



LADNER VILLAGE RENEWAL ADVISORY COMMITTEE FINAL REPORT

JANUARY 31, 2020

ACKNOWLEDGEMENTS

MESSAGE FROM THE CHAIR

This report represents the culmination of the Ladner Village Renewal Advisory Committee work and summarizes the Committee's views on the mandate items established by Delta Council.

I would like to offer my sincere thanks to Vice-Chair Councillor Dylan Kruger, all of the members of the Ladner Village Renewal Advisory Committee, and Delta staff for their hard work and dedication. The Committee was able to cover all of the items under their mandate within a very tight timeline and have generated a comprehensive list of measures and actions that can be undertaken to improve Ladner Village. Special thanks are also given to the panelists who provided valuable information to the Committee members on key topics, and the Tour Leaders for the Committee's tours of White Rock, Steveston and New Westminster.

Councillor Bruce McDonald, Chair

Committee Members:

Councillor Bruce McDonald, Chair
Councillor Dylan Kruger, Vice-Chair
Todd Allan
Patricia Cleave
Andrea Frustaci
Sarah Gallop
Mandip Gill
Janice Lawlor-Cooper
Amy McFee
Jill McKnight
Sharon Townsend

Tour Leaders:

Carl Isaak, City of White Rock
Barry Konkin, City of Richmond
Jessica Lee, City of Richmond
Mike Watson, City of New Westminster
Lynn Roxburgh, City of New Westminster

Invited Panelists:

Brian Hart, Brian G. Hart & Company
Joe Muego, Hearth Architectural Inc.
Wesley Wollin, Buro 47 Architecture
Bob Ransford, Vice President of
Development, Century Group
Deep Dhillon, Real Estate Advisor,
Rennie and Associates
Robin Glover, Vice President of
Development, Polygon Homes Ltd.

Staff Liaisons:

James Klukas, Deputy Directory of
Community Planning and Development
Michael Gomm, Manager of
Strategic Initiatives
Mike Ruskowski, Senior Planner
Laura Ryan, Urban Design Planner

CONTENT

A. Background	5
.....	
B. Vision and Guiding Principles	6
.....	
C. Recommended Priority Actions	7
.....	
D. Delta-owned Lands - Catalysts for Revitalization	8
1. Redevelop Former Seven Seas Site and Spot on the Water Park	9
2. Redevelop Delta Museum Annex as a Mixed-Use Site	10
3. Improve the Elliott Street Wharf	11
4. Redevelop Elliott Street Parking Lot	12
5. Retain Current Use of Historic Municipal Hall and City Parking Lot at 48 Avenue/Bridge Street/Laidlaw Street	13
.....	
E. Village Streetscapes and Ladner Harbourfront – Placemaking and Activation of Public Spaces	14
1. Ladner Harbourfront	14
2. Chisholm Street Reconfiguration and Retail Continuity	15
3. Activate Village Streets and Open Spaces	17
3.1 Street Design	
3.2 Patios	
3.3 Activities – Programming Streets and Open Spaces	
3.4 Allow for Noise	
3.5 Connect to Open Spaces	
.....	
F. Actions to Facilitate Renewal - Attracting Development	20
1. Land Use and Building Height Amendments	21
2. South Delta Revitalization Tax Exemption Program	22
3. Ladner Village Design Guidelines and Heritage	22
.....	
G. Branding/Communications/Marketing	25
1. Signage	25
2. Public Art and Temporary Streetscape Installations	25
.....	
H. Parking and Transportation	26
1. Parking Management	26
2. Promote Walking, Cycling and Transit	27
.....	
Appendix A: Proposed Time Frame for Implementation of Recommendations	28

A

BACKGROUND

The Ladner Village Renewal Advisory Committee was established by Council in 2019 to provide recommendations on the renewal of Ladner Village. The Committee was tasked with providing advice specifically on

- the best utilization of Delta-owned buildings in Ladner Village,
- possible streetscape and harbour waterfront design concepts,
- branding/communications/marketing for Ladner Village Renewal, and
- strategic incentives to attract development, and policies to facilitate the renewal.

Within one year of its inaugural meeting, the Committee was to provide a list of measures and actions that could be undertaken to improve Ladner Village.

The Committee met 10 times over 10 months discussing the items in the mandate. Two invited panel discussions were hosted, one with three local architects to discuss visionary ideas and encouraging redevelopment, and a second with three representatives of the real estate/development community to discuss development economics, marketing and incentivizing development. Background materials were provided to inform discussions including current policy directions and land use designations, Heritage Conservation Areas and Development Permit Areas in the Official Community Plan, an overview of heritage properties in the Village, an overview of previous efforts to develop the former Seven Seas site, waterlot leases, the South Delta Business Sustainability Strategy, South Delta Revitalization Tax Exemption Program and other requested information relating to discussions.

Committee members also attended tours of White Rock, Steveston, New Westminster and Fort Langley to see how other areas in the Lower Mainland are redeveloping, and to get ideas relating to the revitalization of Ladner Village.

Recommendations were proposed on each of the mandate topics as well as the added topic of Parking and Transportation. These recommendations were reviewed and priority, time frame and key recommendations determined. The resulting 35 recommendations, 15 of which have been identified as high priority actions, are discussed in further detail in the following pages. The recommended time frame for all recommendations is included in Appendix A.

B

VISION AND GUIDING PRINCIPLES

VISION

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

GUIDING PRINCIPLES

- Encourage a varied range of housing through smart densification in the Village core.
- Activate the waterfront for commercial development and public access.
- Support business sustainability through increased vibrancy in the Village.
- Make the Village a special place for people by preserving our past and embracing our future.

C

RECOMMENDED PRIORITY ACTIONS

The Committee went through a prioritization exercise to identify the top priority actions. While every recommendation is considered important, the following list identifies recommendations which were identified as one of the top five priorities by one or more Committee Members. The recommendations are discussed in further detail on the pages noted.

