



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

## **I. Introduction**

<i>A. Area Plan Overview and Boundaries</i>	C-3
<i>B. Planning Process</i>	C-6
<i>C. Community Context</i>	C-8
<i>D. Vision and Goals</i>	C-18

## **II. Future Land Use and Development**

<i>A. Key Ideas</i>	C-19
<i>B. North Delta Future Land Use Plan</i>	C-20
<i>C. Land Use Designations</i>	C-23
<i>D. Plan Capacity</i>	C-27

## **III. Plan Objectives and Policies**

<i>A. Scott Road Corridor</i>	C-29
<i>B. Nordel Social Heart</i>	C-42
<i>C. Community Corridors (84nd Avenue and 72nd Avenue)</i>	C-45
<i>D. Transportation</i>	C-50
<i>E. Distinctive Neighbourhoods</i>	C-57
<i>F. Housing</i>	C-60
<i>G. Parks, Recreation Facilities, Schools and Social Institutions</i>	C-64
<i>H. Arts, Culture and Heritage</i>	C-67
<i>I. Natural Environment</i>	C-69
<i>J. Infrastructure and Utilities</i>	C-71



*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.

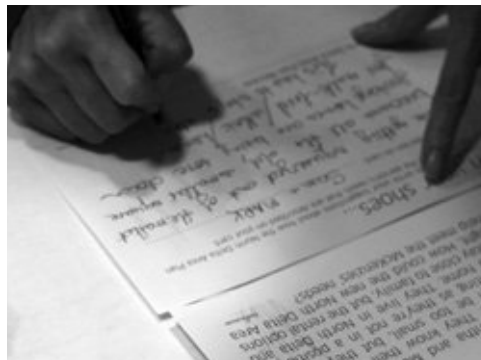
Though a focus has been placed on the 84th and 72nd Avenue Corridors, mixed-use nodes, and overall connectivity, an important component of the North Delta Area Plan is to work towards more distinctive community identities at a finer grain. The Plan describes opportunities for local initiatives to celebrate 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.



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.

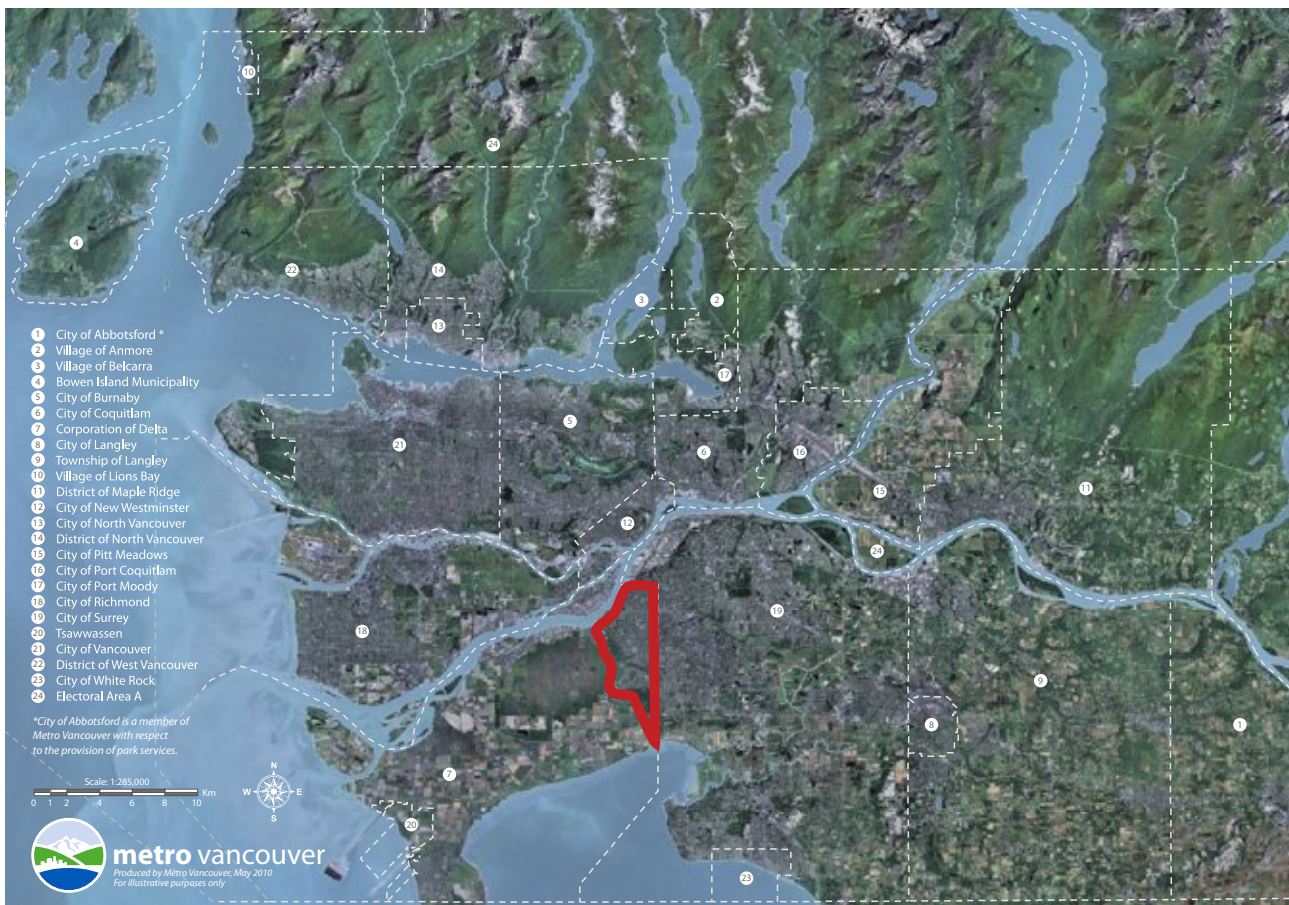


*Participants at the Interactive Scott Road booth at the Ideas Fair.*

### 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.



Rev - March 2015

www.delta.ca

### **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**

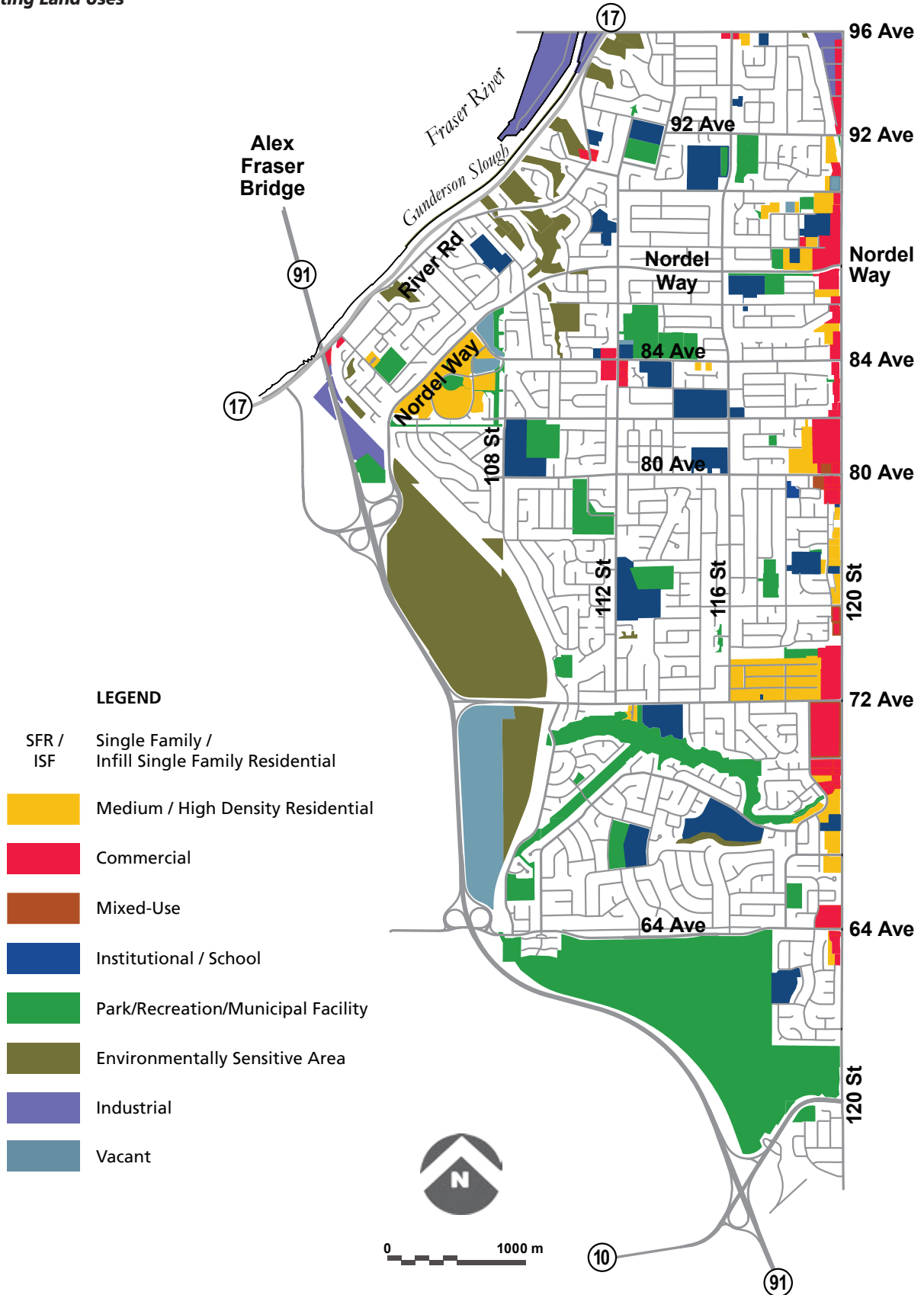
There was rapid growth in North Delta in the 1970s and 1980s at which time the suburban, automobile-oriented approach to built form and urban design was common. This resulted in a large-scale block pattern, significant distances between most homes and commercial uses, and personal vehicle use taking 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



