

2040 Official Community Plan



City of Chilliwack

City of Chilliwack

Bylaw No. 4025

A bylaw to designate an Official Community Plan or the City of Chilliwack

The Council of the City of Chilliwack in open meeting assembled enacts as follows:

1. This bylaw may be cited as “Official Community Plan Bylaw 2014, No. 4025”.
2. “Official Community Plan Bylaw 1998, No. 2588” and amendments thereto are hereby repealed.
3. Schedule “A” attached hereto and forming part of this Bylaw is hereby designated as the Official Community plan of the City of Chilliwack.

Received first reading on the 2nd day of July, 2014.

Public hearing held on the 15th day of July, 2014.

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Consultation Process considered by Council on the 4th day of March, 2014.

Finally passed and adopted on the 19th day of August, 2014.

Subsequent Amendments

“Official Community Plan Bylaw 2015, No. 4120”

Date of Adoption

July 21, 2015

Mayor

Deputy City Clerk

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of terms

Agricultural Land Commission	ALC
Agricultural Land Reserve	ALR
Association of Professional Engineers and Geoscientists of BC	APEGBC
Business Improvement Area	BIA
Chilliwack Economic Partners Corporation	CEPCO
Chilliwack Healthier Community	CHC
Crime Prevention Through Environmental Design	CPTED
Development Cost Charges	DCCs
Environment	ENV'T
Environmentally Sensitive Areas	ESAs
Fraser Valley Regional District	FVRD
Greenhouse Gases	GHG
Non-Governmental Organization	NGO
Not In My Back Yard	NIMBY
Official Community Plan	OCP
Regional Growth Strategy	RGS
Royal Canadian Mounted Police	RCMP
University of the Fraser Valley	UFV

maps

ocp

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development permit area

maps

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***Development Permit Area 3, 7, 8 and 10 cover the City of Chilliwack in its entirety.

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Schedule B - Downtown Design Guidelines

Schedule C - Design Guidelines, Multi-Family Infill Development

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2. Eastern Hillside Comprehensive Area Plan
3. Agricultural Area Plan
4. Alder Neighbourhood Plan
5. Chilliwack Proper and Fairfield Island Neighbourhoods Plan
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7. South Vedder Neighbourhood Plan
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(All Schedules are located at the end of the report.)



1 Introduction

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INTRODUCTION



The City of Chilliwack is the eastern gateway of the Lower Mainland and one of the key urban centres in the Fraser Valley. Its history began with First Nations, and in the post-contact time it evolved through trade, farming and European settlement.

The City recognizes its aboriginal heritage, particularly in its Official Community Plan that affects lands, developments, all residents and the relationships with First Nations. The Ts'elxwéyeqw Tribe provides the following First Nations' perspective on Chilliwack in history, and in its current development and future outlook:

“The City of Chilliwack is within S'ólh Téméxw (Stó:lō Territory), with the largest population of aboriginal people in close proximity to Vancouver. The Ts'elxwéyeqw and Pilalt are the two Stó:lō tribes whose territories are directly associated with the Chilliwack municipal area. Today's Indian Act Bands were established in the late 1800s from some of the many historic villages of these two tribes, including Cheam, Kwaw kwaw Apilt, and Skwah (Pilalt); and Aitchelitz, Skowkale, Shxwhà:y, Soowahlie, Squiala, Tzeachten, and Yakweakwioose (Ts'elxwéyeqw). Pilalt villages and reserves are located along the Hope River. Ts'elxwéyeqw villages and reserves are located along the Chilliwack River system.

The City derives its name from the Halq'eméylem word “Ts'elxwéyeqw” which elder Albert Louie, of Yakweakwioose, talked about it meaning ‘as going as far as you can go upriver’ in reference to travelling by canoe up the Chilliwack River sloughs leading to Soowahlie. Halq'eméylem is the traditional language of the Stó:lō (People of the River).

Ts'elxwéyeqw and Pilalt history, as Stó:lō tribes, extends thousands of years in the past. Archaeological sites and evidence located within the City demonstrate the long term occupation and use by the Pilalt and Ts'elxwéyeqw.

After European contact at the turn of the 18th century, the Stó:lō population declined significantly, reaching a low point in the early 1900s. Since then, the Stó:lō population has increased and now has one of the fastest growing demographic profiles in the region. The Chilliwack area and surroundings continue to be used by the Ts'elxwéyeqw, Pilalt and other Stó:lō people for many traditional cultural purposes and practices.

The Stó:lō people contribute to the local economy in many ways, through natural resource development, cultural tourism, educational and economic development partnerships, employment (the Stó:lō Nation service delivery agency is one of Chilliwack's the largest employers), environmentally friendly constructions (the Stó:lō Resource Centre in Chilliwack maintains the only LEED Gold standard in the Central Fraser Valley), and sustainable resource management (the Ts'elxwéyeqw manages natural resources in the Chilliwack River Valley and for the Pilalt in the Wahleach Lake area). The Stó:lō people have historically been and will continue to be an integral part of the Chilliwack community.”

The recent settlement dates back to the Gold Rush of 1858 when over 20,000 miners passed through the area, and some of them decided to farm and supply provisions to the travellers. The socio-economic backdrop set Chilliwack on a path of growth and community building, which is a testimony to its aspirations and values and the regional influences that have shaped the community.

Amidst the zoning bylaws and planning concepts of the 1970s rose the first Official Community Plan in 1983 (under the BC Municipal Act). This plan recognized Chilliwack's new municipal identity as the District of Chilliwack, which was formed in 1979 as a result of the amalgamation of the historic Township of Chilliwack and the City of

Chilliwack. The 1983 OCP recognized three existing settlements. (Chilliwack proper, Sardis and Vedder) and the urban corridor structure that was already evident. The subsequent OCPs in 1989 and 1998 reinforced the urban corridor form and structure, and acknowledged the importance of the downtown and other community cores, a density hierarchy, and edge developments. Those plans also expanded the municipality's vision to include economic and social development. Nevertheless, their focus remains on medium terms between 10 and 15 years.

