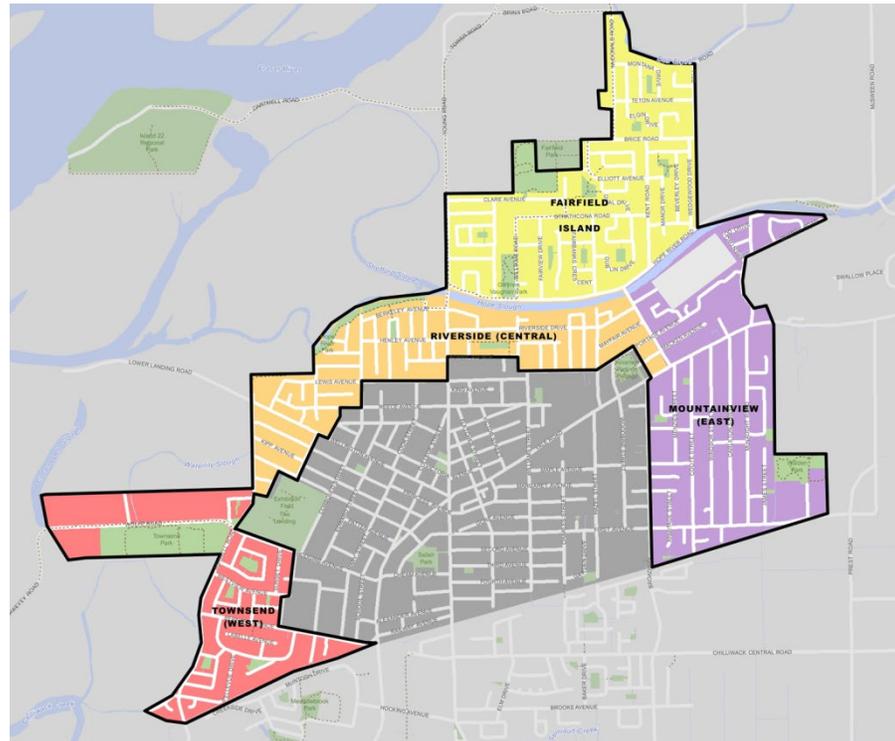




City of Chilliwack Chilliwack Proper and Fairfield Island Neighbourhoods Plan



Dillon Consulting Limited
May 2018

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1 Introduction

1.1 Purpose



The City of Chilliwack (the City) is growing, and residential areas surrounding downtown are facing increasing development pressure, in particular where larger lots and ageing housing stock exist. As residents in older established neighbourhoods begin to see the impact of growth in their areas, it is more important than ever to establish a neighbourhood plan that provides a clear vision and development guidelines to ensure development occurs in accordance with the City's *2040 Official Community Plan* (OCP), and the context of the surrounding neighbourhood, in accordance with best practices for infill development.



The areas surrounding the downtown (the Chilliwack Proper and Fairfield Island Neighbourhoods planning area) are expected to accommodate moderate densification in the form of smaller lot single family detached housing, duplexes, coach houses or garden suites, rowhouses, and, in select locations, townhouses. A limited amount of new low rise apartment development is expected in keeping with the OCP's long-established medium density residential vision for select properties along the Yale / Broadway Corridors.



Overall, these neighbourhoods will see a population increase of 4,000 (growing from 9,000 to 13,000 residents) by 2040. In order to support this population increase, a minimum of 1,600 additional residential units (based on 2.5 persons per unit) will be required.



The Chilliwack Proper and Fairfield Island Neighbourhoods have been divided into four distinct planning areas: Mountainview (east of downtown), Riverside (north of downtown), Townsend (west of downtown) and Fairfield Island. **Map 1** on page 3 outlines the neighbourhood planning boundaries.



1.2 Official Community Plan

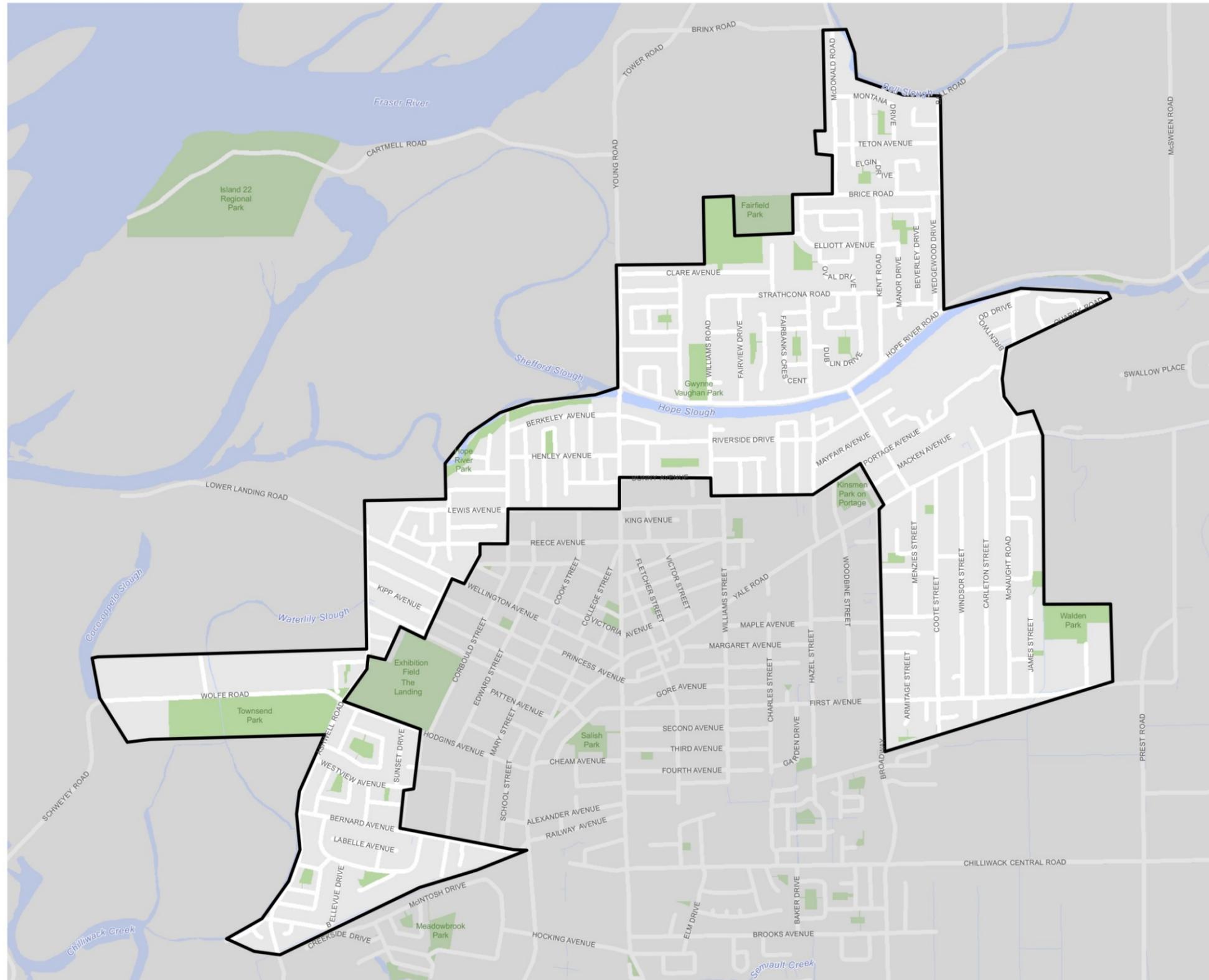
Building healthy communities at the neighbourhood level is a key goal of the City of Chilliwack's *2040 Official Community Plan*. Comprehensive neighbourhood planning brings together the broader needs of the community with the local knowledge of the neighbourhood, incorporating land use strategies to create more livable places.

Neighbourhood Plans address:

- Neighbourhood growth capacity;
- Appropriate future land use and housing types, including affordable housing;
- Mixed-use neighbourhood centre development where practical;
- Utility and amenity provision;
- Road capacity;
- Pedestrian friendly design;
- Green streetscapes;
- Infill, densification and redevelopment opportunities;
- Form and character of development;
- Local residents aspirations and concerns;
- Supportive economic and social development; and,
- Floodplain area development requirements.

The need to intensify existing neighbourhoods is brought on by the limitations for the City's physical growth. Bounded by Agricultural Land Reserve (ALR) lands and neighbouring First Nations' reserves, new development in 'greenfield' or previously undeveloped areas will be limited to the amount of housing and development the land can accommodate. Traditionally, older neighbourhoods were constructed at low densities and can accommodate modest infill development to meet the City's growth management goals and housing needs.

Map 1: Study Area



CITY OF CHILLIWACK
CHILLIWACK PROPER AND FAIRFIELD ISLAND
NEIGHBOURHOODS PLAN

STUDY AREA

LEGEND

-  Study Area
-  Road
-  Watercourse
-  Watercourse / Waterbody
-  City Park

0 250 500 METERS
SCALE 1:18,000



MAP DRAWING INFORMATION:
DATA PROVIDED BY ESRI BASEMAPS, CITY OF CHILLIWACK

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The OCP has set the stage for the development of this Neighbourhood Plan, providing direction for an increase in density, recognizing that additional housing units can be accommodated through comprehensively planned infill development.

The OCP goals, objectives and policies for managing growth responsibly are to:

- Concentrate growth within the urban corridor of Chilliwack Proper-Sardis-Vedder for an effective urban form and structure;
- Promote densification, urban design and best practices for infill development, redevelopment and densification; and
- Ensure a prudent financing/funding strategy that emphasizes the principle of development paying for itself in infrastructure expansions.

The OCP establishes that future growth in the Urban Corridor will be accommodated by:

- Established development targets;
- Design guidelines;
- Strategic OCP land use designation; and
- Implementation of the 2010 Downtown Land Use and Development Plan, and other applicable neighbourhood plans.

The OCP identifies Low Density Residential development as achieving a density range of 12 to 50 units per hectare. This reflects a much higher density than the large lot single detached homes that currently exist. Low Density Residential development includes single detached, duplex, small lot single family detached, coach houses or garden suites, small lot stratas, rowhouses, and townhouses.

1.3 Background

Areas surrounding the downtown have over the years faced increasing development pressure, and concerns have been raised from property owners neighbouring new infill developments with respect to privacy, building orientation, building character, parking, and built form. The Chilliwack Proper and Fairfield Island Neighbourhoods Plan was initiated in the summer of 2017 to address community concerns and guide development.





Infill development, for the purpose of this Plan, is defined as the re-use of land within the built up area for new development that is generally at a higher density or intensity than the original uses. Infill development allows a neighbourhood to accommodate a gradual, incremental increase in population. There are many benefits to a City to encourage infill development. These include:

- More efficient use of existing infrastructure including the pipes for water/sanitary sewer/stormwater;
- More efficient use of community facilities such as schools, parks, and recreation facilities;
- Increased 'eyes on the street' that will contribute to community safety; and,
- Improved pedestrian and active transportation amenities, such as sidewalks and cycle paths.

However, because infill development by nature occurs in established, older neighbourhoods, there can be community opposition to changes to neighbourhood character. For example, evolving building code standards now require habitable space to be built above the 1 in 500 year flood level, presenting unique challenges for Chilliwack Proper as most new residential buildings will be two storeys at minimum within an aging, mostly single storey, large lot housing stock.

1.4 Zoning Bylaw

The City's *Zoning Bylaw* provides clarity to developers and residents regarding the types of housing, parking requirements, massing, scale and intensity of development allowable on a given lot. The majority of the planning area is zoned for low density residential development, primarily as R1-A (One Family Residential), where only one family, single detached dwellings are permitted on larger lots (minimum of 500 m²). Additionally, secondary suites may be permitted.

Small lot infill development has begun to occur in many neighbourhoods, through the rezoning process, to facilitate the subdivision of larger lots into new smaller parcels that are 360 m² in size (and in some cases as small as 300 m²). Rezoning is driven by applications by property owners, and follows a prescribed process that includes a planning review, public notification, public hearing, and Council approval. Duplexes, coach houses or garden suites are also permitted in specific zones within the planning area, subject to meeting siting and setback requirements. Requirements such as minimum lot size, minimum dimensions (widths and frontages), maximum density, lot coverage, floor area ratio, setbacks, building height, landscaping and off-street parking are also contained within the Zoning Bylaw. Variances from existing zoning standards can be accomplished through the City's development variance permit process, which includes public notification, a public hearing, and Council approval.

