

The Corporation of Delta

Official Community Plan

City of Delta

Official Community Plan

Bylaw No. 3950, 1985

CONSOLIDATED FOR REFERENCE PURPOSES ONLY
August 22, 2023

This document contains a consolidation of "The Corporation of Delta Official Community Plan Bylaw No. 3950, 1985" and amendments pursuant to Bylaw No.'s 3963, 4040, 4116, 4136, 4155, 4191, 4364, 4414, 4422, 4430, 4443, 4456, 4492, 4522, 4536, 4544, 4552, 4558, 4561, 4564, 4575, 4627, 4648, 4671, 4681, 4749, 4771, 4793, 4825, 4835, 4906, 4907, 4972, 5030, 5034, 5036, 5075, 5077, 5090, 5119, 5197, 5254, 5284, 5286, 5287, 5291, 5298, 5337, 5347, 5372, 5374, 5381, 5388, 5407, 5410, 5425, 5438, 5445, 5451, 5454, 5467, 5487, 5512, 5515, 5528, 5535, 5551, 5554, 5565, 5568, 5570, 5571, 5572, 5575, 5580, 5587, 5590, 5614, 5645, 5649, 5652, 5662, 5682, 5702, 5704, 5713, 5736, 5747, 5749, 5775, 5779, 5791, 5814, 5835, 5837, 5853, 5856, 5861, 5868, 5872, 5905, 5907, 5912, 5914, 5923, 5926, 5939, 5969, 5978, 5981, 5993, 6010, 6029, 6048, 6058, 6062, 6067, 6078, 6083, 6088, 6097, 6107, 6109, 6100, 6124, 6126, 6133, 6162, 6174, 6179, 6197, 6209, 6217, 6223, 6228, 6248, 6289, 6302, 6304, 6309, 6311, 6329, 6349, 6350, 6357, 6370, 6390, 6400, 6401, 6405, 6407, 6411, 6413, 6422, 6423, 6427, 6452, 6458, 6472, 6475, 6480, 6493, 6500, 6507, 6513, 6518, 6525, 6536, 6539, 6543, 6550, 6566, 6570, 6575, 6577, 6588, 6590, 6604, 6606, 6610, 6614, 6621, 6627, 6628, 6656, 6692, 6693, 6696, 6700, 6704, 6711, 6715, 6716, 6720, 6738, 6744, 6749, 6755, 6757, 6784, 6786, 6801, 6814, 6825, 6827, 6838, 6841, 6851, 6854, 6868, 6878, 6882, 6889, 6897, 6901, 6904, 6906, 6909, 6919, 6924, 6930, 6941, 6946, 6954, 6960, 6963, 6968, 6977, 6981, 6987, 7006, 7012, 7016, 7027, 7030, 7041, 7043, 7045, 7051, 7058, 7073, 7082, 7086, 7088, 7099, 7118, 7125, 7132, 7136, 7144, 7148, 7167, 7168, 7176, 7180, 7182, 7184, 7201, 7203, 7207, 7213, 7214, 7225, 7229, 7237, 7239, 7281, 7289, 7305, 7321, 7326, 7327, 7354, 7359, 7373, 7375, 7378, 7393, 7436, 7519, 7528, 7568, 7572, 7585, 7598, 7645, 7656, 7661, 7675, 7676, 7694, 7696, 7698, 7735, 7740, 7811, 7815, 7817, 7818, 7841, 7849, 7899, 7932, 7978, 8076, 8077, 8051, 8110, 8147, and 8281.

From time to time, the OCP is amended. Any future amendments will be consolidated regularly at which time new pages will be made available. Please contact the Community Planning and Development Department to make sure you have a current copy of the OCP.

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Rev - August 2023

The Corporation of Delta

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THE CORPORATION OF DELTA
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THE CORPORATION OF DELTA
Official Community Plan

Introduction 1

Delta's first Official Community Plan (OCP) was adopted in 1986. Since then, Delta's population has grown and changed, there have been new demands on our transportation and infrastructure networks, the nature of industry and commerce has developed, and we have become more aware of our natural resources and the need to enhance and protect them. Given this context, together it is time to revisit our values and visions for the future of Delta to ensure our community plan reflects the direction in which we want Delta to grow.

An OCP is a long-term guide for future decision-making regarding land use, development, services, amenities and infrastructure. The objectives and policies in this OCP were created through extensive consultation, and reflect the values of people living, working and playing in Delta. All new bylaws and programs must be consistent with the policies outlined in the OCP.

However, an OCP does not oblige Delta to undertake or approve any project or program identified within it.

OCP policies are implemented by adopting bylaws or undertaking programs. Policies and Land Use Designations in the OCP should guide development for the long term. OCP policies or Land Use Designations can be changed from time to time, but there must be a public process to ensure residents have an opportunity to provide input into proposed changes.

This OCP is guided by a set of goals. The purpose of the goals is to clearly state the broad vision for Delta's future. There are six goals listed on the next page, and together they form the framework for creating a sustainable community. The following sections of the OCP outline more specific objectives and supporting policies, which are statements on the directions Delta needs to take in order to achieve these goals.

1.1 Goals

The goals of this OCP are to create a community that is:

Livable	*Delta will be sustainable, healthy and safe, and a place in which today's quality of life will also be enjoyed in the future.*
Complete	*Delta will be a community in which people of all ages, family structures, backgrounds and interests can live, work and play.*
Green	*Delta will protect the natural environment, agricultural lands, and heritage features.*
Planned	*Delta will foster development in a planned and integrated manner that respects natural systems, manages urban growth, preserves built and natural heritage, provides transportation choices and reinforces neighbourhood identity.*
Prosperous	*Delta will provide a wide range of economic opportunities and sustain a healthy and diverse economy.*
Involved	*Delta will balance competing interests and values, maintain fairness and equity and involve all residents and stakeholders in decision-making processes.*

1.2 Legislative Requirements of an OCP

The ***Local Government Act*** states that an Official Community Plan must include statements and map designations for the following:

- Approximate location, amount, type and density of residential development to meet anticipated housing needs over a period of at least the next five years - this is addressed in *Map 2 Future Land Use Plan*;

- Approximate location, amount, and type of present and proposed land uses (commercial, industrial, institutional, agricultural, recreational and public utility) – this is addressed in *Map 1 - Previous OCP Designations – Bylaw 3950, and Map 2 - Future Land Use Plan*;

- Approximate location and area of sand and gravel deposits suitable for future extraction – this is addressed in *Section 1.9 – Future Land Use Plan Designations*;

- Restrictions on the use of lands that are subject to hazardous conditions or are environmentally sensitive to development – this is addressed in *Map 6 - Environmentally Sensitive Areas Designations* and in existing Development Permit Areas;

- Approximate location and phasing of major road, sewer and water systems – this is addressed in *Map 8- Road Hierarchy, Map 9 - Sanitary Sewer Trunk Lines and Map 10 - Water Trunk Lines*;

- Location and type of present and proposed public facilities (including schools, parks, waste treatment and disposal sites) - this is addressed in *Map 7 Parks and Schools*;

- Housing policies with respect to affordable, rental and special needs housing - this is addressed in *Section 2.1 - Housing and Neighbourhoods*;

- Targets for reduction of greenhouse gas emissions and policies and actions proposed with respect to achieving those targets – this is addressed in *Section 2.11 – Climate Change;* [12] and

- Other matters required or authorized by the Minister.

A municipality may include policies about:

- Social needs, social well-being and social development;

- Maintenance and enhancement of farming on land in a farming area or in an area designated for agricultural use in the community plan; and

- Preservation, protection, restoration and enhancement of the natural environment, its ecosystems and biological diversity

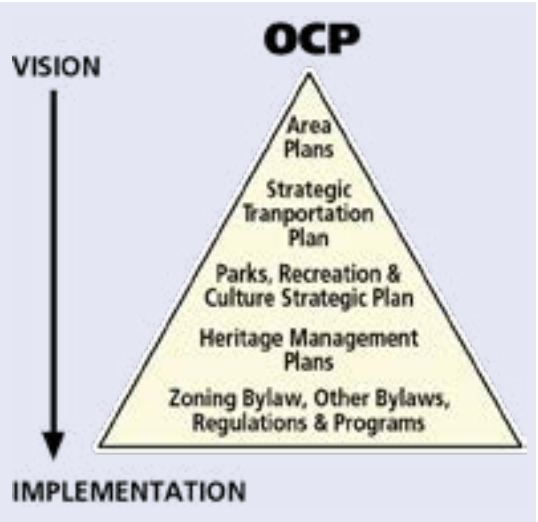
The OCP must also include a "Regional Context Statement" indicating how the OCP meets the objectives of the regional planning authority, in our case, Metro Vancouver's Regional Growth Strategy.[30]

1.3 The OCP and other Plans and Bylaws

Schedule A of this OCP contains policies that are in effect municipal-wide. As such, the policies are broad in scope and set out the general policy direction and future land use for all of Delta.

Delta also has Area Plans for North Delta, Ladner, East Ladner, Tsawwassen, and Riverside. These Area Plans are more specific. **Where there is a conflict between Schedule A and the Area Plans, the Area Plan policy or designation takes precedence**.

Delta has a number of bylaws and policies to achieve the objectives defined in the OCP. Delta has a Zoning Bylaw which sets out the legally permitted uses on each lot, and the conditions under which the lot can be used or buildings can be constructed. Any changes to the Zoning Bylaw must be in conformity with the land use designations and policies of the OCP (both Schedule A and the Area Plans). The OCP cannot, however, prevent building permits from being issued or land being used for purposes allowed in the Zoning Bylaw, unless the land is subject to Development Permit Guidelines to that effect. Policy plans such as Neighbourhood Traffic Calming Plans or Heritage Management Plans provide the details of how broad OCP objectives will be implemented in specific neighbourhoods or on specific sites.



1.4 Delta's Land Features And History

The land that would become Delta was first sighted by Europeans in 1791. Spanish explorer Lieutenant Francisco Eliza mistook the area for an island and named it Isla Capeda. A year later, Captain George Vancouver renamed the area after Captain Henry Roberts, a commemoration that continues in modern-day Point Roberts to the south.

The present name - Delta - was given to the municipality in 1879.

The uplands of Tsawwassen and North Delta were formed by ice fields of the last glaciation period, and the alluvium that lies between those two communities resulted from the deposits of silt from the mighty Fraser River.





Archeological evidence shows that aboriginals had seasonal settlements near present-day Alex Fraser Bridge at Glenrose and St. Mungo's over 8,000 years ago. Other sites, on the west side of the Beach Grove Golf Course and along the shores of the Strait of Georgia, date back 4,000 years. It was the beach area that was chosen as the site for a reserve for the Tsawwassen Indian Band.

The Gold Rush of 1858 and the creation of the Colony of British Columbia attracted settlers to the land. The Ladner brothers, William Henry and Thomas Ellis of Cornwall, England, on their way in 1858 to Fort Langley and ultimately the gold fields at Yale and Barkerville, saw the potential for agriculture in the rich soils of the Fraser River delta and resolved to return.

After little success in their search for gold, the Ladners did return and, in 1868, claimed land at the head of the Chilukthan Slough. William took acreage on the west bank, and his brother land on the east. In the north of Delta, James Kennedy had pre-empted acreage on the south bank of the Fraser near New Westminster in 1859 but didn't live on it nor attempt to develop it. A pre-emption by Patrick O'Brien Murphy near Kennedy's was recognized in 1860 but lapsed after his murder in 1861.

Farming and fishing were the economic foundations of Delta. Salmon was first canned commercially on the Pacific coast near Annieville. In 1873, James Deas established a cannery at present-day Deas Island. In 1879, Ellis Ladner opened a cannery at the north end of Chilukthan Slough and later managed the Wellington Cannery near Westham Island.

As the population grew, incorporation - and its present name - were granted to Delta in 1879, and the community of Ladner was designated its administrative centre. [2]

1.5 Delta Today

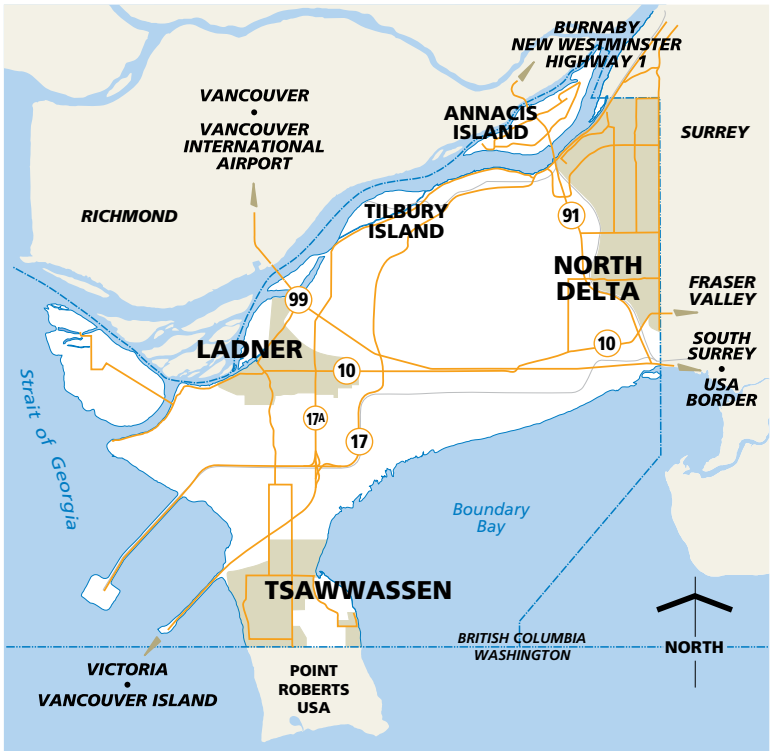
Today Delta is a suburban municipality located in the southwest portion of the Greater Vancouver region. Delta is made up of three urban communities – Ladner, Tsawwassen and North Delta. Almost half of Delta is farmland and one-fifth is Burns Bog. The Musqueam First Nation also have a land reserve in Delta. [31]

Delta has a well-established transportation network, with Highway 99 linking it to Richmond and Vancouver to the north, Surrey to the east and the USA border to the south. Highway 91 provides access to the Alex Fraser Bridge connecting Delta to communities north of the Fraser River. Highway 17 links Delta to Vancouver Island via B.C. Ferries.

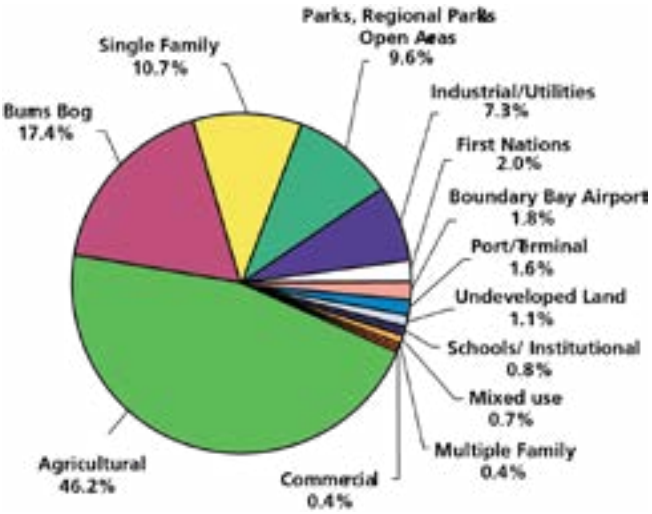
See Map 11 Greater Vancouver Regional District Land Use:

The chart shows Delta's existing land use. The most significant uses by area are agricultural lands (46% of the municipality's land base), Burns Bog (17%), single-family residential uses (11%), parks, regional parks and open area (10%), and industry and port/terminal use (9%).

See Map 1 Previous OCP Designations – Bylaw 3950



Current Land Use 2005



Source: The Corporation of Delta

1.6 Regulatory Context

Regional Growth Strategy

Delta Council endorsed the Metro Vancouver Board's Regional Growth Strategy (RGS) in 2011. The key challenge the RGS addresses is accommodating growth in ways which improve livability and sustainability. A series of strategies and actions arranged under five overarching goals are set out to address the challenge. The five main goals are:

1. Create a Compact Urban Area
By concentrating growth in compact communities within the region which offer a range of housing choices, access to jobs, amenities and services, and which are transit-oriented, in order to help reduce greenhouse gas emissions, and support efficient use of land and an efficient transportation network.

2. Support a Sustainable Economy
Including protection and support of the land and transportation systems needed for a healthy business sector, regional employment and economic growth, and industrial and agricultural land.

3. Protect the Environment and Respond to Climate Change Impacts
Protect ecosystems which provide clean air, water and food, a connected network of habitats for plants and wildlife, and natural areas which provide recreational opportunities. Additionally strive towards meeting greenhouse gas emission reduction targets and prepare for, and mitigate risks from climate change and natural hazards.

4. Develop Complete Communities
By providing a diverse range of housing choices for all ages, jobs, amenities and services in all communities in the region and supporting walking, cycling, and transit to promote healthy lifestyles.

5. Support Sustainable Transportation choices
The region's compact, transit-oriented urban form supports transportation choices and expands opportunities for transit, multiple-occupancy vehicles, cycling and walking, encourages active lifestyles, and reduces energy use, greenhouse gas emissions, and household expenditure on transportation, and improves air quality. Linkages between regional communities and vital goods movement are provided by road, transit, rail, and waterway networks.



The Regional Context Statement (see Section 1.8) outlines how Delta's OCP policies are consistent with the RGS, and where they are not, it outlines how they will be brought into alignment with it. [32]

Fraser River Estuary Management Plan

Established in 1985, the Fraser River Estuary Management Program (FREMP) developed the Fraser River Estuary Management Plan (EMP) to improve environmental quality and protect economic development in the Fraser River Estuary. The EMP applies to the wet side of the dyke of the Fraser River downstream from Kanaka Creek in Maple Ridge and Pitt Lake in Pitt Meadows, to the Strait of Georgia and in Delta, includes Sturgeon Bank, Roberts Bank and Boundary Bay.

The EMP guides future water, shoreline, and upland decisions in the estuary and coordinates programs, plans and activities of municipalities and other agencies having jurisdiction or interest in the estuary. In Delta, "Area Designations" have been developed with FREMP partners to identify appropriate uses on the waterside of the dykes.

See Map 13 Fraser River Estuary Management Program (FREMP) Area of Jurisdiction

Agricultural Land Reserve

Most of Delta's farmland is included in the Provincial Agricultural Land Reserve (ALR) and cannot be subdivided or used for non-farm activities without the approval of the Provincial Agricultural Land Commission (ALC). The ALC was established in 1973 for the purpose of preserving agricultural land and encouraging farming.

See Map 14 Agricultural Land Reserve

First Nations

The Musqueam First Nation has a land reserve in Delta. The Tsawwassen First Nation and the Provincial and Federal Governments have signed a treaty. The Tsawwassen First Nation treaty lands are located on the south west edge of Delta.[2,33]

See Map 16 First Nation Lands







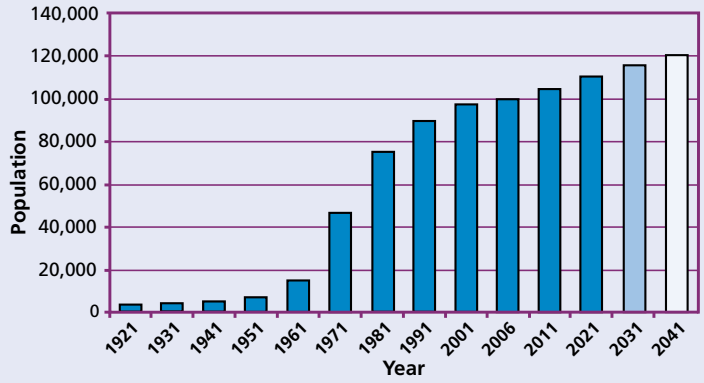
1.7 Statistical Summary

Population Growth [34]

Delta's 1921 population of 2,800 people grew at a steady rate to 14,600 by 1951. Between 1961 and 1991, Delta experienced a rapid population increase, which was closely related to transportation improvements, housing and employment opportunities. In 2011, Delta's population reached 103,900. Delta projects modest population growth to the year 2041 to approximately 121,000 residents. Most of this growth is expected to occur in North Delta.

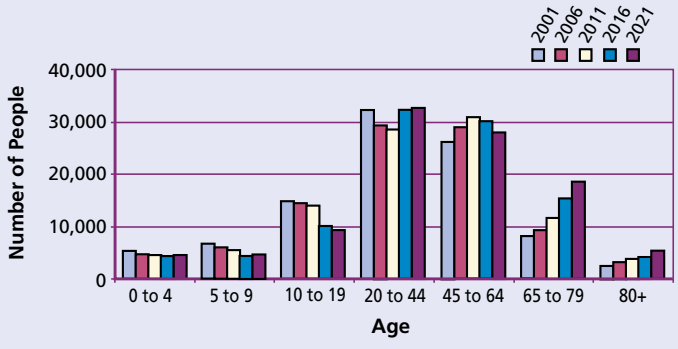
The first chart shows Delta's population between the years 1921-2011 and projections for 2021, 2031 and 2041.

Delta Population Growth 1921 - 2021



Sources: Census Canada / Metro Vancouver

Age Progression



Sources: Census Canada / Metro Vancouver

The second chart indicates the projected age structure of Delta's population between 2001 and 2021. While Delta's overall population is anticipated to grow modestly, the number of people in the younger age groups (0 to 4, 5 to 9 and 10 to 19) is expected to decline. The number of people aged 20 to 44 will likely increase slightly, the number of people aged 45 to 64 is anticipated to decline slightly, while the number of older people in our community is predicted to increase significantly. In 2001, Delta's median age was 42.8, which is slightly higher than the average for the Metro Vancouver Region (40.2), but about the same as the B.C. Provincial average of 41.9.

Households in our municipality are getting smaller; 34% of Delta families do not have children living at home, and 17% have one child only. In 2011, the average household size was 3.0 persons, a decline from the 1981 average of 3.38. Similar declines in household size have been seen in other municipalities in the region.

Delta is an ethnically diverse community with immigration from India, Taiwan and the Philippines. Approximately 27% of Delta's residents are foreign-born, compared with 54% in Richmond and 33% in Surrey.

Housing Character [35]

According to the 2011 Census, there are about 39,000 dwelling units in Delta. Single family homes and duplexes are the predominant housing forms, accounting for over 80% of the housing stock. The rest of the housing stock is made up of townhouses, apartments or other forms of multiple family units, as shown in this chart.

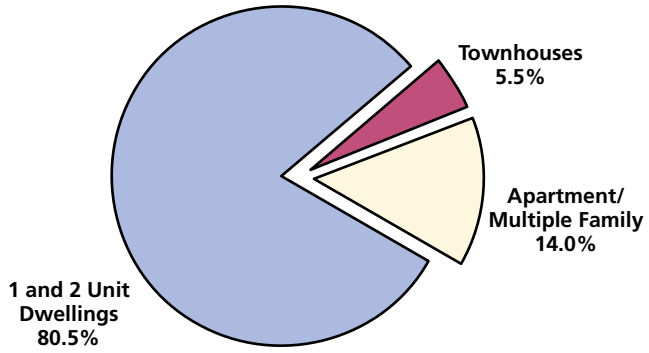
The second chart shows that most of Delta's housing was constructed between 1961 and 1990. The greatest proportion was built in the 1970's, reflecting large population increases at that time.

Population Growth and Housing [36]

Delta's population is projected to grow to 121,000 residents by 2041 (based on Metro Vancouver projections). Approximately 8,300 dwelling units would be added to the housing stock. The following chart shows the projected population, dwelling unit and employment growth in Delta.

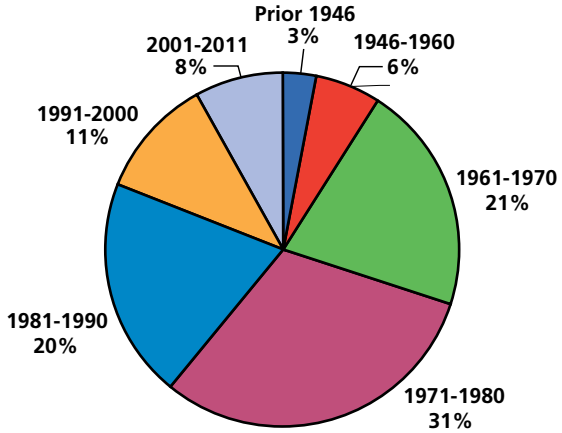
The majority of the growth will occur in North Delta. More detailed analysis of how projected growth will be accommodated will be undertaken during the Area Planning processes for each community.

Types of Dwelling



Sources: Census Canada / Metro Vancouver

Period of Construction



Sources: Census Canada / Metro Vancouver

Population Growth and Housing

Delta	2006	2011	2021	2031	2041
Population	96,635	103,900	110,000	116,000	121,000
Dwelling Units	34,600	36,200	39,000	41,000	44,000
Employment	55,000	57,000**	62,000	67,000	71,000

Population data is based on 2011 Statistics Canada Data and Metro Vancouver's Growth Projections 2021-2041

**Metro Vancouver Data, Statistics Canada Data is not available.

Education

According to the 2001 Census, 80% of adults in Delta graduated from secondary school. Over 12% have a trade certificate and 53% have attended college or university.

The Delta School District has the mandate for the planning, development and maintenance of public school facilities based on Ministry of Education policies, area standards, guidelines and funding.

The Delta School District operates a total of 26 elementary schools, seven secondary schools, two adult learning centres and a resource centre. Together these facilities serve Delta's three distinct geographic areas (North Delta, Ladner and Tsawwassen). Along with the administration building in Ladner and the maintenance facility at Tilbury, school operations occupy 197,500 square metres of building space on 142 hectares of land. In addition the District owns and maintains 61 junior and senior playing fields throughout Delta. The District has a budget in excess of $110 million and employs over 2,000 people. The District is involved with many community partnerships which include Tsawwassen First Nations, Kwantlen College, British Columbia Institute of Technology, Simon Fraser University and the University of British Columbia. Schools are strategically situated at key locations in residential neighbourhoods, and are for the most part, the "heart" of the neighbourhood.

Community demographics change over time, as do the number of school-age children. Funding from the Ministry of Education is determined by enrollment, which is steadily decreasing in Delta and is expected to continue to do so for the foreseeable future. The Delta School District's enrollment has decreased from a high of 18,900 students in the 1998/1999 school years, to 17,600 in 2004/2005. The number of students in Delta's independent schools has risen from 1,100 in 1998/1999 to 1,500 in 2004/2005. The Delta School Board forecasts no need for new school site development in any part of Delta. The existing building inventory has an average age of over 30 years. Current provincial government policy is that school districts with declining student enrollments no longer receive major capital funding for school replacement or major rejuvenation, other than for seismic upgrading. [2]





The Corporation of Delta and the School District have worked on initiatives that benefit students and local residents. Under the "Joint School/Park Site" policy the Municipality and the School District may work cooperatively to create larger or more efficient multi-use, open spaces to benefit both students and the community. Under the "Community Use of Schools" policy, community groups can use the schools to offer a variety of programs, including before and after school care, close to homes.

Economy and Employment

Delta has a diversified economy. Transportation and warehouse related industries account for about 10% of Delta's jobs, which are located in facilities such as Deltaport, Westshore Terminals, B.C. Ferries, Annacis Auto Terminals and the Boundary Bay Airport. Many of Delta's industries are focused on wood products, food processing, building products and high technology, with the manufacturing sector providing 27% of all jobs. Delta's industrial areas are located along River Road East, Tilbury and Annacis Islands, River Road West, Roberts Bank and Boundary Bay Airport, and account for 14% of the region's industrial floor space.

Agriculture is an important industry in the municipality with 196 farms (2001 Census) generating about $161,000,000 of gross revenue. Greenhouses are a growing sector, although soil-based agriculture such as dairy, vegetables, fruits and equestrian uses continue to play a significant economic role. While the level of activity in the fishing industry has declined in recent years, there are many fishing boats moored in Delta and several fish processing plants.

Retail and commercial uses are located in Delta's urban areas. The service sector accounts for 17% of jobs, and the health and social services sector account for about 7%.

North Delta, the largest community in Delta, has about half of Delta's total retail jobs. Ladner's employment comes largely from institutional employers such as the Delta Hospital, Municipal Hall, the Delta Police Service, the Delta Fire Department and the Delta School District. Tsawwassen has job opportunities in the retail sector, which caters mainly to a local market.

In 2003, Delta issued 1,242 business licenses for home-occupations, a 13% increase from the previous year.

Tourism-based businesses provide jobs in a number of sectors including food and beverage, accommodation, transportation and retail. Agricultural-related tourism, such as farm-based bed and breakfasts and wineries, is a growing segment of the tourism industry.



This chart indicates the type of work in Delta. Manufacturing accounts for the most jobs in Delta (11,370 jobs), but there are work opportunities in the professional and service sectors (7,241 jobs), health (2,955 jobs), public education (2,360 jobs), and wholesale (5,150 jobs), transportation and warehousing sectors (4,260 jobs). In total, Delta had 42,595 jobs in 2001.

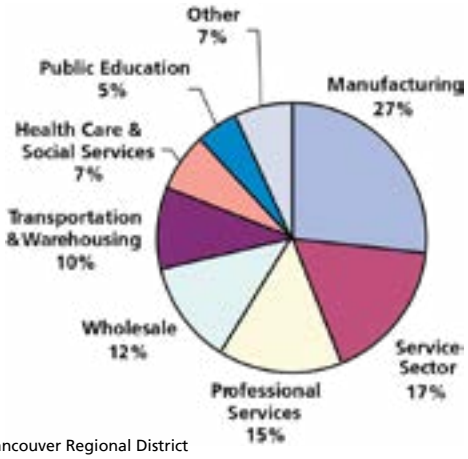
Types of Work

Note:

1. "Service Sector" includes retail, accommodation, food and beverage.

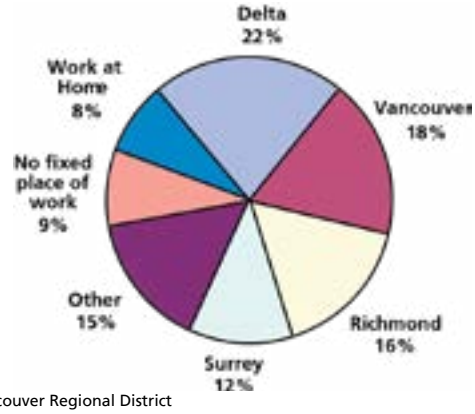
2. "Professional Services" includes finance, insurance, real estate, administration, managerial, public administration, information, and cultural industries.

3. "Other" includes primary industries, utilities, and construction.



Sources: Census Canada / Greater Vancouver Regional District

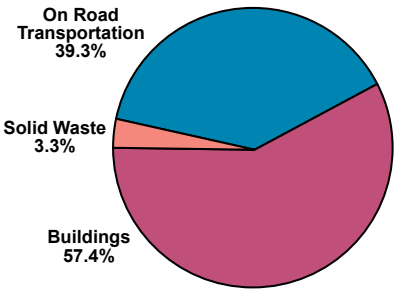
Place of Work - Delta Residents 2001



Sources: Census Canada / Greater Vancouver Regional District

Delta Community Greenhouse Gas Emissions by Sector

** Greenhouse Gas Emissions from solid waste refer only to solid waste generated in Delta. This does not include the total Greenhouse Gas emissions from the Vancouver Landfill.*

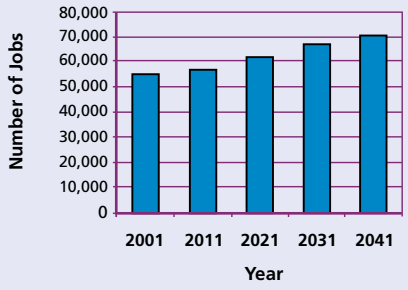


Source: Community Energy and Greenhouse Gas Emissions Inventory, Province of British Columbia

Employment Growth [37]

The following chart shows estimates of employment growth in Delta to the year 2041. Improvements in the transportation system could lead to more jobs in the transportation and warehousing sectors. The continued development of Delta's industrial areas could lead to additional high tech and manufacturing jobs.

Projected Employment Growth to 2041



Source: Metro Vancouver

This employment growth is likely to occur in existing industrial and commercial areas as policies in this OCP support directing growth and development to existing areas.

Place of Work

According to the 2001 Census, over 50,000 Delta residents were employed. As shown on the following chart, most Delta residents are employed in Delta, Vancouver, Richmond or Surrey. Eight percent of Delta residents report that they work at home.

Community Energy Consumption and Greenhouse Gas Emissions [13]

According to the 2007 Community Energy and Greenhouse Gas Emissions Inventory for Delta provided by the Province of British Columbia, Delta's community energy consumption was estimated to be 18,797,872 gigajoules and total greenhouse gas emissions were estimated to be equivalent to 866,522 tonnes of carbon dioxide. As shown in the following chart, the majority of greenhouse gas emissions are attributed to on road transportation and buildings.

1.8 Regional Context Statement[38]

Introduction

In July 2011 the Greater Vancouver Regional District Board of Directors adopted a new Regional Growth Strategy (RGS) for the Metro Vancouver area. The intent of a RGS is to provide a long term vision that helps align local communities with regional initiatives. The RGS identifies a series of regional goals. The Regional Context Statement (RCS) will demonstrate how Delta's Official Community Plan (OCP) is consistent with these goals and where it currently is not. Where there are inconsistencies between the OCP and regional goals the RCS will also demonstrate how the OCP will be amended to bring it into alignment with regional goals over time. While the OCP includes a RCS which links local and regional planning, it is important to note the main purpose of the OCP is to guide planning and land use management in Delta. This includes all three distinct communities – North Delta, Ladner and Tsawwassen, as well as, the agricultural and industrial areas in between. The RCS will balance local and regional objectives. For example, the RGS identifies Ladner as Delta's Municipal Town Centre from a regional perspective, but the OCP seeks to achieve complete communities in Tsawwassen and North Delta as well. It is important to serve each of Delta's communities with vibrant town centres and mixed use nodes with strong economies, while preserving the natural environment and heritage areas in all of Delta. This is also consistent with the RGS goals.

The Regional Context Statement will demonstrate how the OCP and RGS are consistent and areas where the OCP will be amended to align with these goals. The remaining sections of the OCP, and specifically the Area Plans, address how the plan's goals and objectives will be achieved in our local communities.

It may be necessary to amend the RCS from time to time. The final section of the RCS, Implementation Policies, outlines a framework where Delta is able to amend the RCS through an OCP amendment bylaw without Metro Vancouver Board approval. All other amendments to the RCS would require Metro Vancouver Board approval.



Regional Growth Strategy Goal 1: Create a Compact Urban Area

STRATEGY 1.1 Contain urban development within the Urban Containment Boundary

Role of Municipalities	***Official Community Plan Consistency***
1.1.3 Adopt Regional Context Statements which:	
a) depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2);	The Regional Context Statement Map illustrates Delta's Urban Containment Boundary which is consistent with the Regional Growth Strategy (RGS).
b) provide municipal population, dwelling unit and employment projections, with reference to guidelines contained in Appendix Table A.1, and demonstrate how municipal plans will work towards accommodating the projected growth within the Urban Containment Boundary.	Section 1.7 of the OCP provides municipal population statistics, data and projections that are consistent with projected regional growth. This information is updated and supplemented with the most recent Statistics Canada and Metro Vancouver data. The table below provides growth projections to 2041.

Growth Projections

Delta	2006	2011	2021	2031	2041
Population	96,635	103,900	110,000	116,000	121,000
Dwelling Units	34,600	36,200	39,000	41,000	44,000
Employment	55,000	57,000**	62,000	67,000	71,000

*Population data is based on 2011 Statistics Canada Data 2006-2011 and Metro Vancouver's Growth Projections 2021-2041
**Metro Vancouver Data, Statistics Canada Data is not available.

STRATEGY 1.2 Focus growth in Urban Centres and Frequent Transit Development Areas

Role of Municipalities	***Official Community Plan Consistency***
1.2.6 Adopt Regional Context Statements which:	
a) provide dwelling unit and employment projections that indicate the municipal share of planned growth and that contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Metro Vancouver Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas);	Section 1.7 Statistical Summary provides dwelling unit and employment data that are consistent with projected regional growth and that contribute to achieving Delta's share of the overall growth of Urban Centres and Frequent Transit Development Areas (FTDA's). This information is updated and supplemented on a regular basis with the most recent Statistics Canada and Delta's Building Permit data. A comprehensive statistical overview of dwelling units and employment projections will be completed as part of Area Plan updates for North Delta, Ladner and Tsawwassen.
b) include policies for Urban Centres which:	
i) identify the general location, boundaries and types of Urban Centres on a map generally consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and the Regional Land Use Designations map (Map 2);	The Regional Context Statement Map, identifies Ladner as the Municipal Town Centre.



Role of Municipalities		***Official Community Plan Consistency***
ii)	focus growth and development in Urban Centres, generally consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas);	The OCP designates Ladner (Delta's Municipal Town Centre) as a Town Centre, which permits medium density residential, commercial and mixed uses. It is anticipated that densities thresholds will be reviewed to determine if higher densities can be achieved in Ladner at the next major Ladner Area Plan update. Generally, Ladner is consistent with Table 3 of the RGS, which describes land use characteristics for Town Centres. These include: • Encouraging growth that provides housing for seniors and special needs at an overall medium density threshold while supporting affordable housing (policies 2.1.3 and 2.1.7 and Schedule B.3, policy D.6). • Direct future commercial uses to Ladner Village, and recognize existing Commercial uses in Ladner (Schedule B.3, policy C.5). • Encouraging open space and pedestrian gathering places in Ladner Village and at the Civic Precinct (Schedule B.3, policies B.4 and F.2). The Ladner Area Plan provides a number of policies that encourage alternative modes of transportation and identifies future walking and cycling routes (Section E Movement and Transportation).
iii)	encourage office development through policies and/or other financial incentives, such as zoning that reserves capacity for office uses and density bonus provisions;	The OCP promotes office development in Ladner's Mixed Use and Commercial designated areas. Local office development is permitted provided it is consistent with the scale and character of Ladner (Schedule B.3, policies C.1 and C.2).
iv)	in coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements in Urban Centres, where appropriate;	The OCP supports parking reductions in the Ladner Village area by reducing the minimum overall parking ratio (Schedule B.3, policy C.4) and further through the application of "Delta Off-Street Parking Facilities Bylaw No. 3293, 1981". Parking requirements will be reviewed as part of a comprehensive zoning bylaw review.

Role of Municipalities	*Official Community Plan Consistency*
c) include policies for Frequent Transit Development Areas which:	
i) identify on a map, in consultation with TransLink, the general location and boundaries of Frequent Transit Development Areas that are generally consistent with: • Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas); • TransLink's Frequent Transit Network, which may be updated over time; • other applicable guidelines and policies of TransLink for the Frequent Transit Network;	Currently the OCP does not identify any FTDA's. FTDA's may be identified over the long term and through consultation with the community, Translink, Metro Vancouver and other potential stakeholders. Based on early analysis, it is anticipated that a FTDA may be established in North Delta along the Scott Road corridor. This work will follow completion of the NDAP update, which is anticipated in 2013 – 2014. ***Action Item #1: Evaluate the Scott Road corridor to determine if it is feasible to establish it as a FTDA.***
ii) focus growth and development in Frequent Transit Development Areas, generally consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas);	OCP policies encourage higher density development along the Scott Road corridor, which is anticipated to be a FTDA, implemented through the North Delta Mixed Use and Commercial land use designations (Schedule C.1, Objective C(B) and policies C.3, C.5 and C.6). The OCP identifies North Delta as an area where the majority of Delta's population and housing growth will occur (Section 2.1).
iii) in coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements within Frequent Transit Development Areas, where appropriate;	If the Scott Road corridor is established as a FTDA, policies to reduce residential and commercial parking requirements will be introduced, where appropriate. ***Action Item #2: Where appropriate, introduce reduced parking requirements within the anticipated FTDA.***
d) include policies for General Urban areas which:	
i) identify the General Urban areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	The Regional Context Statement Map identifies General Urban areas, as designated by the RGS.

Role of Municipalities		*Official Community Plan Consistency*
ii)	ensure development in General Urban areas outside of Urban Centres and Frequent Transit Development Areas are generally lower density than development in General Urban areas within Urban Centres and Frequent Transit Development Areas;	The Ladner Municipal Town Centre, the Tsawwassen Town Centre, (which is identified as a Local Centre), and the anticipated Scott Road Corridor FTDA are established as higher density areas by the OCP's land use designations. Residential areas outside of these areas are generally designated Single Family Residential and Infill Single Family Residential which have maximum densities of 18 units per hectare and 27 units per hectare respectively.
iii)	where appropriate, identify small scale Local Centres in the General Urban areas that provide a mix of housing types, local-serving commercial activities and good access to transit. Local Centres are not intended to compete with or compromise the role of Urban Centres and should preferably be located within Frequent Transit Development Areas (see Map 11);	Tsawwassen's Town Centre is identified as a Local Centre consistent with the RGS as shown on The Regional Context Statement Map. The Tsawwassen Area Plan directs growth to the Tsawwassen Town Centre (Schedule D.1, objective B.1 and policy B.2)
iv)	exclude non-residential major trip-generating uses, as defined in the Regional Context Statement, from those portions of General Urban areas outside of Urban Centres and Frequent Transit Development Areas;	Non-residential major trip-generating uses include, for example, industrial uses associated with the Boundary Bay Airport, Annacis Island, transportation terminal, high density office and retail spaces, and major institutional uses. While some of these uses, such as industrial related uses, are located outside of urban centres and the potential frequent transit development area, they are located in concentrated areas with other associated industrial uses. The OCP policy 2.3.13 supports alternative transportation opportunities for industrial employment sites by encouraging transit services, carpooling, and biking routes. High density office, retail and institutional uses (other than those which are community oriented, e.g. corner stores, local schools or houses of worship) are excluded outside of the urban growth centres and the potential Scott Road FTDA as shown on the Future Land Use Plan. These non-residential, major trip-generating uses are permitted in commercial, mixed use and institutional land use designations.
v)	encourage infill development by directing growth to established areas, where possible;	Infill development is supported through OCP policies that support redevelopment of commercial properties to allow mixed use developments and single family infill subdivisions including coach houses at densities as specified in the OCP (policies 2.1.7 and 2.18 and Schedule B.3 policy D.1, D.5). Medium and high density uses along some arterial roads and transit routes are considered subject to community consultation.

Role of Municipalities	***Official Community Plan Consistency***
e) include policies that, for Urban Centres or Frequent Transit Development Areas that overlay Industrial, Mixed Employment, or Conservation and Recreation areas, the Industrial, Mixed Employment, and Conservation and Recreation intent and policies prevail, except that higher density commercial would be allowed in the Mixed Employment areas contained within the overlay area;	N/A – No industrial, Mixed Employment or Conservation and Recreation Areas overlay Delta's Urban Centre or anticipated Scott Road Corridor FTDA.
f) for Urban Centres, Frequent Transit Development Areas and General Urban areas, include policies which:	
i) support continued industrial uses by minimizing the impacts of urban uses on industrial activities;	The OCP includes a policy to maintain Delta's industrial lands base for industrial uses and encourage non-industrial uses to locate in other areas (policy 2.3.1). The Ladner Area Plan supports the maintenance of the working aspects of Ladner's waterfront which include fishing and commercial activities while providing linkages with the village centre (Objective C(B) and Policy C(7)).
ii) encourage safe and efficient transit, cycling and walking;	Delta focuses on providing efficient and safe road networks, while promoting alternate modes of transportation. Various OCP policies support this initiative in Section 2.9 Transportation (policies 2.9.10, 2.9.12, and 2.9.19 through 2.9.26).
iii) implement transit priority measures, where appropriate;	The OCP supports, through coordination with TransLink and other stakeholders, the development of transit priority measures, to be implemented where appropriate (policy 2.9.15).
iv) support district energy systems and renewable energy generation, where appropriate.	District energy and renewable energy systems are supported where appropriate (policies 2.11.2, 2.11.13, 2.11.14, and 2.11.17).

STRATEGY 1.3 Protect Rural areas from urban development

Role of Municipalities	***Official Community Plan Consistency***
1.3.3 Adopt Regional Context Statements which:	
a) identify the Rural areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	The Regional Context Statement Map identifies Rural areas and their boundaries, which is consistent with the Regional Land Use Designations (Map 2).
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;	The OCP limits growth outside Urban Containment Boundaries (Policy 2.1.16).
c) include policies which:	
i) specify the allowable density and form, consistent with Action 1.3.1, for land uses within the Rural land use designation;	The OCP limits growth in Rural areas, maintains existing rural character (Schedule B.2, Objective D), and further identifies specific density thresholds for the waterside (north, west sides) at 25-29 units per hectare, and maintain existing parcel sizes by discouraging subdivision on the landside of River Road West (south and east sides) (Schedule B.2, policy D.1).
ii) support agricultural uses within the Agricultural Land Reserve, and where appropriate, outside of the Agricultural Land Reserve.	The OCP supports agricultural land uses and the continued viability of the agricultural industry (Schedule B.2, policy F.1). These lands are primarily located in the Agricultural Land Reserve.



Regional Growth Strategy Goal 2: Support a Sustainable Economy

STRATEGY 2.1 Promote land development patterns that support a diverse regional economy and employment close to where people live.

Role of Municipalities	***Official Community Plan Consistency***
2.1.4 Adopt Regional Context Statements which:	
a) include policies that support appropriate economic development in Urban Centres, Frequent Transit Development Areas, Industrial and Mixed Employment areas;	New commercial developments are encouraged to locate in Delta's Urban Centre and the anticipated Scott Road Corridor FTDA (Section 2.2 Commercial Land Use). The OCP contains policies which support industrial activities that generate economic benefit to the community and ensure that industry remains a strong and significant component of Delta's economy and land use base. (Section 2.3 Industry).
b) support the development of office space in Urban Centres, through policies such as zoning that reserves land for office uses, density bonus provisions to encourage office development, variable development cost charges, and/or other financial incentives;	The Scott Road Revitalization Bylaw encourages commercial developments, including offices uses, in the anticipated Scott Road Corridor FTDA by providing tax exemptions, reduced development cost charges, and waived building and plumbing permits, and land use application fees for eligible projects. Additionally, Delta waives application fees for all developments in the Townline Node on Scott Road to encourage redevelopment which may include office use. Mixed-use and commercial zones permit office use in the Ladner Municipal Town Centre and the anticipated Scott Road Corridor FTDA.
c) include policies that discourage major commercial and institutional development outside of Urban Centres or Frequent Transit Development Areas;	The OCP provides specific commercial land use policies for Delta's Municipal Town Centre (Ladner) and anticipated FTDA (Scott Road in North Delta), which direct major commercial uses to these areas and discourages them from locating in other areas (Section 1.9.2 Land Use Designations for Area Plans). Lands designated for institutional use are in most cases located within the Urban Containment Boundary. The OCP further supports the location of institutional uses within the Urban Containment Boundary through the Future Land Use Plan.
d) show how the economic development role of Special Employment Areas, post secondary institutions and hospitals are supported through land use and transportation policies.	Lands within Delta's Municipal Town Centre are designated Civic Precinct to accommodate recreational facilities, institutional uses including Delta Hospital, arts and cultural facilities and civic buildings. Ladner's bus loop and park-and-ride is located in the Civic Precinct area. In addition to the Civic Precinct, the Boundary Bay Airport and British Columbia Ferry Terminal operate as a "Special Employment Centres" and are regional economic and transportation centres.

STRATEGY 2.2 Protect the supply of industrial land

Role of Municipalities	***Official Community Plan Consistency***
2.2.4 Adopt Regional Context Statements which:	
a) identify the Industrial areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	The Regional Context Statement Map identifies Industrial areas and their boundaries, which is consistent with the Regional Land Use Designations (Map 2). ***Action item #3: Amend The Regional Context Statement Map following completion of construction of the SFPR to address remnant lands created by construction of the SFPR.***
b) include policies for Industrial areas which:	
i) support and protect industrial uses;	Section 2.3 Industry of the OCP supports and protects a broad range of industrial uses and associated accessory uses, while discouraging non-industrial uses from locating in these areas (policy 2.3.1). The OCP supports complementary associated uses that help to increase industrial viability (policy 2.3.15). For example, the OCP envisions the expansion of services at the Boundary Bay Airport to include complementary commercial development where appropriate (policies 2.3.11, 2.3.23 and 2.3.25). As part of the OCP's vision to achieve a strong industrial sector, the OCP encourages on-going monitoring, forecasting, and where appropriate, redevelopment of properties to ensure better utilization and intensification of industrial lands (policies 2.3.3 and 2.3.4). While the OCP supports a range of industrial uses, it also discourages non-industrial uses and directs these uses, such as medium and large format retail, to other areas within municipal boundaries (refer to Delta's Future Land Use Plan and The Regional Context Statement Map). The OCP encourages monitoring of existing industrial lands to ensure they are utilized to their maximum potential and able to respond to changing and intensifying needs (policies 2.3.2, 2.3.3, and 2.3.4). Delta has also advanced the "Saving Our Industrial Lands" initiative to promote the redevelopment and intensification of industrial lands along River Road.
ii) support appropriate accessory uses, including commercial space and caretaker units;	
iii) exclude uses which are inconsistent with the intent of industrial areas, such as medium and large format retail, residential uses (other than industrial caretaker units where necessary), and stand-alone office uses that are not supportive of industrial activities;	
iv) encourage better utilization and intensification of industrial areas for industrial activities;	

Role of Municipalities	*Official Community Plan Consistency*
c) identify the Mixed Employment areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	The Regional Context Statement Map identifies Mixed Employment Areas and their boundaries, which are consistent with the Regional Land Use Designations (Map 2).
d) include policies for Mixed Employment areas which:	
i) support a mix of industrial, commercial, office and other related employment uses, while maintaining support for established industrial areas, including potential intensification policies for industrial activities, where appropriate;	The OCP supports a variety of land uses in the Mixed Employment area (policy 2.3.15). However, the OCP does not encourage large format retail, at the Mixed Employment area as it is located at the Boundary Bay Airport, surrounded by rural and agricultural land, and is disconnected from Urban Centres and the anticipated FTDA.
ii) allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the Regional Growth Strategy;	
iii) support the regional objective of concentrating commercial and other major trip-generating uses in Urban Centres and Frequent Transit Development Areas;	The OCP identifies differing types of commercial uses and where these should be located (policies 2.2.1 and 2.2.4).
iv) where Mixed Employment areas are located within Urban Centres or Frequent Transit Development Areas, support higher density commercial development and allow employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas;	N/A – Mixed Employment areas are not located within an Urban Centre or the anticipated FTDA within Delta's boundaries (refer to The Regional Context Statement Map).
v) allow low density infill / expansion based on currently accepted local plans and policies in Mixed Employment areas and support increases in density only where the Mixed Employment area has transit service or where an expansion of transit service has been identified in TransLink's strategic transportation plans for the planned densities;	The OCP encourages master planning for the Mixed Employment area to accommodate expanded and compatible commercial uses (policy 2.3.23). The OCP does not recognize residential use in the Mixed Employment area, as it is associated with an airport and is surrounded by rural and agricultural lands with limited transit opportunities.
vi) exclude residential uses, except for an accessory caretaker unit;	

Role of Municipalities	*Official Community Plan Consistency*
e) include policies which help reduce environmental impacts and promote energy efficiency.	Several policies in the OCP promote the implementation of environmental best practices as they relate to industrial land uses. These range from monitoring environmentally sensitive areas, site planning and design to achieve environmental sustainability, promoting eco-industrial to save energy, reduce waste, and reduce the overall impacts on the environment (policies 2.3.26, 2.3.27, 2.3.28, and 2.3.29).



STRATEGY 2.3 Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production

Role of Municipalities	***Official Community Plan Consistency***
2.3.6 Adopt Regional Context Statements which:	
a) specify the Agricultural areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	The Regional Context Statement Map identifies Agricultural areas and their boundaries, which are consistent with the Regional Land Use Designations (Map 2).
b) include policies to support agricultural viability including those which:	Section 2.5 Agriculture supports agricultural viability. Delta continues to implement the Agricultural Plan, adopted in 2011, which contains additional strategies to strengthen the agricultural sector.
i) assign appropriate regional land use designations that support agricultural viability and discourage non-farm uses that do not complement agriculture;	Agricultural boundaries are consistent with The Regional Context Statement Map and Regional Land Use Designations (Map 2) OCP policies discourage non-farm uses that are not compatible with agricultural uses (policies 2.5.4 and 2.5.5).
ii) discourage subdivision of agricultural land leading to farm fragmentation;	The OCP discourages the fragmentation of agricultural land by maintaining parcel sizes and encouraging consolidation of agricultural parcels (policy 2.5.2).
iii) where feasible, and appropriate with other governments and agencies, maintain and improve transportation, drainage and irrigation infrastructure to support agricultural activities;	The OCP encourages improved transportation, drainage, and irrigation infrastructure to support agricultural activities (policies 2.9.28, 2.10.4, and 2.10.8). The Delta Agricultural Plan includes more specific strategies identifying partners from government and other agencies that will work to enhance transportation, drainage, and irrigation for the agricultural community.
iv) manage the agricultural-urban interface to protect the integrity and viability of agricultural operations (e.g. buffers between agricultural and urban areas or edge planning);	The OCP includes several policies aimed at minimizing conflicts at the urban-rural interface (policies 2.5.8, 2.5.9, 2.5.10, 2.5.26 and 2.5.27). Furthermore, Delta's Zoning Bylaw contains setback regulations that provide buffers between agricultural properties and non-agricultural lands within identified edge planning areas.
v) Demonstrate support for economic development opportunities for agricultural operations (e.g. processing, agri-tourism, farmers' markets and urban agriculture);	The OCP strives to strengthen the local agricultural industry by supporting diversification initiatives that add value to locally produced goods; and to engage stakeholders and senior government to achieve a strong agricultural sector (policies 2.5.3, 2.5.11, 2.5.12 and 2.5.14).

Role of Municipalities		*Official Community Plan Consistency*
vi)	encourage the use of agricultural land, with an emphasis on food production;	Several OCP policies promote the continued farm use of agricultural land, attracting new and diversified farm operations, improving long term viability of the agricultural industry, while encouraging non-soil dependant farm operations to locate in areas of poorer soil quality (Policies 2.5.3, 2.5.5, 2.5.7, 2.5.11, 2.5.12, 2.5.13, 2.5.14, 2.5.29, 2.5.30 and 2.5.31). The Delta Agricultural Plan includes strategies to create opportunities for efficiency, competitiveness, diversification and support of new entrants to farming.
vii)	support educational programs that provide information on agriculture and its importance for the regional economy and local food systems.	The OCP promotes programs to increase the public's knowledge of farm practices and associated activities with an emphasis on the urban-rural interface areas (policy 2.5.9). Implementation of the Delta Agricultural Plan includes actions to raise public support of agriculture by increasing general public awareness and communicating the importance of agriculture.



Regional Growth Strategy Goal 3: Protect the Environment and Respond to Climate Change Impacts

STRATEGY 3.1 Protect Conservation and Recreation lands

Role of Municipalities	*Official Community Plan Consistency*
3.1.4 Adopt Regional Context Statements which:	
a) identify Conservation and Recreation areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	The Regional Context Statement Map identifies Conservation and Recreation areas and their boundaries, which are consistent with the Regional Land Use Designations (Map 2). The OCP has several land use designations that are consistent with Conservation and Recreation areas identified by the Regional Growth Strategy. These include: • Environmentally Sensitive Areas (ESA) • Environmentally Sensitive Area – Park (ESA-P) • Park and Recreation Areas (P) Each land use designation is generally consistent with the RGS's Conservation and Recreation areas. However, the OCP is more restrictive in nature and distinguishes separate uses for parks and recreation, and environmentally sensitive areas.



Role of Municipalities	***Official Community Plan Consistency***
b) include land use policies to support the protection of Conservation and Recreation areas that are generally consistent with the following: i) public service infrastructure, including the supply of high quality drinking water; ii) environmental conservation; iii) recreation, primarily outdoor; iv) education, research and training facilities and uses that serve conservation and/or recreation users; v) commercial uses, tourism activities, and public, cultural or community amenities that are appropriately located, scaled and consistent with the intent of the designation; vi) limited agriculture use, primarily soil-based;	The OCP provides for a range of land uses and management strategies that protects conservation and environmentally sensitive areas, as well as recreation areas ranging from education, recreation, commercial recreation and environmental conservation. More specifically, Sections 2.6 Parks, Recreation and Culture and 2.4 Natural Environmental address the following: • safe, reliable, and sustainable water system (policies 2.4.24, 2.10.14 and 2.10.17); • environmental conservation and protection through wildlife management plans and inventories for local parks and environmentally sensitive areas (policies 2.4.8 – 2.4.15, 2.6.5, 2.6.30, 2.6.31 and 2.6.32); • recreation and integrated trail networks that will evolve to meet the present and future needs of Delta residents (policies 2.6.1, 2.6.2, 2.6.7, 2.6.9 and 2.6.27); • use of public space for community events and ceremonies (policy 2.6.22); and, • location of agriculture uses on lands designated as Agriculture and generally located in the Agricultural Land Reserve (Section 2.5 Agriculture) Delta provides public service infrastructure, including the supply of high quality drinking water, through cooperation with Metro Vancouver which includes monitoring, system improvements and conservation.
c) include policies, where appropriate, that effectively buffer Conservation and Recreation areas from activities in adjacent areas.	The OCP includes policies to encourage buffering of Conservation and Recreation areas from activities in adjacent areas (policies 2.6.19, 2.6.31 and DPA LV6, SD2, SD3, and SPEA). There are Development Permit Areas in the OCP for protection of the natural environment, hazardous conditions and streamside protection and enhancement. A number of Conservation and Recreation areas are located within these Development Permit Areas which require buffering from watercourses and in many instances require enhancement measures for these environmentally sensitive areas.

STRATEGY 3.2 Protect and enhance natural features and their connectivity

Role of Municipalities	*Official Community Plan Consistency*
3.2.4 Adopt Regional Context Statements which include policies and/or maps that indicate how ecologically important areas and natural features will be managed (as conceptually shown on Map 10) (e.g. steep slopes and ravines, intertidal areas and other natural features not addressed in Strategy 3.1).	OCP Map 6 – Environmentally Sensitive Area Designations identifies areas of high environmental value requiring protection or mitigation of environmental impacts for any proposed development. The OCP includes policies to address the management of environmentally sensitive areas (policies 2.4.8 through 2.4.15). In addition, there are specific policies concerning the management of the Burns Bog Ecological Conservancy Area (policies 2.4.13 and 2.4.14). Furthermore, the OCP supports the protection of shoreline and riparian areas, while maintaining high standards for water quality (policies 2.4.21 through 2.4.26).
3.2.5 In collaboration with other agencies, develop and manage municipal components of the Metro Vancouver Regional Recreation Greenway Network and connect community trails, bikeways and greenways to the Regional Recreation Greenway Network where appropriate.	The OCP includes policies to develop and maintain trails that link to regional trails and greenways (policy 2.6.2) and cycling networks to improve linkages between Delta and the broader region (policies 2.9.20 and 2.9.21).
3.2.6 Identify where appropriate measures to protect, enhance and restore ecologically important systems, features, corridors and establish buffers along watercourses, coastlines, agricultural lands, and other ecologically important features (e.g. conservation covenants, land trusts, tax exemptions and ecogifting).	The OCP supports the protection and enhancement of watercourses, ravines, forested uplands and marine areas as habitat for wildlife. Furthermore, there are several policies concerning the implementation of streamside protection measures, and the development of management plans for natural areas (policies 2.4.2, 2.4.4, 2.4.13, 2.4.14 and 2.4.15.) and the application of Development Permit Area Guidelines (Schedule E) for the streamside protection and enhancement. Burns Bog Ecological Conservancy Area is protected by a conservation covenant, which restricts uses. A management plan guides the on-going monitoring and management of these lands.
3.2.7 Consider watershed and ecosystem planning and/or Integrated Stormwater Management Plans in the development of municipal plans.	The OCP promotes the development of integrated storm water management plans (policy 2.4.23), and the completion of a comprehensive Environmentally Sensitive Area inventory (policy 2.4.8) for portions of Delta. Delta meets commitments regarding carrying out Integrated Stormwater Management Plans in Metro Vancouver's Liquid Waste and Resource Management Plan.

STRATEGY 3.3 Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality

Role of Municipalities	***Official Community Plan Consistency***
3.3.4 Adopt Regional Context Statements which:	
a) identify how municipalities will use their land development and transportation strategies to meet their greenhouse gas reduction targets and consider how these targets will contribute to the regional targets;	Section 2.11, Climate Change addresses how Delta will meet GHG reduction targets. The OCP applies a community wide approach with target goals of: • 33% below 2007 levels by 2020; and • 80% below 2007 by 2050. The OCP contains policies which concentrate growth in existing urban areas, encourage a variety of transportation choices, locate residential uses, specifically medium and higher densities, in close proximity to transit, employment opportunities and other amenities, and permit neighbourhood commercial uses such as corner stores (policies 2.1.14, 2.1.16, 2.1.17 and 2.11.21).
b) identify policies and/or programs that reduce energy consumption and greenhouse gas emissions, and improve air quality from land use and transportation infrastructure, such as: • existing building retrofits and construction of new buildings to green performance guidelines or standards, district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geoexchange systems, and electric vehicle charging infrastructure; • community design and facility provision that encourages transit, cycling and walking (e.g. direct and safe pedestrian and cycling linkages to the transit system);	A Community Energy and Emissions Plan has been drafted with adoption anticipated in 2013. Delta will work towards updating the OCP to include relevant policies that respond to this action.

Role of Municipalities	*Official Community Plan Consistency*
c) focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along TransLink's Frequent Transit Network;	Delta's OCP encourages the revitalization of Delta's Town Centres, including the Ladner Municipal Town Centre, the Tsawwassen Local Centre and Scott Road corridor nodes, and supports the promotion of development that improves the design, character and attractiveness of these areas (Section 2.2, objectives and policies 2.2.2, 2.2.3, and 2.2.6 through 2.2.13). If the Scott Road corridor is established as a FTDA, infrastructure improvements will need to coincide with development to support rapid transit and community amenities. Several policies in the OCP seek to reduce automobile travel and reduce greenhouse gas emissions by encouraging efficient transportation nodes and settlement patterns that reduce vehicle trips, concentrate growth close to services and transit, improve cycling linkages, and encourage innovative street design that reflects the needs of transit, cycling, pedestrians and the mobility challenged (policies 2.9.10, 2.9.17, 2.9.21, 2.11.16 and 2.11.21)
d) implement land use policies and development control strategies which support integrated storm water management and water conservation objectives.	The OCP supports the creation and implementation of integrated storm water management plans (policy 2.4.23); and further, promotes green building practices which incorporate water conversation as one strategy to achieve sustainable and low impact developments (2.10.7, 2.11.13, 2.11.14, and 2.11.18).

STRATEGY 3.4 Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks

Role of Municipalities	***Official Community Plan Consistency***
3.4.4 Adopt Regional Context Statements that include policies to encourage settlement patterns that minimize risks associated with climate change and natural hazards (e.g. earthquake, flooding, erosion, subsidence, mudslides, interface fires).	In addition to general policies regarding adaptation to climate change in Section 2.11 Climate Change, the OCP contains policies directing settlement patterns that will minimize risks associated with natural hazards and climate change (policies 2.4.27, 2.4.28. 2.4.29 and 2.4.30). The OCP also contains policies regarding protecting the community from flooding (policies 2.10.9 through 2.10.13). Development Permit Areas are established to minimize risks from hazardous conditions including flooding and geotechnical hazards such as landslides, erosion, and debris flows (Schedule E).
3.4.5 Consider incorporating climate change and natural hazard risk assessments into the planning and location of municipal utilities, assets and operations.	The OCP contains policies related to utility planning, climate change, and natural hazards (policies 2.10.4, 2.10.5, 2.10.10, 2.10.12 and 2.10.13). Section 2.11 Climate Change provides comprehensive policies addressing climate change. Adaptation strategies are being worked on.



Regional Growth Strategy Goal 4: Develop Complete Communities

STRATEGY 4.1 Provide diverse and affordable housing choices

Role of Municipalities	***Official Community Plan Consistency***
4.1.7 Adopt Regional Context Statements which:	
a) include policies or strategies that indicate how municipalities will work towards meeting the estimated future housing demand as set out in Appendix Table A.4, which:	
i) ensure the need for diverse housing options is articulated in municipal plans and policies, including neighbourhood and area plans;	Delta's Future Land Use Plan identifies areas for residential growth. The location of new housing units is consistent with Metro Vancouver's growth projections for Delta and located within the Regional Growth Strategy's Urban Containment Boundary.
ii) increase the supply and diversity of the housing stock through infill developments, more compact housing forms and increased density;	A diversity of housing options and increasing levels of density are supported by the OCP in Section 2.1 Housing and Neighbourhoods through the introduction of coach housing, townhouses and apartments, mixed use nodes, and other forms of housing.
iii) in collaboration with the federal government and the province, assist in increasing the supply of affordable rental units for households with low or low to moderate incomes through policies, such as density bonus provisions, inclusionary zoning or other mechanisms, particularly in areas that are well served by transit;	The OCP includes policies to encourage and facilitate a range of housing types including rental units which meet the needs of residents of different income levels (policies 2.1.1 and 2.1.2) In addition to rental units, the OCP includes policies which encourage seniors and special needs housing to locate in close proximity to shops, services, transit nodes and other amenities (policy 2.1.3).
iv) encourage and facilitate affordable housing development through measures such as reduced parking requirements, streamlined and prioritized approval processes, below market leases of publicly owned property, and fiscal measures.	The OCP encourages small lot development and density bonusing to promote seniors, rental and special needs housing (policies 2.1.4 and 2.1.6), which help to facilitate affordable housing options for residents of Delta.

Role of Municipalities	*Official Community Plan Consistency*
4.1.8 Prepare and implement Housing Action Plans which:	
a) assess local housing market conditions, by tenure, including assessing housing supply, demand and affordability;	OCP policies support a full range of housing tenures and types to provide for the needs of a diverse population. Recently Delta's work with the Housing Task Force led to the legalization of secondary suites and the introduction of incentives for basements. As part of Delta's monitoring process, statistical updates related to housing needs and demand are completed. This includes an active role with not-for-profit agencies and housing providers to address on-going housing needs. The Area Plans are one tool utilized by Delta to ensure housing meets the local needs of our three distinct communities. Delta also intends to prepare a Housing Action Plan in the next 2 – 4 years. As part of this plan, Delta will assess housing needs in the community and include proposals for how to respond to them.
b) identify housing priorities, based on the assessment of local housing market conditions, and consideration of changing household demographics, characteristics and needs;	
c) identify implementation measures within the jurisdiction and financial capabilities of municipalities, including actions set out in Action 4.1.7;	
d) encourage the supply of new rental housing and where appropriate mitigate or limit the loss of existing rental housing stock;	
e) identify opportunities to participate in programs with other levels of government to secure additional affordable housing units to meet housing needs across the continuum;	
f) cooperate with and facilitate the activities of the Metro Vancouver Housing Corporation under Action 4.1.5.	



STRATEGY 4.2 Develop healthy and complete communities with access to a range of services and amenities

Role of Municipalities	***Official Community Plan Consistency***
4.2.4 Include policies within municipal plans or strategies, that may be referenced in the Regional Context Statements, which:	
a) support compact, mixed use, transit, cycling and walking oriented communities;	The OCP has a range of policies that encourage commercial and higher density residential uses in mixed use nodes, and urban and local centres (Section 2.1 Housing and Neighbourhoods, Section 2.2 Commercial Land Use and Section 2.11 Climate Change). In addition, the OCP supports efficient local and regional transit systems (Section 2.9 Transportation), pedestrian friendly steetscapes and improved bicycle networks (Section 2.2 Commercial Land Use).
b) locate community, arts, cultural, recreational, institutional, medical/health, social service, education facilities and affordable housing development in Urban Centres or areas with good access to transit;	OCP policies and Land Use Designations encourage community centres, arts, social services, institutional and public uses in town centres and mixed use nodes (Section 2.6 Parks, Recreation and Culture). Where appropriate, educational and recreation facilities have a neighbourhood focus and are located outside of these areas, if they have proper access to transit.
c) provide public spaces and other place-making amenities for increased social interaction and community engagement;	The OCP envisions attractive, people-oriented centres where community life thrives. Moreover, Area Plans support this vision by encouraging smaller scale urban open spaces, high quality streets as public spaces with recreational and cultural amenities to foster increased social interaction and community engagement (Section 2.2 Commercial Land Use).
d) support active living through the provision of recreation facilities, parks, trails, and safe and inviting pedestrian and cycling environments;	OCP policies support the provision of recreational facilities and programs for active healthy living (Section 2.6 Parks, Recreation and Culture).
e) support food production and distribution throughout the region, including in urban areas, roof top gardens, green roofs and community gardens on private and municipally-owned lands and healthy food retailers, such as grocery stores and farmers' markets near housing and transit services;	The OCP supports the protection of the agricultural lands including those in the Agricultural Land Reserve; and the long term agricultural viability and sustainability, through the support of local initiatives to bring produce from the farm to the table. The Delta Agricultural Plan further articulates actions to address food production and local distribution. Currently there are two local community gardens located in municipal parks. Contributing to the overall food production of the community, Guidelines in Development Permit Areas SD4 and ND2 encourage green roofs and roof gardens as one sustainable option.

Role of Municipalities	***Official Community Plan Consistency***
f) assess overall health implications of proposed new communities, infrastructure and transportation services, including air quality and noise, with input from public health authorities;	OCP policies encourage the balancing of recreation and cultural services, facilities and programs for the development of an active, healthy community (Section 2.6 Parks, Recreation and Culture, policies 2.6.9, 2.6.12 and 2.6.14). OCP policies encourage the improvement in air quality and reduction of greenhouse gas emissions. (Section 2.11 Climate Change, policies 2.11.9 and 2.11.10). OCP policies encourage sustainable land use and built environments (Section 2.11 Climate Change, policies 2.11.19 through 22). Area Plan updates consider planning for healthy communities.
g) support universally accessible community design;	Universally accessible community design is supported by several OCP policies ranging from a diversity of housing options, to housing design that facilitates aging-in-place, accessible municipal facilities, parks, and street design (policies 2.1.3, 2.6.18, 2.8.25-2.8.29 and 2.9.26). As part of the development review process, applicants must demonstrate how they ensure their project meets universal accessibility standards.
h) where appropriate, identify small scale Local Centres in General Urban areas that provide a mix of housing types, local-serving commercial activities and good access to transit. Local Centres are not intended to compete with or compromise the role of Urban Centres and should preferably be located within Frequent Transit Development Areas;	In addition to the Ladner Municipal Town Centre and the anticipated Scott Road FTDA, the OCP identifies a local centre in Tsawwassen. It is serviced by transit and includes land use designations that support a mix of housing types and small-scale commercial uses serving local needs.
i) recognize the Special Employment Areas as shown on the Local Centres, Hospitals and Post-Secondary Institutions map (Map 11). Special Employment Areas are located outside of Urban Centres and Frequent Transit Development Areas, and are region-serving, special purpose facilities that have a high level of related transportation activity due to employee, student, or passenger trips.	N/A -There are no Special Employment Areas in Delta.

Regional Growth Strategy Goal 5: Support Sustainable Transportation Choices

STRATEGY 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling & walking

Role of Municipalities	***Official Community Plan Consistency***
5.1.6 Adopt Regional Context Statements which:	
a) identify land use and transportation policies and actions, and describe how they are coordinated, to encourage a greater share of trips made by transit, multiple-occupancy vehicles, cycling and walking, and to support TransLink's Frequent Transit Network;	OCP policies encourage settlement patterns that are connected, designed and located in a form that minimizes the number and length of vehicle trips, and that provide transportation choices including access to transit (policies 2.11.16 and 2.11.21). In addition, several policies support transit services which provide a range of options and opportunities to increase ridership (policies 2.9.12 through 2.9.18). Alternative transportation options such as cycling and walking are encouraged through the creation of safe and attractive facilities (policies 2.9.19 through 2.9.26). The OCP focuses higher density and employment generating land uses to be located in areas served by TransLink's Frequent Transit Network.
b) identify policies and actions that support the development and implementation of municipal and regional transportation system and demand management strategies, such as parking pricing and supply measures, transit priority measures, ridesharing, and car-sharing programs;	The OCP supports regional and community transportation demand management initiatives (policy 2.9.32). Furthermore, Delta has implemented a corporate transportation strategy implementing a ridesharing program for employees. Development proposals with access to transit may reduce parking requirements, when supported by Council. Parking provisions will be further addressed by a comprehensive Zoning Bylaw review. ***Action Item #4: Modify parking requirements as detailed in "Delta Zoning Bylaw No. 2750, 1977" as part of the comprehensive Zoning Bylaw update.***
c) identify policies and actions to manage and enhance municipal infrastructure to support transit, multiple-occupancy vehicles, cycling and walking.	Municipal infrastructure that supports transit, cycling, walking and multiple-occupancy vehicles is supported by the OCP through policies that: • promote street design that responds to transit requirements, walking and cycling, and accessibility for the mobility challenged; • encourage a life-cycle replacement program for road and sidewalk infrastructure; and, • support improved walking and cycling infrastructure. (policies 2.9.10, 2.9.11, 2.9.19 through 2.9.26)

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

Role of Municipalities	***Official Community Plan Consistency***
5.2.3 Adopt Regional Context Statements which:	
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, Industrial, Mixed Employment and Agricultural areas, Special Employment Areas, ports, airports, and international border crossings;	The Regional Context Statement Map identifies routes for the movement of goods and service vehicles in Delta.
b) identify land use and related policies and actions that support optimizing the efficient movement of vehicles for passengers, Special Employment Areas, goods and services on the Major Road Network, provincial highways, and federal transportation facilities;	OCP policies supports safe and efficient connections between communities and regional transportation networks to enhance people and goods movement, designation of these routes, and improvements where necessary to support the movement of agricultural vehicles (policies 2.9.4, 2.9.27, and 2.9.28).
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;	Section 2.9 Transportation supports local and regional transportation system management strategies (policies 2.9.32 through 2.9.35). Delta supports such strategies by, for example, improving traffic signal coordination along major corridors and reducing travel times.
d) identify policies and actions which support the protection of rail rights-of-way and access points to navigable waterways in order to reserve the potential for goods movement, in consideration of the potential impacts on air quality, habitat and communities.	The OCP promotes the improvement of transportation infrastructure to support Port facilities and activities, (policy 2.3.16, 2.3.17) and promote rail and marine transport as an alternative to truck hauling (policies 2.3.17 and 2.3.18). Delta strives to preserve and strengthen waterfront and water-related industries through regular dialogue with rail companies, Port Metro Vancouver and Terminal Systems Inc (Industry and Waterfront Objective). The OCP encourages cooperation between Port Agencies, Delta and other stakeholders to ensure the future needs for water-dependent private industries are met (Policy 2.3.32). While Delta supports our industrial land base and users, the OCP recognizes the need to balance these uses with environmental best practices and protection of environmentally sensitive areas (Industry and Environment section).

Implementation Policies

6.2 Regional Context Statements Providing for Appropriate Municipal Flexibility

6.2.7 A Municipality may include language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust boundaries of the regional land use designations (or their equivalent Official Community Plan designation) within the Urban Containment Boundary, provided that:

a) the municipality may re-designate land from one regional land use designation, only if the aggregate areas of all proximate sites so re-designated does not exceed one hectare;

b) notwithstanding section 6.2.7(a), for sites that are three hectares or less, municipality may re-designate land:

- from Mixed Employment or Industrial to General Urban land use designation, if the site is located on the edge of an Industrial or Mixed Employment area and the developable portion of the site will be predominantly within 150 metres of an existing or approved rapid transit station on TransLink's Frequent Transit Network; or
- from Industrial to Mixed Employment land use designation if the developable portion of the site will be predominantly within 250 metres of an existing or approved rapid transit station on TransLink's Frequent Transit Network,

provided that:

- the re-designation does not impede direct rail, waterway, road or highway access for industrial uses; and
- the aggregate area of all proximate sites that area re-designated does not exceed three hectares;

c) the aggregate areas of land affected by all re-designations under section 6.2.7 (a) and (b) together cannot exceed two percent of the municipality's total lands within each applicable regional land use designation.

The Corporation of Delta Official Community Plan Bylaw No. 3950, 1985 hereby permits such amendments.

6.2.8 A municipality may include language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of the municipality's Urban Centres and Frequent Transit Development Areas, provided such boundary adjustments meet the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) of the Regional Growth Strategy.

The Corporation of Delta Official Community Plan Bylaw No. 3950, 1985 hereby permits such amendments.

6.2.9 Municipalities will notify Metro Vancouver of all adjustments, as permitted by sections 6.2.7 and 6.2.8, as soon as practicable after the municipality has adopted its Official Community Plan amendment bylaw.

The Corporation of Delta will implement RGS policy 6.2.9

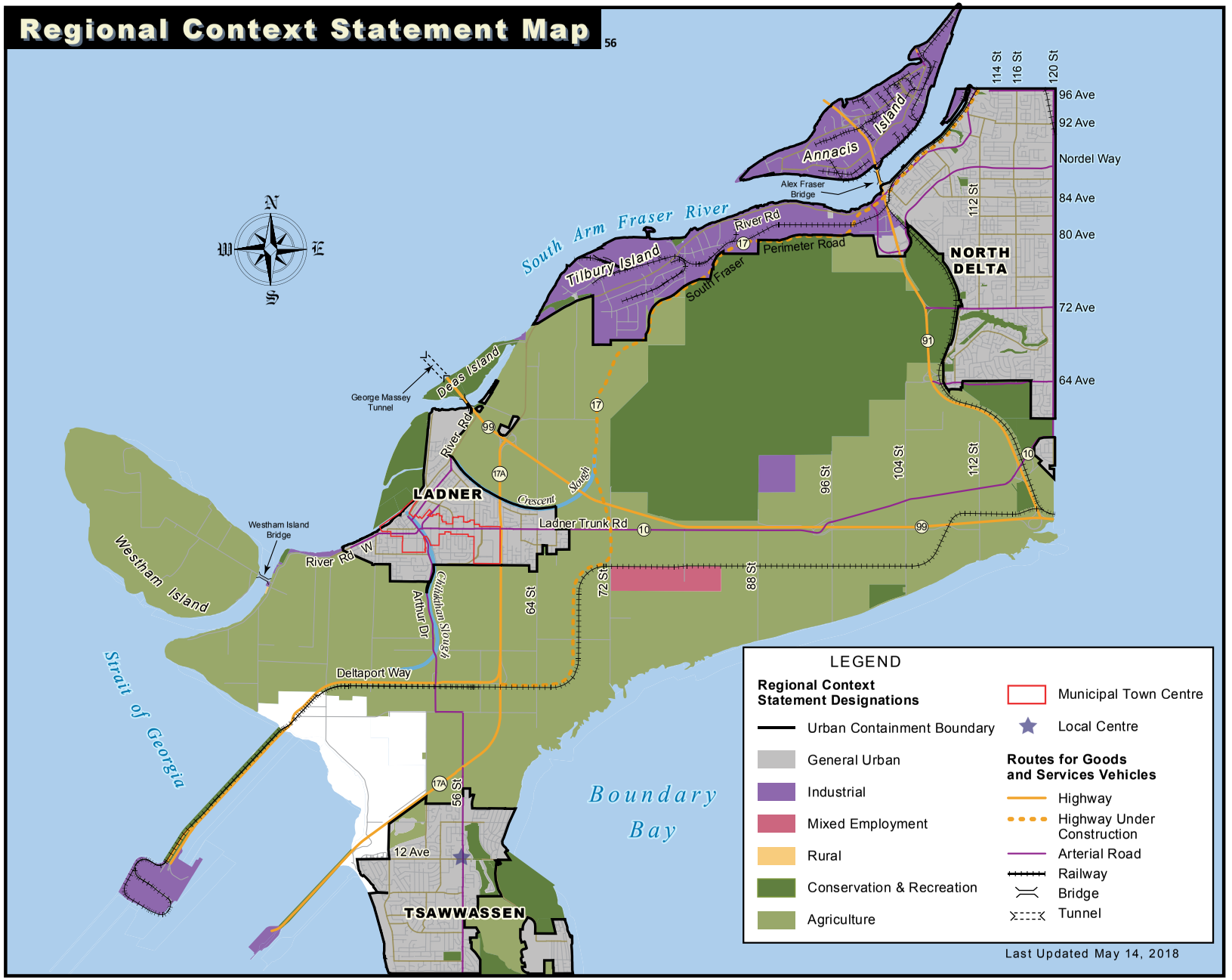
6.2.10 If a municipality includes language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of regional land use designations within the Urban Containment Boundary or the boundaries of Urban Centres and Frequent Transit Development Areas, as permitted by sections 6.2.7 and 6.2.8 respectively, the prescribed adjustments do not require an amendment to the municipality's Regional Context Statement. All other adjustments to regional land use designation boundaries will require an amendment to the municipality's Regional Context Statement, which would be submitted to the Metro Vancouver Board for acceptance in accordance with the requirements of the Local Government Act.

The Corporation of Delta Official Community Plan Bylaw No. 3950, 1985 hereby permits such amendments.



Regional Context Statement Map

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1.9 Future Land Use Plan Designations

The OCP, through its plan designations, provides a general guideline for future land uses in Delta. Not all land uses are suitable adjacent to each other. Also, different uses are better suited to different sites. By grouping the compatible uses together in designated areas, as outlined on the Future Land Use Plan, conflicts are minimized. See *Map 2 - Future Land Use Plan*. Because each designation may contain uses permitted only under certain conditions, these designations should be read in conjunction with the Plan Objectives and Policies Section *(Section 2.0)*.

While the OCP sets out the general vision and pattern for future land use and development, the Zoning Bylaw determines specific uses and the conditions under which the land can be developed for each site. A use or development may still occur if it complies with zoning, even if it does not comply with the OCP. However, if a change to land use is proposed, the new zoning must be consistent with the OCP.

The future land use designations have been updated and simplified when compared to the 1986 OCP, in order to clarify the overall future direction of development. The land use designations in the Area Plans provide more detail. For a specific site, the designation included on the Future Generalized Land Use Plan may be different from the designation shown on the relevant Area Plan. For example, the more general Town Centre designation covers and includes a number of mixed commercial and residential designations shown in the Area Plans. If the two designations are in conflict, the designation in the Area Plan shall prevail. In the future, the intent is to review the Area Plan future land use designations to ensure compatibility between the two sets of designations.

Note:

1. In general, land use designation boundaries will follow lot lines or roads. However, where designation boundaries do not follow lot lines, roads or have a metes and bounds description, the designation lines indicated on the Land Use Designation Map are considered approximate by Council.

2. There are no areas in the Municipality suitable for future sand and gravel extraction.

3. For Environmentally Sensitive Areas (ESA's) please refer to both the Future Land Use Plan (Map 2) and the Environmentally Sensitive Areas Designations Map (Map 6) for detailed ESA designations.

1.9.1 Designations for Future Land Use Plan

(For Schedule A - Municipal-Wide OCP)

Refer to Map 2 – Future Land Use Plan

One and Two Unit Residential (R)

(Approximate total land area: 1,862 hectares; percentage of land area: 10.6%) [2]

This designation is intended for single family housing of low urban density, including homes on large and conventional-sized lots and comprehensively planned subdivisions. Smaller infill lots, clustered detached housing, single family houses with secondary suites or coach houses at the rear, and duplex homes with secondary suites are also permitted, subject to conditions set out in the Area Plans. [17,91]

Multi-Unit Residential (MR)

(Approximate total land area: 198 hectares; percentage of land area: 1.1%)

This designation is intended for townhouses, apartments, and all other forms of multi-family and marina residential housing identified in the Area Plans and includes single family, duplex and triplex housing forms.

Riverside Mixed Use (RMU)

(Approximate total land area: 12 hectares; percentage of land area: 0.1%)

This designation is intended for land adjoining the Fraser River and adjacent water lots, where a mix of residential uses, including float homes, is permitted. Small scale industrial and commercial uses as permitted through Area Plans and the Zoning Bylaw are also included in this designation, except for those lands fronting Deas Slough, where small scale industrial uses are not permitted. [2]

Neighbourhood Commercial (NC)

(Approximate total land area: 0.34 hectares; percentage of land area: less than 0.1%) [2]

This designation is intended for local neighbourhood stores that provide goods and services to residents in the immediate vicinity. Residential use, such as a single family dwelling or dwelling unit above a commercial use, is permitted.

Mixed Use (MU)

(Approximate total land area: 2 hectares; percentage of land area: less than 0.1%)

This designation is intended for a mix of two or more of the following land use categories: commercial, multiple family residential, institutional, cultural and public open space. [6]

Town Centre (TC)

(Approximate total land area: 75 hectares; percentage of land area: 0.4%)

This designation is intended for general commercial, institutional, entertainment, cultural, and public uses suited for the major commercial centres of each of Delta's three urban areas. Developments may include comprehensively designed shopping centres. Mixed commercial and residential developments are also permitted. Residential uses are allowed as part of mixed use developments either within the same buildings or in separate buildings on the same site.

Main Street Commercial (MC)

(Approximate total land area: 7 hectares; percentage of land area: less than 0.1%)

This designation is intended for commercial and service uses along main streets in urban areas, outside of designated Town Centres. Typical uses include a wide range of retail, office, personal service, recreational, entertainment, and short-term accommodation uses.

Other Commercial (OC)

(Approximate total land area: 17 hectares; percentage of land area: 0.1%)

This designation is intended for commercial and service uses along main roads or highways outside of urban areas and other auto-related uses. Typical uses include tourism facilities, fuel stations and food establishments.

Industrial (I)

(Approximate total land area: 1,270 hectares; percentage of land area: 7.2%)

This designation is intended for light, heavy, and water-related industrial uses. Where lands are included within the Agricultural Land Reserve, agricultural uses are also permitted. [2]

River Industrial (RI)

(Approximate total land area: 8 hectares; percentage of land area: less than 0.1%)

This designation is intended for smaller-scale industries in the Riverside Area which do not generate heavy truck traffic. Permitted uses are offices, agriculture-related businesses, and all uses permitted in the Fishing Industrial Designation.

Transportation Terminal (TT)

(Approximate total land area: 467 hectares; percentage of land area: 2.6%)

This designation is intended for properties where passengers and/or freight are transferred between ground transportation and marine or air transportation.

Institutional (S)

(Approximate total land area: 209 hectares; percentage of land area: 1.2%)

This designation is intended primarily for schools and other civic uses. A number of church and personal care institutional properties are also so designated. Specialized commercial uses may be permitted to serve the users of the facilities.

Public Utility (U) [2]

(Approximate total land area: 403 hectares, percentage land area: 2.3%)

This designation is intended for electrical stations, wastewater treatment plants, public landfills, public works yards, or other public utility uses.

Parks and Recreation Areas (P)

(Approximate total land area: 227 hectares; percentage of land area: 1.3%) [2]

This designation is intended for regional, municipal and public open space, recreation and conservation areas. Specialized commercial uses may be permitted to serve the users of these areas.

Private Recreational Areas (PR) [61]

(Approximate total land area: 185 hectares; percentage of land area: 1.0%)

This designation is intended for recreational uses of a commercial nature (e.g. golf courses, ice rinks, tennis clubs, exhibition grounds).

Agricultural (A)

(Approximate total land area: 8,509 hectares; percentage of land area: 48.4%) [2]

This designation is intended for general and intensive agricultural uses. Uses customarily ancillary to them may also be considered provided they meet Municipal policies in this plan and Agricultural Land Commission legislation and policies.

Environmentally Sensitive Area (ESA)

(Approximate total land area: 3,180 hectares; percentage of land area: 18.1%)

This designation is intended for those areas which are environmentally sensitive. Permitted uses will vary according to the degree of sensitivity, and will range from natural environment only, with no public access, to such uses as wildlife viewing, passive recreation, and, under certain conditions, low density housing. Utility construction and maintenance, and the alteration of natural features necessary to address health, safety, drainage and slope stability, or to improve habitat conditions, will be permitted, but must be undertaken in a manner that minimizes impacts to the natural environment. Notwithstanding the above, agricultural uses are permitted on any lands within the Agricultural Land Reserve. [2]

In addition to the general ESA designation defined above, are the following specific ESA Land Use Designations:

Environmentally Sensitive Area 1 (ESA1)

(Approximate total land area: 192 hectares; percentage of land area: 1.1%)

This designation is intended for those areas that are environmentally sensitive or areas subject to hazardous conditions. Other agencies may impose additional regulations. Permitted uses include:

- Limited residential use (maximum density of 1 unit per 10 hectares. Clustering of units may be permitted to protect the environment);

- Passive recreation and educational uses oriented to an appreciation of the natural environment.

Environmentally Sensitive Area 2 (ESA2)

(Approximate total land area: 125 hectares; percentage of land area: 0.7%)

This designation is intended for environmentally sensitive areas or areas subject to hazardous conditions. Permitted uses include passive recreation and educational uses, limited residential development at a maximum density of 1 unit per 0.40 hectare clustered on that portion of the site having low sensitivity regarding wildlife habitat, slope slippage, and flooding due to 100 year storms.

Environmentally Sensitive Area 3 (ESA3)

(Approximate total land area: 227 hectares; percentage of land area: 1.3%)

This designation is intended for properties which are owned by government agencies or non-profit organizations, and which are environmentally sensitive or are subject to hazardous conditions. Permitted ESA3 uses are:

- Passive recreation and education activities oriented to an appreciation of the natural environment;

- Preserving or managing wildlife habitat.

Environmentally Sensitive Area 4 (ESA4)

(Approximate total land area: 48 hectares; percentage of land area: 0.3%)

This designation is intended for environmentally sensitive areas for which conservation is the primary objective. Principal uses will include preserving, enhancing and managing vegetation, wildlife and habitats with the aim to maintain as much as possible natural conditions, features and ecological functions. Public access will not be encouraged. Scientific research, utility construction and maintenance, and the alteration of natural features necessary to address health, safety, drainage and slope stability, or to improve habitat conditions, will be permitted, but must be undertaken in a manner that minimizes impacts to the natural environment. [2]

Environmentally Sensitive Area Park (ESAP)

(Approximate total land area: 155 hectares, percentage of land area: 0.9%) [2]

This designation is intended for major parks in Delta that have areas that contain environmentally sensitive features as well as areas that accommodate active recreation and park related facilities. Zones of environmental sensitivity should be designated through park management plans along with any special operational or management practices needed to protect them.

National Wildlife Area (NWA) [2]

(Approximate total land area: 344 hectares; percentage of land area: 2%)

This designation is reserved for the Alaksen National Wildlife Area on Westham Island. The primary purpose of the area is the conservation of migratory birds, with secondary benefits for other wildlife. Land uses within this area, including soil-based agriculture under special agreement, must be consistent with applicable federal wildlife conservation legislation, policies and objectives.

Special Development Area (SDA)

(Approximate total land area: 6 hectares; percentage of land area: less than 0.1%)

This designation is intended for areas in which redevelopment and revitalization are encouraged. Land uses may include a mix of commercial, residential, institutional and light industrial provided that they are compatible with other land uses in and adjacent to this area.

Community Study Area (CSA)

(Approximate total land area: 9 hectares; percentage of land area: less than 0.1%)

This designation is intended for the Paterson Park area. This area requires further examination to clarify issues such as future use, design criteria, and circulation patterns.

Resource Study Area (RSA)

(Approximate total land area: 180 hectares; percentage of land area: 1%) [2]

This designation is intended for environmentally sensitive sites. Any development plan for lands with this designation will be considered together with a comprehensive resource inventory and Environmental Impact Assessment.

Marina Garden Estates (MGE)

(Approximate total land area: 55 hectares; percentage of land area: 0.3%)

This designation is intended for a comprehensively planned development that may include single family residential, medium density residential, residential commercial, private and public recreation and school uses. [54]

Southlands Gateway (SG) [57]

This designation is intended for housing of low to medium density including single family dwellings on small lots and townhouses.

Southlands Village (SV) [57]

This designation is intended for a comprehensively planned community with residential housing units in various forms and densities, including single family dwellings on small lots, fee simple rowhouses, townhouses, apartments and live-work units, as well as village commercial and public uses, including a public market and square, community farms, community gardens and allotment gardens.

Tsawwassen Golf and Country Club (TGCC) [8]

(Approximate total land area: 56 hectares; percentage of land area: less than 0.3%)

This designation is intended for a comprehensively planned community with a golf course, apartments, duplexes, single family dwellings and neighbourhood commercial uses.