This Official Community Plan projects a longer term vision (30 years). Under the Local Government Act (Section 875) it is "a statement of objectives and policies" to guide decisions on planning and land use management, ranging from land development to transportation, utilities, environmental protection/conservation, public safety, health and amenities. Since the adoption of the last OCP, the Local Government Act has added new domains to OCP planning, either as mandatory or recommended policies; these are also now parts of the OCP.

I. Purpose of OCP Update

The 1998 OCP established a plan review trigger at population 85,000. With the 2013 population estimated at 84,600, this OCP update is both timely and prudent from the following perspectives:

- a. The City has been engaged in a number of hillside community developments. These developments indicate the City's commitments to the hillside areas; however, they are limited in scale and role as part of the municipal growth strategy. This OCP provides a more definitive direction for respective hillside areas in terms of development prospects and policies.
- b. In moving forward, the City needs to understand the growth dynamics of the next three decades. This requires an analysis of the changes, trends and issues of the past (at least since 1998), the present and the future, and the community's ability to cope with those challenges. The OCP plans for future infrastructure works brought on by population growth, while mapping out a path to support healthy community development.

- c. Since 1998 the Province has expanded the scope of Official Community Plans to include a regional context statement, affordable, rental and special needs housing policy, social planning, economic development, and greenhouse gas emission targets. Although some of these policies have already been added to the 1998 OCP, a plan update enables the City to address these areas in greater depth and in a more integrated manner under healthy community planning.
- d. While the original OCP adopted sound environmental and geotechnical policies, it did not incorporate maps of major areas of environmental or geotechnical sensitivities. This plan update offers an opportunity for the City to create a data base, assess the key areas in the context of the applicable provincial and federal environmental legislation, and through appropriate mapping, create a greater awareness of our environmental assets and natural hazards among the public and the development industry.
- e. In the past 15 years Chilliwack's land base for growth and development has expanded significantly for industries and commerce. However, the past trend is unlikely to continue in the future because the available urban reserve has largely been depleted. In the case of residential development, it has been under this constraint for over two decades and the market's response is urban densification (with the support of the City) and leasehold developments on the First Nation Reserves (in partnership with the First Nations). In pursuing densification and in anticipating more development on the Reserves, this OCP Update enables the City to fine-tune its densification strategy and add clarity, while working with the First Nations to coordinate community growth and infrastructure developments.

In promoting densification, the City should examine its urban-ALR interface within its urban corridor (between Evans/Ashwell Road and Chilliwack River Road), particularly in locations where infrastructure lines (roads/bicycle routes/sidewalks and utility mains) are truncated. As a result, travelling has to be redirected to the overloaded Vedder Road or to the fringe north-south arterial roads, precipitating unnecessary

traffic on the east-west collectors. This over-dependency on the main north-south routes has also hampered the development of alternative transportation such as cycling and walking, which is vital to short trips. In fact, it has rendered automobile travel indispensable to many households, a situation that is untenable in the long term when the City grows into a much denser metropolitan centre (132,000 by 2040).

The ALR block east of Evans Road has also prevented utility mains from going north-south in network development. Currently, Sardis-Vedder is served by only one north-south sewer trunk and one north-south water main in the built-up areas. This restriction to utility network development, if remaining unchanged, will have a negative impact on future densification and the consolidation of the urban corridor. In the meantime, the City is in need of community parkland in order to support densification within the urban corridor that is to accommodate 85% of the anticipated growth. As the urban structure needs to transform with the various demands on the existing community, the urban form must follow within the context of compact, healthy community development. This OCP Update thus represents an opportunity to explore how that adjustment/rationalization of the urban form should take place, especially as it involves the Evans Road ALR block.

- f. It is the intent of the City to make the OCP more readable, while staying comprehensive in scope and effective as a policy document and development guide.

Notwithstanding the above-noted changes, this OCP is essentially an update of the 1998 OCP as it builds on the framework of growth and development established by previous OCPs. It is not changing the course, but rather clarifying the City's long term vision and articulating its development direction in greater detail in the future context of change.

II. Planning Process

The OCP Update process started in the summer of 2012. In order to properly evaluate the state of the

City and understand current and future challenges, the City's Planning and Strategic Initiatives Department undertook nine background studies:

- Growth
- Land Use
- Economic Development
- Neighbourhood Planning and Urban Design
- Demographic Trends and Implications
- Parks, Recreation and Culture
- Healthier Communities
- Environment
- Growth Scenarios, Servicing and Finance

Parallel to the technical process was a series of public engagement events targeted to the general public, youth, community groups and business leaders. They involved the Internet, through the City website and PlaceSpeak (internet public forum on select topics). They also employed traditional public media such as the local newspapers and radio stations. The process reached out to children and youth through elementary, middle and secondary schools. Other participants include agencies such as the School District, Chilliwack Economic Partners Corporation, the real estate/development community, and the Agricultural Land Commission. Approximately 900 people directly participated in the OCP engagement events, whereas community exposure to the OCP events was estimated at over 5,000 people.

The OCP Update process emphasizes a multi-disciplinary approach. While the Planning and Strategic Initiatives Department led the process and prepared the plan, other municipal departments played key roles in conducting in-depth technical analyses and recommendations, and working with consultants on the technical studies. This Plan represents an inter-departmental effort, as well as the result of a broad-scale, multi-media public consultation initiative. It is the first time that public consultation employed milieus not available in the last OCP process (1997/1998) such as Internet forum, Facebook, Twitter, PlaceSpeak, City website, email networking, online survey, and instant polling results and feedback at community meetings. In the end,

the extensive application of Internet technologies has helped the OCP Update process to get its messages out and collect public input. All of these efforts have resulted in a more comprehensive community vision and a more effective OCP.