The Official Community Plan is the overriding policy document and identifies the future land uses. This guides Council's decisions when reviewing rezoning proposals.

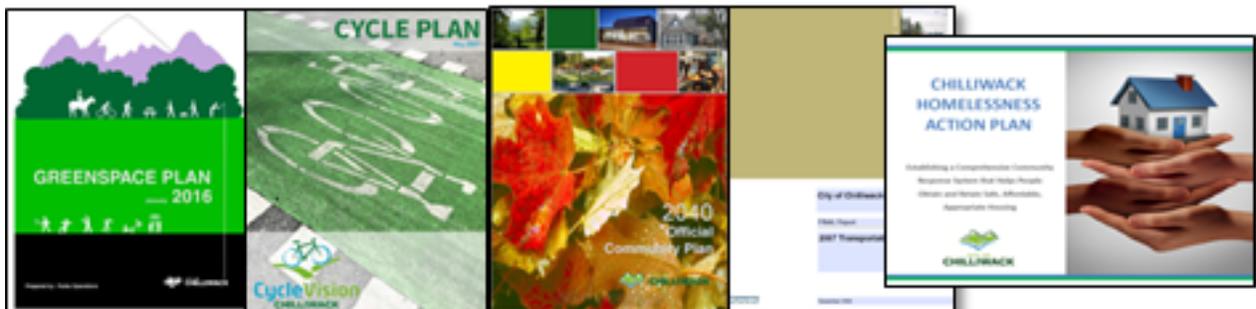
1.5 Infill Design Guidelines

While the Zoning Bylaw is the tool used by local municipalities to ensure development consistency and oversight within the City, the OCP may contemplate specific design considerations for infill development, or the vision and objectives developed for a specific neighbourhood. Accordingly, this Neighbourhood Plan includes design guideline recommendations for new infill development.

1.6 Other Relevant Documents

Other City plans, bylaws and policies which have informed the development of this Plan, include:

- Chilliwack Homelessness Action Plan;
- Chilliwack Downtown Land Use and Development Plan 2010;
- CycleVision Chilliwack Cycle Plan 2017;
- Parks, Recreation, and Culture Strategic Plan 2014-2023;
- Chilliwack Land Development Bylaw 2014;
- Chilliwack Greenspace / Trail Network Plan 2016;
- Chilliwack Transit Future Plan;
- Floodplain Management Bylaw; and,
- Comprehensive Municipal Plan.



2 Planning Process

2.1 Process

The neighbourhood planning process took place between August 2017 and March 2018. It included a review of existing planning documents and recent development applications; discussion with the City's staff and the City's Affordable Housing and Development Advisory Committee regarding infill development; and a comprehensive community engagement program.

2.2 Community Engagement

Since the community engagement launch in September 2017, we have engaged hundreds of people and offered five opportunities for people to participate in the planning process, through two open houses, a workshop and two online surveys. Direct invites were mailed to over 6,500 residents for each open house resulting in 300 attendees at the first meeting and 150 at the second. Communications with residents also included emails and phone calls to meeting participants, advertisements in the local newspaper, and information sharing via the internet and social media.

The following is a summary of the engagement.

Figure 2-1 Consultation Timeline:



September 2017

Invitations to the first Open House were mailed out to all residents within the Neighbourhood Plan area boundaries and resulted in over 300 people attending the meeting at Evergreen Hall.

Some of the concerns expressed by residents at this open house included:

- Existing infrastructure can't support townhouses or apartment style houses (particularly on Fairfield Island);
- Traffic congestion and conflict with pedestrians, in particular with respect to construction activity and around schools; and,
- The need for increased community engagement with respect to new development.



October 2017

An online survey was made available on the City's website. The purpose of the survey was to gain community input on what the residents wanted to see for the future of their neighbourhoods' built environment. The City collected and reviewed 90 surveys.

Some of the top comments from the survey included:

- Concern about the development of townhouses and apartments;
- Increases in traffic as a result of infill development;
- Insufficient parking;
- Development which is out of character with existing neighbourhoods; and,
- Height of new development.

Fifty-eight percent of respondents thought that design guidelines could reduce the impact of new development on the community.

On October 19, 2017, a Design Charrette Workshop was held with over 50 participants. Topics of discussion included:

- Developing names for each neighbourhood;
- Identifying traffic and safety 'hot spots';
- Identifying potential opportunities and constraints for infill development; and,
- Identifying housing types that would complement the neighbourhood.



November 2017

A second open house was held November 30, 2017. Over 150 people attended the open house at Evergreen Hall providing their comments and input on the progress of the Plan.

Some comments from this open house referred to:

- Addressing privacy issues;
- Protecting property values;
- Controlling traffic and speeding;
- Ways to include affordable housing;
- How to deal with development on laneways vs lots with no rear lane; and,
- Ensuring that there is capacity in the infrastructure for the increased density.



December 2017

A second online survey was posted on the City's website. The purpose of the survey was to test the initial concepts and directions of the Plan. The City collected and reviewed 44 surveys. In the survey, the majority of respondents reported that they want their neighbourhoods to be safe, walkable, low density, treed and consistent with existing character. Seventy-nine percent of respondents wanted to see the community engaged after an application is made to the City, prior to it being presented to Council. The use of direct mail outs, social media, online notifications and community meetings were the preferred methods of engagement.

March 2018

A fourth community meeting was held March 21, 2018. Over 80 community members attended the meeting at Evergreen Hall. The meeting included a presentation and opportunity for attendees to speak to planners and review the neighbourhood maps in detail. The maps illustrated the future infill plans, in conformance with the OCP. Topics raised at this meeting included:

- Neighbourhood support for the proposed Hope River Boardwalk and Williams Street Pedestrian Bridge;
- Support for concentrating denser neighbourhoods near the downtown and along major roads; and,
- Methods and timing for implementing the plan.



2.3 First Nations

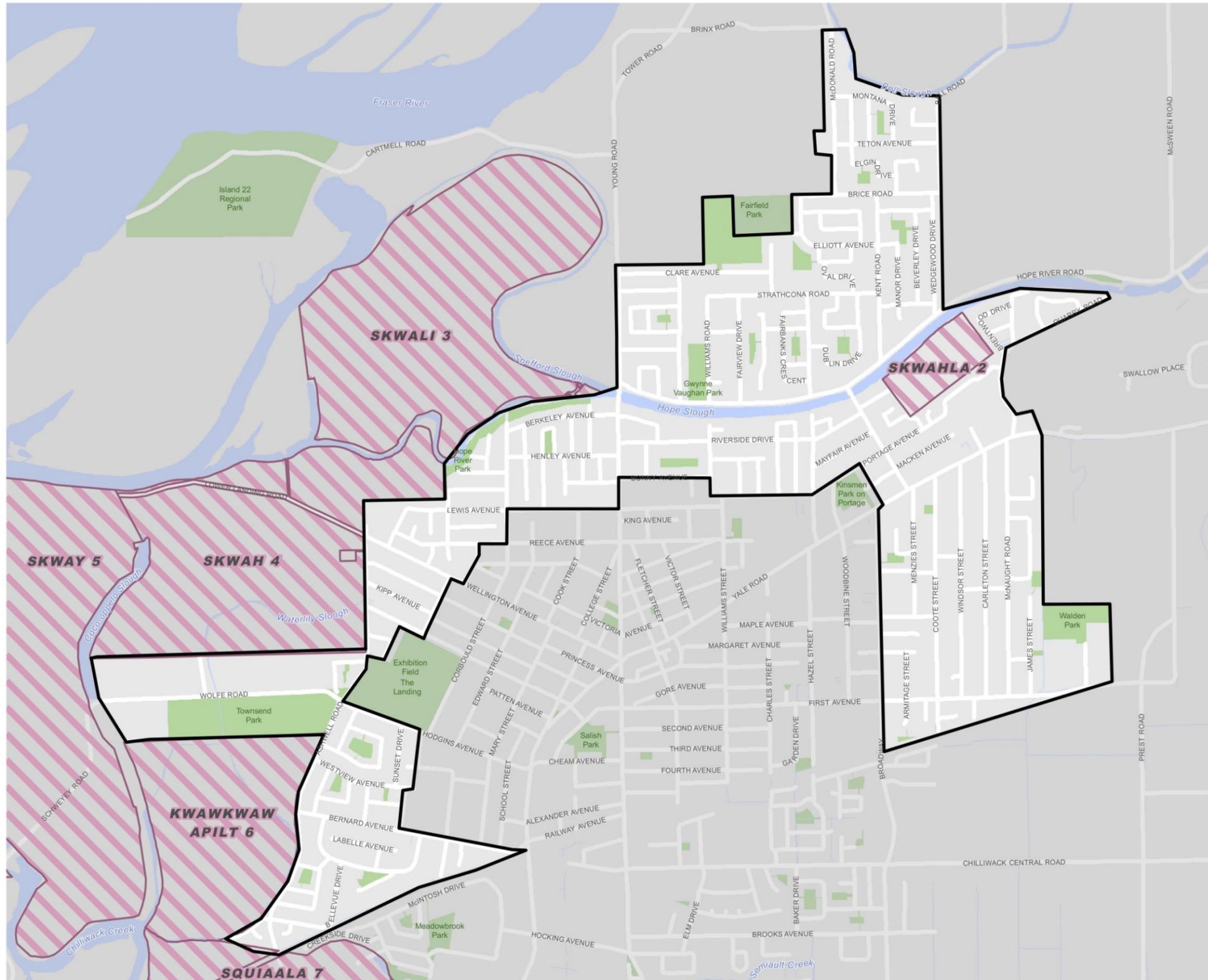
Map 2 shows the location of the First Nations reserve lands that are in proximity to the neighbourhood planning study area:

- Skwah First Nation;
- Kwaw-Kwaw-Apilt First Nation;
- Shywha:y Village (Skway) First Nation; and,
- Squiala First Nation.

Topics such as transit, pedestrian safety, access to green space, economic development and affordable housing are priorities that are shared by Chilliwack residents and the First Nations alike. Both the City and the First Nations are planning for growth and development. Sharing of information and collaboration will benefit both groups.

An invitation to discuss the Neighbourhood Plan was extended to the Chiefs of the Skwah First Nation, Kwaw-Kwaw-Apilt First Nation, Skway First Nation, and Squiala First Nation. The City currently works collaboratively with First Nations on a variety of projects and servicing agreements, and will continue to collaborate and cooperate so that development of the areas occur according to sound planning principles and the vision of the communities.

Map 2: First Nations



CITY OF CHILLIWACK
CHILLIWACK PROPER AND FAIRFIELD ISLAND
NEIGHBOURHOODS PLAN

FIRST NATIONS

LEGEND

- Study Area
- First Nation Reserve
- Road
- Watercourse
- Watercourse / Waterbody
- City Park



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3 Neighbourhood Character

Chilliwack Proper and Fairfield Island Neighbourhoods planning area is defined as the area surrounding the Downtown Land Use and Development Planning area. The study area is bounded by First Nations to the west, and the ALR to the north and east. The area has traditionally been referred to as Chilliwack Proper, with Fairfield Island being located north of the Hope Slough. These are the established older communities of Chilliwack, with development starting in the 1950's and continuing through the 1980's. Each neighbourhood shares several common characteristics such as housing typologies (predominantly single family detached bungalow), proximity to downtown, existing infrastructure and a variety of community services and recreational facilities. While similar in composition, each neighbourhood has aspirations and unique opportunities and constraints. **Map 3** outlines the four neighbourhood areas and their relationship to the downtown.

Sound planning requires thoughtful consideration of where infill development and densification should occur to best utilize existing infrastructure and community amenities such as schools, parks and greenspaces, access to transit, recreational facilities and commercial nodes.

Factors to consider when siting infill development include:

- Proximity to local amenities (e.g., greenspace, schools, recreation, commercial, hospitals);
- Road connectivity to downtown and the highway via arterial roads;
- Path connectivity for pedestrians and cyclists;
- Transit connectivity along bus routes;
- Size of lots;
- Lifespan of existing housing stock;
- Geographic constraints (i.e., watercourses and waterbodies); and,
- Managing development constraints such as rail lines, ALR, urban growth boundaries, and adjacent land uses.

4 Mission Statement

The following mission statement and guiding principles have been adapted from the City's 2040 OCP's Goals including Manage Growth Responsibly and Build Healthy Communities and take into consideration sound planning principles.

