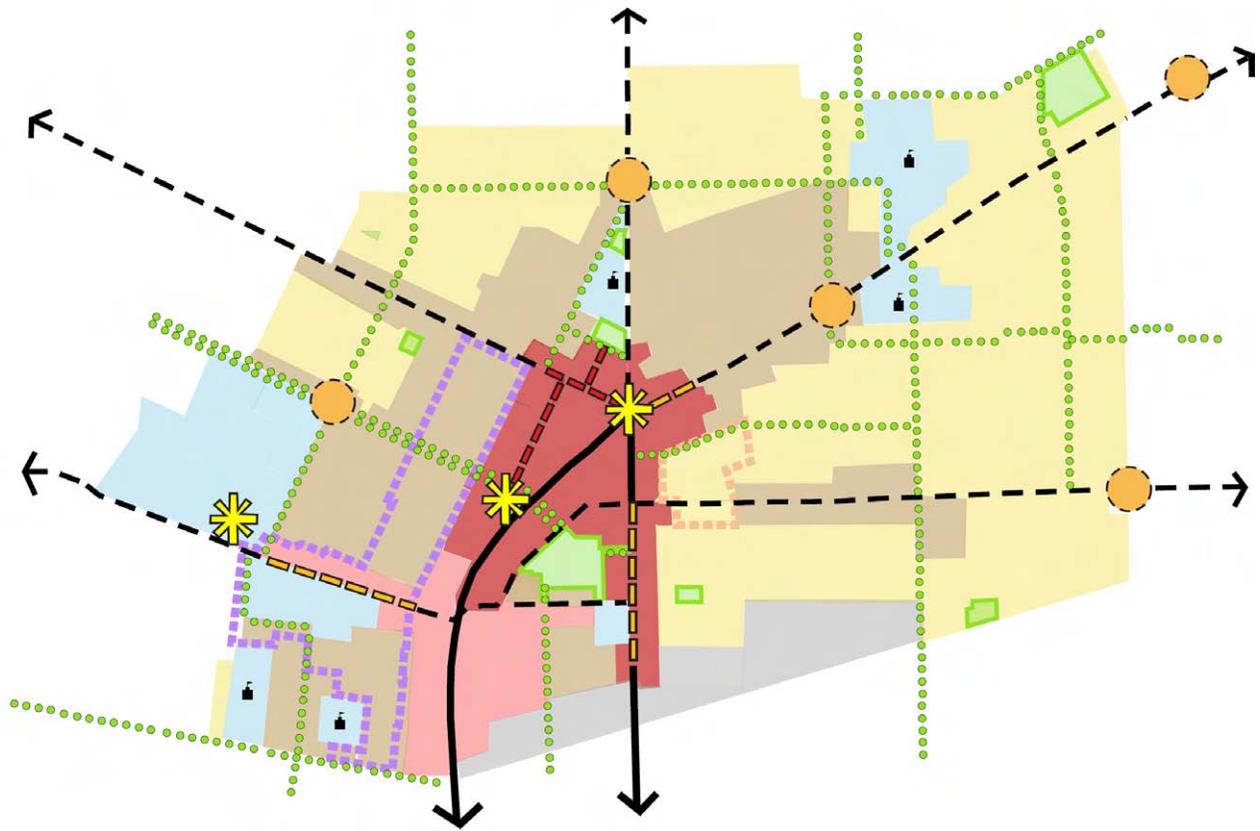




Downtown Land Use and Development Plan



City of Chilliwack

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1.0 Introduction

1.1 Overview

The Chilliwack Downtown Land Use and Development Plan articulates the community's vision for the Downtown Plan Area over the next 30 years. This plan gives clear direction with regards to land use, housing, commercial and economic vitality, public open spaces, community facilities and programs, transportation, infrastructure, and the form and character of public and private realm development. The plan also defines the role of Downtown Chilliwack in the wider community, giving guidance regarding its relationship and connectivity with the rest of the city. The plan includes a vision statement, a set of fundamental goals, land use, transportation, and open space framework plans, and a set of policies and guidelines to guide future decisions.

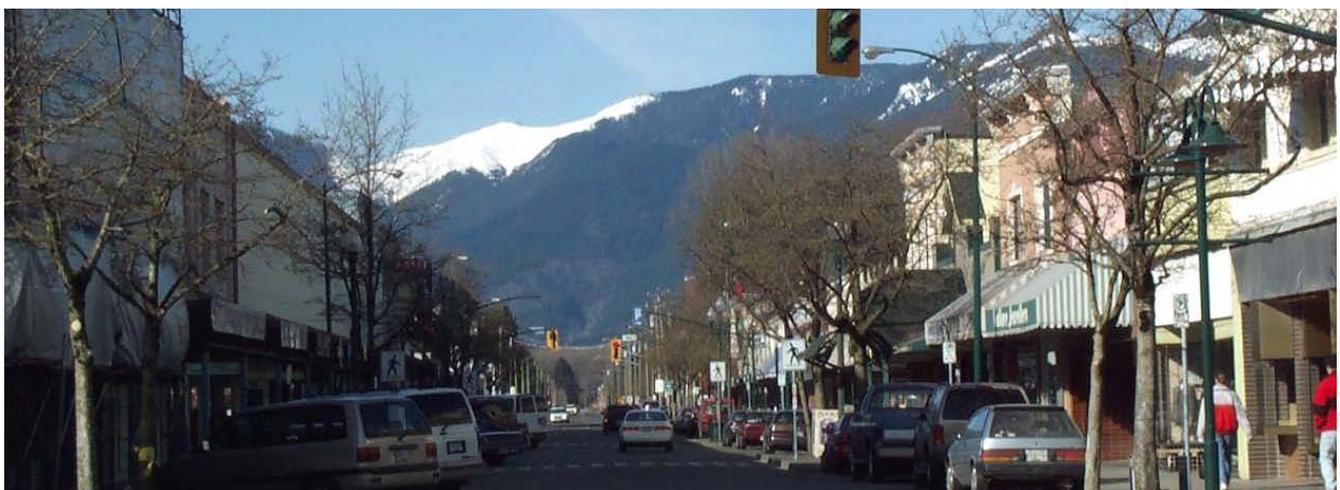
This plan builds on previous plans, processes and studies including the Downtown Revitalization Plan, the 2008 Downtown Neighbourhoods Strategic Plan and its supplemental Growth Scenarios Report. The Downtown Land Use and Development Plan is a schedule to the OCP Bylaw adopted by Council.

This plan is founded on a strong base of community involvement that occurred throughout the downtown planning process. This process involved a series of public events including open houses, visioning sessions and design workshops including the downtown charrette. A detailed summary of the process for downtown planning can be found in Section 2.2 of this document.

1.2 Purpose

The overall purpose of this plan is to encourage more cohesive and compatible development patterns in the downtown that support overall community wide sustainability and livability and that are responsive to growth patterns in the wider community and region.

Specifically, this plan provides a regulatory framework and implementation tool for future development in the downtown plan area. It gives greater clarity and certainty for citizens and developers and provides clear guidance for City Council and Staff by establishing a land use framework and clarifying the ways that development and growth should take place. This plan is supplemented by relevant guidelines applicable to the plan area including the Multiple Family Infill Design Guidelines (Development Permit Area 9) and the Building Facade Design Guidelines for the Commercial Core (OCP Appendix A).



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2.0 Background and Planning Context

2.1 Relationship with Other City Plans and Initiatives

Planning for the downtown was informed by a number of existing plans and previous planning initiatives. These include The Chilliwack Official Community Plan, the 1996 Downtown Revitalization Plan, the 2000 Downtown Redevelopment Strategy, and the Mill Street Mews 2008 design study.

Planning for downtown involves two related phases:

Phase 1) An initial strategic visioning and preliminary design phase that resulted in the Downtown Neighbourhoods Strategic Plan and the Neighbourhoods Growth Scenarios Report; and

Phase 2) A more detailed implementation phase including the development of land use, mobility, housing and open space policies based on the broad directions and strategies identified in the Strategic Plan.

2.1.1 The Downtown Neighbourhoods Strategic Plan

Completed in February 2008, it provides a strategic vision for the downtown containing three broad strategies:

- 1. The Core Plan:** A 30 year vision for revitalization of the core area illustrated through an annotated concept plan and a series of sketches depicting buildings and streets in this area;
- 2. The Neighbourhoods Growth Plan:** This plan identified sub areas within the downtown and associated densities to accommodate future residential growth; and
- 3. The Green Links Plan:** A network of pedestrian and bicycle priority 'greenways' linking key destinations in the downtown and to the rest of the city.

The plan also includes detailed economic analysis identifying key development trends and opportunities affecting downtown redevelopment.

The Growth Scenarios Report was prepared by City Staff to determine the densification capacity and optimal residential scenarios that could satisfy the diverse needs and social conditions of the downtown population.

Official Community Plan
1998



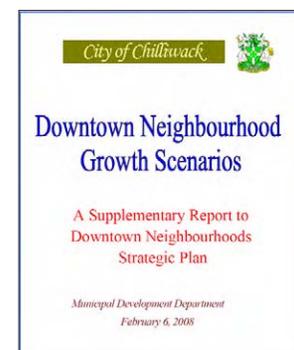
CITY OF CHILLIWACK



CHILLIWACK
CITY OF CHILLIWACK
DOWNTOWN NEIGHBOURHOODS
STRATEGIC PLAN
JANUARY 2007



The Strategic Plan included an
Illustrated Concept Plan for
the Downtown Core

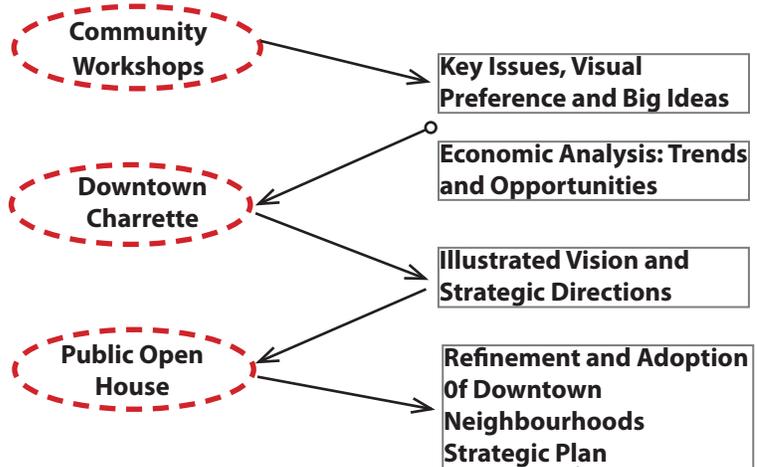


2.2 Planning Process

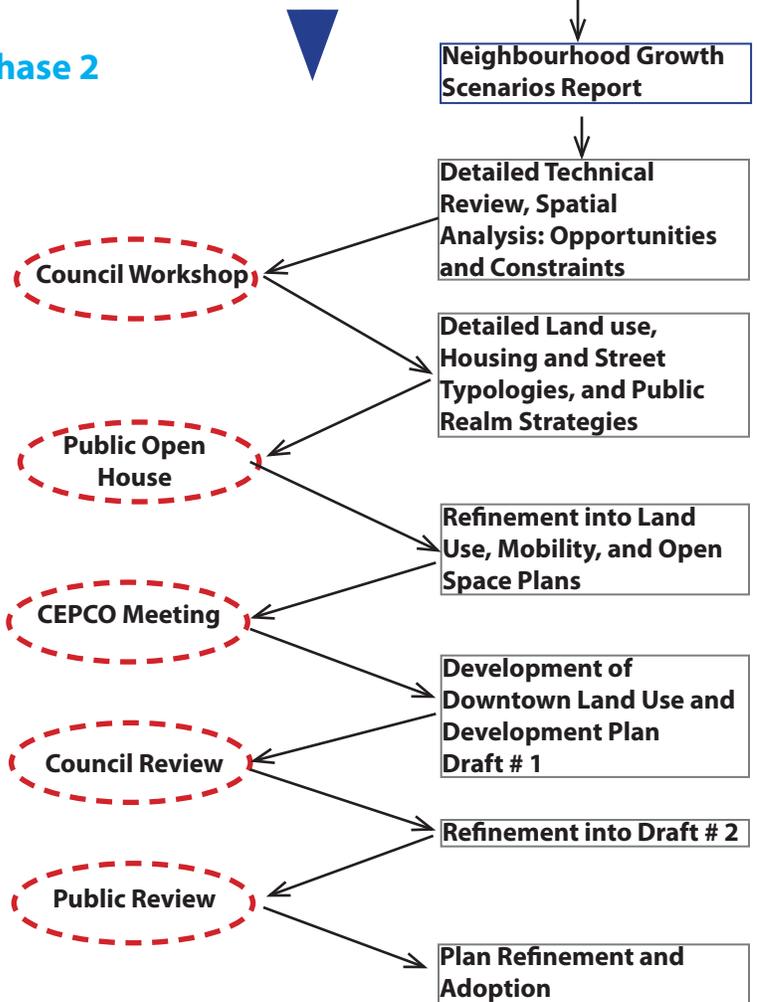
The downtown planning process involved detailed technical, design, and planning work that was interwoven with public consultation, meetings with key stakeholders, and steering committee workshops at key stages of the process. This enabled ongoing stakeholder input into the process and materials as they developed. The following diagram provides an overview of the two phase planning process for the downtown.



Phase 1



Phase 2



2.3 Plan Area

Figure 2.1 below shows the plan area and its surrounding context. The City of Chilliwack is located within the Fraser Valley Regional District approximately 100 kilometers east of Vancouver. The town site is defined by the Fraser River in the north, and Vedder River in the south. Although a significant portion of the settlement and farming areas lie within the natural floodplains of the two rivers, much of Sardis and Vedder remains above the historic flood zones. Where areas are subject to flood risks, the City has built a 1 in 200 year flood standard dyke system for protection. The city is surrounded by a beautiful natural environment including the spectacular peaks of the Cascade Mountains to the south, and the Coastal Mountain range to the north. Views of Mount Cheam and other magnificent environmental features frame the downtown.

In the late 1800's, pioneers and miners traveling through the area established a handful of farms around the Fraser River that resulted in a small settlement clustered around Saint Thomas Church where The Landing intersected Yale Road. The area remains the commercial heart of the community. Today, numerous heritage sites and buildings, along with the historic fine grained street grid pattern, are the city's record of birth from Landing to settlement.

The Sto:lo First Nation have been living continuously within the Chilliwack area and the Fraser Valley for over 5,000 years. Today, a number of Sto:lo First Nation Reserves surrounding the downtown plan area are poised to fully integrate with the Chilliwack Proper Settlement through improved road/service connections and market investment. This includes the Squiala First Nation Reserve (#7) where the installation of underground utility services and the new Evans Road Connector, completed in early 2010, has open up 100 acres of First Nation land for development.

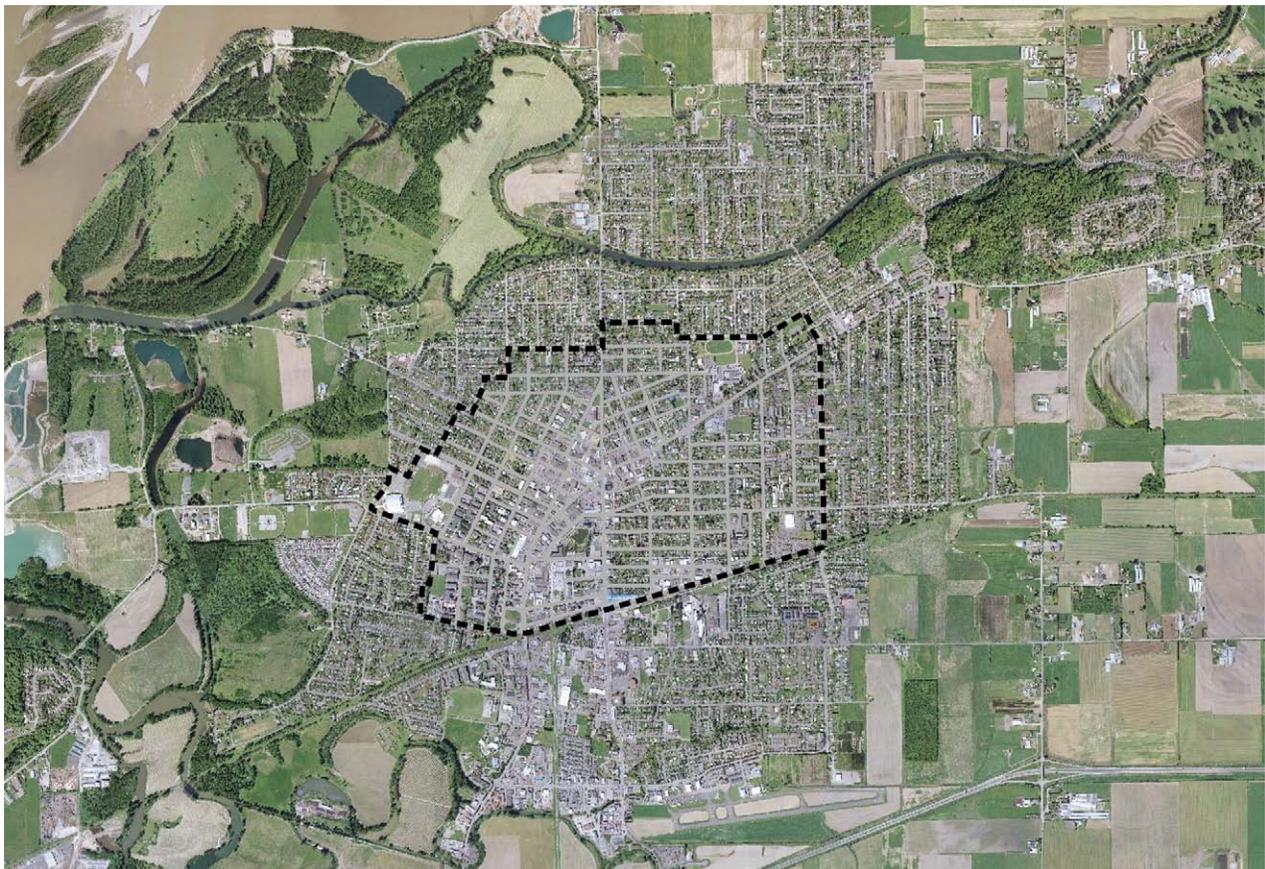


Figure 2.1: Plan Area and Context

2.3.1 Physical Planning Context

The plan area is 586 acres in size – net of roadways and other public domains. The downtown plan area embraces a substantial residential community, ranging from single detached units to “high density” multifamily residential and high profile public uses and businesses within the core and The Landing. Residential uses account for 45% (372 acres) of the total land area, with 10 % occupied by commercial uses.

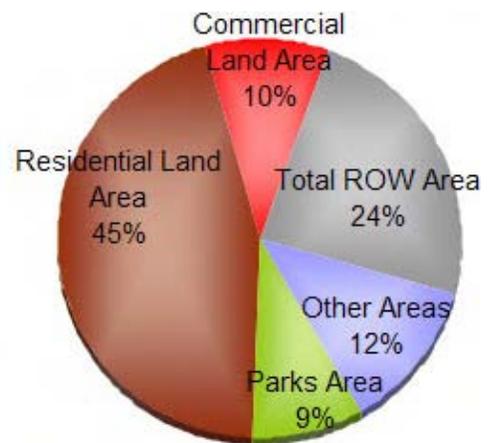


Figure 2.2: Downtown Land Use by Area

(A) Overview - Land Use Patterns

The land use patterns of the downtown plan area today reflect the influences of three historical trends:

1. Early to Mid 20th Century radial development patterns around the core;
2. Widespread automobile ownership in the second half of the 20th Century that extended development along major transportation routes; and
3. Higher density redevelopment opportunities as a result of changing market demands which have emerged over the last 20 years in the east.

Marking the birthplace of the city, the core area exhibits a classic land use pattern centred on Five Corners, with major routes (Yale, Young, Wellington, First and Hodgins) fanning out to the edge of town, peripheral arteries (Broadway and Ashwell), and other communities. At Five Corners, historic main street retail development anchors the downtown. Residential neighbourhoods are clustered around the business core, ranging from high density buildings (apartments) adjacent to the downtown core to lower density, single detached homes located several blocks away.

Extending from the core along Yale and Young Roads, *highway commercial* development is present, reflecting historical changes to city development that came with the initiation of the automobile age. This development creates “sectors” that cross the commercial/apartment/single home rings and connect the downtown to Highway 1 and Sardis-Vedder.

Over the past three decades, redevelopment in the form of low/medium density townhouses and some low rise apartment developments transformed the eastern part of Chilliwack proper just outside the walking distance of the core. These developments cater to car use and were motivated by the area’s historically lower land prices.