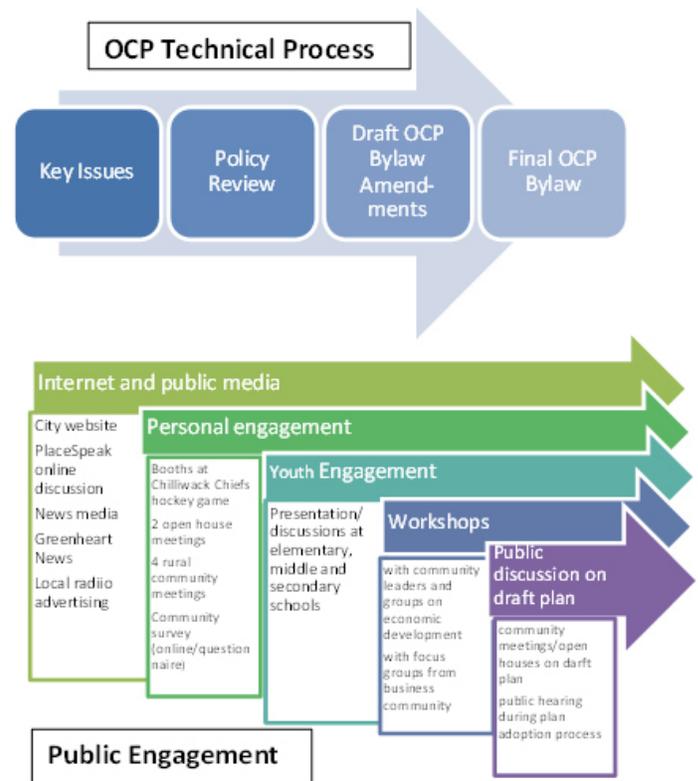
III. Plan Organization and Structure

This Plan presents the City’s planning policies in four sections. It first identifies the context of the OCP, including all regional and provincial plans, regulations and strategies that affect the City’s planning and development. It then highlights the City’s vision and goals, building on past OCP achievements and articulating the community’s aspiration for a healthy community future. In Section 4, the vision and goal statements define community values and aspirations. They set up five themes on which policies and actions are developed, namely, growth strategy, agriculture, economic development, the environment and community development.

Perhaps the greatest change from the previous plan is in plan implementation (Section 5), which now includes a land use designation strategy to support land use designation mapping. The designation map is an implementation tool that helps the City to manage land use and growth according to the growth policies, and ensures that servicing and transportation planning supports the intended community layout. Such a transparent designation strategy allows all stakeholders to understand the reasoning behind the designations; it also assists with interpretation of the plan, determining if a proposed development conforms with or contravenes the OCP policies, or if a reasonable accommodation can be made within the intent of the OCP.

Development Permit Areas and their respective guidelines are introduced in the Implementation Guide as they address current development concerns. They specify design criteria and best practices in managing natural hazards and environmentally sensitive lands, and set directions for site and building design. Other planning instruments under the Implementation section are Temporary Use Permits and Development Approval Information requirements. The former enables accommodation of uses that warrant special consideration and are short-term by nature, whereas

the latter is a legislated provision to support the City in requesting technical information from development applicants.



In addition to Goal, Objectives, Policies and Implementation, the OCP contains five schedules:

- Schedule A – Regional Context Statement
- Schedule B – City of Chilliwack Downtown Building Façade Guidelines, Development Permit Areas
- Schedule C – Design Guidelines – Multiple Family Infill Development
- Schedule D - Neighbourhood Plans (comprehensive local area plans adopted by the City)
- Schedule E - Growth Projection Tables

These schedules embody the best practices and detailed plans that the City has adopted. Although some are required by provincial legislation, they are included in this plan because they truly are essential parts of the City’s 2040 healthy community vision.



2 Plan Context

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Plan Context



Chilliwack Today

Chilliwack marks the start of the Lower Mainland Region, the valley plain of the Fraser River that extends from the Cascade Mountains to the Pacific coast. This physical setting orients Chilliwack to the lowland communities to its west, and yet the one-hour driving distance buffer allows the community to preserve its character and lifestyle, distinguishing itself from the metropolis of Vancouver. The establishment of the Agricultural Land Reserve in 1972 has reinforced that buffer and solidified Chilliwack's identity as a "city in a sea of green".

Chilliwack's gateway location and fertile valley floor land have, from its beginning, established trade, servicing and farming as the local economic base. Its modern settlement originated as a riverboat landing (Chilliwack Landing) in the 1860s, which soon relocated inland to the Five Corners, a wagon road crossroads. By 1873 the Township of Chilliwack was incorporated as the third oldest municipality in British Columbia. Soon residential plots were laid out around this crossroads and the pioneer core settlement was known as Centreville, which latter evolved into the City of Chilliwack in 1907. Chilliwack proper, the main settlement today, owes its beginning to a crossroads and a landing, and to a "gateway economy" of servicing the river and land travellers.

Sardis, on the other hand, was born of farming which has a distinguished history in farms such as Wells Farm and John Haas hop fields. The urbanization of Sardis recently took place from the late 1950s and early 1960s when the Trans-Canada Highway was built past its doorstep. Since then suburban growth increased with the 1970s shopping centre developments on Luckakuck Way (parallel road to the TCH), large scale subdivision developments

between Luckakuck Way and Wells Road (1980s), and later extensions south along Wiltshire and east along Higginson Road (1990s).

Vedder was a boat crossing at the Vedder River in the 19th Century, and later the location of an Old Yale Road bridge. This gateway began with a small cluster of homes and commercial buildings. It changed in 1941 when the federal government opened a military training base, which after the war expanded into the Canadian Forces Base Chilliwack. The influx of two thousand military personnel essentially created a new town in itself. Again, the closing of the base in 1996 transformed Vedder Crossing as nearly 140 ha of prime development land was made available to the City at a time when its valley floor urban reserve was near depletion. Today, Vedder (between Stevenson Road and the Vedder Bridge) accounts for two-thirds of the Sardis-Vedder population.

Over the last 150 years, these discrete communities grew toward each other to form the urban corridor we have today. Yet the original cores of these communities have remained and they will continue to serve as the business and civic centres in the future. The focus of this Plan is to facilitate the continual consolidation of the urban corridor while supporting the original centres in their respective social, economic and civic roles.