Mission Statement				
New infill development in Chilliwack Proper and Fairfield Island will meet the City's goals for responsible growth management, contributing to the building of healthy, safe environments, maximizing existing infrastructure, and promoting attractive design.				
Principle #1 Engage the Public	Principle # 2 Build Healthy Safe Neighbourhoods	Principle #3 Support Existing Infrastructure	Principle #4 Promote Attractive Design	Principle #5 Comprehensively Plan for Redevelopment
				

These guiding principles provide the framework for the plan's objectives and policies, which were developed through consultation with the City's staff, Council, and neighbourhood residents.

5 Future Land Use

The City's OCP establishes a Low Density Residential land use designation that includes single detached houses (including large and small lots), duplexes, triplexes, fourplexes, townhouses, and rowhouses. Coach houses or garden suites and secondary suites are also supported within the Low Density Residential land use designation. Diversity of housing accommodates anticipated growth by maximizing available space for development and helps to achieve a complete, equitable community serving households of differing incomes, and supports residents' changing circumstances, through various stages of life and fluctuations in income levels.

Locating higher density housing near amenities such as schools, grocery stores, and parks promotes daily physical activity, and helps to reduce vehicle miles traveled. More people walking or cycling promotes a sense of community and creates a safer, inviting, and well-used public realm.

The land use plan included in the following section recognizes a variety of development opportunities located within easy walking distance to existing commercial centers, parks and schools. Larger lots, lots with lane access, and lots located near arterial or collector roads present opportunities for higher density, street-facing detached, and attached housing development.

The following section provides an overview of the characteristics and opportunities for infill development in accordance with three residential land use designations.

Examples of various housing styles that could be considered appropriate for the plan area:



Narrow width (12m) lots with front garages and narrowed driveway at curb



Standard width (15m) lot with front garages and a floodplain appropriate single detached home



Narrow width (10 m) lots on a rear lane, with floodplain appropriate single detached homes

Residential 1 - One and Two Family Housing (Res-1)

Intent: to preserve the existing scale and character of single family residential neighbourhoods.

The following provides direction on the types of housing appropriate in the Res-1 area:

Appropriate Housing Types

- Single detached homes on a variety of lot sizes
- Duplexes
- Coach houses or garden suites
- Secondary suites

Height: 10 m or as identified in the Zoning Bylaw

Residential 2 – Attached Housing and Narrow Lot Infill (Res-2)

Intent: to provide options for ground-oriented housing for young adults, families, retirees and empty nesters.

Appropriate Housing Types

- Single detached homes on narrow lots (lots less than 12 m wide)
- Rowhouses
- Townhouses
- Coach houses or garden suites
- Secondary Suites

Height: 10 m or as identified in the Zoning Bylaw



Standard 15 m wide lot with front garage and floodplain appropriate single detached home



Duplex with double garages



Duplex with double garages, flood plain appropriate



Street oriented row housing with different roof line and facades

Residential 3 – Low Rise Apartment and Attached Housing (Res-3)

Intent: to retain the medium density residential land use designation along the Yale Road / Broadway Corridor to provide opportunities for more affordable and accessible housing.

Appropriate Housing Types:

- Townhouses
- Rowhouses
- Low Rise Apartments
- Small unit apartments (maximum of 51 m² or less in gross floor area) on lots within:
 - 400 m of a bus stop on a frequent transit route; or,
 - 800 m of a transit exchange.

Height: 10 m for Townhouse and Rowhouse and 17.5 m for Apartment or as identified in the Zoning Bylaw

Other land use designations to be included in the plan area are Institutional, Commercial and Park where these uses currently exist as defined below:

- Institutional uses including, but may not be restricted to educational facilities, recreational facilities, health facilities, government facilities and government administrative offices;
- Commercial uses including, but may not be restricted to, local neighbourhood commercial retail and office development; and,
- Park uses including, but may not be restricted to, publically owned open space that may or may not include structures or playgrounds and includes pathways and trails.



Street oriented housing with different roof lines and facades



Street oriented apartments with different facades



Low rise apartment with street orientation



Low rise apartment with at grade parking, flood plain appropriate

The proposed land use designation will meet the requirement of the OCP for an additional 1,600 residential units as illustrated on the following table. It is also important to note that no redevelopment can occur without the appropriate zoning, compliance with the Neighbourhood Plan, and in the case of the Res-2 and Res-3 developments, compliance with the Development Permit Area regulations and design guidelines. It is important to note that the long-term land use designations provided in **Maps 4, 5, 6, and 7** would provide significantly more than 1,600 new units. It is noted that the infill development is landowner motivated and not all of the lands identified for redevelopment, will in fact, redevelop. Should a landowner not wish to redevelop their lands, there is nothing that will force the redevelopment of the land.

Table 1: Potential Additional Units at Full Redevelopment

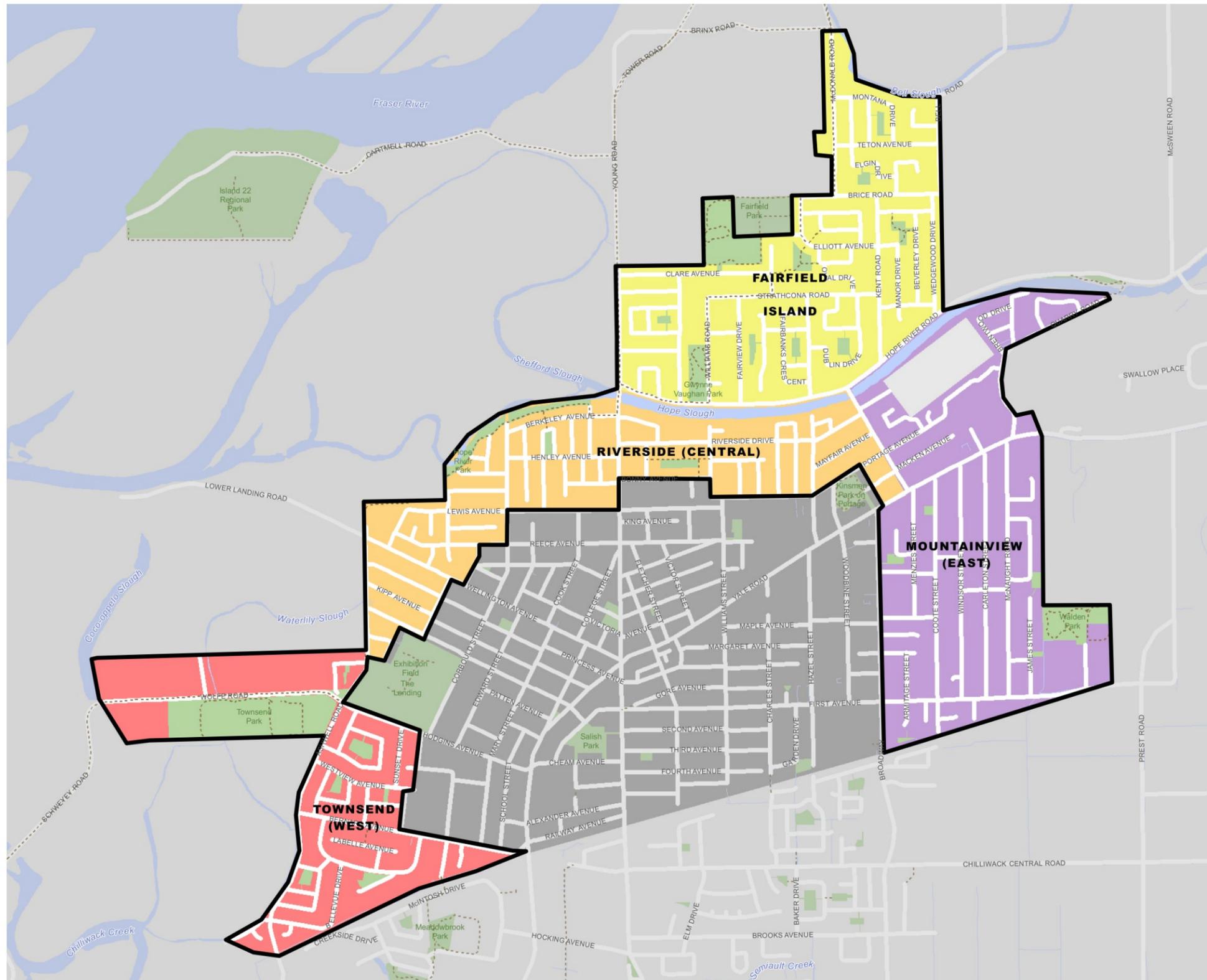
Neighbourhood	One Additional Unit ¹	Additional Attached Housing Units ²
Riverside (North)	667	768
Mountainview (East)	686	342+1,640 ³
Townsend (West)	415	270
Fairfield Island	984	351
Total	2,752	3,371

¹ This reflects all forms of acceptable Res-1 housing and calculates the number of new units based on a density increase of 1 additional unit per lot. The numbers have been discounted by 10% to reflect existing suites and carriage houses.

² This reflects all forms of acceptable Res-2 housing and calculates the number of new units based on a density increase of three additional units per lot. Already existing attached housing developments have been excluded.

³ In the Mountainview neighbourhood, 20.5 ha of Res-3 land has been calculated at a increase of 80 du/ha. Already existing attached housing developments have been excluded.

Map 3: Neighbourhood Boundaries



CITY OF CHILLIWACK
CHILLIWACK PROPER AND FAIRFIELD ISLAND
NEIGHBOURHOOD PLAN

NEIGHBOURHOODS

LEGEND

- Study Area
- Road
- City Trail
- Watercourse
- Watercourse / Waterbody
- City Park
- Neighbourhood**
- East
- West
- Central
- Fairfield Island
- Downtown

0 250 500 METERS
SCALE 1:18,000



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DATA PROVIDED BY ESRI BASEMAPS, CITY OF CHILLIWACK

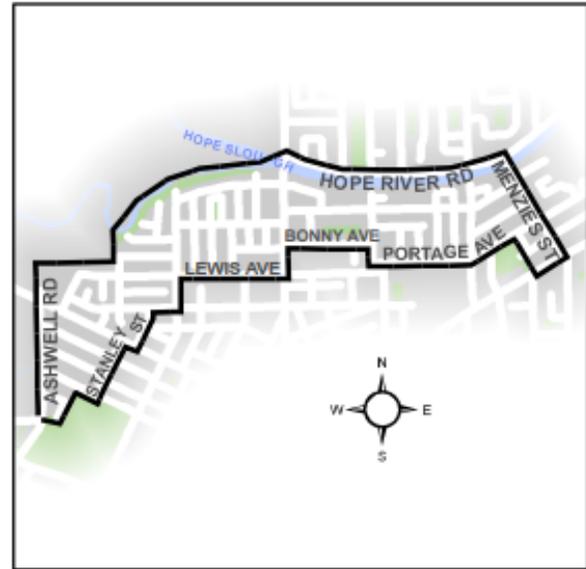
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5.1 Riverside (Central) Neighbourhood

The neighbourhood immediately north of downtown is bound by the Hope Slough to the north and the downtown immediately south. Its main east-west connector is Riverside Drive. Young Road provides arterial connection to the downtown, Highway 1 and Fairfield Island to the north. In addition, the Williams Street pedestrian/cyclist bridge will increase pedestrian and cyclist connectivity once completed. The built form is characterized by its abundance of rear laneways, distinct from the rest of the neighbourhood plan area. The current building stock is predominantly one and two storey 1950's - 1970's detached homes on 600 m² - 800 m² lots. Even though most of the traditional housing is single storey bungalows, the zoning allows a maximum building height of 10 m or three storeys.



Development in this area must consider the Hope River Riparian Areas and setbacks. This will require a 30 m setback, which may be reduced if studies demonstrate to the satisfaction of the City that the setback can be reduced (through a Development Permit and Riparian Area Assessment process). Future improvements to the west end of Spadina Avenue will provide additional street trees and green space within a boulevard, re-design of street parking and improved safety.

Map 4 outlines the neighbourhood planning area and relevant neighbourhood amenities including:

- Portage Park;
- Hope River Rotary Trail;
- Barber Park;
- Bonny Park;
- Neighbourhood Commercial Centre at Menzies and Yale;
- McCammon Elementary School;
- Chilliwack Senior Secondary School;
- The Landing (which includes the Chilliwack Leisure Landing Centre, Prospera Centre, Exhibition Park, Chilliwack Curling Club, Cultural Centre, Evergreen Hall); and,
- Pocket parks throughout.