While the downtown began as the centre of a classic radial pattern – with concentric rings of Main Street businesses, and high to low density residential development – the car oriented commercial corridors and “suburban redevelopment” patterns that began in the 1960’s transformed some of its traditional character and function. Despite this, the downtown still has many of its traditional characteristics including its connective street network, the pedestrian-oriented Central Business District and numerous heritage buildings and landscapes. It is these and other traditional characteristics of the downtown that this plan aims to maintain and enhance as anchors of Chilliwack’s civic identity.

(B) Key Amenities, Destinations, and Links

Downtown Chilliwack is home to several key regional and city wide serving commercial, civic, and recreational amenities and destinations, along with a number of schools and parks, as shown in Figure 2.3.

Chilliwack Leisure Centre at the Landing: a multi-purpose civic/recreational node that includes Prospera Centre, Evergreen Hall, and the Cultural Centre.

Narrow streets and historic, pedestrian scale shops on Wellington Avenue in the Five Corners heritage district at the heart of the downtown.



Figure 2.3: Key Amenities, Destinations and Links



To Lickman Road. Industrial Area, Greendale, and Evans Road.



Chilliwack General Hospital.



Contemporary Auto-oriented Commercial Uses along Yale Road at Southgate Plaza.

Other key amenities in the downtown are the Chilliwack Museum located at Main Street and Spadina, Salish Park and the Fraser Valley Regional Public Library, Central Community Park located at the head of Mill Street just north of Five Corners, a range of commercial uses located south of the Five Corners Area along Main Street, Yale Road and Young Road. Well known commercial land marks include Salish Plaza, the Chilliwack Coast Hotel, Southgate Plaza and City-Gate Shopping Centre. The three schools - Chilliwack Senior Secondary, Chilliwack Middle, and Central Elementary (Community) School - also serve as public amenities by allowing public use of the sports fields, gym and classrooms.

(B) Block Structure and Street Network

The pattern of streets and lanes downtown follow a traditional grid pattern, which has an axial orientation emanating out from Five Corners. This highly connective grid (Figure 2.4 below) is key to the creation of a highly walkable downtown, improving the overall circulation for all modes by providing many route options to, from, through, and within the downtown.

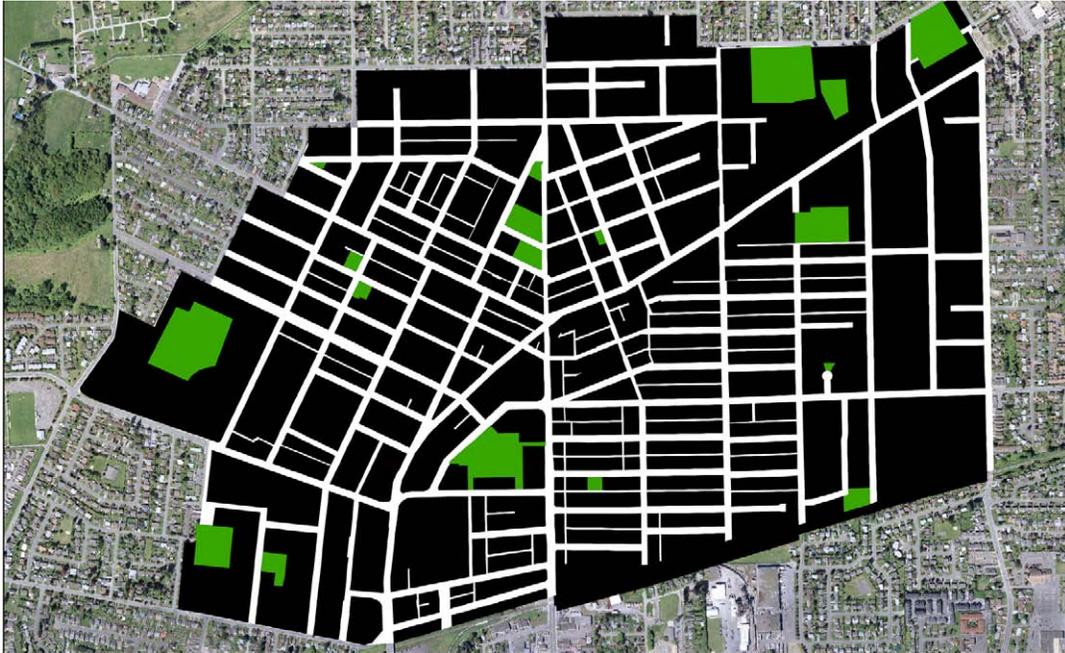


Figure 2.4: Figure Ground Drawing showing Block Structure and Street Network

Primary links between key destinations in the downtown are generally along multi-modal arterial and collector streets which are shared by vehicles, pedestrians, cyclists, and transit. This poses a significant challenge within existing rights-of-way in the downtown which are for the most part limited to 20 and 25 metres.

The extension of Evans Road to Ashwell Road forms a major addition to Chilliwack’s road system. The Evans Road Connector and Interchange links Evans Road to the south with Ashwell Road to the north, creating alternative route options and connections for traffic traveling to and from the downtown via Highway 1/ Sardis. The Evans Road Connector is expected to transfer some traffic to Hodgins Avenue from Yale Road West south of Hodgins Avenue.

Primary Corridors	Traffic Volume *
Young Road. North	8,412
Yale Road. East	10,300
1St Avenue	5,121
Broadway	8,429
Young Road. South	19,502
Yale Road. West	32,177
Wolfe Road.	9,959

* 2 way, 24 hr. traffic volumes; City of Chilliwack, 2008.

Figure 2.5: Traffic Volumes for Key Downtown Corridors

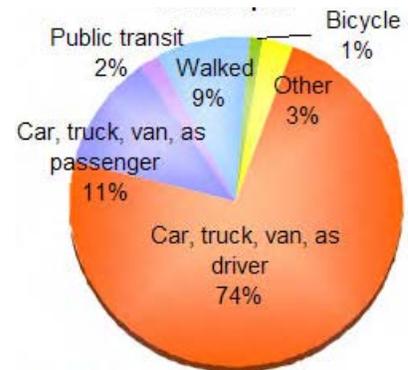


Figure 2.6: Work Commute

(C) Housing

Figure 2.6 shows the current distribution of housing by type in the plan area. Single family housing is the dominant residential land use in the downtown, representing a significant opportunity for residential infill and intensification. The housing map also shows a notable absence of housing in the commercial core area due to very limited mixed use commercial/residential development. Single detached homes make up 25% of homes in the downtown while occupying 76% of residential area. Figure 2.9 shows that a significant amount of the downtown housing stock is older, the majority being over 30 years old.

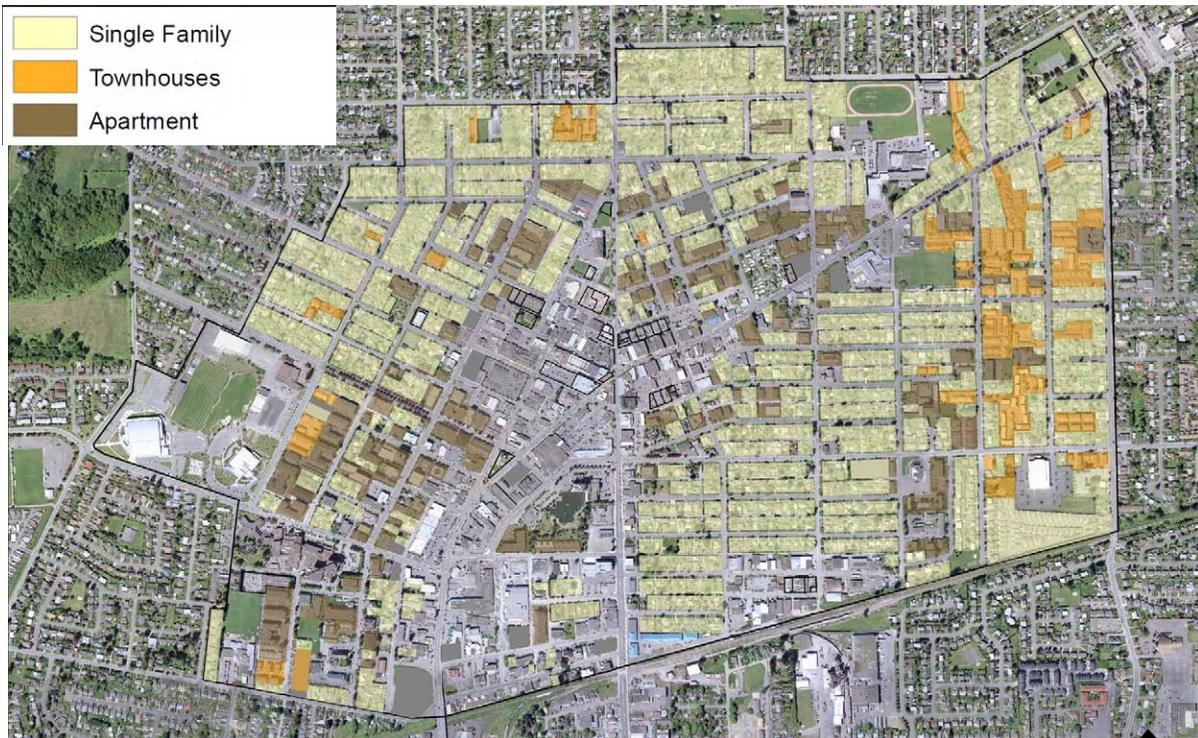


Figure 2.7: Distribution of Housing by Type in the Downtown

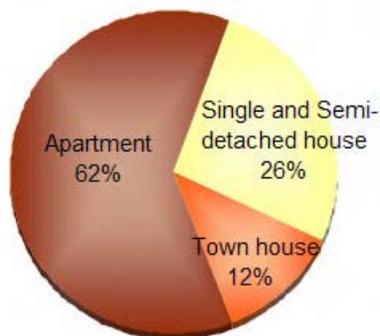


Figure 2.8: Housing Types by Percentage of Totals in the Downtown

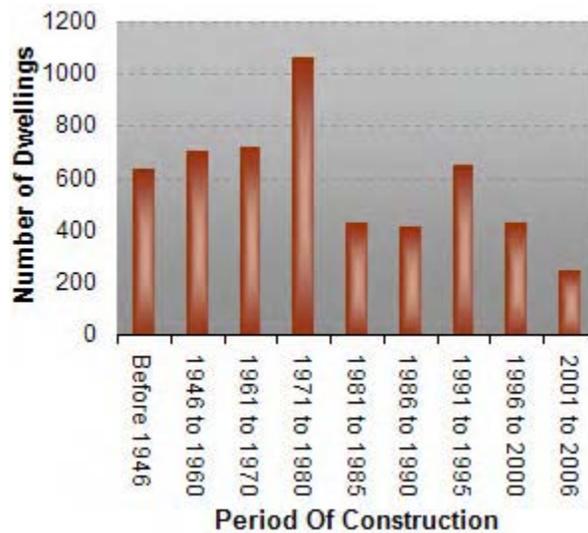


Figure 2.9: Housing - Period of Construction

(D) Developing in the Floodplain

Situated in a valley setting, Chilliwack Proper is subjected to the flood risk of the Fraser River. The dyke system is built to a 1 in 200 year flood standard that protects the downtown plan area. A flood proofing bylaw is in effect in the downtown area and has remained a critical planning control of buildings at grade - uses contained in that part of residential buildings below the "flood construction level" are limited to uses such as laundry, recreation, garage, etc. Primary living areas such as bedrooms, kitchens, etc. are required to be located above the flood construction level. As such, development must be creative to ensure a positive interface with the public realm in ground floor orientation for multi-family residential uses.

2.3.3 Social Context

The population of the downtown in 2006 was estimated at 10,400 living in approximately 5,400 dwellings and averaging 1.95 persons per household. The average annual growth rate in housing in the plan area over the last 10 years has been approximately 0.88%. The following downtown demographic characteristics are also of note:

- 54% of downtown residents are renters (city average, 27%).
- The largest household group in the downtown is singles (over 48% of the total population).
- Seniors make up 23% of the downtown population (city average, 16%).
- Youth (18 and under) are under-represented at 19% of the total population (26% for the city).
- The growing number (43% vs. city's 35%) of the pre-retirement empty nesters (age 45 to 60) and retired couples (with no children) underscore their growing, much un-met housing needs, in terms of their lifestyle and design quality.
- Downtown households have a lower average income and a narrower income gap than the city as a whole.
- 52% of renters and 25% of owners in the downtown are in core housing need, defined by CMHC as spending more than 30% of their gross annual income on housing.

The above statistics indicate there is a need for diversified housing for different lifestyles and income groups, in particular for seniors, young families, and low income renters.

Homelessness along with drug addiction and mental health issues are other challenges facing the downtown, requiring integrated policies and programs for effective solutions.

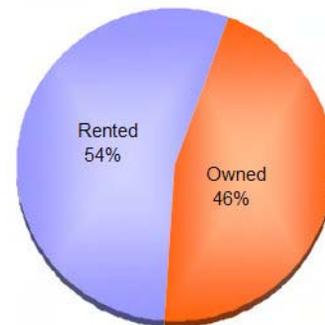


Figure 2.10: Residential Tenure

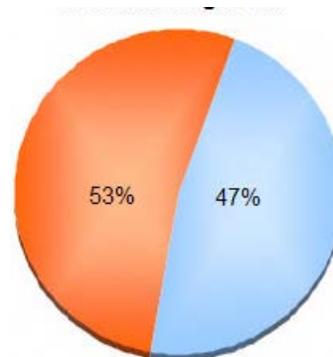


Figure 2.11: Core Housing Need - Percentage of Renters Spending more than 30% of their Household Income on Housing.

2.3.4 Economic Context

The downtown core is the historic commercial heart of the community. Businesses and services within the downtown range from traditional, pedestrian oriented retail shops, restaurants and cafes in the core, to auto oriented shopping centres and plazas along Yale Road, to institutional and office uses. These include the Chilliwack General Hospital and an array of supporting health care offices and businesses, and the new office building and landmark Court House at Five Corners.

The downtown plan area currently has a total of 287 businesses: 253 of these are commercial uses, and 34 industrial uses. This comprises 19% of the city's total licensed businesses. Over the last eight years, the downtown has lost 175 businesses. This trend is one of the most important issues this plan seeks to address by focusing commercial uses in strategic locations, improving the design quality and pedestrian orientation of downtown commercial areas, encouraging mixed use buildings, and more generally by increasing the downtown population and therefore customer base for local businesses.

The Chilliwack Economic Partners Corporation (CEPCO) and Tourism Chilliwack are business and economic development planning agencies for the City of Chilliwack. CEPCO has played a key role in downtown revitalization. In demonstrating its commitment to the downtown, it has located its main office in a new, attractive mixed-use building at Five Corners.



Historic Commercial Core

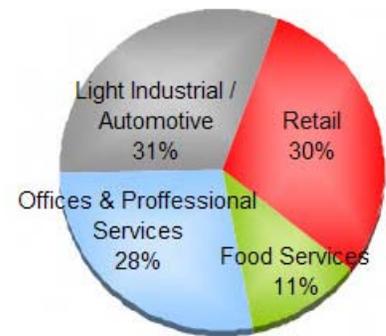


Figure 2.12: Downtown Businesses (by Percentage of Total Floor Area)

Occupation		
Sales and service	1,417	29%
Trades, transport, equipment operators and related	961	20%
Business, Finance and Administrative	659	14%
Processing, manufacturing and utilities	345	7%
Health occupations	234	5%
Social science, education, government, religion	262	5%
Natural and applied sciences	215	4%
Primary industry-specific	161	3%
Other	446	13%
Total	4,700	100%

Figure 2.13: Downtown Labour Force by Occupation



Mixed Use building at Five Corners: home to CEPCO

2.4 Population and Housing Projections

The land use plan is premised on the city accommodating the majority of growth on the valley floor within the established urban growth corridor, a key component of which is the downtown. Over the next 30 years, downtown Chilliwack is projected to accommodate roughly 13,000 more residents and roughly 8,000 additional dwellings. The projections shown in Figure 2.13 below are based on anticipated uptake over the three phases of the capacity provided by the community vision for land use and intensity shown in Figure 3.2 Downtown Land Use Plan and detailed in Section 3.3.

Dwelling Type	2007 dwellings	2017 dwellings	2027 dwellings	2037 dwellings
Attached Single Family	1460	1500	1400	1334
Town House	652	1111	1790	2471
Apartment (4 storey)	n/a	4392	5200	5925
Apartment (< 4 storey)	n/a	464	788	2629
Mixed Use	n/a	200	466	1067
Total Apartment	3242	5056	6454	9620
Dwellings Total	5355	7667	9643	13425
Population Total	10432	14341	17646	23552

Figure 2.13: Downtown Dwelling Projections (to 2037)

3.0 Plan Elements

3.1 Community Vision and Goals

3.1.1 Vision for Downtown Chilliwack

Downtown Chilliwack is a healthy, sustainable, and thriving community that promotes social and economic vitality while minimizing its impact on the natural environment. Downtown Chilliwack is a community of distinct and vibrant urban neighbourhoods that offer a wide range of opportunities to live, work, learn and play. It is safe, inclusive, socially diverse and supported by a diverse range of housing options that embrace a high quality and attractive public realm. The heart of downtown is distinguished by its unique heritage character and its civic, entertainment, and shopping focus, and will continue to be a cornerstone of civic pride and community identity.

3.1.2 Planning Goals

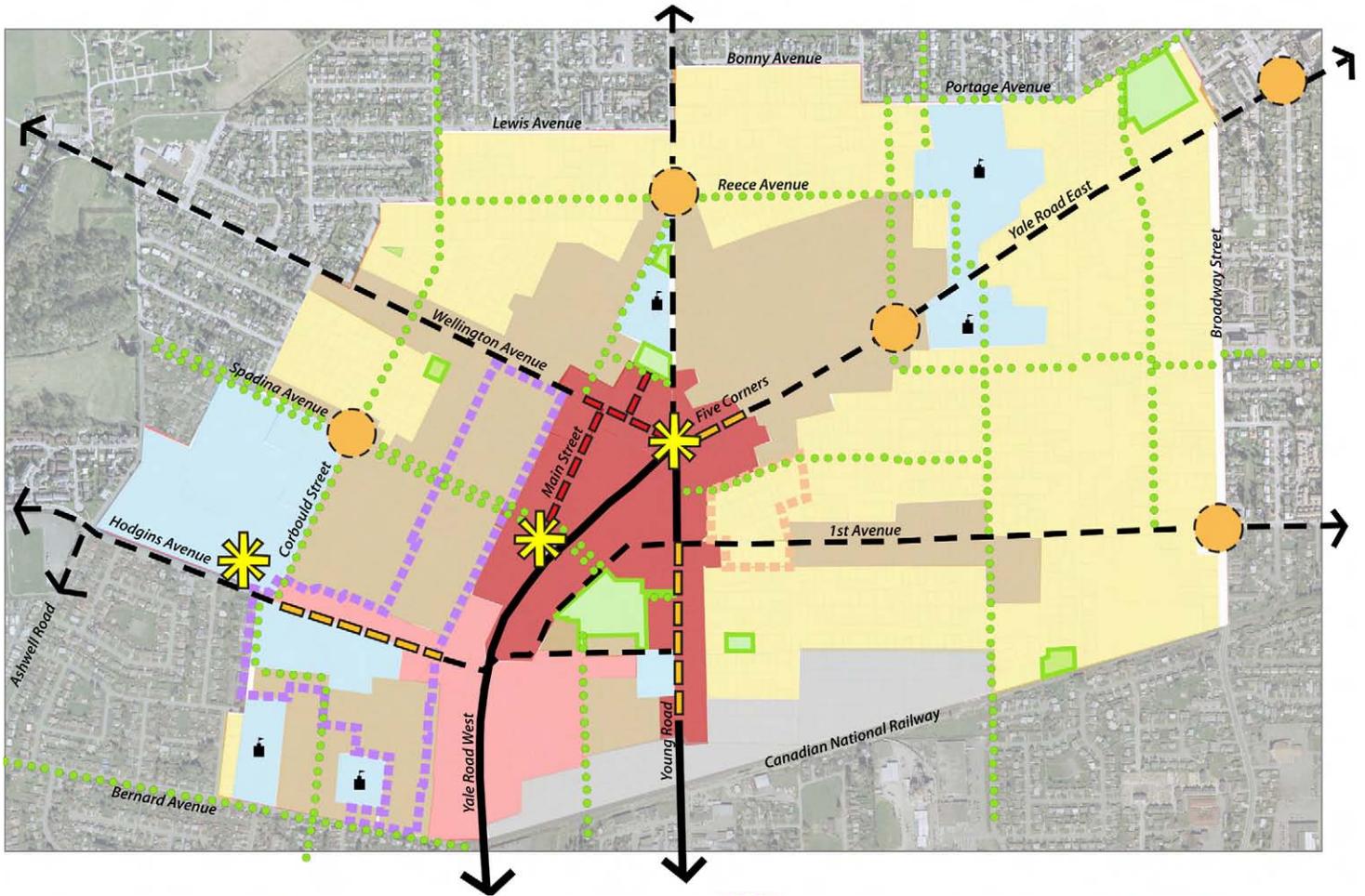
1. To maintain the downtown as a critical component of the City's urban corridor growth strategy.
2. To create a complete, compact and walkable downtown that has a balance of jobs and housing.
3. To create an attractive public realm with a strong sense of place that reflects Downtown Chilliwack's rich history.
4. To reinforce the downtown as the heart of the city by maintaining a vibrant and safe core with active retail, entertainment and civic functions.
5. To encourage a diverse and inclusive social mix by ensuring a broad range of services and housing opportunities.
6. To accommodate anticipated population growth through sensitive infill and densification with associated neighbourhood amenity improvements.
7. To support a range of mobility options that are convenient, safe and accessible for downtown and other city residents.
8. To ensure future growth and development contribute positively to the provision of needed amenities.
9. To minimize impacts from new and existing development on the surrounding natural environment, biodiversity, and air and water quality.
10. To reduce the greenhouse gas emissions and help the downtown community adjust to climate change.