Regional and Provincial Planning

The OCP is required to defer to the Fraser Valley Regional District's Regional Growth Strategy (RGS) and the provincial/federal legislation and regulations. In the first case, the Plan has to comply with the RGS, especially its eight Growth Management Goals. More specifically, the OCP has to include a Regional Context Statement, describing how its policies and actions support, the Regional Growth Strategy.

The senior government powers generally manifest themselves in three forms. Firstly, developments affecting streams, fish and wildlife are governed by the provincial Riparian Area Regulation and provincial and federal wildlife/endangered species legislation. This has a direct effect on the OCP's environmental policies and land use designation. Secondly, the provincial Agricultural Land Commission Act and the Agricultural Land Reserve dictate where development can or cannot take place; essentially they define our urban growth boundaries and urban form and structure. Thirdly, the provincial Local Government Act (Sections 877 and 878) spells out required contents for all OCPs, including greenhouse gas emission reduction targets.

and different jurisdictional concerns, the OCP should remain as an informed final decision by the City on planning and development, one that speaks to all Chilliwack residents and interests.

Local Planning Context

Since the adoption of the last OCP (1998) Chilliwack has grown from 65,000 to 84,000. By 2021 the City will reach 100,000, a metropolitan landmark according to Statistics Canada. Over the next three decades, it could grow to 132,000, an increase of 58% in population. This translates to an addition of 48,000 residents, 25,000 dwellings, and 21,000 plus new jobs to keep workers locally employed and the commuter number in check. To address such a growth regime, the City will have to expand its utilities, transportation systems and amenities, and push towards capacity thresholds and limits that must be resolved. Concurrently, the private sector will have its share of difficulty in expanding the commercial and industrial sectors for the new Chilliwack Census Metropolitan Area – all within a relatively fixed urban footprint. Meanwhile, the aging population, community interests and healthy community aspirations add another dimension to OCP planning.

The complexity of planning in Chilliwack is further increased by a number of authorities that operate or have their own domains within the City's boundaries. They include the First Nations and their reserve developments, the School District, the Fraser Health Authority and a host of NGOs that deliver various community programs. Together with the general public, they represent a socio-economic and physical environment to which the OCP must be keenly attuned. After weighing all local planning factors



3 Vision and Goals - Overview

3 VISION & GOALS OVERVIEW



The Official Community Plan is primarily a community vision and a road map to getting there. Earlier plans emphasized short and medium term growth management, at a time when the entire Lower Mainland was confronted with challenges brought about by rapid suburban expansion. The 1998 OCP moved beyond growth management and aimed for a livable and sustainable community. This OCP further advances that vision with more defined attributes, better and more comprehensive data, improved technologies and latest best practices. More importantly, it recognizes that the ultimate goal of planning is not confined to building a sustainable and livable physical environment, but addressing individual and communal well-being – as expressed in terms of health, both physical and mental. It also underscores that community health entails the participation of all community stakeholders, and the OCP represents only one of the key components.

The OCP envisions achieving high livability through compact, complete community development, and prudent management of its natural environment and valley floor agricultural landscape. It aims to develop a vibrant economic base that creates local, career-building jobs and ample opportunities for leisure and participation in community life and out-of-town commuting is minimal and by choice. It fosters a community path toward inclusivity, equity, collaboration and resiliency. It encourages Chilliwack to attain a great capacity for envisioning achievement, and resolving issues and conflicts, to embrace health through active living and continuing learning and growth.

The following summarizes this vision, and presents five supporting high level goals, a framework for the policies and actions set out in this OCP.

VISION

The City of Chilliwack is a healthy, engaged, sustainable community.

GOAL 1

Manage Growth Responsibly

Maintain urban growth boundary, densify, comprehensively plan sustainable communities, selectively develop hillsides, ensure development pays for itself, and provide required infrastructure capacities.

GOAL 2

Strengthen Agriculture

Protect the urban-rural interface and ensure the economic viability of agriculture.

GOAL 3

Grow the Economy

Diversify economic and employment opportunities, revitalize the downtown, and create jobs for the anticipated population increase.

GOAL 4

Protect the Environment

Foster community and individual responsibility in environmental protection and enhancement.

GOAL 5

Build Healthy Attractive Communities

Engage the public, emphasize social well-being, build healthy environments, develop infrastructure cost-effectively, and promote attractive design.





4 Goals, Objectives & Policies

GOAL 1 MANAGE GROWTH RESPONSIBLY



Maintain an urban growth boundary, densify, comprehensively plan sustainable communities, selectively develop hillsides, ensure development pays for itself, and provide required infrastructure capacities.

The City of Chilliwack is the urban centre of the upper Fraser Valley. In the past 30 years its population has doubled from 41,000 to 84,000 – through several housing and economic cycles, and expansions on the valley floor and hillsides. While the current slower pace of growth will likely accelerate once the economy and residential construction sector fully recover, the next 30-year period will see moderate growth due to economic changes, a diminishing land supply, and demographic trends such as a declining birth rate and aging. By 2040, the City’s population is expected to reach 132,000, an increase of 58% (averaging 1.6% p.a.) Over this period, the City will be transformed into a census metropolitan area and its socio-economic and physical structures and cultural/community identity will undergo dramatic changes. This Plan helps anticipate what those changes might be, how the City should influence those changes to realize its aspirations, and which actions the municipality should take to ensure a smooth and effective growth and transition process.

Chilliwack’s growth management strategy was first fully formed in its 1983 Official Community Plan. Through two successive OCPs (1989 and 1998), the strategy has solidified and this Plan continues to build on that growth framework, adding clarity as new challenges arise and the community vision extends into the social, economic, cultural and community health realms. The following long-standing principles of growth will continue:

- Respect the integrity and boundaries of

the Agricultural Land Reserve

- Recognize the established Urban Growth Boundary
- Concentrate growth within the urban corridor of Chilliwack Proper-Sardis-Vedder for an effective urban form and structure
- Promote densification, urban design and planning best practices
- Protect the environment and direct development away from natural hazards
- Ensure a prudent financing/funding strategy that emphasizes the principle of development paying for itself in infrastructure expansions

In addition, this plan provides a clear direction, promoting and fine-tuning the urban corridor focus growth strategy, and defining the roles of other parts of the municipality (rural communities and hillsides) under such growth strategy. This informs future planning for servicing and parks and recreational facilities; addresses all aspects of community development (social, economic, and cultural and healthy community development); and supports the Fraser Valley Regional District’s Regional Growth Strategy, provincial GHG emission and other legislative requirements.