[70]

Water (W)

(Approximate total land area: n/a)

This designation is intended for land and the surface of water located between the Municipal boundary and the high water mark, except where the designation of adjacent land above the high water mark has been extended over the water. Permitted uses comprise marine transportation, conservation, recreation, and fishing.

1.9.2 Land Use Designations for Area Plans

This section contains descriptions of the land use designations currently found in the Area Plans.

Single Family Residential (SFR)

This designation is intended for single family housing of low urban density, including homes on large and conventional-sized lots and comprehensively planned subdivisions. While the majority of homes will likely be on lots of 550m^2 or larger, there are provisions for small lots, clustered detached housing, and duplex homes, especially in new planned areas and larger in-fill sites. Zoning within this designation may allow secondary suites in single family homes and duplexes. [18,91]

Residential Density

Single Family Residential: [11]
Maximum 18 units per hectare
(7 units per acre) [40]
Duplex Residential: [11]
8 to 24 units per hectare
(3 to 10 units per acre)
Where permitted, secondary suites are in addition to these figures. [18,91]

Infill Single Family Residential (ISF)

This designation is intended for individual ground-oriented single family and duplex units. The intent of the higher density is to provide design flexibility in order that new single-family and dwellings can fit into existing single-family neighbourhoods. Zoning within this designation may allow secondary suites in single family homes and duplexes. [18,91]

Residential Density

8 to 27 units per hectare
(3 to 11 units per acre)
Where permitted, secondary suites are in addition to this figure. [18]

Exemptions

The maximum residential density for the property at Westminster Avenue with P.I.D. 000-578-401 is 28 units per hectare (11 units per acre). [90]

Infill Single Family Residential (North Delta) (ISF(ND)) [41]

This designation is intended for individual ground-oriented single family and duplex units. The intent of the higher density is to provide design flexibility for new single family and duplex dwellings to fit into existing single family neighbourhoods. Zoning within this designation may allow secondary suites in single family homes and duplexes. [91]

Density

Maximum 30 units per hectare (12 units per acre). Where permitted, secondary suites are in addition to this figure.

Height

Maximum 2.5 storeys

Exemptions

The maximum residential density for the property on 118 Street with P.I.D. 001-055-101 is 31 units per hectare (13 units per acre). [63]

Medium Density Ground-Oriented Residential (MGR) [42,52]

This designation is intended for townhouse, rowhouse and other forms of multiple-family residential. In order to achieve density objectives in these areas, single family and duplex dwellings are not permitted. The majority of dwelling units must have a direct connection between the front entry and the ground.

Density
Up to 1.2 floor space ratio [89]

Height:
Maximum 3 storeys

Medium Density Residential (MDR)

This designation is intended for ground-oriented townhouse, stacked townhouse, strata house and some garden apartment and other low-rise structures within a density range of 18 to 120 units per hectare, except for one-bedroom senior citizen home dwellings, where the density may be increased to not more than 180 units per hectare.

Notwithstanding the foregoing density range, the residential density for those lots within the area outlined in bold on the "Four Storey Height Limit Boundary" map referred to in Policy C.2 of Schedule D.1, Tsawwassen Area Plan, may be increased to a maximum of 180 units per hectare. [21]

Refer to Policy C.1 in Schedule B.3 for further height and density regulations in some areas. [72,89]

Exemptions
The property located on the north-west corner of 56 street and 14B Avenue (1497 - 56 Street) being P.I.D 010-164-766 is exempted from the density provisions of this designation, but in no case shall the residential development on the site exceed 32 units and an FSR of 1.97. [19]

The property at the southeast corner of 47 Avenue and 51 Street is exempted from the density provisions of this designation but shall not exceed a density of 150 units per hectare. [64]

The properties located at the at the west side of Evergreen Lane (4603 to 4649 Evergreen Lane) being P.I.D 007-179-332, P.I.D 002-249-511, and P.I.D 009-248-935 are exempted from the density provisions of this designation, but shall not exceed a density of 155 units per hectare (63 units per acre). [88]

Medium Density Residential (North Delta) (MDR(ND)) [43]

This designation is intended for low-rise structures accommodating multiple-family residential uses, including apartments, townhouses and rowhouses.

Density
Up to 2.0 floor space ratio [89]

Height
Maximum 4 storeys

Medium Density Residential (Scott Road) (MDR(SR)) [44]

This designation is intended for low-rise structures accommodating multiple-family residential uses.

However, ground level retail and commercial uses may be permitted as a secondary use in mixed-use buildings constructed prior to the adoption of the North Delta Area Plan (Bylaw No. 7326) on May 26, 2014. [53]

Density
Up to 2.2 floor space ratio [89]

Height
Maximum 6 storeys

Exemptions
The west portion of the property located at 6950 Nicholson Road (P.I.D. 005-192-773) is exempted from density provisions of this designation, but in no case shall the residential development on that portion of the site exceed 260 units per hectare (105 units per acre). [66]

[45]

Medium Density Residential (Delta Gardens) (MDR(DG))

This designation is intended for medium-rise structures accommodating multiple-family residential uses, including apartments and townhouses.

Density
Up to 2.4 floor space ratio [89]

Height
Maximum 6 storeys [59]

Medium Density Residential (Ladner Village) 3 (MDR(LV)3) [81]

This designation is intended for low-rise structures accommodating multiple-family residential uses including apartments, townhouses and rowhouses.

Density
Up to 1.6 floor space ratio

Height
Maximum 3 storeys

Medium Density Residential (Ladner Village) 4 (MDR(LV)4) [82]

This designation is intended for low-rise structures accommodating multiple-family residential uses including apartments, townhouses and rowhouses.

Density
Up to 2.2 floor space ratio

Height
Maximum 4 storeys

Medium Density Residential (Ladner Village) 6 (MDR(LV)6) [83]

This designation is intended for medium-rise structures accommodating multiple-family residential uses.

Density
Up to 3.0 floor space ratio

Height
Maximum 6 storeys

Residential Ground-Oriented (RG)

This designation includes the uses of single-family, duplex, and multiple-family residential. The majority of dwelling units in the structure must have a direct connection between the front entry and the ground. Zoning within this designation may allow secondary suites in single family homes and duplexes, but not in townhouses, rowhouses or other forms of low-rise residential. Zoning changes involving limited additional uses and limited additional building floor area can be considered for existing commercial uses and an institutional use on the north side of Ladner Trunk Road between 53rd and 57th Streets, according to Policy C.2 in Schedule B.3. [89,91]

Refer to Policy C.1 in Schedule B.3 for further height and density regulations in some areas. [73,89]

Height
Maximum 3 storeys

Residential Density
17 to 62 units per hectare
(7 to 25 units per acre)
Where permitted, secondary suites are in addition to this figure. [91]

Residential Ground-Oriented (North Delta) (RG(ND)) [46]

This designation includes single family, duplex, townhouse, rowhouse and other forms of low-rise multiple-family residential. The front access to all dwelling units must be directly to the ground. Zoning within this designation may allow secondary suites in single family homes and duplexes, but not in townhouses, rowhouses or other forms of low-rise residential.

Density
Single Family Residential: Maximum 30 units per hectare (12 units per acre)

Where Coach Housing is permitted: Maximum 62 units per hectare (25 units per acre) [67]

Duplex Residential: Maximum 24 units per hectare (10 units per acre)

Multiple-Family Residential: Maximum 62 units per hectare (25 units per acre)

Where permitted, secondary suites are in addition to this figure. [91]

Height
Maximum for single family and duplex: 2.5 storeys

Maximum for other housing types: 3 storeys

Exemptions
The maximum residential density for the property located in the 8700 block of 112 Street with P.I.D. 004-030-672 is 33.9 uph (14 upa). [86]

Low-Rise Residential (LRR)

This designation is intended for three to four-storey residential buildings.

Height
3 to 4 storeys

Residential Density
Maximum 120 units per hectare
(48 units per acre)

Exemptions
The maximum residential density for the property located at 5571 Ladner Trunk Road being P.I.D. 000-815-578 is 200.4 units per hectare (81 units per acre). [58]

Rural Residential (RR)

This designation is intended for low density residential development in areas where it is advantageous to have a land use buffer between urban areas and land within the Agricultural Land Reserve. The maximum permitted residential density is 8 units per hectare (3.2 units per acre).

Marina Residential (MR)

This designation is intended for low to medium density residential development on water within a marina (any development that contains 4 or more floathomes and may contain docking berths and storage facilities for boats) in locations that provide sheltered water outside the navigable channel and are not directly adjacent to lands within the Agricultural Land Reserve. The maximum permitted residential density shall not exceed 29 units per developable hectare (12 units per developable acre) of waterlot area.

Southlands Gateway (SG) [57]

This designation is intended for housing of low to medium density including single family dwellings on small lots and townhouses.

Southlands Village (SV) [57]

This designation is intended for a comprehensively planned community with residential housing units in various forms and densities, including single family dwellings on small lots, fee simple rowhouses, townhouses, apartments and live-work units, as well as village commercial and public uses, including a public market and square, community farms, community gardens and allotment gardens.

Tsawwassen Golf and Country Club (TGCC) [8]

This designation is intended for a comprehensively planned community with a golf course, apartments, duplexes, single family dwellings and neighbourhood commercial uses.

Other Residential

Other residential, including Bed and Breakfast Unit, Mobile Home and Floating Home uses may be permitted in order to provide for specialized-type housing.

A number of non-residential zones are also permitted including cottage industry, local park and recreation, personal care, institutional, and church and assembly uses, subject to suitable standards to ensure compatibility.

Commercial (C)

Four commercial zones are generally recognized: the Town centre Commercial Zone is intended for comprehensively designed commercial development of general retail, office, bank, restaurant, entertainment, personal service, recreational and residential uses in older town core areas. This designation includes the existing larger shopping centres.

The Service Commercial Zone generally accommodates commercial and related uses that require lower density and exposure to arterial roads. This zone includes tourist commercial, gasoline service station, service industrial, automotive, recreational, fast food, and other uses not normally found in the Town Centre Commercial Zone.

Residential Commercial or more commonly known as "Neighbourhood Commercial" is intended to accommodate local shopping and convenience stores. There are only a limited number of locations in Delta where this commercial use is suitable.

Marina and Resort Commercial is intended for Waterfront and other unique properties that demand special uses.

Other Commercial Zones may be created for new forms of commercial development which are in conformity with the Official Community Plan policies. A limited amount of medium-density residential uses are encouraged in all but the Service Commercial Zones.

Commercial (Ladner) C(L)

This designation is intended for commercial and neighbourhood commercial development.

Commercial use includes general retail, office, bank, restaurant, entertainment, personal services, recreation, institutional, and public uses. In addition, the second level may also include residential uses.

Neighbourhood commercial is intended for local shopping, service, and convenience stores, usually within a comprehensively planned neighbourhood centre.

For the Ladner Trunk Road mall sites and adjoining commercial sites, as shown on the following map, ground level uses may include commercial, community services, public uses and parking. Second level uses may include offices, residential and parking. The maximum permitted height is 2.5 storeys and the maximum density is determined by height, setbacks and parking requirements. [71]



Commercial (North Delta) (C(ND)) [47]

This designation is intended for commercial uses and includes general commercial, service commercial, and neighbourhood commercial developments. Limited residential uses, such as a dwelling unit above a commercial use, are permitted.

Residential Density
Maximum of 1 unit

Height
For a commercial use containing residential: 2 storeys

For a commercial use only: 1 storey

Neighbourhood Commercial (NC) [4]

This designation is intended for local neighbourhood stores that provide goods and services to residents in the immediate vicinity. Residential uses such as a single family dwelling or dwelling unit above a commercial use is permitted.

Maximum Height limit
For a commercial use containing a 'Dwelling Unit' - 2 1/2 storeys or 10.5m.
For a commercial use only - 1 storey or 6.0m

Residential Density
1 unit

Maximum 'Floor Space Ratio' for residential and commercial uses: 0.25 plus 125m^2

Maximum Commercial Area: 140m^2

Mixed-Use (MU)

This designation is intended for a mix of two or more of the following land use categories: commercial, multiple family residential, institutional, cultural and public open space. [7]

Mixed-Use (Tsawwassen) 1 (MU(T)1)

This designation is intended to accommodate a combination of two or more uses in this definition, either freestanding or combined in one building. Retail commercial uses should generally be provided on the ground level. Maximum permitted density for multiple family residential is 240 units per hectare (97 units per acre). [23]

Mixed-Use (Tsawwassen) 2 (MU(T)2)

This designation is intended for multiple-family residential as a primary use, and retail and office commercial, cultural, entertainment, and institutional uses as secondary uses. Maximum permitted density for multiple family residential is 90 units per hectare (36 units per acre) unless a significant public amenity is provided, in which case a density of up to 112 units per hectare (45 units per acre) may be considered. [24]

However, the property located on the southwest corner of 56th Street and 14th Avenue, being Phases One to Five Strata Plan LMS1318 and Remainder Lot 100 S 10 Twp 5 NWD Plan LMP11788, as indicated on the Tsawwassen Future Land Use Plan, is exempted from this density provision, but in no case shall the multiple family residential portion exceed a density of 148 units per hectare nor shall the combined congregate housing and care facility exceed a density of 260 units per hectare.

The properties located at 1217 to 1243 Hunter Road at the mid-block on the southwest side of Hunter Road are exempted from the density provisions of this designation but shall not exceed a density of 118 units per hectare (48 units per acre) if a significant public amenity is provided. [87]

Mixed-Use (Tsawwassen) Northgate (MU(T)Northgate)

This designation is intended for multiple-family residential as a primary use and commercial as a secondary use, either free-standing or combined in one building, for the site at the south west corner of 56 Street and 18 Avenue.

Maximum Residential Height Limit
4 storeys
Maximum Residential Density
135 units per hectare

Maximum Commercial Height Limit
6 storeys
Maximum Commercial Density
0.4 FSR [26]

Mixed-Use (Tsawwassen) Kin Village (MU(T)KV)

This designation is intended for seniors' rental residential, congregate care housing, and community care facility as primary uses, and neighbourhood café, clinical services and child care facility as secondary uses.

No less than 50% of total units are to be seniors' rental housing.

Height
Maximum 6 storeys

Density
The combined density of the seniors' rental residential, congregate care housing, and community care facility shall not exceed 300 units per hectare (121 units per acre). [62]

In North Delta, the mixed-use designation is intended to accommodate a combination of two or more uses noted in this definition, either freestanding or combined in one building.

Mixed-Use (North Delta) 1 (MU(ND)1) [48]

This designation is intended for a mix of uses including retail and office commercial, multiple-family residential, recreation, cultural, public, and open space. Retail commercial uses are required on the ground floor on fronting streets. Cultural, recreational and public uses may also be permitted on the ground floor on fronting streets if they contribute to pedestrian interest.

Density
Up to 4.0 floor space ratio [89]

Height
Maximum 32 storeys

Mixed-Use (North Delta) 2 (MU(ND)2)

This designation is intended for multiple-family residential as the primary use and retail and office commercial, recreation, cultural, public and open space as secondary uses. Commercial use is optional.

Density
Up to 3.0 floor space ratio [89]

Height
Maximum 18 storeys

Mixed-Use (North Delta) 3 (MU(ND)3)

This designation is intended for a mix of uses including retail and office commercial, multiple-family residential, recreation, cultural, public, and open space. Retail commercial uses are required on the ground floor fronting streets. Cultural, recreational and public uses may also be permitted on the ground floor on fronting streets if they contribute to pedestrian interest.

Density
Up to 2.0 floor space ratio [89]

Height
Maximum 5 storeys

Mixed-Use (North Delta) 4 (MU(ND)4)

This designation is intended for a mix of uses including retail and office commercial, multiple-family residential, recreation, cultural, public, and open space. Retail commercial uses are required on the ground floor on fronting streets. Cultural, recreational and public uses may also be permitted on the ground floor on fronting streets if they contribute to pedestrian interest.

Density
Up to 1.6 floor space ratio [89]

Height
Maximum 4 storeys

Mixed-Use (North Delta) 5 (MU(ND)5)

This designation is intended for a mix of high density residential uses and commercial uses, including office use. Institutional uses may be permitted in combination with residential or commercial uses. New development is required to have publicly accessibly pedestrian connections to adjacent properties and Scott Road, and include a high-quality streetscape.

Density
Up to 4.6 floor space ratio [89]

Height
Maximum 37 storeys

Mixed-Use (Ladner) 1 (MU(L)1)

This designation is intended for a mix of traditional types of river-oriented, small-scale industrial uses, a limited amount of river-oriented single-family infill residential development, public uses, and limited tourist accommodation uses. A transfer of density may be permitted from the upland lot to the water lot only.

Mixed-Use (Ladner) 3 (MU(L)3) [74]

This designation is intended for residential uses in low-rise buildings located above pedestrian-oriented retail and public uses. A limited amount of ground floor residential use is permitted outside of the main retail areas (refer to Policy B.2 of Schedule B.3). The emphasis is on pedestrian-oriented streetscapes. Upper floors may also contain general commercial and institutional uses.

Height
Maximum 3 storeys

Residential Density
Up to 1.6 floor space ratio

[55]

Mixed-Use (Ladner) 4 (MU(L)4) [79]

This designation is intended for residential uses in low-rise buildings located above pedestrian-oriented retail and public uses. A limited amount of ground floor residential use is permitted outside of the main retail areas (refer to Policy B.2 of Schedule B.3). The emphasis is on pedestrian-oriented streetscapes. Upper floors may also contain general commercial and institutional uses.

Density
Up to 2.2 floor space ratio

Height
Maximum 4 storeys

Mixed-Use (Ladner) 6 (MU(L)6) [80]

This designation is intended for primarily residential uses in medium-rise buildings with pedestrian-oriented retail and public uses. A limited amount of ground floor residential use is permitted outside of the main retail areas (refer to Policy B.2 of Schedule B.3). Upper floors may also contain general commercial and institutional uses.

Density
Up to 3.0 floor space ratio

Height
Maximum 6 storeys

Mixed-Use (Ladner Waterfront) (MU(LW)) [29, 75]

This designation is intended for one or more of the following uses: pedestrian-oriented retail commercial, recreation, public, service commercial and marine-oriented light industrial. Office and residential uses may be permitted above the ground floor.

Height
Maximum 2.5 storeys

Exemption
The maximum height for the properties addressed 4943 and 4953 Chisholm Street is 4 storeys.

Mixed-Use (Chillukthan Slough) (MU(CS)) [76]

This designation is intended for one or more of the uses of non-retail commercial, light industrial, service commercial, institutional, and public uses.

Height
Maximum 1 1/2 storeys

Mixed Use (Heritage) (MU(H)) [5, 77]

This designation is intended for residential uses and small-scale non-retail commercial uses on the ground floor in historic structures or in structures with an historic appearance. Additional ground-oriented residential and/or non-retail commercial density may be considered as an incentive for the restoration of historic structures.

Height
Maximum 2 1/2 storeys

Residential Density
10 to 50 units per hectare (4 to 20 units per acre)

Exemptions
The property located at 4755 51 Street being P.I.D. 005-467-047 is exempted from the maximum height and maximum residential density provisions of this designation, but in no case shall the development on the property exceed a density of 106 residential units per hectare (43 units per acre) and a height of 3 storeys. [60]

The property located at 4853 Georgia Street being P.I.D. 011-535-989 is exempted from the maximum residential density provisions of this designation, but in no case shall the development on the property exceed a density of 66 residential units per hectare (27 residential units per acre). [65]

Village Waterfront (VW) [78]

This designation is intended for continuous public open space and foreshore access along the waterfront and the north side of Chisholm Street, and specialized commercial uses to serve the users of these spaces. Modest park-activating commercial and/or low rise residential uses, such as a restaurant/café, live-work units, townhouses, rowhouses, apartments or mixed-use buildings may be considered in areas south of the waterfront public spaces.

Density
Up to 1.6 floor space ratio

Height
Maximum 3 storeys

Harbour (HAR) [28,70]

(Approximate total land area: 17 hectares; percentage of land area: 0.1%)

This designation is intended for marine and fishing related uses, parking, passive recreation, eco-recreation, conservation and public uses. Recreational and specialized commercial uses to serve users of this area may also be permitted. Where upland uses are extended into water lot lease areas or newly surveyed lands designated as Harbour, the uses, height, and density of the upland designations may be considered.

Height
Maximum 1.5 storeys

Fishing Industrial (FI)

This designation is intended to permit fishing-oriented uses of a smaller scale, which do not generate heavy truck traffic, such as moorage, net sheds, minor repairs. One caretaker's residence per lot is permitted. Retail uses are not permitted.

Heritage 2 (HC)2

This designation is intended for residential uses in historic structures or in structures with an historic appearance. Additional ground-oriented residential density may be considered as an incentive for the restoration of historic structures.

Height

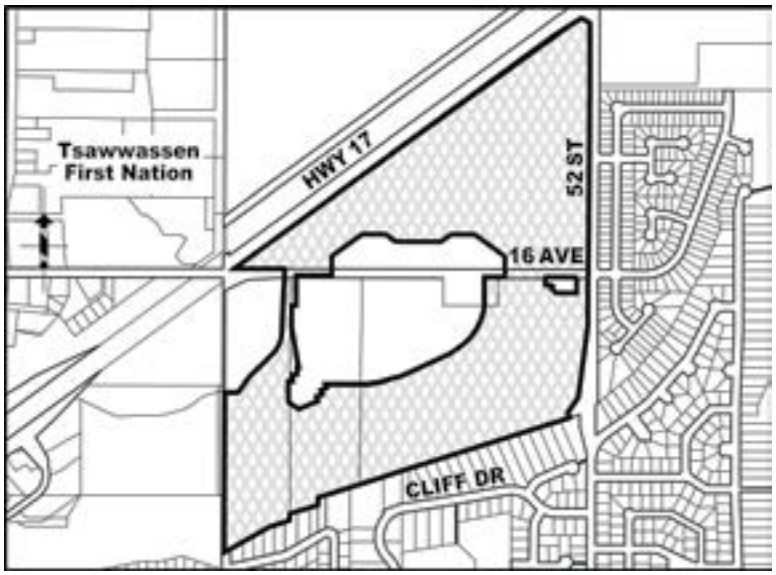
Maximum 2 1/2 storeys

Civic Precinct (CIV)

This designation is intended to accommodate public open space, parkland, recreational facilities, institutional uses, arts and cultural facilities, or civic buildings to serve the people of Delta. Specialized commercial uses may be permitted where they are incidental and ancillary to the community uses on the lands.

1.9.3 Other Land Use Considerations [9]

Notwithstanding the land use designations in the Future Land Use Plan and the Area Plans, Agricultural uses are permitted on any portion of the lands outlined in bold and cross-hatched on the map below that is within the Agricultural Land Reserve.





THE CORPORATION OF DELTA
Official Community Plan

Plan Objectives and Policies 2

2.1 Housing and Neighbourhoods

Delta is a mature community with concentrations of housing in its three urban areas. There is little undeveloped land available for new housing in Delta, with the exceptions of Marina Garden Estates in Ladner and the Delsom lands in North Delta. Therefore, a major challenge in future years will be to adapt the existing housing stock and urban land base to the needs of an ever-changing population, to sensitively incorporate new housing in existing neighbourhoods, and to consider redevelopment within existing urban areas (for example, old commercial areas) for housing or mixed use. *See Map 15 – Delta's Urban Communities, Map 3 - Medium and Higher Density Housing and Mixed Use Designations.*

As described in Part 1 of this plan, Delta's changing population is an important consideration in planning for housing. The ethnic makeup of some communities, such as North Delta, is becoming more diverse, resulting in different housing needs.

An aging population means we need to plan for different housing choices so that Delta residents can remain in the community. Affordable housing options are necessary to accommodate seniors and young families.

North Delta is located in the GVRD's Growth Concentration Area (GCA). It is anticipated that the majority of Delta's population and housing growth will occur in North Delta.

A large portion of Delta's neighbourhoods was built in the late 1960s and 1970s, and is over 30 years old. The combination of aging neighbourhoods and a changing population may mean that there are pressures on neighbourhoods to change. This presents an opportunity to reinforce neighbourhood identity, improve local infrastructure and introduce new housing types into the community. The key to neighbourhood rejuvenation will be to ensure that its attractiveness and livability are enhanced and strengthened.



Providing Housing Choice

Objective:

Ensure there is a range of housing types to meet Delta's long-term needs. [2]

Policies:

2.1.1 Encourage a range of housing types within each of Delta's urban areas (e.g. single-family detached, ground-oriented, multi-family, seniors'-oriented and special needs).

2.1.2 Encourage and facilitate the production of housing that meets the needs of residents of different income levels.

2.1.3 Encourage seniors' and special needs housing in town centres, close to shops, services, transit and other amenities.

2.1.4 Consider incentives, such as a bonus density, to encourage the provision of seniors', rental or special needs housing.

2.1.5 Monitor new housing stock to determine whether it is meeting the needs of Delta residents. [2]

2.1.6 Identify areas where smaller lots (e.g. 10 m (33 ft) frontages) would be appropriate.

2.1.7 Consider older commercial areas as possible sites for multi-family or mixed use housing (e.g. developments that include a mix of residential, commercial and other uses, often with commercial uses on the ground floor, and residential uses above), and wherever possible, ensure that the community preserves its heritage stock. [2]

2.1.8 Investigate the potential of redesignating older residential areas close to town centres for higher density housing.



Enhancing Delta's Neighbourhoods

Objective:
Encourage appropriate development that enhances the character of Delta's neighbourhoods.

Policies:

2.1.9 Use the Area Plan review process as a primary means of defining local area and neighbourhood scale housing goals and objectives.

2.1.10 Review zoning and other policy tools to ensure that new development respects existing neighbourhood character. Use development permit areas to guide the form and character of intensive residential development where deemed necessary.

2.1.11 Encourage the creation or enhancement of existing neighbourhood focal points where uses are effectively integrated into residential areas (e.g. local park, pathways or trails, heritage building or corner store.

2.1.12 Continue infrastructure improvements in neighbourhoods to promote pedestrian, bicycle and other user's safety in order to reinforce community identity, neighbourhood pride and the promotion of physical activity. [2]

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

2.1.14 In order to reduce dependence on the automobile, permit neighbourhood stores where there is a proven need and in locations that minimize negative impacts on nearby residents.

2.1.15 Support home-based businesses in residential neighbourhoods, provided the impacts on adjoining neighbours are minimal.



Housing and Sustainable Development

Objective:

Encourage new housing development and neighbourhood change that contributes to sustainable development and community livability.

Policies:

2.1.16 Focus new residential development in existing urban areas, and not in greenfield sites or on agricultural land. [2]

2.1.17 Support medium density housing near transportation, jobs, and amenities to promote "complete communities."

2.1.18 Promote housing and site design that contains sustainability features, improves energy efficiency, and contributes to the enhancement of neighbourhoods.



2.2 Commercial Land Use

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. There is also a commercial node 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 centered on 56th Street and 12th Avenue.

Market analysts advise that there is a net outflow from Delta of shopping dollars, especially for durable goods, to regional shopping centres with department stores to specialty stores, and to "big box" outlets. [2] The Surrey side of Scott Road is also being developed with commercial uses, which are proving attractive to many North Delta residents. The major challenges in the future will be to keep existing commercial areas vibrant, and to encourage their revitalization with a mix of uses. *See Map 4 - Commercial Designations.*



Vibrant Town Centres

Objective:
Encourage the revitalization of Delta's Town Centres as attractive, active, and people-oriented centres of community life.

Policies:
2.2.1 Reinforce Town Centre areas by supporting:

- shopping areas and services that serve a wide range of residents, workers and visitors; and
- a mix of commercial and residential uses.

2.2.2 Encourage design features which make each Town Centre unique and which create pedestrian-friendly environments.

Main Street Commercial

Objective:
Provide opportunities for commercial uses on main streets in appropriate locations.

Policies:
2.2.3 Promote development that improves the design, character and attractiveness of Ladner Trunk Road, 56th Street, and Scott Road.

2.2.4 Limit highway oriented commercial development to the redevelopment of existing sites.



Local Neighbourhood Services

Objective:
Encourage neighbourhood stores that provide services to local residents in appropriate locations.

Policies:
2.2.5 Encourage the retention of existing neighbourhood corner stores, and consider new neighbourhood corner stores where there is a proven need, in locations that minimize negative impacts on nearby residences, and which are appropriately designed.



Quality of Design in Commercial Areas

Objective:
Encourage attractive, high quality design in commercial areas.

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

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

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

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

2.2.10 Work with local businesses to ensure that sufficient parking is available on and off street to meet the needs of shoppers.

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

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

2.2.13 Work with the City of Surrey to make Scott Road more pedestrian-friendly, safe and attractive.

2.3 Industry

Industrial lands are an important component of Delta's land base. Delta's inventory of industrially zoned and designated land totals 1,475 hectares, 859 hectares of which are occupied. Delta's industries are primarily located along River Road East, on Tilbury Island, Annacis Island and Roberts Bank. There are also pockets of industry along River Road West, and at Boundary Bay Airport. Within the Greater Vancouver region, Delta's inventory of industrial floor space comprises 14% of regional industrial floor space. *See Map 5 – Industrial and Utility Designations.*

The majority (over 60%) of Delta's industrial jobs are in goods manufacturing. The second largest industrial sector, although significantly smaller, is in distribution and warehousing. Service industries, communications and utilities make up a small percentage of Delta's industrial jobs. In the future, continued build-out of existing industrial areas and expansion of DeltaPort will result in an overall increase in industrial employment.

Over the past 20 years, Delta's industrial businesses 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.

According to current projections, Delta's vacant industrial lands will likely be built out over the next 10 to 15 years. Expansion of the industrial land base is limited by the ALR and environmentally sensitive areas. Given these limits, 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

Objective:
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 and encourage non-industrial uses to locate in non-industrial areas.

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]

2.3.4 Consider re-use and redevelopment possibilities as well as environmental remediation requirements 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.

Industry and the Economy

Objective:
Support industrial activities that generate economic benefits to the community.

Policies:
2.3.7 Encourage employment-intensive industries to locate in Delta.

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



Quality of Industrial Uses and Areas

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

Policies:
2.3.9 Encourage industrial activity and development or redevelopment that contributes to improvements on the site.

2.3.10 Ensure that road design is attractive and pedestrian-friendly.

2.3.11 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.

2.3.12 Encourage good design and high landscaping standards in industrial areas, through building design schemes registered on title and through development permit guidelines.

2.3.13 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 bicycle and pedestrian routes.

Industry and Other Land Uses

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

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



Industry and Transportation

Objective:
Reduce traffic congestion and mitigate its negative effects.

Policies:
2.3.16 Work with the Provincial and Federal governments and agencies to secure improvements to transportation systems.

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

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

2.3.19 Continue improvements to roads, such as the South Fraser Perimeter Road, which service industrial areas to enhance flows of traffic and goods movement.



Boundary Bay Airport

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

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

2.3.21 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.

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

2.3.23 Work with other stakeholders in the creation of a Master Plan to guide any future development of airport lands.

2.3.24 Ensure the Airport is financially self-sustaining.

2.3.25 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.

Industry and the Environment

Objective:
Implement "Environmental Best Management Practices" among Delta's industries in land development, operations and production.

Policies:
2.3.26 Monitor the environmental impacts of industrial uses, particularly when they are in proximity to environmentally sensitive areas.

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

2.3.28 Encourage eco-industrial networking programs that save energy, reduce waste, and reduce impacts on the environment.

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

Industry and the Waterfront

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

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

2.3.31 Liaise with the Vancouver Port Authority (VPA) and Fraser River Port Authority (FRPA) to determine possible impacts of port services expansion on municipal services such as roads, policing, water, fire protection, etc.

2.3.32 Work with the VPA, FRPA and other stakeholders to ensure future needs for water- dependent private industries are met.



Utilities and Services for Industry

Objective:
Ensure the availability of infrastructure and utilities which are required for optimum operation of Delta's industries.

Policies:
2.3.33 Encourage and facilitate initiatives (e.g. as proposed by VanCity, BC Hydro, GVRD) to reduce energy use in industrial production.

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

2.3.35 Encourage the provision of infrastructure (e.g. fibre optics) and any other measures to facilitate industries' needs for rapid access to information.



Sunbury Landing Industrial Area [50]

The Sunbury Landing Industrial Area forms part of the Schedule A boundaries for the Plan. 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.

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

Policies:
2.3.36 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.

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

- Waterfront industrial uses will be supported in order to take advantage of marine access for specialized, water-dependent industry.

- Pedestrian waterfront access should be provided where safe and appropriate to provide direct experience of the area's marine industrial character and heritage.

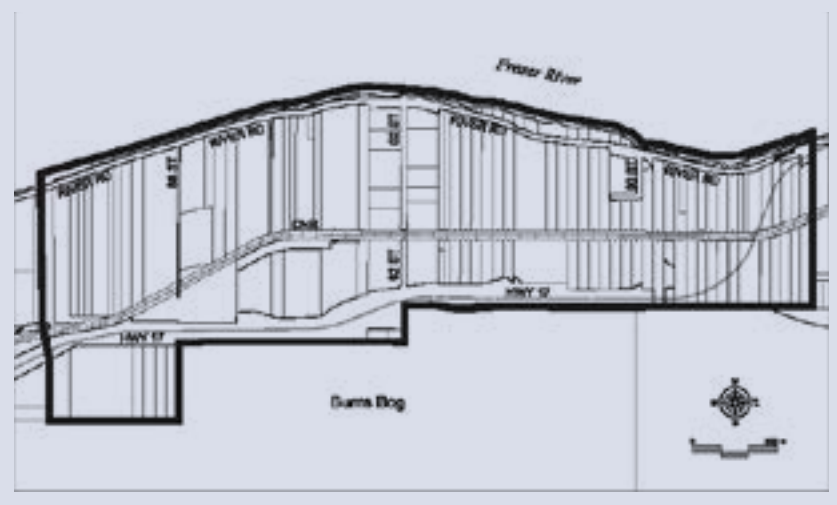
- River Road and major north-south roads through Sunbury Landing should have a pedestrian- and bicycle-oriented character, created through the use of landscaped and treed boulevards, placement of street furniture, construction of bicycle lanes, pedestrian-scale lighting, and siting of buildings close to sidewalks.

- Limited commercial uses that provide services to local businesses and their employees should locate in areas served by the most pedestrian- and bicycle-friendly transportation routes. Commercial development should be sited near the street with no parking between buildings and adjacent public sidewalks. Outdoor amenity spaces and seating areas should be integrated where appropriate.

- Larger lots (minimum 3 ha) south of the railway will be encouraged 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.

2.3.38 Develop a well-landscaped "green entrance" to the Sunbury Landing Industrial Area at River Road west[51] of the Highway 91 Connector. Development surrounding this entrance should complement and enhance the entry into the industrial area.

2.3.39 Development should be structured 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.

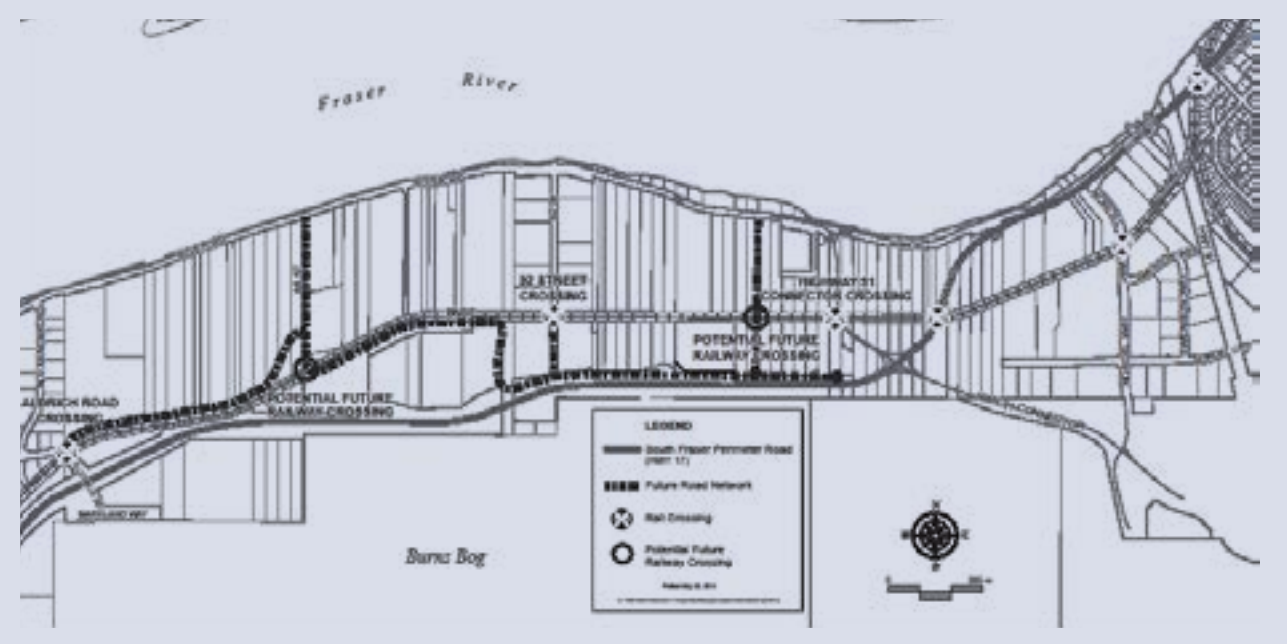


Sunbury Landing Industrial Area Boundaries

2.3.40 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.

2.3.41 Enhance pedestrian, transit and bicycle friendliness by linking with existing bike and transit routes and implementing a grid pattern 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.

2.3.42 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 systems, hydronic or district heating systems, maximization of permeable surfaces for stormwater management, provision of secure bicycle storage and preferred parking for high-efficiency automobiles are just a few examples of sustainable development options. 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 practises.



Tilbury Road and Rail Network

2.4 Natural Environment

Delta is fortunate to be located at the heart of the vast Fraser River estuary ecosystem, which is bounded by the Fraser River, Roberts Bank and Boundary Bay. The estuary and its adjacent lands have global significance for various species of birds and salmon, and regional significance for wildlife biodiversity. The Fraser River is considered the most important salmon spawning river in the world, and its estuary provides valuable habitat for herring, shellfish and a variety of other aquatic species. In addition to environmental benefits, Delta's extensive foreshore also provides recreational and aesthetic opportunities that together 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. Consequently, the lands and waters of the Fraser River estuary have received a number of noteworthy designations. For example, Boundary Bay and the 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. Most recently the Fraser River foreshore and selected provincial and federally owned lands were 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. For example, Delta is home to one of the most significant bog ecosystems in Canada – Burns Bog. Covering approximately 3,000 hectares, the bog is considered to be 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. In 2004, approximately 2,040 hectares of Burns Bog were purchased by four levels of



government and are now 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, which support a diversity of wildlife and contribute to greenspace in Delta, form a considerable portion of the GVRD's Green Zone. Many of these areas are protected as Environmentally Sensitive Areas or are part of municipal or regional parks and environmental reserves. *See Map 6 - Environmentally Sensitive Areas Designations.*

This section of the OCP contains general objectives and Policies about the natural environment. Other sections of the OCP also address the environment in reference to specific topics such as parks, transportation, agriculture, and industrial land use. These objectives and Policies are implemented in the context of a complex multi-government regulatory framework.



Fish and Wildlife Habitat

Objective:
Protect and enhance watercourses, ravines, forested uplands, wetlands, foreshore and marine areas as habitat for wildlife.

Policies:

2.4.1 Enhance the knowledge of Delta's environmental assets through physical and biological resource inventories.

2.4.2 Implement streamside protection measures and require that developments conform to regulations and best management practices for protecting fish and aquatic life.

2.4.3 Through effective land use planning, minimize habitat loss, fragmentation and disturbances to wildlife.

2.4.4 As funding permits, develop natural areas management plans for significant habitat types and geographic areas.

2.4.5 Where appropriate, provide opportunities for the public to view and learn about wildlife in their natural setting.

2.4.6 Promote "naturescaping" and the provision of wildlife habitat on public and private land.

2.4.7 Encourage the protection, and wherever possible, reopening of natural watercourses for wildlife and fish movement to increase and return fish stocks, in collaboration with other agencies and private property owners. 2

Environmentally Sensitive Areas

Objective:
Identify and protect a system of Environmentally Sensitive Areas (ESA's) that is representative of Delta's habitat types and allows for connectivity between those habitats.

Policies:
2.4.8 Complete a comprehensive ESA inventory that builds on previous studies undertaken.

2.4.9 Identify funding for strategic acquisition of ESAs.

2.4.10 Raise awareness of the importance and values of ESAs and encourage community stewardship.

2.4.11 Monitor the status of ESAs to ensure that the values for which they were protected are not degraded or lost.

2.4.12 Apply interim protection measures, such as agreements with landowners, to known sensitive areas that are not yet fully protected as ESAs.

2.4.13 In co-operation with the GVRD, provincial and federal governments, ensure the long-term preservation of Burns Bog as an Ecological Conservancy Area, through a management agreement and appropriate ESA designation.

2.4.14 Manage municipally owned properties surrounding the Burns Bog Ecological Conservancy Area in a manner that is consistent with the Conservancy Area covenant, and consider integrating additional municipal properties into the Conservancy Area as outstanding encumbrances and land transfer issues associated with these properties are resolved over time.

2.4.15 Work with the GVRD to identify appropriate ESA designations for areas within Boundary Bay and Deas Island Regional Parks and develop guidelines for the management of those areas.



Trees

Objective:
Protect trees, and plant more trees as opportunities arise.

Policies:
2.4.16 Investigate options to protect mature trees, heritage trees and urban forests.

2.4.17 Enhance regulations to minimize loss of trees prior to and during development, and ensure replacement with an emphasis on native species.

2.4.18 Continue to plant and maintain new trees on public lands in parks, and along boulevards.

2.4.19 Develop and implement an Urban Forest Management Strategy to consolidate policies regarding tree protection, outline standards for planting and maintenance of trees, address the health of the urban forest, and better integrate tree protection into community planning.

2.4.20 Provide information to developers and private landowners about the importance of maintaining healthy, mature trees.



Water and Foreshore
(Water Quality, Stormwater and Groundwater)

Objective:
Protect shoreline and riparian areas and maintain high standards for water quality.

Policies:
2.4.21 Work with other agencies to preserve, enhance or restore habitat and natural shoreline processes when development occurs in coastal/foreshore areas.

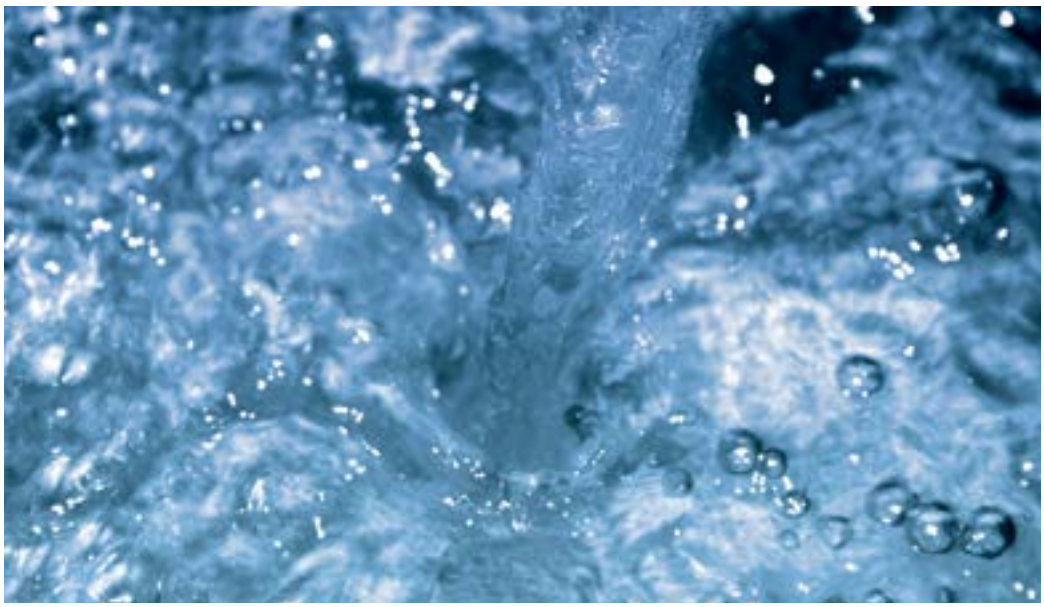
2.4.22 Work with other agencies to manage and monitor point source pollution (e.g. storm sewers, direct discharges) and non-point source pollution sources (e.g. urban runoff and associated contamination) into streams and the Fraser River.

2.4.23 Develop Integrated Storm Water Management Plans and require the use of integrated storm water management practices consistent with the regional Liquid Waste Management Plan.

2.4.24 Work to maintain water quality in groundwater aquifers.

2.4.25 Recognize the FREMP Area Designations and habitat classifications along the estuary foreshore and consider them when making land use decisions.

2.4.26 Require that all applications for development along the estuary foreshore be referred to FREMP for review and comment.



Natural and Geotechnical Hazards

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

Policies:
2.4.27 Carefully assess and where appropriate, prohibit development in areas prone to hazardous conditions and/or flooding.

2.4.28 Use development permit guidelines and bylaws to ensure that appropriate measures are taken when development occurs in potentially hazardous areas such as along slopes, bluffs or ravines, and in flood prone areas.

2.4.29 Ensure Delta Fire and Emergency Services participate in the planning of natural and environmental areas and also in the planning and development process for projects that may impose a wildland-interface threat.



Soil Quality and Contaminated Sites

Objective:
Protect soil quality and facilitate the rehabilitation of sites that have been degraded or contaminated.

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

2.4.31 Work with other agencies and landowners to assess, manage and remediate contaminated sites.

14

14

Light and Noise Abatement

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

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

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

2.4.34 Set Policies and enforcement 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.

2.4.35 Set Policies and enforcement 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

Objective:
Demonstrate leadership in implementing sustainable environmental practices.

Policies:
2.4.36 Develop an Environmental Management System that would set objectives and track progress with regard to the municipality's environmental practices.

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

2.4.38 Operate under a 'Triple Bottom Line' philosophy that considers environmental, social and economic dimensions of decisions.

Stewardship

Objective:
Raise environmental awareness among Delta residents and businesses and encourage community environmental stewardship.

Policies:
2.4.39 Promote community environmental stewardship and identify ways to encourage private land stewardship.

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

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

2.4.42 Prepare a "State of the Environment Report" that identifies appropriate indicators, and sets targets that are directly linked to OCP objectives and Policies.



2.5 Agriculture

Farming is important in Delta, as it contributed to the early settlement of the municipality, and today, adds to the economy and to residents' quality of life. Farming also contributes to municipal and regional food sufficiency. Today, there are 10,085 hectares (24,929 acres) in the Agricultural Land Reserve (ALR), which is a provincial designation that recognizes agriculture as the priority use. All land within the Agricultural Land Reserve (ALR) is subject to the provisions of the Agricultural Land Commission Act as well as regulations and orders of the Agricultural Land Commission. The Act and regulations generally prohibit or restrict non-farm use and subdivision of ALR lands, unless otherwise permitted or exempted. [2]

See Map 14 Agricultural Land Reserve.

The deltaic soils coupled with our mild climate provide for excellent conditions for soil-based farming. The most common agricultural uses are field vegetables and potatoes, forage and pasture and livestock operations. Livestock includes sheep/goats, exotic birds, poultry including free-range poultry, llamas and alpacas. Other agricultural activities include cultivated and fallow land, berry crops, greenhouses and nurseries. In 2001, gross farm revenues for Delta's farms were $161 million.

Approximately 5.5% of Delta's farmland is currently not in agricultural production, and 9% is currently used for transportation, communications, commercial, service, recreation, institutional, golf course, utility, industrial and park use.

Significant issues facing the farm community include the long-term viability of agriculture, preservation of farmland for farming, conflicts between urban and rural activities, the rising cost of farmland, conversion of farmland to hobby-farm use and the interrelationship between farm fields and wildlife habitat.



Protect the Agricultural Land Base

Objective:
Protect the agricultural land base and lands included in the Agricultural Land Reserve.

Policies:
2.5.1 Recognize farming as the primary use of agricultural land.

2.5.2 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

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

2.5.4 Use Agriculture Impact Assessments to quantify the impacts of a proposed development, rezoning subdivision or non-farm use on the ALR, farmed lands or lands adjacent to farmed lands. Require mitigation for possible impacts.

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

2.5.6 Continue to work with the Ministry of Agriculture, Food and Fisheries, the Provincial Agricultural Land Commission and other appropriate stakeholders and organizations to determine the maximum threshold for greenhouses and other non-soil dependent farming operations that preserves a critical mass of land for soil-based agriculture.

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



Urban-Rural Conflict

Objective:
Minimize conflicts at the urban-rural interface.

Policies:
2.5.8 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.

2.5.9 Undertake a public awareness program to inform non-farm residents about normal farm practices and urban activities that may result in difficulties for farmers.

2.5.10 Consider urban-rural edge planning initiatives, such as Development Permit Guidelines for the urban side.

Agricultural Economic Diversification

Objective:
Diversify farm operations to support agricultural viability and sustainability.

Policies:
2.5.11 Support economic diversification initiatives accessory to and compatible with farming that add value to locally produced farm products.

2.5.12 Work with the Ministry of Agriculture, Food and Fisheries, the Provincial Agricultural Land Commission and other farm stakeholders to determine and encourage appropriate economic diversification initiatives.

2.5.13 Ensure agricultural processing industries that locate in agricultural areas are consistent with the Ministry of Agriculture, Food and Fisheries and the Provincial Agricultural Land Commission legislation, regulations or policies.

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



Houses on Farm Land

Objective:
Ensure the appropriate size and siting of farmhouses and additional farmhouses in agricultural areas.

Policies:
2.5.15 Develop zoning regulations that minimize the negative impacts of dwellings on farmland and locate them to minimize servicing costs and promote clustering.

2.5.16 Ensure additional farm houses are necessary for farm use or retired farmers, as permitted in Agricultural Land Commission legislation, regulations, or policies.

2.5.17 Consider incentives that encourage the preservation of heritage buildings on the same site.

Farmland and the Environment

Objective:
Balance the interests of agriculture, the protection of the environment and the co-operative management of the Fraser River delta ecosystem.

Policies:
2.5.18 Encourage cooperative decision-making for agricultural-environmental issues.

2.5.19 Encourage initiatives, including best management practices, that support both farming and wildlife, protect against soil erosion and degradation, and maintain water quality and hydrological functions on agricultural land.

2.5.20 Support and if appropriate participate in studies to determine the impacts of greenhouses and other agricultural and non-agricultural development on the Pacific Flyway, and study the impacts of waterfowl on agricultural lands.



2.5.21 Recognize and protect environmentally significant areas of farmland, including hedgerows, stands of trees, old fields, watercourses and other sensitive areas.

2.5.22 Continue to support programs that mitigate and compensate for crop damage from migratory birds and on-farm stewardship activities such as set-asides, and hedgerows.

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

2.5.24 Encourage farmers to prepare Best Management Practice Plans and Environmental Farm Plans.

2.5.25 Encourage other levels of government and non-government agencies to implement habitat initiatives on agricultural land in cooperation with farmers.

Farmland and Recreational Uses

Objective:
Recognize recreational uses that are compatible with agriculture.

Policies:
2.5.26 Work with the GVRD, user groups, and stakeholders to educate recreational users of private property rights, the implications of trespassing on farmland, nuisance activities for farming, and security concerns of the farm community.

2.5.27 Support planning initiatives that minimize conflicts between recreational and farm users.

2.5.28 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

Objective:
Continue to strategically plan for agricultural land use.

Policies:
2.5.29 Consider updating the Delta Rural Land Use Study (1994).

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

2.5.31 Support efforts to coordinate federal, provincial and municipal agricultural regulations.



2.6 Parks, Recreation and Culture

Delta Parks, Recreation and Culture is a broad service provider of recreational activities, 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 services, programs and facilities have evolved over time to meet the needs of the changing population. These services provide both individuals and groups with the opportunity for growth and development while creating a healthy, vibrant and cohesive community. The services are housed in ten major recreation buildings featuring arenas, aquatic centers, senior's 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 has partnered with community groups to provide more specialized amenities such as artist's studio, pottery studio, youth centers, arts centers, gymnastics center and community theatre.

The parks system is comprised of approximately 500 ha (1,350 acres) of land in over 140 locations. Cemeteries, harbours, boulevards, civic grounds, and environmental areas complement the more traditional parks functions. The Regional Parks and Trails System, School Grounds, and most recently Burns Bog, complement the system of parks and natural areas. 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 technical structures, floral gardens, historical areas, water play areas, cenotaphs, cemeteries, 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 use of the parks or the visual image of Delta that it projects.

The Parks and Recreation Master Plan 1989 has directed the development of parks and recreation services for the past 15 years. Through a new 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 7 Parks and Schools.*



Planning For Parks, Recreation And Culture

Objective:

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

Policies:

2.6.1 Develop strategic plans to replace the 1989 Parks and Recreation Master Plan, and include standards for parks, recreation facilities and services.

2.6.2 Develop 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.

2.6.3 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.

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

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

2.6.6 Regularly review and update the parks, recreation and culture inventory to ensure that demographic and geographic needs are met.

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

2.6.8 Work in partnership with other agencies and organizations to provide complementary parks, recreation and cultural facilities and programs, in accordance with the strategic plan.



Recreation and Cultural Services

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

Policies:
2.6.9 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.

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

2.6.11 Develop traditional and non-traditional programs and services directed at age specific groups, including youth and seniors that will develop the social, physical and intellectual health of the individual, while using multipurpose recreation facilities.

2.6.12 Work with other agencies to develop a comprehensive approach to community engagement that will encourage more positive social behaviour.

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

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

2.6.15 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 and coordinate, where possible, the development, re-development, upgrading and management of recreational and cultural amenities.

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

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



2.6.18 Ensure parks and recreation facilities are designed and operated to maximize access for people with special needs.

2.6.19 Where parks and recreation facilities interface with residential neighbourhoods, consult with neighbours and the community to ensure the design and operation considers neighbourhood issues and the greater community good. (e.g. light, noise, traffic, privacy issues).

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

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

2.6.22 Provide the use of public open spaces for community events and ceremonies.

2.6.23 Encourage collaboration with the community in supporting arts, recreation and culture.

Parks and Open Space

Objective:
Provide, manage and preserve a comprehensive mix of parks, natural areas and open spaces that are reflective of the municipality's diversity, character and needs, while meeting the changing demands of the population.

Policies:
2.6.24 Continue to require 5% parkland dedication, where appropriate, or cash-in-lieu payment of all subdivision applications within the requirements of the Local Government Act.

2.6.25 Identify areas and properties where parkland acquisition is desirable, and acquire properties through cash-in-lieu or parkland dedications, ensuring that new parklands are proportionately distributed among Delta's three main residential communities.

2.6.26 Diversify Delta's greenspace inventory to include more urban open spaces that meet the needs of Delta's diverse population. [2]

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

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

2.6.29 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.

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

2.6.31 In natural areas, provide a balance of public access and protection and preservation.

2.6.32 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.

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

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

2.6.35 Engage individuals and groups in stewardship roles to implement initiatives and programs in parks and Environmentally Sensitive Areas.



2.7 Heritage

Thousands of years ago, aboriginal peoples established fishing camps on the banks of the Fraser River. Much of the area was marshland, subject to tidal flooding, but First Nations people settled the upland areas in Tsawwassen and North Delta, and the municipality's archaeological sites are amongst the oldest known in the province. The provincial government, through its archaeological branch, is responsible for the protection and preservation of historic sites and artifacts that are dated prior to 1846. [2]

The post 1846 heritage resources of Delta are a valuable legacy of its pioneering origins, and remain a vital part of the community's pride, identity, local economy, and tourist potential. Early rural, riverside and town developments have left a significant legacy of historic buildings and sites that reveal the prominent role that farming, fishing and salmon canning played in the lives of early settlers. The Delta Museum and Archives works to preserve this history and to provide educational opportunities to learn about our shared past. [2]

About 190 heritage buildings are identified in the Delta Rural Inventory (1999, and revised in 2002) and the Delta Urban Inventory (2000). Of these buildings, 22 are currently on the Delta Heritage Register, with the agreement of the owners. This allows owners to use reduced building code standards in making renovations, in exchange for not demolishing their buildings until a plan for reuse of the site is agreed with the municipality. In addition, six buildings (Delta Museum, McKee House, John Oliver Barn, Inverholme Schoolhouse, Burvilla, and Paterson House) are municipally designated as heritage sites. The first three are owned by Delta, the fourth and fifth by the GVRD (at Deas Island Park), and the last is in private ownership. Buildings which are municipally designated must be preserved and cannot be demolished without Delta's permission. *See Map 17–Heritage Sites.*

In 1997, a Heritage Strategy was prepared for Delta, which set a 5-year work schedule for developing a set of comprehensive heritage Policies. This included preparing a Rural Heritage Management Plan in 1998, the two inventories and the Heritage Register described above. A Heritage Incentives program was approved by Council in 1998.

The purpose of Delta's heritage conservation Policies is to use incentives rather than regulations to encourage property owners to maintain and restore their heritage properties. The incentives include relaxations of zoning regulations and development costs.



Preserving Heritage Resources

Objective:
Identify and preserve Delta's significant heritage resources.

Policies:
2.7.1 Develop an information database identifying historical resources.

2.7.2 Regularly update Delta's urban and rural heritage inventories and registers and investigate opportunities to identify and designate additional heritage landscapes.

2.7.3 On a site-specific basis, offer appropriate heritage incentives (e.g. zoning relaxations) in exchange for legal heritage protection of buildings on Delta's heritage inventories (municipal designation or Heritage Revitalization Agreement).

2.7.4 Encourage property owners to place their heritage properties on the Delta Heritage Register, and to register their buildings under the federal Historic Places Initiative.

2.7.5 Define and prepare guidelines for Heritage Conservation Areas where there is a concentration of heritage buildings which should be protected, and where new development should be in keeping with the existing character of the area.

2.7.6 Consider the use of a grants program, tax incentives program, or other incentives to encourage heritage property owners to conserve and enhance their properties, provided the property is municipally designated or subject to a Heritage Revitalization Agreement.

2.7.7 Develop management plans for municipally owned properties which are municipally designated as heritage sites.

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

2.7.9 For heritage buildings which are approved for demolition, 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.

2.7.10 Encourage the responsible heritage management of historic farm buildings and farm landscapes.





Public Awareness

Objective:
Raise awareness and understanding of Delta's heritage.

Policies:
2.7.11 Encourage community organizations to promote awareness of heritage and heritage events (e.g. heritage week, plaques, displays, driving and walking tours).

Archaeological Resources

Objective:
Work with stakeholders to protect archaeological sites.

Policies:
2.7.12 Continue to inform the Archaeological Branch of development proposals which affect areas identified by the province as being of archaeological significance.



2.8 Community Services

Community services include social, health, ambulance, police, fire, and library services. Of these services, the first three are primarily the responsibility of the provincial government. The role of volunteers is particularly important in delivery of most community services.

That Delta has such an excellent system to serve residents is very much a reflection of residents' willingness to participate in the community, to fundraise, and to help people in need. The challenge of the future will be to ensure that in these days of government reorganizations and cutbacks, Delta can, with the help of the community and the non-profit organizations, maintain and enhance these standards of service.



A. Community and Health Services

The Ministry of Children and Family Development is the prime funder of social services in Delta. It delivers child protection and children's mental health services itself, and contracts out to local non-profit agencies a number of other services, including child and family counseling and programs for persons with physical and mental disabilities. These agencies also do local fund-raising, and seek grants from federal and provincial departments, and from Lower Mainland charitable foundations, such as the United Way, in order to provide a range of social services to the community. There is also a network of smaller non-profit organizations which are sometimes branches of national organizations, and which provide support and services to people with specific illnesses or disabilities. 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.



The Ministry of Children and Family Development has been going through several reorganizations aimed at regionalizing and rationalizing service delivery, and reducing administrative costs. In particular, the Ministry is targeting the reduction of the number of service contracts it enters into each year with agencies. These moves are forcing local agencies to cut services and amalgamate, in order to survive.

The Ministry of Health, through the Fraser Health Authority, is responsible for delivery of health services in Delta. Under its auspices, the Delta Hospital, which is an integral part of the community and strongly supported by the community, has been downgraded to a sub-acute care hospital. Residents with serious emergencies must now be transported through the tunnel to Richmond or Vancouver, or to Surrey Memorial Hospital. This is a great cause of concern to most Delta residents.

Delta has limited financial resources, but can still assist its agencies and volunteer organizations by such means as community grants, fees for service, subsidizing municipally owned land or buildings for use by non-profit agencies, and providing staff assistance in coordinating and facilitating the planning and development of services. Where necessary, it can also lobby other levels of government that have primary responsibility for delivery of health and social services.

Social Planning

Objective:

Facilitate social planning in the community to build capacity, identify community needs, and encourage the provision of services to meet these needs.

Policies:

2.8.1 Assign staff to undertake social planning studies as required, and to liaise with community coordinating committees which undertake social planning and identification of needs.

Community Development

Objective:

Support the community development activities of non-profit and community groups.

Policies:

2.8.2 Where feasible, use municipal funding and non-monetary support to assist delivery of community services by locally based organizations.

2.8.3 Actively support and participate in community development activities.

2.8.4 Advertise municipal opportunities for community involvement, such as Adopt-a Street, Neighbourhood Watch, Crime Patrol, and COP Shops, in municipal publications and newspapers.

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

Health Services

Objective:

Ensure that adequate local health services are available to residents.

Policies:

2.8.6 Continue to work towards the return of acute care beds and a fully staffed emergency room at Delta Hospital; ambulance service, with adequate response time and conveyance to a hospital with the required level of care; and for more Provincial funding for home support services for people who are infirm or have disabilities.



Schools

Objective:

Ensure schools are integrated with, and serve the local community.

Policies:

2.8.7 Encourage new family-oriented housing to locate near existing schools.

2.8.8 Work cooperatively with the Delta School District to share facilities and park space in order to better serve the community.

2.8.9 When new schools are built, or schools are updated, encourage the School District to include space that can be used by the community.

2.8.10 Work with the School District to ensure streets around schools are safe for students.

Youth

Objective:

Provide opportunities for youth to contribute and participate in community life.



Policies:

2.8.11 Encourage and support youth participation in municipal and community organizations and events.

2.8.12 In cooperation with non-profit organizations, promote recreation programs (e.g. drop-in centers) to ensure that the needs of youth who do not participate in organized sports programs are met.

2.8.13 Highlight positive contributions to the community by youth (e.g. youth recognition awards).

2.8.14 Where feasible, support youth programs through municipal financial assistance.

2.8.15 Encourage employment opportunities for youth through the support of youth employment agencies and programs.

2.8.16 Through Parks and Recreation programs and municipal volunteer opportunities, promote opportunities to develop youth leadership skills.

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

Children and Families

Objective:

Encourage a safe and supportive community that fosters family well-being and the raising of children in a nurturing environment.

Policies:

2.8.18 Where feasible, provide municipal financial assistance, such as community grants, to support family centers and childrens' programs operated by non-profit organizations.

2.8.19 Encourage the provision of quality daycare and after school care, which is affordable, accessible, and located in residential neighbourhoods.

2.8.20 In large redevelopment projects, encourage the inclusion of space dedicated for child and family friendly amenities, such as child care facilities or play space.

Seniors

Objective:

Support the well being of seniors as they age.

Policies:

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

2.8.22 Continue to lobby the provincial government to ensure affordable and appropriate levels of care for seniors, as they age, in their home communities.

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

Cemetery Services

Objective:

Continue to provide cemetery services in the community.

Policies:

2.8.24 Continue to maintain Delta's cemeteries and recognize the benefits they provide as community gathering places and sources of local history.

Access for Persons with Disabilities

Objective:

Maximize opportunities for persons with disabilities to access residences and facilities.

Policies:

2.8.25 Continue to provide drop curbs at street intersections and audible street crossings.

2.8.26 Encourage universal or adaptable design standards in housing so that people can remain in their homes as they age or if they become mobility impaired.

2.8.27 Review municipal regulations to ensure there is adequate provision of parking stalls for persons with disabilities.

2.8.28 Conduct an audit of municipal facilities and infrastructure to determine if they are fully accessible for persons with disabilities.

2.8.29 During the development application process, review projects to ensure that accessibility needs have been addressed.





Poverty

Objective:

Support initiatives and programs that alleviate poverty.

Policies:

2.8.30 Continue to provide municipal financial assistance to Delta agencies assisting the poor through food banks, clothing, referral to shelter etc.

Multiculturalism

Objective:

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

Policies:

2.8.31 Encourage community information sharing and knowledge about ethnic and cultural diversity, and foster inclusiveness.

2.8.32 Where necessary, publish municipal information in appropriate languages.



B. Emergency Services and Preparedness

Police

Delta is policed by a municipal department with a compliment of 146 sworn officers and 44 civilian support staff. Police Headquarters is located in the civic center in Ladner. A primary satellite office in the North Delta Public Safety Building, together with the community policing offices in the Townline Node of North Delta, at 72nd and Scott Road, in the Sungod Recreation Centre and in the Ladner and Tsawwassen cores further strengthen police links with the community.

The Delta Police Department continues to develop through implementation of its strategic plan. From a firm foundation in traditional policing, the Department moved forward into community policing. Having evolved into a leadership organization, services continue to be enhanced through our Intelligence Led – Accountability Driven Policing Model.

The Department remains committed to sustaining peace and order and delivering excellence in policing through the constant flow of relevant information, enhanced technology and continued partnerships with the community. The Department is proud to maintain a very low crime rate.

Community Security

Objective:

Provide a safe and secure environment.

Policies:

2.8.33 Continue to provide and support a variety of safety initiatives and programs to combat crime and provide for safe neighbourhoods.

Crime Reduction

Objective:

Reduce crime through intelligence led enforcement, community policing and enhanced technology.

Policies:

2.8.34 Continue to utilize crime prevention through environmental design (CPTED) principles in the development review process.

2.8.35 Continue to introduce new policies and programs to aid in reducing crime, either by Delta-led initiatives or in partnership with other levels of government.

Community Partnerships

Objective:

Deliver excellence in policing through community partnerships that maintain order, promote safety and reduce crime.

Policies:

2.8.36 Continue to support volunteer groups (e.g. Police Reserves, Victim Services, Neighbourhood Watch and Community Crime Watch), community police stations and partnerships that enhance police, communication, education and awareness.



2.8.37 Continue to support programs that enhance the relationship with Delta's youth (e.g. Youth Forum Initiative, Police School Liaison Program) and support new initiatives to decrease youth related problems in the community.

Fire Services

The Delta Fire and Emergency Services Department consists of three divisions: Fire Prevention, Training, and Fire Suppression.

New demands face the Department. The recent acquisition of Burns Bog and the increased use of our parklands present additional demands on department services. The increase in movements of hazardous materials through the Delta corridor due to increased truck traffic, and the planned expansion of DeltaPort will place new demands on Emergency Services. The Department is committed to the education and emergency response required to mitigate any potential incidents within the municipality.





Fire Protection

Objective:

Provide sufficient fire protection to the community.

Policies:

2.8.38 Continue to ensure all neighbourhoods receive timely and efficient fire protection.

Emergency Preparedness

Objective:

Be prepared in the event of an emergency situation.

Policies:

2.8.39 Continue to implement Delta's emergency preparedness plan.

2.8.40 Encourage the public to prepare emergency preparedness plans for their families and businesses.

2.8.41 Sponsor Emergency Preparedness workshops for the public.

Public Education on Fire Prevention

Objective:

Educate the public on ways to prevent accidents and reduce fire safety hazards.

Policies:

2.8.42 Continue to encourage property owners and builders to use fire prevention devices (e.g. sprinkler systems, alarms, non-combustible materials).

2.8.43 Continue with the department's public education activities (e.g. fire safety week, visits to schools etc.)

C. Library Services

Delta is a member municipality of the Fraser Valley Regional Library System (FVRL) which serves more than half a million people throughout the Lower Mainland and the Fraser Valley. The Pioneer, George Mackie, and South Delta libraries provide comprehensive library services in each of Delta's three communities.

A good location is essential to successful library service and enhances accessibility to local and general services in the community. The George Mackie and Ladner Pioneer libraries are housed in municipally-owned facilities. The municipality is exploring options for improving library services in South Delta, which are currently located at the Town Centre Mall.



High-quality, Cost Effective and Accessible Library Services

Objective:

Collaborate with the Fraser Valley Regional Library to offer high-quality, sustainable, and accessible library services in all three communities of Delta.

Policies:

2.8.44 Ensure that Delta is receiving a high standard of library service that contributes to the quality of life of Delta residents.

2.8.45 Ensure that Delta is receiving a positive return on investment in providing library service to Delta residents.

2.8.46 Collaborate with the FVRL to develop sustainable budgets to provide high quality library services that are relevant to Delta residents.

2.8.47 Collaborate with the FVRL to develop meaningful measures of library services.

2.8.48 Encourage the FVRL to continue investment in modern technology.

2.8.49 Review the potential for enhanced library services including an expanded or new library for South Delta.

2.9 Transportation

Delta has a complex transportation system that accommodates the needs of the mobility challenged, pedestrians, cyclists, local traffic, commuter traffic, and goods movement. While traditional transportation planning has focused on the automobile, recent 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. The Fraser River crossings are at capacity, and there are no long term plans for expansion of existing crossings or additional crossings. Many Delta residents rely on these routes as they commute outside of Delta on a daily basis. The transportation system must cope with through traffic from other communities, and try to mitigate the impacts on Delta's neighbourhoods. Traffic congestion is also generated by the presence of DeltaPort and the BC Ferries Terminal, both located outside of Tsawwassen. Another transportation challenge for Delta is to lessen the conflicts between agricultural, commercial and general-purpose traffic.

Priorities for Delta are to continue to focus on providing an efficient road network, and promoting alternate transportation modes. Delta will continue to focus on its objective of making the road network and alternate transportation routes safe for everyone. These objectives are best achieved when undertaken in partnerships with other agencies and in consultation with neighbourhoods and community groups.

See Map 8-Road Hierarchy; and Map 18-Major Road Network.



Road Network

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

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

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

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

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

2.9.6 Work with other agencies on planning for the South Fraser Perimeter Road and on improvements to the River Road corridor, ensuring that new roads have minimal impact on agricultural lands, environmentally sensitive areas or residential neighbourhoods. 2

2.9.7 Work with the appropriate agencies to upgrade 72nd Avenue to improve safety, reduce congestion, improve neighbourhood livability and access to major transportation corridors. 2

2.9.8 Ensure all road improvement costs include land acquisition costs.

2.9.9 Work with Provincial transportation agencies to study alternatives to address local traffic congestion. 2

2.9.10 Where appropriate, promote innovative street and streetscape design that encourages use by and reflects the needs of transit, cyclists, pedestrians, and the mobility challenged. 2

2.9.11 Maintain a lifecycle replacement program for road and sidewalk infrastructure, in consultation with local neighbourhoods and community groups.



Transit

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

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

2.9.13 Encourage the development of an efficient local transit system to move people to and from Delta's town centres, key service destinations, recreational areas, and major employment areas, including industrial areas such as Tilbury and Annacis Island.

2.9.14 Improve transit service between Delta's town centres, neighbouring municipalities and to downtown Vancouver.

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

2.9.16 Promote a transit fare system that it is equitable for all parts of Delta.

2.9.17 Improve transit amenities for transit users (e.g. better bus shelters, bike racks on buses, bike racks/lockers at major transit loops, etc.)

2.9.18 Support and facilitate alternative public transit initiatives such as the pedestrian/bicycle ferry between Richmond and Delta.



Alternate Modes of Transportation

Objective:
Promote alternate modes of transportation through the provision of safe and attractive facilities.

Policies:
2.9.19 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]

2.9.20 Continue to develop Delta's bicycle network in accordance with recommended design guidelines.

2.9.21 Improve cycling linkages between communities within Delta and regionally.

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

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

2.9.24 Encourage education and awareness campaigns to enhance cyclists' riding skills and road responsibilities and increase motorists' awareness of non-vehicle traffic such as cyclists or horseback riders who also use the road network. [2]

2.9.25 Improve the pedestrian environment by implementing sidewalk, street crossing and lighting improvements.

2.9.26 Consider pedestrian safety and accommodate the mobility challenged when designing road infrastructure.



Commercial and Agricultural Transportation

Objective:

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

Policies:

2.9.27 Designate specific corridors, such as the South Fraser Perimeter Road, to accommodate major trucks and goods movement and to promote efficient and effective goods movements, while minimizing the impacts to local communities.

2.9.28 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

Objective:

Enhance the livability and safety of neighbourhood streets by discouraging their use by through traffic.

Policies:

2.9.29 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.

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

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



Transportation Demand Management

Objective:

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

Policies:

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

2.9.33 Explore TDM program opportunities for Delta municipal employees and for local employers.

2.9.34 Consider opportunities for TDM initiatives at new developments within Delta.

2.9.35 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.



2.10 Utilities

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, the water supply, a dyking and flood proofing system, and utility and telecommunications networks. The infrastructure issues facing Delta, in the context of little future population growth, are to ensure that the existing systems are maintained, and that renewal of existing systems and creation of new infrastructure is planned in a sustainable way. Global warming and climate change have the potential to impact our infrastructure system as rising sea levels may result in future flooding.

Delta works closely with the GVRD in the provision of storm water and sanitary sewer systems, and the provision of the water supply. For storm and sanitary sewers, the GVRD operates and maintains a network of trunk sewers, pumping stations and wastewater treatment plants. While it is the GVRD 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 9 – Sanitary Sewer Trunk Lines and Map 10 – Water Trunk Lines.



Storm Sewers, Drainage and Sanitary Sewerage

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

Policies:
2.10.1 Maintain a lifecycle replacement program to service existing and future developed land.

2.10.2 Manage the sewer system to meet the long-term objectives of the liquid waste management plan.

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

2.10.4 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 where appropriate.

2.10.5 Support pilot projects for innovative and sustainable infrastructure design and explore the use of alternative development standards to reduce storm water runoff.

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

2.10.7 Work to mitigate negative environmental impacts of storm water runoff from roads into the storm water system.

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



Dykes and Flood Proofing

Objective:
Protect the community from flooding.

Policies:
2.10.9 Meet acceptable engineering standards for drainage and flood risk in urban areas.

2.10.10 Plan for long term improvements to mixed uses in anticipation of sea level rise associated with global warming, and ensure that development does not preclude improvements to the mixed use system.

2.10.11 Obtain Municipal rights-of-way to carry out required maintenance where required.

2.10.12 Provide flood protection to all 1 in 200 year return period levels, from sea and river induced flooding.

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

Water Supply

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

Policies:
2.10.14 Continue to monitor local water quality.

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

2.10.16 Undertake infrastructure renewal as redevelopment takes place.

2.10.17 Encourage water conservation measures (for example, promote installation of water meters and low-flow fixtures in buildings, cisterns and rain barrels and support sprinkling restrictions).



Waste Generation and Management

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

Policies:
2.10.18 In coordination with the GVRD, encourage all sectors to reduce solid waste consumption and disposal to achieve reduction targets set out in the Livable Region Strategic Plan.

2.10.19 Work with the GVRD to implement the regional Liquid Waste Management Plan and participate in the updating of the Solid Waste Management Plan.

2.10.20 Work with the City of Vancouver and the GVRD to implement the Vancouver Landfill Closure Plan for the Western 40 hectares and progressive closure of the remaining footprint of the Landfill, as each operating phase reaches its design capacity.

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

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

Utilities and Power Distribution

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

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

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



2.11 Climate Change [15]

Climate change is a shift in the average weather that a given region experiences. This could 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 seen 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 anthropogenic causes of climate change.

Being situated within the Fraser River estuary, Delta is one of the most ecologically diverse municipalities in southwestern BC. Within the community, natural, social and economic systems are vulnerable to the impacts of climate change, such as flooding, other extreme weather events, reduced air quality and habitat loss.

As described in Section 1, 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 to climate change, Delta has adopted a comprehensive and dynamic Climate Change Initiative aimed at reducing energy consumption and greenhouse gas emissions at the community and corporate level. In addition to this a detailed Community Energy and Emissions Plan was completed in 2013. [68]

This section of the OCP contains general objectives and policies regarding mitigation and adaptation in response to climate change, which support the advancement of the Climate Change Initiative. Other sections of the OCP also address climate change in reference to specific areas, such as housing and neighbourhoods, commercial land use, industrial land use, transportation, natural environment and utilities.

Climate Change

Objective:
Minimize and plan for the impacts of climate change.

Policies: [69]

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

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

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

2.11.4 Report progress made towards achieving Delta's Climate Change goals on a regular basis.

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

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

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

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

Air Quality

Objective:
Improve air quality and reduce greenhouse gas emissions.

Policies:

2.11.9 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.

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

Energy and Water Consumption

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

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

2.11.12 Require that all new municipal building construction and retrofits over 500 m^2 are completed to a minimum LEED Silver or equivalent standard.

2.11.13 Ensure water and energy conservation are practiced by the municipality (e.g. retrofitting municipal facilities with energy and water saving devices, using 'waterwise' landscaping on civic properties).

2.11.14 Encourage architects and developers to design and construct energy and water efficient buildings.

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

2.11.16 Encourage efficient transportation modes and settlement patterns to minimize the number and length of vehicle trips.

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

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

Land Use and Built Environment

Objective:
Ensure that land use and development are undertaken in a manner consistent with municipal objectives for environmental sustainability.

Policies:
2.11.19 Include environmental implications as part of the review of development applications and other land use decisions (e.g. changes to zoning).

2.11.20 Require development applicants to complete a "sustainability checklist" identifying sustainable planning, site design, and building and servicing measures that are to be included in a proposed project.

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

2.11.22 Promote awareness of sustainable development through a recognition program, events and other activities.



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Implementation and Monitoring 3

The key to achieving the goals and objectives of this OCP lies in effective implementation. Implementation occurs in a number of different ways. First, decisions made by Council on projects to undertake, programs to fund, development applications to approve or other corporate directions all represent implementation of this plan. Policies in the OCP are ultimately carried out by the decisions made by Council.

Secondly, implementation of the OCP occurs through plan monitoring, further policy and area planning, and through review of bylaws to ensure they meet OCP objectives. Strategies that can be used to implement the OCP include:

Monitoring

Monitoring is a tool that helps to determine how well OCP goals and objectives are being met. Delta can create a monitoring program that links back to the goals and objectives of the OCP, to ensure that they are being met. If done annually, monitoring can highlight which goals are effectively being achieved, and which ones may require more attention. Some goals take many years to achieve, but monitoring them annually means progress towards them can be tracked, and long term objectives continue to be recognized. Specific monitoring strategies could be:

- developing a set of indicators to monitor OCP objectives;

- developing a "State of the Environment" report.

Area Plan Reviews

The scope of this OCP is to determine general objectives and policy directions applicable to all of Delta. More detailed policies are typically contained in Area Plans. All of Delta's area plans are over five years old, and some date back more than a decade. It is time to review these plans to provide better policy direction at the local level.

Policy Planning

Policies in this OCP were developed through a public consultation process. However, there are some policy areas that would benefit from more detailed study and analysis. These policy areas include:

- Housing strategy – Delta could consider developing a housing strategy that addresses appropriate housing types for an aging population.

- Transportation – much work has been done to create the Strategic Transportation Plan. Adopting the plan would ensure certainty of the long range direction for transportation planning. In addition to other implementation items outlined in the Strategic Transportation Plan, the creation of Alternate Development Standards should be undertaken as part of the implementation strategy. [2]

- Parks Recreation and Culture Strategic Plan – a plan should be prepared to determine long range objectives for parks and recreation facilities planning, and specifically, strategic planning for municipally-owned heritage buildings and sites, arts and culture, parks and outdoor spaces, recreation facilities and services;

- Corporate Strategic Plan – Delta could consider developing a plan to determine corporate direction in the long term;

- Agricultural Plan – Delta could consider updating the 1994 Delta Rural Land Use Study; and

- Community Energy Plan – Delta could consider developing a plan that would consider all aspects of community energy use and ways to become a more energy and resource-efficient community.

Zoning Bylaw

The Zoning Bylaw is a major tool in OCP implementation. Zoning can be changed to meet plan objectives. While a comprehensive review of the Zoning Bylaw is underway, the scope of the review can also include ensuring that there is greater compatibility between the OCP and the Zoning Bylaw.

The Corporation of Delta will continue to monitor the OCP, and undertake implementation over time, in consultation with Delta residents and other stakeholders. In support of this are the following policies:

- Continue to provide residents with information on changes proposed for their neighbourhoods, and ways in which they can provide input into the proposed changes; and

- Continue to consult with residents and other organizations, businesses and agencies during Area Plan Reviews or other policy planning exercises.



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Glossary 4

Alternative Development Standards
Municipal regulations, requirements and bylaws that are created to promote compact development and smart growth development goals.

Cluster Houses
A housing complex where dwellings are grouped together, so as to maximize open space on the remainder of the site.

Complete Communities
Complete Communities are ones that contain a wide range of services and amenities for everyday living so that people do not have to travel to other communities to satisfy these needs.

Congregate Care Housing
Housing that is purposely built for seniors, where meals, some medical services and social and recreational services are provided.

Crime Prevention Through Environmental Design (CPTED)
A design process which integrates crime prevention with neighborhood and building design. The goal of CPTED is to design spaces that deter crime, by creating spaces that are easily observed, and that signal to intruders the difficulty in committing crimes in the area.

Eco-Industrial Networking
Eco-Industrial Networking is the process of creating or enhancing relationships between organizations (businesses, governments, community) to facilitate sharing and efficient use of resources.

End-of-Trip Facilities
End-of-Trip facilities are facilities supporting cycling trips. These facilities are provided at major destinations, and include bicycle parking at commercial, employment, or institutional destinations and at transit facilities, plus showers and change rooms at employment locations.

Green Buildings
Buildings that, over their life cycle, use less energy and water, generate fewer greenhouse gases, use materials wisely, and produce less waste. Green buildings may include such features as location

and siting to minimize stress on natural systems, construction using recycled materials, installation of water and energy efficient features, landscaping that requires less irrigation and manages stormwater effectively, and better indoor air quality, thermal conditions and natural lighting than conventional buildings.

Greenfield Site
A parcel of land located in an area which is largely remaining in its natural state.

Green Zone
The Green Zone is defined in the Livable Region Strategic Plan as lands located in the Greater Vancouver region that together make up the region's natural assets as defined by each municipality. Green Zone lands include major parks, watersheds, ecologically important areas and resource lands such as farmland. The Green Zone also acts as a long-term boundary to urban sprawl.

Growth Concentration Area
Area defined by the Greater Vancouver Regional District's Livable Region Strategic Plan where future residential growth should be directed in order to achieve a compact metropolitan region. North Delta is located in a Growth Concentration Area.

Heritage Conservation Area
An area designated for heritage purposes under the provincial in an Official Community Plan.

Heritage Landscapes
Areas of land, with or without vegetation, which have heritage significance due to historical, cultural, aesthetic, scientific, or educational worth or usefulness.

Heritage Revitalization Agreement
An agreement made between the Municipality and the owner of a heritage property which allows the owner to make changes to the property which would otherwise not be permitted under zoning, development cost charge, subdivision, or development bylaws, in order to conserve the property.

Infill Lots
Lots in existing residential areas that are redeveloped, and often subdivided, resulting in a higher density form of housing.

Light Trespass
Misdirected light that strays from its intended target.

Municipally Designated Heritage Site
Site that has been designated by the municipality in recognition of its heritage value. Designation of a site protects a heritage building from demolition or future alterations that may not be compatible with the original architecture of the building.

Naturescaping
A way of restoring, preserving and enhancing wildlife habitat in urban and rural landscapes by incorporating habitat features into the design of our homes, gardens and yards.

Riparian Area
The land adjacent to the normal high waterline in a stream or lake whose soils and vegetation are influenced by the presence of the channelized or ponded water. For the determination of streamside protection measures (see definition), the riparian area is sometimes defined as 30 metres from the top-of-bank on each side of a stream or around a lake.

Sky Glow
The brightening of the night sky caused by upwardly-directed light.

Strata House
Ground-oriented housing projects that typically contain three or more dwelling units on a large residential lot. Strata Houses must have a single-family residential housing appearance, parking hidden from view, and each unit must be separately owned under a strata-title subdivision.

Streamside Protection Measures
Regulatory or voluntary measures to protect and enhance riparian areas (see definition) so that the areas can provide natural features, functions and conditions that support fish and other riparian values such as wildlife habitat and slope stability.

Sustainability
In a planning context, the term "sustainability" is used to recognize the interdependence of environmental, social and economic systems, and the need to use these resources in a way that allows future generations to use them also. It promotes linkages between the health of the environment and the livability and prosperity of communities. Sustainability involves, among other things, minimizing impacts to the environment (e.g air, soil, water, wildlife), facilitating community health and well-being (e.g transportation choices, affordable housing, access to recreation), supporting a diverse and strong economy, and considering the long-term implications of decisions.

Traffic Calming
The use of traffic control devices e.g. traffic humps and bumps to reduce vehicle speed and discourage through traffic in residential neighbourhoods.

Transportation Demand Management
Transportation Demand Management (TDM) employs techniques used to manage travel demand with two key objectives:

- Ensure that existing transportation facilities are used in the most efficient and effective manner possible. For example, an increase in average vehicle occupancy as a result of more carpooling and transit use means that more people can travel along a section of roadway than if everyone drove alone.

- Minimize the need for new facilities, and the associated costs of new facilities.

TDM programs achieve these objectives by reducing the amount of travel, by changing modes of travel for some trips (changing to transit, cycling and walking), and changing the time of travel for some trips to less congested times.

Universal Design or Adaptable Design Standards
Buildings and streetscapes that are designed to accommodate people with a range of mobility challenges, or to accommodate people as they age. Examples of universal design or adaptable design features in the home are grab bars installed in bathrooms and showers, or hallway widths that accommodate wheelchairs, walkers or strollers.

Footnotes: OCP Amendments - Schedule A

1. Amend. Bylaw No. 6350, 2005: Replaced entire Schedule A.

2. Amend. Bylaw No. 6400, 2005: Variety of editorial changes.

3. Future Land Use Plan Amendments:

    - Amend. Bylaw No. 5868, 2000: Designated Janda properties MU(L)1.
    - Amend. Bylaw No. 6311, 2004: Designated E. Ladner Car Wash site commercial.
    - Amend. Bylaw No. 6480, 2006: Changed Delsom Land use designations.
    - Amend. Bylaw No. 6413, 2007: Designated 120th St. property Town Centre from Multi-Unit Residential.
    - Amend. Bylaw No. 6610, 2008: Changed land use designation of Tsawwassen Golf and Country Club from A and CR to TGCC.
    - Amend. Bylaw No. 6716, 2009: Designated 120 St. and 75A Ave. property TC.
    - Amend. Bylaw No. 6755, 2009: Designated lands on 33A Ave. A.
    - Amend. Bylaw No. 6827, 2010: Redesignating ESA lands to I relating to SFPR.
    - Amend. Bylaw No. 6924, 2011: Redesignated agriculture lands north of Tsawwassen urban boundary from park to agricultural and deleted reference to single family properties exempted from Policy A.5 on the TFLUP inset.
    - Amend. Bylaw No. 6930, 2011: Designated 80th Ave. property MU.
    - Amend. Bylaw No. 6968, 2011: Designated 90th Ave. property MU.
    - Amend. Bylaw No. 7006, 2012: Designated Northgate Mixed Use.
    - Amend. Bylaw No. 7058, 2012: Renamed MU(L)3 to MU(LW)3.
    - Amend. Bylaw No. 7082, 2012: Designated Augustinian Monastery Institutional.
    - Amend. Bylaw No. 7378, 2014: Updated land use designations in North Delta.
    - Amend. Bylaw No. 7378, 2014: Added new ND Future Land Use Plan.
    - Amend. Bylaw No. 7378, 2014: Changed designation of 12 Ave. properties in Town Centre to TC.
    - Amend. Bylaw No. 7378, 2014: Designated View Cres Park P.
    - Amend. Bylaw No. 7378, 2014: Adjusted designation boundary between Brandrith Park and Cliff Dr. school.
    - Amend. Bylaw No. 7378, 2014: Designated McGee Park P.
    - Amend. Bylaw No. 7378, 2014: Designated various neighbourhood parks P.
    - Amend. Bylaw No. 7378, 2014: Designated Ladner Gospel Hall I.
    - Amend. Bylaw No. 7378, 2014: Designated Ladner United Church I.
    - Amend. Bylaw No. 7378, 2014: Designated Dance Studio on Crescent Dr. I.
    - Amend. Bylaw No. 7229, 2013: Adjusted boundaries of P & MGE, and deleted C designation in Marina Garden Estates.
    - Amend. Bylaw No. 7572, 2016: Adjusted designations and designation boundaries for consistency with zoning and land use.
    - Amend. Bylaw No. 7676, 2017: Changed designation of a portion of 76 St. property from A to I.
    - Amend. Bylaw No. 7735, 2017: Designated Parkwood property I.
    - Amend. Bylaw No. 7568, 2016: Designated 51 St. and 47A Ave. property MU.

- Amend. Bylaw No. 7585, 2017: Adjusted land use designations to accommodate Delta Gardens on 84 Ave.
- Amend. Bylaw No. 7519, 2016: Designated Hwy 99 and Ladner Trunk Rd. site OC.
- Amend. Bylaw No. 7740, 2018: Designated 118 St. property R.
- Amend. Bylaw No. 7841, 2019: Designated 8A property MR and desiganted small parcel P.
- Amend. Bylaw No. 8076, 2021: Changed 4841 Chisholm Street, Spot-on-the-Water Park, from Park to Town Centre designation on Map 7.
- Amend. Bylaw No. 8076, 2021: changed designated properties on Georgia St, 48 Ave., 47A Ave., 48B St., Delta St., and 51 St. from MR to MU and amended Map 2 and Map 3 accordingly.

4. Amend. Bylaw No. 6513, 2006: Added Neighbourhood Commercial designation.

5. Amend. Bylaw No. 6507, 2006: Changed name of Heritage 1 designation to Mixed Use (Heritage) 5.

6. Amend. Bylaw No. 6480, 2006: Added Mixed Use definition.

7. Amend. Bylaw No. 6480, 2006: Clarified requirement for two or more uses.

8. Amend. Bylaw No. 6610, 2008: Added new land use designation - Tsawwassen Golf and Country Club (TGCC).

9. Amend. Bylaw No. 6566, 2008: Added subsection entitled "1.9.3 Other Land Use Considerations".

10. Amend. Bylaw No. 6692, 2008: Clarified RCS wording regarding the Tsawwassen Golf and Country Club.

11. Amend. Bylaw No. 6715, 2008: Added units per hectare range for Duplex Residential.

12. Amend. Bylaw No. 6838, 2010: Added bullet regarding greenhouse gas emissions.

13. Amend Bylaw No. 6838, 2010: Added section on community energy consumption.

14. Amend. Bylaw No. 6838, 2010: Deleted sections on Air Quality and Climate Change, Energy and Water Consumption, and Land Use and Built Environment, and renumbered policies.

15. Amend Bylaw No. 6838, 2010: Added section on climate change.

16. Amend. Bylaw No. 6755, 2009: Adjusted boundary of Musqueam lands to exclude lands incorrectly included on 33A Ave on Maps 2 through 10, 15, 17, and 18.

17. Amend. Bylaw No. 6851, 2010: Added secondary suites to description of R designation.

18. Amend. Bylaw No. 6851, 2010: Added sentence regarding secondary suites.

19. Amend. Bylaw No. 6784, 2009: Exempted 1497 56 St. from MDR density provisions.

20. Amend. Bylaw No. 6868, 2010: Changed the boundary of the First Nations Lands on Maps 2 through 10, 15, 17, and 18.

21. Amend. Bylaw No. 6924, 2011: Increased density in Tsawwassen MDR.

22. Amend. Bylaw No. 6924, 2011: Deleted paragraph regarding density in MU designations and relocated exemption for Windsor Woods to MU(T)2.

23. Amend. Bylaw No. 6924, 2011: Added new maximum density for MU(T)1.

24. Amend. Bylaw No. 6924, 2011: Added maximum density for MU(T)2.

25. Amend. Bylaw No. 6924, 2011: Removed park designation from lands north of urban boundary between 52 St. & 56 St. on map 7.