RECOMMENDATIONS



7 or more members considered these recommendations to be within the top 5 priorities:

PAGE

1. Redevelop Former Seven Seas Site and Spot on the Water Park. 9
2. Redevelop Delta Museum Annex as a Mixed-Use Site. 10
3. Amend Official Community Plan land use and height designations. 21



2 to 6 members considered these recommendations to be within the top 5 priorities:

4. Study the viability of Chisholm Street reconfiguration further. 15
5. Encourage patios and active nightlife to inspire overall livability. 18
6. Prioritize Chisholm Street for redevelopment and actively look for opportunities to fill gaps on other Village streets. 17
7. Improve the Elliott Street Wharf. 11
8. Review opportunities for signage to direct people to Ladner Village. 25
9. Establish measures to address current and future parking needs. 26



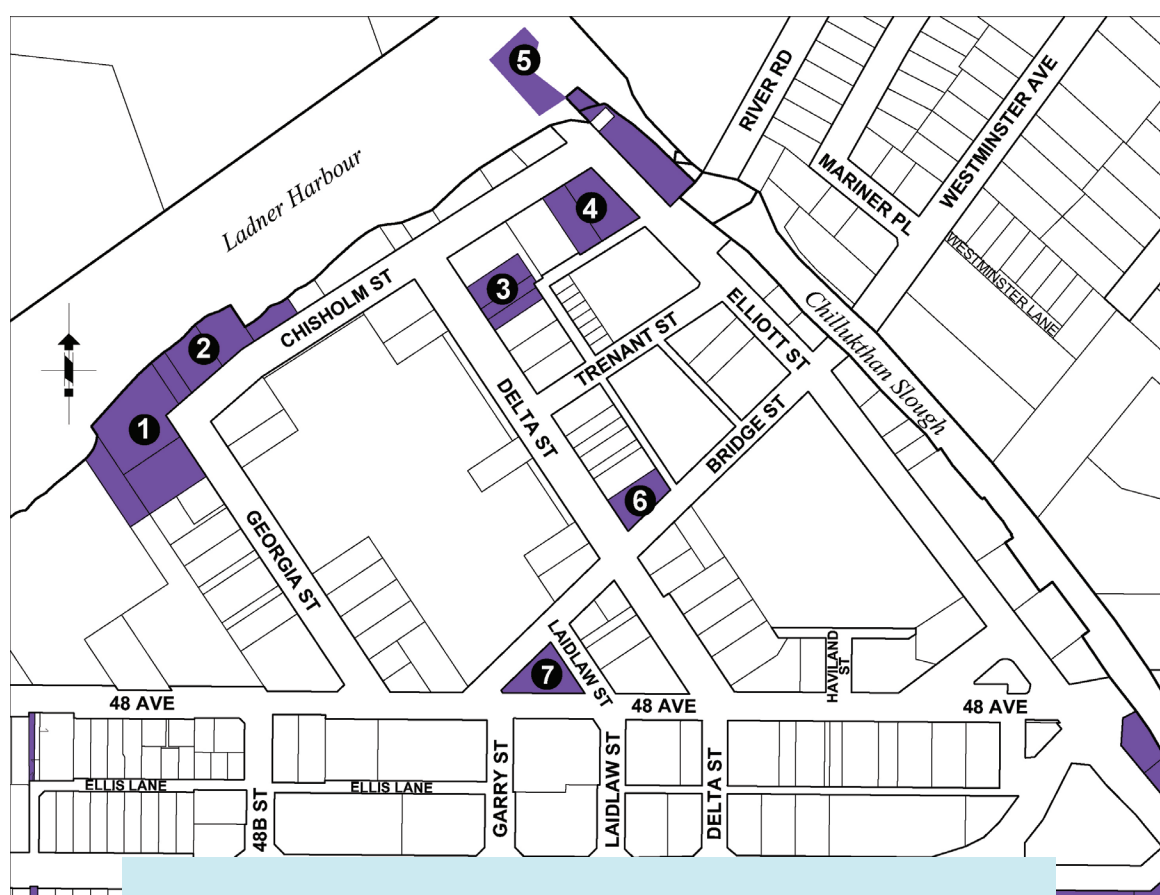
1 member considered these recommendations to be within the top 5 priorities:

10. Explore initiatives for creative use of the streets and sidewalks. 18
11. Consider new street and wayfinding signage and an iconic entry sign. 25
12. Develop a public art policy. 25
13. Focus on improvements to walking and biking facilities accessing the Village. 26
14. Consider new parking regulations for Ladner Village. 26
15. Tenant Lane: a vibrant pedestrian route. 27

D

DELTA-OWNED LANDS – CATALYSTS FOR REVITALIZATION

The Committee reviewed details of seven Delta-owned properties for Ladner Village to consider opportunities for the best utilization of these sites in the future. To be a catalyst for revitalization, the Committee recommends redevelopment of four of the sites (Delta Museum Annex, Seven Seas site, Spot on the Water Park and the Elliott Street Parking Lot) and improvement to one, the Elliott Street Wharf.



LEGEND

- | | |
|-------------------------------|----------------------------|
| 1. Spot on the Water Park | 5. Elliott Street Wharf |
| 2. Former Seven Seas site | 6. Historic Municipal Hall |
| 3. Delta Museum Annex | 7. City Parking Lot |
| 4. Elliott Street Parking Lot | |

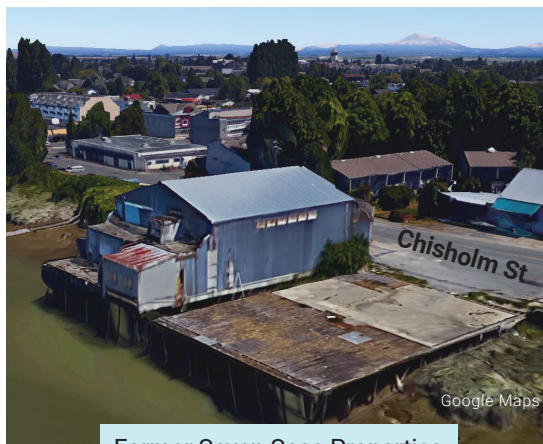
1. Redevelop Former Seven Seas Site and Spot on the Water Park

The former Seven Seas site provide an opportunity for redevelopment on the waterfront; however the lands have been stagnant for many years, the structures are deteriorating, and there is ongoing uncertainty and limitations with respect to the waterlot leases. Spot on the Water Park provides a green space in the Village; however it is not highly used. Combining these sites would create an opportunity to accommodate new development with both residential and commercial uses, improve waterfront access along both sites, retain some green park space, improve functionality, and accommodate parking in a less obtrusive way. The following recommendation would need to be considered together with Recommendation 2.1 in Part E.



RECOMMENDATIONS

- 1.1 Consolidate and redevelop the former Seven Seas site and Spot on the Water Park to allow a combination of waterfront park, residential, and commercial space. Public realm and park improvements should be along the water with development on the southern portion of Spot on the Water Park. Incorporate parking under the park and the redeveloped portion of the site and demolish the former Seven Seas building to allow for redevelopment of the upland portion to accommodate a restaurant, brew pub and other similar uses.
- 1.2 Re-designate and pre-zone (in concept only) the site consistent with Recommendation 1.1 in Part F regarding desired future land uses and height, prior to marketing it for sale and redevelopment.



