



THE CORPORATION OF DELTA  
**Official Community Plan**

# 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”*



THE CORPORATION OF DELTA  
Official Community Plan

# East Ladner Area Plan

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## I. Location of East Ladner

The boundaries for the East Ladner Area Plan are:

**West:** Highway 17

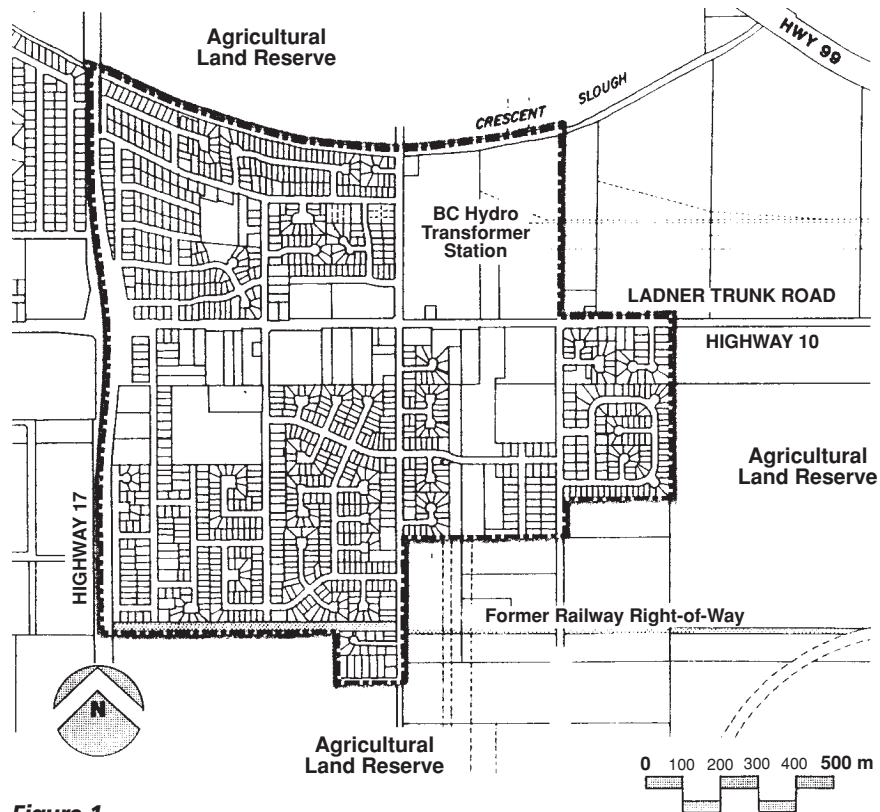
**North:** Crescent Slough (a drainage canal) and the Agricultural Land Reserve (ALR)

**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; <sup>6</sup>
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.<sup>3</sup> Future housing development in all other areas of East Ladner would be single-family housing of a type similar to, and with lot dimensions which do not vary more than 15% from, residential properties within 150 metres of the development site.

Exempt the property known as Lot “D” except: Parcel two statutory right-of-way plan 79436: Block B, District Lot 182, Group 2, New Westminster District, Plan 18572 (Parcel Identifier 002-698-919) from this policy.<sup>4</sup>

### ***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 ,**

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**

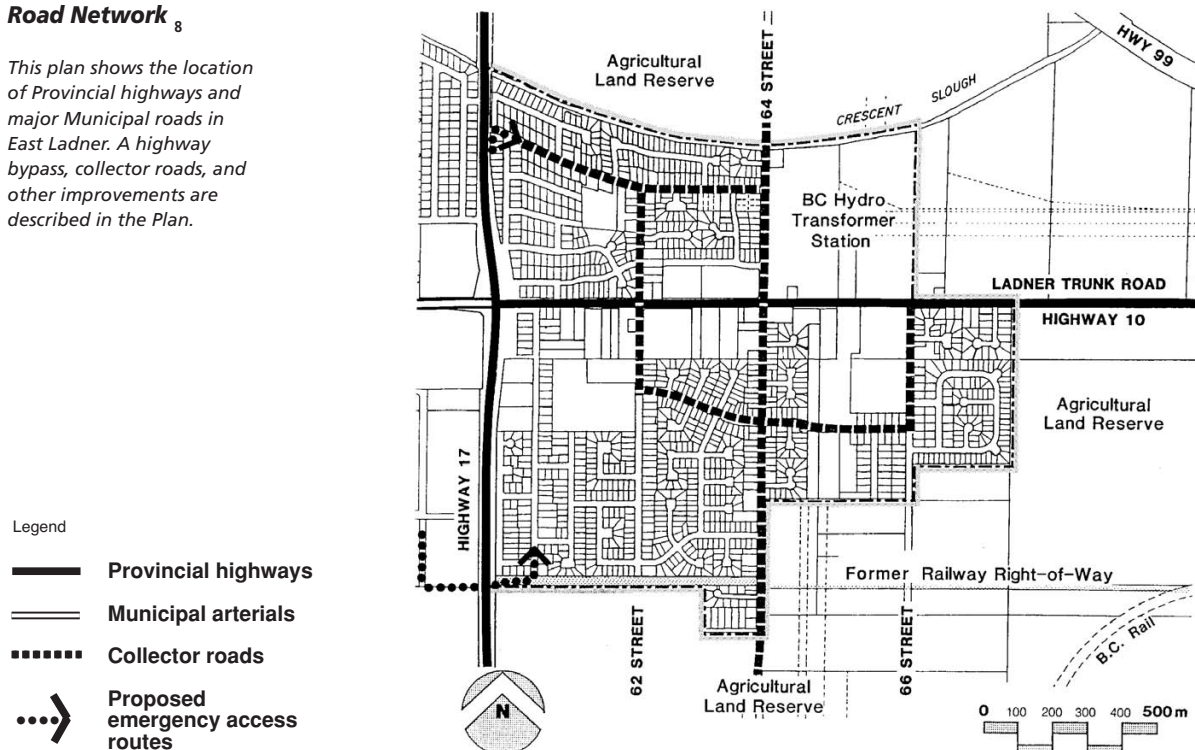
Work with B.C. Transit to improve local bus service within East Ladner and to the rest of Ladner.

**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 <sub>8</sub>**

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**

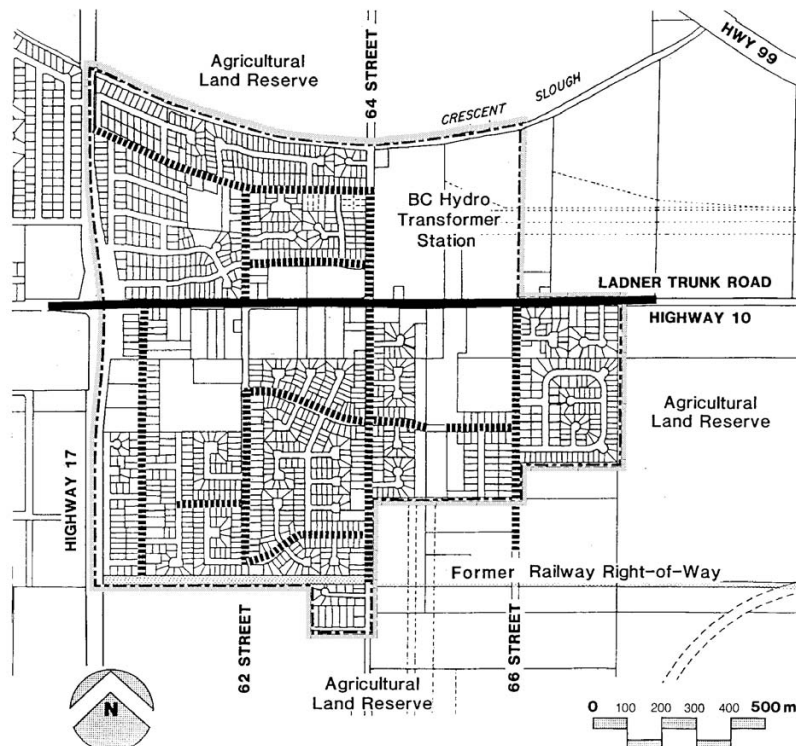
Provide an attractive image and noise buffer on Ladner Trunk Road by following an overall landscape design concept along this road.

#### **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 watermain



### III. Future Land Use Plan Amendments

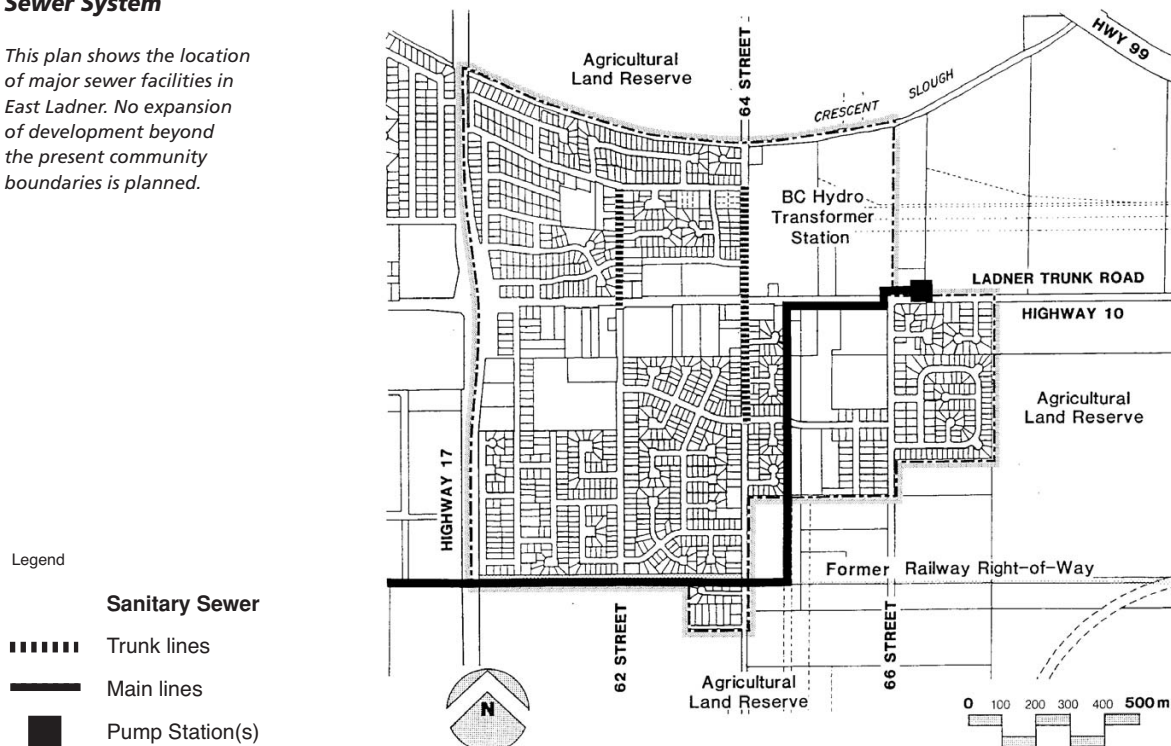
Future road alignments and park acquisitions may require amendments to the East Ladner Area Plan. In that event, the Municipality will continue to work closely with the community, Ministry of Transportation and Highways and Agricultural Land Commission to resolve issues that may arise.

### IV. Capital Expenditures

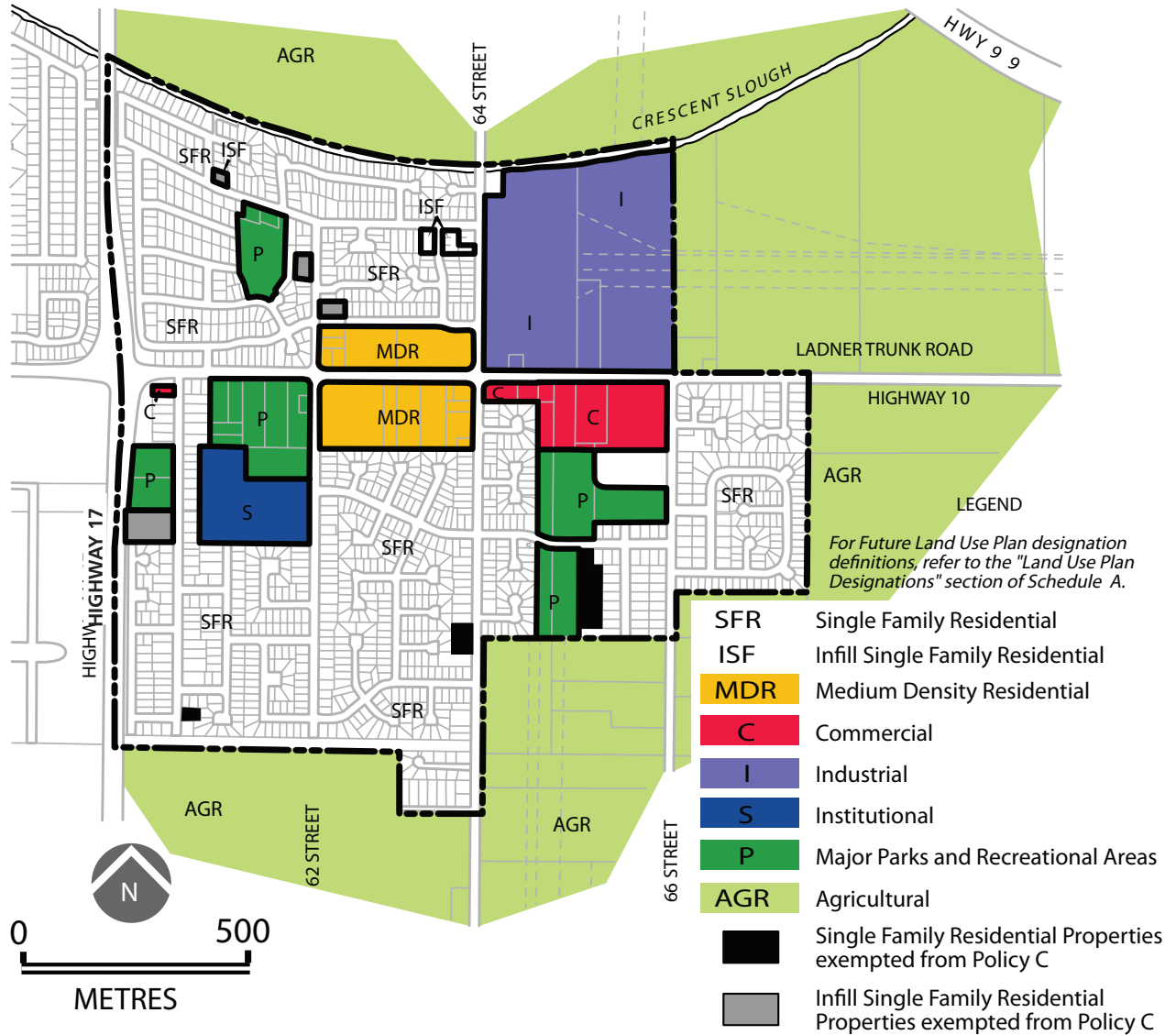
Capital projects generated by this plan were considered, but were not included in the 1991 Five-Year Capital Expenditure Programme (C.E.P.). They will be considered in the 1992 and future C.E.P.'s.

