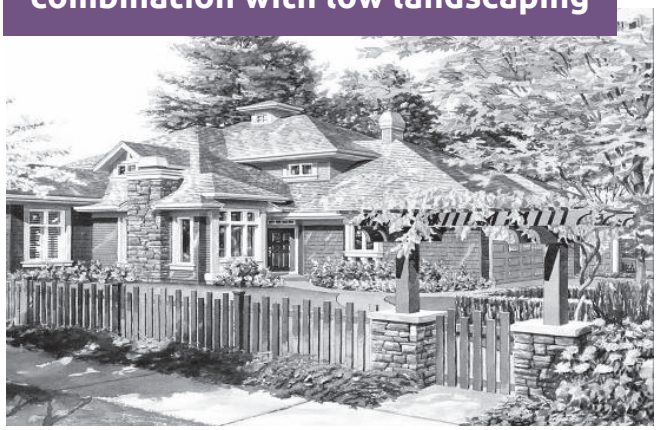
b. Introduce a variety of plant materials, including deciduous and coniferous trees, shrubs and ground covers in yards and outdoor open spaces. Emphasize use of native and drought resistant species suitable to the site growing conditions.

c. Use plant material or landscape features, rather than continuous fencing or walls, to define outdoor open space areas for private use and public use.

d. Use landscaping to screen utility kiosks, meters and refuse/recycling areas.

e. Where possible, provide wildlife habitat in the design of landscaped areas.

Low transparent fencing in combination with low landscaping



2.0 Building Character

Objective:

To encourage the design of pedestrian-scaled buildings which are integrated and interactive with the landscape.

2.1 Building Siting

2.1.1 Neighbourhood Commercial and Seniors' Apartment Development

a. Locate buildings to create a comfortable streetscape for pedestrians along Delsom Crescent, including wide sidewalks and landscaped boulevards (minimum 1.2 m) next to the curb.

b. Locate and design commercial buildings to complement each other and bring out a unifying design theme.

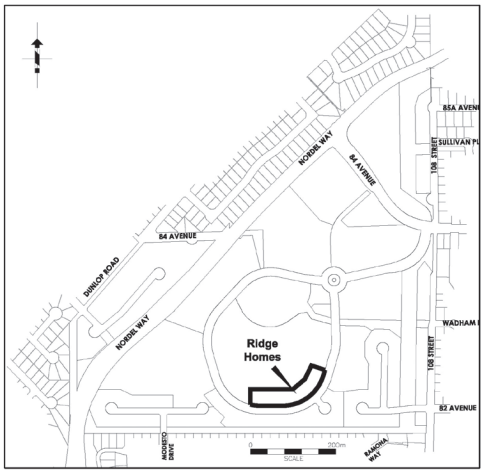
2.1.2 Townhouse Development

a. Orient residential units abutting Delsom Crescent such that their front entries have direct access to the street sidewalk.

b. Locate garages and carports away from Delsom Crescent, except for the "Ridge Homes" site where garage doors must be recessed and scaled back so as not to dominate the streetscape.

c. Site buildings to maximize views over open spaces and visually integrate buildings and open spaces.

Pedestrian-friendly streetscape with wide sidewalk and street trees.



2.2 Building Form

2.2.1 Neighbourhood Commercial and Seniors' Apartment Development

a. Design buildings to have multiple street-oriented commercial units to enhance interest along the street.

b. Dedicate street level commercial floor space to retail, restaurant, personal service and other similar uses which add to the vibrancy of the streetscape. Locate professional offices preferably on the second storey.

c. Provide weather protection over building entrances and sidewalks along building frontages as part of the overall design.

d. Maintain a pedestrian scale in the design of building entrances and facades.

e. Add interest to the building facades by creative use of projections such as bay windows, architectural detailing, window panes and trims, roof forms, variation in massing, colours, and materials.

f. Provide appropriate transition between different land uses and densities.

g. Provide a comfortable and user-friendly entrance to the seniors' apartments (e.g., secure access, seating area, and pick-up/drop off area), separated from the commercial activities on the other part of the site.

h. Provide roof gardens as an outdoor amenity for the apartment residents.

i. Design seniors' dwelling units, indoor amenity space and other common areas in the apartment building to be wheelchair accessible.

j. Screen all exterior mechanical units or equipment from view.

A vibrant streetscape

2.2.2 Townhouse Development

a. Provide individuality from site to site, consistent with the overall pedestrian- friendly and walkable community character by the creative treatment of street entrances, building setbacks, building articulation, exterior materials, windows, trim works, porches, verandahs, dormers and rooflines.

b. Limit building heights of the sites shown cross-hatched on the map entitled "Maximum Building Height" to a mix of 2- and 3 storeys to add interest and address site conditions.

c. Maintain a pedestrian scale in the building design by minimizing building height and reducing massing.

d. Introduce variation on the building facades to give individual identity to adjacent units and break up roof forms to reduce massing.

e. Locate and design units to maximize privacy and minimize over-viewing on neighbouring properties.

f. Provide an attractive design to the building facades along Nordel Way and 84 Avenue, presenting an appealing gateway to North Delta.

g. Reinforce the overall residential character and community identity in the design of the private amenity building as a landmark.

3.0 Sustainable Design

Objective:

To maximize sustainable design opportunities.

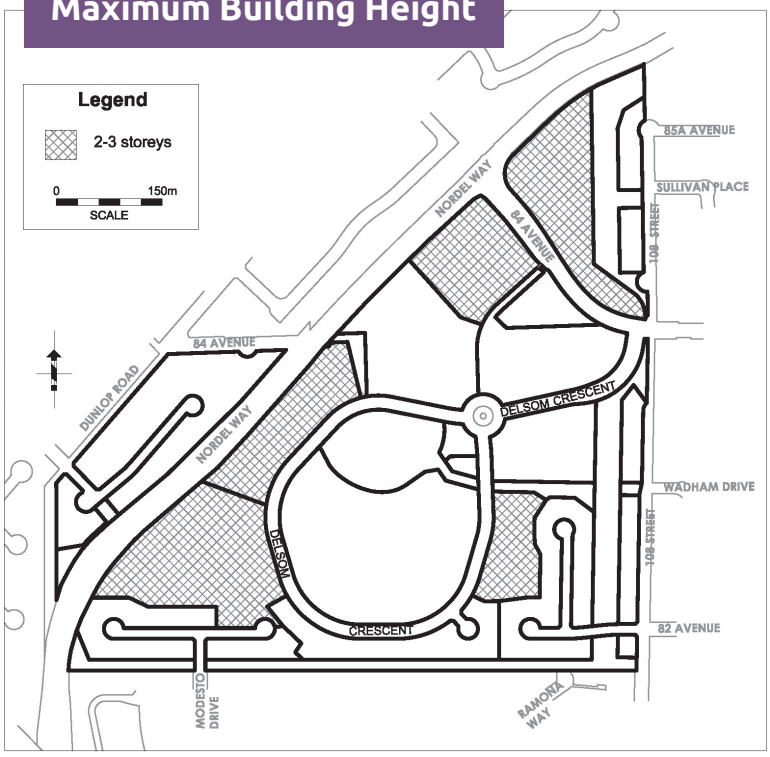
3.1 Maximize retention of existing trees.

3.2 Provide lot drainage in substantial conformity with the approved master storm water management plan for the Delsom lands.

3.3 Orient and design buildings to maximize natural light and southern exposure and minimize penetration of the high summer sun into the interior space.

3.4 Consider providing green roofs as a sustainability feature, including roof gardens.

Maximum Building Height



3.5 Provide geothermal heating and cooling systems in the commercial and seniors' apartment development and private amenity building.

3.6 Use energy saving fixtures and devices in public and private areas.

3.7 Maximize the amount of landscaped area and permeable surface on the site. Maximize use of permeable material for areas such as patios, sidewalks, outdoor parking areas and entrance driveways to visually define them and reduce impacts of asphalt pavement.

3.8 Use storm water for irrigation where practical.

4.0 Parking and Loading Areas

Objective:

To enhance the areas for parking and loading/ unloading and make them more pedestrian-friendly.

4.1 Locate surface parking areas for commercial and multiple family residential developments behind buildings, away from direct views from the street.

4.2 Break up large parking areas into smaller sections, defined by buildings and/or curbed landscaped strips at least 1.5 m in width and planted with shade trees, shrubs and ground covers.

4.3 Incorporate decorative pavement to break up parking areas and to reinforce the dual use of space where appropriate.

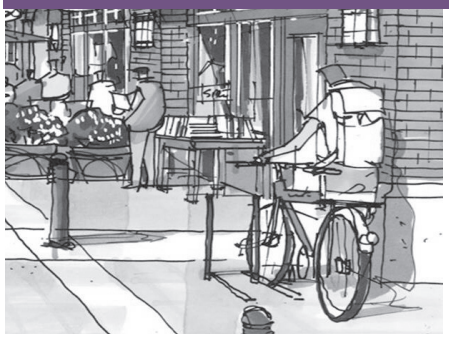
4.4 Provide direct pedestrian connections, including wheelchair/scooter access, between buildings and between the parking areas or the seniors' apartment entrance and the retail stores and services on clearly identifiable walkways. These walkways should have a minimum width of 2 m.

4.5 Ensure all areas in the surface and underground parking areas are well lit. Use ornamental lighting in outdoor areas and pedestrian scale lighting along walkways. Arrange lighting so that all direct rays of light illuminate only the parking areas and not any adjoining premises.

4.6 Provide long and short term bicycle parking facilities in the development.

4.7 Locate loading areas in unobtrusive locations, out of direct view of residential units and the street, or screen them from view.

Short-term bicycle parking



5.0 Signage

Objective:

To reinforce the pedestrian-scale environment with innovative unobtrusive signage.

5.1 Include a comprehensive sign plan in all applications to coordinate all signs on the site. Refer to the Delta Sign Bylaw for detailed requirements.

5.2 Integrate signs with the building design to complement rather than detract from the building architecture. Pedestrian-scale projecting signs are encouraged.

5.3 Limit free-standing signs to a low scale, i.e., not exceeding 2.4 m in height.

5.4 Design free-standing signs to complement the architecture of buildings and integrate into landscaped areas.

5.5 Use indirect illumination for signage. Directly illuminated signage, if used, must have opaque backgrounds.

Pedestrian-scaled projecting signs encouraged

ND3 Annieville

Category: "e" (Establishment of objectives and provisions of guidelines for the form and character of commercial, industrial or multi-family residential development.)

Area: Development Permit Area ND3
As Shown on "Map IIC North Delta Development Permit Areas".

Justification:

The commercial village at Annieville has a special character and provides local services. Creation of commercial activity nodes (urban villages) to improve the commercial areas and services is essential for the well-being of North Delta's economic activity

The objective of the development permit area is to encourage formation of a healthy commercial node and a desirable commercial and residential mix.

Guidelines:

The following guidelines illustrate the general approach to be taken to achieve desired commercial nodes and commercial and residential mix.

Development Permits issued in this area shall be in accordance with the following:

1. Parking areas in the existing facilities may be permitted to be developed for additional commercial/multiple family residential development with alternate provision for the required parking at a reduced standard.
2. New buildings should be constructed with a minimal setback from River road, so as to give a new form to existing commercial areas.
3. The siting of commercial/multiple family residential developments may be varied to encourage optimum development of land and for better circulation pattern.
4. Landscaping should be used to provide visual breaks and buffers, as well as to enhance the appearance of the area.
5. The size and scale of buildings should relate to adjacent development and provide a transition between the commercial and less intensive uses.

6. All applications for new commercial developments and major renovations to existing commercial developments must include a comprehensive sign plan.
7. A comprehensive sign plan must specify the proposed size, type of illumination, height, design, location, and number of signs which must generally conform to the regulations of the Delta Sign Bylaw.
8. A comprehensive sign plan for multi-tenant complexes must propose a minimum of three consistent design elements (i.e., sign type or design, colour, illumination, location, height).
9. A comprehensive sign plan should work towards enhancing area character as outlined in Special Sign Area schedules of the Delta Sign Bylaw, and maintaining architectural integrity of the subject and adjacent buildings.

ND4 River Road Village (Sunbury)

Category: "e" (Establishment of objectives and provisions of guidelines for the form and character of commercial, industrial or multi-family residential development.)

Area: Development Permit Area ND4
As Shown on "Map IIC North Delta Development Permit Areas".

Justification:

The commercial strip development along River Road has very little character and provides rather marginal services. Creation of commercial activity nodes (urban village) to improve the commercial areas and services is essential for the well-being of North Delta's economic activity.

The objective of the development permit area is to encourage formation of a healthy commercial node and a desirable commercial and residential mix.

Guidelines:

The following guidelines illustrate the general approach to be taken to achieve desired commercial nodes and commercial and residential mix.

Development Permits issued in this area shall be in accordance with the following:

1. The village may be permitted to be developed for additional commercial/multiple family residential development with alternate provision for the required parking at a reduced standard.
2. New buildings should be constructed with a minimal setback from River Road, so as to give a new form to existing commercial areas.
3. The siting of commercial/multiple family residential developments may be varied to encourage optimum development of land and for better circulation pattern.
4. Landscaping should be used to provide visual breaks and buffers, as well as to enhance the appearance of the area.
5. The size and scale of buildings should relate to adjacent development and provide a transition between the commercial and less intensive uses.

6. A development affected by hazardous conditions shall be subject to the conditions established by a suitably qualified Professional Engineer. (This Guideline is based on a standard established by the Ministry of Environment and Parks, Province of British Columbia.)
7. A Restrictive Covenant will be required under Section 82 or Section 219 of the *Land Title Act* acknowledging that land may be subject to hazardous conditions and saving the Municipality and the Province of British Columbia harmless from any claims arising out of damages to lands or buildings hazardous conditions.
8. All applications for new commercial developments and major renovations to existing commercial developments must include a comprehensive sign plan.
9. A comprehensive sign plan must specify the proposed size, type of illumination, height, design, location, and number of signs which must generally conform to the regulations of the Delta Sign Bylaw.
10. A comprehensive sign plan for multi-tenant complexes must propose a minimum of three consistent design elements (i.e., sign type or design, colour, illumination, location, height).
11. A comprehensive sign plan should work towards enhancing area character as outlined in Special Sign Area schedules of the Delta Sign Bylaw, and maintaining architectural integrity of the subject and adjacent buildings.

ND10 Cougar Creek Headwaters

Category: "a" (Protection of natural environment) and
"b" (Protection of development from hazardous conditions)

Area: Development Permit Area ND10
As Shown on "Map IIC North Delta Development Permit Areas".

Justification:

The Creek area is subject to debris flows, erosion and land slip. The bank and ravine slopes are subject to erosion and require protection of existing vegetation and tree cover.

The objective of the Development Permit Area is to prevent damage to natural environment and to protect development from hazardous conditions through siting and design control.

Guidelines:

Development Permits issued in this area shall be in accordance with the following:

1. Clustering of development may be permitted without altering the permitted density.
2. Alteration of the natural drainage of the site should be minimized.
3. All new lots created should provide for suitable building sites in areas not subject to sloughing.
4. All existing tree cover should be preserved, except for area approved for roadways, buildings and structures, which should be designed to minimize coverage.

ND12 Nordel Social Heart

As Shown on "Map IIC North Delta Development Permit Areas".

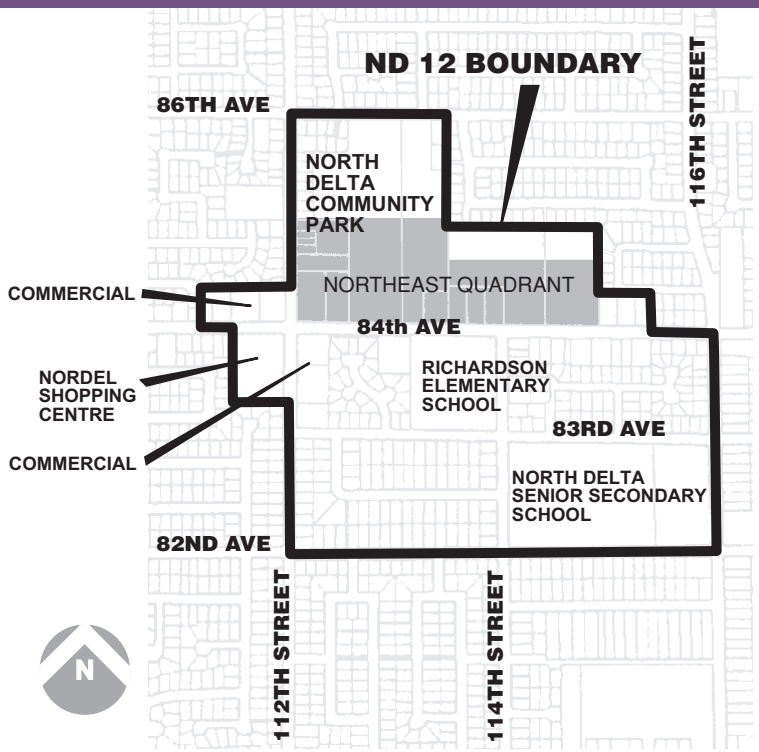
Purpose:

- Revitalization of an area in which a commercial use is permitted.
- Establishment of objectives and provision of guidelines for the form and character of commercial and multiple-family residential development.

Justification:

The objective of the Development Permit Area is to revitalize the character and function of Nordel encouraging a node of commercial, recreational, cultural and educational facilities, and open space, supported by a mix of residential uses, including multiple-family development, as the community focus for North Delta.

Nordel Social Heart DP Area (ND12) Boundaries



The pedestrian atmosphere and desirable cultural, commercial, and residential mix is considered vital to the economic self-sufficiency of this node. It should be a pleasant destination for North Delta residents at large but should also be a pleasant and attractive community to a local resident population and clientele.

The following guidelines illustrate the general approach to be taken to achieve the desired mix of commercial, residential, institutional and mixed-uses considered necessary for the revitalization of this area. Guidelines are provided both for streetscape treatments adjacent to developments and for building siting and form, as follows:

- Primary pedestrian-oriented streetscapes - the lengths of 84th Avenue (except in the Northeast Quadrant), 112th and 114th Streets within the development permit area
- Secondary neighbourhood streetscapes - all other public roads within the North Delta Social Heart
- Streetscape for the north side of 84th Avenue from 112th to 114th Streets within the Northeast Quadrant
- Treatment of the east-west pedestrian route within the Northeast Quadrant
- Building form and siting for mixed-use and commercial buildings
- Building form and siting for multiple-family buildings
- Signage for commercial and other uses.

Development Permits issued in the Nordel Social Heart area shall be in accordance with the following objectives and guidelines:

1.0 Pedestrian-Oriented Streetscapes

Objective:

To ensure that commercial, multiple-family residential, mixed-use and institutional developments contribute to a pedestrian-oriented environment with a green, park-like character.