Rev - March 2015

www.delta.ca

## 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.

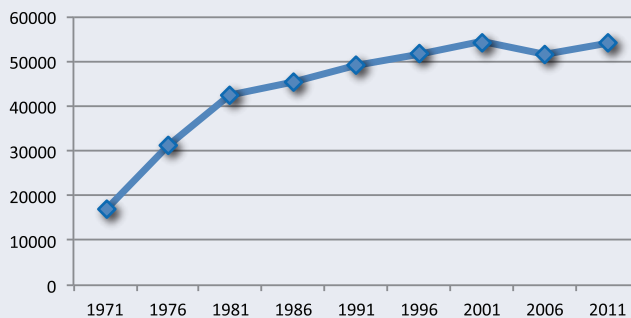
Two-thirds of North Delta's population has lived at the same address for over five years and 90% of the population has lived in North Delta for at least one year. Of the people that moved within the last five years, 43% moved within Delta.

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.

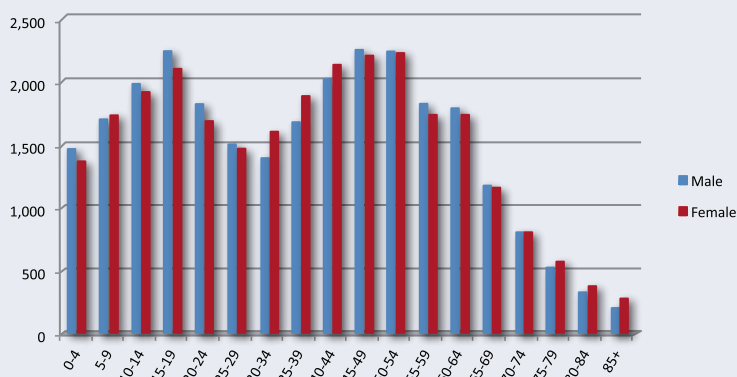
The median income of North Delta's households is approximately \$75,000 which is higher than the Canadian median of \$63,600. Households with children have the highest median income level at almost \$90,000. The median income of employed persons over the age of 15 is almost \$27,000. The unemployment 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% 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.



Rev - March 2015

www.delta.ca

### ***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.

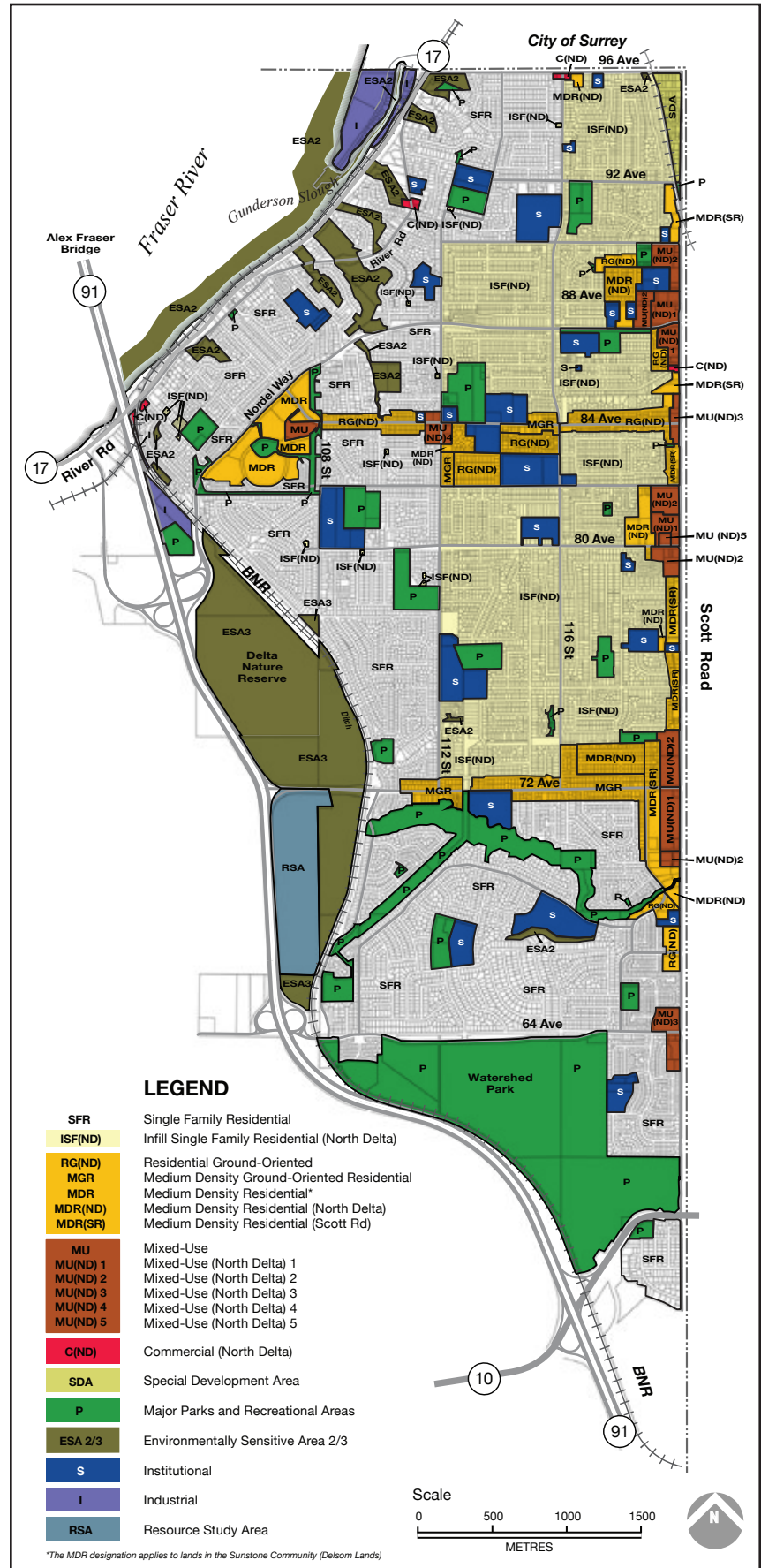
Two of the key areas for growth include mixed-use nodes along Scott Road and medium density residential uses in between and on the edges of nodes. A range of housing types will be encouraged in the medium density residential areas to accommodate a diverse population. Medium and higher density multiple-family 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<sub>5</sub>**





## **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<sup>2</sup> 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 but not in duplexes.

#### **Density**

Single Family Residential:

Maximum 18 units per hectare  
(7 units per acre)

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

Duplex Residential:

24 units per hectare (10 units per acre)

#### **Height**

Maximum 2.5 storeys

### **Infill Single Family Residential (North Delta) (ISF(ND))**

This designation is intended for individual ground-oriented single family units. The intent of the higher density is to provide design flexibility for new single family dwellings to fit into existing single family neighbourhoods. Zoning within this designation may allow secondary suites in single family homes but not in duplexes.

#### **Density**

30 units per hectare (12 units per acre)

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

#### **Height**

Maximum 2.5 storeys

### **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, but not in duplexes, townhouse, rowhouses or other forms of low-rise residential.

#### **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)

#### **Height**

Maximum for single family and duplex:

2.5 storeys

Maximum for other housing types:

3 storeys

### **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 and no more than 76 units per hectare (30 units per acre)

#### **Height**

Maximum 3 storeys

**Medium Density Residential (MDR)<sub>2</sub>**

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 and no more than 180 units per hectare (73 units per acre)

**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 and no more than 200 units per hectare (80 units per acre)

**Height**

Maximum 6 storeys

**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 and no more than 600 units per hectare (242 units per acre)

**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 and no more than 400 units per hectare (162 units per acre)

**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 and no more than 180 units per hectare (73 units per acre)

**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 and no more than 120 units per hectare (48 units per acre)

**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 accessible pedestrian connections to adjacent properties and Scott Road, and include a high-quality streetscape.

**Density**

Up to 4.6 floor space ratio and no more than 616 units per hectare (249 units per acre)

**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.

### ***Environmentally Sensitive Area 2 (ESA-2)***

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 (ESA-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 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:

<b><i>Designation</i></b>	<b><i>Building Forms</i></b>	<b><i>Population</i></b>
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
<b><i>Total</i></b>		<b><i>11,940</i></b>

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.

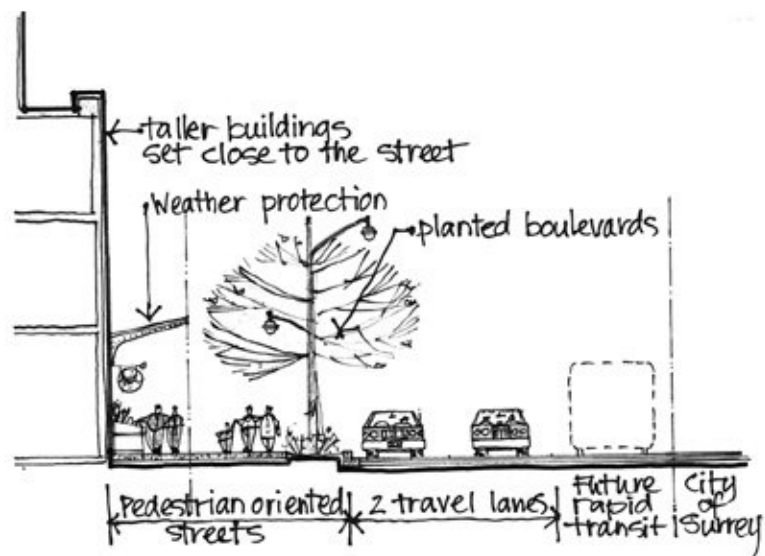


**Policy A.9: Scott Road Cross Section**

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.