26. Amend. Bylaw No. 7006, 2012: Added Mixed-use (Tsawwassen) Northgate designation.

27. Amend. Bylaw No. 7148, 2012: Added Mixed-use (North Delta)5 designation.

28. Amend. Bylaw No. 7058, 2012: Added allowance for recreation and commercial uses.

29. Amend. Bylaw No. 7058, 2012: Created new Ladner Waterfront designation permitting a broader range of land uses.

30. Amend. Bylaw No. 7237, 2013: Added reference to Metro Vancouver's Regional Growth Strategy.

31. Amend. Bylaw No. 7237, 2013: Deleted reference to Tsawwassen First Nation reserve.

32. Amend. Bylaw No. 7237, 2013: Added text regarding Regional Growth Strategy.

33. Amend. Bylaw No. 7237, 2013: Updated text regarding Tsawwassen First Nation.

34. Amend. Bylaw No. 7237, 2013: Updated Population Growth section.

35. Amend. Bylaw No. 7237, 2013: Updated Housing Character.

36. Amend. Bylaw No. 7237, 2013: Updated Population Growth and Housing.

37. Amend. Bylaw No. 7237, 2013: Updated Employment Growth.

38. Amend. Bylaw No. 7237, 2013: Added new Regional Context Statement.

39. Amend. Bylaw No. 7027, 2011: Added exemption to MGR designation.

40. Amend. Bylaw No. 7326, 2014: Deleted lower figure in density range.

41. Amend. Bylaw No. 7326, 2014: Added new ISF(ND) designation.

42. Amend. Bylaw No. 7326, 2014: Added MGR(ND) designation.

43. Amend. Bylaw No. 7326, 2014: Added new MDR(ND) designation.

44. Amend. Bylaw No. 7326, 2014: Added new MDR(SR) designation.

45. Amend. Bylaw No. 7326, 2014: Deleted SHR and TH designations.

46. Amend. Bylaw No. 7326, 2014: Added new RG(ND) designation.

47. Amend. Bylaw No. 7326, 2014: Added new C(ND) wording.

48. Amend. Bylaw No. 7326, 2014: Added new MU(ND)1 - 5 designations.

49. Amend. Bylaw No. 7326, 2014: Added updated Map 8.

50. Amend. Bylaw No. 7354, 2014: Added Sunbury Landing Industrial Area section.

51. Amend. Bylaw No. 7378, 2014: Changed "east" to "west".

52. Amend. Bylaw No. 7378, 2014: Deleted MGR designation and renamed MGR(ND) designation MGR.

53. Amend. Bylaw No. 7375, 2014: Added clause regarding ground level retail & commercial uses.

54. Amend. Bylaw No. 7229, 2013: Deleted resort hotel as a use from MGE designation.

55. Amend. Bylaw No. 7572, 2016: Clarified exemption for height and density for the Trenant townhouses.

56. Regional Context Statement Map Amendments:

    - Amend. Bylaw No. 7167, 2013: changed designations and Urban Containment Boundary to reflect the Southlands development.
    - Amend. Bylaw No. 7576, 2017: Changed designation of a portion of 76 St. property from A to I.
    - Amend. Bylaw. No. 7436, 2015: Designated Higgens property MR.
    - Amend. Bylaw No. 7811, 2017: Changed designation of 60 Ave. property from OC to A.
    - Amend. Bylaw No. 7817, 2018: Designated KinVillage lands Mixed Use (MU).

57. Amend. Bylaw No. 7168, 2013: Added two new land use designations for the Southlands.

58. Amend. Bylaw No. 7088, 2014: Added density exemption to LRR designation for 5571 Ladner Trunk Rd.

59. Amend. Bylaw No. 7585, 2017: Added MDR(DG) designation.

60. Amend. Bylaw No. 7568, 2017: Added height and density exemption for 4755 51St.

61. Amend. Bylaw No. 7811, 2018: Changed PR designation title to match Future Land Use Plan legend.

62. Amend. Bylaw No. 7817, 2018: Added MU(T)KV land use designation.

63. Amend. Bylaw No. 7740, 2018: Permitted residential density of 31 uph for 118 St. property.

64. Amend. Bylaw No. 7645, 2018: Permitted residential density of 150 uph for 51 St. and 47 Ave. property.

65. Amend. Bylaw No. 7899, 2019: Permitted residential density of 66 uph for Georgia St. property.

66. Amend. Bylaw No. 7818, 2018: Permitted residential density of 260 uph for portion of Nicholson Rd. property.

67. Amend. Bylaw No. 7978, 2020: Added density provision for Coach Housing.

68. Amend. Bylaw No. 7978, 2020: Updated wording of Climate Change section.

69. Amend. Bylaw No. 7978, 2020: Updated Policies 2.11.1 through 2.11.5.

70. Amend. Bylaw No. 8076, 2021: Replaced HAR designation.

71. Amend. Bylaw No. 8076, 2021: Added clause to Ladner Trunk Road mall sites regarding ground and second level uses, and height and density requirements.

72. Amend. Bylaw No. 8076, 2021: Added reference for further height and density regulations to MDR.

73. Amend. Bylaw No. 8076, 2021: Added reference for further height and density regulations to RG.

74. Amend. Bylaw No. 8076, 2021: Replaced MU(L)2 with MU(L)3.

75. Amend. Bylaw No. 8076, 2021: Replaced MU(LW)3 with MU(LW).

76. Amend. Bylaw No. 8076, 2021: Renamed (MU(L)4) to MU(CS).

77. Amend. Bylaw No. 8076, 2021: Renamed (MU(H)5) to MU(H)

78. Amend. Bylaw No. 8076, 2021: Added new VW designation.

79. Amend. Bylaw No. 8076, 2021: Added new MU(L)4 designation.

80. Amend. Bylaw No. 8076, 2021: Added new MU(L)6 designation.

81. Amend. Bylaw No. 8076, 2021: Added new MU(LV)3 designation.

82. Amend. Bylaw No. 8076, 2021: Added new MU(LV)4 designation

83. Amend. Bylaw No. 8076, 2021: Added new MU(LV)6 designation

84. Amend. Bylaw No. 8076, 2021: Changed 4841 Chisholm Street, Spot-on-the-Water Park, from Park to Town Centre designation on Map 2, Map 3, and Map 7.

85. Amend. Bylaw No. 8076, 2021: changed designated properties on Georgia St, 48 Ave., 47A Ave., 48B St., Delta St., and 51 St. from MR to MU and amended Map 2 and Map 3 accordingly.

86. Amend. Bylaw No. 7932, 2020: Added density exemption to RG(ND) designation for 8700 block of 112 Street (PID 004-030-672).

87. Amend. Bylaw No. 7698, 2020: Added density exemption to 1217 to 1243 Hunter Road (mid-block on the southwest side of Hunter Road).

88. Amend. Bylaw No. 7698, 2020: Added density exemption to MDR designation for west side of Evergreen Lane (4603 to 4649 Evergreen Lane) being PID 007-179-332, P.I.D 002-249-511, and PID 009-248-935.

89. Amend. Bylaw No. 8110, 2023: deleted density UPH maximums for MGR, MDR(ND), MDR(SR), MDR(DG), and MU(ND)1-5.

90. Amend. Bylaw No. 8147, 2022: Added densisty exemption to ISF designation for a Westminster Avenue property (PID 000-578-401)

91. Amend. Bylaw No. 8281, 2023: Added secondary suites to duplex homes.

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Schedule B

Schedule B.1 East Ladner Area Plan

Schedule B.2 Riverside Area Plan

Schedule B.3 Ladner Area Plan

Schedule "B.1" to " The Corporation of Delta Official Community Plan Bylaw No. 3950, 1985"

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East Ladner Area Plan

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II. Objectives and Policies for East Ladner B1-4

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East Ladner Future Land Use Plan B1-9

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I. Location of East Ladner

The boundaries for the East Ladner Area Plan are:

West: Highway 17

North: Crescent Slough (a drainage canal) and the Agricultural Land Reserve (ALR)

East: the ALR and a large B.C. Hydro transformer sub-station

South: the ALR and a former railway right-of-way

as shown on Figure 1.

This Schedule applies only to the area shown outlined on Figure 1. In the event of any conflict between this Schedule and Schedule 'A,' Schedule 'B.1' shall prevail to the extent necessary to resolve this inconsistency.

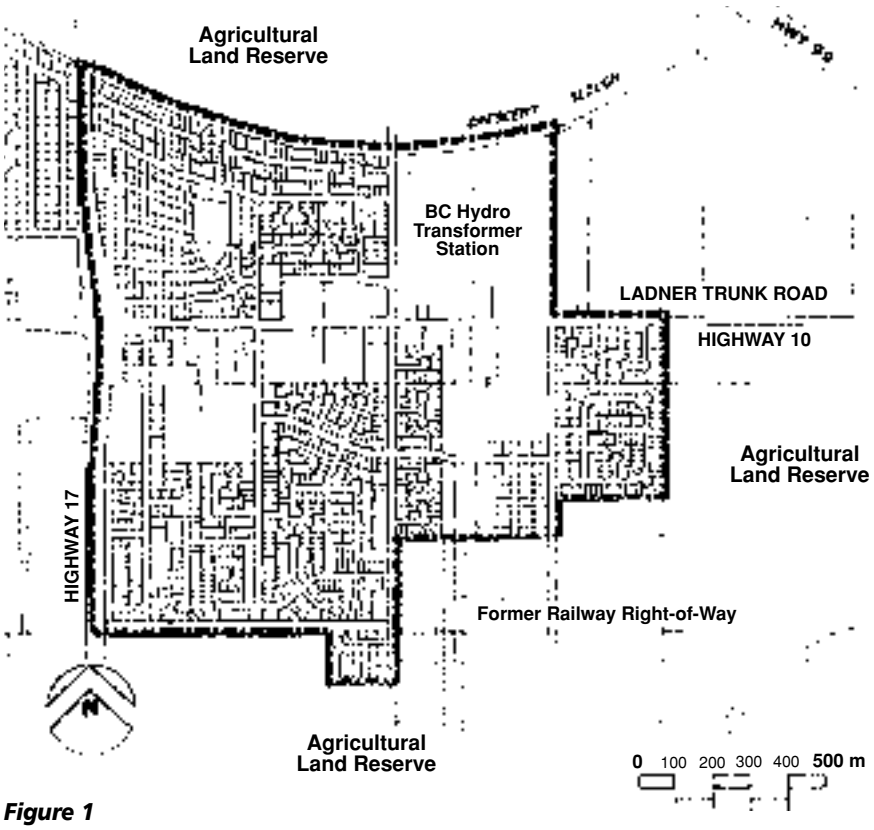


Figure 1

II. Objectives and Policies for East Ladner

Objectives

The objectives of the East Ladner Area Plan are to:

1. guide new growth in East Ladner;

2. incorporate current development into the existing community in a way that is both functional and retains the existing community identity;

3. provide an overall strategy for co-ordination of housing and commercial developments;

4. retain a predominantly single-family character while providing alternative housing to cater to a variety of household, lifestyle, age, and income groups.

5. provide adequate circulation within East Ladner (including vehicular, pedestrian, public transit and bicycle), and adequate routes for the flow of regional traffic in the vicinity of East Ladner in a manner that would minimize negative effects on the natural environment, the Agricultural Land Reserve, and residential livability in East Ladner; [6]

6. increase and upgrade parks and playing fields in East Ladner;

7. provide an attractive entry to East Ladner and Ladner;

8. retain a rural flavour through the landscaping of Ladner Trunk Road and the design of houses and other buildings.

Policies

A. Flood Protection

Ensure that the Ministry of Environment floodproofing elevations apply to all new construction.

B. Community Identity and Sub-neighbourhoods

Maintain the identity of the East Ladner community and its sub-neighbourhoods through the development of internal / external road collectors within the sub-neighbourhoods and the neighbourhood as a whole.

C. Some Townhouses Mixed with Single-family

Designate two areas adjacent to Ladner Trunk Road, between 62nd and 64th Streets, as Medium Density Residential, to permit townhouses and detached single-family residences to a maximum density of 31.5 units per hectare.$_{3}$ Future housing development in all other areas of East Ladner would be single-family housing.

4,42

D. Commercial: Local, Tourist General

Encourage some local convenience services for East Ladner residents by designating a limited amount of service commercial uses on Ladner Trunk Road only at 64th Street. The existing motel, neighbourhood pub, and plant nurseries would be permitted to continue to operate, without expansion.

E. Parks to be Added and Expanded

Add new parks and expand existing parks in accordance with the Parks and Recreation Master Plan (adopted by Council resolution on April 3, 1989):

1. To provide additional parks and community playing fields for the needs of the projected population of East Ladner and its sub-neighbourhoods;

2. To increase the road frontage of parks for greater public visibility and easier access; and

3. To provide additional neighbourhood parks adjacent to existing school facilities. The parks will be provided by Delta through the collection of development cost charges and in conjunction with development in this area.

F. Schools: Elementary and Secondary Expansions

Encourage School District No. 37 to meet the demands of the projected population of East Ladner by providing sufficient classroom space within existing elementary and secondary schools.

G. Local Roads for Neighbourhood Connections

Provide new local roads to connect sub-neighbourhoods and permit local traffic flow within and among sub-neighbourhoods, without requiring the use of Ladner Trunk Road.

H. Highway Upgrades [7]

Encourage the Ministry of Transportation and Highways to upgrade Highway 17 and related interchanges to accommodate the projected future growth of traffic volumes on this portion of the road network.

I. Highway Traffic Controls

Encourage the Ministry of Transportation and Highways to install traffic signals for some intersections along Ladner Trunk Road.

J. Pedestrian and Cycle Routes

Promote pedestrian and cycle activity in East Ladner by creating a network of pedestrian and cycle routes along local roads, through parks, including the recreation buffer strip along the former railway right-of-way on the south side of the community, and over Highway 17.

K. Public Transit Route

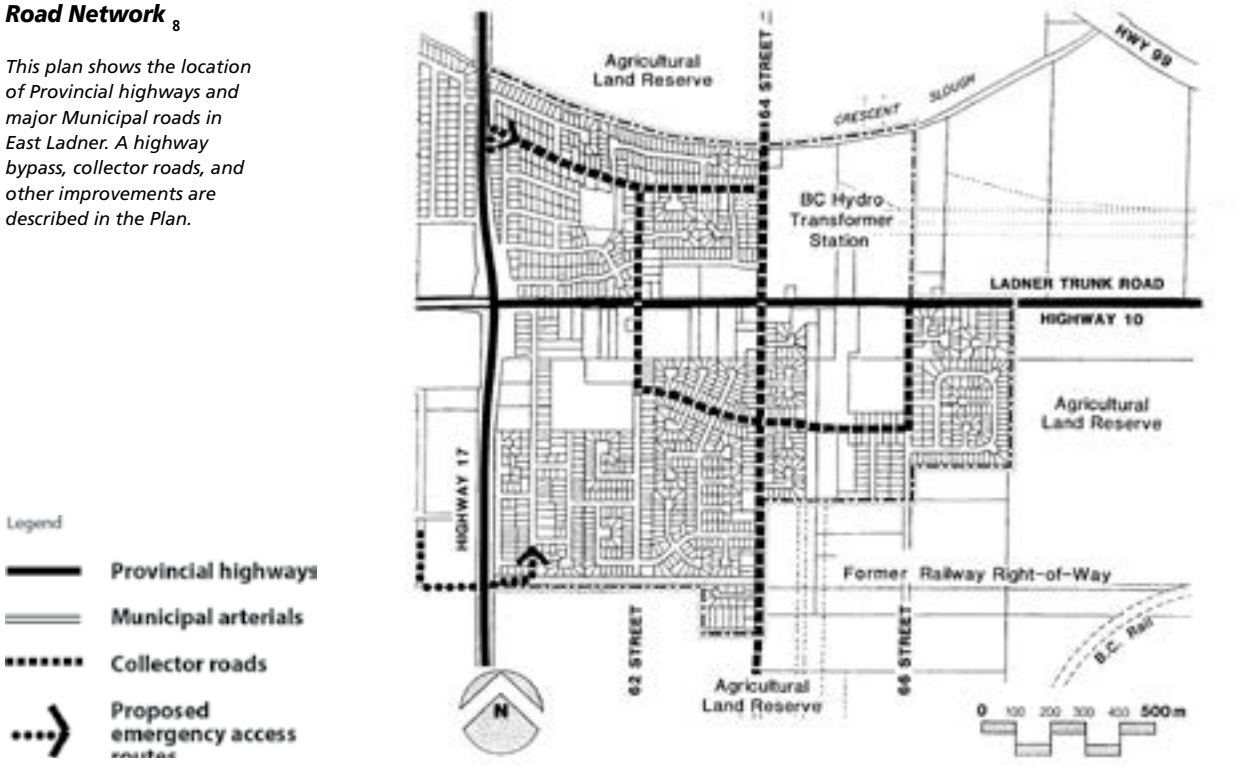
Work with B.C. Transit to improve local bus service within East Ladner and to the rest of Ladner.

L. Noise From BC Hydro Substation and Highways

Encourage B.C. Hydro and the Ministry of Transportation and Highways to reduce substation and highway noise through the use of noise baffles, landscaping, and fencing. Encourage the Federal government to regulate airport operations to eliminate flights over residential areas.

Road Network [8]

This plan shows the location of Provincial highways and major Municipal roads in East Ladner. A highway bypass, collector roads, and other improvements are described in the Plan.



M. Agriculture and Environment

Protect and enhance the urban development in East Ladner by retaining existing trees and separating the urban area from the adjacent agricultural lands by pursuing buffers, such as playfields, bicycle and pedestrian routes, and other similar landscaped recreational areas.

Retain as many trees as possible during site development or redevelopment. Require a two-to-one replacement ratio for trees removed as part of the development or redevelopment of commercial, multiple-family residential, or more than two single-family units. [5]

N. Ladner Trunk Road Landscape Design

Provide an attractive image and noise buffer on Ladner Trunk Road by following an overall landscape design concept along this road.

Water Supply

This plan shows the location of major water supply facilities in East Ladner. No expansion of development beyond the present community boundaries is planned.



Legend

Watermain

Secondary watermains

III. Future Land Use Plan Amendments

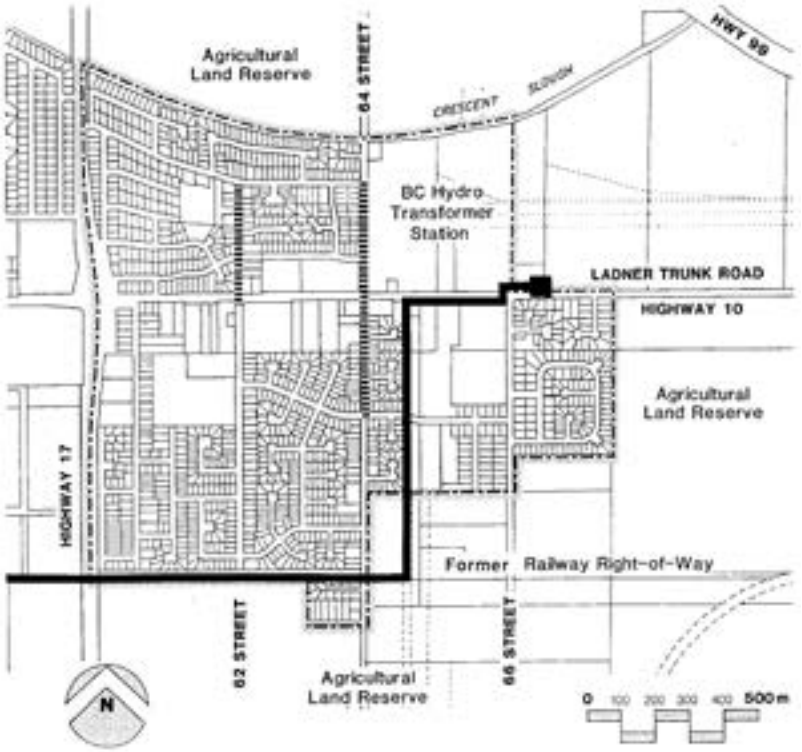
Future road alignments and park acquisitions may require amendments to the East Ladner Area Plan. In that event, the Municipality will continue to work closely with the community, Ministry of Transportation and Highways and Agricultural Land Commission to resolve issues that may arise.

IV. Capital Expenditures

Capital projects generated by this plan were considered, but were not included in the 1991 Five-Year Capital Expenditure Programme (C.E.P.). They will be considered in the 1992 and future C.E.P.'s.

Sewer System

This plan shows the location of major sewer facilities in East Ladner. No expansion of development beyond the present community boundaries is planned.



Legend

Sanitary Sewer

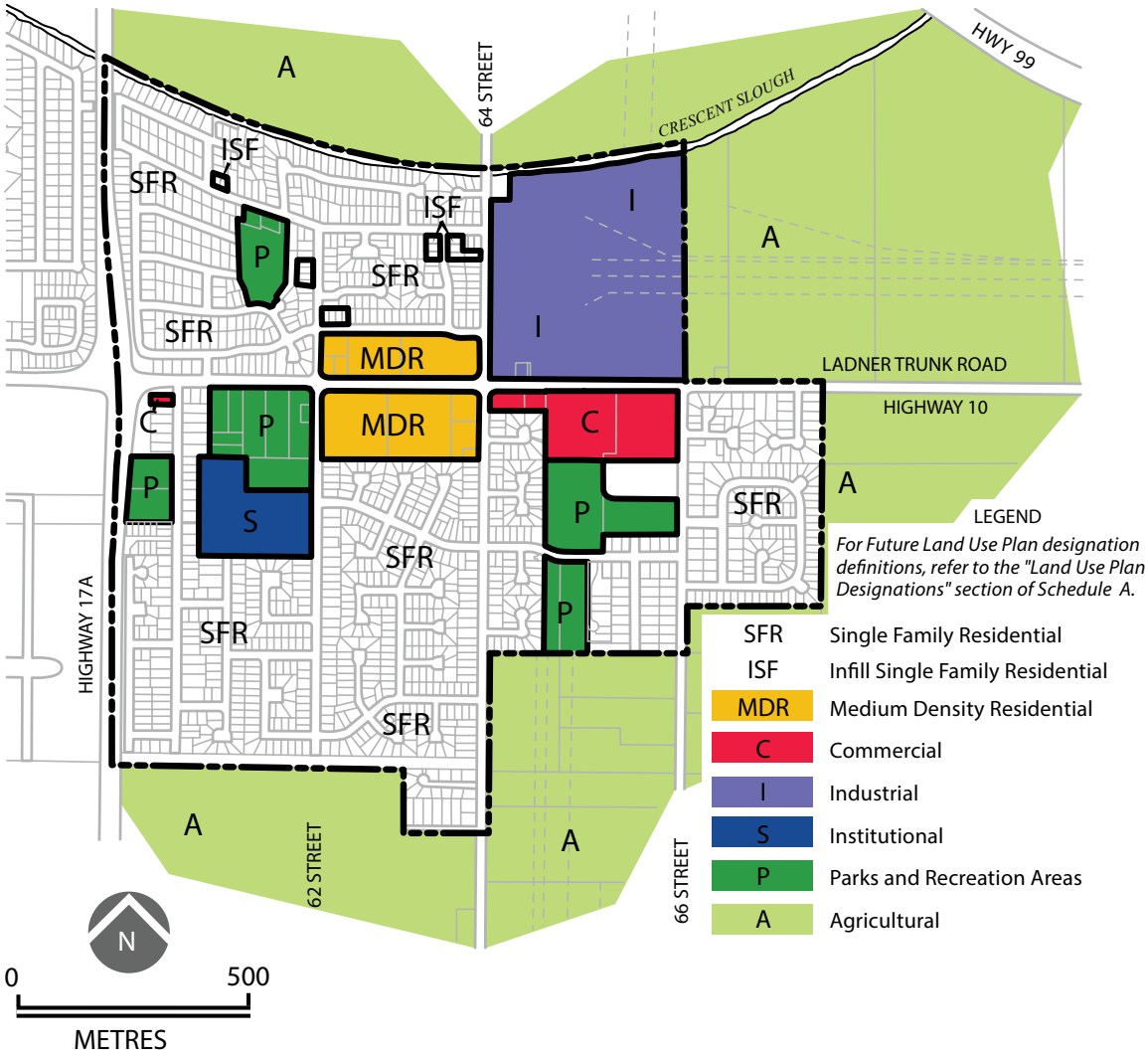
Trunk lines

Main lines

Pump Station(s)

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East Ladner Future Land Use Plan [2,9]



Footnotes: OCP Amendments - Schedule B.1

1. Amend. Bylaw No. 4558, 1992: Added Schedule B.1.

2. Future Land Use Plan Amendments:

    - Amend. Bylaw No. 5036, 1994: Amended Mountain View Park boundary.
    - Amend. Bylaw No. 5451, 1996: Changed designation of SF lot to Single Family from Major Parks and Recreation Areas.
    - Amend. Bylaw No. 5571, 1997: Changed tones on map and added note referring to designation definitions.
    - Amend. Bylaw No. 5682, 1998: Highlighted property exempted from Policy C.
    - Amend. Bylaw No. 5590, 1998: Designated Watson & Barnard Commercial.
    - Amend. Bylaw No. 5926, 2001: Designated Harris Nursery Commercial.
    - Amend. Bylaw No. 6109, 2003: Designated properties on 62nd St. Infill Single Family Residential (ISF) and exempted them from Policy C.
    - Amend. Bylaw No. 6179, 2003: Designated Sanderson property Infill Single Family (ISF) and exempted it from Policy C.
    - Amend. Bylaw No. 6304, 2005: Exempted property from Policy C.
    - Amend. Bylaw No. 6311, 2004: Designated East Ladner Car Wash site Commercial.
    - Amend. Bylaw No. 6550, 2007: Designated 48A Ave. property Infill Single Family Residential (ISF) and exempted it from Policy C.
    - Amend. Bylaw No. 6941, 2011: Designated 63A and 64th St. properties ISF.
    - Amend. Bylaw No. 6878, 2010: Designated Brodie Rd. property ISF and exempted it from Policy C.
    - Amend. Bylaw No. 6954, 2011: Exempted 60B St. property from Policy C.
    - Amend. Bylaw No. 7572, 2016: Adjusted designations and designation boundaries for consistency with zoning and land use.
    - Amend. Bylaw No. 7321, 2014: Exempted property from Policy C.
    - Amend. Bylaw No. 7811, 2018: Changed legend to be consistent with Schedule A FLUP re: Parks and Recreation Areas.
    - Amend. Bylaw No. 7694, 2017: Exempted 64 St. property from Policy C.
    - Amend. Bylaw No. 7978, 2020: Changed Agricultural designation label from AGR to A.

3. Amend. Bylaw No. 5425, 1996: Increased density of MDR area to 31.5 and added reference to single-family homes.

4. Amend. Bylaw No. 5682, 1998: Exempted property from Policy C.

5. Amend. Bylaw No. 5905, 2001: Added two for one tree policy.

6. Amend. Bylaw No. 6126, 2003: Replaced Section 5 in Objectives.

7. Amend. Bylaw No. 6126, 2003: Replaced Policy H.

8. Amend. Bylaw No. 6126, 2003: Deleted reference to possible future bypass.

9. Amend. Bylaw No. 8110, 2023: Deleted requirement that new lot widths not vary 15% from surrounding properties and deleted reference to Policy C exemption from lots on ELAP map.

Schedule B.2$_1$

Schedule "B.2" to " The Corporation of Delta Official Community Plan Bylaw No. 3950, 1985"

THE CORPORATION OF DELTA
Official Community Plan

Riverside Area Plan

I. Introduction B2-3

A. Boundaries for the Plan B2-3

B. Existing Land Uses B2-4

II. Plan Objectives and Policies B2-6

A. Natural Environment B2-6

B. Utilities and Dykes B2-7

C. Industrial, Commercial and Institutional Land Use B2-9

D. Residential Land Use B2-11

E. Recreational Facilities B2-13

F. Rural Land Use B2-14

G. Transportation B2-15

H. Funding B2-16

III. OCP Definitions B2-16

Riverside Future Land Use Plan B2-17

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I. Introduction

A. Boundaries for the Plan

The boundaries unless otherwise stated shall be to the centreline of road for the neighbourhoods described:

Neighbourhood Boundary Description (from East to West)

1. Port Guichon East: 46A Street to an approximate northerly extension of 44B Avenue

2. Port Guichon West: 44B Avenue extension to 41B Street

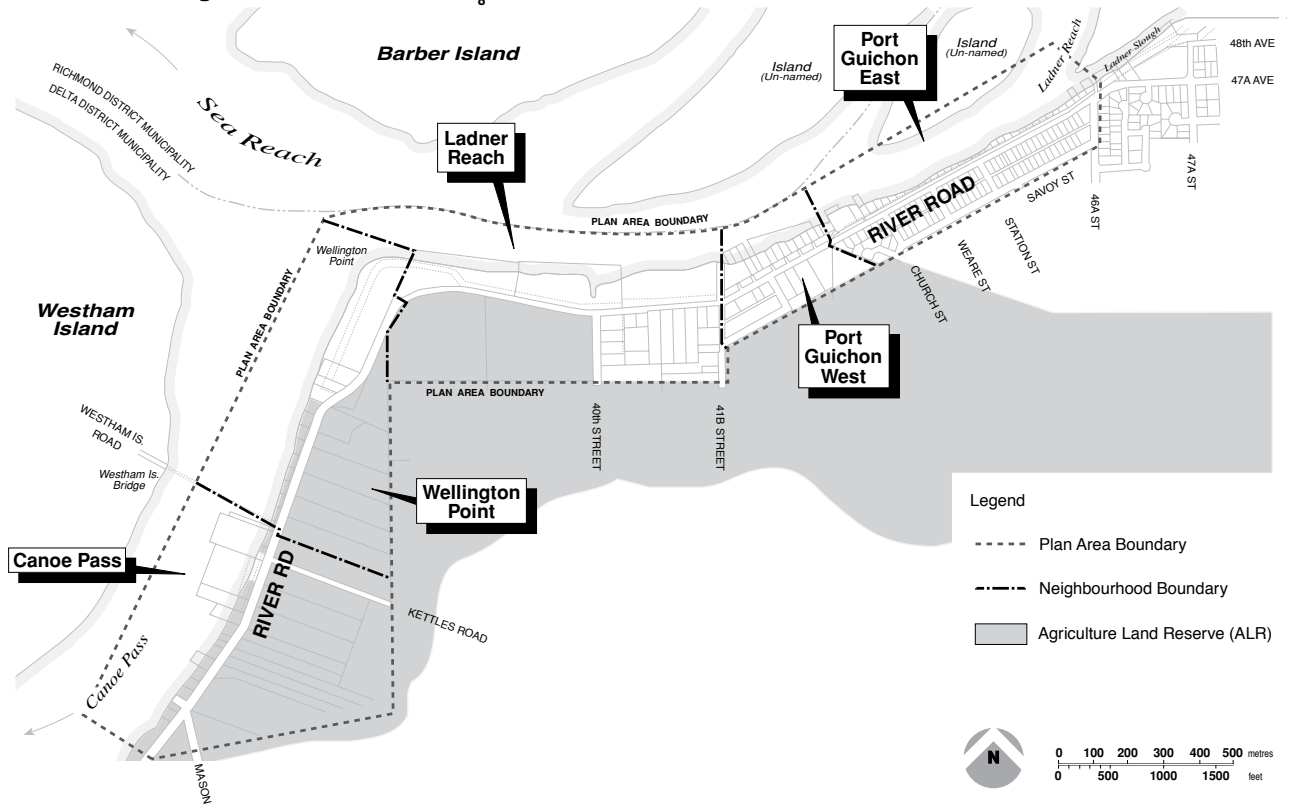
3. Ladner Reach: 41B St. to the westerly property line of Lot 1 District Lot 54 group 2 New Westminster District Plan 19817

4. Wellington Point: Westerly property line of Lot 1 District Lot 54 group 2 New Westminster District Plan 19817 to Westham Island Bridge

5. Canoe Pass: Westham Island Bridge to approximately 150 metres south of the inter-section of Mason Road with River Road

as shown on the map entitled "Plan Area and Neighbourhood Boundaries."

Plan Area and Neighbourhood Boundaries [8]



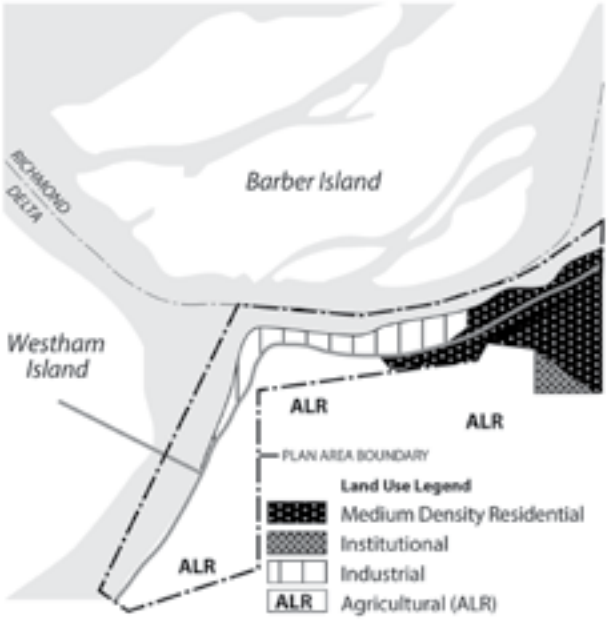
This Schedule applies only to the area shown outlined on the map entitled "Plan Area and Neighbourhood Boundaries". In the event of any conflict between this Schedule B.2 and Schedule A, Schedule B.2 shall prevail to the extent necessary to resolve this inconsistency.

B. Existing Land Uses

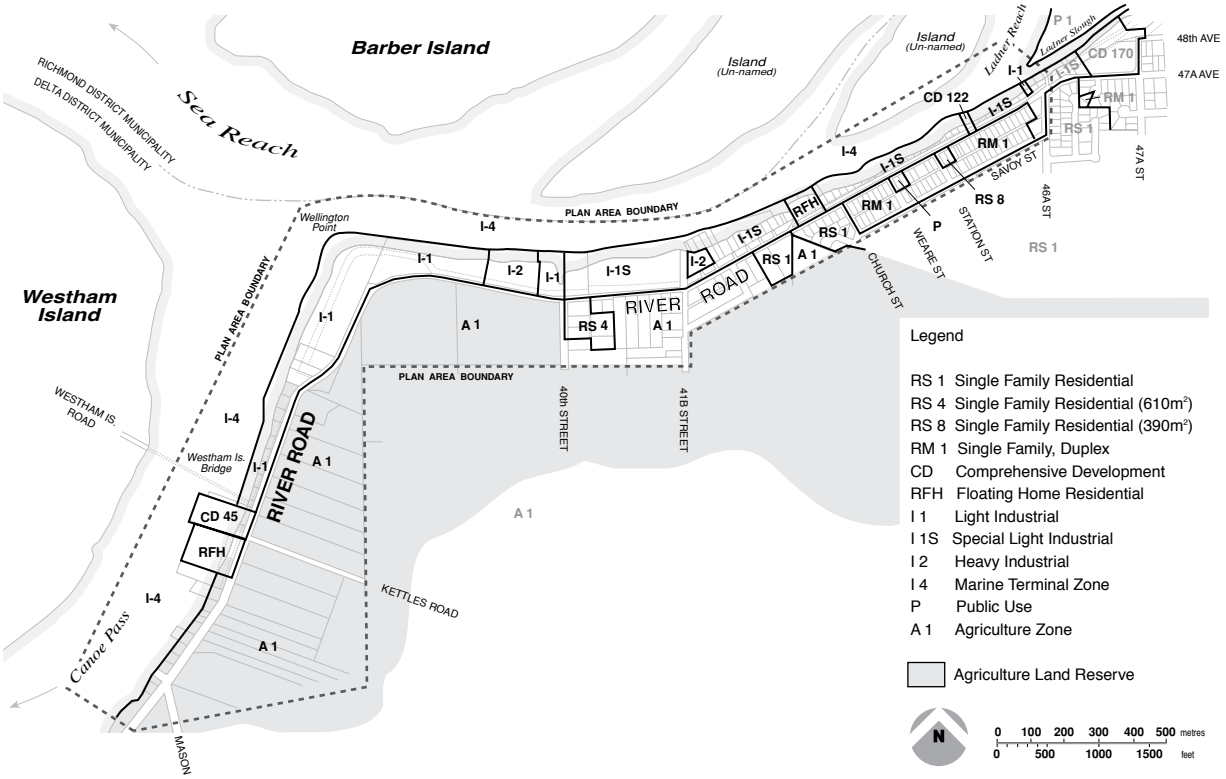
Present land uses and designations for lands in the Riverside area are as shown on the maps entitled, "Official Community Plan Designations Before Adoption of the Riverside Area Plan", "Existing Land and Foreshore Uses - 1993" and "Current Zoning - 1993".

There are no present or proposed schools or waste treatment plants within Riverside.

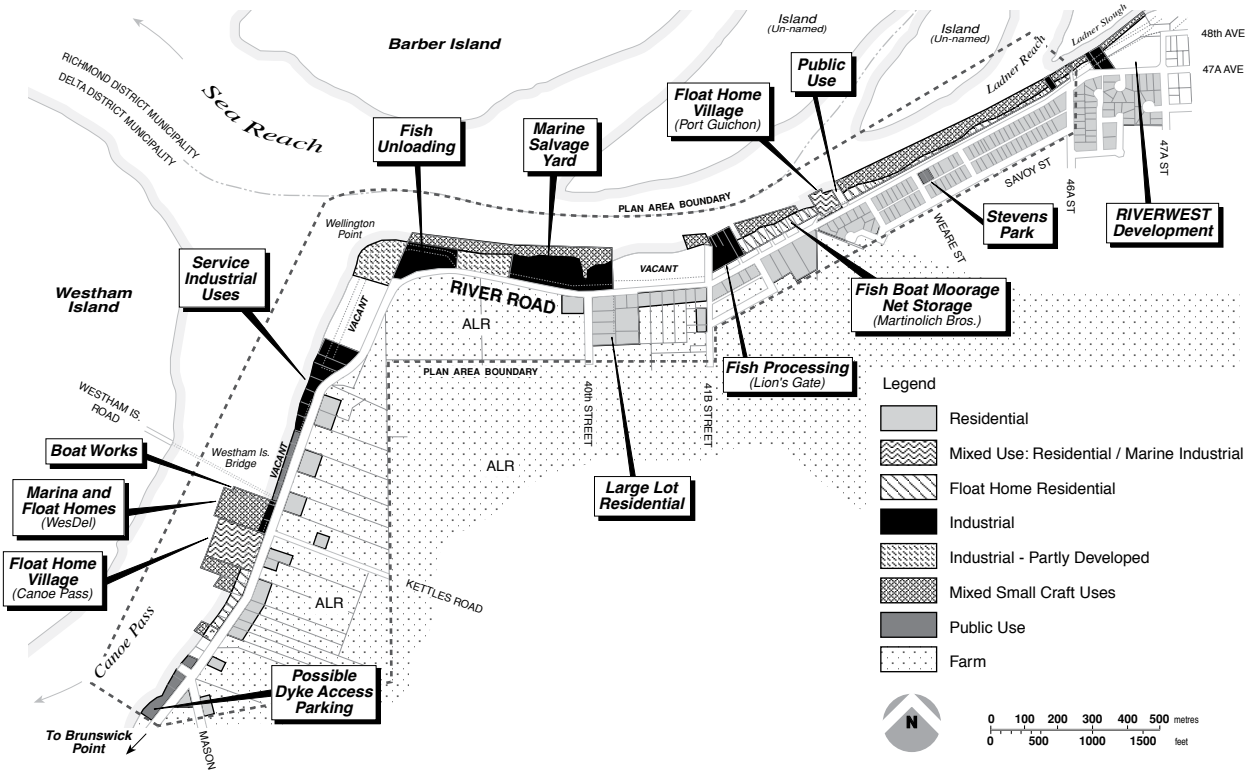
Official Community Plan Designations Before Adoption of Riverside Area Plan



Current Zoning - 1993



Existing Land Use and Foreshore Uses - 1993



II. Plan Objectives and Policies

A. Natural Environment

Objective A: Improve Shoreline and Upland Habitat

To maintain and improve the shoreline environment.

Policy A.1: Support River Habitat Protection Programs

Recognize government guidelines and programs which protect the shoreline and aquatic habitats, (as indicated on the map entitled "FREMP Shoreline Designations"). Encourage flexibility to acknowledge the uniqueness of Riverside.

Policy A.2: Encourage Appropriate Land Ownership of Habitat

Encourage the protection and enhancement of significant shoreline habitat areas through appropriate ownership.

Policy A.3: Enhance Habitat

Encourage the enhancement of shoreline habitat areas.

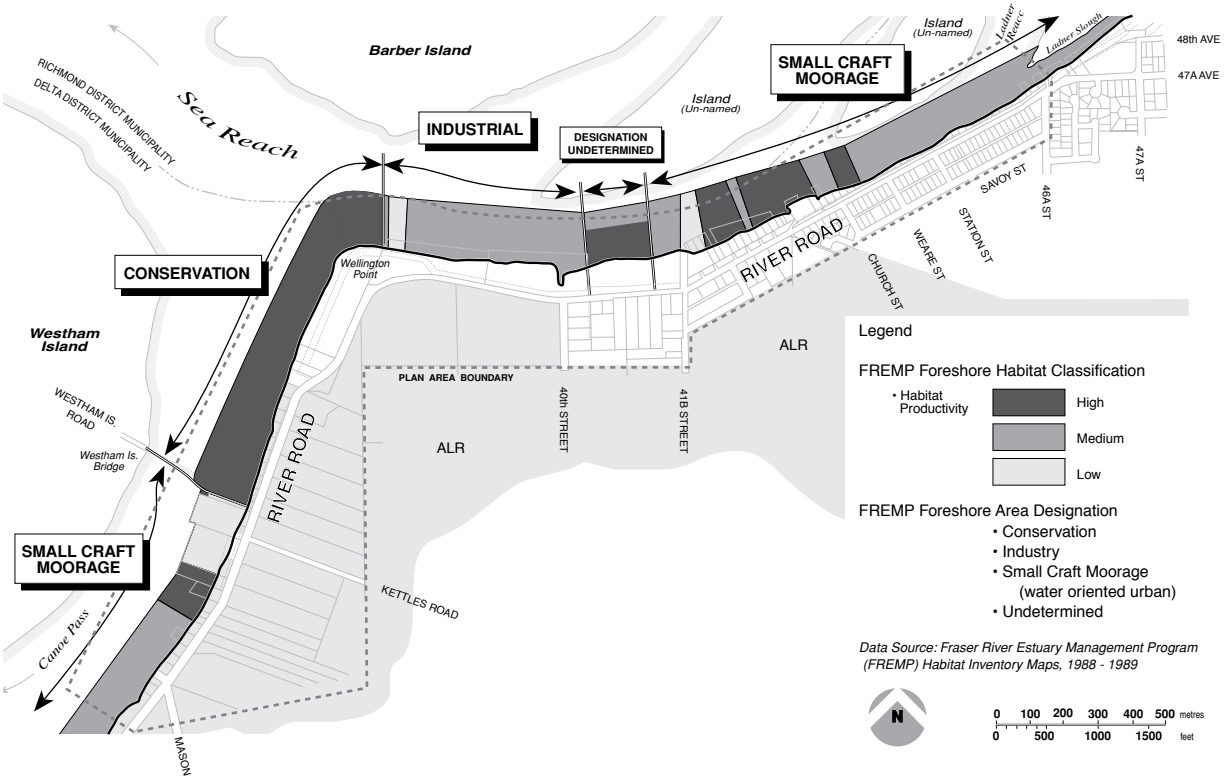
Policy A.4: Mitigate Environmental Impacts

Require development and redevelopment proposals to conduct an environmental impact study and to mitigate or avoid environmental impacts.

Policy A.5: Ensure Tree Replacement [7]

Retain as many trees as possible during site development or redevelopment. Require a two-to-one replacement ratio for trees removed as part of the development or redevelopment of commercial, multiple-family residential, or more than two single-family units.

FREMP Shoreline Designations



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B. Utilities And Dykes

Objective B(A): Provide Adequate Municipal Utilities

To ensure the provision of adequate Municipal utilities for existing and proposed development within the Riverside area (as indicated on the maps entitled "Existing Riverside Utilities and Sewer Area Boundaries-1993" and "Proposed Riverside Utilities").

Policy B.1: Continue Upgrading the Water Supply System

Continue with the Municipal program to upgrade the Riverside water supply system. Development requiring additional capacity shall be responsible for providing it.

Policy B.2: Discourage Urban Storm Water in Rural Ditches

Encourage developers to direct the discharge of any additional storm water collection systems to the Fraser River as permitted by environmental agencies.

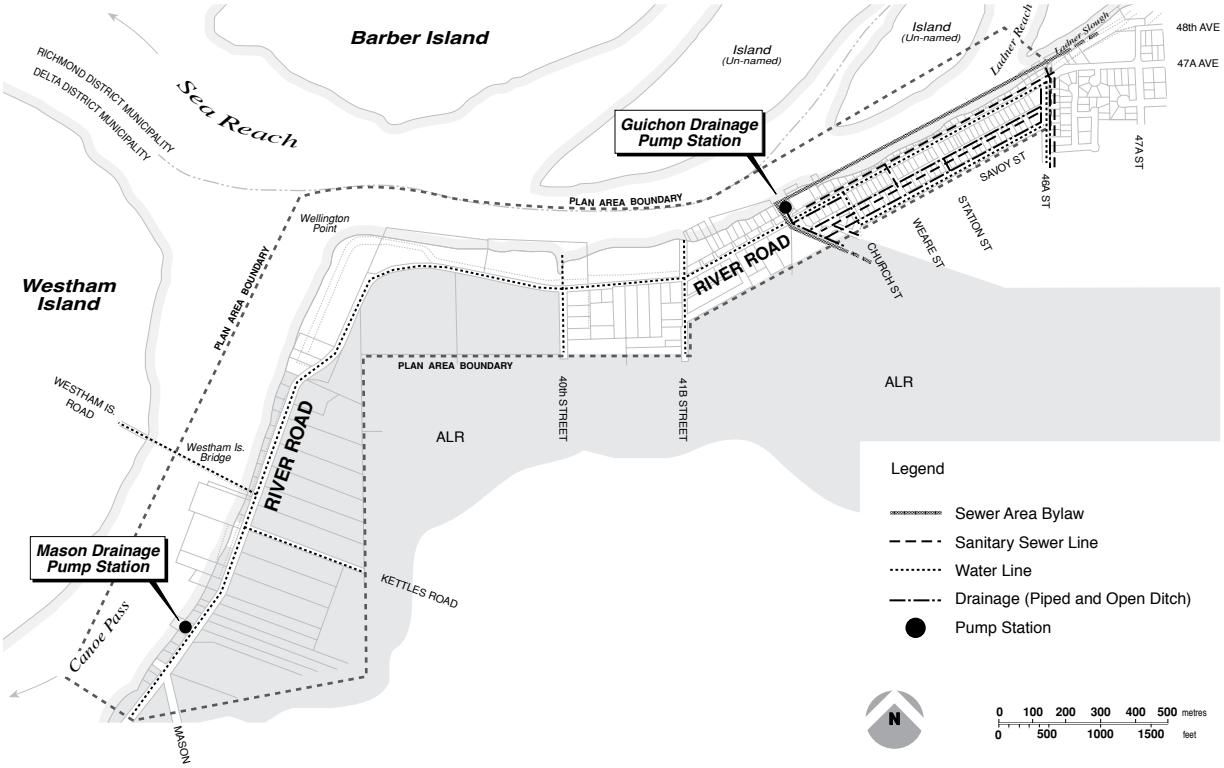
Policy B.3: New Development to Treat and Dispose of Sanitary Waste

Require new development to provide adequate treatment and disposal of sanitary waste.

Policy B.4: Connect Existing Water Side Development to Services

Work with senior government agencies to permit and require water side residential development to connect to available Municipal services.

Existing Riverside Utilities and Sewer Area Boundaries - 1993



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Objective B(B): Protect Against Flooding and Erosion

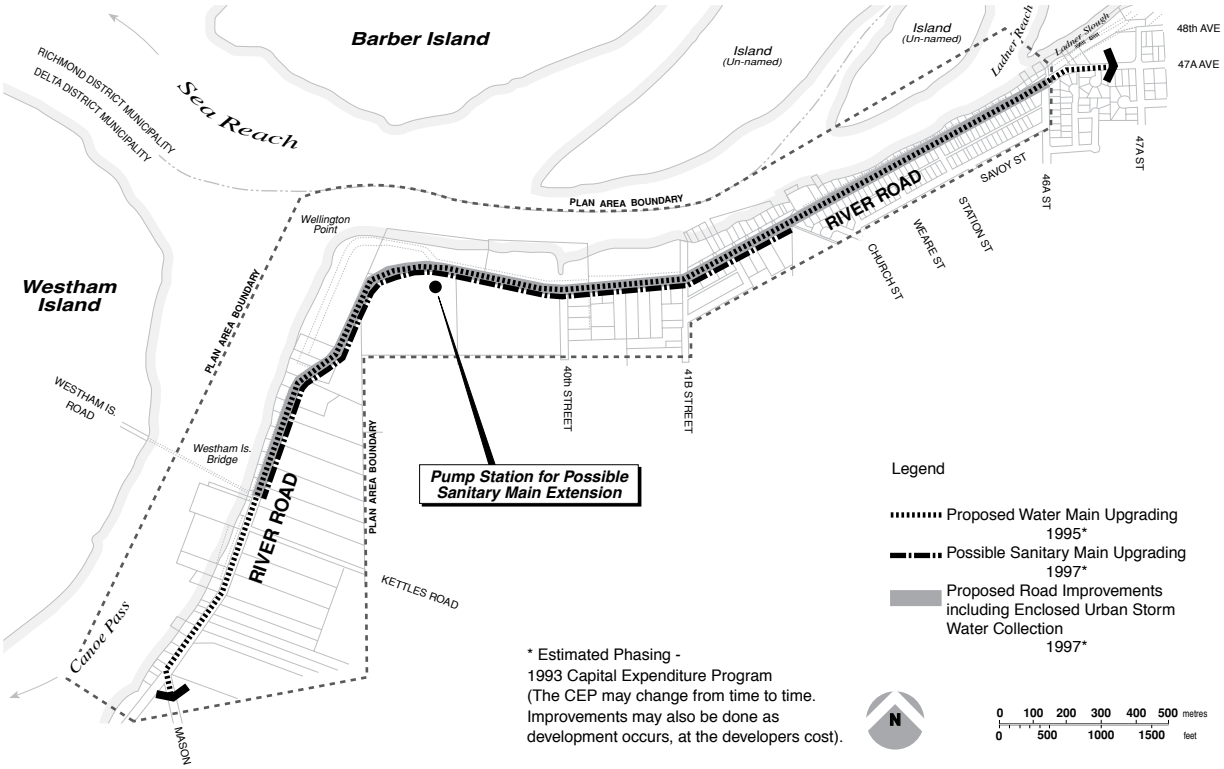
To reduce the risk of injury, loss of life, and property damage due to flooding and erosion.

Policy B.5: Protect Dykes

Require the maintenance and protection of the Riverside dyke system including floodboxes and pumping systems.

Policy B.6 Follow Floodproofing Standards

Require new construction and land uses inside and outside the dyke to meet floodproofing standards, (for current standards see map entitled "Elevations for Hazardous Areas Subject to Flooding - 1993").



Proposed Riverside Utilities

C. Industrial, Commercial and Institutional Land Use

Objective C(A): Appropriate Industrial Activity
To encourage the establishment of appropriate industrial activity in Riverside that will be compatible with other uses along the length of River Road through to downtown Ladner.

Policy C.1: Discourage Inappropriate Industries
Discourage industries that are large in scale or involve uses that will have an unacceptable negative impact on residential areas along River Road.

Policy C.2: Discourage Heavy Truck Traffic
Discourage industrial uses within and beyond Riverside (for example, Provincial lands adjacent to Roberts Bank) which could generate additional heavy truck traffic on River Road.

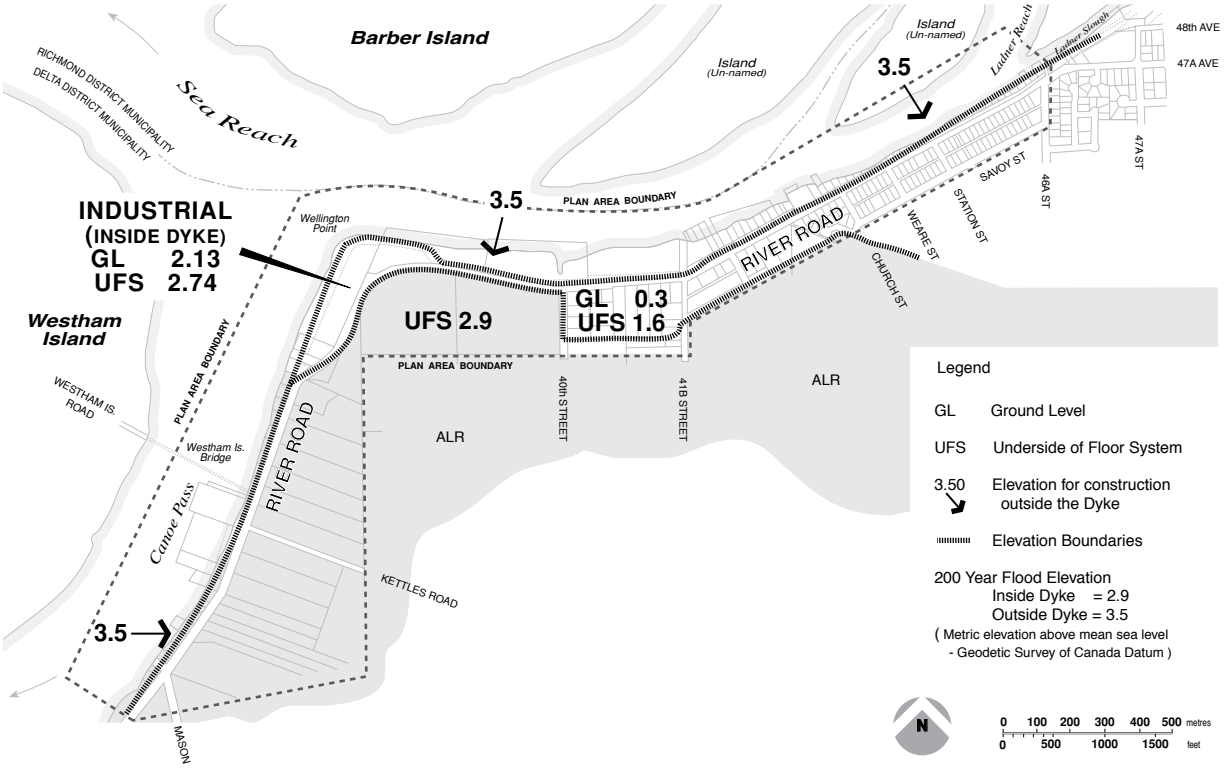
Policy C.3: Encourage River-oriented Industry
Encourage the location of appropriate river-oriented industrial uses in the Port Guichon, Ladner Reach and Canoe Pass neighbourhoods in order to maintain the character of Riverside.

Policy C.4: Encourage Industry Compatible with Housing
Encourage industrial uses that are compatible with urban residential uses in properties in Port Guichon West which are designated MU(L)1, Port Guichon East and the easterly portion of Ladner Reach.

13

Policy C.5: Enhance Viability of Fishing
Work with senior governments to enhance the economic viability of the Riverside fishing industry through review of land taxation. 14

Elevations for Hazardous Areas Subject to Flooding - 1993



Policy C.6: Discourage General Commercial Uses

Discourage retail and service commercial uses in Riverside which have the potential of attracting large numbers of outside visitors.

Policy C.7: Permit Cottage Businesses in Port Guichon East

Permit a variety of home-based cottage businesses on the water side of River Road within the Port Guichon East neighbourhood, and properties in Port Guichon West which are designated MU(L)1. [15]

Objective C(B): Provide Adequate Land for Schools

To provide adequate land for schools in the greater Ladner area to ensure adequate school capacity for students living within the Riverside plan area.

Policy C.8: Assess School Site Needs

Assess the need for additional school sites in order to accommodate elementary school age children from any additional residential development.

Policy C.9: Ensure Pedestrian Access for Elementary Students

Encourage new strategically located development to provide student pedestrian routes to the Port Guichon Elementary School as part of the development requirements.

D. Residential Land Use

Objective D: Limited Additional Housing

To permit limited additional housing in appropriate neighbourhoods, (as indicated on the table entitled, "Estimated Housing and Population Growth") to reflect the current housing mix and density in Riverside.

Policy D.1: Maintain Land Side Residential Densities

Maintain existing zoning levels of density for residential uses on the land side (south and east sides) of River Road (as indicated on the map entitled "Residential Densities").

Policy D.2: Permit Social, Rental and Special Needs Housing

Permit the development of housing for people who cannot afford market prices, prefer to share facilities, wish to rent, or need special health care in appropriate locations.

Policy D.3: Assess Existing Floathomes

Consider legalization of existing floathomes in the Port Guichon East and Canoe Pass neighbourhoods.

Policy D.4: Permit Water Side Residential

On the water side of River Road, in the MU(L)1 designation, permit limited additional residential development on the upland, pier, or waterlots (floathomes). [16]

Policy D.5: Consider Buildings Outside the Dyke

Work with Fraser River Harbour Commission (FRHC) to provide a flexible approach to the siting of residential and industrial buildings located on the river side of the dyke.

Policy D.6: Vary Dyke Level Construction Techniques

Encourage the acceptance of a variety of construction techniques for residential and industrial buildings outside the dyke, including structures on piers. Co-ordination with the FRHC and FREMP will be required.

Policy D.7 Resolve the Future of Liveaboard Vessels

Encourage a resolution of the status of liveaboard vessels in Riverside.

Estimated Housing and Population Growth, 1993 [17]

Neighbourhood	Sum of Existing Units	Sum of Potential Units	
		Low	High
1. Port Guichon East	102	20	50
North River Road			
South River Road			
2. Port Guichon West	17	8	17
North River Road			
South River Road			
3. Ladner Reach & Wellington Point	45	5	10
North River Road			
South River Road			
4. Canoe Pass	67	12	25
West River Road	56	10	20
East River Road	11	2	5
Grand Total Existing & Proposed Units	231	45	102
Estimated Persons Per Household			
Estimated Total Population			
• Low Estimate	702		
• High Estimate	856		

Policy D.8: Permit Water Side Residential in Mu(L)-1 [3]

Permit a maximum density of 1 unit per 400 square metres (25 units per hectare) for water side residential development in Mixed Use (Ladner) -1 [MU(L)-1]. [11]

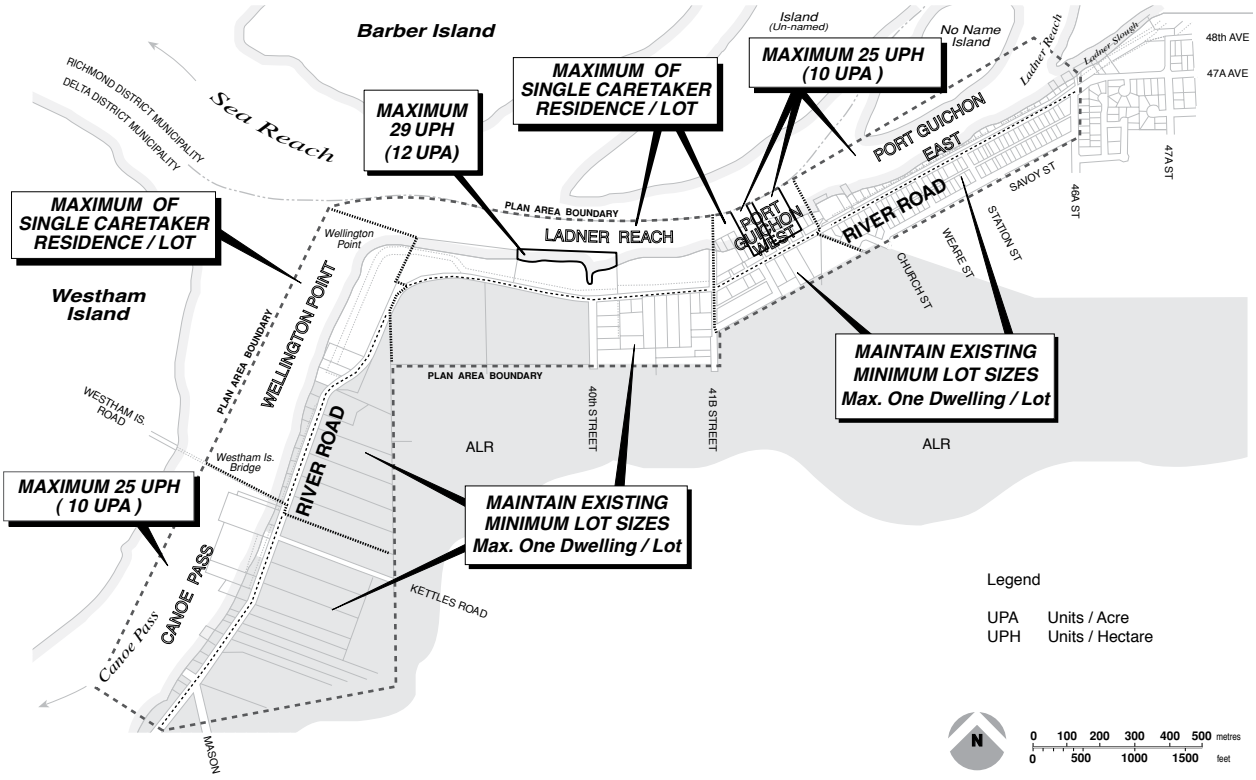
Policy D.9: Permit Water Borne Residential in Marina Residential [4]

Permit a maximum density of 29 units per developable hectare (12 units per developable acre) of waterlot area for water borne residential development in Marina Residential.

Ensure every residential unit has an approved connection to potable water, and to Municipal sanitary sewer. If not available, ensure an on-site sewage collection and treatment system approved by the medical health officer or the provincial Waste Management Branch.

Ensure all development has fire protection acceptable to the authority having jurisdiction.

Residential Densities [9,10,18]



Rev - April 2007

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E. Recreational Facilities

Objective E: Recreational Opportunities

To encourage the establishment of recreation opportunities for Delta residents and facilities to direct visiting recreationalists.

Policy E.1: Provide Riverside Recreation

Encourage the provision and development of areas to provide water and foreshore recreation opportunities.

Policy E.2: Upgrade "Port Guichon" Park

Encourage the residents of the Port Guichon floathome development to upgrade the existing water side pocket park for limited use by the general public.

F. Rural Land Use

Objective F: Agricultural Viability

To encourage the viability of agricultural industry within and adjacent to Riverside.

Policy F.1: Support the Agricultural Industry

Support the agricultural industry by upholding policies and regulations concerning use and parcel size for lands within the Agricultural Land Reserve.

Policy F.2: Reduce Agriculture-urban Development Conflicts

Encourage development to minimize the negative economic and nuisance impacts of urban development on agriculture and encourage the agricultural industry to minimize the negative impacts of intensive agriculture on urban development.

Policy F.3: Enhance Agricultural Drainage

Encourage improvements to field drainage on adjoining agricultural lands.

Policy F.4: Reduce Agricultural-urban Traffic Conflicts

Encourage the elimination or mitigation of conflicts involving non-farm traffic and agricultural equipment.

G. Transportation

Objective G: Traffic Safety and Liveability

Improve the safety of River Road without decreasing neighbourhood liveability.

Policy G.1: Improve River Road Design

Modify River Road to the engineering standard (as shown in the diagram entitled, "River Road Modified Engineering Standard" and on the map entitled "Proposed Riverside Utilities") in order to improve community safety without a loss of community liveability.

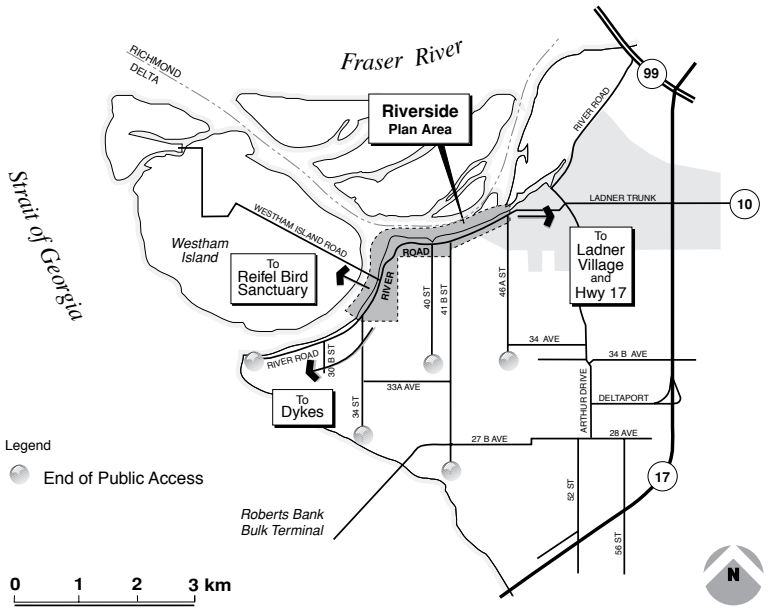
Policy G.2: Encourage Cyclist and Pedestrian Access

Encourage, over the long term, the development of public access and staging areas for cyclists and pedestrians through Riverside which are safe and which respect the privacy of Riverside residents.

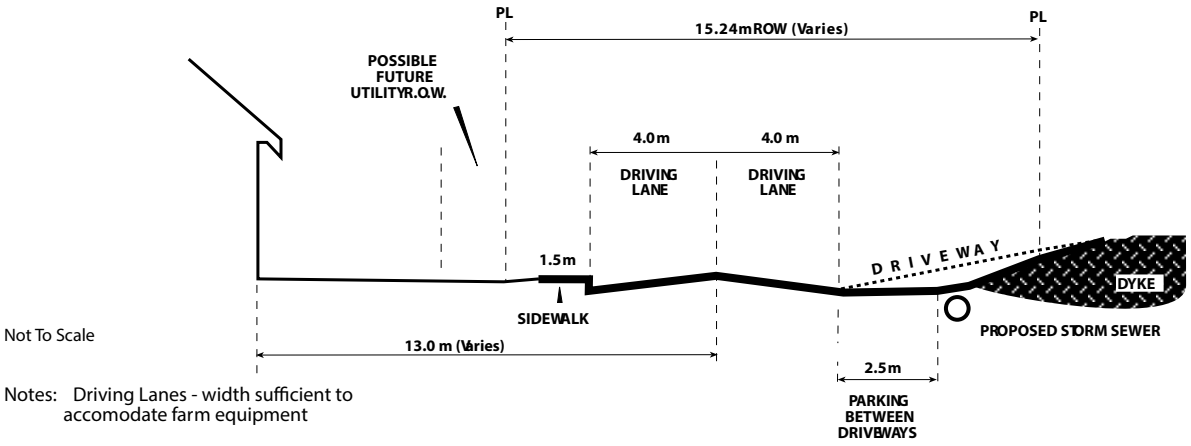
Policy G.3: Review Traffic Management Practices

Review current traffic control and management for that portion of River Road within Riverside (as shown on the map entitled "Riverside and Surrounding Area Road Network - 1993").

Riverside and Surrounding Area Road Network - 1993



River Road Modified Engineering Standard



Notes: Driving Lanes - width sufficient to accomodate farm equipment

Dimensions may be wider than shown for some portions of the road.

H. Funding

Objective H: Fiscal Responsibility

To conduct planning which is fiscally-responsible.

Policy H.1: Co-ordinate Plans and Budgets

Co-ordinate the area plan requirements with Municipal budgets and other funding sources.

III. OCP Definitions [6,12]

The definitions of these area plan terms are as follows:

Cottage Industry

This definition is intended for a broader range of home-based, office-type uses and craft and artisan-based industries than is permitted under the 'Home Occupation" section of Delta Zoning Bylaw No. 2750, 1977.

[12]

Floathome

A house-like structure built on a floatation system, intended for use or being used or occupied as a residence, which is not self-propelled and not primarily intended for, or usable in, navigation.

Liveaboard Vessel

Any watercraft originally designed or constructed primarily for navigation and used as a primary or secondary residence.

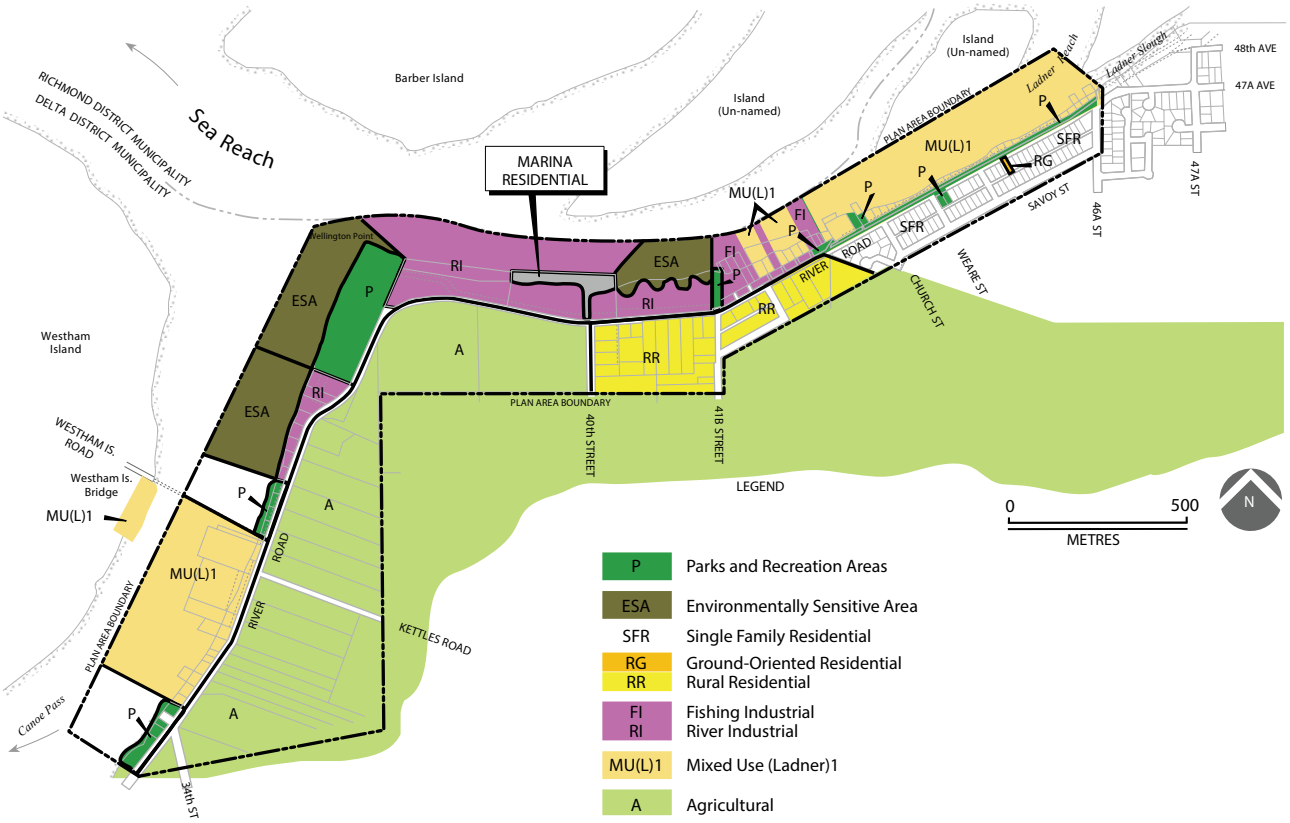
Pier Housing

A structure for residential use that is partially or completely constructed on a platform over water or that area covered by high water.

Upland Housing

A structure for residential use that is constructed on the land above the high watermark.

Riverside Future Land Use Plan 5



Footnotes: OCP Amendments - Schedule B.2

1. Amend. Bylaw No. 5090, 1994: Added Schedule B.2.

2. Amend. Bylaw No. 5410, 1995: Added Marina Residential designation.

3. Amend. Bylaw No. 5410, 1995: Added reference to MU(L)-1 in policy D.8.

4. Amend. Bylaw No. 5410, 1995: Added Policy D.9.

5. Future Land Use Plan Amendments:

    - Amend. Bylaw No. 5410, 1995: Added Marina Residential.
    - Amend. Bylaw No. 5571, 1997: Renamed "Future Park" as "Major Park and Recreation Area" and amended graphic format of plan in keeping with other Future Land Use Plans.
    - Amend. Bylaw No. 5912, 2003: Designated Port Guichon properties as Major Parks and Recreation (P).
    - Amend. Bylaw No. 5912, 2003: Designated 4301 River Road as Mixed Use Ladner-1 [MU(L)-1].
    - Amend. Bylaw No. 5978, 2002: Designated Port Guichon property Residential Ground Oriented (RG).
    - Amend. Bylaw No. 5868, 2000: Designated Janda properties MU(L)1.
    - Amend. Bylaw No. 7378, 2014: Redesignated Wellington Point Park P.
    - Amend. Bylaw No. 7811, 2017: Changed legend to be consistent with Schedule A FLUP re: Parks and Recreation Areas.
    - Amend. Bylaw No. 7978, 2020: Changed Agricultural designation label from AGR to A.

6. Amend. Bylaw No. 5571, 1997: Relocated designation definitions to Schedule A.

7. Amend. Bylaw No. 5905, 2001: Added two for one tree policy.

8. Amend. Bylaw No. 5912, 2003: Adjusted neighbourhood boundary line on Plan Area and Neighbourhood Boundaries map.

9. Amend. Bylaw No. 5912, 2003: Adjusted neighbourhood boundary line on Residential Densities map.

10. Amend. Bylaw No. 5912, 2003: Deleted "developable" from Residential Densities map.

11. Amend. Bylaw No. 5912, 2003: Deleted and replaced Policy D.8.

12. Amend. Bylaw No. 5912, 2003: Deleted definition for "developable hectare".

13. Amend. Bylaw No. 5868, 2000: Included Port Guichon West properties designated MU(L)1.

14. Amend. Bylaw No. 5868, 2000: Deleted specific reference to Port Guichon West.

15. Amend. Bylaw No. 5868, 2000: Included Port Guichon West properties designated MU(L)1.

16. Amend. Bylaw No. 5868, 2000: Added reference to MU(L)1 lands and deleted reference to Port Guichon East and Canoe Pass.

17. Amend. Bylaw No. 5868, 2000: Added "1993" to table title.

18. Amend. Bylaw No. 5868, 2000: Labeled Janda properties in Port Guichon West as MAX. 25 UPH (10UPA).

Schedule B.3[1]

THE CORPORATION OF DELTA
Official Community Plan

Ladner Area Plan

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D. Development Permit and Heritage Conservation Guidelines B3-5

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III. Ladner Future Land Use Plan B3-47

www.delta.ca Rev - February 2022

I. Introduction

A. Boundaries for the Plan

The boundaries of Ladner for the purpose of this Area Plan are:

North & Northwest: The Delta Richmond border within the Fraser River and a portion of Ladner Reach

East: George Massey Tunnel, Green Slough, Crescent Slough and Highway #17

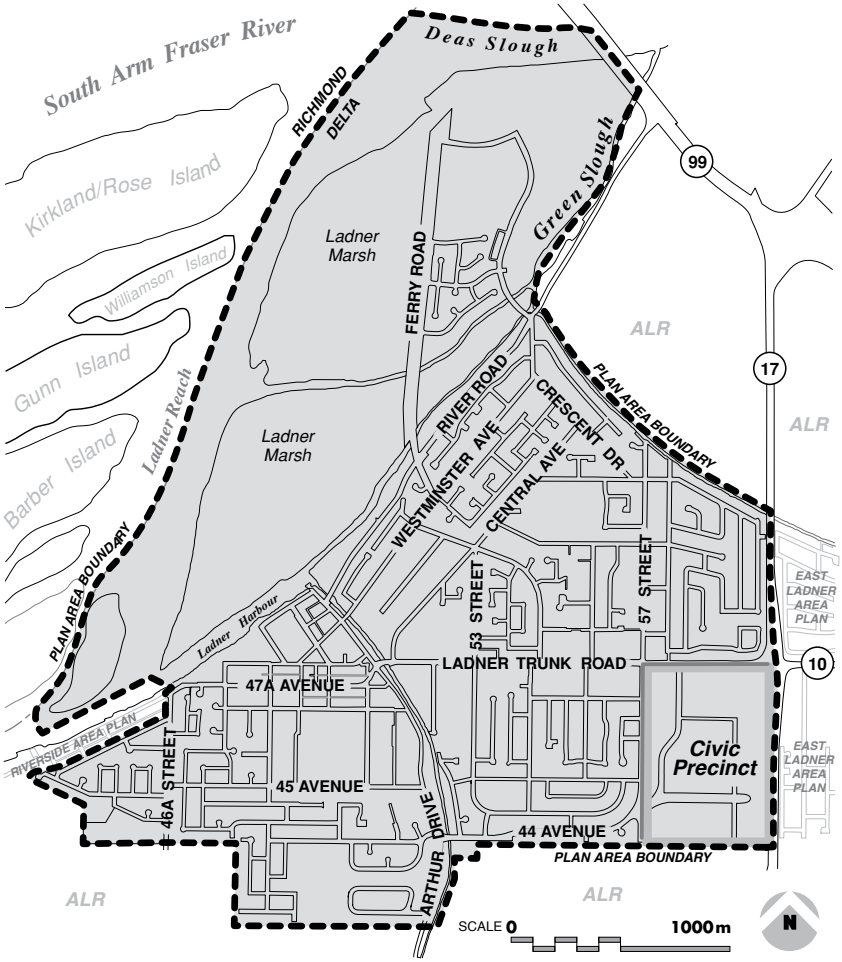
South: Agricultural Land Reserve (ALR) Boundary, south side of Port Guichon School and Park, and rear of lots fronting on the south side of 44B Avenue

West: 46A Street and ALR Boundary

as shown on the map entitled "Ladner Area Plan Boundaries."

This Schedule B.3 applies to the area shown outlined on the map entitled "Ladner Area Plan Boundaries." In the event of any inconsistency between this Schedule B.3. and Schedule A of the OCP, Schedule B.3 shall prevail to the extent necessary to resolve this inconsistency.

Ladner Area Plan Boundaries



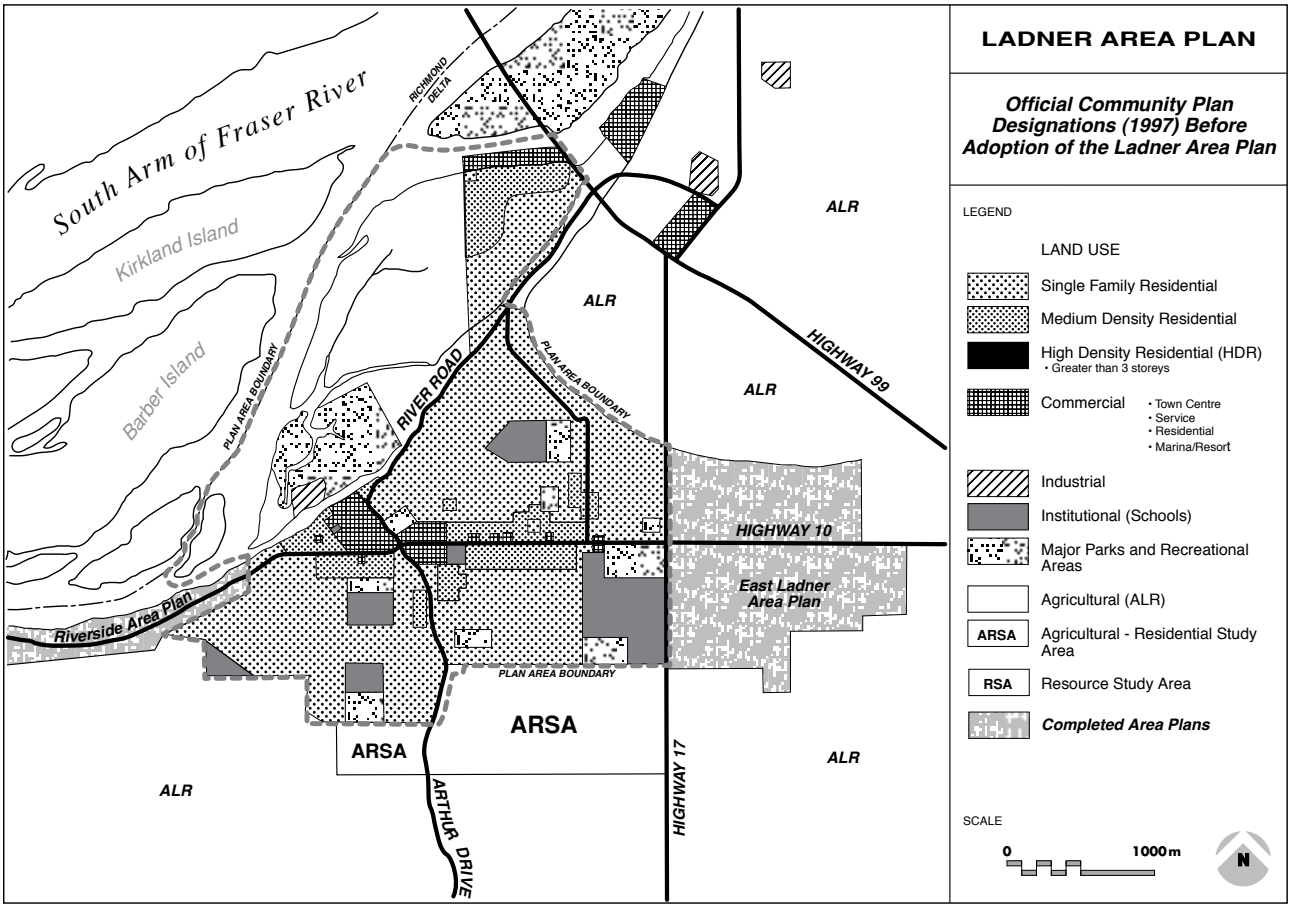
B. Existing Land Uses

Land uses and previous designations for lands in the Ladner area are as shown on the maps following entitled "Official Community Plan Designations (1997) Before Adoption of the Ladner Area Plan" and "Existing Land Uses - 1996."

C. New Land Use Designations

New land use designations for the Ladner Area Plan are shown on the Future Land Use Plan (FLUP) entitled "Ladner Future Land Use Plan".

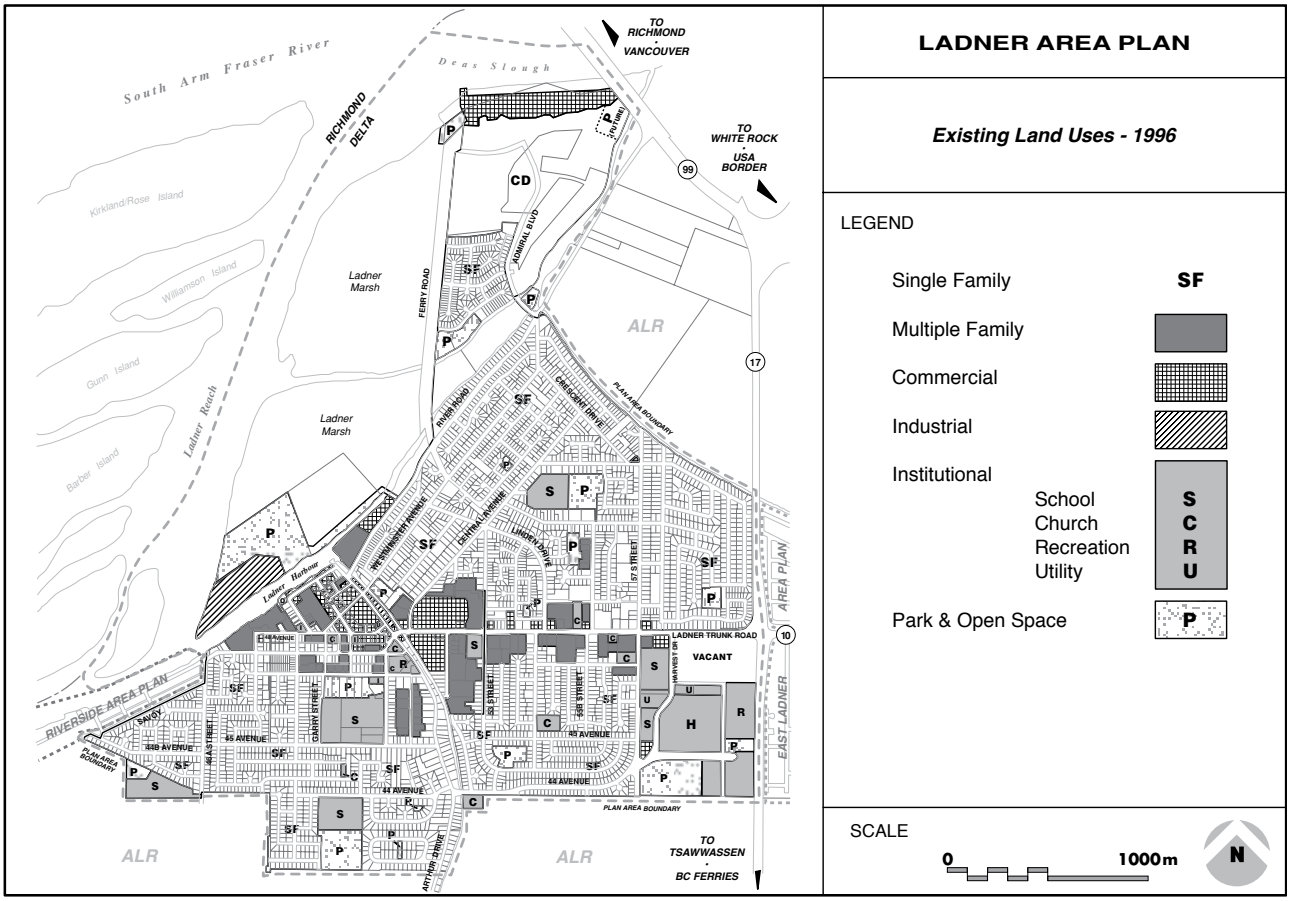
Official Community Plan Designations (1997) Before Adoption of the Ladner Area Plan



D. Development Permit and Heritage Conservation Guidelines

Certain lands within the Ladner Area Plan are also subject to Development Permit and Heritage Conservation Guidelines as contained in Schedule E of the Official Community Plan.

Existing Land Uses - 1996



II. Plan Objectives and Policies

A. Public Participation

Objective A: Facilitate Public Participation

To ensure residents are given the opportunity, in an open process, to provide input into public and private planning actions occurring within their neighbourhoods.

Policy A.1: Assist Resident Understanding of Planning

Assist residents to understand the planning and development process as it occurs within the community.

Policy A.2: Involve Residents in Community Improvements to the Public Realm

Develop programs to permit residents and corporations to contribute financially or in kind to community improvements.

B. Ladner Village [6, 35]

Community Context

Ladner Village is located along the south arm of the Fraser River on the shared, traditional, ancestral, and unceded territories of the scəwaθən (Tsawwassen), xʷməθkʷəy̓əm (Musqueam), and other Coast Salish Peoples.

The first Europeans to settle on these lands arrived in the 1860's and began commercial farming and fishing operations in the area. Ladner Village was established as Delta's civic precinct and the area became a bustling commercial centre. A series of ferries allowed for access across the river until the George Massey Tunnel provided a permanent connection in 1959.

Over the years, the commercial fishery industry has declined yet the quaint, historic charm of the Village remains. Since the original Ladner Area Plan was adopted in 1998, the City has been committed to revitalization of the Ladner Waterfront area to encourage transition from the now limited resource based uses such as fisheries. This plan provides clear direction to help with this transition and provide more active public spaces with restaurants, stores and walkways that connect people to the water and the rest of the Village.

Process and Vision

The objectives and policies for Ladner Village were updated in response to over two years of consultation beginning in 2018 that has included input and direction from Delta Council, the Ladner Village Renewal Advisory Committee, Ladner community members, stakeholders, Delta staff and consultants to support the vision for a revitalized Ladner Village.

Vision for 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.*

Our Village has year-round vitality, strong businesses and varied housing options for people to live and work in the heart of the community.

Our waterfront connects the Village to our past and future: historical forms and functions support an active mix of public spaces and places for our community. Active investment restores our connection to the waterfront and revitalizes Ladner Village.



Ladner Village is a collection of distinct places, each contributing unique qualities and affording opportunities for revitalization and character enhancement. These places (sub areas) include:

A. Chisholm Street Waterfront
Active public space that draws people to the Ladner Harbour.

B. Georgia Street
A quiet, tree-lined residential edge to the Village with more compact and mixed-use residential uses transitioning eastward to Delta Street.

C. Elliott and Delta Streets
Village commercial core that leads to the waterfront.

D. 48th Avenue
The 'main street' gateway which transitions to residential uses to the west.

Ladner Village Sub Areas



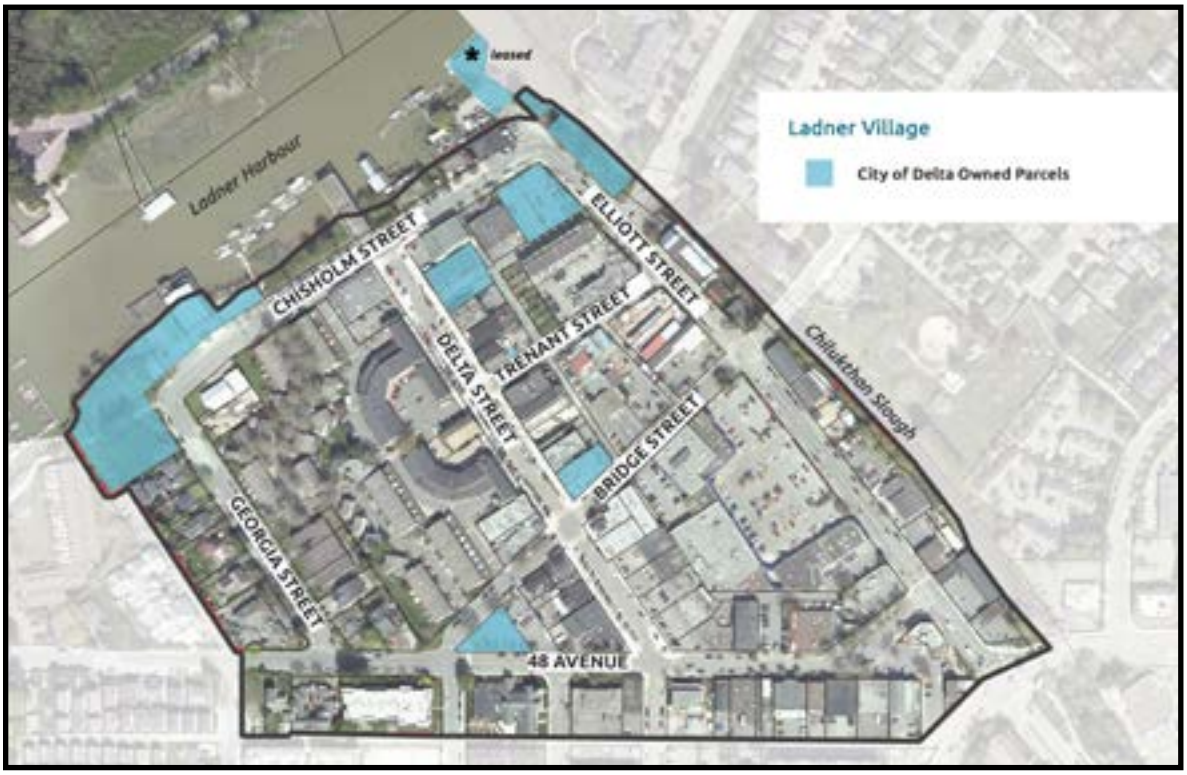
Village Revitalization

One of the most important factors in the revitalization of Ladner Village is allowing more people to live in the Village by increasing the number of residential units. Currently, most of the residential units within Ladner Village are to the west of Delta Street (townhomes, four storey apartments, and single detached homes with coach houses).

Encouraging the re-development of sites to allow residential units above commercial uses in the retail area of the Village will increase vibrancy, support businesses and work towards the vision of making it a place to live, work, shop, visit and play. Redevelopment is expected to occur on private properties, with consideration of some Delta-owned sites identified as catalyst sites for revitalization (See Ladner Village Map).

Some of the current land uses in the Village are park/open space, institutional, commercial, residential, and industrial, with existing heights ranging between 1.5 and 4 storeys, including some heritage properties. Additional density and height will be allowed through the creation of new designations that allow up to four and six storey buildings. The approach celebrates the historic character of Ladner Village yet allows for redevelopment activity that will provide residential density to support local businesses, improve the public realm and unlock revitalization in the Village.

