

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 manner 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.

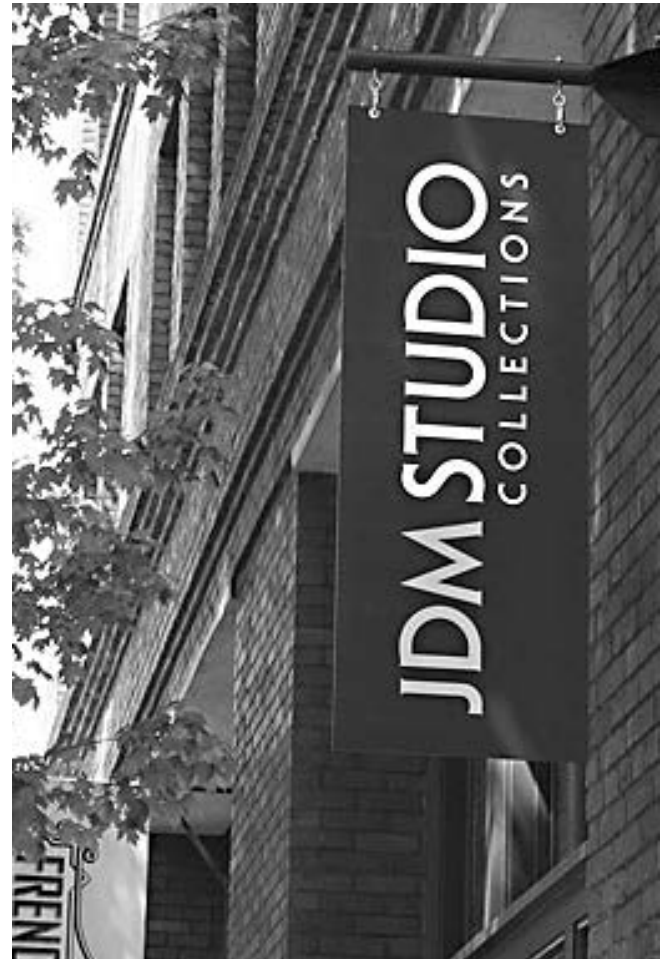
3.0 Signage

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.

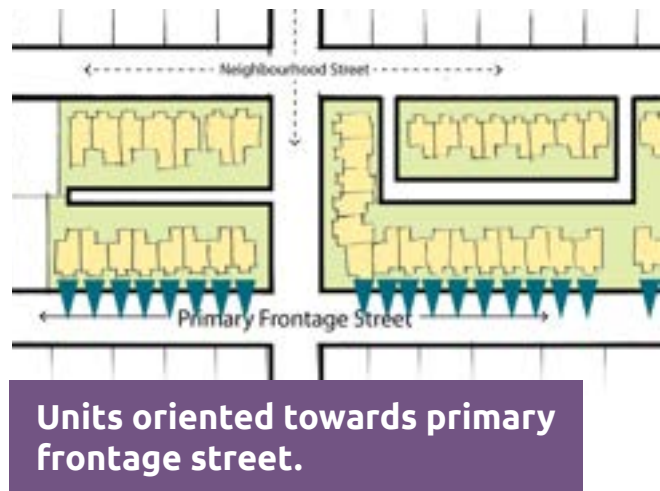
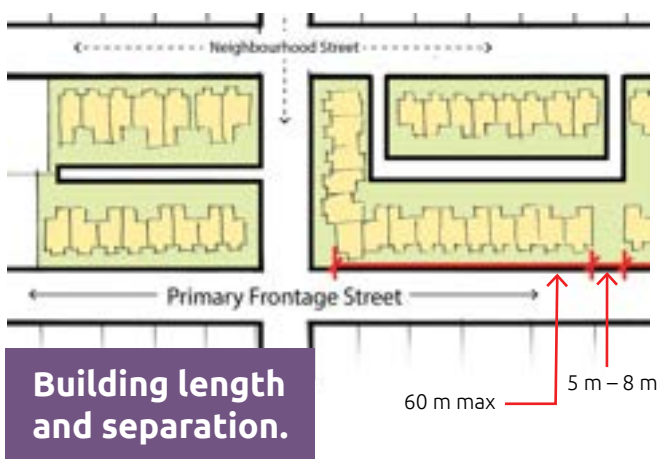
Guidelines:

2.1 Building Siting

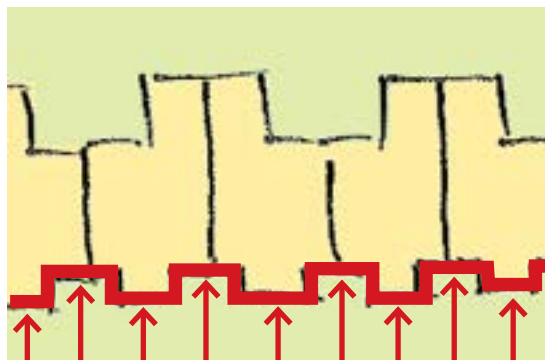
- a. Locate multiple-family buildings to allow for patio or porch spaces and landscaping at unit entries while still maintaining a close relationship with the street. Setbacks from the street should be approximately 5 m to create this condition.
- b. Each building containing clusters of townhouse units 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.



- 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.



Primary Frontage Street

Staggered setbacks along primary frontage streets

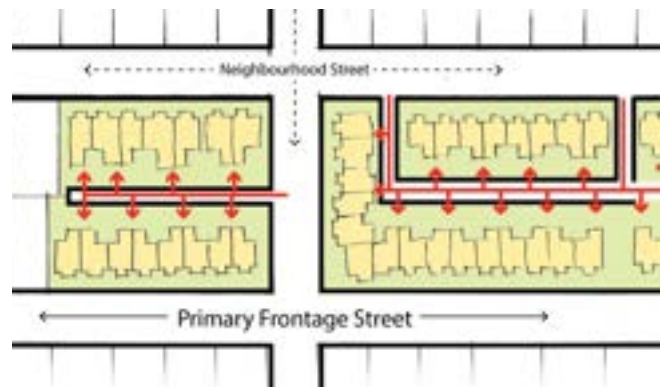
3.0 Parking and Garbage

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.



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.