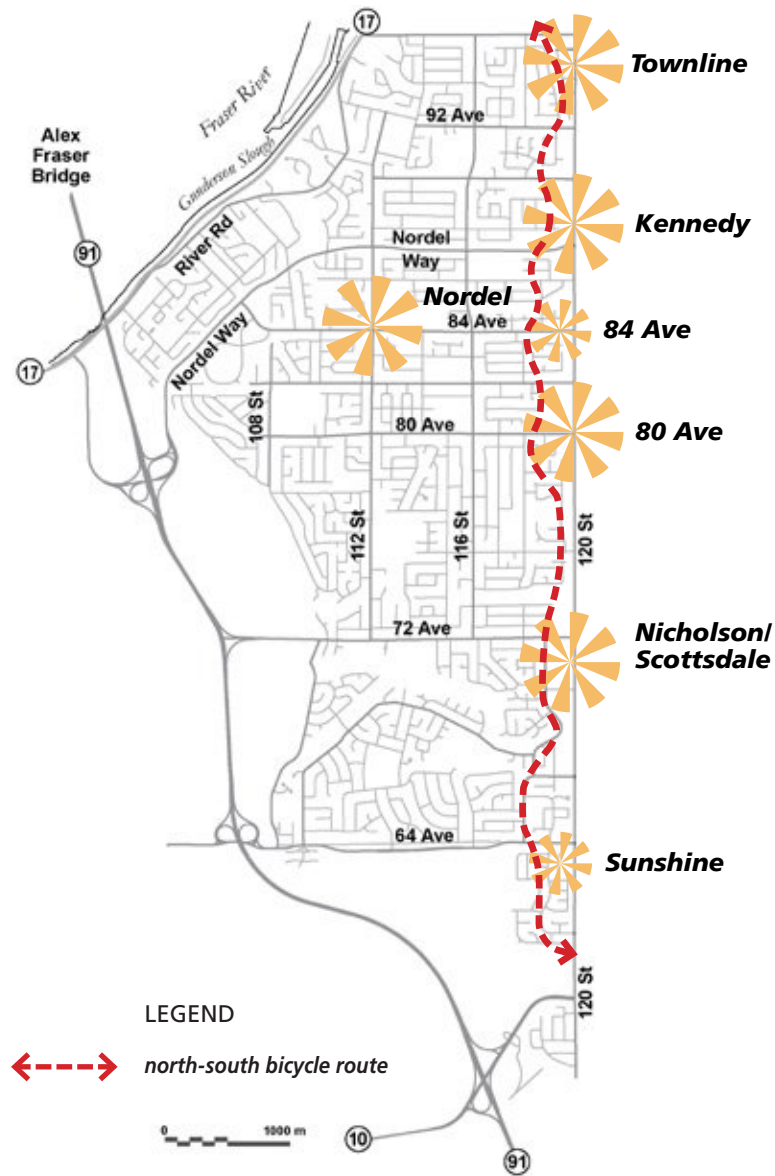
Undertake a Corridor Study jointly with the City of Surrey to work out a common vision and determine the detailed design.



Rev - March 2015

www.delta.ca

### 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.*




### **Kennedy at 88th Avenue**

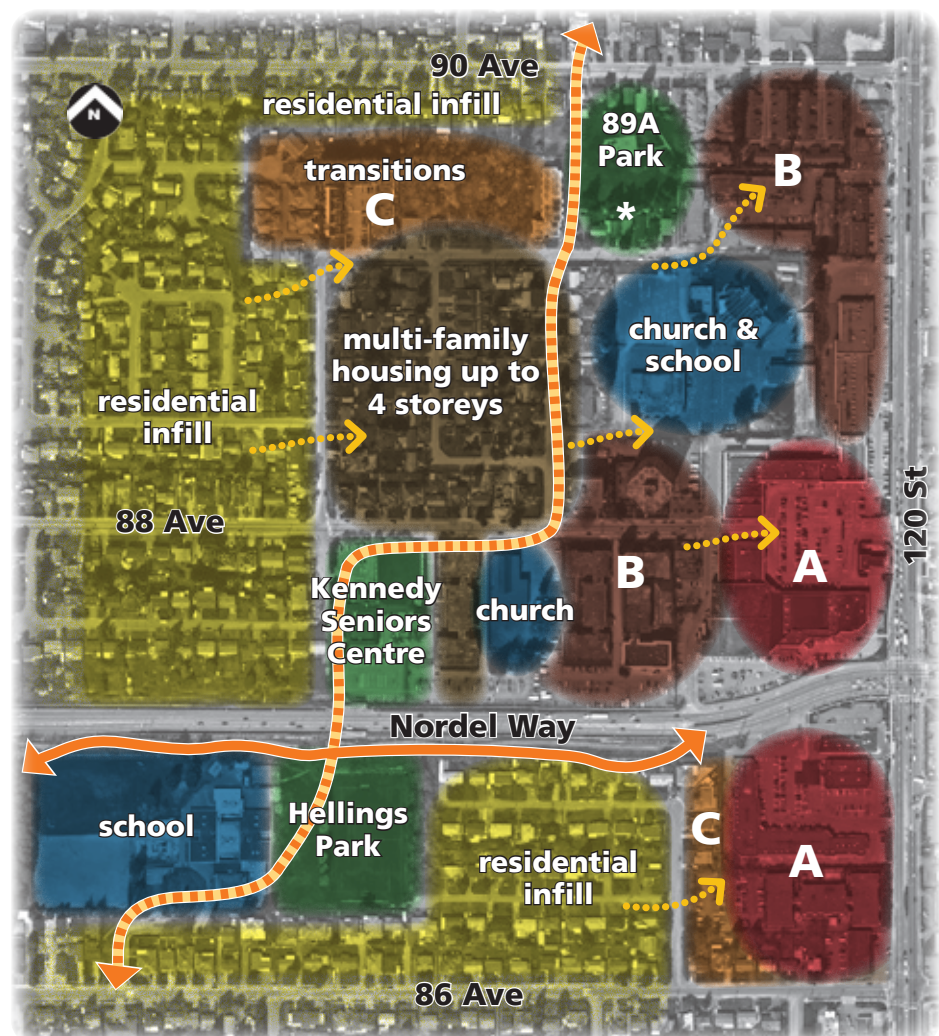
A high rise character began in the Kennedy Node in the 1980s with development of a 14-storey building on 88th Avenue and 119th Street. Additional high rise development will be encouraged. The Kennedy Heights Mall site is large and has considerable potential for redevelopment into a vibrant, mixed-use 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

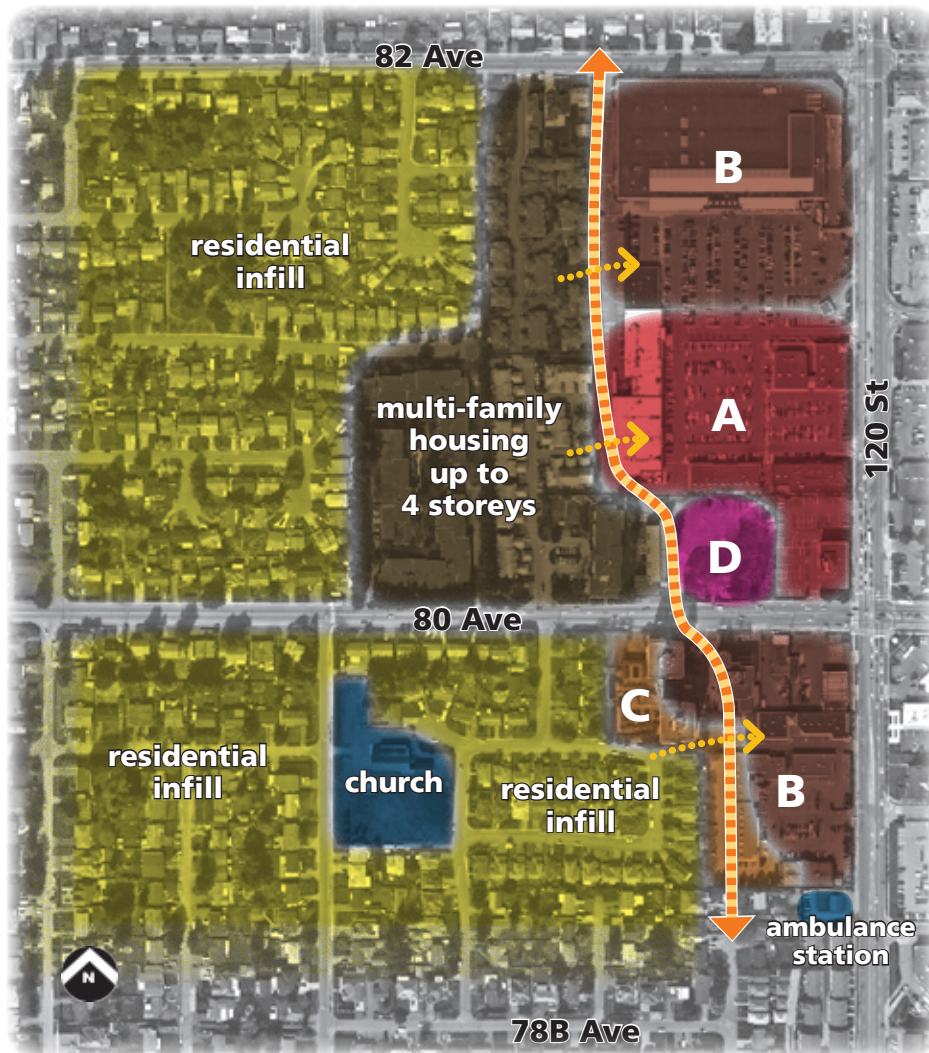
- A** potential mixed-use up to 32 storeys
- B** potential mixed-use up to 18 storeys
- C** transitions to neighbouring single family (3 storeys)
-  existing pedestrian and cycle route
-  connections between neighbourhoods and nodes
-  north-south multi-use path
- \*** expand park to 90 & 89A Avenues



