City of Delta
COUNCIL REPORT
Regular Meeting

E04

To: **Mayor and Council**

File No.: **P20-10**

From: **Community Planning & Development Department**

Bylaws No.: **8076 and 8077**

Date: **November 15, 2021**

Ladner Village Revitalization – Official Community Plan Update

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The following report has been reviewed and endorsed by the City Manager.

- **RECOMMENDATIONS:**

A. THAT first reading be given to Official Community Plan Amendment Bylaw No. 8076.

B. THAT first reading be given to Official Community Plan Amendment Bylaw No. 8077.

C. THAT Bylaws No. 8076 and 8077 be confirmed as being consistent with the Current Financial Plan and the Liquid and Solid Waste Management Plans, as required by the *Local Government Act*.

D. THAT second reading be given to Bylaws No. 8076 and 8077.

E. THAT Bylaws No. 8076 and 8077 be referred to a Public Hearing on Tuesday, December 14, 2021 at 6:00 pm.

F. THAT the Mayor and City Clerk be authorized to sign all documents pertaining to these amending bylaws.

- **PURPOSE:**

The purpose of this report is to present proposed amendments to the Official Community Plan (OCP) as part of the Ladner Village Revitalization project for Council's consideration. Bylaw No. 8076 (Attachment A) includes amendments to Schedules A and B.3 (Ladner Area Plan) of the OCP, while Bylaw No. 8077 (Attachment B) outlines changes to the *Development Permit Area Guidelines and Regulations* (OCP Schedule E). The Ladner Village study area is shown in Attachment C.

- **BACKGROUND:**

Following the work of the Ladner Village Renewal Advisory Committee (LVRAC), Council directed staff to initiate two major projects for Ladner Village. In December 2020 and January 2021, the City retained Modus Planning Design & Engagement Inc. (Modus) for consulting services for the Ladner Waterfront Public Lands Development

Strategy and Chisholm Street Reconfiguration project and the Ladner Village Official Community Plan Update. The projects were designed to further investigate and implement the recommendations of LVRAC. Staff and the consultant teams for both projects have worked collaboratively to advance the two projects simultaneously, under the Ladner Village Revitalization project name, to ensure consistency in the approach to the revitalization of Ladner Village. For Council's consideration, staff are now bringing forward an update to the Ladner Area Plan and design guidelines for a new Village-wide development permit area. The amendments propose new objectives and policies, and an updated land use plan for Ladner Village. The objectives and policies relevant to areas of Ladner outside the study area remain largely unchanged, with only minor housekeeping edits required as a result of the changes for the Ladner Village.

▪ DISCUSSION:

Ladner Village currently has a mix of uses, including single detached, townhouse, and apartment residential, commercial, institutional, light industrial, park, and public open space. Through the LVRAC process and subsequent community engagement, there has been strong interest in the revitalization of Ladner Village and land use plan updates that would help facilitate redevelopment. Further, investment in the waterfront has been identified as a priority to connect Ladner Village to Ladner Harbour, increase the accessibility of the waterfront, and increase the vibrancy of the area.

The project has been informed by guiding principles, expanded upon from those originally established by LVRAC, that aided the project team in focusing work on key themes that would lead to a successful outcome for the Village. These principles are to:

- Encourage a range of housing through smart densification in the Village core.
- Activate the waterfront through and for commercial development and public access.
- Support business sustainability and increased vibrancy in the Village through active investment and redevelopment of the waterfront.
- Make the Village a special place for people by honouring our past and embracing our future.
- Optimize the City's leadership in support of waterfront redevelopment and Village revitalization.
- Ensure success in long-term implementation through acting in partnership with owners/operators, key stakeholders, the public, government agencies and Tsawwassen and Musqueam First Nations.

To help support the preparation of a land use plan, a preliminary analysis of redevelopment economics was undertaken. In brief, the analysis indicated that heights of up to six storeys would be required in order to facilitate redevelopment of properties, with the lower heights currently permitted unlikely to result in economically viable projects. The analysis also pointed to a need to consider parking rate reductions to ensure viability of redevelopment, similar to a LVRAC recommendation to consider extending the reduced Mixed Use Ladner Waterfront Zone parking regulations to all of Ladner Village.

Community Consultation:
The proposed approach to the Ladner Area Plan amendments flows from the recommendations of LVRAC, which worked together for ten months and issued a final report that was received by Council in February 2020. One of the committee's highest priority recommendations was to amend the OCP land use and height designations in Ladner Village to encourage mixed-use and increased residential density. To that end, the Committee recommended allowing for building heights of up to six stories depending on the location. The proposed approach also flows from longer-standing interest in Ladner Village Revitalization, including previous efforts to assemble land along the waterfront, previous Area Plan amendments intended to facilitate redevelopment, and the work on the 2015 South Delta Business Sustainability Strategy. In particular, the South Delta Business Sustainability Strategy emphasized the need for additional residential development in town centres, and it resulted in the establishment of the South Delta Revitalization Tax Exemption Program.

With respect to the currently proposed Area Plan amendments, Section 475 of the *Local Government Act* requires that a local government provide one or more opportunities for consultation with persons, organizations and authorities it considers will be affected by an amendment to an Official Community Plan. The City conducted a stakeholder workshop on March 31, 2021 with participants representing interests in the Ladner waterfront. A public webinar followed on April 8, 2021 to engage the broader public on the Ladner Village Revitalization project as a whole. The visions and emerging plans for Ladner Village and the waterfront were further refined and presented to the public through an online survey that took place on the City's Let's Talk Delta platform in June 2021, which received 100 responses.

Throughout the consultative process, there was general support for the various elements presented, with the input used to further refine and inform preliminary concepts around land use, building height, and design guidelines. Staff presented this work to Council at their August 9, 2021 Regular Meeting, along with a summary of the feedback received through consultation. At that time, Council provided direction to staff to continue working towards development of a final land use plan and design guidelines, and to refer the project to a multi-committee meeting and the community for additional feedback. Staff presented the project to the Ladner Business Association on September 16, 2021, multi-committee meetings on September 21 and 22, 2021, and the Rotary Club of Ladner on October 5, 2021. Minutes from the multi-committee meetings are available in Attachment D.

The proposed bylaw amendments are currently posted on Let's Talk Delta for public review. The public would have the opportunity to provide further feedback through a public hearing should Council give first and second readings to the proposed bylaws.

Land Use Plan:
The proposed land use plan (Bylaw 8076, Attachment A) for Ladner Village modifies the land use designations of much of Ladner Village. In some circumstances, the change is mostly administrative, such as a name change, while other changes introduce new land uses that result in higher development potential than currently exists. Attachment E shows a map of the proposed land use designations and maximum building heights of the entire study area, and includes a table describing each designation's uses, heights

and densities. Attachment F shows existing and approved building heights in and around the Ladner Village area.

The intent behind the various land use changes in the Village is as follows:

- Allowing more density in the Village will help to make redevelopment more attractive. Economic analysis indicated that for most sites in the Village, the existing height limitations were too restricting to see change. The analysis also indicated that up to six storeys was necessary to spur redevelopment.
- Along with density, the cost of parking plays a significant role in the development potential for a property. The economic analysis indicated that lower parking rates make redevelopment more likely. Additionally, lower parking rates can enhance the design performance of buildings, encourage active transportation and the use of transit, and support the development of vibrant, walkable places. LVRAC recommended that the parking rate established in the Mixed Use Ladner Waterfront (MULW) Zone (1.2 parking spaces per residential unit and 2.3 spaces per 100 m^2 of non-residential floor area) be extended throughout the Village. The update to the Ladner Area Plan includes a policy to establish and implement a new parking standard, with the exact ratios to be determined through detailed review, followed by an amendment to the Zoning Bylaw subject to further public consultation.
- Commercial uses are to be concentrated along Delta Street, Bridge Street, and 48 Avenue east of Delta Street, with commercial frontages also possible along Trenant Street, Elliott Street, and Chisholm Street.
- The Delta Street and 48 Avenue frontages will have shorter street-walls (three to four storeys), while taller structures of up to six storeys can be placed along Chisholm Street and Elliott Street. Policies in the area plan and design guidelines will help to shape development and limit the visual and shading impacts of the built form on the public realm.
- The area along much of the north side of Chisholm Street remains unchanged, with the exception of allowing up to four storeys of height at the northwest corner of the intersection of Chisholm Street and Elliott Street, beside the Elliott Street Wharf. The potential for increased height in this location is primarily due to the greater availability of land area compared with other properties along the north side of Chisholm Street. Along much of the remainder of the north side of Chisholm Street, redevelopment potential is limited primarily to floating features due to environmental, seismic, flood protection, and other constraints associated with small upland parcels. Future access to the water and enhancement of the public realm and riparian areas could be achieved through limited new development or potential future land acquisition by Delta. Further evaluation and consultation would be required prior to consideration
- Similarly, the existing land uses on east side of Elliott Street along the Chillukthan Slough are not proposed to change. Development potential along this corridor is challenged by environmental setback requirements, potential seismic issues, and the small size of the parcels. There are opportunities for potential future land acquisition to enhance public access to the water and across to Lions

Park in this area. Further evaluation and consultation would be required prior to consideration.

- The properties at the western edge of Chisholm, including the city-owned Seven Seas and Spot on the Water Park parcels, are designated for a mix of uses that would primarily serve as public open space and access to the waterfront. There is the potential to consider some modest park-serving commercial and/or low-rise residential in the southern portion of the property, though the plan does not obligate the City to redevelop the lands. The redevelopment of the Spot on the Water Park and Seven Seas sites was identified as a high priority action by LVRAC to accommodate new residential and commercial uses, improve waterfront access, retain waterfront park space, improve functionality, and accommodate parking. Redevelopment of the site would be subject to further refinement from the concept presented in Attachment G. This concept involves transforming the Seven Seas site into a new, public outdoor "great room" on the waterfront, preserving much of the Spot on the Water Park as waterfront green space, and providing an allowance for limited commercial and/or residential uses (e.g., live/work studio space, a café, low rise residential, or other similar uses) that could activate the public space and generate revenue for further future waterfront improvements.
- Georgia Street is intended to be a more residential street, with the low density single detached and coach house form on the west side of the street and medium density residential on the east. The medium density residential will be limited in height to a maximum of four storeys fronting onto Georgia Street so as to not create excessive overlook that might be present in a taller building. The residential nature of Georgia Street is supported by limiting traffic along the western portion of Chisholm Street, from Delta Street to Georgia Street, to a single westbound lane, thereby encouraging traffic destined for the commercial uses of the Village to other areas.

Policy Highlights:
The update to the Ladner Area Plan (Bylaw 8076, Attachment A) focuses mainly on Ladner Village, with the remainder of the Area Plan remaining unchanged except for housekeeping edits. Schedule 8076-3 of Attachment A lays out the proposed new language that would replace the existing Section B of Schedule B.3 of the OCP. Other minor housekeeping amendments are also included to update any policies that have been made obsolete by the proposed update to the Plan.

The Plan includes six high level objectives, each with specific policies that will help guide future development in the Village. These objectives are:

1. Promote an active mix of uses and a range of housing options
    - Encourage activity through uses that animate the street, increasing density with diverse housing types and sensitive transition between building types.
2. Create an active and lively Village
    - Enhance public spaces and connections throughout the Village, improve the public realm, re-establish historic street patterns, design streets and sidewalks to be pedestrian friendly and animated.

3. Heritage character of Ladner Village
    - Broaden the definition of heritage to include more than just buildings, collaborate with local First Nations, preserve existing heritage inventory and complement it through new development.
4. Transportation and Parking
    - Improve pedestrian and cycling connections both within and to areas outside the Village, ensure the Village is accessible to all regardless of age or ability, update parking requirements to help spur redevelopment, and create pedestrian routes to link key features of the Village.
5. Waterfront
    - Activate the waterfront through uses and pedestrian infrastructure, maintain public use along the foreshore, improve the Elliott Street Wharf, upgrade Chisholm Street, raise the dike, protect environmentally sensitive areas, and explore development of Delta-owned lands.
6. Implementation
    - Act both as a leader and as a partner with the public, key stakeholders, governmental agencies, and Tsawwassen and Musqueam First Nations to ensure long term success of Ladner Village.

Conceptual Waterfront Design:
A conceptual design for the Ladner Village waterfront and Chisholm Street has been developed to help visualize some of the potential changes that could be seen in this critical part of Ladner Village (Attachment G). The concept, which would continue to be refined as the City moves towards implementation, outlines a few high level ideas.

- Inclusion of two key anchor points at either end of Chisholm Street: the Elliott Street Wharf and the Seven Seas site. These locations, which will provide public open and programmable spaces, will help to draw the public along Chisholm Street. The Massey Marine building at the terminus of Delta Street will also serve as a visual draw toward the waterfront.
- To the west of the Elliott Street Wharf are two privately-owned parcels with development potential. As noted above in the Land Use Plan section, these sites have the potential for mixed use development up to four storeys, subject to approvals around water lot leases, environmental and other site considerations.
- To the southeast of the Wharf, along the Chillukthan Slough, there is a narrow strip of Delta-owned and privately owned land that is expected to continue to provide waterfront green space.
- Moving west from these parcels is the opportunity to visually open up the waterfront and foreshore to the public through a boardwalk along the dike. Engineering and Planning staff are currently undertaking work to determine the necessary modifications to the dike to account for sea level rise and how to integrate those changes into the public realm.
- Delta owns the parcels around the Seven Seas building, as well as Spot on the Water Park. The former is proposed to be converted into a public outdoor space that would allow direct access out over the water of Ladner Harbour. The

reimagining of Spot on the Water is still in its conceptual stage, but it would include public open space and foreshore access along the waterfront, with an allowance for limited commercial and/or residential uses on the south side to activate the public space and generate revenue for further future waterfront improvements. Any decisions would require future analysis and Council approval. The overall intent is to provide a net gain in public space with the demolition of the Seven Seas building and conversion of the site into a vibrant public outdoor space along the waterfront.

- Pedestrian features along Chisholm Street would be upgraded to allow safe travel on both sides, with the north side featuring connections to the water. Chisholm Street would be reduced to a single westbound vehicular lane west of Delta Street to help emphasize the more residential nature of the western side of the Village.

Design Guidelines:
Changes in land use necessitate revisiting the development permit design guidelines that would help to inform development as the Plan is implemented. The new Ladner Village Core (LVC) development permit area is proposed to apply to all properties within the study area, replacing the Ladner Village 1 (LV1) and Ladner Village Waterfront (LVW) areas in these locations. The LV2 development permit area along Chillukthan Slough would remain unchanged, as would the LV1 development permit areas outside of the Ladner Village study area. Attachment B outlines the new Ladner Village Core development permit design guidelines that would be added to Schedule E of the OCP.

The proposed new design guidelines have four main objectives:

1. Placemaking and Context
   - Demonstrate thoughtful consideration and effort to reinforce Ladner Village's unique qualities and sense of place within the design of public spaces, buildings, and landscapes.
2. Accessibility and Connectivity
   - Consider the full diversity of the Ladner Village community and visitors and ensure that designs of buildings, parks, and open space networks meet the needs of everyone – regardless of age and ability – and effectively connect people to community spaces and special places.
3. Comfort and Enjoyment
   - Demonstrate thoughtful design that contributes to the quality of public space and create comfortable spaces for people to enjoy year-round.
4. Materiality and Durability
   - Utilize high quality and durable materials in landscape and building design.

Heritage elements are incorporated throughout the guidelines, and the guidelines look to find ways to celebrate those elements while complementing them with more contemporary features as the Village develops over time. The guidelines will provide staff and the development community key tools to guide the sustainable design of buildings, streetscapes, and landscape features to ensure a rich and vibrant Village experience for all.

Implementation and Next Steps:
Planning staff will continue working with the consulting team and other departments to further refine the design for Chisholm Street, including detailed road cross-sections, dike upgrades and other flood protection works, pedestrian and cycling infrastructure, and the reimagining of the Seven Seas site and other publicly owned lands along the waterfront. The latter is a high staff priority, and work is currently underway to finalize a proposal to be brought forward to Council separately for the conversion of the Seven Seas site into a public open space.

Other components of the Ladner Village Revitalization project are under way, including the completion of the Stokes and Cullis Public Plaza space, Elliott Street Wharf gateway, the evaluation and establishment of a new parking standard for Ladner Village, and a review of the standards for the Ladner Village road network. The project will be completed with the development of an implementation strategy that will guide future work to be undertaken to achieve the goals set out for the Village.

Implications:

COVID-19 Implications – In order to encourage public participation in the Public Hearing process, staff have developed a protocol for Public Hearings that would allow for residents to provide written comments or participate via electronic means or in person. It is recommended that this application be referred to a special Public Hearing on Tuesday, December 14, 2021 at 6:00 pm. Council previously endorsed notifying all of Ladner for the bylaw amendments. Notifications will be sent by individually addressed mail to properties within the study area, and through a Canada Post mail drop to the remaining properties. Attachment H shows the notification map.

Foundation for the Future Implications – The Ladner Village Revitalization project supports all five pillars. Ours to Preserve is supported by integrating flood protection into Ladner Village, increasing access to natural features like Ladner Harbour, and celebrating and retaining heritage assets. The Social Pursuit is supported by helping to create a livable community with improved access to services and transit. Recreation & Community is supported by expanding the available public open space in Ladner, particularly along the waterfront, and establishing areas of placemaking for the community. Housing the Future is supported by increasing opportunities for diverse housing, supporting density and community character, and reducing transportation costs. Finally, Community Economic Sustainability is supported by increasing opportunities for economic growth in Ladner Village through a vibrant, mixed use destination that will attract visitors and new residents alike.

Financial Implications – There are no financial implications to Delta associated with this update. Adopting an amendment to the Ladner Area Plan will identify projects and initiatives which will require municipal expenditure. These would be funded through the Capital Expenditure Plan over time, and would be subject to Council approval as projects and initiatives are brought forward for budget consideration through Departmental work programs.

Interdepartmental Implications – City staff are undertaking work separately on determining necessary improvements to flood protection infrastructure, including the raising of the dike. Those works will be integrated into the implementation of the Ladner Area Plan. Servicing infrastructure upgrades will be required throughout the Village as demands increase through new development. Capital projects will be identified and budgeted as necessary. Also, as indicated, the Conceptual Waterfront Design and proposed Area Plan Amendments identify a number of potential parkland acquisition and development opportunities. Should Council approve the proposed Area Plan amendments, further work would be undertaken to both refine the concept for the Seven Seas site and Spot on the Water Park, and to develop implementation strategies for further park and plaza spaces in and around Ladner Village.

Advisory Committee Implications – Two sessions of a multi-committee meeting were held on September 21 and 22, 2021, including representatives of the City's Advisory Design Panel, Climate Action and Community Liveability Advisory Committee, Heritage Advisory Commission, Mayor's Task Force on Building Permits and Development Applications, Mobility and Accessibility Committee, and the Parks, Recreation and Culture Commission, along with the now completed Ladner Village Renewal Advisory Committee. The committee representatives attending the sessions provided valuable feedback to the project team to aid in the development of the land use plan and design guidelines (minutes are included in Attachment D).

South Delta Business Sustainability Implications – This proposal adheres to recommendations contained in the South Delta Business Sustainability Strategy, which generally supports increased density in the cores of Ladner and Tsawwassen and a focus on pedestrian and cycle-friendly development.

- **CONCLUSION:**

An update to the Ladner Area Plan is being presented for Council's consideration to help spur revitalization of the Ladner Village area. The policies and land use changes in the updated Plan open the door for new and exciting opportunities in Ladner Village, accompanied by updated development permit design guidelines to ensure new construction honours both Ladner's history and its future potential as a vibrant place for residents and visitors alike.

It is recommended that Bylaws No. 8076 and 8077 be given first and second readings. It is further recommended Bylaws No. 8076 and 8077 be forwarded to a Public Hearing.

Marcy Sangret
Director of Community Planning & Development/Deputy City Manager

Department submission prepared by: Jeremy Keating, Planner
JKE/cd

This report has been prepared in consultation with the following listed departments.

Concurring Departments		
Department	Name	Signature
Corporate Services	Mel Cheesman	MC
Engineering	Steven Lan	SL
Parks, Recreation & Culture	Carmen Gonzalez	CG

- **ATTACHMENTS:**

A. Bylaw No. 8076
B. Bylaw No. 8077
C. Ladner Village Study Area
D. Minutes of Multi-Committee Meetings, September 21 and 22, 2021
E. Proposed Land Use Designations
F. Ladner Building Heights
G. Conceptual Waterfront Design
H. Public Notification Map

CITY OF DELTA

BYLAW NO. 8076

A Bylaw to amend "The Corporation of Delta Official Community Plan Bylaw No. 3950, 1985"

WHEREAS the Council of the City of Delta has adopted an Official Community Plan pursuant to Section 472 of the *Local Government Act*:

NOW THEREFORE, the Council of the City of Delta in open meeting assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as **"The Corporation of Delta Official Community Plan Bylaw No. 3950, 1985 Amendment (Ladner Village Update – P20-10) Bylaw No. 8076, 2021"**.