#### 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.*



## East Ladner Future Land Use Plan <sub>2</sub>



**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.
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.

*Schedule “B.2” to “The Corporation of  
Delta Official Community Plan Bylaw No.  
3950, 1985”*



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# Riverside Area Plan

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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

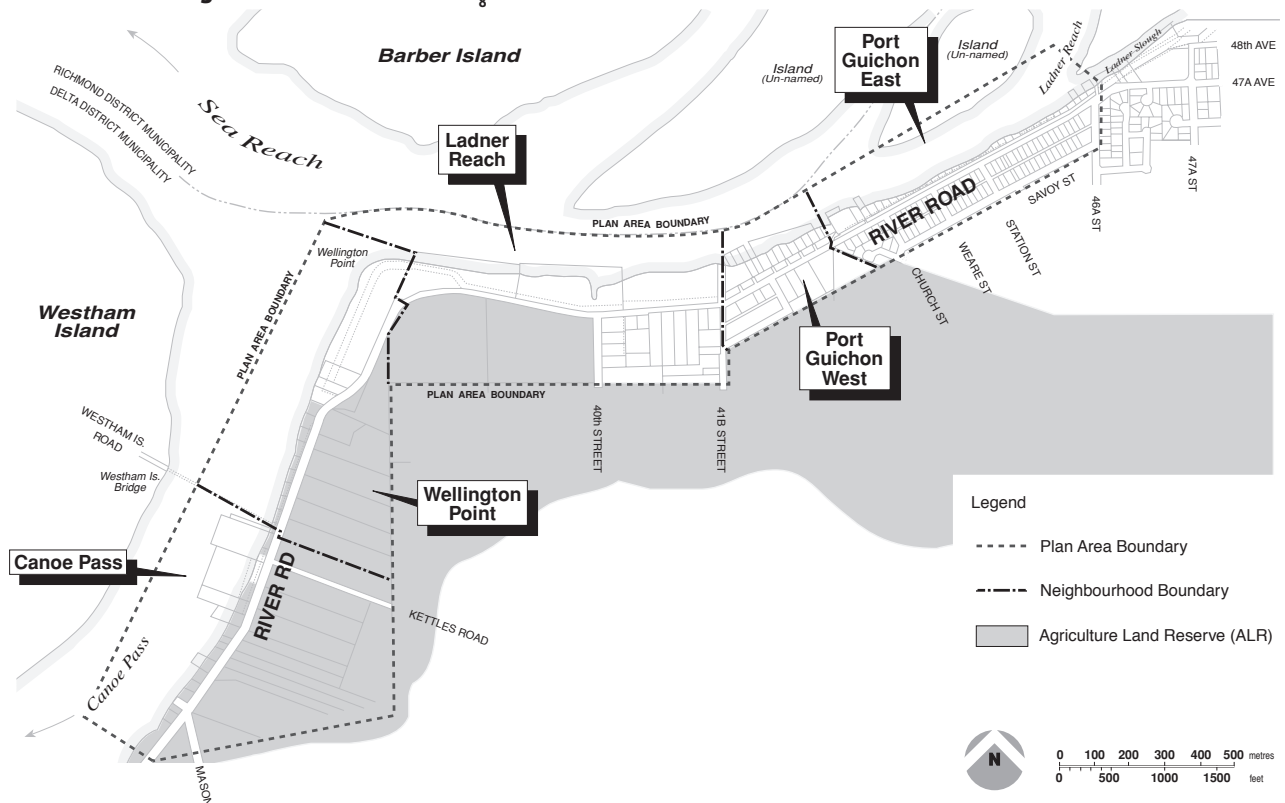
**3. Ladner Reach:** 41B St. to the westerly property line of Lot 1 District Lot 54 group 2 New Westminster District Plan 19817

**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** <sup>8</sup>



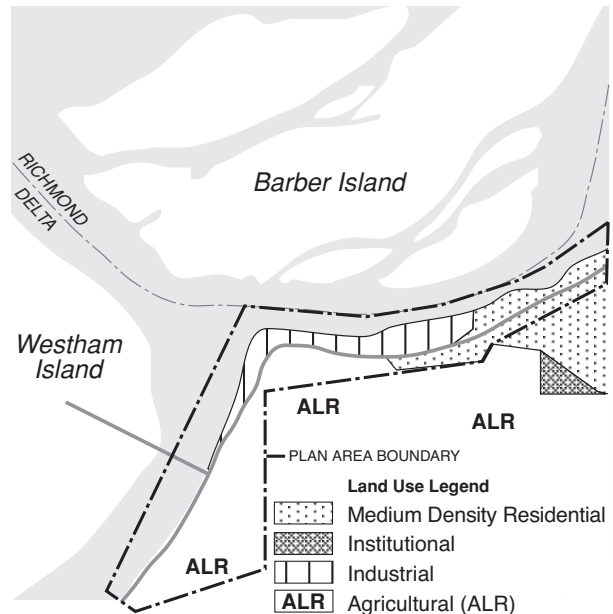
*This Schedule applies only to the area shown outlined on the map entitled “Plan Area and Neighbourhood Boundaries”. In the event of any conflict between this Schedule B.2 and Schedule A, Schedule B.2 shall prevail to the extent necessary to resolve this inconsistency.*

## B. Existing Land Uses

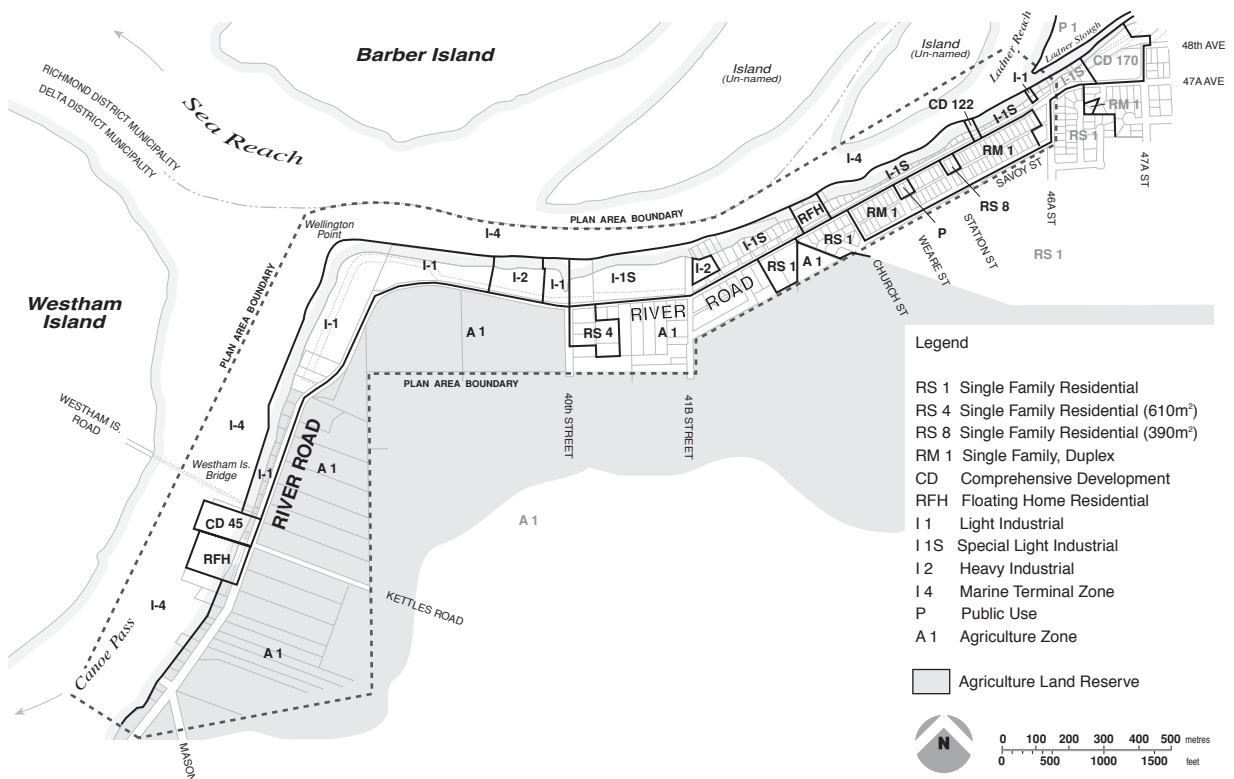
Present land uses and designations for lands in the Riverside area are as shown on the maps entitled, “Official Community Plan Designations Before Adoption of the Riverside Area Plan”, “Existing Land and Foreshore Uses - 1993” and “Current Zoning - 1993”.

There are no present or proposed schools or waste treatment plants within Riverside.

**Official Community Plan Designations Before Adoption of Riverside Area Plan**

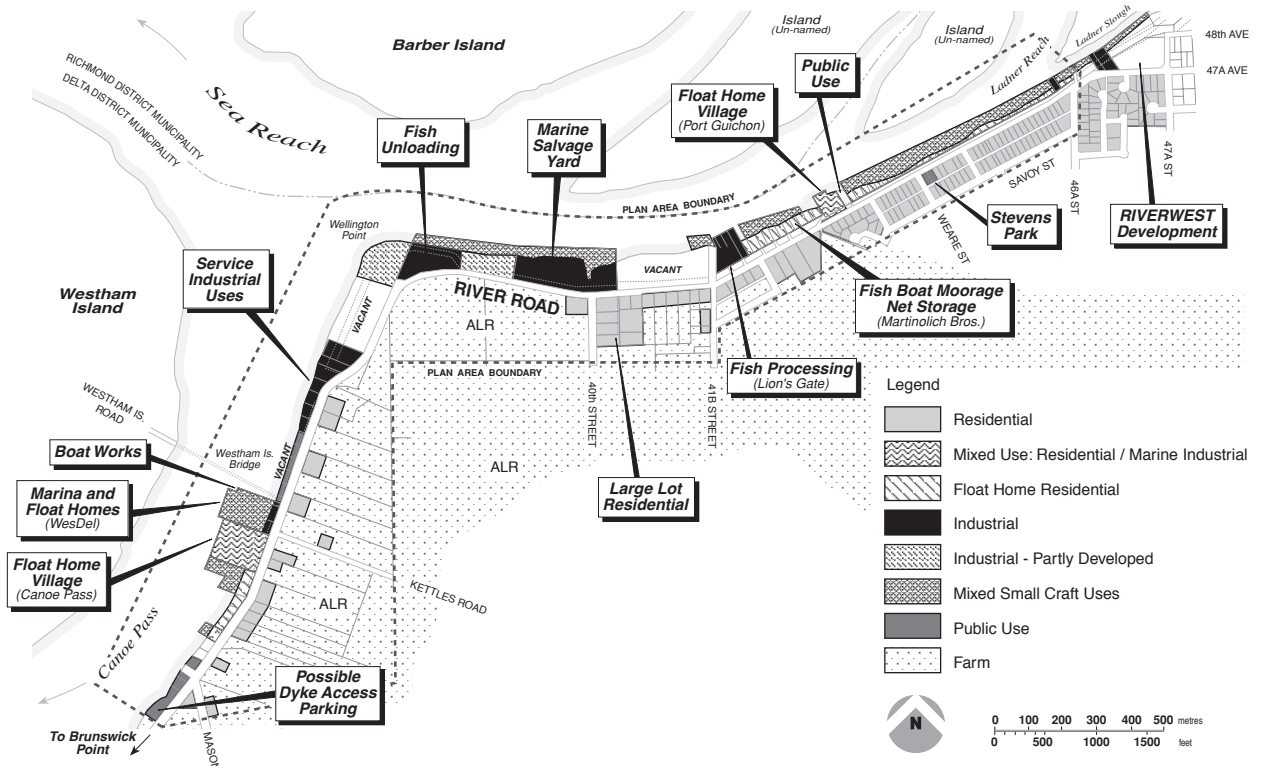


**Current Zoning - 1993**





### 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.

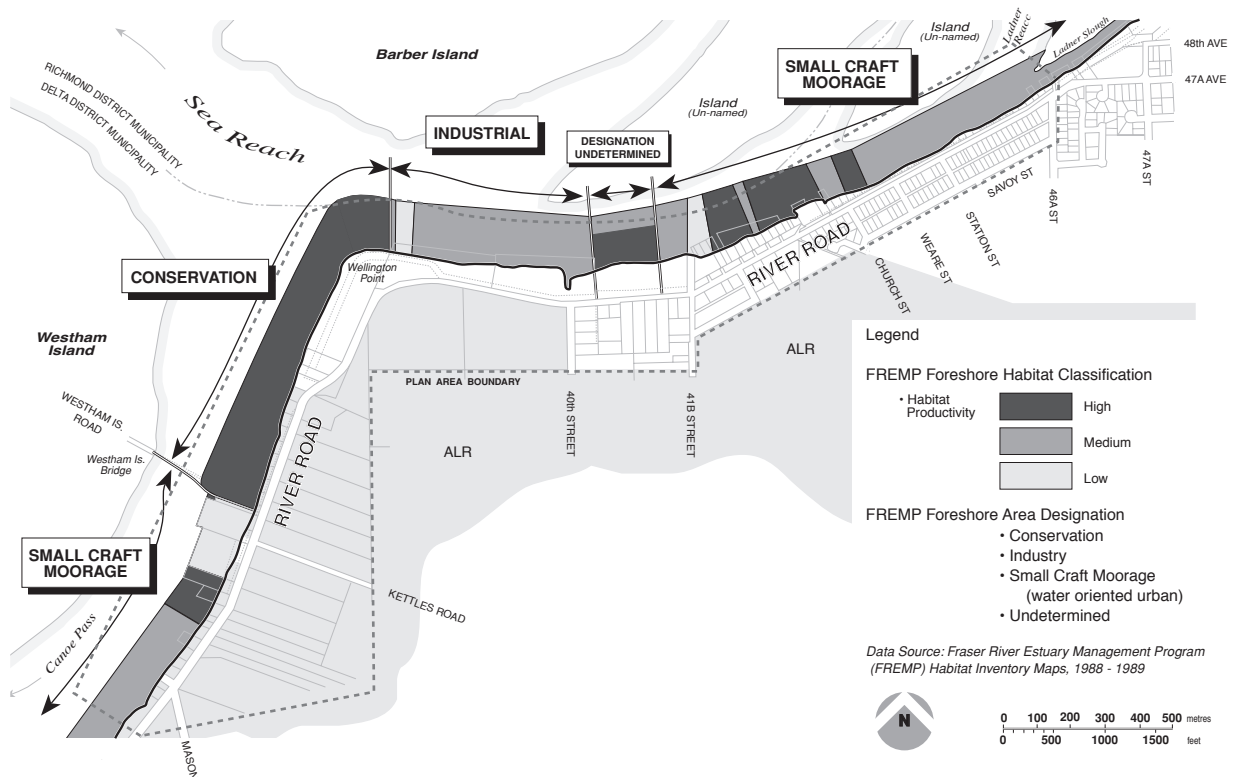
##### Policy A.4: Mitigate Environmental Impacts

Require development and redevelopment proposals to conduct an environmental impact study and to mitigate or avoid environmental impacts.