Former Seven Seas Properties



Spot-on-the-Water Park

2. Redevelop Delta Museum Annex as a Mixed-Use Site

The Delta Museum Annex is currently not being used regularly and is located on one of the main shopping streets in the Village where retail uses should be encouraged. Retail continuity on Delta Street could be promoted by redevelopment into a mixed-use building accommodating needed residential on the upper levels, (and potentially office uses on the second level), and retail commercial uses on the ground level. While office uses on the ground level should not be prohibited, ideally retail uses should occupy the lower level in order to encourage more activity along Delta Street.



RECOMMENDATIONS

- 2.1 Redevelop the Delta Museum Annex site as a mixed-use project with ground floor commercial, residential above with the option for office space on the second level, and that this site be considered a priority for redevelopment.
- 2.2 Re-designate and pre-zone (in concept only) the site consistent with Recommendation 1.1 in Part F regarding desired future land uses and height, prior to marketing it for sale and redevelopment.



3. Improve the Elliott Street Wharf

The Elliott Street Wharf is an existing opportunity to provide people with a place to enjoy the waterfront. There are sample measures that could enhance the space and improve the connection between the Village and the waterfront. For example, improvements to the structure to highlight it with place signage and adding seating to invite people to enjoy the space.



RECOMMENDATION

- 3.1 Incorporate a place identification structure/feature and benches/chairs at the Elliott Street Wharf site. Consider uses to activate the space (e.g. fish sales).



Elliott Street Wharf
5000 Chisholm Street



sample signage



sample seating

4. Redevelop Elliott Street Parking Lot

The Elliott Street parking lot is located in a prime position in the Village which should accommodate more than surface parking. A recent parking survey showed that this lot is under utilized. Its peak use is between 4:00 PM & 6:00 PM weekdays when it is 57% full. While parking is important to the functioning of the Village, this site has the potential to accommodate more of the elements which are important to the renewal of Ladner Village.

Delta's Off-Street Parking Bylaw allows for property owners to provide cash-in-lieu of on-site parking spaces when redeveloping. Should redevelopment of this site be considered, there would be a need to accommodate public parking provided for through cash-in-lieu contributions. This could be on this site or elsewhere.

RECOMMENDATIONS

- 4.1 Redevelop the Elliott Street parking lot as a mixed-use site with commercial uses at grade, residential above with the option for office space on the second level, including the retention of some public parking on-site, and with consideration given to converting Elliott Street to a one-way street north of River Road to incorporate angled on-street parking.
- 4.2 Re-designate and pre-zone (in concept only) the site consistent with Recommendation 1.1 in Part F regarding desired future land uses and height, prior to marketing it for sale and redevelopment.



5. Retain Current Use of Historic Municipal Hall and City Parking Lot at 48 Avenue/Bridge Street/Laidlaw Street

The Committee concluded that two of the Delta-owned sites, the Historic Municipal Hall and the City parking lot at 48 Avenue/Bridge Street/Laidlaw Street, should be retained and be used for civic uses and public parking respectively. The upper level space in the Historic Municipal hall could potentially be used for artists. A recommendation regarding uses of the plaza in front of the Historic Municipal hall is discussed in Recommendation 3.3 in Part E of this report.

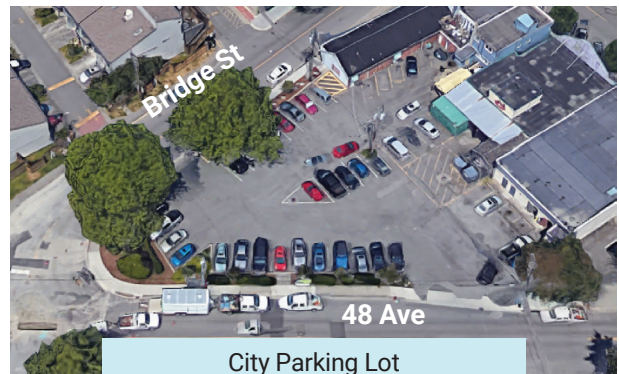
RECOMMENDATIONS

5.1 Retain the Historic Municipal Hall for civic uses.

5.2 Retain the City parking lot at 48 Avenue/Bridge Street/Laidlaw Street for public parking.



Historic Municipal Hall
4858 Delta Street



City Parking Lot
48 Avenue/Bridge Street/Laidlaw Street

E

VILLAGE STREETSCAPES AND LADNER HARBOURFRONT – PLACEMAKING & ACTIVATION OF PUBLIC SPACES

The Village streets and the harbourfront are key elements in creating vibrancy in Ladner Village. The physical design and programming of streetscapes and public spaces that occur along them and regulations which allow for activity are important in allowing for that vibrancy.

Chisholm Street is the main waterfront street and should be prioritized for redevelopment on both the north and south sides.



Public Walkway - White Rock

1. Ladner Harbourfront

RECOMMENDATIONS

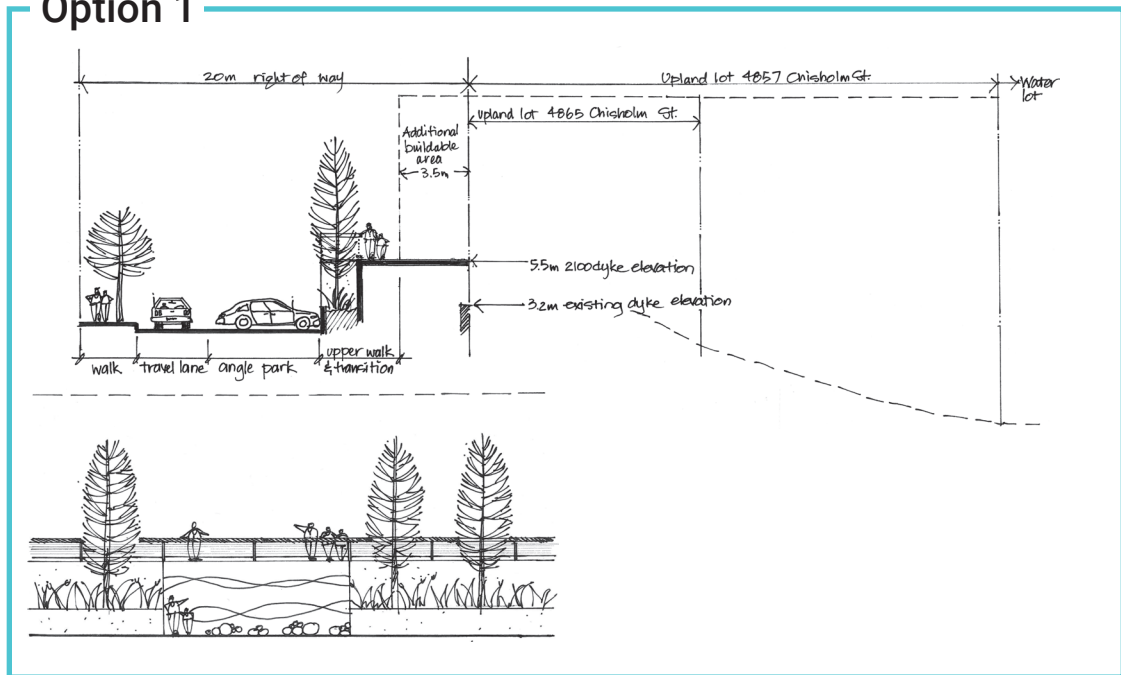
- 1.1 Encourage Delta to continue to negotiate with the Province to secure long term water lot leases which permit a wider range of uses.
- 1.2 In the meantime, focus efforts on developing upland portion of lots or using as open space as applicable.
- 1.3 Use water lot leases adjacent to Delta-owned lands for public access and walkways.