Ladner Village Map



Objectives and Policies

Objective B(A): Promote an Active Mix of Uses and a Range of Housing Options

To promote an active mix of uses and encourage a varied range of housing options to support business sustainability and to house residents of all ages and abilities through increased residential density in the Village.

Policy B.1: Retain and Increase Diverse Uses

- Retain and increase the existing diversity of shops and services and mix of uses in the Village.

Policy B.2: Encourage Uses Which Help Animate the Street

- Focus ground floor retail commercial on Delta Street, Bridge Street, and 48 Avenue east of Delta Street to animate the street and provide an interesting pedestrian interface. Locate offices and non-retail commercial uses above the ground level. Community services and public uses may be located at grade.

Policy B.3: Encourage Diverse Housing Types

- Encourage a variety of housing types and tenures in the Village, including the development of affordable, rental, and lower-cost market housing and accessible units.

Policy B.4: Incorporate Green Building Design

- Require new development in the Village to incorporate green building design that creates buildings and places that are energy efficient, employ water conservation techniques, consider materials selection, provide context sensitive site planning and landscaping (e.g. solar orientation), and provide alternative transportation and public realm improvements.

Policy B.5: Incentivize Revitalization

- Consider further incentives for new development and to encourage investment in and revitalization of existing buildings such as updating the South Delta Revitalization Tax Exemption Program.



Delta Street Looking South

Objective B(B): Create an Active And Lively Village

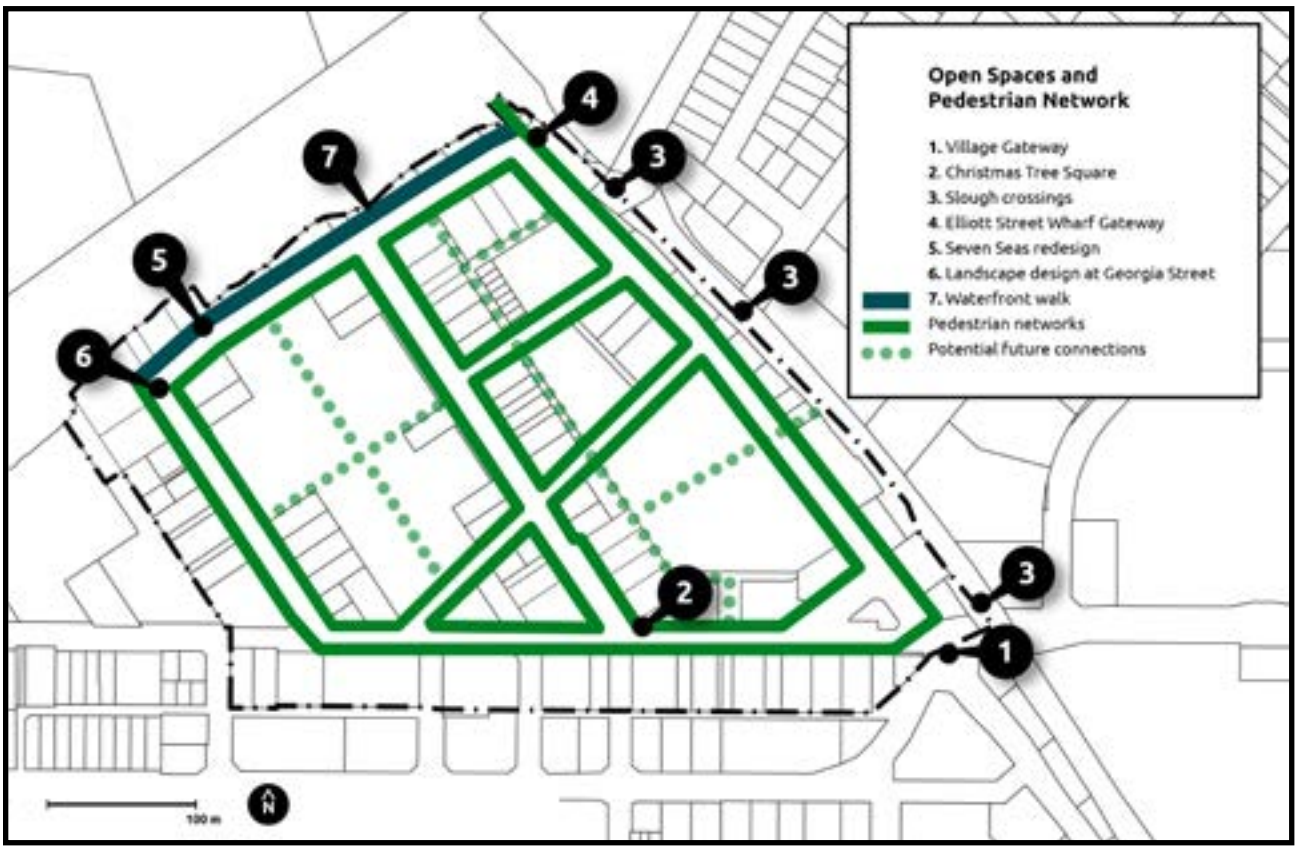
To encourage an active and lively Village environment by creating fun, accessible, connected open space and streetscapes that are welcoming for people of all ages and abilities.

Policy B.6: Enhance Connected Public Space Throughout the Village

- Enhance connected public open spaces within the Village (see Open Spaces and Pedestrian Network map). Focus public realm investment in the following areas:

1. Village Gateway at Elliott Street and Ladner Trunk Road which could include iconic entry sign and/or feature public realm design.

Open Spaces and Pedestrian Network



2. Christmas Tree Square at Delta Street and 48th Avenue.

3. Chillukthan Slough crossings at Ladner Trunk Road, Westminster Avenue, and River Road to provide a sense of entry which reflects the historic Village character.

4. Elliott Street Wharf Gateway, including seasonal programming and the exploration of physical access to the water.

5. Former Seven Seas site redesign as a destination public waterfront gathering space, including adaptive reuse of the slab to establish an outdoor 'Great Room.'

6. Feature landscape design and public art at the Georgia Street terminus.

7. Waterfront Walk along Chisholm Street with enhanced pedestrian facilities, landscape features and flood protection.



Wharf Gateway Concept



Plaza Concept

Policy B.7: Create Accessible Public Spaces

- Ensure public spaces (including the waterfront) are accessible for all ages and abilities.

Policy B.8: Create Child-Friendly Spaces

- Consider opportunities for children's play areas within public space.

Policy B.9: Consider a New Pedestrian/ Cycle Bridge

- Consider opportunities to fund a new pedestrian/ cycle bridge to Ladner Harbour Park.

Policy B.10: Connect Beyond the Village

- Consider connections to areas outside of Ladner Village including crossing across the Chillukthan Slough to Lions Park.



Elliott Street Wharf Concept



Furniture ideas for Elliott Street Wharf

Policy B.11: Improve the Public Realm

- Include a range of streetscape and public realm improvements such as wider sidewalks and street furniture, traffic-calmed streets and street trees, murals and public art throughout the Village.

- Wherever possible, use natural features like street trees and rain garden swales within streetscape improvements.

Policy B.12: Re-Establish Historic Street Patterns

- When larger sites redevelop, explore opportunities to re-establish historic patterns and provide future connections (e.g. streets, lanes, smaller lot sizes). See Open Spaces and Pedestrian Network figure.

Policy B.13: Support Wayfinding

- Incorporate pedestrian-oriented signage to support wayfinding throughout the Village.

Policy B.14: Design Streets to be Pedestrian Friendly

- Design streets to include:

1. areas for patios and retail displays,

2. clear and safe pedestrian routes,

3. street trees and landscaped areas to define spaces for gathering,

4. power sources to facilitate events,

5. placement of lighting and other street furniture to maximize flexible usable space, and

6. elements to reflect local history.

Policy B.15: Consider Temporary Installations

- Work with the Ladner Business Association to establish a joint program to provide temporary interesting facades/ streetscape improvements for empty storefronts (e.g. window art, benches, landscaping).

Policy B.16: Continue to Encourage Patios and Nightlife

- Continue to encourage patios and active nightlife to inspire overall livability in the Village.

- Continue to allow for noise by monitoring activity zones already established.

Policy B.17: Continue to Explore Creative Use of Streets

- Continue to explore creative use of the streets and sidewalks to draw people into Ladner Village and encourage social interaction (e.g. parklets and/or road closures)

Policy B.18: Consider Ladner Village in the Delta-Wide Public Art Policy

- Encourage public art through a Delta wide public art policy.



Public Art Example: Timeless Circle Sculpture by Artist Susan Point, 2016 (Whistler, BC)

Policy B.19: Support Regular Programming and Performances

- Encourage and support regular programming of special events in Ladner Village by providing temporary street closures, use of sidewalks and street parking for restaurant patios, etc.

- Encourage outdoor performances and programmed events (e.g. busking, artists) including street closures for community events after business hours (e.g. a dinner on Delta Street) and/or temporary, 'pop up' opportunities (e.g. ping pong tournaments, community dances).

- Explore regular programming to animate the plaza space in front of the historic Municipal Hall (e.g., public piano, historic re-enactments).



Historic Municipal Hall

Objective B(C) Heritage Character of Ladner Village

To make the Village a special place for people by honouring our shared past and embracing our future.

Policy B.21: Preserve Existing Heritage Buildings and Sites

- Preserve existing heritage buildings and features including the original road network and narrow lot frontages which are important to the overall unique character of Ladner Village (See map of Heritage Buildings and Sites).

- Provide support for the upkeep and preservation of heritage buildings and features (grants, incentives, etc.)

- Retain the historic Municipal Hall and continue to activate the spaces in and around the building.

- Use heritage conservation techniques, including regulations and incentives, to encourage preservation of sites identified as being of heritage significance which are located outside existing Heritage Conservation Areas.

- Highlight heritage buildings by guiding new buildings to reflect the current era while being compatible with adjacent heritage buildings, yet allow design flexibility and creativity.

Policy B.22: Broaden the Definition of Heritage

- In addition to the preservation of known heritage buildings and sites, broaden the concept of heritage to include other elements of historical or cultural value, such as natural features like the Chillukthan Slough, recognition of distinct character areas, and non-European cultural elements.

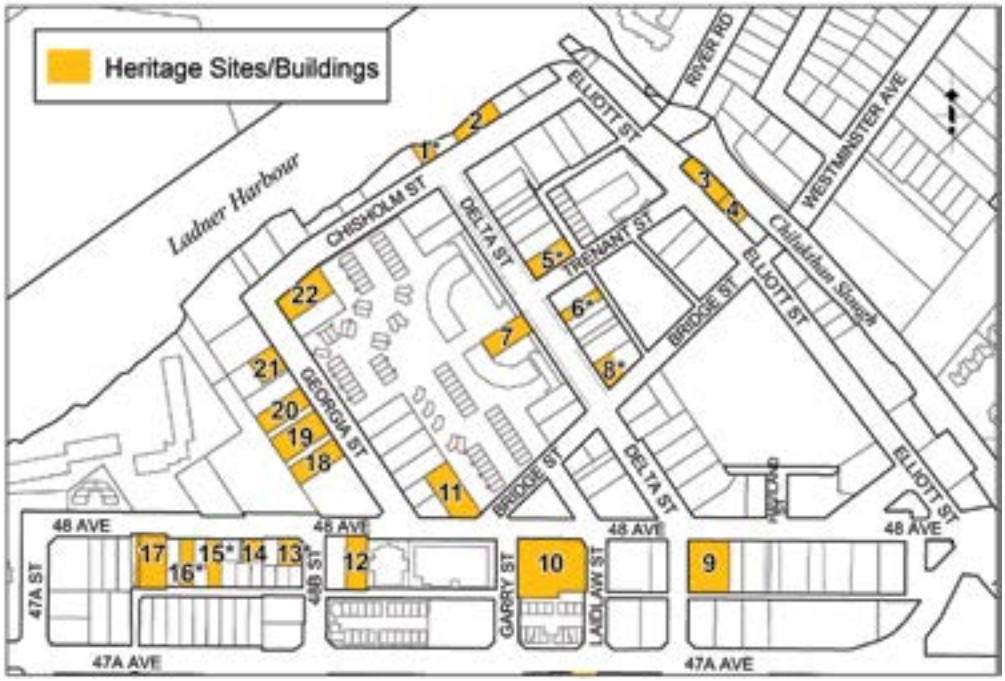
Policy B.23: Collaborate with scəẇaθən and xʷməθkʷəy̓əm

- Collaborate with the scəẇaθən (Tsawwassen) and xʷməθkʷəy̓əm (Musqueam) Nations to ensure Ladner's heritage character honours and recognizes the Hun'qumi'num language, Coast Salish culture and heritage.

Policy B.24: Express Heritage in Many Ways

- Incorporate features expressing the cultural qualities of Ladner into public spaces, streets and new developments through stories, public art and artifact (or replica) displays. Interpreting the agricultural, fishing, First Nations and multicultural heritage of Ladner in new development will help to retain Village authenticity.

Heritage Buildings and Sites



1. **Lanning, Fawcett & Wilson, Ltd**
   year built 1907, 4907 Chisholm St
2. **Massey's Marine Shop**
   year built 1937, 4915 Chisholm St
3. **Jordan's Stables**
   year built 1910, 4930 Elliott St
4. **Maternity Home**
   year built 1920, 4916 Elliott St
5. **Bank of Montreal**
   year built 1919, 4896 Delta St
6. **Pat McCrea's Pool Hall**
   year built 1912, 4878/4880 Delta St
7. **Odd Fellows Lodge,**
   year built 1904, 4873 Delta St
8. **Delta Municipal Hall/ Ladner Clock Tower**
   year built 1912, 4858 Delta St
9. **Post Office**
   year built 1952, 5010 48 Ave
10. **St.Andrews Presbyterian Church**
    year built 1893, 4960 48 Ave
11. **Baker Residence**
    year built 1922, 4919 48 Ave
12. **Charles Lord Residence**
    year built 1889, 4880 48 Ave
13. **Roycroft - Grant Residence**
    year built 1904, 4880 48 Ave
14. **Niemetz Residence**
    year built 1947, 4840 48 Ave
15. **Ellis Residence**
    year built 1920, 4826 48 Ave
16. **Williamson Residence**
    year built 1892, 4820 48 Ave
17. **Todd Residence**
    year built 1894, 4806 48 Ave
18. **Clausen Residence**
    year built 1890, 4827 Georgia St
19. **Lord Residence**
    year built 1945, 4837 Georgia St
20. **Moffit/Leary Residence**
    year built 1891, 4847 Georgia St
21. **Letheren Residence**
    year built 1921, 4861 Georgia St
22. **Brackman-Ker Granaries**
    year built 1904, 4860 Chisholm St

Objective B(D): Transportation & Parking
To encourage accessible, connected ways to move within and beyond the Village and to connect to the Waterfront.

Policy B.25: Improve Pedestrian and Bicycle Networks

- Improve the pedestrian and bicycle networks within the Village, to the waterfront and across the Chillukthan Slough.

- Focus on improvements to walking and biking facilities accessing the Village, and in particular within a 10-minute/800 metre distance, to encourage people to bike and walk into the Village area as a way to reduce parking needs.

Policy B.26: Create a Pedestrian Route that Connects the Village and Waterfront

- Work toward the provision of an attractive and convenient pedestrian route that links the waterfront with Chisholm and Elliott Streets, Trenant Lane, and the retail areas of 48 Avenue and Delta Street to create a circular pedestrian walk of attractions. (See the Open Spaces and Pedestrian Network figure.)

Policy B.27: Ensure Accessibility

- Ensure all pedestrian improvements (intersections, sidewalks, etc) are accessible for people with disabilities such as those with mobility, visual and auditory impairments.

Policy B.28: Pedestrianize Trenant Lane

- Continue Trenant Lane and make it a vibrant pedestrian route that provides for an alternate route parallel to Delta Street (see Open Space and Pedestrian Network map).

Policy B.29: Encourage Micro-Mobility Companies

- Encourage the recruitment of car, bike and scooter sharing companies to locate in the Village.

Policy B.30: Explore Transit Opportunities

- Consult with Translink to discuss opportunities to improve transit to the Ladner Village.

Policy B.31: Provide Accessible Parking Stalls

- Strive to ensure adequate accessible parking stalls are included for people of all abilities on street.

Policy B.32: Establish Updated Parking Standards

- Establish and implement new parking standards for new development projects.

Policy B.33: Establish Updated Road Standards

- Create unique road standards for the Subdivision and Development Standards Bylaw in order to meet the needs of pedestrians, cyclists and vehicles, with particular attention to providing a generous public realm and sufficient on-street parking throughout Ladner Village.

Objective B(E): Waterfront
To re-energize the waterfront by providing varied and meaningful ways of engaging with the harbour.

Policy B.34: Activate the Waterfront

- Activate the waterfront through commercial and residential development and new public access.

Policy B.35: Create a Contiguous Waterfront Walk

- Create a contiguous, accessible waterfront walk from the western portion (current Spot on the Water Park) to the Elliott Street Wharf along the north side of Chisholm Street that links to the Village.

Policy B.36: Improve the Public Realm

- Support additional public realm improvements such as:

1. public art/ waterfront wayfinding at the terminus of Georgia Street;

2. improvements to the '3 Corners' at Chisholm and Delta Street to enhance connection to the Village;

3. heritage features at Elliott and Chisholm at the site of the original Municipal Hall; and

4. greenways along the Chillukthan Slough.

Policy B.37: Maintain Public Use and Access Along the Foreshore of Spot on the Water Park

- Maintain public use and access along the foreshore of Spot of the Water Park to allow for contiguous waterfront walk access.

Policy B.38: Explore the Redevelopment of the Upland Portion of Spot on the Water Park

- Redevelopment of the upland portion of Spot on the Water Park site must:

1. maintain a modest form in order to effectively transition to adjacent residential uses while preserving a strong public open space relationship to the foreshore;

2. incorporate existing mature trees within development proposals, where feasible;

3. design open spaces to further contribute to the quality of the Georgia Street pedestrian realm; and

4. contribute to the activation and enhancement of a vibrant waterfront park.

Policy B.39: Create an Outdoor Public Space on the Former Seven Seas Site

- Redevelop the former Seven Seas site into an outdoor 'Great Room' public space and include direct pedestrian access to the water-side network of boats, docks, gathering decks and floating structures.

Policy B.40: Improve the Elliott Street Wharf Gateway

- Improve the Elliott Street Wharf Gateway to provide people with a place to enjoy the waterfront and improve connections to the Village and the Chillukthan Slough (i.e., gateway signage feature and seating).

Policy B.41: Consider Opportunities to Redevelop Delta-Owned Properties

- Consider development opportunities for Delta-owned properties along Chisholm Street (Delta Museum Annex and Elliott Street parking lot) into mixed-use buildings that contribute to the activity and vibrancy of the waterfront.

Policy B.42: Work Towards Long-Term Water Lot Leases

- Continue negotiations with the Province to secure long-term water lot leases and permit a wider range of uses on the waterfront.

- Use water lot leases adjacent to Delta-owned lands for public access and walkways.

Policy B.43: Consider Opportunities for Floating Structures

- Consider opportunities for the use of floating structures connected by an extension of pedestrian facilities (e.g. "water walk" or floating boardwalk).

Policy B.44: Consider Opportunities for Land Acquisition

- Consider opportunities to purchase lands along the Ladner Harbour waterfront and the Chillukthan Slough to open up public access to these community assets.

Policy B.45: Raise the Dike

- Raise the dike to protect against flooding while considering urban design objectives related to placemaking, connectivity and accessibility.

Policy B.46: Preserve Views

- Where waterfront development is proposed, preserve views to the harbour between buildings.

Policy B.47: Protect and Enhance Environmentally Sensitive Areas

- Protect and enhance the environmentally sensitive areas of the riparian and inter-tidal zones in and alongside Ladner Harbour and Chillukthan Slough.

Policy B.48: Create a Special Street Design Standard on Chisholm

- Develop and implement a special street design standard (e.g. cross-sectional design) along Chisholm Street to enhance pedestrian spaces and linkages to the waterfront. On the north side of Chisholm Street the following elements should be considered for the streetscape:

1. At the road level, angle parking separated from the pedestrian zone by bollards;

2. Permeable pavers in the parking and street level pedestrian zone;

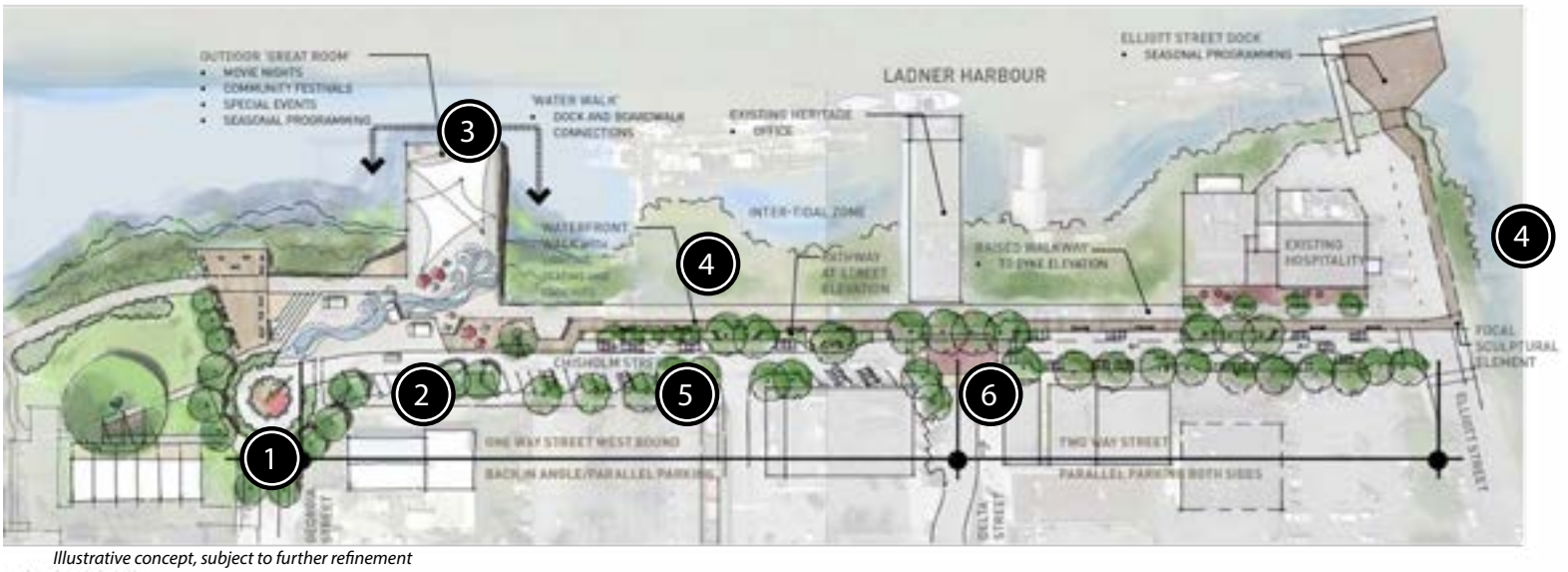
3. Street trees in groups in planted areas which are a minimum of 10 m^3 in size;

4. Pedestrian connections between the sidewalk and the boardwalk every 100 metres or less and in places where the boardwalk dead ends;

5. Benches accommodated in areas where the sidewalk widens and on the dike boardwalk to allow views to the Harbour;

6. Design cues and wayfinding to direct pedestrians to waterside activities.

CHISHOLM STREET PLAN



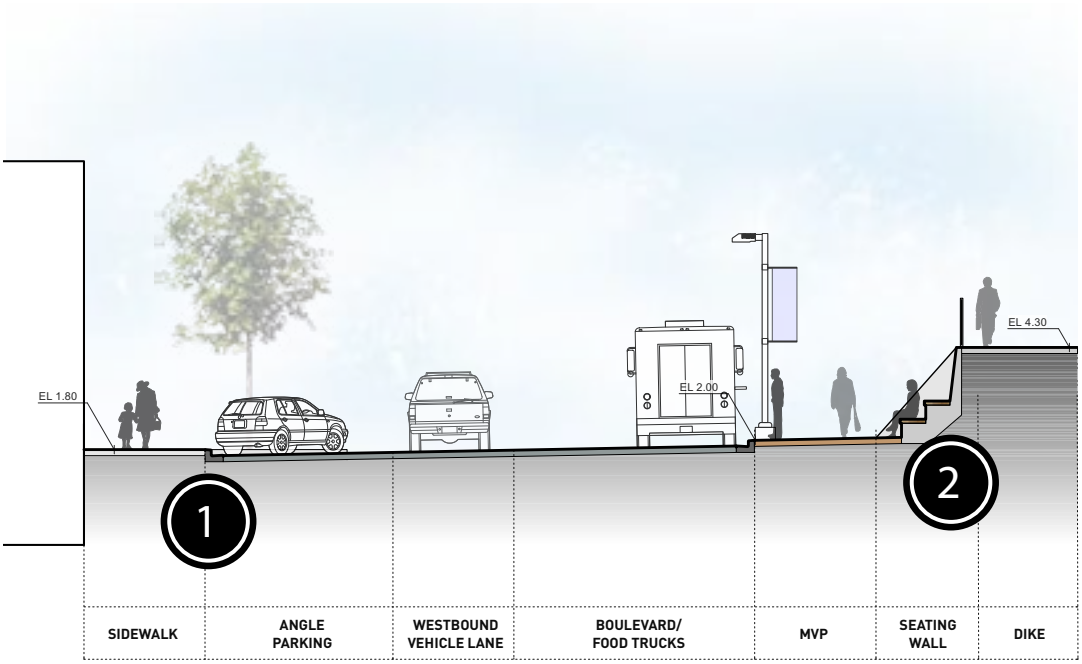
Illustrative concept, subject to further refinement

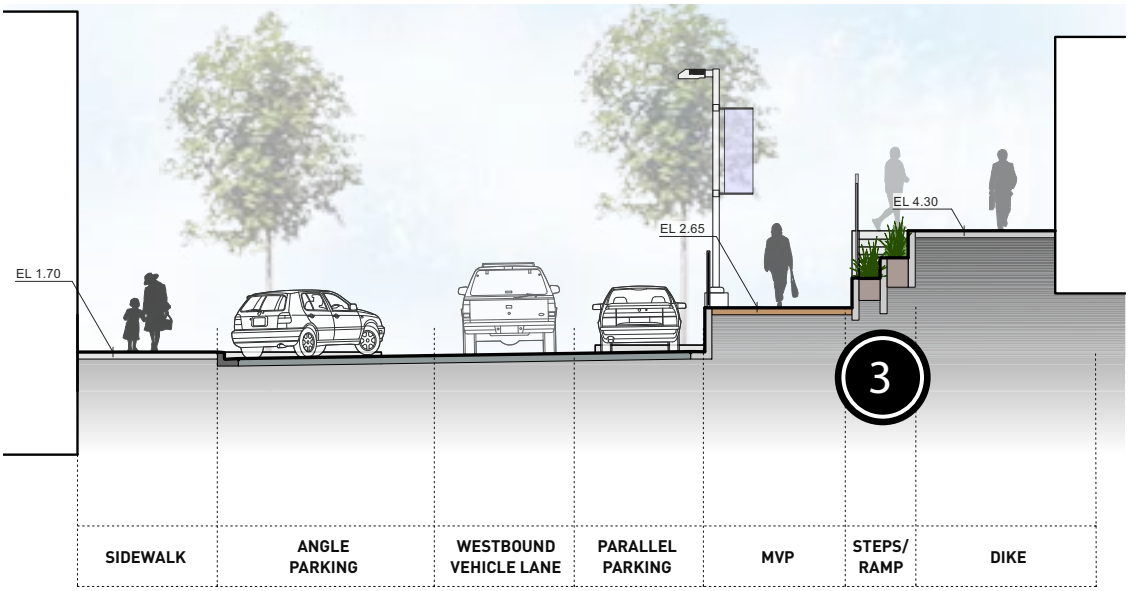
Chisholm Street Concept

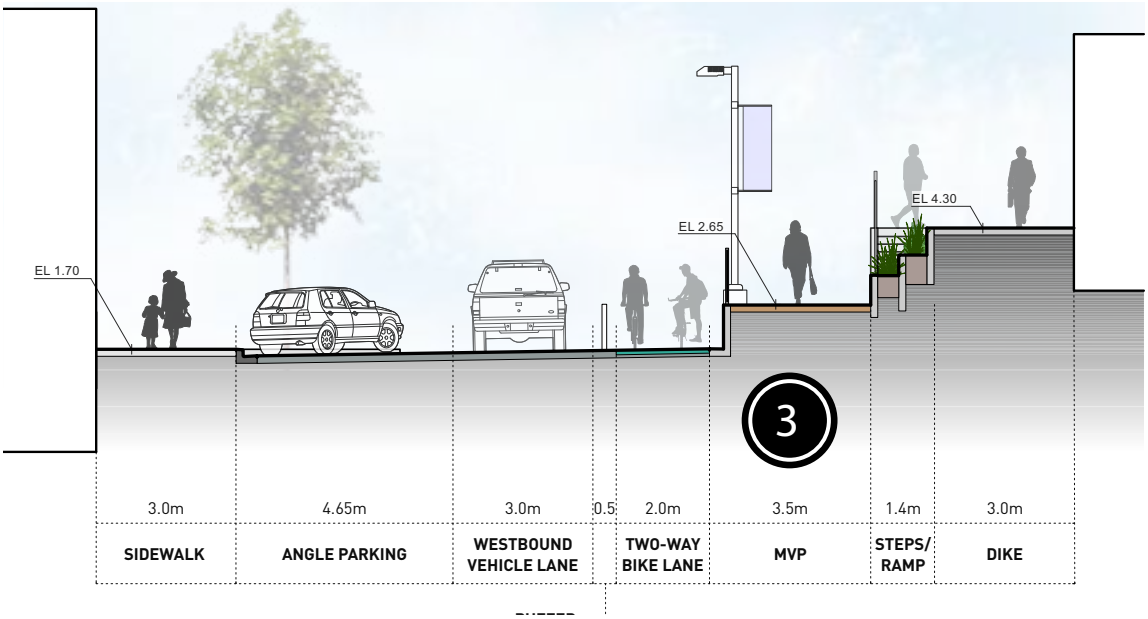
1. *Utilize planted areas and street trees in groups to visually break up paved surfaces and increase permeable area.*
2. *Reduce travel lanes to one way west bound between Delta to Georgia Street to calm traffic and expand pedestrian space within the right of way.*
3. *Establish continuous pedestrian paths with various locations for viewing and sitting. This may include boardwalks, floating docks and dike-top pathways.*
4. *Where opportunities exist, enhance the riparian environment within waterfront landscape designs. Features may include tidal marshes and restored riparian vegetation.*
5. *Provide a combination of parallel and angle street parking to provide convenient access to commercial uses.*
6. *Construct curb bulges at intersections to reduce pedestrian crossing distances, slow traffic and provide space for feature landscape designs.*

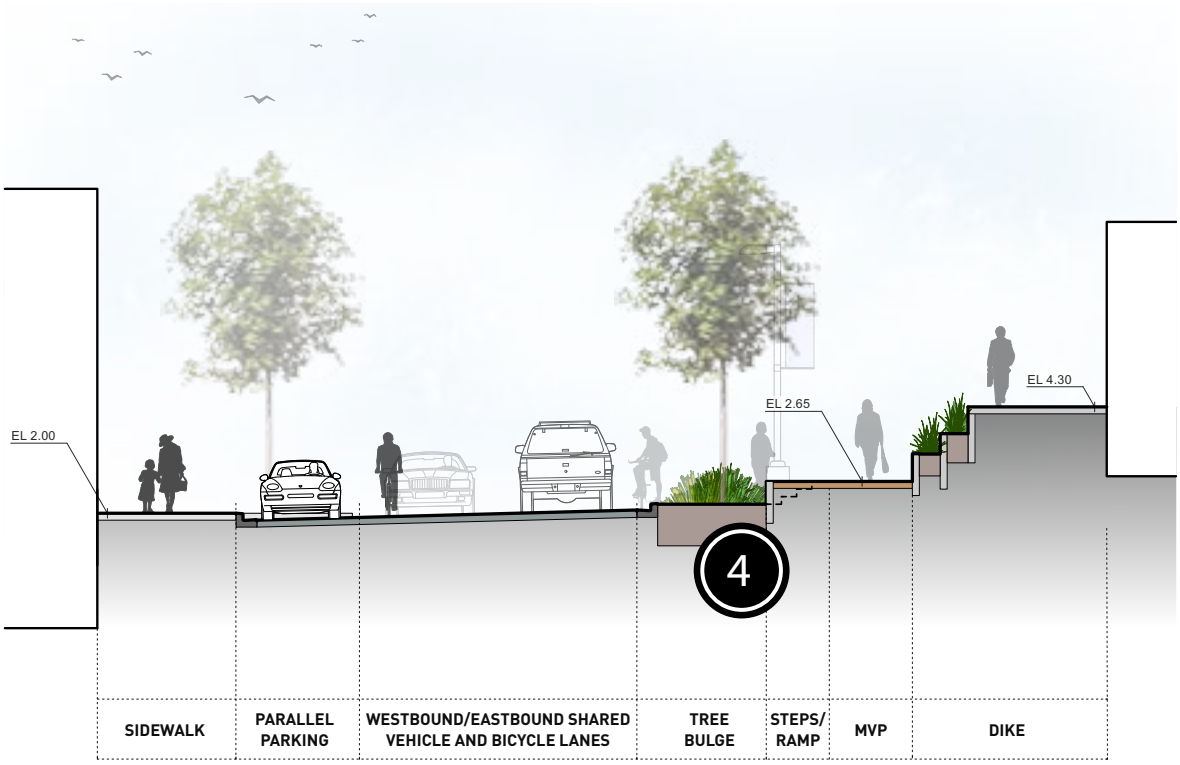
Chisholm Street Cross Section Concepts

1. *Angled parking separated from pedestrian zone*
2. *Enhancement of flood protection measures incorporates pedestrian amenities (benches and/or planters within dike cross-sectional designs)*
3. *Pedestrian connections link the sidewalk (street elevation) and the boardwalk (dike elevation) every 100 metres or less and in places where the boardwalk dead ends*
4. *Street trees in groups in planted areas which are a minimum of 10 m³ in size*






EL 1.70
EL 2.65
EL 4.30
3
3.0m
4.65m
3.0m
0.5
2.0m
3.5m
1.4m
3.0m
SIDEWALK
ANGLE PARKING
WESTBOUND VEHICLE LANE
TWO-WAY BIKE LANE
MVP
STEPS/ RAMP
DIKE


EL 2.00
EL 2.65
EL 4.30
4
SIDEWALK
PARALLEL PARKING
WESTBOUND/EASTBOUND SHARED VEHICLE AND BICYCLE LANES
TREE BULGE
STEPS/ RAMP
MVP
DIKE

Objective B(F) Implementation

To implement the policies in this plan to create a revitalized Ladner Village.

Policy B.48: Leverage the City's Leadership

- Leverage the City's leadership to support waterfront redevelopment and Village revitalization through public engagement, direct investment (e.g. public works) and sourcing of grant funding.

Policy B.49: Act through Partnerships

- Ensure success in long-term implementation through acting in partnership with owners/operators, key stakeholders and the public; government agencies and Tsawwassen and Musqueam Nations.

C. Commercial, Industrial and Related Areas [41]

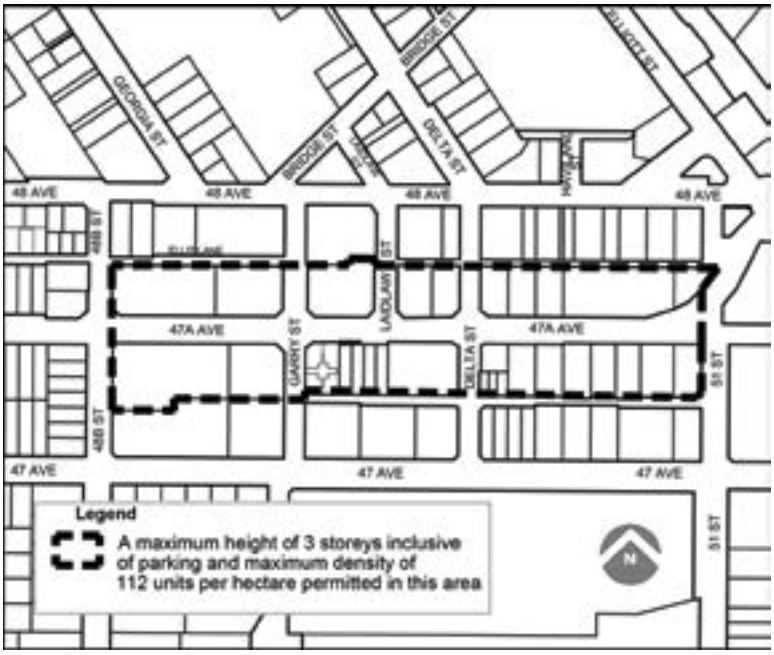
Objective C(A): Strengthen Historic Village

To strengthen Ladner's historic village business sector and enhance its scale and character.

38

Policy C.1: Reinforce the Gradation of Building Height and Density

- Reinforce the existing descending gradation of height and density from the historic core outwards. [36, 37]



39

Policy C.2: Allocate Limited Commercial Growth

- Encourage commercial growth in the historic village and limited growth in the existing commercial malls.

- Consider minor zoning amendments for existing commercial and one institutional use shown on the map entitled "5300 - 5700 Block Ladner Trunk Road." These amendments may include additional non-retail use(s), provided they are consistent with the existing uses in this area, and limited additional building floor area, provided it does not result in increased building height.[2]

5300-5700 Block Ladner Trunk Road [18]



Policy C.3: Emphasize Pedestrian Aspects of Malls

- Encourage commercial malls, through the process of upgrading, to emphasize the pedestrian realm.

Objective C(B): Enhance Working Harbour
To enhance the working aspects of Ladner Harbour, its land and water natural habitats, its linkages with the village centre, and its recreational potential.

Policy C.4: Retain Harbour Commercial Aspects

- Encourage the retention of the fishing and commercial aspects of Ladner Harbour. [29,40]

[30]

Policy C.5: Follow Harbour Health and Safety Regulations

- Encourage harbour structures, water and land-based, to meet regulations for health and safety.

Policy C.6: Encourage Harbour Public Access and Recreation

- Encourage opportunities for public access and recreation to and within the harbour.

Policy C.7: Generate Harbour Improvement Revenue

- Explore means of generating revenue to put toward harbour improvements.

- Authorize improvements in the context of cost/benefit analysis and municipal budget priorities.

Policy C.8: Preserve Environmentally Sensitive Harbour Areas

- Preserve and enhance environmentally sensitive areas in and adjacent to the harbour.

Policy C.9: Coordinate Harbour Management

- Work toward a comprehensive harbour management strategy to co-ordinate harbour jurisdictions and activities in order to achieve objectives.

- Encourage responsible jurisdictions to maintain an open, navigable channel in the Ladner Harbour. [31]

Policy C.10: Upgrade Infrastructure to Support Harbour Uses

- Encourage cost effective upgrading of infrastructure to support future harbour uses.

D. Housing

Objective D: Provide a Variety of Infill Housing

To encourage a limited amount of housing within, adjacent to and outside of the historic village in a variety of forms and densities.

Policy D.1: Encourage Infill Housing to Renew and Upgrade Neighbourhoods

- Encourage replacement housing and infill subdivision to renew and upgrade the streetscape and architecture of the neighbourhood while retaining the village scale of the community.

Policy D.2: Encourage Ground-level Entry Housing

- Encourage multiple-family housing to be designed with ground-level unit entry so as to maintain the human scale of Ladner and encourage housing suitable for families, the elderly, or the disabled.

Policy D.3: Transition from Multiple-family to Single-family

- Encourage a gradation of multiple-family densities from the historic village outwards.

- Use building design, setbacks, and landscaping to avoid conflicts between different residential forms and densities.

4,13

Policy D.4: Locate Seniors and Special Needs Housing 14

- Encourage seniors and special needs housing in all areas designated mixed use and multiple family, near commercial, recreation, transportation, and health facilities.

5,15

Policy D.5: Retain Single-family Neighbourhoods 6

- Retain single-family residential as the predominant housing form outside of the existing and proposed multiple-family areas.

43

- For properties with frontage on Fenton Drive, the minimum lot sizes are 18 metres in width and 560 square metres in area.

Policy D.6: Encourage Affordable Housing

- Encourage a number of housing types in the community, including the development of affordable, rental, and lower-cost market housing.

Policy D.7: Encourage Social and Special Needs Housing

- Encourage the development of housing for low income families, seniors, the disabled and those living in long-term care facilities and in group homes.

Policy D.8: Encourage Compatible Housing Design 12

- Encourage housing design that is sensitive to existing housing neighbourhoods in accordance with the "Ladner Housing Guidelines". 43

Discussion

The Ladner community supports replacement, infill and coach housing development within single family neighbourhoods, provided such development is compatible with existing Ladner housing character and is of good design.



Replacement Housing refers to new housing in existing single family neighbourhoods that results in a decrease or equal number of housing units to the total housing stock.

Infill Housing refers to new housing in residential areas on smaller lots or at higher densities resulting in a net increase in the number of single family housing units.



Coach Housing refers to a second dwelling unit located in an accessory building on a lot. The accessory building is typically a separate garage with the dwelling unit situated on the second storey or at ground level.



New housing developments must be sensitive to the visual character of existing neighbourhoods. Attention should be given to scale, shape, massing, siting, access and open space. The relationship of housing with the street is also important.

43

Ladner Housing Guidelines

The Ladner Housing Guidelines encourage housing development, which is compatible with the visual character of nearby housing and the surrounding streetscape. The guidelines are intended to facilitate a higher standard of housing design and broaden the scope of design solutions.

These Housing Guidelines apply to replacement, infill, and coach housing. Refer to Policy D.9 for additional coach house guidelines.

1. Housing Design

(a) Housing designs must be harmonious in nature, reflect the architectural elements and forms of Ladner's housing character, and reflect the village scale of the community.

(b) Housing designs should respect and integrate the massing, shape, scale, proportion, finishes and details of neighbouring properties.



(c) Housing designs should integrate suitable design elements of surrounding developments, such as building height, building form, roof shape, finish materials, door and windows styles, ornamental details and landscaping.

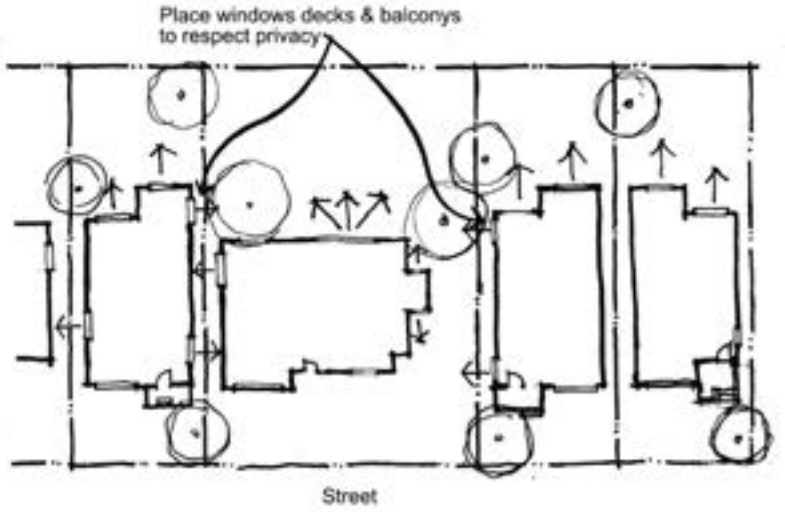


(d) Variation in design and architectural styles, with particular attention to large scale developments, must be used in order to avoid a monotonous appearance.

(e) Side by side placement of identical designs is discouraged.

(f) Create housing designs, which respect privacy, sunlight exposure and views of neighbouring properties.

(g) Orient windows, decks and balconies on sites to maximize privacy and minimize visibility from any existing development.



(h) Consider larger side setbacks where an adjacent house is very close to the property line.

(i) Articulation of building facades, particularly facing the street, with bays, windows, recessed porches, overhangs, and roof canopies, is encouraged.

(j) Secondary roof forms and dormers must have less prominence from the main roof structure.

(k) Entryways must be clearly visible from the street and should be limited to one storey in height.

(l) Front elevations must not be dominated by the garage.

(m) Street front porches are encouraged as architectural features and useable outdoor open space.

2. Access

(a) All vehicular access should be from a lane, where one exists.

(b) The width of curb cuts and driveways should be minimized to maximize on-street parking and minimize disruption to sidewalks.

(c) Access to corner sites should be from flanking streets as far from the intersection as possible, where no lane exists.

(d) Relaxation of access guidelines (a) to (c) should be considered for the following:

1. Where a heritage building is being retained.

2. Where the retention of a street tree, significant trees on site or landscape features are desirable.

3. Where utilities and underground service locations limit driveway placement.





3. Landscaping

(a) Use on-site landscaping to create streetscapes that are green and welcoming and include a combination of shrubs, perennials, trees and grassed areas.

(b) Retain healthy and mature trees and landscaping, where appropriate.

(c) Use of permeable driveway and walkway alternatives is encouraged, such as permeable or porous pavers to reduce surface runoff and enhance landscaped areas.

(d) Locate new landscaping to respect neighbours views, sunlight and privacy.



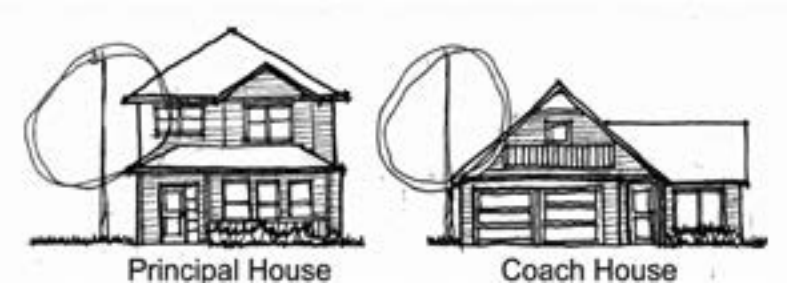






Policy D.9: Encourage Compatible Coach House Design

- Encourage coach housing with a variety of architectural styles, which respects the scale and character of surrounding neighbourhoods and streetscapes in accordance with the "Coach House Guidelines." 43



Discussion

There is strong support for coach housing development, preferably located near the core area and in transitional areas between single family and higher density residential developments.

The design goal is to find creative ways to integrate coach house developments within the existing urban fabric. Building and site design, therefore, is viewed as most important when considering such developments. Contextual architecture with variation in style, as well as improved functionality and "greening" of sites are other key elements that must be considered.

43

Ladner Coach House Guidelines

The Ladner Coach House Guidelines provide criteria for building design, scale, compatibility, access and open space focusing on the relationship between coach housing and principal structures on the same site, as well as adjacent properties and the street. The Ladner Housing Guidelines in Policy D.8 also apply to coach housing.

1. Coach Housing Design

(a) Coach houses must be clearly distinguishable from principal structures in terms of reduced, scale, massing and height.

(b) Provide a well defined entranceway to each unit with the principal dwelling unit entry facing the street.

(c) Projections into side yards are discouraged.

(d) The proportion and placement of windows should reflect a balanced, not necessarily symmetrical, visual appearance.



2. Access

(a) Lanes should be encouraged in the development of coach house sites.

(b) Vehicular access on sites should be limited to only one driveway access per site.

(c) Shared, or side by side driveways are encouraged.

(d) A landscape strip should be used to separate a driveway from adjacent properties.

(e) Use high quality, permeable paving materials, or wheel strips for driveways on the site.

(f) Enhance the treatment of driveways and lanes with landscaping, such as planting near lanes and paving driveways as wheel strips with planting in the mid-section.





3. Open Space

Coach housing results in increased coverage of the ground plane with buildings and hard surfaces. Therefore it is important to ensure that outdoor spaces help integrate this denser housing form into the neighbourhood.

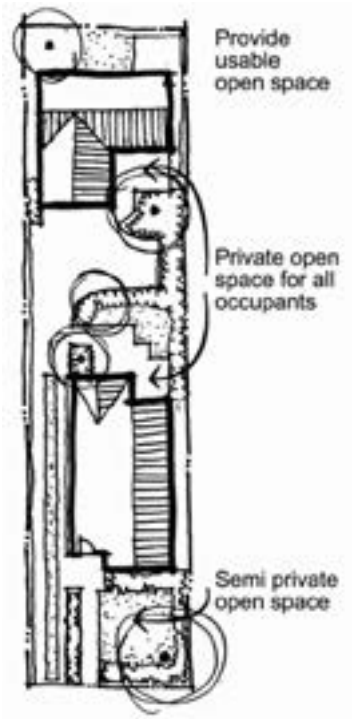
(a) Design private open space between the dwelling and the coach house, so that it is useable open space for occupants.

(b) Locate structures on a lot in order to maximize useable open space.

(c) Provide as much soft landscaping as possible in order to soften the appearance of built or paved areas.

(d) Add soft landscaping to provide visual depth, screening, or layering, where walls and fences are used.

(e) Design landscaping in the front yard to establish a transition between public and private open space and provide filtering of views.







E. Movement and Transportation

Objective E(A): Reduce Automobile Use

To reduce dependence on the automobile by encouraging alternate modes of transportation.

Policy E.1: Use Traffic Demand Management Techniques

- Support the use of regional traffic demand management techniques which reduce automobile usage by encouraging people to use alternate transportation methods, such as public transit, carpools, vanpools, and high occupancy vehicle (HOV) lanes.

Policy E.2: Create Pleasant Pedestrian and Bicycle Routes

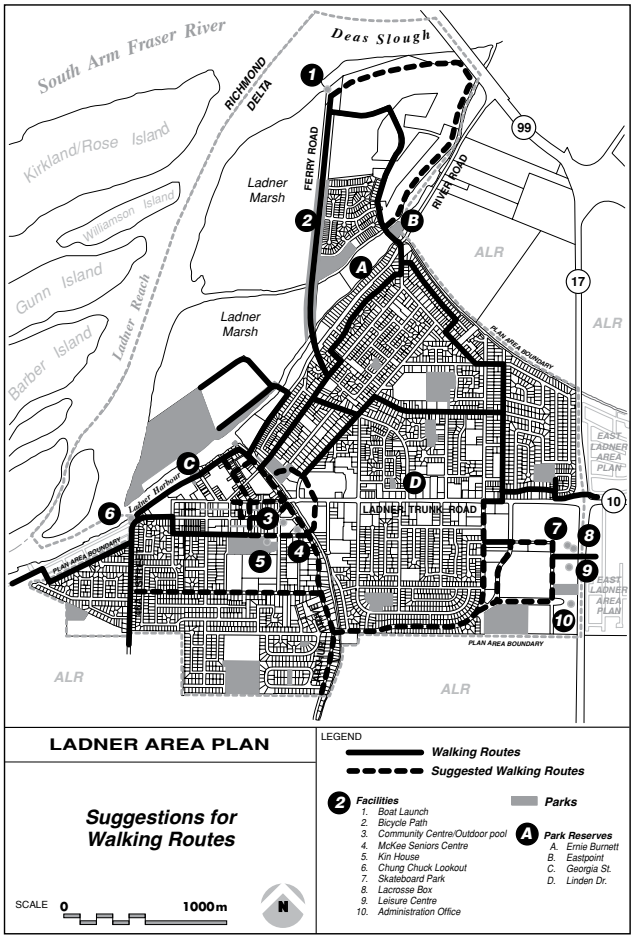
- Encourage pleasant and convenient pedestrian and bicycle routes within Ladner, to the historic village, to transit routes, to scenic and recreation areas, and to other activities, as shown on the maps entitled "Suggestions for Walking Routes" and "Suggestions for Cycling Routes."

Policy E.3: Encourage Improvements to Local Transit Service

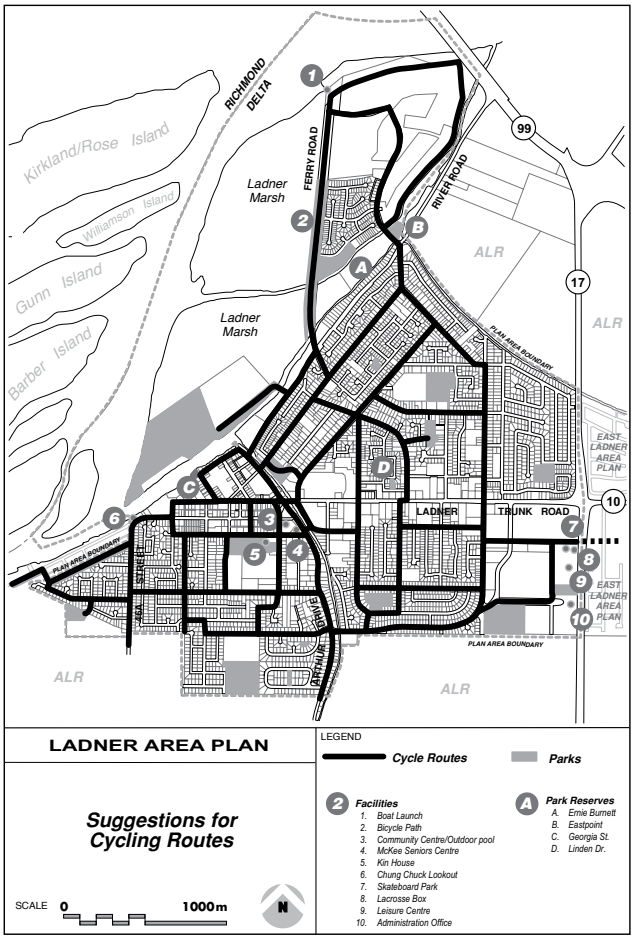
- Encourage B.C. Transit to use compact buses for all bus routes within Ladner.

- Encourage B.C. Transit to provide more frequent service from all Ladner neighbourhoods to the commercial core, local schools, and recreation facilities.

Suggestions for Walking Routes



Suggestions for Cycling Routes



Objective E(B): Reduce Congestion on Major Roads

To reduce congestion at key intersections on major roads in and near Ladner.

Policy E.4: Designate Arterial and Collector Roads

- Designate arterial and collector road categories as shown on the map entitled "Road Classifications."

- Arterial roads:
  - Ladner Trunk Road and 47A Avenue
  - Arthur Drive and Elliott Street

- Collector roads:
  - River Road (Elliott Street to Highway 99)
  - Ferry Road
  - Admiral Boulevard
  - Westminster Avenue and Bridge Street
  - Crescent Drive and 57th Street from River Road to Ladner Trunk Road via Westminster Avenue
  - Central Avenue and 53rd Street from Crescent Drive to 44th Avenue
  - Linden Drive from Ladner Trunk Road to Westminster Avenue
  - 48th Avenue and 47A Street (from Elliott/Arthur to 47A Ave)
  - 44th Avenue and Harvest Drive from Arthur Drive to Ladner Trunk Road
  - 45th Avenue and 46A Street from Arthur Drive to River Road

Policy E.5: Promote an Alternate Route to the Northeast

- Discuss with Ministry of Transportation and Highways (MoTH) the provision of an extension of River Road over Highway 99 north to Vasey Road or beyond. Until such time as an East Ladner bypass is operational, no access to the George Massey Tunnel from local roads will be permitted with possible exceptions for transit and an HOV lane.

Road Classifications



Policy E.6: Distribute Commuter Traffic

- Designate the improvement of key intersections to permit traffic to be distributed to and collected from all neighbourhoods in Ladner, as shown on the map entitled "Possible Road and Intersection Improvements."

- Encourage the provision of secondary access routes within Ladner wherever possible.

Policy E.7: Encourage Local Employment to Reduce Commuting

- Encourage the establishment of more employment within or near Ladner to reduce the need for residents to commute to work.

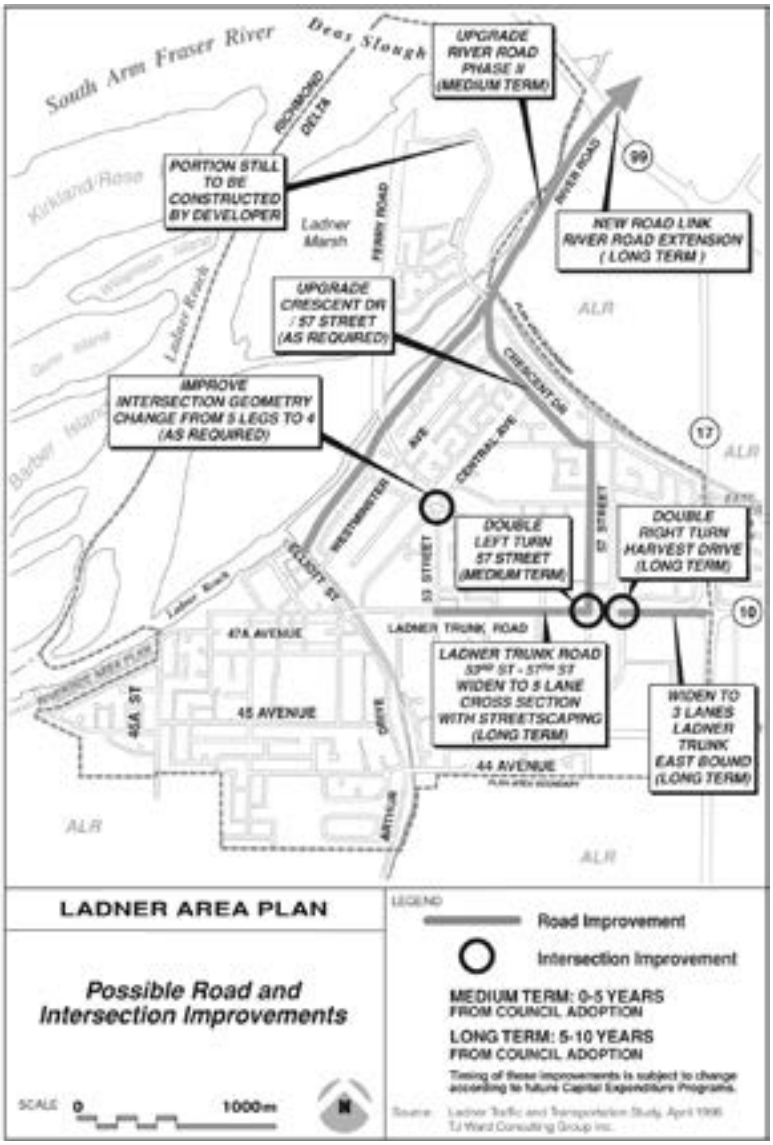
Policy E.8: Encourage Transit Connections to Other Areas

- Encourage the provision of fast, direct public transit service from Ladner to other Delta communities, to local industrial areas within Delta, and to Greater Vancouver regional town centres.

Policy E.9: Identify Truck Routes Around Ladner

- Encourage the establishment of truck routes that bypass single-family residential areas and/or reduce truck traffic through residential areas.

Possible Road and Intersection Improvements [7]



Objective E(C): Design of Special Corridors
To reflect the unique local character and improve pedestrian friendliness in the design of special corridors in Ladner. [33]

Policy E.10: Arthur Drive Streetscape [16]
Use the following guidelines to improve the safety of Arthur Drive for pedestrians, cyclists, and vehicular traffic and to reinforce the historic character of the area with a focus at intersections.

Discussion
Arthur Drive is distinctive in its form as it follows the alignment of the Chillukthan Slough rather than the grid system most streets adhere to. It is one of the oldest roads in Delta and has a rich history. Through this area, Arthur Drive changes from a rural to an urban streetscape character. Over the years, there have been improvements made to Arthur Drive in the form of sidewalks, road widening and crosswalks, many of them north of 44th Avenue.

The streetscape includes the road surface, sidewalks, landscaped areas, street lighting, and all other features within the road allowance. The streetscape design has an impact on the comfort of pedestrians, cyclists and motorists and on how they experience it.

An overall concept plan has been developed to meet the following goals:

1. Improve the comfort for pedestrians and cyclists.

2. Incorporate features which will complement the historic character.

3. Use visual traffic calming devises to maintain traffic speeds to the posted limit.

4. Work with recent improvements/up to date infrastructure.

5. Use more environmentally friendly storm water management techniques in road design.



Urban character north of 44th Ave



Semi-rural character south of 44th Ave

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North of 44th Avenue



South of 44th Avenue

Guidelines

The Arthur Drive streetscape concept includes:

- Patterned bike paths to improve the comfort of cyclists and visually narrow the road acting as a traffic calming measure.
- A continuous sidewalk on the west side separated from the road with a landscaped boulevard wherever possible.
- Informal walkways on the east side of the road where space permits.
- Benches, and trash receptacles near intersections or view corridors
- Signage indicating historic structures or area identification

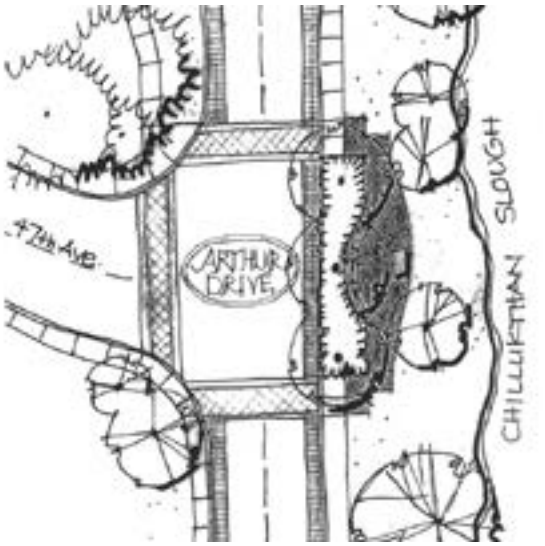
Arthur Drive Streetscape Nodal Improvements

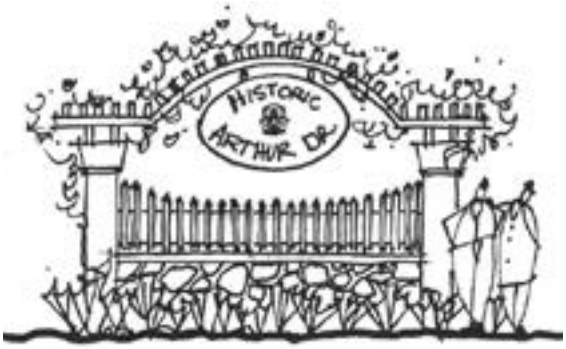
It is proposed that features and materials which reinforce the historic character of the area be used with a focus at intersections. This would include heritage style street lighting, benches and bollards, patterned/textured pavement, and plant material consistent with historical plantings.

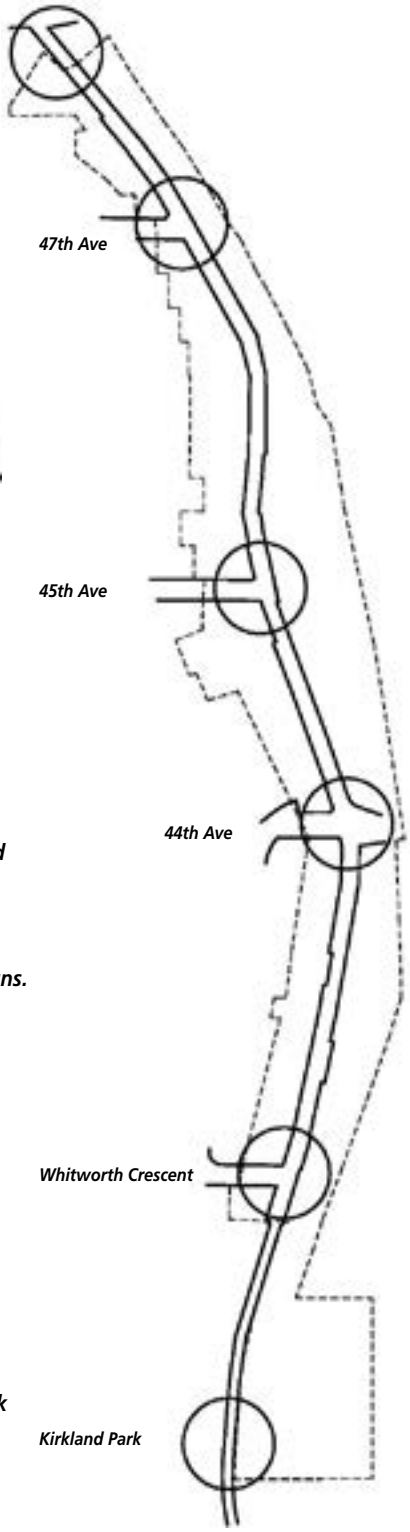
34, 42











- ***Seating area with focus on Chillukthan Slough, special planting, historical plaque.***
- ***Patterned textured crosswalks at 47th, 45th, and 44th Avenues, Whitworth Crescent and Kirkland House Park.***
- ***Area identification in roadway.***
- ***Historic street identification signs.***
- ***The incorporation of features which express the history of the area including plaques highlighting historical facts, features and buildings***
- ***Entrance arbour features at Magee Park near Ladner Trunk Road and Kirkland House to mark the extent of the Arthur Drive Heritage Conservation Area.***

F. Recreation and Culture

Objective F: Encourage Recreation and Culture

To provide for passive and active recreational opportunities using the existing urban community land base.

Policy F.1: Increase Recreational Facilities

- Obtain and maintain a net increase of active and passive recreational opportunities.

Policy F.2: Encourage a New Community Park

- Work toward the acquisition of a new community park within or accessible to the plan area, with a completion beyond 2003.

- Designate the Civic Precinct (including Paterson Park) a Community Study Area (CSA) to explore land use and policy options with the Community.

Policy F.3: Encourage Passive Recreational Opportunities

- Encourage the development of additional opportunities for passive recreation.

Policy F.4: Prepare a Comprehensive Amenity Plan

- Prepare a long range comprehensive concept plan for existing and future community amenities adjacent to the downtown village core.

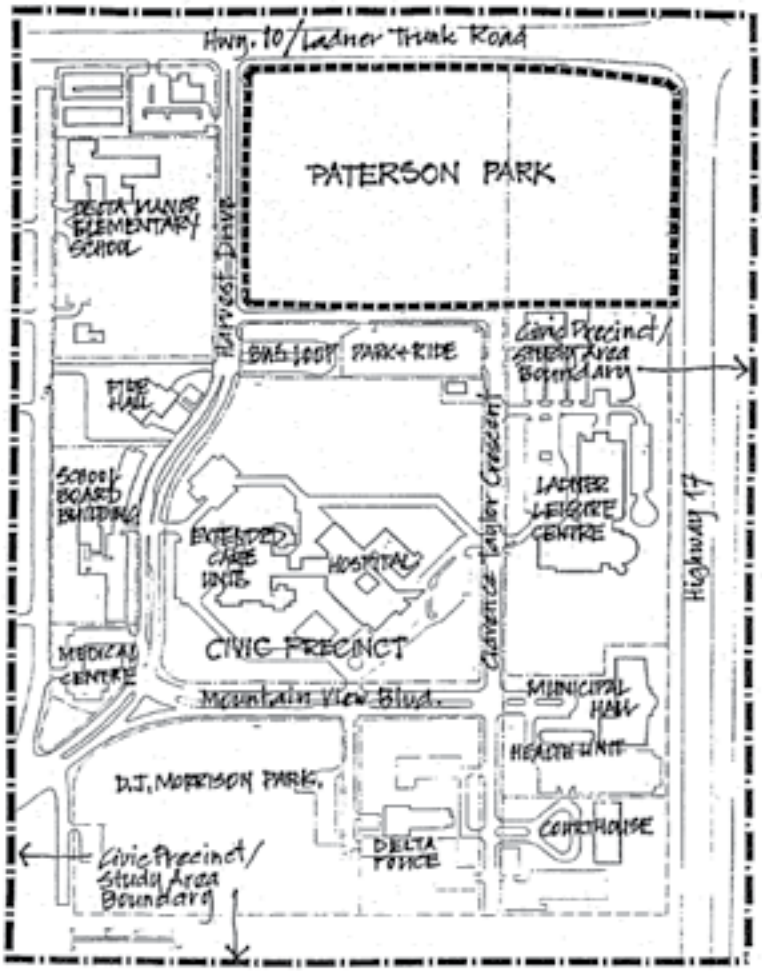
Policy F.5: Foster Arts and Culture

- Work towards the establishment of a joint cultural centre using public and private sector resources.

Policy F.6: Encourage Expansion of Seniors' Facilities

- Explore the possibilities of expanding recreational and cultural facilities for seniors in or adjacent to the historic core.

Civic Precinct - existing



G. Education

Objective G: Continue Consultation with Delta School District

To improve and co-ordinate consultation with the Delta School District.

Policy G.1: Identify a New Elementary School Site

- Work with Delta School District to identify a new elementary school site in Ladner. The existing schools and catchment areas as of 1997 are shown on the map entitled "Schools and Catchment Areas - 1997."

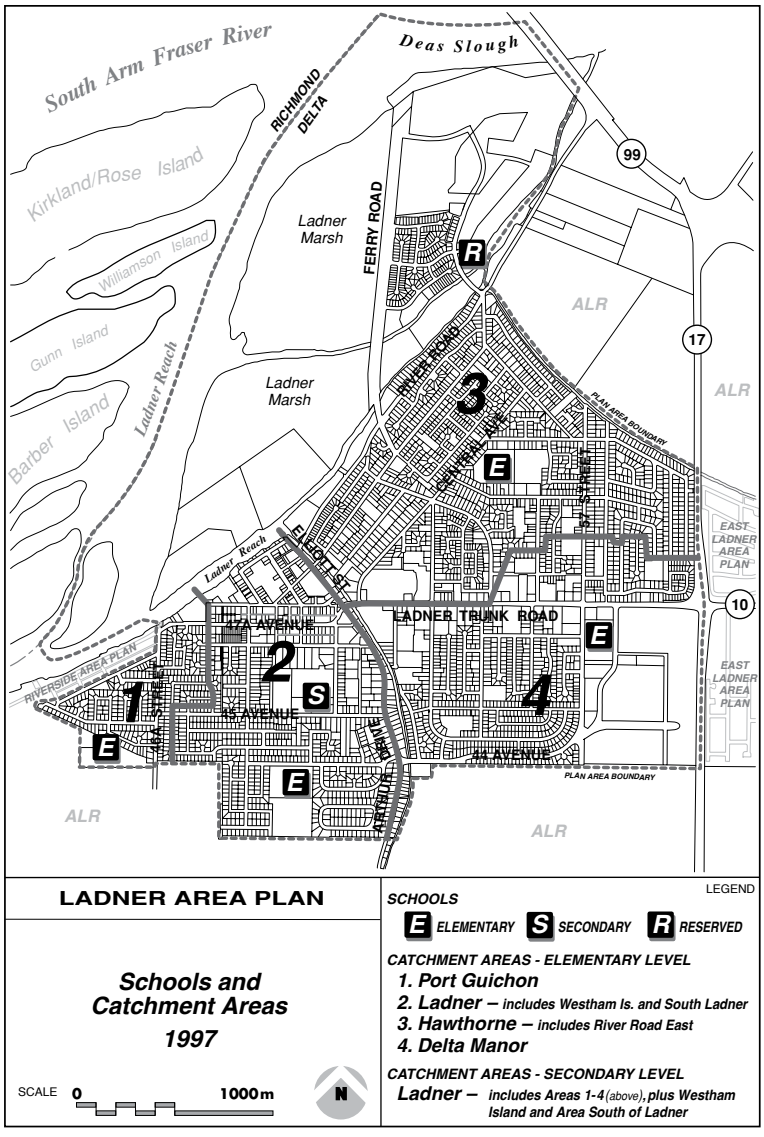
Policy G.2: Encourage Landscaping on School Sites

- Encourage the School District to landscape school sites to contribute to neighbourhood appearance and natural habitat.

Policy G.3: Maximize Use of Existing Resources

- Encourage co-operation with Delta School District and other jurisdictions to maximize the use of educational, recreational and cultural facilities, staff, and programs.

Schools and Catchment Areas - 1997



H. The Natural Environment

Objective H: Recognize the Natural Environment

To recognize and protect the inherent values of natural habitat areas and non-urban land.

Policy H.1: Protect, Enhance, Create Wetland Habitats

- Protect, enhance, and create wetland habitats as shown on the map entitled "Environmentally Sensitive Areas (ESA)."

Policy H.2: Protect, Enhance, Create Estuarine Habitats

- Promote the protection, enhancement and creation of estuarine habitats as shown on the map entitled "Environmentally Sensitive Areas (ESA)."

Policy H.3: Protect, Enhance, Create Upland Habitats

- Protect, enhance, and create upland habitats in the locations as shown on the map entitled "Environmentally Sensitive Areas (ESA)."

Policy H.4: Improve Water Quality

- Encourage programs to improve the quality of slough and harbour water in the plan area.

Policy H.5: Encourage Stewardship Programs

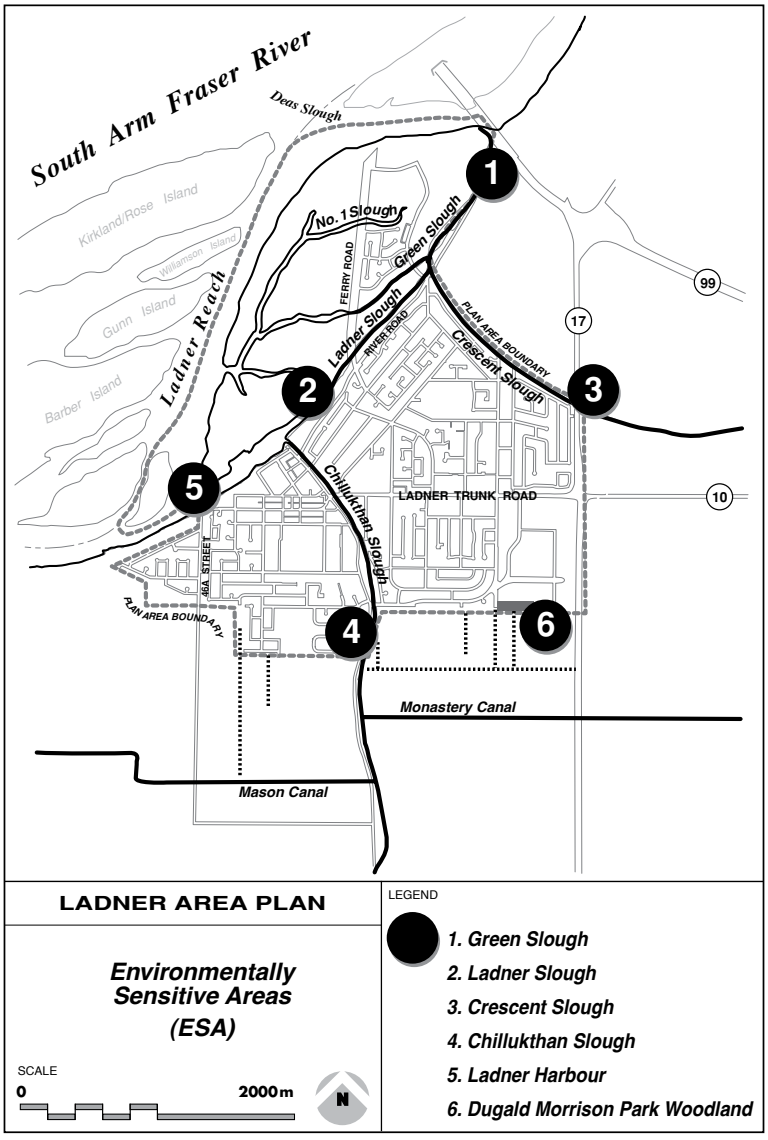
- Encourage formal and informal environmental stewardship programs and *action days*.

Policy H.6: Promote Educational and Recreational Use of Habitats

- Enhance existing public access points to Chillukthan Slough, including Magee Park, and the Kirkland House property through the use of interpretive signage and benches. [17]

- Encourage educational and recreational use of habitat areas, subject to ecological constraints.

Environmentally Sensitive Areas (ESA)



Rev - June 2008

Policy H.7: Permit Limited Passive Recreational Activities in ESAs [3]

- Encourage landowners, or those with the appropriate jurisdiction, to permit only limited, low impact, recreational activities within Environmentally Sensitive Areas. Vehicles and boats should be non-motorized.

Policy H.8: Ensure Tree Replacement [9]

- Retain as many trees as possible during site development or redevelopment. Require a two-to-one replacement ratio for trees removed as part of the development or redevelopment of commercial, multiple-family residential, or more than two single-family units.

I. Issues Outside the Plan

Objective I: Relation to Surrounding Areas

To recognize relationships between the plan area and surrounding areas.

To work with governments and private landowners to mitigate negative aspects of these relationships and implement constructive solutions.

Policy I.1: Encourage Recreational Linkages

- Encourage pedestrian and cycling linkages to recreational destinations beyond the plan area, including the foreshore of the Fraser River.

Policy I.2: Recognize the Economic Value of the Agricultural Land Reserve

- Encourage the maintenance of the Agricultural Land Reserve and the viability of the local agricultural industry.

Policy I.3: Identify Private Education Needs

- Work with private educational institutions to identify long-term building and land requirements.

J. Population [43]

Objective J: Village Focused Growth and Limited Infill

To focus growth in Ladner Village and permit limited infill growth in the rest of Ladner.

Policy J.1: Provide for Controlled Population Growth

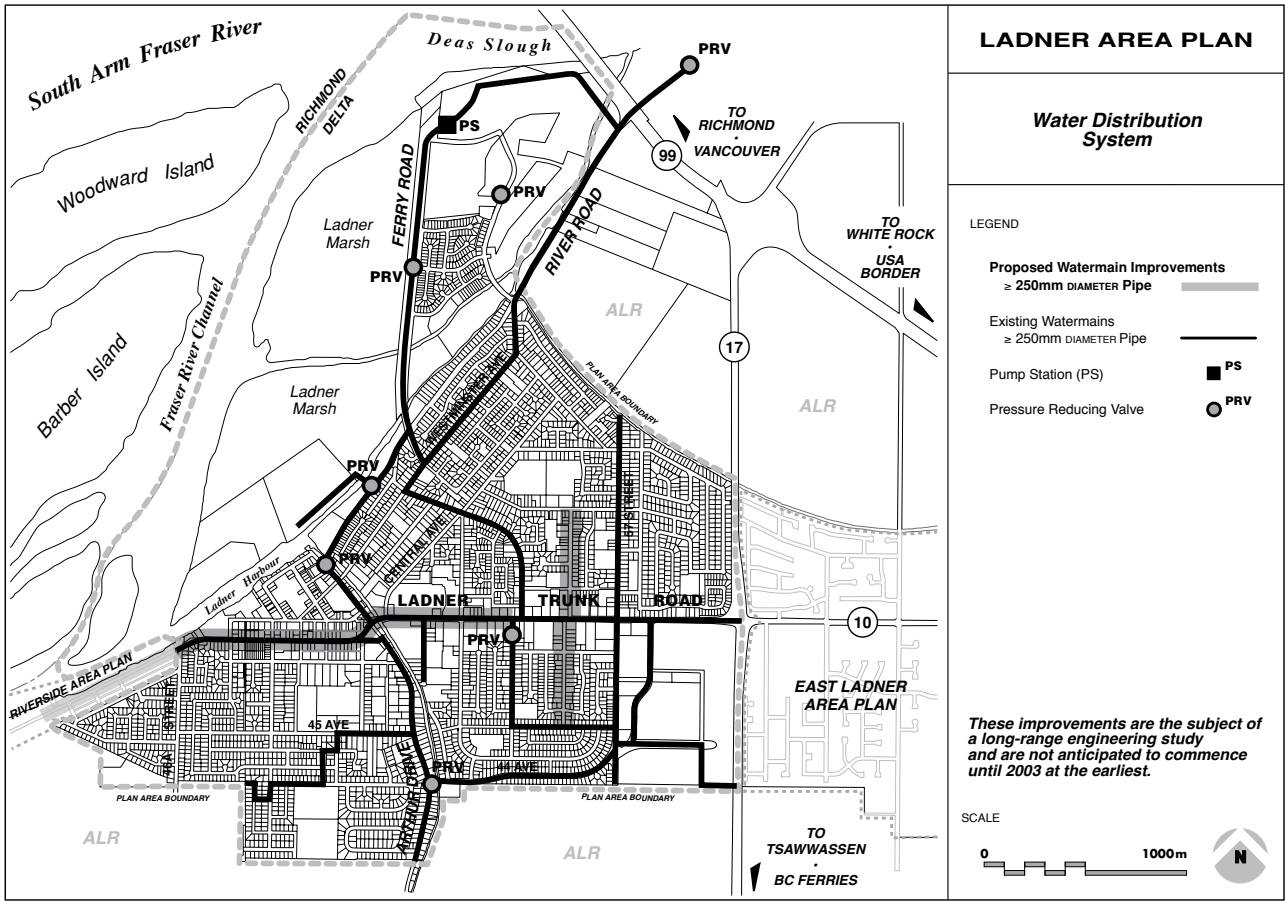
Provide for controlled, limited infill population growth in areas outside of Ladner Village, and focus growth in Ladner Village.

K. Utilities and Services

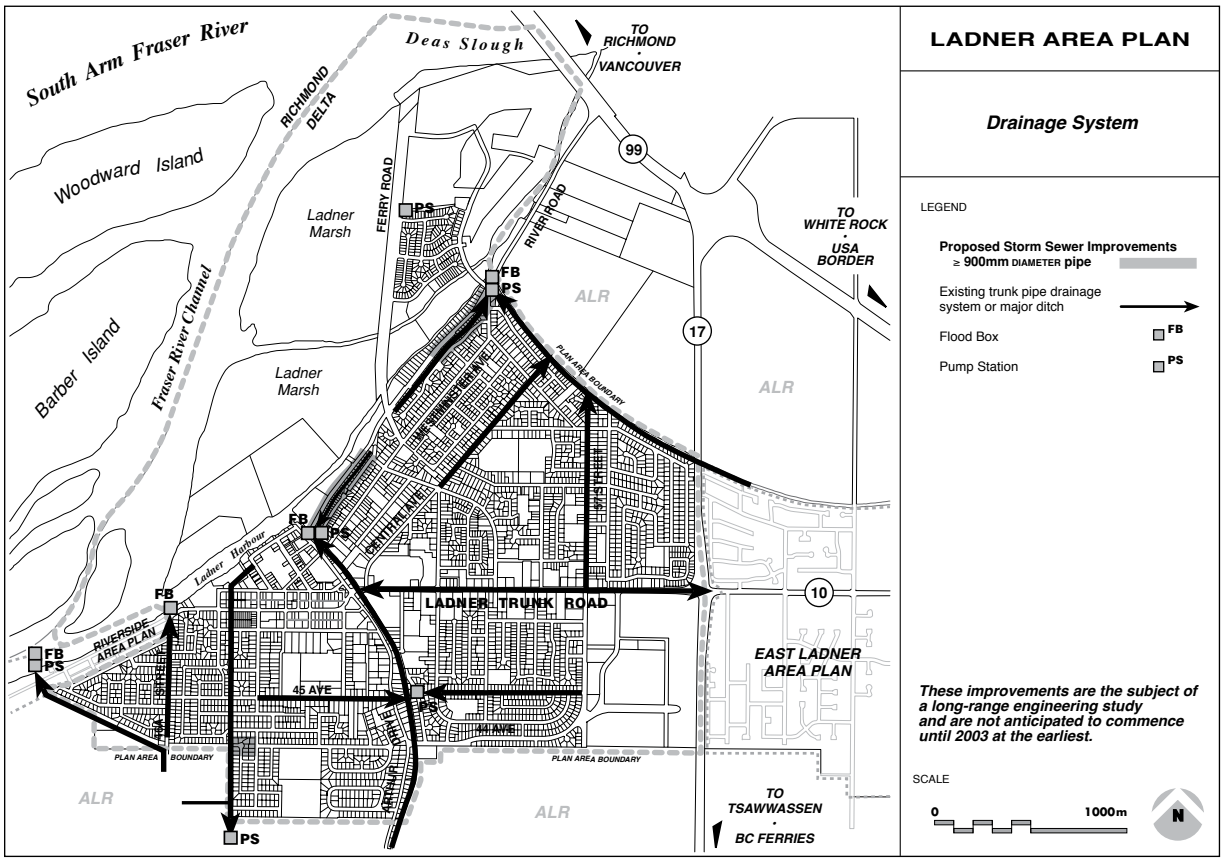
Objective K: Maintain Services

To maintain and, where required, upgrade existing utilities and services.

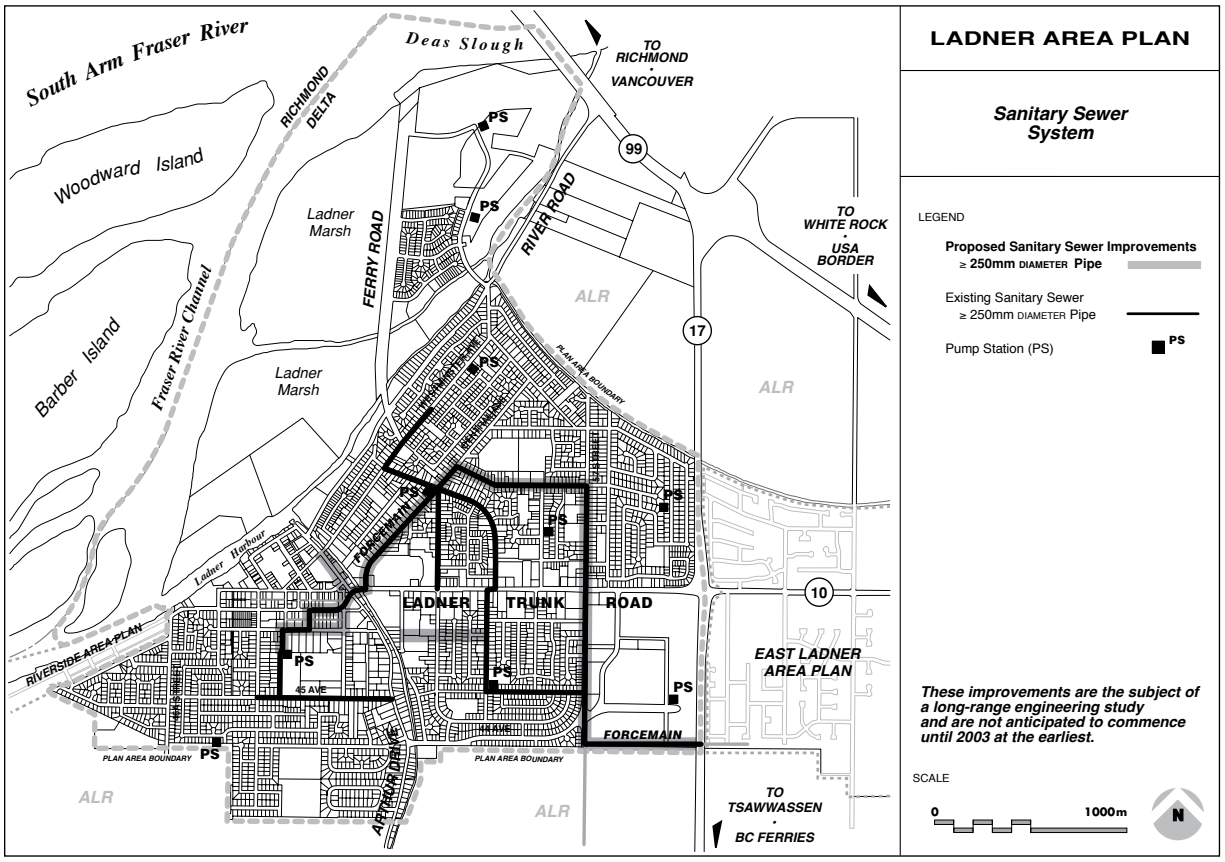
Water Distribution System



Drainage System



Sanitary Sewer System

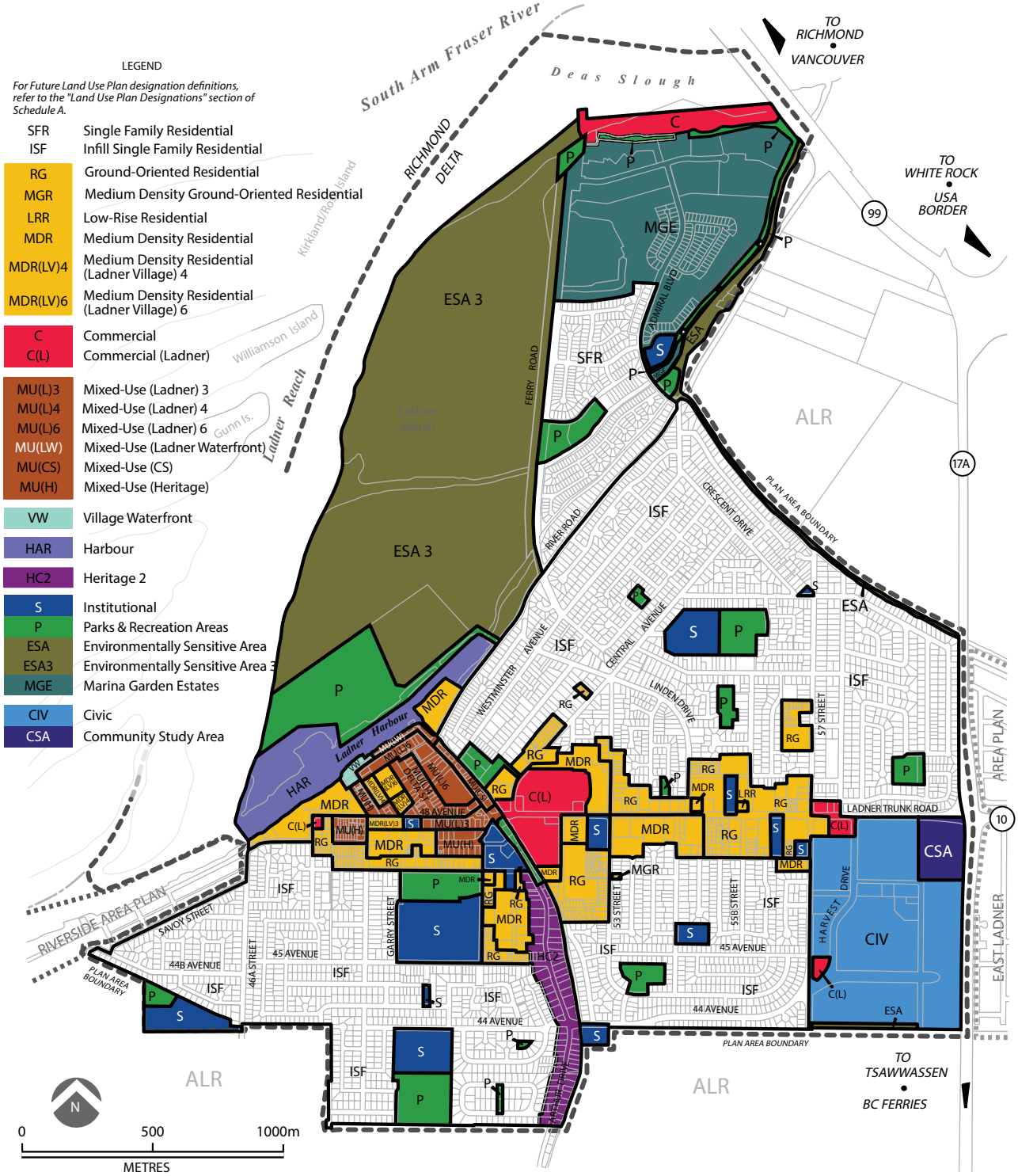


L. Fiscal Responsibility

Objective L: Seek Joint Financing and Implementation

To seek joint creative solutions to financing the proposed community improvements.