2. Schedule A of "The Corporation of Delta Official Community Plan Bylaw No. 3950, 1985", as amended, is hereby further amended as follows:

   (a) by replacing the Harbour (HAR) designation in Section 1.9.1 Designations for Future Land Use Plan with the following:

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

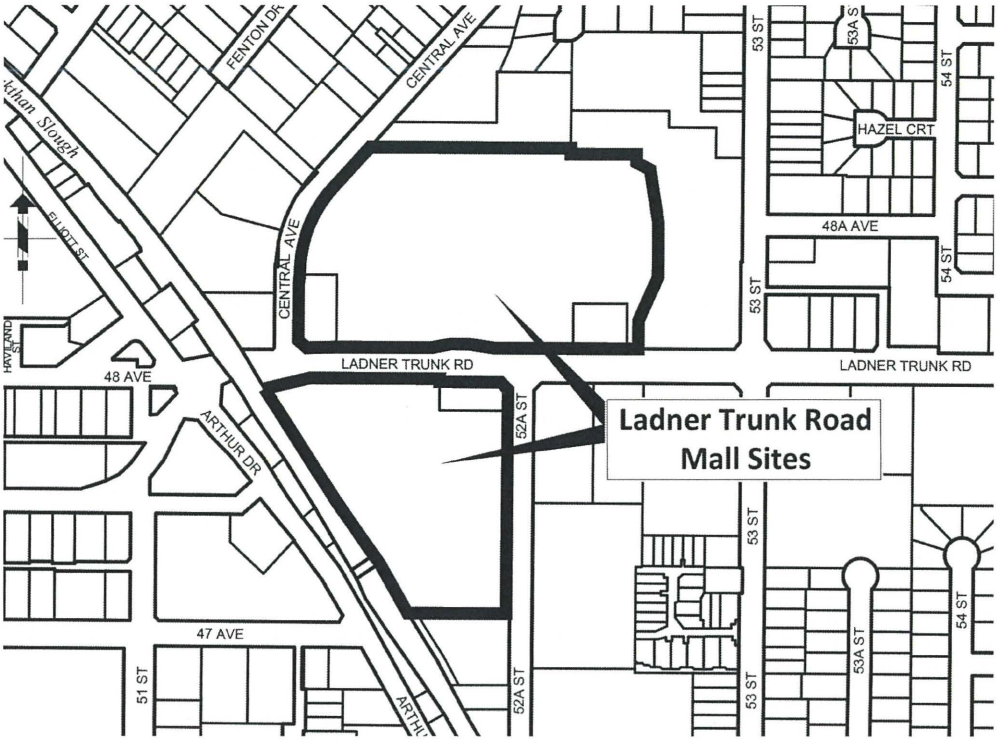
   Height
   Maximum 1.5 storeys";

   (b) by relocating the Harbour (HAR) designation in Section 1.9.1 Designations for Future Land Use Plan to Section 1.9.2 Land Use Designations for Area Plans following the Mixed-Use (Heritage) 5 designation;

   (c) by inserting in Section 1.9.2 Land Use Designations for Area Plans, after the third paragraph in the Commercial (Ladner) C(L) designation, the following:

   "For the Ladner Trunk Road mall sites and adjoining commercial sites, as shown on the following map, ground level uses may include commercial, community services, public uses and parking. Second level uses may include offices, residential and parking. The maximum permitted height is

2.5 storeys and the maximum density is determined by height, setbacks and parking requirements.



(d) by inserting in Section 1.9.2 Land Use Designations for Area Plans, after the second paragraph in the Medium Density Residential (MDR) designation, the following:

"Refer to Policy C.2 in Schedule B.3 for further height and density regulations in some areas."

(e) by inserting in Section 1.9.2 Land Use Designations for Area Plans, after the first paragraph in the Residential Ground-Oriented (RG) designation, the following:

"Refer to Policy C.2 in Schedule B.3 for further height and density regulations in some areas."

(f) by replacing the Mixed-Use (Ladner) 2 (MU(L)2) designation in Section 1.9.2 Land Use Designations for Area Plans with the following:

"**Mixed-Use (Ladner) 3 (MU(L)3)**
This designation is intended for residential uses in low-rise buildings located above pedestrian-oriented retail and public uses. A limited amount of ground floor residential use is permitted outside of the main retail areas (refer to Policy B.2 of Schedule B.3). The emphasis is on pedestrian-

oriented streetscapes. Upper floors may also contain general commercial and institutional uses.

Height
Maximum 3 storeys

Density
Up to 1.6 floor space ratio";

(g) by replacing the Mixed-Use (Ladner Waterfront) 3 (MU(LW)3) designation in Section 1.9.2 Land Use Designations for Area Plans with the following:

"**Mixed-Use (Ladner Waterfront) (MU(LW))**
This designation is intended for one or more of the following uses: pedestrian-oriented retail commercial, recreation, public, service commercial and marine-oriented light industrial. Office and residential uses may be permitted above the ground floor.

Height
Maximum 2.5 storeys

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

(h) by changing the name of the Mixed-Use (Ladner) 4 (MU(L)4) designation to Mixed-Use (Chillukthan Slough) (MU(CS)) in Section 1.9.2 Land Use Designations for Area Plans;

(i) by changing the name of the Mixed-Use (Heritage) 5 (MU(H)5) designation to Mixed-Use (Heritage) (MU(H)) in Section 1.9.2 Land Use Designations for Area Plans;

(j) by inserting into Section 1.9.2 Land Use Designations for Area Plans, following the Mixed-Use (Heritage) (MU(H)) designation, the following:

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

Density
Up to 1.6 floor space ratio

Height
Maximum 4 storeys";

(k) by inserting into Section 1.9.2 Land Use Designations for Area Plans, following the Mixed-Use (Ladner) 3 (MU(L)3) designation, the following:

"**Mixed-Use (Ladner) 4 (MU(L)4)**
This designation is intended for residential uses in low-rise buildings located above pedestrian-oriented retail and public uses. A limited amount of ground floor residential use is permitted outside of the main retail areas (refer to Policy B.2 of Schedule B.3). The emphasis is on pedestrian-oriented streetscapes. Upper floors may also contain general commercial and institutional uses.

Density
Up to 2.2 floor space ratio

Height
Maximum 4 storeys

Mixed-Use (Ladner) 6 (MU(L)6)
This designation is intended for primarily residential uses in medium-rise buildings with pedestrian-oriented retail and public uses. A limited amount of ground floor residential use is permitted outside of the main retail areas (refer to Policy B.2 of Schedule B.3). Upper floors may also contain general commercial and institutional uses.

Density
Up to 3.0 floor space ratio

Height
Maximum 6 storeys";

(l) by inserting into Section 1.9.2 Land Use Designations for Area Plans, following the Medium Density Residential (Delta Gardens) (MDR(DG)) designation the following:

"**Medium Density Residential (Ladner Village) 3 (MDR(LV)3)**
This designation is intended for low-rise structures accommodating multiple-family residential uses including apartments, townhouses and rowhouses.

Density
Up to 1.6 floor space ratio

Height
Maximum 3 storeys

Medium Density Residential (Ladner Village) 4 (MDR(LV)4)
This designation is intended for low-rise structures accommodating multiple-family residential uses including apartments, townhouses and rowhouses.

Density
Up to 2.2 floor space ratio

Height
Maximum 4 storeys

Medium Density Residential (Ladner Village) 6 (MDR(LV)6)
This designation is intended for medium-rise structures accommodating multiple-family residential uses.

Density
Up to 3.0 floor space ratio

Height
Maximum 6 storeys";

(m) by changing the land use designation of the lands outlined in bold and marked "Subject Properties" on Schedule 8076-1 to this bylaw from Parks and Recreation Area (P) to Town Centre (TC) and amending Map 2: Future Land Use Plan, Map 3: Medium and Higher Density Housing and Mixed Use Designations and Map 7: Parks and Schools accordingly; and

(n) by changing the land use designation of the lands outlined in bold and marked "Subject Properties" on Schedule 8076-2 to this bylaw from Multi-Unit Residential (MR) to Mixed Use (MU) and amending Map 2: Future Land Use Plan and Map 3: Medium and Higher Density Housing and Mixed Use Designations accordingly.

(3) Schedule B.3 of "The Corporation of Delta Official Community Plan Bylaw No. 3950, 1985", as amended, is hereby further amended as follows:

(a) by deleting from Part II Plan Objectives and Policies, Section B. Character In and Around the Historic Village in its entirety, and replacing it with Schedule 8076-3;

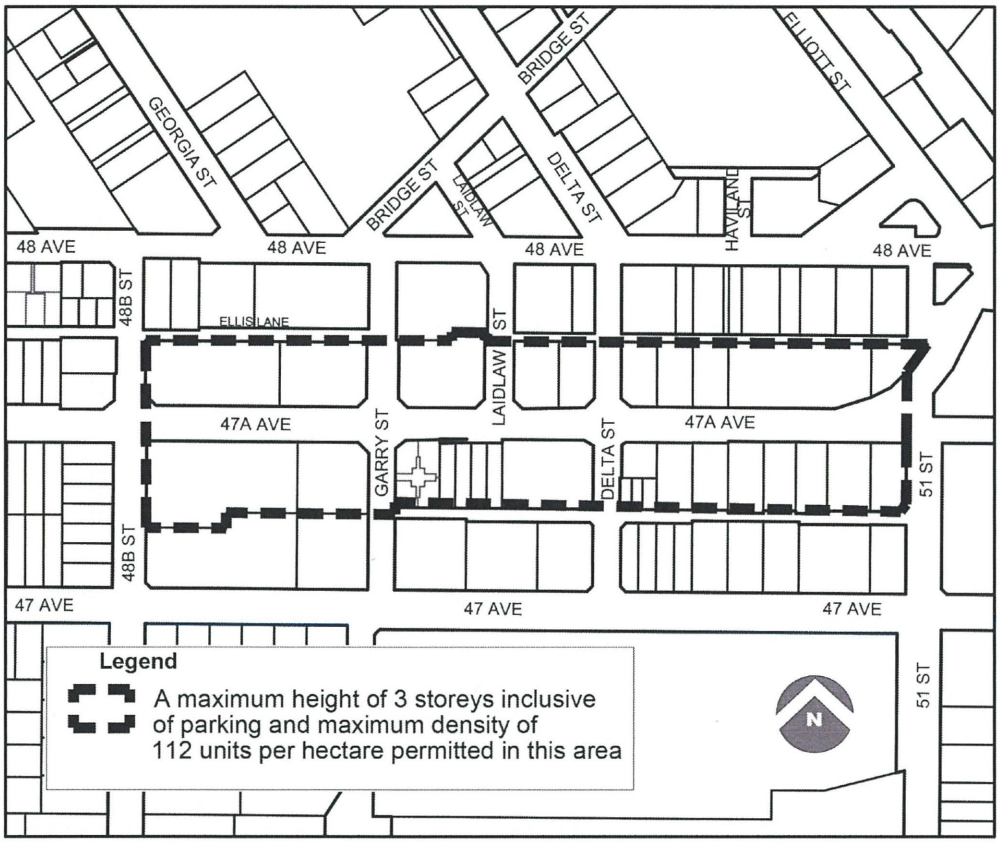
(b) by deleting from Policy C.2 in Part II Plan Objectives and Policies, Section C. Commercial, Industrial and Related Areas, the following:

"as contained in the table entitled "Ladner Village Generalized Summary of Heights and Densities" and the map entitled "Land Use Areas within and

around the Core" (*See Policy B.1.1 for map*)";

(c) by deleting from Policy C.2 in Part II Plan Objectives and Policies, Section C. Commercial, Industrial and Related Areas, the table entitled "Village Land Use Areas", and the table entitled "Ladner Village Generalized Summary of Heights and Densities";

(d) by adding to Policy C.2 in Part II Plan Objectives and Policies, Section C. Commercial, Industrial and Related Areas, the following map:



(e) by deleting Policy C.1, Policy C.3 and Policy C.4 in Part II Plan Objectives and Policies, Section C. Commercial, Industrial and Related Areas in their entirety;

(f) by deleting from Policy C.7 in Part II Plan Objectives and Policies, Section C. Commercial, Industrial and Related Areas, the following:

"as set out in the table entitled "Village Land Use Areas" and map entitled "Land Use Areas within and around the Core" (*See Policy B.1.1 for map*)";

(g) by renumbering the remaining policies in Section C. Commercial, Industrial and Related Areas;

(h) by deleting from Part II Plan Objectives and Policies, Section E. Movement and Transportation Policy E.11: Chisholm Streetscape in its entirety;

(i) by deleting from Part II Plan Objectives and Policies, Section J. Population in its entirety and replacing it with the following:

"**J. Population**

Objective J: Village Focused Growth and Limited Infill
To focus growth in Ladner Village and permit limited infill growth in the rest of Ladner.

Policy J.1: Provide for Controlled Population Growth
Provide for controlled, limited infill population growth in areas outside of Ladner Village, and focus growth in Ladner Village.";

(j) by changing the land use designation of the lands outlined in bold and marked "Subject Properties" on Schedule 8076-4 to this bylaw from Mixed-Use (Ladner) 2 (MU(L)2) to Mixed-Use (Ladner) 4 (MU(L)4) and amending the Ladner Future Land Use Plan in Schedule B.3 and the Ladner Future Land Use Plan inset on the Future Land Use Plan in Schedule A accordingly;

(k) by changing the land use designation of the lands outlined in bold and marked "Subject Properties" on Schedule 8076-5 to this bylaw from Mixed-Use (Ladner) 2 (MU(L)2) and Mixed-Use (Ladner Waterfront) 3 (MU(LW)3) to Mixed-Use (Ladner) 6 (MU(L)6) and amending the Ladner Future Land Use Plan in Schedule B.3 and the Ladner Future Land Use Plan inset on the Future Land Use Plan in Schedule A accordingly;

(l) by changing the land use designation of the lands outlined in bold and marked "Subject Properties" on Schedule 8076-6 to this bylaw from Parks and Recreation Areas (P) and Mixed-Use (Ladner Waterfront) 3 (MU(LW)3) to Village Waterfront (VW) and amending the Ladner Future Land Use Plan in Schedule B.3 and the Ladner Future Land Use Plan inset on the Future Land Use Plan in Schedule A accordingly;

(m) by changing the land use designation of the lands outlined in bold and marked "Subject Properties" on Schedule 8076-7 to this bylaw from Medium Density Residential (MDR) to Medium Density Residential (Ladner Village) 3 (MDR(LV)3) and amending the Ladner Future Land Use Plan in Schedule B.3 and the Ladner Future Land Use Plan inset on the Future Land Use Plan in Schedule A accordingly.

(n) by changing the land use designation of the lands outlined in bold and marked "Subject Properties" on Schedule 8076-8 to this bylaw from Medium

Density Residential (MDR) to Medium Density Residential (Ladner Village) 4 (MDR(LV)4) and amending the Ladner Future Land Use Plan in Schedule B.3 and the Ladner Future Land Use Plan inset on the Future Land Use Plan in Schedule A accordingly.

(o) by changing the land use designation of the lands outlined in bold and marked "Subject Properties" on Schedule 8076-9 to this bylaw from Medium Density Residential (MDR) to Medium Density Residential (Ladner Village) 6 (MDR(LV)6) and amending the Ladner Future Land Use Plan in Schedule B.3 and the Ladner Future Land Use Plan inset on the Future Land Use Plan in Schedule A accordingly; and

READ A FIRST time the day of , 2021.

READ A SECOND time the day of , 2021.

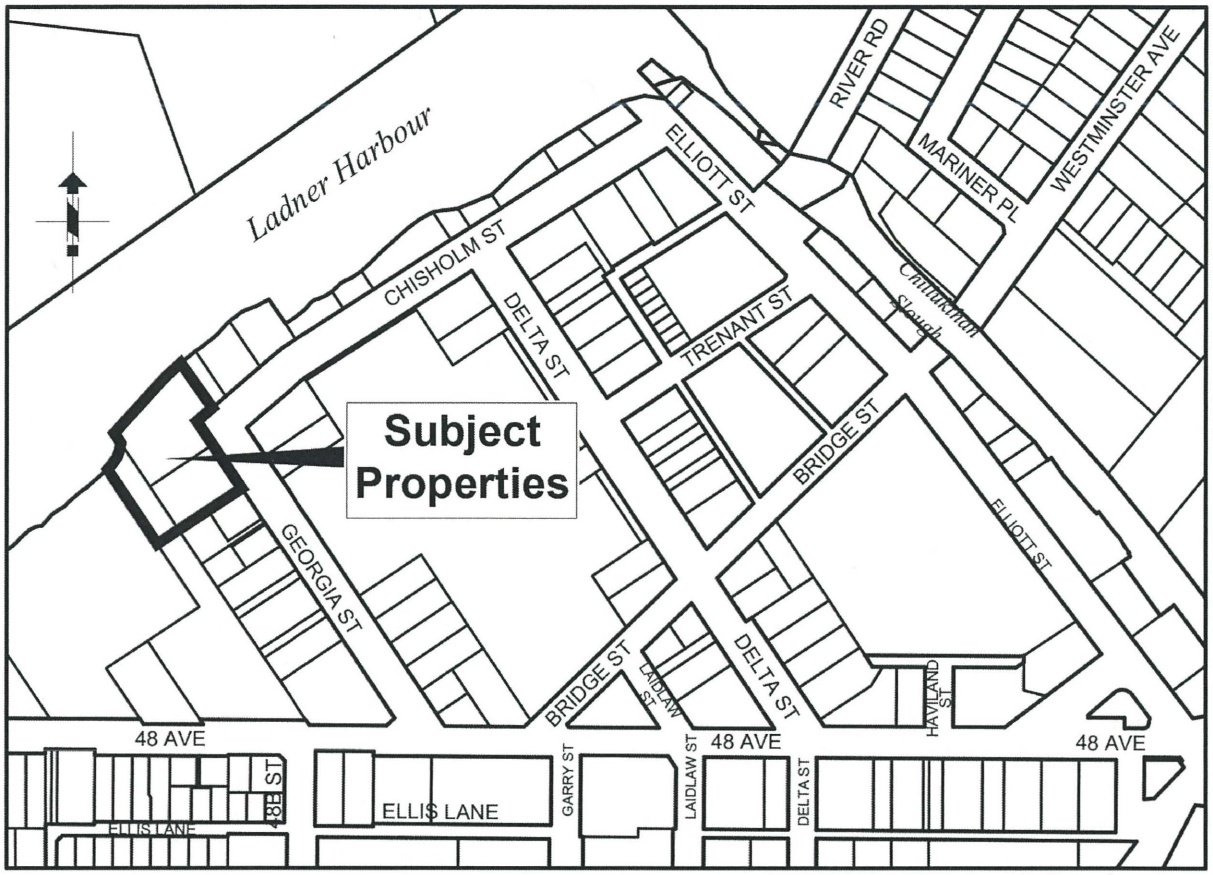
PUBLIC HEARING held the day of , 202 .

READ A THIRD time the day of , 202 .

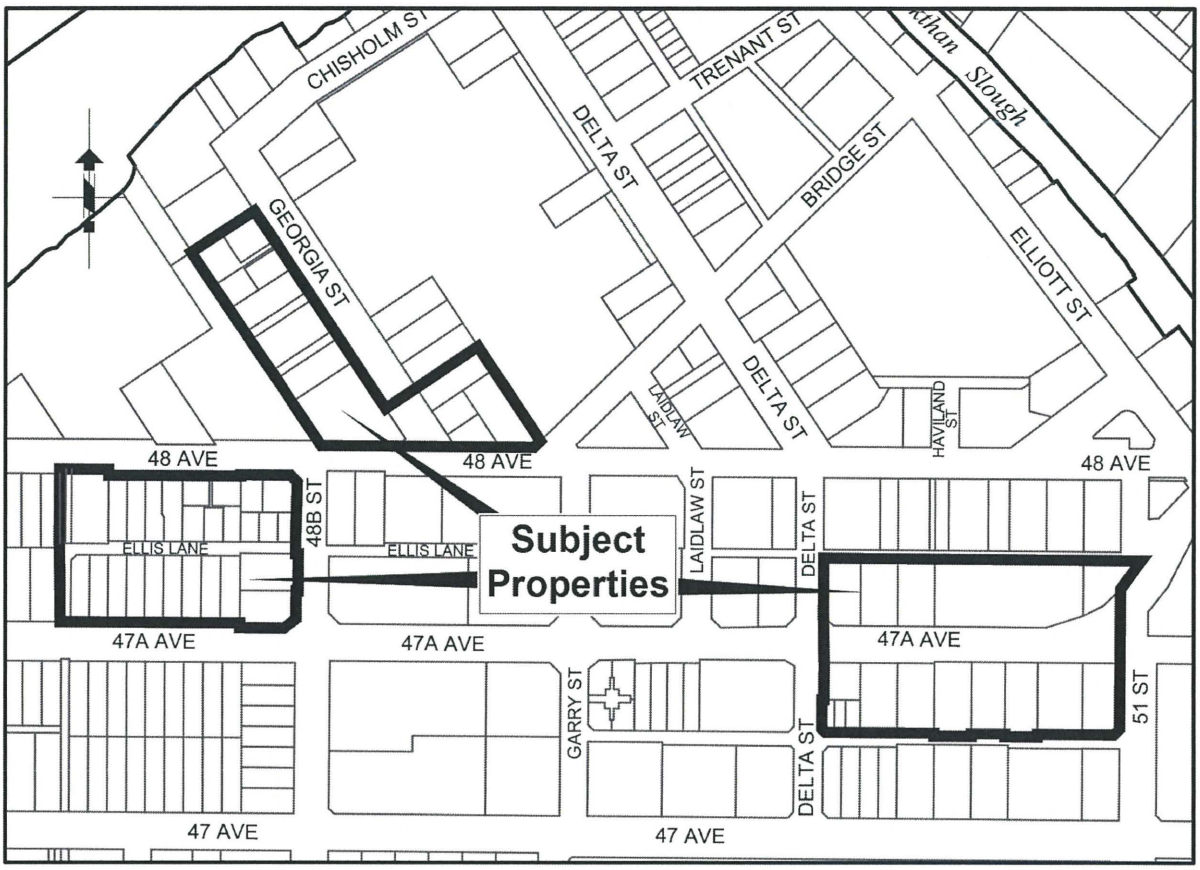
FINALLY CONSIDERED AND ADOPTED the day of , 202 .