### 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<sub>7</sub>.



**80th Avenue 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)
- D** mixed-use 37-storey development
- connections between neighbourhoods and nodes
- north-south multi-use path

Rev - March 2015

www.delta.ca

### 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.

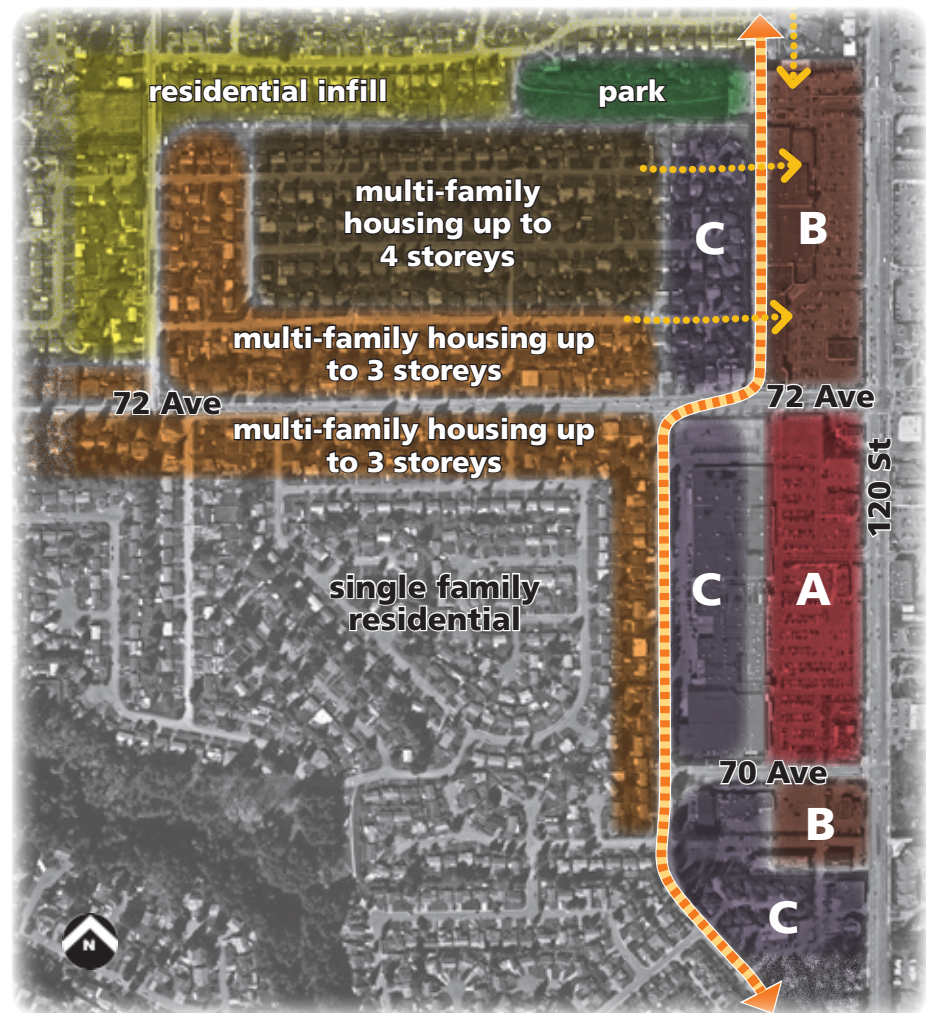
### Scottsdale Node - Future Land Use

#### 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



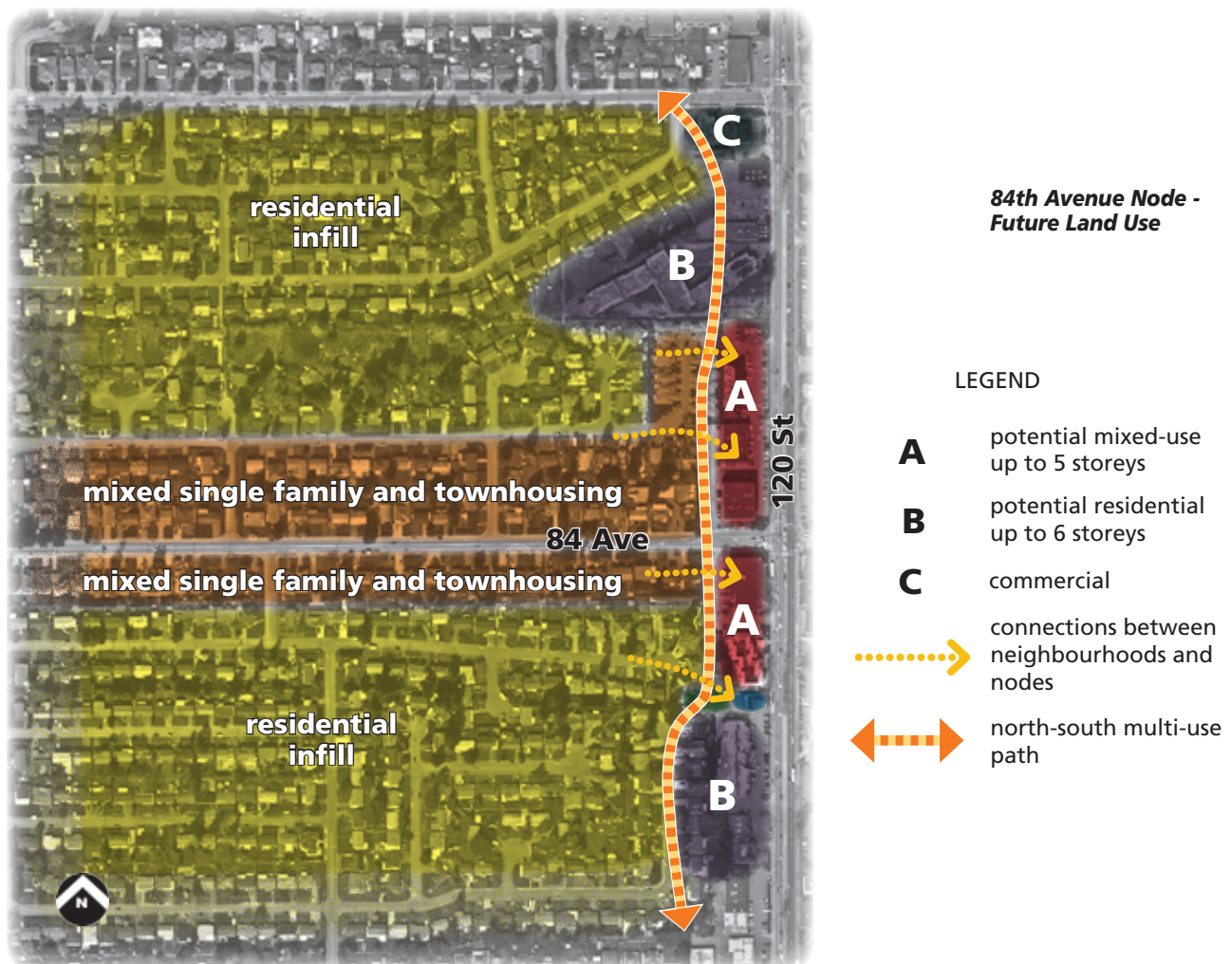
**Policy A.14: Medium Density Mixed-Use Nodes**

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.