OBJECTIVES

1. Protect agricultural land by clearly establishing how and where future urban growth will occur.
2. Promote effective and efficient community building by reinforcing the development of the Chilliwack proper-Sardis-Vedder urban corridor.

3. Support healthy community development through the application of **complete community** principles and planning of appropriate community infrastructure .

Complete Community Principles are concerned with the building of a functional, economically and environmentally sustainable, and liveable community, in a way that promotes health. A Complete Community is compact and has a clear structure of neighbourhoods defined by centres, nodes, and multi-modal corridors. It offers a variety of housing options, facilities, and open space systems, including natural and built features. It is walkable, conducive to cycling, and serviced by an effective transit system; it promotes alternative transportation choices and discourages single occupancy vehicle use. It is safe and accessible to people of all ages. It has a strong character and distinctive identity and promotes a sense of place through high-quality planning and design.

4. Align urban growth with the City's environmental and geotechnical objectives.
5. Ensure new developments contribute adequate funds for future infrastructure expansion and upgrade.

POLICIES

1. Maintain an Urban Growth Boundary

Maintain an **Urban Growth Boundary** (Map 3) around Chilliwack Proper and Sardis-Vedder to:

- a. Focus and manage urban growth;
- b. Identify and resolve urban/agricultural edge issues in accordance with the City's Agricultural Area Plan; and
- c. Assist ongoing discussions with the Agricultural Land Commission regarding opportunities for responding to public needs and/or strengthening agriculture.

2. Promote Urban Corridor Densification

- a. Accommodate future growth in the Urban Corridor through:

- Best practices for infill development, redevelopment and densification;
- Established development targets;
- Design guidelines;
- Strategic OCP land use designation;
- The implementation of the Downtown Land Use and Development Plan and other applicable neighbourhood plans.

Densification refers to the process of redevelopment and infilling from a lower density to a higher density. It involves all land uses in urban and suburban centres. Its focus is oftentimes residential, converting single detached housing or subdivision to townhouse, apartment and mixed commercial-residential developments. The transformation extends from individual properties to neighbourhoods, and ultimately, the entire community and region. It entails not only a change of building types, but also streetscape, urban design, community livability, demographics, socio-economic dynamics, infrastructure planning, municipal finances and the overall environment, built and natural. It supports a more compact, sustainable, healthy and complete community.

- b. Emphasize the established community cores of Chilliwack-proper (downtown), Sardis and Vedder through **densification** and **urban design**.

Urban Design involves the design and coordination of all that makes up cities and towns: buildings, public space, streets, transport, and landscape. It weaves together these elements into a coherent, organized design structure.

- Reduce the intensity of densification from the core toward the urban fringe to minimize potential conflict with agricultural uses along the Urban Growth Boundary.
 - Enhance livability and urban design through Design Guidelines pertaining to “form and character” for residential and commercial developments, Complete Community principles and Healthier Community recommendations.
 - Through best practice manuals, neighbourhood plans and community workshops, inform the public and development industry about the attributes and advantages of well-designed densification projects.
 - Research and monitor densification, and promote quality design, while addressing affordability and neighbourhood concerns.
3. Comprehensively Plan Hillside Development
- a. Direct defined growth to designated hillsides that are supported by municipal services and governed by Comprehensive Development Area Plans, including: Promontory, Eastern Hillsides, Chilliwack Mountain and Little Mountain. (in accordance with Schedule E - Growth Projection Tables)
 - b. Through the implementation of the City’s *Hillsides Standards Policy* and the development permit process, ensure that future hillside development respects the unique terrains of the hillsides, remains sensitive to special environmental features, and complies with adopted environmental planning principles, methods and best practices.
 - c. Protect sensitive environmental features through the design guidelines of Development Permit Area 2.
4. Limit Growth in Rural Settlements
- a. Retain the existing Rural Settlement boundaries of Greendale, Rosedale and Yarrow Town Centre, and limit future growth to existing development areas.
 - b. Give consideration to mixed use development in designated commercial areas where servicing requirements can be met.
5. Comprehensively plan major community developments
- a. Adopt comprehensive plans for all major community developments to ensure efficient use of land and alignment with OCP and/or neighbourhood planning goals.
 - b. Define development boundaries and overall capacity, and follow **complete community** development principles.
6. Co-ordinate with First Nations
- Work with First Nations to co-ordinate future developments in the City and on First Nation Reserves that share common boundaries, or otherwise affect each other in terms of traffic management, servicing, utility system capacity planning, environmental design, recreational facility planning, or social/economic/cultural activities.
7. Maintain Ryder Lake as a medium to long term development reserve
- a. Maintain the current rural estate density of Ryder Lake in support of the urban corridor focus growth strategy of this Plan, while preserving this upland area for development prospect consideration beyond 2040.
 - b. Limit small acreage rural and suburban residential development to the current zoning designations and discourage rezoning for a higher density.
 - c. Support appropriate agricultural activities on ALR parcels to maintain agricultural production and preserve the integrity of the uplands as a very long term land reserve.
 - d. Notwithstanding (b) and subject to the conditions in Section 946 of the Local Government Act, give consideration to residential subdivision for the construction of a home for relatives of the concerned property owner.

8. Finance growth on the principle of new development being self-financed
 - a. Estimate future servicing costs to enable development cost charges planning and regular changes to rates and assistance structures.
 - b. Ensure Development Cost Charges (DCC's) reflect the land use designations in this Plan when determining demands and priorities for DCC fund use.
 - c. Review and update DCC's regularly by:
 - Identifying and involving stakeholders;
 - Providing opportunities for thorough public review and input; and
 - Adopting a fair DCC rate that takes into consideration new development market viability and competitiveness.

GOAL 2 STRENGTHEN AGRICULTURE



Protect the urban-farmland interface, and ensure the economic viability of agriculture.