George V. Harvie
Mayor

Michelle Jansson
City Clerk



This is Schedule 8076-1 to
"The Corporation of Delta Official Community Plan Bylaw No. 3950, 1985
Amendment (Ladner Village Update – P20-10) Bylaw No. 8076, 2021"



This is Schedule 8076-2 to
"The Corporation of Delta Official Community Plan Bylaw No. 3950, 1985
Amendment (Ladner Village Update – P20-10) Bylaw No. 8076, 2021"

B. Ladner Village

Community Context

Ladner Village is located along the south arm of the Fraser River on the shared, traditional, ancestral, and unceded territories of the sc̓əw̓aθən (Tsawwassen), xʷməθkʷəy̓əm (Musqueam), and other Coast Salish Peoples.

The first Europeans to settle on these lands arrived in the 1860's and began commercial farming and fishing operations in the area. Ladner Village was established as Delta's civic precinct and the area became a bustling commercial centre. A series of ferries allowed for access across the river until the George Massey Tunnel provided a permanent connection in 1959.

Over the years, the commercial fishery industry has declined yet the quaint, historic charm of the Village remains. Since the original Ladner Area Plan was adopted in 1998, the City has been committed to revitalization of the Ladner Waterfront area to encourage transition from the now limited resource based uses such as fisheries. This plan provides clear direction to help with this transition and provide more active public spaces with restaurants, stores and walkways that connect people to the water and the rest of the Village.

Process and Vision

The objectives and policies for Ladner Village were updated in response to over two years of consultation beginning in 2018 that has included input and direction from Delta Council, the Ladner Village Renewal Advisory Committee, Ladner community members, stakeholders, Delta staff and consultants to support the vision for a revitalized Ladner Village.

Vision for Ladner Village

***Ladner Village is a walkable, people-friendly place to live, work, shop, visit and play**, with vibrant public spaces including opportunities to access and enjoy the waterfront and celebrate heritage features.*

Our Village has year-round vitality, strong businesses and varied housing options for people to live and work in the heart of the community.

Our waterfront connects the Village to our past and future: historical forms and functions support an active mix of public spaces and places for our community. Active investment restores our connection to the waterfront and revitalizes Ladner Village.

Ladner Village is a collection of distinct places, each contributing unique qualities and affording opportunities for revitalization and character enhancement. These places (sub areas) include:

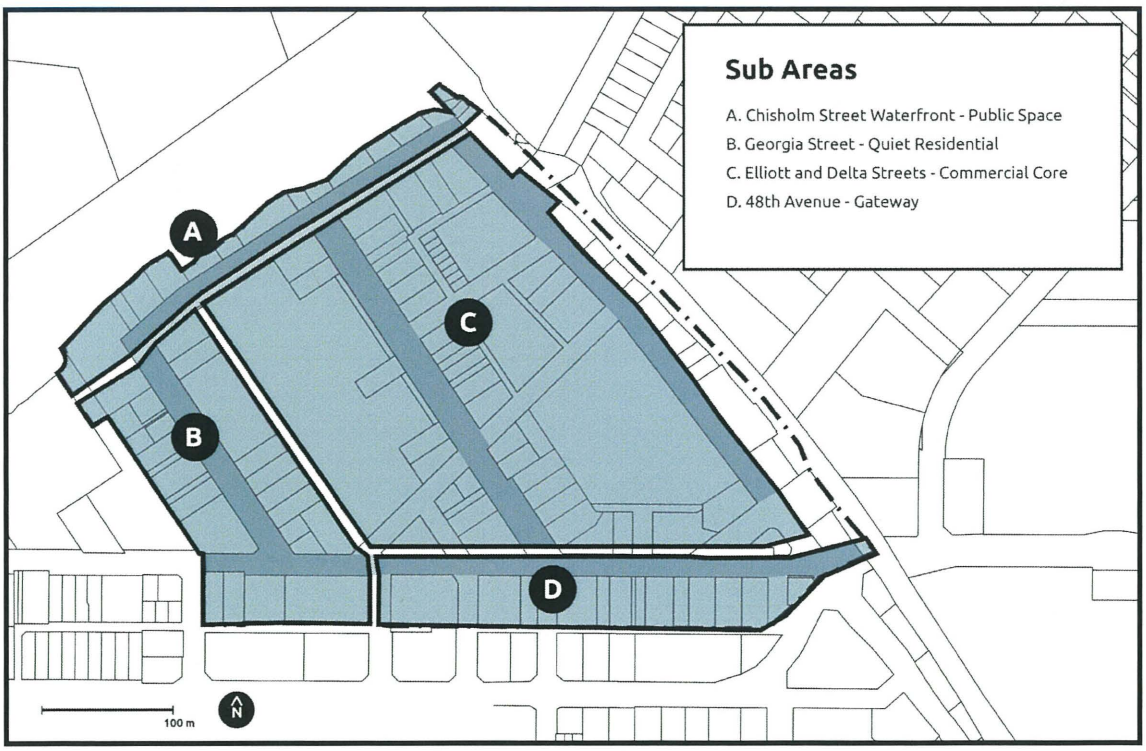
A. Chisholm Street Waterfront
Active public space that draws people to the Ladner Harbour.

B. Georgia Street
A quiet, tree-lined residential edge to the Village with more compact and mixed-use residential uses transitioning eastward to Delta Street.

C. Elliott and Delta Streets
Village commercial core that leads to the waterfront.

D. 48th Avenue
The 'main street' gateway which transitions to residential uses to the west.

Ladner Village Sub Areas



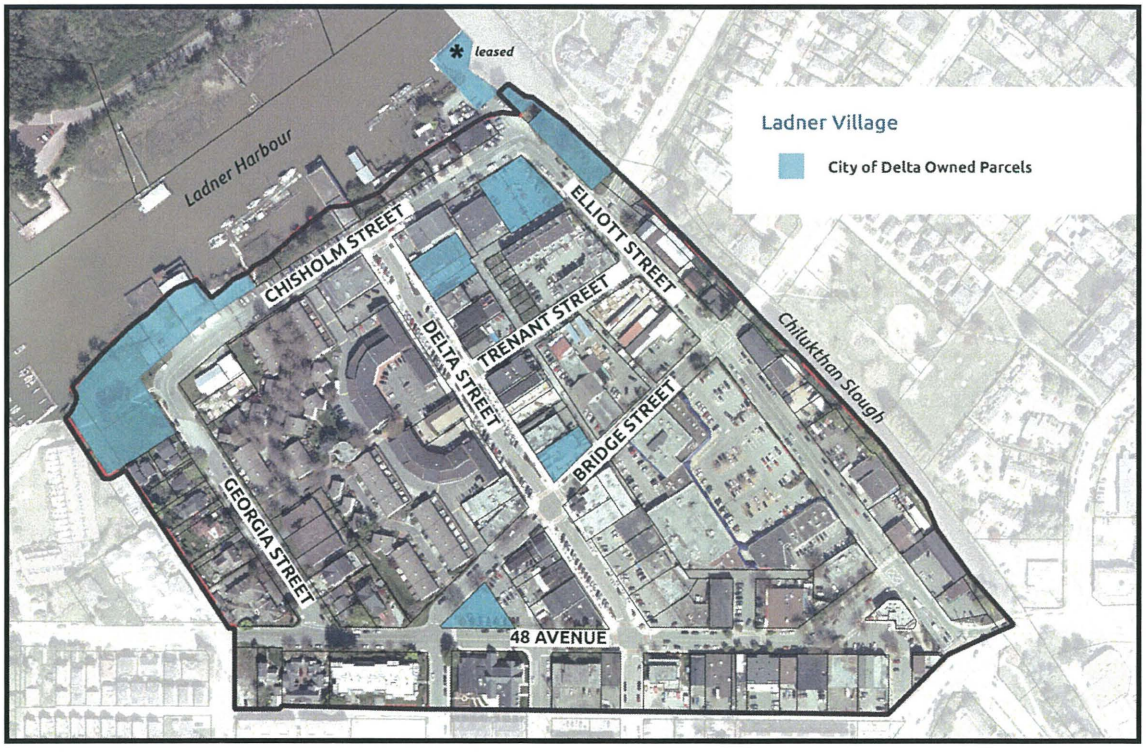
Village Revitalization

One of the most important factors in the revitalization of Ladner Village is allowing more people to live in the Village by increasing the number of residential units. Currently, most of the residential units within Ladner Village are to the west of Delta Street (townhomes, four storey apartments, and single detached homes with coach houses).

Encouraging the re-development of sites to allow residential units above commercial uses in the retail area of the Village will increase vibrancy, support businesses and work towards the vision of making it a place to live, work, shop, visit and play. Redevelopment is expected to occur on private properties, with consideration of some Delta-owned sites identified as catalyst sites for revitalization (See Ladner Village Map).

Some of the current land uses in the Village are park/open space, institutional, commercial, residential, and industrial, with existing heights ranging between 1.5 and 4 storeys, including some heritage properties. Additional density and height will be allowed through the creation of new designations that allow up to four and six storey buildings. The approach celebrates the historic character of Ladner Village yet allows for redevelopment activity that will provide residential density to support local businesses, improve the public realm and unlock revitalization in the Village.

Ladner Village Map



Objectives and Policies

Objective B(A): Promote an Active Mix of Uses and a Range of Housing Options

To promote an active mix of uses and encourage a varied range of housing options to support business sustainability and to house residents of all ages and abilities through increased residential density in the Village.

Policy B.1: Retain and Increase Diverse Uses

- Retain and increase the existing diversity of shops and services and mix of uses in the Village.

Policy B.2: Encourage Uses Which Help Animate the Street

- Focus ground floor retail commercial on Delta Street, Bridge Street, and 48 Avenue east of Delta Street to animate the street and provide an interesting pedestrian interface. Locate offices and non-retail commercial uses above the ground level. Community services and public uses may be located at grade.

Policy B.3: Encourage Diverse Housing Types

- Encourage a variety of housing types and tenures in the Village, including the development of affordable, rental, and lower-cost market housing and accessible units.

Policy B.4: Incorporate Green Building Design

- Require new development in the Village to incorporate green building design that creates buildings and places that are energy efficient, employ water conservation techniques, consider materials selection, provide context sensitive site planning and landscaping (e.g. solar orientation), and provide alternative transportation and public realm improvements.

Policy B.5: Incentivize Revitalization

- Consider further incentives for new development and to encourage investment in and revitalization of existing buildings such as updating the South Delta Revitalization Tax Exemption Program.

Objective B(B): Create an Active And Lively Village

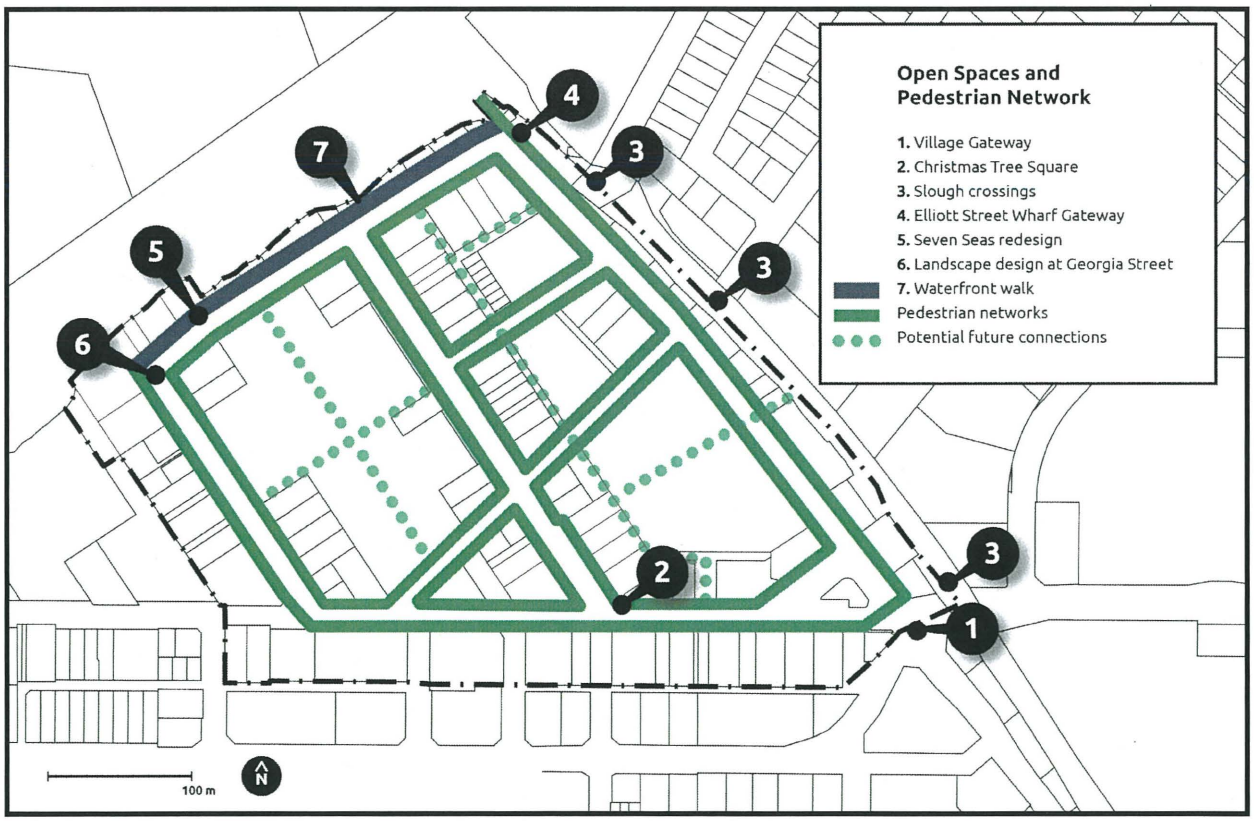
To encourage an active and lively Village environment by creating fun, accessible, connected open space and streetscapes that are welcoming for people of all ages and abilities.

Policy B.6: Enhance Connected Public Space Throughout the Village

- Enhance connected public open spaces within the Village (see Open Spaces and Pedestrian Network map). Focus public realm investment in the following areas:

1. Village Gateway at Elliott Street and Ladner Trunk Road which could include iconic entry sign and/or feature public realm design.

Open Spaces and Pedestrian Network



2. Christmas Tree Square at Delta Street and 48th Avenue.

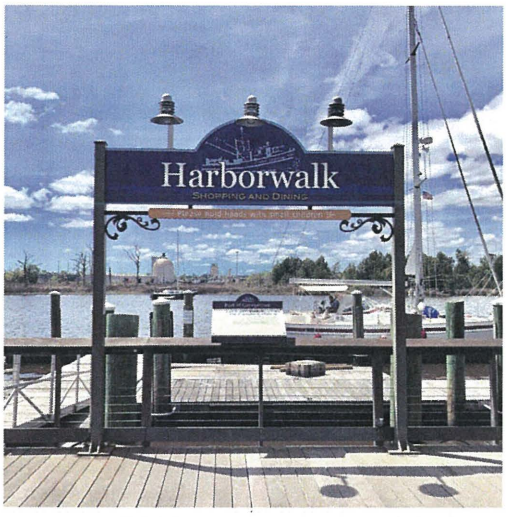
3. Chillukthan Slough crossings at Ladner Trunk Road, Westminster Avenue, and River Road to provide a sense of entry which reflects the historic Village character.

4. Elliott Street Wharf Gateway, including seasonal programming and the exploration of physical access to the water.

5. Former Seven Seas site redesign as a destination public waterfront gathering space, including adaptive reuse of the slab to establish an outdoor 'Great Room.'

6. Feature landscape design and public art at the Georgia Street terminus.

7. Waterfront Walk along Chisholm Street with enhanced pedestrian facilities, landscape features and flood protection.



Wharf Gateway Concept

Plaza Concept

Policy B.7: Create Accessible Public Spaces

- Ensure public spaces (including the waterfront) are accessible for all ages and abilities.

Policy B.8: Create Child-Friendly Spaces

- Consider opportunities for children's play areas within public space.

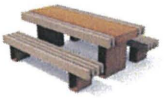
Policy B.9: Consider a New Pedestrian/ Cycle Bridge

- Consider opportunities to fund a new pedestrian/ cycle bridge to Ladner Harbour Park.

Policy B.10: Connect Beyond the Village

- Consider connections to areas outside of Ladner Village including crossing across the Chillukthan Slough to Lions Park.

Elliott Street Wharf Concept



Furniture ideas for Elliott Street Wharf

Policy B.11: Improve the Public Realm

- Include a range of streetscape and public realm improvements such as wider sidewalks and street furniture, traffic-calmed streets and street trees, murals and public art throughout the Village.

- Wherever possible, use natural features like street trees and rain garden swales within streetscape improvements.

Policy B.12: Re-Establish Historic Street Patterns

- When larger sites redevelop, explore opportunities to re-establish historic patterns and provide future connections (e.g. streets, lanes, smaller lot sizes). See Open Spaces and Pedestrian Network figure.

Policy B.13: Support Wayfinding

- Incorporate pedestrian-oriented signage to support wayfinding throughout the Village.

Policy B.14: Design Streets to be Pedestrian Friendly

- Design streets to include:

1. areas for patios and retail displays,

2. clear and safe pedestrian routes,

3. street trees and landscaped areas to define spaces for gathering,

4. power sources to facilitate events,

5. placement of lighting and other street furniture to maximize flexible usable space, and

6. elements to reflect local history.

Policy B.15: Consider Temporary Installations

- Work with the Ladner Business Association to establish a joint program to provide temporary interesting facades/ streetscape improvements for empty storefronts (e.g. window art, benches, landscaping).

Policy B.16: Continue to Encourage Patios and Nightlife

- Continue to encourage patios and active nightlife to inspire overall livability in the Village.

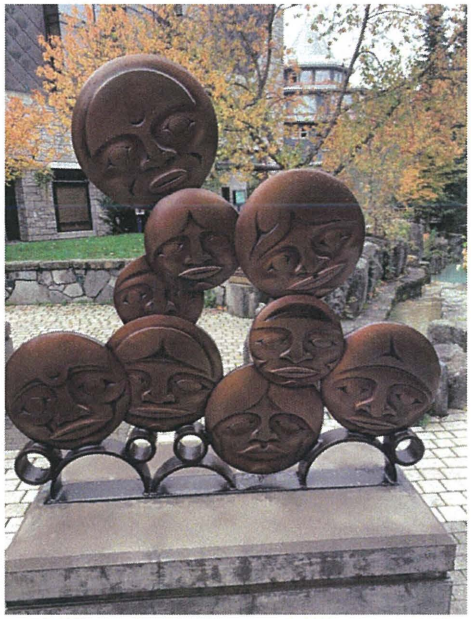
- Continue to allow for noise by monitoring activity zones already established.

Policy B.17: Continue to Explore Creative Use of Streets

- Continue to explore creative use of the streets and sidewalks to draw people into Ladner Village and encourage social interaction (e.g. parklets and/or road closures)

Policy B.18: Consider Ladner Village in the Delta-Wide Public Art Policy

- Encourage public art through a Delta wide public art policy.



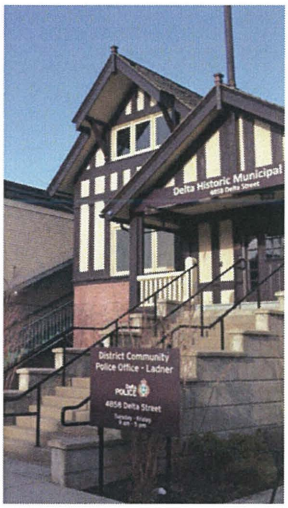
Public Art Example: Timeless Circle Sculpture by Artist Susan Point, 2016 (Whistler, BC)

Policy B.19: Support Regular Programming and Performances

- Encourage and support regular programming of special events in Ladner Village by providing temporary street closures, use of sidewalks and street parking for restaurant patios, etc.