Ladner Future Land Use Plan 8,42



Rev - August 2023

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Footnotes: OCP Amendments - Schedule B.3

1. Amend. Bylaw No. 5568, 1998: Added Schedule B.3.

2. Amend. Bylaw No. 5775, 2000: Added paragraph and map regarding 5700 Block Ladner Trunk Road.

3. Amend. Bylaw No. 5791, 2000: Added Policy H.7.

4. Amend. Bylaw No. 5791, 2000: Added latter two points to Policy D.3.

5. Amend. Bylaw No. 5791, 2000: Added last point to Policy D.4.

6. Amend. Bylaw No. 5791, 2000: Added replacement text for Policy D.5.

7. Amend. Bylaw No. 5791, 2000: Added new Road Improvement map.

8. Future Land Use Plan Amendments:

    - Amend. Bylaw No. 5791, 2000: Added ESA(3) designation to, and noted increased density range for ISF on, the Ladner Future Land Use Plan.
    - Amend. Bylaw No. 6029, 2002: Designated McKee House expansion Institutional.
    - Amend. Bylaw No. 5939, 2003: Designated Vander Velde property Residential Ground Oriented (RG).
    - Amend. Bylaw No. 6048, 2002: Exempted Andre property from Policy D5.
    - Amend. Bylaw No. 6088, 2005: Designated lands as Civic Precinct (CIV).
    - Amend. Bylaw No. 6088, 2005: Designated lands on Harvest Dr. Commercial (Ladner) [C(L)].
    - Amend Bylaw No. 6407, 2005: Designated Central Ave. properties Residential Ground Oriented (RG).
    - Amend. Bylaw No. 6507, 2006:
        - Renamed comprehensive development to Marina Garden Estates.
        - Renamed Heritage 1 to MU(Heritage)5.
        - Changed LRR designated properties to MDR.
        - Changed TH designated properties to RG.
    - Amend. Bylaw No. 6711, 2009: Designated Ladner Trunk Rd. and Linden Dr. property MGR.
    - Amend. Bylaw No. 6704, 2008: Designated Central Ave property RG.
    - Amend. Bylaw No. 6801, 2009: Designated 52A St. properties MDR.
    - Amend. Bylaw No. 6841, 2010: changed a portion of Heritage (2) designated lands to ISF and exempted it from Policy D.5.
    - Amend. Bylaw No. 6977, 2011: changed a portion of Heritage (2) designated lands to ISF and exempted it from Policy D.5.
    - Amend. Bylaw No. 6963, 2011: Designated 47A Ave. property RG.
    - Amend. Bylaw No. 7058, 2012: Renamed Mixed Use (Ladner)3, Mixed Use (Ladner Waterfront)3.
    - Amend. Bylaw No. 7132, 2013: Designated 47A Ave. property RG.
    - Amend. Bylaw No. 7136, 2013: Designated 53 St. property MGR.
    - Amend. Bylaw No. 7378, 2014: Redesignated Linden Dr. & Ladner Trunk Rd. property MDR.
    - Amend. Bylaw No. 7378, 2014: Redesignated McGee Park P.
    - Amend. Bylaw No. 7378, 2014: Redesignated Neilson Grove School I.
    - Amend. Bylaw No. 7572, 2016: Adjusted boundary of area exempted from minimum lot size in Policy D.5.

- Amend. Bylaw No. 7373, 2014: Exempted 45 Ave. property from minimum lot size and lot frontage requirements in Policy D.5.
- Amend. Bylaw No. 7393, 2015: Designated 47A Ave. property RG.
- Amend. Bylaw No. 7811, 2017: Changed legend to be consistent with Schedule A FLUP re: Parks and Recreation Areas.
- Amend. Bylaw No. 7661, 2017: Exempted Linden Dr. property from Policy D.5.
- Amend. Bylaw No. 7645, 2018: Designated 51 St. property MDR.
- Amend. Bylaw No. 7849, 2019: Designated 51 St. property MDR.
- Amend. Bylaw No. 8076, 2021:
  - Changed MU(L)2 designated properties to MU(L)4.
  - Changed MU(L)2 and MU(LW)3 designated properties to (MU(L)6.
  - Changed MU(L)2 and MU(LW)3 designated properties to (MU(L)6.
  - Changed P and MU(LW)3 designated properties to VW.
  - Changed MDR designated properties to (MDR(LV)3.
  - Changed MDR designated properties to (MDR(LV)3.
  - Changed MDR designated properties to (MDR(LV)4.
  - Changed MDR designated properties to (MDR(LV)6.

9. Amend. Bylaw No. 5905, 2001: Added two for one tree policy.

10. Amend. Bylaw No. 6088, 2005: Added Land Use Designation to Schedule A, Part 1.9.2.

11. Amend. Bylaw No. 6088, 2005: Changed designation of "Commercial (Ladner)" C(L).

12. Amend. Bylaw No. 6507, 2006: Added policies D.8 and D.9 (housing guidelines).

13. Amend. Bylaw No. 6507, 2006: Deleted last two points to Policy D.3.

14. Amend. Bylaw No. 6507, 2006: Added specific reference to mixed use and multiple family areas.

15. Amend. Bylaw No. 6507, 2006: Deleted paragraph regarding Central Avenue seniors housing.

16. Amend. Bylaw No. 6628, 2007: Added Policy E.10 Arthur Drive Streetscape.

17. Amend. Bylaw No. 6628, 2007: Added statement regarding Chillukthan Slough.

18. Amend. Bylaw No. 6711, 2009: Deleted highlighting from Ladner Trunk Rd. and Linden Dr. property Policy C.5 map.

19. Amend. Bylaw No. 7058, 2012: Added Policy B.1.1.

20. Amend. Bylaw No. 7058, 2012: Added Spot-on-the-Water sketch.

21. Amend. Bylaw No. 7058, 2012: Added Ladner Wharf sketch.

22. Amend. Bylaw No. 7058, 2012: Added Chilukthan Slough Edge sketch.

23. Amend. Bylaw No. 7058, 2012: Added Policy B.4.1.

24. Amend. Bylaw No. 7058, 2012: Added Policy B.9.

25. Amend. Bylaw No. 7058, 2012: Added low impact commercial uses.
26. Amend. Bylaw No. 7058, 2012: Additional permitted uses included.
27. Amend. Bylaw No. 7058, 2012: Deleted the word "proposed".
28. Amend. Bylaw No. 7058, 2012: Inserted footnotes.
29. Amend. Bylaw No. 7058, 2012: Added reference to "Village Land Use Areas" chart.
30. Amend. Bylaw No. 7058, 2012: Deleted the Ladner Harbour Generalized Summary of Height, Density and Land Use table.
31. Amend. Bylaw No. 7058, 2012: Increased height limit for areas C and D.
32. Amend. Bylaw No. 7058, 2012: Added second bullet to Policy C.12.
33. Amend. Bylaw No. 7058, 2012: Added Objective E(C).
34. Amend. Bylaw No. 7058, 2012: Added Policy E.11.
35. Amend. Bylaw No. 8076, 2021: Replaced Character In and Around the Historic Village section.
36. Amend. Bylaw No. 8076, 2021: Deleted Village Land Use Areas and summary of Heights and Densities tables and reference text.
37. Amend. Bylaw No. 8076, 2021: Added maximum height and density map.
38. Amend. Bylaw No. 8076, 2021: Deleted Policy C.1: Retain Diversity of Village Land Uses.
39. Amend. Bylaw No. 8076, 2021: Deleted Policies C.3: Promote Retail Commercial Continuity and C.4: Ensure Quantity and Quality of Village Parking.
40. Amend. Bylaw No. 8076, 2021: Deleted Policy C.7: Retain Harbour Commercial Aspects clause.
41. Amend. Bylaw No. 8076, 2021: Renumbered Sec C.
42. Amend. Bylaw No. 8076, 2021: Deleted Policy E.11.
43. Amend Bylaw No. 8110, 2023: Removed minimum lot size and design covenant requirements.

THE CORPORATION OF DELTA
Official Community Plan

Schedule C

Schedule C.1 North Delta Area Plan



Schedule "C.1" to " The Corporation of Delta Official Community Plan Bylaw No. 3950, 1985"

THE CORPORATION OF DELTA
Official Community Plan

North Delta Area Plan

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Aerial view of North Delta.

I. Introduction

A. Area Plan Overview and Boundaries

The North Delta Area Plan addresses long-term growth, change, and community aspirations for the North Delta community. North Delta is roughly 2,000 hectares in size, stretches more than 10 km from north to south, and has a population of approximately 55,000 people; more than half that of Delta. The Area Plan proposes that the concentration of growth be strategically focused on four key areas: the Scott Road Corridor, the Nordel Social Heart, 84th Avenue, and 72nd Avenue. A series of mixed-use nodes is proposed to concentrate activity in and along these areas, and create places where people can meet their daily needs, socialize, work, and enjoy life in North Delta. Importantly, these places are located along transit routes. Linking land use to transit routes to improve the accessibility of the proposed community nodes increases the likelihood of enhanced ridership and service along the existing transit routes. This is particularly true along Scott Road's Frequent Transit Network.

While focusing development, activities, and services along transit routes is a fundamental aspect of this Plan, working towards a more integrated and a finer-grained network for pedestrians and bicyclists will improve the overall connectivity within North Delta. The Plan provides an open space network that links neighbourhoods to each other as well as to mixed-use centres and community facilities. The network also contributes to public realm enhancements and beautification objectives. For example, along Scott Road a generous sidewalk space and landscape treatments will provide an enhanced public realm and support the land use plan.

The Plan also builds on previous initiatives and investments to create a "Social Heart" for North Delta near 84th Avenue and 112th Street. Allowance for a moderate amount of additional residential density, continued investment in the public realm, and community facilities will help to create more vibrancy in the Nordel Social Heart.

The combination of mixed-use nodes and redevelopment options along 84th and 72nd Avenues allows for a range of housing types at medium and higher densities. To provide additional housing options, the Plan also welcomes residential infill on smaller lots within areas located east of 112th Street between 72nd Avenue and 90th Avenue and east of 116th Street between 90th Avenue and 96th Avenue. Outside of these areas, the Plan does not encourage increased density and supports retaining the character of existing established neighbourhoods.

Though a focus has been placed on the 84th and 72nd Avenue Corridors, mixed-use nodes, and overall connectivity, an important component of the North Delta Area Plan is to work towards more distinctive community identities at a finer grain. The Plan describes opportunities for local initiatives to celebrate distinctive aspects of neighbourhoods.

In addition to the four areas of focus, the Plan includes policies relative to the entire area of North Delta.

The North Delta Area Plan will guide development in the community over the next 10 to 20 years. Initiatives in this Plan will lead North Delta towards becoming a more complete community and reinforce the character that residents made clear during the planning process was important to retain.



LEGEND

1 high-density mixed commercial and residential nodes

pedestrian-friendly environments

rapid transit in the long term

2 medium density mixed commercial and residential nodes

3 community focus at the Nordel Social Heart

4 townhouse development and smaller single family lots

improved sidewalks and bicycle lanes

5 townhouse development reduced driveways and improved pedestrian environment and traffic flow

6 improved sidewalk connections and marked bicycle lanes

7 single family infill (smaller lots)

8 Resource Study Area (under application by MK Delta Lands Group)

North Delta Area Plan boundary

natural areas including Watershed Park, the Delta Nature Reserve and the numerous ravines

Rev - March 2015

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B. The Planning Process

The North Delta Area Plan has been developed in consultation with the community. This involved members of the North Delta Area Plan Team setting up a booth at several community events, as part of the North Delta Area Plan "Road Show" in the summer of 2012. These events provided an opportunity for the community to identify strengths and weaknesses of North Delta from their own perspective. Comments were located geographically by area of focus (Scott Road, the Nordel Social Heart, 84th Avenue and 72nd Avenue). General comments were also received. The consolidated comments provided clarity on what is valued within North Delta and where improvements are needed. Ultimately this component of the consultation informed the development of North Delta's new vision and goals, which form the framework of this Plan.

The development of the Plan benefitted considerably from the input of the North Delta Area Plan Committee appointed by Council. Meetings were held with the Committee and included conversations on density, building typologies, place making, community feedback on the Plan, residential infill, current rezoning applications, and other topics.

Stakeholder interviews were held with community groups, agencies and Delta staff early in the process. A "Citizen Circle" handbook was also issued which offered residents a chance to contribute comments on a focused topic of their choice.

In addition to "in person" opportunities to provide input into the Plan, a "PlaceSpeak" survey was created to provide an online forum for residents to provide feedback during the first phase.







Interactive activities throughout the planning process.

The second phase of consultation was an "Ideas Fair" event that brought together approximately 250 community members to provide input on possible Plan strategies and to vet the Plan vision. Attendees participated in a design workshop on the Scott Road Corridor, provided feedback directly to the consultant team and staff and completed questionnaires.

Two further public open houses and a second "PlaceSpeak" survey introduced the main ideas for the draft Plan for community review. A multi-committee meeting was held to solicit input from committees of Council. These events solicited feedback on the proposed North Delta Area Plan key directions.

The main ideas were adjusted based on community feedback and the revised Plan was sent back one more time to the community before a bylaw was prepared for Council's consideration.

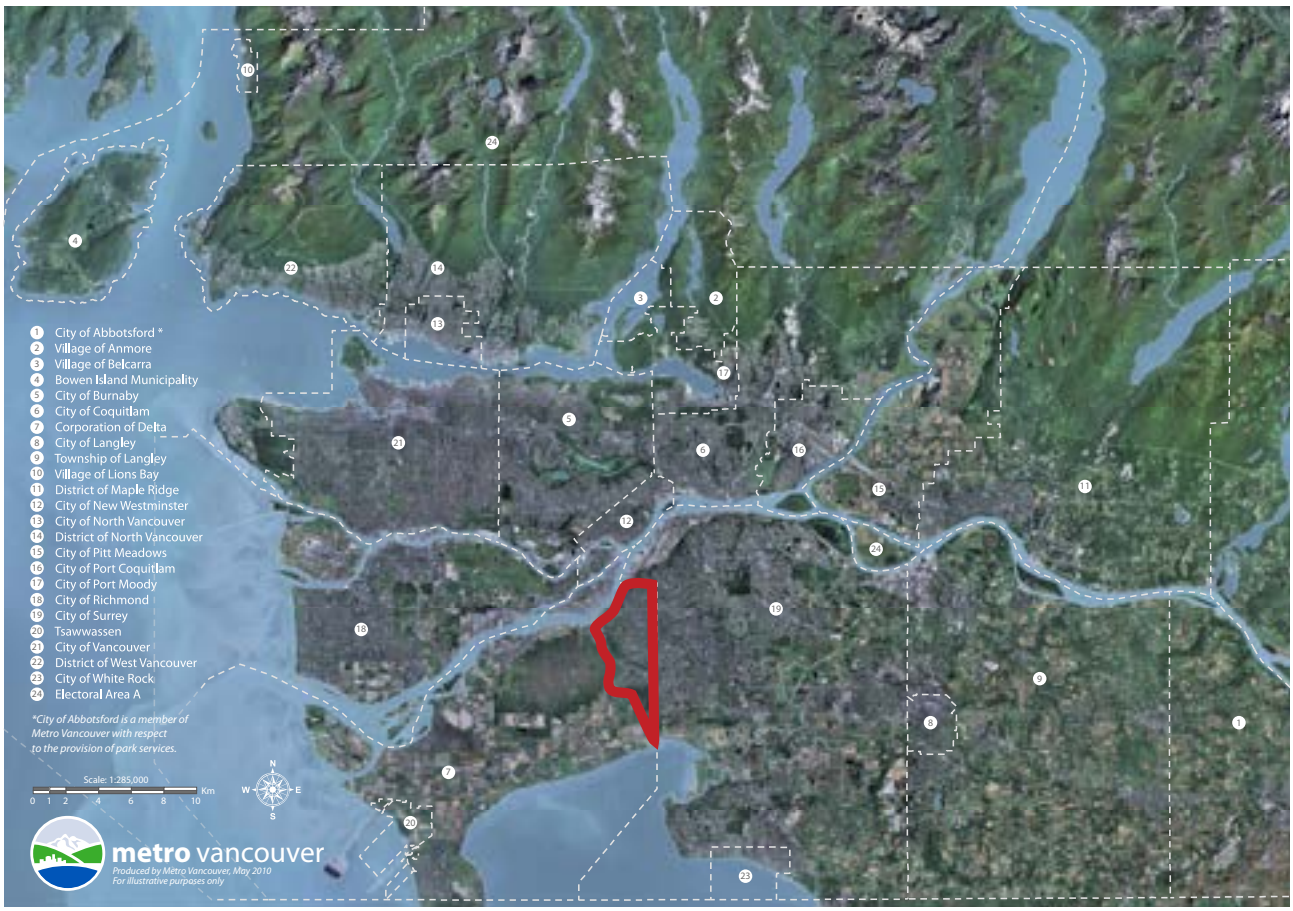


Participants at the Interactive Scott Road booth at the Ideas Fair.

C. Community Context

North Delta's location creates a unique set of influences on the community. It is bordered to the north by the Fraser River and the City of Surrey, to the east by the City of Surrey, and to the south and west by natural areas such as Mud Bay and Burns Bog, and agricultural land.

Regional traffic flows and traffic infrastructure affect North Delta. The presence of the nearby Alex Fraser and Patullo bridges contribute to heavy traffic flows both to and through North Delta. Accessing Highway 91 to the west is possible along Nordel Way, 72nd Avenue, 64th Avenue, Highway 17, and Highway 10. A Frequent Transit Network along Scott Road connects transit riders to the Scott Road SkyTrain Station in Surrey. Additional bus service circulates through North Delta, though with less frequent service than along Scott Road.



Existing Land Use

North Delta encompasses more than 2,000 hectares of land, the majority of which accommodates single family residential housing. A number of other higher density residential uses ranging from ground-oriented to low rise multiple-family housing typologies are focused near commercial centres.

Mixed-use developments are limited and primarily situated along Scott Road. Most of North Delta's commercial uses are situated along Scott Road as well. Additional commercial uses are located within the Nordel Social Heart and in limited amounts within residential areas (as local serving commercial). The Townline Node includes a mix of commercial and light industrial uses ranging from retail commercial to service commercial.

There are large parks and environmentally sensitive areas interspersed throughout North Delta; areas south of 72nd Avenue generally have larger naturalized park spaces, while areas north of 72nd Avenue generally have more community facilities.

Institutional uses are mainly comprised of primary and secondary schools as well as several churches. There is limited industrial land in North Delta.

Built Form and Urban Design

There was rapid growth in North Delta in the 1970s and 1980s at which time the surburban, automobile-oriented approach to built form and urban design was common. This resulted in a large-scale block pattern, significant distances between most homes and commercial uses, and personal vehicle use taking precedence over walking and bicycling.

Scott Road, where the majority of commercial uses in North Delta are focused, is currently automobile-oriented. The prevalence of malls with parking lots and large building setbacks creates challenging conditions for pedestrians and cyclists. Also, the ad-hoc nature of development has not helped create a strong sense of character and place.

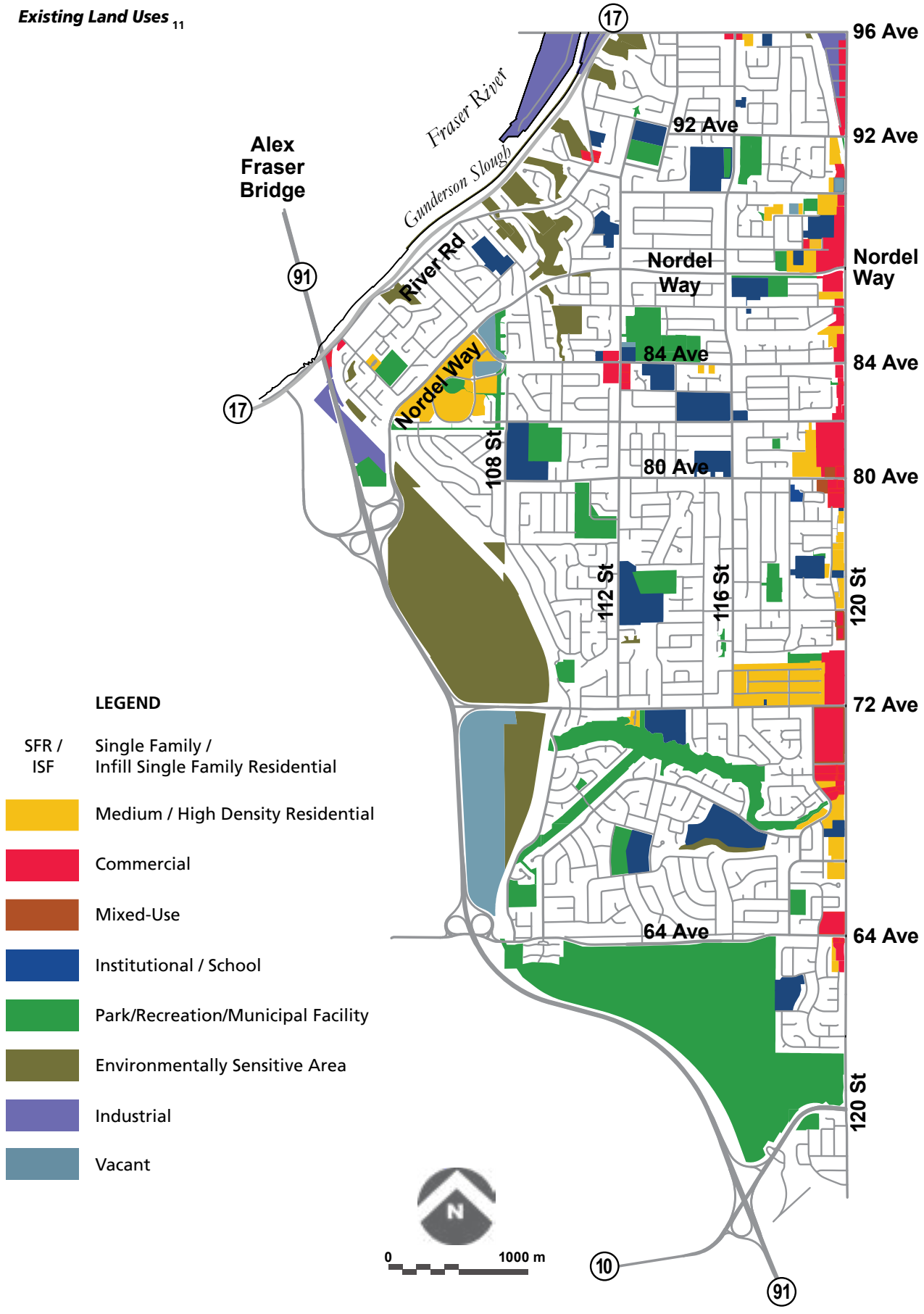






North Delta's existing built form is predominantly single family housing (top). More intensive development such as low-rise mixed-use buildings (middle) and high-rise residential buildings (bottom) can also be found.

Existing Land Uses 11



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Demographics

Delta overall experienced a modest 3.3% population increase between 2006 and 2011. North Delta experienced a 4.5% increase during the same timeframe. North Delta makes up just over half of the population of Delta with 55,673 people (Census 2011). Metro Vancouver has projected that North Delta will grow by 14,000 people by 2041. The region is estimated to grow by 1.2 million people over this same period.

The age breakdown of North Delta's population shows families are a large portion of community composition. The gender split is equal with 50% male and 50% female. A majority of the adult population is married (58%). Only 14% of families are lone-parent families.

English is the language spoken most often at home, however 22% of the population speaks a non-official language most often at home. Approximately 33% of residents in North Delta are immigrants, many of which have arrived within the last 5 years.

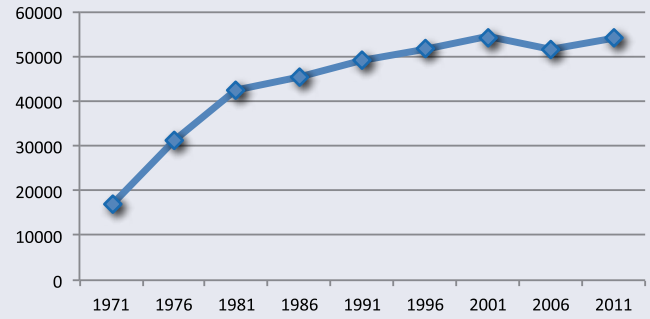
Two-thirds of North Delta's population has lived at the same address for over five years and 90% of the population has lived in North Delta for at least one year. Of the people that moved within the last five years, 43% moved within Delta.

Eighty percent of North Delta's population has at least a High School Certificate or equivalent. Forty-nine percent have some form of post secondary education.

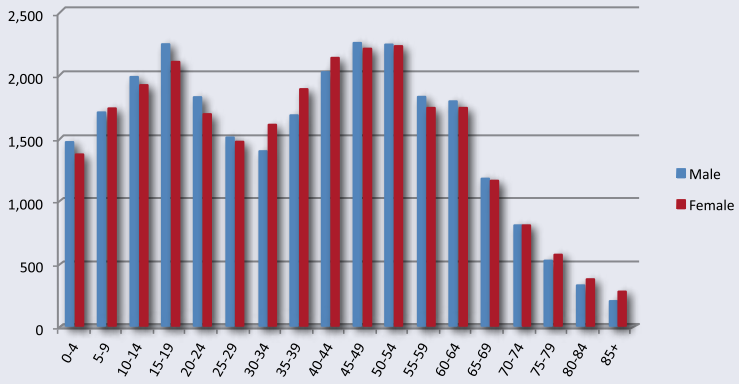
Over 50% of the work force is employed in the following occupations: business; finance and administration occupations; sales and service occupations; or trades, transport and equipment operators and related occupations.

The median income of North Delta's households is approximately $75,000 which is higher than the Canadian median of $63,600. Households with children have the highest median income level at almost $90,000. The median income of employed persons over the age of 15 is almost $27,000. The unemployment rate within North Delta is 5.3%.

Population Growth Over Time



Population By Age and Gender *(2011 Census)*



Public Facilities and Parks

North Delta has many and varied public facilities, from spaces for recreation, culture and art to spaces for community gathering. There is a concentration of recreational and arts amenities within the Nordel Social Heart.

North Delta is well-served by parks and open spaces and other recreational infrastructure, including: community gardens; passive parks with viewpoints; and active parks and facilities including sports fields and courts, playgrounds, a skate park, trails and bike routes.

Many of North Delta's public facilities are concentrated in the Social Heart, including the North Delta Recreation Centre, which has a planned expansion to include a multi-purpose gymnasium; North Delta Community Park; George Mackie Library; and the Hillside Boys and Girls Club.

Arts

The Firehall Centre for the Arts and artSpace in the Nordel Social Heart provide space for arts, theatre, music and dance programs provided by Delta. They also accommodate the programming of a number of community art groups, including the Delta Arts Council and the Delta Youth Arts Council, in addition to providing space for performances and recitals. Arts and Culture programs are also offered in other recreation centres and community halls throughout North Delta.

Heritage

North Delta's historic cultural influences are diverse, ranging from First Nations to Scandinavian and Japanese settlers. This history is visible within North Delta's built environment and at several historic sites. Places of interest include: archeological sites that contain deposits indicating more than 5,000 years of habitation by ancestors of the Coast Salish; residences, churches, and a cemetery of the early settlers; and sites of former fish canneries.







Housing Types

Single family or single detached homes, comprising 67% of the overall housing stock, are the most dominant housing form in North Delta. This number is very high relative to the Metro Vancouver regional average of 36%. Also, with the exception of duplexes, North Delta has a relatively low number of multiple-family homes, with a particularly low proportion of apartments. This points to a less diverse housing stock in North Delta, when compared to the Metro Vancouver region.

On average, multiple-family dwellings in British Columbia generate 33% fewer greenhouse gas emissions than single family houses. This is generally due to the fact that multiple-family dwellings having smaller areas to heat and cool, as well as energy conservation benefits created by sharing walls. This is significant as 24% of the region's greenhouse gas emissions in 2010 came from residential buildings.

Housing Tenure

Home ownership is high in North Delta, with 83% of dwellings being owned by one of its inhabitants compared with 65% for Metro Vancouver as a whole. Rental dwellings only make up 17% of the housing stock in North Delta, compared to 35% for Metro Vancouver. This is likely a function of greater relative affordability, the prevalence of families, and the low mobility status (two-thirds of the population have lived at the same address for over five years) in North Delta. However, given the low vacancy rate of 1.5% in North Delta in 2011, which is half of what is considered to be a healthy vacancy rate, there is likely a need for more choice and flexibility in rental housing. It should also be noted that these figures are from 2011 and may not yet capture the increase in secondary suites since Delta began to legalize them in 2010.

The Canada Mortgage and Housing Corporation forecasts the rental market in Metro Vancouver to remain stable, with home prices and mortgage interest rates remaining steady.

Age and Condition of Housing

While North Delta's housing stock is on average older than Metro Vancouver's, the proportion of dwellings requiring major repair is lower. Nearly 85% of North Delta's dwellings were built before 1986, compared with 59% for Metro Vancouver. Only 5.5% of dwellings required major repair in North Delta, compared with 6.8% for Metro Vancouver (Canadian Census 2006). However, general maintenance of homes has been identified as a priority by participants in the North Delta Area Plan review, and it has been suggested that many homes need to be better maintained.

Dwelling and Household Size

Both dwellings and households are larger in North Delta than the regional averages. The average household size is 2.8 people compared with 2.6 for Metro Vancouver, and the number of rooms is also greater. However, a smaller percentage of North Delta residents live in dwellings where there is more than one person per room, suggesting that homes in North Delta are more spacious than elsewhere in Metro Vancouver. The desire for smaller home options in North Delta has been identified as a priority by participants in the planning process.

Housing Affordability

Housing affordability is a complex issue with many stakeholders. Delta, including North Delta, is generally considered to be more affordable than other municipalities in Metro Vancouver, with the average value of dwellings being approximately 18% lower in North Delta, coupled with higher median incomes. Also, the average rent for a one-bedroom apartment in Delta is among the lowest in Metro Vancouver. Housing affordability was identified as a priority through the planning process.

Transportation: Walking

Transportation choices in North Delta reflect those of a suburban, commuter-oriented community. In general, North Delta residents drive more and walk less than the provincial average. It is recognized that there are many factors that influence types of travel including socio-economic factors, but urban form and land use are also important factors.

In North Delta as in other North American suburban areas, the separation of residential areas from commercial and other services does not support walking between them (i.e., most homes are not within a 400 m [five minute walk] of a convenience store). Many of the streets and roads in North Delta have dead ends which makes it more difficult for pedestrians to get to their destination via a direct route. The large block pattern and fragmented street grid decrease walkability of the overall network.

To encourage walking in the community there needs to be:

- A good system of connected sidewalks.
- Intersections designed to facilitate pedestrians.
- Consideration in the design and siting of buildings.

Transportation: Bicycling

As with walking, bicycle use is dependent on suitable infrastructure being in place. As in other suburban areas originally designed for accommodating automobiles, North Delta residents bicycle less than other residents in the province. While North Delta has a bicycling network with designated routes, there is a need for more bicycle paths and other bicycling infrastructure and amenities. These could include more separated bicycle lanes, end of trip facilities, and secure, safe and weather protected bicycle parking facilities. North Delta does have some excellent off-road bicycle paths through the North Delta Nature Reserve and Watershed Park. The regional bicycling routes include the Delta South Surrey Regional Greenway, 84th Avenue, Dunlop Road, Centre Street, and River Road.

Transportation: Transit

Similarly to walking and bicycling, transit ridership is relatively low in North Delta, with ridership about 20% lower than in Metro Vancouver overall. While residential densities are currently too low to support high-frequency rapid transit service, bus connections provide relatively good access to SkyTrain stations in Surrey, Richmond, and New Westminster. Sixty-two of the 156 bus stops in North Delta are fully accessible, and approximately 86% of North Delta lands are within 400 m (five minute walk) of a bus stop. Transit is limited to service in mixed traffic, meaning there are no separated bus lanes except for westbound service on 72nd Avenue during the morning peak hour. The majority of transit service is located along Scott Road.

Goods Movement

Both regional/long-distance and local goods movement are important to a vibrant economy, delivering the goods and services that are used by North Delta residents everyday. At the same time, there are concerns about the impacts of large trucks (vehicles equal to or greater than 10,000 kg Gross Vehicle Weight) on neighbourhoods. There are also concerns about their impacts on the pedestrian and cyclist experience along those transportation corridors. Currently the designated large truck routes include Highway 10, Highway 91, Scott Road and Nordel Way. The newly constructed South Fraser Perimeter Road (Highway 17) is a designated truck route and improves goods movement through North Delta. With the opening of the South Fraser Perimeter Road, the section of River Road between Nordel Way and 96th Avenue has been removed from the truck route.

Personal Automobile Travel

A majority of North Delta residents travel by car. Also, given the proximity of the rapidly growing City of Surrey to the east and the location of the Alex Fraser Bridge to the north, significant volumes of regional traffic pass through North Delta. As a result, residents have identified traffic congestion as a key issue. Traffic calming has been implemented on a number of streets to reduce speeds and to curb short-cutting through the residential neighbourhoods. Personal vehicles account for over one-third of Delta's greenhouse gas emissions.

Stormwater

Delta operates and maintains hundreds of kilometres of storm and sanitary sewer mains, drainage and irrigation ditches, as well as numerous pump stations. Stormwater management is of particular importance in North Delta. Some issues related to stormwater are: flooding, erosion, slope hazards, water quality and fish habitat. Two Integrated Stormwater Management Plans have been undertaken in North Delta, and a third is underway. These Plans provide recommendations on watershed-based approaches to the management of stormwater. The implementation of stormwater best management practices throughout North Delta is an ongoing activity which provides water quality and runoff control benefits for the local watercourses.

Water

Delta distributes safe, high-quality drinking water supplied by Metro Vancouver to approximately 100,000 residents, businesses, and agricultural producers through a distribution network of approximately 580 km. Approximately 95% of the water is purchased from Metro Vancouver and the other 5% comes from three wells near Watershed Park. The well water is pumped from deep wells in Sunshine Hills and distributed to select areas south of 64th Avenue by gravity. The drinking water quality is checked every week by collecting and processing over 1,700 water quality samples from 34 test locations.

Water usage increases significantly in the summer months with up to 50% of home summer water usage being for lawn and garden irrigation. The current system provides an adequate supply of water for the residents and businesses in Delta. Ongoing water system improvements through infrastructure renewal, replacement and selected projects in areas of new development will assist in meeting Delta's future drinking water supply requirements.

Waste Resources

Metro Vancouver has adopted plans for liquid and solid waste which Delta implements at a local level. These plans seek to protect public health and the environment, minimize waste and use it as a resource, and employ effective, affordable and collaborative strategies to manage waste.

The regional Zero Waste Strategy has a target waste diversion rate of 70%[6] by 2015 and aspirational target of 80% by 2020. To this end, a food waste collection program has been implemented throughout Delta. New developments must provide adequate space for garbage, recycling and green waste containers.

Meeting the region's solid waste diversion targets will also require significant reductions in the amount of demolition, land clearing, and construction waste being produced.



Energy

Management of energy is centralized and governed by higher levels of government; however, there are many decentralized energy interventions that can take place at the neighbourhood or site scale. Buildings create about 39% of Delta's greenhouse gas emissions. As such, renewable energy generation and district energy systems could help meet The Corporation of Delta's community greenhouse gas emission targets of 33% below 2007 levels by 2020 and 80% below 2007 levels by 2050.

Natural Environment

Delta is located at the heart of the vast Fraser River Estuary ecosystem, which is bordered by the Fraser River, Roberts Bank, and Boundary Bay. The estuary and its adjacent lands have global significance for various birds and salmon, and regional significance for wildlife biodiversity. North Delta's foreshore also provides recreational and aesthetic opportunities that are integral to Delta's community identity.

North Delta has made strong efforts to maintain and protect its natural environments. The process for maintaining these areas was initiated in 1995 with the North Delta Area Plan, which identified a variety of natural environment priorities. The 1995 Plan set the stage for environmental preservation in North Delta and today many of its original initiatives continue to shape the protection of the natural environment. There is ongoing environmental monitoring of sensitive areas located within or nearby North Delta, such as the Fraser River Marshes, the Delta Nature Reserve, and Burns Bog.

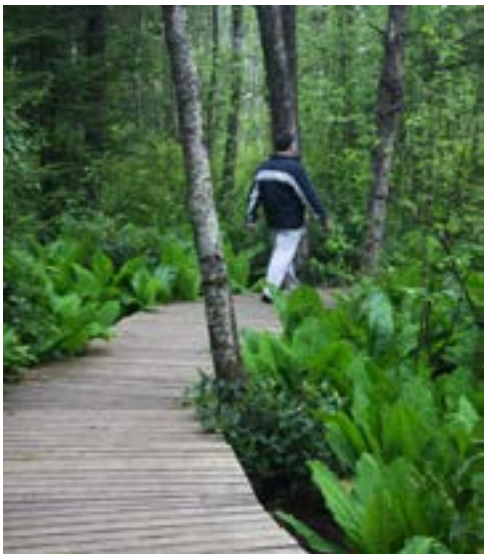
In addition, a special focus has been given to preserving ravines and natural areas. Ravines are considered an important part of North Delta's natural environment. The following ravines are located in North Delta: Shadow Brook Ravine, Kendale Ravine, Knudson Ravine, Norum Ravine, Collings Ravine, McAdam Ravine, Nelson View Ravine, Sunbury Ravine, Blake Ravine, Cougar Canyon Ravine and Shaw Ravine. Soil studies on steep slopes are an important part of this ravine preservation and are conducted regularly to monitor erosion from stormwater runoff.



The natural environment is protected in areas like Cougar Creek.

D. Vision and Goals

A vision statement was developed for North Delta that is derived from input received from the community over the course of summer 2012 and vetted by the community at the 2012 Ideas Fair and summer 2013 open houses.



North Delta shines. The surrounding ecology permeates the community with green streets and buildings, beautiful parks, and cherished natural places. Residents are proud of North Delta's connected neighbourhoods and vibrant streets, where residents can work, learn, socialize and play within walking or bicycling distance of home. Neighbours feel connected to one another and to safe neighbourhoods that offer attractive housing choices for all. The community's cultural richness is celebrated and continues to build a unique sense of place that makes North Delta an enduring place to call home.

To accompany the vision, five goals were developed for the North Delta Area Plan:

Beauty: North Delta is a beautiful community.

Choice: Residents have a choice in housing, transit, shopping and recreational activities.

Place: North Delta is a community with a strong identity, a unique character and sense of place.

Ecology: Residents are connected to the natural ecology located both within and nearby North Delta.

Community: A sense of safety, connectivity, inclusivity, community and neighbourliness is nourished in North Delta.





II. Future Land Use and Development

A. Key Ideas

The Metro Vancouver Regional Growth Strategy identifies North Delta as the area which is expected to accommodate most of Delta's growth over the next 40 years. The North Delta Area Plan focuses on the details of how this growth will be accommodated over the next 10 to 20 years. It will be focused in a number of key areas to facilitate improved transit, walkable neighbourhoods and a diverse range of housing to meet many needs.

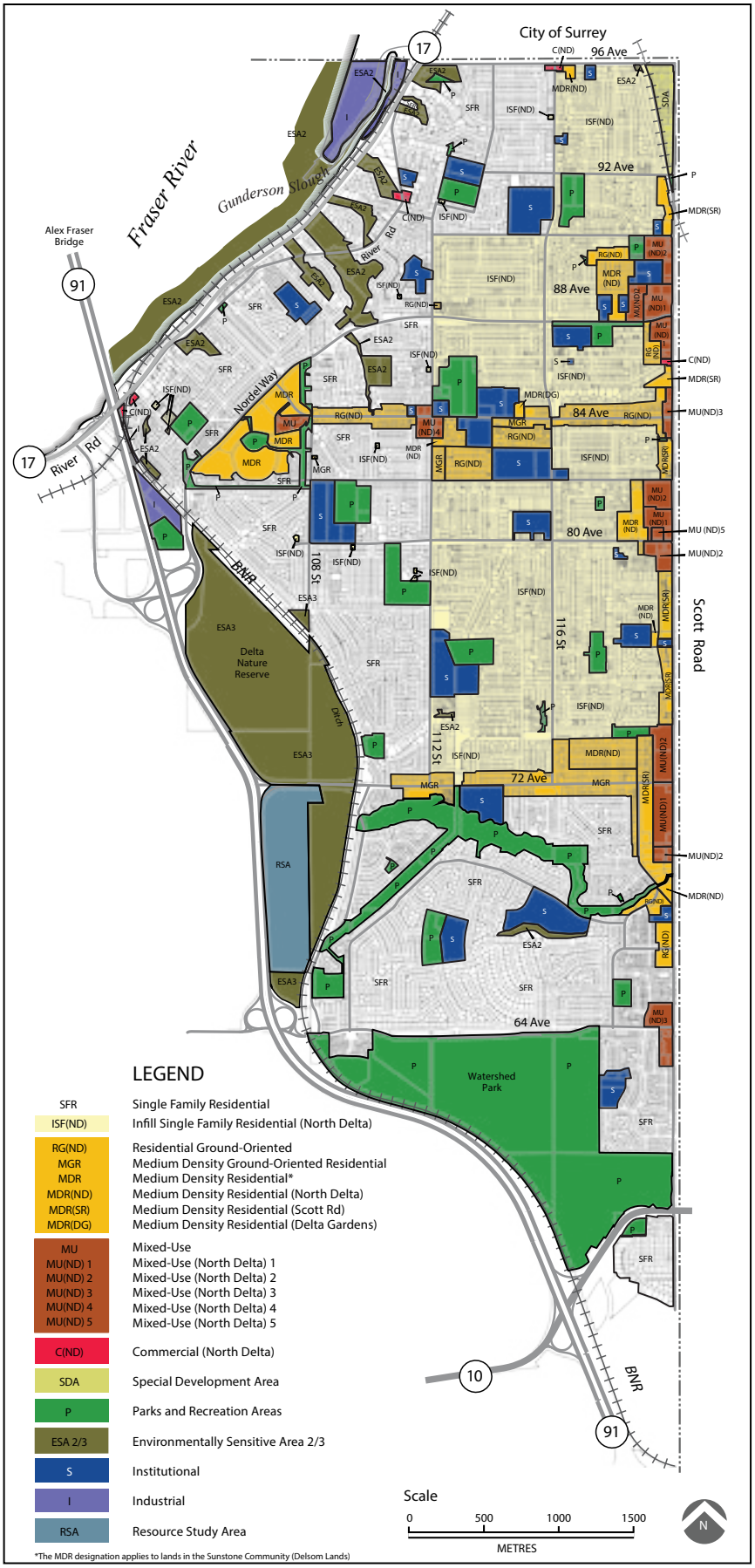
Two of the key areas for growth include mixed-use nodes along Scott Road and medium density residential uses in between and on the edges of nodes. A range of housing types will be encouraged in the medium density residential areas to accommodate a diverse population. Medium and higher density multiple-family residential uses are planned along the Scott Road Corridor because of its proximity to transit. Medium-density multiple-family residential uses on the edges of nodes will help to transition to single family neighbourhoods. Improved pedestrian and bicycle connections throughout the community and specifically on and connecting to the Scott Road Corridor will be an important part of planning for new developments.

The Nordel Social Heart will remain a centre for community recreation and social facilities and amenities and allow for medium density mixed-use redevelopment opportunities, including seniors' housing.

The 72nd and 84th Avenue Corridors have also been identified as key areas for growth. They will be encouraged to transition to townhousing, and on 84th Avenue, townhousing mixed with smaller-lot residential. Improved streetscapes for pedestrians and bicyclists will accompany redevelopment.

Smaller-lot infill residential will be permitted to revitalize older neighbourhoods with some areas being retained for the more traditional larger-lot single family neighbourhoods, an important character defining element of the North Delta community. Existing distinctive neighbourhoods will be supported in their initiatives to strengthen their identities.

B. North Delta Future Land Use Plan[5]


City of Surrey
96 Ave
92 Ave
88 Ave
84 Ave
80 Ave
72 Ave
64 Ave
Fraser River
Gunderson Slough
Alex Fraser Bridge
River Rd
Nordel Way
108 St
112 St
116 St
Scott Road
BNR
Delta Nature Reserve
Watershed Park
Ditch
17
91
10
LEGEND
SFR Single Family Residential
ISF(ND) Infill Single Family Residential (North Delta)
RG(ND) Residential Ground-Oriented
MGR Medium Density Ground-Oriented Residential
MDR Medium Density Residential*
MDR(ND) Medium Density Residential (North Delta)
MDR(SR) Medium Density Residential (Scott Rd)
MDR(DG) Medium Density Residential (Delta Gardens)
MU Mixed-Use
MU(ND) 1 Mixed-Use (North Delta) 1
MU(ND) 2 Mixed-Use (North Delta) 2
MU(ND) 3 Mixed-Use (North Delta) 3
MU(ND) 4 Mixed-Use (North Delta) 4
MU(ND) 5 Mixed-Use (North Delta) 5
C(ND) Commercial (North Delta)
SDA Special Development Area
P Parks and Recreation Areas
ESA 2/3 Environmentally Sensitive Area 2/3
S Institutional
I Industrial
RSA Resource Study Area
*The MDR designation applies to lands in the Sunstone Community (Delsom Lands)
Scale
0 500 1000 1500
METRES
N

C. Land Use Designations

Single Family Residential (SFR)

This designation is intended for single family housing of low urban density, including homes on large and conventional-sized lots and comprehensively planned subdivisions. While the majority of homes will likely be on lots of 550 m^2 or larger, there are provisions for small lots, clustered detached housing, and duplex homes, especially in new planned areas and larger infill sites. Zoning within this designation may allow secondary suites in single family homes and duplexes. [20]

Density

Single Family Residential:
Maximum 18 units per hectare
(7 units per acre)
Duplex Residential:
24 units per hectare (10 units per acre
Where permitted, secondary suites are in addition to these figures. [20]

Height

Maximum 2.5 storeys

Infill Single Family Residential (North Delta) (ISF(ND))

This designation is intended for individual ground-oriented single family and duplex units. The intent of the higher density is to provide design flexibility for new single family and duplex dwellings to fit into existing single family neighbourhoods. Zoning within this designation may allow secondary suites in single family homes and duplexes. [20]

Density

30 units per hectare (12 units per acre)
Where permitted, secondary suites are in addition to this figure.

Height

Maximum 2.5 storeys

Exemptions

The maximum residential density for the property on 118 Street with P.I.D. 001-055-101 is 31 units per hectare (13 units per acre). [13]

Residential Ground-Oriented (North Delta) (RG(ND))

This designation includes the uses of single family, duplex, townhouse, rowhouse and other forms of low-rise multiple-family residential. The front access to all dwelling units must be directly to the ground. Zoning within this designation may allow secondary suites in single family homes and duplexes, but not in townhouses, rowhouses or other forms of low-rise residential. [20]

Density

Single Family Residential:
Maximum 30 units per hectare
(12 units per acre)
Duplex Residential:
Maximum 24 units per hectare
(10 units per acre)
Multiple-Family Residential:
Maximum 62 units per hectare
(25 units per acre)
Where permitted, secondary suites are in addition to this figure. [20]

Height

Maximum for single family and duplex:
2.5 storeys
Maximum for other housing types:
3 storeys

Exemptions

The maximum residential density for the property located in the 8700 block of 112 Street with P.I.D. 004-030-672 is 33.9 uph (14 upa). [18]

Medium Density Ground-Oriented Residential (MGR)

This designation is intended for townhouse, rowhouse and other forms of multiple-family residential. In order to achieve density objectives in these areas, single family and duplex dwellings are not permitted. The majority of dwelling units must have a direct connection between the front entry and the ground.

Density
Up to 1.2 floor space ratio [24]

Height
Maximum 3 storeys

Medium Density Residential (MDR)[2]

This designation is intended for ground-oriented townhouse, stacked townhouse, strata house and some garden apartment and other low-rise structures.

Medium Density Residential (North Delta) (MDR(ND))

This designation is intended for low-rise structures accommodating multiple-family residential uses, including apartments, townhouses and rowhouses.

Density
Up to 2.0 floor space ratio [24]

Height
Maximum 4 storeys

Medium Density Residential (Scott Road) (MDR(SR))

This designation is intended for low-rise structures accommodating multiple-family residential uses.

Density
Up to 2.2 floor space ratio [24]

Height
Maximum 6 storeys

However, ground level retail and commercial uses may be permitted as a secondary use in mixed-use buildings constructed prior to the adoption of the North Delta Area Plan (Bylaw No. 7326) on May 26, 2014. [17]

[16]

Medium Density Residential (Delta Gardens) (MDR(DG))

This designation is intended for medium-rise structures accommodating multiple-family residential uses, including apartments and townhouses.

Density
Up to 2.4 floor space ratio [24]

Height
Maximum 6 storeys [9]

Mixed-Use (MU)

This designation is intended for a mix of two or more of the following land use categories: commercial, multiple-family residential, institutional, cultural and public open space.

Mixed-Use (North Delta) 1 (MU(ND)1)

This designation is intended for a mix of uses including retail and office commercial, multiple-family residential, recreation, cultural, public, and open space. Retail commercial uses are required on the ground floor on fronting streets. Cultural, recreational and public uses may also be permitted on the ground floor on fronting streets if they contribute to pedestrian interest.

Density

Up to 4.0 floor space ratio [24]

Height

Maximum 32 storeys

Mixed-Use (North Delta) 2 (MU(ND)2)

This designation is intended for multiple-family residential as the primary use and retail and office commercial, recreation, cultural, public and open space as secondary uses. Commercial use is optional.

Density

Up to 3.0 floor space ratio [24]

Height

Maximum 18 storeys

Mixed-Use (North Delta) 3 (MU(ND)3)

This designation is intended for a mix of uses including retail and office commercial, multiple-family residential, recreation, cultural, public, and open space. Retail commercial uses are required on the ground floor fronting streets. Cultural, recreational and public uses may also be permitted on the ground floor on fronting streets if they contribute to pedestrian interest.

Density

Up to 2.0 floor space ratio [24]

Height

Maximum 5 storeys

Mixed-Use (North Delta) 4 (MU(ND)4)

This designation is intended for a mix of uses including retail and office commercial, multiple-family residential, recreation, cultural, public, and open space. Retail commercial uses are required on the ground floor on fronting streets. Cultural, recreational and public uses may also be permitted on the ground floor on fronting streets if they contribute to pedestrian interest.

Density

Up to 1.6 floor space ratio [24]

Height

Maximum 4 storeys

Mixed-Use (North Delta) 5 (MU(ND)5)

This designation is intended for a mix of high density residential uses and commercial uses, including office use. Institutional uses may be permitted in combination with residential or commercial uses. New development is required to have publicly accessibly pedestrian connections to adjacent properties and Scott Road, and include a high-quality streetscape.

Density
Up to 4.6 floor space ratio [24]

Height
Maximum 37 storeys

Special Development Area (SDA)

This designation is intended for areas in which redevelopment and revitalization are encouraged. Land uses may include a mix of commercial, residential, institutional and light industrial provided that they are compatible with other land uses in and adjacent to this area.

Commercial (North Delta) (C(ND))

This designation is intended for commercial uses and includes general commercial, service commercial, and neighbourhood commercial developments. Limited residential uses, such as a dwelling unit above a commercial use, are permitted.

Residential Density
Maximum of 1 unit

Height
For a commercial use containing residential: 2 storeys.
For a commercial use only: 1 storey

Resource Study Area (RSA)

This designation is intended for environmentally sensitive sites. Any development plan for lands with this designation will be considered together with a comprehensive resource inventory and Environmental Impact Assessment.

Industrial (I)

This designation is intended for light, heavy, and water-related industrial uses. Where lands are included within the Agricultural Land Reserve, agricultural uses are also permitted.

Parks and Recreation Areas (P)

This designation is intended for regional, municipal and public open space, recreation and conservation areas. Specialized commercial uses may be permitted to serve the users of these areas.

Institutional (S)

This designation is intended primarily for schools and other civic uses. A number of church and personal care institutional properties are also so designated. Specialized commercial uses may be permitted to serve the users of the facilities. On the North Delta Recreation Centre Site, underground parking for adjacent residential uses is also permitted. [10]

Environmentally Sensitive Area 2 (ESA2)

This designation is intended for environmentally sensitive areas or areas subject to hazardous conditions. Permitted uses include passive recreation and educational uses, limited residential development at a maximum density of 1 unit per 0.40 hectare (1 unit per acre) clustered on that portion of the site having low sensitivity regarding wildlife habitat, slope slippage, and flooding.

Environmentally Sensitive Area 3 (ESA3)

This designation is intended for properties which are owned by government agencies or non-profit organizations, and which are environmentally sensitive or are subject to hazardous conditions. Permitted uses are:

- Passive recreation and education activities oriented to an appreciation of the natural environment.
- Preserving or managing wildlife habitat.

D. Plan Capacity

The Regional Growth Strategy projects the addition of 12,450 people to North Delta between 2011 and 2034, which would bring the projected population to just over 68,000. The North Delta Area Plan lays out a framework in which development may happen within this timeframe. The focus of higher density development in mixed-use nodes along the Scott Road Corridor, TransLink's Frequent Transit Network, will guide North Delta towards relying less on the automobile and becoming a more complete community. The 72 and 84 Avenue Corridors and the Nordel Social Heart have also been designated to accommodate some of the growth.

This Plan intentionally identifies larger areas than what is expected to redevelop within the life of the Plan, especially along the Scott Road Corridor, in an effort to provide flexibility and incentive for revitalization and investment in the area. A policy to monitor the rate, distribution and extent of population growth over the timeframe of the Plan has been put in place to ensure that growth rate and distribution remain in keeping with community objectives and the Plan vision.

The 2011 population of North Delta was 55,673 and the estimated current population is 56,200. The following chart summarizes the areas of potential redevelopment to higher density uses and associated population increases over the 20 year life of the Plan. The potential redevelopment area and anticipated population increases are based on the following assumptions:

- Properties with development under 30 years of age would not redevelop and are not included.
- Of the remaining area designated for higher density uses, 20 to 23 percent would redevelop.
- Predicted single family infill is based on the rate of infill over the last 15 years.
- The number of people per household figures used to calculate population are: Single family: 3.0
- Single family with suites: 4.8
- Ground-oriented multi-family (e.g., townhouses): 2.5
- Apartments 5 storeys and less: 1.8
- Apartments more than 5 storeys: 1.6

Based on these assumptions the distribution of growth is estimated in the following chart:

Designation	***Building Forms***	***Population***
Mixed-Use Nodes	Mix of 4-storey, 5-storey, 18-storey and 32-storey apartments	5,150
Townline	Up to 32-storey mixed-use	1,000
Scott Road Residential	6-storey apartments	1,450
Multi-Family Areas	Mix of 3-storey and 4-storey apartments and townhouses	2,761
Delsom	Mix of townhousing, apartments and seniors' housing	619
Infill Single Family	Single family homes with suites	960
Total		***11,940***

When the estimated population increase of 11,940 is added to the estimated current population of 56,200 the Regional Growth Strategy projected population for 2034 is achieved. If the projected population is reached before the end of the timeframe of the Plan, there is a policy to undertake a review of adjustments as required to keep it in line with the vision and community objectives.

III. Plan Objectives and Policies

A. Scott Road Corridor

Scott Road will be the focus of the majority of the new growth in North Delta in the timeframe of this Plan. It is a goal of this Plan to encourage the redevelopment in four high density and two medium density mixed-used nodes along the Scott Road Corridor. Focusing growth into these areas will provide housing options for a diverse population, people to support a strong commercial base, workplaces providing more jobs in the community and density to support future rapid transit. A mix of uses will also result in more diversified and interesting neighbourhoods. With the redevelopment of mall sites, new networks will be created within nodes with improved pedestrian environments making it convenient and enjoyable to walk to shops and services. The Scott Road Corridor will continue to move cars while planning for rapid transit in the longer term. An improved public realm with wide sidewalks and enhanced landscape treatment will provide comfortable and attractive places for people to walk, rest and gather. Walking and bicycle connections within the nodes and to the adjacent residential neighbourhoods will be an important part of this environment. A north-south bicycle route is planned on a combination of existing streets west of Scott Road and on dedicated paths through redeveloped nodes.



Scott Road Corridor Revitalization

Objective A(a) Land Use and Built Form

To focus higher density housing mixed with commercial, office and other uses in six distinct urban centres or nodes in close proximity to transit.

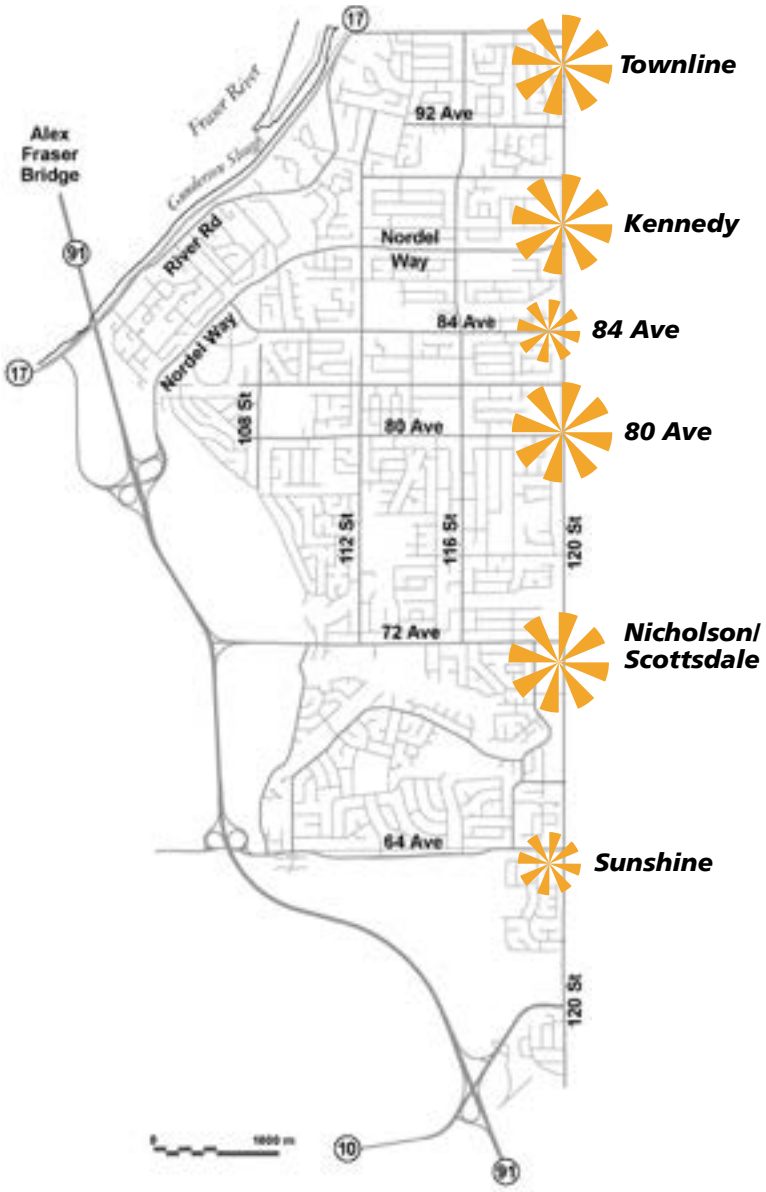
To create a vibrant combination of activity through the redevelopment of existing commercial centres.

To include sensitive transitions to existing neighbourhoods.

Policy A.1: Focus Growth in a Series of Mixed-Use Nodes

Encourage the development of medium and high density mixed-use nodes, each with a distinct character, focused on several key intersections along the Scott Road Corridor.

Scott Road Mixed-Use Nodes Map



Policy A.2: Redevelopment of Mall Parking Lots
Encourage redevelopment of existing shopping centres into mixed-use nodes. Where existing shopping centres are planned to be retained, gradual infilling of parking lots on the edges is encouraged to bring buildings closer to Scott Road and reduce the extent of surface parking lots.



Policy A.3: Mix of Uses for Vibrancy
Encourage a mix of uses in buildings in areas designated Mixed-Use (North Delta) 1 (MU(ND)1) and Mixed-Use (North Delta) 2 (MU(ND)2) to facilitate the development of interesting and diversified neighbourhoods. Avoid long stretches of single use on the ground level.

Encourage uses which help animate the street and provide an interesting interface for pedestrians on the ground level and locate office and residential uses generally above the ground level in Mixed-Use (North Delta) 1 (MU(ND)1).

Policy A.4: Transitions - Node Edges
Provide a transition in scale between high density mixed-use and lower density residential areas and between different densities of residential uses.

Require transitions on the higher density site where higher density designations occur next to a lower density designation.

Policy A.5: Scott Road Residential
Encourage multiple-family residential uses between the nodes along the Scott Road Corridor to help distinguish the mixed-use nodes and maximize housing near transit. The form of development should be up to six storeys in height. Commercial uses are not permitted in these areas and single family use is discouraged.

Policy A.6: Rate, Distribution and Extent of Population Growth
Permit growth which is consistent with Regional Growth Strategy projections and which is within the area projections contained in Section IID of this Plan. When projected population is reached, undertake a review of where growth has occurred and make recommendations for Plan adjustments as required to keep it in line with the vision and community objectives.

Objective A(b) Places for People, Bicycles and Cars

To improve pedestrian comfort and the aesthetic standard of the Scott Road Corridor while maintaining it as a functional transportation corridor and planning for improved transit in the longer term.

To improve the pedestrian and bicycle networks within nodes and connections between nodes and neighbourhoods to the west.

To integrate natural systems into the urban environment.

Policy A.7: Scott Road Streetscape

Improve pedestrian amenities as redevelopment of the mixed-use nodes occurs along the Scott Road Corridor to encourage people to walk and take transit.

Provide a wide sidewalk (minimum 3.5 m width), well landscaped generous boulevards, street furniture, street lighting for safety and enriched experiences, and in the longer term underground utilities, along the length of Scott Road.

Policy A.8: Integrate Nature into Urban Environments

Incorporate planting and stormwater management techniques into the public and private realms to provide habitat and work towards providing connections to and between natural areas within the community.



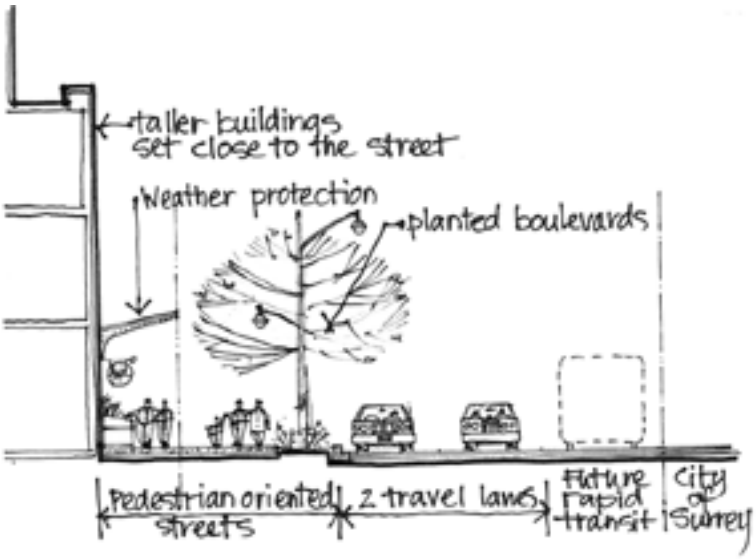
Policy A.9: Scott Road Cross Section

Maintain the capacity for cars on Scott Road, improve its operational efficiency and diversify the types of transportation it accommodates.

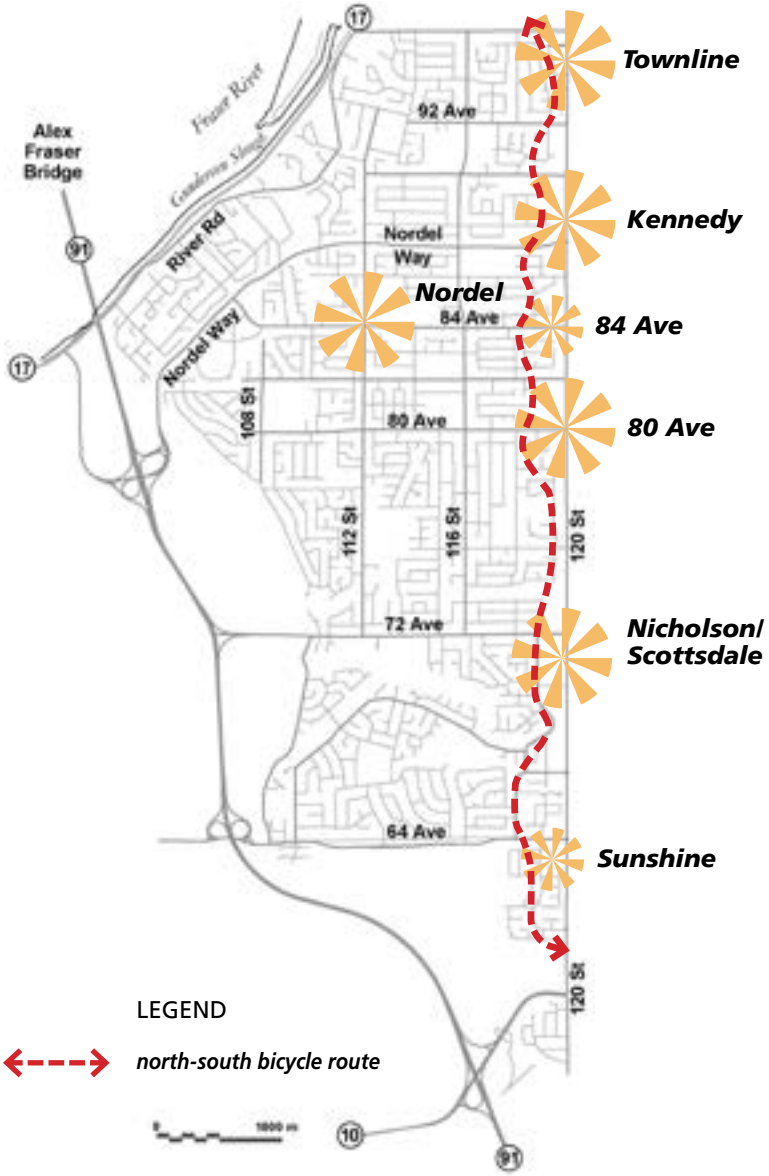
Provide for a future road standard which would accommodate vehicle travel lanes and future rapid transit in addition to the streetscape elements outlined in Policy A.7.

Undertake a Corridor Study jointly with the City of Surrey to work out a common vision and determine the detailed design.





North-South Bicycle Route Map



Policy A.10: North-South Bicycle Route

Require new development fronting Scott Road to provide a north-south bicycle path at the back of the property as shown conceptually on the North-South Bicycle Route Map, to create a continuous bicycle path from Sunwood Drive and 120th Street to 96th Avenue.

Policy A.11: Create a Network of Pedestrian Places

Create a finer-grained movement network within redeveloped mall sites. Locate these networks so they can connect with networks on adjacent sites.

Work with property owners to create a town square or central open space in all mixed-use nodes as a place which will support a broad range of community activities such as markets, community fairs, and sporting celebrations. The design and scale of these public open spaces should reflect the scale of the node they are in.

Incorporate high-quality public open spaces within nodes as part of the pedestrian network. These may be small public squares, landscaped courtyards, or landscaped "breezeway" linkages.

Require new development to contribute to the creation of neighbourhood green spaces in mixed-use nodes.

Require new development to provide pedestrian and bicycle connections through sites to neighbourhoods, nodes and Scott Road.

Policy A.12: Pedestrian Safety

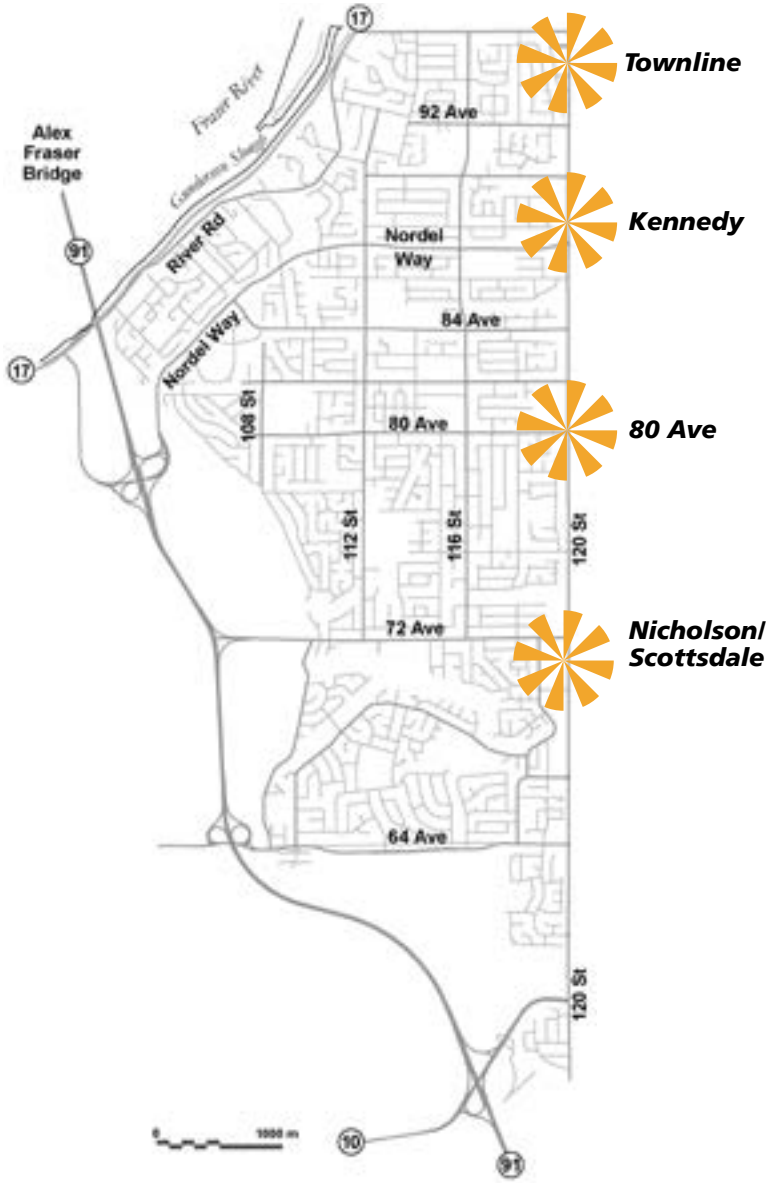
Improve pedestrian safety at crossings by minimizing crossing lengths, introduction of curb bulges and aligning crosswalks with ramps/curb cuts wherever possible.







High Density Mixed-Use Nodes

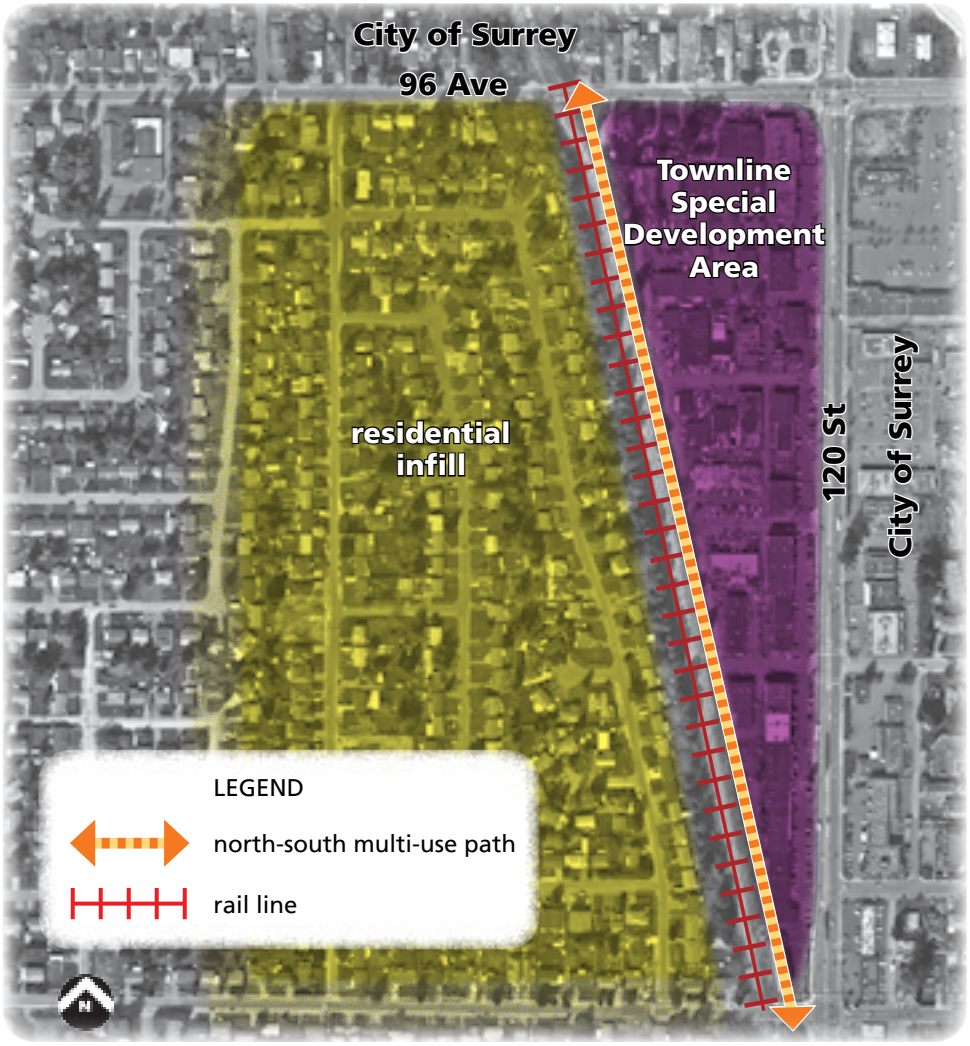


Policy A.13: High Density Mixed-Use Nodes
Create four high density mixed-use nodes at Townline (96th to 92nd Avenue), Kennedy (focused on 88th Avenue), 80th Avenue, and at Scottsdale focused on 72nd Avenue.

The areas designated Mixed-Use (North Delta) 1 (MU(ND)1) in the centre of these nodes would accommodate mixed-use buildings up to 32 storeys in height. Retail uses would be required on the ground level in this designation in order to encourage a concentration of commercial activity which would create vibrant, inviting places for people. Areas designated Mixed-Use (North Delta) 2 (MU(ND)2) would accommodate single use or mixed-use buildings up to 18 storeys. Commercial uses in these areas would be more personal-service related, institutional or public uses. Areas of transition designated Medium Density Residential - Scott Road (MDR-SR), Medium Density Residential (MDR) and Medium Density Ground-Oriented Residential (MGR) are planned between the higher buildings and the single family neighbourhood to the west. Medium Density Residential - Scott Road (MDR-SR) would allow multiple family residential development in buildings up to six storeys, Medium Density Residential (MDR) would allow multiple-family residential development in buildings up to four storeys, and Medium Density Ground-Oriented Residential (MGR) would allow ground-oriented multiple-family residential development including townhouses and rowhouses up to three storeys in height. Where areas designated for high rises are immediately next to single family areas, transitions would be required on high rise sites.

Townline

The Townline Node between 96th Avenue and 92nd Avenue, offers unique opportunities given its location at the northern gateway to North Delta, its well defined boundaries and current mix of land uses. This area currently accommodates a mix of commercial uses fronting Scott Road and light industrial and largely automotive-focused uses in areas away from Scott Road. A rail line physically separates this area from the single family neighbourhood to the west. Its topography creates great potential for river views from upper floors of higher buildings. Its close proximity to the SkyTrain makes it attractive for many uses. There is a strong desire to see this area be redeveloped and revitalized. It has been given a Special Development Area Designation which provides the maximum flexibility in terms of use and density to inspire a visionary approach to redevelopment. The designation would permit a mix of commercial, residential, institutional and light-industrial uses provided that they are compatible with other land uses in and adjacent to this area. It is the intention to phase out automobile-oriented uses in this area.



Townline Node - Future Land Use

Townline Special Development Area permitting a wide range of uses and densities to encourage redevelopment and revitalization.

Rev - March 2015
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Kennedy at 88th Avenue

A high rise character began in the Kennedy Node in the 1980s with development of a 14-storey building on 88th Avenue and 119th Street. Additional high rise development will be encouraged. The Kennedy Heights Mall site is large and has considerable potential for redevelopment into a vibrant, mixed-use node accommodating services, shopping and housing. While seniors' housing is encouraged in all nodes, this area is particularly attractive for seniors because of the existing facilities in the area including the Kennedy Seniors' Centre, the lawn bowling club, and the community park as well as some existing seniors' housing. This Plan designates a portion of the mall Mixed-Use (North Delta) 1 (MU(ND)1) and surrounding areas Mixed-Use (North Delta) 2 (MU(ND)2) with Medium Density Residential (MDR) areas to provide transitions to adjacent neighbourhoods. Pedestrian and bicycle connections to these neighbourhoods and improved transit facilities would be required to accommodate easy alternate modes of transportation to get people out of their cars.

Kennedy Node - Future Land Use

LEGEND

- **A** potential mixed-use up to 32 storeys
- **B** potential mixed-use up to 18 storeys
- **C** transitions to neighbouring single family (3 storeys)
- existing pedestrian and cycle route
- connections between neighbourhoods and nodes
- north-south multi-use path
- * expand park to 90 & 89A Avenues

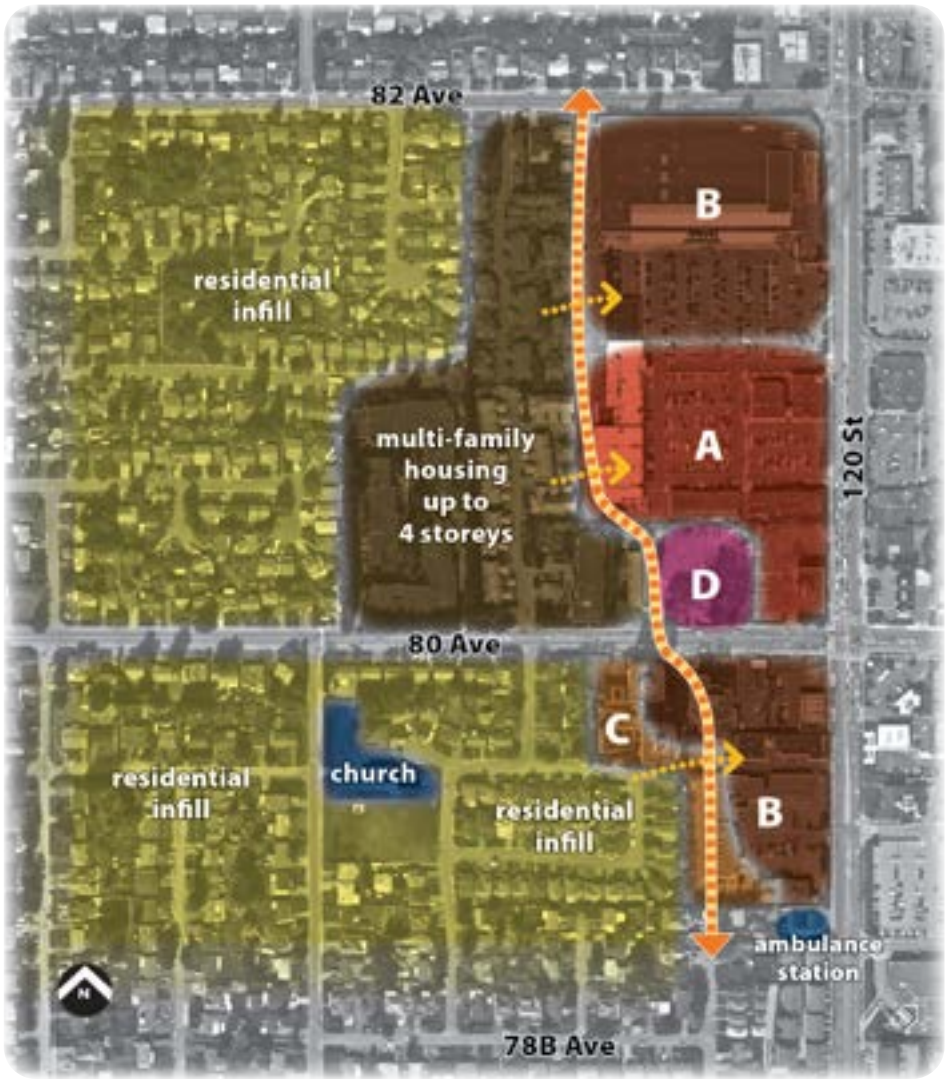


Rev - March 2015

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80th Avenue

Similar to the Kennedy Node, a high rise character began in the 80th Avenue Node in the 1980s with development of two 14-storey buildings on the south side of 80th Avenue. West of the Scott Road commercial areas there are existing townhouses and apartments which create a transition to single family neighbourhoods beyond. Redevelopment of the commercial areas with higher density mixed-use will be encouraged in this area. A mixed-use high rise north of 80th Avenue with retail and office commercial on the lower levels and residential on the upper levels was approved in 2013. It is hoped that this will be a catalyst for future revitalization. As in other nodes, pedestrian and bicycle connections will be an important part of any site redevelopment to enhance local neighbourhood connections and establish a future more direct north-south bicycle route outlined in Policy A.10$_7$.



80th Avenue Node - Future Land Use $_{14}$

LEGEND

A	potential mixed-use up to 32 storeys
B	potential mixed-use up to 18 storeys
C	transitions to neighbouring single family (3 storeys)
D	mixed-use 37-storey development
	connections between neighbourhoods and nodes
	north-south multi-use path

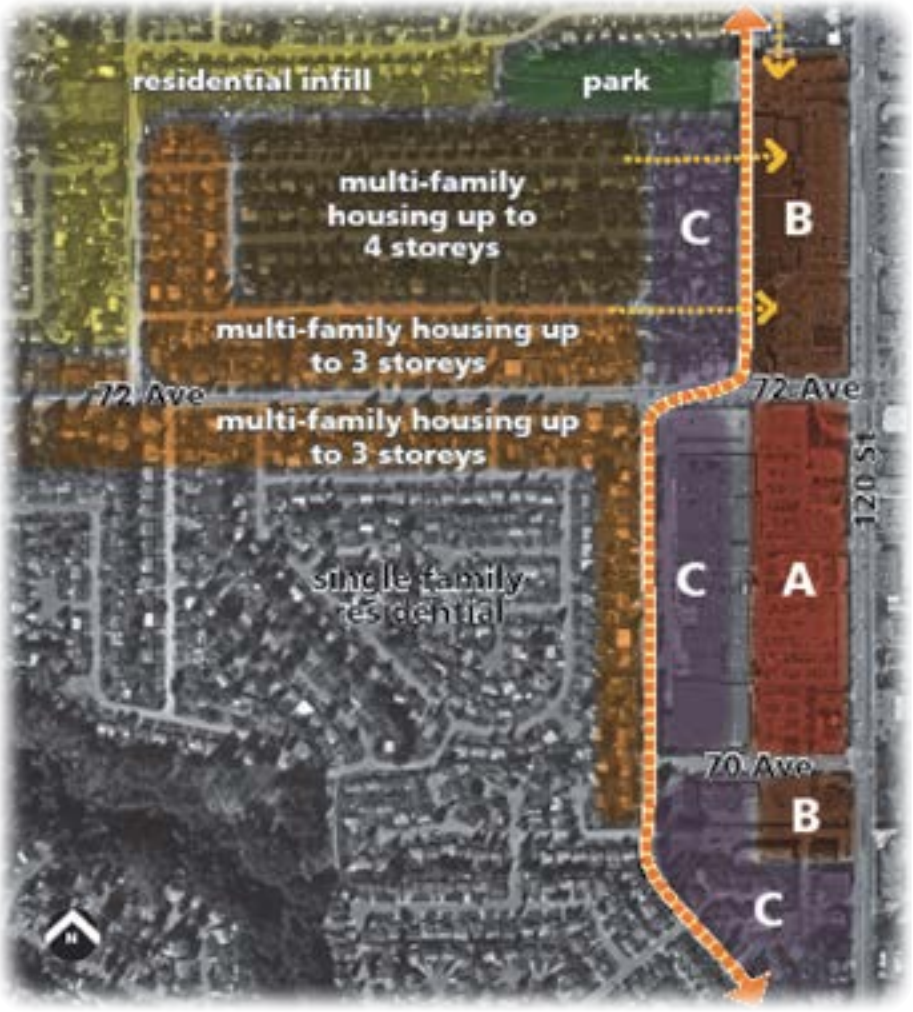
Rev - April 2021

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Scottsdale at 72nd Avenue

The Scottsdale Node is currently a vibrant hub of activity including mainly commercial uses. There has been interest expressed in redevelopment of some of the commercial sites south of the existing malls. The desire is to make the area more pedestrian-friendly and walkable and introduce more housing while respecting nearby established neighbourhoods. This Plan encourages redevelopment of a portion of this area close to Scott Road with mainly residential uses and limited commercial and service uses in buildings up to 18 storeys tall. Areas to the west and south would be residential uses only, limited to six storeys in height to help create transitions to single family neighbourhoods. The Scottsdale Mall site south of 72nd Avenue will be encouraged to redevelop with a mix of uses as the highest density part of the node. Commercial uses would be focused on the ground level and parking would be largely accommodated underground. Buildings up to 32 storeys in height would be permitted. Lower density multiple-family residential uses in buildings up to six storeys are proposed on the western portion of this site. The commercial area north of 72nd Avenue is designated for mixed-use as well with buildings up to 18 storeys near Scott Road scaling down to six- and four-storey residential buildings to the west to help create transitions to single family neighbourhoods. Ground-oriented residential up to three storeys in height is proposed along 72nd Avenue and on the west side of Nicholson Avenue.

Scottsdale Node - Future Land Use



LEGEND

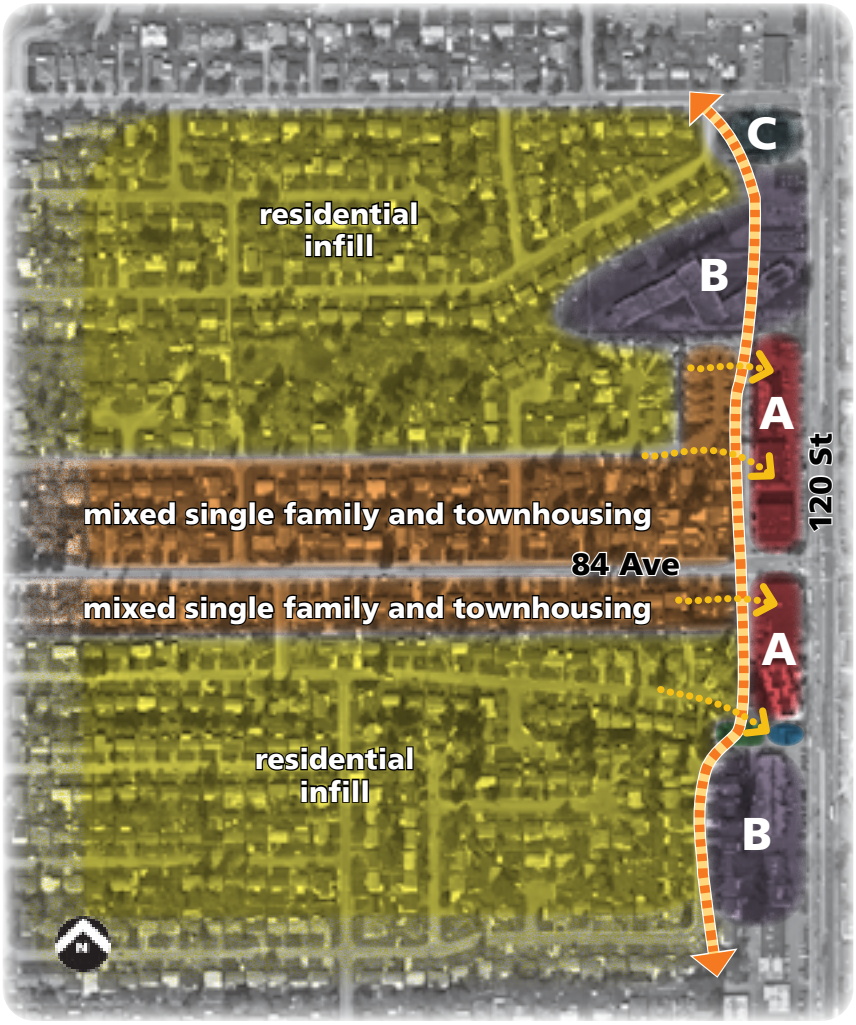
A	potential mixed-use up to 32 storeys
B	potential mixed-use up to 18 storeys
C	potential residential up to 6 storeys
	connections between neighbourhoods and nodes
	north-south multi-use path

Policy A.14: Medium Density Mixed-Use Nodes
Create two medium density nodes along Scott Road, one at 84th Avenue and one at 64th Avenue.

In medium density nodes, areas designated for Mixed-Use (North Delta) 3 (MU(ND)3) would accommodate mixed-use buildings up to five storeys in height. Retail uses would be required on the ground level in this designation in order to encourage inviting places for people and provide the local services people need.

84th Avenue

The 84th Avenue node has some lower scale mixed-use developments already and low-scale commercial with single family neighbourhoods close by to the west. It marks the beginning of the 84th Avenue green corridor which links to the Nordel Social Heart and the Sunstone Community. The Plan envisions some redevelopment of commercial sites with mixed-use buildings up to five storeys. The existing multiple-family site and commercial site to the north are designated for residential up to six storeys in order to create a break between nodes and focus commercial uses in the nodes.



84th Avenue Node - Future Land Use

LEGEND

A	potential mixed-use up to 5 storeys
B	potential residential up to 6 storeys
C	commercial
	connections between neighbourhoods and nodes
	north-south multi-use path

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Sunshine at 64th Avenue

The node at 64th Avenue and Scott Road contains small-scale commercial uses and some townhousing with single family neighbourhoods to the north, south and west. The Plan designates this area as a medium density node and permits mixed-use up to five storeys in height. Any redevelopment would need to incorporate transitions between the different densities.

Sunshine Node - Future Land Use



LEGEND

A potential mixed-use up to 5 storeys

B transitions to single family neighbourhoods

connections between neighbourhoods and nodes

north-south multi-use path

B. Nordel Social Heart

The Nordel Social Heart is a key gathering place for North Delta residents. The area accommodates two schools, the North Delta Recreation Centre, the North Delta Public Safety Building, the George Mackie Library, Boundary Health Unit and other social service agencies, the Boys and Girls Club, the Fire Hall Centre for the Arts and other cultural facilities, and small scale businesses which serve adjacent neighbourhoods. The policies in this Plan are intended to maintain this area's character as the social heart of the community and build on this to increase the area's vibrancy. Development of a broader range of housing choices, businesses and services, and a continued focus of community amenities and services, in a community-scaled pedestrian-character environment are encouraged by this Plan.

The areas designated Mixed-Use (North Delta) 4 (MU(ND)4) near the central intersection of 112th Street and 84th Avenue, would accommodate a mix of commercial, residential and institutional uses in buildings up to four storeys in height. Areas designated for Medium Density Residential (MDR) and Medium Density Ground-Oriented Residential (MGR) in surrounding areas would accommodate a wide range of housing types including small lot single family, townhouses, rowhouses, and three- to four-storey apartment buildings. Seniors' housing is encouraged in mixed-use and multiple-family areas.



Community Focus at Nordel Social Heart

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Objective B(a) Vibrancy in the Nordel Social Heart

To increase the sense of vibrancy by continuing to focus a range of housing options, businesses, community and recreational services and facilities to reinforce the Nordel Social Heart.

Policy B.1: Redevelopment of Commercial Sites

Encourage the redevelopment of existing commercial sites to include a mix of commercial, multiple-family residential and institutional uses in buildings up to four storeys in height.

Permit a range of uses including small-scale retail, restaurants, pubs, medical and dental offices, and residential including seniors' housing.

With the exception of a grocery store, encourage smaller-scale retail and service uses aimed at local community needs.