### ***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***

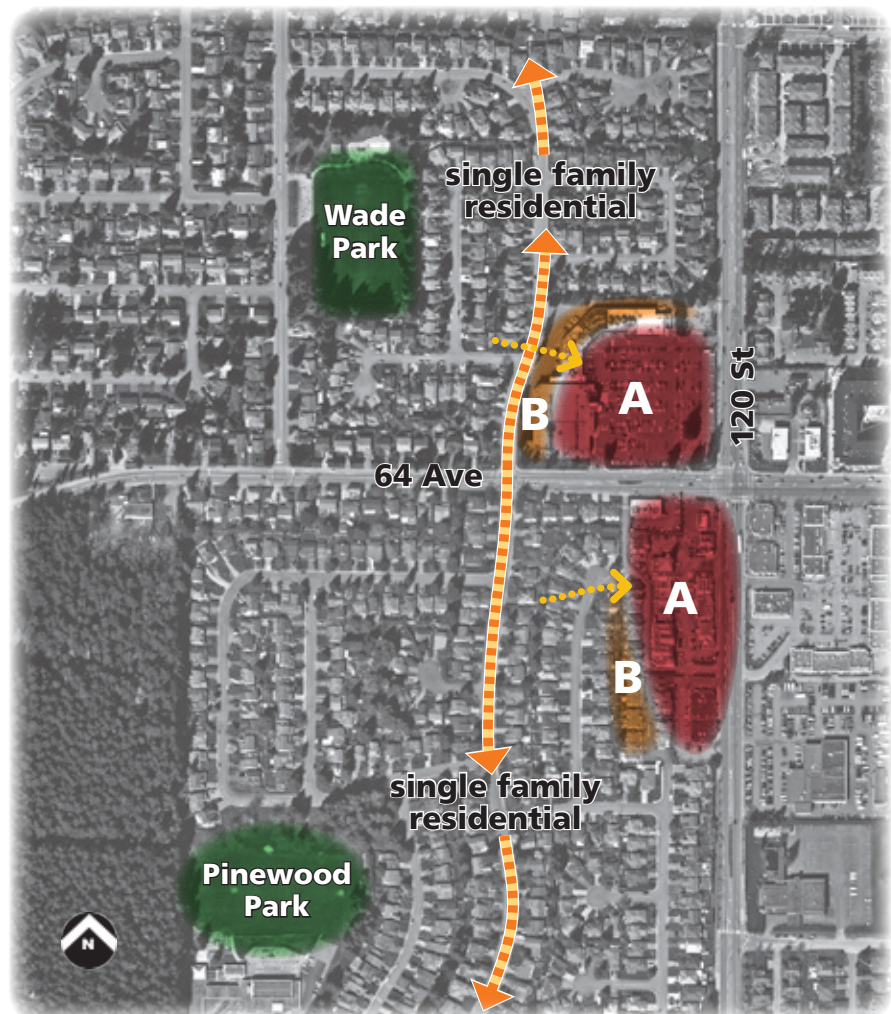
##### LEGEND

**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.



Rev - March 2015

www.udc.ca

**Community Focus at Nordel Social Heart**

**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.

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.

**Policy B.1: Redevelopment of Commercial Sites**

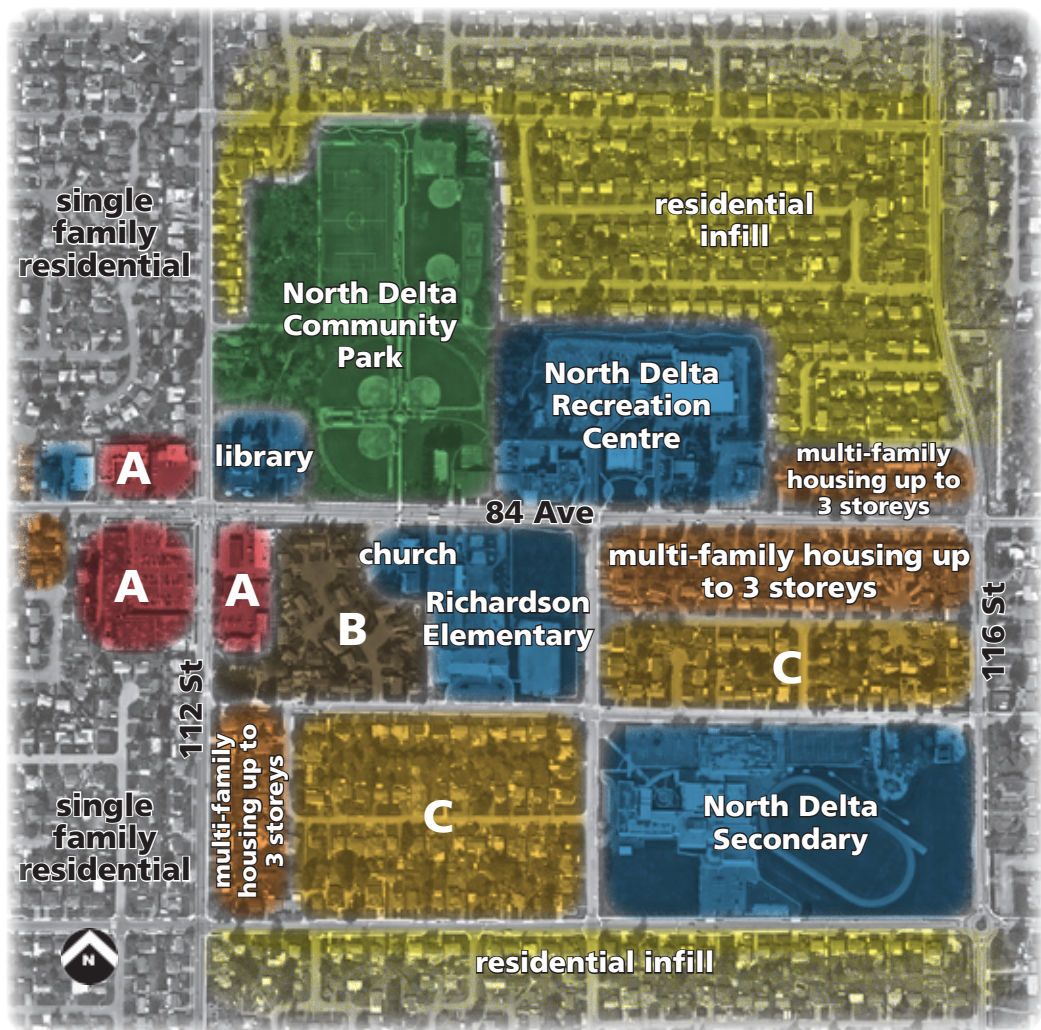
Encourage the redevelopment of existing commercial sites to include a mix of commercial, multiple-family residential and institutional uses in buildings up to four storeys in height.

Permit a range of uses including small-scale retail, restaurants, pubs, medical

**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

**Nordel Social Heart - Future Land Use**



***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)<sub>g</sub>.

***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.

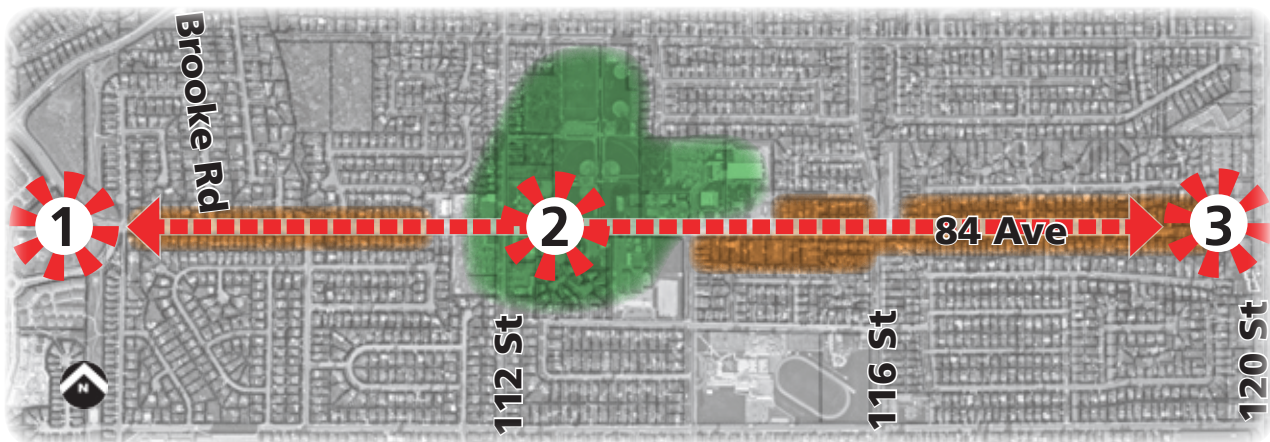
**Policy C.1: Residential Redevelopment**




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

**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.

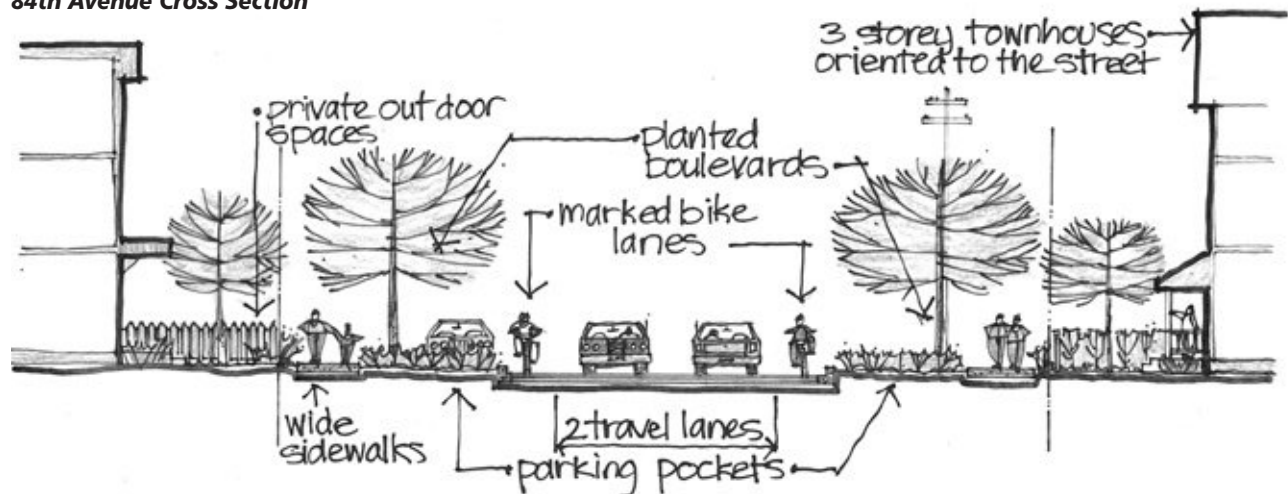
Implement separated sidewalks and tree planted boulevards in association with redevelopment, or as part of streetscape improvement projects.