There are significant opportunities for development in this neighbourhood as the majority of the lots, with the exception of the northernmost blocks on Young Road, are within a 500 m distance from amenities. Development opportunities include:

- Close proximity to downtown and the Landing, both an elementary and secondary school, a large park (Portage) allowing pedestrian access, reducing the dependency on vehicles and creating a sense of community;
- Strong connectivity to the downtown and Highway 1 via Young Road;
- Many large lots (greater than 750 m²) suitable for infill development through subdivision or construction of coach houses, garden suites or secondary suites;
- Several existing laneways making coach houses or garden suites feasible;
- Lots with rear lanes also provide the opportunity for street oriented townhouses, row housing, or narrow lot housing with rear lanes for coach houses or garden suites;
- Public Transit runs on both Young Road and Portage Avenue providing alternative mobility options; and,
- The identified bicycle lanes are installed on Young Road and Portage Avenue.



Portage Park (top) and Chilliwack Senior Secondary (below)

Future Spadina Boulevard Re-Design

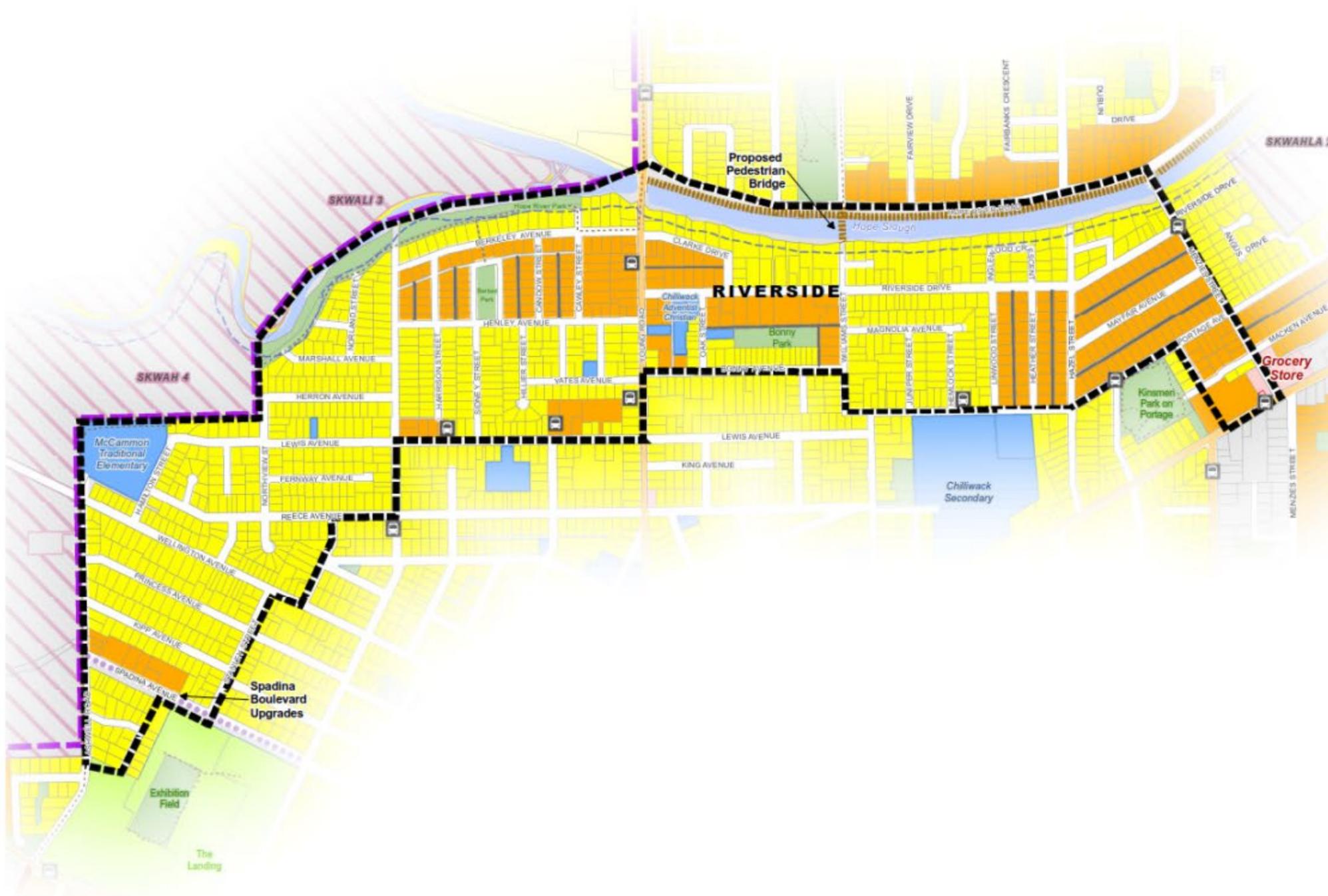


Cross Section



Map

Map 4: Riverside (Central)



CITY OF CHILLIWACK

CHILLIWACK PROPER AND FAIRFIELD ISLAND
NEIGHBOURHOOD PLAN

**APPROPRIATE FORM OF DEVELOPMENT
- RIVERSIDE (CENTRAL)**

LEGEND

Development Type

- Residential 1 - One and Two Family Housing
- Residential 2 - Attached Housing and Narrow Lot Infill
- Institutional and Civic
- General Commercial
- Community Park

Access to Transportation

- Major Arterial Road
- Minor Arterial Road
- Other Road
- Rear Lane (within study area)
- Bike Route
- City Trail
- Pedestrian Tunnel
- Bus Stop (within study area)

Constraints

- Neighbourhood Boundary
- Parcel
- Urban Growth Boundary
- Agricultural Land Reserve
- Watercourse / Waterbody
- Riparian Setback (30m)
- Rail

Other Considerations

- First Nation Reserve

Planned Upgrades

- Proposed Pedestrian Bridge and Boardwalk
- Proposed Road Upgrades

0 100 200 METERS
SCALE 1:9,000



MAP DRAWING INFORMATION:
DATA PROVIDED BY ESRI BASEMAPS, CITY OF CHILLIWACK

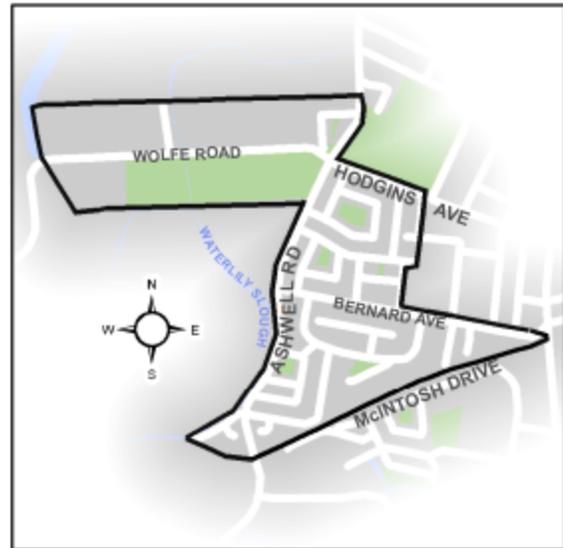
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STATUS: DRAFT
DATE: 2018-03-09

5.2 Townsend (West) Neighbourhood

The neighbourhood immediately west of downtown is bounded by First Nations reserve land (north, south, and west) and the downtown immediately east. Its main east-west connectors are Hodgins and Bernard Avenues. Ashwell / Evans Road provides arterial connection to Highway 1. The built form includes several cul-de-sacs and small pocket parks. The current building stock is predominantly one and two storey 1950's-1970's detached homes on 600 m² – 1000 m² lots. **Map 5** outlines the neighbourhood planning area and relevant points of interest.



Neighbourhood amenities include:

- Three parks: Townsend, Carmel and Stewart Parks;
- Bernard Elementary School;
- The Landing; and,
- Chilliwack General Hospital.

Several streets in this neighbourhood have been constructed as cul-de-sacs, fitting the design preferences of the 1980's. This limits connectivity. In addition, the proximity to the railway along the southern boundary reduces connectivity and requires a 30 m setback from residences. There is a pedestrian tunnel at the foot of Edward Street that provides access to Meadowbrook Park and AD Rundle Middle School.



There are many opportunities here for infill development including:

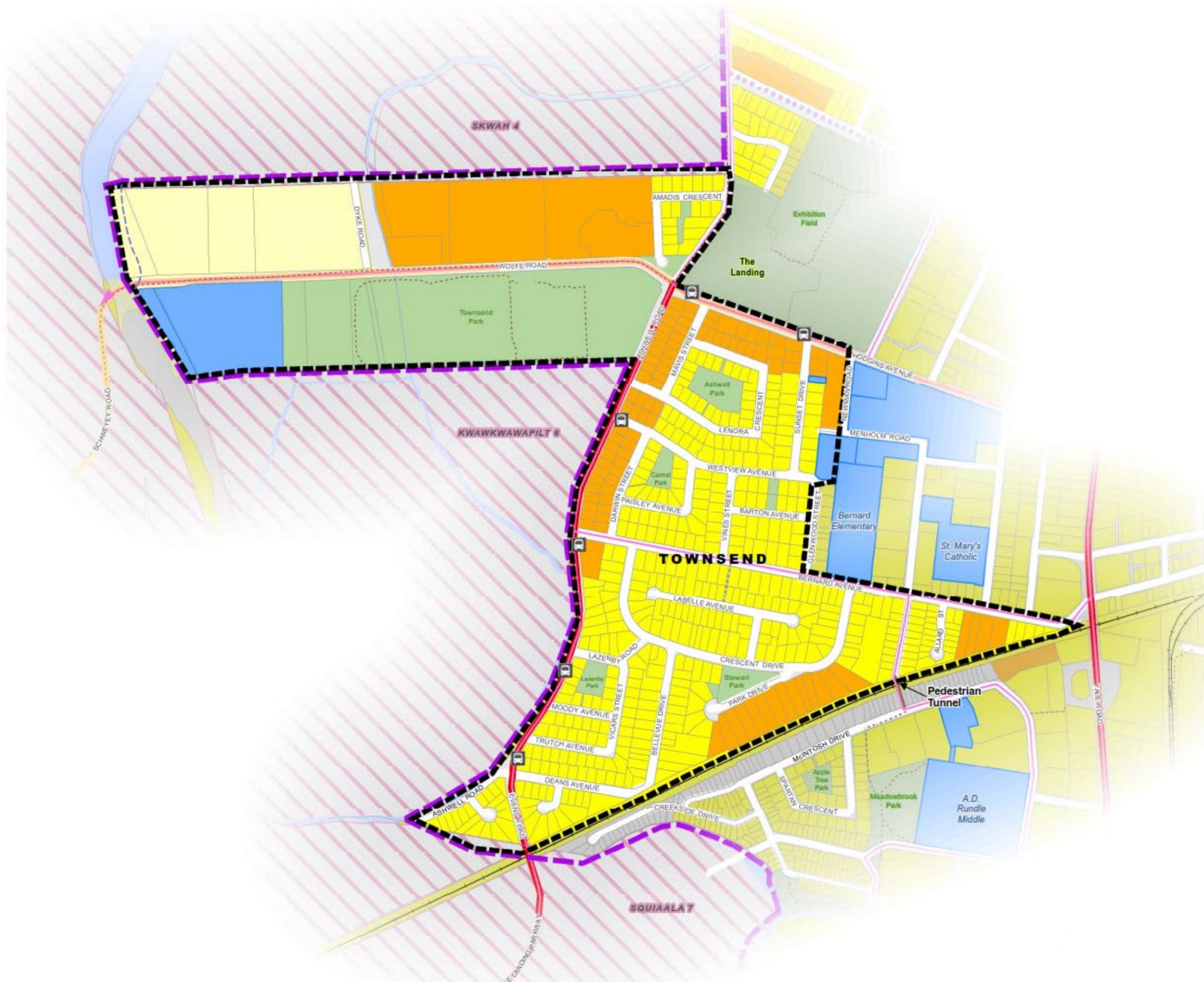
- Close proximity to downtown, The Landing, Bernard Elementary School, Townsend Park, and Chilliwack General Hospital;
- Strong connectivity with Downtown via Hodgins Avenue and Highway 1 via Ashwell/Evans Road;



Ashwell Road (top) and Townsend Park (below)

- 
- Many large lots (larger than 750 m²) near Bernard Elementary School and The Landing are suitable for infill development;
 - Aging housing stock close to reaching its life span in many parts of the neighbourhood; and,
 - Several other parks including:
 - Lazenby Park;
 - Stewart Park;
 - Carmel Park;
 - Ashwell Park; and,
 - Westview Park (additional facilities will be added as funding becomes available).