- Encourage outdoor performances and programmed events (e.g. busking, artists) including street closures for community events after business hours (e.g. a dinner on Delta Street) and/or temporary, 'pop up' opportunities (e.g. ping pong tournaments, community dances).

- Explore regular programming to animate the plaza space in front of the historic Municipal Hall (e.g., public piano, historic re-enactments).



Historic Municipal Hall

Objective B(C) Heritage Character of Ladner Village

To make the Village a special place for people by honouring our shared past and embracing our future.

Policy B.21: Preserve Existing Heritage Buildings and Sites

- Preserve existing heritage buildings and features including the original road network and narrow lot frontages which are important to the overall unique character of Ladner Village (See map of Heritage Buildings and Sites).

- Provide support for the upkeep and preservation of heritage buildings and features (grants, incentives, etc.)

- Retain the historic Municipal Hall and continue to activate the spaces in and around the building.

- Use heritage conservation techniques, including regulations and incentives, to encourage preservation of sites identified as being of heritage significance which are located outside existing Heritage Conservation Areas.

- Highlight heritage buildings by guiding new buildings to reflect the current era while being compatible with adjacent heritage buildings, yet allow design flexibility and creativity.

Policy B.22: Broaden the Definition of Heritage

- In addition to the preservation of known heritage buildings and sites, broaden the concept of heritage to include other elements of historical or cultural value, such as natural features like the Chillukthan Slough, recognition of distinct character areas, and non-European cultural elements.

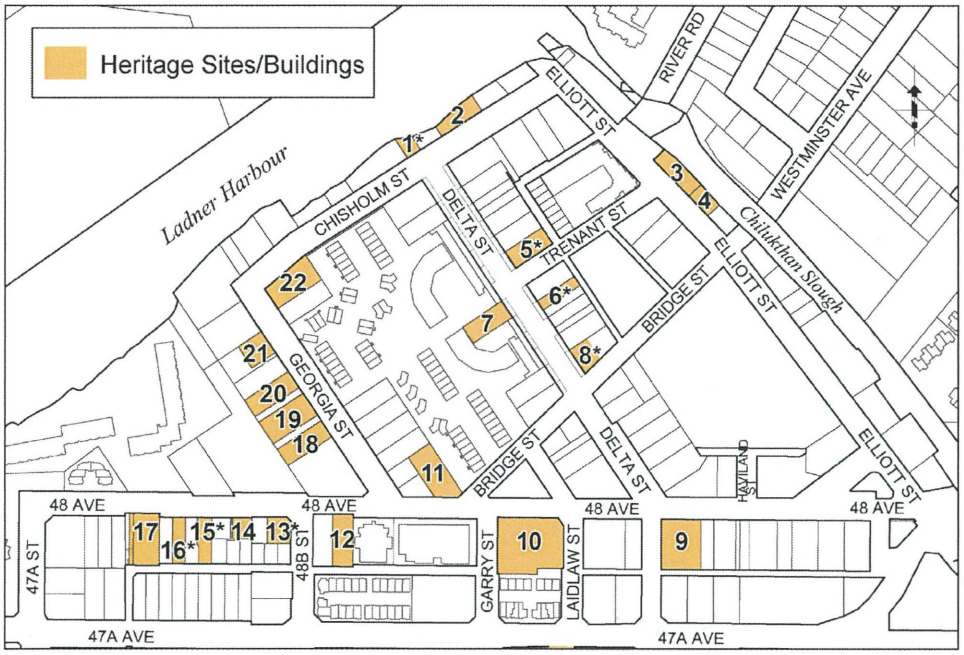
Policy B.23: Collaborate with sc̓əw̓aθən and xʷməθkʷəy̓əm

- Collaborate with the sc̓əw̓aθən (Tsawwassen) and xʷməθkʷəy̓əm (Musqueam) Nations to ensure Ladner's heritage character honours and recognizes the Hun'qumi'num language, Coast Salish culture and heritage.

Policy B.24: Express Heritage in Many Ways

- Incorporate features expressing the cultural qualities of Ladner into public spaces, streets and new developments through stories, public art and artifact (or replica) displays. Interpreting the agricultural, fishing, First Nations and multicultural heritage of Ladner in new development will help to retain Village authenticity.

Heritage Buildings and Sites



1. **Lanning, Fawcett & Wilson, Ltd**
   year built 1907, 4907 Chisholm St
2. **Massey's Marine Shop**
   year built 1937, 4915 Chisholm St
3. **Jordan's Stables**
   year built 1910, 4930 Elliott St
4. **Maternity Home**
   year built 1920, 4916 Elliott St
5. **Bank of Montreal**
   year built 1919, 4896 Delta St
6. **Pat McCrea's Pool Hall**
   year built 1912, 4878/4880 Delta St
7. **Odd Fellows Lodge,**
   year built 1904, 4873 Delta St
8. **Delta Municipal Hall/ Ladner Clock Tower**
   year built 1912, 4858 Delta St
9. **Post Office**
   year built 1952, 5010 48 Ave
10. **St.Andrews Presbyterian Church**
    year built 1893, 4960 48 Ave
11. **Baker Residence**
    year built 1922, 4919 48 Ave
12. **Charles Lord Residence**
    year built 1889, 4880 48 Ave
13. **Roycroft - Grant Residence**
    year built 1904, 4880 48 Ave
14. **Niemetz Residence**
    year built 1947, 4840 48 Ave
15. **Ellis Residence**
    year built 1920, 4826 48 Ave
16. **Williamson Residence**
    year built 1892, 4820 48 Ave
17. **Todd Residence**
    year built 1894, 4806 48 Ave
18. **Clausen Residence**
    year built 1890, 4827 Georgia St
19. **Lord Residence**
    year built 1945, 4837 Georgia St
20. **Moffit/Leary Residence**
    year built 1891, 4847 Georgia St
21. **Letheren Residence**
    year built 1921, 4861 Georgia St
22. **Brackman-Ker Granaries**
    year built 1904, 4860 Chisholm St

Objective B(D): Transportation & Parking

To encourage accessible, connected ways to move within and beyond the Village and to connect to the Waterfront.

Policy B.25: Improve Pedestrian and Bicycle Networks

- Improve the pedestrian and bicycle networks within the Village, to the waterfront and across the Chillukthan Slough.

- Focus on improvements to walking and biking facilities accessing the Village, and in particular within a 10-minute/800 metre distance, to encourage people to bike and walk into the Village area as a way to reduce parking needs.

Policy B.26: Create a Pedestrian Route that Connects the Village and Waterfront

- Work toward the provision of an attractive and convenient pedestrian route that links the waterfront with Chisholm and Elliott Streets, Trenant Lane, and the retail areas of 48 Avenue and Delta Street to create a circular pedestrian walk of attractions. (See the Open Spaces and Pedestrian Network figure.)

Policy B.27: Ensure Accessibility

- Ensure all pedestrian improvements (intersections, sidewalks, etc) are accessible for people with disabilities such as those with mobility, visual and auditory impairments.

Policy B.28: Pedestrianize Trenant Lane

- Continue Trenant Lane and make it a vibrant pedestrian route that provides for an alternate route parallel to Delta Street (see Open Space and Pedestrian Network map).

Policy B.29: Encourage Micro-Mobility Companies

- Encourage the recruitment of car, bike and scooter sharing companies to locate in the Village.

Policy B.30: Explore Transit Opportunities

- Consult with Translink to discuss opportunities to improve transit to the Ladner Village.

Policy B.31: Provide Accessible Parking Stalls

- Strive to ensure adequate accessible parking stalls are included for people of all abilities on street.

Policy B.32: Establish Updated Parking Standards

- Establish and implement new parking standards for new development projects.

Policy B.33: Establish Updated Road Standards

- Create unique road standards for the Subdivision and Development Standards Bylaw in order to meet the needs of pedestrians, cyclists and vehicles, with particular attention to providing a generous public realm and sufficient on-street parking throughout Ladner Village.

Objective B(E): Waterfront

To re-energize the waterfront by providing varied and meaningful ways of engaging with the harbour.

Policy B.34: Activate the Waterfront

- Activate the waterfront through commercial and residential development and new public access.

Policy B.35: Create a Contiguous Waterfront Walk

- Create a contiguous, accessible waterfront walk from the western portion (current Spot on the Water Park) to the Elliott Street Wharf along the north side of Chisholm Street that links to the Village.

Policy B.36: Improve the Public Realm

- Support additional public realm improvements such as:

1. public art/ waterfront wayfinding at the terminus of Georgia Street;

2. improvements to the '3 Corners' at Chisholm and Delta Street to enhance connection to the Village;

3. heritage features at Elliott and Chisholm at the site of the original Municipal Hall; and

4. greenways along the Chillukthan Slough.

Policy B.37: Maintain Public Use and Access Along the Foreshore of Spot on the Water Park

- Maintain public use and access along the foreshore of Spot of the Water Park to allow for contiguous waterfront walk access.

Policy B.38: Explore the Redevelopment of the Upland Portion of Spot on the Water Park

- Redevelopment of the upland portion of Spot on the Water Park site must:

1. maintain a modest form in order to effectively transition to adjacent residential uses while preserving a strong public open space relationship to the foreshore;

2. incorporate existing mature trees within development proposals, where feasible;

3. design open spaces to further contribute to the quality of the Georgia Street pedestrian realm; and

4. contribute to the activation and enhancement of a vibrant waterfront park.

Policy B.39: Create an Outdoor Public Space on the Former Seven Seas Site

- Redevelop the former Seven Seas site into an outdoor 'Great Room' public space and include direct pedestrian access to the water-side network of boats, docks, gathering decks and floating structures.

Policy B.40: Improve the Elliott Street Wharf Gateway

- Improve the Elliott Street Wharf Gateway to provide people with a place to enjoy the waterfront and improve connections to the Village and the Chillukthan Slough (i.e., gateway signage feature and seating).

Policy B.41: Consider Opportunities to Redevelop Delta-Owned Properties

- Consider development opportunities for Delta-owned properties along Chisholm Street (Delta Museum Annex and Elliott Street parking lot) into mixed-use buildings that contribute to the activity and vibrancy of the waterfront.

Policy B.42: Work Towards Long-Term Water Lot Leases

- Continue negotiations with the Province to secure long-term water lot leases and permit a wider range of uses on the waterfront.

- Use water lot leases adjacent to Delta-owned lands for public access and walkways.

Policy B.43: Consider Opportunities for Floating Structures

- Consider opportunities for the use of floating structures connected by an extension of pedestrian facilities (e.g. "water walk" or floating boardwalk).

Policy B.44: Consider Opportunities for Land Acquisition

- Consider opportunities to purchase lands along the Ladner Harbour waterfront and the Chillukthan Slough to open up public access to these community assets.

Policy B.45: Raise the Dike

- Raise the dike to protect against flooding while considering urban design objectives related to placemaking, connectivity and accessibility.

Policy B.46: Preserve Views

- Where waterfront development is proposed, preserve views to the harbour between buildings.

Policy B.47: Protect and Enhance Environmentally Sensitive Areas

- Protect and enhance the environmentally sensitive areas of the riparian and inter-tidal zones in and alongside Ladner Harbour and Chillukthan Slough.

Policy B.48: Create a Special Street Design Standard on Chisholm

- Develop and implement a special street design standard (e.g. cross-sectional design) along Chisholm Street to enhance pedestrian spaces and linkages to the waterfront. On the north side of Chisholm Street the following elements should be considered for the streetscape:

1. At the road level, angle parking separated from the pedestrian zone by bollards;

2. Permeable pavers in the parking and street level pedestrian zone;

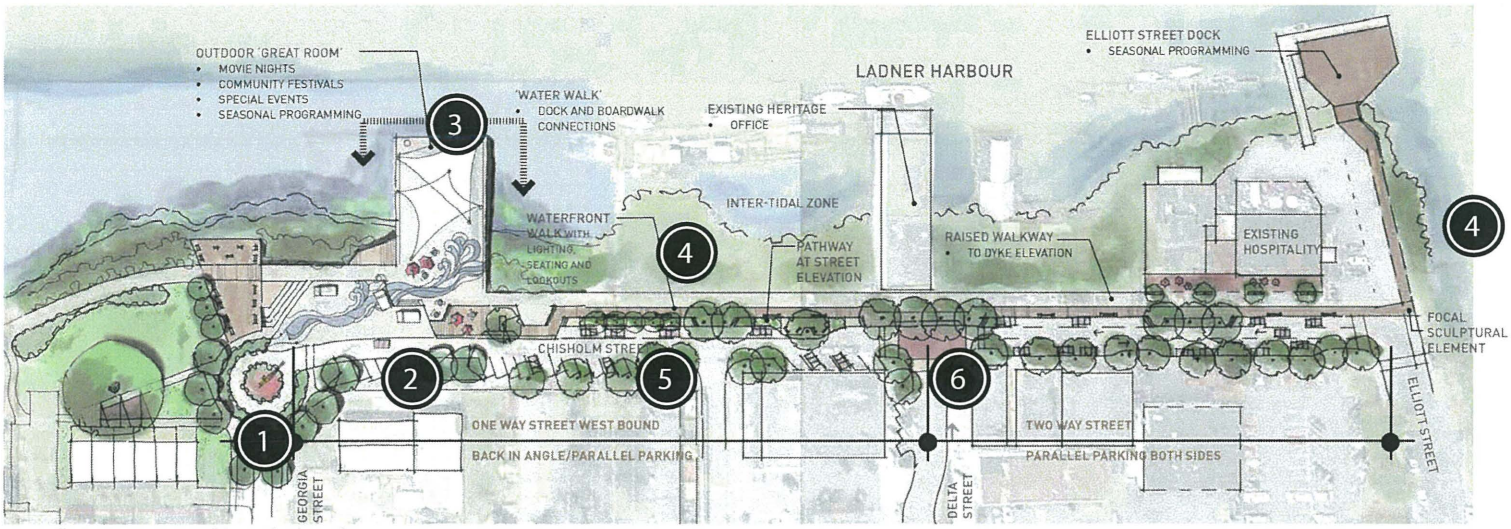
3. Street trees in groups in planted areas which are a minimum of 10 m^3 in size;

4. Pedestrian connections between the sidewalk and the boardwalk every 100 metres or less and in places where the boardwalk dead ends;

5. Benches accommodated in areas where the sidewalk widens and on the dike boardwalk to allow views to the Harbour;

6. Design cues and wayfinding to direct pedestrians to waterside activities.

CHISHOLM STREET PLAN



Illustrative concept, subject to further refinement

Chisholm Street Concept

1. *Utilize planted areas and street trees in groups to visually break up paved surfaces and increase permeable area.*

2. *Reduce travel lanes to one way west bound between Delta to Georgia Street to calm traffic and expand pedestrian space within the right of way.*

3. *Establish continuous pedestrian paths with various locations for viewing and sitting. This may include boardwalks, floating docks and dike-top pathways.*

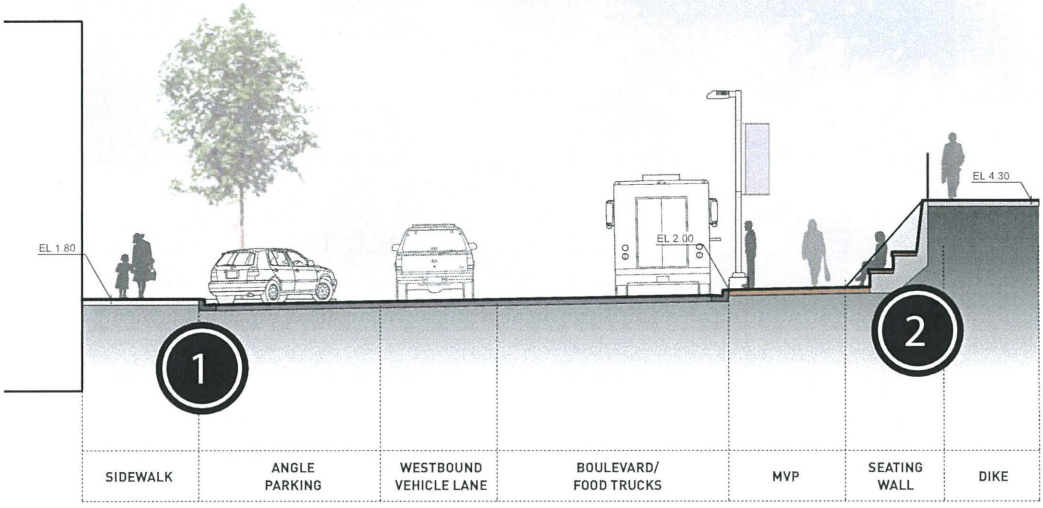
4. *Where opportunities exist, enhance the riparian environment within waterfront landscape designs. Features may include tidal marshes and restored riparian vegetation.*

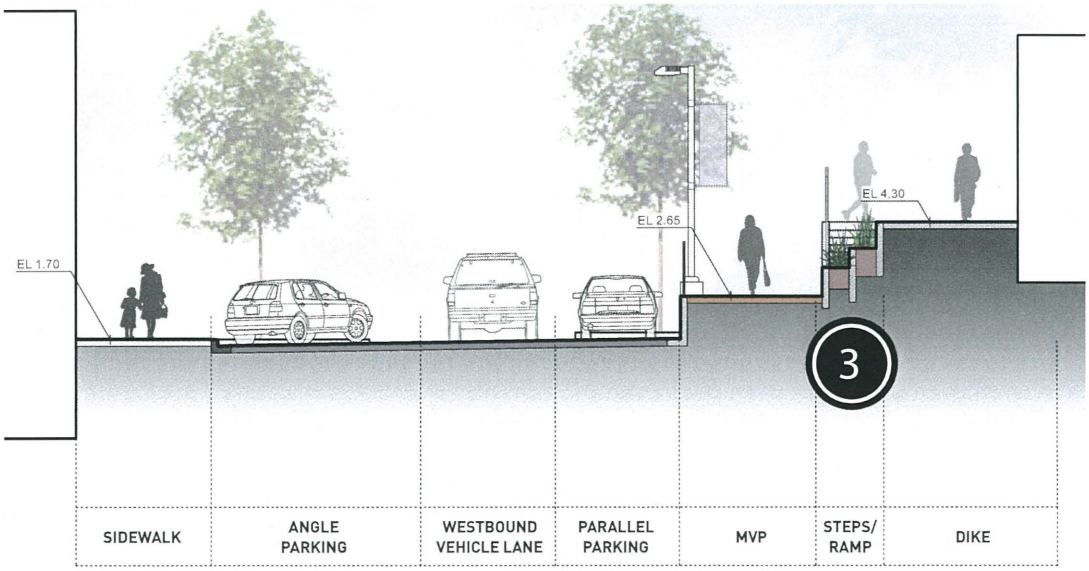
5. *Provide a combination of parallel and angle street parking to provide convenient access to commercial uses.*

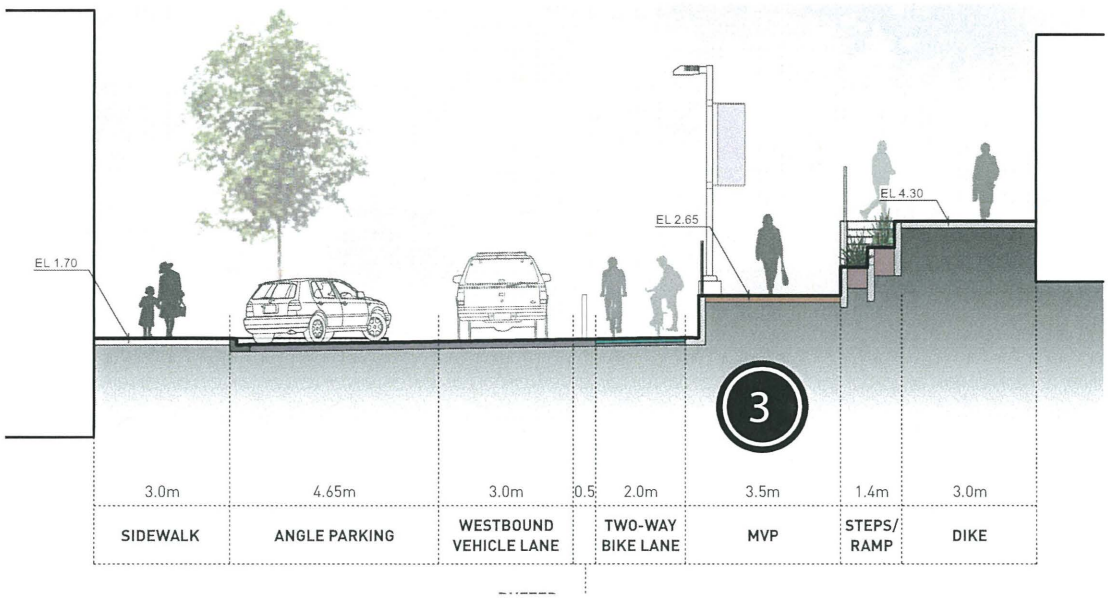
6. *Construct curb bulges at intersections to reduce pedestrian crossing distances, slow traffic and provide space for feature landscape designs.*