3.2 Fundamental Concept

The fundamental concept presents a “big picture” vision for the downtown: a vision that is rooted in its history and premised on creating a more sustainable and livable future. It provides an overview of mobility and open space networks, special places and focal points, and their integration with the overall land use framework. This is presented in greater detail in the land use plan (Figure 3.2) and associated designations in Section 3.3.4. It represents a planning and regulatory framework that is both principled and flexible in fulfilling the vision, goals and policy of this plan, as well as the City’s sustainable development objectives. This plan will be implemented incrementally as market forces dictate and will largely be funded by private investment corroborated by public investments in amenities and infrastructure as the downtown grows.

Figure 3.1: Fundamental Concept Diagram



LEGEND

- Traditional Retail Street
- General Commercial Street
- Primary Multi-modal corridor
- Secondary Multi-modal Corridor
- Neighbourhood Greenway
- Parks and Recreation (Existing)
- Community Corner
- Focal Point/Gateway
- Health District
- Village Walk Heritage District
- Core (Pedestrian Oriented) Commercial Mixed Use
- Low - Medium Density Housing
- Medium - High Density Housing
- Service (Auto-Oriented) Commercial
- Civic Recreational & Institutional
- Light Industry/Manufacturing



Wellington Avenue will continue to be an important retail high street in the downtown



Paramount District along Yale Road.



Community Corners have local everyday uses mixed with housing above.



The historic Saint Thomas Church is the gateway to the Village Walk area.

Traditional Retail Streets

Wellington Avenue, Mill Street and Main Street are the city's retail high streets. They play a key role in the overall identity of the downtown and are the focus of more intense land use activity. They are vibrant pedestrian streets lined with small niche retail shops, restaurants and cafes with office and/or residential uses located above. These streets should receive the highest level of public realm amenities in the downtown including special paving details, street trees (where possible), street furniture, and other pedestrian amenities.

General Commercial Streets

General commercial streets include Young Road, Hodgins Road, and Yale Road East and are lined with a mix of large and small format retail, offices, restaurants and other commercial uses. On-street parking is encouraged at off-peak hours. These streets also have high frequency transit service, bike lanes, and high pedestrian volumes, and remain a high priority for public realm amenities.

Community Corners

Community Corners are active pedestrian places with neighbourhood serving uses within convenient walking distance of residences. Community Corners can host a range of local uses such as small shops and cafes, with housing located above. Community Corners are located at key crossroads along primary and secondary corridors and mark the primary pedestrian crossing along these streets. The public realm at community corners should have enhanced treatment as gateways through different parts of the downtown.

Village Walk Heritage District

The Village Walk area is one of the city's first residential neighbourhoods and an important link to the city's past. It contains a number of heritage homes and buildings, some of which now contain shops, galleries and restaurants. Heritage buildings of note in this area include the Magnolia Manor Gallery operating in a 1932 American Colonial Revival home, the Green Gables Parlour in the 1909 Henderson House, La Mansion Ristorante in an 87-year-old mansion, the early 1900s Gingerbread Teahouse, and Saint Thomas Anglican Church. The retention of heritage buildings in this area is a strong priority for the City.



Health District

The Health District highlights the cluster formed by the Chilliwack General Hospital and its associated services, businesses and institutions. It is focused along Hodgins Avenue, Menholm Road, and Mary Street (between Spadina and Bernard Avenue). This area will continue to support the hospital and accommodate a range of health uses and other amenities and services in a mixed use setting with high density residential developments.



The Chilliwack General Hospital is the core of the Health District.



Gateways/Focal Points

Gateways are located at key places or intersections and identify the entrance to the downtown area, acting as a focal point for activity. Development at gateways should contribute to the sense of entry and level of importance through signature architecture, appropriate building scale, character, and orientation. Right-of-way features such as landscaping, public art, landmarks or special signage, lighting or paving may be used to help signify these areas especially Five Corners, the Landing, Salish Park, and Central Community Park.



The Chilliwack Museum (formally City Hall), is a gateway into the downtown core area.



Neighbourhood Greenways

Neighbourhood greenways are enhanced pedestrian and bicycle connections linking key activity nodes and residential neighbourhoods. These streets maximize opportunities for incorporating green space which is limited in the downtown. As such, designated Neighbourhood Greenways form a vital part of the Chilliwack Greenspace Plan.



Neighbourhood Greenways maximize green open space opportunities.



Primary Multi-modal Corridors

These streets are the principal mobility corridors into and out of the downtown and have the highest vehicle capacity and level of transit service in the downtown. They also serve as main pedestrian, and, in some instances, bicycle routes.



Multi-modal corridors in the downtown accommodate vehicles, transit, cyclists and pedestrians (above and below).



Secondary Multi-modal Corridors

These streets are important multi-modal corridors for traffic moving to, from, through, and within the downtown. They are particularly key to pedestrians and bicycles as they represent the shortest or most direct routes through the downtown.





Low - Medium Density Housing

These areas feature ground oriented housing including single family detached row houses, duplexes, coach houses, and town houses oriented towards public streets and open spaces with parking and servicing from a rear lane.



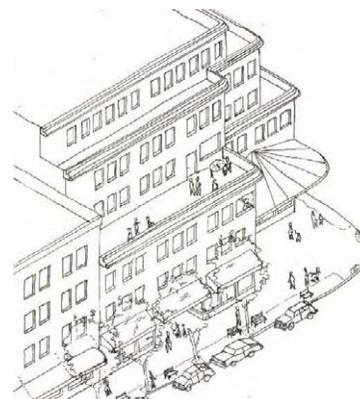
Medium - High Density Housing

These areas feature apartments ranging from 4 storey apartments to some high rise towers in select locations. Ground oriented homes (town houses) are encouraged to be incorporated into the base of the building to maintain a pedestrian connection.



Core Commercial Mixed Use

This area is the heart of the city, featuring high density, mixed use buildings that integrate retail, office and residential uses with a strong pedestrian/street orientation on the ground floor. These areas correspond with the Urban Quarter and Village Quarter designations in Figure 3.2 Land Use Plan.



3.3 Land Use Plan and Design Elements

3.3.1 Overview and Purpose

The land use map (Figure 3.2) and associated land use designations describe in detail the community's long term vision for the type and intensity of land uses desired for the downtown. They are intended to guide the re-zoning and development process. The land use designations take a form-based approach, illustrating appropriate building typologies and maximum building heights and development densities.

3.3.2 Key Design Considerations

All land use designations aim to create attractive, accessible, vibrant and safe public open spaces and emphasize pedestrian activity. The following design approaches apply to all land use designations in the downtown:

- Buildings should positively frame and define the public realm by minimizing set backs and presenting a friendly face to the street;
- Ground floor commercial uses should incorporate transparent shop front windows to create vitality and safety through “eyes on the street”;
- All ground floor residential uses should have entrances that are accessible and clearly visible from the fronting public street;
- Buildings are to be neighbourly and show a sensitive transition in scale;
- Semi private, useable outdoor amenity spaces are provided for all homes;
- All development incorporates Crime Prevention Through Environmental Design (CPTED) principles to maximize safety in the public realm;
- Energy efficiency and the retention of storm water on site are strongly encouraged for all development; and
- The location of residences above the floodplain level, as required by the Province and City bylaws, should avoid negative impacts on the public realm. Entry-ways with stoops facing the street, windows from non-habitable spaces



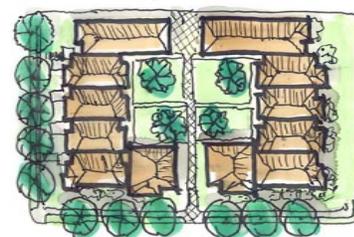
Buildings positively frame and define streets



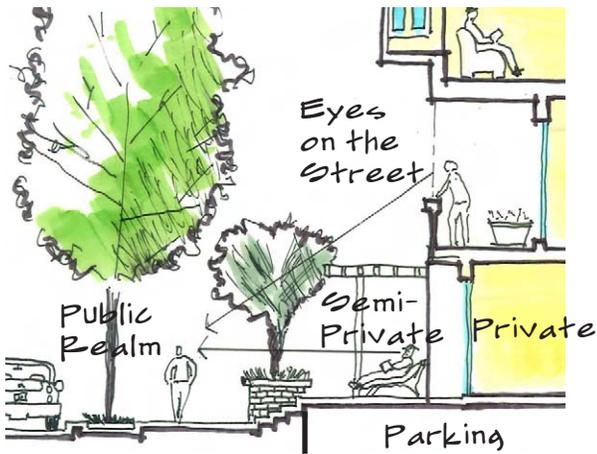
Present a friendly face to the street



Sensitive transition in scale and density



Provision of useable outdoor amenity space for residences



Residential buildings oriented to animate the public realm and create eyes on the street



The treatment of underground parking and flood elevation requirements should minimize negative impacts on the public realm, a positive example of which is shown above

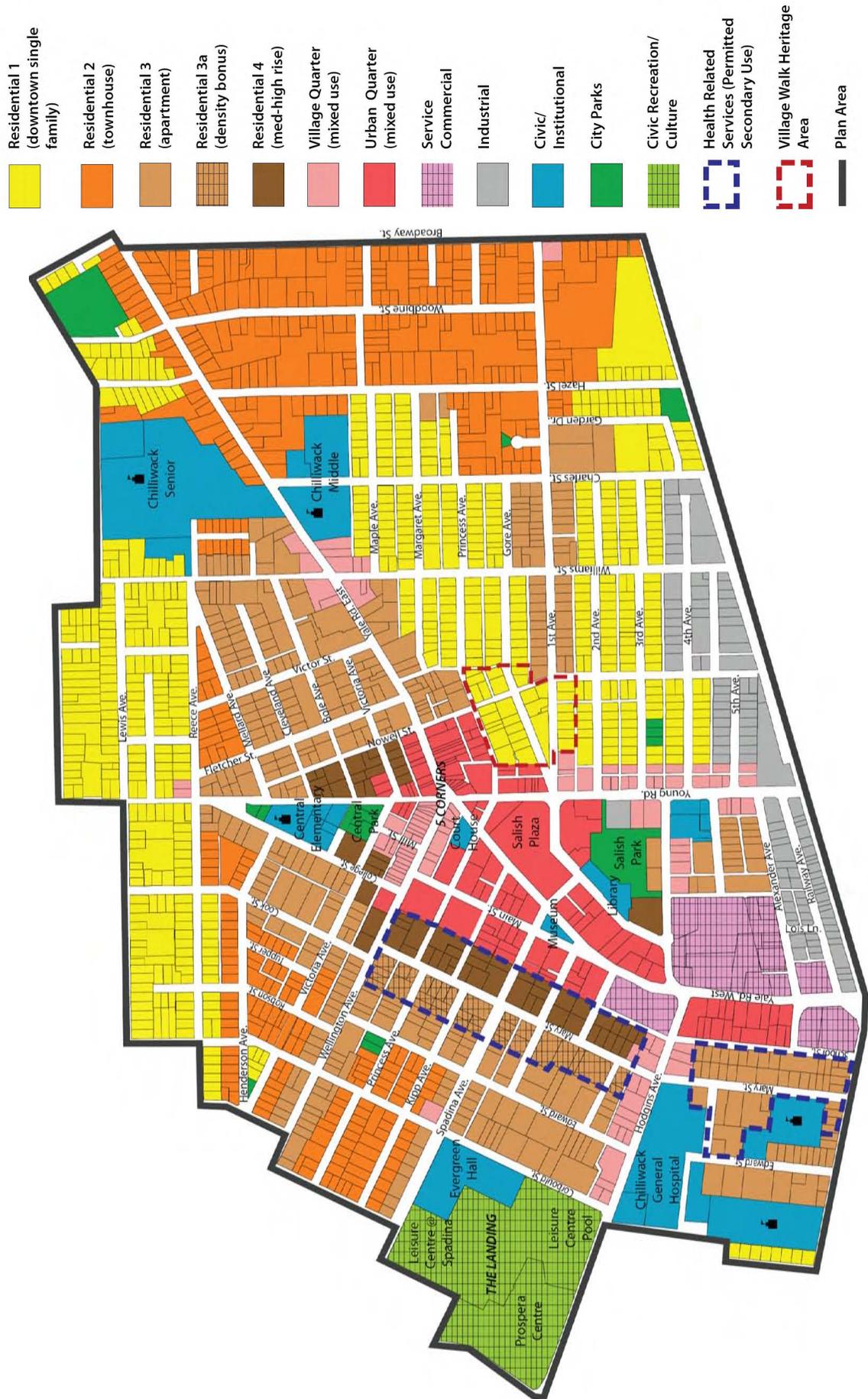
and landscape screening of blank walls are recommended as possible solutions.

3.3.3 Parking

Off-street parking requirements are one of the key design and development constraints for new residential development in the downtown. Lower off-street parking requirements provide greater design flexibility, increased affordability, and enhanced livability while encouraging alternative modes of transportation. An aging population, future land economics, and the promotion of public transit will also favour such a trend in the downtown.

This plan recommends a minimum parking ratio of 1.25 parking stalls for every dwelling unit, to be considered in concert with a traffic demand management study and parking study for the downtown. These off-street parking ratios have been determined in the context of the significant capacity provided by on-street parking and further, by the decreased demand for automobile ownership associated with smaller, more compact housing types located within walking distance to transit and everyday needs.

Figure 3.2: Land Use Plan



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3.3.4 Land Use Designations

The overall intent of the land use designations is to ensure adequate supply of land to accommodate anticipated growth and foster livability. The designations stress diversity, flexibility, compatibility, innovation, quality and affordability.

Density is measured in units per hectare (UH_a).

Residential 1 - Downtown Single Family

Intent: to expand options for fee-simple ground oriented housing for families with children in the downtown while preserving the existing scale and heritage character of single family residential neighbourhoods.

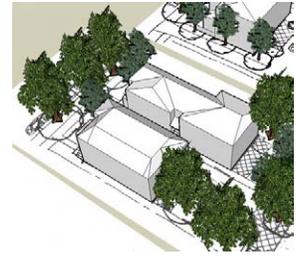
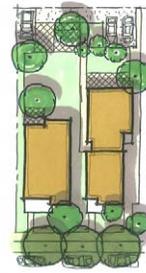
Appropriate Housing Types:

- single detached homes
- small-lot single detached homes
- carriage homes
- cottage home clusters
- traditional (street fronting, fee-simple) row homes with rear parking

Density: 20 - 40 UH_a

Height: 2.5 storeys

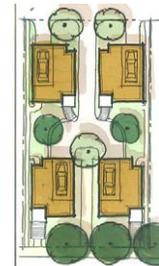
Dwelling/Off Street Parking Ratio: 1:1.25



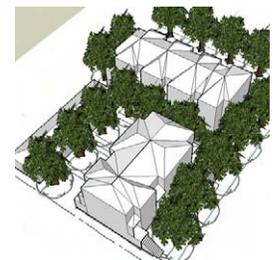
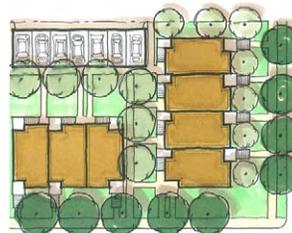
Small lot single family and front to back duplex with car access from lane



Side to side duplex and carriage house with car access from fronting street



Cottage house cluster with car access from lane



Traditional fee-simple row housing with car access from lane



Residential 2 - Medium Density Town Houses

Intent: to expand options for affordable ground-oriented housing for families with children, retirees, and “empty nesters”.

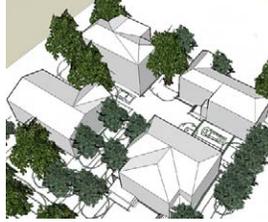
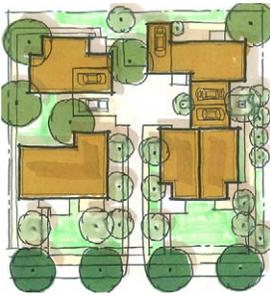
Appropriate Housing Types:

- Cottage house cluster - also in Residential 1
- Traditional row house - also in Residential 1
- Town house cluster
- Mixed cluster

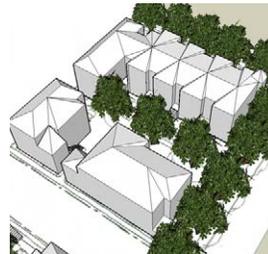
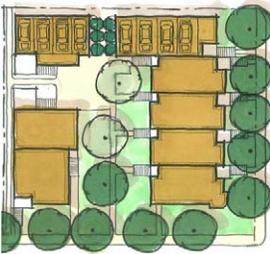
Density: 40 to 50 UHa

Height: Up to 3 storeys

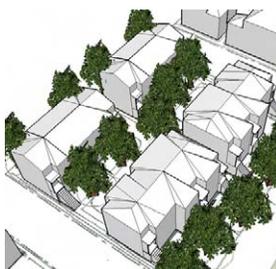
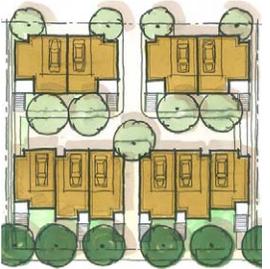
Parking Ratio: 1:1.25



Mixed cluster (single family, duplex, and carriage homes) with car access from fronting street



Mixed cluster (row, duplex, and carriage homes) with car access from lane



Carriage court town houses with access from lane



Residential 3 - Low Rise Apartment

Intent: to create a mix of housing options suitable for and affordable to a range of income levels and lifestyles including singles, couples, seniors and young families.

Appropriate Building Types:

- Stacked town house (including back to back)
- Apartments (with ground oriented units)

Density: 70 – 155 uph (units per hectare); or up to 225 uph for developments which include the provision of small unit apartments (maximum of 51 m² gross floor area) or congregate care.

The density of 225 uph (units per hectare) for small unit apartments is only applicable on lots within:

- 400 m of a bus stop on a frequent transit route; or,
- 800 m of a transit exchange.

Height: Up 4 storeys

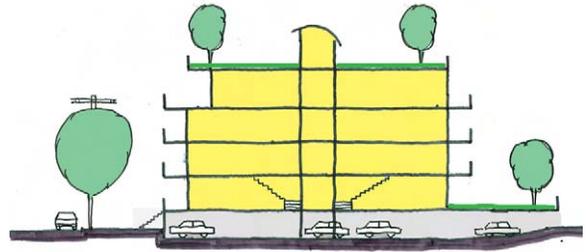
Parking Ratio As per Zoning Bylaw

Residential 3a (Density Bonus)

Intent: Pursuant to the provisions of Section 904 of the *Local Government Act*, higher density up to the density allowed in the Residential 4 designation from a base density consistent with the Residential 3 designation will be considered in exchange for the provision of affordable housing or other specified social, recreational and environmental amenities consistent with the policies of this plan.



Stacked townhouse/apartment building with ground-oriented units



4 storey (wood frame) apartment incorporating green roofs and balconies



Residential 4 - Mid - High Rise Apartment

Intent: to create a mix of high density housing options immediately adjacent to the downtown core suitable for a range of income levels and lifestyles including singles, couples, seniors, and families with children.