Map 5: Townsend (West)



CITY OF CHILLIWACK
CHILLIWACK PROPER AND FAIRFIELD ISLAND
NEIGHBOURHOOD PLAN

**APPROPRIATE FORM OF DEVELOPMENT
- TOWNSEND (WEST)**

LEGEND

Development Type

- Residential 1 - One and Two Family Housing
- Residential 2 - Attached Housing and Narrow Lot Infill
- Institutional and Civic
- General Commercial
- Community Park

Access to Transportation

- Major Arterial Road
- Minor Arterial Road
- Other Road
- Rear Lane (within study area)
- Bike Route
- City Trail
- Pedestrian Tunnel
- Bus Stop (within study area)

Constraints

- Neighbourhood Boundary
- Parcel
- Urban Growth Boundary
- Agricultural Land Reserve
- Watercourse / Waterbody
- Riparian Setback (30m)
- Rail

Other Considerations

- First Nation Reserve

Planned Upgrades

- Proposed Pedestrian Bridge
- Proposed Road Upgrades



MAP DRAWING INFORMATION:
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PROJECT: 17-6018
STATUS: DRAFT
DATE: 2018-03-08

5.3 Mountainview (East) Neighbourhood

The neighbourhood immediately east of downtown is bounded by the ALR to the east, the CNR railway to the south, and the Hope River to the north. The neighbourhood's main east-west connectors to downtown are Yale Road and First Avenue. Broadway provides connection to Airport Road and Highway 1 via Yale Road and Young Road. The built form is characterized by very long north-south blocks, with limited east-west connectivity. The current building stock is predominantly one and two storey 1950's-1970's detached homes on 600 m²-1200 m² lots. **Map 6** outlines the neighbourhood planning area and relevant community amenities.



This neighbourhood also has a number of cul-de-sacs and small lots. Intensification in this community has occurred through land assembly (consolidation of lots) and small lot subdivision. Townhouse development exists in select locations close to Broadway, First Avenue and Yale Road. The rail line creates issues of connectivity, noise and vibration potentially requiring additional setbacks for residential units. Greenspace and recreation facilities include Johnson, Paula, Coote, Armitage and Walden Parks.

Development in this area must consider the Hope River Riparian Areas and a required 30 m setback , which may be reduced if studies demonstrate to the satisfaction of the City that the setback can be reduced (through a Development Permit and Riparian Area Assessment process).

Other neighbourhood amenities including:

- FG Leary Fine Arts and Little Mountain Elementary Schools; and,
- Commercial development at Menzies Road and Yale Road.



Yale Road/ Menzies Commercial Area (top) and Coote Park (below)

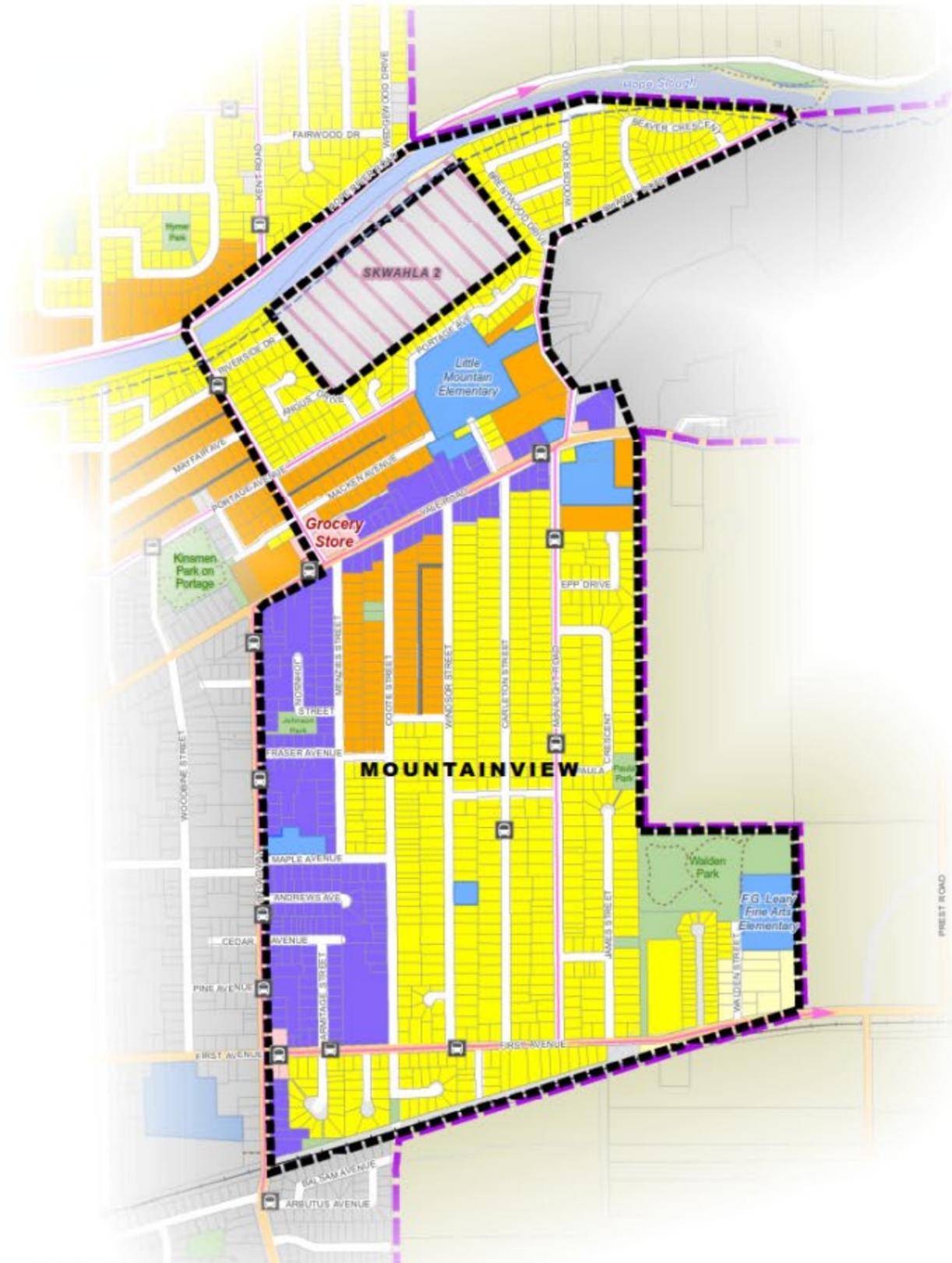


The development opportunities for this neighbourhood are presented by:

- Close proximity to downtown, two elementary schools, a large park (Walden) and neighbourhood commercial shops (grocery store and retail);
- Strong connectivity with downtown via Yale Road and First Avenue;
- Some existing lane ways where coach houses or row housing may be feasible (large block between Coote and Fraser Streets);
- Aging housing stock close to reaching its life span in many parts of the neighbourhood;
- Proximity to bicycle lanes on Yale Road;
- Bus lines on First Avenue, Broadway, Yale and McNaught Roads; and,
- Other parks include :
 - Paula Park;
 - James Street Park;
 - Coote and Auburn Park;
 - Armitage Park;
 - Johnson Park; and,
 - Coote Park.

The Green Space Plan identifies that a playground is needed to better service the area. The date of construction and specific location is unknown at this time and will be determined as resources come available.

Map 6: Mountainview (East)



CITY OF CHILLIWACK
CHILLIWACK PROPER AND FAIRFIELD ISLAND
NEIGHBOURHOOD PLAN

**AMENITIES SUPPORTING INFILL DEVELOPMENT
- MOUNTAINVIEW (EAST)**

LEGEND

Development Type

- Residential 1 - One and Two Family Housing
- Residential 2 - Attached Housing and Narrow Lot Infill
- Residential 3 - Low Rise Apartment and Attached Housing
- Institutional and Civic
- General Commercial
- Community Park

Access to Transportation

- Major Arterial Road
- Minor Arterial Road
- Other Road
- Rear Lane (within study area)
- Bike Route
- City Trail
- Pedestrian Tunnel
- Bus Stop (within study area)

Constraints

- Neighbourhood Boundary
- Parcel
- Urban Growth Boundary
- Agricultural Land Reserve
- Watercourse / Waterbody
- Riparian Setback (30m)
- Rail

Other Considerations

- First Nation Reserve

Planned Upgrades

- Proposed Pedestrian Bridge
- Proposed Road Upgrades

0 100 200 METERS
SCALE 1:10,000



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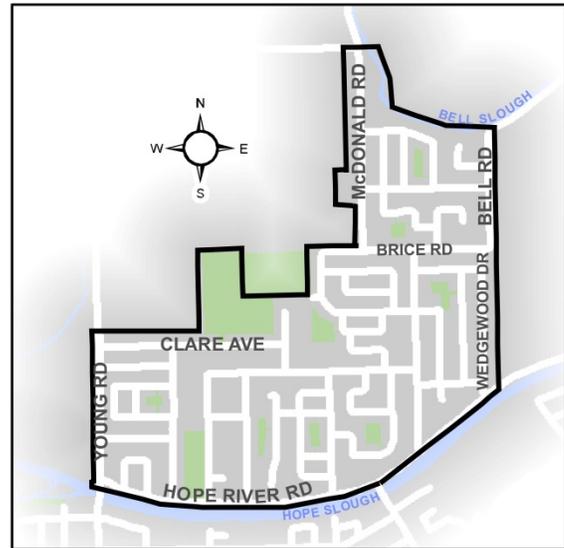
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PROJECT: 17-8018
STATUS: DRAFT
DATE: 2018-03-09

5.4 Fairfield Island

Fairfield Island is by far the most geographically distinct neighbourhood within Chilliwack Proper given its separation via the Hope Slough. The neighbourhood is currently accessible via road bridges at Menzies and Young Roads on either side of the neighbourhood, and, in the future, with a planned pedestrian and cyclist bridge at Williams Street. The neighbourhood is bounded by ALR lands to the north, east, and west. Its main east-west connector is Hope River Road. At present, there are no commercial services within the neighbourhood. The built form is characterized by its geographic separation from the rest of Chilliwack and limited connectivity via bridges. The current building stock is predominantly one and two storey 1970s-1980s detached homes on 600m²-800m² lots with some recent strata single detached development. **Map 7** outlines the neighbourhood planning area and relevant community amenities.



The uniqueness of Fairfield Island poses some level of constraint to denser forms of residential development. There is limited connectedness to the downtown by distance and pedestrian accessibility. There are several internal parks as well as Gwynn Vaughn and Fairfield Parks.

Infill development opportunities on Fairfield Island are supported by:

- Redevelopment of existing large lots to smaller lot single detached, duplex development or row housing;
- Inclusion of some convenience commercial development;
- Future pedestrian and cyclist bridge at Williams Street; and
- Potential opportunities to improve access and egress to internal parks to allow for greater utilization.
- Opportunities for attached housing along Hope River Road and properties in close proximity to greenspace.