##### Policy A.5: Ensure Tree Replacement

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



## 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.

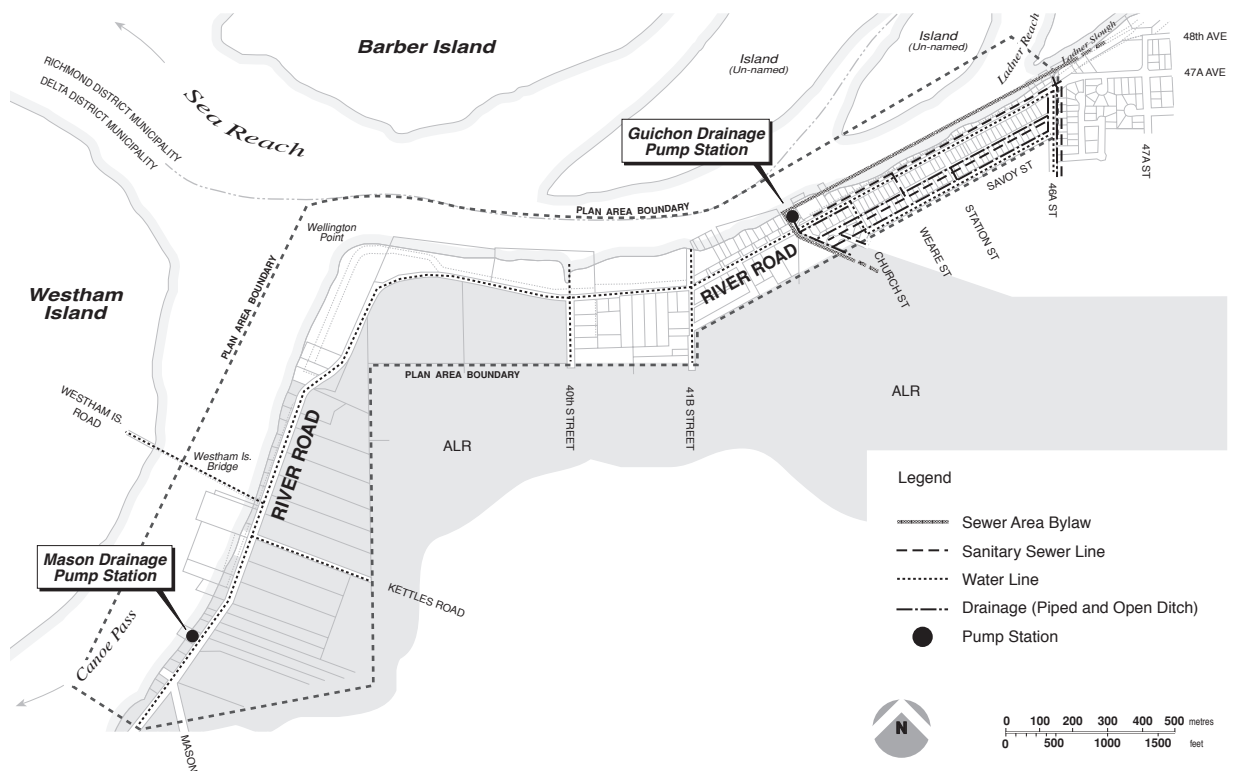
#### Policy B.3: New Development to Treat and Dispose of Sanitary Waste

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



**Objective B(B): Protect Against Flooding and Erosion**

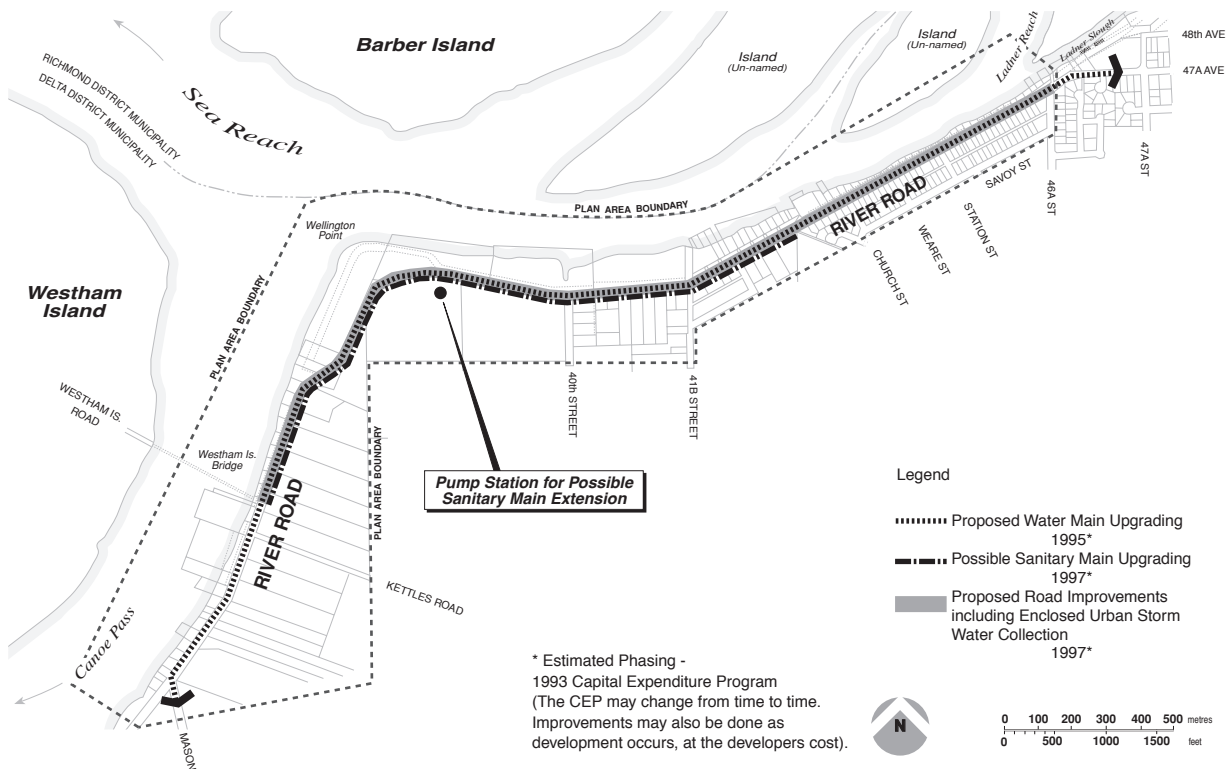
To reduce the risk of injury, loss of life, and property damage due to flooding and erosion.

**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.

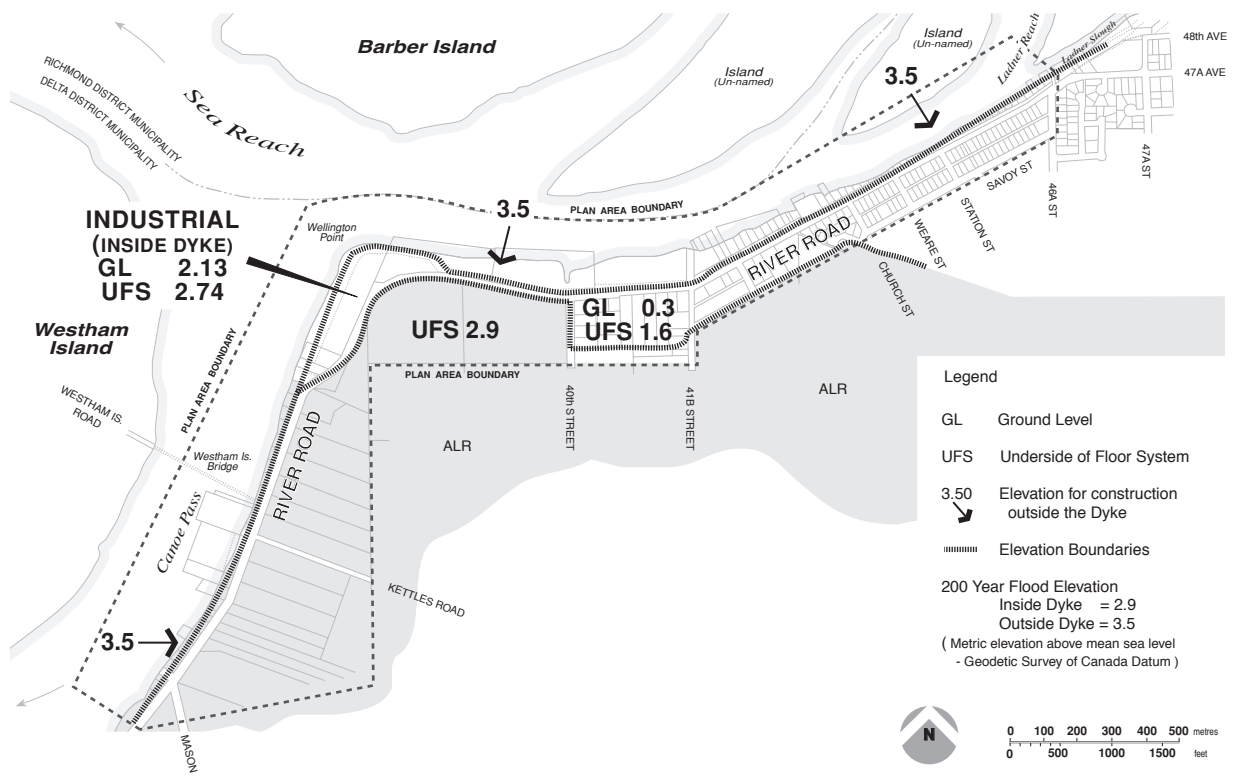
#### Policy C.4: Encourage Industry Compatible with Housing

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. <sup>13</sup>

#### 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. <sup>14</sup>

### 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. <sup>15</sup>

***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). <sup>16</sup>

### Estimated Housing and Population Growth, 1993 <sup>17</sup>

Neighbourhood	Sum of Existing Units	Sum of Potential Units	
		Low	High
<b>1. Port Guichon East</b>	<b>102</b>	<b>20</b>	<b>50</b>
North River Road			
South River Road			
<b>2. Port Guichon West</b>	<b>17</b>	<b>8</b>	<b>17</b>
North River Road			
South River Road			
<b>3. Ladner Reach &amp; Wellington Point</b>	<b>45</b>	<b>5</b>	<b>10</b>
North River Road			
South River Road			
<b>4. Canoe Pass</b>	<b>67</b>	<b>12</b>	<b>25</b>
West River Road	56	10	20
East River Road	11	2	5
<b>Grand Total Existing &amp; Proposed Units</b>	<b>231</b>	<b>45</b>	<b>102</b>
Estimated Persons Per Household			
<b>Estimated Total Population</b>			
• Low Estimate	<b>702</b>		
• High Estimate	<b>856</b>		

#### 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.



**Policy D.8: Permit Water Side Residential in Mu(L)-1<sub>3</sub>**

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].<sup>11</sup>

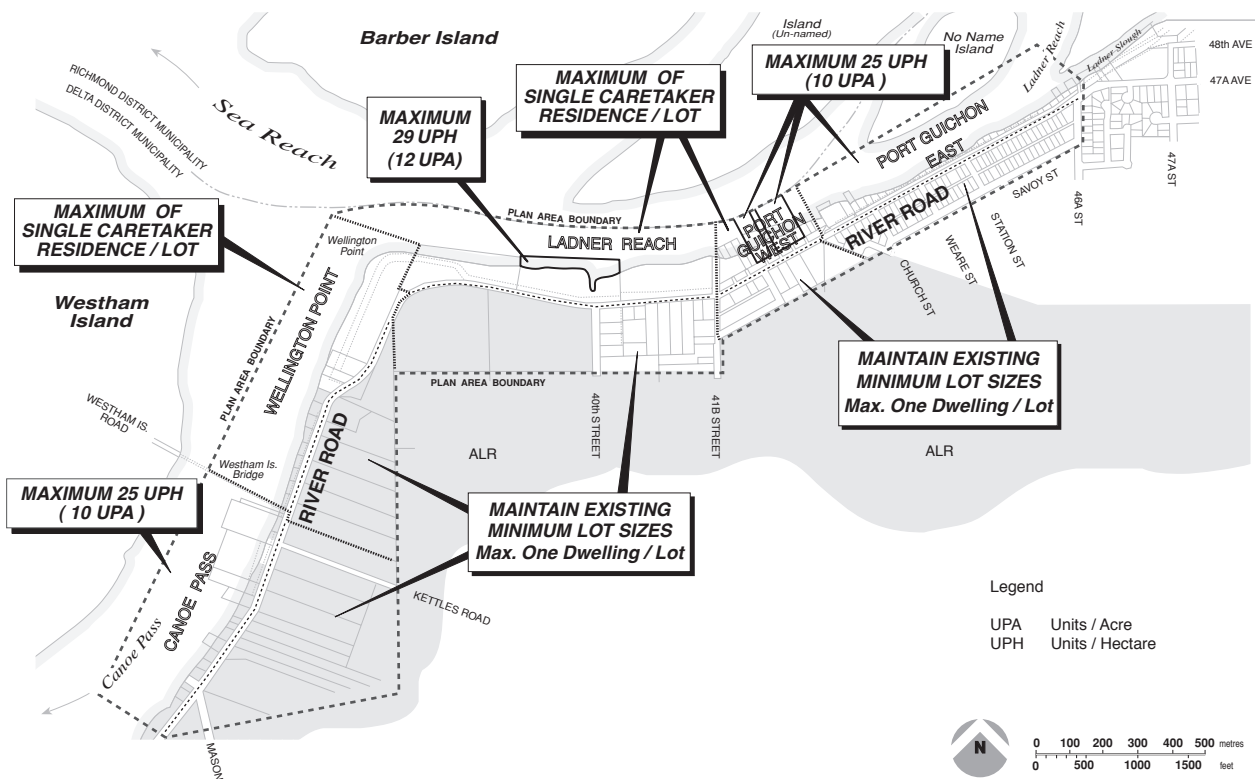
Ensure all development has fire protection acceptable to the authority having jurisdiction.

**Policy D.9: Permit Water Borne Residential in Marina Residential<sub>4</sub>**

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.

**Residential Densities<sup>9,10,18</sup>**



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***

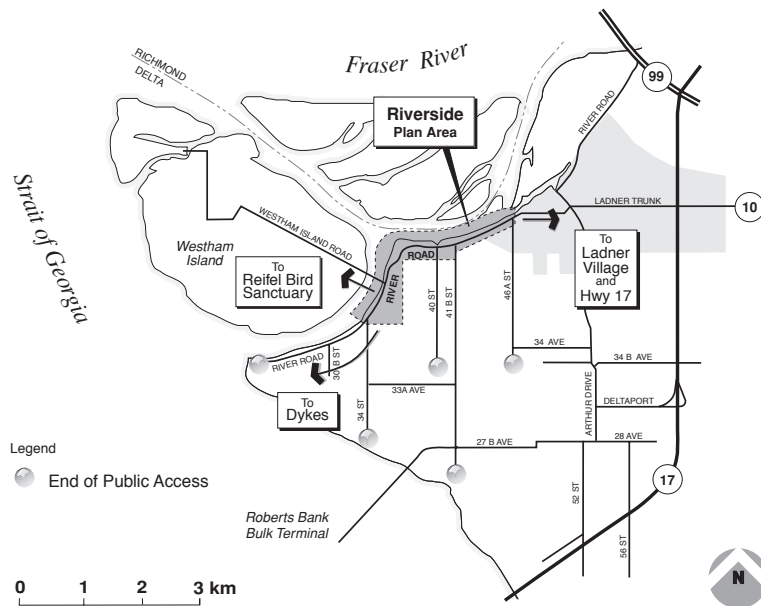
Encourage the elimination or mitigation of conflicts involving non-farm traffic and agricultural equipment.

## G. Transportation

### Objective G: Traffic Safety and Liveability

Improve the safety of River Road without decreasing neighbourhood liveability.

#### Riverside and Surrounding Area Road Network - 1993



#### 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.

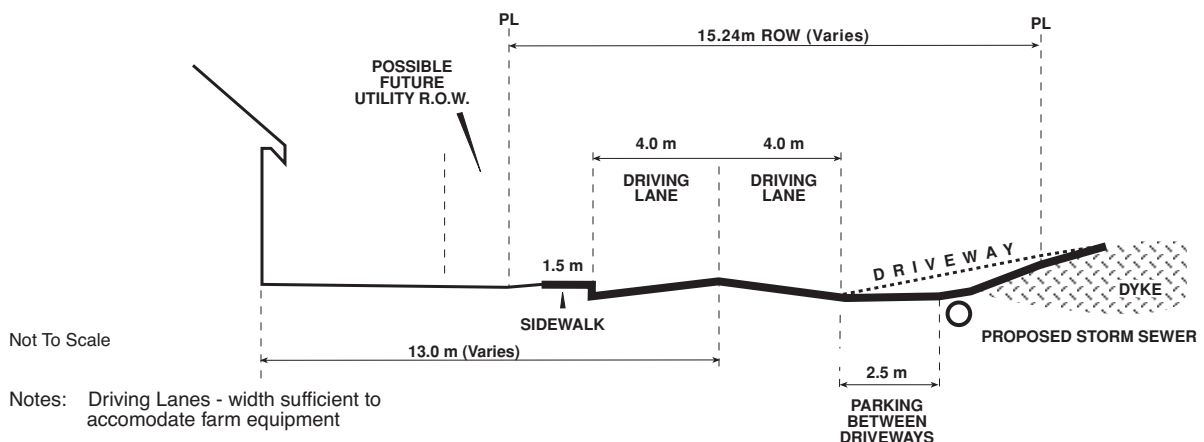
#### Policy G.2: Encourage Cyclist and Pedestrian Access

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”).