1.1 Primary Pedestrian Streetscapes

84th Avenue (Except In Northeast Quadrant), 112th And 114th Streets

Guidelines:

a. The streetscape concept for these three streets should include a grass boulevard with street trees at regular intervals adjacent to the curb. The preferred width of the boulevard strip is 2 metres but will be narrower where there are obstacles to achieving the desired width. Exceptions to the grass boulevard are permitted at heavily-travelled locations including bus stops, vehicular crossings, and intersections.

b. Concrete sidewalks of a minimum width of 2.0 metres should be provided adjacent to the grass boulevards in a textured finished concrete treatment.

c. The location of the grass boulevard and sidewalk should be adapted to retain existing mature vegetation.

d. Street trees should be planted at approximately 7 metre intervals unless an existing street tree pattern is in use in the same block.

e. Development along the north side of 84th Avenue between 112th and 114th Streets requires a special streetscape treatment involving a double row of street trees (refer to section 1.3 of these guidelines).

f. The width of driveway crossings of these three streetscapes should be minimized.

g. All new development and redevelopment projects should provide high-quality street furniture which may include bus shelters, benches, waste receptacles, newspaper dispensers, information kiosks, public art, etc. Furniture design, colour, and style of fixtures should be co-ordinated. Pedestrian-scale lighting should be considered for commercial projects in the vicinity of 84th Avenue and 112th Street, to be located in the grass boulevard in line with the street trees and at the approaches to both key intersections of 84th Avenue with 112th and 114th Streets.

1.2 Secondary Neighbourhood Streetscapes

Other Streets Within The Nordel Social Heart Than 84th Avenue, 112th And 114th Streets

Guidelines:

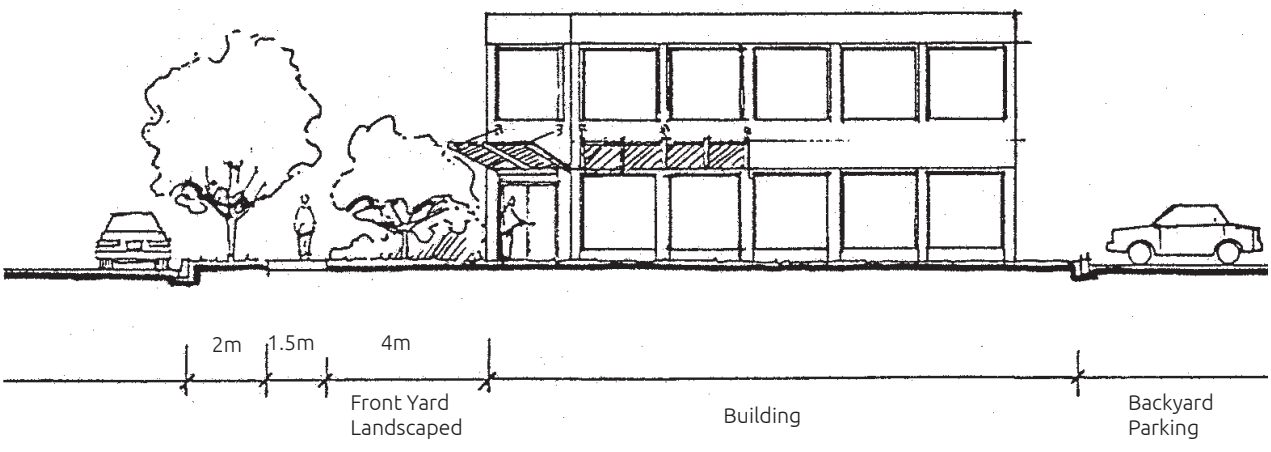
a. The streetscape concept for all secondary streets should include a concrete sidewalk, in a textured finish, and street trees at regular intervals. Where space is adequate, a grass boulevard should be provided adjacent to the curb and be used for the planting of street trees. Exceptions to the grass boulevard are permitted at heavily-travelled locations including bus stops, vehicular crossings, and intersections.

b. Concrete sidewalks at least 1.5 metres wide should be provided adjacent to the grass boulevards at the curb (or at the curb where boulevard are not available) in a textured finish.

c. The location of the grass boulevard and sidewalk should be adapted to retain existing mature vegetation.

d. Street trees should be planted at approximately 7 metre intervals unless an existing street tree pattern is in use in the same block.

Streetscape section for 84th Avenue outside of the North-East quadrant



1.3 Northeast Quadrant Streetscape

North Side Of 84th Avenue From 112th To 114th Streets

Guidelines:

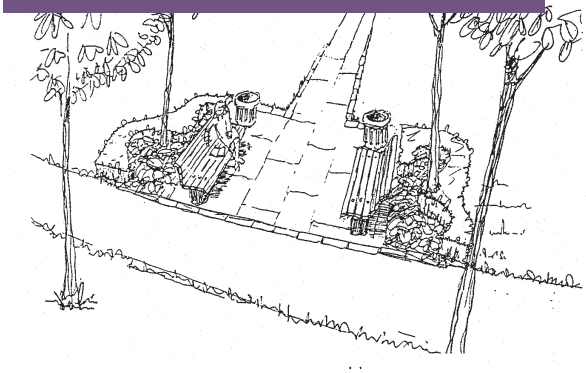
a. The streetscape concept should include a grass boulevard of a width of 3.0 metres with street trees at regular intervals adjacent to the curb. Exceptions to the grass boulevard are permitted at heavily-travelled locations including bus stops, vehicular crossings, and intersections. A second row of trees should be paired with the street trees in the boulevard 1.5 metres from the edge of the sidewalk within the front yards of all buildings fronting on 84th Avenue.

b. Concrete sidewalks of a width of 2 metres should be provided adjacent to the grass boulevards in a textured finish concrete treatment.

c. The width of the sidewalk should be adapted to retain existing mature vegetation.

d. Street trees should be planted in pairs at approximately 7 metre intervals. The planting pattern should try to incorporate existing street trees in pairs.

Pedestrian resting area along sidewalk

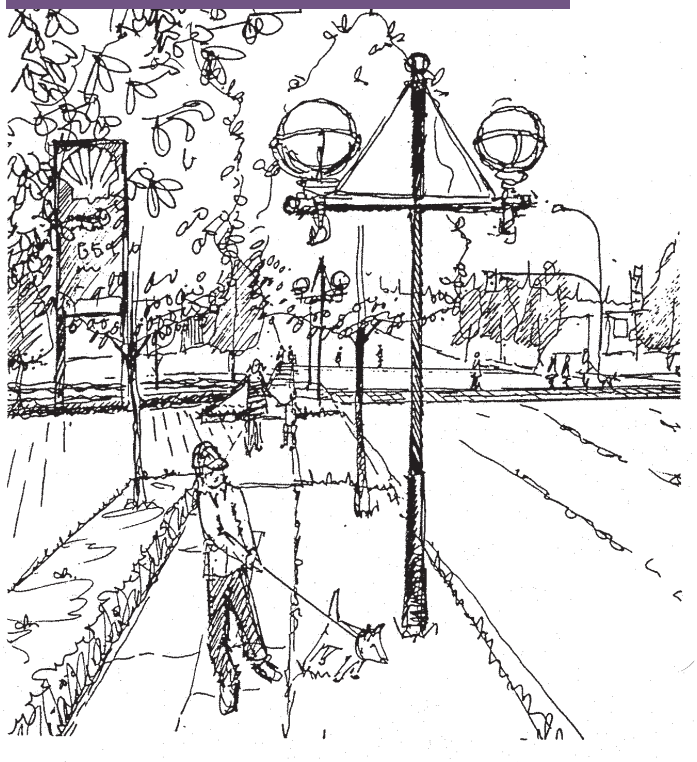


e. The width of driveways crossing the streetscape should be minimized.

f. Pedestrian resting/seating areas should be located at intervals along the sidewalk on 84th Avenue. Each of the areas should provide bench seating and garbage receptacles. Preferred locations for these rest areas are at points where the sidewalk intersects with pedestrian routes linking to public open spaces within the Northeast Quadrant.

g. All new development and redevelopment projects should provide high-quality street furniture which may include bus shelters, benches, waste receptacles, newspaper dispensers, information kiosks, public art, etc. Furniture design, colour, and style of fixtures should be co-ordinated.

Pedestrian scale lighting along sidewalk



h. Pedestrian-scale lighting should be installed along this section of 84th Avenue, to be located either on existing street light poles or in the grass boulevard in line with the street trees, if on separate poles.

i. The front setbacks of all buildings containing commercial or multiple-family residential uses fronting on the north side of 84th Avenue should be intensively landscaped with plant material to reinforce the park-like character of this streetscape. The front setback should be a minimum of 6 metres to ensure adequate space for landscaping. A maximum front setback of 12 metres is encouraged for new buildings in order to achieve a strong architectural street-wall for the Northeast Quadrant over time.

1.4 East-West Pedestrian Route Within the Northeast Quadrant

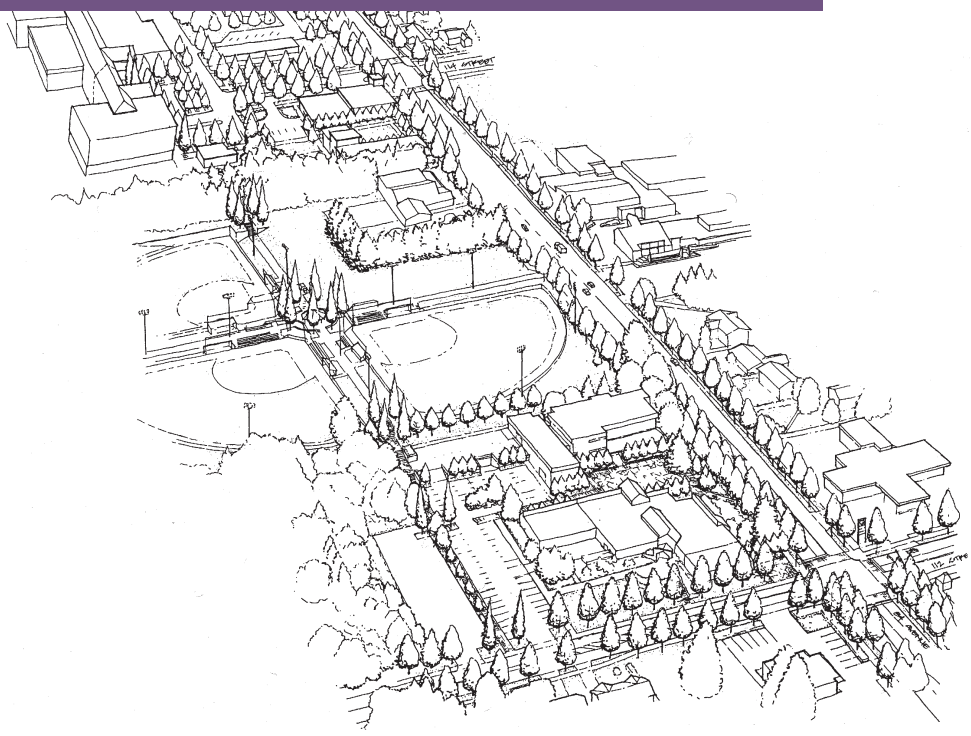
Objective:

To ensure that commercial and multiple-family residential and institutional uses contribute to the provision of an attractive, functional pedestrian route in a central east-west alignment within the Northeast Quadrant.

Guidelines:

a. The facade of buildings adjacent to the east-west pedestrian route should be designed for pedestrian interest and include a number of overlooking windows. Green landscaping at the building foundation and screening of any visible parking lots should be provided.

Perspective sketch of Northeast quadrant with East-West community park walkway connection



b. Pedestrian-scale lighting on the buildings or on poles and lighting of landscaping with upwardly directed spotlights is encouraged along pedestrian links to the central east-west route and along the sides of buildings edging the route.

c. Wherever possible, facilities within the Northeast Quadrant should be linked to the route which should eventually connect from the intersection of 84th Avenue and 112th Street, through the library site, to the North Delta Recreation Centre. The alignment of the route should be kept as much on axis with the east-west walk between the ballfields in the Community Park as can be achieved.

d. Any commercial or mixed-use development on the Boundary Health Unit or Credit Union site should address or integrate a pedestrian connection from the west end of the east-west walk between the ballfields in the Community Park towards the intersection of 84th Avenue and 112th Street. The substantial change in elevation at this location could be successfully integrated into a parking structure with access at the grade of the Health Unit building and pedestrian access from its roof at the grade of the ballfields.

e. Future park programming and design will ensure that the 'driveway' entry (utility right-of-way) from 112th Street into the Community Park will be maintained or upgraded. There may be safety concerns regarding the underground utility line in relation to public usage. Where the location of utilities permits, the principles of tree-lined edges and walkways, pedestrian scale lighting and logical connections to the rest of the park and beyond will be respected. Decorative street lighting will also be considered.

84th Avenue and 114th Street intersection looking northward

2.0 Building Siting

2.1 Commercial and Mixed-Use Buildings

Objective:

To enhance the pedestrian environment for shoppers in the Nordel area through the siting of buildings containing commercial uses and related parking lots.

Guidelines:

a. Commercial and mixed-use buildings fronting on either 84th Avenue (except on the north side between 112th and 114th Streets) or 112th Street should be located at the property line except for setbacks of a maximum width of 2 metres to accommodate a recessed entry, if desired, or of a maximum width of 4 metres to permit an outdoor eating area of a restaurant use.

b. Parking should be located at the rear of buildings fronting on 84th Avenue or 112th Street, if possible, or, as a second choice in the interior, non-corner location sideyards of buildings. Where parking is adjacent to these streetscapes, parking should be screened by a landscape planting of a minimum height of 1 metre and a minimum depth of 1.2 metres.

2.2 Multiple-Family Residential Buildings

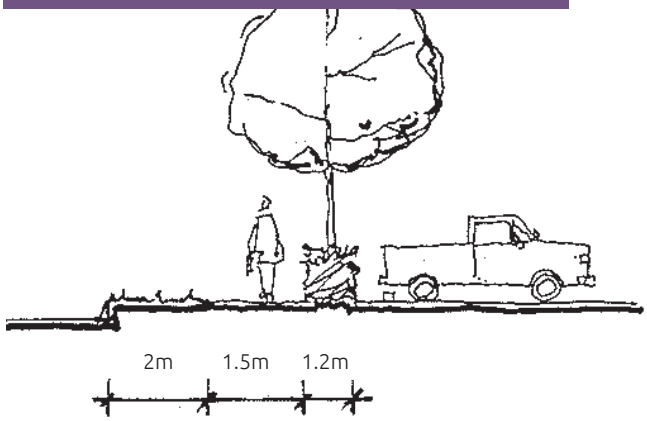
Objective:

To ensure that the siting of multiple-family residential developments contributes to the overall pedestrian-orientation and landscaped character intended for Nordel.

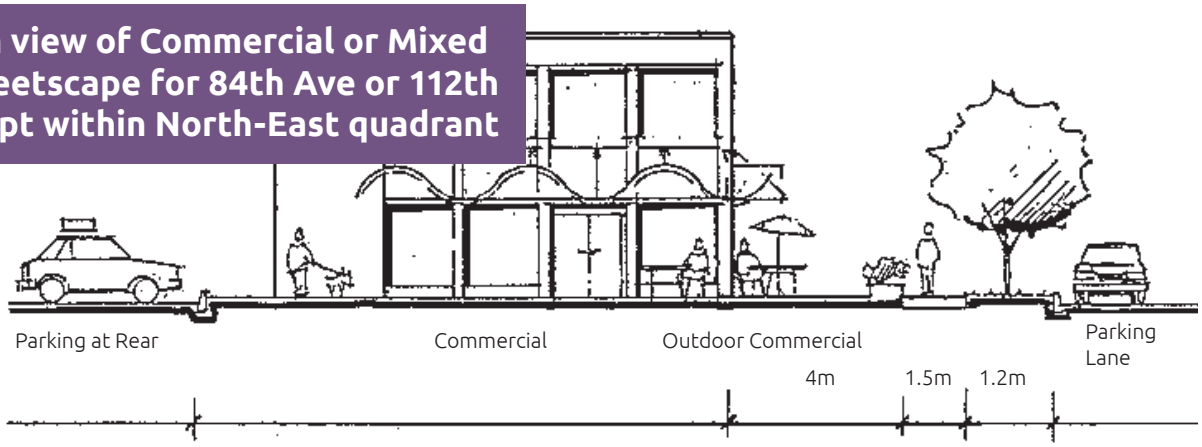
Guidelines:

a. The front yard setback of multiple-family residential buildings should feature primarily soft landscape elements such as lawn, shrubs, and flowerbeds.

Section view of parking lot and landscape screening



Section view of Commercial or Mixed use streetscape for 84th Ave or 112th St except within North-East quadrant



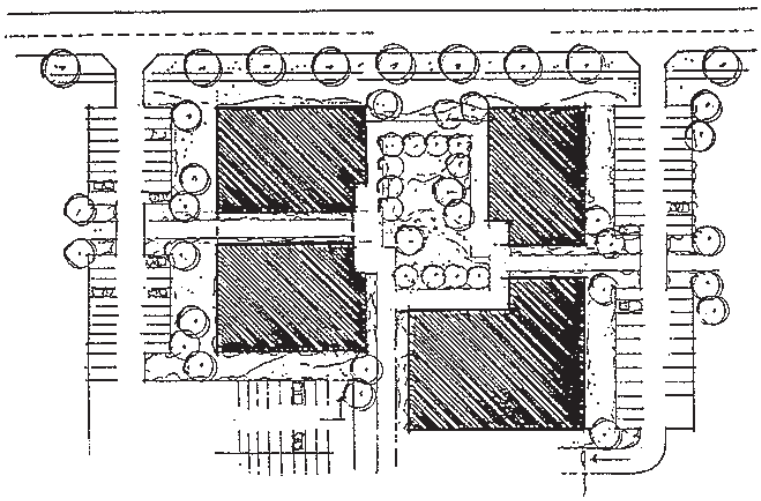
b. Parking should be sited where it is not visible from the sidewalks of adjacent streets. The preferred locations for parking are in underground parking or in surface lots located at the rear of the building.

c. Driveway crossings of the sidewalk should be minimized in number and in their width to maximize sidewalk continuity.

d. Vehicular access should be provided from streets other than 84th Avenue, if possible.

e. The design of the building(s), the location and detailing of entries, and the landscape treatment of all property edges which face public streetscapes and other pedestrian-oriented open spaces should permit passers-by to enjoy their landscaping and attractive facades from adjacent sidewalks without impinging on the privacy of residents.

Schematic plan view of a courtyard grouping for institutional buildings



2.3 Institutional, Public, Non-Profit, and Other Community Oriented Buildings

Objective:

To promote the siting of buildings in a park-like setting with groupings of compatible uses to form public courtyards which are animated by the comings and goings of building users and provided with public amenities which facilitate gathering and socializing.