2. Chisholm Street Reconfiguration and Retail Continuity

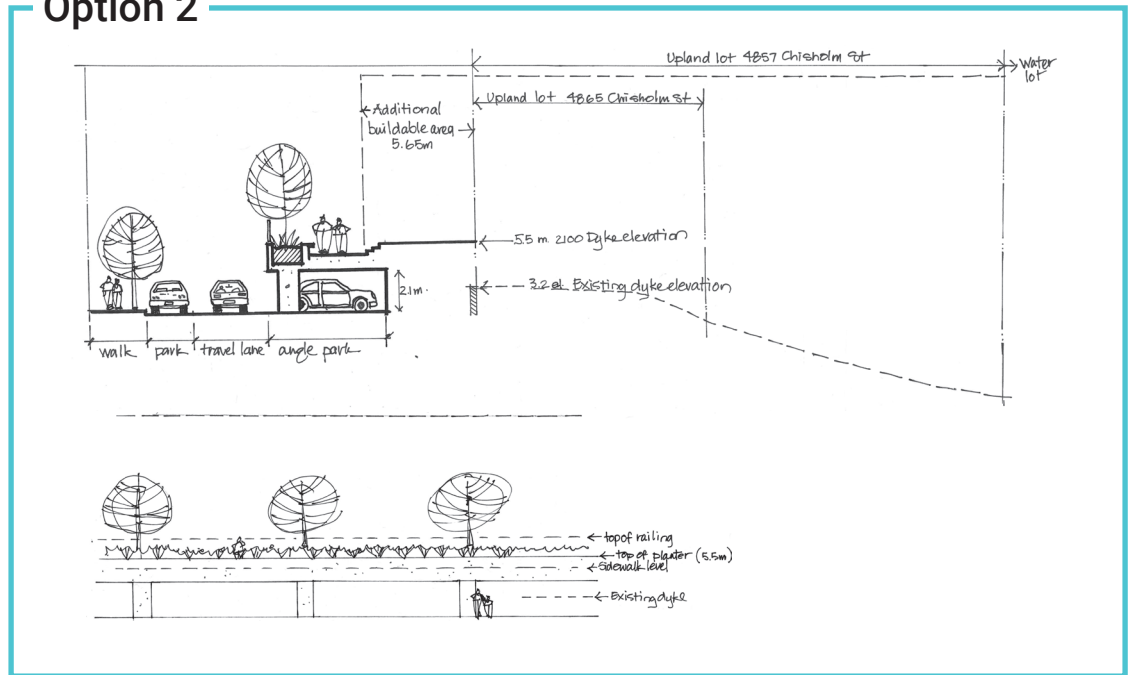
The Committee discussed a number of options for the redesign of Chisholm Street as a catalyst for revitalization of the waterfront and the Village overall. One potential approach involves reducing the right-of-way width and converting the road to a one-way configuration so as to increase the size of the upland lots to render them developable (where possible) without the adjacent, associated water lots.

Three of the options looked at by the Committee:

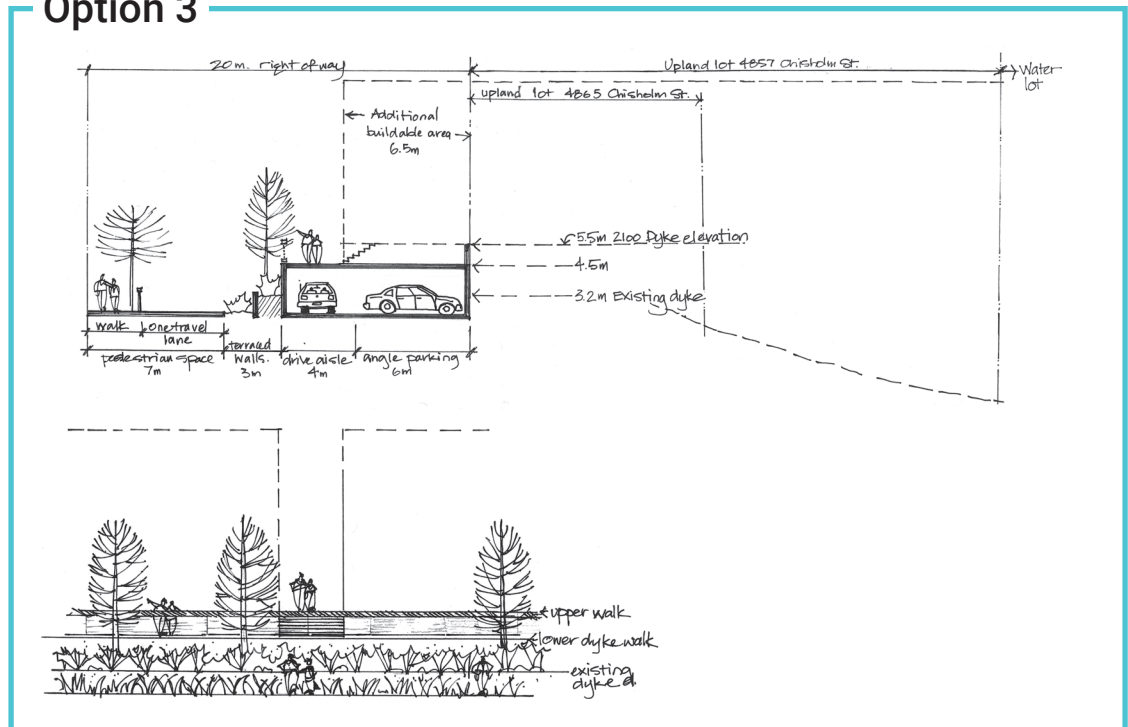
Option 1



Option 2



Option 3



RECOMMENDATIONS



2.1 Commission a study to further examine the option for raising the dike, narrowing Chisholm Street and converting it to a one-way street and adding the portion of the unused right-of-way to upland parcels to increase developable area of lots on the north side with the following considerations in mind:

- Incorporate a combination of development and open space.
- Provide a gradual transition to increase dyke height along the north side of Chisholm Street (e.g. through terracing, where possible).
- View lines should be considered when proceeding with a design concept.
- A focal point at the north end of Delta Street could be created to invite people up to the water.
- Angle parking appears to better address parking needs and provide more parking spaces.
- Incorporate a continuous walkway on the north side of Chisholm Street along the water, where possible.