#### River Road Modified Engineering Standard



## **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** <sup>6,12</sup>

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.

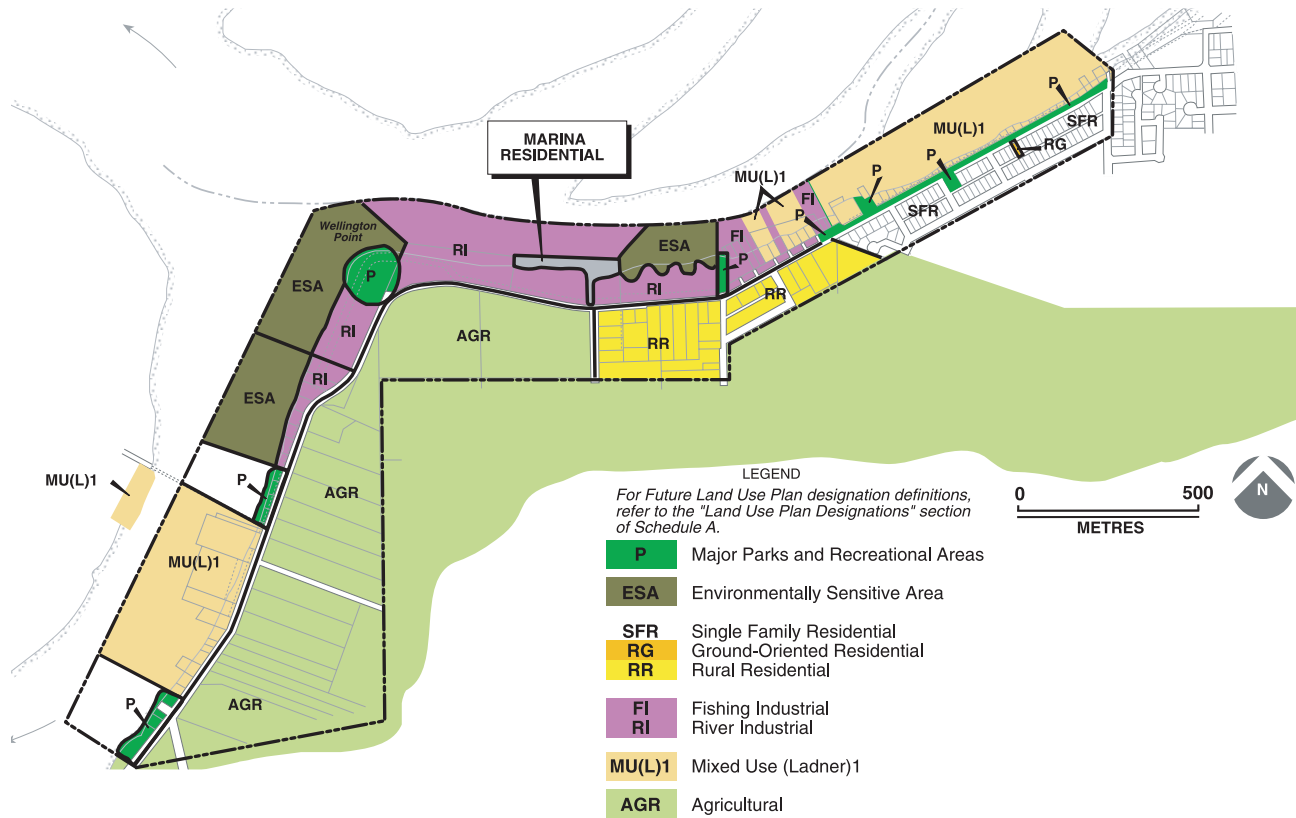
### ***Pier Housing***

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 <sup>5</sup>



**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.
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).



THE CORPORATION OF DELTA  
Official Community Plan

# Ladner Area Plan

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## 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

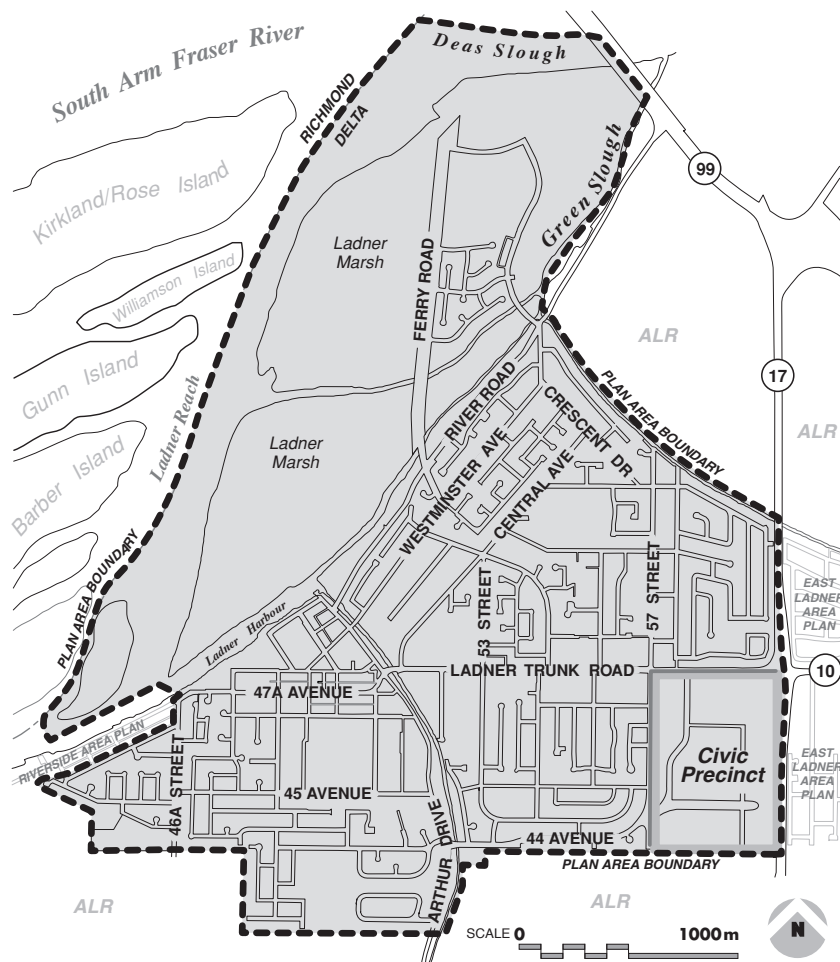
**South:** Agricultural Land Reserve (ALR) Boundary, south side of Port Guichon School and Park, and rear of lots fronting on the south side of 44B Avenue

**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**



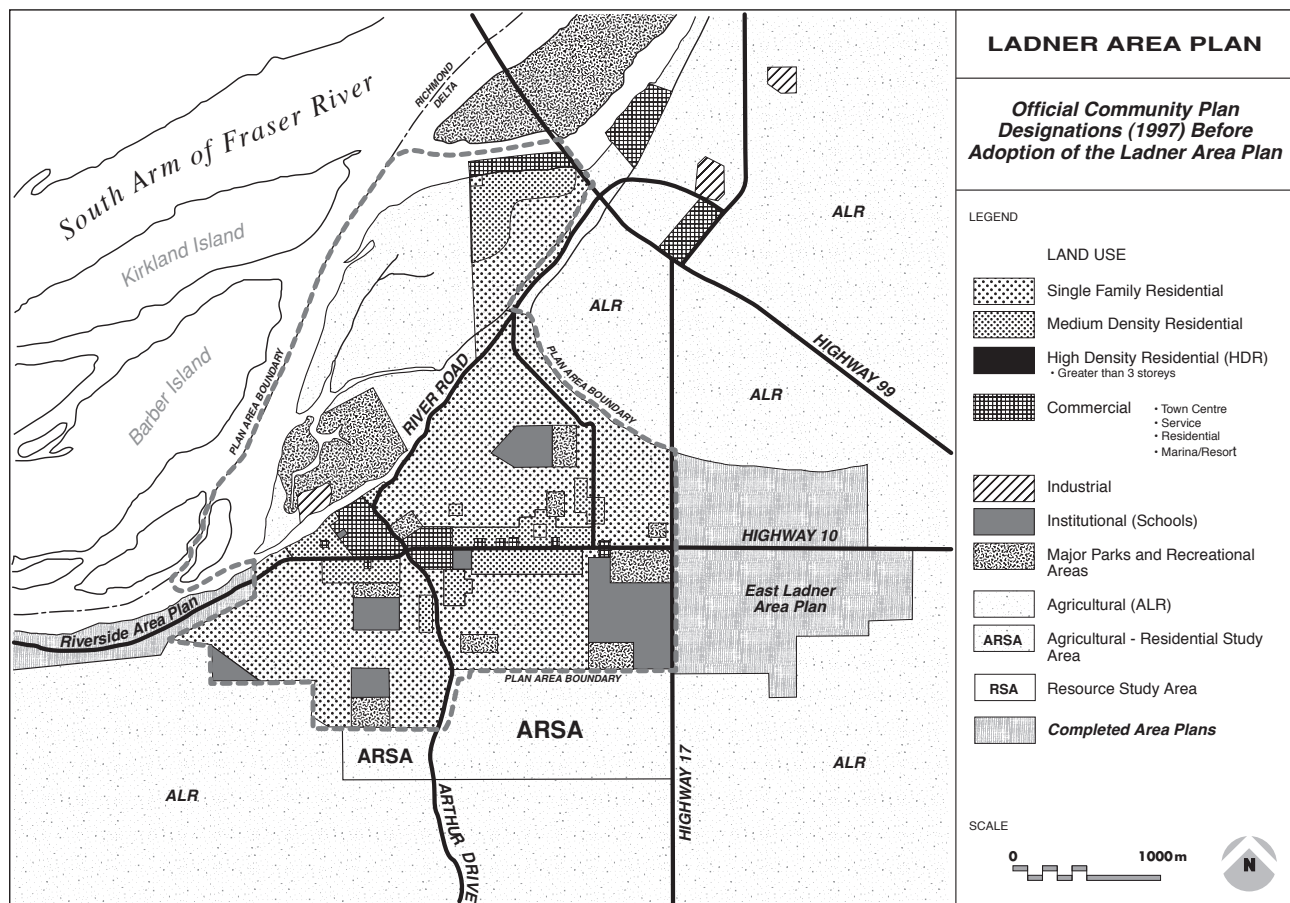
## B. Existing Land Uses

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”.

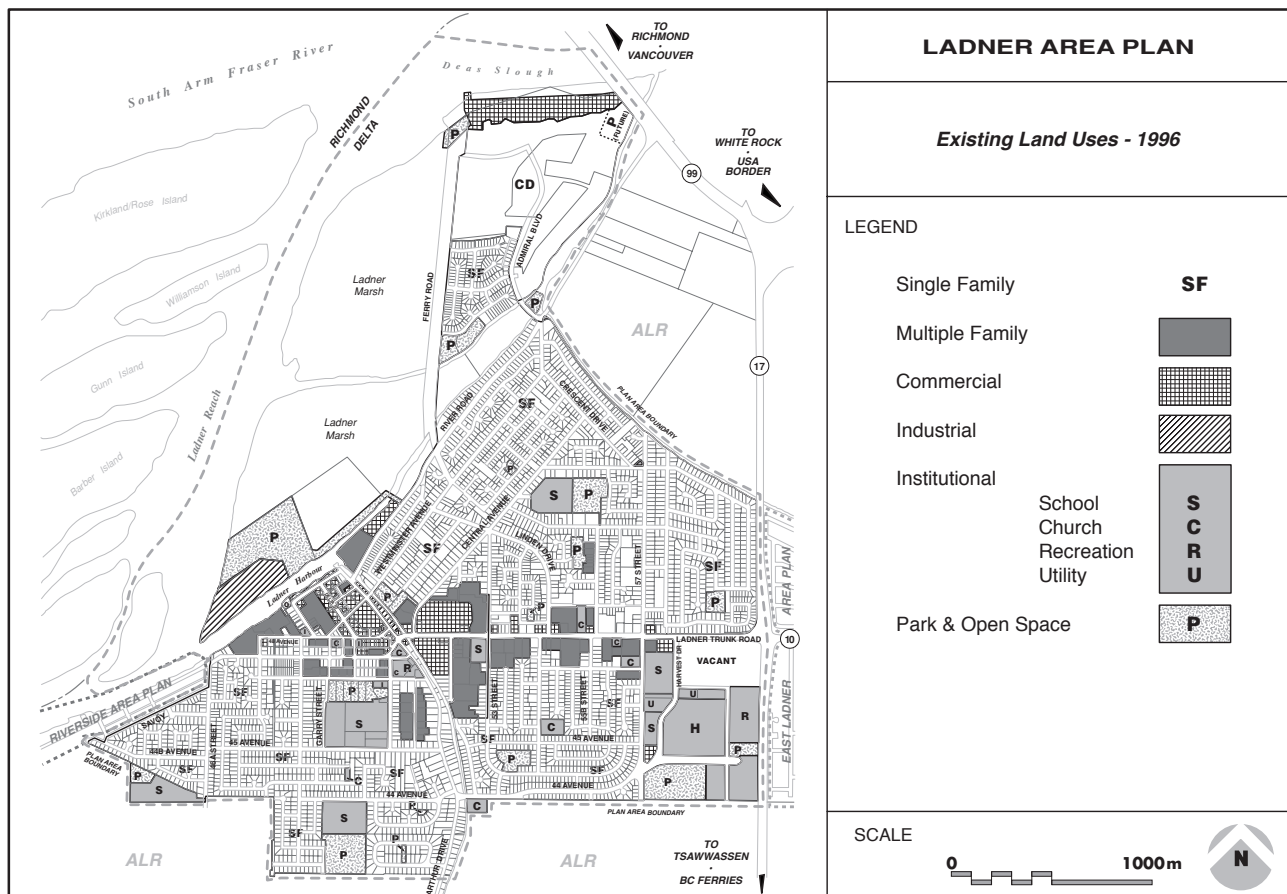
**Official Community Plan Designations (1997) Before Adoption of the Ladner Area Plan**



### 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. Character In and Around the Historic Village

### Objective B: Reinforce Ladner's Village Character

To reinforce Ladner's village character by using the design features of buildings, streets, public spaces, and entrances in and around the historic village.

#### Policy B.1: Reinforce Historic Character with Building Design

- Use building design to reinforce the historic character of the village core.