Guidelines:

a. Buildings should be organized in groupings around a shared central public courtyard. New buildings should be sited to maximize the potential for existing buildings to be integrated into a meaningful grouping. Courtyards should be visually open to view from the 84th Avenue pedestrian route and to the south exposure for sunlight.

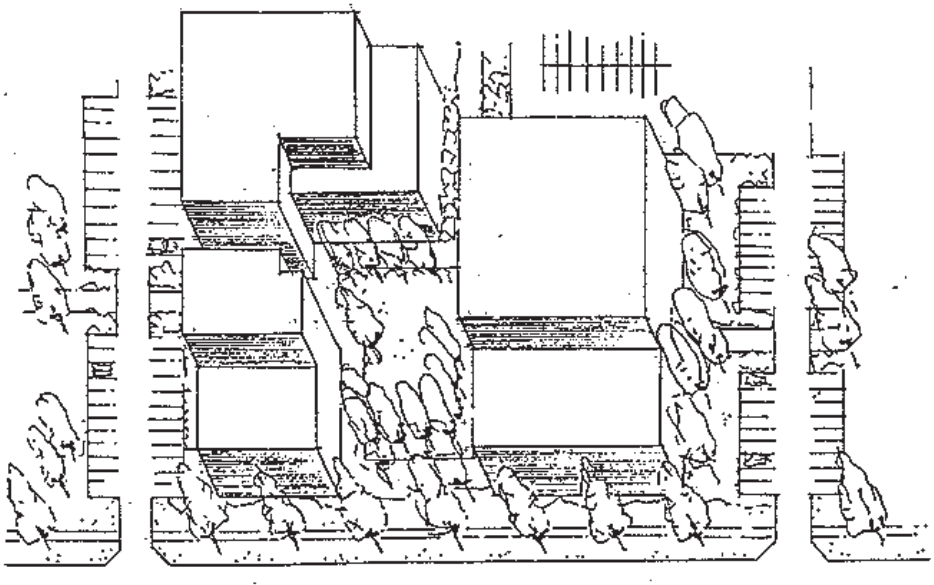
b. The main entrance(s) of new buildings should front on its shared courtyard so that most users will arrive and depart via this entrance. The entrance should be emphasized within the architectural design of the facade to be clearly visible from adjacent streetscapes and to have obvious visual connections to a main entrance evident from parking lots.

c. Courtyards among buildings should be linked to the sidewalk of 84th Avenue and to the central east-west pedestrian route by generous pedestrian pathways of a minimum width of 2 metres and surfaced in paving material and pattern which is integrated with the surface treatment of the courtyard.

d. Courtyards should be designed for intensive pedestrian traffic with hard surfaces in interesting paving materials and patterns. Public use of courtyards should be encouraged by providing extensive seating and amenities such as drinking fountains, information kiosks, public telephones, garbage receptacles, and public art installations.

e. Parking lots should be located behind or at a distance from buildings where possible, so as to minimize their visibility from the courtyards and streetscape. Where parking fronts on public open spaces, it should be screened with landscape elements such as hedges or massed plantings of ornamental shrubs to a minimum height of 1.2 metres. Consideration should be given to providing opportunities for visual surveillance of parking lots from building entrances and windows, especially at passenger drop-off points. Parking lots should be generously landscaped internally to support the concept of a park-like setting throughout the Northeast Quadrant.

Courtyards linking to sidewalk as viewed from above



3.0 Building Form

3.1 Commercial and Mixed-Use Buildings

Objective:

To encourage buildings which contain either commercial or mixed commercial/ multiple-family residential uses to reinforce the urban design objectives for the Nordel Social Heart area and to increase pedestrian activity by providing offices or residential uses on second and third floors.

Guidelines:

a. Commercial and mixed-use developments fronting on either 84th Avenue or 112th Street should include retail use at grade adjacent to these key pedestrian routes.

b. The ground floor treatment of buildings fronting on 84th Avenue or 112th Street should feature extensive use of windows to provide views into either displays of goods or the interior of the commercial space, for the interest of passers-by.

c. Use of awnings or canopies to offer weather protection to passing pedestrians is encouraged.

d. Two or three storey buildings are preferred over one storey buildings to better define the vertical edges of shopping streets and to offer second and third storey locations for non-retail commercial uses, especially professional and community agency offices, and for residential uses. Both office and residential uses add customers for local shops and services and provide more surveillance of exterior spaces via overlooking windows.

e. The architectural style of buildings should reflect their planned use. While historic elements and architectural references may be incorporated into a design, inauthentic theme style buildings (e.g., Spanish Mission or Tudor replicas) are discouraged. Desirable architectural elements include many windows (transparent rather than reflective), vertical definition to reduce the facade scale to the dimension of individual shopfronts, and strong top and first floor cornice lines.
Building architecture should be detailed and articulated to be interesting when viewed at close range by pedestrians.

f. Buildings at the key corners of the intersection of 84th Avenue and 112th Street should respond with a vertical element emphasizing the importance of the building corner.

3.2 Multiple-Family Residential Buildings

Objective:

To integrate the design and landscape treatment of buildings which are exclusively or substantially multiple-family residential into the green, park-like character intended for the Nordel Social Heart.

Guidelines:

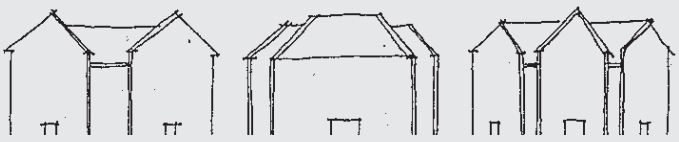
a. The front setback of all residential buildings should be well-landscaped and easily seen by pedestrians on adjacent sidewalks. Private realm landscaping should reinforce the public realm treatment of regular street trees and concrete sidewalks.

b. Entries into buildings should be located facing the fronting street and detailed with features typical of residential buildings, including overhanging weather protection of a porch or eave. Where feasible, such as with townhouse development and ground floor apartments, individual entries directly into units from the fronting street are encouraged.

c. Architectural style, detailing, and materials should respond to the existing, predominantly single family residential development in the Nordel Social Heart. Elements adapted from single family houses such as sloping roofs, complex roof massing, bay windows, multiple pane windows, porches, chimneys, and prominent front doors should be used to integrate multiple-family project design into the character of the neighbourhood.

d. Building massing should be articulated to reduce the apparent scale of buildings over two storeys or 15.0 metres in frontage in order to respond to the scale of the predominant buildings in the Nordel Social Heart. Buildings with a frontage of over 15.0 metres should be interrupted with a recess or projection to create visual relief. The upper floor of buildings above three storeys in total height, if permitted by zoning, should be enclosed within a roof-like form with residential design elements such as dormers, eaves, or bay windows.

Plan view of multiple-family residential building massing options along streetscape



Elevation view of multiple-family residential building massing options along streetscape

3.3 Institutional, Public, Non-Profit and Other Community Oriented Buildings

Objective:

To integrate the design and landscape treatment of institutional, civic, and other community oriented buildings into the green, park-like character intended for the Nordel Social Heart; so as to contribute to the economic and functional revitalization of Nordel by helping create an attractive, friendly atmosphere for pedestrians.

a. Provision of weather protection at the edges of courtyards, between buildings in a grouping, and along pedestrian paths leading to parking lots is encouraged and should be designed in keeping with the architecture and materials of the adjacent buildings.

b. The architectural style of buildings should reflect their planned use. While historic elements and architectural references may be incorporated into a design, inauthentic theme style buildings (e.g., Spanish Mission or Tudor replicas) are discouraged. Desirable architectural elements include vertical definition to reduce the facade scale to the dimension of individual shopfronts, and strong top and first floor cornice lines. Building architecture should be detailed and articulated to be interesting when viewed at close range by pedestrians.

c. Extensive use of windows of transparent rather than reflective glass is encouraged. In particular, extensive glazing of the entrance lobby is encouraged. An effort should be made to locate windows to overlook the courtyard, pedestrian pathways, and parking lots in the vicinity to promote the safety and security of pedestrians. When these windowless uses cannot be located in an interior portion of the building, blank windowless walls such as for gyms or theatres should be oriented away from courtyards and pedestrian routes.

d. Buildings located at the corners of 84th Avenue and 112th and 114th Streets and the entry to the North Delta Recreation Centre should be designed to enhance the sense of gateway to the Nordel Social Heart with higher, more detailed building elements at these corners than the rest of the building.

4.0 Signage

Objective:

To encourage pedestrian-oriented signage instead of signs designed for viewing from vehicles travelling at highway speeds.

To reduce the visual clutter created by too many large signs with too many messages.

Guidelines:

a. All applications for new commercial and institutional developments and major renovations to existing commercial and institutional developments must include a comprehensive sign plan.

b. A comprehensive sign plan must specify the proposed size, type of illumination, height, design, location, and number of signs which must generally conform to the regulations of the Delta Sign Bylaw.

c. A comprehensive sign plan for multi-tenant complexes must propose a minimum of three consistent design elements (i.e., sign type or design, colour, illumination, location, height).

d. A comprehensive sign plan should work towards enhancing area character as outlined in Special Sign Area schedules of the Delta Sign Bylaw, and maintaining architectural integrity of the subject and adjacent buildings.

5.0 Sidewalk Patios

Objective:

To encourage institutional, commercial, and mixed-use developments to contribute to the comfortable environment for walking and shopping in the Nordel Social Heart by providing sidewalk patio seating on adjacent streetscapes which is inviting, safe, and functional.

Guidelines:

5.1 Public Sidewalks

a. Eating and drinking establishment patios are encouraged on the public sidewalk adjacent to a properly zoned business enterprise subject to operator interest and the conditions of a valid Sidewalk Patio Permit.

b. Patio areas should incorporate seasonal plantings to beautify the streetscape.

c. Pedestrian access should be provided from the sidewalk into the outdoor seating area.

d. Preferably, there should be no enclosure around the patio or, alternatively, partial or visually permeable barriers such as widely spaced planter boxes, rail fencing, plexiglass, or rope and stanchion perimeters.

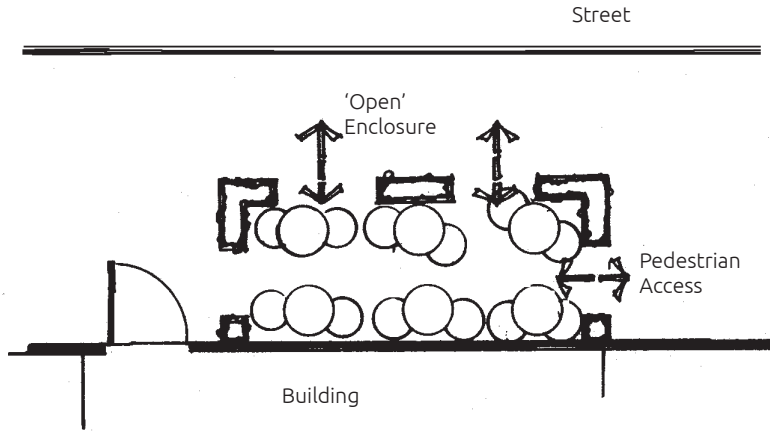
e. The perimeter enclosure including the height of any planting on top of an enclosure, should not exceed 0.9m.

5.2 Private Property

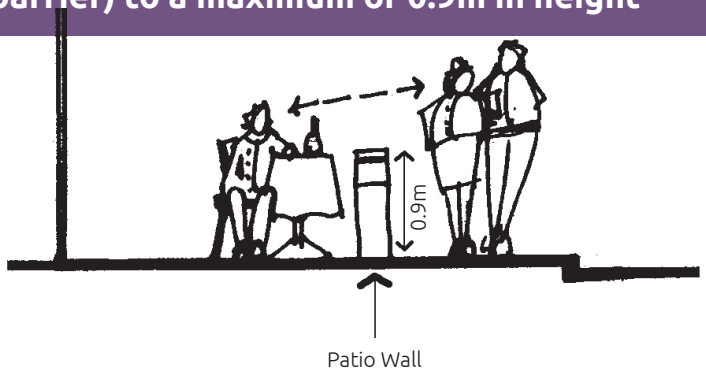
a. Where private patios are proposed adjacent to a street, a visual or pedestrian connection to and from the public streetscape is encouraged (e.g., open air windows viewing in, low fences or gateways).

b. Any structural work associated with patios should be aesthetically sensitive to the main building and surroundings and should not consume, without Delta's approval, landscaping works previously agreed to as part of an existing Development Permit or covenant for the subject property.

Schematic plan view of a partial patio enclosure with direct access to the sidewalk



Section view of sidewalk and patio with enclosure (barrier) to a maximum of 0.9m in height



SRC Scott Road Corridor

As Shown on "Map IIC North Delta Development Permit Areas".

Purpose:

Revitalization of an area in which commercial use is permitted.

Establishment of objectives for the form and character of commercial, industrial and multiple-family residential development.

Justification:

Scott Road is an important corridor that warrants special consideration. It is a major transportation corridor with a focus on commercial, and higher intensity residential uses within the community of North Delta. Future plans are to further intensify the uses to develop a series of high density mixed-use nodes along Scott Road with pedestrian-friendly environments. These guidelines are intended to guide a transition away from the current situation of large building setbacks from the street, narrow sidewalks next to travel lanes, large asphalt parking lots, limited landscaping, and cluttered signage which detract from the appearance and pedestrian qualities on Scott Road.

Development permits issued in this area shall be in accordance with the Sustainable Design Guidelines in addition to the following guidelines.

1.0 Streetscape, Open Space and Site Design

Objective:

To encourage the revitalization and transformation of the Scott Road Corridor to be a functional transportation corridor which will accommodate rapid transit in the future and which will provide an attractive, inviting and comfortable environment for people to live, shop and work in.

Guidelines:

1.1 Streetscape and Pedestrian Paths

a. Design new and reconstructed streets and pedestrian routes to be accessible to all ages and abilities by implementing universal accessibility guidelines. Refer to the most recent Building Access Handbook when designing for universal accessibility.

b. Provide easily accessible pedestrian connections from multiple-family developments to adjacent streets and to public and park amenities in the area.

c. Provide frequent pedestrian and bicyclist connections from redeveloped sites to adjacent sites and neighbourhoods.

d. Provide weather protection using awnings or canopies where possible and appropriate along streets with retail uses.

e. Use decorative paving (e.g., unit pavers, brick, stone, etc.) to highlight pedestrian routes.

f. New development and redevelopment projects should include high quality street furniture which may include benches, ornamental light fixtures, bollards, waste receptacles, information, art works, etc. in the design of public and private streetscapes. Design, colour and style must be consistent with the emerging area character and be coordinated within the area.

g. Provide seating at regular intervals on sidewalks and other pedestrian paths for opportunities to rest.

h. Prioritize pedestrian movement wherever possible and appropriate by:

- Using curb extensions to minimize crossing distances on streets.
- Maximizing visibility at crosswalks through lighting, high-visibility pavement markings, and clear sight lines.
- Minimizing the width and number of new driveways that cross sidewalks and other pedestrian paths.
- Incorporating raised sidewalks or other measures that prioritize pedestrian movement in and across lanes, driveways, and in parking areas.
- Reducing vehicle speeds through traffic calming measures as appropriate.

1.2 Open Space, Site Design and Landscaping

a. Incorporate small scale public open spaces associated with retail spaces into the pedestrian network to add vitality and interest to the streetscape, serve outdoor activities (e.g., café seating, sidewalk sales, display of products, etc.) and provide opportunities for seating.

b. Sidewalk patios are subject to the conditions of a valid Sidewalk Patio Permit.

c. New development and redevelopment is encouraged to incorporate public art in addition to artifacts and storytelling devices which provide historic interpretation in the streetscape and within developments to provide context and interest for users.

d. Design neighbourhood green spaces to support activities such as dog walking, children's play, and short walks close to home for older citizens. These green spaces should have a sunny south facing orientation and preferably be located within one block of residential developments. Pedestrian linkages may double as linear neighbourhood green spaces.

e. Multiple-family residential buildings should be configured in a way that they form and give shape to communal open spaces for the use and enjoyment of residents of new development sites. Consideration should be given to sun and wind patterns, plant materials and the potential use of water in the design of these spaces.

f. Private outdoor patio spaces leading to unit entries for street level residential uses should be above the elevation of the street by between 0.25 m to 1.0 m to create a sense of privacy. Landscape or other screening must allow a visual connection to the street and generally be kept to a maximum height of 1.2 m. Fencing must be of high quality including materials such as wrought iron, brick, stone and decorative wood picket fencing, etc. and can be used in combination with low landscaping on the street side.

g. Introduce a variety of plant material, including coniferous trees, shrubs and ground covers in public, private and semi-private open spaces. Emphasize use of native and drought resistant species suitable to site growing conditions.

2.0 Building Character

Objectives:

To encourage new development and redevelopment which mitigates the domination of surface parking within the Scott Road Corridor.

To enhance the pedestrian environment through building design and siting.

Guidelines:

2.1 Building Siting

a. Site buildings to create a finer-grained network of streets within larger sites. Design these streets to comfortably accommodate pedestrians and bicyclists.

b. Site commercial, mixed-use, institutional, public and other community-oriented buildings to create wide sidewalks and a continuous retail frontage on pedestrian-friendly streets that are well defined by buildings. Setbacks should be between 3 m and 5 m to create this condition.

c. Site buildings with residential uses at grade to allow space for semi-private patios at unit entries and landscaping while still maintaining a close relationship with the street. Setbacks should be approximately 5 m to create this condition.

d. Allow for breaks in the façade where necessary to access parking to the rear of buildings.

e. Combine accesses to the rear of buildings with neighbouring buildings wherever possible to minimize breaks in the retail frontage.

f. Multiple-family developments within the Scott Road Corridor Development Permit Area must also meet the Community Corridor Development Permit Area Guidelines in Sections 1.2, 2.1, 2.2 and 3.0.

2.2 Building Form

a. New development along the street should display a gradient in building height, with lower buildings adjacent to Scott Road and taller buildings located away from the street. Generally, building height adjacent to Scott Road should be three to five storeys to define the street wall to create an appropriate scale and degree of enclosure for the street. Higher buildings should be stepped back from streets at the fourth or fifth storey to allow sun access to the street.

b. In areas designated Medium Density Residential (Scott Road) (MDR(SR)) buildings should have a minimum street wall height of three storeys on Scott Road. The upper storeys may either step back from the street or continue upwards along the street wall.

c. Where buildings contain a mix of uses, locate retail and other uses which add to the vibrancy of the streetscape, on the ground floor along fronting streets and offices and/or residential on floors above the retail. Storefronts at grade should be fully transparent, using full height, clear glass.

d. Where buildings are residential only or have residential uses on the ground level, incorporate ground-oriented units at the base of towers on fronting streets.

e. New buildings should be human-scale and pedestrian-oriented.

f. The ground storey of mixed-use buildings should have a minimum height of 4.5 m to encourage retail and commercial uses.

g. Articulate building façades at regular increments to add variety, rhythm and a human-scaled dimension along the building face. The street level commercial façade should incorporate vertical delineations approximately every 8 m to 12 m in order to facilitate occupancy of multiple, small-scale tenants. Uninterrupted continuous glazing (horizontal) along the face of the building is discouraged.

h. Incorporate overhangs to visually terminate the upper levels of buildings.

i. Conceal or screen rooftop mechanical equipment in a manor compatible with the architectural character of the building or incorporate it within the building.

j. Street level façades with retail uses should be designed to provide awnings, canopies, or other weather protection which work with building architecture to improve the year-round walkability.

k. Variation between buildings to create interesting pedestrian spaces is encouraged. Consider neighbouring façade treatments and design new façades in order to continue a varied street wall.

l. Residential entries should be given visual prominence through use of clear address signage, night time lighting, or the incorporation of landscape elements or other techniques.

m. Entrances should be recessed.

n. Building lighting to supplement street lighting is encouraged.

