

Ladner Heritage Conservation Area 2 (LHCA 2 – Arthur Drive)

The area identified as LHCA 2 – Arthur Drive on "Map IIF – Ladner Heritage Conservation Area 2" is designated as a heritage conservation area.

Justification

Chilukthan Slough, which drains into Ladner Harbour and then the Fraser River, provided the first means of access for the early settlers to reach the inland areas. The Slough, which parallels Arthur Drive, accommodated barges used to carry supplies from Ladner to the inland farms and crops from the farms to the Fraser River.

Arthur Drive was constructed in the 1880s and took over the role the Slough had provided for transportation.

"On Arthur Drive, more than anywhere else, some houses were consciously built in a particular architectural style, since this was the place to live in Ladner in the decade from 1915 to 1925." (Source: Gwen Szychter, *Beyond Ladner's Landing*, p.12). Some of the earliest houses were constructed in 1880, and as many as 16 identified heritage buildings remain on Arthur Drive.

The residential area on either side of Arthur Drive has a distinctive quality and appearance reflective of the past. Distinctive elements include:

- » Single detached homes of varying sizes and heights;
- » Winding alignment of Arthur Drive;
- » Chilukthan Slough (historically used for transportation);
- » Historic buildings and structures with diverse architectural styles;
- » Variety of lot sizes and configuration;
- » Large front and side yard setbacks; and
- » Mature landscaping and trees.

Objectives

The objectives of the LHCA 2 are to preserve and enhance the distinctive character elements of Arthur Drive, restore heritage buildings, and develop a heritage character when alterations of existing buildings and new buildings are being planned or constructed. Improvements to the streetscape of Arthur Drive and providing public access to Chilukthan Slough are also considered important in the enhancement of Arthur Drive.

Guidelines

1.0 Subdivision

The preservation of open space and significant trees between buildings on the larger sites is vital to maintaining the character along Arthur Drive. It is important to avoid a transformation of the street into uniform, homogenous lot widths.

- 1.1 The subdivision of existing properties that are within the LHCA 2 boundary is discouraged in order to maintain a variety of lot widths and lot sizes. Properties that straddle the LHCA 2 boundary may be permitted to subdivide the portion of land that is not within the LHCA 2.



2.0 Additional Dwelling Units

- 2.1 For properties that meet the zoning requirements to construct additional dwelling units, they are subject to the following conditions:
 - a. the entrance to the additional dwelling units should be signaled from the street by visible structures such as arbors, gates, and address plates;
 - b. garages and on-site parking for more than one car should be located to the rear of the front setback line; and
 - c. a shared driveway system should be provided to limit access to Arthur Drive to one driveway.



3.0 Setbacks

The variety of front yard setbacks is part of Arthur Drive's appeal and distinctive character. Setbacks are also intended to be generous enough to preserve significant existing vegetation and retain a generous separation between principal buildings and the street on the larger lots consistent with the character of the area. Setbacks can also be used to preserve the integrity of heritage building facades and encourage articulation for new building facades.

- 3.1 For properties that do not back onto Chilukthan Slough, the minimum front setback for replacement homes should be the same as the front setback of the existing home on site.
- 3.2 Alterations should not project into the front yard setback and if they project into the side yard setback they should be set back from the outermost front elevation.
- 3.3 New buildings or alterations may be sited in the rear yard area provided they are equal or lower in height than the principal building.



4.0 Building Design

The form and character of new buildings and alterations should aim to complement the neighbourhood character and streetscape using appropriate building design and use of materials. This applies to both heritage and non-heritage buildings. It is recognized that not all heritage buildings are able to be consistent with the following guidelines. Additional guidelines pertaining to heritage buildings can be found in Section 7 – Heritage Properties.

- 4.1 An alteration to an existing building or a new accessory building should be consistent with the style of the existing building.
- 4.2 New buildings should be consistent with the scale of the neighbourhood and not visually dominate adjacent smaller buildings.
- 4.3 Front elevations should be broken up with the use of projections or recessions (e.g., bay windows or porches).
- 4.4 Blank walls should be avoided. Walls can be broken up with windows, doors, setbacks, etc. Taller wall elements should incorporate openings and setbacks, or use of materials to add variation.
- 4.5 At least one principal entrance should be provided which is clearly visible from the street.
- 4.6 The height of the front entranceway should not be more than one storey. The height of stairs would not be included if part of the entranceway feature, but the porch should not be higher than 10 feet (3 metres).
- 4.7 Garages should be designed to fit in with the design of the principal building, be lower in scale, and enhance the streetscape. Attached garages should be recessed from the front building elevation.
- 4.8 Use a mix of building materials and colours that is complementary to buildings along Arthur Drive for new buildings or alterations. Roof colours should complement the principal building.
- 4.9 Use simple rooflines incorporating gables or dormers for variation. Match established patterns of roof profiles and height.
- 4.10 A variety of window styles should be used that complement the architecture of the building and of other buildings along Arthur Drive.