#### Policy B.1.1: Encourage Sustainable Design<sup>19</sup>

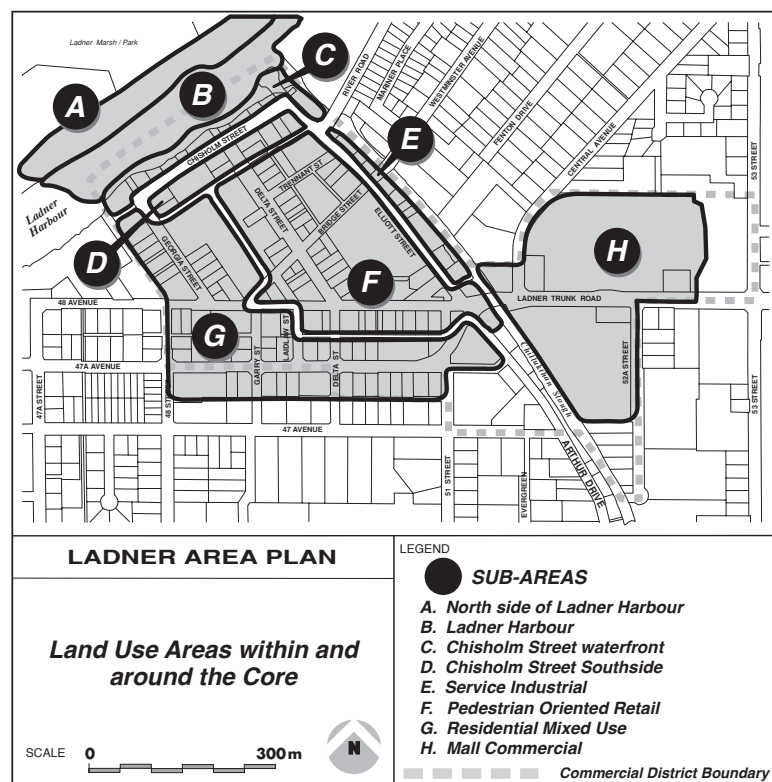
- Encourage design that promotes economic, social and environmental sustainability. The goals of sustainable design are to create buildings and places that are energy efficient, employ water conservation techniques, consider materials selection, provide context sensitive site planning and landscaping (e.g. solar orientation), provide alternative transportation and community amenities and contribute to local economic development.

- Require new development in the sub-areas identified on the map entitled "Land Use Areas within and around the Core" to demonstrate commitment to sustainable design. Implementation tools include a development permit, development or servicing agreement, landscape agreement or other form of covenant or bonding.

#### Policy B.2: Use Streetscape Classifications

- Use streetscape classifications as a basis for streetscape design guidelines and associated improvements to public and private property within and adjacent to the streets.

### Land Use Areas within and around the Core



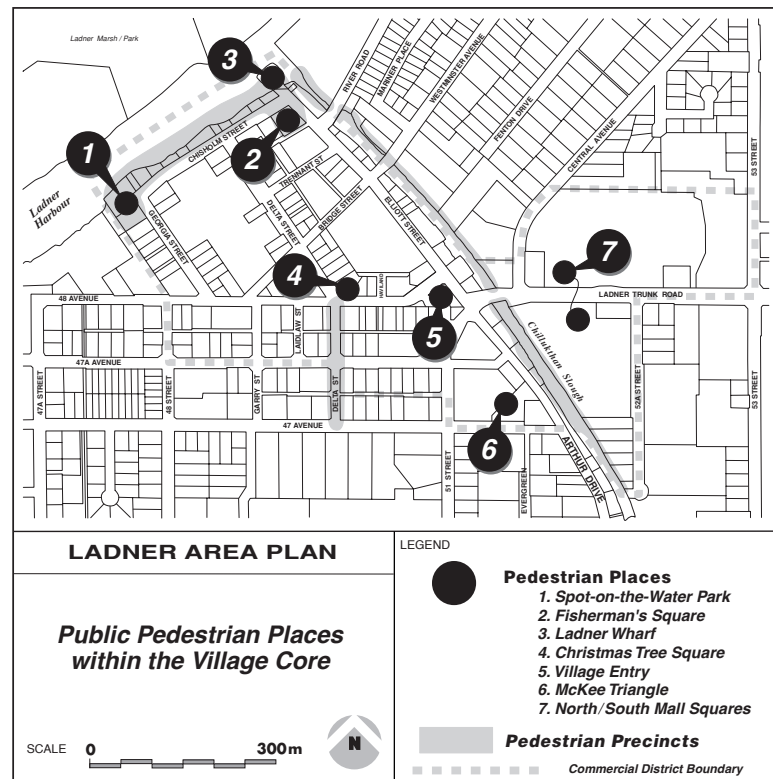


**Policy B.3: Encourage Public Pedestrian Places**

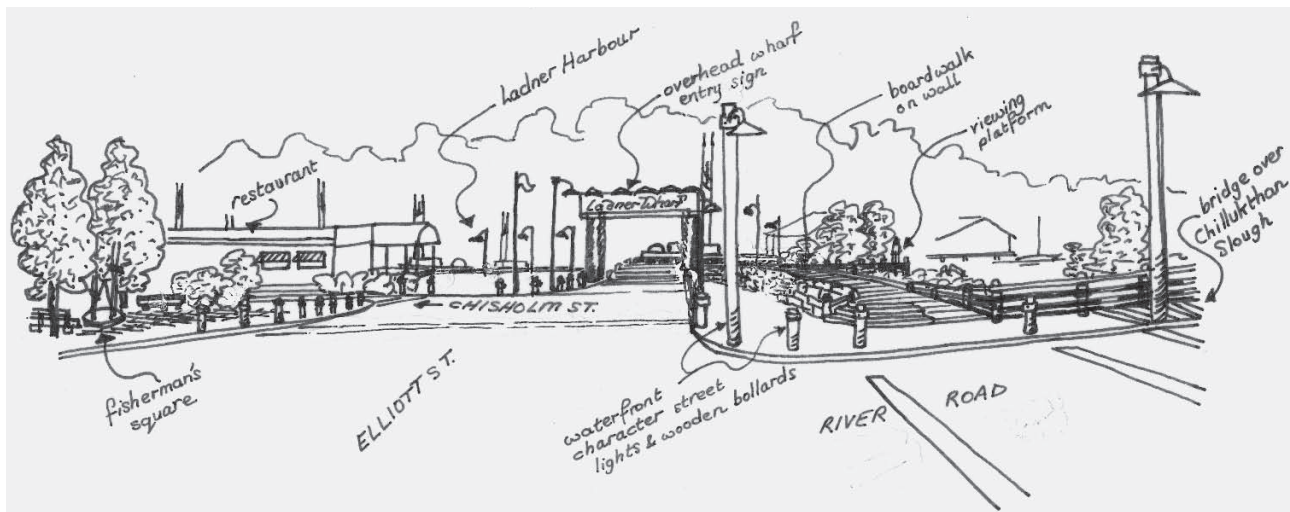
- Encourage the use of special pedestrian places as shown on the map entitled “Public Pedestrian Places within the Village Core” for public open space.

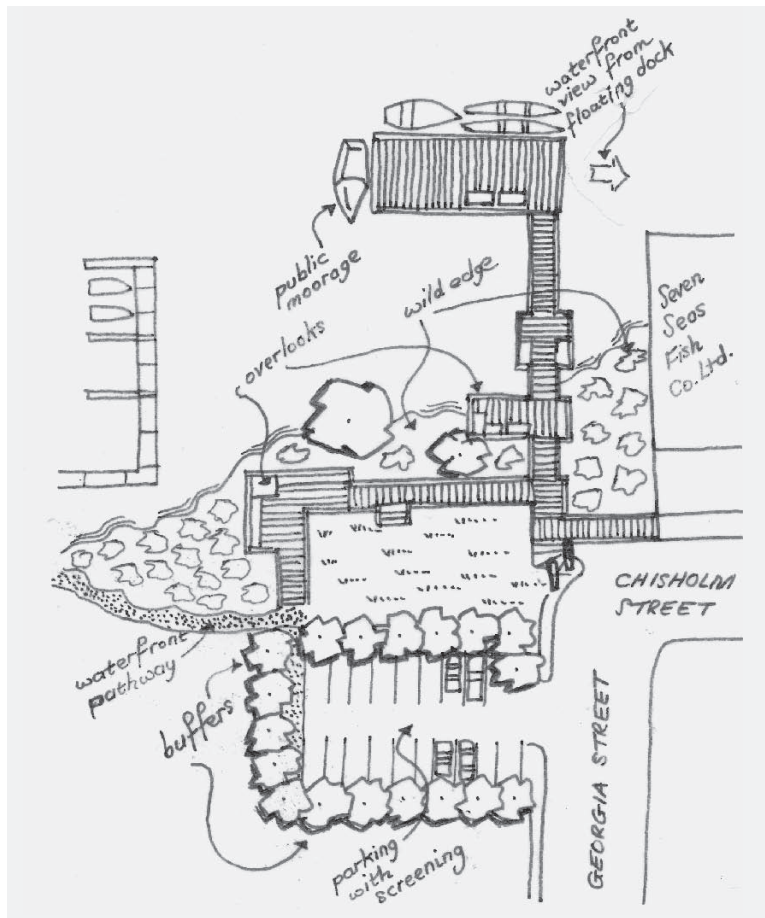
- “Spot-on-the-Water” Park at Chisholm and Georgia Streets. <sup>20</sup>
- Fisherman’s Square at Chisholm and Elliott Streets.
- Ladner Wharf at Chisholm and Elliott Streets. <sup>21</sup>
- Christmas Tree Square at Delta Street and 48th Avenue.
- Village entry at Elliott Street and 48th Avenue.
- McKee Triangle (at community centre, McKee House, Boys’ & Girls’ Club) at Arthur Drive between 47A Avenue and 47 Avenue.
- The North and South Mall Squares on Ladner Trunk Road.

**Public Pedestrian Places within the Village Core**



**Conceptual Sketch for Ladner Wharf**





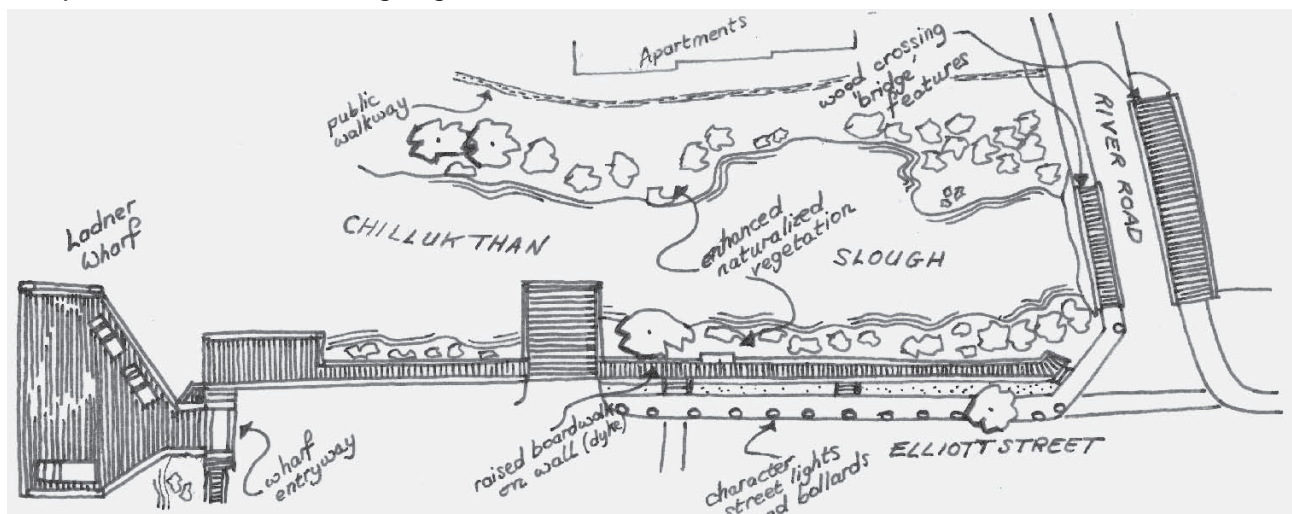
Conceptual Sketch for Spot-on-the-Water Park

**Policy B.4: Encourage Pedestrian Precincts to Link Public Pedestrian Places**

• Encourage these locations as pedestrian precincts to link public pedestrian places as shown on the map entitled “Pedestrian Precincts”:

- A. Chisholm Street Waterfront, between “Spot-on-the-Water” Park (access off Georgia Street) and Chillukthan Slough.
- B. Chillukthan Slough, east and west side north of River Road and east side from River Road to Ladner Trunk Road and south.
- C. Memorial Park Connector, (along Delta Street from 48th Avenue to 47th Street).

Conceptual Sketch for Chillukthan Slough Edges



**Policy B.4.1: Encourage Pedestrian Waterfront Access in the Chisholm Street Waterfront Area**<sup>23</sup>

- Require new development on the Chisholm Street Waterfront as noted in the “Pedestrian Precincts” map to provide a dike elevation walkway and incorporate floating walkways and/or walkways to ‘porches’ on the waterside of the buildings.

**Policy B.5: Encourage Heritage Conservation**

- Use heritage conservation areas to protect the residential appearance of existing special neighbourhoods containing historic or character houses.
- Use heritage conservation techniques, including regulations and incentives, to encourage preservation of sites identified as being of heritage significance which are located outside existing and proposed Heritage Conservation Areas.

**Policy B.6: Encourage Commercial Signs to Contribute to Character**

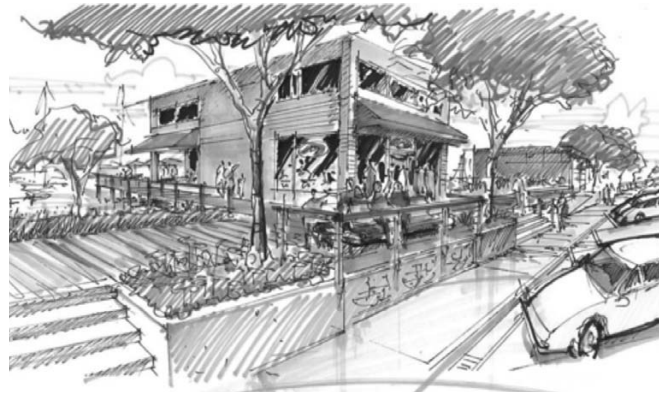
- Encourage commercial signage within the historic village to contribute to the area’s character.

**Policy B.7: Adopt Visual Cues**

- Promote the use of an orderly sequence of visual cues and signage to invite people into the historic village and to locations beyond.

**Policy B.8: Use Slough Crossings to Identify Village Entrances**

- Use existing Chillukthan Slough crossings at Ladner Trunk Road, Westminster Avenue, and River Road to provide a sense of entry to the historic village.

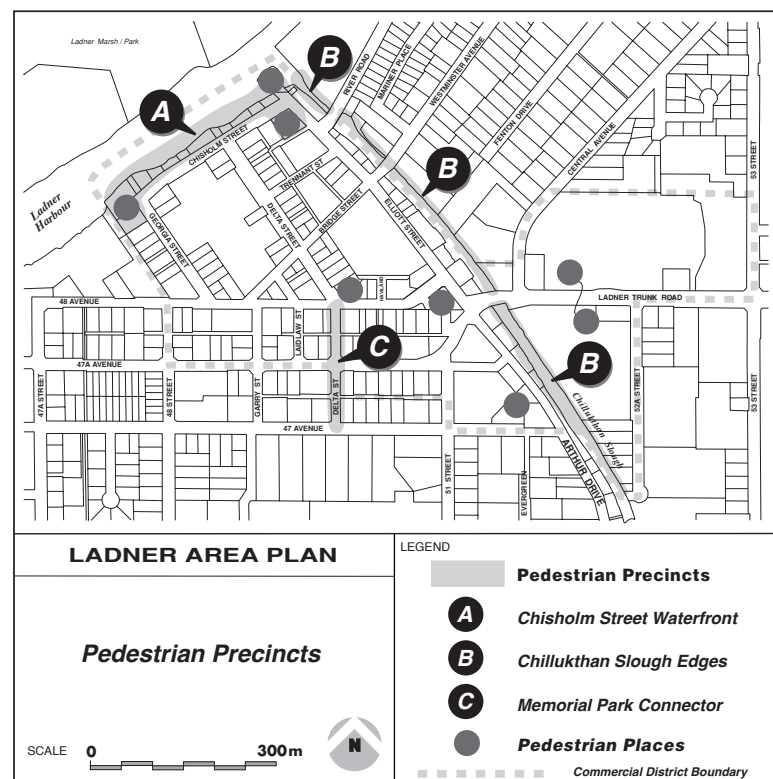


*Conceptual Sketch of a dike elevation walkway and walkway to the waterfront along the side of a new building on the Chisholm Street Waterfront*

**Policy B.9: Express Ladner’s Cultural Character**<sup>24</sup>

- 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.