2.2 Prioritize Chisholm Street for redevelopment and actively look for opportunities to fill gaps on Delta, Bridge, Trenant and other Village streets.

3. Activate Village Streets and Open Spaces

Ladner Village is host to a number of annual events including the Ladner Village Market, Tour de Delta and many events organized through the Ladner Business Association which enliven the streets on a temporary basis. Seasonal use of sidewalks for patios associated with restaurants also animates streets.



Ladner Village Market

The Committee reviewed Ladner streets and programs in other areas for opportunities to add further vitality to the Village. While there are many places where space exists to accommodate patios and other uses, some areas are restricted due to limited or zero front setbacks as well as the location of elements (street furniture, lighting, etc.) on the street. Future redevelopment and road works can work towards improving this situation.

Creative use of the streets by local businesses can also be facilitated and promoted with information packages which highlight opportunities and benefits, illustrating good examples and clearly outlining regulations.

Noise regulations may work against creating vibrancy in the Village and the Committee expressed interest in creating an activity zone to support the desire for vibrancy.

The Committee reviewed a variety of programs for creative use of streets implemented to revitalize and draw more people to areas. In some cases, conversion of roadways to people places (whether temporary or permanent) has been effective at creating low-cost, high impact public spaces.

RECOMMENDATIONS

3.1 Street Design

- With any future retrofitting of streets and with any new development, the creation of vibrant streets should be prioritized by
 - creating areas for patios and retail display next to buildings,
 - defining clear and safe pedestrian routes;
 - using street trees and landscaped areas to define spaces for gathering,
 - incorporating power sources to facilitate events,
 - considering the placement of lighting and other street furniture to maximize flexible usable space, and
 - incorporating elements to reflect local history.



3.2 Patios

- Encourage patios and active nightlife to inspire overall livability in the Village.
- Develop a user-friendly package/brochure to summarize the regulations and permit process as well as to promote sidewalk patios.

3.3 Activities – programming streets and open spaces

- Explore initiatives for creative use of the streets and sidewalks which could be implemented to draw people into Ladner Village and encourage social interaction with the goal of undertaking a pilot project in 2020 (e.g. parklet or temporary road for park space).



RECOMMENDATIONS cont'd...

- Encourage outdoor performances and programmed events (e.g. busking, artists).
- Encourage more street closures for community events after business hours (e.g. a dinner on Delta Street).
- Explore more regular programming to animate the plaza space in front of the historic Municipal Hall (e.g. public piano, historic reenactments).



3.4 Allow for Noise

- Research regulations relating to establishing activity zones where noise levels could be louder, including a review of their effectiveness and implications, and consider potential amendments to the Noise Control Bylaw for Ladner Village.



3.5 Connect to Open Spaces

- Consider opportunities to build a pedestrian/cycle bridge to Ladner Harbour Park to connect the Park's amenity spaces as an extension of Ladner Village and as a potential long-term solution to alleviate parking constraints in Ladner Village.
- Consider opportunities to require amenity contributions to fund a new pedestrian/cycle bridge to Ladner Harbour Park.



F

ACTIONS TO FACILITATE RENEWAL – ATTRACTING DEVELOPMENT

The Committee feels that one of the most important factors in the renewal of Ladner Village is introducing more residential uses. More people living in the Village will increase vibrancy, support businesses and work towards the vision of making it a place to live, work, shop, visit and play. The Official Community Plan needs to allow for and encourage this increased density through an increase in building heights and densities permitted in the Village.

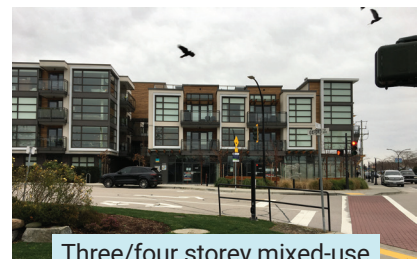
Building terracing should be required along street edges so that streets maintain their village scale with 3 to 4 storeys maximum along the street (with total height up to 6 storeys in some locations). Building terracing should also be incorporated to provide transitions where adjacent buildings are lower.

Land uses should focus retail on the ground/street level working towards retail continuity and an interesting walkable streetscape. New developments should be encouraged to provide space for office uses on the second level so that ground level space is available for retailers. Along the north side of Chisholm Street uses should be focused around entertainment, restaurants/pubs, retail, water oriented recreation and public space. Office uses should not be permitted on the ground floor in this area.

In addition to establishing a framework that allows for increased density, further incentives are recommended in order to encourage revitalization. The South Delta Revitalization Tax Exemption Program was established to encourage investment in Ladner and Tsawwassen however it has had low uptake and Committee members support more aggressive development incentives.