**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.

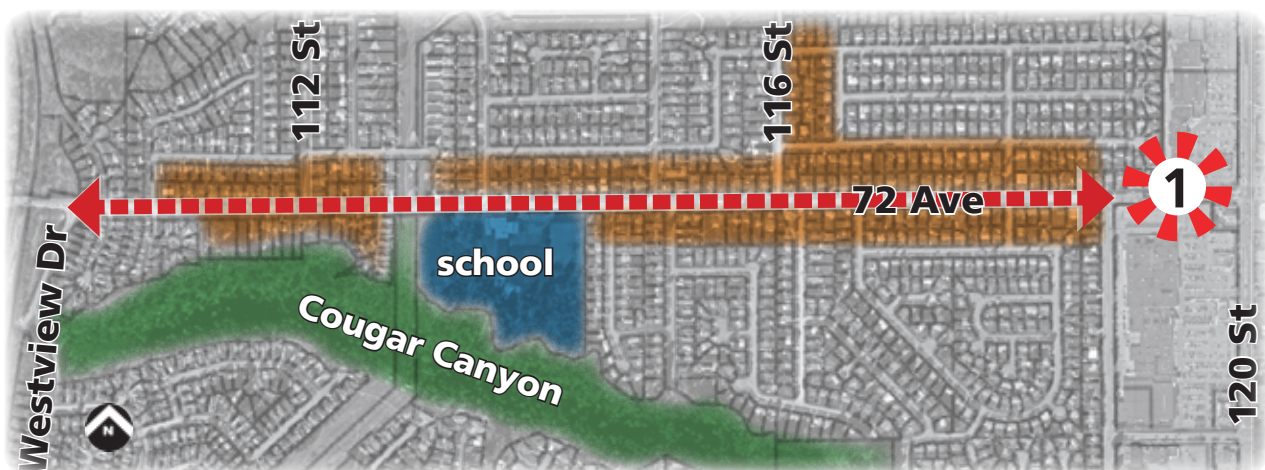
**Policy C.4: Residential Redevelopment**

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

***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.



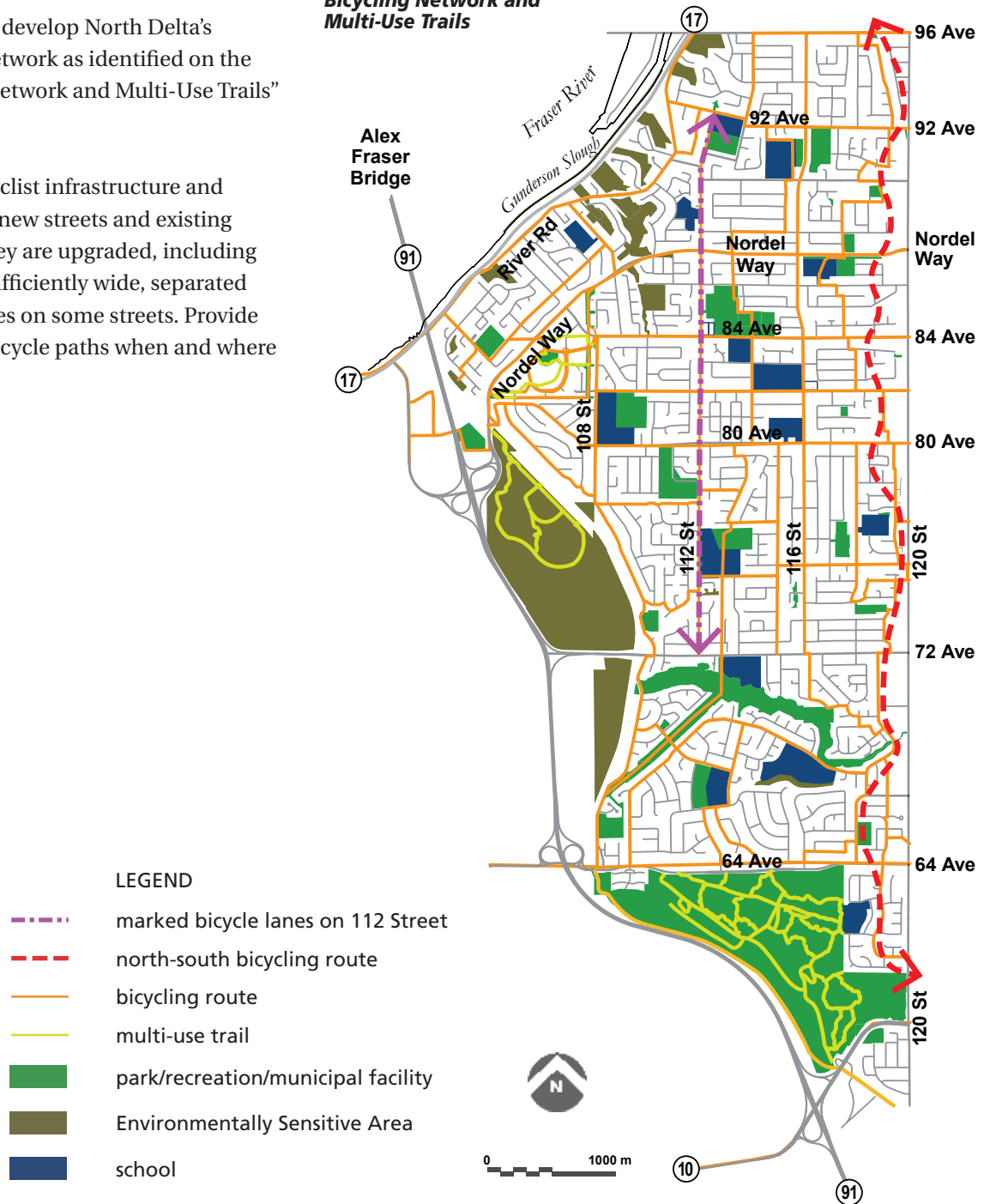
**Policy D.3: Pedestrian and Bicycling Network**

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.

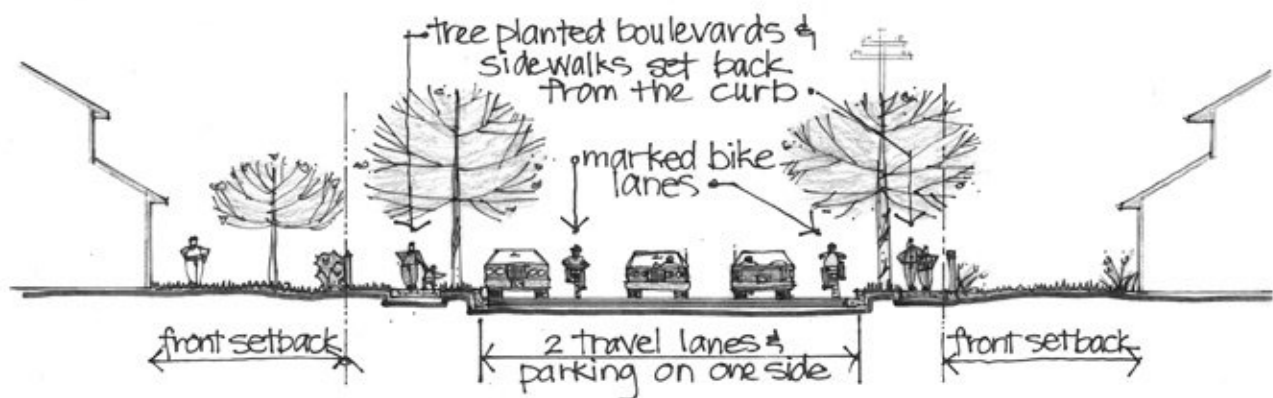
**Policy D.9 Pedestrian Bridge over Cougar Canyon**

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 (CanadaLine), 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<sub>3</sub>***

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.