**Pedestrian Precincts**





## C. Commercial, Industrial and Related Areas

### Objective C(A): Strengthen Historic Village

To strengthen Ladner's historic village business sector and enhance its scale and character.

#### Policy C.1: Retain Diversity of Village Land Uses

- Strive to retain the existing diversity of services in the historic village and surrounds as shown in the table entitled "Village Land Use Areas" and map entitled "Land Use Areas within and around the Core."

#### Policy C.2: Reinforce the Gradation of Building Height and Density

- Reinforce the existing descending gradation of height and density from the historic core outwards as contained in the table entitled "Ladner Village Generalized Summary of Heights and Density" and map entitled "Land Use Areas within and around the Core." (See Policy B.1.1 for map)

Village Land Use Areas <sup>27</sup>		
VILLAGE AREAS		SUMMARY OF PERMITTED USES
A	North side Ladner Harbour	Marine and fishing related uses, parking, passive recreation, eco-recreation, conservation and public uses. Specialized low impact commercial uses may be permitted to serve the users of the Harbour. Processing and marine repair works are not permitted.* (see also Policy C.7)** <sup>25</sup>
B	Ladner Harbour	Marine and fishing uses, recreation, conservation, marinas, public uses, eating and drinking establishments, office, commercial and retail uses, transportation (see also Policy C.7) <sup>26</sup>
C	Chisholm Street harbour front	Marine oriented light industrial, service commercial, eating and drinking establishments, retail commercial and public uses. Office and residential uses may be permitted as secondary uses and must be located above the ground floor. Residential uses must be located on the upland lot. <sup>26</sup>
D	Chisholm Street (south side)	Marine oriented light industrial, service commercial, eating and drinking establishments, retail and office commercial, residential, and public use. Office and residential uses must be located above the first storey. <sup>26</sup>
E	Elliott Street (east side)	Industrial and service commercial uses, public uses
F	Pedestrian oriented retail	<u>Ground level on retail "stroll":</u> (see Policy C.3) • retail or ground entry residential, public uses <u>Ground level off retail "stroll":</u> • commercial, character residential, public uses <u>Upper level:</u> • residential, office, retail, home based business
G	Residential mixed use	Single-family residential; multiple-family residential; public uses; home occupation; non-retail commercial in single-family style structures
H	Mall commercial	<u>Ground level:</u> • commercial, community services, public uses, parking <u>Second level:</u> • offices, residential, parking

Ladner Village Generalized Summary of Heights and Density <sup>31</sup>			
PLAN AREA		HEIGHT (Storeys including parking)	MAX. DENSITY
A	North side Ladner Harbour	8.0 metres or 11/2 storeys whichever is the lesser (see also Policy C.7)	N/A
B	Ladner Harbour (water)	11/2 storeys (see also Policy C.7)	N/A
C	Chisholm Street harbour front	Min - equivalent to 2 storeys Max - 21/2 storeys	N/A
D	Chisholm Street (south side)	Min - equivalent to 2 storeys Max - 4 storeys	N/A
E	Elliott Street (east side)	Max - 11/2 storeys	N/A
F	Pedestrian oriented retail	Min - equivalent to 2 storeys Max - 21/2 storeys	determined by height, setbacks and parking requirements
G	Residential mixed use	Max - 3 storeys inclusive of under building parking	112 u.p.h.* 45 u.p.a.**
H	Mall commercial	Max - 21/2 storeys	determined by height, setbacks and parking requirements
Residential		See Policy Section D	

\* u.p.h. = units per hectare

\*\*u.p.a. = units per acre

\* Marine repairs are those which may cause unacceptable levels of noise, unsightliness, or environmental damage. Marine repairs include, but are not limited to, boat building, major or structural repairs, additions, sand blasting, grinding, major sanding, spray painting, welding, and the application of bottom paint.

\*\* A residence for a watchman who is essential to the operation of a permitted use may be permitted as an ancillary use.

**Policy C.3: Promote Retail Commercial Continuity**

- Promote the street level continuity of retail uses within the pedestrian-oriented retail area.
- Work toward the provision of an attractive and convenient pedestrian route that links the 48th Avenue and Delta Street retail areas with portions of Chisholm and Elliott Streets and the malls on Ladner Trunk Road to focus retail with a circular pedestrian walk of attractions.
- Encourage commercial uses that contribute to street activity and character to take precedence over ground floor housing on the retail stroll.

**Policy C.4: Ensure Quantity and Quality of Village Parking**

- Strive to ensure that the quantity and quality of parking provided by new development or redevelopment within the village core is sufficient to support commercial and public activity by having a minimum overall ratio (on-street and off-street parking) of not less than 3.0 stalls per 93 square metres (1,000 square feet) of gross leasable retail floor area.

**Policy C.5: 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.<sub>2</sub>



**Policy C.6: 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.7: Retain Harbour Commercial Aspects***

- Encourage the retention of the fishing and commercial aspects of Ladner Harbour as set out in the table entitled “Village Land Use Areas”<sup>29</sup> and map entitled “Land Use Areas within and around the Core.” (See Policy B.1.1 for map)

30

***Policy C.8: Follow Harbour Health and Safety Regulations***

- Encourage harbour structures, water and land-based, to meet regulations for health and safety.

***Policy C.9: Encourage Harbour Public Access and Recreation***

- Encourage opportunities for public access and recreation to and within the harbour.

***Policy C.10: 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.11: Preserve Environmentally Sensitive Harbour Areas***

- Preserve and enhance environmentally sensitive areas in and adjacent to the harbour.

***Policy C.12: Coordinate Harbour Management***

- Work toward a comprehensive harbour management strategy to coordinate harbour jurisdictions and activities in order to achieve objectives.

- Encourage responsible jurisdictions to maintain an open, navigable channel in the Ladner Harbour. <sup>31</sup>

***Policy C.13: 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**<sup>14</sup>

- 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**<sup>6</sup>

- Retain single-family residential as the predominant housing form outside of the existing and proposed multiple-family areas.
- Permit limited infill housing with narrower lots, of a minimum size of 12 metres frontage and total minimum area of 370 square metres, in areas designated ISF - Infill Single-Family Residential.
- 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**<sup>12</sup>

- Encourage housing design that is sensitive to existing single family housing neighbourhoods by requiring a design covenant in accordance with the "Ladner Housing Guidelines" for housing development requiring an Official Community Plan amendment or rezoning.

#### **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.

#### **Implementation**

Enter into a design covenant in accordance with the Ladner Housing Guidelines for single family neighbourhoods.

#### **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.

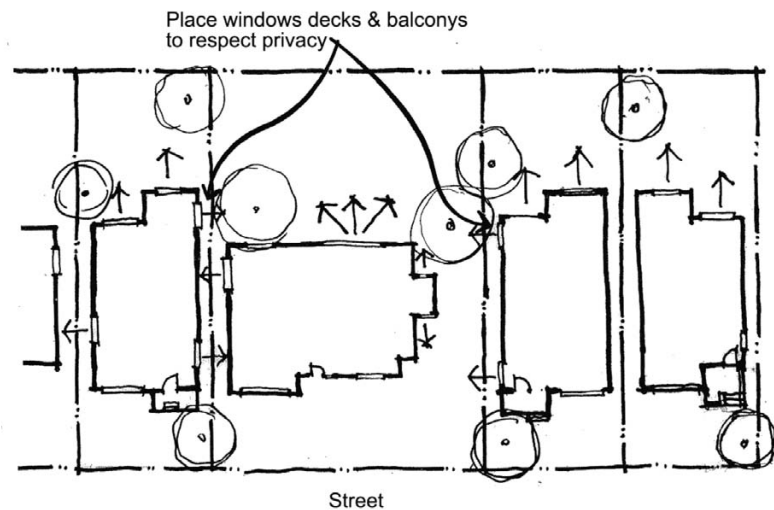


- (e) Side by side placement of identical designs is discouraged.

- (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.



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- (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.



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**3. Landscaping**

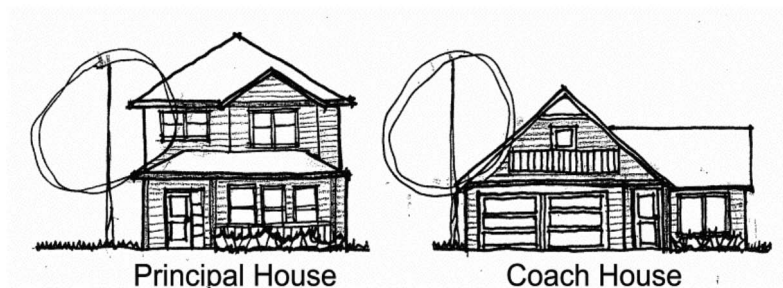
- (a) Use on-site landscaping to create streetscapes that are green and welcoming and include a combination of shrubs, perennials, trees and grassed areas.
- (b) Retain healthy and mature trees and landscaping, where appropriate.
- (c) Use of permeable driveway and walkway alternatives is encouraged, 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 by requiring a design covenant for new coach house developments in accordance with the “Coach House Guidelines.”



**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.

**Implementation**

Enter into a design covenant in accordance with the Ladner Coach House Guidelines for single family neighbourhoods.

**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**

- Coach houses must be clearly distinguishable from principal structures in terms of reduced, scale, massing and height.
- Provide a well defined entranceway to each unit with the principle dwelling unit entry facing the street.
- Projections into side yards are discouraged.
- The proportion and placement of windows should reflect a balanced, not necessarily symmetrical, visual appearance.



## 2. Access

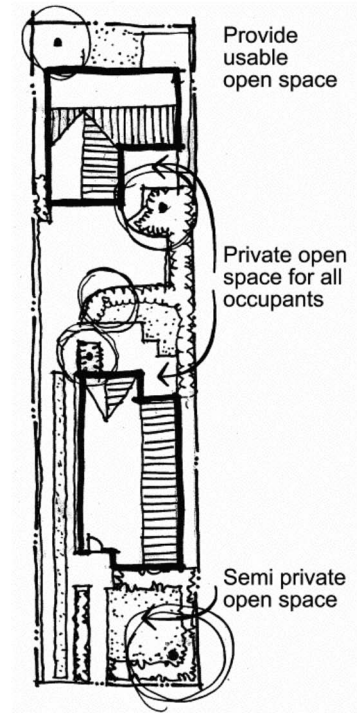
- (a) Lanes should be encouraged in the development of coach house sites.
- (b) Vehicular access on sites should be limited to only one driveway access per site.
- (c) Shared, or side by side driveways are encouraged.
- (d) A landscape strip should be used to separate a driveway from adjacent properties.
- (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.

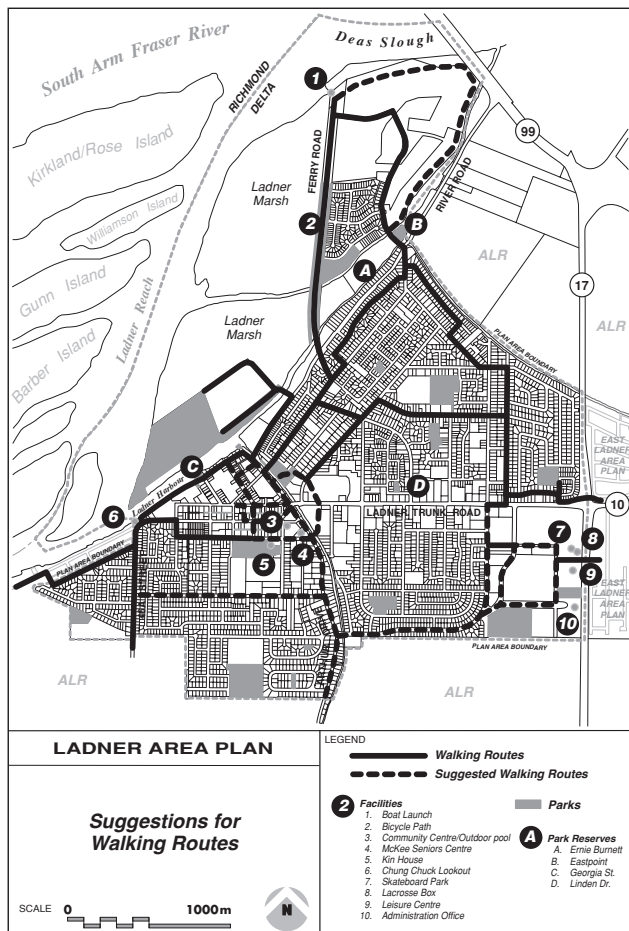
#### Policy E.2: Create Pleasant Pedestrian and Bicycle Routes

- 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.”

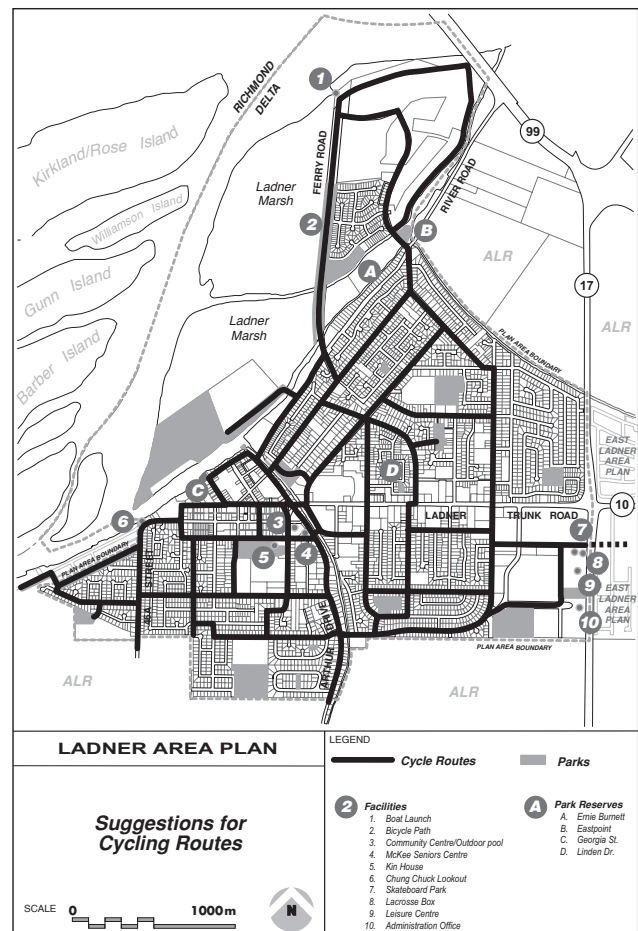
#### Policy E.3: Encourage Improvements to Local Transit Service

- 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.