Three storey mixed-use building in Surrey



Three/four storey mixed-use building in White Rock



Terracing on upper levels of taller buildings

1. Land Use and Building Height Amendments:

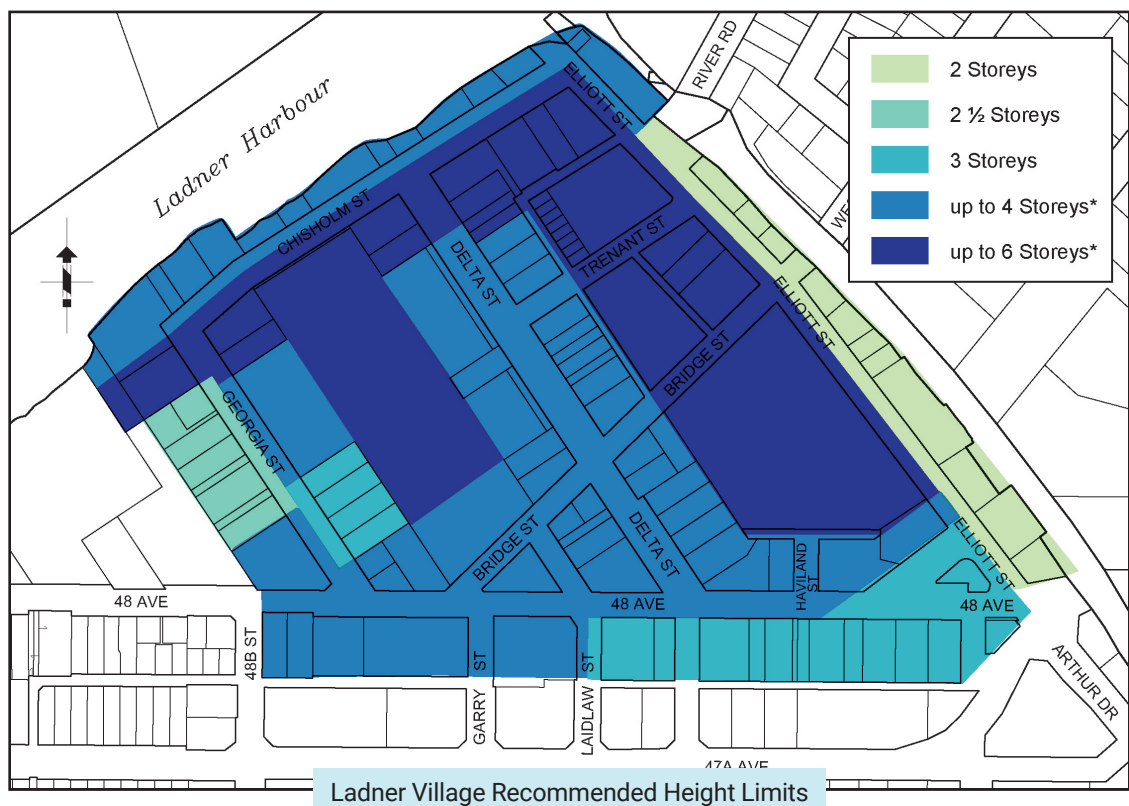
The mix of uses permitted in the Village works to provide the range of needed services. More residential uses are needed to support the Village vitality, business sustainability and to provide housing options for residents.



RECOMMENDATION

- 1.1 Amend Official Community Plan land use and height designations in Ladner Village to encourage mixed-use and increased residential density.

The Committee undertook a high-level exercise and identified potential for heights up to those shown on the map in order to revitalize the Village.



*Terrace upper storeys of taller buildings along streets and next to lower buildings.

2. South Delta Revitalization Tax Exemption Program

The South Delta Revitalization Tax Exemption Program Bylaw was adopted by Council in 2016. This bylaw enables eligible projects to have property taxes frozen for up to 3 years, and municipal fee reductions of up to 60%, including building permit, plumbing permit and land use application fees. The bylaw specifies that no further tax exemption certificates will be issued after December 21, 2023.

The South Delta Revitalization Tax Exemption Program Bylaw includes minimum criteria that need to be met in order to be considered an Eligible Project and qualify for the incentives offered under the program. The Committee discussed the potential of reducing the threshold for Eligible Projects to help encourage further development in Ladner Village.

RECOMMENDATION

2.1 Re-examine the South Delta Revitalization Tax Exemption Program and amend it by

- extending the program beyond 2023,
- increasing the percentage of municipal fee reductions that can be offered,
- adding Development Cost Charge (DCC) reductions, and
- extending the maximum term of tax reductions.

3. Ladner Village Design Guidelines and Heritage

The current Development Permit Area Guidelines, with the exception of the Ladner Village Waterfront Development Permit Area Guidelines, are out of date and vague. Clear guidelines can help to achieve a desired look and scale of development, and streamline the development process by clarifying the City's basic expectations for new projects.

The heritage buildings and features including the original road network and narrow lot frontages are important to the overall unique character of Ladner Village. In general, the Committee feels that it is important to preserve these existing heritage buildings and features.

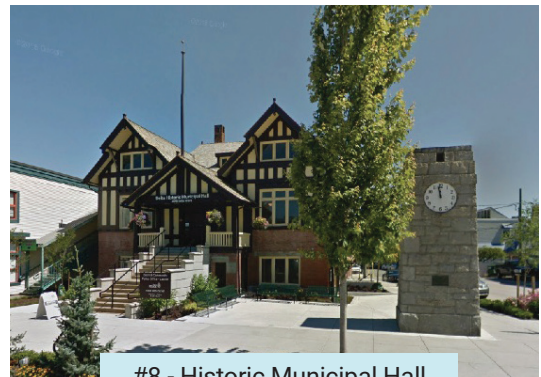
Design guidelines should highlight heritage buildings by guiding new buildings to reflect the current era while being compatible with adjacent heritage buildings, rather than encouraging a heritage look to all new construction. Guidelines should also allow design flexibility and creativity.

RECOMMENDATIONS

- 3.1 Base Ladner Village design guidelines on a hybrid model which incorporates heritage inspired aspects on modern contemporary design.
- 3.2 Include existing heritage buildings, except for Massey's Marine Shop and the Brackman-Ker Granaries buildings, in a new heritage conservation area.