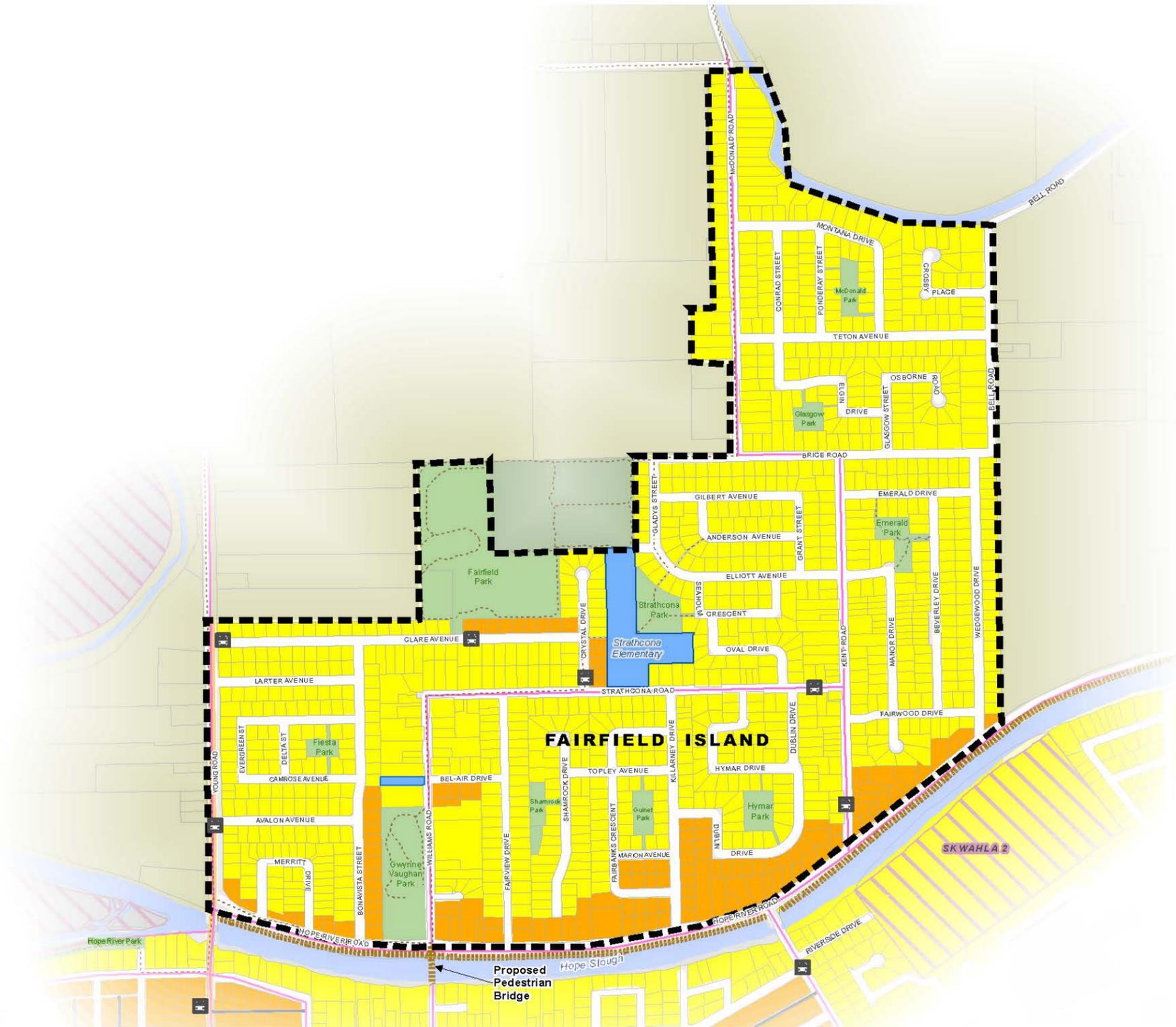


Hope River



Proposed design of the Hope River Boardwalk and Williams Street bridge.

Map 7: Fairfield Island



CITY OF CHILLIWACK
CHILLIWACK PROPER AND FAIRFIELD ISLAND
NEIGHBOURHOOD PLAN

**APPROPRIATE FORM OF DEVELOPMENT
- FAIRFIELD ISLAND**

LEGEND

Development Type

- Residential 1 - One and Two Family Housing
- Residential 2 - Attached Housing and Narrow Lot Infill
- Institutional
- Commercial
- Park

Access to Transportation

- Major Arterial Road
- Minor Arterial Road
- Other Road
- Rear Lane (within study area)
- Bike Route
- City Trail
- Pedestrian Tunnel
- Bus Stop (within study area)

Constraints

- Neighbourhood Boundary
- Parcel
- Agricultural Land Reserve
- Watercourse / Waterbody
- Rail

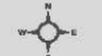
Other Considerations

- First Nation Reserve

Planned Upgrades

- Proposed Pedestrian Bridge and Boardwalk
- Proposed Road Upgrades

0 100 200 METERS
SCALE 1:8,000



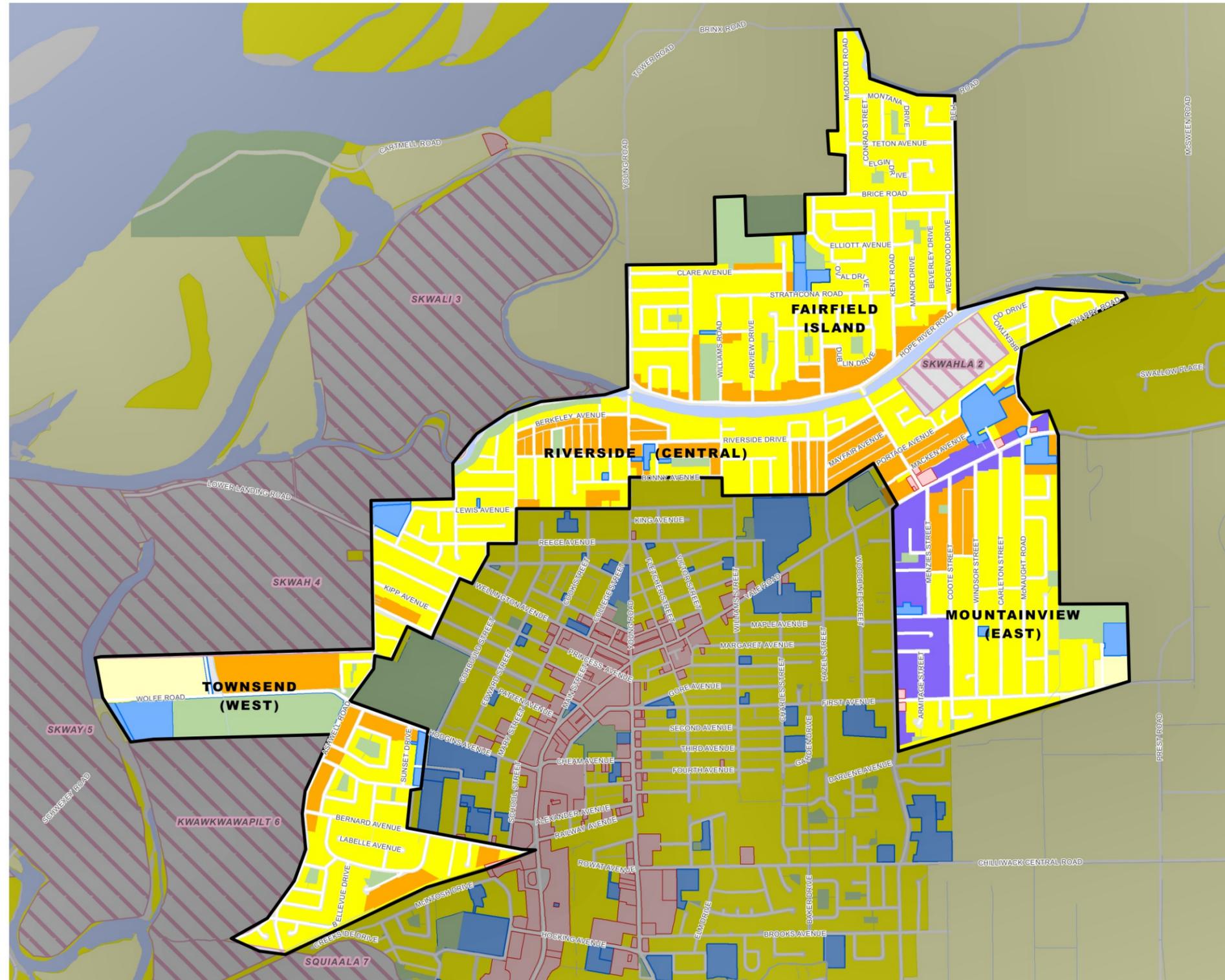
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MAP CREATED BY: NR
MAP CHECKED BY: SM
MAP PROJECTION: NAD 1983 UTM Zone 10N



PROJECT: 17-6018
STATUS: DRAFT
DATE: 4/10/2018

Map 8: Land Use Overview



CITY OF CHILLIWACK
CHILLIWACK PROPER AND FAIRFIELD ISLAND
NEIGHBOURHOODS PLAN

STUDY AREA

LEGEND

Development Type

- Residential 1 - One and Two Family Housing
- Residential 2 - Attached Housing and Narrow Lot Infill
- Residential 3 - Low Rise Apartment and Attached Housing
- Institutional
- Commercial
- Park

- Agricultural Land Reserve
- Watercourse / Waterbody

Other Considerations

- First Nation Reserve

0 250 500 METERS
SCALE 1:18,000



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PROJECT: 17-6018
STATUS: DRAFT
DATE: 2018-04-05

6 Principle #1: Engage the Public

The planning process incorporated significant community engagement. Along with capturing comments about what new development should look like, residents were asked how they want to be engaged in the planning process of their neighbourhoods moving forward.

What we heard from residents is the desire for increased opportunities for engagement

“Consultation is best through direct contact, a sense of inclusion is very important” - Community Resident

regarding rezoning proposals in their neighbourhoods, beyond the current notification framework which invites input from residents. Currently, Provincial legislation requires the installation of on-site signage, notices to neighbours within 30 m and newspaper advertisements. The concept of improved community engagement was strongly supported by the residents.

6.1 Objective 1: To require applicants to engage with residents in the rezoning application process by informing them about proposals and addressing their concerns

- 6.1.1 The City will establish a procedure for rezoning applicants to engage with the neighbouring community. The form of public engagement may include public information meetings with notification requirements.
- 6.1.2 Once a rezoning application has been submitted to the City, developers will be required to contact neighbouring residents to present and discuss their plans to gain input regarding key community concerns and, where applicable, to present draft drawings. Applicants are encouraged to enter into discussions with the adjacent property owners and the community as early as possible.
- 6.1.3 Applicants should provide a summary of community and neighbour engagement, outlining the engagement and summary of resident concerns and how they will be addressed in advance of the Public Hearing.
- 6.1.4 The Developer, property owners, or their representative, are expected to attend the Public Hearing held by Council to address their applications.

7 Principle #2: Build Healthy Safe Neighbourhoods

Municipalities need to consider the impact land use planning and the built environment have on people's health and quality of life. The OCP recognizes that the ultimate goal of planning goes beyond creating a sustainable physical environment to address individual and communal well-being, both physical and mental.

"As we design for the future, let us phase out our dependency on cars" - Community Resident

7.1 Objective 1: Ensure safe, accessible, attractive pedestrian and cyclist facilities with linkages between neighbourhoods and the downtown

The community has expressed street safety as a major concern in all four neighbourhoods. Non-arterial roads must be appropriately shared among all users. Signage, painted crossings, traffic circles, pedestrian flags and signals, protected bike lanes, shared roads, and signaled intersections are just some of the ways in which pedestrian, and cyclist safety can be enhanced. Given an aging population, accessibility for scooters and other assisted devices must also be accommodated.



Rendering of a streetscape with pedestrian orientation and bike lanes

Policies

- 7.1.1 As development occurs and the City maintenance programs move forward, there shall be an overall plan to expand and improve sidewalks and walkway systems to encourage healthy living and a vibrant street life in neighbourhoods that are associated with community cores. New infill development shall be designed so that it improves sidewalk connectivity and accessibility. This may include off-site improvements.
- 7.1.2 The City shall support and encourage the use of bicycle lanes, paths and trails to reduce dependence on personal vehicles. Infill development shall be prioritized along existing or future planned cycling routes, as outlined in the *CycleVision Chilliwack Cycle Plan 2017*.
- 7.1.3 Larger redevelopment proposals may be required, at the discretion of the City, to provide a traffic assessment to ensure that the additional traffic generated by the development will be assimilated into the community. Increased traffic control may be required as part of the development process.

7.2 Objective 2: Ensure parks and open spaces are easily accessible, and meet the changing needs of residents

Many older “pocket parks” in the planning area lack visibility from the street and multiple access/egress points. Where possible, new developments should be oriented toward existing greenspace and seek to improve connectivity from residential areas to parks. Through the land development process, land acquisition to improve access to parks may be considered.

Policies

- 7.2.1 The City will continue to work to improve the integration and connectivity of existing parks and open spaces in the planning area as development occurs. Where infill development occurs, the developer will be encouraged to provide opportunities to improve visibility and ensure community access to greenspace.

“Ask for trees for each additional unit placed on the lot.” - Community Resident
- 7.2.2 The City will consider adaptation of parks and open spaces to incorporate recreation for the needs of the fast growing retired and healthy senior population, and those with physical limitations.

- 7.2.3 Infill development in Chilliwack Proper, shall incorporate elements that protect natural features, enhance creeks and rivers and protect environmentally sensitive areas.
- 7.2.4 Infill development will be required to meet the requirements of the City's Land Development Tree Management Bylaw (street tree planting, species, and overall tree density).
- 7.2.5 Acquisition of parks, greens space and greenways will occur in accordance with the Chilliwack Greenspace Plan 2016.
- 7.2.6 Partnerships with private and community groups, service clubs, and other non-government organizations, in the development and operation of parks and the conservation of natural areas shall be explored.