Homes along Arthur Drive

5.0 Driveways & Parking

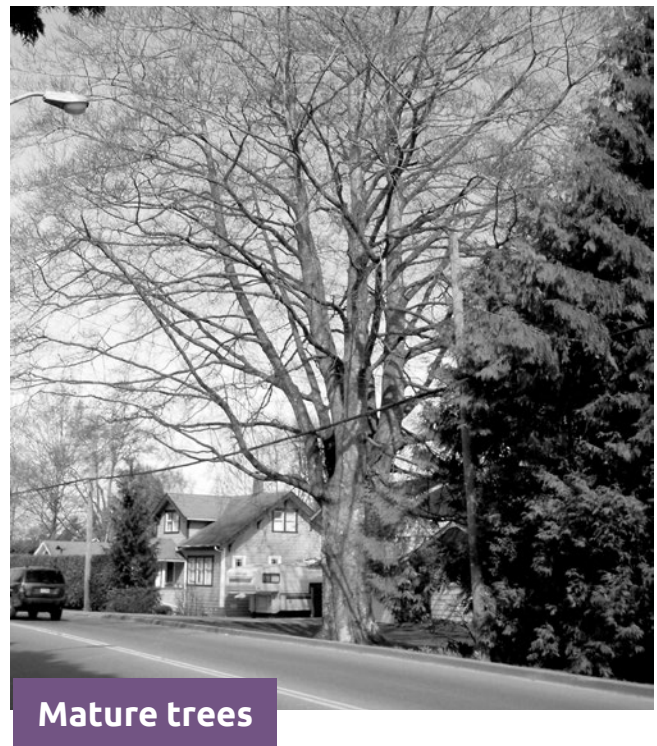
- 5.1 In order to limit the number of vehicle access points on Arthur Drive, shared sidewalk crossings leading to separate driveways are encouraged wherever significant existing trees, hedges, or shrubs are not affected.
- 5.2 Locate garages and on-site parking for more than one car to the rear of the front setback line.



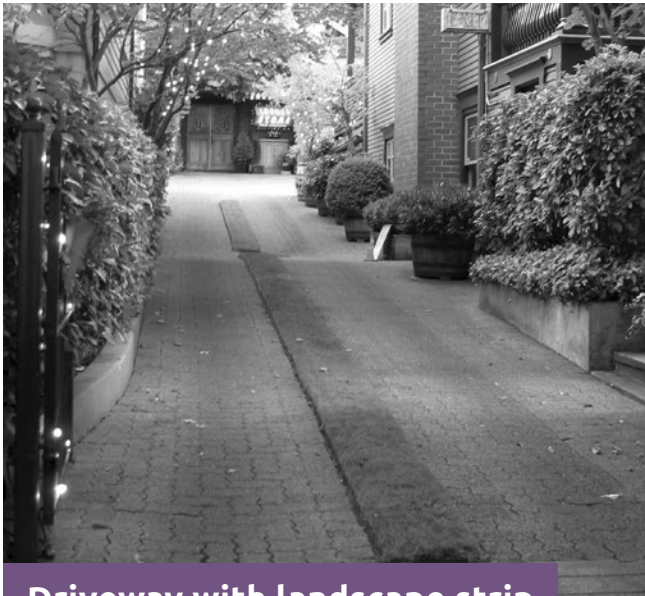
6.0 Landscaping & Fencing

Well established landscaping and mature trees in yards fronting the winding street strongly contribute to the appeal of Arthur Drive. Large areas of landscaping and open lawns around residences on small and large properties contribute to a sense of continuity along the street.

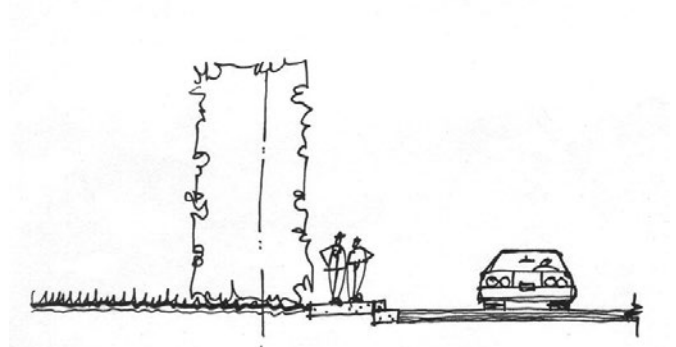
The following guidelines for landscaping and fencing on private property are to improve pedestrian comfort and retain and enhance the unique heritage character along Arthur Drive.