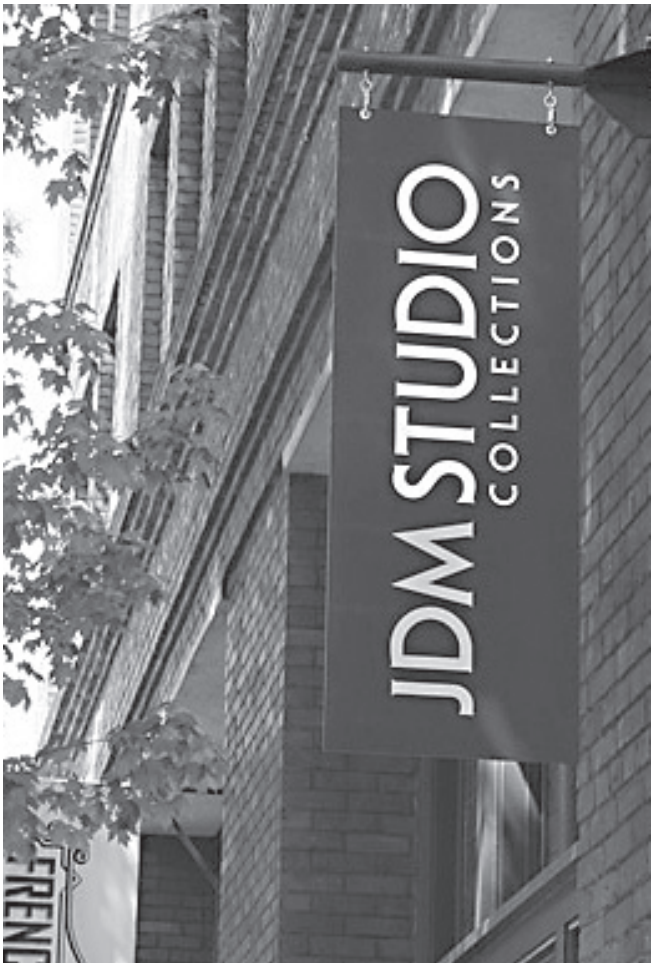
3.0 Signage

Objective:

To encourage pedestrian-oriented signage consistent with the emerging pedestrian character of the Scott Road Corridor.

Guidelines:

a. All applications for new developments and major renovations to existing commercial and mixed-use developments must include a comprehensive sign plan. Refer to the Delta Sign Bylaw for detailed requirements.



b. A comprehensive sign plan should work towards enhancing area character as outlined in the Special Sign Area schedules of the Delta Sign Bylaw, and maintaining architectural integrity of the subject and adjacent buildings.

c. Signage should not be placed in a manner that creates any significant blockage of the openness of storefronts.

d. Design signage for pedestrians. Smaller scale signs which are incorporated into the building façade, small hanging signs, or street signage boards are desirable.

4.0 Parking, Loading and Garbage

Objective:

To reduce the negative impacts of parking and loading areas on the pedestrian-friendly character of the Scott Road Corridor.

Guidelines:

a. Wherever possible, locate surface parking out of sight, behind or wrapped by retail or other uses. Surface parking in front of buildings does not contribute to pedestrian-friendly streetscape design.

b. Areas where surface parking is provided should be broken into smaller lots and well landscaped to soften their visual impact and mitigate stormwater inputs into nearby watercourses.

c. Encourage all new, higher density developments to accommodate parking in underground garages. Limited surface parking may be appropriate for retail users and residential visitors.

d. Stacked parking, wrapped by retail or other uses may represent an economical solution for initial phases of redevelopment. When using this approach, care should be taken to ensure there are active edges along all sides of the development base. Proposals with exposed parkades are strongly discouraged.

e. Ramps to underground parking should be placed perpendicular, not parallel, to streets and provided from rear lanes where possible or other locations rather than primary streets. Parking access directly from Scott Road is discouraged. Provide landscaping, overhead trellises or other devices that can soften the appearance of ramps within the streetscape.

f. Locate loading zones at street level perpendicular to streets rather than parallel. Where possible, locate them at the rear of buildings. In larger developments internalize them so they are out of sight.

g. Screen garbage areas from view while maintaining accessibility for pick-up. Wherever possible, garbage areas should be fully enclosed. Locate commercial garbage storage and pick-up areas away from residential uses and provide acoustical barriers where necessary.

CC Community Corridor

As Shown on "Map IIC North Delta Development Permit Areas".

Purpose:

Establishment of objectives for the form and character of commercial, industrial and multiple-family residential development.

Justification:

Both 84th and 72nd Avenues are important links through the community and are undergoing change to accommodate higher density residential land uses. With redevelopment, improvements are needed to the walking environment, and on 84th Avenue, the bicycling facilities as well. As redevelopment occurs, driveway crossings will be reduced in number with access being provided from lanes or side streets. This will result in fewer interruptions in walkways, bicycle lanes as well as travel lanes for vehicles or buses.

Development permits issued in this area shall be in accordance with the Sustainable Design Guidelines in addition to the following guidelines.

1.0 Streetscape, Pedestrian Paths and Site Landscaping

Objective:

To guide the new character of multiple-family housing along the 84th and 72nd Avenue corridors which, together with streetscape improvements, will create a more pedestrian-friendly and aesthetically pleasing public realm and improvements to facilities for bicyclists on 84th Avenue.

Guidelines:

1.1 Streetscape and Pedestrian Paths

a. Design new and reconstructed streets and pedestrian routes to be accessible to all ages and abilities by implementing universal accessibility guidelines. Refer to the most recent Building Access Handbook when designing for universal accessibility.

b. Provide easily accessible pedestrian connections from multiple-family residential developments to adjacent streets and to public, park and school amenities in the area.

c. Provide opportunities for rest (i.e., seating) at regular intervals along sidewalks and pedestrian paths.

d. Use decorative paving (e.g., unit pavers, brick, stone, etc.) to highlight pedestrian routes.

e. Use low-level, high-quality fencing along 72nd and 84th Avenues including materials such as wrought iron, brick, stone and decorative wood picket fencing, etc. in combination with low landscaping on the street side to distinguish between the public and private realms.

f. All new development and redevelopment projects should provide high-quality street furniture which may include benches, shelters at bus stops, ornamental light fixtures, bollards, waste receptacles, information kiosks, art works, etc. Design, colour and style should be consistent with the emerging area character and be coordinated within the area.

g. On the 72nd and 84th Avenues streetscapes incorporate standard sidewalks (e.g., 1.5 m wide), and where possible wider sidewalks (e.g., up to 2.0 m), separated from the curb by a landscaped boulevard planted with street trees with consideration of underground and overhead utilities. Adjust streetscape design as required to preserve and incorporate individual or stands of existing significant trees in good condition. Where underground utilities and/or power poles obstruct this layout, adjust streetscape design to ensure that tree planting is accommodated in an alternate location along the frontage, and sidewalk separation is achieved wherever possible. Incorporate decorative paving on crossings or in smaller areas to highlight upcoming crossings and pedestrian-scale ornamental street lighting.

h. On 84th Avenue, in addition to the elements listed in (g) above, incorporate marked bicycle lanes next to travel lanes on the road, on-street parking on one or both sides as space permits, and curb bulges where possible and practical.

i. On 84th Avenue in the Nordel Social Heart follow the ND12 Development Permit Area Guidelines.

j. Prioritize pedestrian movement wherever possible and appropriate by incorporating raised sidewalks or other measures that prioritize pedestrian movement in and across lanes, driveways, and in parking areas.

1.2 Open Space, Site Design and Landscaping

a. For complexes containing more than 10 units, provide a space suitable for children's play.

b. Design outdoor open spaces taking into consideration the passive and active recreation needs of the residents likely to live in the development.

c. Consideration should be given to sun and wind patterns, plant materials and the potential use of water in the design of communal open spaces.

d. Consider the dual use of common outdoor areas for parking and recreational or social activities.

e. Provide private outdoor patio or porch spaces leading to unit entries. These spaces should be above the elevation of the street by between 0.25 m to 1.0 m to create a sense of privacy. Fencing must be of high-quality including materials such as wrought iron, brick, stone and decorative wood picket fencing, etc. and can be used in combination with low landscaping on the street side. Landscaping or fencing must allow a visual connection to the street and generally be kept to a maximum height of 1.2 m.

f. Provide private rear yard or deck areas of adequate size to accommodate an outdoor seating area.

g. Private outdoor spaces should be customizable by residents with plant materials, potted plants, window boxes and furnishings.

h. Use arbors, trellises and other similar elements to define points of entry, instead of gates. Gated communities are not supported.

i. Apply Crime Prevention Through Environmental Design principles in site, building, parking area, walkway and landscape design.

j. Preserve and incorporate stands of mature trees into the overall landscape design of the site wherever possible and practical.

k. Introduce a variety of plant materials, including deciduous and coniferous trees, shrubs and ground covers in yards and outdoor open spaces. Emphasize use of native and drought resistant species suitable to the site growing conditions.

l. Use landscaping to screen utility kiosks, meters and refuse/recycling areas.

m. Where possible, provide wildlife habitat and features to attract birds and wildlife in the design of landscaped areas.

2.0 Building Character

Objective:

To encourage development of new housing types which complement North Delta's family character.

To enhance the pedestrian-environment through building design and siting.

Guidelines:

2.1 Building Siting

a. Locate multiple-family buildings to allow for patio or porch spaces and landscaping at unit entries while still maintaining a close relationship with the street. Setbacks from the street should be approximately 5 m to create this condition.

b. Each building containing clusters of townhouse units should generally not exceed 60 m in length. When a site is large enough to accommodate multiple buildings along a frontage, buildings should be separated by a significant green space or landscaped area (e.g., 5 m to 8 m wide).

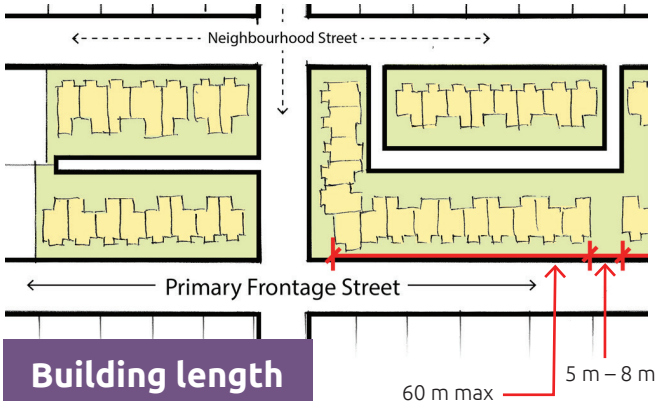
c. Site Layout should provide access via lanes or internal roads and allow for future lane or internal road connections to adjacent sites.

2.2 Building Form

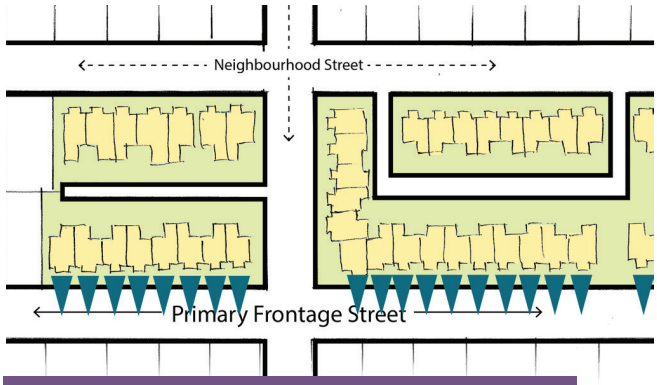
a. New buildings should be human-scale and pedestrian-oriented.

b. Design the ground floors of buildings to express the individuality of units. This can be done through architectural expression and entrance doors and windows.

c. Orient units towards the primary frontage streets as a first priority. Orient units which do not front primary frontage streets to side streets or internal neighbourhood streets.



Building length and separation.



Units oriented towards primary frontage street.

d. Residential entries should be given visual prominence through use of clear address signage, night-time lighting, or the incorporation of landscape elements or other techniques.

e. Conceal or screen rooftop mechanical equipment in a manner compatible with the architectural character of the building or incorporate it within the building.

f. Variation between buildings to create interesting pedestrian spaces is encouraged. Consider neighbouring façade treatments when designing new buildings in order to create a varied street wall.

g. Articulate front façades of buildings along street frontages. This may be achieved through staggered setbacks from the street or through window boxes projecting from the primary façade of the building.

h. Side yard windows should be located to minimize their impact on the privacy of adjacent buildings.

3.0 Parking and Garbage

Objective:

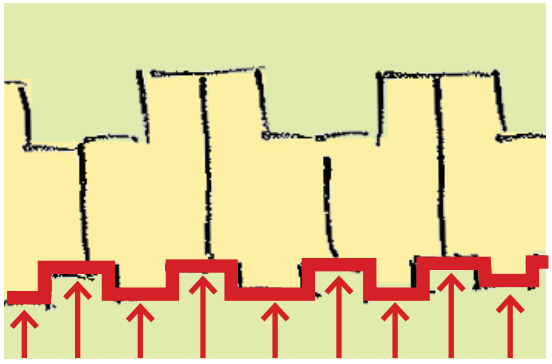
To incorporate vehicle parking in a way which is pedestrian-friendly, accommodates bicycles and screens garbage areas.

Guidelines:

3.1 Underground parking is encouraged for all new developments.

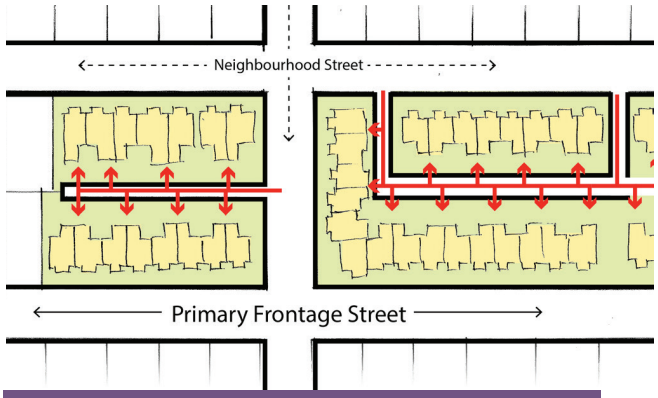
3.2 Ramps to underground parking should be placed perpendicular, not parallel, to streets and provided from rear lanes where possible or other locations rather than primary streets. Provide landscaping, overhead trellises or other devices that can soften the appearance of ramps within the streetscape.

3.3 Locate off-street parking where it is not visible from primary and neighbourhood streets. A laneway or an internal driveway functioning like a laneway should be used to provide access to parking.



Primary Frontage Street

Staggered setbacks along primary frontage streets



Laneways and internal driveways

3.4 Combine accesses to the rear of buildings with neighbouring buildings wherever possible to minimize breaks in the pedestrian-oriented streetscape.

3.5 Provide secure bicycle parking for residential units, either through secure storage lockers or included as additional space within a vehicle garage.

3.6 Provide bicycle racks for visitors.

3.7 Fully enclose garbage and recycling areas to screen them from view on non-pick-up days while maintaining accessibility for pick-up.

SDG Sustainable Design Guidelines

The following guidelines apply to the Scott Road Corridor, Community Corridor and Ladner Village Core Development Permit Areas and the KinVillage Lands in the SD1-A Tsawwassen Neighbourhood Centre and Corridors Development Permit Area.

Purpose:

Establishment of objectives to promote energy conservation, water conservation, and the reduction of greenhouse gas emissions.

Justification:

Delta has community-wide sustainability objectives and policies to ensure new development and redevelopment is undertaken in an environmentally sustainable way. The following guidelines are intended to encourage new development and redevelopment to incorporate sustainability features in keeping with Delta's sustainability objectives and policies.

Objective:

To maximize sustainable design opportunities.

Guidelines:

1.0 Rainwater Management

a. Incorporate sustainable rainwater management practices and technologies where possible and practical. Manage rainwater on site with pervious surfaces for infiltration, green roofs and walls, natural landscaping, rainwater storage devices and other techniques wherever possible.

b. Use rainwater for irrigation wherever possible and practical.

1.1 Transportation

a. Incorporate facilities to support bicycling including bicycle racks and secure storage.

b. Consider incorporating sustainable transportation features such as electric car plug-in stations and parking for ride-share vehicles or high-efficiency vehicles.

1.2 Building Materials

a. Use salvaged, refurbished or reused construction materials, materials with recycled content and 'environmentally friendly' construction materials wherever possible and practical.

1.3 Energy Efficiency

a. New development should incorporate new technologies which help to reduce community-wide greenhouse gas emissions.

b. Use high performance building materials, natural systems for heating, lighting and ventilation, and alternative energy sources, wherever possible and practical.

c. Use hydronic heating systems, energy efficient lighting, mechanical systems, plumbing fixtures and appliances. The use of inefficient energy sources such as electric baseboard heating is discouraged.

1.4 Waste Reduction

a. Provide recycling and waste separation facilities, including for organic waste.

1.5 Heritage

a. Retain and adapt heritage buildings for reuse.

SPEA Development Permit Area for Streamside Protection and Enhancement

Category: "a" (Protection of the natural environment)

Area: Development Permit Area SPEA

Applies to all land within The Corporation of Delta that are partly or entirely located within 30 meters from the top of bank of a "stream" as defined in accordance with Schedule SPEA-2 of these Development Permit Area Guidelines and Requirements.

Justification:

The purpose of designating a Streamside Protection and Enhancement Development Permit Area (SPEA) is to preserve, protect, restore and enhance fish and wildlife, and their habitats, in and along streams. Stream systems that flow through the urban and rural portions of the municipality serve a productive habitat role for both aquatic and land-based wildlife species. However, encroachment by development or the alteration of lands adjacent to streams can cause the deterioration of these systems. Therefore, the primary function of the SPEA Development Permit Area is to ensure that decision makers can secure the necessary information and establish conditions for development or land alteration so that fisheries and wildlife resources located in streamside areas are protected and development impacts mitigated.

Definitions:

Terms used in relation to SPEA are defined in Schedule SPEA-2 of these Development Permit Guidelines and Requirements.