7.3 Objective 3: Improve pedestrian and cyclist connectivity between neighbourhoods, the downtown and other amenities as redevelopment occurs

Connectivity in the form of bike lanes, paths and sidewalks, crosswalks, and bridges will improve connectivity to downtown. Specific north-south and east-west connections from Chilliwack Proper and Fairfield Island should be enhanced with improved safety features for vehicles, cyclists, and pedestrians alike. The City's Transportation and CycleVision plans should also be regularly reviewed as Chilliwack Proper and Fairfield Island densify. The City is making significant progress with the Hope River Boardwalk and the Williams Road Pedestrian Bridge.

Policies

- 7.3.1 In accordance with OCP policy, roadways will be designed for multi-modal purposes, supporting vehicular traffic, walking, cycling and slow moving personal transportation.

"More pedestrian and bike paths that connect to but are not on existing streets." - Community Resident

- 7.3.2 Higher density infill development shall be encouraged in areas that are close to existing or planned trails, parks, schools, pedestrian walkways, commercial centers, cycle paths, and transit stops.
- 7.3.3 Higher density infill development in the form of apartments and townhouses will continue to support the Yale Road and Broadway corridor and transit routes.

- 7.3.4 In future, as the City grows, a plan for community identification and place making may be considered.

7.4 Objective 4: Retain existing building height standards in support of flood protection

Chilliwack Proper and Fairfield Island are located in the floodplain of the Fraser River. There are dikes in the planning area which provide protection, and with changes in estimated river flood levels, they may need to be raised to meet provincial dike standards. In addition to dike protection, new development in floodplain areas must meet flood construction levels which, in the planning area range up to 1 to 3 m above existing ground elevations.

The current bylaws allow a maximum 10 m height limit for single family homes and townhouses, and 7.5 m height limit for coach houses. The majority of existing development was constructed as ranch style bungalows pre floodplain requirement. New infill development will need to accommodate the floodplain requirements and the 10 m maximum height regulation will allow for 2 to 2.5 storey development.

Policies

- 7.4.1 Infill development shall adhere to the City's *Floodplain Regulation Bylaw* and be built to the appropriate Flood Construction Level, setbacks and building elevations.
- 7.4.2 The construction of new secondary suites shall only be permitted if they conform to zoning, building code, and floodplain requirements, and are built in conjunction with a building permit.

Figure 7-1 Infill Development Example

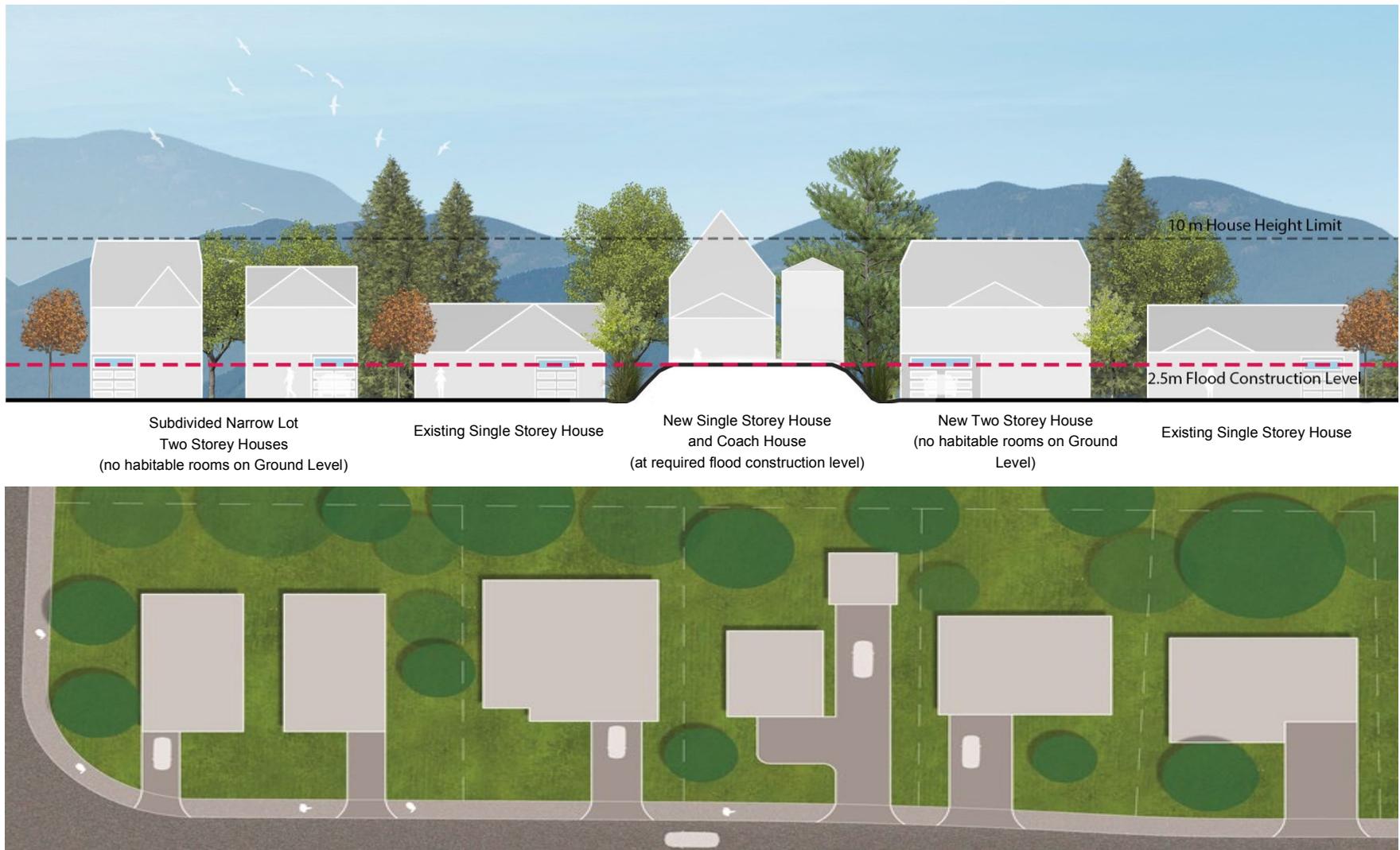


Figure 7-1 illustrates a potential street with a mix of existing bungalows and infill development. The bungalows have living/habitable rooms below the floodplain line (identified in red). The Infill development has no habitable rooms on the main floor or basements and has garages and non-habitable rooms on the main floor.

All houses illustrated meet the maximum 10 m height, defined as vertical point from grade to the highest point of any exterior wall for flat roofed buildings or average height between eaves and ridge on a gable ridged building.

7.5 Objective 5: Support the development of a diverse range of housing types to support affordability and family needs

Affordable housing is a concern for all communities. Increases in density and smaller units may increase the availability of affordable options. Affordable housing can be provided through the development of secondary suites, coach houses or garden suites, duplexes and rowhouses, where appropriate. Higher forms of density such as townhouses should be carefully planned in areas with amenities, while apartments should be reserved for the downtown and other commercial core areas.

Policies

- 7.5.1 Ensure development targets established in the OCP are met through the development of secondary suites, coach houses or garden suites, rowhomes, townhouses and other forms of rental and affordable housing and infill development subject to form and character design guidelines.
- 7.5.2 Retain opportunities for the development of low-rise apartment development along the Yale Road / Broadway corridor adjacent to bus route, and neighbourhood amenities.
- 7.5.3 Encourage innovative zoning that facilitates duplexes, triplexes and townhouses on a single lot, provided that setbacks are consistent with adjacent residential development.
- 7.5.4 Promote diverse housing design elements in renovation and new development in support of aging in place that would otherwise be difficult to retrofit later on. The design elements are intended to meet a broad range of individual needs such as rooms to permit space for maneuverability, wide doorways, and barrier free access, such as avoiding floor designs with step downs.

8 Principle #3: Support Existing Infrastructure

The Chilliwack Proper and Fairfield Island neighbourhoods are older established neighbourhoods in the City. Developed from the 1950's, the City and the developers installed servicing, constructed parks, and built education and recreational facilities. The reason that infill development is considered "good" development is that the infrastructure is in place and has been determined to have the capacity to service additional homes without major upgrades.

The City has a policy that developers will pay for improvements to infrastructure that is required to support growth, in accordance with the OCP and neighbourhood plans.

Development cost charges are collected by the City prior to subdivision and development to support infrastructure upgrades in communities. In addition, developers may be required to upgrade or construct infrastructure adjacent to their lots, including the paving of rear lanes, the installation of sidewalks, street lighting, curbs, and drainage. Developers that subdivide three or more lots are also required to either supply 5% parkland dedication or cash in lieu contribution, in accordance with the *Local Government Act* and the OCP.

8.1 Objective 1: Ensure new infill development is supported by the provision of adequate off-street parking for residents and visitors

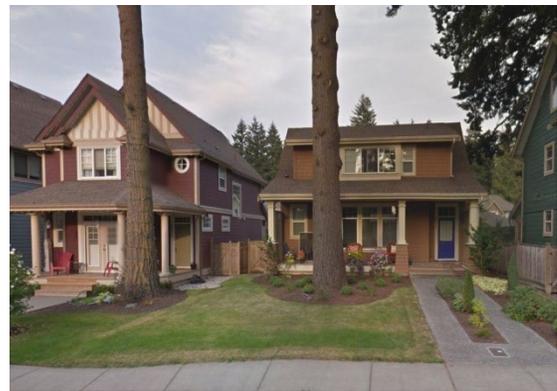
The development of infill housing often challenges the community aspirations for street parking due to the fact that a narrow lot development uses most of the frontage for driveway access. While every residential unit is required to have two off-street parking spots, this often includes the space in attached and/or detached garages, which may often be used for other uses. Accordingly, personal vehicles are often parked in driveways and/or on the street. This reduces the remaining potential for on-street parking for visitors, delivery vehicles and customers.

8.1.1 Street parking shall be retained where possible. New infill development shall minimize the impact of the driveway entrance to protect on-street parking wherever possible by having a narrower entrance at the street. This will maintain more curb for on-street parking.



Example of driveways that are narrower at the road and widen to the width of the double garage once on the property. This protects the curb area for an on-street parking spot.

8.1.2 Where on-street parking is not available (e.g., arterial roads, bike routes), the developer will be required to provide additional off-street parking to accommodate residents and visitors.



The existing large trees have been retained, adding value to the houses and street.

8.1.3 Narrow lot single family development (10 m wide lots) will be permitted primarily on properties with rear lane access to ensure on-street parking is maintained for visitors. In special cases, narrow lots may be considered on properties that have no rear lane, where on-street parking space is available and the proposed subdivision design enables retention of on-street parking (e.g., through a parking pocket that does not impede sidewalk or bike lanes). Alternatively, increased front yard setbacks may also be considered to provide longer driveways and on-site parking pads for additional off-street parking, provided they are consistent with adjacent development and/or the lot has sufficient depth.



This house maintains the form and scale of the neighbouring property with similar rooflines, angles, windows, and columns, while still remaining distinguishable and unique.

- 8.1.4 Multi-lot strata development shall provide adequate off-street parking to support the development in accordance with the City's *Zoning Bylaw*.
- 8.1.5 Shared driveway accesses are encouraged where possible.
- 8.1.6 Alternative parking surfaces should be considered including interlock pavers, "grasscrete" and grass strips to introduce more vegetation, reduce runoff and create visual interest.
- 8.1.7 For all residential developments, driveways and garages shall maintain a minimum 6 m length to accommodate larger personal vehicles.
- 8.1.8 A sufficient number of visitor parking spaces shall be provided off-street for new multi-family and multi-lot strata developments.



Examples of alternative driveway surface treatments

8.2 Objective 2: Preserve on-street parking by directing the development of narrow lots, coach houses or garden suites, and attached housing to properties with rear lane access

Laneways present an opportunity for small scale infill development to occur without impacting on-street parking and existing green streetscapes. Where laneways exist, opportunities to develop coach houses, and street-facing attached homes shall be supported as a viable form of infill development.

Policies

- 8.2.1 Townhouses, rowhouses, duplexes, coach houses or garden suites, narrow lots (less than 12 m wide) and single detached dwellings are appropriate on lots with rear lanes for rear access garages.

8.2.2 Coach houses shall be located on lots that can provide a minimum of three on-site parking spaces, two of which are unenclosed.