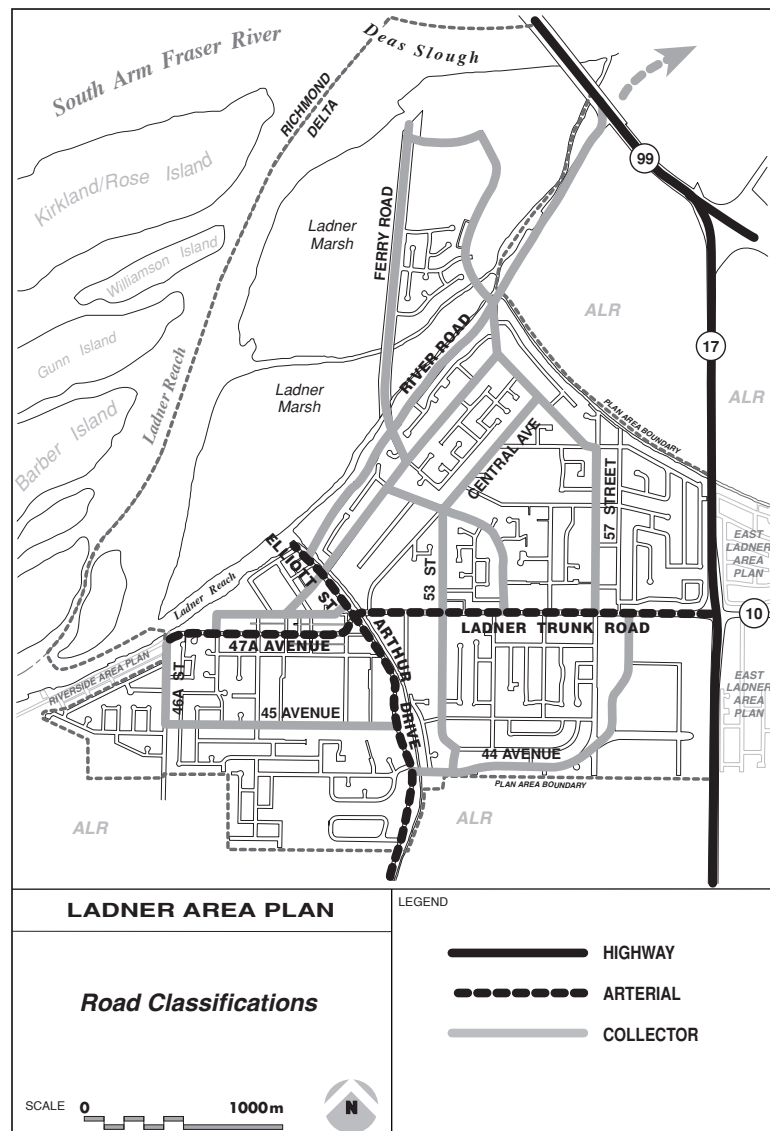
**Policy E.4: Designate Arterial and Collector Roads**

- 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.

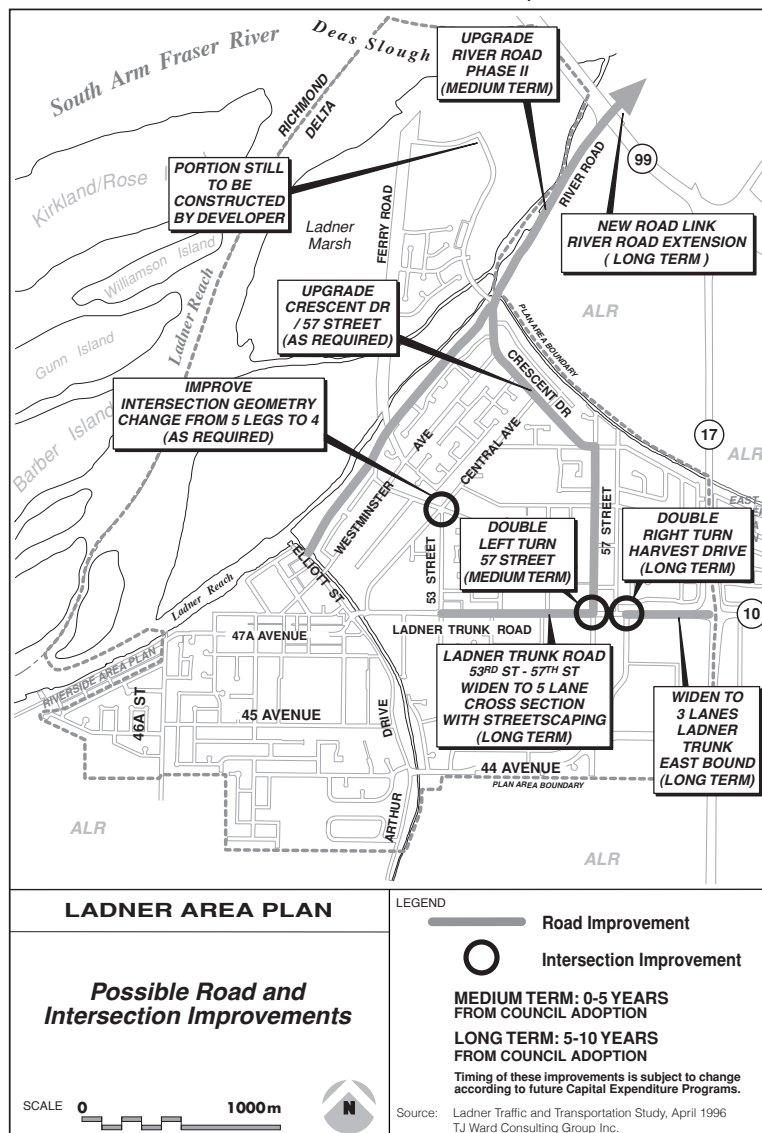
**Policy E.8: Encourage Transit Connections to Other Areas**

- 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**



**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. <sup>33</sup>

**Policy E.10: Arthur Drive Streetscape** <sup>16</sup>

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 devices 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*



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

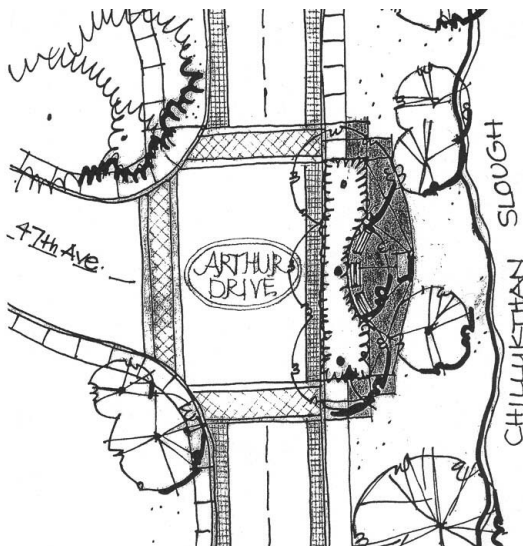


### Arthur Drive Streetscape Nodal Improvements

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.



- Seating area with focus on Chillukthan Slough, special planting, historical plaque.



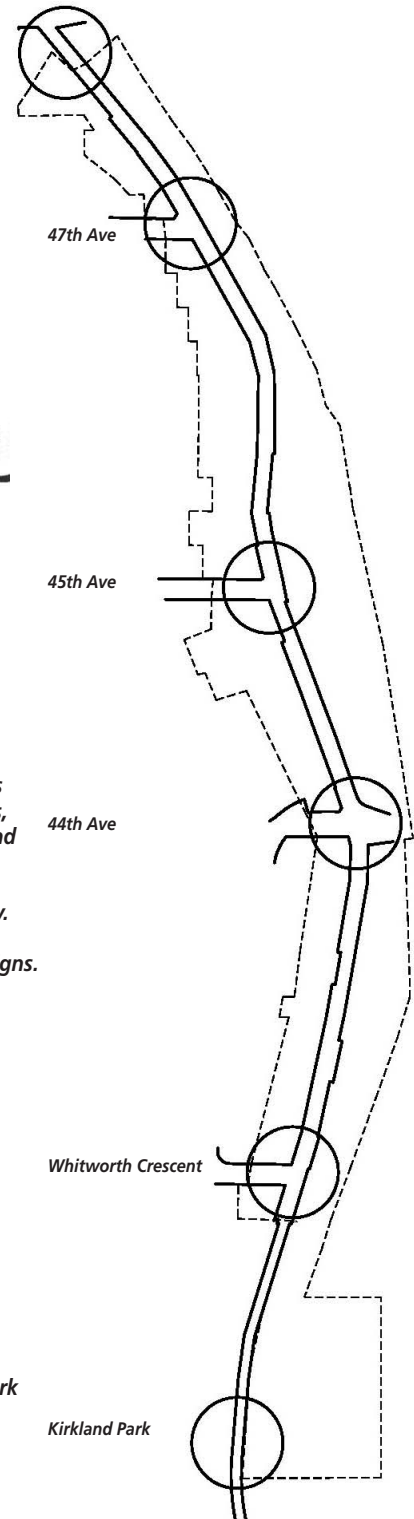
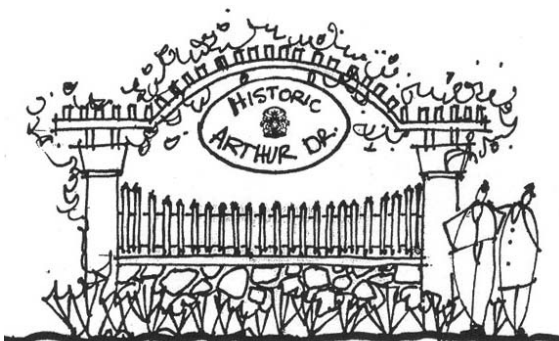
- Patterned textured crosswalks at 47th, 45th, and 44th Avenues, Whitworth Crescent and Kirkland House Park.

- 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.



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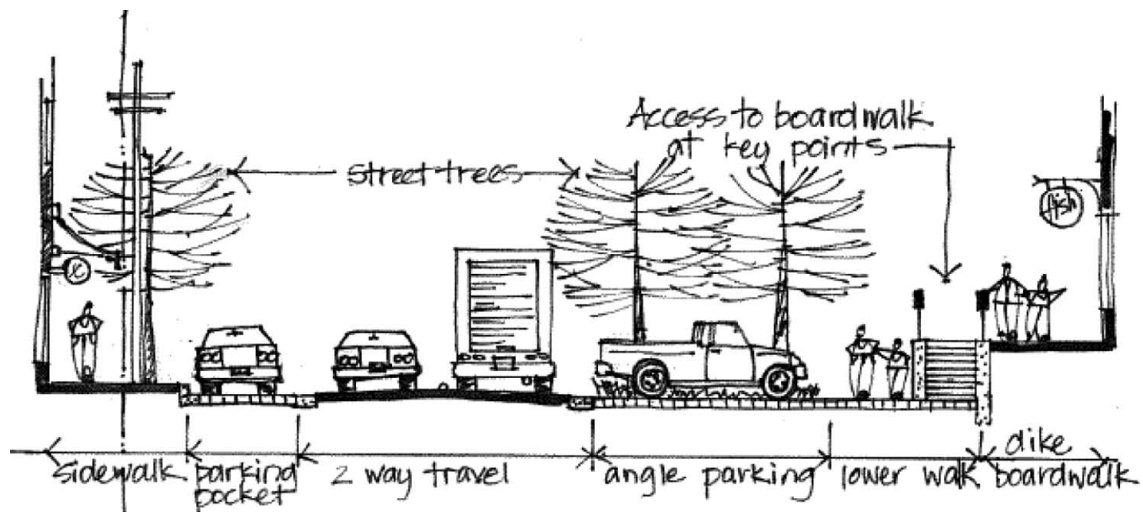


**Policy E.11: Chisholm Streetscape** <sup>34</sup>

- Implement a special design standard on Chisholm Street which creates a vibrant people-oriented environment with strong linkages to the waterfront and reflects and celebrates the historical roots of the community.

**Discussion**

The Chisholm Streetscape is a core public area which can contribute to the unique character of the area and introduce people to the Downtown Ladner Waterfront. The design standard shown in the sketch below includes reduced travel lanes to slow traffic and reflect the historic road standards, a combination of parallel and angle street parking to provide easy access to commercial uses, planted areas and street trees in groups to visually break up paved surfaces and increase permeable area, wide sidewalks, a boardwalk at dike height to provide access to shops and services, and views to the harbour between buildings, permeable pavement in street parking areas, curb bulges at intersections to reduce pedestrian crossing distance, slow traffic and provide space for plantings.



## 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.

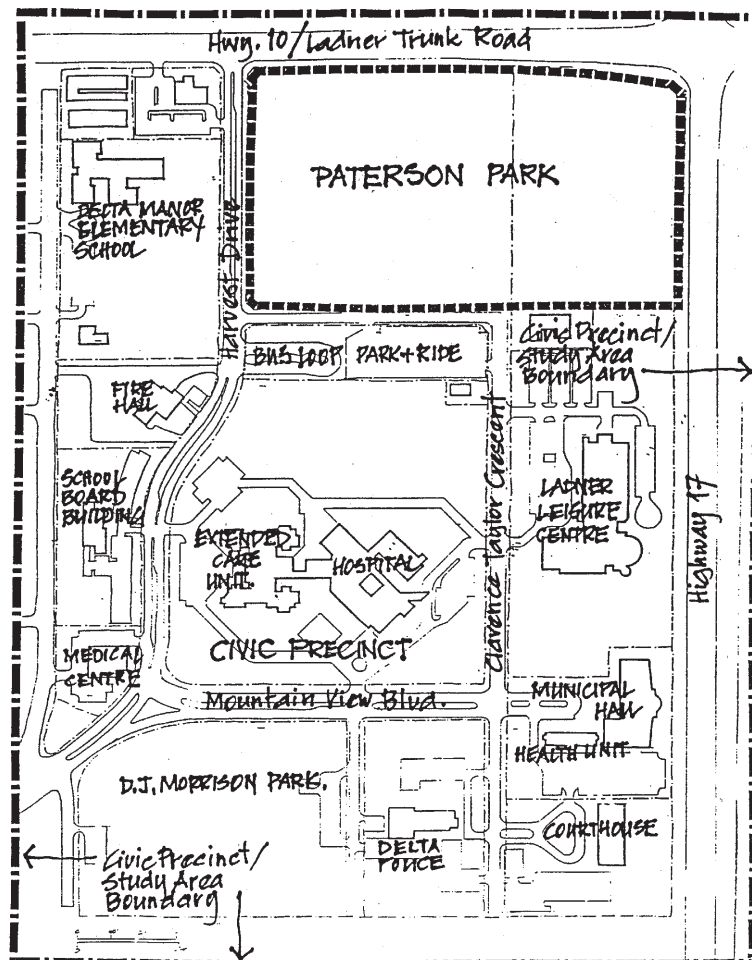
#### Policy F.5: Foster Arts and Culture

- 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.”

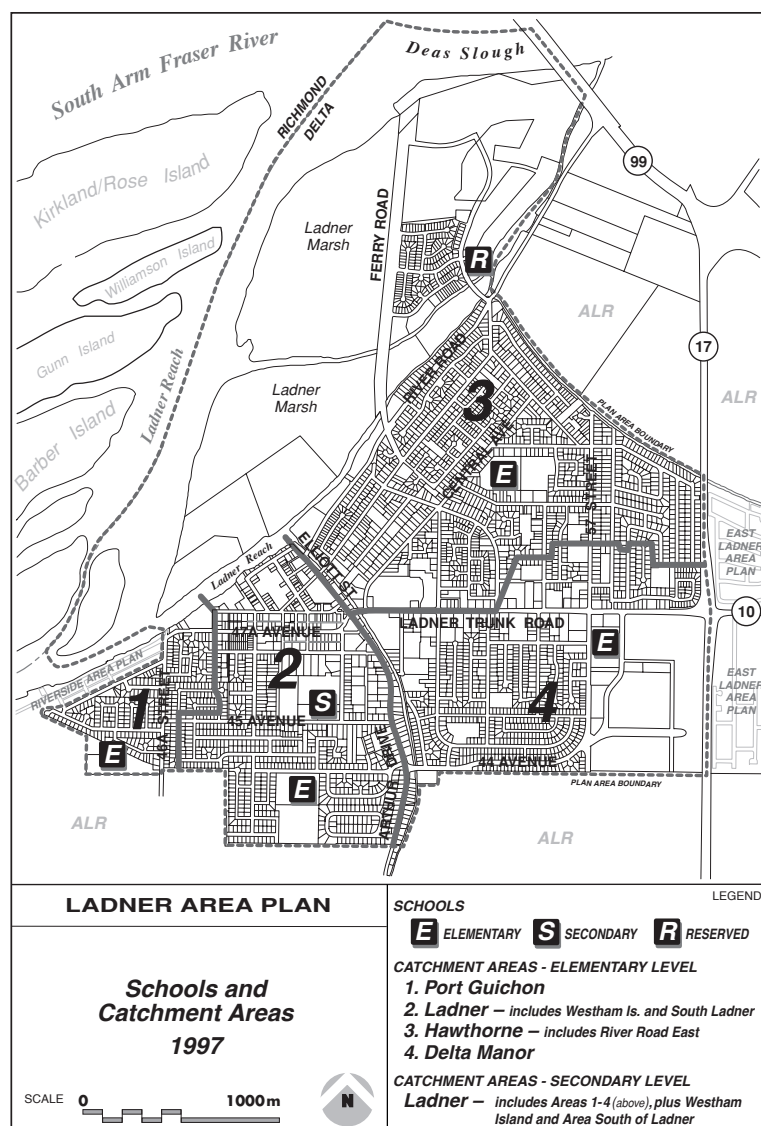
#### Policy G.2: Encourage Landscaping on School Sites

- 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.