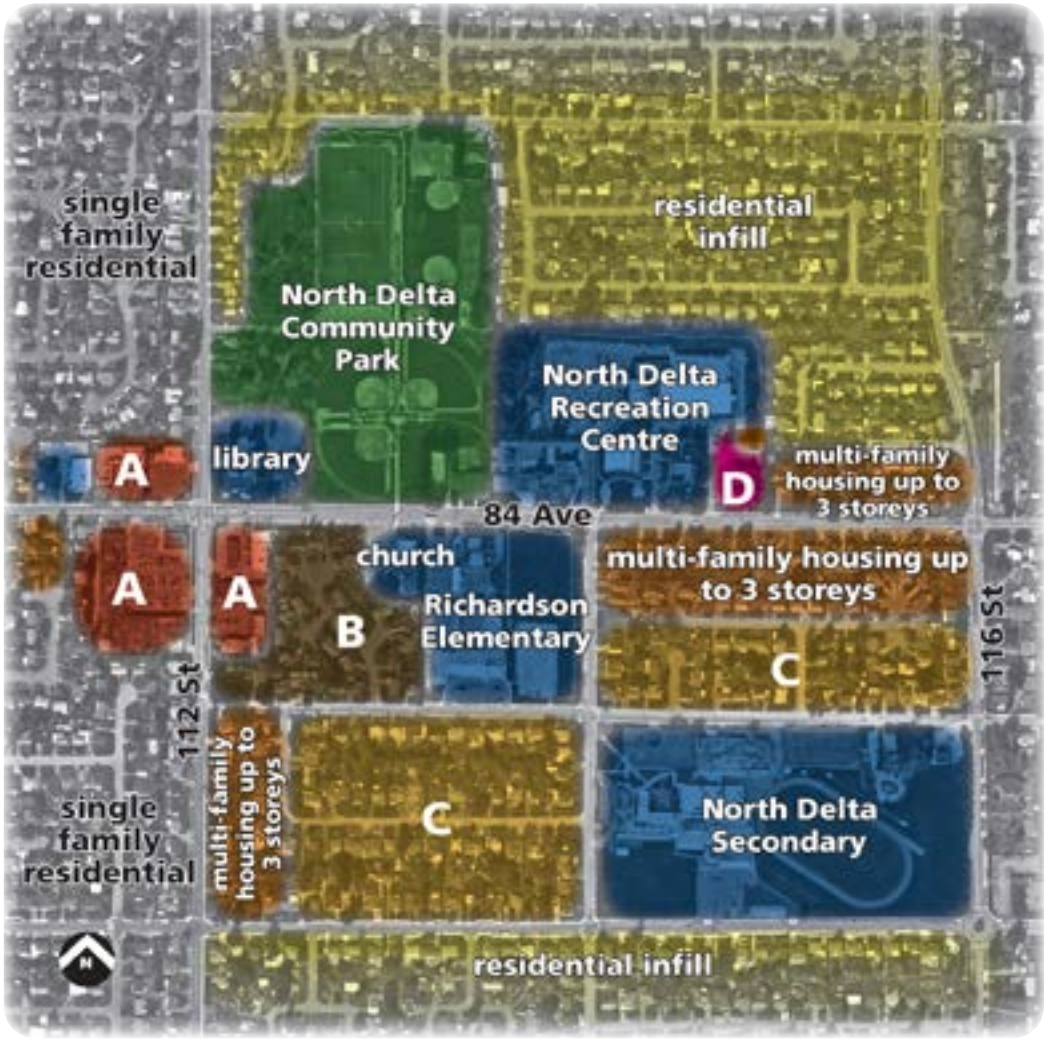
LEGEND

A *mixed-use up to 4 storeys*

B *multiple-family residential up to 4 storeys*

C *mixed single family and multiple-family ground oriented residential 2.5 to 3 storeys*

D *multiple-family residential up to 6 storeys*



Nordel Social Heart - Future Land Use 12

Policy B.2: Housing Choice
Encourage redevelopment of lands within and around the Nordel Social Heart to accommodate a range of housing choices including alternate forms and tenures.

Policy B.3: Seniors' Housing
Encourage seniors' housing in the Nordel Social Heart.

Policy B.4: Transitions
Require a transition in scale and mass between different densities of residential.

Policy B.5: Enhanced Pedestrian and Bicycling Environments
Provide wide, separated sidewalks, resting spots, landscaping, street furniture, and on-street parking to enhance pedestrian environments.

Provide marked bicycle lanes on 84th Avenue (refer to Policy C.2) and on 112th Street (refer to Policy D.5)$_{8}$.

Policy B.6: Cultural, Social, Municipal and Recreational Uses
Continue to build on the focus of cultural, social, municipal and recreational facilities in the Nordel Social Heart.

Expand the North Delta Community Park to the west.





C. Community Corridors

The North Delta Area Plan proposes changes to both 84th and 72nd Avenues which are important links through the community. Improvements to the streetscapes on both corridors, in association with redevelopment of the properties along them will improve the walking environment, and on 84th Avenue, the bicycling facilities as well. Over time with redevelopment, driveway crossings will be reduced 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 and buses.



84th Avenue Green Link

Objective C(a) 84th Avenue Green Link

To create a green link along 84th Avenue between Scott Road, the Nordel Social Heart, community parks and the Sunstone community with improved amenities for pedestrians and bicyclists.

Policy C.1: Residential Redevelopment

Encourage high-quality townhouse, rowhouse and small-lot residential redevelopment on sites comprised of consolidated single family residential properties fronting on 84th Avenue.

Limit driveway access from 84th Avenue and encourage access from rear lanes or side streets through redevelopment. Where access from 84th Avenue is the only option, consider shared driveways and minimize driveway width.

Orient units towards the street along 84th Avenue. Orient units which do not front 84th Avenue to side streets or internal neighbourhood streets.

Locate off-street parking where it is not visible from 84th Avenue. A laneway or an internal driveway functioning like a laneway should be used to provide access to parking.



LEGEND

1 Sunstone

2 Nordel Social Heart

3 84th Avenue Node

mixed single family and townhousing

improved pedestrian and cycling environment

Nordel Social Heart

Rev - March 2015

www.delta.ca

Policy C.2: Improved Pedestrian and Cycling Environments

Improve neighbourhood circulation through the introduction of pedestrian and bicycling connections. Pedestrian crossing opportunities should be at intervals of approximately 150 metres.

Provide bicycle lanes on 84th Avenue between Delsom Crescent and 120th Street. At Delsom Crescent connect to existing bicycle lanes.

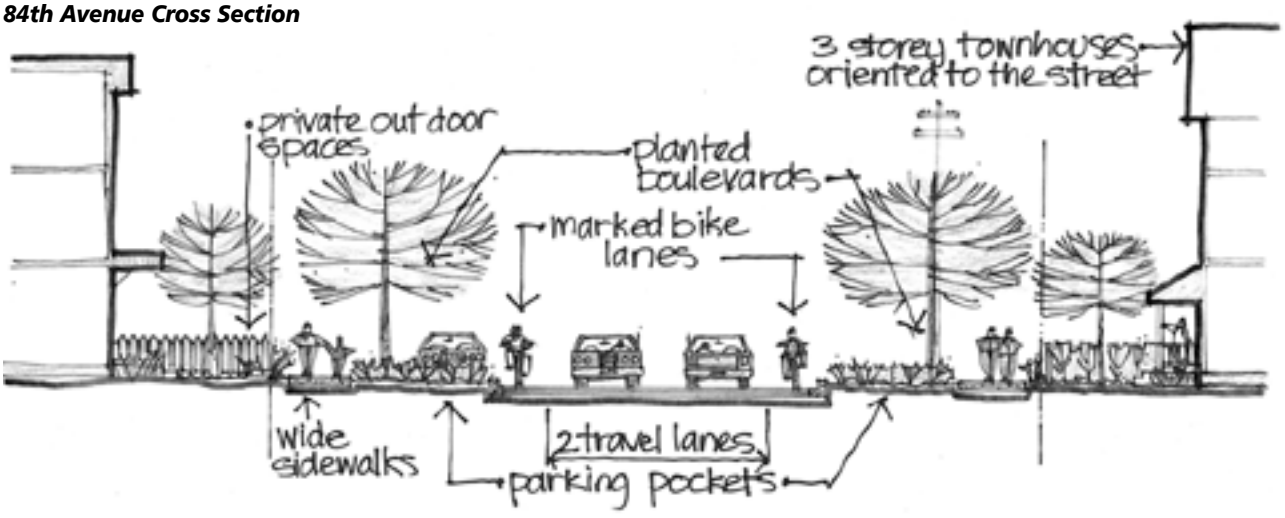
Implement separated sidewalks and tree planted boulevards in association with redevelopment, or as part of streetscape improvement projects.

Policy C.3: Vehicle Capacity Improvements

Phase in an increase in the number of travel lanes from two to four between Brooke Road and Delsom Crescent, to provide an increase in capacity.

As redevelopment occurs between Brooke Road and Delsom Crescent, provide for a continuation of bicycle lanes to the Sunstone community through widening of the road right-of-way.

84th Avenue Cross Section



Objective C(b) Improved Traffic Flow and Pedestrian Environment on 72nd Avenue

To improve the movement of traffic on 72nd Avenue and enhance the comfort for pedestrians.

To increase safe movement of traffic from Westview Drive to 72nd Avenue.

Policy C.4: Residential Redevelopment

Encourage high-quality townhouse redevelopment on sites comprised of consolidated single family residential properties fronting on 72nd Avenue.

Limit driveway access from 72nd Avenue and encourage access from rear lanes or side streets. Where access from 72nd Avenue is the only option, consider shared driveways and minimize driveway width.

Orient units towards the street along 72nd Avenue. Orient units which do not front 72nd Avenue to side streets or internal neighbourhood streets.

Locate off-street parking where it is not visible from 72nd Avenue. A laneway or an internal driveway functioning like a laneway should be used to provide access to parking.



LEGEND

1 Scottsdale Node

townhousing

improved pedestrian environment

Rev - March 2015

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Policy C.5: Improved Pedestrian Environment
Retain existing significant trees in good condition where possible and implement separated sidewalks and tree planted boulevards in association with redevelopment.

Policy C.6: Improvements
Consider accommodating four travel lanes during peak hours on 72nd Avenue as redevelopment to higher density residential use occurs and driveways are reduced.

Consider revising the configuration of the Westview Drive and 72nd Avenue intersection to improve pedestrian safety and traffic flow. Consultation with area residents is required.

Consider revising the design of the intersection of 72nd Avenue and Highway 91 to improve traffic flow and minimize delays on Highway 91.



Retain significant trees where possible

D. Transportation

Transportation refers to the movements between points of origin and destinations, and accounts for trip frequency, trip length, and the mode of travel, including walking (and wheelchair use), bicycling, transit, and automobile. Transportation can have positive or negative impacts on health, safety, affordability, accessibility, greenhouse gas emissions, sense of place and community character and economic prosperity. Achieving North Delta's goals and the Official Community Plan's broader goals (liveable, complete, green, planned, and prosperous) means that the transportation system must work towards less frequent and shorter vehicular trips, and promote trips that are more often made by walking, bicycling, and transit.

The North Delta Area Plan can significantly influence travel behaviour through: the layout and design of public infrastructure including streets, sidewalks, public spaces, and facilities; and the regulation of land use and design of private property. Delta can also use its role as advocate, partner, educator, regulator, and role model to further transportation objectives in North Delta. These roles are particularly important within the context of the larger region, which includes multiple jurisdictions and interests across several municipalities as well as regional transportation and planning agencies.

Delta's Regional Context Statement identifies the Scott Road Corridor as a potential Frequent Transit Development Area, which is a priority location for concentrated growth located along TransLink's Frequent Transit Network. Frequent Transit Development Areas are characterized by higher density residential, commercial and mixed-uses, in addition to cultural and institutional uses, and an urban design approach which promotes communities where transit, bicycling and walking are the preferred modes of transportation. A consultative process is planned to determine if the Scott Road Corridor should be identified as a Frequent Transit Development Area in the Regional Growth Strategy.

Refer to Section A for policies regarding the Scott Road Corridor and Section C for policies regarding 72nd and 84th Avenues.

Objective D(a) Reduce Automobile Use

To reduce dependence on the automobile by making active modes of transportation and transit the most attractive options for most trips.

To make walking and bicycling safe, convenient, comfortable, and enjoyable modes of transportation.

Policy D.1: Prioritize Transportation Modes

Prioritize transportation decision-making and investment based on the following modal hierarchy:

1. Walking (and wheelchair use)
2. Bicycling
3. Transit
4. Multiple-occupancy vehicles
5. Single-occupancy vehicles



Policy D.2: Encourage Alternate Transportation Modes

Support the use of regional transportation demand management techniques which reduce automobile usage including encouraging people to use alternate transportation methods, such as public transit, ride-share and car-share.

Support programs which communicate and raise public awareness of alternate modes of transportation to reduce automobile use.

Continue to take measures to increase the quality of environments and infrastructure for active modes of transportation and transit.

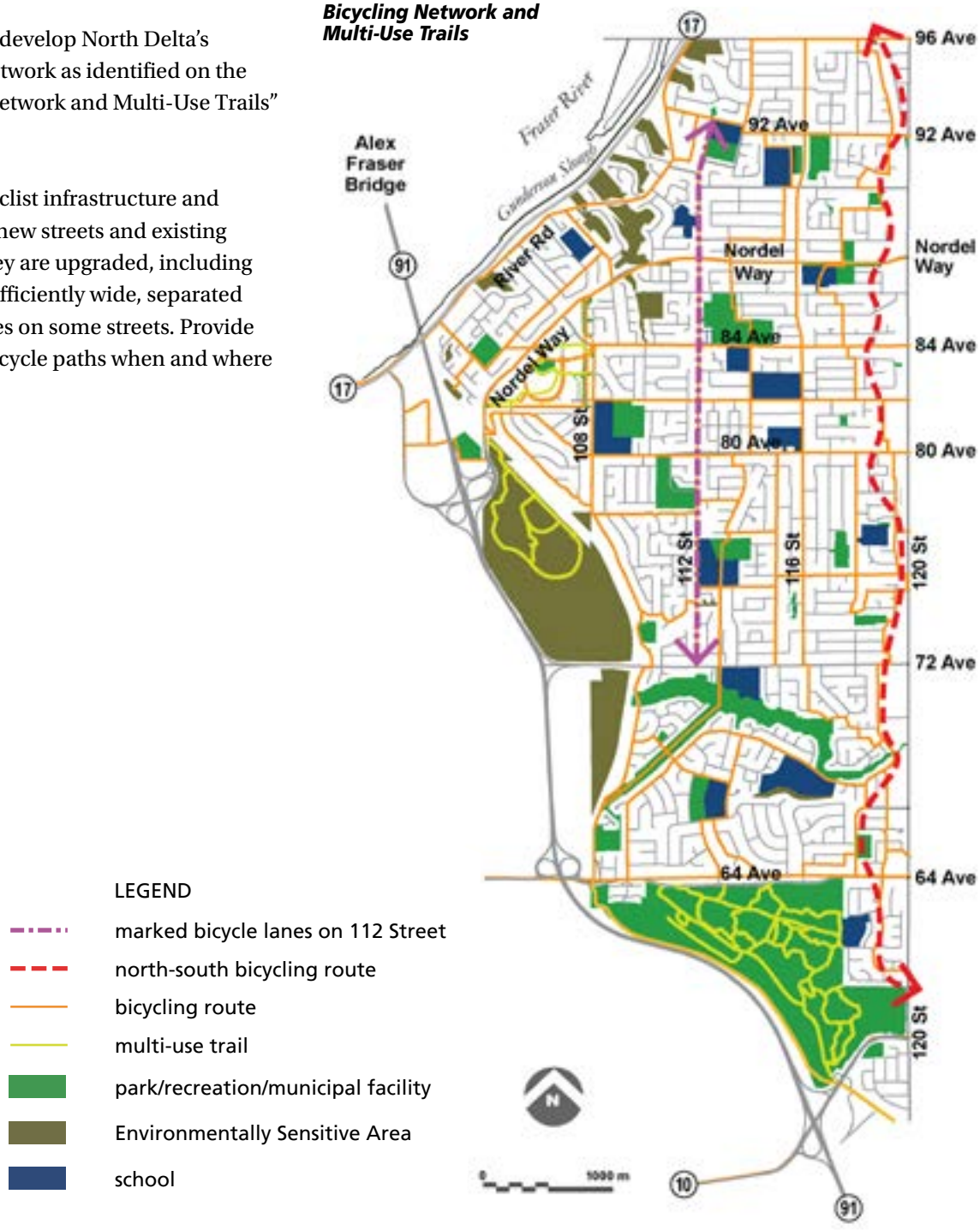


Policy D.3: Pedestrian and Bicycling Network
Continue to improve pedestrian facilities on all streets.

Continue to develop North Delta's Bicycling Network as identified on the "Bicycling Network and Multi-Use Trails" map.

Provide bicyclist infrastructure and facilities on new streets and existing streets as they are upgraded, including providing sufficiently wide, separated bicycle routes on some streets. Provide separated bicycle paths when and where possible.

Bicycling Network and Multi-Use Trails



Policy D.4: Focus Improvements
Focus streetscape improvements including pedestrian and bicyclist infrastructure, facilities and amenities in areas requiring the most significant improvements to pedestrian and bicyclist infrastructure, along streets with transit, and in defined priority areas. Priority areas include the Scott Road Corridor, Nordel Social Heart, 84th and 72nd Avenues, 112th Street and routes connecting key community destinations including the Watershed Park and the Delta Nature Reserve.

Policy D.5: Bicycle Lanes on 112th Street
Add marked bicycle lanes along 112th Street from 72nd Avenue to 92A Avenue in order to provide a more direct north-south bicycling route through the community. Some on-street parking may need to be eliminated in order to accommodate the bicycle lanes.

Policy D.6: Bicycle Parking
Require new development to provide bicycle parking and storage facilities in commercial, multiple-family, and mixed-use projects.

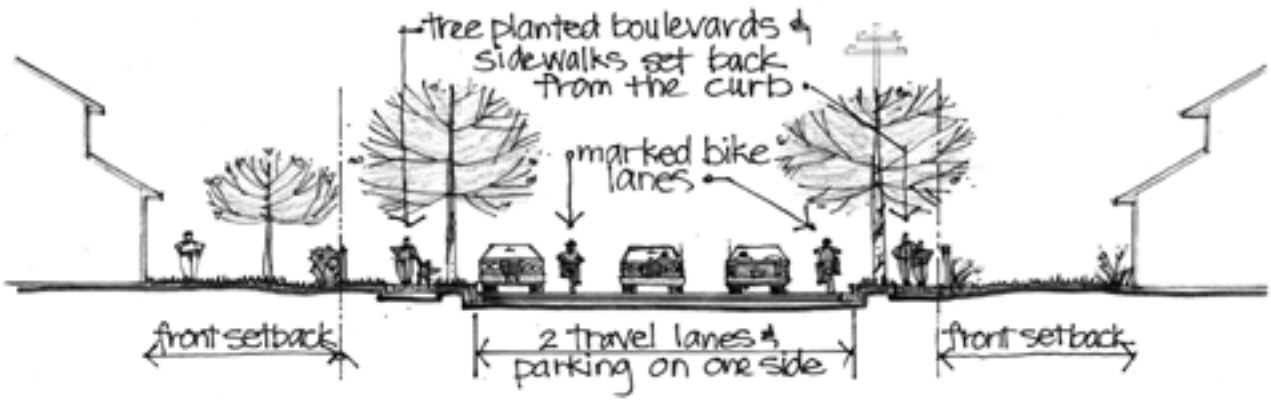
Policy D.7: Multi-modal Integration
Integrate transit, biking, and walking networks by providing safe and convenient connections between major transit stops and the bicycle and walking trail networks as well as end-of-trip bicycle facilities.

Policy D.8: Comfortable Sidewalks
Increase the safety and comfort of sidewalks and streets for pedestrians by implementing pedestrian-oriented design as streets are replaced or upgraded.

Policy D.9 Pedestrian Bridge over Cougar Canyon
Consider the feasibility of a new pedestrian-oriented bridge over Cougar Canyon and 72nd Avenue at Heath Elementary.

Policy D.10: Pedestrian and Bicyclist Wayfinding System
Develop a comprehensive, user-friendly wayfinding signage system for pedestrians and bicyclists throughout North Delta. Signage and mapping should be located at regular intervals along pedestrian routes, bicycle routes, and transit corridors.

112th Street Cross-Section



Objective D(b) Transit

To support transit improvements that provide service that is fast, frequent, safe, reliable, fully accessible, and comfortable.

Policy D.11: Improve Regional Public Transit

Work with TransLink to provide:

- Fast, direct regional public transit service from all areas of North Delta to regional town centres, particularly Surrey City Centre, Richmond (Canada Line), and New Westminster, to Tilbury and Annacis industrial areas, to SkyTrain stations, especially the 22nd Street and Scott Road stations, to Ladner and to downtown Vancouver.
- Frequent transit service (10 minute service) along major transit corridors.
- A consistent, legible wayfinding strategy and real-time information at transit stops.

Support park-and-ride facilities where possible.

Policy D.12: Improve Local Public Transit Service

Work with TransLink to provide:

- Improved local public transit routes that provide more service to North Delta's mixed-use nodes and other activity centres.
- A community bus shuttle service in the Sunshine Hills/Cougar Canyon neighbourhood.
- Enhanced facilities at bus stops such as shelters, benches and fully accessible passenger landing pads. Prioritize improvements to high-demand locations and stops with higher usage by persons with disabilities.

Support the North Delta Seniors' bus where convenient public transit is unavailable.



Objective D(c) Traffic Management
To manage an efficient road network that improves safety, reduces negative impacts of regional vehicular traffic on neighbourhoods, supports the efficient movement of goods and delivery of emergency services, and supports a reduction in car dependence through demand management, making it easier to drive less.

Policy D.13: Road Network
Direct regional traffic to designated arterials and provincial highways, and collect local traffic on designated collector roads as shown on Map 8 in Schedule A.

Policy D.14: Frequent Transit Development Area
Evaluate the Scott Road Corridor to determine if it is feasible to establish it as a Frequent Transit Development Area in the Regional Growth Strategy. Consult with the City of Surrey, TransLink and the community through this process.

Review residential and commercial parking standards within the anticipated Frequent Transit Development Area, and reduce them where appropriate.

Policy D.15: Kittson Parkway and 64th Avenue Improvements
Increase the number of travel lanes on Kittson Parkway from two to four within the existing right-of-way in order to reduce congestion. Relocate existing marked bicycle lanes to 64th Avenue.

Policy D.16: Traffic Calming
Continue to support traffic calming on local residential streets while providing clear access for emergency responders, prioritizing measures around neighbourhood bicycle routes, schools, parks, and other walking destinations.

Policy D.17: Truck Movement and Hazardous Goods
Continue to limit regional truck movement to the routes designated by the Highways Bylaw.

Prohibit trucks on River Road between Nordel Way and 96th Avenue.

Work with TransLink to review designated hazardous goods routes through North Delta.

Policy D.18: Maintain the Configuration of Delsom Crescent and Delsom Place [3]
Maintain the configuration of Delsom Crescent and Delsom Place, which is connected to 84 Avenue only, and does not provide vehicular access to the surrounding streets of Modesto Drive, Ramona Way, 82 Avenue and 108 Street, except for emergency vehicles.

Objective D(d) Sustainable Transportation
To support the shift to low-carbon vehicles and car-share models.

Policy D.19: Electric Vehicle Infrastructure
Encourage new development to include electric vehicle charging infrastructure in commercial, multiple-family and mixed-use projects and retrofitting of existing buildings to include electric vehicle charging infrastructure.

Policy D.20: Car-Share Programs
Work with developers and car-share providers to provide car-share programs and their associated infrastructure needs.

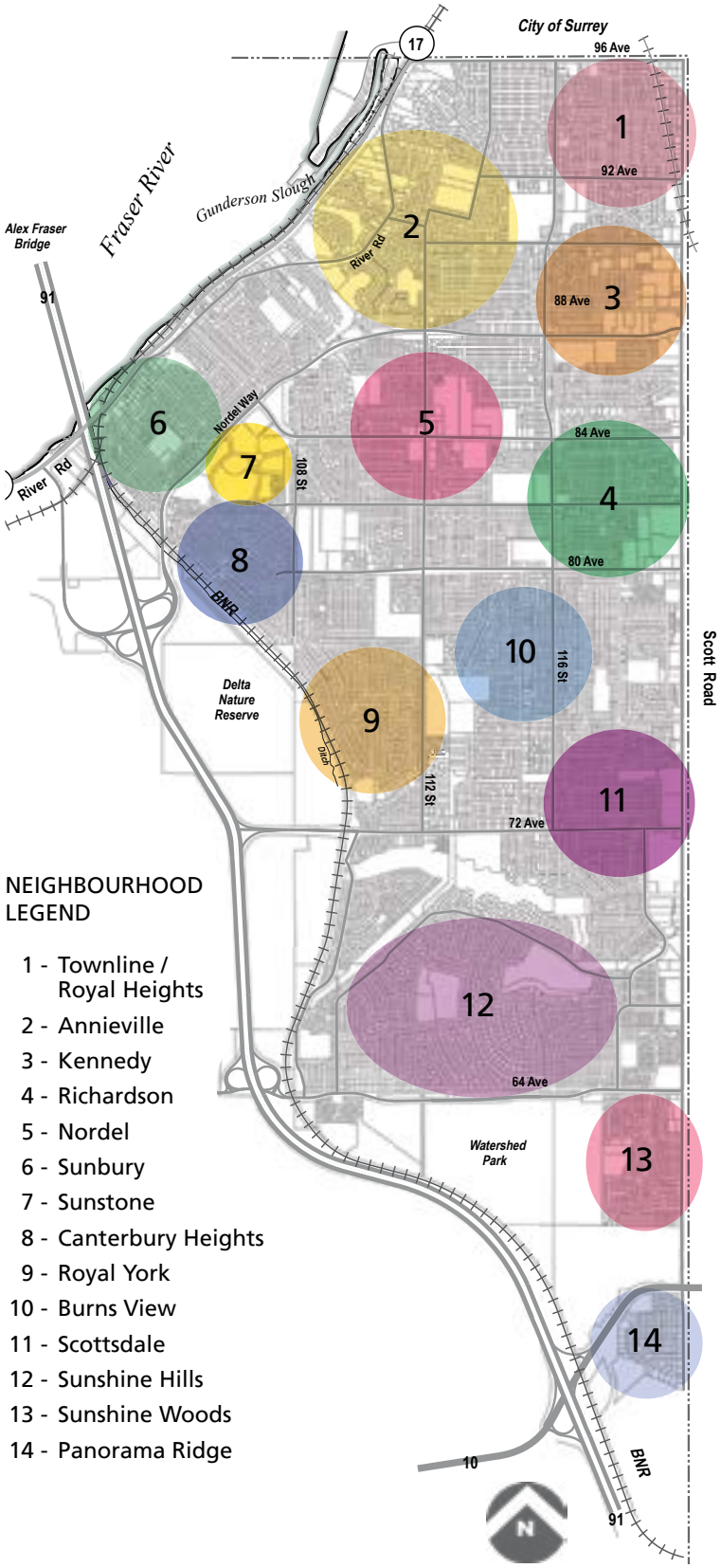
Review development regulations to incorporate parking spaces for car-share vehicles in major multi-family, mixed-use, commercial developments, and civic facilities.



E. Distinctive Neighbourhoods

North Delta's neighbourhoods are an intregal piece of community character. Protecting, maintaining and strengthening neighbourhood character is an important principle of this Plan. Higher intensity uses are proposed to be focused along the Scott Road Corridor, the 72nd and 84th Avenue Corridors and in the Nordel Social Heart which allows for the maintenance and strengthening of single family neighbourhoods. Infill residential development with single family homes on smaller lots will be encouraged in some areas in order to revitalize older neighbourhoods and provide housing which meets the needs of today's community.

North Delta Neighbourhood Map



NEIGHBOURHOOD LEGEND

1 - Townline / Royal Heights
2 - Annieville
3 - Kennedy
4 - Richardson
5 - Nordel
6 - Sunbury
7 - Sunstone
8 - Canterbury Heights
9 - Royal York
10 - Burns View
11 - Scottsdale
12 - Sunshine Hills
13 - Sunshine Woods
14 - Panorama Ridge

Objective E(a) Reinforce Neighbourhoods
To acknowledge and reinforce North Delta's community and neighbourhood structure.

To encourage new development to be sensitive to existing neighbourhood character.

To create a beautiful public realm that is comfortable, safe, and integrated with natural systems.

Policy E.1: Strengthen Neighbourhood Character
Support communities and community groups in their initiatives to strengthen neighbourhood character. This may include neighbourhood-specific identification programs, the creation of landmarks and gateways at community entrances, banners, special landscape features, etc.

Policy E.2: Sensitive Housing Design
Encourage housing design that is sensitive to existing neighbourhood character. New development should maintain the defining characteristics of the existing neighbourhood and be an aesthetic fit with the rest of the neighbourhood.

Policy E.3: Attractive Comfortable Streetscapes
Support the development of attractive streets that contribute to sense of place and foster walking and bicycling.

Incorporate planting along streets to create a sense of place and establish a connection to nature. This should occur at key intersections, in traffic circles and along main streets in North Delta's neighbourhoods, as well as in areas where residents are willing to participate.







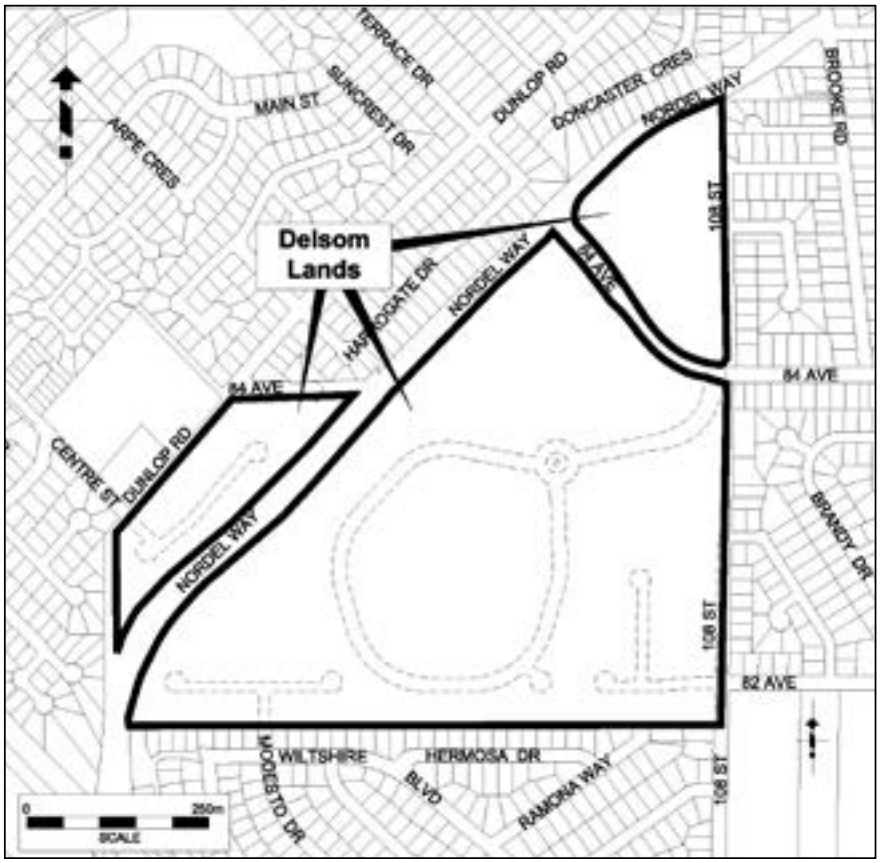
Incorporate rain gardens to both beautify streetscapes and provide stormwater management within neighbourhoods and in parks where there are opportunities.

Policy E.4 Natural Features
Continue to protect and celebrate natural environmental features, such as creeks, streams, ravines, forests, and nature reserves that are part of North Delta's community framework.





Policy E.5: Limit Density on the Delsom Lands[4]
Limit the overall residential density to a maximum of 21 units per hectare (8 units per acre) on the Delsom Lands.



F. Housing

The current population in North Delta is 55,673 (Census 2011). Although North Delta's population has seen limited growth when compared to other areas in the Lower Mainland, as people age and families grow and contract, housing needs change and thus a variety of housing choices are needed. North Delta currently has a high proportion of single family homes. A greater variety of housing types and sizes at a range of costs is required to meet the needs of North Delta residents.

While the Province of British Columbia has jurisdiction and regulatory power over most housing matters, local governments play a role in regulating housing types and in encouraging housing affordability.

Objective F(a) Diverse Housing Options

To accommodate population growth and diverse household needs through a range of housing types and tenures.

To maintain and encourage housing affordability.

To retain the character of North Delta's established neighbourhoods.





Residential Infill Areas [15]



Policy F.1: Sensitive Residential Infill

Support a range of sensitive residential infill opportunities within the area outlined on the map titled "Residential Infill Areas" that address the North Delta Area Plan goals, such as more affordable housing options and seniors' housing options.

Sensitive infill means development that:

- Maintains or enhances the existing streetscape.
- Protects, maintains, or enhances existing vegetation and natural features wherever possible.
- Responds to basic neighbourhood patterns and minimizes scale contrasts with adjacent properties.
- Considers sunlight, views, and privacy.
- Promotes safety within its surroundings, as defined by Crime Prevention Through Environmental Design (CPTED) principles.
- Uses architectural features that provide a human-scaled level of detail, such as façade articulation, window and entrance details, and porches or balconies.
- Orients windows, decks and balconies to maximize privacy among neighbours.
- Considers sustainability imperatives. This includes but is not limited to: durable building materials, energy-efficient building design and technologies, and minimal stormwater runoff.

Policy F.2: Residential Infill Review
Monitor the location and amount of single family residential infill housing and review and report back on the area delineated for infill in three years.

Policy F.3: Small Lot Housing
Undertake a study to explore models for integrating small-lot subdivision accommodating small-scale, fee simple housing in single family neighbourhoods to meet the needs of various age and income groups. Consider marketability in addition to open space and parking needs and impact on neighbourhood streets.

Policy F.4: Secondary Suites
Continue to encourage the safe and legal development of secondary suites and basements in both existing and new single family homes.

Ensure that properties with secondary suites provide sufficient on-site parking.

Policy F.5: Detached Secondary Suites
Where rear access to lots can be achieved, consider opportunities for detached suites, subject to community consultation. Detached suites may include, but are not limited to: garden suites, laneway houses, coach houses, or other innovate, small-scale residential infill.

Policy F.6: Multiple-Family Housing Options
Encourage a range of multiple-family housing types in mixed-use nodes, along the Scott Road Corridor and other areas designated for multiple-family housing.

Policy F.7: Unit Variety
Encourage a variety of unit types in all mixed-use and multiple-family developments to meet the varied needs of the diverse population and to encourage social diversity.

Policy F.8: Multiple-Family Housing Without Strata Councils
Consider multiple-family housing developments that do not require a strata council within the land use designations of Medium Density Ground-Oriented Residential (MGR) and Residential Ground-Oriented - North Delta (RG-ND). This would allow for housing options such as fee-simple rowhousing, non-strata duplexes, and co-housing.

Policy F.9: Parking Requirements Near Transit
Consider reduced parking requirements for multiple-family residential and mixed-use developments which are located close to and along transit corridors.

Policy F.10: Seniors' Housing
Encourage the development of seniors' housing in all mixed-use nodes and areas close to amenities and transit.

Policy F.11: Special Needs Supportive Housing
Encourage the development of special needs supportive housing units particularly in locations that provide amenities, services and transit such as in mixed-use nodes and along transit corridors.

Policy F.12: Affordable Housing
Encourage the development of more affordable housing types.

Address affordable housing as part of a Housing Action Plan.

Policy F.13: Rental Housing
Consider introducing regulations that work to maintain rental housing stock by requiring one-for-one replacement of demolished rental units in redevelopment projects involving six or more units.

Consider incentives to increase the development of market-rental housing.

Policy F.14: Emergency Social Services
Continue to support the Emergency Social Services program and the partnership between community volunteers and Delta staff to plan and provide for the essential needs (e.g., housing) of individuals, families, and response workers.

Objective F(b) Sustainability
To encourage green housing options and reduce residential greenhouse gas emissions.

Policy F.15: Adaptive Reuse of Existing Buildings
Where appropriate, encourage adaptive reuse of existing buildings. Work with proponents to resolve any non-compliance issues with zoning, development standards, or other requirements.

Policy F.16: Sustainability
Encourage sustainable building practices for new development and retrofits. These practices may include, but are not limited to, use of residential programs such as EnergyGuide for Houses, R-2000, Built Green, and LEED.

G. Parks, Recreation Facilities, Schools and Social Institutions

Parks and recreation are important to active lifestyles and healthy communities, and parks specifically offer opportunities for both active programming – including formal and informal sports and play – and passive programming – including spaces and trails for relaxation, quiet contemplation, and spiritual nourishment. Parks also play a valuable role in maintaining intact ecosystems and habitat.

North Delta has an important role to play in providing recreational programming and parks spaces that range from large natural areas to smaller parkettes and other public spaces.

North Delta schools play any important role as neighbourhood focal points in the community. They can also provide important spaces for recreation and other community based programs.

Objective G(a) Neighbourhood and Community Parks

To protect and maintain existing neighbourhood and community parks.

To provide spaces for both passive and active uses.

To integrate natural systems into parks and public spaces.

Policy G.1: Existing Parks and Open Spaces

Improve and further develop existing parks to meet the needs of youth, an aging population, and all/different cultures for the current and projected population.

Continue to maintain and develop parks, facilities, and amenities that are active or include active components such as waterparks, skateparks, playgrounds, sports fields, and sport courts.

Continue to maintain and develop public spaces and amenities that are passive or include passive components such as contemplative spaces, community gardens, and spaces for informal social gathering.





Policy G.2: Retain Parks' Natural Settings
Retain Watershed Park and the Delta Nature Reserve as passive, multi-use parks in a natural setting.

Policy G.3: Native Vegetation
Use native vegetation where possible and practical within parks and green spaces. Local native vegetation species tend to require less water to thrive and contribute to local ecosystems.

Policy G.4: Natural Stormwater Management
Apply naturalized stormwater management techniques, such as rain gardens and bioswales, in parks and other open and outdoor amenity spaces to reduce the amount of runoff.

Objective G(b) New Open Spaces
To provide additional and varied open spaces to serve new higher density neighbourhoods.

Policy G.5: New Parks and Greenway Connections
Identify sites for new parks and greenway connections and acquire sites as they become available. Expanding parks and greenway connections is important for providing additional open space for higher density neighbourhoods.

Policy G.6: Pocket Parks and Plazas
Identify and utilize smaller open spaces for the development of publicly accessible pocket parks and plazas in higher density areas and mixed-use nodes to increase the number of green spaces available to residents.

Policy G.7: Amenity Spaces in New Developments
Require indoor and outdoor public and private amenity spaces in new mixed-use and multiple-family developments. Work with developers and landholders to define a required area for these amenity spaces. These spaces may include, but are not limited to, small public plazas, pedestrian access across a property, small park spaces, allotment gardens, rooftop spaces, amenity rooms, recreation rooms, or other amenity spaces.



Objective G(c) Facilities, Parks and Programming

To provide parks, facilities and programs which are accessible and user-friendly to diverse people with diverse needs and interests.

Policy G.8: Recreational Facilities

Continue to plan recreational facilities in North Delta at both the neighbourhood and community level. Offer an equitable distribution of recreational facilities, including those that meet diverse demographic, physical, and cultural needs and interests in the community.

Policy G.9: School Facilities

Continue the consultative process with Delta School District No. 37 to ensure that social, recreational and educational needs of North Delta residents are met.

Policy G.10: Programs and Services

Continue to expand programs and services for all age groups including seniors and youth, within municipal recreation facilities.

Policy G.11: Accessibility Principles

Apply accessibility principles to the development of new, or improvements to existing, parks, facilities, and trails, to improve access for wheelchair, scooter and walker users.



Policy G.12: Collaboration with the Delta School District

Continue to work with the Delta School District to upgrade existing parks and recreational facilities to higher standards, and continue the joint acquisition, development, maintenance, operation, use and enhancement of parks, playing fields, and facilities.

Policy G.13: Partnerships with Social Agencies

Continue to work with social agencies and other partners to provide services to North Delta residents, which may include childcare services, seniors day programming, and other services and programming.





H. Arts, Culture and Heritage

Culture includes our values, beliefs, and customs. It is reflected everywhere, including in our arts, architecture, events, neighbourhood places and spaces, and in the decisions we make everyday about how we live in our community and with one another. A community's past is an important part of its sense of place, belonging, and cultural identity. It also helps build civic pride and social cohesion.

North Delta's arts, cultural, and heritage objectives can be achieved through programming, heritage conservation, and regulation and provision of public spaces and facilities.

Objective H(a) Culture and the Arts

To encourage diverse cultural and artistic expression in both public and private realms.

To foster cross-cultural celebration and contribute to North Delta's unique identity and sense of place by increasing the visibility of North Delta's cultural richness and history.





Policy H.1: Cultural Activities

Continue to support, maintain, and develop parks, facilities, and amenities that include spaces for:

- Creative and artistic expression, including performance.
- Education.
- Celebration of distinct local cultures.
- Community celebration, social activity, and civic engagement.
- The enjoyment of arts and culture.

Policy H.2: Arts and Culture in the Social Heart

Continue to focus arts and culture spaces and programming in the Nordel Social Heart.

Policy H.3: Public Art

Support the addition of public art in both public and private places.

Consider creating a public art program for North Delta.

Consider partnering with local organizations to display local art on municipally-owned lands.

Encourage developers to include public art as a part of new development.

Policy H.4: Cultural Events

Continue to support festivals, parades, and other cultural events to recognize and celebrate North Delta's diverse cultures.

Policy H.5: Cultural Expression

Encourage the physical expression of North Delta's diverse cultures, including in public art, signage, architecture, and other aspects of the built environment.

Objective H(b) Heritage and Archaeological Sites

To recognize, preserve, and protect important historical, aboriginal peoples' and settlers' sites, buildings, trees, objects and places in North Delta.

To support the Province in protecting important archaeological sites and informing property owners of Provincial Regulations in archaeological areas.



Policy H.6: Heritage Sites

Continue to identify heritage sites and recognize them by adding them to the Municipal Heritage Register.

Partner with Delta Museum and Archives, local First Nations, and other ethnic and cultural groups to identify, recognize and interpret important historical and heritage assets.

Policy H.7: Sensitive Development

Encourage sensitive development adjacent to important historic assets (including buildings, structures, features, trees, and sites) and celebration of those assets.

Policy H.8: Heritage Preservation

Encourage the restoration and preservation of North Delta's heritage resources which are an important part of North Delta's identity.

Policy H.9: Archaeological Sites

Require an archaeological survey or an exemption from the Provincial Archaeological Branch for development in any Archaeological Find Area or Archaeological Potential Area as defined by the Provincial Archaeological Branch.

Policy H.10: Public Awareness

Build public awareness of archaeological and heritage sites in North Delta.

Support interpretation of North Delta's heritage in the public realm.



I. Natural Environment

Healthy natural systems make the planet habitable and support all human needs. Ecosystems and ecological processes clean our air, replenish our water, recycle our nutrients, absorb potential greenhouse gas emissions, provide habitat and form the basis of our economies. They also have intrinsic value, providing beauty, sense of place and both passive and active recreation opportunities for residents.

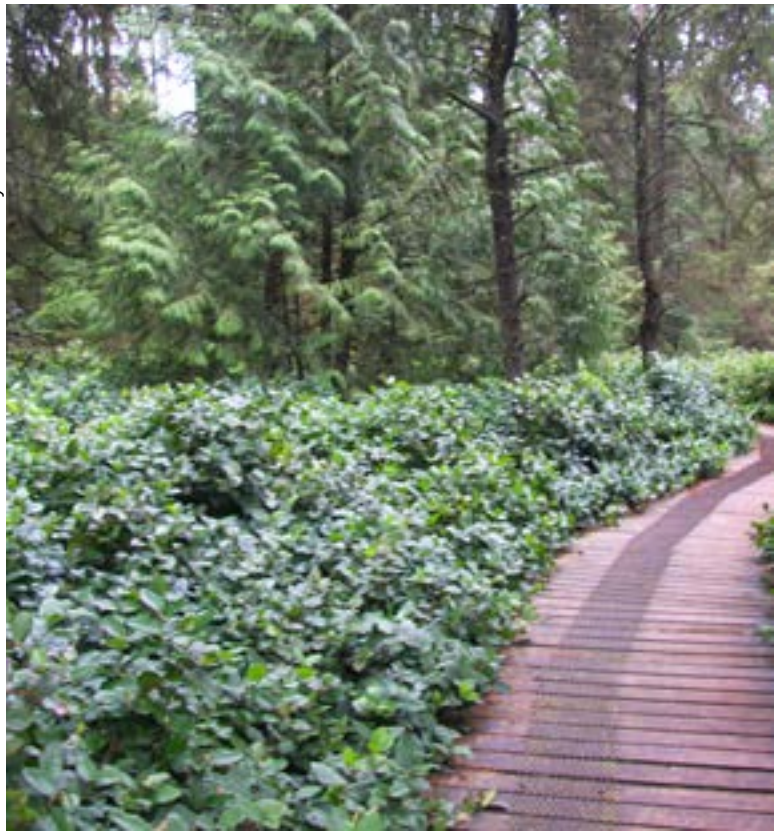


Photo courtesy of Marlene Graham

Objective I(a) Natural Areas

To protect and restore natural areas and habitat.

To enhance access to natural areas through a well-connected pedestrian and bicyclist network in non-environmentally sensitive areas.

To integrate habitat into the public and private realms.

Policy I.1: Environmental Impact Assessments

Require environmental impact assessment studies when considering development proposals or Municipal projects on or immediately adjacent to areas designated as Environmentally Sensitive Area or Resource Study Area. This will work towards preserving and enhancing the unique environments of the Delta Nature Reserve, Burns Bog and other environmentally sensitive lands.

Policy I.2: Steep Slope Areas

Require geotechnical studies before developing in areas with steep slopes.

Policy I.3: Trails Through Sensitive Habitat Areas

Discourage the establishment of new trails or facilities in sensitive habitat areas within parks and ravines, and permit them only where they provide a net gain for habitat values.

Policy I.4: Tree Retention and Replacement

Retain as many trees as possible during site development or redevelopment.

Require tree replacement as outlined in the Delta Tree Cutting Regulation Bylaw.

Policy I.5: Habitat and Native Vegetation in the Public and Private Realms
Integrate and maintain local native vegetation species in the public realm, including boulevards, and other civic public spaces where appropriate.

Encourage the establishment of local native vegetation species in the private realm, including in required green spaces for new development where appropriate.

Find opportunities to incorporate habitat into the public realm and in private developments, particularly in locations that connect to or are between larger natural areas.

Policy I.6: Bonusing for Habitat Protection
Consider providing height and density relaxations for developments that protect or provide natural habitat on a significant portion of the site. Develop regulations and requirements to govern this.

Policy I.7: Urban Forest Strategy
Work with the community and Council on the preparation of an Urban Forest Strategy that:

- Establishes canopy coverage targets.
- Encourages expanding the quality and quantity of the urban forest.
- Provides direction to maintain a healthy urban forest and incorporates best practices in soil systems, aeration systems, irrigation, and drainage.

Objective I(b) Bioregional Assets
To contribute to a sense of place and identity by raising the awareness of North Delta's bioregional assets.

To encourage a culture of stewardship of North Delta's bioregional assets and Environmentally Sensitive Areas.

Policy I.8: Bioregional Assets
Encourage the expression and celebration of the Cascadian bioregion in public art, public realm design, educational signage and panels, and wayfinding measures. Examples may include rain gardens, use of native vegetation, etc.

Policy I.9: Public Awareness Programs
Continue to sponsor public awareness programs aimed at minimizing negative human impacts on Environmentally Sensitive Areas in conjunction with the Delta School District No. 37, environmental groups, and citizen groups.

J. Infrastructure and Utilities

Infrastructure and utilities comprise the bones of a community, helping us meet our basic needs by accessing water and energy, and managing our waste. Historically, the management of water, wastewater, stormwater, and waste has taken a linear approach, wherein resources enter a system or community, and leave in the form of waste. Today, it is recognized that management of these resources should more closely represent natural systems, in which waste is treated as a resource.

While the region and the Province play significant roles in governing the use and management of resources, there are a number of actions that can be taken by local governments and individual residents and businesses to encourage conservation, protect ecosystems, and manage resources in a more efficient and cost-effective manner.

Objective J(a) Resource Conservation, Infrastructure and Waste Management

To conserve resources and manage waste and infrastructure efficiently using conservation and design approaches that integrate with natural systems.

Policy J.1: Watershed-Based Stormwater Management

Throughout North Delta, apply watershed-based integrated stormwater management practices as identified in the Boundary/Shaw Creek and Cougar Creek/ Northeast Interceptor Canal Integrated Stormwater Management Plans and future Plans, including:

a. Improving water quality and reducing runoff through stormwater controls by:

- Reducing impervious surfaces by limiting surface parking and providing impervious parking surfaces, maintaining urban forests and leaving riparian strips along watercourses.

- Increasing absorbent landscaping and providing stormwater detention systems, infiltration systems, rain gardens, swales and green roofs where appropriate.

b. Encouraging rainwater reuse through use of residential rain barrels or from infiltration facilities where water quality standards can be met.

Policy J.2: Water Conservation

Continue to encourage and assist in water conservation through existing programs and regulations. Water conservation is important for maintaining local ecosystems and the greater bioregion.

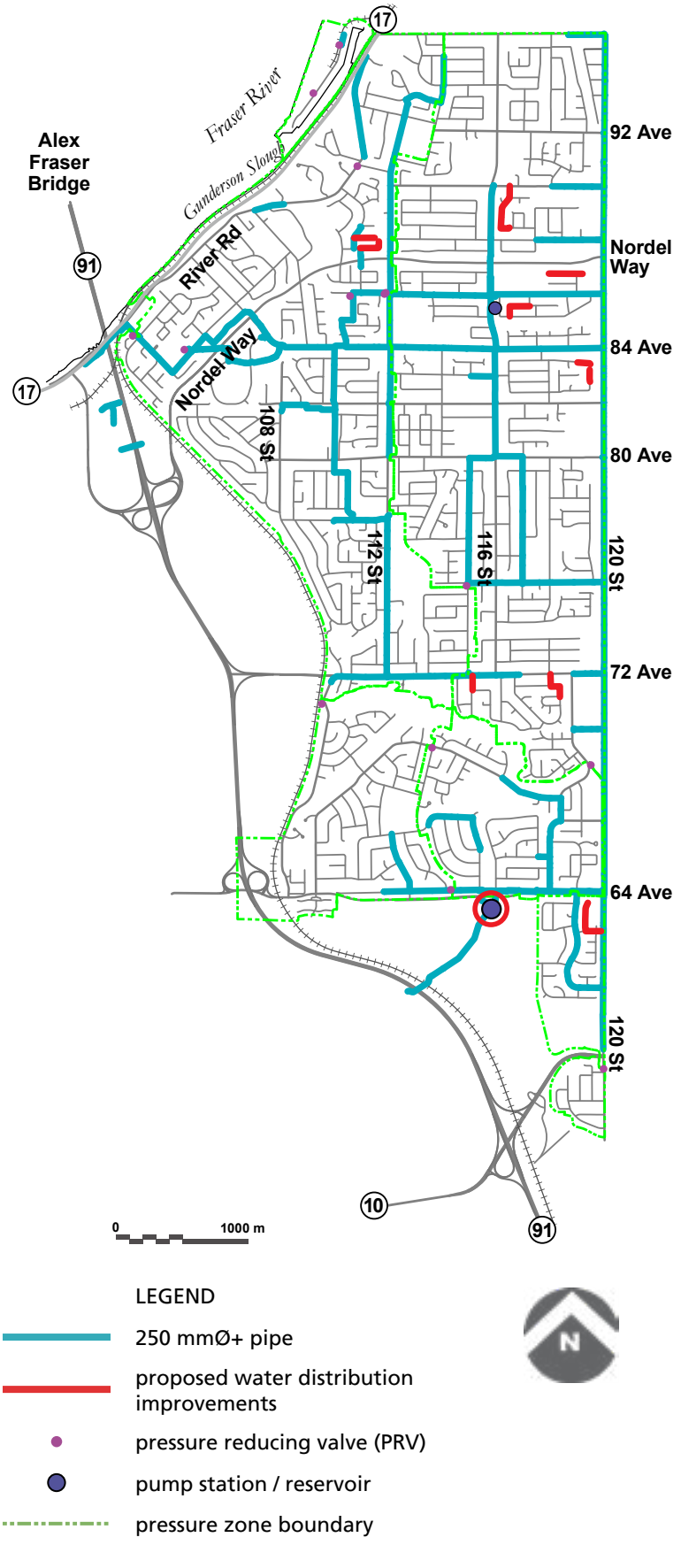
Policy J.3: Xeriscaping

Encourage new developments to incorporate landscape treatment which uses native and drought tolerant plant species, and reduces or eliminates the need for supplemental watering.

Policy J.4: Potable Water

Continue upgrading systems to secure adequate potable water supply for present and future domestic, industrial, and commercial uses, and for fire protection services.

Water System



Rev - March 2015

www.delta.ca

Storm Sewer System



LEGEND

- storm sewer
- proposed storm sewer improvements
- ravines / open ditch

N

Policy J 5: Storm Sewerage System

Continue to maintain and upgrade storm sewer systems to meet existing and future needs.

Policy J.6: Liquid Waste

Where opportunities arise, such as through new development, encourage the use of best management practices and consider opportunities for water reuse and recycling.

Policy J.7: Sanitary Sewer Systems
Continue to maintain and upgrade sanitary sewer systems to ensure there is adequate sanitary sewer system capacity for present and future population needs.

Policy J.8: Waste Separation
Require the allocation of space for three-stream waste separation (recyclables, organics/compostables, and residual garbage) in all new multiple-family residential, institutional, commercial, mixed-use and industrial developments.

Policy J.9: Sorting of Waste at Demolition and Construction Sites
Encourage the sorting of mixed loads of waste at demolition and construction sites as part of the building permit process. Permit off-site sorting where on-site sorting is not possible.

Sanitary Sewer System



Objective J(b) District Energy Systems

To explore opportunities for the establishment and use of district energy systems and renewable energy in new development.

Policy J.10: District Energy Plan

Initiate a District Energy Plan to define where district energy may be most viable and applicable within North Delta. Explore both municipally-led and private development opportunities to implement district energy utilities.

Policy J.11: "District Energy Ready" Developments

Encourage developers to design mechanical systems of new buildings in medium and high density and mixed-use areas to be compatible with district energy systems.

Policy J.12: District Energy and/or Renewable Energy

Review and revise development regulations to require district energy and/or renewable energy use or to encourage district energy and/or renewable energy use through incentives.

Footnotes:
OCP Amendments - Schedule C.1

1. Amend. Bylaw No. 7326, 2014: Added new Schedule C.1.

2. Amend. Bylaw No. 7378, 2014: Added MDR designation.

3. Amend. Bylaw No. 7378, 2014: Added policy D.18.

4. Amend. Bylaw No. 7378, 2014: Added Policy E.5.

5. Future Land Use Plan Amendments:

    - Amend. Bylaw No. 7378, 2014: Added MDR(ND) to the legend.
    - Amend. Bylaw No. 7378, 2014: Relabeled MDR properties MDR(ND).
    - Amend. Bylaw No. 7378, 2014: Designated Chateau Wynd parkland P.
    - Amend. Bylaw No. 7378, 2014: Designated 85B Ave. property ISF(ND).
    - Amend. Bylaw No. 7378, 2014: Designated 80 Ave. property ISF(ND).
    - Amend. Bylaw No. 7378, 2014: Designated Larson Rd. property ISF(ND).
    - Amend. Bylaw No. 7378, 2014: Designated parkland next to Dunlop Rd. P.
    - Amend. Bylaw No. 7378, 2014: Designated portion of Huff Blvd. Park P.
    - Amend. Bylaw No. 7378, 2014: Designated Glenbrook Pl. property ISF(ND).
    - Amend. Bylaw No. 7281, 2014: Designated 82B Ave. property ISF(ND).
    - Amend. Bylaw No. 7359, 2014: Designated Centre St. property ISF(ND).
    - Amend. Bylaw No. 7585, 2017: Designated Delta Gardens MDR(DG).
    - Amend. Bylaw No. 7436, 2015: Designated Higgens property MGR.
    - Amend. Bylaw No. 7740, 2018: Designated 118 St. property ISF(ND).

6. Amend. Bylaw No. 7378, 2014: Corrected typing error.

7. Amend. Bylaw No. 7378, 2014: Corrected policy number reference.

8. Amend. Bylaw No. 7378, 2014: Corrected policy number reference.

9. Amend. Bylaw No. 7585, 2017: Added MDR(DG) designation.

10. Amend. Bylaw No. 7585, 2017: Added allowance for underground parking for adjacent residential.

11. Amend. Bylaw No. 7811, 2018: Added corrected Existing Land Use Map.

12. Amend. Bylaw No. 7811, 2018: Added reference to Delta Gardens site to Nordel Social Heart Future Land Use diagram.

13. Amend. Bylaw No. 7740, 2018: Permitted residential density of 31 uph for 118 St. property.

14. Amend. Bylaw No. 7740, 2018: Changed illustration to show residential infill south of church.

15. Amend. Bylaw No. 7740, 2018: Added 118 St. parcel to residential infill area.

16. Amend. Bylaw No. 7818, 2018: Permitted residential density of 260 uph for portion of Nicholson Rd. property.

17. Amend. Bylaw No. 7375, 2014: Added clause regarding ground level retail and commercial uses.

18. Amend. Bylaw No. 7932, 2020: Added density exemption to RG(ND) designation for 8700 block of 112 Street (PID 004-030-672)

19. Amend. Bylaw No. 8110, 2023: deleted density UPH maximums for MGR, MDR(ND), MDR(SR), MDR(DG), and MU(ND)1-5.

20. Amend. Bylaw No. 8281, 2023: Added secondary suites to duplex homes.

THE CORPORATION OF DELTA
Official Community Plan

Schedule D

Schedule D.1 Tsawwassen Area Plan

Schedule D.1

Schedule "D.1" to " The Corporation of Delta Official Community Plan Bylaw No. 3950, 1985"

THE CORPORATION OF DELTA
Official Community Plan

Tsawwassen Area Plan

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B. Existing Land Uses D1-4

II. Plan Objectives and Policies D1-6

A. Community Identity D1-6

B. "Small Town"Centre D1-7

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III. Tsawwassen Future Land Use Plan D1-23

I. Introduction

The Tsawwassen Future Land Use Plan forms part of the Schedule.

A. Boundaries for the Plan

The boundaries of the Tsawwassen area for the purpose of this Area Plan are:

North: the northwesterly side of Highway 17, and the north boundary of District Lot 171 (approximately 24th Avenue);

East: the easterly side of 64th Street, and the Boundary Bay shore;

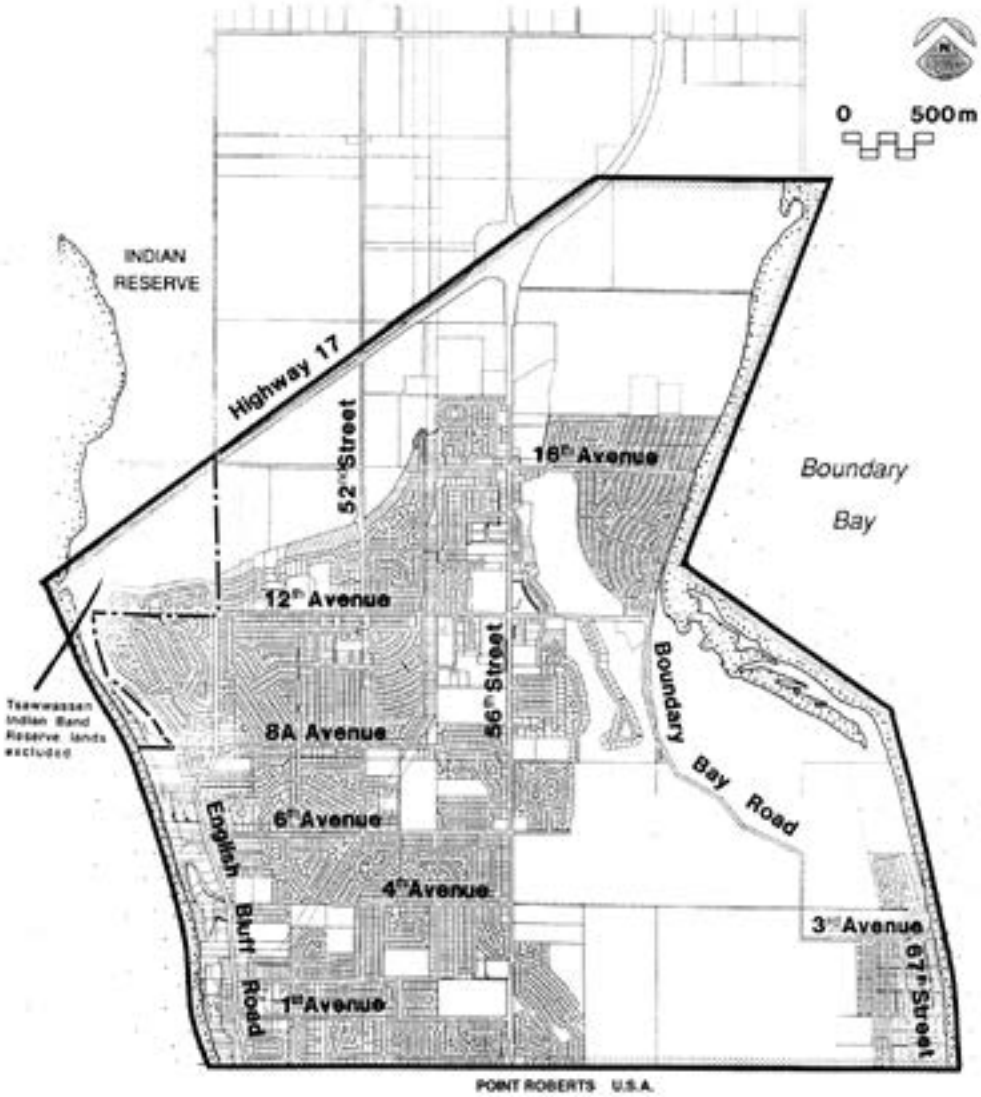
South: the International Border with the United States; and

West: the shore of the Strait of Georgia.

Excluding those lands within the Tsawwassen Indian Band Reserve, and as shown on Figure 1.

This Schedule applies only to the area shown outlined on Figure 1. In the event of any conflict between this Schedule and Schedule 'A', Schedule 'D.1' shall prevail to the extent necessary to resolve this inconsistency.

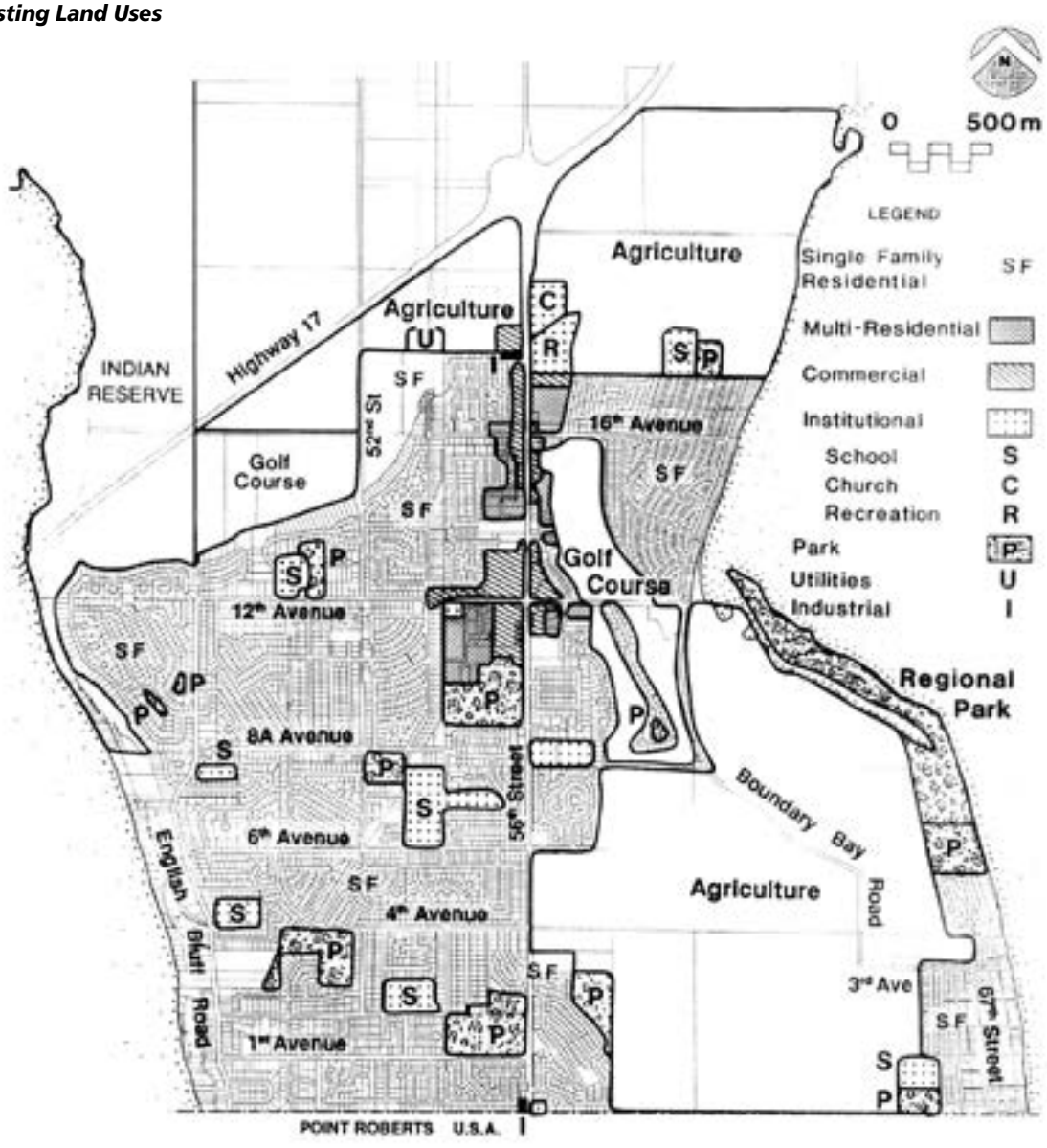
Figure 1. Tsawwassen's Boundaries



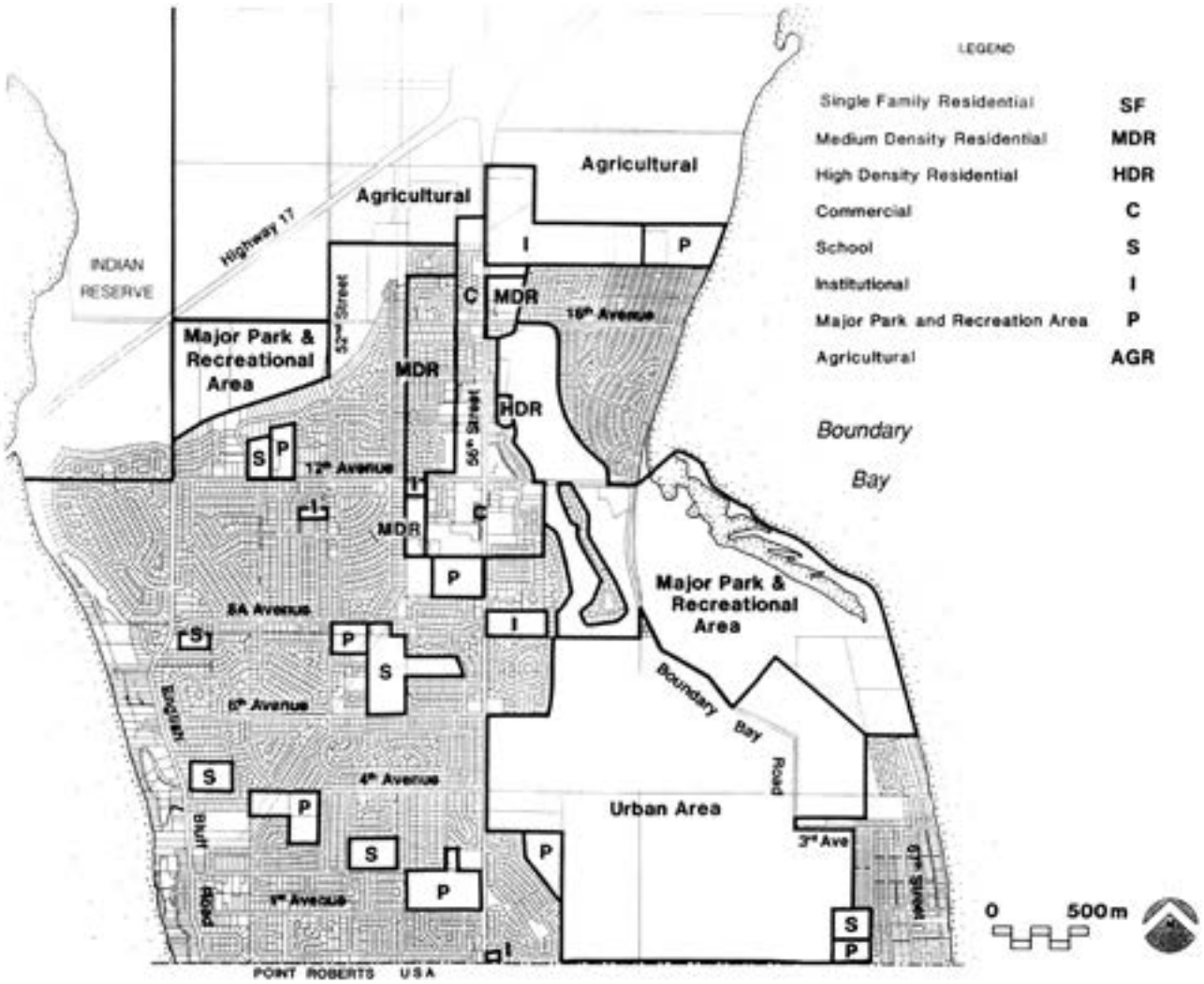
B. Existing Land Uses

Present land uses and designations for lands in the Tsawwassen area are as shown on the maps entitled "Official Community Plan Designations before adoption of the Tsawwassen Area Plan" and "Existing Land Uses".

Existing Land Uses



Official Community Plan Designations before adoption of the Tsawwassen Area Plan



II. Plan Objectives and Policies

A. Community Identity

Objective A.1 . Preserve The Semi-Rural Atmosphere

Preserve the semi-rural atmosphere of Tsawwassen, and protect and promote the identity of Tsawwassen.

Policy A.1: Retain Farming And Open Space

Limit land uses to farming operations and "open space" uses in the areas surrounding the presently developed areas.

Policy A.2: Entrance To Tsawwassen

Create an attractive, welcoming entrance to Tsawwassen.

Policy A.3: Garden Theme Throughout

Create a "garden theme" throughout Tsawwassen to set an image of the community by using vegetation indigenous to the Greater Vancouver region on road rights-of-way and encouraging their use in private developments.

Policy A.4: Recognize And Enhance Neighbourhood Identity

Recognize and enhance the unique neighbourhoods of Tsawwassen to enable people to identify, and associate with, that part of Tsawwassen in which they live.

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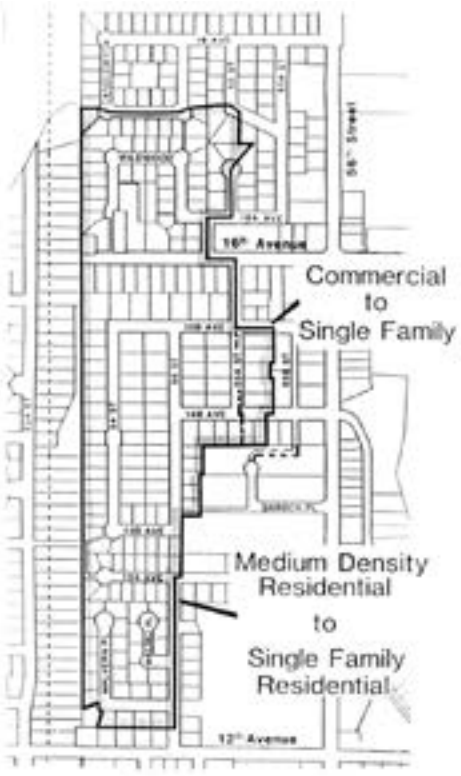
Policy A.5: Beach Grove and Boundary Bay: Retain Existing Neighbourhood Character **26**

Encourage the retention of special natural features and adopt semi-rural style engineering standards for local roads in the Beach Grove and Boundary Bay areas.

Policy A.6: The Highlands: Retain Single Family Character

Permit only Single Family Residential in the areas shown outlined on the map entitled "Highlands and Adjacent Areas to be Redesignated Single Family Residential".

Highlands and Adjacent Areas to be Redesignated Single Family Residential **17**



B. "Small Town" Centre

Objective B.1: Create A "Small Town" Centre

To create an attractive, viable and cohesive town centre, with a "small town" atmosphere, that reflects the unique characteristics and varying lifestyles of the community, and which has a pedestrian environment and includes commercial, institutional and multiple-family residential uses.

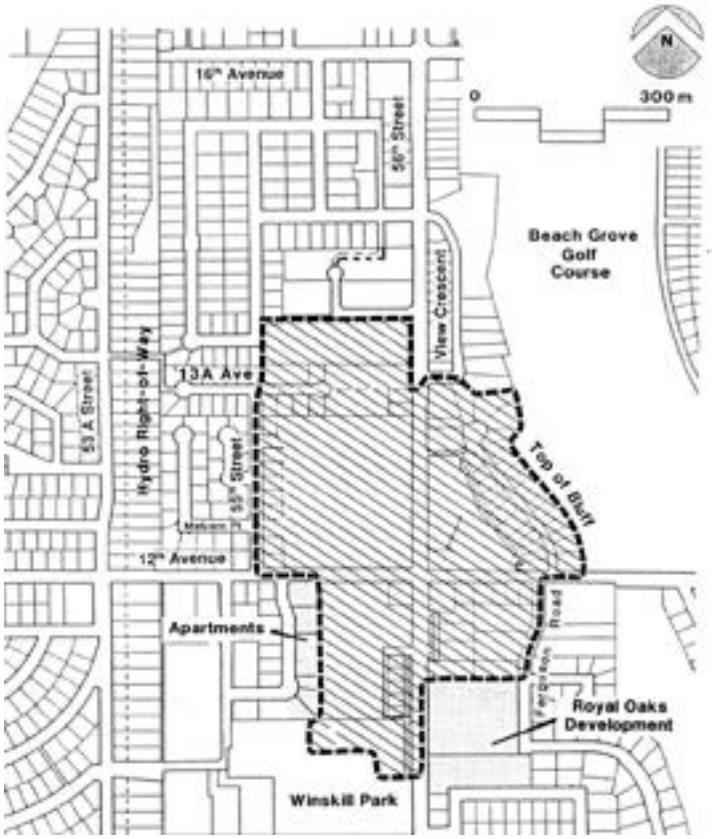
Objective B.2: Growth Focused In Town Centre

To concentrate medium density housing in and around the town centre to eliminate the necessity of consuming farmland for residential use.

Policy B.1: Town Centre Boundaries

Limit the size of the town centre by establishing the boundaries, as shown on the map entitled "Boundaries of the Town Centre", and as generally described as follows:

Boundaries of the Town Centre



Northwest quadrant: on the west: 55th Street between 12th Avenue and 14th Avenue; on the north: 14th Avenue; on the east: 56th Street; on the south: 12th Avenue.

Southwest quadrant: on the west: the property line between commercial and apartments; on the south: Winskill Park; on the north: 12th Avenue; on the east: 56th Street.

Southeast quadrant: on the south: the north property line of the Royal Oaks development; on the east: Ferguson Road; on the north: 12th Avenue; on the west: 56th Street.

Northeast quadrant: on the east: the property line generally near the top of the bluff; on the north: the southern leg of View Crescent; on the south: 12th Avenue; on the west: 56th Street.

Policy B.2: Land Use In The Town Centre

Permit retail commercial, office commercial, institutional, cultural, entertainment, open space and multiple-family residential uses in the areas designated Mixed-Use (Tsaw.) 1 [MU(T)1] in the town centre, (as indicated on the Tsawwassen Future Land Use Plan). The maximum number of multiple-family residential dwelling units in the MU(T)1 area shall not exceed 1,000. Permit multiple-family residential developments with limited retail commercial, office commercial, institutional, cultural or entertainment uses as secondary uses within the areas designated Mixed-Use (Tsaw.) 2 [MU(T)2], (as indicated on the Tsawwassen Future Land Use Plan). See Policies B.3 and B.4 for use restrictions in the areas designated MU(T)2 in the northwest and northeast quadrants.

Policy B.3: Mixed Use (Tsawwassen) 2 In The Northwest Quadrant

In areas designated MU(T)2 in the northwest quadrant, all non-residential uses must face shopping streets which traverse the northwest quadrant of the town centre. Residential uses must relate well with existing residential uses.

Building height on the properties along the east side of 55th Street is restricted to 2.5 storeys, or 9.0 metres (approximately 29.5 feet), whichever is less, on the west elevation (facing 55th Street), and 3.5 storeys, or 12.5 metres (approximately 41.0 feet), whichever is less, on the east elevation (facing the Town Centre Mall).

Policy B.4: Mixed Use (Tsawwassen) 2 In The Northeast Quadrant - Hunter Road [7]

In areas designated MU(T)2 in the northeast quadrant, encourage multiple-family residential uses which are designed to take advantage of views from the bluff on Hunter Road and permit secondary commercial uses, such as a restaurant or health club, integrated within the residential building form. Secondary commercial uses shall not exceed 10% of the total floor space of any building. Building height (see Policy B.5: BUILDING HEIGHT LIMIT) is measured from grade on Hunter Road.

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Policy B.5: Building Height Limit [27]

Limit building heights in the areas designated MU(T)1 to 6 storeys or 25 metres (approximately 82.0 feet) whichever is less, and in the areas designated MU(T)2 to 4 storeys or 17 metres (approximately 55.8 feet) whichever is less, except where a special building height limit applies as specified in Policy B.3.

Policy B.6: Restrict And Improve Automobile Service Uses In The Town Centre

Permit existing automobile service uses to remain within the town centre provided existing service bays are retained. Require, as a condition of redevelopment, or encourage, in the absence of redevelopment activity, operators of existing automobile service stations to provide a more pedestrian-friendly environment.

Policy B.7: 56th Street Within The Town Centre

Work with the Ministry of Transportation and Highways (MTH) to improve the pedestrian environment along 56th Street and the sense of entry to the Tsawwassen Town Centre.

Policy B.8: 12th Avenue: Main Street

Encourage development along 12th Avenue to provide a "main street" character within the town centre.

Policy B.9: Shopping Streets

Encourage new development and redevelopment to provide one or more "shopping streets", or portion(s) thereof, with any new development or redevelopment within the town centre. These shopping street(s) should accommodate pedestrians and cyclists separately and should connect: one side of each site to the other; to the shopping street network on an adjacent site(s); and to public open space including a Town Square.

Policy B.10: The Pedestrian Network

Require new development and redevelopment proposals to include a pedestrian circulation plan to show routes across the subject property, connections to adjacent properties and pedestrian amenities as part of a continuous, high quality, pedestrian network within and between the four quadrants of the town centre. This network should feature a variety of routes (i.e., along shopping streets, interior and exterior shopping arcades, public sidewalks, etc.), within all quadrants. The routes should link a variety of public open spaces, town centre services and facilities.

Policy B.11: Town Centre Parks And Open Spaces

Work with property owners in the Tsawwassen Town Centre to create a town square, publicly accessible viewing areas on Hunter Road, and Highlands Park.

Policy B.12: Parking

Require, as a condition of redevelopment, or encourage, in the absence of redevelopment activity, property owners to improve the appearance of surface parking lots while continuing to provide adequate, accessible parking in the town centre. Underground parking should be considered when feasible. **28**

C. *Medium Density Transition Areas Around the Town Centre*

Objective C.1: Transition Areas Around The Town Centre

To provide a transition between the town centre and surrounding single family neighbourhoods, and to create an identifiable commercial focus in the town centre.

Policy C.1: Multiple-Family Housing Around The Town Centre

Encourage the development of apartments and townhouses around the town centre to provide a transition to the single family areas and between the town centre and the service commercial area.

Policy C.2: Building Height Limit [29]

Limit building heights in the areas designated MDR to 3 storeys or 11 metres (approximately 36 feet) whichever is less, except for the lots within the area outlined in bold on the "Four Storey Height Limit Boundary" map below, where the building heights may be increased to a maximum of 4 storeys or 17 metres (approximately 55.8 feet) whichever is less.

Notwithstanding the foregoing, building height for Lot 21 and 22 North 1/2 Section 11 Township 5 Plan 23766 New Westminster District shall not exceed 3 storeys or 11 metres, whichever is less, on the View Crescent (west) elevation, and 7 storeys or 22 metres, whichever is less, on the Beach Grove (east) elevation. [5]

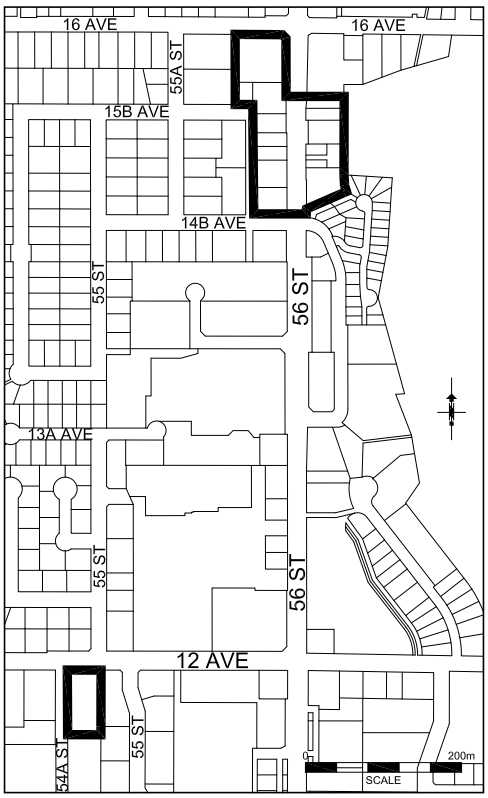
Policy C.3: Density In The Medium Density Transition Areas

Limit gross floor space ratios in the medium density areas outside the town centre to 1.45 except for lots within the area outlined in bold on the "Four Storey Height Limit Boundary" map referred to in Policy C.2, where the gross floor space ratios may be increased to a maximum of 2.0. [30]

Notwithstanding the foregoing, the gross floor space ratio for the property located on the north-west corner of 56 Street and 14B Avenue (1497 - 56 Street) being P.I.D. 010-164-766, shall not exceed 1.97. [21]

Policy C.4: Service Commercial Concentration

Concentrate the service commercial (auto-oriented) uses in an area on the west side of 56th Street, north of 16th Avenue, to north property line of Sundial Square. Encourage replacement of one-storey commercial uses along 56th Street by apartments or townhouses.



Four Storey Height Limit Boundary [34]

D. The Southlands - Agriculture

Objective D.1: Preserve Agricultural Land

To preserve the farmlands within the Southlands for agricultural uses, thus reinforcing the Official Community Plan objective of preserving farmland for the food production needs of future generations.

Objective D.2: Retain the "Guichon' Property for Agriculture [35]

Retain the entire property formerly known as the "Guichon" Farm, as shown on the map entitled "Southlands Agricultural Area and Guichon Property", for agriculture.

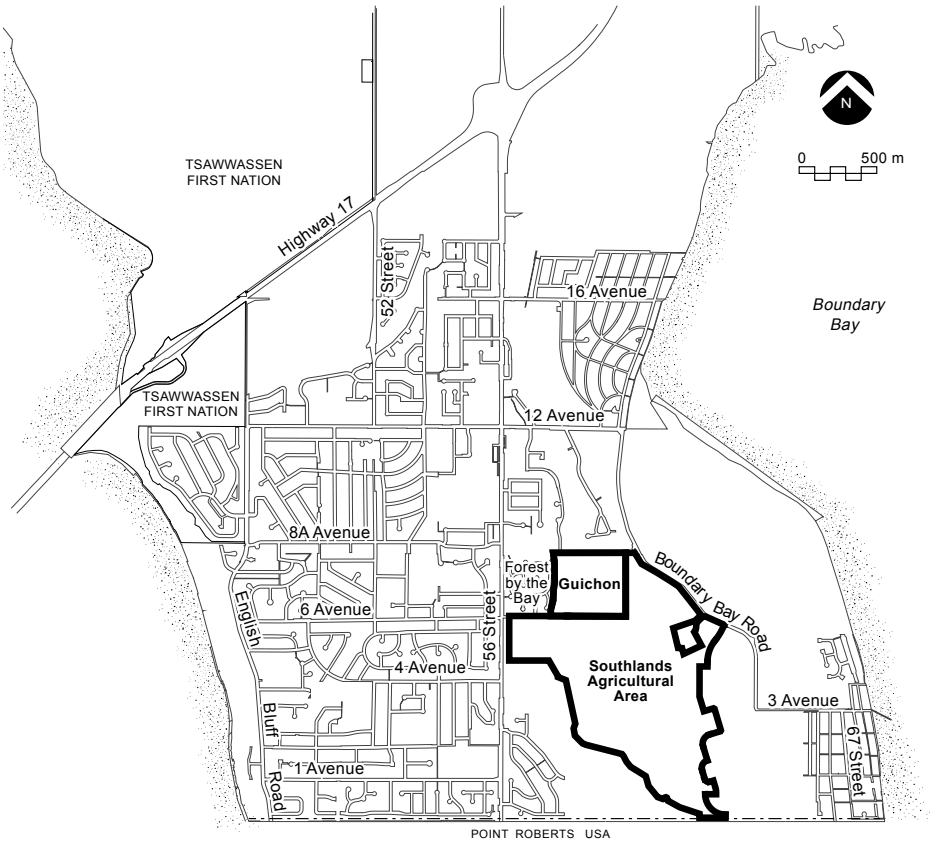
Policy D.1: Activate Agriculture in the Southlands Agricultural Area [35]

Create a publicly owned farm area in the Southlands Agricultural Area, as shown on the map entitled "Southlands Agricultural Area and Guichon Property", that supports the following:

- large scale and small scale farm use;
- soil-based food production;
- leasing land to farmers; and
- retention of demonstration garden.

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Southlands Agricultural Area and Guichon Property [35]



E. Transportation

E.1 Roads and Traffic

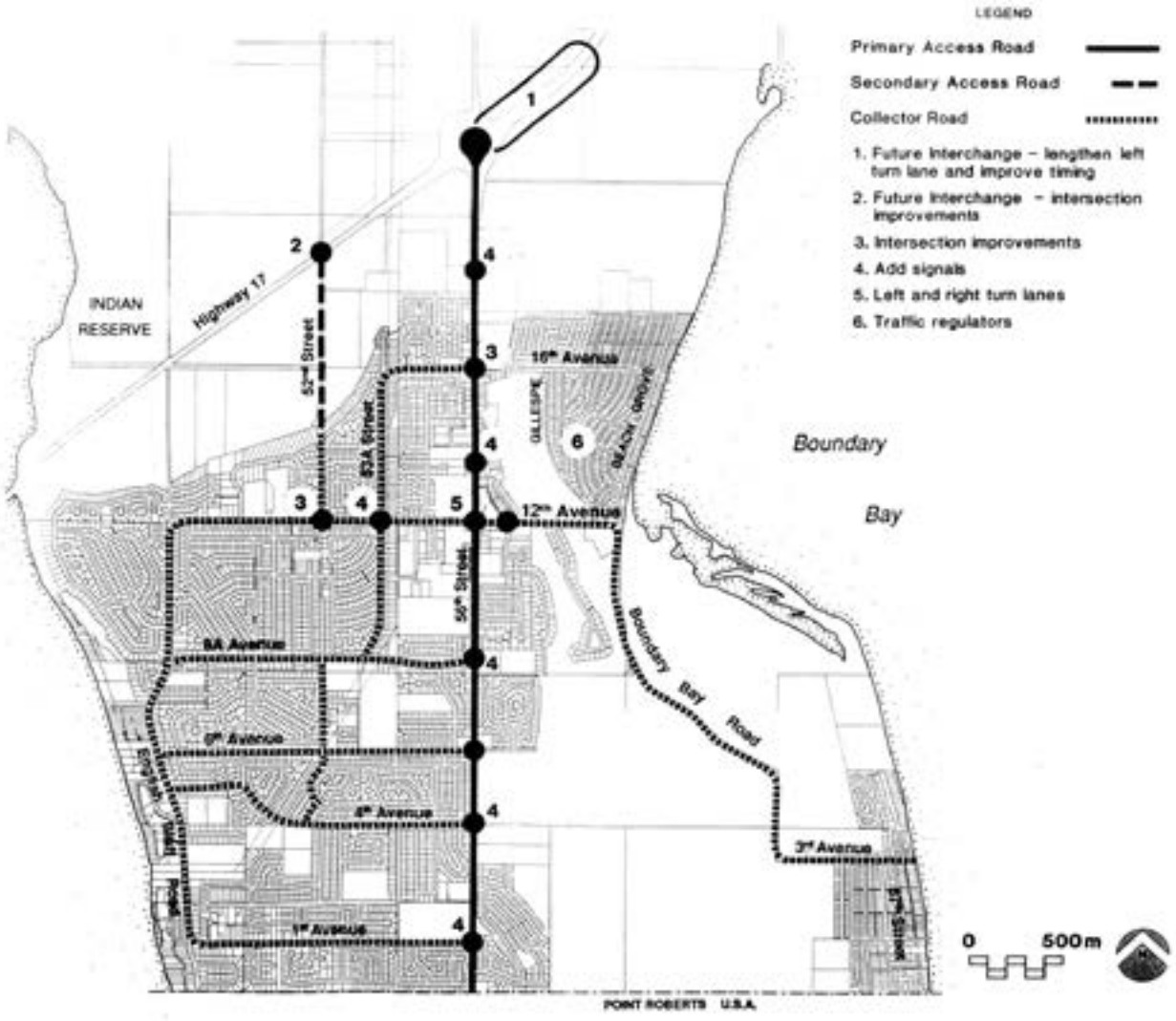
Objective E.1: Improve Traffic Flow
To improve access to, exit from, and circulation within Tsawwassen, with a minimum impact upon residential communities and agricultural lands.

Policy E.1: Access Roads
Maintain access and exit routes from Tsawwassen via 56th and 52nd Streets. Request the Ministry of Transportation and Highways (MTH) to improve access to 56th Street from Highway 17 and to install traffic signals at major intersections on 56th Street. Upgrade 52nd Street at its intersections with Highway 17 and 12th Avenue.

Policy E.2: Local Traffic
Collect local traffic to 52nd and 56th Streets by designated collector streets: 1st, 4th, 6th, 8A, 12th, 16th and 18th Avenues (east-west); English Bluff Road, Boundary Bay Road and 53A Street (north-south).

Policy E.3: Treatment Of 56th Street Traffic
Encourage the Ministry of Transportation and Highways to limit the width of 56th Street to two travel lanes in each direction, plus dedicated left turn lanes at intersections.

Future Road Network Plan and Traffic Improvements



Policy E.4: Border Crossing
Encourage the Federal government to maintain one border crossing at Point Roberts with no increased capacity.

Policy E.5: No Roads Through Northern Farms
Avoid further intrusion of roads and highways into farms to the north and east of the developed areas of Tsawwassen. Encourage the Ministry of Transportation and Highways (MTH) to comply with this policy.

E.2 Public Transit

Objective E.2: Promote Public Transit Use
To encourage the increased use of public transit for both commuting and local trips in order to conserve fuels, avoid building new roads, decrease air pollution, and to decrease traffic congestion.

Policy E.6: Convenient Transit Service
Work with appropriate senior government agencies to continue to make public transit more available, accessible, and convenient.

Policy E.7: Bus Stopping Bays
Work with the Ministry of Transportation and Highways (MTH) to establish separate stopping bays at all bus stops on 56th Street. Establish bus stopping bays on 12th Avenue within the town centre.

E.3 Bicycle Routes and Pedestrian Paths

Objective E.3: Alternatives To Automobile
To encourage pedestrian and cycle circulation between the main destination points within Tsawwassen as an alternative to the automobile. These routes would be used for short trips as well as providing recreational opportunities and access to the many amenities Tsawwassen has to offer.

Policy E.8: Pedestrian And Cycle Network
Develop a pedestrian and cycle network which links Tsawwassen, Ladner and North Delta, local neighbourhoods, schools and parks, the town centre, the beaches and other destinations in Tsawwassen to one another in a continuous system.

F. The Natural Environment

Objective F.1: Protect Natural Areas & Enhance Public Enjoyment

To enhance public enjoyment of the natural environment and to protect important habitat types.

Policy F.1: Preservation Of Vegetation

Encourage the preservation, in their natural states, of existing trees and significant vegetation as wildlife habitat.

Retain as many trees as possible during site development or redevelopment. Require a two-to-one replacement ratio for trees removed as part of the development or redevelopment of commercial, multiple-family residential, or more than two single-family units. [15]

Policy F.2: Boundary Bay Area Study

Work with Federal, Provincial, and Regional agencies and public interest groups in the completion of the Boundary Bay Area Study.