Chisholm Street Cross Section Concepts

1. *Angled parking separated from pedestrian zone*
2. *Enhancement of flood protection measures incorporates pedestrian amenities (benches and/or planters within dike cross-sectional designs)*
3. *Pedestrian connections link the sidewalk (street elevation) and the boardwalk (dike elevation) every 100 metres or less and in places where the boardwalk dead ends*
4. *Street trees in groups in planted areas which are a minimum of 10 m³ in size*



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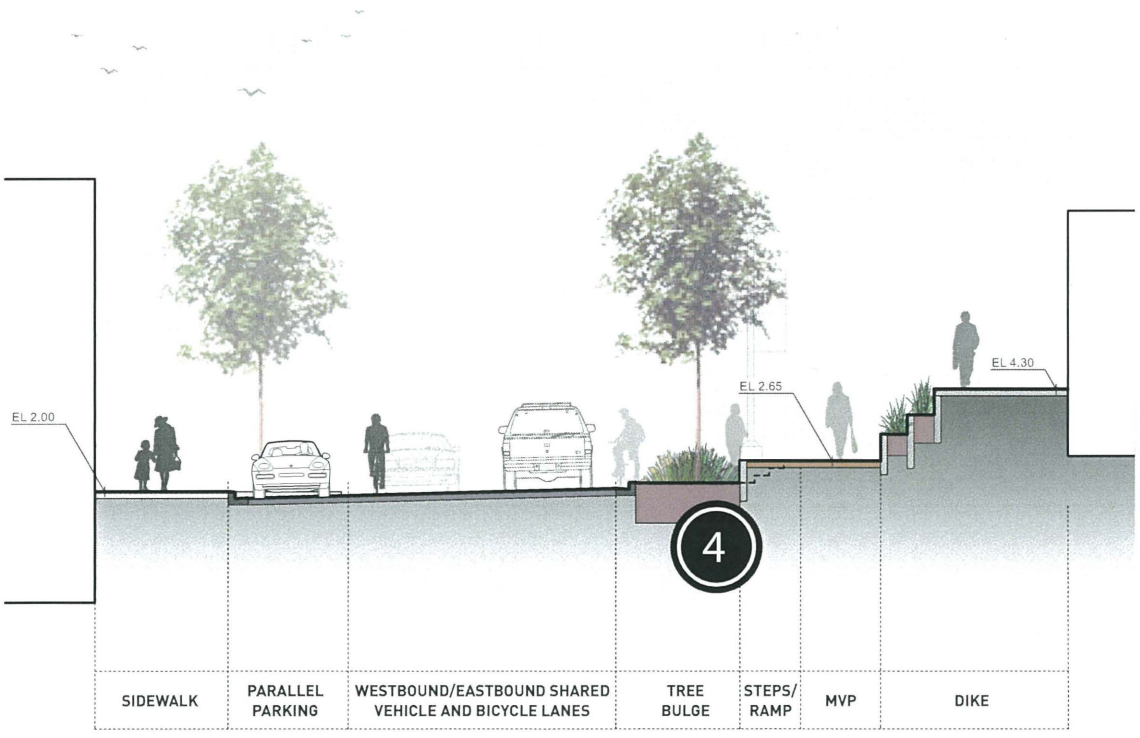
SIDEWALK
ANGLE PARKING
WESTBOUND VEHICLE LANE
TWO-WAY BIKE LANE
MVP
STEPS/ RAMP
DIKE


EL 2.00
EL 2.65
EL 4.30
4
SIDEWALK
PARALLEL PARKING
WESTBOUND/EASTBOUND SHARED VEHICLE AND BICYCLE LANES
TREE BULGE
STEPS/ RAMP
MVP
DIKE

Objective B(F) Implementation

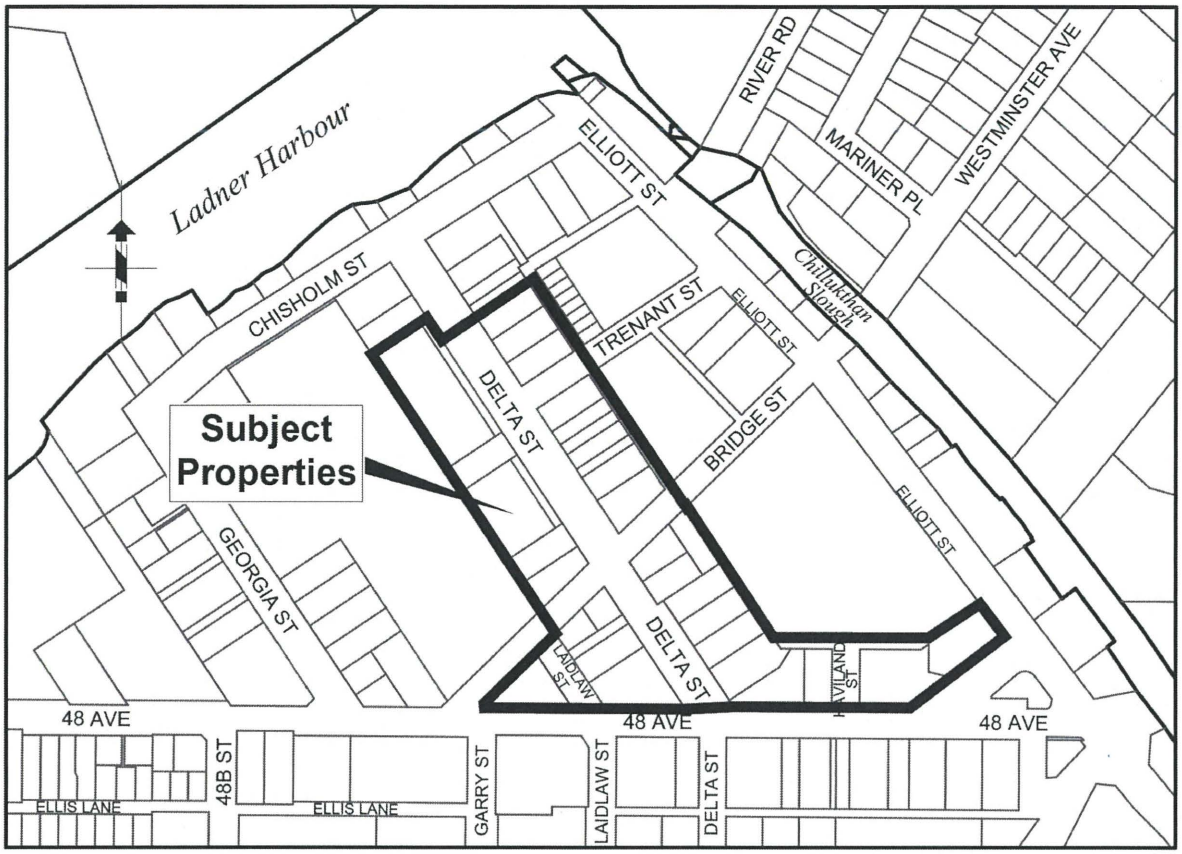
To implement the policies in this plan to create a revitalized Ladner Village.

Policy B.48: Leverage the City's Leadership

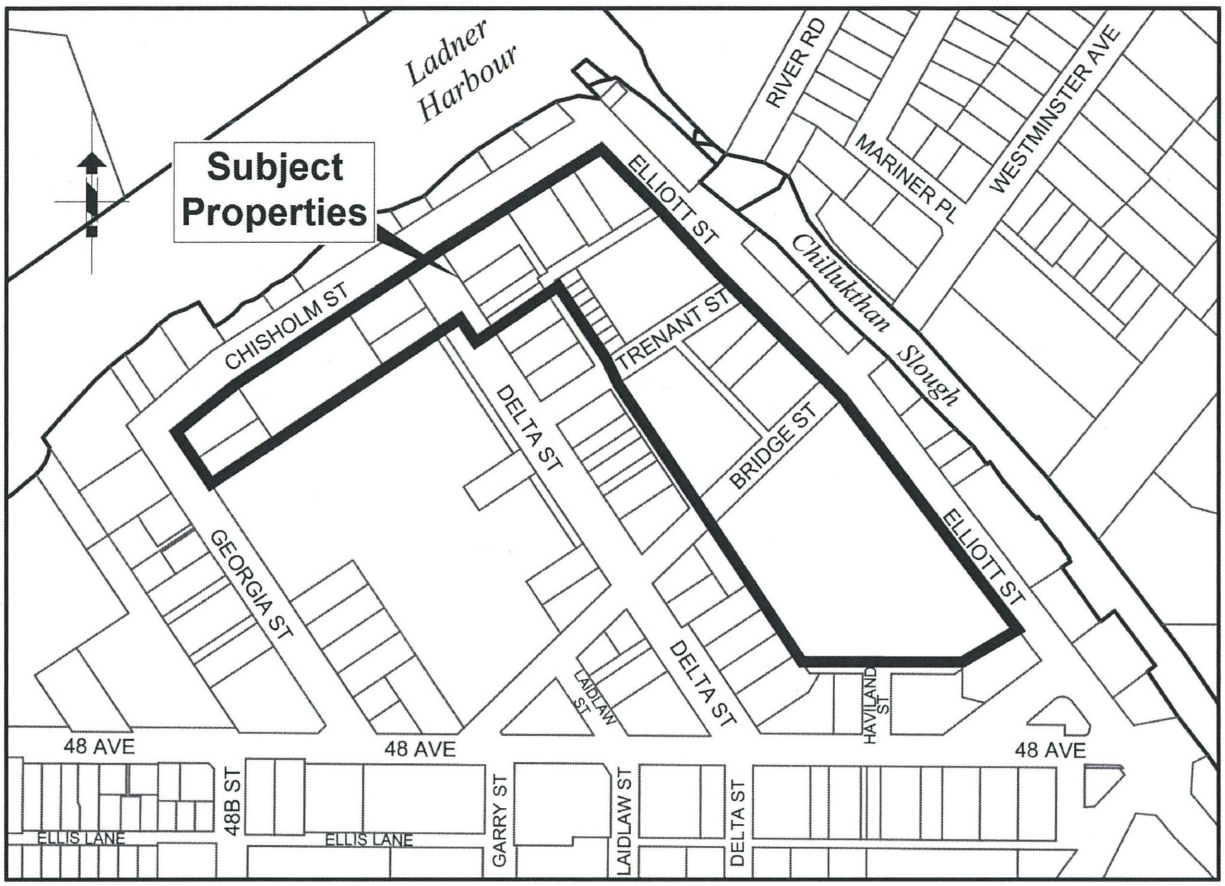
- Leverage the City's leadership to support waterfront redevelopment and Village revitalization through public engagement, direct investment (e.g. public works) and sourcing of grant funding.

Policy B.49: Act through Partnerships

- Ensure success in long-term implementation through acting in partnership with owners/operators, key stakeholders and the public; government agencies and Tsawwassen and Musqueam Nations.



This is Schedule 8076-4 to
"The Corporation of Delta Official Community Plan Bylaw No. 3950, 1985
Amendment (Ladner Village Update – P20-10) Bylaw No. 8076, 2021"



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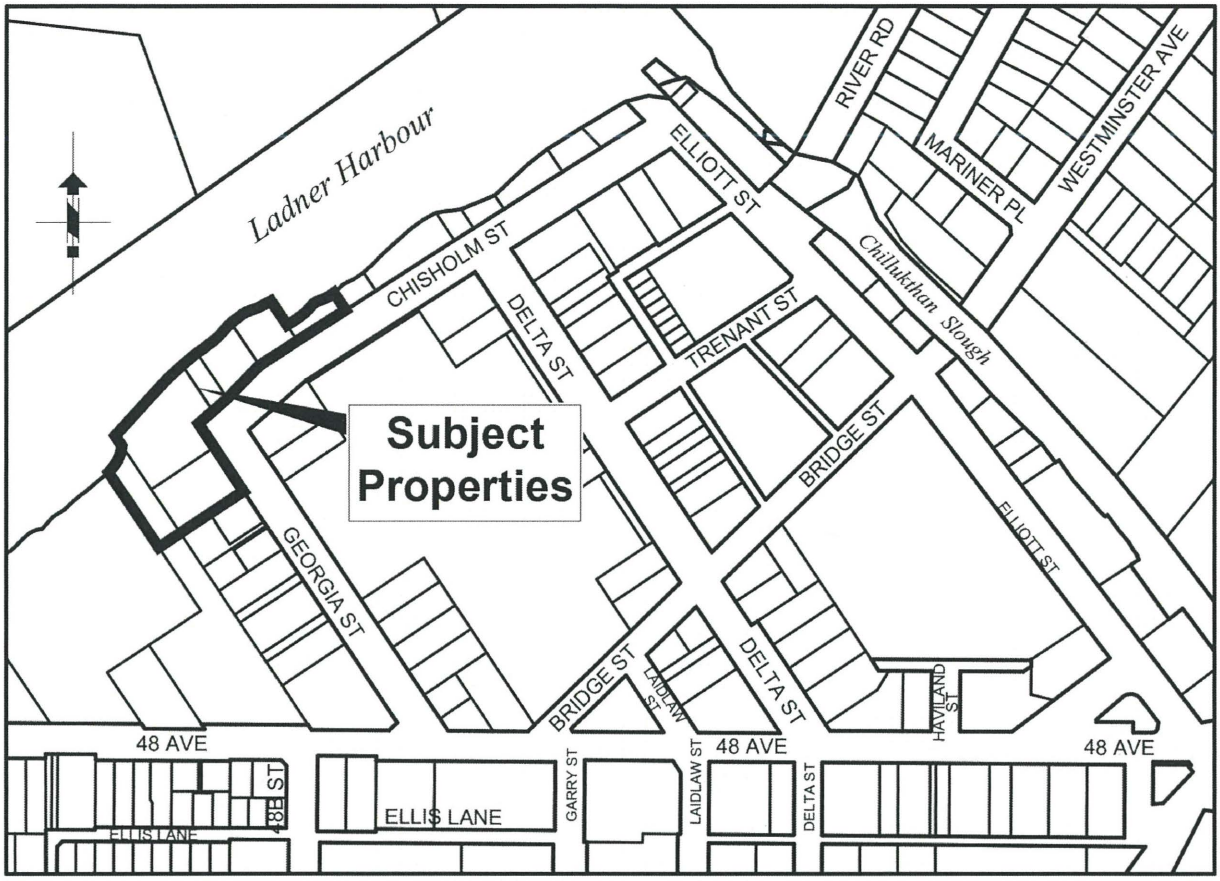
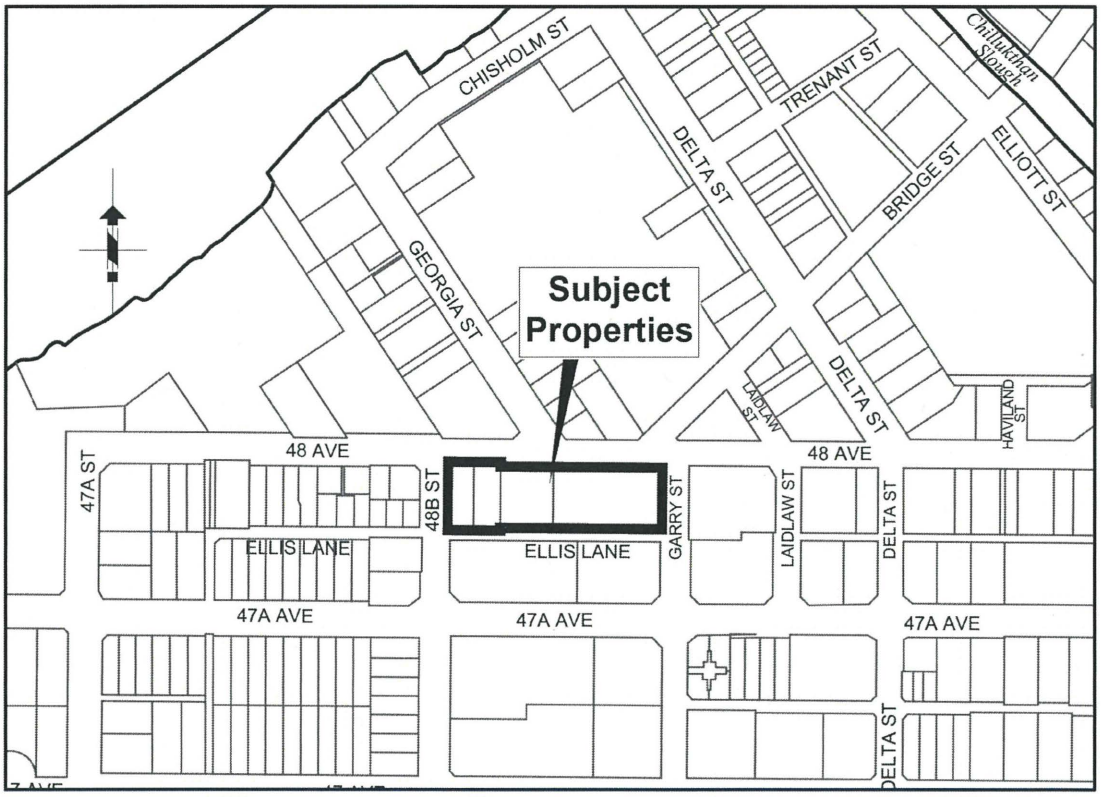
"The Corporation of Delta Official Community Plan Bylaw No. 3950, 1985
Amendment (Ladner Village Update – P20-10) Bylaw No. 8076, 2021"



This is Schedule 8076-6 to
"The Corporation of Delta Official Community Plan Bylaw No. 3950, 1985
Amendment (Ladner Village Update – P20-10) Bylaw No. 8076, 2021"



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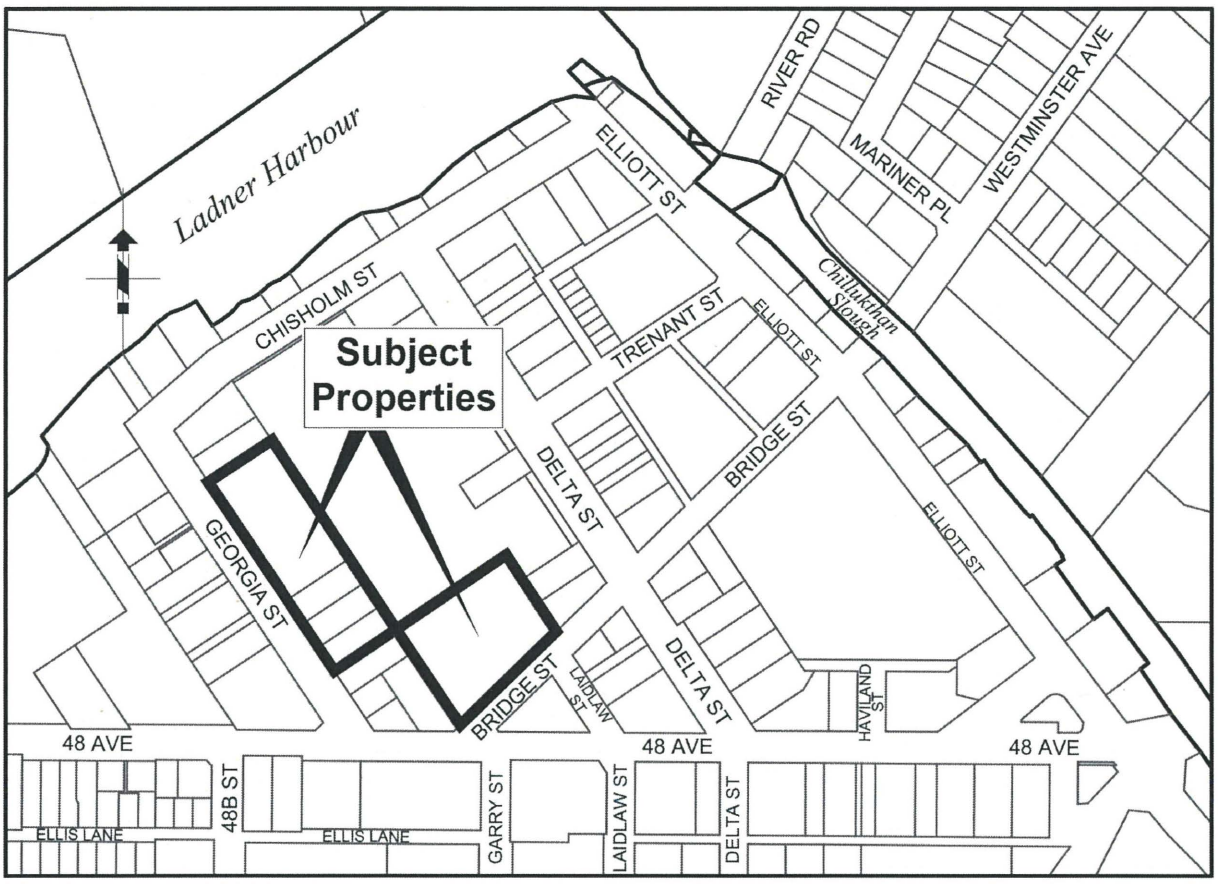
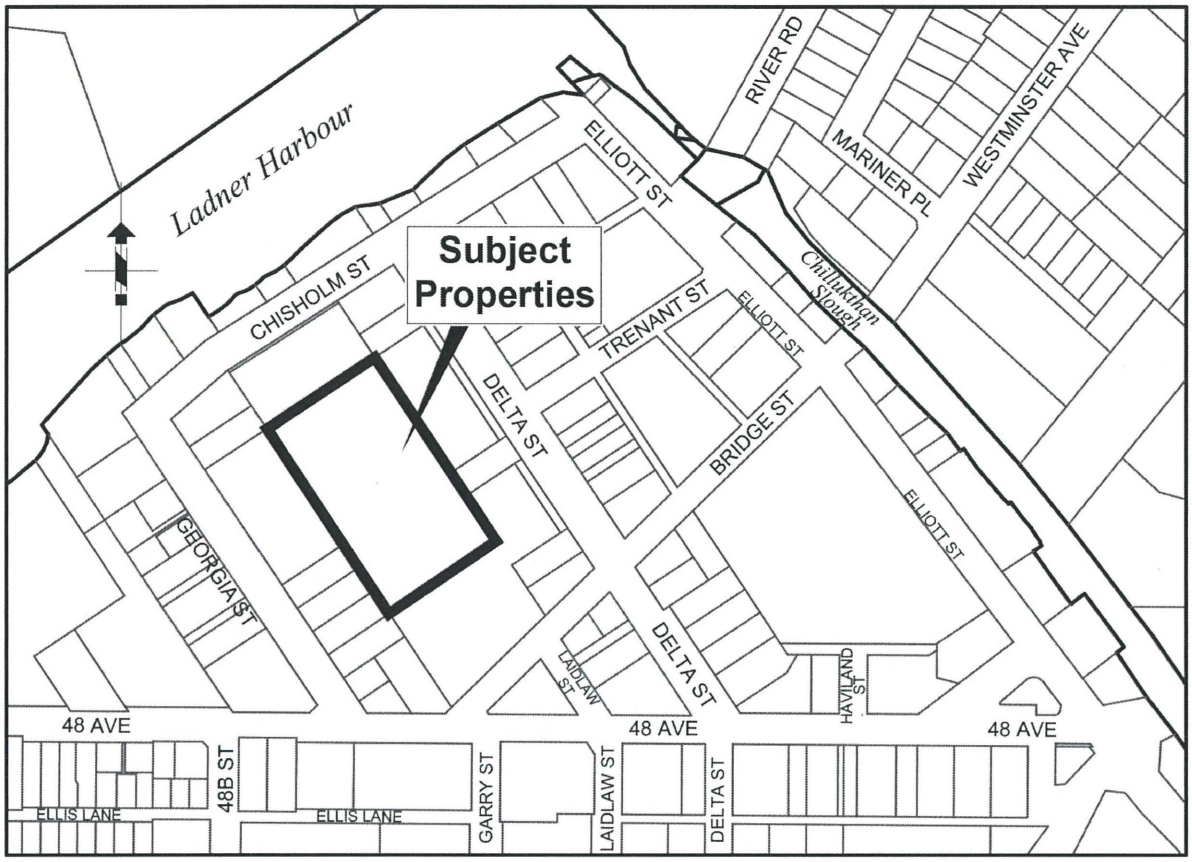
Amendment (Ladner Village Update – P20-10) Bylaw No. 8076, 2021"