8.2.3 Where lanes exist, access to garages, off-street parking and parking pads must be accessed off rear lanes. Garages accessed from the fronting street will not be permitted.

8.2.4 Where infill development occurs and access is off a rear lane, the developer may be required to provide street improvements, including the upgrade of the rear lane to access the development.



Coach houses backing onto lane

8.3 Objective 3: On-site drainage for new infill development will be maintained by property owners and will not impact adjacent land owners

Because new housing is required to meet floodplain regulations and construct living/habitable rooms above the flood construction level prescribed by the Province, infill development is required by the city to have site grading to ensure drainage on-site and prevent runoff onto neighbouring properties which may lead to flooding. It is imperative to ensure future home owners cannot change the grades and cause harm to their neighbours.

Policies

8.3.1 To ensure that new development does not cause off-site drainage, now and into the future, a site grading plan will be required at subdivision stage, in keeping with established bylaws and practice.

8.3.2 Prior to starting any infill development a site plan is required that identifies slopes, physical features, floodplain, native and mature trees, drainage patterns, proximity to amenities, and built form on adjacent lot.

8.3.3 All surface water must be dealt with within the lot boundaries and/or tie directly into municipal stormwater facilities.

8.4 Objective 4: Development shall be supported in accordance with existing and planned electricity, water, storm water, and sewer capacity

Infill development will cover the cost of any tie-in or required upgrade to deep or shallow utilities. As such, new infill development is directed to areas where existing and planned infrastructure can meet the proposed demand.

Policies

- 8.4.1 Development cost charges will be paid for all new lots and units created, to help offset costs associated with the provision, construction, alteration or expansion of roads, sewer, water, drainage, and recreation.
- 8.4.2 Density of new development shall not exceed the existing or planned infrastructure capacity.
- 8.4.3 When lot subdivision is proposed, road widening, sidewalk repair and construction and boulevard tree planting may be required in accordance with other City Bylaws.

“New development that supports current infrastructure. Schools/parks/amenities reduce traffic loads and support a healthy dynamic. Cost friendly and also supports sustainable land use.” - Community Resident

The City will continue to plan for increased utility demand in areas where densification and growth are promoted such as Chilliwack Proper and Fairfield Island.

9 Principle #4: Promote Attractive Design

9.1 Objective 1: Ensure new infill development is in keeping with the existing neighbourhood and promotes attractive design that serves as the foundation of a walkable environment

Promoting attractive design of buildings and landscapes is critical to strengthening community character, neighbourhood context, and quality of life for residents. A well designed neighbourhood has attractive pedestrian oriented building design that provides for a pleasant walking experience, where buildings face the street and similar building setbacks present a continuous street wall, with a green streetscape of trees and landscaping. These features are meant to create a safe, inviting, and well used public realm with visual interest.

“Form/character and privacy are critical issues, especially at a planning and zoning level.” - Community Resident

The primary principle of Crime Prevention Through Environmental Design is to place more “eyes on the street”. This then requires homes to be oriented to the street with front access and windows. This increases a feeling of safety, improves neighbourhood walkability, and provides increased opportunities for social interaction on the street, creating a greater sense of community.

This section has been developed to establish expectations with respect to how infill development will occur to best fit, and enhance existing neighbourhoods.

Policies - Lot Design

- 9.1.1 Rezoning and/or subdivision proposals that result in irregular shaped lots, and/or lot orientation that is not in keeping with the existing neighbourhood will not be supported.
- 9.1.2 Rezoning and/or subdivision proposals that would create panhandle lots, or lots that do not provide street orientation for future housing will be considered premature and will not be supported.
- 9.1.3 Rezoning and/or subdivision proposals will be required to maintain the prevailing development pattern where proposed lots and front yard setbacks are consistent with adjacent development.

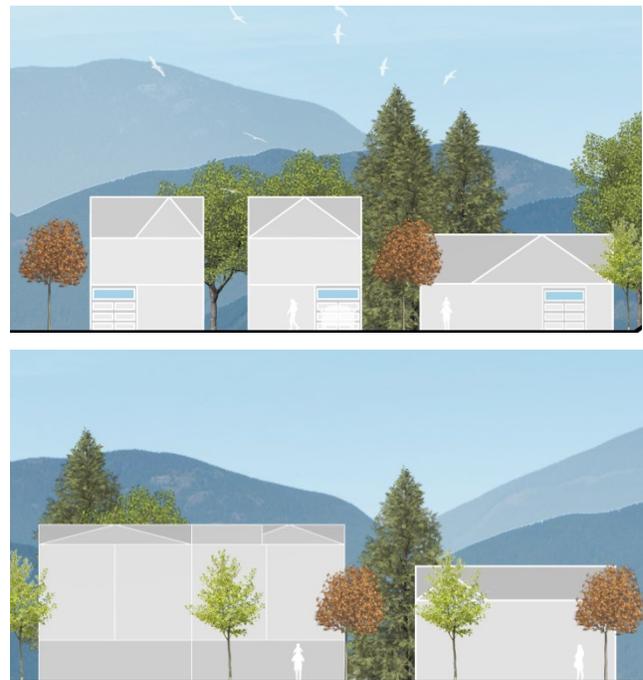


Policies - Building Design

- 9.1.4 All developments which propose three or more lots or units shall conform to applicable design guidelines and infill policies to ensure new development is reflective of the general form and character of the existing neighbourhood.
- 9.1.5 All housing (townhouses, rowhouses, single detached houses, narrow lot single detached houses and duplexes) is required to face the public street. This means the front door and main rooms face onto the street and are accessed by a pathway from the street. Every development must incorporate a wide variety of design elements, incorporated into the facade design, to provide an interesting and attractive building.
- 9.1.6 Duplexes on corner lots are encouraged to develop using one front access on the primary street and the second access on the flanking street.

Policies - Site Design

- 9.1.7 Attached housing developed along an arterial route (e.g., Ashwell Road) shall only be permitted where land consolidation occurs and the development is accessed off the rear or a non-arterial road. Multiple individual driveways will not be permitted off arterial roadways.
- 9.1.8 Variances to typical building setbacks will be discouraged, to ensure adequate space for on-site parking and useable on-site amenity space.
- 9.1.9 Minor variances to lot width or lot depth shall be considered, provided the minimum lot area is achieved and the applicant can demonstrate a viable building design, with useable amenity areas, adequate parking.



Examples of lot subdivision (top) and consolidation (bottom) to create higher intensity development in the form of small lot detached and multi-unit attached, respectively.

9.2 Objective 2: Protect the privacy of existing homes from new infill development

New infill development, because of the requirement to keep livable/habitable rooms out of the floodplain, will by design, include living rooms and amenity areas on the second levels. This may cause “overlooking” of an adjacent existing bungalow development. The City recognizes the need for secondary suites for residents to support income, provide a safe home for family members, and to provide alternative forms of housing. Due to the floodplain restrictions on livable/habitable rooms, basement suites are not an appropriate form of secondary suite for Chilliwack Proper and Fairfield Island. Coach houses or garden suites can provide an acceptable alternative to the traditional secondary suite. Establishment of a development permit process and design guidelines for coach houses or garden suites can serve to address potential neighbour concerns regarding privacy, scale and appearance.



The coach house is accessible via a front driveway.

Policy

- 9.2.1 Control the form and character of a coach house or garden suite development to address potential neighbour concerns with respect to scale and privacy in accordance with coach house or garden suites design guidelines.

9.3 Objective 3: Ensure landscaping and drainage is carefully designed to integrate multi-family and intensive residential development into neighbourhoods in a sensitive and attractive manner

Policies

- 9.3.1 The City shall regulate landscaping for all multi-family residential and intensive residential development through established development permit processes. A landscape plan shall be required to demonstrate a visual transition between the public and private space and protect privacy from adjacent properties.

- 9.3.2 Landscape features that incorporate storm water retention, including rain gardens, permeable surfaces, rain barrels and bio swales are strongly encouraged.
- 9.3.3 Site design shall reasonably accommodate existing environmental constraints including, mature trees, natural contours and landforms by minimizing vegetation clearing and earthworks wherever possible.



- 9.3.4 Surfaces shall be designed to reduce the amount and improve the quality of water discharged off-site, utilizing permeable surfacing, bio swales, landscaping, water storage tanks, and rain barrels where feasible and minimizing the use of permeable paving as much as possible.
- 9.3.5 Development is encouraged to preserve existing trees on-site, where possible. When trees are removed for infill development, tree replacement will occur as required by the City's *Tree Management Bylaw*.
- 9.3.6 The City shall work with developers to achieve a tree canopy target of 25%.

10 Principle #5: Comprehensively Plan for Redevelopment

10.1 Objective 1: Accommodate future growth in the planning area with respect to development targets; strategic land use designation; and best practices for infill development, redevelopment and densification

Policy

- 10.1.1 Development shall occur in accordance with the land use plans, housing types, densities, and land use policies established by this Plan.
- 10.1.2 Where apartments are permitted along Yale Road / Broadway corridors, gradually taper off density from these roads, such as by locating townhouses between apartments and single detached, to ensure appropriate integration with existing character of neighbourhoods. Apartments shall be located along Yale Road / Broadway with townhouses buffering single detached from apartments.

10.2 Objective 2: Ensure efficient land use by ensuring opportunities for redevelopment of adjacent property(ies) are not lost through the rezoning and subdivision of land

Policy

- 10.2.1 Rezoning proposals that preclude the potential for higher density development on adjacent lands shall be discouraged. Factors such as lot size and configuration, land use designation, existing land use, and condition of housing stock will be evaluated to determine whether opportunities exist for a more comprehensive development. For example, development that excludes a corner property or excludes a single property between existing developments will be discouraged if that excluded parcel is vacant or contains housing that is in poor condition or has a low assessed value.

10.3 Objective 3: Prioritize ground oriented attached housing in locations close to services, parks and open space, where utility capacities, transit services and other amenities exist

The provision of ground-oriented multi-family residential development is critical to meeting the growth objectives of the OCP and improving affordability for present and future residents. With that said, this form of development is not appropriate for all neighbourhood locations.

Policy

10.3.1 Attached housing development is considered appropriate in locations in close proximity to services, parks and green space, where available utility capacities, transit service and other amenities exist.





11 Implementation

The City develops policy documents to implement planning and infrastructure in the City. This Neighbourhoods Plan sets out the policies and guidelines for the densification of residential development in Chilliwack Proper and Fairfield Island Neighbourhoods.

11.1 Objective 1: To provide an implementation strategy that will guide sensitive and appropriate infill development in Chilliwack Proper and Fairfield Island Neighbourhoods

The following policies will provide direction for the City, developers and residents to ensure this plan is implemented according to the objectives of this plan.

Policies

- 11.1.1 The City will adopt the Chilliwack Proper and Fairfield Island Neighbourhoods Plan as an appendix to the OCP, to guide all new residential development in these communities.
- 11.1.2 Redevelopment in Chilliwack Proper and Fairfield Island will not be phased but will be completed as individual land owners determine the viability of redevelopment.
- 11.1.3 Rezoning and development proposals in Chilliwack Proper and Fairfield Island shall conform to the land use designations and policies within this plan.
- 11.1.4 The City will require all developers to complete and record community engagement and demonstrate how the concerns of the community have been incorporated into the development.
- 11.1.5 Development within the Chilliwack Proper and Fairfield Island Neighbourhoods Plan will conform to other City adopted policy documents.
- 11.1.6 Infill design guidelines will be implemented through Development Permit Areas and infill policies established by the City. All new coach house or garden suites, rowhouse, townhouse, apartment, and other intensive residential development shall be required to obtain a development permit prior to construction.
- 11.1.7 The City will continue to review strategies, programs, and infrastructure improvements to improve road safety for motorists, cyclists and pedestrians in Chilliwack Proper and Fairfield Island Neighbourhoods in consultation with the community.

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- 11.1.8 The City will devise a strategy to raise public awareness about on-site drainage requirements and the responsibility of property owner to maintain drainage provisions post-development.
 - 11.1.9 The City will continue to engage the adjacent First Nations to communicate long range plans and development proposals.
 - 11.1.10 This Neighbourhood Plan will be reviewed from time to time, to monitor development and the achievement of the OCP goals. It may be amended, from time to time, through the OCP bylaw amendment process, which involves a public hearing.
 - 11.1.11 The City will continue to pursue affordable housing policies and implement the Chilliwack Homelessness Action Plan, considering advisory committee input, and other such actions as the City deems to be appropriate.