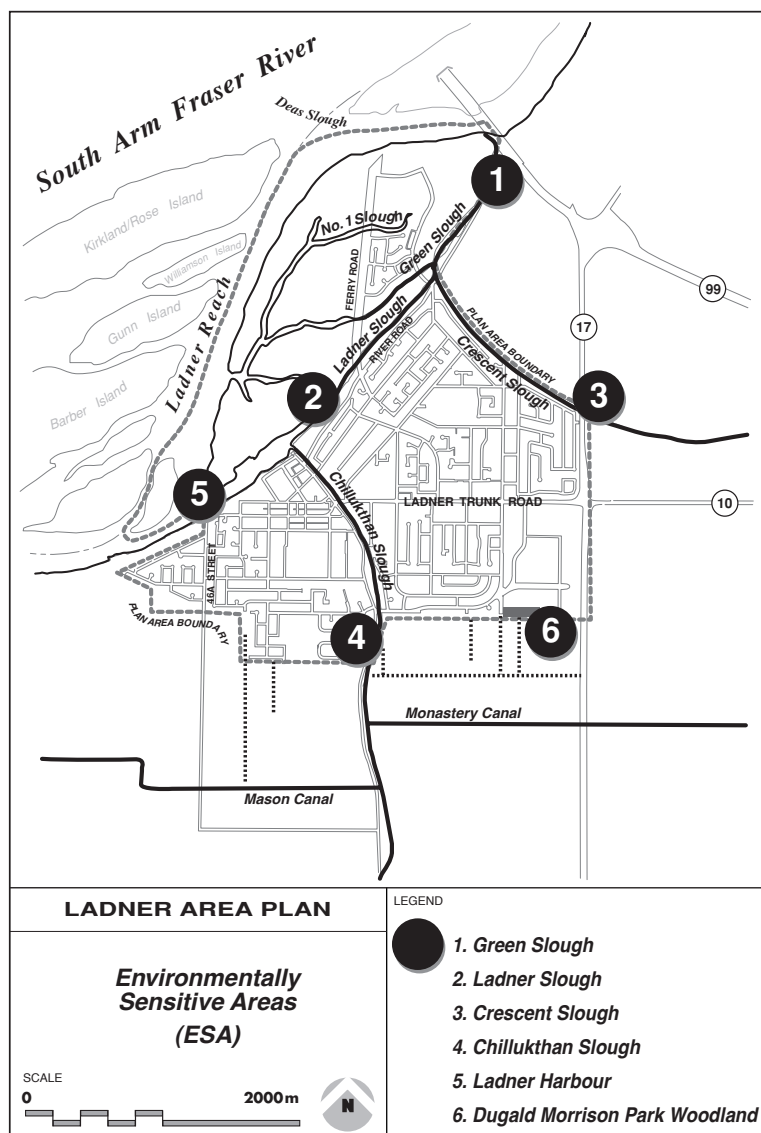
#### Policy H.5: Encourage Stewardship Programs

- 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. <sup>17</sup>
- Encourage educational and recreational use of habitat areas, subject to ecological constraints.

#### Environmentally Sensitive Areas (ESA)



***Policy H.7: Permit Limited Passive  
Recreational Activities in ESAs***<sub>3</sub>

- 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***<sub>9</sub>

- 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

### Objective J: Permit Limited Infill Growth

To provide for a controlled limited infill population growth.

#### Policy J.1: Moderate Future Growth

Permit moderate population growth over the life of the plan as outlined in the table entitled “Planned Population Growth.”

PLANNED POPULATION GROWTH			
UNIT TYPE	SINGLE FAMILY	MULTI-FAMILY	
1996 Census population			21,100
<i>minus</i> East Ladner existing population			4,200
<i>equals</i> Plan Area present population			16,900 (approx)
<i>plus</i> Potential new units	719	1,504	
<i>times</i> persons /unit	3	TH/RG 2.45 Apt 1.5	
<i>equals</i> potential ‘new’ population	2,157	3,390	
= estimated LAP buildout population to 2011			22,447

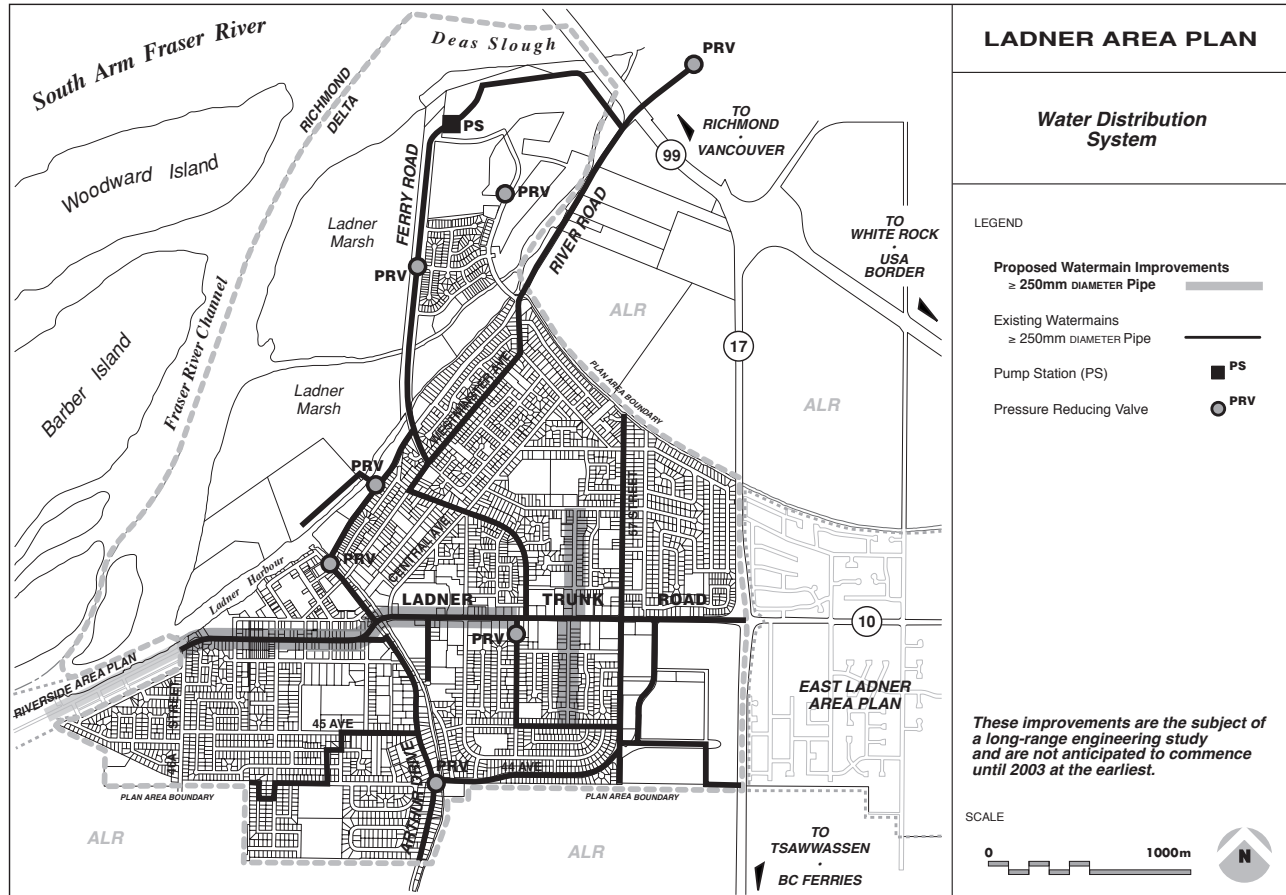
Source: Statistics Canada, Community Planning and Development Department

## K. Utilities and Services

### Objective K: Maintain Services

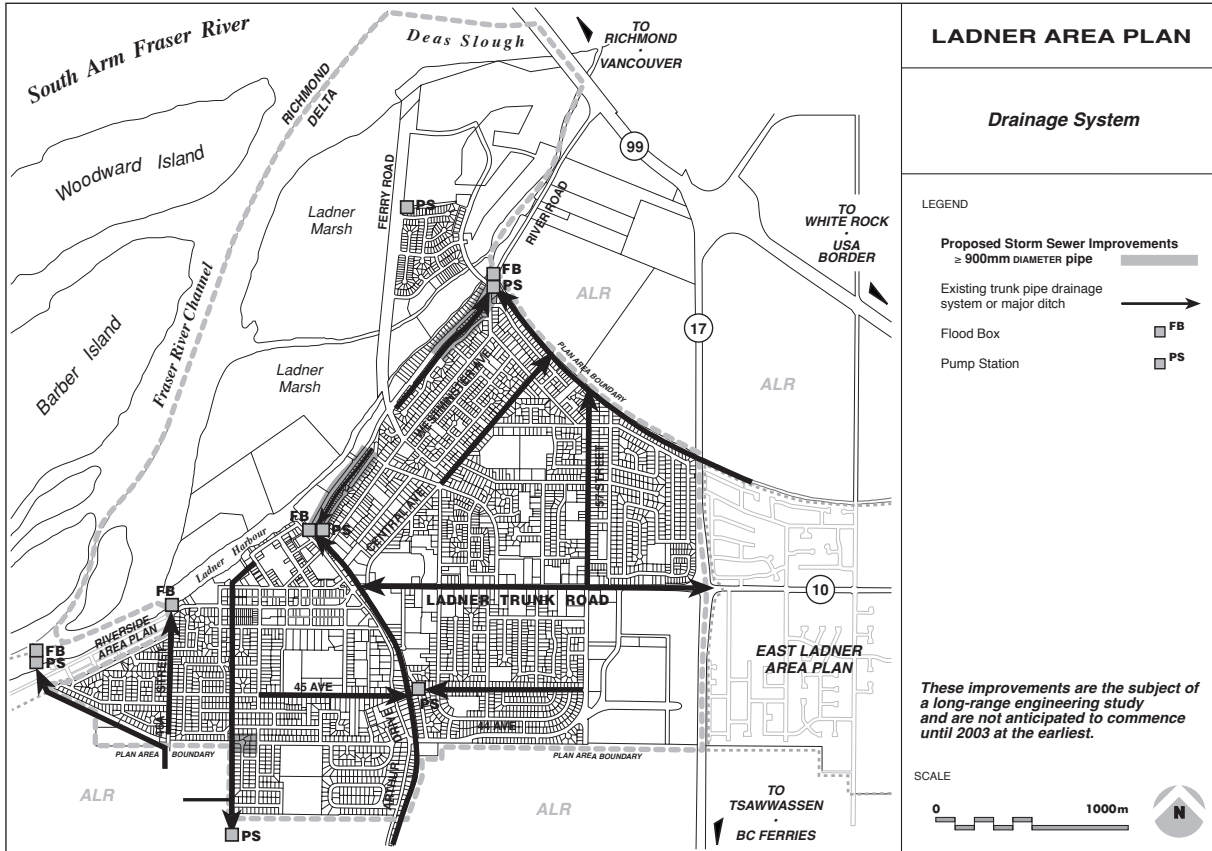
To maintain and, where required, upgrade existing utilities and services.

### Water Distribution System

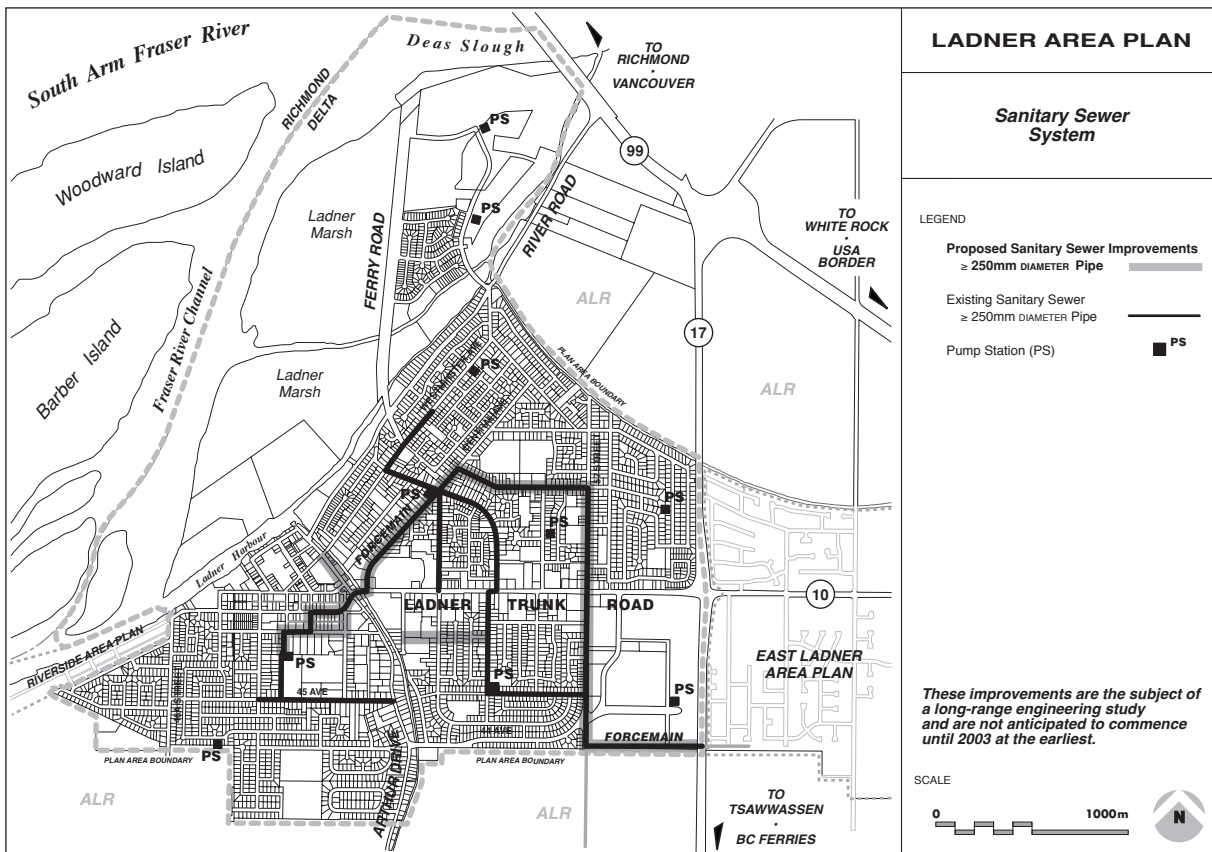




## Drainage System



## Sanitary Sewer System





***L. Fiscal Responsibility***

***Objective L: Seek Joint Financing and  
Implementation***

To seek joint creative solutions to  
financing the proposed community  
improvements.





**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.
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.