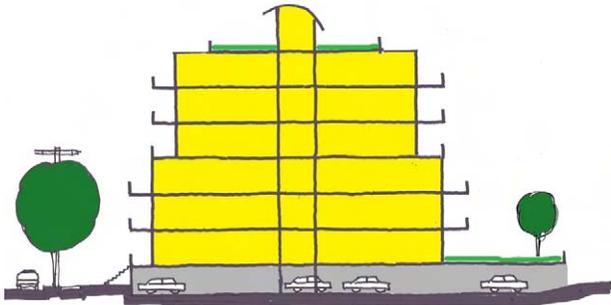
Appropriate Building Types:

- Point tower and podium (slender apartment tower coming out of structured parking base wrapped with town houses along public streets)
- Mid rise terrace buildings (buildings that step back from the street front)

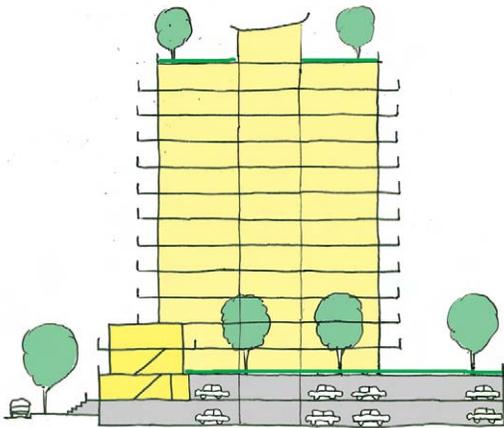
Density: up to 450 UHa

Height: up to 18 storeys

Parking Ratio 1:1.25



6 storey apartment (wood frame or concrete) incorporating green roofs and balconies



High rise apartment incorporating green roofs and balconies with structured parking wrapped by townhouses at street level



VILLAGE QUARTER

Intent: to create vibrant, low density, pedestrian-oriented, mixed use commercial corridors along Wellington Avenue, Yale Road and Hodgins Avenue, and 'community corners' as identified in the Fundamental Concept Diagram, that serve adjacent neighbourhoods. Lands designated Village Quarter will feature low rise mixed use buildings up to 4 storeys in height with a range of local, neighbourhood commercial amenities including grocery stores and restaurants on the street level and apartments above

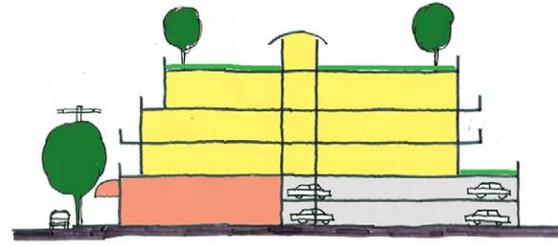
Appropriate Building Types:

- 4 storey mixed use

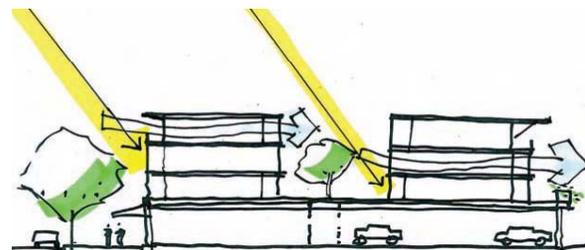
Density: Up to 100 UHa

Height: Up to 4 storeys

Parking Ratio (residential): 1:125



4 storey apartment incorporating green roofs and concealed 2 level structured parking

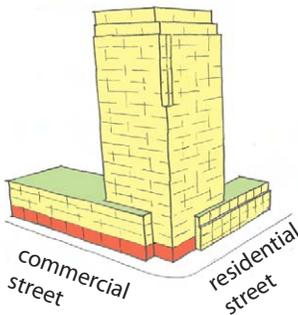


4 storey apartment incorporating green roofs and concealed parking at grade, behind and under buildings contain a courtyard that allows light penetration and livable space in between



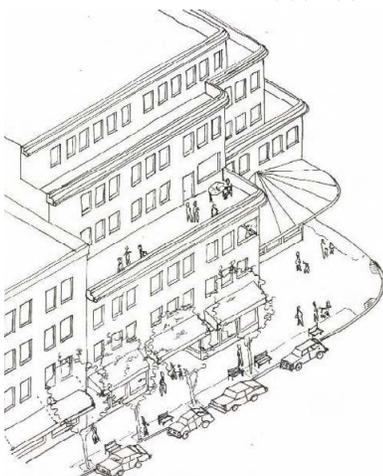


Mixed use high-rise building incorporating:
 retail frontage along commercial street;
 office and residential uses above;
 townhouses along residential street, and;
 rooftop gardens above concealed 3 level parking



Urban Quarter (Density Bonus)

Intent: Pursuant to the *Local Government Act*, a higher density of up to 530 uph will be considered in association with the provision of affordable rental housing on a site where the development, in its entirety, is owned and managed by the Provincial or Federal Government or a not-for-profit organization and subject to registration of a Housing Agreement between the City and the property owner.



Mixed use building with retail frontage along commercial street, and townhouse frontage along adjacent residential side street

URBAN QUARTER

Intent: to create a high density, vibrant, pedestrian friendly downtown core with a mix of housing, jobs, regional services and recreational opportunities that create activity during the day and evening.

Lands designated Urban Quarter provide an urban character that will feature appropriately spaced, mixed use buildings ranging from 5 – 18 storeys in height. Mixed use buildings incorporate active retail uses (shops, cafes, restaurants, etc.) fronting onto commercial streets and areas, specifically, Traditional Retail and General Commercial Streets, and Community Corners (see Figure 3.1: Fundamental Concept Diagram, pp 15). Incorporation of ground-oriented town houses are encouraged along adjacent residential side streets .

Appropriate Building Types

- Point tower and podium (slender apartment tower coming out of structured parking base wrapped with town houses and/or commercial uses along public streets)
- Mid rise terrace buildings (buildings that step back from the street)

Density: Up to 370 UHa

Height: Up to 18 storeys

Parking Ratio: As per Zoning Bylaw





INDUSTRIAL

Intent: to continue to support light industrial and manufacturing in areas where this has been a long standing use, and to ensure the continued use of these areas for employment generating ventures while creating opportunities for new artisan studios and other live-work enterprises.

Where appropriate, some forms of ground oriented work/live buildings and uses may be permitted in areas currently designated Industrial. Proposals for work / live buildings and uses must demonstrate appropriate levels of livability for the residential uses and not significantly reduce the capacity for commercial or industrial uses in these areas. Work/live buildings are defined as buildings where the owner/operator of the business also lives within the same building and where the predominant use and majority of the building areas are used for business purposes.



SERVICE COMMERCIAL

Intent: to continue to provide for auto-oriented uses in areas suitable on the periphery of the downtown core.

Design Considerations: Off street surface parking should not be located between the front of the building and the public sidewalk. Guidelines for signage control should discourage free standing and fascia business signs from dominating the streetscape or blocking the sightlines to businesses.



CIVIC/INSTITUTIONAL

Intent: to provide areas designated for education, arts and theatre performance, civic services and institutions (schools, hospital, museum, government buildings, etc.).



PARKS and RECREATION

Intent: to provide areas designated for public open space uses including formal and natural parks and greenways, and for the provision of community amenities such as public squares, civic facilities, recreation and play spaces and other social gathering and activity spaces. Additional park areas are to be developed in accordance with the Greenspace Plan and other ongoing parks planning initiatives.

3.4 Downtown Mobility Plan

3.4.1 Overview

The mobility strategy for downtown gives priority to walking, cycling, and transit use to provide safe, convenient, and pleasant access for people of all ages and abilities while still accommodating vehicle travel and access to businesses, residences, and other downtown destinations. Key downtown vehicle routes are multi-modal as these are the most direct links between major destinations for all modes of travel. While the narrow public rights-of-way pose a challenge to accommodating all modes sufficiently, the fine grained and highly connective street network enhances the overall performance of the mobility network and in particular, the *walkability* of the downtown.

Key elements of the downtown mobility strategy are:

- to maintain and restore the grid street and lane network to enhance connectivity within the downtown and the rest of the city;
- to ensure public transit provides a safe, viable and attractive option for getting around downtown and reaching other parts of the city and region;
- to ensure adequate parking while encouraging compact development and an urban form not dominated by parking;
- to promote the use of enhanced “green” techniques to manage storm water;
- to maximize green space opportunities within the street network as described in the subsequent Section 3.5: Public Realm, Parks and Open Space.

Additional traffic and parking studies to address increased traffic volumes and parking demands will be conducted (see Policies 4.2.11, 4.2.29, 4.2.30) in the context of both the increased population projections included in this plan (see Section 2.4) and achieving the goals, objectives and policies set out in this plan.

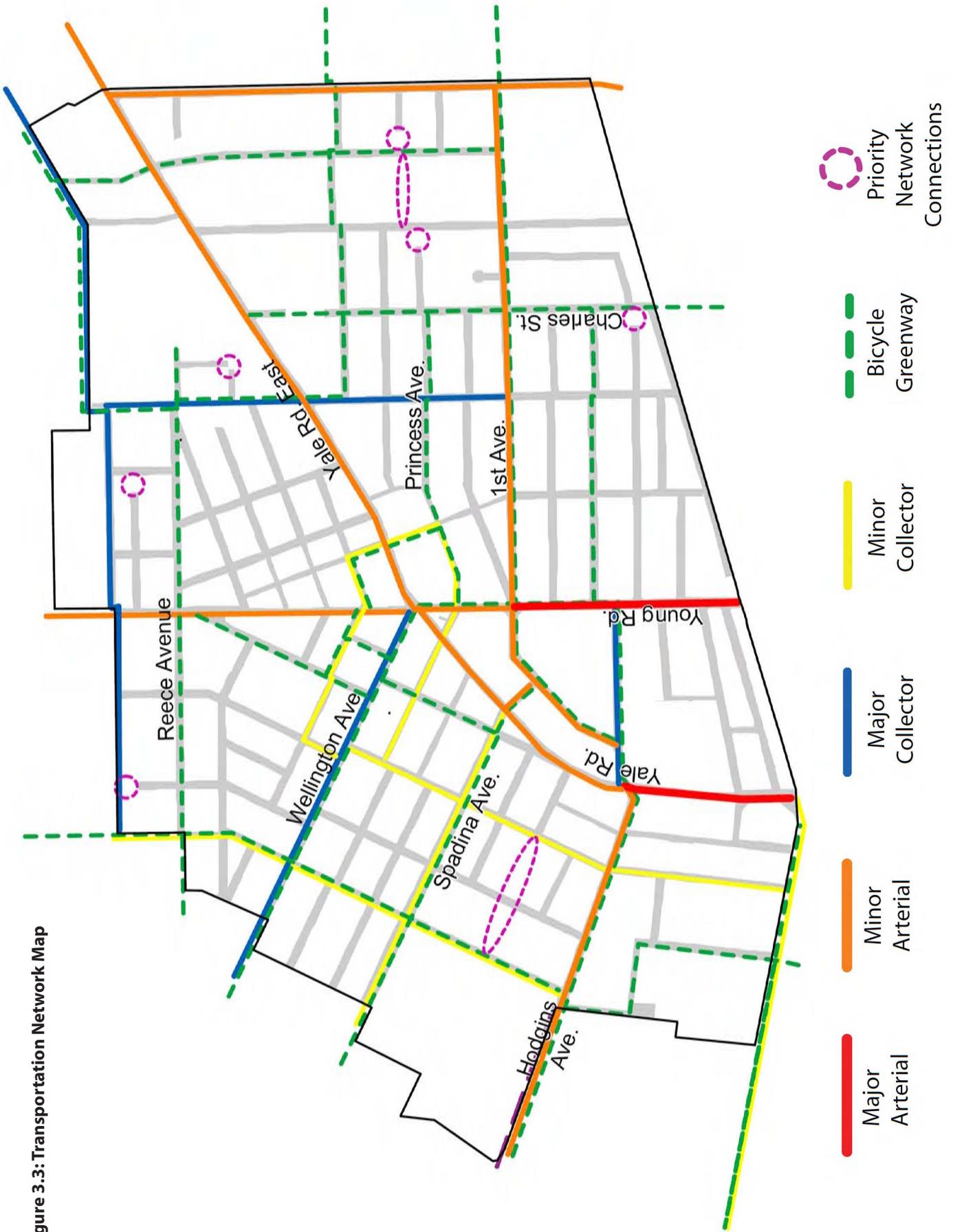
3.4.2 The Evans Road Connector Project

The new Evans Road Connector and Interchange, completed in early 2010, is a major addition to Chilliwack’s road system, providing an alternative route to Vedder Road and Young Road for access into the Downtown. This will likely increase traffic volumes along Hodgins Avenue moving into and out of the downtown, potentially decreasing traffic volumes along Young Road moving into and out of the downtown from the south.

3.4.4 Downtown Street Classifications

The new Evans Road Connector and Interchange creates an alternative north-south arterial route along the entire western urban boundary. Within the downtown, a portion of through traffic will likely relocate to the Evans-Ashwell route from Yale West-Vedder Road, thus increasing the traffic flow on Hodgins and Spadina Avenue. The shift could be significant and immediate if a large (big box) retail development occurs as anticipated on the Squiala First Nation Reserve, which is located on the new route.

Figure 3.3: Transportation Network Map



Major Arterials

These streets are the principal mobility corridors into and out of the downtown and have the highest vehicle capacity and level of transit service in the downtown. They also serve as key pedestrian routes, and should receive significant pedestrian amenities such as street trees, continuous sidewalks of ample width, and enhanced pedestrian crossings through the use of special paving materials and centre boulevards where possible. Alternating left turn lanes at key intersections with centre medians should be provided where possible/appropriate. On street parking is removed at peak periods to accommodate the higher peak period traffic volumes and transit service. Two travel lanes along Young Road south of 1st Avenue, and along Yale Road south of Ontario, will be accommodated in either direction.

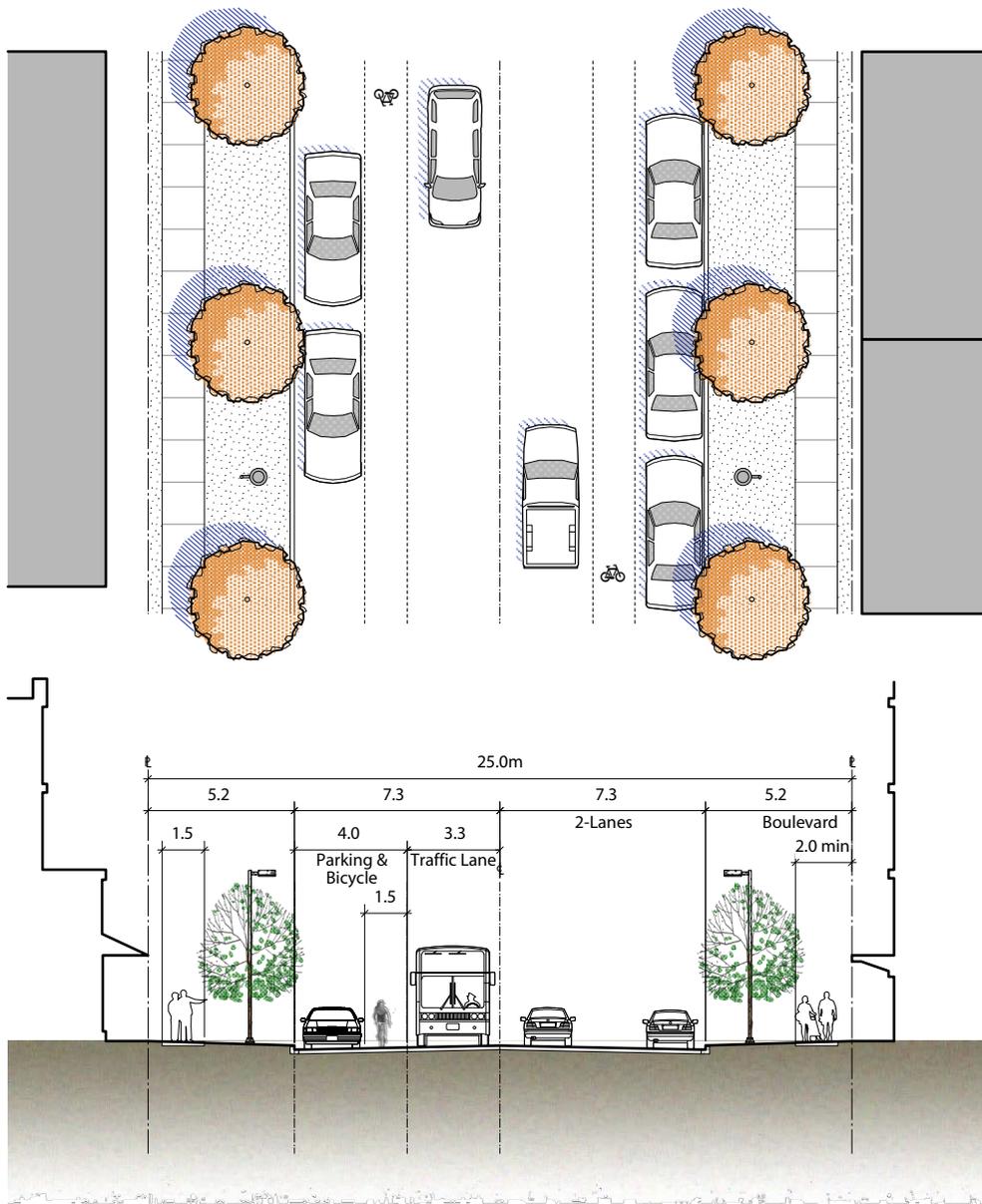


Figure 3.4: Major Arterial Conditions - 25m right-of-way

Minor Arterials

These streets are important corridors for vehicle and transit traffic in the downtown, connecting destinations within the downtown and to other parts of the city. They are also direct routes for pedestrian travel through the downtown and should therefore include a high degree of pedestrian amenity such as street trees, continuous sidewalks, and enhanced pedestrian crossing. These streets have alternating left turn lanes at key intersections with centre medians provided where possible. On-street parking is removed at peak periods to create up to two travel lanes in either direction at peak periods.

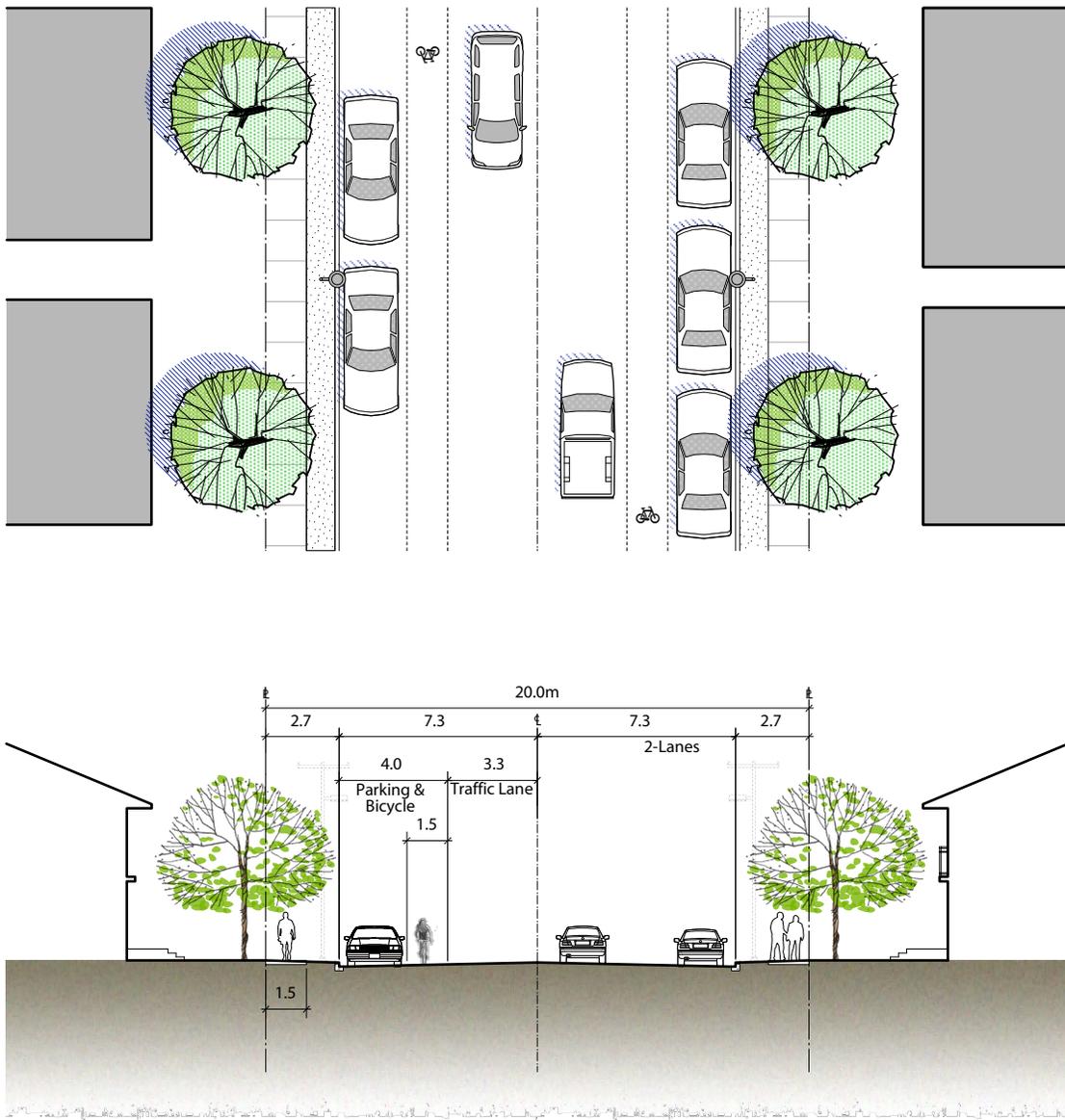


Figure 3.5: Minor Arterial Conditions - 20m right-of-way

Collector Streets

Downtown collector streets are multi-modal, accommodating car, transit and pedestrian traffic, and in some instances, bicycle and commercial traffic. Collectors are low to moderate-capacity streets leading traffic from local roads to activity areas and primary and secondary multi modal corridors in the downtown. Collector streets in the downtown typically have one travel lane in either direction, with on street parking at the curb. Collectors have signalled intersections at primary multi modal corridors and either traffic circles or four-way stop signs at junctions with other collector roads.