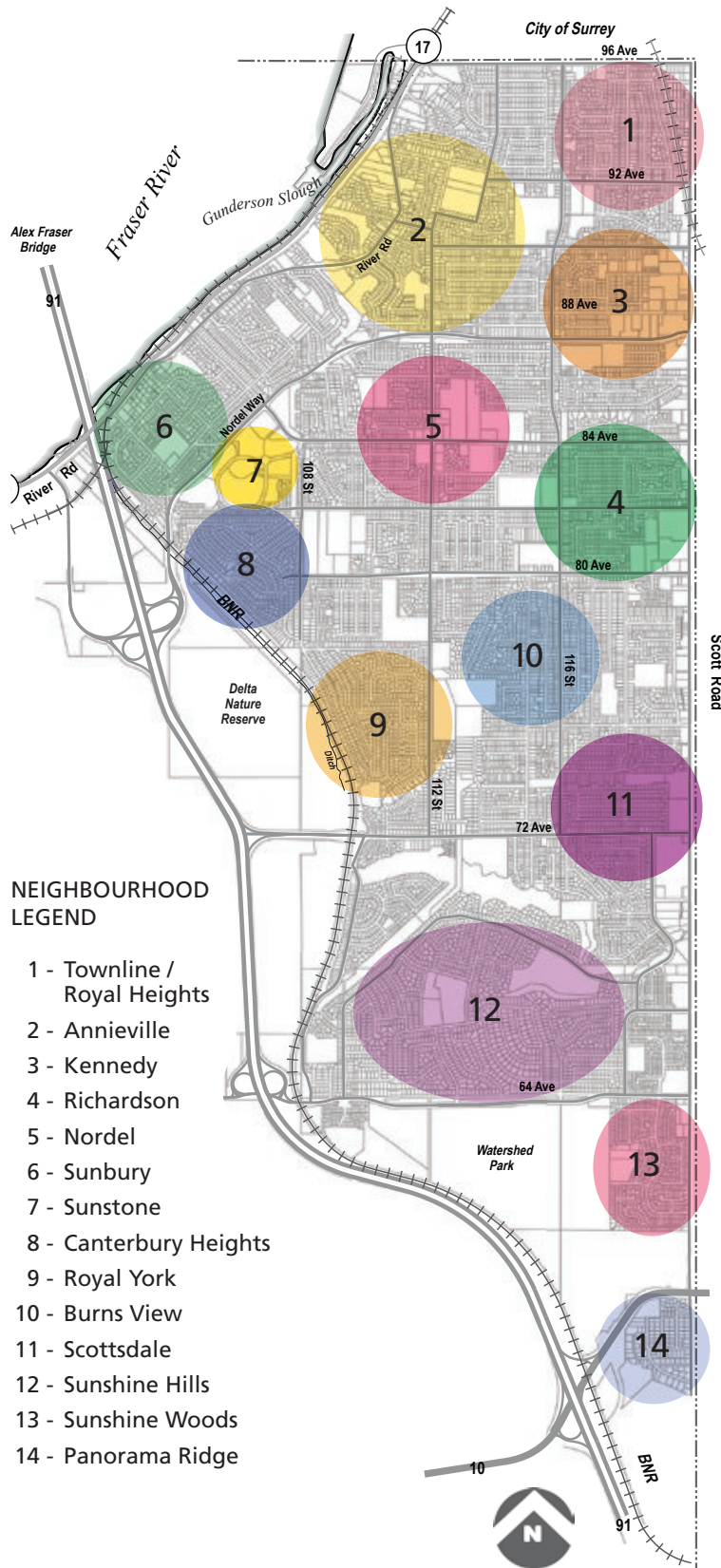
***Policy D.20: Car-Share Programs***

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.



### North Delta Neighbourhood Map



### E. Distinctive Neighbourhoods

North Delta's neighbourhoods are an integral 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.

**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.



Rev - March 2015

www.delta.ca

Incorporate rain gardens to both beautify streetscapes and provide stormwater management within neighbourhoods and in parks where there are opportunities.



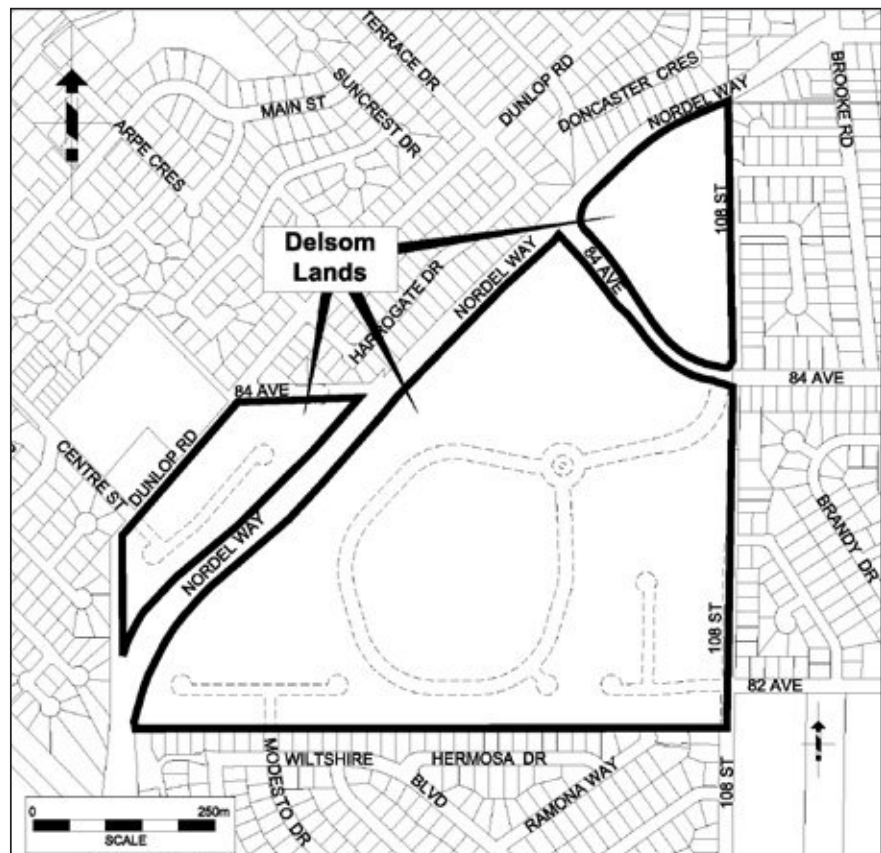
**Policy E.4 Natural Features**

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<sub>4</sub>**

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**

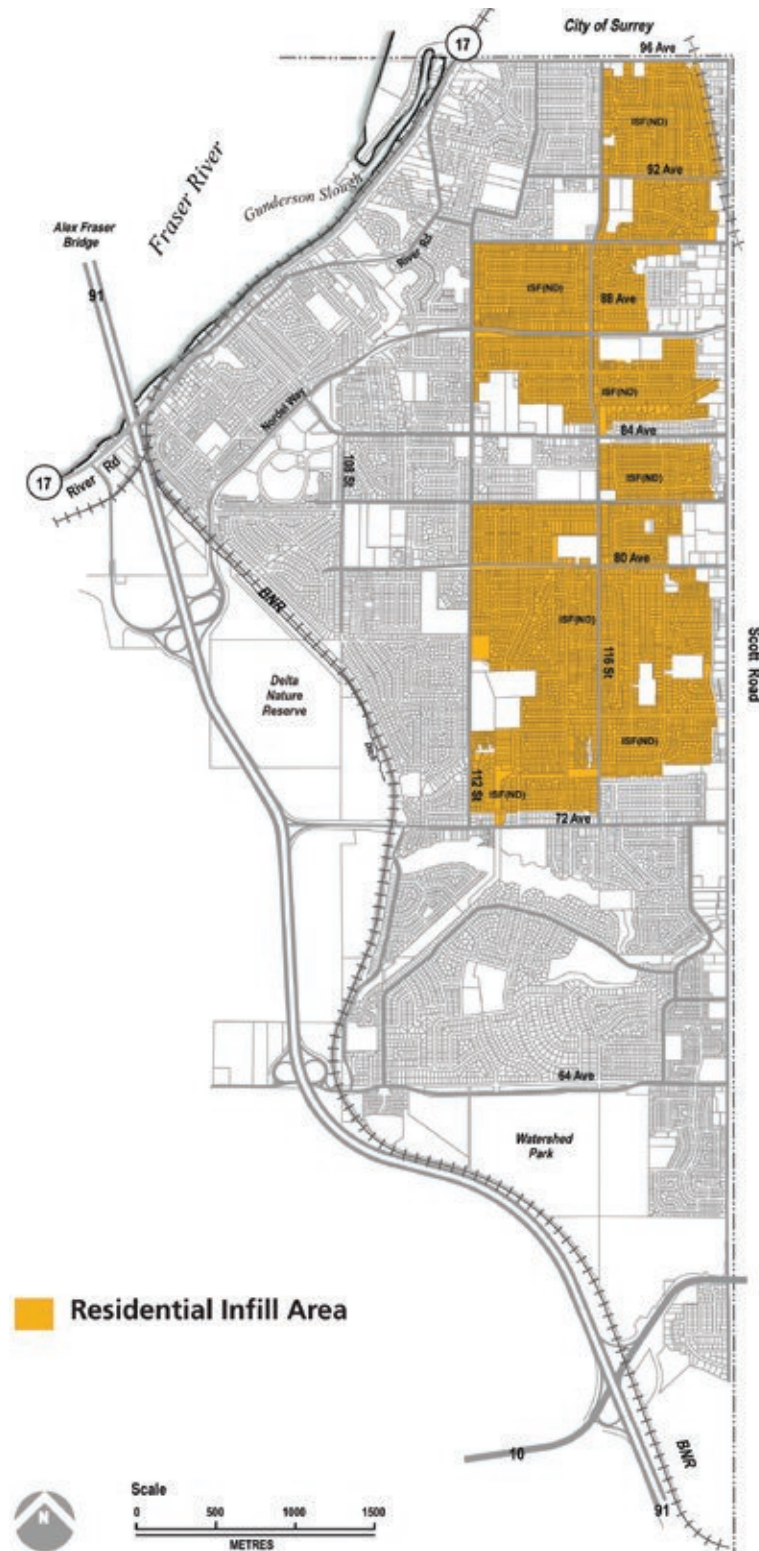
To accommodate population growth and diverse household needs through a range of housing types and tenures.

To maintain and encourage housing affordability.

To retain the character of North Delta's established neighbourhoods.



## Residential Infill Areas



### ***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 innovative, 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.