This is Schedule 8076-8 to
"The Corporation of Delta Official Community Plan Bylaw No. 3950, 1985
Amendment (Ladner Village Update – P20-10) Bylaw No. 8076, 2021"



This is Schedule 8076-9 to
"The Corporation of Delta Official Community Plan Bylaw No. 3950, 1985
Amendment (Ladner Village Update – P20-10) Bylaw No. 8076, 2021"

CITY OF DELTA

BYLAW NO. 8077

A Bylaw to amend "The Corporation of Delta Official Community Plan Bylaw No. 3950, 1985"

WHEREAS the Council of the City of Delta has adopted an Official Community Plan pursuant to Section 472 of the *Local Government Act*:

NOW THEREFORE, the Council of the City of Delta in open meeting assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as **"The Corporation of Delta Official Community Plan Bylaw No. 3950, 1985 Amendment (Ladner Village Core Development Permit Area Guidelines – P20-10) Bylaw No. 8077, 2021"**.

2. Schedule E of "The Corporation of Delta Official Community Plan Bylaw No. 3950, 198", as amended, is hereby further amended as follows:

   (a) by deleting the "Ladner Village Waterfront Development Permit Area" in its entirety including references to it on Map IIA, the list of development permit areas in Section 1 of Development Permit Area Guidelines and Requirements, and in the Table of Contents;

   (b) by designating the lands marked "Ladner Village Core Development Permit Area – LVC" on Schedule 8077-1 to this Bylaw as Ladner Village Core Development Permit Area – LVC;

   (c) by adding the name "LVC Ladner Village Core" in the Table of Contents following "LV1 Ladner Village";

   (d) by adding to Section 1 of Development Permit Area Guidelines and Requirements, "LVC" following "LV1";

   (e) by deleting the lands marked "Ladner Village Core Development Permit Area - LVC" on Schedule 8077-1 to this Bylaw from the LV1 area on Map IIA;

   (f) by adding the "Ladner Village Core Development Permit Area – LVC" as shown on Schedule 8077-1 to this Bylaw to Map IIA;

   (g) by adding Development Permit Area Guidelines for the Ladner Village Core set out in Schedule 8077-2 following the Development Permit Area Guidelines for "Ladner Village".

(h) by replacing the preamble section of the Sustainable Design Guidelines – SDG with the following:

"The following guidelines apply to the Scott Road Corridor, Community Corridor and Ladner Village Core Development Permit Areas and the KinVillage Lands in the SD1-A Tsawwassen Town Centre Development Permit Area".

READ A FIRST time the day of , 2021.

READ A SECOND time the day of , 2021.

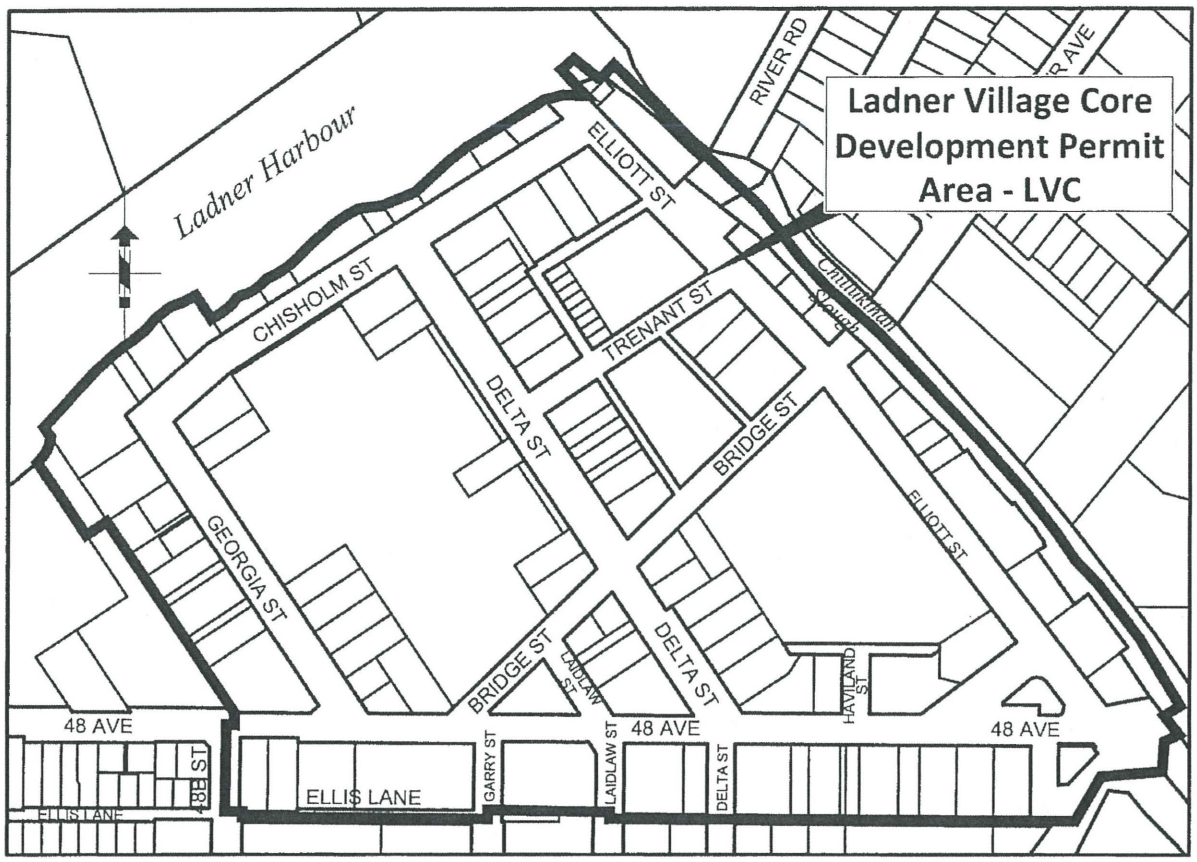
PUBLIC HEARING held the day of , 202 .

READ A THIRD time the day of , 202 .

FINALLY CONSIDERED AND ADOPTED the day of , 202 .

George V. Harvie
Mayor

Michelle Jansson
City Clerk



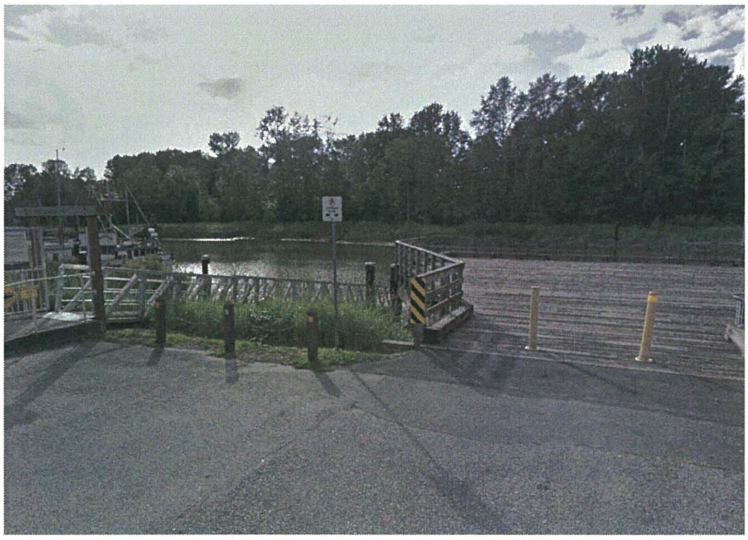
This is Schedule 8077-1 to
"The Corporation of Delta Official Community Plan Bylaw No. 3950, 1985
Amendment (Ladner Village Core Development Permit Area Guidelines – P20-10)
Bylaw No. 8077, 2021"

Ladner Village Core Development Permit Area

As shown on Map IIA

Purpose:

- Revitalization of an area in which a commercial use is permitted.
- Establishment of objectives for the form and character of commercial, industrial and multiple family residential development.
- Establishment of objectives to promote energy conservation, water conservation and the reduction of greenhouse gas emissions.
- Protection of development from hazardous conditions.



Elliott Street Wharf

Justification:

Ladner Village has a unique form and character with an intimate scale, variety of shops and services, and mix of building forms including historic buildings. The Village contains the historic commercial centre and waterfront on the west side of Chillukthan Slough and modern commercial mall development on the east side of the Chillukthan Slough. The Ladner Village waterfront was historically the focus of the community of Ladner. Over the years this has changed with the commercial focus moving to other village streets and later to the malls on Ladner Trunk Road leaving the waterfront less vibrant and difficult for people to access physically and visually.

The waterfront is a unique place within Ladner Village with opportunities to provide strong linkages to the harbour reflecting and celebrating the historic fishing and farming roots of the community.

The following guidelines are intended to help new development achieve this revitalization and transformation while building on and reinforcing elements of the existing development patterns and historical industrial/commercial context.

Ladner Village is located in the floodplain of the Fraser River and, as such, although it is located behind dikes, it could reasonably be expected to be subject to flooding in the event of a failure of the dike system.

Development permits issued in this area shall be in accordance with the Sustainable Design Guidelines (SDG) found elsewhere in this bylaw, in addition to the following guidelines.

Guideline Preamble

For each subsection, the following Ladner Village guidelines are organized according to four nested scales: Placemaking and Context; Accessibility and Connectivity; Comfort and Enjoyment; and Materiality and Durability.

This structure is intended to provide a logic to the guidelines, to allow the reader to understand how specific guidelines are related to the core objective of good urban design. Overall, these four scales have the following objectives:

- **Placemaking and Context:** Demonstrate thoughtful consideration and effort to reinforce Ladner Village's unique qualities and sense of place within the design of public spaces, buildings, landscapes.

- **Accessibility and Connectivity:** Consider the full diversity of the Ladner Village community and ensure that designs of buildings, parks, and open space networks meet the needs of everyone – regardless of age and ability – and effectively connect people to community spaces and special places.

- **Comfort and Enjoyment:** Demonstrate thoughtful design that contributes to the quality of public space and create comfortable spaces for people to enjoy year-round.

- **Materiality and Durability:** Utilize high quality and durable materials in landscape and building design.

Heritage considerations are integrated throughout the guidelines. Contemporary design can be complementary to heritage buildings. New construction will provide quality and continuity with pedestrian spaces while ensuring heritage buildings are visually celebrated and framed within an appropriate setting. Historic buildings should not become anomalies within the Village at risk of demolition or inappropriate alteration. Rather, new development should help facilitate efforts to conserve historic buildings by supporting the retention of heritage values in building and landscape design.

Development permits issued in this area shall be in accordance with the following guidelines:

1.0 Streetscape, Pedestrian Paths and Site Landscaping

Objective:

To complement the quality of Ladner Village's pedestrian spaces by enhancing its

Chisholm Street looking west

Chisholm Street, looking west

1. *Pedestrian spaces connect to the Village to the waterfront.*
2. *Outdoor gathering spaces to contribute to year-round enjoyment of the waterfront.*
3. *Banners and signage contribute to historic interpretation of the area.*
4. *Raised dike accommodates pedestrian circulation and flood protection.*

network of cohesive streets and vibrant open spaces.

Guidelines

1.1. Share the vibrant, rich story of place

(a) Explore opportunities to maintain and/or reestablish the historical street pattern and/or open view corridors to key waterfront and cultural/historic landmarks to emphasize unique natural setting and village character.

(b) Utilize site, building and landscape design to establish and/or reinforce distinct landmarks (e.g. 'gateways') in key locations throughout the Village to support intuitive wayfinding. Examples include:

- Paths & Edges: including priority pedestrian enhancements between and beyond the Village and the waterfront, along Delta Street, Chisholm Street, 48 Avenue and strengthened greenway connections and riparian landscape enhancements along the Chillukthan Slough edge.

- Districts & Nodes: including ongoing enhancement of core commercial areas within the Village and priority gathering spaces such as the areas used by the Ladner market, Stokes & Cullis Plaza, and Elliott Street Wharf.

- Landmarks: including architectural features (e.g. prominent building corners and/or facades) and/or structural elements (e.g. signage, pedestrian overpass, etc.).

(c) Where opportunities exist, development should contribute to historical interpretation within Ladner Village through the incorporation of artifacts, traditional materials and colours, public art, interpretive signage and/or storytelling elements within site, building and/or landscape designs.

1.2. Create an accessible and interconnected network of pedestrian spaces

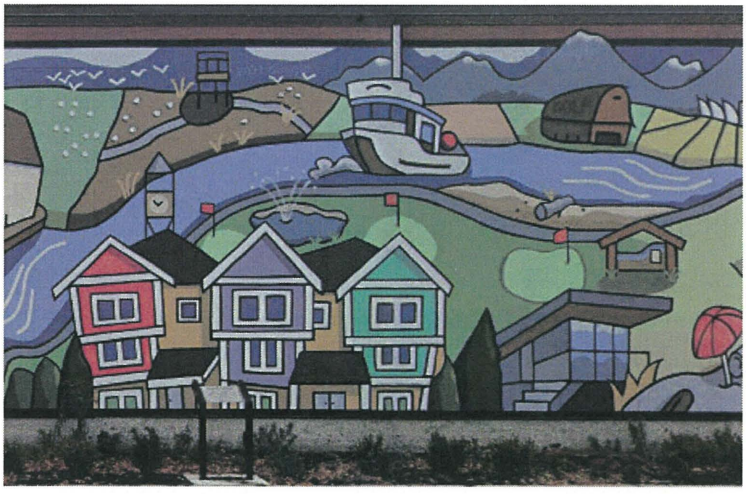
(a) Maintain and renew the fine-grained scale of Ladner Village through compact blocks and frequent pedestrian access points that link to neighbourhood amenities, the waterfront, Chillukthan Slough, and/or parking areas.

(b) Moderate the scale of new development by incorporating connected, safe and attractive open spaces and pedestrian linkages.

(c) Incorporate attractive and informative signage for pedestrians that is continuous with other wayfinding signs in the area.

(d) Ensure continuity within streetscape designs (e.g. pathway materials) to promote clarity and accessibility for users.

Refer to the most recent Building Access Handbook when designing for universal accessibility.



1.3. Provide for year-round comfort and enjoyment within pedestrian spaces

(a) Contribute to the network of diverse public open spaces (varying in scale, program, form and character) to support a range of user groups within the Village. Strategies may include pedestrian plazas, pocket parks, and other creative ways to physically expand and compliment the public realm on private parcels.

Sidewalk patios are subject to the conditions of a patio permit.

(b) Front patios, display areas, seating and other semi-private space in front of businesses are encouraged.

(c) Active commercial use such as displays, sandwich boards and signs on the first portion of the sidewalk immediately adjacent the building are encouraged.

(d) Locate and design outdoor gathering spaces to maximize human comfort throughout the seasons (e.g. consider sun angle and prevailing winds).

(e) Incorporate appropriate lighting in public spaces and pathways.

(f) Provide high quality street furniture which may include benches, bollards, waste receptacles, information, art works, etc.

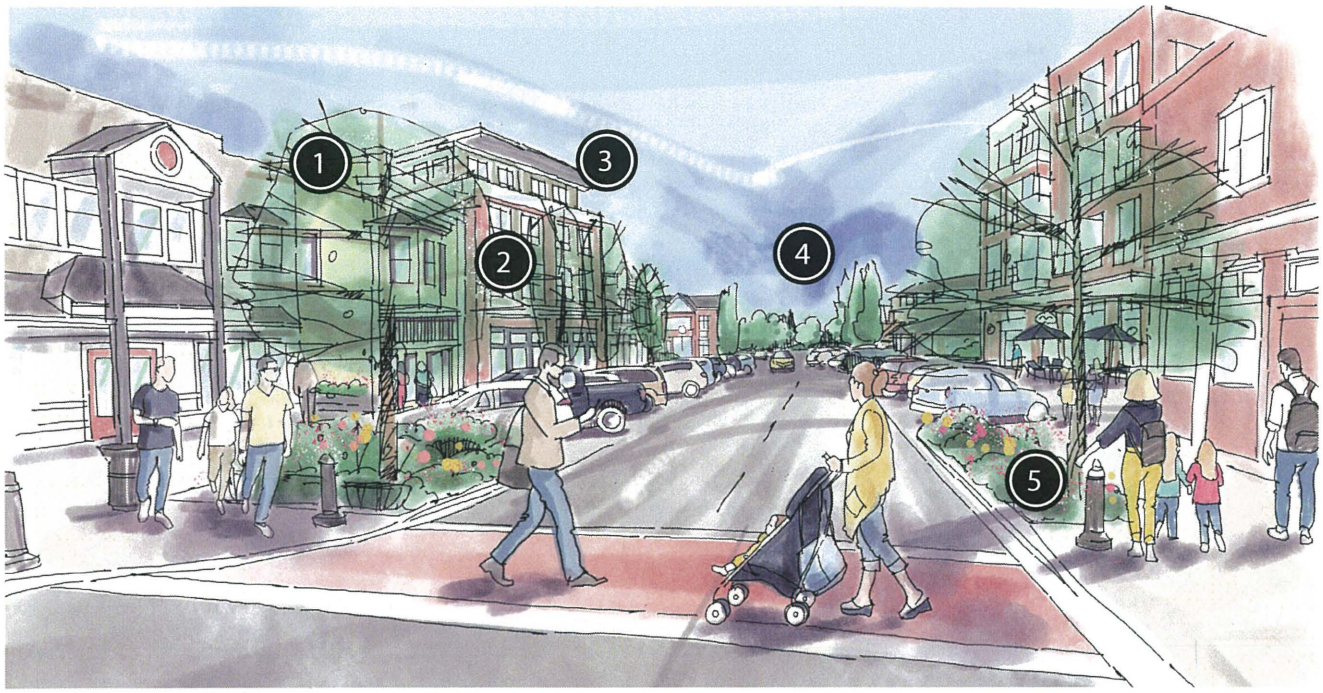
1.4. Choose high-quality and durable materials

(a) Utilize high-quality, durable, flood-resistant, natural/native and contemporary public realm elements including paving, lighting, furnishings, signage, and landscaping. Ensure exterior materials can withstand the range of seasonal environmental conditions.