Application:

Development Permit Area SPEA applies to all lands within The Corporation of Delta that are partly or entirely located within 30 meters from the top of bank of a "stream". For the purpose of this Development Permit Area, a "stream" is a watercourse or source of water supply, whether usually containing water or not, and includes ponds, lakes, rivers, creeks, brooks and ditches. Springs and wetlands are also included in the definition of a "stream" if they are integral to its functions and provide fish habitat. Streams to which the SPEA Development Permit Area applies include, but are not limited to, those shown on Delta's in-house watercourse and drainage maps, as amended from time to time.

Development Permits are required for all forms of "development" occurring within the SPEA Development Permit Area, except for those forms of development exempted under Section 2 of the Development Permit Area Guidelines and Requirements. For the purpose of this Development Permit Area, "Development" shall have the meaning defined in Schedule SPEA-2 of these Development Permit Area Guidelines and Requirements.

Guidelines:

Development Permits issued in this area shall be in accordance with the following:

1. The distance that the development will be setback from the stream is equivalent to the width of the "Streamside Protection and Enhancement Area" as determined according to Schedule SPEA-1 of these Development Permit Areas and Guidelines.
2. To determine the appropriate setback distance, applicants will be required to confirm, through survey, the top of the stream bank in relation to the property lines and existing and proposed development. Additionally, it is the responsibility of the applicant to provide information regarding the stream, fish presence, streamside vegetation and other ecosystem conditions in the form of a report prepared by a qualified professional and to a standard of quality that is acceptable to The Corporation of Delta. The report shall outline all significant aquatic and terrestrial environmental features in relation to the site and proposed development, including significant features in relation to the stream and watercourse, as applicable. The report shall describe which design alternatives and mitigation options have been considered, and recommend natural site enhancements or other measures to mitigate and/ or compensate for the impacts of the development as per Guidelines 3 through 9.
3. All existing tree cover should be preserved on the entire property except in areas proposed for buildings, structures and site accesses, all of which should be designed to minimize site coverage.

4. Planting of vegetation within the stream setback area should be provided to ensure that fish habitat are protected, restored and enhanced, and drainage and erosion impacts are mitigated. Federal and Provincial planting criteria and recommended species should be followed. The planting of vegetation native to the region is preferred over the planting of non-native vegetation, particularly species of an invasive nature. Prior to the planting of vegetation, a Vegetation Planting and Management Plan must be prepared to a professional standard and submitted for approval by The Director of Community Planning and Development.
5. Fencing or other such works will be provided by the applicant to preserve and protect natural watercourses, newly planted areas, or other specified natural features.
6. Where a net benefit for fish habitat can be demonstrated, The Corporation of Delta may consider proposals from applicants to enhance fish habitat, including in-stream works or the creation of wetland areas, as part of alternative design options for development projects. Such projects will be subject to approval from applicable Federal and Provincial government authorities.
7. Alteration of the natural drainage of the site and adjacent properties should be minimized. Applicants should provide an assessment, prepared by a qualified professional, of the predicted changes to site drainage and propose measures to manage drainage impacts. Before a Development Permit is issued, The Corporation of Delta's Engineering Department will be required to review and approve the drainage measures.
8. Any development occurring within close proximity to a stream increases the risk of sediment, erosion and runoff. Therefore, applicants proposing to develop within this Development Permit Area shall provide a proposal, prepared by a qualified professional, for the management of sediment during construction. This sediment management proposal shall be subject to review and approval by The Corporation of Delta prior to commencement of any development, and must show how the stream and any associated drainages will be protected from sediment, erosion and runoff impacts that may result from construction or land clearing activities.
9. Dedication of the natural watercourse may be a requirement of the Development Permit, in accordance with the provisions of Section 920 (7) (c) of the *Local Government Act*. In addition, The Corporation of Delta encourages applicants to consider registering a restrictive covenant on the title of their lands to further protect all or a portion of the streamside protection and enhancement area. The covenant, which should be registered prior to any development, should ensure that the streamside protection and enhancement area remains in as natural a state as possible with no or limited encumbrances. The covenant should be registered in favour of The Corporation of Delta, other public agencies, including the Province, or a non-governmental organization such as a private land trust committed to the management of watercourses and streamside areas. Dedication of such land is not required but may be considered by the applicant as an alternative to a restrictive covenant.

10. Adequate financial security, as determined by The Corporation of Delta, should be provided prior to the onset of any development, as defined by this Development Permit Area. Prior to any development occurring, a cost estimate of the proposed enhancement work prepared by a qualified professional must be submitted to The Corporation of Delta. The value of the financial security should be equal to the amount plus inflation that would be required to pay for re-vegetating and protecting (e.g., through fencing) the riparian area if it is damaged as a consequence of a contravention of a condition contained in the Development Permit.
11. Notwithstanding any of the above guidelines, The Corporation of Delta may, as part of the Development Permit, allow "development" within the Streamside Protection and Enhancement Area defined in Schedule SPEA-1 of these Development Permit Area Guidelines and Requirements where it can be demonstrated in a less than desirable existing situation that a "net positive improvement" for fish habitat will result, or, in a more desirable existing situation that "no net loss" will result, subject to Provincial and or Federal agency review and comment.
12. Notwithstanding Section 911 of the *Local Government Act*, if an existing legally constructed building within a streamside protection and enhancement area is damaged or destroyed, to the extent of 75% or more of its value above the foundation, it will be considered for a variance to permit reconstruction on its existing foundation where it can be demonstrated that the reconstruction would result in no impacts to fish and fish habitat.

Conflicting Guidelines:

If any of the Development Permit Guidelines for SPEA conflict with a guideline associated with another Development Permit Area, the more stringent guideline shall apply except that guidelines addressing public safety will take precedent.

Schedules

Schedule SPEA-1

Determination of Width of Streamside Protection and Enhancement Areas*

<table>
<tr><td rowspan="3">Existing or potential streamside vegetation conditions</td><td colspan="3">Width of Streamside Protection and Enhancement Area (measured perpendicular to the top of stream bank or top of ravine bank)</td></tr>
<tr><td rowspan="2">Fish bearing Stream</td><td colspan="2">Non-Fish bearing Stream</td></tr>
<tr><td>Permanent</td><td>Non Permanent</td></tr>
<tr><td>Continuous areas ≥ 30 m or discontinuous but occasionally > 30 m to 50 m</td><td colspan="2">At least 30 m</td><td>At least 15 m</td></tr>
<tr><td>Narrow but continuous areas = 15 m or discontinuous but occasionally > 15 m to 30 m</td><td rowspan="2">Greater of: existing width or potential width or 15 m</td><td colspan="2">15 m</td></tr>
<tr><td>Very narrow but continuous areas up to 5 m or discontinuous but occasionally > 5 m to 15 m</td><td colspan="2">At least 5 and up to 15 m</td></tr>
<tr><td>Exception for wide ravines</td><td colspan="3"></td></tr>
<tr><td>Stream within ravine that is > 60 m in total width from top of ravine bank to top of ravine bank, not including the stream channel within its active floodplain boundaries</td><td colspan="3">At least 10 m</td></tr>
</table>

* See Schedule SPEA-2 for definitions.

Schedule SPEA-2

Definitions

"Agricultural use" means a "farm operation" or "normal farm practice" as defined in and protected by the *Farm Practices Protection (Right to Farm) Act*.

"Development" means any activity referred to in Section 920 (1) of the *Local Government Act* and includes alteration or development of land for residential, commercial, industrial, institutional, service, or utility uses or activities, or ancillary uses or activities, to the extent that these uses or activities are subject to local government powers under Part 26 of the *Local Government Act*. Examples of activities that will require a Development Permit are:

- removal, alteration, disruption or destruction of vegetation;
- removal, deposit or disturbance of soils, as defined in The Corporation of Delta's Soil Deposit and Removal Bylaw;
- construction or erection of buildings and structures as defined by Delta's Building and Plumbing Bylaw;
- creation of non-structural impervious or semi-impervious surfaces;
- flood protection works;
- construction of roads, trails, docks, wharves and bridges;
- provision and maintenance of sewer and water services;
- development of drainage systems;
- development of utility corridors; and
- subdivision, as defined in the *Local Government Act*.

"Existing vegetation" means native and non-native vegetation.

"Fish" means all life stages of salmonids, game fish, and regionally significant fish as defined by Federal or Provincial agencies.

"Fish bearing stream" means a stream in which fish are present or potentially present if introduced barriers or obstructions are either removed or made passable for fish.

"Non fish bearing stream" means a stream that: (a) is not inhabited by fish; and (b) provides water, food and nutrients to a downstream fish bearing stream or other water body.

"Non permanent stream" means a stream that typically contains surface waters or flows for periods less than six months in duration.

"Permanent stream" means a stream that typically contains continuous surface waters or flows for a period more than six months in duration.

"Potential vegetation" is considered to exist if there is a reasonable ability for regeneration either with assistance through enhancement or naturally, and is considered to not exist on that part of an area covered by a permanent structure.

"Qualified Professional" means an engineer, applied scientist or technologist of an appropriate discipline who is registered and in good standing with a professional organization relating to that discipline and who is acting under the association's code of ethics.

"Ravine" means a narrow, steep sided valley that is commonly eroded by running water and with slope grades greater than 3:1.

"Stream" includes a watercourse or source of water supply, whether usually containing water or not, a pond, lake, river, creek, brook, ditch and a spring or wetland that is integral to a stream and provides fish habitat.

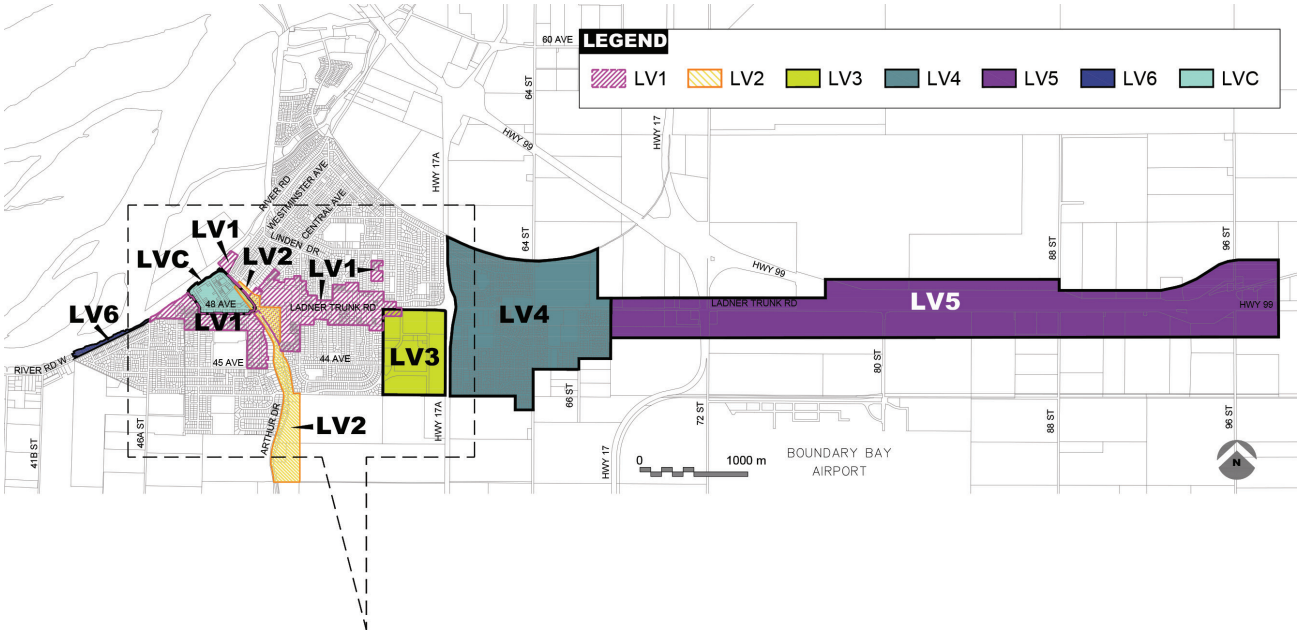
"Streamside protection and enhancement area" means an area adjacent to a stream that links aquatic to terrestrial ecosystems and includes both the riparian area vegetation and the adjacent upland vegetation that exerts an influence on the stream, the width of which is determined according to Schedule SPEA-1.

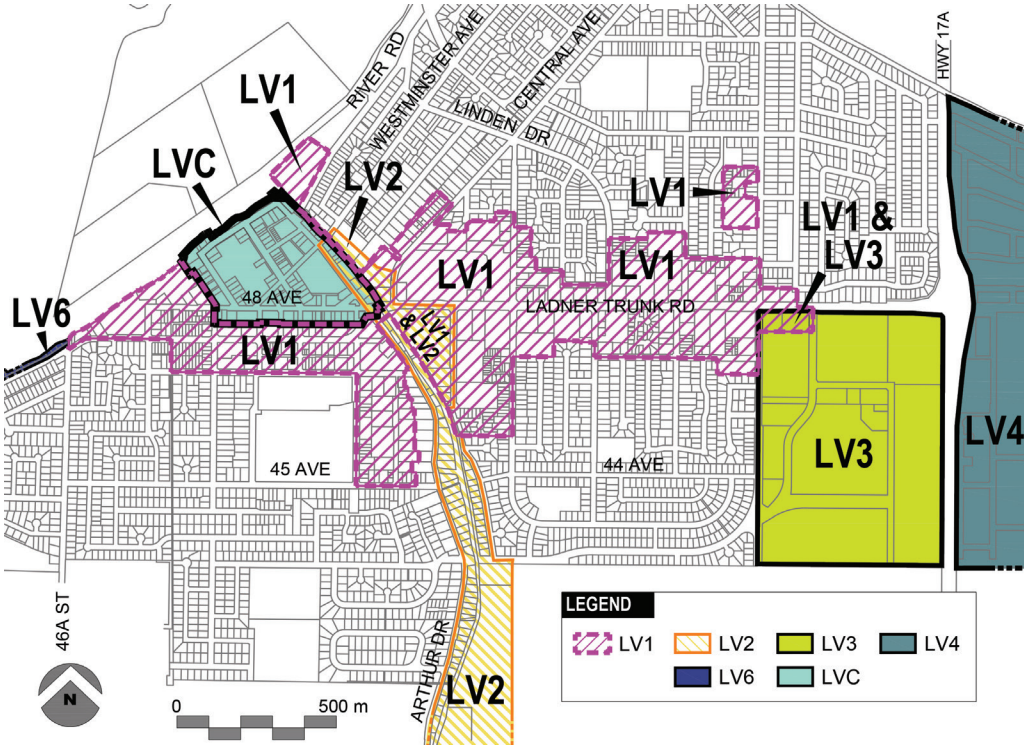
"Top of stream bank" means: (a) the point closest to the boundary of the active floodplain of a stream where a break in the slope of the land occurs such that the grade beyond the break is flatter than 3:1 at any point for a minimum distance of 15 metres measured perpendicularly from the break; and (b) for a floodplain area not contained in a ravine, the edge of the active floodplain of a stream where the slope of the land beyond the edge is flatter than 3:1 at any point for a minimum distance of 15 metres measured perpendicularly from the edge.

"Top of ravine bank" means the first significant break in a ravine slope where the break occurs such that the grade beyond the break is flatter than 3:1 for a minimum distance of 15 metres measured perpendicularly from the break, and the break does not include a bench within the ravine that could be developed."