Agriculture has a strong presence in Chilliwack with the Agricultural Land Reserve (Map 4). The ALR occupies two-thirds of the municipality's land base and farmland surrounds our city and provides it with an idyllic setting; it shapes Chilliwack's landscape, identity and livability.

As an industry, farming in Chilliwack produces 10% of BC's agricultural production while the City only has 0.55% of the Provincial farmland (17,000 ha plus in total). These facts underline the significance of agriculture not only to Chilliwack, but also to BC and Canada as a whole. The industry's local benefit is particularly evident in economic down times, helping to sustain Chilliwack's economy and employment level. 6.7% of Chilliwack's labour force is directly engaged in agriculture, where the comparative figures for BC and Metro Vancouver are 5% and 1%, respectively.

Since the establishment of the provincial Agricultural Land Reserve, Chilliwack has been supportive of farmland protection and the ALR through its various Official Community Plans and economic development strategies. In 2005 a dedicated agriculture-oriented industrial park was established to revitalize Chilliwack's food processing sector. In 2012 the City took an important step in agricultural promotion by collaborating with Chilliwack Agricultural Commission/Chilliwack Economic Partners Corporation (CEPCO) in the preparation of an Agricultural Area Plan, which was subsequently adopted. To monitor the plan's effectiveness, Council has appointed an Agricultural Advisory Committee, which is also tasked to provide feedback on development applications that might impact agriculture.

Public discussions on Vancouver's gateway economy highlight the need of the Lower Mainland to move beyond being a transit hub and embrace wealth-creating activities that build on our unique location. Agriculture in Chilliwack is a wealth-creating enterprise and this Plan continues to support it, aiming to resolve differences that arise from time to time with urban growth and the pursuit of an effective urban form and structure. Farmland protection and agricultural promotion are a process and all stakeholders must be engaged.

OBJECTIVES

1. Protect viable, high quality, productive farmlands and the integrity of the Agricultural Land Reserve, especially on the Fraser Valley floor.
2. Minimize conflicts between urban and agricultural uses.
3. Create an investment climate that recognizes Chilliwack's primary role in agriculture at both the provincial and national levels.
4. Support food processing and other agribusinesses that are essential to the sustainability of agriculture.

POLICIES

1. Implement the Agricultural Area Plan

Work with the ALC (Agricultural Land Commission), Provincial agencies, the University of the Fraser Valley, Chilliwack Economic Partners Corporation and industry stakeholders to implement and monitor the

Agricultural Area Plan and to address issues facing the agricultural community.

- a. Provide resources and technical support to the Agricultural Advisory Committee in the development application process and in the implementation and monitoring of the Agricultural Area Plan.
- b. Seek stakeholders' input regarding the effects of boundary adjustments on agricultural activity.
- c. Discourage residential estate development and non-farm uses in the ALR.
- d. Through the development process, facilitate the installation of green buffers between potentially competing urban and rural uses in accordance with ALC guidelines.
- e. Encourage best practices in farming, including the protection of environmentally sensitive areas, pollution control, and measures that minimize urban-agricultural conflicts.
- f. Direct, where appropriate, new agri-businesses and industries to designated industrial districts, especially to agri-business parks.
- g. Rationalize the urban/agricultural interface along the Urban Growth Boundary for easy identification of the urban limits in the field and their permanency. Discuss with the Agricultural Land Commission possible minor adjustments to the ALR to ensure a defensible and logical boundary for the long term.

2. Promote Chilliwack's Primary Role in Agriculture

- a. Promote Chilliwack as British Columbia's primary agricultural research, development, production and processing centre.
- b. Provide assistance, where needed, to the UFV in its development of the BC School of Agriculture as a national agriculture research and innovation centre.

3. Promote Agricultural Development

- a. Encourage partnerships with the agricultural community, senior government, the ALC, and private enterprise to promote agricultural development, including agri-business park opportunities, energy cogeneration, and animal waste management.
- b. Through CEPCO and the implementation of an economic development strategy, facilitate the development of agricultural, value-added products.

GOAL 3 GROW THE ECONOMY



Diversify economic and employment opportunities, revitalize downtown, and create jobs for the anticipated population increase.

The focus of the Official Community Plan in infrastructure capacity is to facilitate economic activities and create employment for the projected population increase, and the replacement jobs that will be lost to future economic changes.

The supply of vacant and available employment lands within urban areas is limited: 76 ha for industries and 12 ha for commercial growth. The constraint is accentuated by the surrounding ALR and the preference of businesses to locate on major traffic routes or within commercial centres. This nodal and corridor pattern of commercial use corresponds with the City's growth strategy for compact, sustainable and healthy community development. In order to meet the 2040 population's commercial space needs and projected service jobs, commercial growth will have to take place largely within existing commercial centres and corridors through densification. This will trigger redevelopment and changes to site coverage/floor area ratio (FAR), built forms (multi-level), parking provision (ratio and parkade), retail format (more compact and higher sale per m²) and other design and operational aspects.

Although the industrial reserve is notable, the long term challenge for space remains. Quantitatively, the current vacant industrial reserve may meet the next 12 years of demand; however, it falls far short of 2040 needs. Changes and adaptation will be indispensable and, like commercial development, industrial growth will in large parts come through densification of existing industrial development sites, and a higher FAR for the currently vacant industrial lands. Changes

to the industrial sector will not be confined to site/building design, but extended to the types of industries that can thrive in a compact and intensive use environment. One of the main intentions of the OCP is to facilitate those anticipated changes for a successful transition – to ensure continual and robust industrial growth in Chilliwack.

The service sector accounts for 73% of the City's labour force/employment: it has to be an important part of Chilliwack's economic development planning. In today's service economy, service growth and development redefines economic diversification, which traditionally refers to a calculated distribution of employment and businesses among the primary, manufacturing and service sectors. Today, economic diversification frequently refers to building a knowledge economy, capitalizing on the information age, nurturing a Learning Economy and embracing the service industry (tourism and health care). This will influence Chilliwack's future land use and economic development directions, given that its assets encompass Canada Education Park, the University of the Fraser Valley, tourism destinations, the downtown and its attraction to the film industry. Through the OCP and Chilliwack Economic Partners Corporation (CEPCO), the City will work with various responsible agencies to promote their growth and development. Efforts focusing on the downtown include a Downtown Land Use and Development Plan, which has been in effect since 2009, and a community based Downtown Plan Implementation Committee that oversees its implementation and ongoing planning.