Policy F.3: Nature Parks

Support the creation of nature parks in Tsawwassen by public agencies, senior governments and non-profit agencies, including the expansion of the existing GVRD park.

Policy F.4: Assist Wildlife Management

Encourage the property owners to consider management of all or portions of the farmland on the Southlands and north of the urbanized areas in a manner which is suitable for wildlife management.

Policy F.5: Drainage Patterns

Protect farms, existing developments, wildlife habitat and other properties from deterioration caused by changes in drainage patterns or water table level.

Policy F.6: Floodproofing

Developments on the floodplain are to be built to Provincial floodproofing standards.

Policy F.7: Retain Bluff Stability

Any new construction above, below, or on the bluffs on the north, northwest and west sides of Tsawwassen is to be safe both for the new structure and its inhabitants, as well as for existing structures and residents.

Policy F.8: Maintain The Natural Shore

Restrict changes to the shoreline and the construction of any structures in the intertidal zone, unless it can be shown that the natural shore geological and biological processes will not be altered in a detrimental way.

Policy F.9: Tsawwassen Beach Access

Study the feasibility and cost to develop at least two public access points to Tsawwassen Beach.

Policy F.10: Beach Grove Beachfront Path

Clear debris along the beach in Beach Grove to improve public access.

Policy F.11: Views To The East

Preserve the long and short range views of Boundary Bay and the views over the open space of the Southlands from the hills which overlook them.

Policy F.12: Views To The West And North

Establish viewpoints for the enjoyment of the views to the Strait of Georgia to the west and to the mountains to the north from the northern and western bluffs.

G. Historical and Archaeological Sites

Objective G.1: Historical Preservation And Awareness

To recognize, protect, and promote public appreciation of native peoples' village sites, artifacts and European pioneers' heritage buildings and historic objects found within Tsawwassen.

Policy G.1: Archaeological Sites

Continue to incorporate the recognition, exploration and protection of archaeological sites into the development process.

Policy G.2: Archaeological Surveys

Require an archaeological survey or an exemption from the Provincial Archaeological Branch for development in any Archaeological Find Area or Archaeological Potential Area as defined by the Provincial Archaeological Branch. [36]

Policy G.3: Archaeological Awareness

Enhance the protection and preservation of archaeological sites and artifacts by raising public awareness and knowledge.

Policy G.4: European Settlement Sites

Continue to promote the recognition and protection of European heritage sites.

H. Recreation, Culture, Parks, and Education

Objective H.1: Adequate Facilities
To provide adequate indoor and outdoor facilities to meet the recreational, cultural, and educational needs of Tsawwassen residents during the 10-year term of this plan.

Policy H.1: Upgrade Existing Fields
Upgrade and maximize utilization of existing parks and school fields for public recreation prior to developing new playing fields.

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Policy H.2: Causeway Park
Support the creation of a park, perhaps operated by the Greater Vancouver Regional District, on the south side of the B.C. Ferries causeway.

Policy H.3: Highlands Park
Obtain about 0.6 hectares (approximately 1.47 acres) near 13A Avenue and 55th Street for a neighbourhood park for residents of the Highlands and the northwest quadrant of the town centre. 2

Policy H.4: Culture At The Heart
Locate cultural, social, and educational facilities at the heart of Tsawwassen, in the town centre, adjacent to a town square, a plaza, or a park, rather than on the periphery, as much as is practical.

Policy H.5: School Facilities
Continue the consultative process with School District No. 37 (Delta) to ensure that educational facilities meet the needs of children and adults in the community.

I. Agricultural Areas North of Town

Objective I.1: Preserve Agricultural Land

To preserve the farmlands north of the urbanized area for agricultural uses, thus reinforcing the Official Community Plan objective of preserving farmland for the food production needs of future generations.

Policy I.1: Retain For Agriculture [32]

Limit the use of the Agricultural designated lands between the areas presently developed for urban uses and Highway 17 to agriculture only.

J. Housing Variety for All Incomes

Objective J.1: Housing Variety

To create a mix of housing types for people of all ages and incomes.

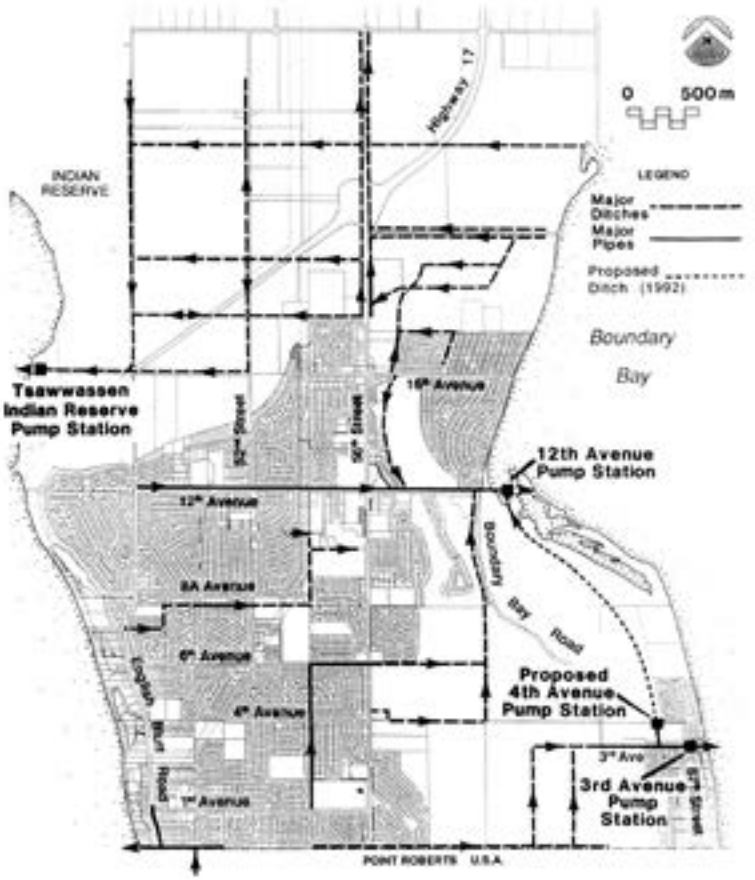
Policy J.1: Mix Of Housing Types

Permit a mix of single family, duplex, townhouse, cluster housing, and apartments within Tsawwassen.

Policy J.2: Social And Affordable Housing

Encourage the provision of social, affordable, rental and special needs housing on an equitable basis throughout Tsawwassen.

Major Components of Drainage Systems



K. Engineering Services

Objective K.1: Adequate Water And Sewer Systems

To ensure an adequate water supply and storm and sanitary sewer system for Tsawwassen.

Policy K.1: Water Supply

Continue upgrading programs to supply adequate water.

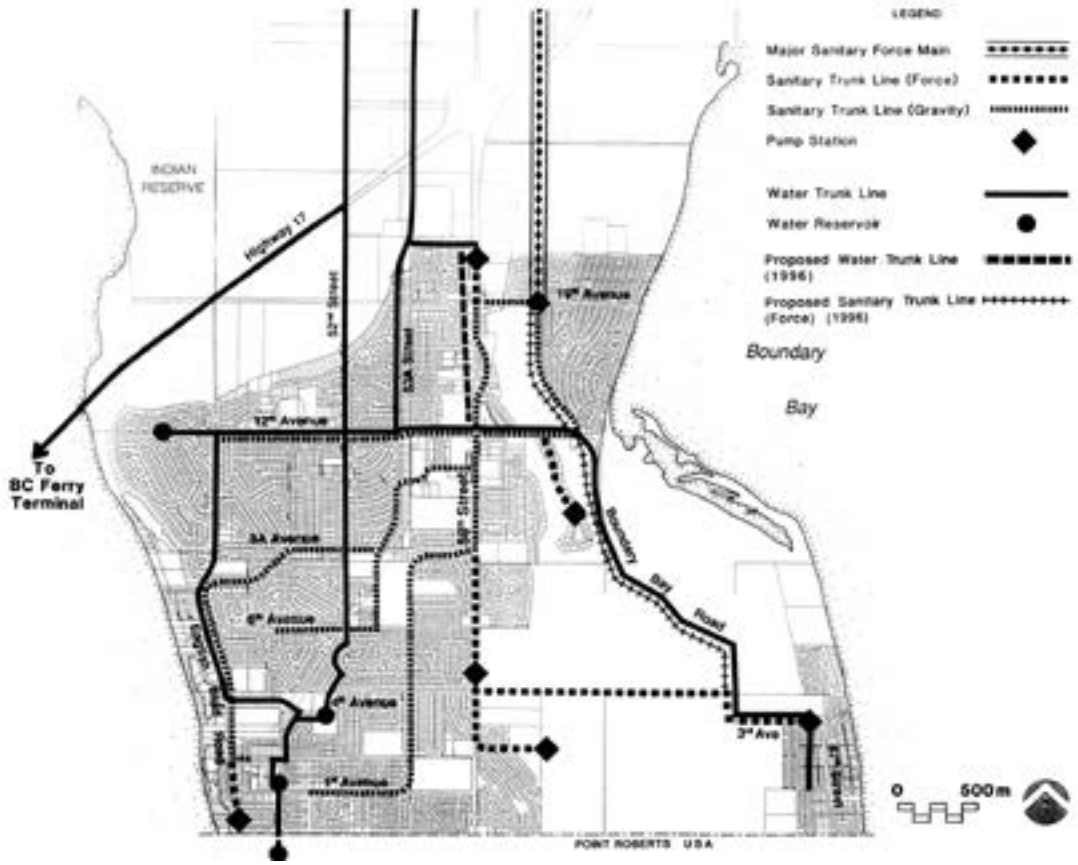
Policy K.2: Sanitary Sewer System

Upgrade sanitary sewer systems as required to accommodate new development.

Policy K.3: Drainage System

Upgrade the drainage system as required to accommodate new development.

Water and Sanitary Services



L. Developments Adjacent to Tsawwassen

Objective L.1: Adjacent Jurisdictions

To co-ordinate planning with other jurisdictions adjacent to Tsawwassen to avoid future problems within Tsawwassen.

Policy L.1: Tsawwassen First Nation

Maintain communication with the Tsawwassen First Nation in relation to community planning and development policies and initiatives and other issues of mutual interest. [33]

Policy L.2: Point Roberts Future Growth

Co-ordinate with United States planning authorities regarding future growth in Point Roberts, Washington, to ensure they are aware of potential problems in Tsawwassen.

M. Population Statistics and Projections [14]

Objective M.1: Population Growth

To maintain the unique character, lifestyle and livability of Tsawwassen.

Policy M.1: Population Growth

Permit moderate population growth in Tsawwassen during the 10-year term of this plan.

Anticipated Population Growth

A. = the estimated current population for Tsawwassen

B. = approved developments not yet constructed or occupied and rezoning and subdivision applications (outside the town centre and medium density transition areas) under consideration by the Municipality. Household sizes are assumed to be:

Single Family (SF)	=	2.90
Townhouses (TH)	=	2.30
Apartments (APT)	=	1.55

C. = an estimate of the possible growth resulting from this plan.

In some areas, the existing single family homes will be replaced by new developments.

A variation in population of +/— 10% could result from larger or smaller units being built (but still having a total floor area within the allowed floor space ratio).
The Grand Total is the sum of A+B+C.

		UNITS	POTENTIAL POPULATION	POPULATION
A:	**Estimated Current Population (August 1, 1997)**			**21,410**
B:	**Approved developments not yet constructed or occupied and development proposals**			
	Approved developments			
	Single Family	7 SF	20	
	Imperial Village (Phase III)	20 SF	58	
	Shultz (55th Avenue)	18 MF	28	
	The Pillars	61 MF	94	
	Windsor Woods	126 MF	195	
	Sandollar 2	13 MF	20	
			415	
	Proposals			
	Single Family Applications	9 SF	26	
	Windgrove	12 MF	19	
	Sandalwood	13 MF	20	
			65	**480**
C:	**Possible population from potential units generated by this plan**			
	Town Centre (28 single family units lost)	924 MF	1,432	
	Transition areas (24 single family units lost)	222 MF	344	
			1,776	
	(Assuming a 10% variation)			**1,599 - 1,953**
	Total Potential Population (at the end of the 10-year term of this Plan)			**23,495 - 23,849**

N. Fiscal Responsibility

Objective N.1: Fiscal Responsibility

To conduct planning which is fiscally responsible.

Policy N.1: Fiscal Planning

Co-ordinate the area plan requirements with Municipal budgets and other funding sources.

O. Public Participation

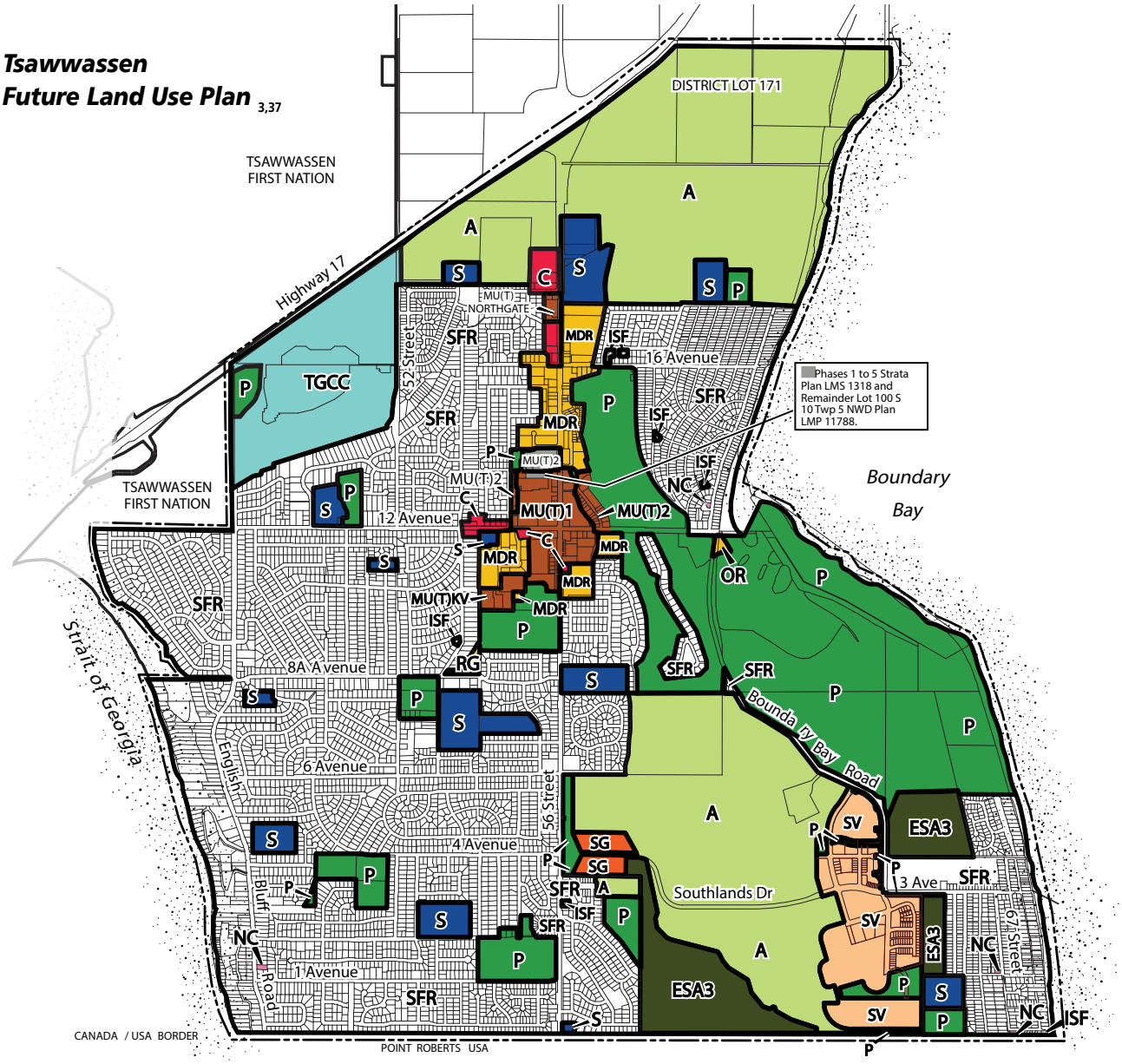
Objective O.1: Public Participation

To ensure the community is given the opportunity to provide commentary on Development Permit applications in the entrance to Tsawwassen and the Tsawwassen Town Centre.

Policy O.1: Public Meeting Requirement

Require all development permit applications in SD1-A and SD1-B, except those pertaining to balcony enclosures or signs, to go to a public meeting to receive public commentary. [6]

Tsawwassen Future Land Use Plan 3,37



LEGEND

For Future Land Use Plan designation definitions, refer to the "Land Use Plan Designations" section of Schedule A.

SFR	Single Family Residential
ISF	Infill Single Family Residential
OR	Other Residential
MDR	Medium Density Residential
C	Commercial
NC	Neighbourhood Commercial
S	Institutional (including schools, churches, recreation centres)
P	Parks and Recreation Areas
SV	Southlands Village
SG	Southlands Gateway
TGCC	Tsawwassen Golf and Country Club
A	Agricultural
ESA3	Environmentally Sensitive Area
MU(T)1	Mixed-Use (Tsawwassen) 1
MU(T)2	Mixed-Use (Tsawwassen) 2
MU(T) NORTHGATE	Mixed-Use (Tsawwassen) Northgate
MU(T)KV	Mixed-Use (Tsawwassen) KinVillage

N

0 500 1000 1500

METRES

Rev - August 2023

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Footnotes: OCP Amendments - Schedule D.1

1. Amend. Bylaw No. 4906, 1992: Added Schedule D.1.

2. Amend. Bylaw No.5030, 1993: Changed size of Highlands Park.

3. Tsawwassen Future Land Use Plan Amendments:

    - Amend. Bylaw No. 5030, 1993: Changed boundary of Highlands Park.
    - Amend. Bylaw No. 5036, 1994: Designated Ironwood Place Single Family Residential.
    - Amend. Bylaw No. 5515, 1996: Designated Troniak B&B Other Residential.
    - Amend. Bylaw No. 5571, 1997: Designated Boundary Bay Regional Park Major Parks & Recreation, and amended graphic format of plan in keeping with other Future Land Use Plans.
    - Amend. Bylaw No. 6067, 2002: Designated 6 Ave. property Single Family Residential (SFR).
    - Amend. Bylaw No. 6078, 2002: Designated 12 Ave property Commercial (C).
    - Amend. Bylaw No. 6133, 2003: Designated 12 Ave. property Medium Density Residential (MDR).
    - Amend. Bylaw No. 6513, 2006: Designated four cornerstore properties Neighbourhood Commercial (NC).
    - Amend. Bylaw No. 6610, 2008: Changed land use designation of Tsawwassen Golf and Country Club lands from P to TGCC.
    - Amend. Bylaw No. 6924, 2011: Redesignated agricultural lands north of urban boundary from park to Agricultural and deleted reference to single family properties exempted from Policy A.5.
    - Amend. Bylaw No. 7006, 2012: Designated Northgate MU(T) Northgate.
    - Amend. Bylaw No. 7125, 2012: Designated Morris Crescent property ISF.
    - Amend. Bylaw No. 7180, 2013: Designated 12 Ave. and 54A St. property MDR.
    - Amend. Bylaw No. 7378, 2014: Designated View Crescent Park P.
    - Amend. Bylaw No. 7378, 2014: Adjusted designated boundary between Brandrith Park & Cliff Dr. School.
    - Amend. Bylaw No. 7168, 2013: Added new Southlands designations.
    - Amend. Bylaw No. 7656, 2017: Designated 9A Ave. property ISF.
    - Amend. Bylaw No. 7598, 2017: Designated 16 Ave. property ISF.
    - Amend. Bylaw No. 7528, 2016: Designated Corbould Rd. property ISF.
    - Amend. Bylaw No. 7817, 2018: Designated KinVillage lands MU(T)KV.
    - Amend. Bylaw No. 7696, 2018: Designated 56 St. property ISF.
    - Amend. Bylaw No. 7841, 2019: Designated 8A property RG and a small portion P.

4. Amend. Bylaw No. 5034, 1995: Clarified wording of Policy A.5.

5. Amend. Bylaw No. 5197, 1994: Specified building height for Lots 21 and 22 on View Crescent.

6. Amend. Bylaw No. 5381, 1995: Omitted requirement for public meeting for signs and balcony enclosures from Policy O.1.

7. Amend. Bylaw No. 5286, 1994: Clarified wording regarding building height.

8. Amend. Bylaw No. 5286, 1994: Deleted six-storey height limit.

9. Amend. Bylaw No. 5286, 1994: Deleted map showing areas for six-storey building.

10. Amend. Bylaw No. 5515, 1996: Deleted Troniak B&B from the Southlands.

11. Amend. Bylaw No. 5571, 1997: Excluded Boundary Bay Regional Park from the Southlands.

12. Amend. Bylaw No. 5571, 1997: Deleted reference to Beach Grove Golf Course in describing the Southlands.

13. Amend. Bylaw No. 5535, 1997: Exempted single property from Policy A.5.

14. Amend. Bylaw No. 5554, 1997: Updated population growth chart.

15. Amend. Bylaw No. 5905, 2001: Added two for one tree policy.

16. Amend. Bylaw No. 6067, 2002: Exempt a single property from Policy A.5.

17. Amend. Bylaw No. 6078, 2002: Adjusted the boundary of a sketch in Policy A.6.

18. Amend. Bylaw No. 6302, 2003: Exempt a single property from Policy A.5.

19. Amend. Bylaw No. 6525, 2007: Exempted 1st Ave. property from Policy A.5.

20. Amend. Bylaw No. 6784, 2009: Exempted 1497 56 St. from 3 storey height limit.

21. Amend. Bylaw No. 6784, 2009: Exempted 1497 56 St. from density provisions.

22. Amend. Bylaw No. 6749, 2009: Exempted English Bluff property from Policy A.5.

23. Amend. Bylaw No. 6825, 2010: Exempted English Bluff property from Policy A.5.

24. Amend. Bylaw No. 6786, 2009: Exempted English Bluff property from Policy A.5.

25. Amend. Bylaw No. 6924, 2011: Deleted Policy A.5: 85% Rule.

26. Amend. Bylaw No. 6924, 2011: Inserted new Policy A.5.

27. Amend. Bylaw No. 6924, 2011: Deleted Building Height Limit policy and replaced it with a new Building Height Limit policy.

28. Amend. Bylaw No. 6924, 2011: Added sentence regarding underground parking.

29. Amend. Bylaw No. 6924, 2011: Amended policy regarding building height in MDR areas to allow 4 storeys in some areas.

30. Amend. Bylaw No. 6924, 2011: Added increased FSR for areas where 4 storeys are permitted.

31. Amend. Bylaw No. 6924, 2011: Deleted Policy H.2 regarding playfield complex and renumbered subsequent policies in Section H.

32. Amend. Bylaw No. 6924, 2011: Deleted reference to recreational use of agricultural lands.

33. Amend. Bylaw No. 6924, 2011: Updated policy regarding Tsawwassen First Nation.

34. Amend. Bylaw No. 7180, 2013: Extended 4 storey height limit boundary to include property at 12 Ave. and 54A St.

35. Amend. Bylaw No. 7168, 2013: Added a new Objective D.2, Policy D.1 and corresponding map.

36. Amend. Bylaw No. 7811, 2018: Updated wording of Policy G.2.

37. Amend. Bylaw No. 8110, 2023: Deleted requirement new lot widths not vary 15% from surrounding properties and deleted lots exempt from Policy A.5 from TAP maps.



THE CORPORATION OF DELTA
Official Community Plan

Schedule E

Schedule E Development Permit Area Guidelines and Requirements

THE CORPORATION OF DELTA
Official Community Plan

Development Permit Area Guidelines and Requirements

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LVC	*Ladner Village Core* 80 77	E-8.1
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Development Permit Area Guidelines and Requirements

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Development Permit Area Guidelines and Requirements

1. Land or areas of land designated LV1, $_{64}$, LVC$_{81}$, LV2, LV3, LV4, LV5, LV6, $_{19}$, SD1-A, SD1-B, SD2, SD3, SD4$_{55}$, SD5$_{70}$, ND1, ND2, ND3, ND4, ND10, ND12$_{41, 71}$, SRC, CC $_{66,}$ SPEA $_{26,46}$ 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. $_{39, 40}$

2. A Development Permit shall not be required: $_{3, 8, 9}$

(a) for accessory buildings and garages for single family residential development in any designated area except LV6; $_{36}$

(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$_{37,20}$, 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, $_{13}$

(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. $_{14}$

notwithstanding the above:

42, 71

Sections 2 (d), (e), (f), (h) and (j) do not apply to SPEA. [47]

(k) for dyke maintenance and reconstruction of other public works in "LV6 – Riverside", undertaken by the Province of BC, the municipality, or their authorized agents. [38]

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(l) in Development Permit Area SPEA, a Development Permit shall not be required in the following circumstances [48]:

(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 [76] 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.

Official Community Plan Designation

Name: **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

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 dyked 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. **32**

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.

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Ladner Village Core Development Permit Area [83]

As shown on Map IIA

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.



Elliott Street Wharf

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 Chillukthan Slough and modern commercial mall development on the east side of the Chillukthan 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

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 Chillukthan 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, Chillukthan 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.

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

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

(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 north

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.



Minimal set-backs, street trees and over height single story (typical).



Building step backs and stepped masses



Building step backs and stepped masses

(f) Entrances should be recessed.

(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).



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

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.

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.

(a) 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.

(b) 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

5.0 Intentional Design of Flood Protection Measures

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

(a) 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.






Parking accessed at the rear of the building

6.0 Floodproofing

Objective:
To protect development from flooding hazards.

(a) 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.

(b) 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.

Official Community Plan Designation

Name: **Chillukthan 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

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 Chillukthan 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.[28] 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.

Official Community Plan Designation

Name: **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.

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. [32]

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.

Official Community Plan Designation

Name: **Ladner East-Urban** [4]

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.

Justification:
The recent 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 dykes, it could reasonably be expected to be subject to flooding in the event of a failure of the dyke 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. [32]

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.

Official Community Plan Designation

Name: **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** [22]
As Shown On Map IIA.

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 dykes, it could reasonably be expected to be subject to flooding in the event of a failure of the dyke 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. [32]

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

Official Community Plan Designation

Riverside — LV6 [34]

As shown on Map IID

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 dyke 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.

6. The sequence and timing of earthworks shall be designed to minimize run-off and avoid erosion and siltation.

7. 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.

Tsawwassen Town Centre - SD1-A [5]

As shown on Map IIB

Purpose:

- Establishment of objectives and provision of guidelines for the form and character of commercial and multiple-family residential development.

Justification:

The Tsawwassen Town Centre is 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.

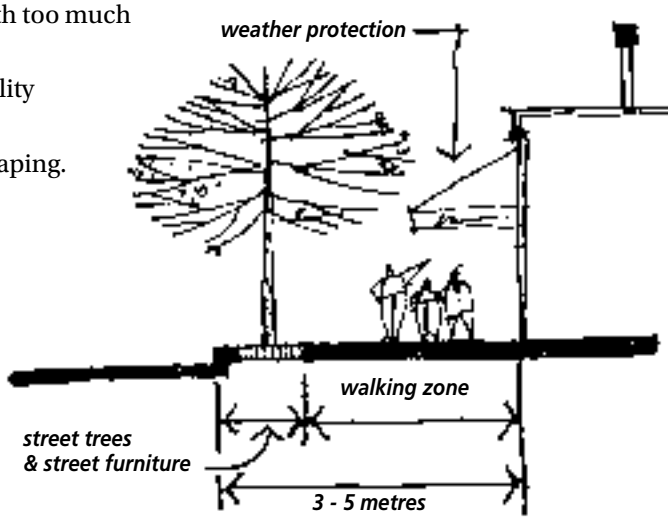
The objective of this development permit area is to set out criteria to implement town centre policies and to specifically improve its image and pedestrian environment.

1. 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 of the Tsawwassen Town Centre.



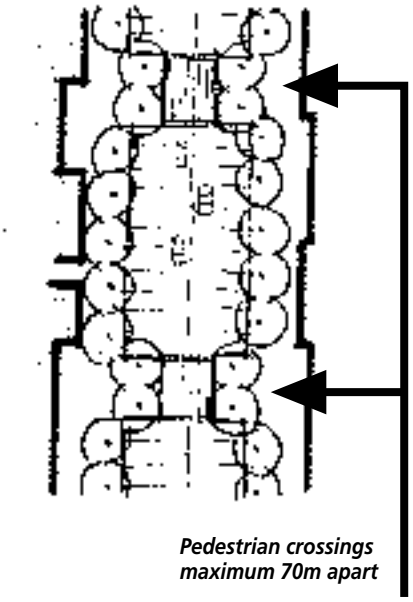
Pedestrian Routes

Requirements:

(a) 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:

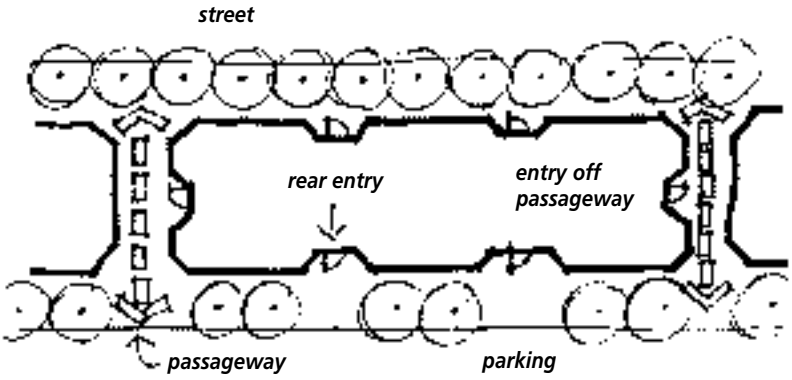
(a) A network of sidewalks along streets and pedestrian-only routes linking retail, entertainment and cultural uses, to open spaces and the surrounding neighbourhoods should be designed to maximize pedestrian comfort and use.



(b) 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.

(c) Sidewalks and walkways should be a minimum of 3 metres wide, (but 4-5 metres is preferred).

(d) 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.



(e) 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

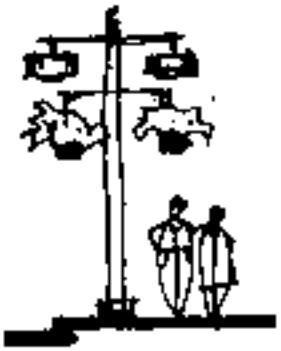
Requirements:

(a) 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.

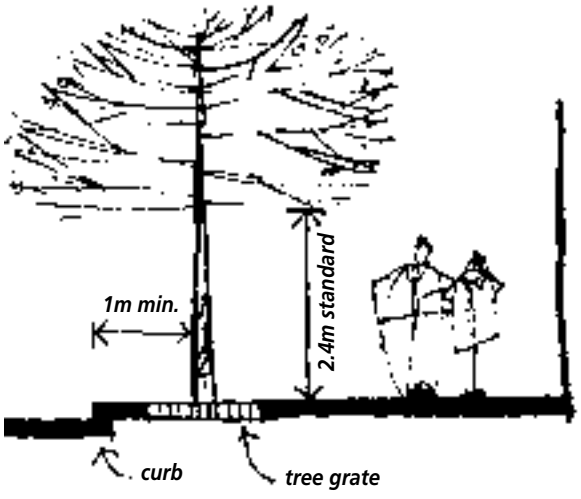
Guidelines:

(a) 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.

(b) 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:

(a) [59]

(b) Step facades of buildings to create a variety of pedestrian spaces. [17]

(c) 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).

(d) 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.

(e) All loading areas must be screened from view. Where possible, locate loading areas at the rear of buildings. Acoustical barriers should be provided.

Guidelines:

(a) 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.

(b) 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.

(c) 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

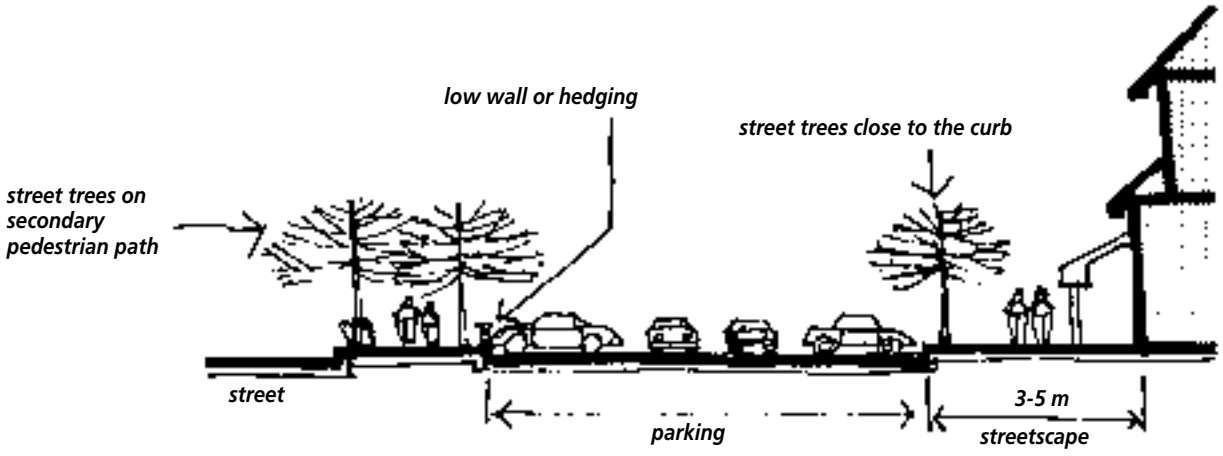
Requirements:

(a) 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.

(b) 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.

(c) 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.

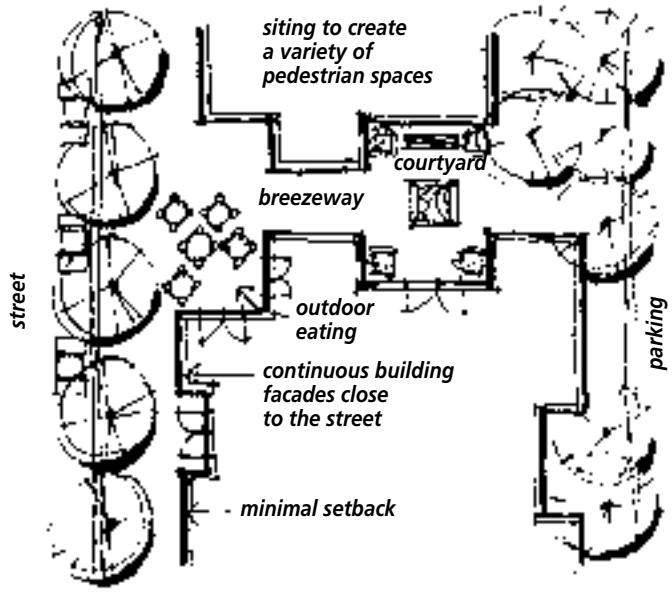
(d) On shopping streets, buildings must be sited to create a wide sidewalk (e.g., 3-5 metres) between the curb and the buildings.



Guidelines:

(a) 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.

(b) 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. 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 of the Tsawwassen Town Centre.

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. [30]

Guidelines: [31]

(a) All applications for new commercial developments and major renovations to existing commercial 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.

3. Upgrade Gasoline Service Stations

Objective:

To improve the pedestrian environment associated with gasoline service stations in the Tsawwassen Town Centre.

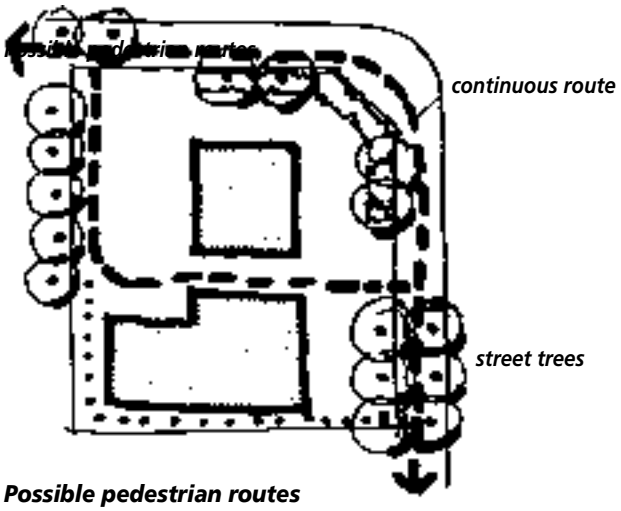
Guidelines:

(a) Landscaping, decorative paving, benches and other street furniture should be used to provide a pedestrian-friendly environment.

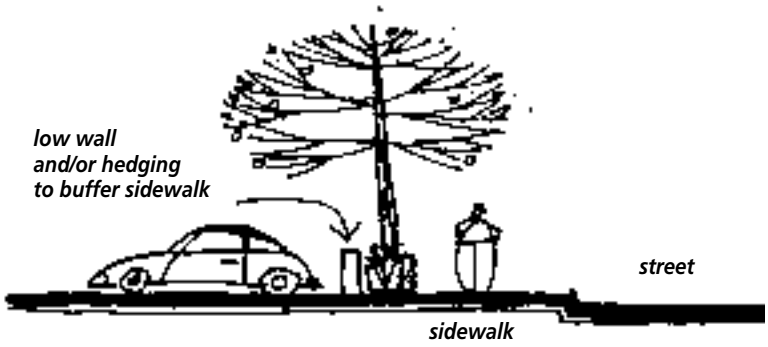
(b) Access points should be combined to eliminate those directly adjacent to the corner of two streets and a landscaped area with benches and appropriate street furniture adjacent to the intersection be developed in the resulting space.

(c) 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.

(d) A continuous, well-lighted pedestrian route should be provided around service stations.



Possible pedestrian routes



Main Street in Mallardville



4. 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:

(a) All surface parking areas shall contain planting which:

(i) buffers parking from adjacent streets and defines the edge where no building edge exists,

(ii) highlights pedestrian routes through, and

(iii) provides visual relief from large expanses of paving and parked cars.

(b) One 7 cm calliper deciduous tree for every four parking spaces is required.

(c) All landscape areas shall have a minimum width and length dimension of 1.2 m.

(d) 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.

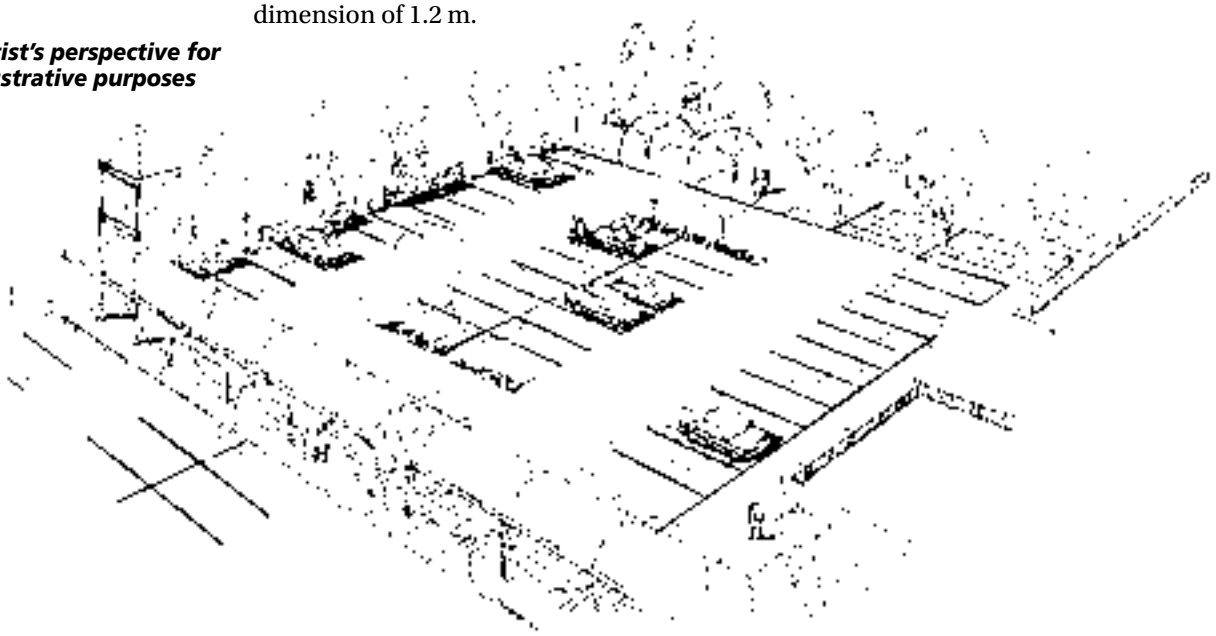
Guidelines:

(a) 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.).

(b) 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.

(c) 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.

Artist's perspective for illustrative purposes



(d) 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.

(e) 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.

(f) 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

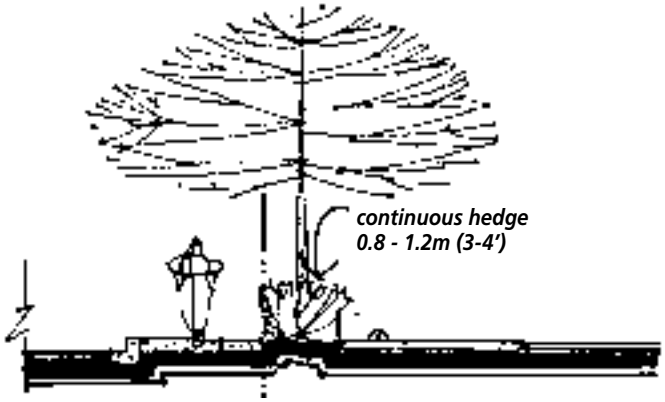
Guidelines:

(a) 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 manoeuvring space shall be provided in accordance with "The Delta Zoning Bylaw No. 2750, 1977".

Other Options For Parking

Guidelines:

(a) 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. Public Participation Required

Objective:
To ensure that the general public is aware of, and has the opportunity to comment on, all development permit applications.

Requirements:
(a) A public meeting will be required for all development permit applications except those pertaining only to balcony enclosures or signs or both. [10]

(b) While this public meeting is not a formal hearing, the general approach for notification of the public should usually follow the types of procedures for public hearings as outlined in Section 957 of the Municipal Act; e.g., publication in two issues of a newspaper and mailing to nearby property owners and tenants.

6. 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.

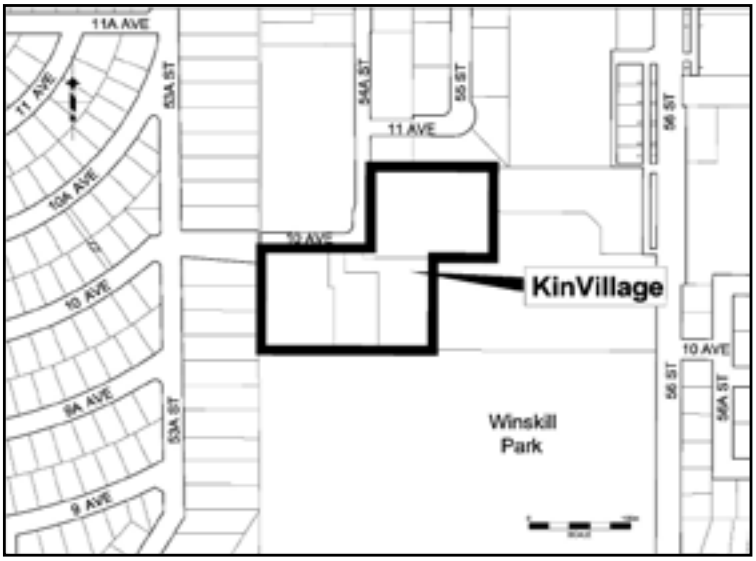
Objective:
The objective is to guide long-term phased redevelopment of the KinVillage lands and create a healthy, safe and accessible residential and care precinct.

Open Space, Site Design and Landscaping

Guidelines:
(a) 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.

(b) 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



(c) 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.



Maintain public pedestrian access

(d) Ensure site design includes bus pick-up and drop-off areas that facilitate those with mobility challenges.

(e) Plant shade trees along pathways and seating areas and retain mature healthy trees where possible.

(f) 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.

(g) 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.

(h) 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.

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

Building Character

Guidelines:

(a) Building design should reflect the residential character of the surrounding area and should not have an institutional appearance.

(b) 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.



Building height guidelines

(c) 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.

(d) 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.

(e) Design buildings with consideration of views to and from Winskill Park. Integrate on-site open spaces with park areas.

(f) Indoor and outdoor amenity spaces should be designed for broader community use and a range of demographic groups.

(g) 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.

(h) Use glazing to provide visual access to community, public and commercial uses.

(i) Use natural and durable materials as much as possible.

(j) Screen mechanical units and equipment.

Signage

Guidelines:

(a) Provide a comprehensive wayfinding/sign plan.

(b) Integrate signage with building design to complement architectural detailing.

(c) Signage should be at a pedestrian scale.

Parking and Loading

Guidelines:

(a) Accommodate parking primarily below grade with limited visitor and commercial parking (short term) at grade.

(b) Incorporate decorative paving for driveways and parking areas to encourage dual use where feasible.

(c) Ensure all parking areas (surface and underground) are well lit and directed to avoid adjacent residential uses.

(d) Locate loading and service areas away from public/pedestrian zones and screen appropriately. 74

Entrance To Tsawwassen - SD1-B

As shown on Map IIB

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 Town 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 dykes, it could reasonably be expected to be subject to flooding in the event of a failure of the dyke 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 Town Centre - SD1-A, and the following requirements apply to Development Permit Area SD1-B.

1. Floodproofing

Objective:

To protect development from flooding hazards.

Requirements:

(a) 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.)

(b) 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.

Official Community Plan Designation

Name: **English Bluff**
(Tsawwassen Escarpment)

Category: "b" (Protection of development from hazardous conditions)

Area: **Development Permit Area SD2**
As Shown On Map IIB.

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 dyke, 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.

Official Community Plan Designation

Name: **Boundary Bay Foreshore and the Southlands** [6]

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

Area: Development Permit Area SD3
As Shown On Map IIB.

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.

Tsawwassen Golf And Country Club - SD4 [56]

As shown on Map IIB

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 dykes, it could reasonably be expected to be subject to flooding in the event of a failure of the dyke system.

Guidelines:

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

1. 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. Sustainable Design

Objective:
To maximize sustainable design opportunities.

(a) Maximize retention of existing trees.

(b) Provide lot drainage in substantial conformity with the approved master storm water management plan.

(c) Orient and design buildings to maximize natural light and southern exposure.

(d) Consider providing green roofs as a sustainability feature.

(e) Provide geothermal heating and cooling systems.

(f) Use energy saving fixtures and devices in public and private areas.

(g) 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.

(h) Use storm water for irrigation where practical.

(i) 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. Parking and Loading Areas

Objective:
To enhance the areas for parking and loading/unloading and make them convenient and pedestrian-friendly.

(a) Locate surface parking areas away from the street or screened from direct views from the street with berming and landscaping.

(b) Minimize excessive use of asphalt in parking areas by ensuring each aisle accesses a double row of parking.

(c) 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.

(d) Incorporate decorative pavement to break up parking areas and to identify pedestrian routes.

(e) 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.

(f) 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.

(g) Provide long and short term bicycle parking facilities in all areas of the development.

(h) Locate loading areas in unobtrusive locations, out of direct view of residential units, the street, and the clubhouse or screen them from view.

5. Signage

Objective:
To reinforce the pedestrian-scale environment with innovative unobtrusive signage.

(a) Include a comprehensive sign plan to coordinate all signs on the site. Refer to the Delta Sign Bylaw for detailed requirements.

(b) Integrate signs with the building design to complement rather than detract from the building architecture. Pedestrian-scale projecting signs are encouraged.

(c) Free-standing signs should be low scale, and be designed to complement the architecture of buildings and integrate into landscaped areas.

(d) Minimize the number of messages on all signs.

(e) Use indirect illumination for signage. Directly illuminated signage, if used, must have opaque background.

6. Floodproofing

Objective:
To protect development from flooding hazards.

(a) 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.

(b) 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.

Southlands Village - SD5 [70]

As shown on Map IIB

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. 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 above.

(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.

Public Pathway and Pedestrian Network

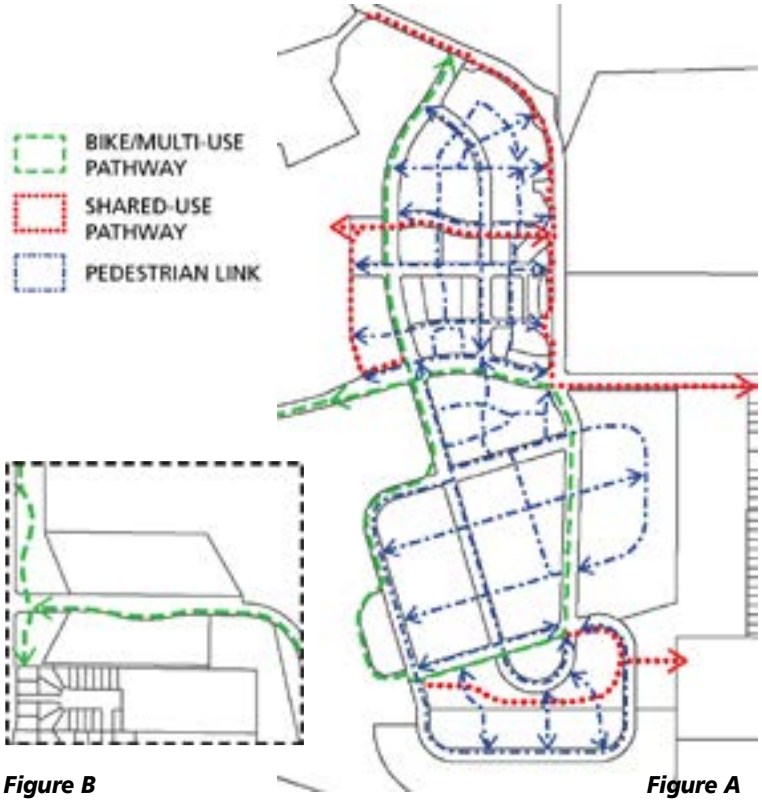


Figure A

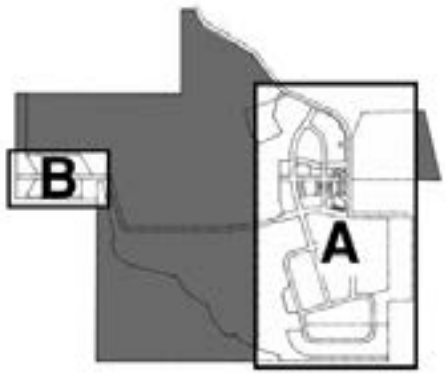


Figure B

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.

Buffer Zone Map



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.

(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.

Plan of Market Square, framed by buildings along High Street and Market Street





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.

(c) The new community building on Market Square is to draw inspiration from traditional public and institutional

Alexander/Gunn House



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 traditional, large estate-sized homes that have been adapted to accommodate a number of individual dwellings is an appropriate architectural response for cluster and multi-dwelling buildings.

- 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:
(a) Encourage the retention of existing trees.

(b) Provide lot drainage in substantial conformity with the approved master Stormwater Management Plan, and use stormwater for irrigation where practical.

(c) Orient and design buildings to consider natural light and solar heat gain on southern exposures.

(d) Use energy saving fixtures and devices in public and private areas.

(e) Encourage the use of landscaped area and permeable surfaces on the site, in public areas, and reduce the amount of non-permeable asphalt paving.

(f) 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.

(g) 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:
(a) Locate surface parking areas for commercial and multiple family residential developments behind buildings, in parking courtyards away from direct views from the street.

(b) Locate required parking in smaller parking areas dispersed throughout the community rather than in larger centralized parking areas.

(c) Incorporate landscaping into parking areas to enhance their appearance, and provide shade and screening and introduce permeable area.

(d) Incorporate decorative pavement accents in parking areas to emphasize pedestrian surfaces rather than vehicular.

(e) Provide ample pedestrian connections, including accessible connections between parking areas and buildings of a minimum of 2 m (7 ft) in width.

(f) 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.

(g) Provide short and long term bicycle parking facilities in the development.

(h) 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:
(a) Include a comprehensive sign plan in all applications to coordinate all signs on the site. Refer to the Delta Sign Bylaw for detailed requirements.

(b) Integrate signs with the building design to complement rather than detract from the building architecture. Pedestrian-scale projecting signs are encouraged where permitted.

(c) Limit free-standing signs to a low scale, not exceeding 2.4 m (8 ft) in height.

(d) Design free-standing signs to complement the architecture of buildings and integrate into landscaped areas.

(e) Use indirect illumination for signage. Directly illuminated signage, if used, must have opaque backgrounds.

Official Community Plan Designation

Name: **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.

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.

Delsom Lands - ND2 [51]

As Shown On Map IIC.

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.

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

1. 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.

A view southeast to main drive entry.



(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.



Trellis is used to define entry

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.



Public pathway through residential development.

(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.

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. 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.

Maximum Building Height



3. Sustainable Design

Objective:
To maximize sustainable design opportunities.

(a) Maximize retention of existing trees.

(b) Provide lot drainage in substantial conformity with the approved master storm water management plan for the Delsom lands.

(c) Orient and design buildings to maximize natural light and southern exposure and minimize penetration of the high summer sun into the interior space.

(d) Consider providing green roofs as a sustainability feature, including roof gardens.

(e) Provide geothermal heating and cooling systems in the commercial and seniors' apartment development and private amenity building.

(f) Use energy saving fixtures and devices in public and private areas.

(g) 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.

(h) Use storm water for irrigation where practical.

4. Parking And Loading Areas

Objective:
To enhance the areas for parking and loading/unloading and make them more pedestrian-friendly.

(a) Locate surface parking areas for commercial and multiple family residential developments behind buildings, away from direct views from the street.

(b) 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.

(c) Incorporate decorative pavement to break up parking areas and to reinforce the dual use of space where appropriate.

(d) 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.

(e) 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.

(f) Provide long and short term bicycle parking facilities in the development.

(g) Locate loading areas in unobtrusive locations, out of direct view of residential units and the street, or screen them from view.

5. Signage

Objective:
To reinforce the pedestrian-scale environment with innovative unobtrusive signage.

(a) Include a comprehensive sign plan in all applications to coordinate all signs on the site. Refer to the Delta Sign Bylaw for detailed requirements.

(b) Integrate signs with the building design to complement rather than detract from the building architecture. Pedestrian-scale projecting signs are encouraged.

(c) Limit free-standing signs to a low scale, i.e., not exceeding 2.4 m in height.

(d) Design free-standing signs to complement the architecture of buildings and integrate into landscaped areas.

(e) Use indirect illumination for signage. Directly illuminated signage, if used, must have opaque backgrounds.



Pedestrian-scaled projecting signs encouraged.



Short-term bicycle parking.

Official Community Plan Designation

Name: **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.

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. [32]

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.

Official Community Plan Designation

Name: **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.

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. [32]

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.

Official Community Plan Designation

Name: **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.

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.

Nordel Social Heart - ND 12 [18,27]

As shown on Map IIC

Purpose:

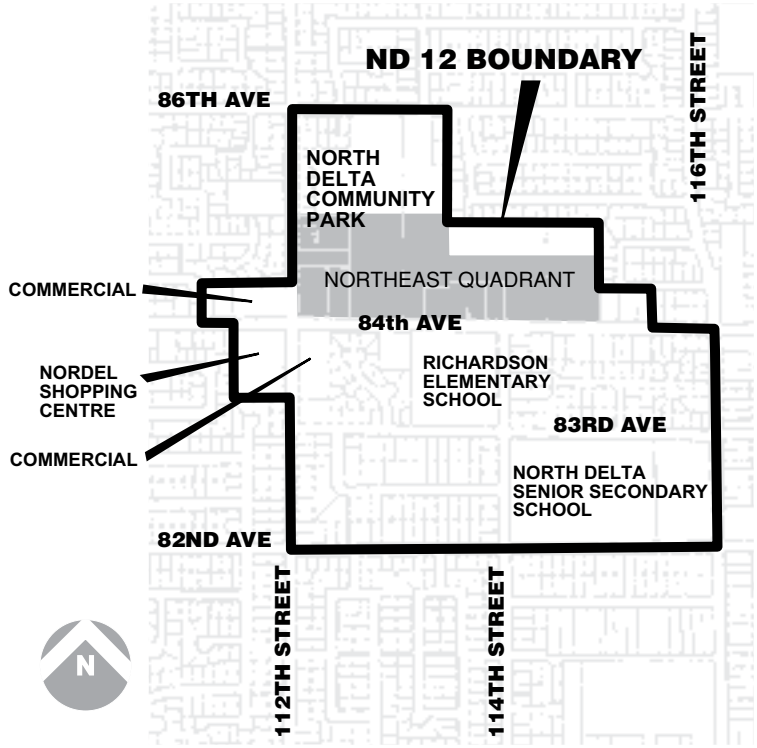
- Revitalization of an area in which a commercial use is permitted.
- Establishment of objectives and provision of guidelines for the form and character of commercial and multiple-family residential development.

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.

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.

Nordel Social Heart DP Area (ND12) Boundaries



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. 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.

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.

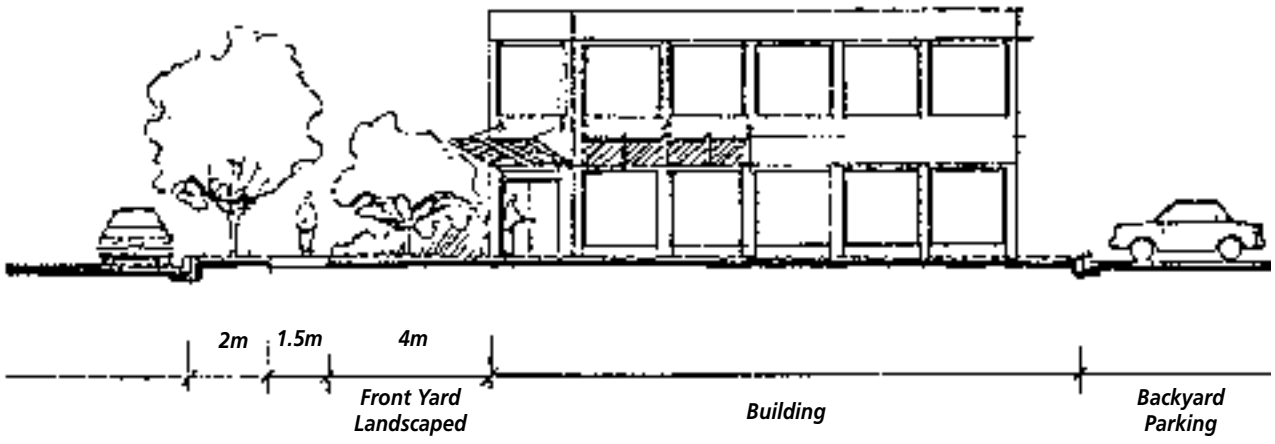
(b) Concrete sidewalks of a width of 2 metres should be provided adjacent to the grass boulevards in a textured finish concrete treatment.

(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.

(e) The width of driveways crossing the streetscape should be minimized.

Streetscape section for 84th Avenue outside of the North-East quadrant



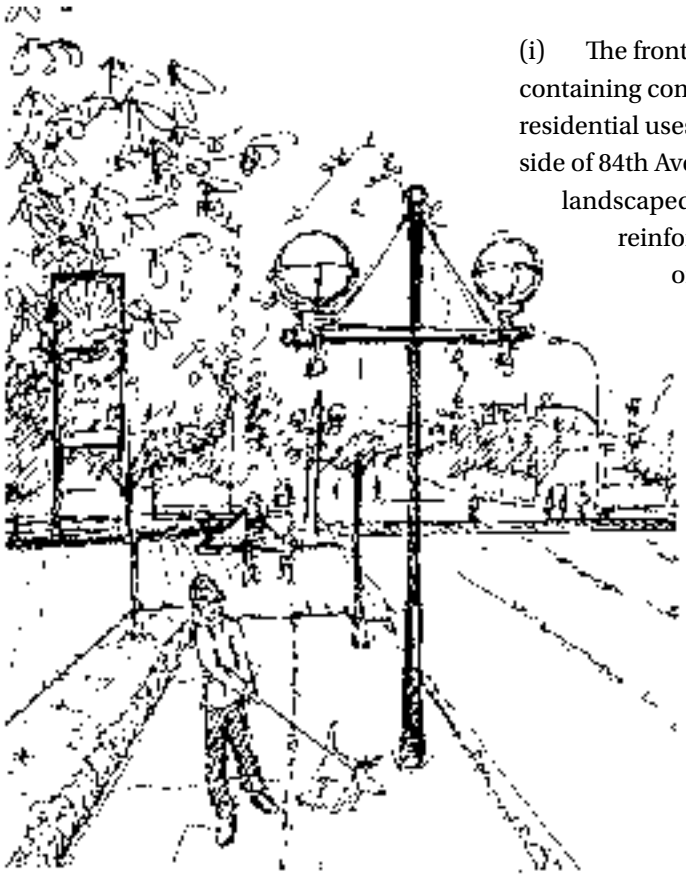
(f) Pedestrian resting/seating areas should be located at intervals along the sidewalk on 84th Avenue. Each of the areas should provide bench seating and garbage receptacles. Preferred locations for these rest areas are at points where the sidewalk intersects with pedestrian routes linking to public open spaces within the Northeast Quadrant.



Pedestrian resting area along sidewalk

(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.

(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.



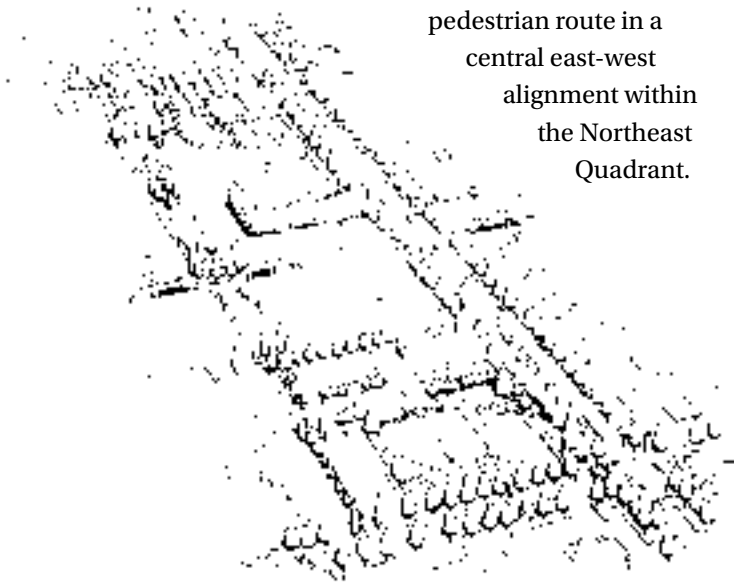
Pedestrian scale lighting along sidewalk

(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.



Perspective sketch of Northeast quadrant with East-West community park walkway connection

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.

(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. 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

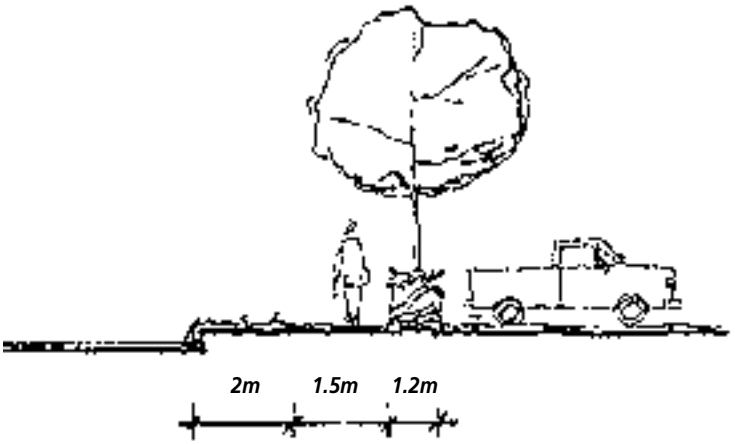
Objective:

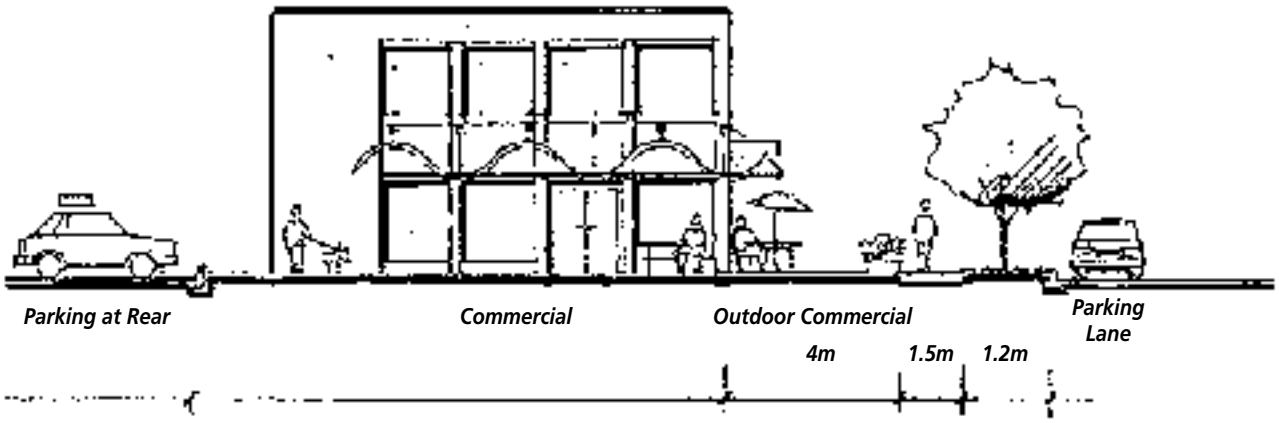
To ensure that the siting of multiple-family residential developments contributes to the overall pedestrian-orientation and landscaped character intended for Nordel.

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

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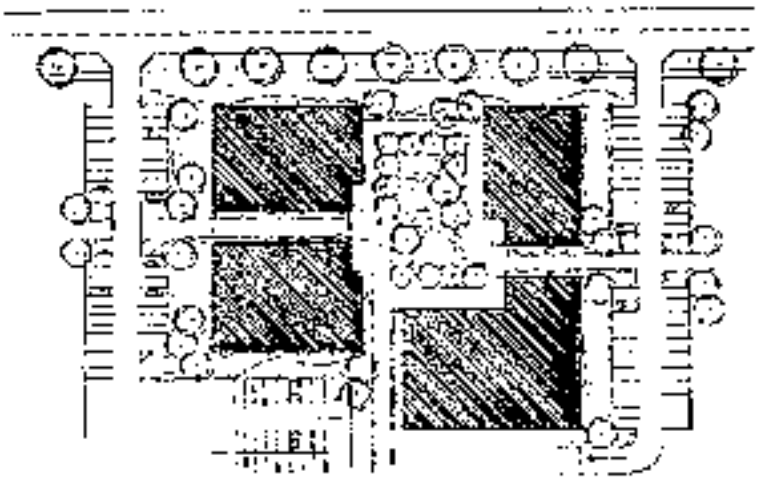
(b) Parking should be sited where it is not visible from the sidewalks of adjacent streets. The preferred locations for parking are in underground parking or in surface lots located at the rear of the building.

(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.

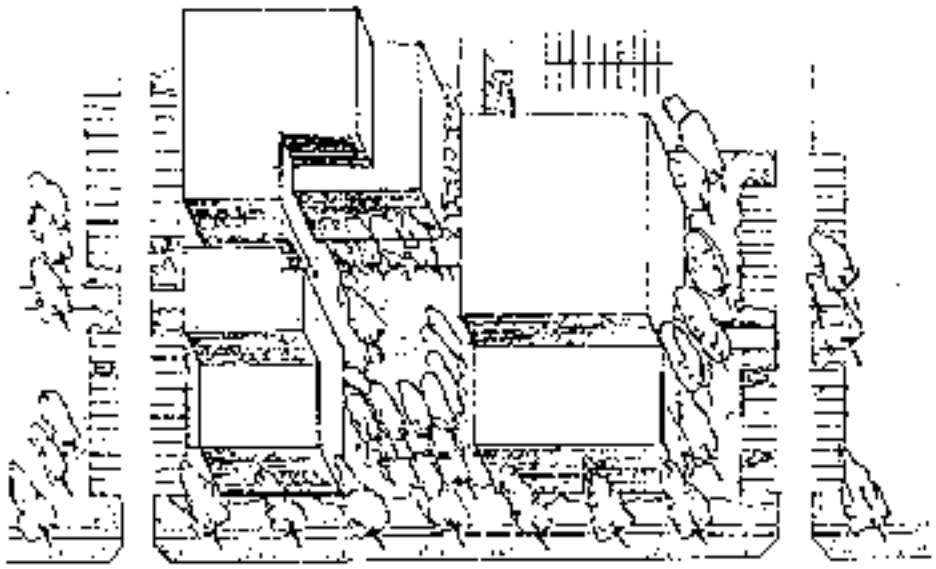
(b) The main entrance(s) of new buildings should front on its shared courtyard so that most users will arrive and depart via this entrance. The entrance should be emphasized within the architectural design of the facade to be clearly visible from adjacent streetscapes and to have obvious visual connections 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. 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.

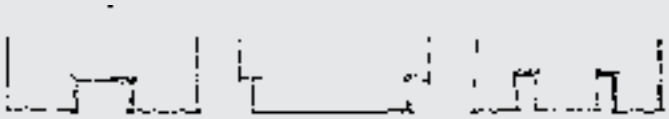
Guidelines:

(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.

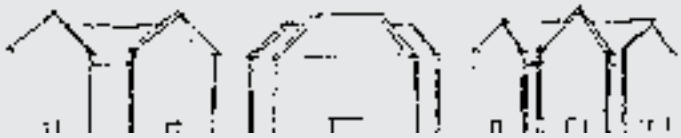
(b) Entries into buildings should be located facing the fronting street and detailed with features typical of residential buildings, including overhanging weather protection of a porch or eave. Where feasible, such as with townhouse development and ground floor apartments, individual entries directly 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. 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:[31]
(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. Sidewalk Patios

Objective:

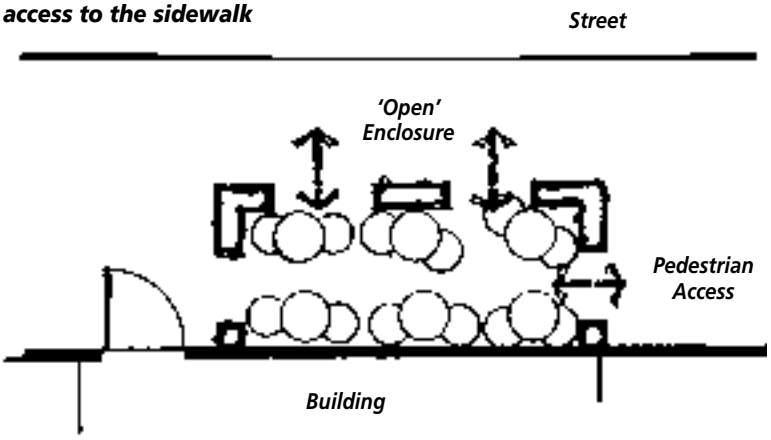
To encourage institutional, commercial, and mixed-use developments to contribute to the comfortable environment for walking and shopping in the Nordel Social Heart by providing sidewalk patio seating on adjacent streetscapes which is inviting, safe, and functional.

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.

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



(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, plexiglas, 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."

Pages E61 and E62 deleted. [71]

Scott Road Corridor Development Permit Area – SRC [67]

As shown on Map IIC

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 whereever 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.

Community Corridor Development Permit Area - CC

As shown on Map IIC

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 childrens' 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.

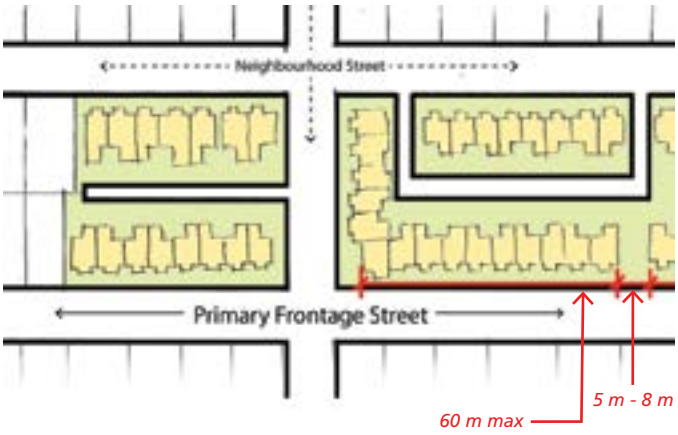
Guidelines:

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.



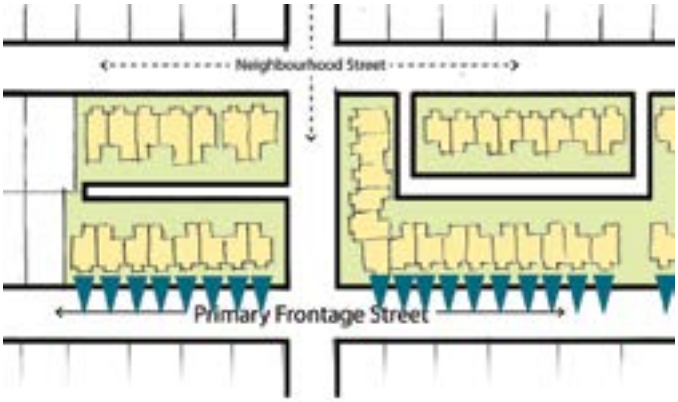
Building length and separation.

2.2 Building Form

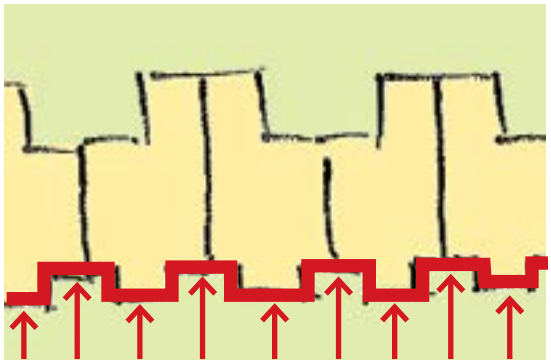
(a) New buildings should be human-scale and pedestrian-oriented.

(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.



Units oriented towards primary frontage street.



Staggered setbacks along primary frontage 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.

3.0 Parking and Garbage

Objective:

To incorporate vehicle parking in a way which is pedestrian-friendly, accommodates bicycles and screens garbage areas.

Guidelines:

(a) Underground parking is encouraged for all new developments.

(b) 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.

(c) 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.

(d) Combine accesses to the rear of buildings with neighbouring buildings wherever possible to minimize breaks in the pedestrian-oriented streetscape.

(e) Provide secure bicycle parking for residential units, either through secure storage lockers or included as additional space within a vehicle garage.

(f) Provide bicycle racks for visitors.

(g) Fully enclose garbage and recycling areas to screen them from view on non-pick-up days while maintaining accessibility for pick-up.



Laneways and internal driveways.



Sustainable Design Guidelines - SDG

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 Town Centre Development Permit Area. [75,84]

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.

Development Permit Area for Streamside Protection and Enhancement – SPEA [49]

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*

Existing or potential streamside vegetation conditions	*Width of Streamside Protection and Enhancement Area (measured perpendicular to the top of stream bank or top of ravine bank)*		
	Fish bearing Stream	*Non-Fish bearing Stream*	
		Permanent	*Non Permanent*
Continuous areas ≥ 30 m or discontinuous but occasionally > 30 m to 50 m	**At least 30 m**		At least 15 m
Narrow but continuous areas = 15 m or discontinuous but occasionally > 15 m to 30 m	Greater of: existing width or potential width or 15 m	15 m	
Very narrow but continuous areas up to 5 m or discontinuous but occasionally > 5 m to 15 m		At least 5 and up to 15 m	
Exception for wide ravines			
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	At least 10 m		

** 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.

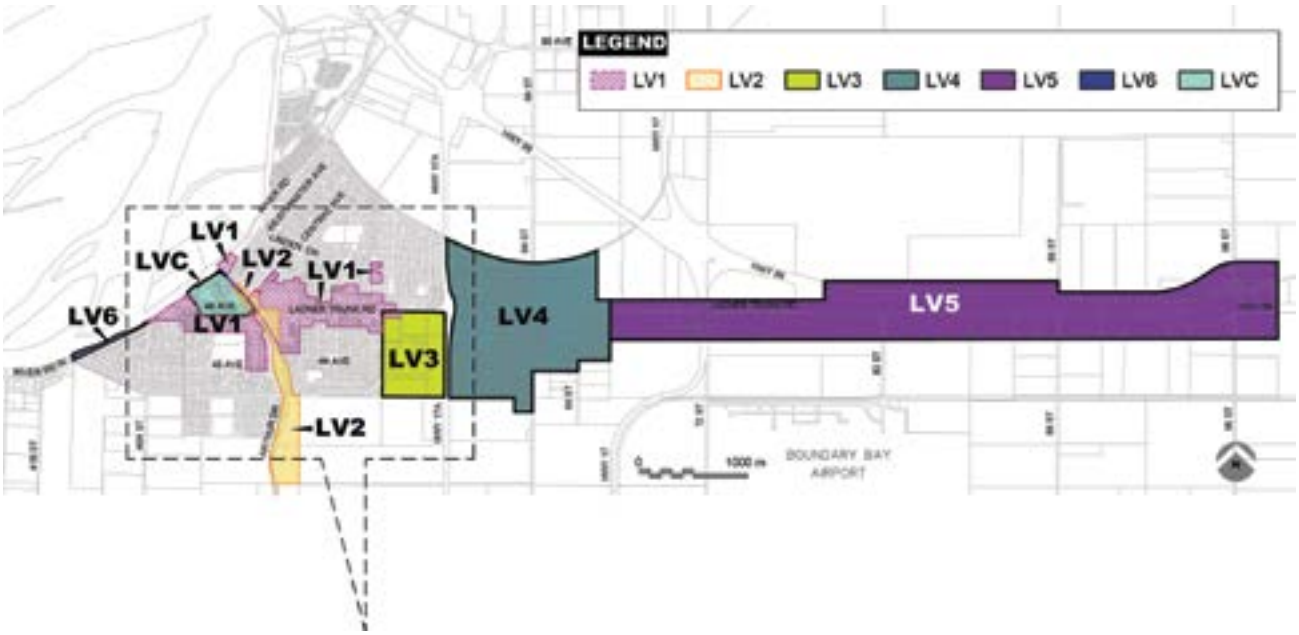
"Stream" includes a watercourse or source of water supply, whether usually containing water or not, a pond, lake, river, creek, brook, ditch and a spring or wetland that is integral to a stream and provides fish habitat.

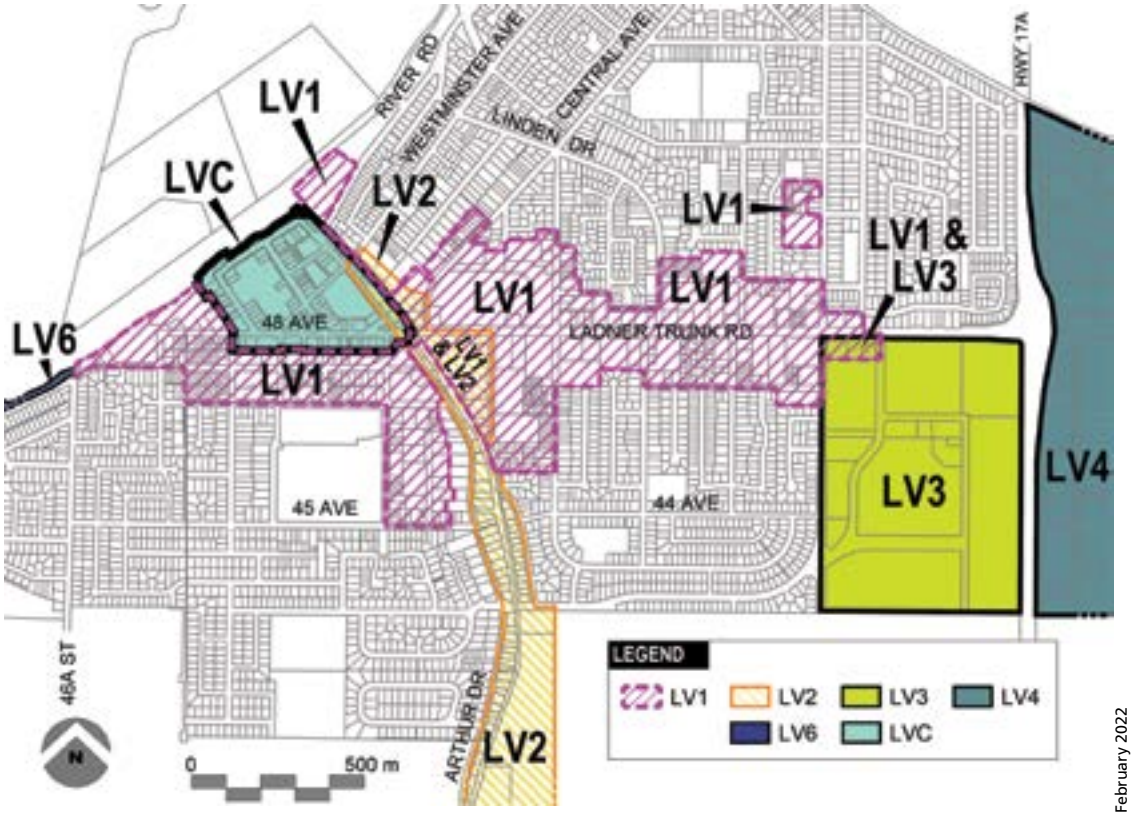
"Streamside protection and enhancement area" means an area adjacent to a stream that links aquatic to terrestrial ecosystems and includes both the riparian area vegetation and the adjacent upland vegetation that exerts an influence on the stream, the width of which is determined according to Schedule 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.

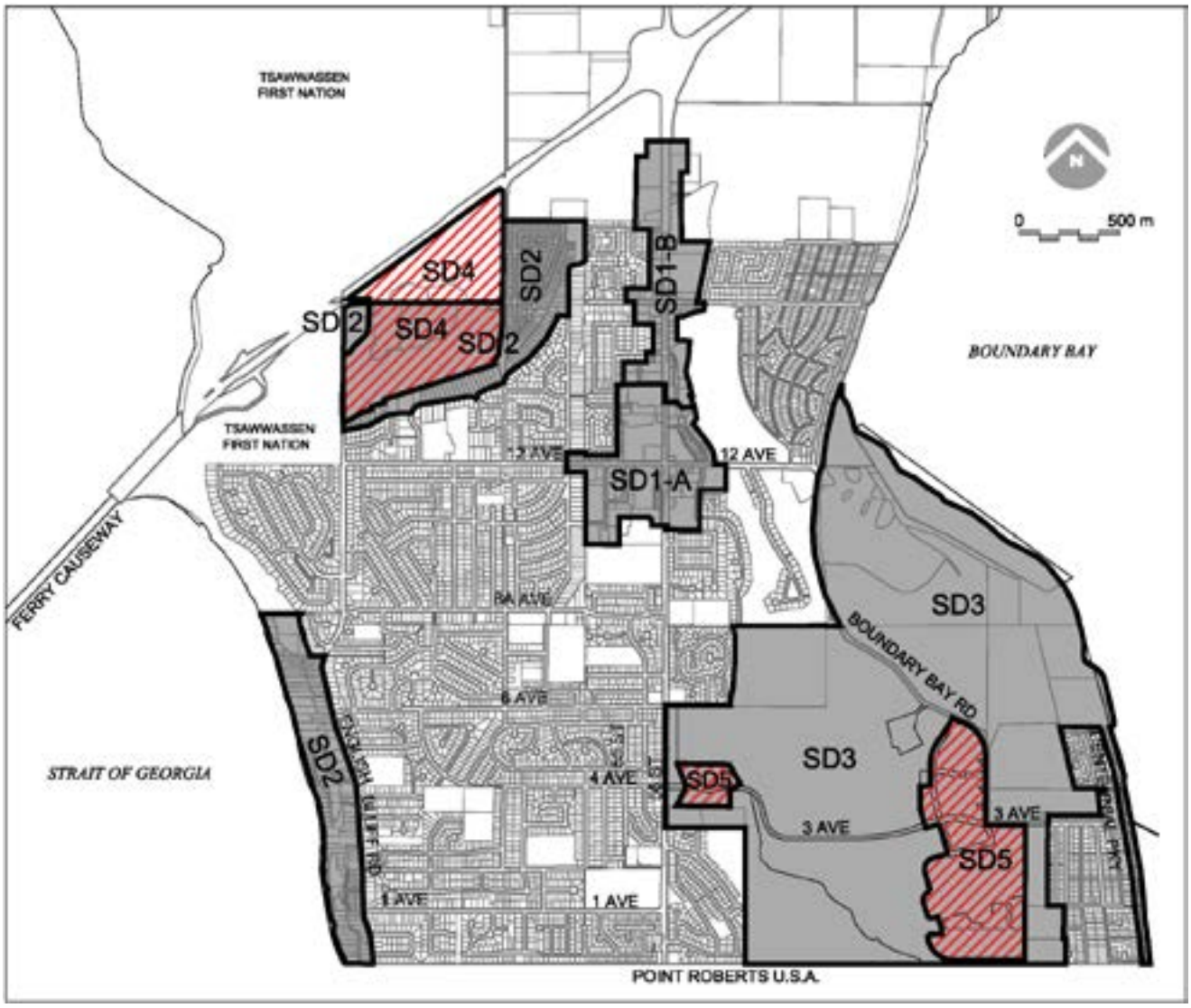
"Top of ravine bank" means the first significant break in a ravine slope where the break occurs such that the grade beyond the break is flatter than 3:1 for a minimum distance of 15 metres measured perpendicularly from the break, and the break does not include a bench within the ravine that could be developed."

Map IIA Ladner [21,22,64,82]

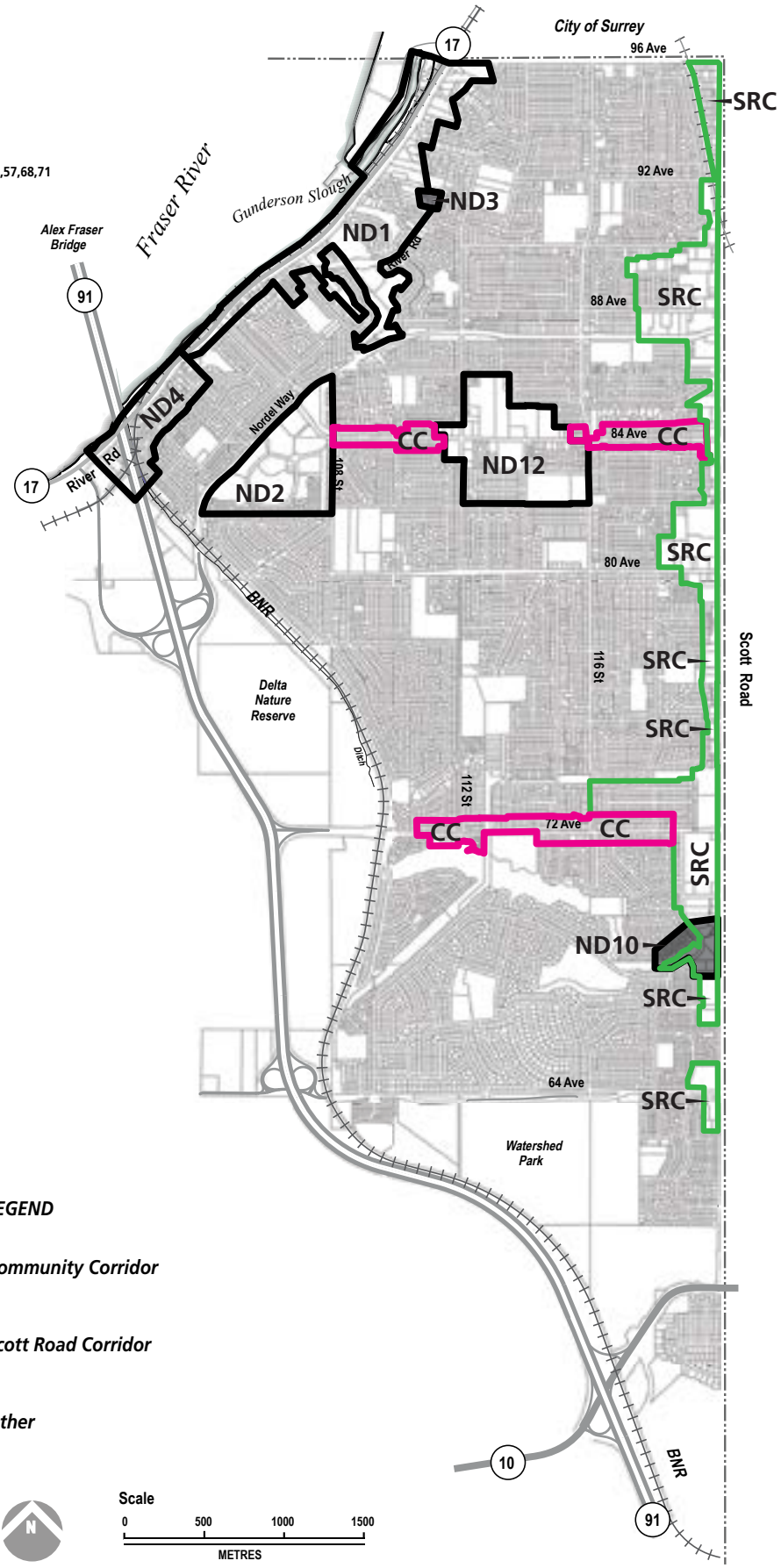




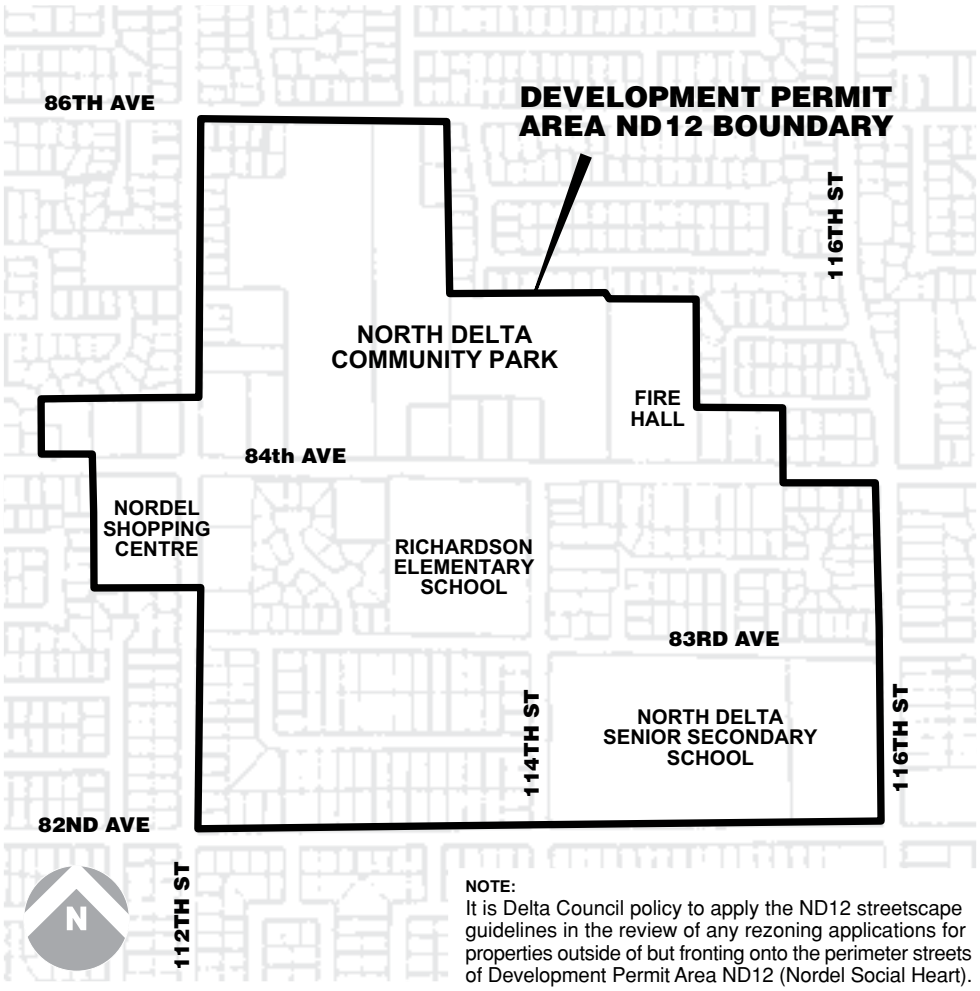
Map IIB South Delta [6,55,70]



Map IIC North Delta 23,39,40,45,54,57,68,71

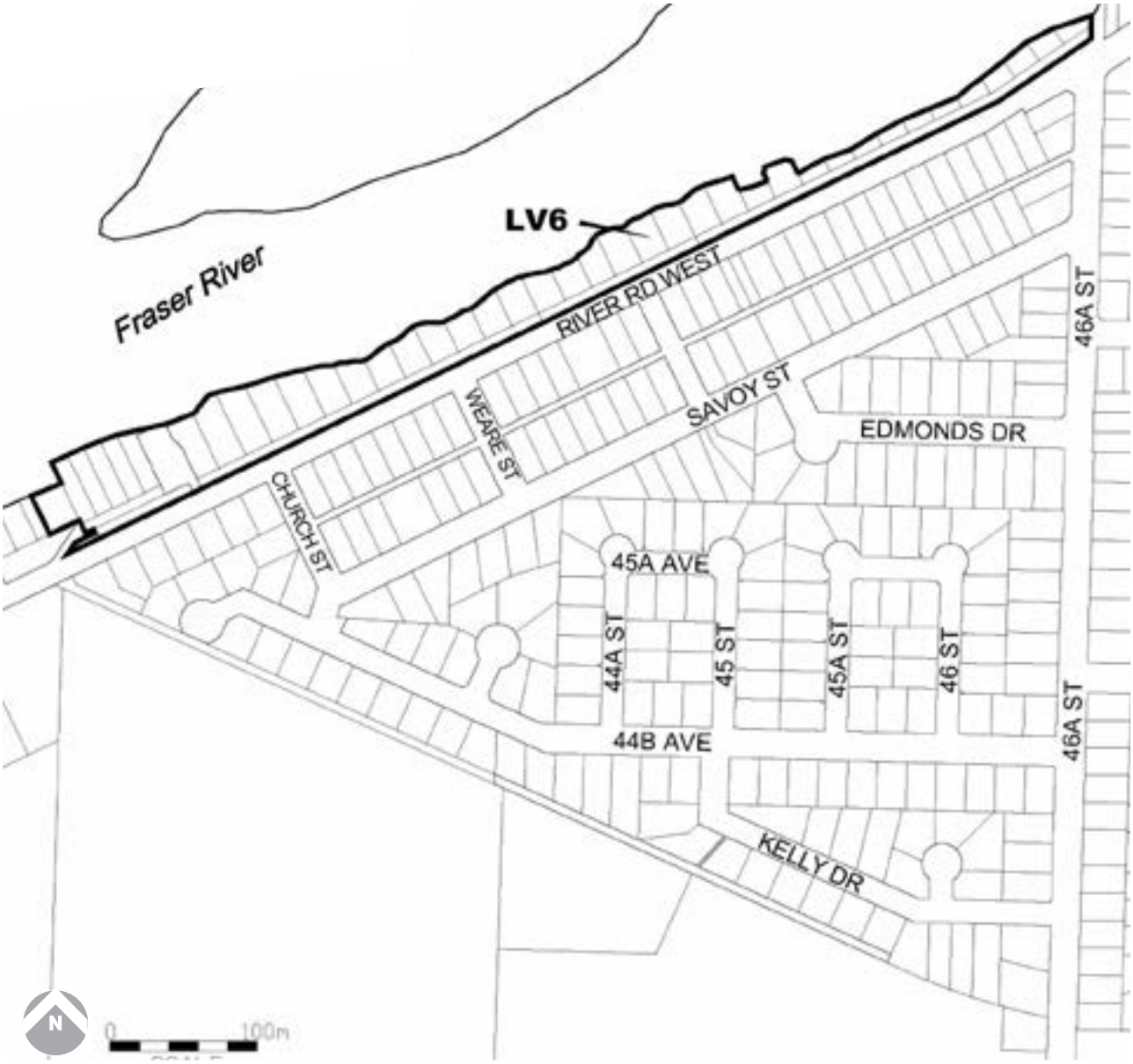


Map IIC(i) Nordel Social Heart [24]



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 [35]



Temporary Commercial Use Permit Areas [7,15,60]

Temporary Industrial Use Permit Areas [16, 60]

Temporary Use Permit Areas [11, 60]

Temporary Use Permits[61]

The *Local Government Act* provides for a municipality to designate areas and specify general conditions for temporary uses to be permitted. Notwithstanding the provisions and regulations of the Delta Zoning Bylaw, Council may, upon application by an owner of land, issue a Temporary Use Permit to allow any use for a period not exceeding three years. A temporary use is one which warrants the use of land for a short period of time but does not warrant a change of zoning of the property.