#1- Lanning, Fawcett & Wilson, Ltd



#8 - Historic Municipal Hall



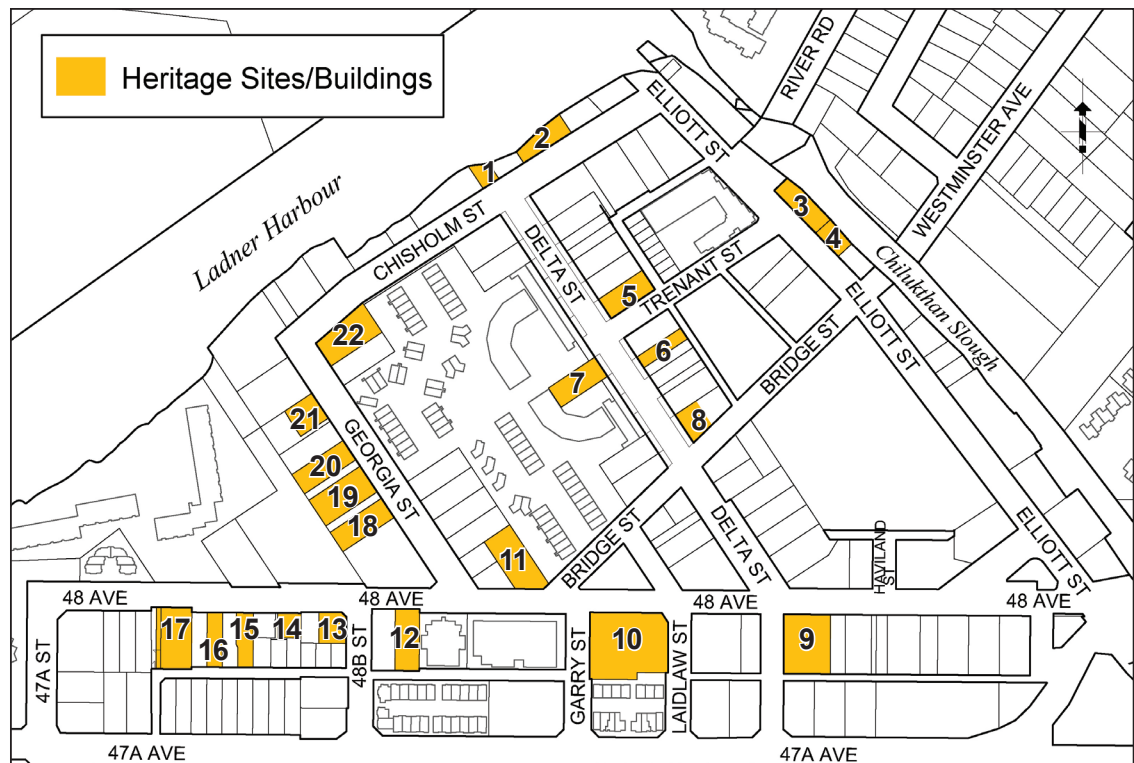
#9 - Post Office



#2 - Massey's Marine Shop



#23 - Brackman-Ker Granaries



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

G

BRANDING/COMMUNICATIONS/ MARKETING

The Committee reviewed the South Delta Business Sustainability Strategy and discussed additional initiatives relating to Ladner Village specific branding with vibrant colours and a unique look for signage, public art, murals and temporary streetscape installations. There was also discussion around economic development work that the Ladner Business Association and Delta could undertake to target specific anchor stores and restaurants to create a draw into the Village as well as around promoting local parks to bring people to recreational amenities near the Village.

In one of the initial meetings, the Committee recommended a proposal for a mural to be established on the Telus building on 48 Avenue. As a result, a Delta Mural Process was established to develop and maintain murals in Delta. Opportunities for additional murals should be pursued and promoted in the Village.

RECOMMENDATIONS

1. Signage



1.1 Review opportunities to incorporate signage to raise awareness of and direct people to Ladner Village.

- Incorporate signage on 47A Avenue alerting people travelling to Westham Island that the Ladner Village is directly to the north and inviting them to visit.
- Incorporate signage at the south end of the Massey Tunnel making people aware that Ladner Village can be accessed from the first exit.



1.2 Consider unique and vibrant street and wayfinding signage for Ladner Village, including a statement/iconic entry sign in a highly visible location.

1.3 Provide new signage to increase awareness of the Ladner Harbour Park and park usage (e.g. walking trails, hosted events, playground, availability, off-leash dog park [if established], hosted events).

2. Public Art and Temporary Streetscape Installations



2.1 Develop a public art policy to encourage public art in Ladner Village.

2.2 Delta to 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).



H

PARKING AND TRANSPORTATION

The Village is a walkable people place, accommodating convenient on-street and close-by public parking which allows for new development to be in keeping with the historic Village form. While availability of parking is raised as an issue regularly, during major events (Ladner Village Market, Tour de Delta, etc.) thousands of people make their way to the Village and the Village is able to function with the current number of parking spaces available. Recent improvements to bylaws and enforcement have been helpful and a number of recommendations are proposed regarding parking and encouraging alternative modes of transportation.

Future redevelopment would bring vitality and should work towards improving the pedestrian friendly environment. Parking should be hidden behind buildings and internally on larger sites rather than being the focus on the street. When larger sites redevelop, the City should explore the extension of existing lanes and opportunities for re-establishing historic streets.



RECOMMENDATIONS

1. Parking Management

- 1.1 Establish short term and long term measures in order to address current and future parking needs in Ladner Village.
 - Potential short term measures:
 - Reduce parking limits from three hours to two hours (i.e. along 48 Avenue and along portions of Delta Street between 48 Avenue and Trenant Street).
 - Increase bylaw enforcement to assist with parking changes.
 - Encourage patrons to use other forms of transportation, i.e. walking or biking, to access Ladner Village.
 - Provide improved signage for the three public parking lots. (Handouts are available at Ladner Village businesses that provide the location of public parking lots and washrooms.)
 - Explore locations where employee parking can be accommodated. Ensure businesses are aware and advise their employees of these locations.

RECOMMENDATIONS cont'd...



- Potential long term measures:
 - Engage with the Province regarding the underutilization of Ladner Harbour Park and discuss beneficial solutions for both parties, including the idea of a pedestrian foot bridge from Ladner Harbour Park to Ladner Village and parking/development options across the slough.

- 1.2 Consider extending the Mixed Use Ladner Waterfront Zone parking regulations to all of Ladner Village so that the parking requirements for new commercial and residential developments are lower and provided at the same minimum required rates throughout the Village.
- 1.3 Maintain a low cash-in-lieu of parking amount in order to incentivize development in Ladner Village.

2. Promote Walking, Cycling and Transit



- 2.1 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.
- 2.2 Continue Trenant Lane and make it a vibrant pedestrian route that provides for an alternate return route.
- 2.3 In the longer term, recruit bike and scooter sharing companies to locate in the Village.
- 2.4 Consult with Translink to discuss opportunities to improve transit to the Ladner Village.

APPENDIX A

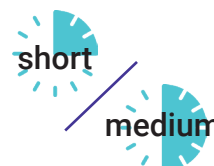
Proposed Time Frame for Implementation of Recommendations

PART D: Delta-owned Lands — Catalysts for Revitalization:

Time frame



- 1.1 Consolidate and redevelop the former Seven Seas site and Spot on the Water Park to allow a combination of waterfront park, residential, and commercial space. Public realm and park improvements should be along the water with development on the southern portion of Spot on the Water Park. Incorporate parking under the park and the redeveloped portion of the site and demolish the former Seven Seas building to allow for redevelopment of the upland portion to accommodate a restaurant, brew pub and other similar uses.



- 1.2 Re-designate and pre-zone (in concept only) the site consistent with Recommendation 1.1 in Part F regarding desired future land uses and height, prior to marketing it for sale and redevelopment.



- 2.1 Redevelop the Delta Museum Annex site as a mixed-use project with ground floor commercial, residential above with the option for office space on the second level, and that this site be considered a priority for redevelopment.



- 2.2 Re-designate and pre-zone (in concept only) the site consistent with recommendations in Part F regarding desired future land uses and height, prior to marketing it for sale and redevelopment.



- 3.1 Incorporate a place identification structure/feature and benches/chairs at the Elliott Street Wharf site. Consider uses to activate the space (e.g. fish sales).