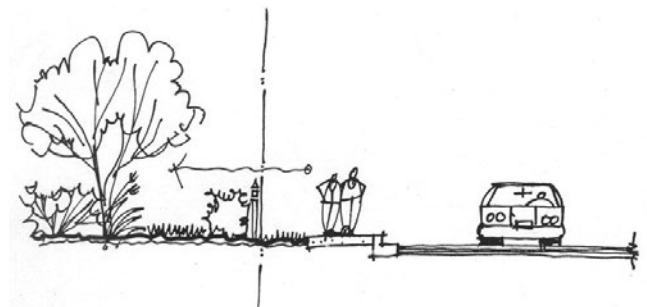
- 6.1 Retain and protect existing trees as much as possible. A landscape plan should be submitted for any significant landscape alterations.
- 6.2 Plant a combination of large and small trees, and shrubs as well as lawns to reinforce the diverse residential landscape of the area. Use native species as well as exotics consistent with existing trees.
- 6.3 Minimize the amount of paved surfaces for driveways, parking, pathways and patios in front yards.
- 6.4 When there is an opportunity, overgrown hedges on front property lines should be replaced with lower scale hedges or gardens planted further from the sidewalk and road in combination with low scale fences to create a layered landscape which provides privacy for front and side yards while allowing filtered views from the street. Consideration will be made for fences made from wrought iron, stone, brick and wood. New and existing landscaping should not encroach onto public rights-of-way.



Driveway with landscape strip minimizes paving



In some places, tall hedges block views to heritage homes and make walking on the sidewalk uncomfortable.



Low fences and landscaping combined with trees and shrubs further from street allow filtered views to homes and gardens and make walking on the sidewalk more comfortable.

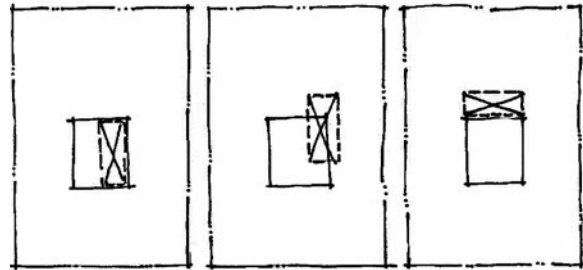
7.0 Heritage Properties

There are 17 properties along Arthur Drive that are on the Heritage Inventory. The structures on these properties were built between 1891 and 1929 and have architectural styles characteristic of that time period. Additional properties that have heritage potential and wish to be added to the Heritage Inventory will need to be evaluated based on the criteria outlined in Delta's Heritage Inventories.

7.1 To provide an incentive to encourage the retention and restoration of heritage properties, additional dwelling units or variances to zoning requirements may be considered for properties that are listed on the Heritage Inventory, subject to the following conditions:

a. The property is on or added to the Heritage Register and subject to long term heritage protection by entering into a Heritage Revitalization Agreement;

- b. The total floor space of the additional dwelling units is less than 50% of the principal dwelling;
- c. Any accessory dwelling units are located within the existing building or, if in a new structure, that they are located to the side or rear of the existing building;
- d. Any new structures are smaller than the principal building, and should consider how the siting of the structure may impact the heritage character of the principal dwelling, existing setbacks, mature vegetation, and any environmentally sensitive areas;



Additional housing units within heritage building less than 50% of main dwelling

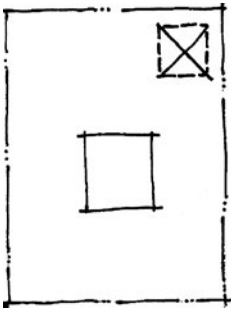


Driveway with lawn strip in centre



Grass-crete driveway

- e. Parking areas are located in the rear or side yards and landscaped to limit the appearance and amount of pavement on site;
 - f. The principal heritage building is retained in its existing location, or moved to another appropriate location on the lot that is visible from the street; and
 - g. Any alterations to the heritage building should blend with the existing character, not detract from the heritage value of the building, and not detract from the character of the streetscape.
- 7.2 If the additional dwelling units are larger than 25% of the existing building or 50 m², whichever figure is lower, a report by a consultant who specializes in heritage buildings will be required to determine if the heritage value of the existing building is being retained.
 - 7.3 The architectural style of an alteration to an existing building or a new accessory building should, in most cases, be consistent with the existing style.
 - 7.4 Original materials, if present, should be preserved, restored and incorporated into the exterior finish of the building on renovated buildings. If the original materials are not present or cannot be used, the exterior materials used within the renovation should have the same appearance and material type as the original materials.



Additional unit in coach house (with garage) or carriage house (without garage) form



Architectural Styles

- 7.5 Architectural elements for building alterations and new buildings should, where appropriate:
- include wide roof overhangs unless it is not in keeping with the existing structure;
 - maintain established roof profiles and height;
 - include sawn cedar shingle roofing;
 - use heritage palette or compatible colour schemes;
 - use traditional materials or materials similar in appearance;
 - include wood or vinyl windows in heritage configurations. Wood windows should be used for restoration purposes; and
 - include elevated, covered porches at the front and rear entrances.



Map IIF Ladner Heritage Conservation Area 2