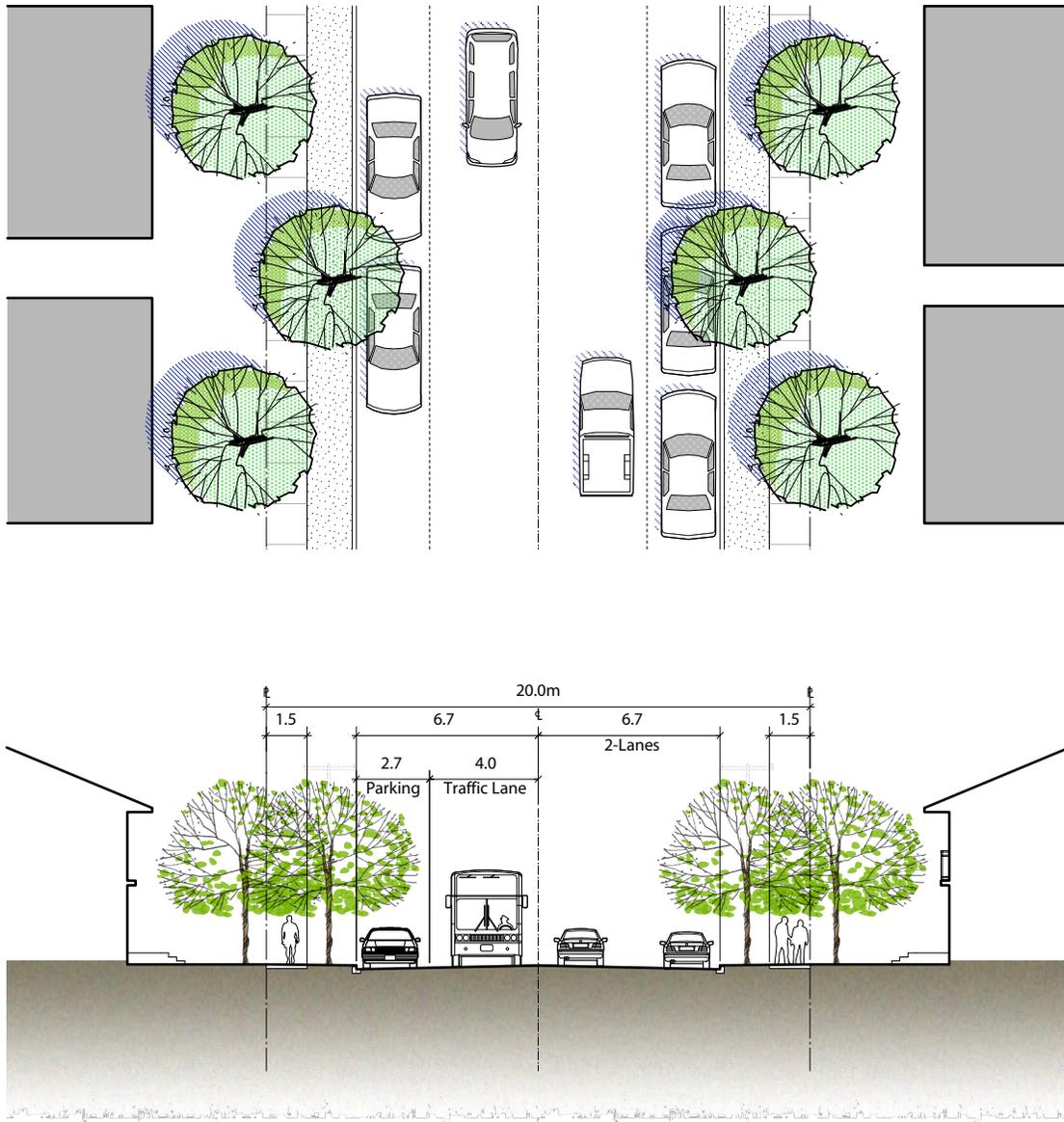


Figure 3.6: Collector Street Conditions - 20m right-of-way

Neighbourhood Bicycle/Pedestrian Greenways

Neighbourhood greenways are enhanced pedestrian and bicycle connections to from, through, and within the downtown, linking key activity nodes and residential neighbourhoods. They serve as alternate routes for pedestrian and bicycle travel off the primary and secondary multi-modal corridors. These connections may be developed with innovative designs to provide stormwater benefits, traffic calming measures, enhanced street tree treatments, and priority pedestrian and cyclist signals at intersections.

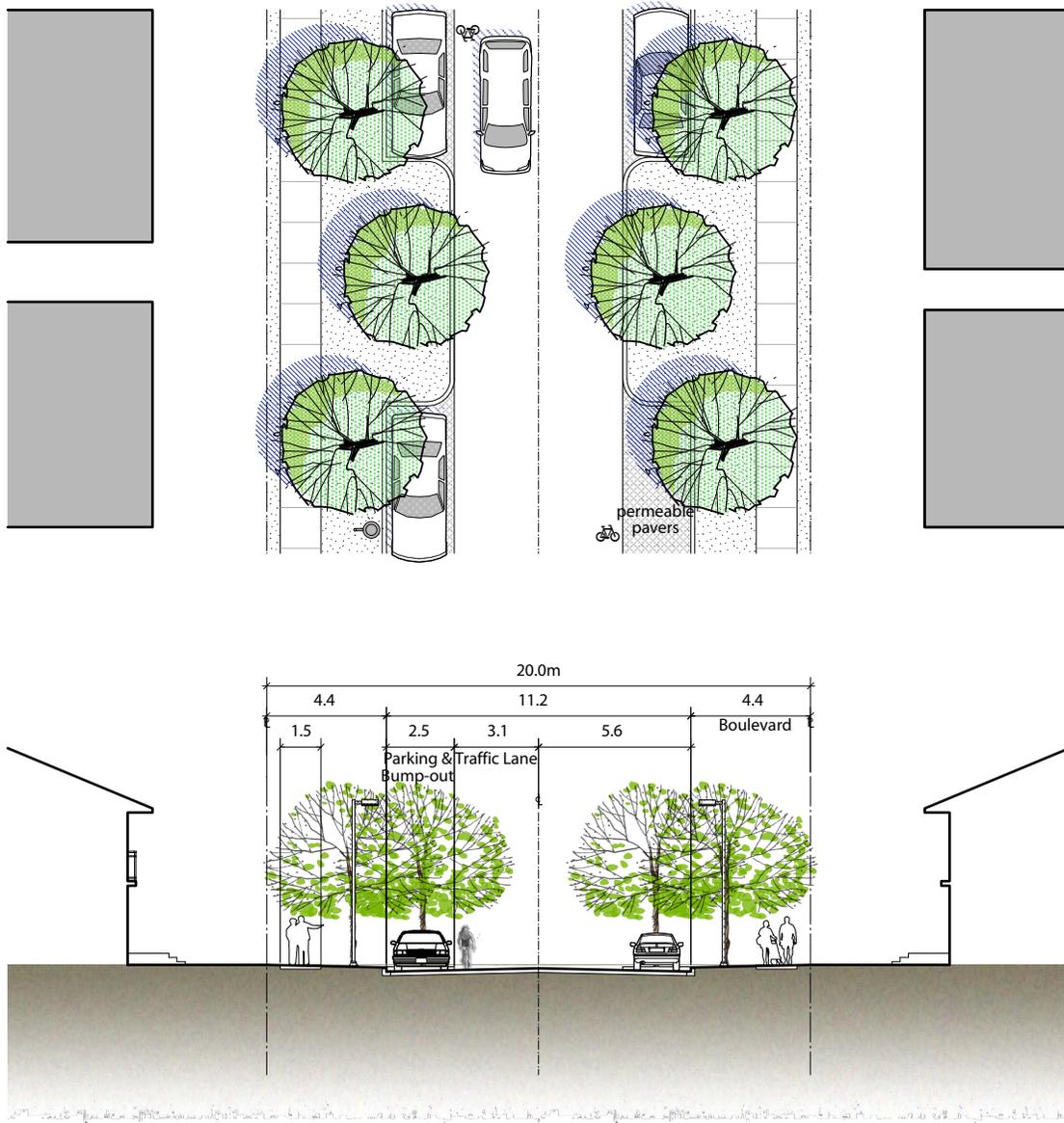


Figure 3.7: Neighbourhood Bicycle / Pedestrian Conditions - 20m right-of-way

Priority Network Connections

Disconnections in the block structure and street network present barriers to multi-modal circulation. These disconnections are priorities for incorporating bicycle and pedestrian connections as opportunities arise through future redevelopment and network expansions.

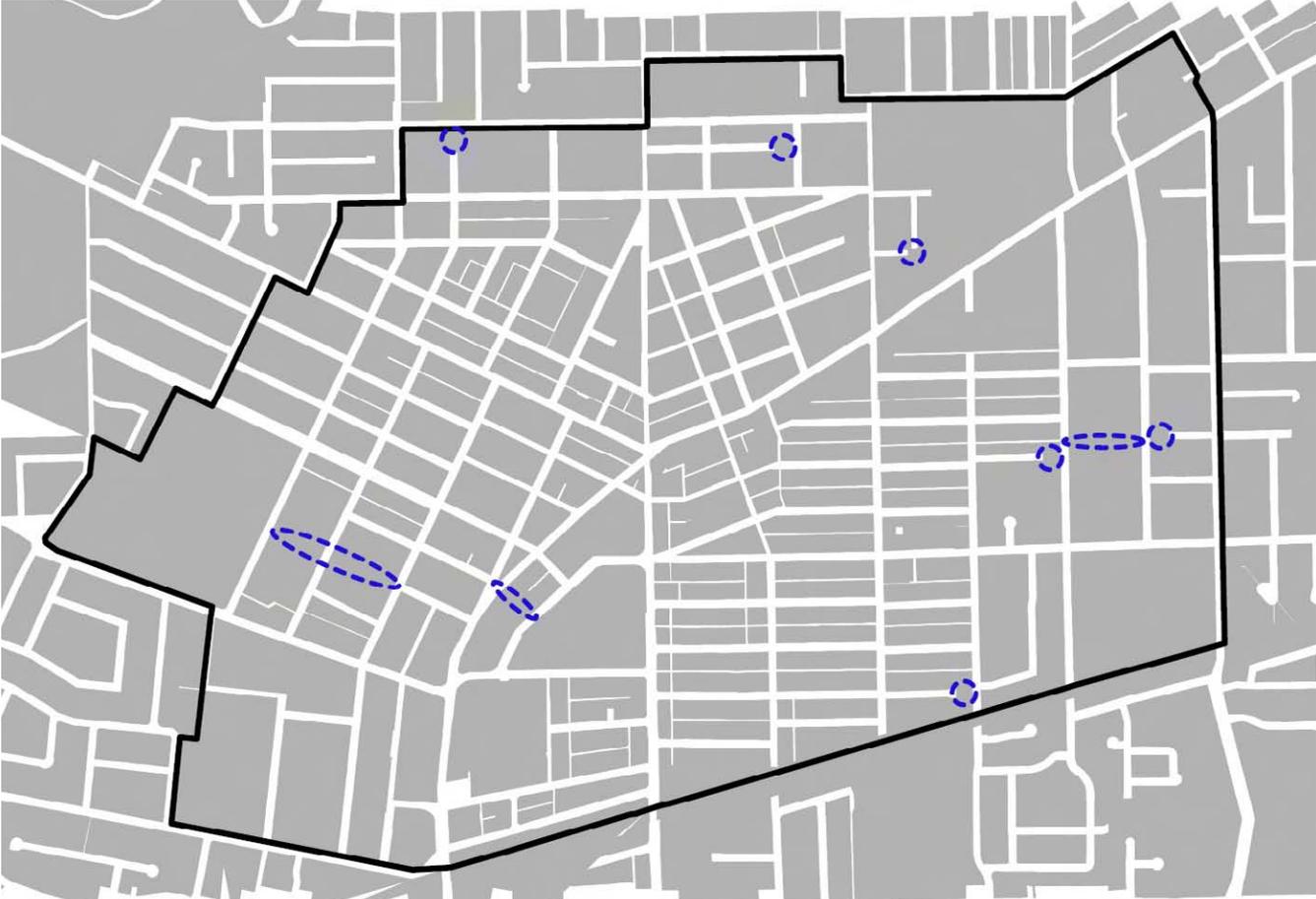


Figure 3.8: Priority Network Connections in Downtown

3.5 Public Realm, Parks and Open Space

The goals and directions in this section, along with the objectives and policies in Section 4.4 of this plan, have been developed as part of the Greenspace Plan and other ongoing parks planning initiatives.

The overall goals of the downtown public realm, parks and open space strategy are:

- To ensure an equitable distribution of neighbourhood, community, and regional park facilities commensurate with the needs of existing and future downtown residents; and
- To increase green space within public rights of way to enhance downtown livability and character while meeting recreational needs of residents and contributing to a healthy community.

Central to this strategy is the interface between the public and private realm to create an active, safe and comfortable public environment by ensuring private buildings and new development present a 'friendly and green' face to the public street. Other aspects establish ways to:

- Maintain views of the surrounding mountains and farmland from strategic places in the downtown;
- Reinforce gateways and distinctive points in the downtown as landmarks that promote way-finding, enhance the city's identity and the downtown as the heart of the community;
- Improve and ensure public safety in the public realm (streets, parks, etc.) including through appropriate adjacent private development; and
- Ensure the public realm is accessible to all residents, especially socially disadvantaged, the handicapped and elderly.

The following describes a range of strategies for achieving the goals and objectives above. Detailed policies and actions regarding acquisition of new parks and public realm enhancement to support this strategy are in Section 4.4: Objectives and Policies for Public Realm, Parks and Open Space.



3.5.1 Neighbourhood Parks

Figure 3.9 identifies existing neighbourhood parks and the City’s “Green Links” in the downtown. Existing neighbourhood parks are located throughout the downtown. Bike and pedestrian greenways are alternate routes for pedestrian and bicycle travel off of the primary and secondary multi-modal corridors. Greenways are internal neighbourhood routes linking key activity nodes and residential neighbourhoods. Pedestrian ways follow major arterials. Pedestrian ways are lined with street trees, continuous sidewalks of ample width for activity, and where possible, contain enhanced pedestrian crossings through the use of special paving materials and centre boulevards.

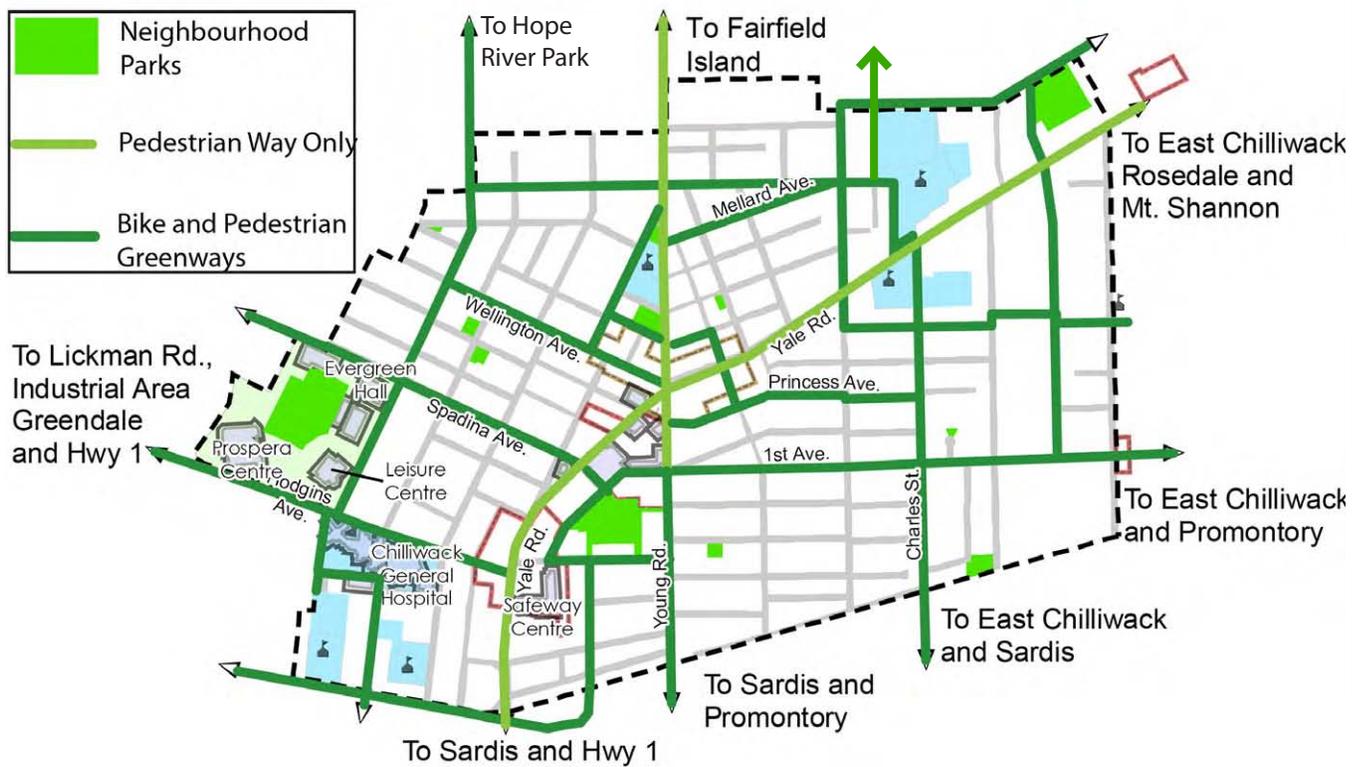


Figure 3.9: Neighbourhood Parks and Green Link Corridors Map

Figure 3.10 illustrates new priority areas for park acquisition within the downtown which will be developed in accordance with the Parks Plan. As neighbourhoods and population grow, new park space will be necessary so that these areas will not become increasingly deficient in neighbourhood parks. The ongoing Citywide Parks and Open Space Master Plan will explore various ways to increase green space and enrich the park experience of downtown residents, especially that of seniors, children and youth.