- 4.1 Redevelop the Elliott Street Parking Lot as a mixed-use site with commercial uses at grade, residential above with the option for office space on the second level, including the retention of some public parking on-site, and with consideration given to converting Elliott Street to a one-way street north of River Road to incorporate angled on-street parking.



- 4.2 Re-designate and pre-zone (in concept only) the site consistent with Recommendation 1.1 in Part F regarding desired future land uses and height, prior to marketing it for sale and redevelopment.

- 5.1 Retain the Historic Municipal Hall for civic uses.

- 5.2 Retain the City Parking Lot at 48 Avenue/Bridge Street/Laidlaw Street for public parking.

PART E: Village Streetscapes and Ladner Harbourfront Placemaking & Activation of Public Spaces

Time frame

- 1.1 Encourage Delta to continue to negotiate with the Province to secure long term water lot leases which permit a wider range of uses.
- 1.2 In the meantime, focus efforts on developing upland portion of lots or using as open space as applicable.
- 1.3 Use water lot leases adjacent to Delta-owned lands for public access and walkways.



- 2.1 Commission a study to further examine the option for raising the dike, narrowing Chisholm Street and converting it to a one-way street and adding the portion of the unused right-of-way to upland parcels to increase developable area of lots on the north side with the following considerations in mind:
 - Incorporate a combination of development and open space.
 - Provide a gradual transition to increase dyke height along the north side of Chisholm Street (e.g. through terracing, where possible).
 - View lines should be considered when proceeding with a design concept.
 - A focal point at the north end of Delta Street could be created to invite people up to the water.
 - Angle parking appears to better address parking needs and provide more parking spaces.
 - Incorporate a continuous walkway on the north side of Chisholm Street along the water, where possible.



- 2.2 Prioritize Chisholm Street for redevelopment and actively look for opportunities to fill gaps on Delta, Bridge, Tenant and other Village streets.



3.1 Street design

- With any future retrofitting of streets and with any new development, the creation of vibrant streets should be prioritized by
 - creating areas for patios and retail display next to buildings,
 - defining clear and safe pedestrian routes,
 - using street trees and landscaped areas to define spaces for gathering,
 - considering the placement of lighting and other street furniture to maximize flexible usable space, and
 - incorporating elements to reflect local history.





3.2 Patios

- Encourage patios and active nightlife to inspire overall livability in the Village.
- Develop a user-friendly package/brochure to summarize the regulations and permit process as well as to promote sidewalk patios.

Time frame



3.3 Activities – programming streets and open spaces



- Explore initiatives for creative use of the streets and sidewalks which could be implemented to draw people into Ladner Village and encourage social interaction with the goal of undertaking a pilot project in 2020 (e.g. parklet or temporary road for park space).
- Encourage outdoor performances and programmed events (e.g. busking, artists).
- Encourage more street closures for community events after business hours (e.g. a dinner on Delta Street).
- Explore more regular programming to animate the plaza space in front of the historic Municipal Hall (e.g. public piano, historic reenactments).



3.4 Allow for Noise

- Research regulations relating to establishing activity zones where noise levels could be louder, including a review of their effectiveness and implications, and consider potential amendments to the Noise Control Bylaw for Ladner Village.



3.5 Connect to Open Spaces

- Consider opportunities to build a pedestrian/cycle bridge to Ladner Harbour Park to connect the Park's amenity spaces as an extension of Ladner Village and as a potential long-term solution to alleviate parking constraints in Ladner Village.
- Consider opportunities to require amenity contributions to fund a new pedestrian/cycle bridge to Ladner Harbour Park.



PART F: Actions to Facilitate Renewal – Attracting Development

Time frame



- 1.1 Amend Official Community Plan land use and height designations in Ladner Village to encourage mixed-use and increased residential density.



- 2.1 Re-examine the South Delta Revitalization Tax Exemption Program and amend it by

- extending the program beyond 2023,
- increasing the percentage of municipal fee reductions that can be offered,
- adding Development Cost Charge (DCC) reductions, and
- extending the maximum term of tax reductions.



- 3.1 Base Ladner Village design guidelines on a hybrid model which incorporates heritage inspired aspects on modern contemporary design.

- 3.2 Include existing heritage buildings, except for Massey's Marine Shop and the Brackman-Ker Granaries buildings, in a new heritage conservation area.



PART G: Branding/Communications/Marketing

Time frame

1. Signage



- 1.1 Review opportunities to incorporate signage to raise awareness of and direct people to Ladner Village.

- Incorporate signage on 47A Avenue alerting people travelling to Westham Island that the Ladner Village is directly to the north and inviting them to visit.
- Incorporate signage at the south end of the Massey Tunnel making people aware that Ladner Village can be accessed from the first exit.



- 1.2 Consider unique and vibrant street and wayfinding signage for Ladner Village, including a statement/iconic entry sign in a highly visible location.

- 1.3 Provide new signage to increase awareness of the Ladner Harbour Park and park usage (e.g. walking trails, hosted events, playground, availability, off-leash dog park [if established], hosted events).



2. Public Art and Temporary Streetscape Installation



- 2.1 Develop a public art policy to encourage public art in Ladner Village.

- 2.2 Delta to 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).



PART H: Parking and Transportation

Time frame

1. Parking Management



- 1.1 Establish short term and long term measures in order to address current and future parking needs in Ladner Village.
- Potential short term measures:
 - Reduce parking limits from three hours to two hours (i.e. along 48 Avenue and along portions of Delta Street between 48 Avenue and Trenant Street).
 - Increase bylaw enforcement to assist with parking changes.
 - Encourage patrons to use other forms of transportation, i.e. walking or biking, to access Ladner Village.
 - Provide improved signage for the three public parking lots. (Handouts are available at Ladner Village businesses that provide the location of public parking lots and washrooms.)
 - Explore locations where employee parking can be accommodated. Ensure businesses are aware and advise their employees of these locations.
 - Potential long term measure:
 - Engage with the Province regarding the underutilization of Ladner Harbour Park and discuss beneficial solutions for both parties, including the idea of a pedestrian foot bridge from Ladner Harbour Park to Ladner Village and parking/development options across the slough.



- 1.2 Consider extending the Mixed Use Ladner Waterfront Zone parking regulations to all of Ladner Village so that the parking requirements for new commercial and residential developments are lower and provided at the same minimum required rates throughout the Village.
- 1.3 Maintain a low cash-in-lieu of parking amount in order to incentivize development in Ladner Village.



2. Promote Walking, Cycling and Transit



- 2.1 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.



- 2.2 Continue Trenant Lane and make it a vibrant pedestrian route that provides for an alternate return route.



- 2.3 In the longer term, recruit bike and scooter sharing companies to locate in the Village.



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