(Agriculture forms a separate part of the City's economic development strategy and is addressed under Goal 2 of this plan.)

In the face of current and future economic changes

and employment challenges, the OCP can, and will, play a pivotal role to ensure all of the growth capacities will be available, and in a form that respects future economic realities and facilitates the transition process.

GENERAL ECONOMIC DEVELOPMENT

OBJECTIVES

1. Build a diverse and resilient economic base capable of providing adequate jobs for Chilliwack's growing labour force.
2. Create a wide array of employment prospects that can meet the employment needs of youth and the career aspirations of a skilled labour force.
3. Expand the local economy on the City's strengths in human and natural resources, community assets, location and business culture.
4. Develop an economy that complements community values in environmental protection, social equity, recognition and celebration of excellence in technology, entrepreneurship and innovation, as well as stewardship and responsibility.
5. Foster community and government partnerships in economic development.
6. Reinforce the Downtown as the economic centre of the city.
7. Create a community with knowledge and understanding of agriculture, and maximize community support for agricultural sustainability.

POLICIES

1. Maintain a strong local employment base for the long term growth of the labour force, and to contain out-of-town commuting.
2. Identify short and long term economic trends and future industrial growth opportunities.
3. Focus long term economic development on:

- Promoting agriculture
 - Building on natural and environmental assets
 - Capitalizing on Chilliwack's strategic regional location
 - Developing a skilled labour force
 - Exploring research and innovation opportunities
 - Expanding employment land capacity
 - Nurturing community development, a balanced lifestyle and a supportive business culture
 - Attracting industries and commercial enterprises that generate high employment levels and maximize the use of the employment land reserve or densify existing business/industrial sites.
4. Develop a framework for the City's future economic development plan and initiatives with other community stakeholders.
 - a. Through CEPCO, lead all stakeholders and the public in economic development planning, including business recruitment, marketing and general promotion of the community.
 - b. Explore and promote opportunities for joint initiatives among Chilliwack businesses, enterprises, local schools, the UFV, other educational facilities, First Nations, the agricultural/agri-business sector and the tourist industry.
 5. Ensure adequate growth capacity to support the continued expansion of the local economy under the conditions of a limited industrial and commercial land reserve.
 6. Promote both business park developments and small industries that thrive in a mixed use, urban environment
 7. Initiate and support downtown revitalization projects.

CENTRE OF EXCELLENCE

OBJECTIVES

1. Promote excellence in industries that reflect Chilliwack's strengths, innovation and entrepreneurship.

POLICIES

1. Support the BC School of Agriculture at the University of the Fraser Valley in research and development, skill and leadership training in agriculture.
2. Create centres of excellence and research in agri-business and cogeneration of energy, wood product manufacturing, green technology, tourism, entrepreneurship and the high-tech industry.
3. Provide appropriate incentives to attract and maintain targeted businesses.
4. Encourage CEPCO, the Board of Education and UFV to develop programs that stimulate business investment in education, skill-training and research and development.
5. Facilitate the UFV Plaza development, a business education centre in the downtown.
6. Monitor and promote community-based economic development trends.

INDUSTRIAL / BUSINESS PARK DEVELOPMENT

OBJECTIVES

1. Increase industrial development capacity to meet long term employment needs.
2. Promote the development of business parks which are attractively designed, economically sustainable, environmentally sound, and capable of supporting the knowledge economy and industries that create high skilled, professional jobs, as well as employment opportunities for youth and less skilled workers.

POLICIES

1. Work with CEPCO on strategies to attract and grow businesses that create a high level of employment.
2. Explore land use intensification strategies to improve land use efficiency and raise job/ha ratios.
3. Work with business park developers to develop a common industrial vision, focus industrial promotion on high priority targets, and coordinate infrastructure improvements .
4. Maintain industrial lands for industrial use.
5. Develop a strategy for re-development and infilling existing industrial areas, targeting small-to-medium industrial needs.
6. Apply design guidelines to encourage best practices in business park site planning, landscaping and building form and character.
7. Consolidate existing industrial areas and reserves, through infill and redevelopment, into readily definable business park districts that embody the Chilliwack brand and its regional importance.
8. Improve highway access for business parks and industrial districts, and give priority to expanding the capacity of the Lickman Interchange.
9. Support business park development with adequate servicing.

COMMERCIAL DEVELOPMENT

OBJECTIVES

1. Establish a network of commercial centres and articulate their respective roles through OCP land use designations and neighbourhood plans.
2. Increase overall commercial growth capacity through densification.
3. Meet the diverse location requirements of general commercial, tourist-commercial, and mixed commercial-industrial uses.

POLICIES

1. Designate local neighbourhood commercial

centres as part of the neighbourhood planning process.

2. Support the development of Vedder Crossing core as a vibrant pedestrian friendly commercial area.
3. Intensify development around the cores of Sardis-Vedder and support the long term transition of vehicle-oriented commercial uses in the cores to pedestrian-friendly commercial development.
4. Promote the central commercial areas of Yarrow and Rosedale as:
 - a) A community centre where residents shop, work, obtain services and celebrate local events;
 - b) An attraction to visitors with arts and craft stores, restaurants, services and cultural activities;
 - c) A historic place that showcases local heritage, architecture and landmarks; and
 - d) A pedestrian focus where sidewalks, store fronts, streetscape and roadway configuration present a unified design that enhances the walking experience, while creating a vibrant market place.

TOURISM

OBJECTIVES

1. Work with Tourism Chilliwack to implement a comprehensive destination management strategy for Chilliwack that includes marketing, visitor services, and partnership development.
2. Guide the expansion of tourist accommodation to support commercial centre development.
3. Reinforce tourism as an important economic sector and a major land use that helps develop community cores and commercial corridors.
4. Expand efforts to attract group visitors to Chilliwack.