(b) Wherever possible, utilize nature-based solutions within public realm improvements to enhance sense of place. Examples include street trees (for passive cooling and incorporating locally-adapted species with seasonal interest) and rain garden swales (for stormwater management and incorporating native riparian vegetation).

2.0 Building Design

Objective:
To enhance local identity, the pedestrian environment, and liveability through building design and siting.



Delta Street, looking north

1. *Retained heritage building, contributes historical context to the streetscape*
2. *Overheight single storey with weather protection*
3. *Building step backs on upper storey*
4. *Landmark views are preserved*
5. *Nature based solutions including rain gardens*

2.1. Buildings blend Ladner's past and future with heritage elements and complimentary contemporary forms.

(a) Honour Ladner's built heritage through building designs that:

- Retain and re-use historic and/or culturally significant structures in ways that respect their unique value and potential for placemaking;
- Utilize historical building precedents to inform building designs, including, scale, form and character elements;
- Complement existing heritage values and incorporate traditional building forms and character defining elements, including but not limited to: street and lane patterns, building setbacks, streetwall height and roof forms, and traditional building materials;
- Utilize roof forms that respect the existing scale and form displayed by historic Village architecture. This includes simple gable or flat roof forms with subordinate roof forms as required. On the waterside of Chisholm Street, this includes the cannery roof form.

(b) Where consolidation is required (e.g. development spans historic lot lines), buildings should visibly demarcate historical patterns with facade articulation (e.g. setback), change in cladding material and/or glazing to "echo" historical space(s).

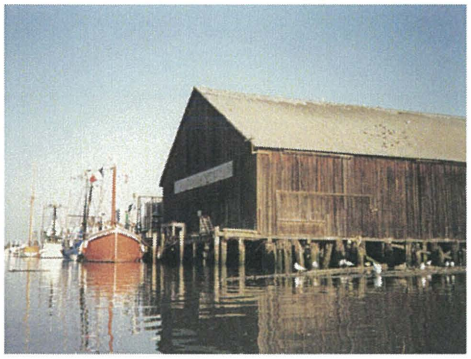
(c) Consider neighbouring facade treatments and design new facades to maintain a continuous but varied street wall.

2.2. Building designs contribute to a unique quality of ground-orientation and connection to place.

(a) Building design and massing should consider and respond to landmark views, including but not limited to views of landscape features (e.g. waterfront) and/or prominent architectural elements.

(b) Building design should activate the street through active ground-floor uses and/or well-defined, accessible entries. For commercial uses, this may include large, visually-accessible display windows and/or patio spaces. For residential uses, this may include multiple entries (e.g. townhouse frontages) and semi-public open spaces.

(c) Create a clear connection and demarcation between public, semi-public and semi-private spaces through built form elements such as porches, screen walls and planters.



Cannery Roof Form

Minimal set-backs, street trees and over height single story (typical).

2.3. Building designs enliven Ladner Village and comfortably frame spaces for people.

(a) Maintain the pedestrian scale and quality of existing streetscapes as defined by minimally-setback, over height single-storey retail frontages.

(b) Building designs should:

- Where adequate road dedication exists, be constructed with minimal setbacks from all streets to activate the street;
- Encourage pedestrian activity through the provision of outdoor spaces linked to commercial units (e.g. café seating) and functioning as an extension of the public realm;
- For commercial buildings, generally reflect narrow frontages (e.g. 7.6 m wide) to provide for an unbroken line of retail or otherwise interesting uses and activity;
- Incorporate individually expressed storefronts rather than repetitive forms which are discouraged;
- Emphasize a 2 storey street wall through a material differentiation of upper floors and/or building step backs.

(c) Where large buildings (e.g.,consolidation, greater than 4 storeys) are proposed, use features such as articulation, vertical rhythms, roof forms, balconies, awnings, materiality differences, and stepping back of the upper storeys to reduce large, monolithic building volumes and shading of the public realm.

(d) Demonstrate sensitive transitions to adjacent buildings by recessing or stepping back upper floors and/or stepping down floors between buildings.

(e) Incorporate weather protection through structures, canopies, awnings and overhangs with understructure lighting where appropriate. Canopies should have a minimum vertical clearance of 2.2 m measured from the sidewalk. Canopies should preferably extend at least 1.8 m from the building face while maintaining a minimum 0.6 m setback from the outer face of the curb.

Building step backs and stepped masses

Building step backs and stepped masses

(f) Entrances should be recessed.

(g) Window openings should be regular in their placement and extensive enough to provide for views into displays of goods or interior activity on the ground floor. Transom windows are encouraged. Windows in the side elevation of buildings which are visible from the street are encouraged.

(h) Incorporate exterior lighting design within overall building designs to supplement street lighting.

(i) Consider signage design within overall building design to ensure complimentary character. All applications for new developments and major renovations to existing commercial and mixed use developments must include a comprehensive sign plan.

Large window display that provides views into ground floor activity

Window openings that are regular in placement

2.4. Materials

(a) The use of traditional materials – including horizontal wood siding, board and batten wood siding, shingles, metal siding, brick, wood trim, heavy timber detailing (e.g. exposed post and beam) – is encouraged. Hardie composite siding is an acceptable substitute for new construction. Synthetic materials are generally discouraged. Avoid the use of vinyl siding and trim.

(b) Where feasible, restoration and redevelopment should retain and reuse existing historic building materials.

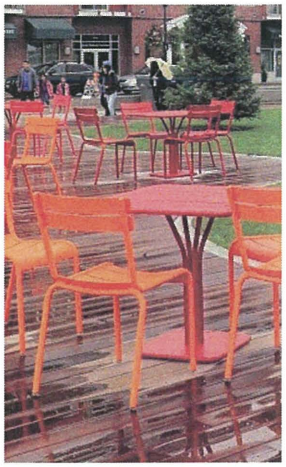
(c) The use of flood-resistant/resilient materials in the design of ground level spaces is encouraged.

2.5. Waterfront

(a) Where feasible, locate new buildings following the historical siting (e.g. extending out over the water on piles).

(b) Incorporate "back porches" accessible to the public in new buildings on the waterfront.

(c) Where building heights are allowed up to 6 storeys on the south side of Chisholm, step the fifth and sixth floors back to minimize shading on pedestrian space on the north side of Chisholm Street.



3.0 Landscape Design

Objective:
To enhance the pedestrian environment through the creation of comfortable and enjoyable outdoor spaces.

3.1. Retain and enhance landscape features that reflect Ladner's waterfront context and Village character, respectively.

(a) Utilize native species and locally-adapted, non-invasive riparian vegetation to enhance connections to the waterfront and slough-edge pedestrian spaces.

(b) Utilize more formal plantings of native or similarly hardy species to create seasonal interest and enhance pedestrian spaces within the Village.

(c) Demonstrate multiple objectives within landscape designs, including but not limited to: habitat enhancement (e.g. riparian areas, pollinators, etc.), green infrastructure (e.g. stormwater, passive cooling, etc.), and enhancement of pedestrian space (e.g. safety, comfort and beautification).

Landscape design that screens parking, provides seasonal interest and enhances pedestrian environment

3.2. Create connective and accessible landscapes

(a) Select plant materials to screen and/or buffer undesirable views while preserving and enhancing desirable views.

(b) Consider "right tree, right place" and plant-size-at-maturity when specifying landscape materials to minimize conflicts.

(c) Utilize continuity in landscape designs to support intuitive wayfinding.

3.3. Design landscapes for pedestrian comfort and seasonal interest

(a) Optimize benefits of landscape design relative to pedestrian comfort and enjoyment by:

- Designing landscapes as an extension of interior spaces and creating places for informal gathering, sitting and/or resting within open space designs;
- Utilizing movable furniture to accommodate flexibility within landscape designs and public spaces;
- Planting trees adjacent to pedestrian spaces to provide cooling shade in summer months;
- Selecting plant species with seasonal interest (e.g. fall colour, spring blossoms and/or pleasing fragrance); and
- Accommodating water and flood-adapted plants within functional landscape designs – including rain gardens, swales and rock drains – to support stormwater management and flood protection strategies.

3.4. Ensure sustainable landscape designs through the use of native plants and durable materials

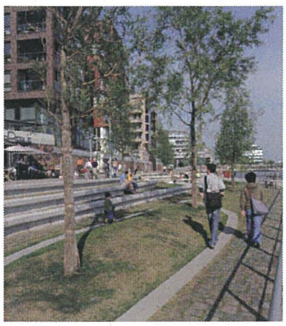
(a) Emphasize the use of native, drought-resistant and flood tolerant species suitable to local growing conditions.

(b) Minimize the amount of impervious surfacing and maximize space for depressional storage within landscape designs.

(c) Encourage landscape designs that apply sustainable stormwater designs to reduce the speed of run-off, keep stormwater clean and allow for gradual infiltration into the ground.

3.5. Waterfront

(a) Landscape designs should prioritize enhancement of the riparian / foreshore environment. Utilize a palette of site-adapted native plants that, beyond habitat restoration, serve to link the pedestrian realm to an expanded natural space along the waterfront and slough.



4.0 Parking, Loading and Service Access

Objective:
To enhance the pedestrian environment through minimizing the impacts of parking, loading and service access on the Village environment.

(a) Minimize the extent and impact of surface parking:

- Wherever possible, locate off-street surface parking out of sight, behind or wrapped by retail or other uses and accessed via laneways.
- Contiguous areas of surface parking should be broken into smaller lots and landscaped to soften visual impact, capture and store runoff and mitigate stormwater inputs into nearby watercourses.
- Optimize on-street parking design.

(b) Ensure comfortable access through:

- Using shared service areas where possible between developments, including public and private lanes, driveways, and service courts.
- Providing clear lines of site at access points to parking, site servicing, and utility areas to enable casual surveillance and safety.

5.0 Intentional Design of Flood Protection Measures

Objective:
To ensure flood protection measures are visually appealing and well-integrated with the public realm.

(a) Ensure flood protection infrastructure is visually appealing and comfortable for pedestrians. Strategies include:

- Add transitions and/or visual screens to the infrastructure through landscaping, trellises, etc.
- Break up large blank walls of the dike through articulation, public art, planters, textured concrete, etc.
- Emphasize connections to the water by integrating pedestrian pathways and access within retaining walls and/or dike infrastructure.
- Include circulation (stairs, ramps) to invite people to interact with flood infrastructure and the water's edge.

Angled parking

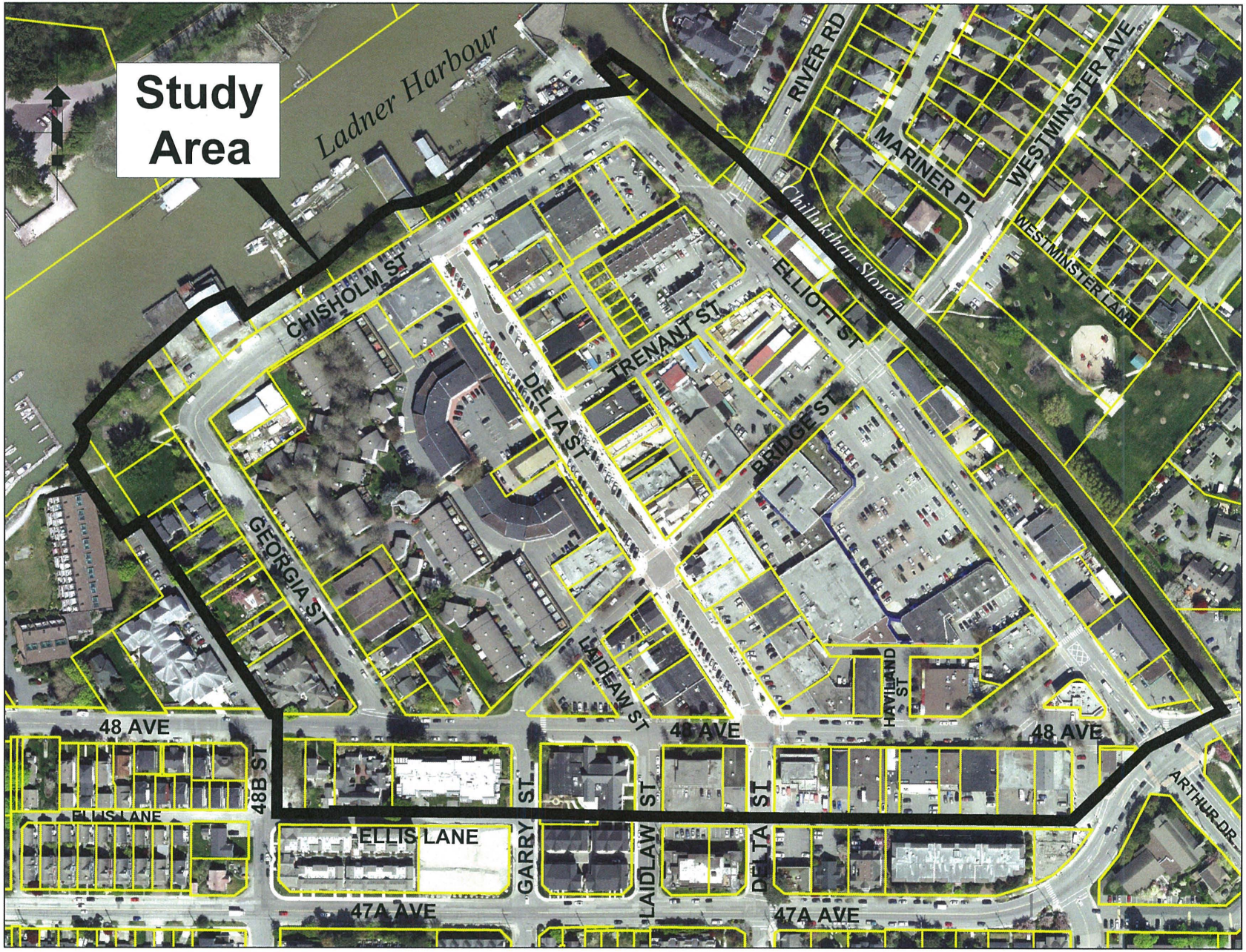
Parking accessed at the rear of the building

6.0 Floodproofing

Objective:
To protect development from flooding hazards.

(a) All building elevations must meet or exceed flood construction level policies, which are subject to review, and consider rising sea level over the longer term.

(b) A restrictive covenant will be required under Section 219 of the Land Title Act acknowledging that the land may be subject to flooding and saving the Municipality harmless from any claims arising out of damages to lands or buildings by flooding.



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Delta

Multi-Committee Meeting Notes

Climate Action & Community Liveability Advisory Committee
Heritage Advisory Commission
Ladner Village Revitalization Advisory Committee
Mobility & Accessibility Committee

Notes from the Climate Action & Community Liveability Advisory Committee, Heritage Advisory Commission, Ladner Village Revitalization Advisory Committee, and Mobility & Accessibility Committee Meeting held Tuesday, September 21, 2021 at 7:00 p.m. via Zoom Videoconferencing.

Present:

Climate Action & Community Liveability Advisory Committee
Cllr. Dylan Kruger, Chair
Cllr. Alicia Guichon, Vice-Chair
Deborah Jones
Brian Kirkbride
Herb Klassen
John Mancini

Heritage Advisory Commission
Michael Hambrook
Dianne Jasper
Steve Knoblauch
Robb Lucy

Ladner Village Revitalization Advisory Committee
Patricia Cleave
Andrea Frustaci
Sarah Gallop
Mandip Gill
Sharon Townsend

Mobility & Accessibility Advisory Committee
Roberta Bradshaw
Vincent Miele
Marney Smithies

Also Present:

Dan Copeland, Councillor
Bruce McDonald, Councillor
Marcy Sangret, Director of Community Planning Development /Deputy City Manager
Mel Cheesman, Director of Corporate Services
Steven Lan, Director of Engineering
Trent Reid, A/Director of Parks, Recreation & Culture
James Klukas, Deputy Director of Community Planning & Development
Mike Brotherston, Manager of Climate Action & Environment
Michael Gomm, Manager of Special Projects
Jeremy Keating, Planner

City Clerk's

Diane Parsons, Committee Clerk

INTRODUCTION

Marcy Sangret, Director of Community Planning & Development / Deputy City Manager called the meeting to order at 7:00 p.m. and introduced the delegation for the evening presentation.

A. DELEGATIONS/PRESENTATIONS

A.01 Ladner Village Revitalization

Delegation: Edward Porter, MODUS Planning, Design & Engagement Inc.

Suzy Lunn, MODUS Planning, Design & Engagement Inc.

Reference Materials:

- Memorandum from James Klukas, Deputy Director of Community Planning & Development Department dated September 16, 2021 regarding Ladner Village Revitalization

  Includes attachments:

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  B. Presentation for Multi-Committee Meeting titled "Ladner Village Revitalization"

E. Porter provided an overview of the Ladner Village revitalization project, the project scope, vision and guiding principles, proposed land use, building heights, waterfront concept and next steps.

S. Lunn reviewed the results of stakeholder/staff/community engagement, noting that there is general support and excitement around the project.

Mr. Porter noted that, following presentation of the project, Council had questions around the economics of redevelopment and building height allowances, as well as how best to manage form, character and scale while maintaining the unique, small town feel of the village and keeping the village connected to the harbour front.

Mr. Porter described the Chisholm Street concept portion of the project, between Elliott and Georgia Streets, with two distinct sections, the east end focused on core village circulation with two-way traffic, and the west end primarily residential with one-way traffic and room for a plaza opening up onto a publicly accessible Seven Seas site, parallel parking and a pedestrian-focused realm. The parallel parking at this end allows for a gentle transition in elevation from Chisholm Street up to the dike.

Next steps include plan and design guideline refinements, further public consultation and bylaw amendments for Council consideration.

In response to queries, staff and consultants provided the following comments:

- Some of the properties in the Village have water-lot leases with the Province of B.C. It has been challenging to gain long term tenure over the water lots. Delta staff have engaged with the B.C. Ministry of Forest, Lands and Natural Resource Operations as a stakeholder in the process. A more refined plan regarding redevelopment of the waterfront will be helpful in discussions with the Province.
- Some of the unique opportunities that the Ladner Village redevelopment offers are: the adaptive reuse of the Seven Seas site which allows access to the waterfront, the connection between the Village and the waterfront, the movement of people between the two areas, and the small, human scale of the public realm.
- Environmental constraints for this project have been considered from the outset and, should it proceed to the construction stage, various permits will be required. Delta has undertaken similar projects and staff are familiar with the permitting requirements.
- The project proposes a small amount of development beyond the current footprint and there will be an opportunity for restoration of some of the shoreline.
- Physical accessibility will be accommodated within the pathway networks and public realm.
- Affordable and accessible housing could be considered for the area. No site has been identified for social or below-market housing as of yet.
- Planning in Ladner Village will take a sustainable approach, including drainage features and flood protection.
- Staff will revisit parking ratios for the Village. It will be important to encourage vibrancy and walkability in the area with the understanding that more density comes with an increase in the number of vehicles. Staff will also work with transit providers toward improving service to the area.
- There is a range of zoning in the Village. Existing businesses will be supported while more residential development will be encouraged.
- Cash in lieu of parking cannot sufficiently fund infrastructure projects. There will need to be a suite of incentives to encourage development in the Village. As well, as densification occurs, the increased tax base will help finance infrastructure.

Committee/Commission members provided the following comments:

- Planning for Ladner Village should take into consideration drainage after flooding. Building materials for lower levels could be chosen to allow for cost effective recovery from flooding.
- Canopy cover should be a priority.

- Two-storey facades detract from a small village ambience. This should be considered in the design of retail facades for buildings higher than a single storey.
- Ensure that there is enough outdoor/grass areas for kids and dogs, potentially using rooftops for green space and residential recreation. In earlier phases of the COVID lockdown, we learned how important it is for residents to have a space to retreat from the confines of their apartments.
- A possible model for quaint village development is La Conner, Washington, which has a very attractive street side, with several restaurants extending across to patios facing a waterside boardwalk, with ramps down to docks for visiting boats.
- Cycling routes would encourage people from 'greater Ladner' to use active transportation when visiting the Village.
- With densification and walkability, those who live in the village won't need to drive unless they leave the village. Parking spots would be left open for outside visitors and those with accessibility challenges
- Greenspace/parks can occur on parkade rooves.
- Large parkades detract from the vibrancy and aesthetic of a community. It is worth noting that Ladner Village covers a smaller footprint than a large mall. Consumers willingly walk through a large mall without feeling like they need to park right in front of their destination retailer. Walkability should be encouraged. There is parking available near 47th Avenue near Memorial Park and the Library and public parking near the Ladner Lawn Bowling site.
- Consider a financial framework that helps with restoration and maintenance of heritage buildings.
- Keep in mind how densification might effect rental costs for retailers in the Village.

M. Sangret thanked everyone for participating in the meeting and noted that staff will be working on draft bylaws which will be subject to further public consultation.

The meeting terminated at 8:48 p.m.