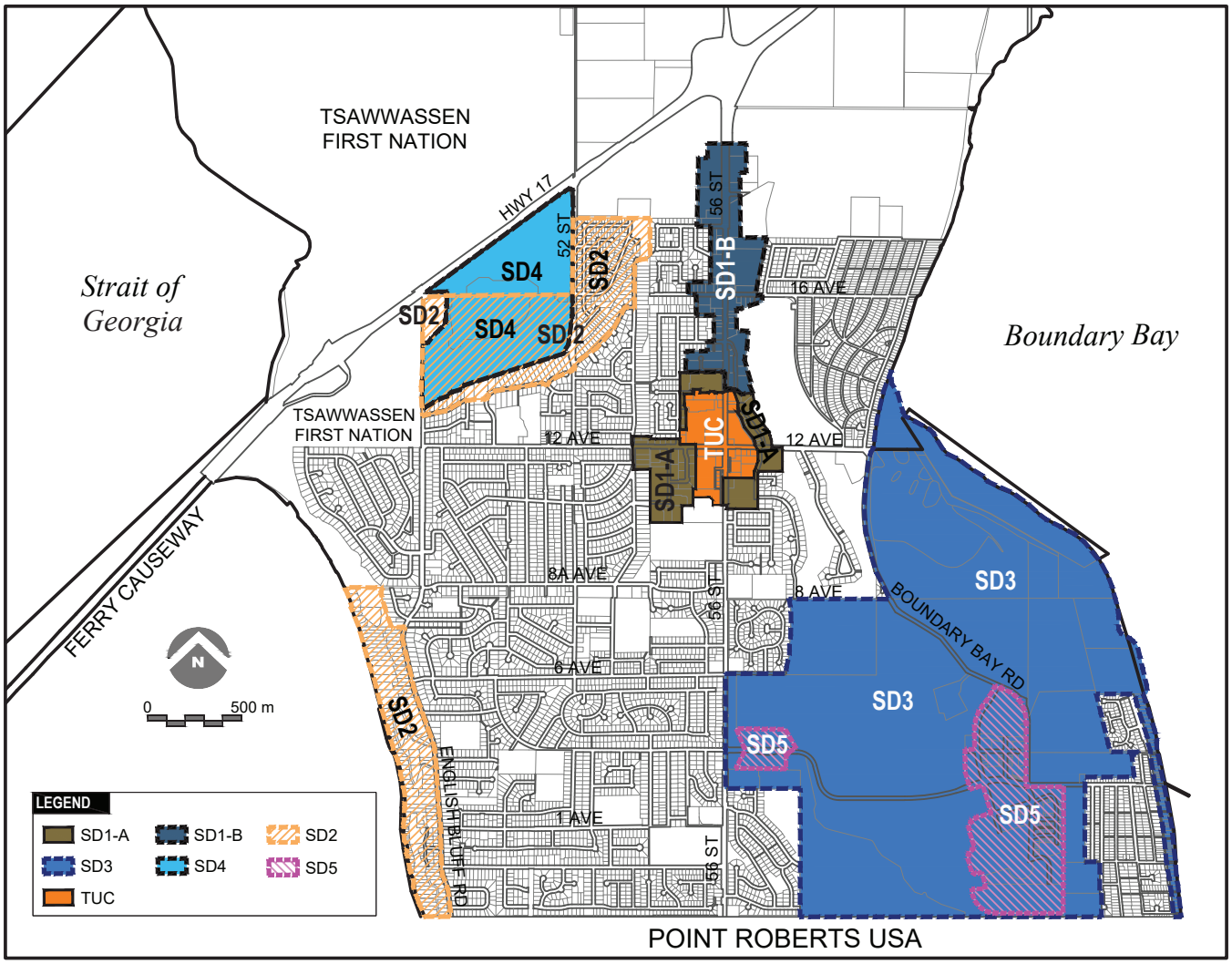
Development Permit Guideline Maps

Map IIA Ladner Development Permit Areas

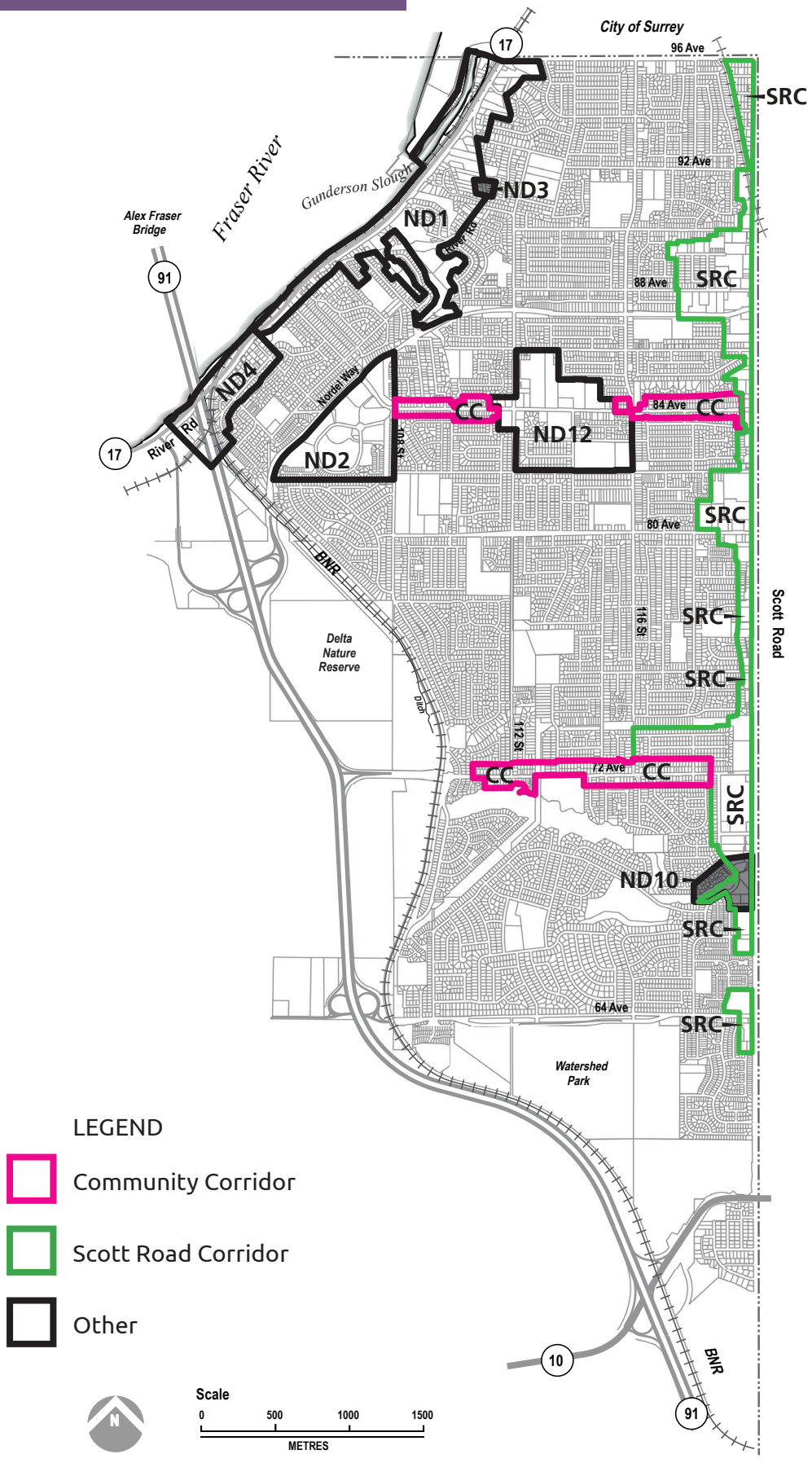




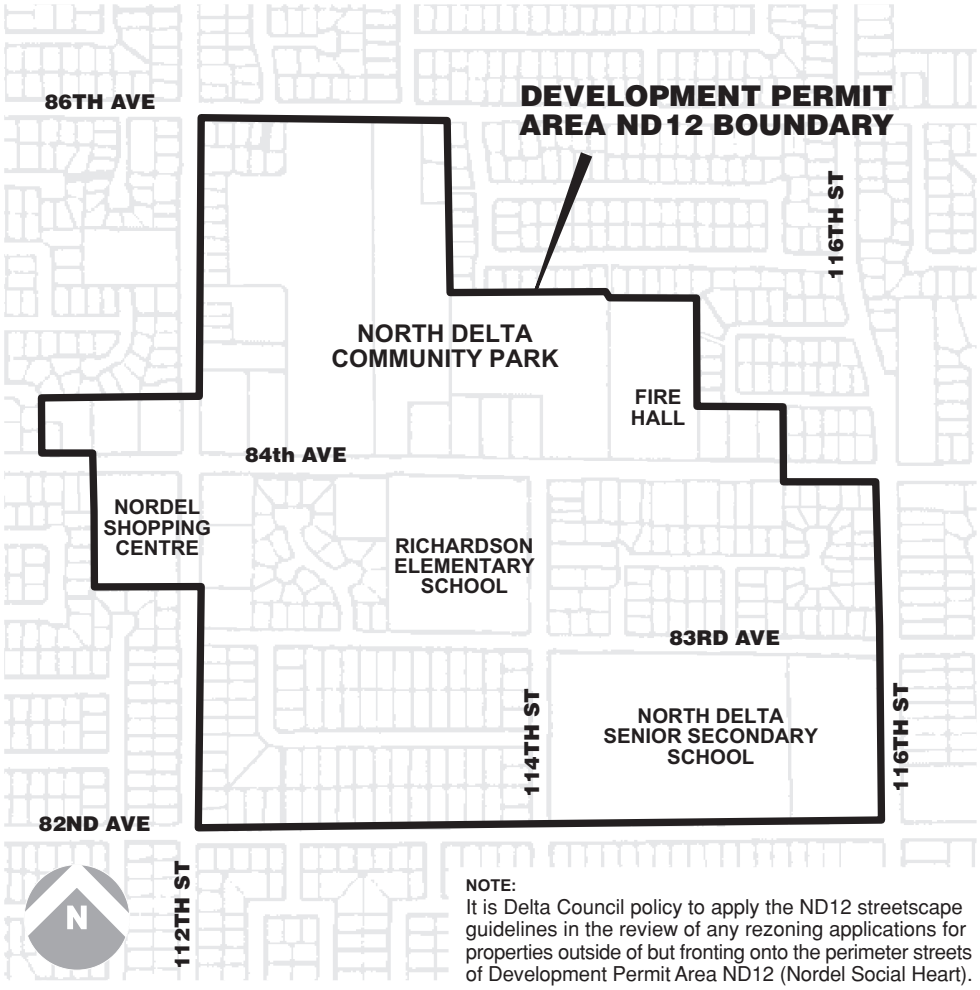
Map IIB Tsawwassen Development Permit Areas



Map IIC North Delta Development Permit Areas



Map IIC(i) Nordel Social Heart Development Permit Area



NOTE:
It is Delta Council policy to apply the ND12 streetscape guidelines in the review of any rezoning applications for properties outside of but fronting onto the perimeter streets of Development Permit Area ND12 (Nordel Social Heart).

Map IID Riverside Development Permit Area

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Appendix C: Heritage Conservation Areas

Contents

Heritage Conservation Areas **C3**

Part A. General Provisions C3

Part B. Guidelines, Objectives and Justification C4

Map IIE Ladner Heritage Conservation Area 1 C7

Map IIF Ladner Heritage Conservation Area 2 C17

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Heritage Conservation Areas

Part A. General Provisions

1. The areas outlined and marked LHCA 1 on "Map IIE Ladner Heritage Conservation Area 1" and LHCA 2 on "Map IIF Ladner Heritage Conservation Area 2" are hereby designated as Heritage Conservation Areas (HCA). Each HCA includes the justification, objectives and guidelines.
2. Within any area designated as a HCA, a Heritage Alteration Permit is required before:
    a. Land may be subdivided,
    b. Commencement of the construction of or addition to a building or structure,
    c. A building or structure may be altered or demolished,
    d. Land or a protected heritage property feature may be altered.
        i. Notwithstanding Section 2 above, a Heritage Alteration Permit shall not be required for LHCA 1 if the development relates only to:
    e. Alteration of, demolition of, or addition to a building or structure built between December 31, 1955 and the date of adoption of the bylaw creating the heritage conservation area in which the building or structure is located. It shall be the applicant's responsibility to provide documentation of the date the building or structure was built.
    f. Alteration of, demolition of or addition to a building or structure built between January 1, 1950 and December 31, 1955 that is not identified in the community heritage register. It shall be the applicant's responsibility to provide documentation of the date the building or structure was built.
    g. Repair of existing exterior materials on single family dwellings provided similar materials are used.
    h. Interior renovations to existing single family dwellings, excluding windows.
        i. Notwithstanding Section 2 above, a Heritage Alteration Permit shall not be required for LHCA 2 – Arthur Drive if the development relates only to:
    a. Repair of existing exterior materials on single family dwellings provided similar materials are used;
    b. Interior renovations to existing single family dwellings, excluding windows; and
    c. Structures that do not require a building permit.

3. A restrictive covenant will be required under Section 219 of the *Land Title Act* acknowledging the conditions established in the Heritage Alteration Permit.
4. A Heritage Alteration Permit shall lapse and cease to be of any force or effect if the work requested or authorized by the Heritage Alteration Permit is not completed within two years from its date of issuance. Council, may by resolution, extend the Heritage Alteration Permit for one period of two years. After a Heritage Alteration Permit, including a Heritage Alteration Permit which was extended by Council lapses, Section A2 above shall apply, as if the Heritage Alteration Permit had never been issued.

Part B. Guidelines, Objectives and Justification

Ladner Heritage Conservation Area 1 (LHCA 1)

The area identified as LHCA 1 on "Map IIE Ladner Heritage Conservation Area 1" is hereby designated as a heritage conservation area.

Justification

Brothers Thomas and William Ladner were the first settlers in the area known as Ladner. In 1888, the first townsite subdivision plan was established. By 1890, the town centre extended as far south as 48th Avenue and east to Ladner Trunk Road. By 1912, lots were subdivided within the townsite area bounded north south from Chisholm Street to 47th Avenue and east west from Savoy Street to Arthur Drive.

The first ring of development in the Ladner town centre took place north of the lane behind 48th Avenue. Further development occurred south of the lane after 1888.

Ladner, as a village, first served as a commercial service area to the adjacent farming and fishing industries and was isolated from the larger communities of Vancouver and New Westminster. Early maps dating from 1912, 1914 and 1924 show the early subdivision, road development and land ownership patterns. Four of the buildings within LHCA1 shown on the 1924 map are still standing.

As transportation linkages improved, Ladner changed from a small village to an attractive residential community. As the community continues to grow and develop, the buildings and structures that represented a way of life are under redevelopment pressure. Many of the neighbourhoods near the commercial core have been redeveloped into office and other commercial enterprises and multiple-family residential areas to meet the demand for suburban development.

The area bounded by 48B Street, 48th Avenue, 47A Avenue and the drainage right-of-way have a distinctive quality and appearance reflective of the past. Elements that contribute to this are architectural styles, building features and landscaping elements found within this area. As redevelopment continues, these architectural styles, building features and landscaping elements could be lost.

Many of the homes in this area were built between 1900 and 1924 and have an architectural style characteristic of that time period. The bungalow style, four square farmhouse style, craftsman style and classical revival styles are examples of the architectural styles found in this area which should be preserved.

On some buildings, original features such as exterior materials, glazing, window frames, front entry door, chimneys, porch or veranda elements, eave or soffit brackets, decorations, and landscaping remain. On other buildings, the original exterior features have been covered by more modern finishing material. These modern exterior finishes could be removed and the original exterior elements could be revealed and restored.

Some buildings and structures constructed later also have significant architectural styles which contribute to the area's overall heritage character. These architectural styles include late craftsman or shingle and bungalow styles.

Other parcels within this area are vacant or have dwelling units with little or no significant heritage value at present. However, because of their proximity to heritage significant buildings, or the original uses of the property, a heritage character should be reintroduced in new buildings and structures, or the heritage character of the existing buildings enhanced, thereby contributing to the heritage value of the entire area.

The existing landscaping contributes to the area's distinctive quality and appearance. Examples of significant and highly visible trees include Horse Chestnut, Japanese Maple, Yews, Monkey Puzzle, Apple, Cherry, Hazelnut, Cedar, Fir, Maple, and Rose of Sharon (hardy hibiscus). Other trees within the area, which contribute to the heritage appearance are Apple, Cherry, Golden Chain (laburnum), Hollies, Lilac, Deodar Cedar, Pear, Cedar of Lebanon, Pine, Western Red Cedar, and Arborvitae. Of importance is the size, location and overall visual appearance of the landscaping in the area.

The existing buildings, structures, and landscaping in this area contribute to Ladner's appearance, unique identity and heritage character. As Ladner continues to grow and change, the heritage character buildings, structures and landscaping could be lost. The application of the following guidelines should reinforce and enhance Ladner's heritage qualities and allow Ladner to develop in a heritage sympathetic manner.

Objectives

The objectives of this heritage conservation area are to preserve and enhance the existing heritage features, restore heritage buildings or structures and develop a heritage character when additions to or alterations of existing buildings or structures and new buildings or structures are being planned or constructed.

Guidelines:

The following guidelines illustrate the general approach to be taken.

1. Existing buildings are to remain at their current location on site, except where relocation is necessary to accommodate additional permitted structures or accessory buildings, but the front setback shall be a minimum of 6.5 metres.
2. Side setbacks for the principal building or structure or accessory building or structure shall be a minimum of 1.5 metres for dwellings and 1.0 metre for freestanding garages, except for existing buildings or structures which may remain in their original location. New additions to existing buildings or structures must have a minimum side setback of 1.5 metres.

Rear setbacks for principal and accessory buildings or structures shall be a minimum of 3.0 metres from the rear property line, except for existing buildings or structures which may remain in their original location. New additions to existing buildings and structures must have a minimum rear setback of 3.0 metres. Notwithstanding the foregoing, where a lane exists or is developed along the rear property line, the rear setback for principal and accessory buildings or structures and new additions to existing buildings may be reduced to 1.5 metres from the rear property line.

3. The maximum building height for the principal building or structure and accessory buildings is 2.5 storeys.
4. The architectural style of an addition or alteration to an existing building or structure or a new accessory building or structure must be consistent with the style of the existing building or structure. The architectural style of a new principal building or structure must be consistent with a heritage style within LHCA 1. On renovated buildings, original materials, if present, should be preserved, restored and incorporated into the exterior finish of the building. If the original materials are not present or cannot be used, the exterior materials used within the renovation should have the same appearance and material type as the original materials.
5. Architectural elements for building additions or alterations, new principal buildings, garages and accessory buildings or structures should include:
    a. elevated, covered front porches or verandas,
    b. medium to steep pitched roofs (4/12 - 12/12) with the exception of porches, dormers, shed roofs, and bellcast eaves,
    c. wide roof overhangs,
    d. sawn cedar shingle roofs,
    e. standard size clay brick or stone chimneys in heritage configurations,
    f. wood cladding, siding, shingles and decorative panels,
    g. wood guards, stair rails and exterior finishing details,
    h. wood or vinyl windows in heritage configurations.

Heritage configuration means a configuration or style consistent with the design of the rest of the building or structure.

6. Garages are to be located in the rear yard. New garages must be separated from the existing structure by at least 2.0 metres. New garages may be incorporated into a new principal building or structure.
7. Existing significant trees and shrubs should be retained and protected. Native species are to be used as much as possible in new landscaping schemes. New landscape schemes, should be similar in appearance to existing mature landscaping on developed heritage lots within LHCA 1.
8. A covenant will be required under Section 219 of the *Land Title Act* acknowledging that the land may be subject to flooding caused by the overflow from any river, ditch or other body of water and saving the Municipality and the Province of British Columbia harmless from any claims arising out of damages to lands or buildings by flooding.

Map IIE Ladner Heritage Conservation Area 1

Ladner Heritage Conservation Area 2 (LHCA 2 – Arthur Drive)

The area identified as LHCA 2 – Arthur Drive on "Map IIF Ladner Heritage Conservation Area 2" is designated as a heritage conservation area.

Justification

Chilukthan Slough, which drains into Ladner Harbour and then the Fraser River, provided the first means of access for the early settlers to reach the inland areas. The Slough, which parallels Arthur Drive, accommodated barges used to carry supplies from Ladner to the inland farms and crops from the farms to the Fraser River.

Arthur Drive was constructed in the 1880's and took over the role the Slough had provided for transportation.

"On Arthur Drive, more than anywhere else, some houses were consciously built in a particular architectural style, since this was the place to live in Ladner in the decade from 1915 to 1925." (Source: Gwen Szychter, Beyond Ladner's Landing, p.12). Some of the earliest houses were constructed in 1880, and as many as 16 identified heritage buildings remain on Arthur Drive.

The residential area on either side of Arthur Drive has a distinctive quality and appearance reflective of the past. Distinctive elements include:

- Single detached homes of varying sizes and heights;
- Winding alignment of Arthur Drive;
- Chilukthan Slough (historically used for transportation);
- Historic buildings and structures with diverse architectural styles;
- Variety of lot sizes and configuration;
- Large front and side yard setbacks; and
- Mature landscaping and trees.

Objectives

The objectives of the LHCA 2 are to preserve and enhance the distinctive character elements of Arthur Drive, restore heritage buildings, and develop a heritage character when alterations of existing buildings and new buildings are being planned or constructed. Improvements to the streetscape of Arthur Drive and providing public access to Chilukthan Slough are also considered important in the enhancement of Arthur Drive.

Guidelines

1.0 Subdivision

The preservation of open space and significant trees between buildings on the larger sites is vital to maintaining the character along Arthur Drive. It is important to avoid a transformation of the street into uniform, homogenous lot widths.

1.1 The subdivision of existing properties that are within the LHCA 2 boundary is discouraged in order to maintain a variety of lot widths and lot sizes. Properties that straddle the LHCA 2 boundary may be permitted to subdivide the portion of land that is not within the LHCA 2.

2.0 Additional Dwelling Units

2.1 For properties that meet the zoning requirements to construct additional dwelling units, they are subject to the following conditions:

a. the entrance to the additional dwelling units should be signaled from the street by visible structures such as arbors, gates, and address plates;

b. garages and on-site parking for more than one car should be located to the rear of the front setback line; and

c. a shared driveway system should be provided to limit access to Arthur Drive to one driveway.