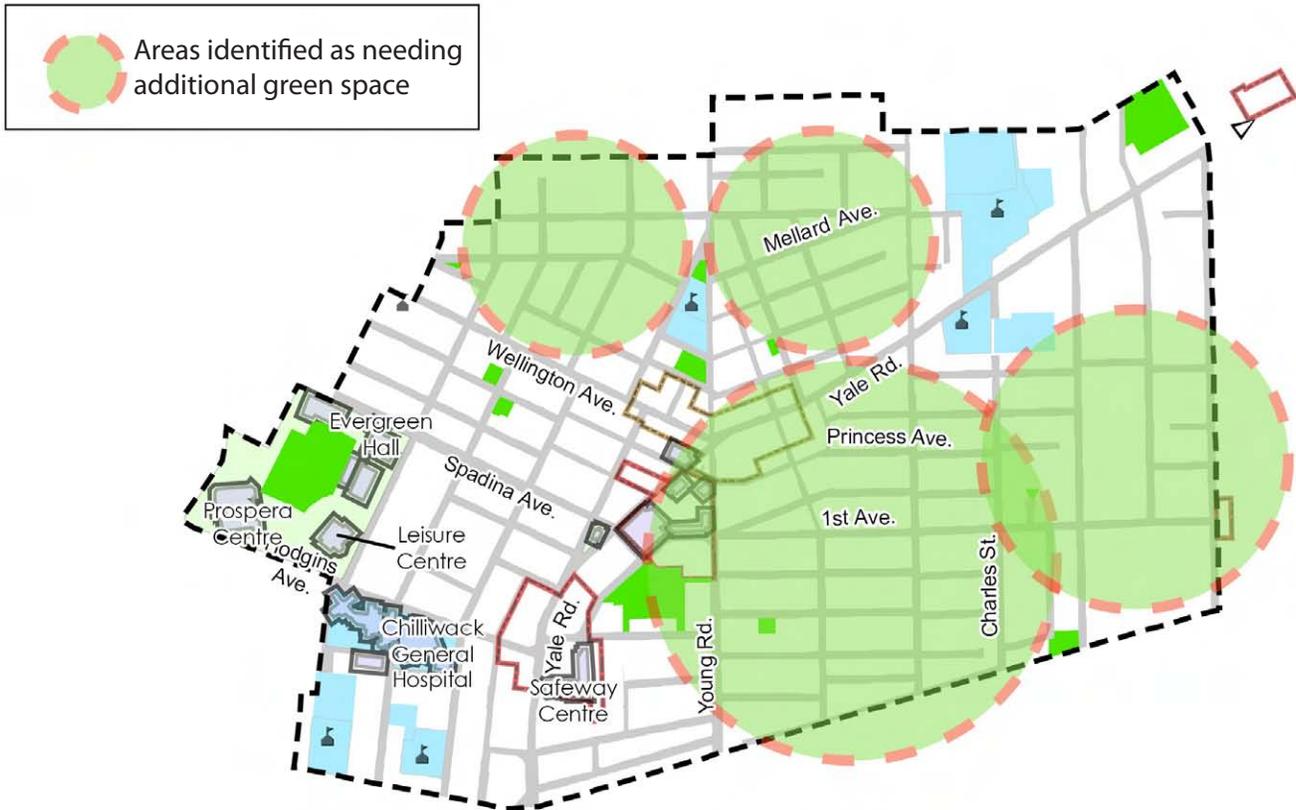


Figure 3.10: Park Priority Acquisition Areas Map

3.5.2 Public Realm and Urban Design: Downtown Green Links and Corridors

The following cross sections and images identify opportunities for public realm enhancements, illustrating the integration of open space into green link corridors (identified in Figure 3.9), commercial and retail areas, and bicycle/pedestrian greenways. These enhancements can be small - such as a landscape buffer along the street, planters along the street, to larger spaces developed in the setback of a new building - creating a sheltered plaza, shared boulevards, or reclaiming and transforming a parking stall into a small greenspace.

Many ideas for integrating greenspace are achievable in the short term. However, in some cases, incorporating additional landscape and retrofitting streetscapes for pedestrians, cyclists and cars may be in conflict with power lines and street lighting installations. Such tradeoffs should be considered carefully: where options exist, infrastructure should be sub-surface. Tree species and plantings should be selected appropriately and well-planned upgrades through redevelopment may be necessary for long term change.



Figure 3.11: Enhancing and greening the streetscape.



Extending the width of sidewalks in retail areas allow for more activity to 'spill out' onto the street.



A continuous planting of street trees is a key strategy for expanding the provision of green open space in the downtown.



Shared boulevards boost street life and character of an area.

(A) Wellington Avenue

Accommodating a 'shared boulevard' along the street creates opportunities for street activity such as outdoor seating spaces for cafes and markets. In turn, this activity attracts more people and reinforces the distinct character of the area.

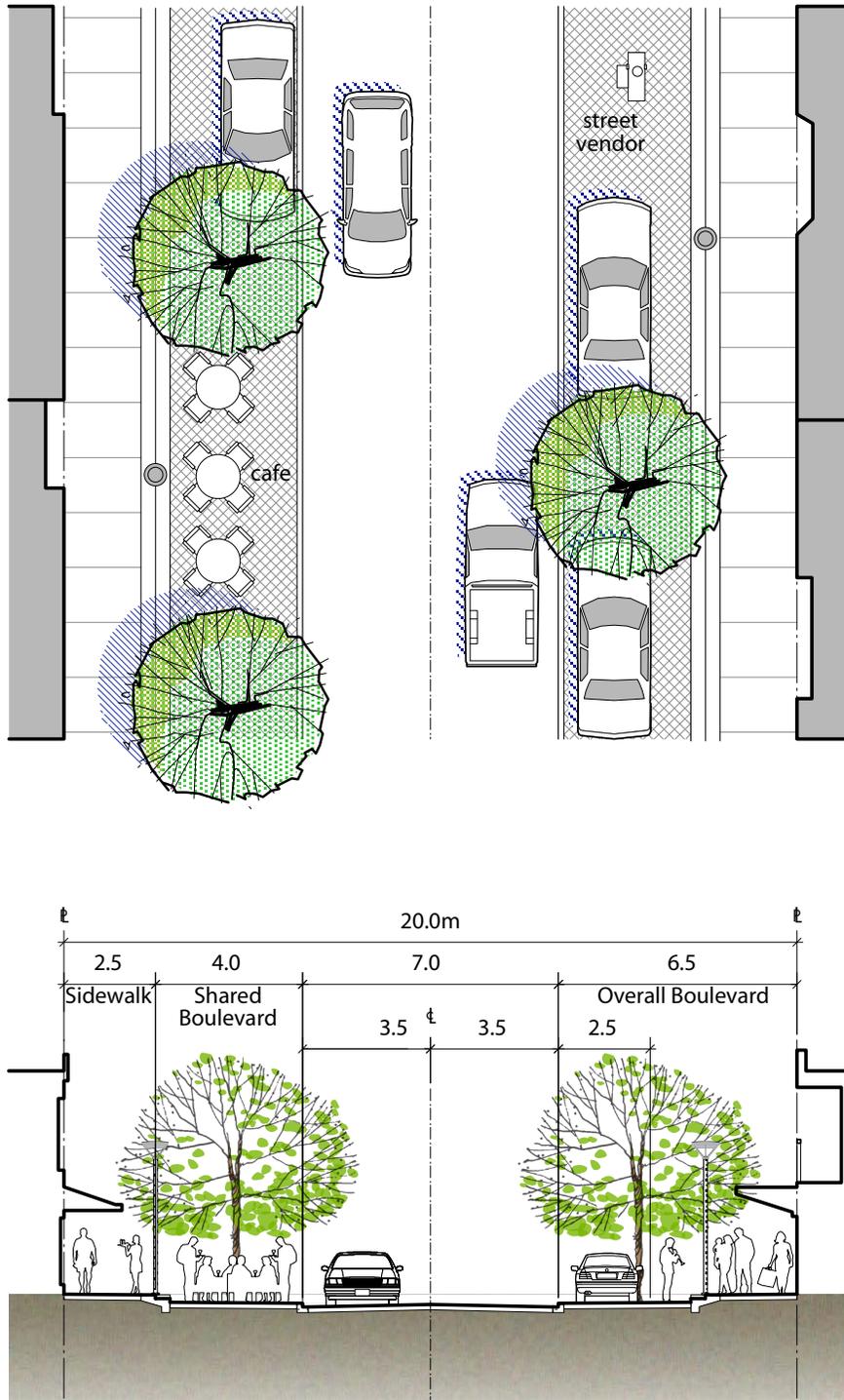


Figure 3.12: A 20m right-of-way, niche retail street

B) Mill Street Mews

Within the sidewalk corridor of a commercial area, different zones should be established. Furnishing Zone reserves space for street furniture and trees; Frontage Zone allows room for café seating; Throughway Zone maintains adequate sidewalks; and Edge Zone gives due consideration to curbs, parking metres and signage. (See Mill Street Mews Preliminary Design).

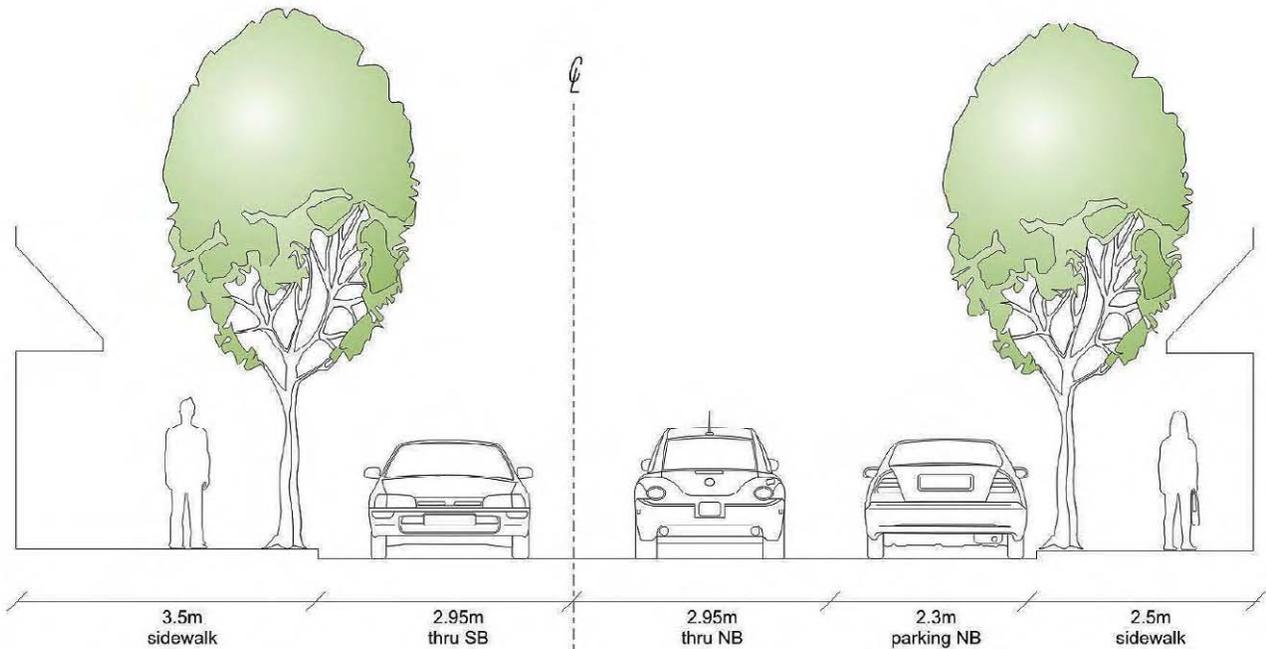
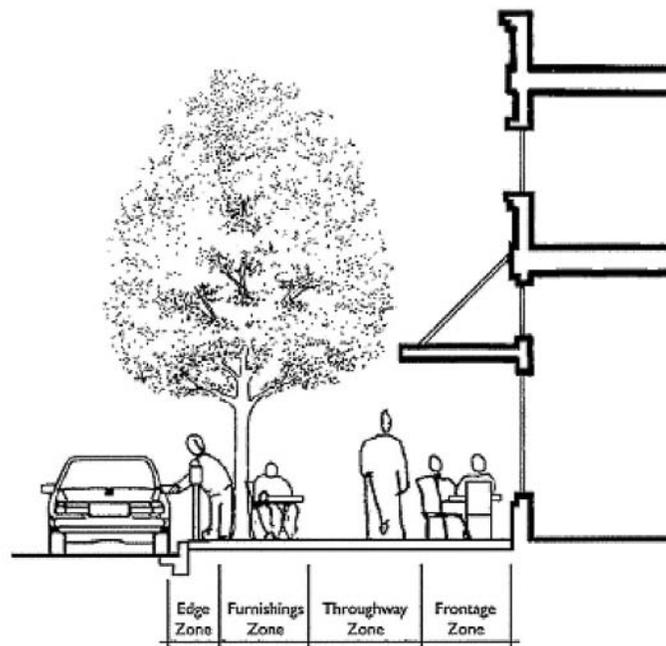


Figure 3.13: Preliminary design for Mill Street Mews (above) and illustration of zones (below)



C) Residential Green Link Corridor

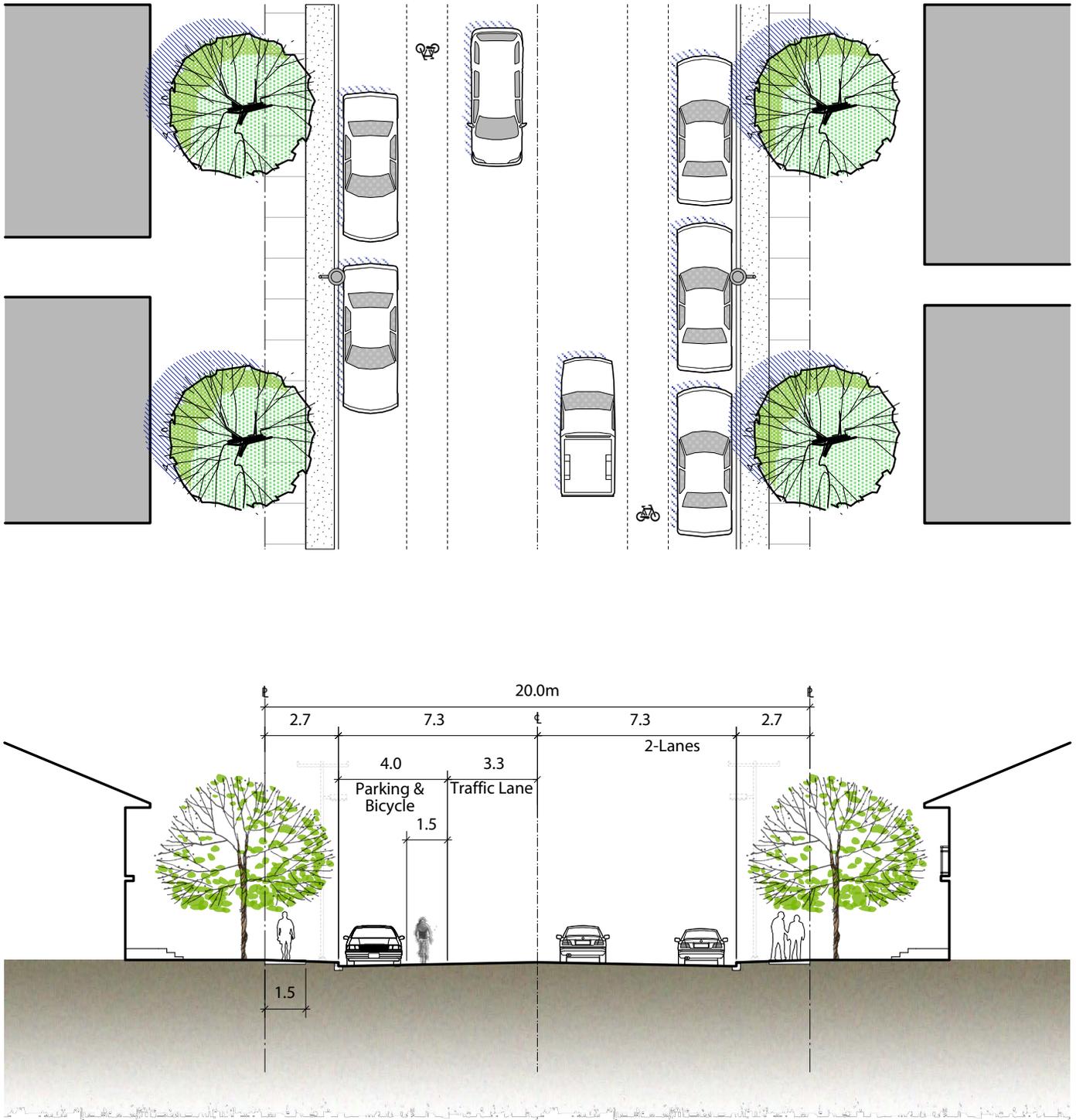
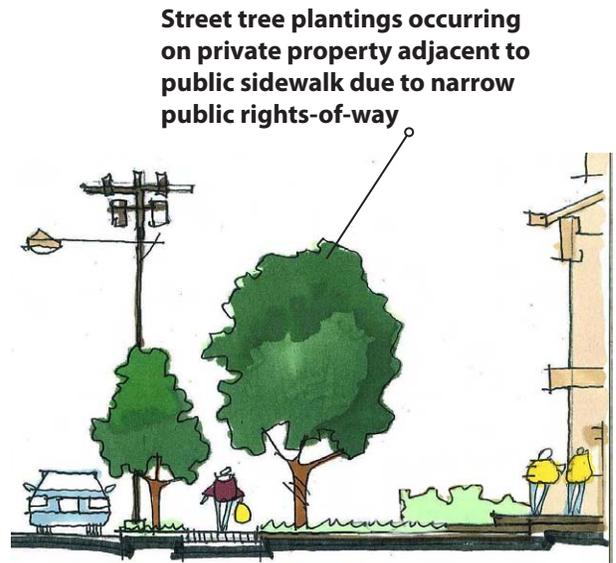


Figure 3.14: Green link corridor cross section - 2 travel lanes, bike lanes and parking with wide side-walks for easy pedestrian travel. Street trees provide shelter and 'green'.



Entrances to ground floor units that are accessible and visible from the fronting street as shown in these examples enhance street vitality and social interaction amongst neighbours and increases safety for residents



Steps and a small porch or narrow boulevard provide a good transition from public to private space

Figure 3.15: Strategies for public-private transitions

D) Neighbourhood Bicycle Greenway

Neighbourhood greenways are enhanced pedestrian and bicycle connections to from, through, and within the downtown, linking activity nodes and residential neighbourhoods. These connections may be developed with innovative designs that incorporate stormwater benefits, traffic calming, enhanced street tree treatments, priority pedestrian and bicycling signals at intersections, and other amenities.

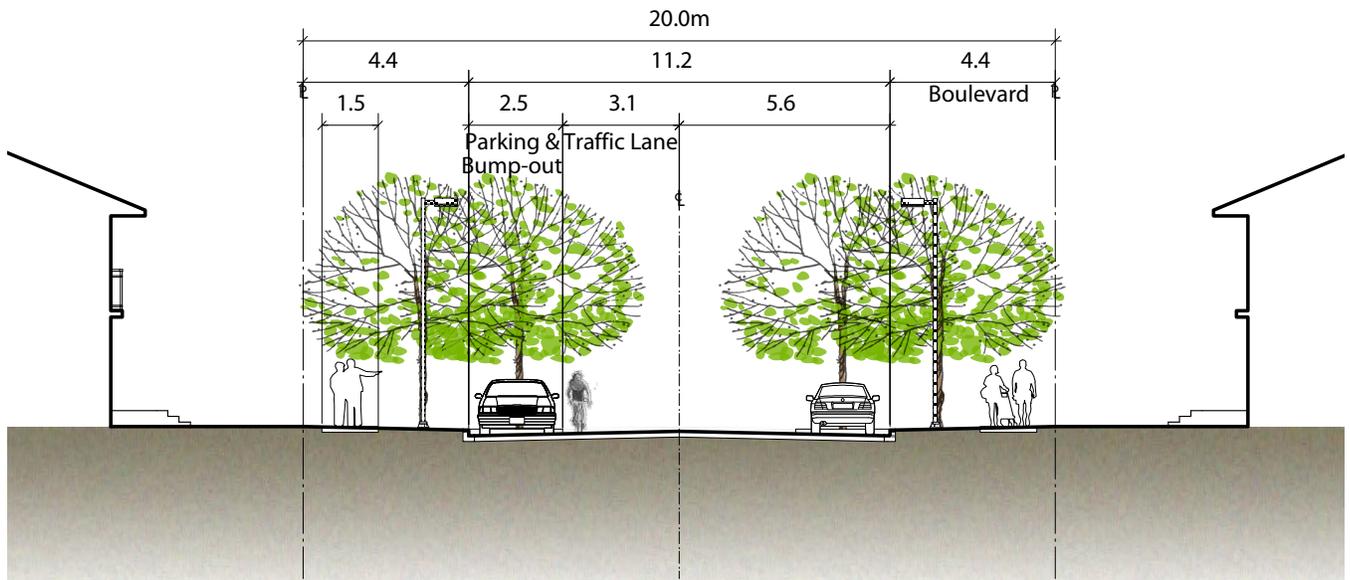


Figure 3.16: Priority for Bicycles and Pedestrians. Options could include a 'bump out' in a greenspace, take over a parking stall or extend corner bulges for pedestrians or install center greens on streets where traffic volumes are low, where traffic speeds should be calmed - i.e. near parks, seniors centres, hospitals, etc., and where street parking is less used (as in single family neighbourhoods).



E) Spadina Boulevard Extension

Spadina is a successful boulevard and primary asset in the downtown with beautiful street trees. The street is a key link from the Landing to the downtown core. Figure 3.17 shows the extension of the boulevard into the downtown core.