Rev - March 2015

www.delta.ca

***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.

### **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.

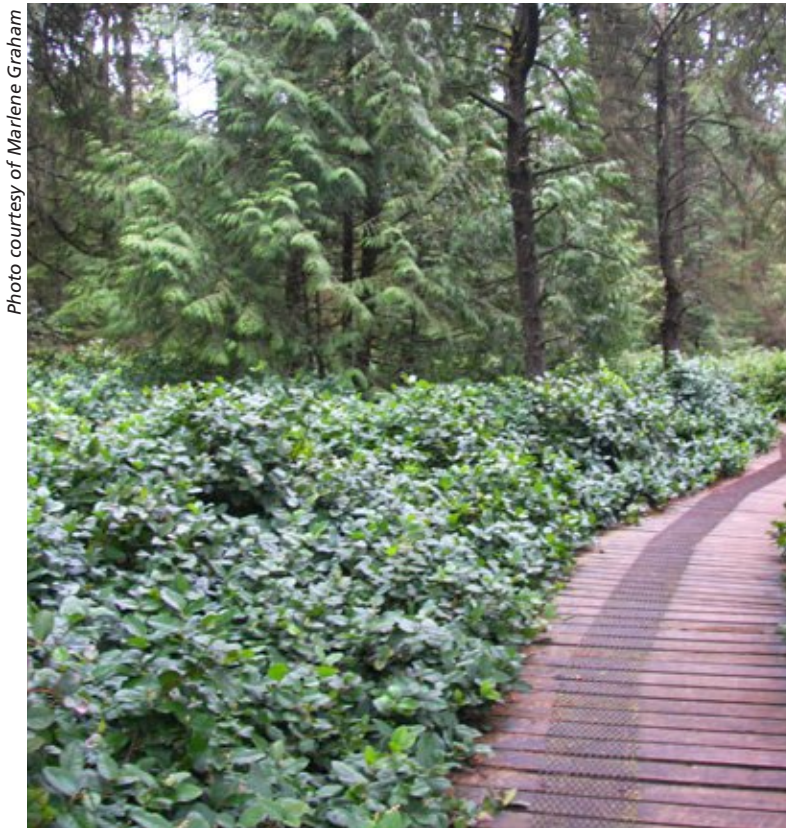


Photo courtesy of Marlene Graham

***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.

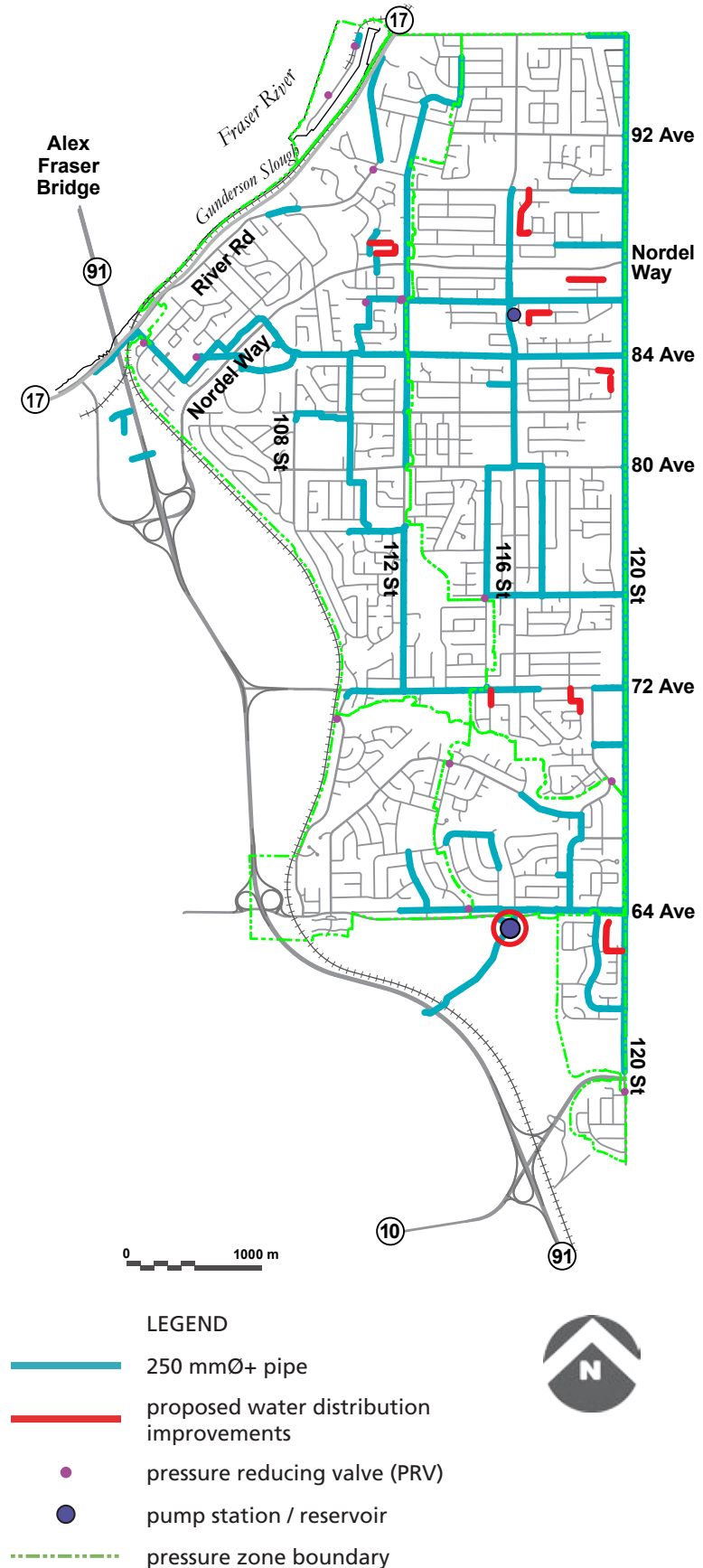
**Policy J.3: Xeriscaping**

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**



## Storm Sewer System



- LEGEND
- storm sewer
  - proposed storm sewer improvements
  - ravines / open ditch

### 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.

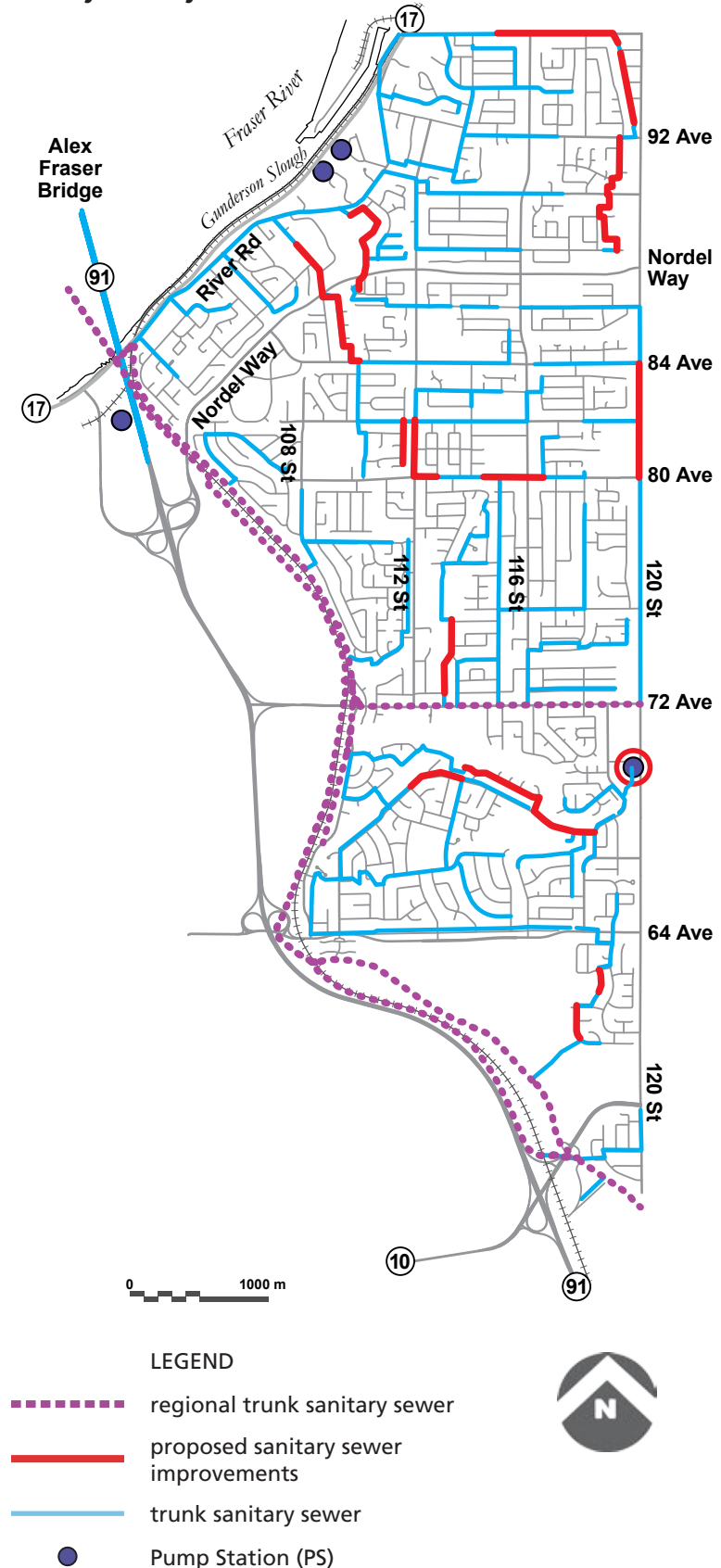
**Policy J.8: Waste Separation**

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. 7327, 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).
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.