3.0 Setbacks

The variety of front yard setbacks is part of Arthur Drive's appeal and distinctive character. Setbacks are also intended to be generous enough to preserve significant existing vegetation and retain a generous separation between principal buildings and the street on the larger lots consistent with the character of the area. Setbacks can also be used to preserve the integrity of heritage building facades and encourage articulation for new building facades.

3.1 For properties that do not back onto Chilukthan Slough, the minimum front setback for replacement homes should be the same as the front setback of the existing home on site.

3.2 Alterations should not project into the front yard setback and if they project into the side yard setback they should be set back from the outermost front elevation.

3.3 New buildings or alterations may be sited in the rear yard area provided they are equal or lower in height than the principal building.

4.0 Building Design

The form and character of new buildings and alterations should aim to complement the neighbourhood character and streetscape using appropriate building design and use of materials. This applies to both heritage and non-heritage buildings. It is recognized that not all heritage buildings are able to be consistent with the following guidelines. Additional guidelines pertaining to heritage buildings can be found in Section 7 – Heritage Properties.

4.1 An alteration to an existing building or a new accessory building should be consistent with the style of the existing building.

4.2 New buildings should be consistent with the scale of the neighbourhood and not visually dominate adjacent smaller buildings.

4.3 Front elevations should be broken up with the use of projections or recessions (e.g., bay windows or porches).

4.4 Blank walls should be avoided. Walls can be broken up with windows, doors, setbacks, etc. Taller wall elements should incorporate openings and setbacks, or use of materials to add variation.

4.5 At least one principal entrance should be provided which is clearly visible from the street.

4.6 The height of the front entranceway should not be more than one storey. The height of stairs would not be included if part of the entranceway feature, but the porch should not be higher than 10 feet (3 metres).

4.7 Garages should be designed to fit in with the design of the principal building, be lower in scale, and enhance the streetscape. Attached garages should be recessed from the front building elevation.

4.8 Use a mix of building materials and colours that is complementary to buildings along Arthur Drive for new buildings or alterations. Roof colours should complement the principal building.

4.9 Use simple rooflines incorporating gables or dormers for variation. Match established patterns of roof profiles and height.

4.10 A variety of window styles should be used that complement the architecture of the building and of other buildings along Arthur Drive.

Homes along Arthur Drive

5.0 Driveways & Parking

5.1 In order to limit the number of vehicle access points on Arthur Drive, shared sidewalk crossings leading to separate driveways are encouraged wherever significant existing trees, hedges, or shrubs are not affected.

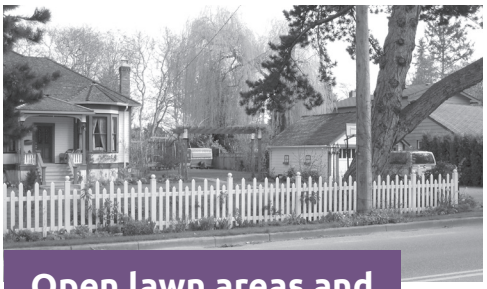
5.2 Locate garages and on-site parking for more than one car to the rear of the front setback line.

Shared Garage

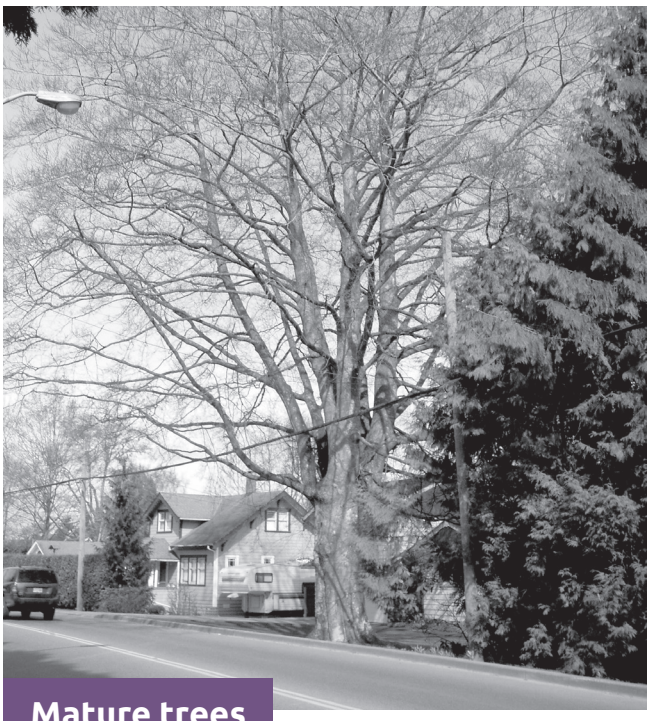
6.0 Landscaping & Fencing

Well established landscaping and mature trees in yards fronting the winding street strongly contribute to the appeal of Arthur Drive. Large areas of landscaping and open lawns around residences on small and large properties contribute to a sense of continuity along the street.

The following guidelines for landscaping and fencing on private property are to improve pedestrian comfort and retain and enhance the unique heritage character along Arthur Drive.



Open lawn areas and low fences



Mature trees

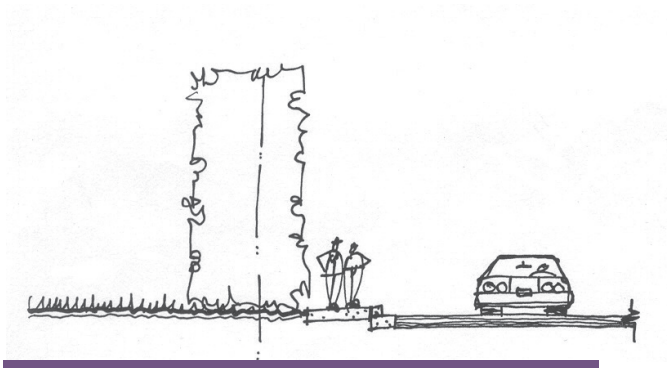
6.1 Retain and protect existing trees as much as possible. A landscape plan should be submitted for any significant landscape alterations.

6.2 Plant a combination of large and small trees, and shrubs as well as lawns to reinforce the diverse residential landscape of the area. Use native species as well as exotics consistent with existing trees.

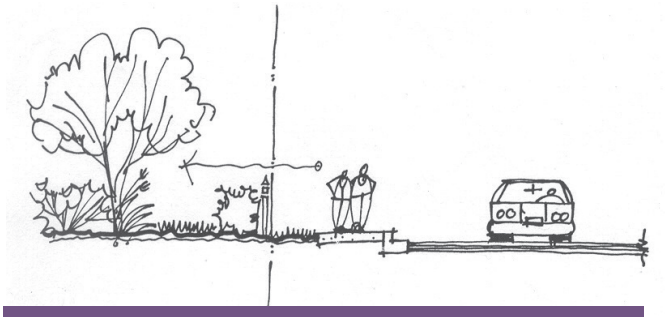
6.3 Minimize the amount of paved surfaces for driveways, parking, pathways and patios in front yards.

6.4 When there is an opportunity, overgrown hedges on front property lines should be replaced with lower scale hedges or gardens planted further from the sidewalk and road in combination with low scale fences to create a layered landscape which provides privacy for front and side yards while allowing filtered views from the street. Consideration will be made for fences made from wrought iron, stone, brick and wood. New and existing landscaping should not encroach onto public rights-of-way.

Driveway with landscape strip minimizes paving



In some places, tall hedges block views to heritage homes and make walking on the sidewalk uncomfortable.



Low fences and landscaping combined with trees and shrubs further from street allow filtered views to homes and gardens and make walking on the sidewalk more comfortable.

7.0 Heritage Properties

There are 17 properties along Arthur Drive that are on the Heritage Inventory. The structures on these properties were built between 1891 and 1929 and have architectural styles characteristic of that time period. Additional properties that have heritage potential and wish to be added to the Heritage Inventory will need to be evaluated based on the criteria outlined in Delta's Heritage Inventories.

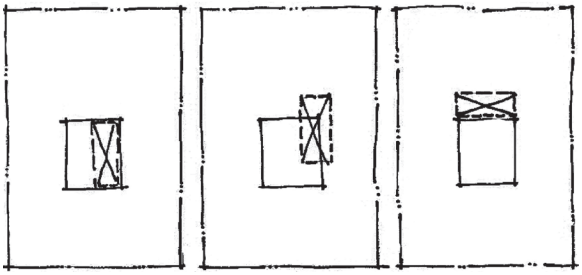
7.1 To provide an incentive to encourage the retention and restoration of heritage properties, additional dwelling units or variances to zoning requirements may be considered for properties that are listed on the Heritage Inventory, subject to the following conditions:

a. The property is on or added to the Heritage Register and subject to long term heritage protection by entering into a Heritage Revitalization Agreement;

b. The total floor space of the additional dwelling units is less than 50% of the principal dwelling;

c. Any accessory dwelling units are located within the existing building or, if in a new structure, that they are located to the side or rear of the existing building.

d. Any new structures are smaller than the principal building, and should consider how the siting of the structure may impact the heritage character of the principal dwelling, existing setbacks, mature vegetation, and any environmentally sensitive areas;



Additional housing units within heritage building less than 50% of main dwelling

Driveway with lawn strip in centre

Grass-crete driveway

e. Parking areas are located in the rear or side yards and landscaped to limit the appearance and amount of pavement on site;

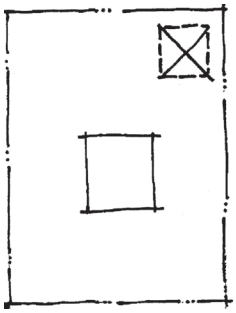
f. The principal heritage building is retained in its existing location, or moved to another appropriate location on the lot that is visible from the street; and

g. Any alterations to the heritage building should blend with the existing character, not detract from the heritage value of the building, and not detract from the character of the streetscape.

7.2 If the additional dwelling units are larger than 25% of the existing building or 50 m2, whichever figure is lower, a report by a consultant who specializes in heritage buildings will be required to determine if the heritage value of the existing building is being retained.

7.3 The architectural style of an alteration to an existing building or a new accessory building should, in most cases, be consistent with the existing style.

7.4 Original materials, if present, should be preserved, restored and incorporated into the exterior finish of the building on renovated buildings. If the original materials are not present or cannot be used, the exterior materials used within the renovation should have the same appearance and material type as the original materials.



Additional unit in coach house (with garage) or carriage house (without garage) form

Architectural Styles

7.5 Architectural elements for building alterations and new buildings should, where appropriate:

a. include wide roof overhangs unless it is not in keeping with the existing structure;

b. maintain established roof profiles and height;

c. include sawn cedar shingle roofing;

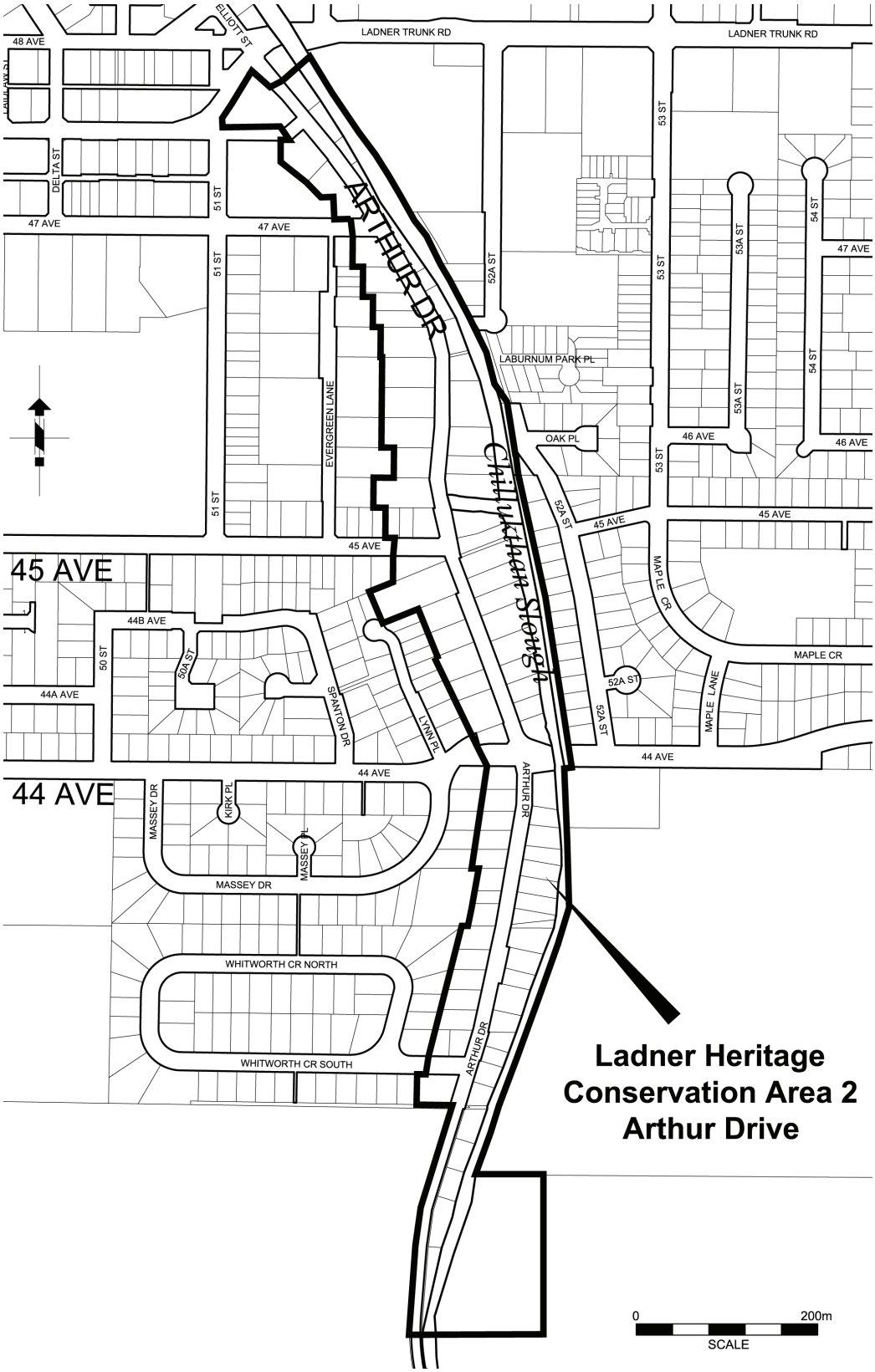
d. use heritage palette or compatible colour schemes;

e. use traditional materials or materials similar in appearance;

f. include wood or vinyl windows in heritage configurations. Wood windows should be used for restoration purposes; and

g. include elevated, covered porches at the front and rear entrances.

Map IIF Ladner Heritage Conservation Area 2



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Appendix D: Maps

Maps

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

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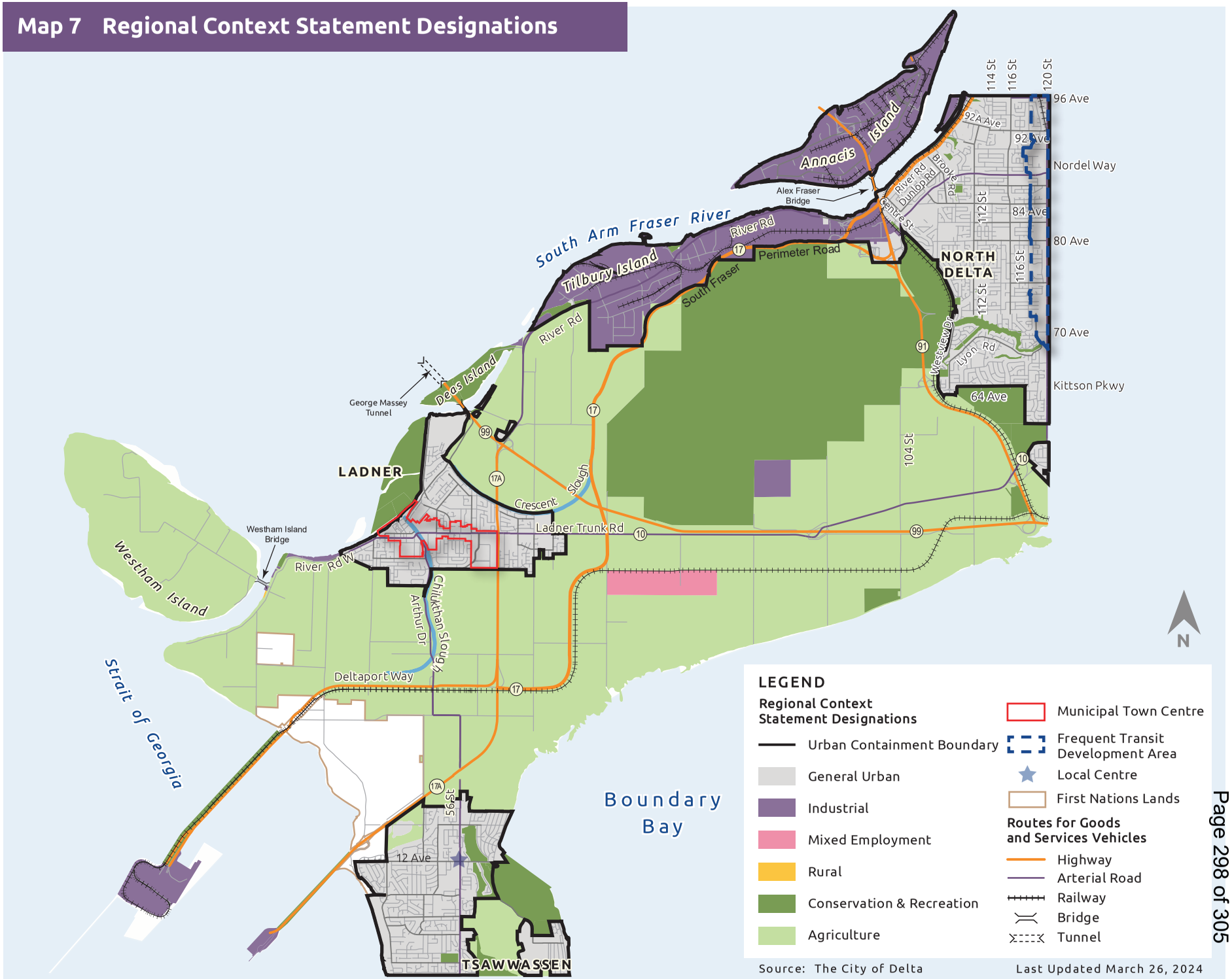
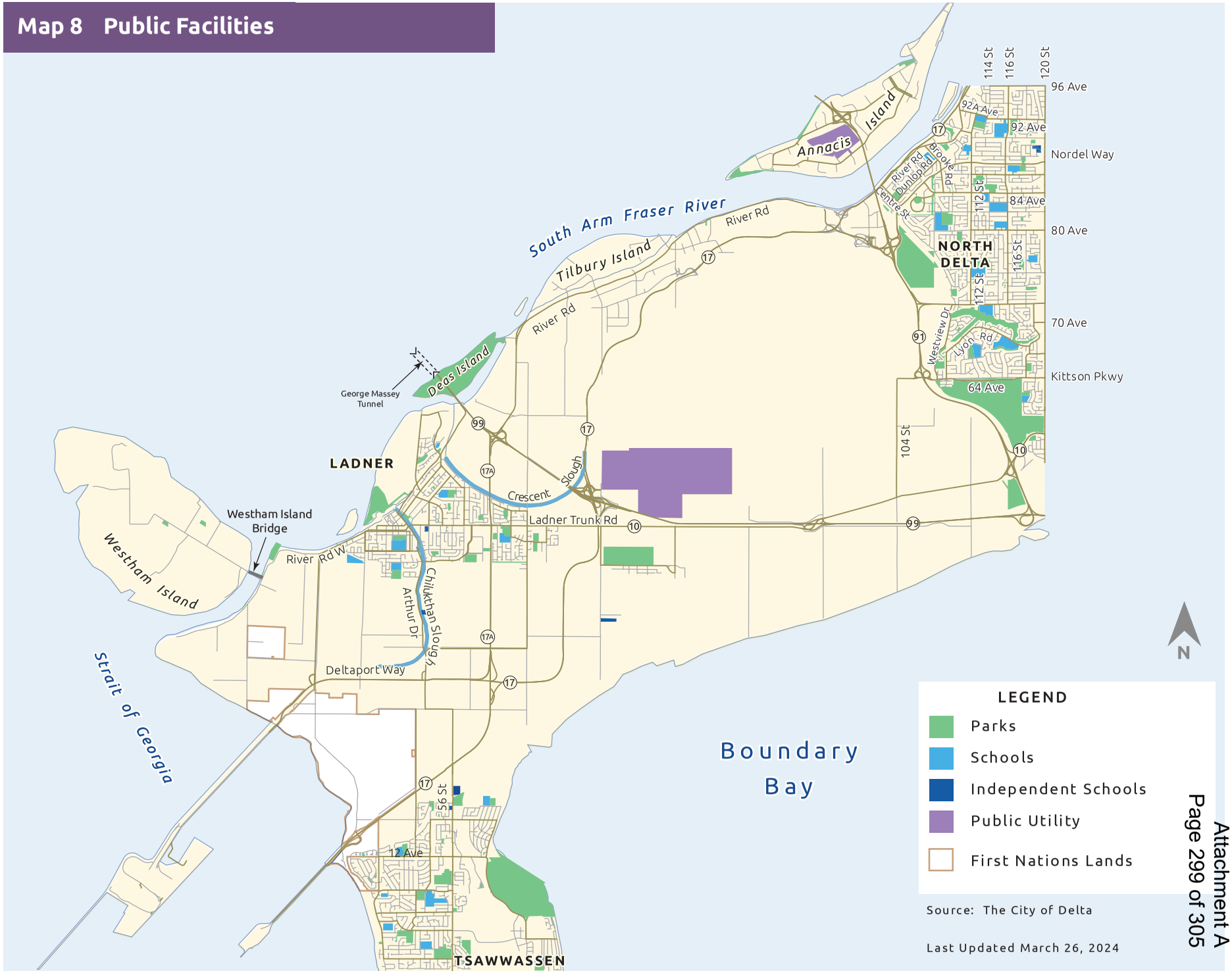
Map 7 Regional Context Statement Designations