_____

Marcy Sangret, Chair

CERTIFIED CORRECT:

_____

Diane Parsons, Committee Clerk

Delta

Multi-Committee Meeting Notes

Advisory Design Panel
Mayor's Task Force on Building Permits and Development Applications
Ladner Village Revitalization Advisory Committee
Parks, Recreation & Culture Commission

Minutes of the Advisory Design Panel, Mayor's Task Force on Building Permits and Development Applications, Ladner Village Revitalization Advisory Committee and Parks, Recreation and Culture Commission Meeting held Wednesday, September 22, 2021 at 7:00 p.m. via Zoom Videoconferencing.

Present:

Advisory Design Panel
Jeremy Stam, AIBC Representative, Chair
Blair Arbuthnot, BCSLA Representative
Gurinder Grewal, North Delta Community Member
Judy Liu, AIBC Representative
Ryan Thé, UDI Representative
Avril Woodend, BCSLA Representative

Mayor's Task Force on Building Permits and Development Applications
Ali Bajwa
Tracey Lieuwen
Howard Smid
Wesley Wollin
Dr. Lindsay Langill

Ladner Village Revitalization Advisory Committee
Andrea Frustaci
Janice Lawlor-Cooper
Jill McKnight

Parks, Recreation and Culture Commission
Barbara Baydala
Rod Binder

Also Present:

Jeannie Kanakos, Councillor
Dylan Kruger, Councillor
Marcy Sangret, Director of Community Planning Development /Deputy City Manager
James Klukas, Deputy Director of Community Planning & Development
Jeremy Keating, Planner
Doreann Mayhew, Manager of Transportation
Diana Cousins, Senior Policy Analyst
Fiona Bartley, Commission Clerk

City Clerk's

Tabitha Kaake, Committee Clerk

INTRODUCTION

Marcy Sangret, Director of Community Planning & Development / Deputy City Manager called the meeting to order at 7:00 p.m. and introduced the delegation for the evening presentation.

A. DELEGATIONS/PRESENTATIONS

A.01 Ladner Village Revitalization

Delegation: Edward Porter, MODUS Planning, Design & Engagement Inc.

Suzy Lunn, MODUS Planning, Design & Engagement Inc.

Reference Materials:

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S. Lunn reviewed the results of stakeholder/staff/community engagement, noting that there is general support and excitement around the project.

Mr. Porter noted that, following presentation of the project, Council had questions around the economics of redevelopment and building height allowances, as well as how best to manage form, character and scale while maintaining the unique, small town feel of the village and keeping the village connected to the harbour front.

Mr. Porter described the Chisholm Street concept portion of the project, between Elliott and Georgia Streets, with two distinct sections, the east end focused on core village circulation with two-way traffic, and the west end primarily residential with one-way traffic and room for a plaza opening up onto a publicly accessible Seven Seas site, parallel parking and a pedestrian-focused realm. The parallel parking at this end allows for a gentle transition in elevation from Chisholm Street up to the dike.

Next steps include plan and design guideline refinements, further public consultation and bylaw amendments for Council consideration.

In response to queries, staff and consultants provided the following comments:

- Consultants are reviewing opportunities for cycle routes into the village.
- To minimize hurdles going forward the project largely focuses redevelopment along the water's edge with what currently exists. The intent is to have a plan that does not rely on developing new floor area on the water-lot leases.
- The proposed parking intends for users to be drawn towards the water's edge and be able to walk to the commercial spaces.
- Proposed heights for buildings are under review.
- Traffic calming measures proposed at Georgia Street are to address the infill proposed at Spot on the Water Park.
- Consultants will revisit the terminus of Delta Street and directing traffic to the west.
- The City will review incentives for small business owners in the village.
- Spot on the Water Park was purchased by the City under a previous Council with the intention of developing the park into a parking lot. Currently the park is not being used to its full potential. The project is proposing to infill the park with townhomes which will integrate the waterfront for pedestrians and utilize the funds from the development to further redevelopment throughout the village.
- Discussion regarding greenspace will continue throughout the project's phases.
- A pedestrian bridge from the north side of the slough connecting to the wharf was proposed by the Ladner Village Renewal Advisory Committee. This would incur significant costs and the plan will be developed to preserve the long-term opportunity for such a crossing.
- The City is in consultation with Indigenous communities regarding the project and will continue to collaborate with them as a stakeholder groups.

Committee/Commission members provided the following comments:

- The project is a more cohesive project in comparison to previous proposals for developing the waterfront.
- Redevelopment to Ladner Village will positively impact businesses as a whole.
- The project will add housing options for the public wanting to live closer to town.
- Current buildings that are heritage sites can act as anchors in the village instead of proposing new developments to have a heritage aesthetic.
- There should be a stronger connection built from Elliott Street and the wharf to the rest of the waterfront.

M. Sangret thanked everyone for participating in the meeting and noted that staff will be working on draft bylaws which will be subject to further public consultation.

The meeting terminated at 8:47 p.m.

_____
Marcy Sangret, Chair

CERTIFIED CORRECT:

_____
Tabitha Kaake
Committee Clerk

Ladner Village | proposed land use designations

MODIFIED DESIGNATIONS

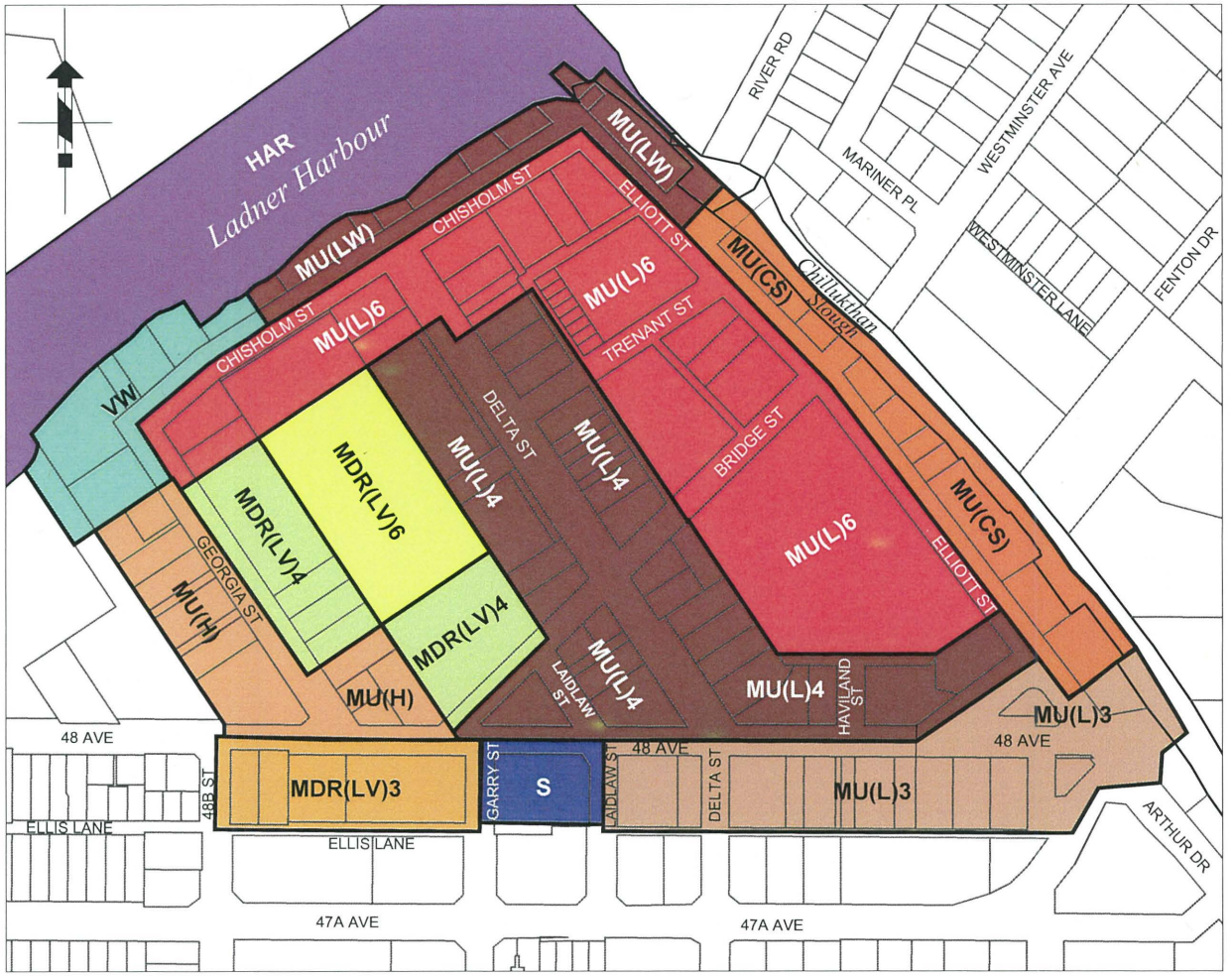
- **Mixed-Use (Ladner) 3 - MU(L)3**
  (formerly MU(L)2, with increased height)
- **Mixed-Use (Ladner Waterfront) - MU(LW)**
  (formerly MU(LW)3)
- **Mixed-Use (Chillukthan Slough) - MU(CS)**
  (formerly MU(L)4)
- **Mixed-Use (Heritage) - MU(H)**
  (formerly MU(H)5)
- **Harbour - HAR**

PROPOSED NEW DESIGNATIONS

- **Mixed-Use (Ladner) 4 - MU(L)4**
- **Mixed-Use (Ladner) 6 - MU(L)6**
- **Medium Density Residential (Ladner Village) 3 - MDR(LV)3**
- **Medium Density Residential (Ladner Village) 4 - MDR(LV)4**
- **Medium Density Residential (Ladner Village) 6 - MDR(LV)6**
- **Village Waterfront - VW**

EXISTING DESIGNATION

- **Institutional - S**



Ladner Village | proposed building heights

MODIFIED DESIGNATIONS

- **Mixed-Use (Ladner) 3 - MU(L)3**
  (formerly MU(L)2, with increased height)
  3 storeys
- **Mixed-Use (Ladner Waterfront) - MU(LW)**
  (formerly MU(LW)3)
  2.5 - 4 storeys
- **Mixed-Use (Chillukthan Slough) - MU(CS)**
  (formerly MU(L)4)
  1.5 storeys
- **Mixed-Use (Heritage) - MU(H)**
  (formerly MU(H)5)
  2.5 storeys

PROPOSED NEW DESIGNATIONS

- **Mixed-Use (Ladner) 4 - MU(L)4**
  4 storeys
- **Mixed-Use (Ladner) 6 - MU(L)6**
  6 storeys
- **Medium Density Residential (Ladner Village) 3 - MDR(LV)3**
  3 storeys
- **Medium Density Residential (Ladner Village) 4 - MDR(LV)4**
  4 storeys
- **Medium Density Residential (Ladner Village) - MDR(LV)6**
  6 storeys
- **Village Waterfront - VW**
  3 storeys

EXISTING DESIGNATIONS

- **Institutional - S**

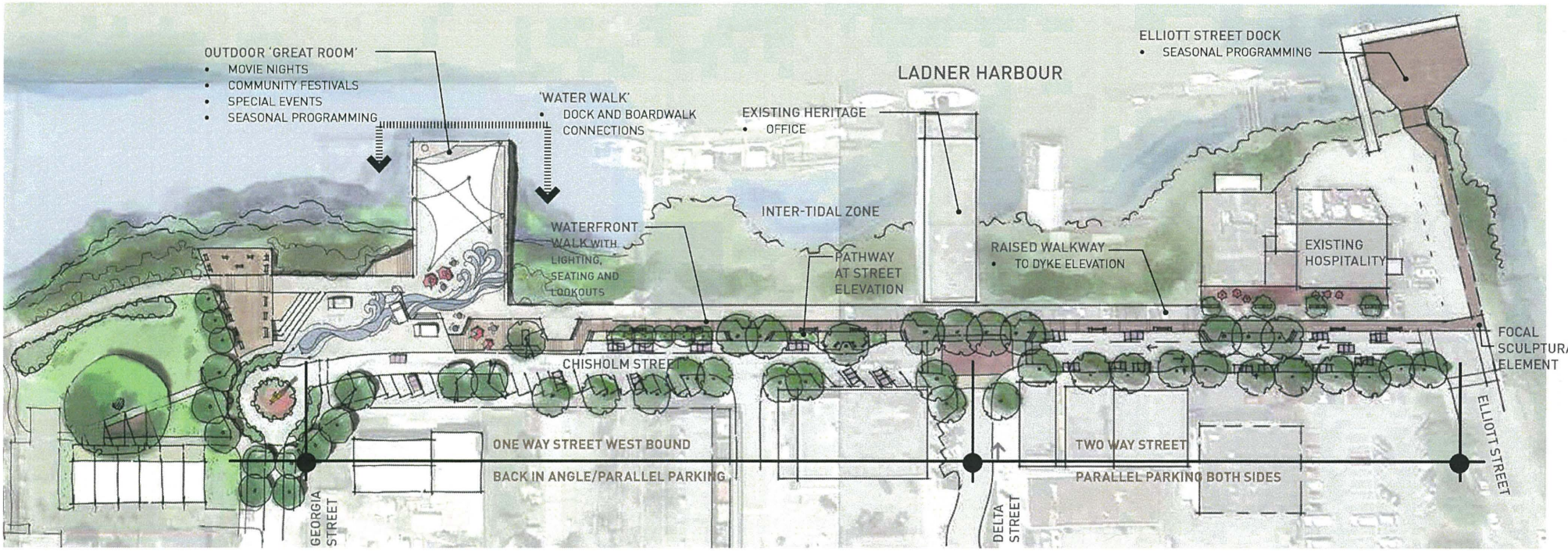
Land Use Designation		Description	Height (Storeys)	Density (FSR)
Modified Land Use Designations	Mixed-Use (Ladner) 3 (MU(L)3) (formerly MU(L)2)	This designation is intended for residential uses in low-rise buildings located above pedestrian-oriented retail and public uses. A limited amount of ground floor residential use is permitted outside of the main retail areas (refer to Policy B.2 of Schedule B.3). The emphasis is on pedestrian-oriented streetscapes. Upper floors may also contain general commercial and institutional uses.	3	1.6
		Previous regulations:	2.5	40 - 100 UPH
	Mixed-Use (Chillukthan Slough) (MU(CS)) (formerly MU(L)4)	This designation is intended for one or more of the uses of non-retail commercial, light industrial, service commercial, institutional, and public uses.	1.5	NA
		Name change only		
	Mixed-Use (Heritage) (MU(H)) (formerly MU(H)5)	This designation is intended for residential uses and small-scale non-retail commercial uses on the ground floor in historic structures or in structures with an historic appearance. Additional ground-oriented residential and/or non-retail commercial density may be considered as an incentive for the restoration of historic structures.	2.5	10 - 50 UPH
		Name change only		
	Mixed-Use (Ladner Waterfront) (MU(LW)) (formerly MU(LW)3)	This designation is intended for one or more of the following uses: pedestrian-oriented retail commercial, recreation, public, service commercial and marine-oriented light industrial. Office and residential uses may be permitted above the ground floor.	2.5 (4 storeys for 4943 and 4953 Chisholm)	NA
		Added a 4 storey height limit for 4943 and 4953 Chisholm.		
	Harbour (HAR)	This designation is intended for marine and fishing related uses, parking, passive recreation, eco-recreation, conservation and public uses. Recreational and specialized commercial uses to serve users of this area may also be permitted. Where upland uses are extended into water lot lease areas or newly surveyed lands designated as Harbour, the uses, height, and density of the upland designations may be considered.	1.5	NA
		Height maximum moved from Ladner Area Plan to land use designation, updated permitted uses		

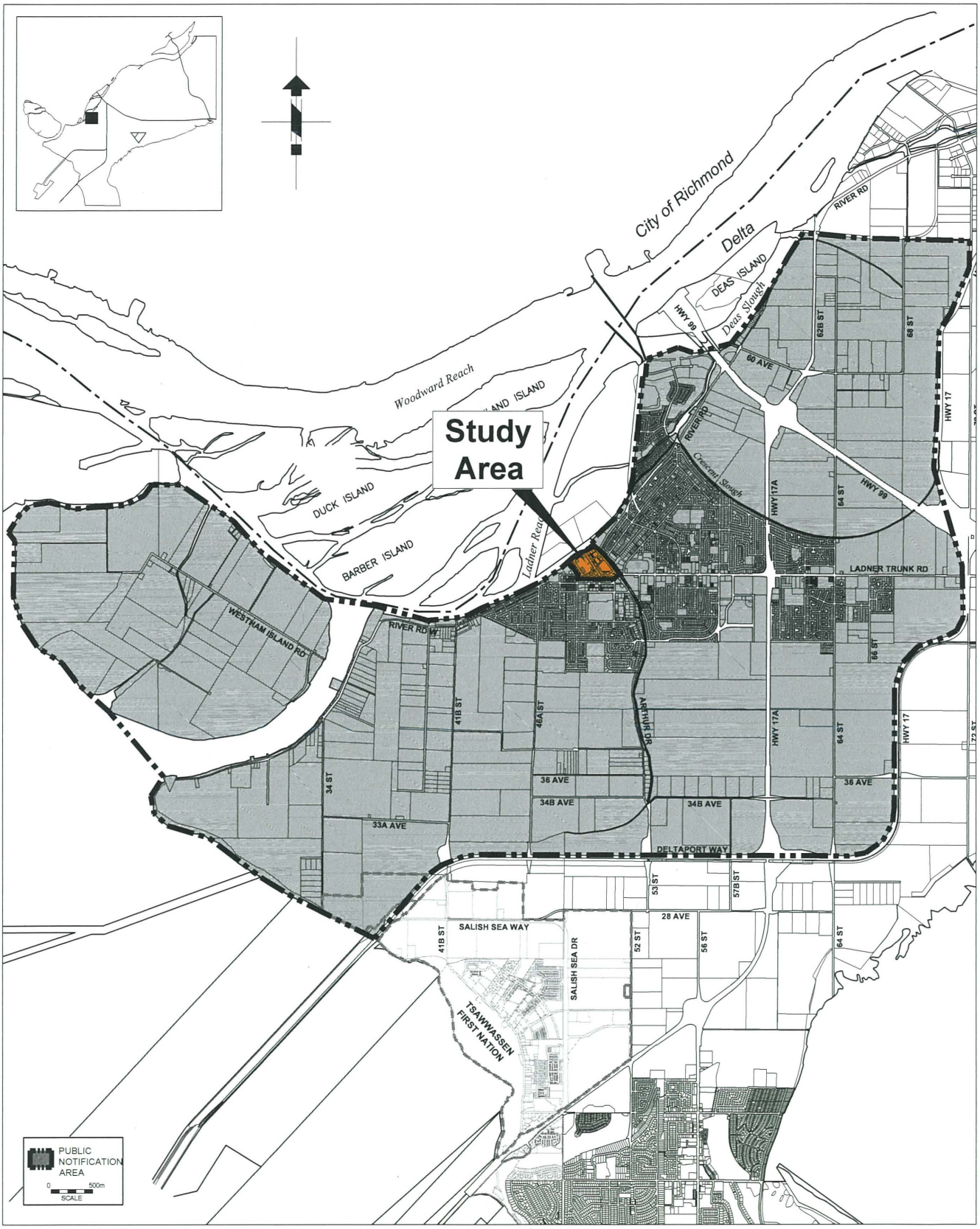
Land Use Designation		Description	Height (Storeys)	Density (FSR)
New Land Use Designations	Medium Density Residential (Ladner Village) 3 (MDR(LV)3)	This designation is intended for low-rise structures accommodating multiple-family residential uses including apartments, townhouses and rowhouses.	3	1.6
	Medium Density Residential (Ladner Village) 4 (MDR(LV)4)	This designation is intended for low-rise structures accommodating multiple-family residential uses including apartments, townhouses and rowhouses.	4	2.2
	Medium Density Residential (Ladner Village) 6 (MDR(LV)6)	This designation is intended for medium-rise structures accommodating multiple-family residential uses.	6	3.0
	Mixed-Use (Ladner) 4 (MU(L)4)	This designation is intended for residential uses in low-rise buildings located above pedestrian-oriented retail and public uses. A limited amount of ground floor residential use is permitted outside of the main retail areas (refer to Policy B.2 of Schedule B.3). The emphasis is on pedestrian-oriented streetscapes. Upper floors may also contain general commercial and institutional uses.	4	2.2
	Mixed-Use (Ladner) 6 (MU(L)6)	This designation is intended for primarily residential uses in medium-rise buildings with pedestrian-oriented retail and public uses. A limited amount of ground floor residential use is permitted outside of the main retail areas (refer to Policy B.2 of Schedule B.3). Upper floors may also contain general commercial and institutional uses.	6	3.0
	Village Waterfront (VW)	This designation is intended for continuous public open space and foreshore access along the waterfront and the north side of Chisholm Street, and specialized commercial uses to serve the users of these spaces. Modest park-activating commercial and/or low rise residential uses, such as a restaurant/café, live-work units, townhouses, rowhouses, apartments or mixed-use buildings may be considered in areas south of the waterfront public spaces.	3	1.6
	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.	NA	NA

Existing Ladner Building Heights

* Map provided for information only. May not include all parcels with structures exceeding 3 storeys.

CHISHOLM STREET PLAN





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