Figure 3.17: Map of Spadina boulevard extension

Spadina Boulevard Extension: 30 m ROW

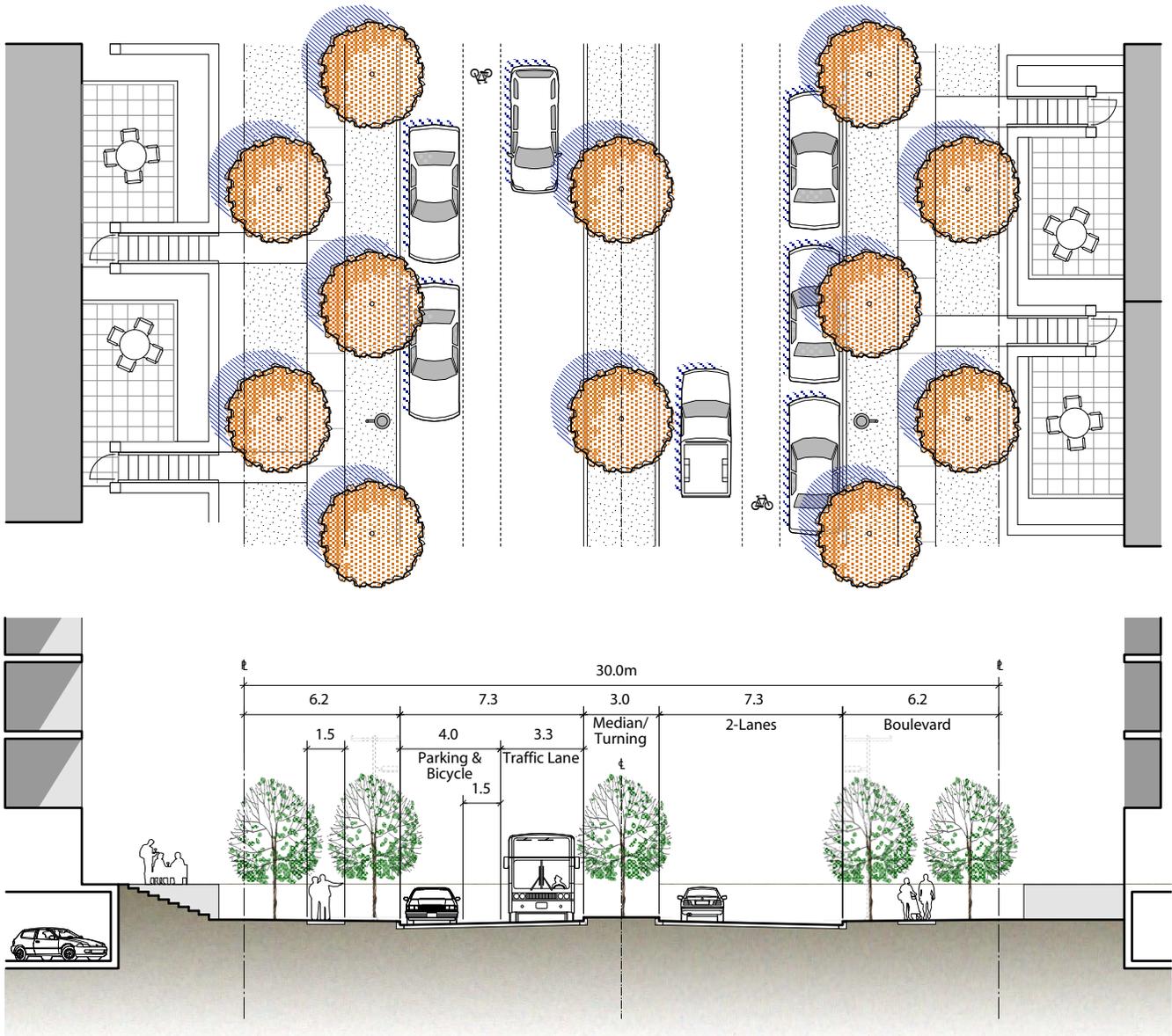


Figure 3.18: Cross section option for a 30m right of way

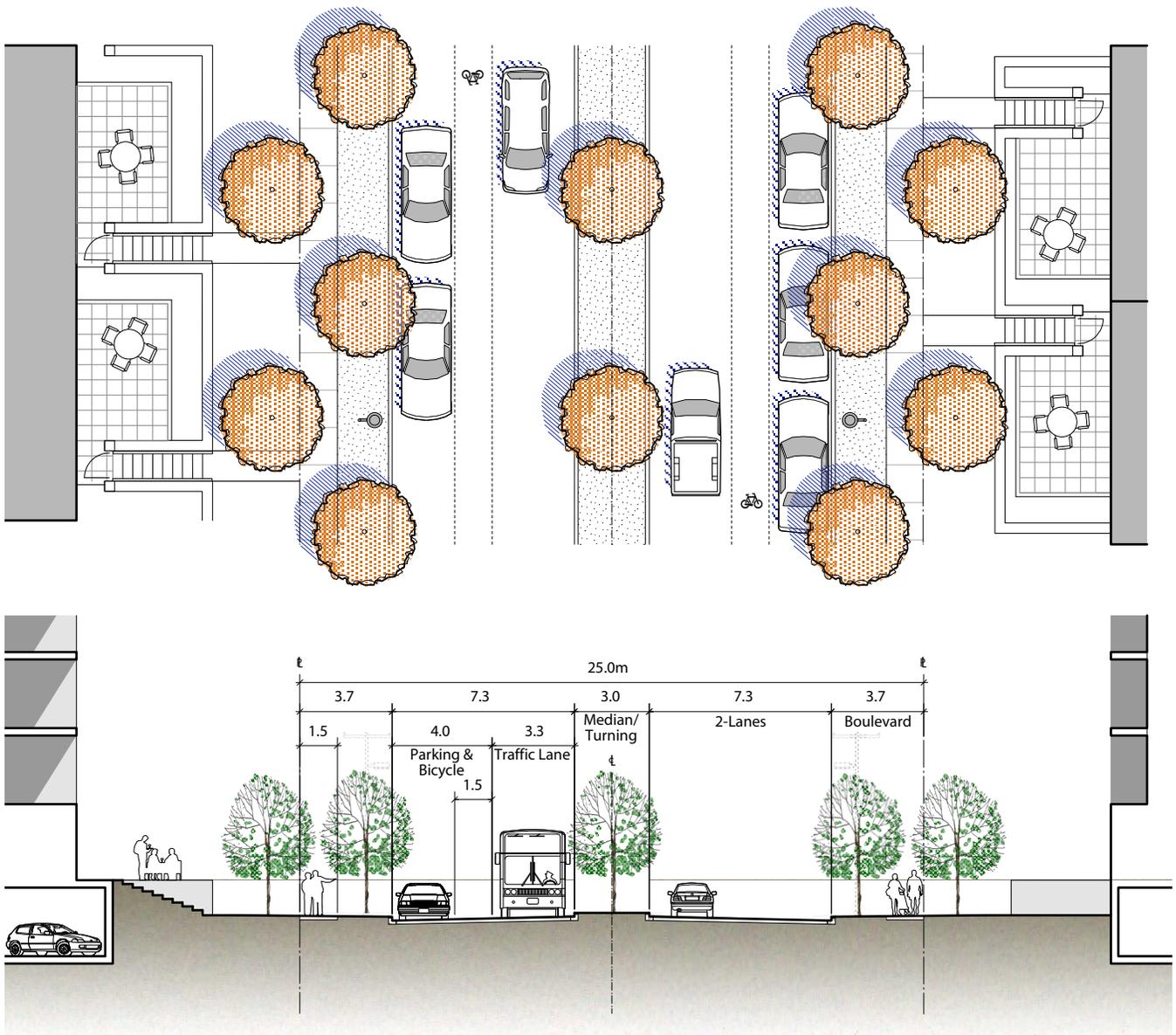


Figure 3.19: Spadina Boulevard Extension - option for a 25m right-of-way (20 m in between Mary Street and 1st Avenue. Street trees are located within both public and private realms.

3.5.3 Green Streets and Stormwater Infrastructure

Opportunities to incorporate 'green' features /stormwater infrastructure within the existing right-of-way include:

Curb cuts with planted areas

Excavating an existing planting area behind a reinforced curb, making curb cuts for inflow and outflow, and landscaping with appropriate vegetation are simple approaches to capture and treat street runoff.

Street Typologies: collector streets, greenway-bikeways

Stormwater curb extension

Extending into the street, stormwater curb extensions can transform the curb lane into a landscape area. They can also conveniently integrate a ramp for safe pedestrian crossing.

Street typologies: minor arterials (at designated 'gateways' or where safe pedestrian crossings are required), collector streets (where traffic calming would be appropriate - i.e. near parks and schools), along designated greenway-bikeways

Boulevard Landscaping

Buffer in the middle of the road with curb cuts for inflow and outflow, and landscaping with appropriate vegetation.

Street typologies: major arterials (alternating with left hand turning lanes), Spadina Extension

Stormwater street planter and 'green' traffic circles

Stormwater street planters between the sidewalk and the curb work well in areas with limited space, and they allow for adjacent street parking or travel.

Street typologies: collector streets, greenway-bikeways (where on-street parking is under-utilized), Wellington Avenue (adds pedestrian-friendly character with function)

Rain gardens

Where there is plenty of space, rain gardens are ideal. They can also transform awkward street intersections into safe pedestrian and bicycle crossings.

Street typologies: collector streets and greenway-bikeways (adjacent to/alongside parks, schools, etc.)



green traffic circle



curb cuts with planted area



Curb extension (small)



Street planter



Curb extension/filtration

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4.0 Objectives and Policies

Preamble

This plan, as a schedule to the OCP, replaces the previous Downtown Neighbourhood Strategic Plan. It has the statutory powers of an OCP. The objectives and policies in this section outline the strategies for achieving the vision and goals identified in Section 3.1 of this plan.

4.1 Land Use and Economic Development

Objective (1): To create opportunities to live, work, and recreate in the downtown, and to attract residents from other parts of the city and tourists to the downtown, during and after usual business hours.

Policies

- 4.1.1 Facilitate a mix of land uses including residential, office and retail commercial, industrial, institutional, and public spaces as identified in Figure 3.2: Land Use Plan
- 4.1.2 Accommodate a significant share of Chilliwack's overall residential growth through multi-family and mixed use developments. This aims to support continued revitalization of the downtown's commercial core, and to minimize development on natural open spaces, agricultural and rural lands on the periphery.
- 4.1.3 Concentrate professional and business offices in the downtown to balance housing and jobs, to provide economic opportunities, and to enhance the vibrancy and safety of the downtown.
- 4.1.4 Direct new residential growth and development in accordance with the types and densities identified in Section 3.0.
- 4.1.5 Introduce supportive zoning schedules where the existing zoning bylaw does not sufficiently cover the intent, permitted uses, densities, and technical and design considerations of this plan.

Objective (2): To reinforce the downtown's role as the cultural, social, and commercial heart of the city by concentrating specialty retail and complementary entertainment, restaurant, and civic uses in a more compact core.

Policies

- 4.1.6 Focus specialty retail, entertainment, restaurants, and civic uses within the core along retail high streets designated in Figure 3.1: Fundamental Concept Diagram. In particular the established niche retail uses along Wellington Avenue and Mill Street are to expand along Main Street as recommended in Figure 3.1: Fundamental Concept Diagram.
- 4.1.7 Intensify service and office developments in the core to enhance the ambience, convenience and mix of specialty businesses.
- 4.1.8 Encourage a mix of retail and business office uses along secondary retail streets as designated in Figure 3.1: Fundamental Concept Diagram.
- 4.1.9 Encourage, where appropriate, larger retail stores up to 3,300 sq. m. to anchor the

downtown area and support the integration of other specialized businesses. Retail shops are also encouraged to integrate into mixed use buildings with residential uses located above to contribute to the pedestrian orientation and human scale of the downtown.

- 4.1.10 Discourage pawn shops and cheque cashing establishments in Village Quarters or Urban Quarters. Existing land use zones within these designated areas will be amended to exclude these uses.
- 4.1.11 Promote recycling and other best practices in waste management among downtown businesses and support programs that reduce the need for dumpsters to contribute to a safe, clean environment in the downtown.

Objective (3): To locate city wide and regional institutions in the downtown to provide services and employment and to contribute to a vibrant urban setting.

Policies

- 4.1.12 Support institutional uses including civic, cultural and educational uses located within the mixed use downtown core, with major cultural and recreational uses concentrated at the Landing.
- 4.1.13 Concentrate seniors care facilities, medical offices, and other social and health services along Mary Street and Hodgins Avenue and in proximity to the Chilliwack General Hospital.
- 4.1.14 Significant institutional/office buildings will have special architectural quality and be located on sites with high visibility, such as at a street terminus or key intersection.
- 4.1.15 Work with the Chilliwack Economic Partners Corporation and other partners to identify and encourage community development opportunities with an economic and social focus in the downtown.
- 4.1.16 Locate institutional/office uses along transit routes at or near transit hubs.

Objective (4): To preserve designated industrial areas in the downtown for current and future employment generating uses.

Policies

- 4.1.17 Preserve industrial areas in the downtown for light industry uses that support downtown businesses and provide downtown employment opportunities today and into the future.
- 4.1.18 Accommodate ground oriented work/live uses in industrial areas provided they demonstrate appropriate levels of livability and do not significantly reduce the commercial or industrial capacity of the site concerned. Work/live buildings are defined as buildings where the owner/operator of the business lives on site and where the predominant use and majority of the building areas are dedicated to business purposes.

4.2 Access and Mobility

Objective (1): To prioritize walking, cycling, and transit use within the downtown and to create safe, convenient, and pleasant access for people of all ages and abilities while accommodating vehicle travel and access to businesses, residences, and other downtown destinations. A compact urban form, a mix of land uses and alternative mobility options will be promoted to reduce the need for cars.

Policies

- 4.2.1 Upgrade road capacity primarily for multi-modal mobility, rather than accommodating the needs of ever-growing car traffic.
- 4.2.2 Incorporate pedestrian and cycling amenities. This will be determined by the vision, goals and objectives of this plan and by the Parks, Recreation and Culture, and Engineering Departments.
- 4.2.3 Give high priority to pedestrians over all other travel modes in the downtown. All future private and public developments will contribute to safe and accessible pedestrian travel.
- 4.2.4 Restrict any increase in vehicle capacity, thereby minimizing capital and maintenance costs of road network expansions, reducing further vehicle impact on the pedestrian realm, prioritizing non-automobile travel in the downtown, and reducing the overall greenhouse gas (GHG) emissions of the city.
- 4.2.5 Increase pedestrian interest and comfort by incorporating public art, street trees, outdoor furniture, pedestrian lighting, architectural details, and by orienting buildings towards the public realm through the use of transparent shop front windows, balconies, and other features that increase surveillance and “eyes on the street”.
- 4.2.6 Equip designated bicycle routes as indicated in Figure 3.9: Neighbourhood Parks and Green Links Corridors Map with either shared or dedicated on-street lanes along with:
- Adequate signage;
 - Marked lanes for both shared and dedicated lanes; and
 - Cyclist activated signals at key intersections.
- 4.2.7 Consider widening of the public right of way for improved safety and convenience for pedestrian, bicycle, and transit travel along key multi-modal streets in the downtown.
- 4.2.8 Designate primary and secondary multi-modal corridors for vehicle, pedestrian and transit use, and where safe and appropriate, for bicycle travel, as recommended in Figure 3.9: Neighbourhood Parks and Green Links Corridors Map.
- 4.2.9 Create a network of pedestrian and bicycle priority greenways (in accordance with Figure 3.3: Transportation Network Map) that provides safe and convenient connections to schools, parks, regional commuter and recreation trails, and other destinations in and around the downtown, in addition to the multi-modal corridors for these modes of travel.

- 4.2.10 Support Commercial Vehicle Routes as per the City's policies and bylaws (as may be amended from time to time). Transportation routes for truck traffic travelling to and from the downtown core, the industrial area to the south, and the industrial uses at the north end of Young Road are to support the long term viability of the economically important assets of the downtown, while minimizing their impacts on the public realm and adjacent residential and commercial uses.
- 4.2.11 Undertake a traffic study to address future traffic increase due to the anticipated population growth (see Section 2.4) in the context of the transportation goals, objectives and policies of this plan.

Objective (2): To preserve and restore the grid street and lane network for enhanced connectivity in the downtown and with the rest of the city.

Policies

- 4.2.12 Maintain the traditional grid/street lane network for route options, and create new connections (as recommended in Map 3.3: Transportation and Mobility), including mid-block pedestrian connections between buildings.
- 4.2.13 Provide safe pedestrian and cycle crossings at CN railway junctions of Charles Street, Young Road, Yale Road, Broadway and Edward Street Tunnel.

Objective (3): To make public transit a safe, viable and attractive option for travel to, from, through and within the downtown and to other parts of the city.

- 4.2.14 Consider a transit exchange in the downtown core with connections to a future city wide multi-modal transit hub.
- 4.2.15 Prioritize community-wide transit routes that facilitate access to downtown destinations (such as schools and other educational institutions, civic buildings, shopping, and amenities) and allow safe and efficient connections with other public and private transit systems and modes, including but not limited to regional bus, cycling, and both private and public shuttles to the Abbotsford International Airport.
- 4.2.16 Support primary and secondary multi-modal corridors (as indicated in Figure 3.1: Fundamental Concept Diagram) with infrastructure improvements such as frequent transit service, strategic transit stops, including transit stops, sidewalks, paved waiting and boarding areas, shelters, and seating for transit users.
- 4.2.17 Work with the Fraser Valley Regional District to advocate for increased transit services in the downtown and the city to support the land use framework and sustainability goals of this plan.

Objective (4): To ensure parking in the downtown balances the need for auto storage and the goals of compact development, alternative transportation and an attractive urban landscape.

Objective (5): To manage mobility demand by encouraging private and public developments to support non-automobile travel.

- 4.2.18 Support alternative means of mobility with facilities such as bicycle racks.
- 4.2.19 Consider a reduction in parking requirements for residential developments in the downtown, where:
- Transportation Demand Management (TDM) measures such as transit passes for residents and employees, bicycle storage and facilities, and shared car programs for new development proposals are established; and/or
 - Connections to pedestrian and bicycle networks and public transit services are provided.
- 4.2.20 Allow shared parking between downtown projects where it can be justified and where it does not generate negative impacts. A traffic study by a qualified engineer is generally required.
- 4.2.21 Provide on-street parking wherever possible, including spaces for physically challenged people.
- 4.2.22 Incorporate off-street parking into buildings to maximize the use of the area below the flood construction level or assign it to the side or rear of buildings. Street fronting (off-street) surface parking is not permitted along primary and secondary retail streets, and is strongly discouraged throughout the entire downtown.
- 4.2.23 Encourage shared parking facilities where parking demand varies over the course of day for different activities and land uses.
- 4.2.24 Promote alternatives to surface parking, such as a central, shared structure for non-residential parking, or car co-ops.
- 4.2.25 Support central parking structures, where proven feasible and appropriate, at sites:
- That can accommodate a ground-floor commercial frontage if located on a commercial street;
 - That are strategically located;
 - That are near significant trip generators (e.g. major employment uses, Court House, library, etc.);
 - That are compatible with adjacent existing or planned residential uses (to avoid detrimental lighting and traffic impacts);
 - Where resulting traffic patterns will not negatively impact pedestrian and cycling networks;
 - That can be redeveloped in the future if parking needs decline; and
 - Where “green” elements can be accommodated.
- 4.2.26 Consider on-street parking during off-peak periods where appropriate, particularly in commercial areas with street fronting businesses.
- 4.2.27 Promote extensive landscaping and natural stormwater infiltration on all off-street surface

parking facilities.

- 4.2.28 Screen or otherwise render unobtrusive off-street parking from public view.
- 4.2.29 Require a traffic impact study to accompany each major development application. The study will recommend appropriate measures for turning, pedestrian crosswalks, signalization, access, servicing, and parking.
- 4.2.30 The City will undertake a parking strategy for the downtown to determine off-street and on-street parking requirements and standards for the downtown in the context of achieving the broader local economic development, livability and sustainability goals, objectives and policies set out in this plan.

Objective (6): To minimize the mobility network’s impact on the environment while following an economical approach to infrastructure improvements.

Policies

- 4.2.31 Maintain existing rear lanes, and create new ones where opportunity exists, with green features, including natural drainage.
- 4.2.32 Introduce a street tree program that embraces stormwater and pollution management, in addition to the goals of beautifying and shading.
- 4.2.33 Connect trails and downtown greenways into a network.
- 4.2.34 Incorporate rain gardens and swales (linear rain gardens) in roadside landscaping, where practical, to slow, store, and filter stormwater before discharging it to the drainage system.

4.3 Housing, Community and Culture

Objective (1): To provide diverse and appropriate housing types to meet the needs of a growing downtown population, and the challenges posed by the aging trend, family housing in a high density environment, and the social changes caused by redevelopment.

Objective (2): To increase affordable, rental and special needs housing in the downtown.