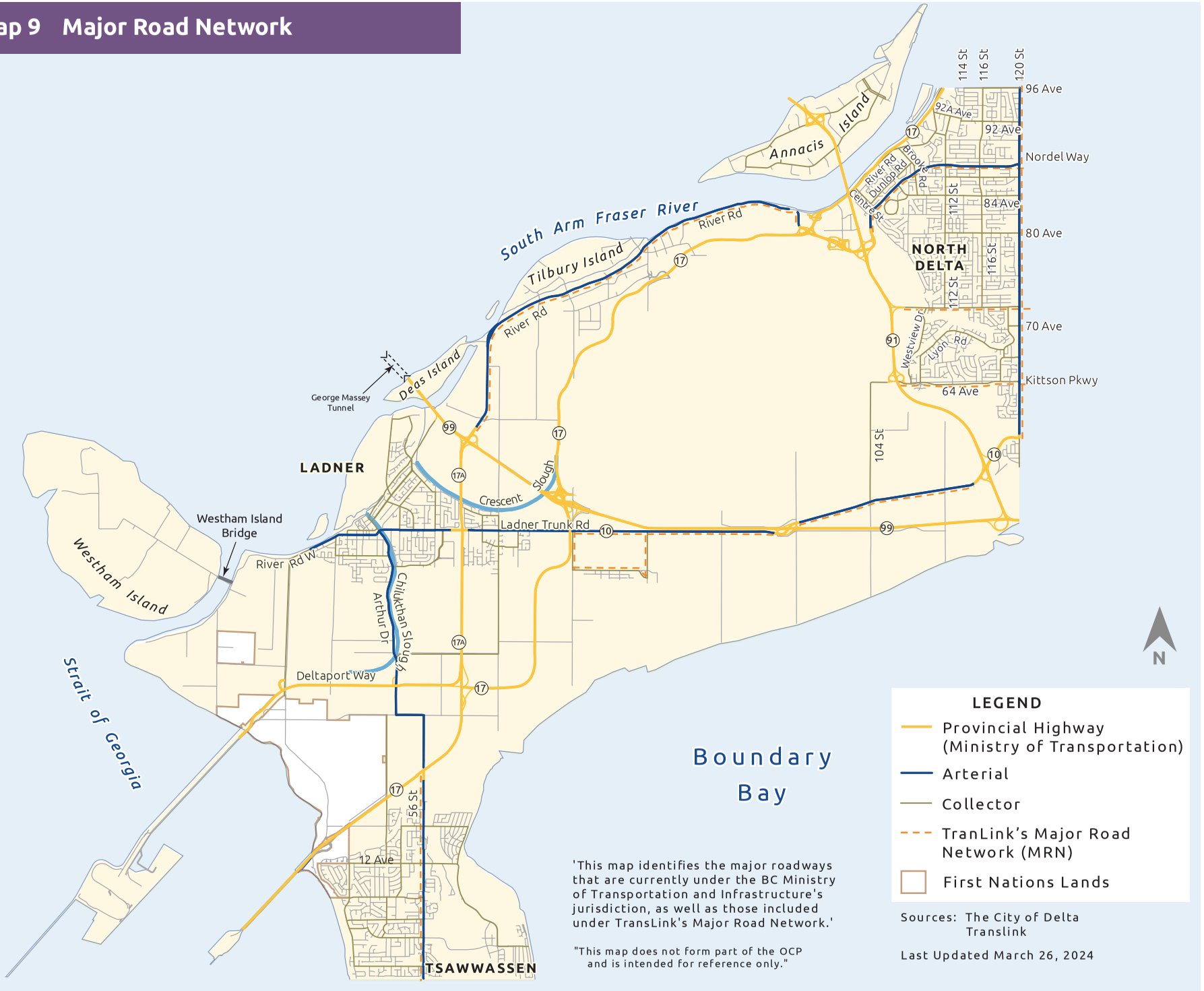
Source: The City of Delta

Last Updated March 26, 2024

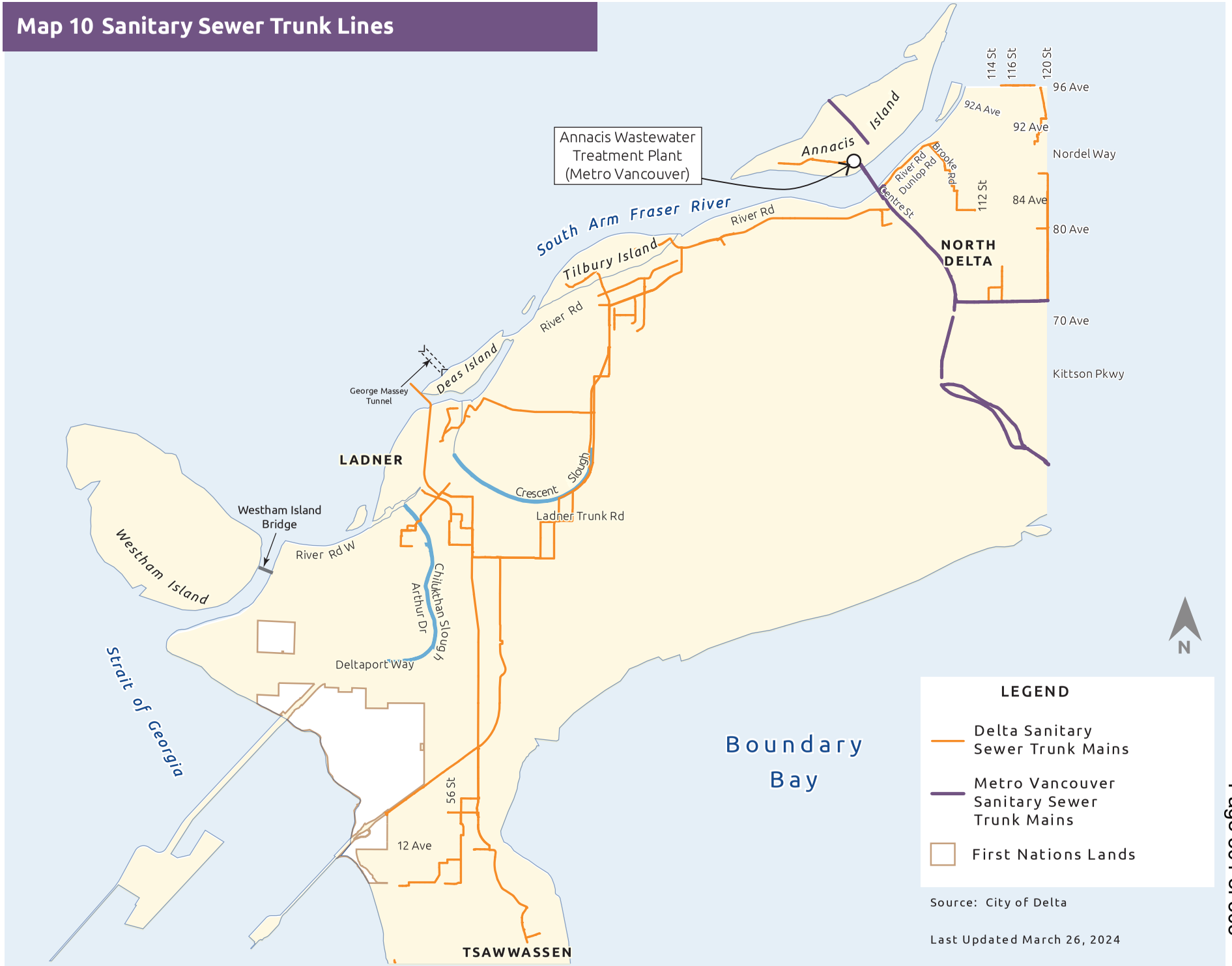
Map 8 Public Facilities



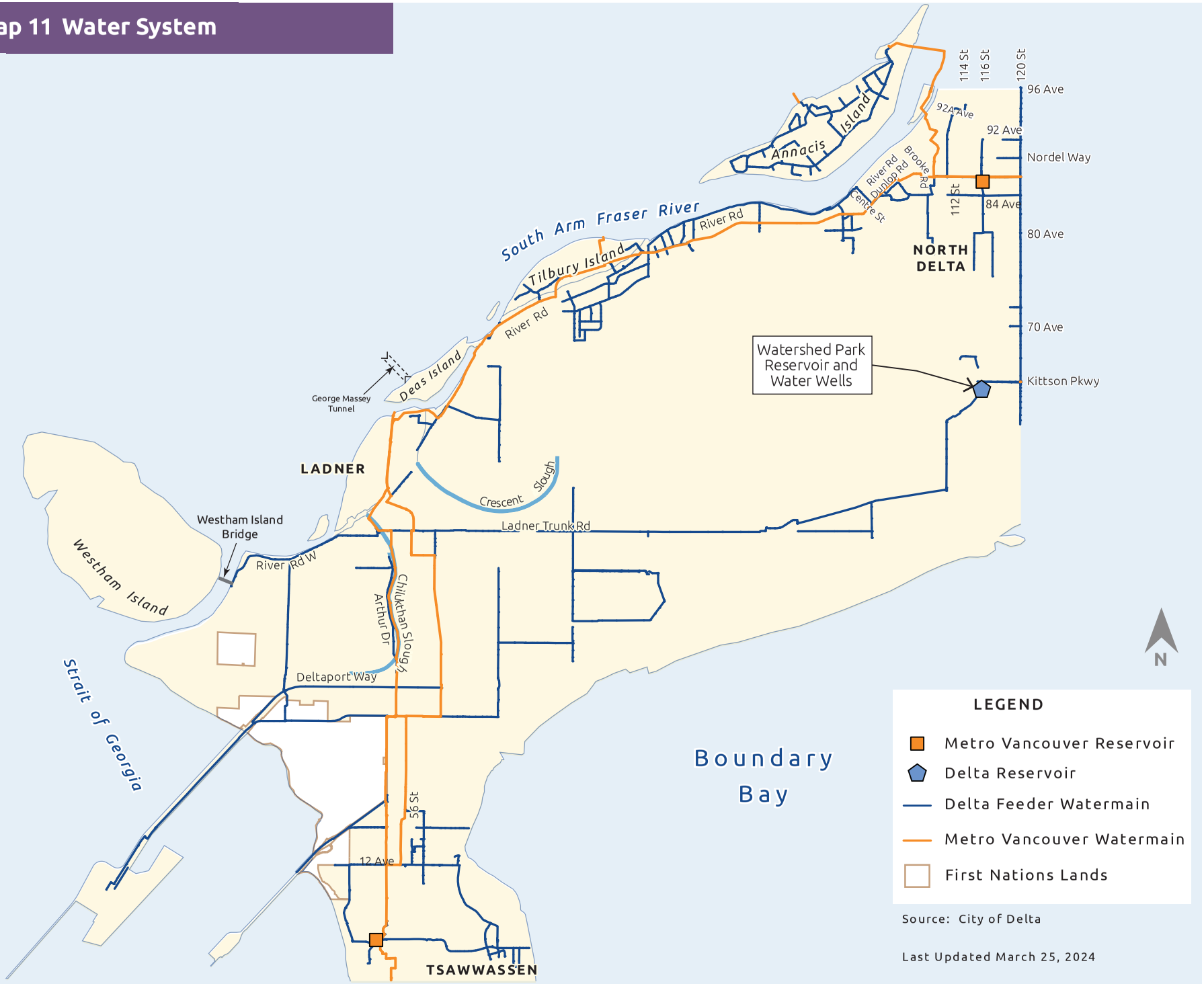
Map 9 Major Road Network



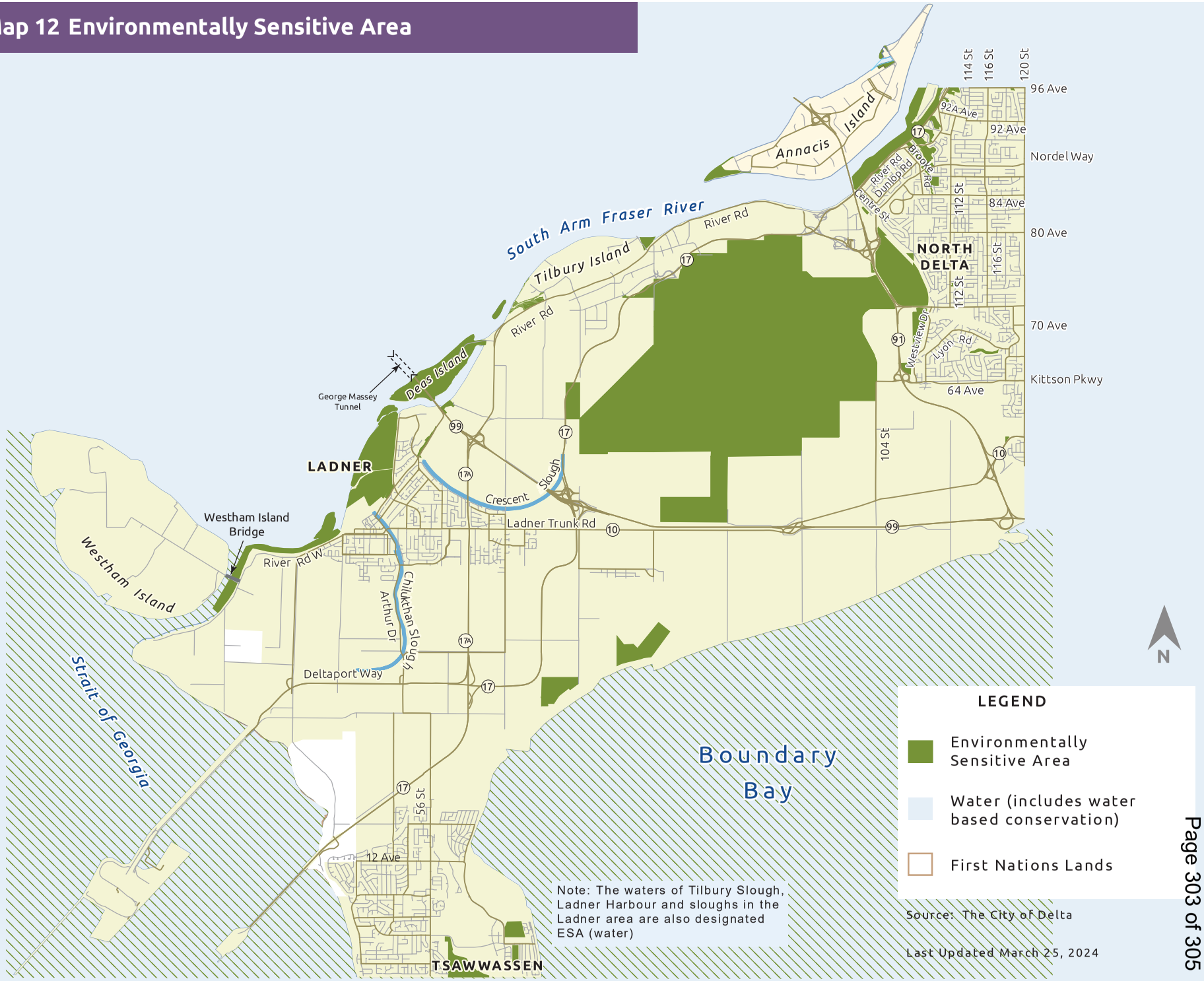
Map 10 Sanitary Sewer Trunk Lines



Map 11 Water System



Map 12 Environmentally Sensitive Area



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