Temporary Use Permit Areas:
Temporary Use Permits may be issued anywhere in Delta, however will only be permitted if they meet the following general conditions, and where the public has been notified as required by the *Local Government Act.*

Conditions:
The following general conditions must be met prior to issuing a permit for a temporary use:

1. A temporary use should not unduly curtail the use or development of land in accordance with the Official Community Plan.

2. A temporary use should not have a significant negative impact on adjoining properties.

3. No public health and safety problems and no environmental degradation should be created.

4. Temporary Use Permits for industrial uses must be:

(a) in an area designated industrial use on the Future Land Use Plan; or

(b) contiguous to an existing industrial use or a zone which permits industrial use; or

(c) issued for no longer than one year.

5. Temporary Use Permits for commercial uses must be:

(a) in an area designated for commercial use or mixed-use on the Future Land Use Plan; or

(b) contiguous to an existing commercial use or mixed-use or a zone which permits commercial use or mixed-use; or

(c) issued for no longer than one year.

6. Temporary Use Permits for temporary uses in the Agricultural Land Reserve may require referral to the Agricultural Land Commission for non-farm use approval.

The Temporary Use Permit may specify additional conditions addressing issues including environmental protection, site restoration following temporary use, nuisance abatement measures, operation hours, duration of use, traffic management, parking, performance security and establishing buffers and screens, under which the temporary use may be carried on.

Heritage Conservation Areas[12,52]

Part A. General Provisions

1. The areas outlined and marked LHCA 1 on Map No. IID and LHCA 2 – Arthur Drive on Map No. IIE 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.

3. (i) Notwithstanding Section 2 above, a Heritage Alteration Permit shall not be required for LHCA 1 if the development relates only to:

a) 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.

b) 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.

c) Repair of existing exterior materials on single family dwellings provided similar materials are used.

d) Interior renovations to existing single family dwellings, excluding windows.

(ii) 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.

4. A restrictive covenant will be required under Section 219 of the Land Title Act acknowledging the conditions established in the Heritage Alteration Permit.

5. 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 No. IID 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_{29} 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. For new landscape schemes, trees should be a minimum of 7 cm. caliper and the overall scheme should be similar in appearance to existing mature landscaping on developed heritage lots within LHCA 1.

8. A restrictive covenant will be required under Section 82 or 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 IID


LADNER HARBOUR
RIVER ROAD
CHISHOLM ST
WESTMINSTER AVE
CENTRAL AVE
LHCA 1
GEORGIA ST
DELTA ST
BRIDGE ST
ELLIOTT ST
LADNER TRUNK ROAD
48 AVE
47A AVENUE
ARTHUR DRIVE
52A ST
47 AVE
46A ST
47A ST
48B ST
GARRY ST
51 ST
EVERGREEN LN
N
0
1000m

Ladner Heritage Conservation Area 2 (LHCA 2 – Arthur Drive)

The area identified as LHCA 2 – Arthur Drive on Map IIE is designated as a heritage conservation area.

Justification

Chillukthan 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 family homes of varying sizes and heights;
- Winding alignment of Arthur Drive;
- Chillukthan 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 Chillukthan Slough are also considered important in the enhancement of Arthur Drive.

Guidelines

1. 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. The only exception is for properties that have existing zoning that would permit subdivision. Properties that straddle the LHCA 2 boundary may be permitted to subdivide the portion of land that is not within the LHCA 2.

2. Duplexes

2.1 For properties that are zoned as RM-1 and meet the zoning requirements to construct a duplex, the additional housing unit is subject to the following conditions:

a) the entrance to the additional housing unit 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. 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 Chillukthan 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. 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.





Homes along Arthur Drive

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 house, 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 houses along Arthur Drive for new buildings or alterations. Roof colours should complement the house.

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 house and of other houses along Arthur Drive.

5. 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. 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.



Open lawn areas and low fences

Mature trees



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.

6.1 Retain and protect existing trees as much as possible. A landscape plan should be submitted for any significant landscape alterations.

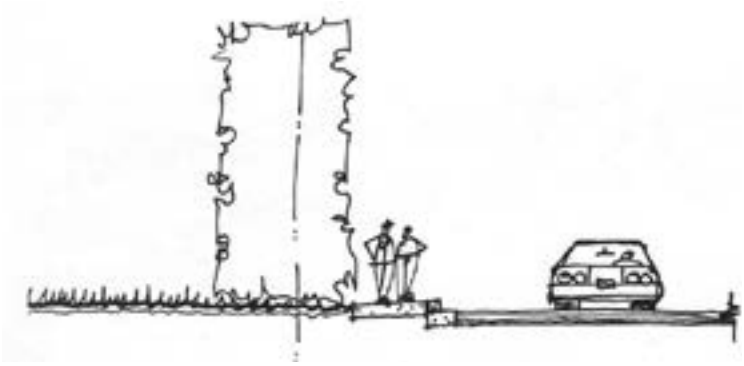


Driveway with landscape strip minimizes paving

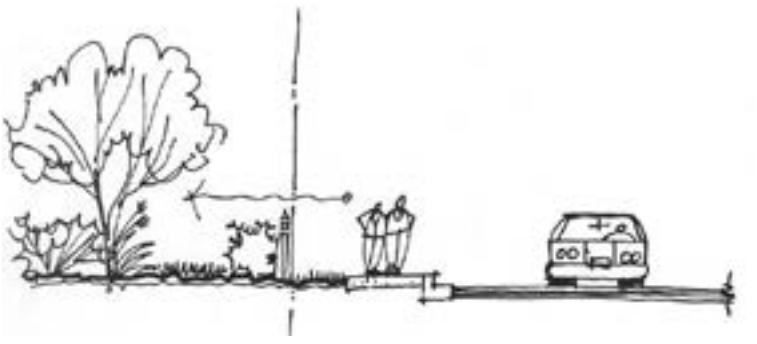
6.2 Plant a combination of large and small trees, and shrubs as well as lawns to reinforce the diverse residential landscape of the area. Use native species as well as exotics consistent with existing trees.

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.



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. Heritage Properties

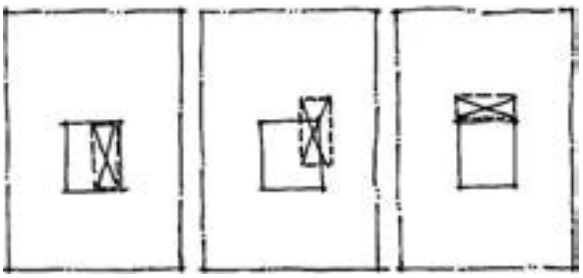
There are 16 homes along Arthur Drive that are on the Heritage Inventory. These homes were built between 1891 and 1929 and have architectural styles characteristic of that time period. Additional properties that have heritage potential and wish to be added to the Heritage Inventory will need to be evaluated 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 one additional housing unit within the principal dwelling may be considered for properties that are listed on the Heritage Inventory, subject to the following conditions:

a) The property is on the Heritage Register and subject to long term heritage protection by entering into a Heritage Revitalization Agreement;

b) The floor space of the additional housing unit is less than 50% of the principal dwelling;

c) The additional housing unit is located within the existing house, or if there is an addition, that it be located to the side or rear of the existing house.



Additional housing units within heritage building less than 50% of main dwelling



Driveway with lawn strip in centre



Grass-crete driveway

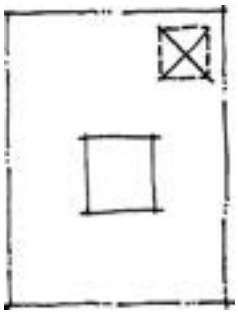
d) One additional off-street parking space is provided;

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; 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 The additional housing unit may be in the form of a coach house or carriage house subject to the conditions listed in Section 7.1 and to the following additional conditions:



Additional unit in coach house (with garage) or carriage house (without garage) form

a) the minimum lot size is 836 m^2;

b) the new structure is sited to the side or the rear of the principal building;

c) the new structure is at least a ½ storey shorter than the principal building; and

d) siting of a coach house or carriage house must consider the impact on the heritage character of the principal dwelling, existing setbacks, mature vegetation, and any environmentally sensitive areas.

7.3 If the additional housing unit is larger than 25% of the existing house or 50 m^2, 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 house is being retained.

7.4 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.

7.5 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.



Architectural Styles

7.6 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;

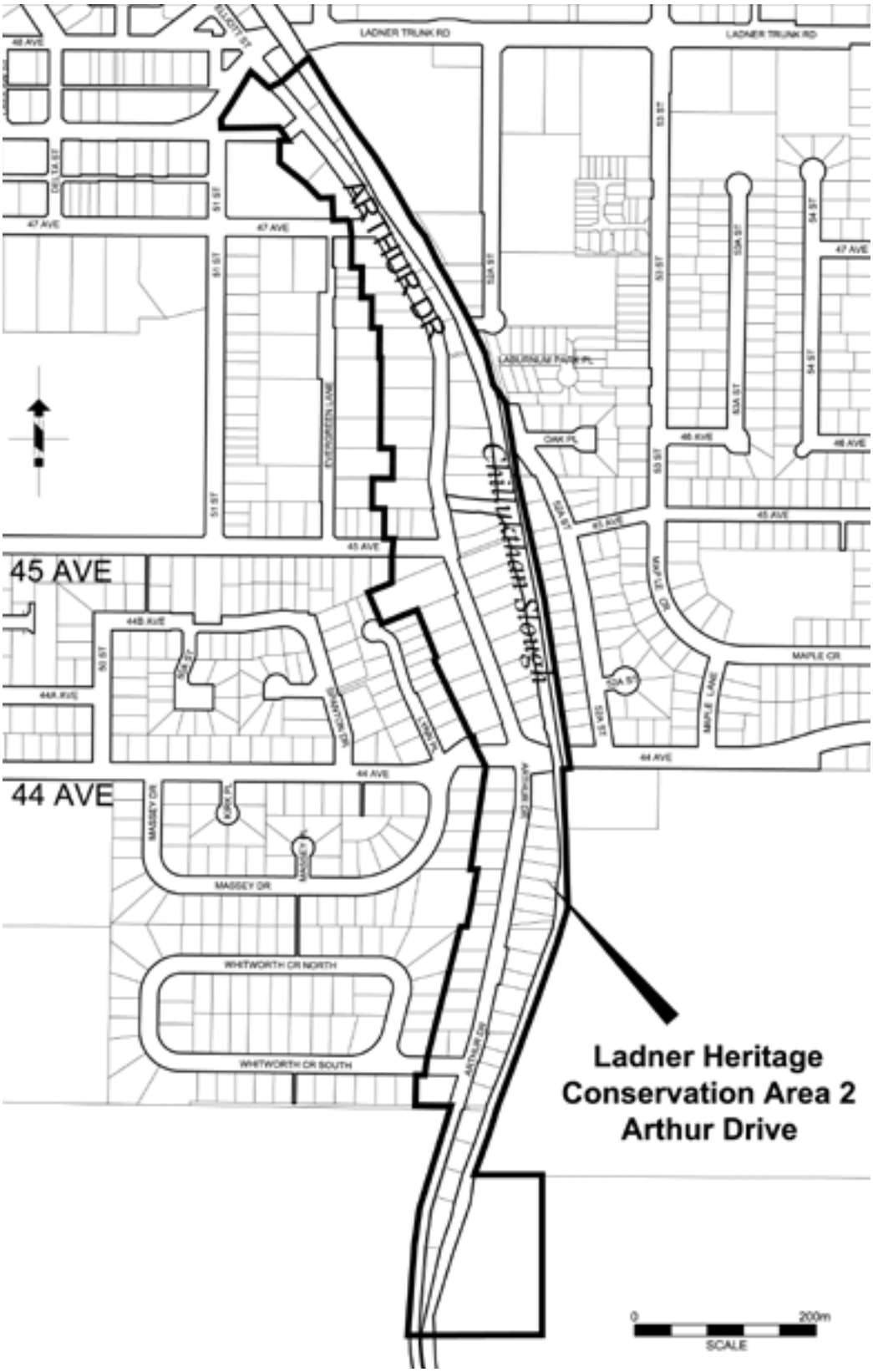
f) include wood or vinyl windows in heritage configurations. Wood windows should be used for restoration purposes; and

g) include elevated, covered porches at the front and rear entrances.





Map IIE – Arthur Drive HCA Boundary [58]



Footnotes: OCP Amendments - Schedule E

1. Amend. Bylaw No. 4040, 1986: Added Development Permit Area Guidelines to OCP.
2. Amend. Bylaw No. 4906, 1992: Renamed Appendix II as Schedule E.
3. Amend. Bylaw No. 4544, 1989: Added Development Permit Area Exemptions.
4. Amend. Bylaw No. 4364, 1988: Added Development Permit Areas and Guidelines for LV5 and LV6.
5. Amend. Bylaw No. 4907, 1992: Added Development Permit Areas and Guidelines for SD1-A and SD1-B.
6. Amend. Bylaw No. 4907, 1992: Added Development Permit Area SD3.
7. Amend. Bylaw No. 4116, 1987: Added Appendix II Temporary Commercial Use Permit Area section.
8. Amend. Bylaw No. 5075, 1993: Amended wording for Development Permit Exemptions.
9. Amend. Bylaw No. 5284, 1994: Added Development Permit exemption (g).
10. Amend. Bylaw No. 5284, 1994: Exempted applications for signs and balcony enclosures from requirement for public meeting.
11. Amend. Bylaw No. 5036, 1994: Relocated portion of Appendix I to Schedule E.
12. Amend. Bylaw No. 5298, 1995: Added section entitled Heritage Conservation Areas.
13. Amend. Bylaw No. 5454, 1995: Added Development Permit exemption i).
14. Amend. Bylaw No. 5571, 1997: Added Development Permit exemption j).
15. Amend. Bylaw No. 5551, 1997: Amended purposes paragraph and clarified only one guideline needs to be satisfied.
16. Amend. Bylaw No. 5551, 1997: Added Temporary Industrial Use Permit Areas section.
17. Amend. Bylaw No. 5571, 1997: Deleted reference to six storey buildings.
18. Amend. Bylaw No. 5571, 1997: Deleted development permit area ND12.
19. Amend. Bylaw No. 5570, 1997: Deleted LV6 from Section 1.
20. Amend. Bylaw No. 5570, 1997: Deleted LV4 from Section 2(e).
21. Amend. Bylaw No. 5570, 1997: Deleted DPA LV4.
22. Amend. Bylaw No. 5570, 1997: Renamed DPA LV5 to LV4 and DPA LV6 to LV5.
23. Amend. Bylaw No. 5652, 1998: Added new IIC Map which deleted ND13 and added ND12, Nordel Social Heart.
24. Amend. Bylaw No. 5652, 1998: Added map of Development Permit Area ND12.
25. Amend. Bylaw No. 5652, 1998: Deleted ND13 and added ND12 to Table of Contents.
26. Amend. Bylaw No. 5652, 1998: Deleted ND12 from Section 1.
27. Amend. Bylaw No. 5652, 1998: Deleted ND13 and added new guidelines for ND12.

28. Amend. Bylaw No. 5702, 1998: Added specific minimum flood construction level for Sacred Heart elementary school.

29. Amend. Bylaw No. 5747, 1999: Changed maximum building height from 2.0 to 2.5 storeys in LHCA 1.

30. Amend. Bylaw No. 5861, 2000: Added objective.

31. Amend Bylaw No. 5861, 2000: Replaced sign guidelines with four new guidelines consistent with new Delta Sign Bylaw.

32. Amend. Bylaw No. 5861, 2000: Added sign guidelines consistent with new Delta Sign Bylaw.

33. Amend. Bylaw No. 6058, 2002: Deleted guideline requiring major setback from Scott Road.

34. Amend. Bylaw No. 5914, 2003: Added DPA LV6, Riverside.

35. Amend. Bylaw No. 5914, 2003: Added Map IID - Riverside.

36. Amend. Bylaw No. 5914, 2003: Added "except LV6".

37. Amend. Bylaw No. 5914, 2003: Added "LV6".

38. Amend. Bylaw No. 5914, 2003: Added DPA exemption (k).

39. Amend. Bylaw No. 6107, 2003: Deleted DPA's ND5, ND6, ND7, ND8, ND9 and ND11.

40. Amend. Bylaw No.6107, 2003: Added Development permit area SRC, Scott Road Corridor.

41. Amend. Bylaw No. 6248, 2004: Added "ND14".

42. Amend. Bylaw No. 6248, 2004: Added notwithstanding clause.

43. Amend. Bylaw No. 6248, 2004: Added DPA exemption (l).

44. Amend. Bylaw No. 6248, 2004: Added ND14 – Intensive Residential

45. Amend. Bylaw No. 6248, 2004: Added ND14 to Map IIC.

46. Amend. Bylaw No. 6349, 2005: Added "SPEA".

47. Amend. Bylaw No. 6349, 2005: Added notwithstanding clause for SPEA.

48. Amend. Bylaw No. 6349, 2005: Added Section exemptions for SPEA.

49. Amend. Bylaw No. 6349, 2005: Added DPA SPEA – Streamside Protection and Enhancement.

50. Amend. Bylaw No. 6480, 2006: Renamed ND2 D'elsom Village to ND2 Delsom Lands.

51. Amend. Bylaw No. 6480, 2006: Added new DP Guidelines for Delsom Lands.

52. Amend. Bylaw No. 6627, 2007: Amended General Provisions to add provisions for LHCA-2.

53. Amend. Bylaw No. 6627, 2007: Added LHCA-2 - Arthur Drive.

54. Amend. Bylaw No. 6413, 2007: Added property on 120 St. at 74B Ave. to the SRC DP Area.

55. Amend. Bylaw No. 6610, 2008: Added SD4 - Tsawwassen Golf and Country Club.

56. Amend. Bylaw No. 6610, 2008: Added Development Permit Area Guidelines and Requirements for SD4.

57. Amend. Bylaw No. 6716, 2009: Included 120 St and 75A Ave. property in SRC.

58. Amend. Bylaw No. 6738, 2009: Adjusted boundary of LHCA 2 at 4493 Arthur Dr.

59. Amend. Bylaw No. 6924, 2011: Deleted 30° rule.

60. Amend. Bylaw No. 6889, 2010: Deleted sections titled Temporary Commercial Use Permit Areas, Temporary Industrial Use Permit Areas and Temporary Use Permit Areas.

61. Amend. Bylaw No. 6889, 2010: Added new regulations for Temporary Use Permits.

62. Amend. Bylaw No. 6841, 2010: adjusted boundary of Ladner Heritage Conservation Area 2 for 4317 Arthur Drive.

63. Amend. Bylaw No. 6977, 2011: adjusted boundary of Ladner Heritage Conservation Area 2 for 4323 & 4329 Arthur Drive.

64. Amend. Bylaw No. 7213, 2013: Added Ladner Village Waterfront DP area.

65. Amend. Bylaw No. 7327, 2014: Added Community Corridor DPA.

66. Amend. Bylaw No. 7327, 2014: Added CC.

67. Amend. Bylaw No. 7327, 2014: Added new SRC guidelines.

68. Amend. Bylaw No. 7327, 2014: Added CC DPA.

69. Amend. Bylaw No. 7327, 2014: Added CC DPA and adjusted boundary of SRC DPA.

70. Amend. Bylaw No. 7168, 2013: Added SD5 Southlands Village.

71. Amend. Bylaw No. 7815, 2018: Deleted ND14.

72. Amend. Bylaw No. 7815, 2018; Deleted exemption relating to ND14.

73. Amend. Bylaw No. 7811, 2018: Added SDG Sustainable Design Guidelines to the Table of Contents.

74. Amend. Bylaw No. 7817, 2018: Added subsection 6 to SD1-A.

75. Amend. Bylaw No. 7817, 2018: Added KinVillage Lands.

76. Amend. Bylaw No. 7978, 2020: Added "and others" to part 2 l(ii).

77. Amend. Bylaw No. 7978, 2020: Replaced Map IIA.

78. Amend. Bylaw No. 8077, 2021: Deleted Ladner Village Waterfront Development Permit Area.

79. Amend. Bylaw No. 8077, 2021: Added LVC Ladner Village Core designation.

80. Amend. Bylaw No. 8077, 2021: Added LVC to Table of Contents.

81. Amend. Bylaw No. 8077, 2021: Added LVC DPA Guidelines.

82. Amend. Bylaw No. 8077, 2021: Add LVC designated lands to Map IIA and delete them from from LV1 accordingly.

83. Amend. Bylaw No. 8077, 2021: Added Development Permit Area Guidelines for the Ladner Village Core.

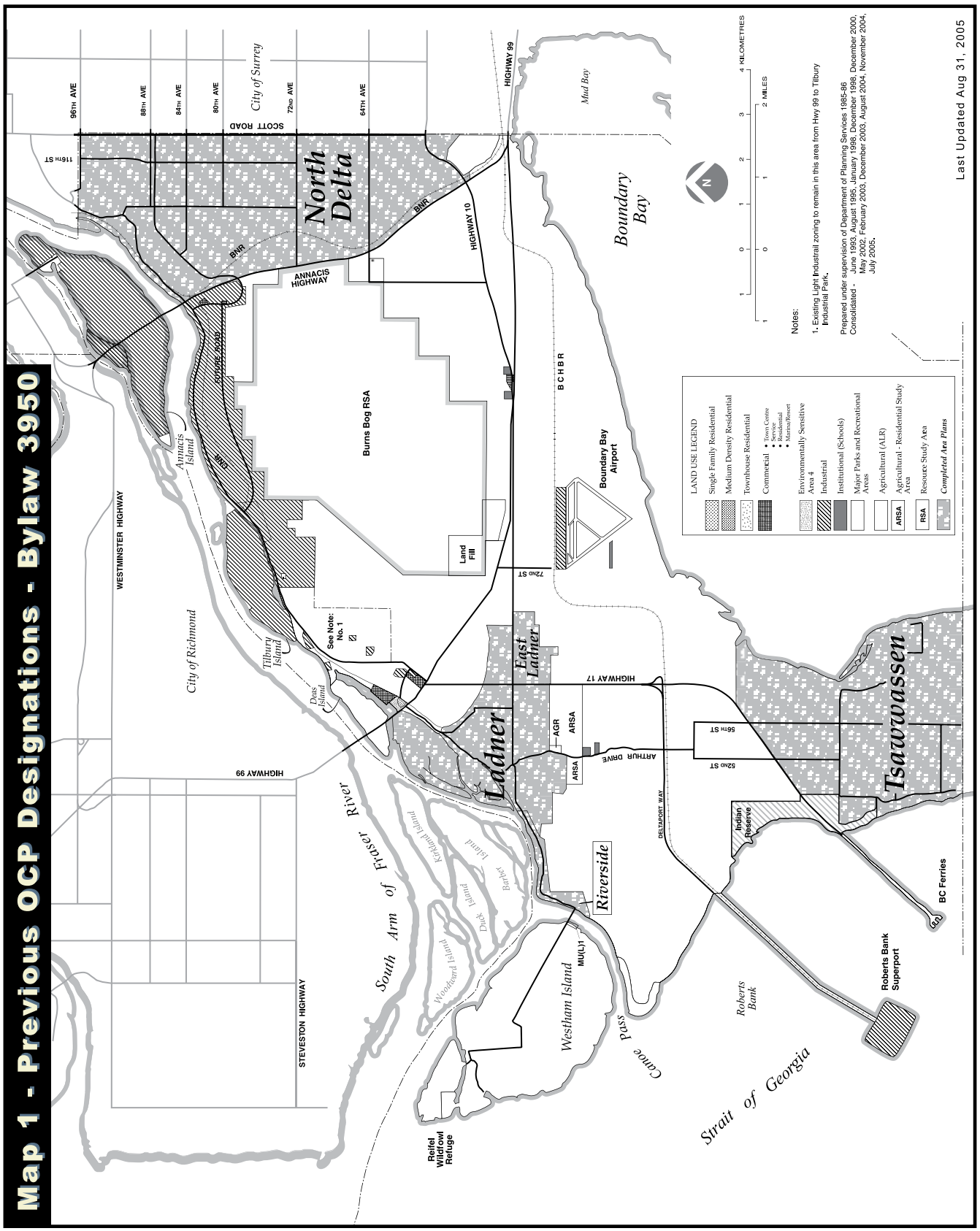
84. Amend. Bylaw No. 8077, 2021: Replaced preamble for Sustainable Design Guidelines.

THE CORPORATION OF DELTA
Official Community Plan

Maps

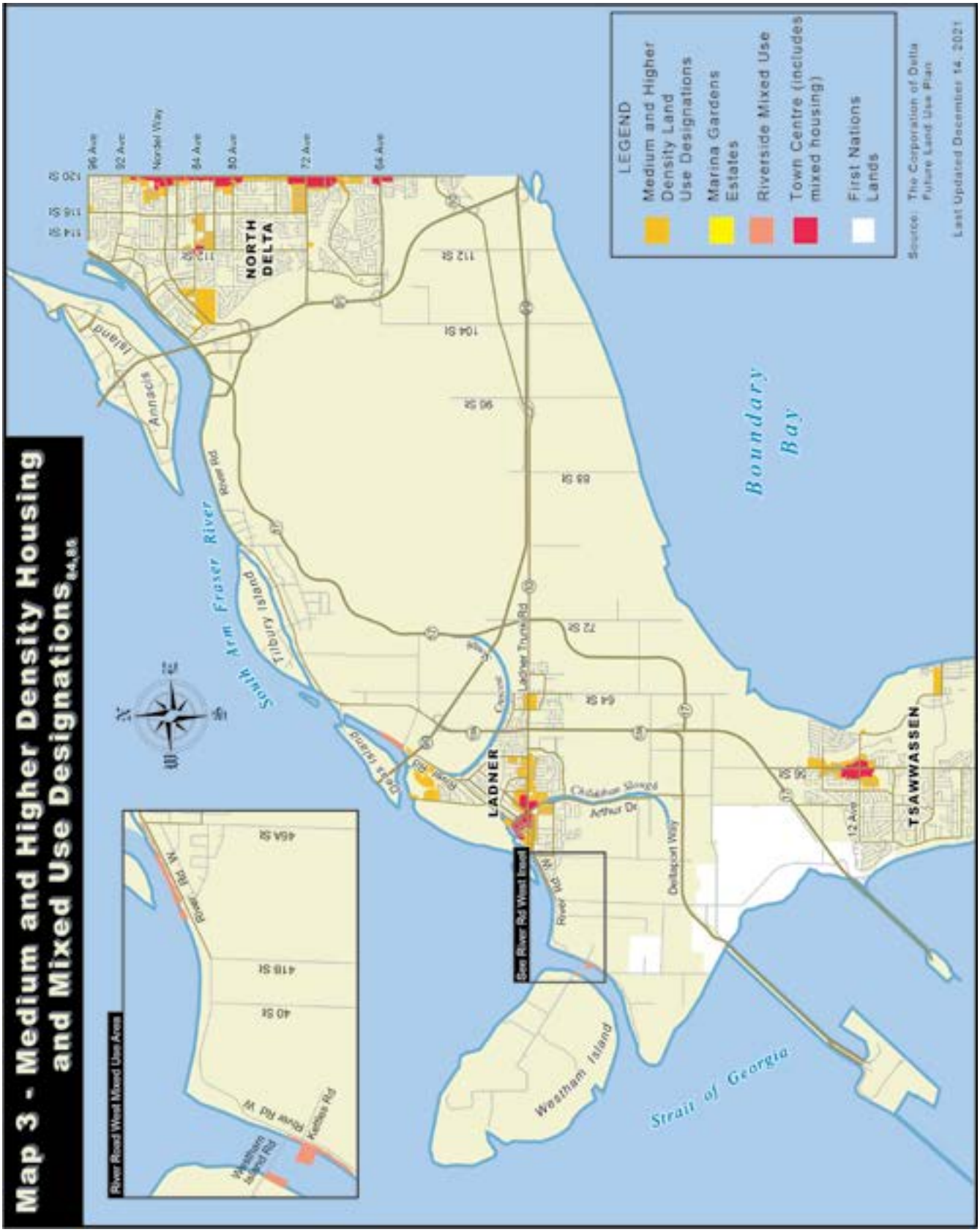
Maps for the Official Community Plan - Bylaw 3950, 2005

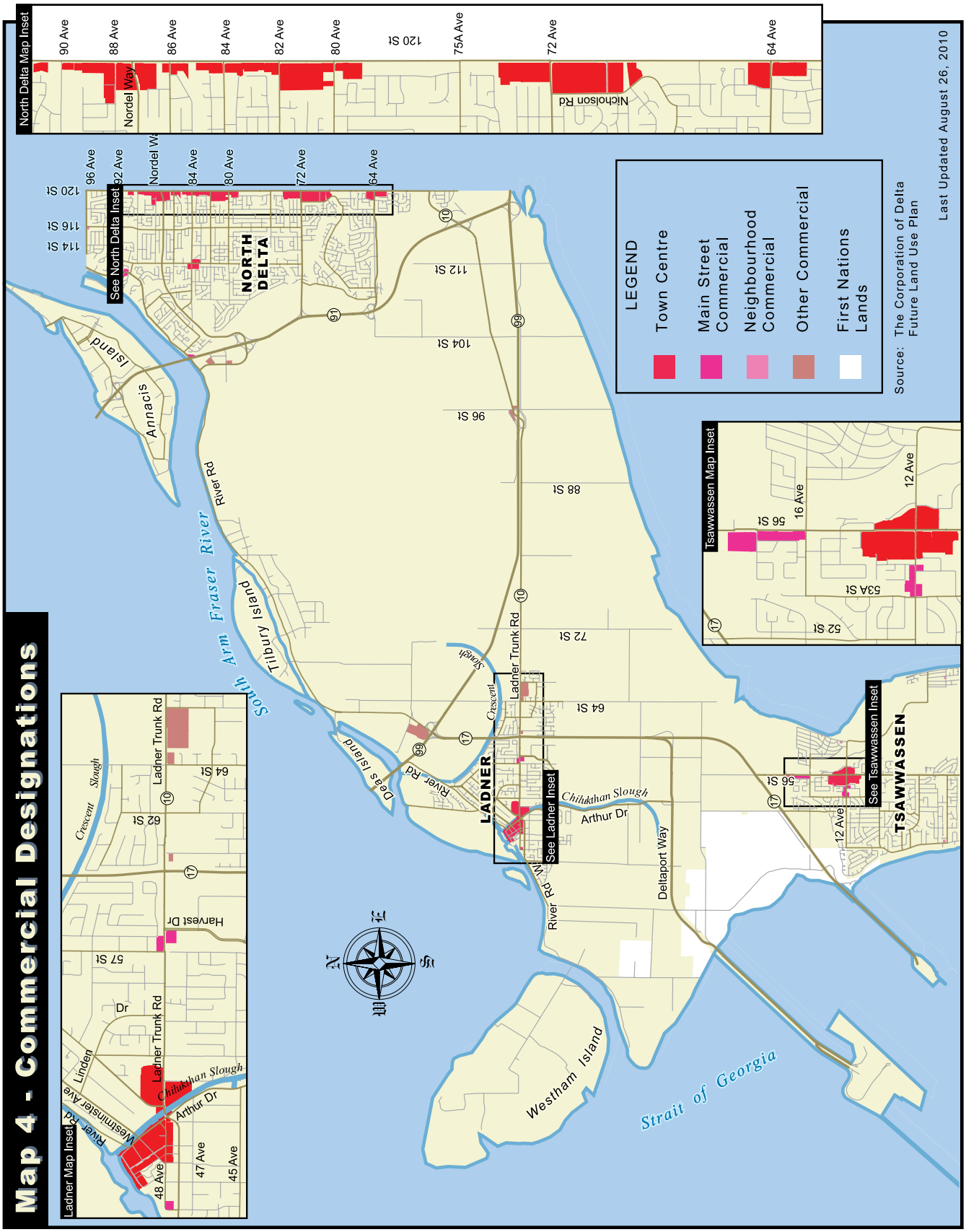
Map 1	*Previous OCP Designations - Bylaw 3950*	3
Map 2	*Future Land Use*	*clear pocket*
Map 3	*Medium and Higher Density Housing and Mixed Use Designations*	5
Map 4	*Commercial Designations*	6
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Map 6	*Environmentally Sensitive Area Designations*	8
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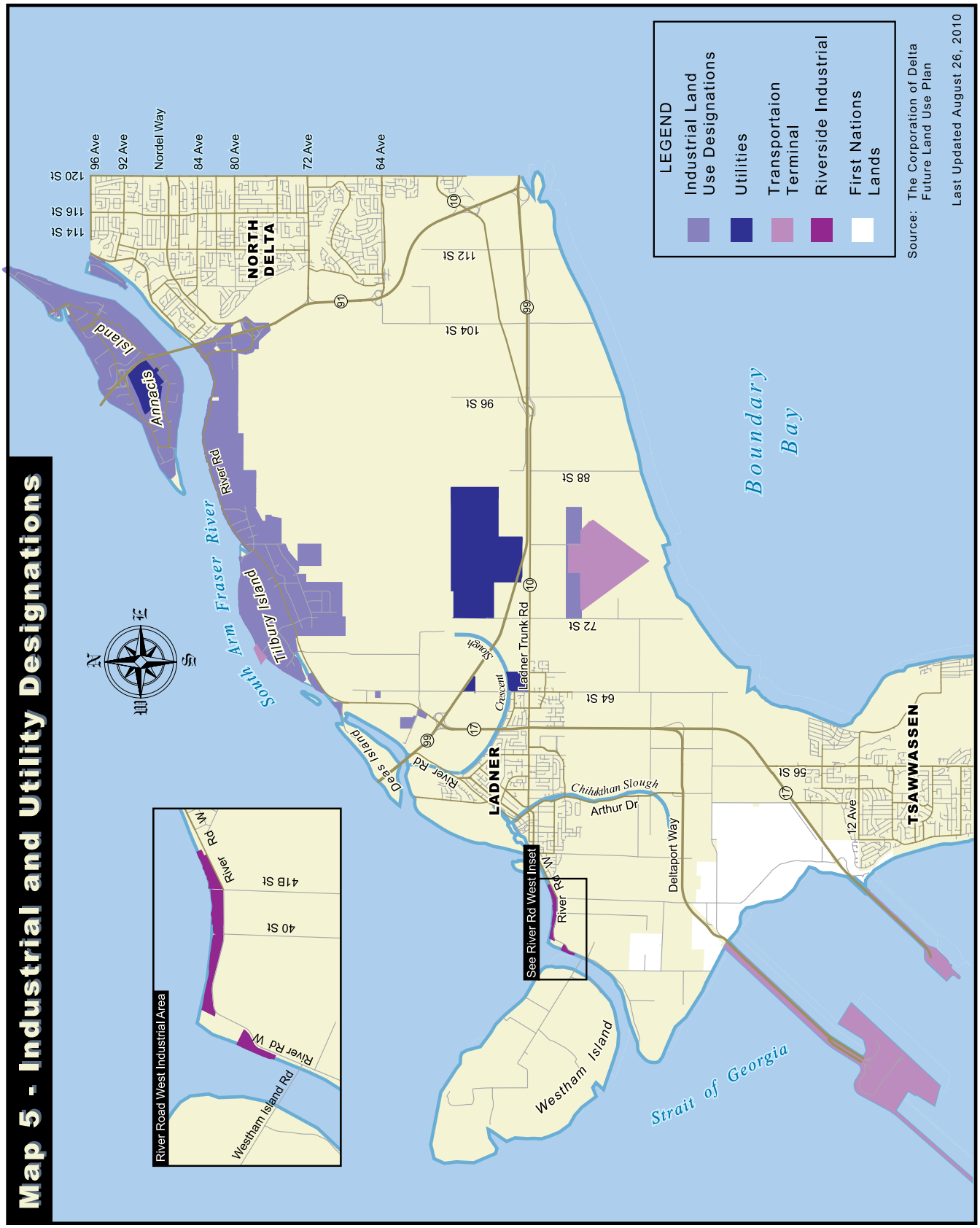

Map 1 - Previous OCP Designations - Bylaw 3950
North Delta
City of Surrey
Boundary Bay
Mud Bay
Ladner
East Ladner
Tsawwassen
Westham Island
Annacis Island
Tilbury Island
Deas Island
City of Richmond
South Arm of Fraser River
Roberts Bank
Strait of Georgia
Canoe Pass
Burns Bog RSA
Land Fill
Boundary Bay Airport
Riverside
Indian Reserve
Roberts Bank Superport
BC Ferries
Reifel Wildfowl Refuge
HIGHWAY 99
HIGHWAY 10
HIGHWAY 17
ANNACIS HIGHWAY
WESTMINSTER HIGHWAY
STEVESTON HIGHWAY
SCOTT ROAD
ARTHUR DRIVE
DELTAPORT WAY
BCHBR
BNR
96TH AVE
88TH AVE
84TH AVE
80TH AVE
72ND AVE
64TH AVE
116TH ST
72ND ST
56TH ST
52ND ST
See Note: No. 1
AGR
ARSA
MU(L1)
LAND USE LEGEND
Single Family Residential
Medium Density Residential
Townhouse Residential
Commercial
Town Centre
Service
Residential
Marina/Resort
Environmentally Sensitive Area 4
Industrial
Institutional (Schools)
Major Parks and Recreational Areas
Agricultural (ALR)
Agricultural - Residential Study Area
Resource Study Area
Completed Area Plans
Notes:
1. Existing Light Industrial zoning to remain in this area from Hwy 99 to Tilbury Industrial Park.
Prepared under supervision of Department of Planning Services 1985-86
Consolidated - June 1993, August 1995, January 1998, December 1998, December 2000, May 2002, February 2003, December 2003, August 2004, November 2004, July 2005.
KILOMETRES
MILES
Last Updated Aug 31, 2005

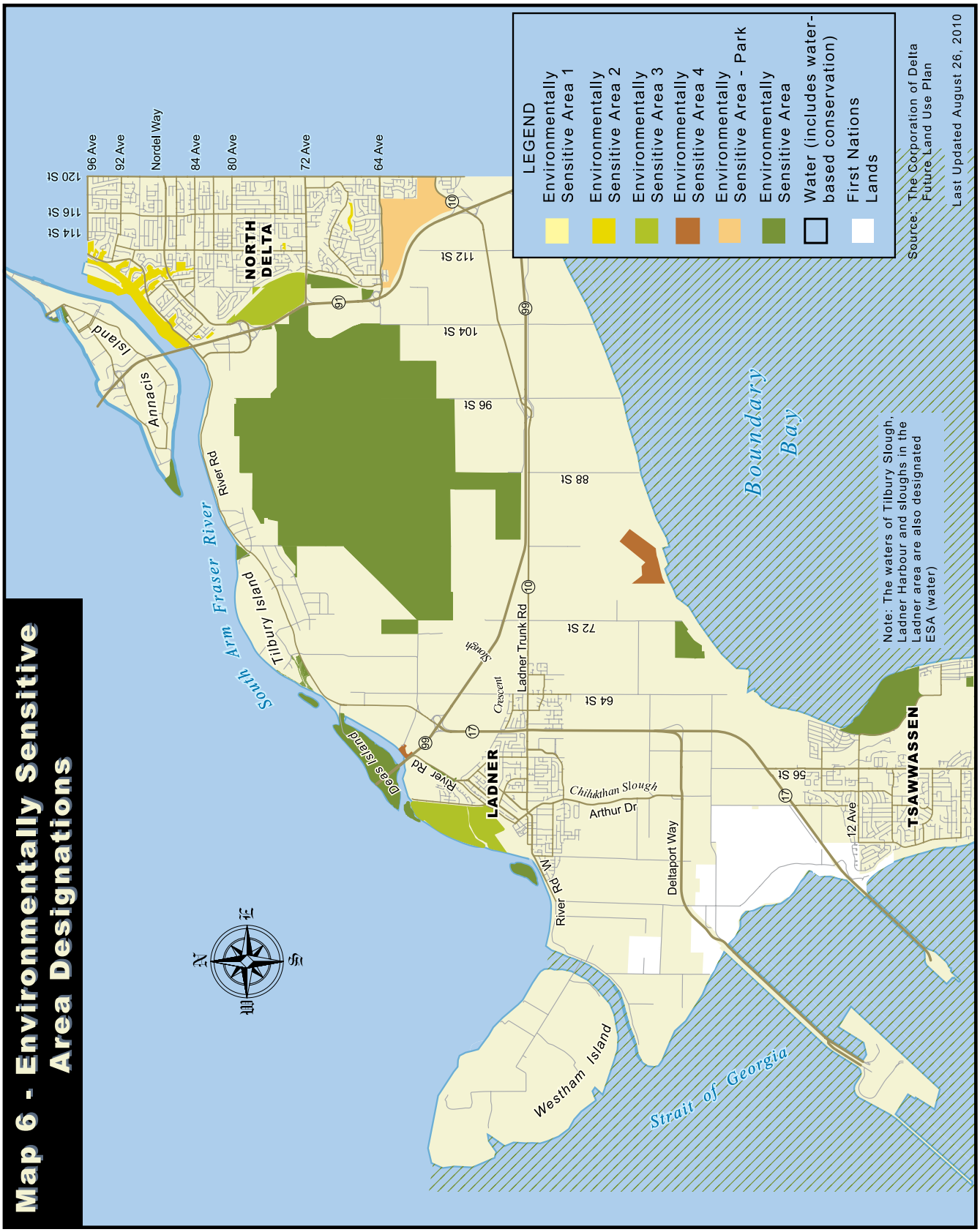
Map 2 - Future Land Use Plan

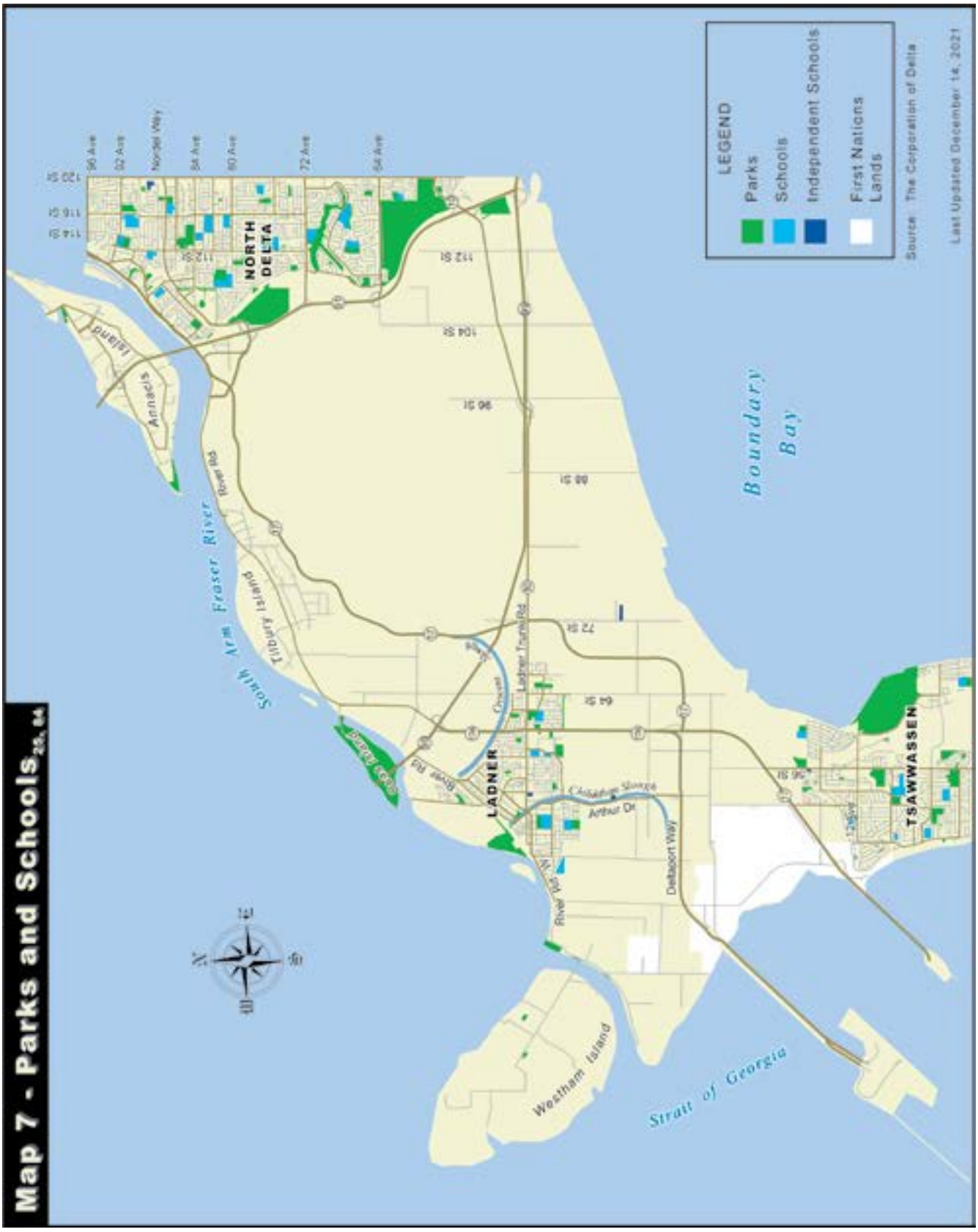
see clear pocket at end of Maps section


Map 3 - Medium and Higher Density Housing and Mixed Use Designations
LEGEND
Medium and Higher Density Land Use Designations
Marina Gardens Estates
Riverside Mixed Use
Town Centre (includes mixed housing)
First Nations Lands
Source: The Corporation of Delta Future Land Use Plan
Last Updated December 14, 2021
NORTH DELTA
LADNER
TSAWWASSEN
Boundary Bay
Strait of Georgia
South Arm Fraser River
Annacis Island
Tilbury Island
Westham Island
Ladner Trunk Rd
Arthur Dr
Delta Port Way
River Rd
River Rd W
Westham Island Rd
Kerrisdale Rd
See River Rd West Inset
River Road West Mixed Use Areas
96 Ave
92 Ave
Nordel Way
84 Ave
80 Ave
72 Ave
64 Ave
120 St
116 St
112 St
104 St
96 St
88 St
72 St
64 St
56 St
12 Ave
46A St
41B St
40 St


Map 4 - Commercial Designations
LEGEND
Town Centre
Main Street Commercial
Neighbourhood Commercial
Other Commercial
First Nations Lands
Source: The Corporation of Delta Future Land Use Plan
Last Updated August 26, 2010
North Delta Map Inset
See North Delta Inset
NORTH DELTA
LADNER
See Ladner Inset
TSAWWASSEN
See Tsawwassen Inset
Ladner Map Inset
Tsawwassen Map Inset
Fraser River
South Arm
Tilbury Island
Annacis Island
Deas Island
Westham Island
Strait of Georgia
River Rd
Ladner Trunk Rd
Arthur Dr
Chilukthan Slough
Crescent Slough
Deltaport Way
Nordel Way
Nicholson Rd
Westminster Hwy
Linden Dr
Harvest Dr
12 Ave
16 Ave
52 St
53A St
56 St
57 St
62 St
64 St
72 St
88 St
96 St
104 St
112 St
114 St
116 St
120 St
45 Ave
47 Ave
48 Ave
64 Ave
72 Ave
75A Ave
80 Ave
84 Ave
86 Ave
88 Ave
90 Ave
92 Ave
96 Ave
N
W
E
S

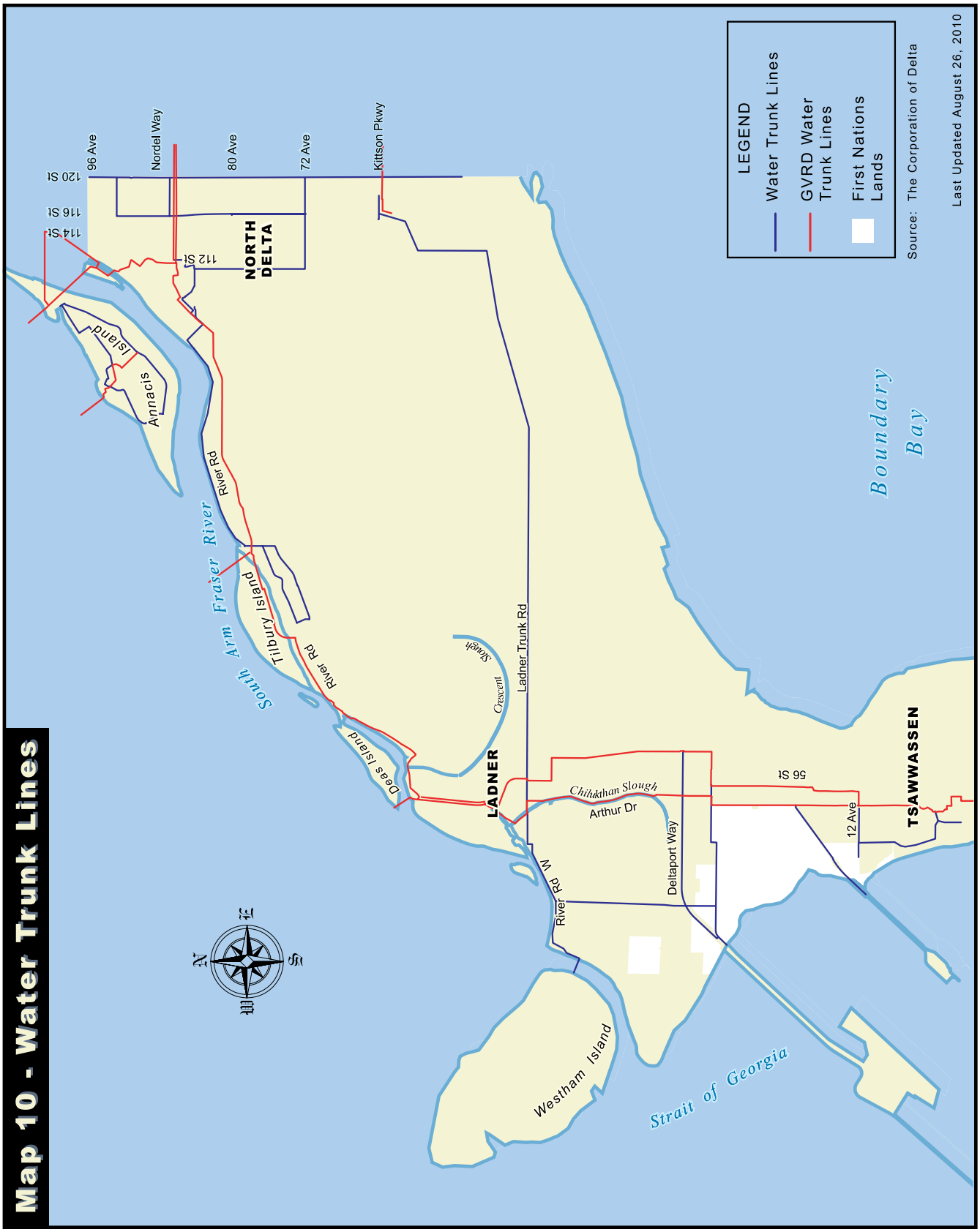

Map 5 - Industrial and Utility Designations
LEGEND
Industrial Land Use Designations
Utilities
Transportaion Terminal
Riverside Industrial
First Nations Lands
Source: The Corporation of Delta Future Land Use Plan
Last Updated August 26, 2010
NORTH DELTA
LADNER
TSAWWASSEN
Annacis Island
Tilbury Island
Deas Island
Westham Island
Boundary Bay
Strait of Georgia
South Arm Fraser River
Chihkthan Slough
Arthur Dr
Deltaport Way
Ladner Trunk Rd
River Rd
River Rd W
Westham Island Rd
Nordel Way
96 Ave
92 Ave
84 Ave
80 Ave
72 Ave
64 Ave
120 St
116 St
114 St
112 St
104 St
96 St
88 St
72 St
64 St
56 St
12 Ave
See River Rd West Inset
River Road West Industrial Area
41B St
40 St
N
E
S
W

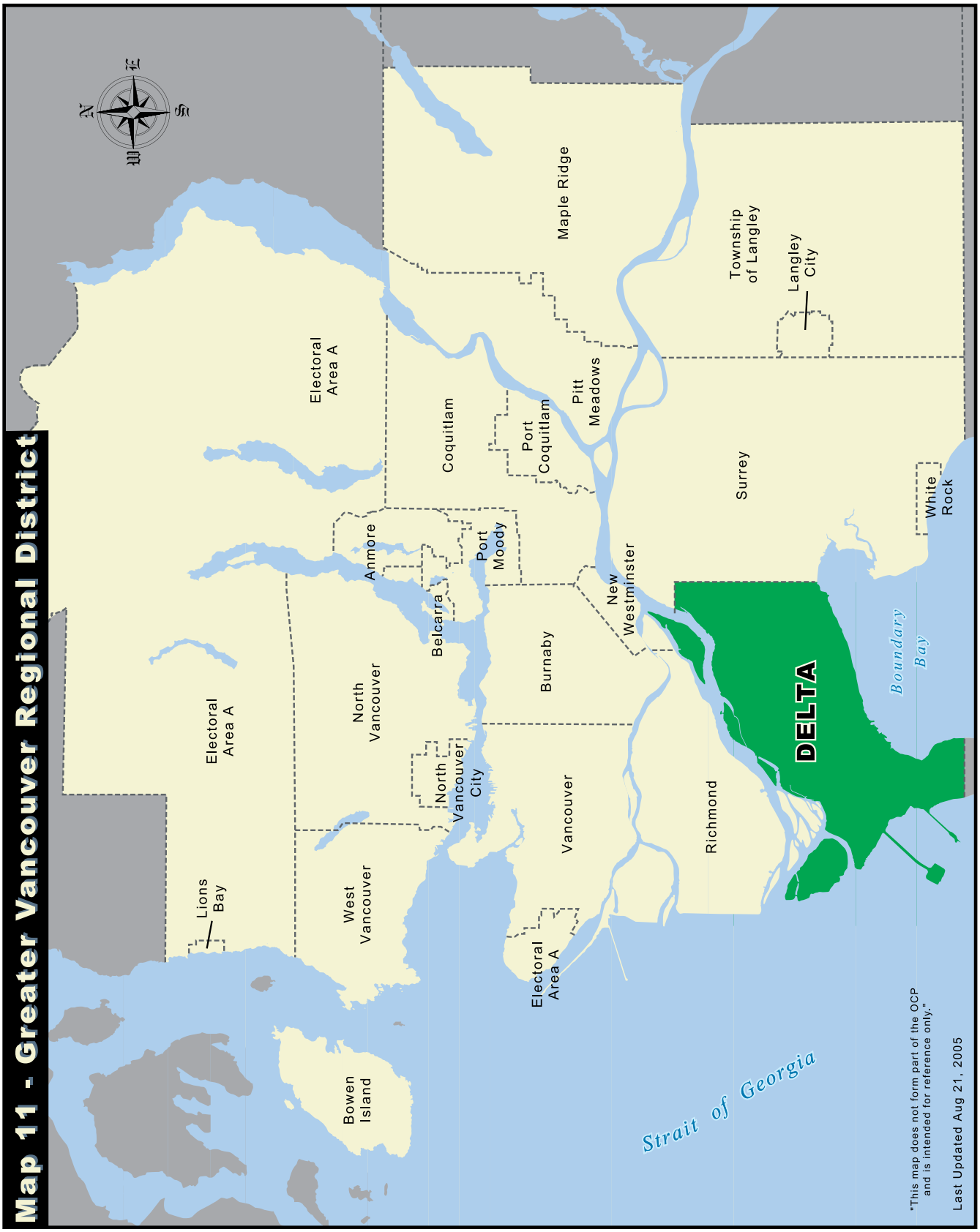

Map 6 - Environmentally Sensitive Area Designations
LEGEND
Environmentally Sensitive Area 1
Environmentally Sensitive Area 2
Environmentally Sensitive Area 3
Environmentally Sensitive Area 4
Environmentally Sensitive Area - Park
Environmentally Sensitive Area
Water (includes water-based conservation)
First Nations Lands
Source: The Corporation of Delta Future Land Use Plan
Last Updated August 26, 2010
Note: The waters of Tilbury Slough, Ladner Harbour and sloughs in the Ladner area are also designated ESA (water)
Boundary Bay
Strait of Georgia
South Arm Fraser River
Annacis Island
Tilbury Island
Deas Island
Westham Island
NORTH DELTA
LADNER
TSAWWASSEN
River Rd
Ladner Trunk Rd
Arthur Dr
Deltaport Way
Chiukthan Slough
Crescent
96 Ave
92 Ave
Nordel Way
84 Ave
80 Ave
72 Ave
64 Ave
120 St
116 St
114 St
112 St
104 St
96 St
88 St
72 St
64 St
56 St
12 Ave
N
E
S
W


Map 7 - Parks and Schools
LEGEND
Parks
Schools
Independent Schools
First Nations Lands
Source: The Corporation of Delta
Last Updated December 14, 2021
NORTH DELTA
LADNER
TSAWWASSEN
Boundary Bay
Strait of Georgia
South Arm Fraser River
Annacis Island
Tilbury Island
Westham Island
Ladner Trunk Rd
River Rd
Arthur Dr
Deltaport Way
104 St
88 St
72 St
64 St

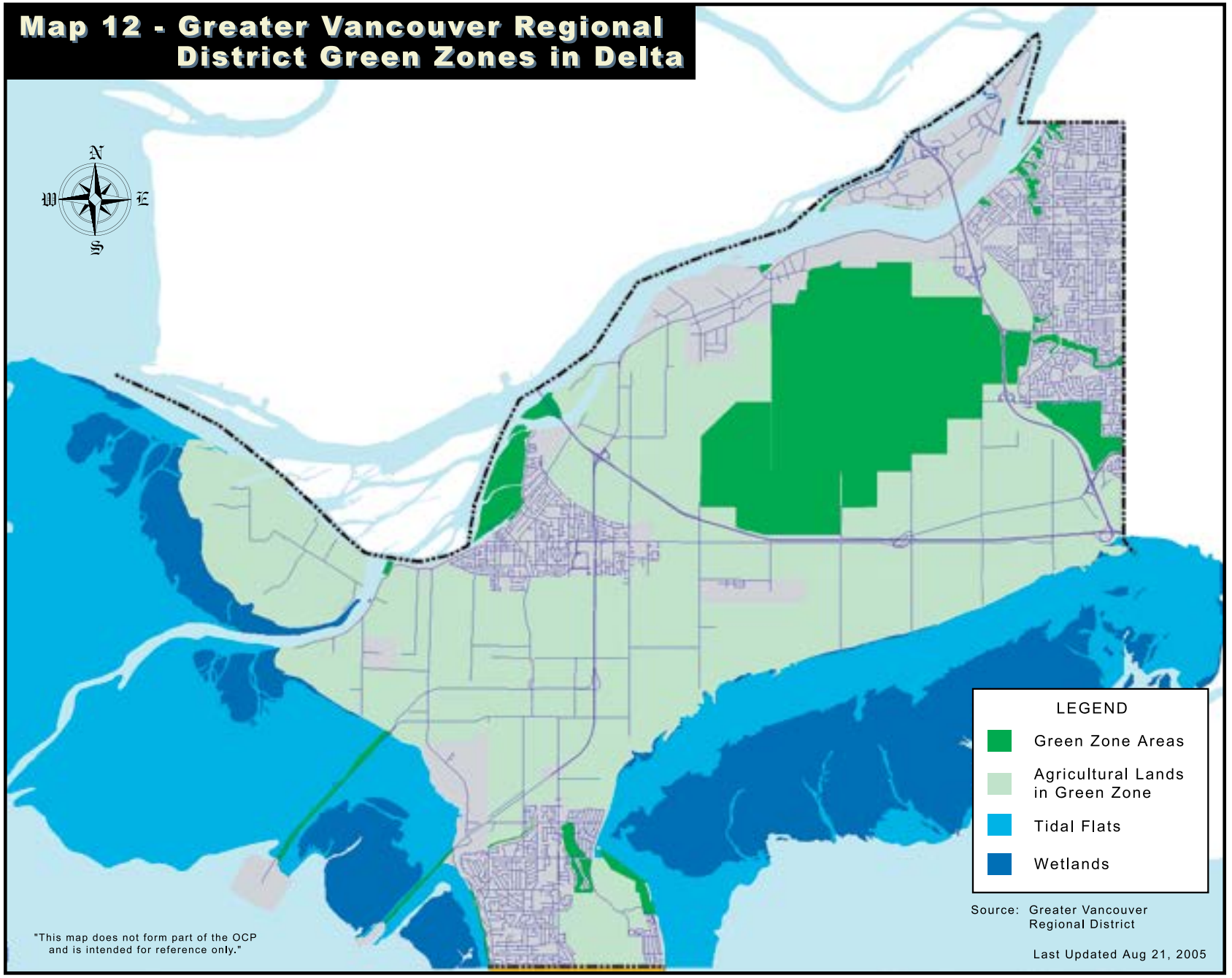

Map 8 - Road Hierarchy
LEGEND
Provincial Highway
Arterial
Collector
First Nations Lands
Source: The Corporation of Delta
Last Updated March 6, 2014
NORTH DELTA
LADNER
TSAWWASSEN
Boundary Bay
Strait of Georgia
South Arm Fraser River
Westham Island
Tilbury Island
Annacis Island
Deas Island
Chilukthan Slough
Nordel Way
Kittson Pkwy
96 Ave
92 Ave
84 Ave
80 Ave
70 Ave
64 Ave
120 St
116 St
114 St
112 St
104 St
River Rd
Arthur Dr
Deltaport Way
Ladner Trunk Rd
Churchill St
Mountain View Blvd
Boundary Bay Rd
Beach Grove Rd
English Bluff Rd
Ferry Rd
Admiral Way
Crescent Dr
Brooke Rd
Dunlop Rd
Westview Dr
Lyon Rd
Wade Rd
Nicholson Rd
Audley Blvd
Derwent Way
Cliveden Ave
Gentle Cres
Delsom Cres
Holly Park Dr
Harvest Dr
Lindsay Rd
Lundeen Dr
Kilkenny Dr
Milson Wynd
Lakes Cres
28 Ave
16 Ave
12 Ave
8A Ave
4 Ave
3 Ave
1 Ave
5 Ave
6 Ave
34B Ave
45Ave
48 Ave
44 Ave
72 St
80 St
66 St
64 St
62 St
57 St
56 St
53 St
53A St
52 St
46A St
41B St

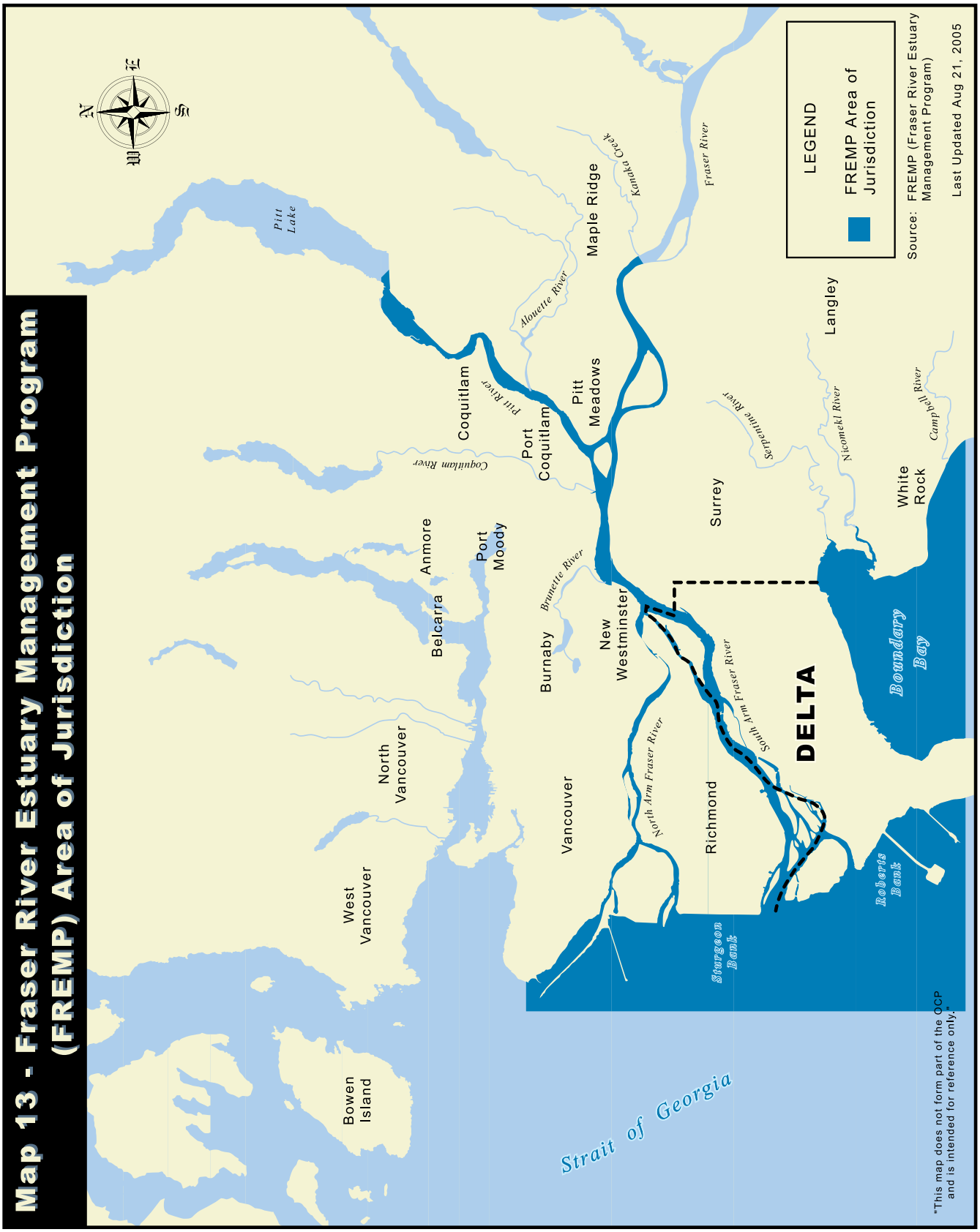

Map 9 - Sanitary Sewer Trunk Lines
LEGEND
Sanitary Sewer Trunk Lines
GVRD Sewer Trunk Lines
First Nations Lands
Source: The Corporation of Delta
Last Updated August 26, 2010
NORTH DELTA
LADNER
TSAWWASSEN
Annacis Island
South Arm Fraser River
Boundary Bay
Strait of Georgia
Westham Island
Tilbury Island
Deas Island
River Rd
Ladner Trunk Rd
Arthur Dr
Deltaport Way
Chihkthan Slough
Skeena Crescent
96 Ave
Nordel Way
80 Ave
72 Ave
Kittson Pkwy
120 St
116 St
114 St
112 St
56 St
12 Ave

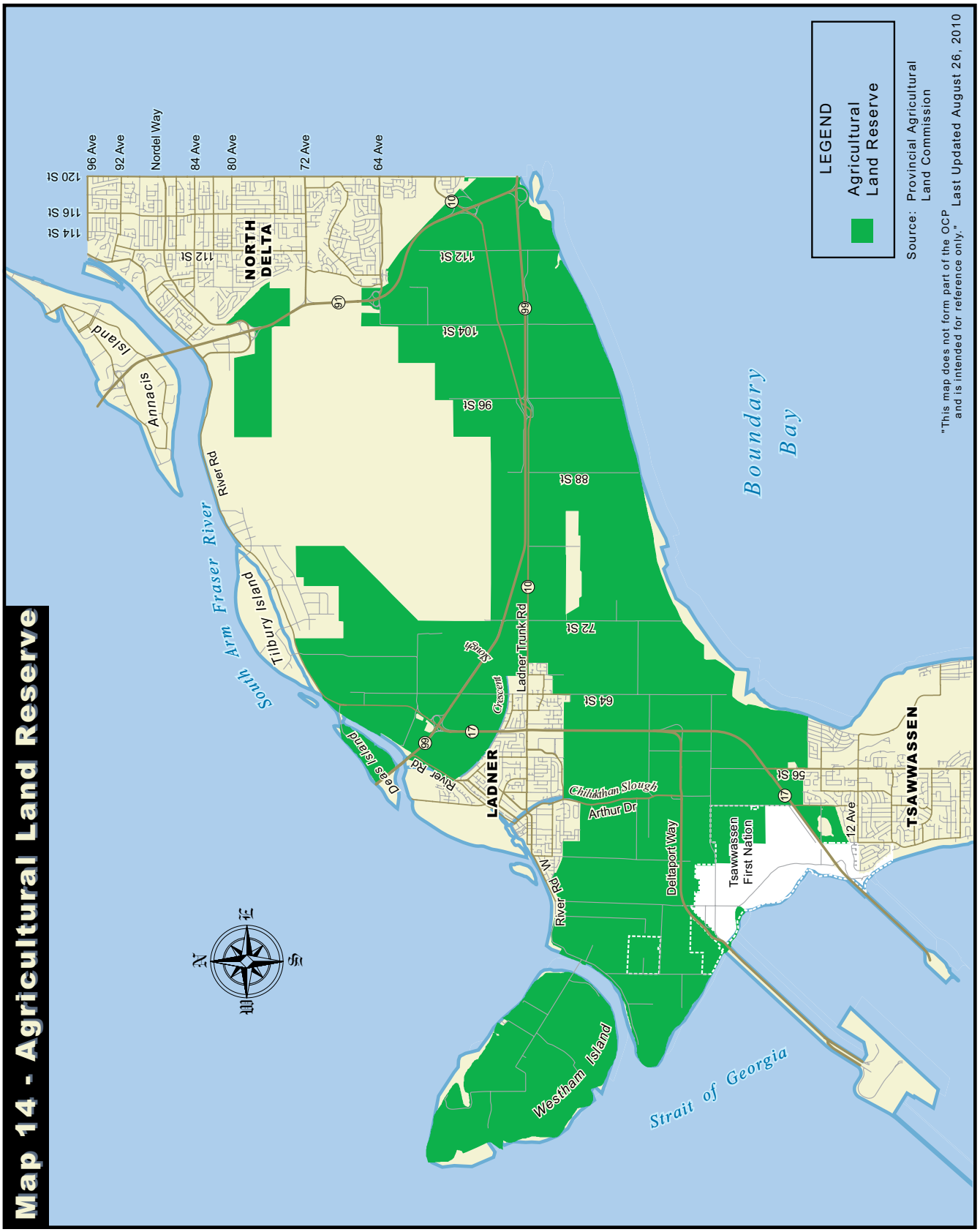

Map 10 - Water Trunk Lines
LEGEND
Water Trunk Lines
GVRD Water Trunk Lines
First Nations Lands
Source: The Corporation of Delta
Last Updated August 26, 2010
NORTH DELTA
LADNER
TSAWWASSEN
Boundary Bay
Strait of Georgia
South Arm Fraser River
Annacis Island
Tilbury Island
Deas Island
Westham Island
Chilukthan Slough
Ladner Trunk Rd
River Rd
River Rd W
Arthur Dr
Deltaport Way
Crescent South
120 St
116 St
114 St
112 St
96 Ave
Nordel Way
80 Ave
72 Ave
Kittson Pkwy
56 St
12 Ave
N
E
S
W

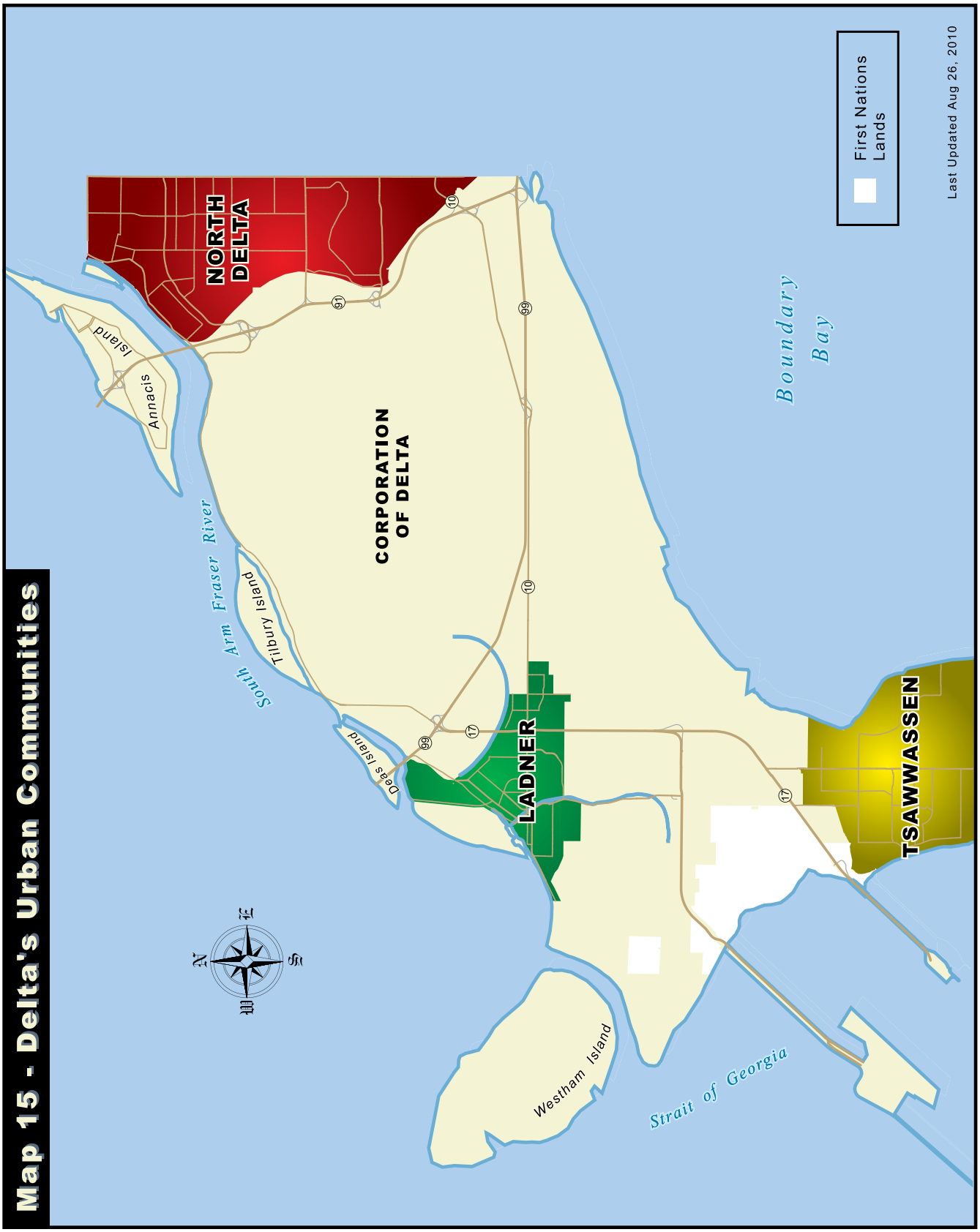

Map 11 - Greater Vancouver Regional District
N
S
E
W
Maple Ridge
Township of Langley
Langley City
Electoral Area A
Coquitlam
Port Coquitlam
Pitt Meadows
Surrey
White Rock
Anmore
Port Moody
New Westminster
Belcarra
Burnaby
North Vancouver
Electoral Area A
North Vancouver City
Vancouver
Richmond
DELTA
Boundary Bay
Lions Bay
West Vancouver
Electoral Area A
Bowen Island
Strait of Georgia
"This map does not form part of the OCP and is intended for reference only."
Last Updated Aug 21, 2005

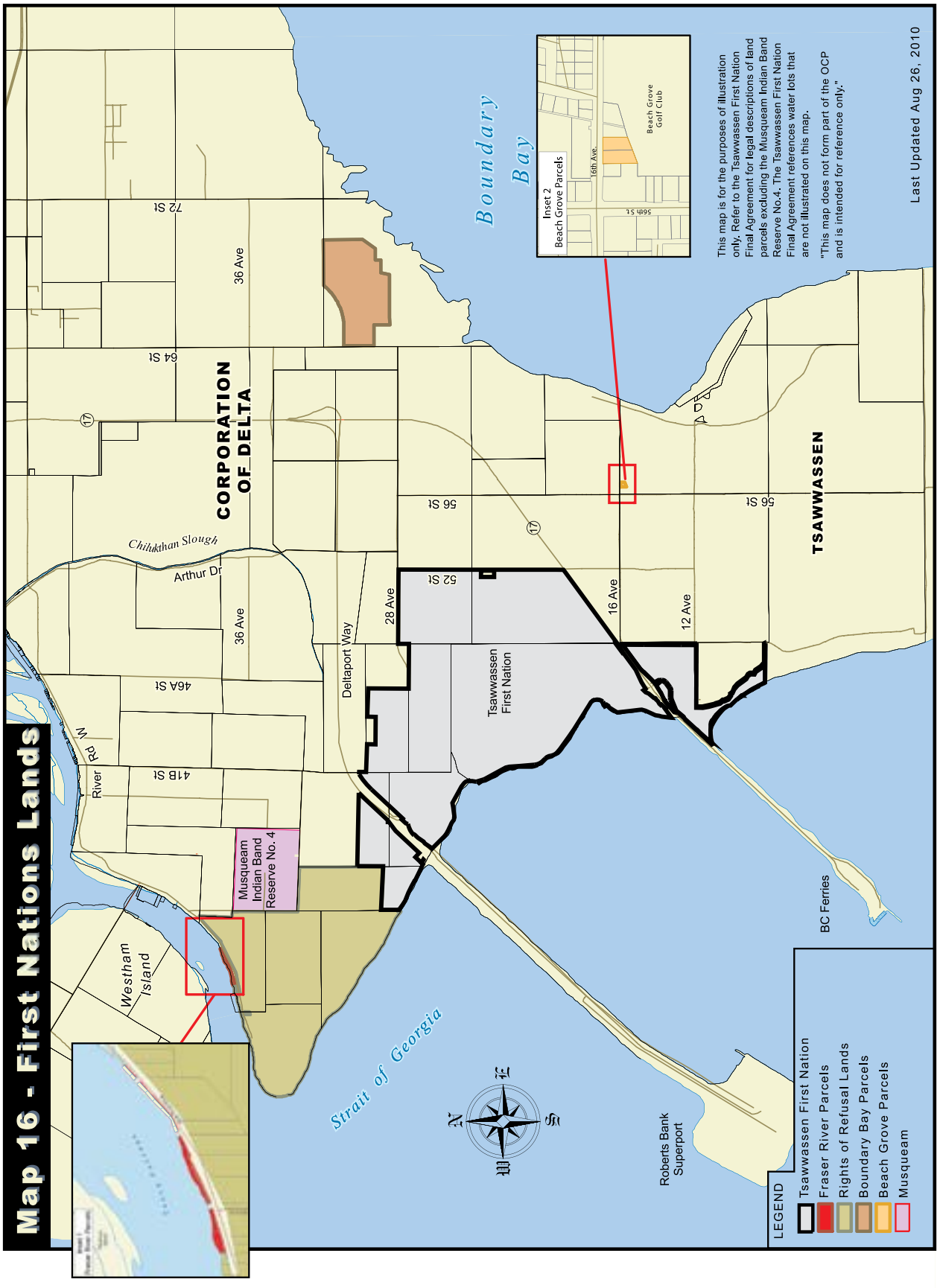
Map 12 - Greater Vancouver Regional District Green Zones in Delta

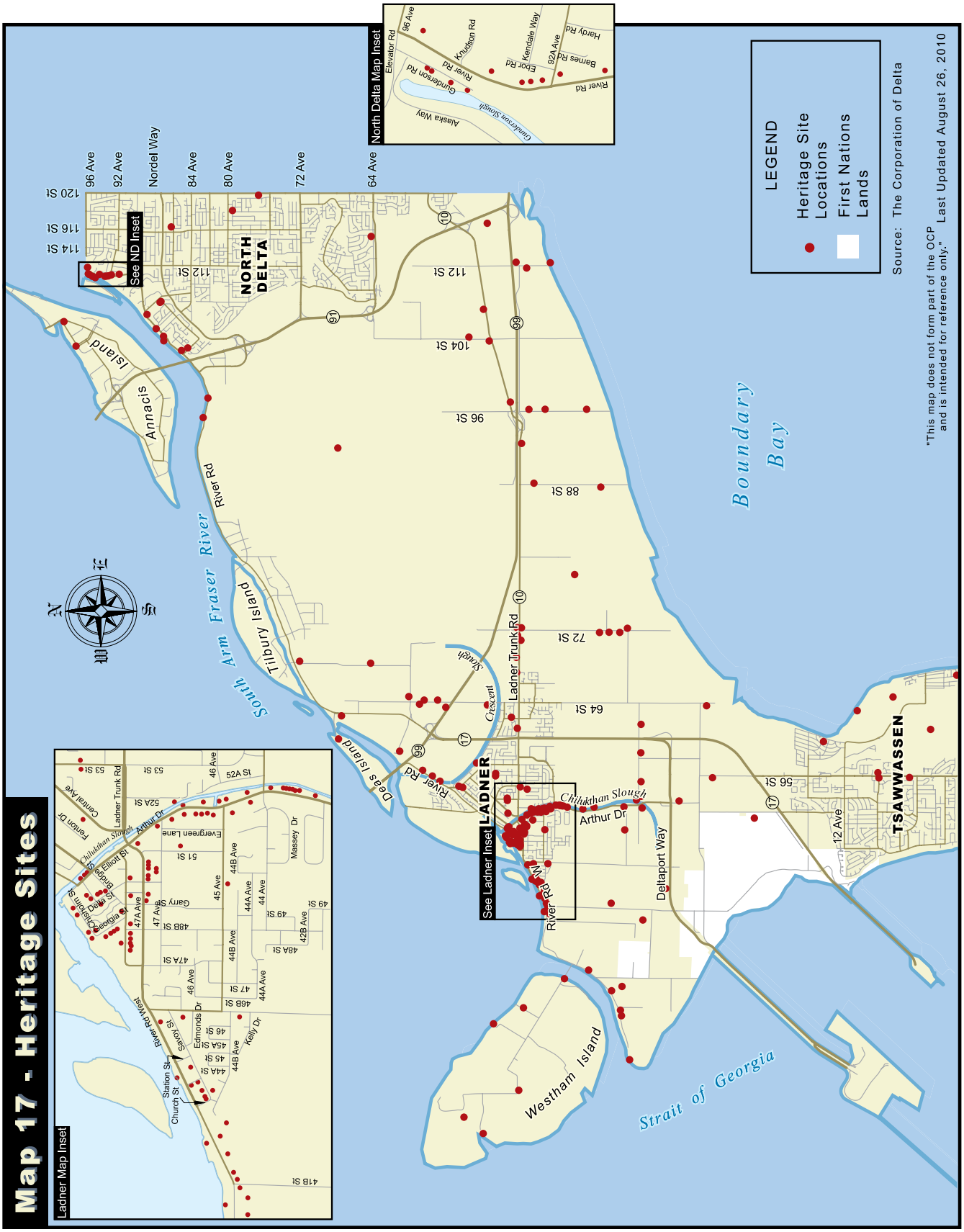



Map 13 - Fraser River Estuary Management Program (FREMP) Area of Jurisdiction
LEGEND
FREMP Area of Jurisdiction
Source: FREMP (Fraser River Estuary Management Program)
Last Updated Aug 21, 2005
"This map does not form part of the OCP and is intended for reference only."
DELTA
Surrey
White Rock
Langley
Boundary Bay
Roberts Bank
Sturgeon Bank
Strait of Georgia
Richmond
Vancouver
North Vancouver
West Vancouver
Bowen Island
New Westminster
Burnaby
Port Moody
Anmore
Belcarra
Port Coquitlam
Coquitlam
Pitt Meadows
Maple Ridge
Pitt Lake
Coquitlam River
Pitt River
Alouette River
Kanaka Creek
Fraser River
Brunette River
North Arm Fraser River
South Arm Fraser River
Serpentine River
Nicomekl River
Campbell River


Map 14 - Agricultural Land Reserve
LEGEND
Agricultural Land Reserve
Source: Provincial Agricultural Land Commission
"This map does not form part of the OCP and is intended for reference only." Last Updated August 26, 2010
Boundary Bay
Strait of Georgia
South Arm Fraser River
Annacis Island
Tilbury Island
Deas Island
Westham Island
NORTH DELTA
LADNER
TSAWWASSEN
Tsawwassen First Nation
River Rd
Ladner Trunk Rd
Arthur Dr
Chilliwhan Slough
Deltaport Way
Crescent
96 Ave
92 Ave
Nordel Way
84 Ave
80 Ave
72 Ave
64 Ave
120 St
116 St
114 St
112 St
104 St
96 St
88 St
72 St
64 St
56 St
12 Ave
N
E
S
W


Map 15 - Delta's Urban Communities
NORTH DELTA
CORPORATION OF DELTA
LADNER
TSAWWASSEN
Annacis Island
South Arm Fraser River
Tilbury Island
Deas Island
Westham Island
Boundary Bay
Strait of Georgia
First Nations Lands
Last Updated Aug 26, 2010
N
E
S
W
10
15
17
91
99


Map 16 - First Nations Lands
CORPORATION OF DELTA
TSAWWASSEN
Boundary Bay
Strait of Georgia
Chilukthan Slough
Westham Island
Musqueam Indian Band Reserve No. 4
Tsawwassen First Nation
Roberts Bank Superport
BC Ferries
Beach Grove Golf Club
Inset 2
Beach Grove Parcels
72 St
64 St
56 St
52 St
46A St
41B St
36 Ave
28 Ave
16 Ave
12 Ave
Arthur Dr
Deltaport Way
River Rd
This map is for the purposes of illustration only. Refer to the Tsawwassen First Nation Final Agreement for legal descriptions of land parcels excluding the Musqueam Indian Band Reserve No.4. The Tsawwassen First Nation Final Agreement references water lots that are not illustrated on this map.
"This map does not form part of the OCP and is intended for reference only."
Last Updated Aug 26, 2010
LEGEND
Tsawwassen First Nation
Fraser River Parcels
Rights of Refusal Lands
Boundary Bay Parcels
Beach Grove Parcels
Musqueam


Map 17 - Heritage Sites
LEGEND
Heritage Site Locations
First Nations Lands
Source: The Corporation of Delta
"This map does not form part of the OCP and is intended for reference only."
Last Updated August 26, 2010
North Delta Map Inset
See ND Inset
See Ladner Inset
Ladner Map Inset
NORTH DELTA
LADNER
TSAWWASSEN
Boundary Bay
Strait of Georgia
South Arm Fraser River
Annacis Island
Tilbury Island
Deas Island
Westham Island
River Rd
Ladner Trunk Rd
Arthur Dr
Chikkham Slough
Deltaport Way
Nordel Way
96 Ave
92 Ave
84 Ave
80 Ave
72 Ave
64 Ave
112 St
104 St
96 St
88 St
72 St
64 St
56 St
120 St
116 St
114 St


Map 18 - Major Road Network
LEGEND
Ministry of Transportation
TransLink's Major Road Network (MRN)
First Nations Lands
Source: The Corporation of Delta
'This map identifies the major roadways that are currently under the B.C. Ministry of Tranportation's jurisdiction, as well as those included under TransLink's Major Road Network.'
"This map does not form part of the OCP and is intended for reference only."
Last Updated August 26, 2010
NORTH DELTA
LADNER
TSAWWASSEN
Boundary Bay
Strait of Georgia
South Arm Fraser River
Annacis Island
Tilbury Island
Deas Island
Westham Island
Westham Island Bridge
Chihkthan Slough
Arthur Dr
Deltaport Way
Ladner Trunk Rd
River Rd
W River Rd
Crescent
12 Ave
96 Ave
92 Ave
Nordel Way
84 Ave
80 Ave
72 Ave
64 Ave Pkwy
120 St
116 St
114 St
112 St
104 St
96 St
88 St
72 St
64 St
56 St
N
E
S
W