- 4.3.1 Encourage a mix of ground-oriented units and apartments and a variety of unit sizes for different household types and income groups within individual multi-family developments and throughout the downtown.
- 4.3.2 Prioritize development proposals that address housing gaps identified in the City of Chilliwack Housing Strategy (2008). In particular, consideration will be given to multi-family proposals for families with young children (i.e., ground-oriented housing), for singles and worker housing (i.e., compact, rental housing), and supportive housing and multi-level care facilities that allow people to remain in the community as they age.
- 4.3.3 Provide density bonusing, in those areas identified in Figure 3.2 Land Use Map, where it helps achieve the social and environmental goals of this plan, especially in regard to seniors housing, affordable rental housing, low impact and energy-efficient site and building design, and/or additional parkland in select locations as set out in the City's Zoning Bylaw.
- 4.3.4 Encourage a social mix within all neighbourhoods throughout the community through mixed housing developments (by type, tenure and design) while conforming with the residential designations of this plan.
- 4.3.5 Support alternative housing tenures such as co-housing and cooperative housing, especially where they meet an affordable housing need.
- 4.3.6 Retain existing rental housing stock and facilitate new rental developments. Conversion of rental housing to strata ownership is discouraged, in light of the significant role the downtown plays in the provision of rental housing for the entire city.
- 4.3.7 Work with community groups and the Province to increase well-managed, supportive or transitional housing throughout the downtown for special needs groups, especially the physically or developmentally disabled, young people and others with unique social needs.
- 4.3.8 Ensure rental housing buildings be maintained to appropriate standards of livability and health and do not negatively impact the quality of the public realm or the neighbourhood concerned.
- 4.3.9 Develop partnerships to create innovative housing that is accessible to residents with low incomes and/or special needs.

Objective (3): To encourage high quality design in all residential projects that creates a positive interface with the public realm, remains compatible with the form and character of the existing homes, and maximizes the livability of individual units.

Policies

- 4.3.10 Promote housing designs that present a “friendly face” to the fronting public street or walkway. This can be achieved with well defined entrances that are welcoming, clearly visible and accessible from the street, and through street edges that are characterized by low, neighbourly fences, combined with extensive landscape materials at the private edge.
- 4.3.11 Maximize opportunities in residential projects for creating usable and attractive private and semi-private outdoor amenity spaces, and in particular play areas for children that have surveillance and direct access from ground oriented as well as upper storey units. This may be achieved by incorporating open spaces, court yards, patios, balconies, upper story terraces and roof top gardens.
- 4.3.12 Require residential development proposals to submit:
 - view and shadowing impact studies showing how the impact of developments over four storeys in height may be minimized on adjacent properties; and
 - a public realm plan that coordinates private improvements to the streets with the City’s street tree planting program and connects semi-public adjoining spaces with the public right-of-way.
- 4.3.13 Encourage residential development proposals to include a green roofscape plan.

Objective (4): To conserve heritage buildings and landscapes of interest as community resources. They may be revitalized and adaptively reused, especially in the Village Walk area and the northern core area of the downtown along Wellington Avenue and Yale Road East.

Policies

- 4.3.14 Update the existing inventory of recognized heritage buildings and develop a list of landscapes of interest.
- 4.3.15 Explore innovative measures to preserve privately owned heritage properties or trees, including Heritage Revitalization Agreements and Transfer of Development Rights (TDR). Special incentive may be accorded in the Village Walk area and the Wellington Business district.
- 4.3.16 Give favourable consideration to development proposals that incorporate heritage preservation strategies at the re-zoning and development approvals stage.
- 4.3.17 Adopt, where deemed necessary, “interim density bonusing and heritage infill/renovation/expansion guidelines” into the Official Community Plan (as Heritage Conservation Development Permit Guidelines) to guide the design of infill projects that affect “recognized” heritage properties.

Objective (5): To provide adequate community facilities, programs and social amenities for the growing downtown population.

- 4.3.18 Maintain existing schools and expand them as needed for the downtown student population and as a cornerstone for creating a complete, walkable, and safe downtown community.
- 4.3.19 Reserve vacated school sites, in the event of school relocation or closure, for community institutional and recreational uses such as a park, community centre, and appropriately scaled non-market housing.
- 4.3.20 Support “community school development” to help meet general community centre requirements.

Objective (6): To render downtown places, activities, uses and services socially inclusive through the support of diverse community needs, especially in arts and culture while reinforcing the downtown as the heart of the city.

- 4.3.21 Encourage families to live downtown by providing a range of family housing, child friendly green and recreational spaces, schools, day cares, and family oriented institutions and services.
- 4.3.22 Enlist non-profit and social service groups to locate their offices, meeting spaces and facilities in the downtown community.
- 4.3.23 Create an accessible and welcoming public realm in the downtown through physical design and an emphasis on strategic locations such as gateways and points of community interest.
- 4.3.24 Advocate for a diverse and multicultural downtown and support inclusive and culturally sensitive community engagement processes, gathering places, programs and services.
- 4.3.25 Foster the growth of arts and culture in the downtown, including such activities as public markets, public concerts, local community celebrations and installation of public art.
- 4.3.26 Direct community arts and culture facilities to the Five Corners area, Traditional Retail Streets as identified in the Fundamental Concept Diagram (figure 3.1), and the Landing.

Objective (7): To ensure new developments are aligned with best management practices for water and energy conservation.

Policies

- 4.3.27 Minimize energy requirements of new buildings through design and building orientation and through the adoption of energy efficient fixtures.
- 4.3.28 Promote renewable energy use (e.g. solar and geothermal) and explore opportunities to allow new developments to be retrofitted in the future.
- 4.3.29 Strengthen water conservation programs, which include water use reduction fixtures in buildings and landscape designs that favour drought-resistant native plantings and a minimal lawn area.

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4.4 Public Realm, Parks and Open Space

Objective (1): To ensure there is an equitable distribution of neighbourhood, community, and regional park facilities to meet neighbourhood needs.

Policies

- 4.4.1 Prioritize the acquisition and development of parks in areas that are:
- identified in the proposed City of Chilliwack Green Space Plan;
 - identified in Figure 3.10 - Park Priority Acquisition Areas Map;
 - of medium to high density residential growth as identified in Figure 3.2 – Land Use Map;
 - directly adjacent to Green Link Corridors, as identified in Figure 3.9 - Neighbourhood Parks and Green Link Corridors Map;
 - proposed for acquisition to maximize neighbourhood programming (events, interpretative, recreational or other services) in civic, commercial corner and health nodes; and/or
 - part of the expansion of an existing park.
- 4.4.2 Procure parkland by purchase, grants, conservation easements, development cost charges (DCCs), and the subdivision approvals process where feasible, for the purpose of providing additional park and recreation lands and facilities, and open space, as recommended by the City Parks, Recreation and Culture Department or as identified in the Greenspace Plan and by other ongoing parks planning initiatives.
- 4.4.3 Consider land trade or sale of City owned properties for more suitably located sites for park development as per the criteria identified in the Greenspace Plan and as recommended by the City Parks, Recreation and Culture Department.

Objective (2): To increase green space within the downtown corridors and create a network of parks that reinforce the livability and character of the downtown core.

Policies

- 4.4.4 Review the layout of the downtown corridors for opportunities to increase greenspace within the public right-of-way or through easement purchase.
- 4.4.5 Design green links as physical, visual and habitat connections to other parks, natural areas and regional trail networks, including recreational staging areas outside the downtown area (see Figure 3.9 – Parks and Green Links Corridors).
- 4.4.6 Develop options and guidelines for alternative stormwater management practices that are compatible with Green Link development.
- 4.4.7 Expand partnerships with School District # 33, the Fraser Health Authority, and other agencies to increase park and recreation development opportunities.

Objective (3): To create active, safe and comfortable public pedestrian areas between building fronts and the street curb in both commercial and residential areas.

Policies

- 4.4.8 Require commercial and mixed-use developments to provide visual and physical access into the building and a space for additional outdoor activities (where appropriate) such as vending, resting, sitting, or dining. Street fronts can also feature art work, street furniture, and landscaping that invites customers or enhances the buildings setting.
- 4.4.9 Support the Business Improvement Association in developing a rich streetscape theme for its coordinated public art program with banners, adequate lighting, special sidewalk treatments, and bench and trash receptacles, and street tree and landscaping plans.
- 4.4.10 Support a safety and security awareness program designed for commercial properties.

Objective (4): To enlist the support of new development in increasing greenspace in the private realm.

Policies

- 4.4.11 Consider the inclusion of portions of private property for Green Link development. This will be determined on a case by case basis according to the following criteria:
 - be an area adjacent to a green link (corridor) or park;
 - creates a safe and pedestrian friendly mid-block connection or alternate corridor; or
 - is an area of recreational or environmental value.
- 4.4.12 Secure easements for pedestrian access in areas where deemed necessary.
- 4.4.13 Require mixed-use commercial developments to give special attention to the articulation and creation of common green spaces, plazas, courtyards, seating/waiting areas or widened sidewalk areas that would create vibrant street life (cafes, food/flower stands, etc.)
- 4.4.14 Encourage mixed use commercial projects to dedicate residential green space. Options may include green roofs, courtyards and other common amenity areas.
- 4.4.15 Stipulate, through the zoning regulation, new developments to incorporate landscape buffer strips adjacent to the public right-of-way.
- 4.4.16 Promote pedestrian friendly designs among developments located along Green Links.
- 4.4.17 Ensure incorporation of weather protection, a distinctive facade, and appropriate furniture such as seating in waiting areas (through the design review process for development permits).

Objective (5): To maintain views of the surrounding natural landscape from key public places in the downtown.

- 4.4.18 Retain and enhance views of the surrounding mountains.
- 4.4.19 Develop a comprehensive view protection strategy to preserve signature views from parks, squares and other strategic locations. The strategy will identify significant landmarks and landscape features, identify specific viewpoints and view corridors, and recommend supporting land uses, development restrictions, and application review procedures.

- 4.4.20 Require view impact studies, and where warranted, scenic covenants from development properties within view protection areas.
- 4.4.21 Employ trees and landscaping strategically to define and enhance views.
- 4.4.22 Maintain views of surrounding natural landscape (distant or park and heritage areas), especially from public spaces and street intersections through appropriate building design and placement.
- 4.4.23 Promote building forms and heights that enhance public views and minimize intrusion on adjacent views.

Objective (6): To reinforce gateways and distinctive points in the downtown as landmarks for way finding, “brand building” and the identification of the downtown as the “heart” of the community.

Policies

- 4.4.24 Highlight the designated focal points and gateways as identified in Figure 3.1 – Fundamental Concept Diagram with symbols of entry, public art, signage, landscaping, building or view corridor preservation, architecture, road pattern street furniture, activated pedestrian signals, and traffic calming where appropriate.
- 4.4.25 Create a variety of building forms by varying the height of roof pitches and use of materials that interpret Chilliwack’s rich history.
- 4.4.26 Recommend new development to incorporate clear directional signage.

Objective (7): To enhance safety in the public realm (streets, parks, etc.) and new projects by promoting Crime Prevention Through Environmental Design (CPTED) principles and adequate property maintenance standards.

Policies

- 4.4.27 Enforce the current property maintenance standards and strengthen them where permitted by the provincial legislation.
- 4.4.28 Continue with the City’s current program of reducing graffiti and vandalism to keep the downtown clean and dignified.
- 4.4.29 Reduce places of concealment through improved landscaping and sightlines.
- 4.4.30 Require new developments to ensure adequate lighting along their street fronts and at entrance ways and all other pedestrian areas with specific emphasis on Wellington Avenue, Yale Road East, Mill Street and Main Street.
- 4.4.31 Promote designs that facilitate natural surveillance by retaining clear sightlines between public pedestrian areas and the building entrance for those who park there and for occupants of nearby buildings.
- 4.4.32 Recommend new developments to design and maintain landscaping that allows visibility (such as short shrubs and pruned trees).

- 4.4.33 Encourage new development to use ornamental grill creatively in fencing or securing ground floor windows.
- 4.4.34 Enhance casual surveillance and “eyes on the street” through strategic placement of windows, balconies and street level uses in new developments.
- 4.4.35 Strengthen natural surveillance of parks, open spaces, and children’s play areas by requiring new developments adjacent to them to be designed accordingly.

Objective (8): To render the public realm accessible to all residents, especially the socially disadvantaged, the handicapped and the elderly.

- 4.4.36 Review all public realm elements for accessibility such as access to buildings, parking areas, and parks, and design public amenities for all users, eliminating the need for adaptation, customization, or separation of groups with different abilities.
- 4.4.37 Adopt “universal” design to accommodate diverse individual preferences thus avoiding stigmatization of any user groups. Provisions for privacy, security, and safety should be equally available to all users.
- 4.4.38 Design all pedestrian routes to be safe and easy to use by persons with disabilities. Generally, such routes should be easily identifiable, clearly separated from vehicular routes, and free of obstacles at all times of the year.
- 4.4.39 Locate crosswalks wherever possible at roadway intersections and align the sidewalk and cross walk at right angles to one another.
- 4.4.40 Provide curb ramps at intersections wherever there is a level difference between the sidewalk and the road surface at all street corners, especially at pedestrian crosswalks.
- 4.4.41 Design curb ramps with features that aid persons with visual limitations. Curb ramps should be finished at the lower edge such as with a cane detectable rounded edge (of 13 mm in height), a contrasting colour to the road surface, and be of a different textured material to allow easy identification.
- 4.4.42 Mark crosswalks with painted white lines or distinctive highly contrasting paving materials.
- 4.4.43 Locate pedestrian crosswalks in such a manner that there is a clear view of traffic, in each direction, and sufficient distance from the intersection to permit a safe crossing.
- 4.4.44 Provide intermediate traffic islands with pedestrian-activated signals where crossing distances are excessive and may require two signal phases to cross. These should include appropriate curb ramps or, in the area of crosswalks, be level with street paving. Such level areas should be clearly marked by white lines and/or distinctive highly contrasting paving.
- 4.4.45 Ensure all entrance paths/sidewalks in a public right of way and/or walkways for pedestrians and persons using mobility aids have firm, level, and non-slip materials and a minimum of 1.6 m that allows two wheelchairs or scooters to pass one another.
- 4.4.46 Design pedestrian routes that afford the comfort and safety of all persons regardless of age or ability.
- 4.4.47 Provide a safe, direct, level and obstacle-free path of travel between pedestrian routes and

main building entrances.

- 4.4.48 Provide designated accessible parking space(s), whether external or internal, within 30 m of the main accessible entrance and/or any other accessible entrances.
- 4.4.49 Make all areas and special features of a site or facility, normally used or available to members of the general public, accessible to and usable by people with disabilities.
- 4.4.50 Design public parks and playgrounds for use by people with varying abilities.
- 4.4.51 Adapt pedestrian paths and footbridges to be used by persons using various mobility aids.
- 4.4.52 Adopt universally accessible designs for all amenities adjunct to paths and walkways, and position them to one side of the walkway surface.
- 4.4.53 Keep all freestanding objects off of the walkway/path surface so as not to become a hazard to persons with visual limitations (e.g. hydro, telephone cable poles, etc).
- 4.4.54 Incorporate into the built environment design for safe navigation for persons who are dependent on visual and/or tactile cues (e.g. colour and texture).

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5.0 Implementation

5.1 Overview

The Chilliwack Downtown Land Use and Development Plan provides an ambitious but practical strategy to strengthen the downtown and support its growth. While many plans and visions for growth have been created over the years, this plan provides clear guidance and prescribes a robust yet flexible strategy for positive change in the downtown.

Implementation of the vision, goals and policies included in this plan will be community driven.

Further, implementation of this plan is premised on parallel public investment from both private and public sectors to ensure a successful transformation of the downtown. This will require collaboration, leadership and stewardship from City Council and Staff, CEPCO, the business community and community organizations.

5.2 Priority Implementation Items and Actions

The key implementation tools for this plan (and for guiding the re-zoning and development permit process in the downtown) are:

- The Land Use Plan and associated Land Use Designations in Section 3.3 (pp. 19 – 29);
- The policies and actions pertaining to land use and development, access and mobility, urban design and site planning, public realm, parks and open space, and community, housing, and culture in Section 4.0 of this plan;
- The Multiple Family Infill Design Guidelines and the Building Facade Design Guidelines for the Commercial Core; and
- The Zoning Bylaw.

Following is a list of priority implementation items and actions the agencies, organizations and people identified above will undertake to spark downtown investment and revitalization.

The City of Chilliwack

1. The City of Chilliwack will update existing and develop new zoning schedules to ensure consistency with the land use designations in this plan, as appropriate. Existing zones will be updated and/or new zones will be developed to support:
 - The Residential 1, Residential 2, and Residential 3 land use designations following adoption of this plan; and
 - The Residential 3a, Residential 4, Village Quarter and Urban Quarter land use designations at the time an application for re-zoning is received based on these designations.
2. Staff from building inspections, police, fire, planning, parks, environment, and engineering will continue to meet regularly to address specific issues in the downtown. Greater inter-departmental collaboration will allow amendment of existing or development of new zones and bylaws. Further, the City will work closely with police and social services to address public safety concerns. The City's building inspectors, bylaw enforcement officers, and Fire Department will continue to work to ensure the proper maintenance, appearance and public health standards of multi-family rental housing buildings.

3. The City will undertake a downtown parking study to:
 - Determine appropriate private off-street parking standards for residential, commercial and mixed use developments within the downtown in concert with the potential for a reduction in demand for car ownership as commensurate with the vision and goals of this plan, and amend parking bylaw/requirements based on the results of the study; and
 - Develop a comprehensive strategy for on-street, off-street and structured parking.
4. The City will develop a schedule for public realm, servicing, infrastructure and amenity improvements such as streetscape improvements, greenway implementation, and park acquisition in the downtown to keep pace with new development. The City will revise its development cost charges accordingly and consider general tax revenue and other potential measures including those provided for under Section 904 of the *Local Government Act*.
5. The City of Chilliwack will implement the downtown greenways and bikeways strategy as set out in this plan, with high priority given to:
 - Mill Street Mews public realm improvements;
 - Spadina Boulevard extension through the downtown core to Salish Park;
 - A pilot project to demonstrate the pedestrian and bicycle greenway design standards included in this plan; and
 - Development of a comprehensive city wide cycling master plan that incorporates the downtown bicycle network proposed by this plan.
6. The City will continue to process re-zoning applications, and review and approve development permit applications, in an efficient and timely manner.
7. The City will prepare a community amenity bylaw pursuant to the provisions of Section 904 of the *Local Government Act* that lists specific requirements as part of redevelopment that the City may require including: non-market housing, street greening/ greenways and cultural and community facilities for new developments in the downtown.
8. The City will support initiatives of the Downtown BIA and CEPCO and create a business friendly environment to attract growth and investment in the downtown.
9. The City will produce an annual checklist to monitor, evaluate and update the policies and action items in this plan.

CEPCO and the Development Industry

The development community is a very important component of downtown redevelopment. It has significant resources, expertise, and the commitment required to undertake larger mixed use projects encouraged by this plan. Once the organization and policy structure is in place, specific developers could be invited by CEPCO to collaborate on development projects in the downtown. Additionally, CEPCO may:

- Provide support for downtown businesses in the areas of advertising, customer service, marketing and

visual merchandising;

- Provide information on available small business loan and grant programs;
- Collect and provide information on the downtown plan area, including commercial space availability;
- Participate in retail recruitment outreach and marketing programs; and
- Support downtown revitalization activities by assisting in parcel assembly and providing input into the development of new commercial, residential and mixed use zones.

Downtown Residents and Property Owners

Downtown residents and property owners have a significant role to play in achieving the goals and vision of this plan, including:

- Maintaining and upgrading residences and businesses, in particular rental housing stock, to acceptable levels and standards;
- Providing input into re-zoning processes; and
- Promoting and participating in community programs that advance active community participation in the enhancement of the downtown.

5.3 Monitoring and Reporting

Successful implementation of this plan will be facilitated by ongoing monitoring and reporting on how well various aspects of the plan have been realized. Monitoring and reporting will help to alert the need for 'mid course' policy adjustments that arise from issues that are a result of, or are unforeseen by, the plan.

Monitoring and reporting may include but are not limited to the following:

- Ongoing status updates to Council as part of new development permit and re-zoning applications submitted;
- Measuring increases in new residential/commercial units/floor space and downtown population;
- New non-market and rental residential units in the downtown;
- Demographic and household characteristics including core housing need;
- Provision and performance of public amenities in the downtown;
- Transportation patterns and choices ('modal split') in the downtown; and
- Parking volumes and impacts from new growth and development.

Successful implementation of the plan will also be contingent on continuing community engagement and dialogue. The City will maintain a dedicated page on its web site to inform the community on downtown initiatives and projects. This will include information on active development applications and approvals processes. Through the Internet, letters, 'counter discussion' and other forms of communication, the City will collect feedback from the community on the downtown and continue with the spirit of collaboration and engagement to ensure effectiveness of the Plan.