POLICIES

1. Identify appropriate sites, through neighbourhood planning or specific land use designation, to help promote the development of fixed roof tourist

accommodation.

2. Maximize tourism growth opportunities with a business environment that supports tourism's current and future needs, viability and sustainability in Chilliwack.
3. Consider the impact of development and policy decisions on the tourism industry.
4. Work with CEPCO and Tourism Chilliwack to attract tourism industry investment in products, facilities and activities.
5. In partnership with the operator, support the continuous development of Chilliwack Heritage Park for maximum economic return to the community.
6. Support the efforts of Tourism Chilliwack and other community organizations in attracting meetings, conventions, events, and sport groups.

DOWNTOWN REVITALIZATION

OBJECTIVE

Revitalize the downtown as Chilliwack's foremost City centre.

POLICIES

1. Work closely with stakeholder groups and organizations in implementing the Downtown Land Use and Development Plan and Revitalization Task Force Report recommendations.
2. Identify revitalization opportunities to attract residents and visitors to the downtown during the day and at night.
3. Create a vibrant mix of residential, street-front retail, business, civic, recreation and entertainment developments.
4. Create a strong population base for the downtown by densifying the core and adjacent neighbourhoods.

GOAL 4 PROTECT THE ENVIRONMENT



Foster community and individual responsibility in environmental protection and conservation.

Our city resides in the heart of the Fraser Valley. The surrounding Cascade and Coast Mountains, rivers and farmland form our daily experience. Protecting the environment is more than protecting the physical landscape and ecosystems, but also our everyday experience and lifestyle. As such, it is a collective responsibility and warrants a community-wide effort. Chilliwack believes that community stewardship represents the best approach to building broad public support for environmental protection, transforming our lifestyle from consumption to conservation, and ultimately, building a healthy city based on a sustainable footprint.

Community stewardship fosters public education and participation; it focuses on action. Stewardship entails not only participation by the general public, but also private sector initiative from the development industry and the “market”. At the same time, the City needs to lead by embracing and articulating a supportive policy framework for environmental protection and enhancement. Since the adoption of the 1998 OCP, the City has set a number of environmental milestones as follows:

- i. Adoption of the Air Quality, Energy and Greenhouse Gas Action Plan in 2007 and subsequent GHG reductions associated with the Bailey Landfill, Waste Water Treatment Plant, and transit and bicycle network plans;
- ii. Hillside Development Standards Policy in 2013 / Hillside Development Guidelines 2007;
- iii. Development Permit Area #2 – hillside and upland development guidelines;

- iv. Development Permit Area #11 – riparian protection;
- v. Implementation of the Groundwater Protection Plan (1997); and,
- vi. Curbside garbage and recycling collection (2004).

This OCP Update enables the City to act proactively by identifying major environmental assets for protection, and mapping critical natural hazard areas that future development should avoid or take special precautions. While the Plan’s intent remains on setting development policies and regulations, it also aims to inform the general public and the development industry about our environment, emphasizing private initiative in conservation, hazard avoidance and risk reduction at the predesign stage, rather than during or after the development when policies and regulations are enforced.

GENERAL ENVIRONMENTAL PROTECTION

Chilliwack’s natural environment is embodied in its hillsides, uplands, streams, rivers and valley plain. The community’s diverse ecosystems include a wide range of aquatic and terrestrial flora and fauna, making significant contributions to the region’s unique biodiversity. The establishment of ecological reserves, such as the Great Blue Heron Nature Reserve near the Vedder River and the Hillkeep Nature Reserve on Chilliwack Mountain, help preserve biodiversity but conservation efforts must also extend throughout the community. It is important to protect, enhance and create habitats to support diverse flora and fauna that exist presently or are known to have existed in the Lower Mainland.

Environmental protection has to address both the more natural hillside and upland areas, and the valley floor where human settlements and farming have reshaped the landscape. Environmental policies aim not only to preserve the natural features, but to manage human activities, especially in the urban-nature interface areas.

It is challenging to balance development and environmental protection, requiring a variety of management tools, including bylaws, guidelines, best practices and standards. The majority of environmental protection legislation falls within provincial and federal jurisdiction, but the City is also able to play a significant role through education as well as oversight of development and land use decisions. It is important for the management approach to be adaptable in order to remain effective through changing conditions and in light of new knowledge.

OBJECTIVES

1. Preserve and augment the City's environmental assets, which define our community character and quality of life.
2. Promote development that protects and integrates natural land and aquatic features, maintains biodiversity, and ensures the ongoing benefits of **ecosystem services**;
3. Embrace sustainable development principles to build complete neighbourhoods that reduce demands on natural resources and impacts on the environment. (See Goal 5, Build Healthy, Attractive Communities Policies.)

Ecosystem Services' benefits include clean water, crop pollination and food production, climate and disease control and nutrient cycles.

POLICIES

1. Develop environmental design guidelines to help future development adopt best practices that minimize its ecological footprint, including water and energy conservation, and preservation of environmental features.
2. Implement environmental management requirements specific to hillsides, through the Hillside Development Standards Policy and Development Permit Area 2 and 8 guidelines.
3. Establish environmental indicators to monitor the City's progress toward identified environmental goals.
4. Adopt a sustainability checklist in the application process to evaluate proposed developments' environmental, social and economic contributions to the community, and to inform public and private decision-making.
5. Ensure community planning incorporates the following:
 - a. Overall environmental protection;
 - b. Special protection accorded to species and ecosystems that are at risk;
 - c. Enhancement and remediation of creeks, wetlands and riparian habitats;
 - d. Preservation of wildlife corridors, viewscapes and other sensitive features; and green linkages to prevent smaller natural areas from being isolated.
6. Through environmentally sensitive areas mapping (Maps 6 and 10) and the development permit process, inform the public, the development industry, decision makers and all stakeholders about environmentally and geologically significant areas that need protection and enhancement.
7. Under the provisions of Development Permit Areas 2 and 3, initiate environmental impact assessments when development applications raise concerns about wildlife and habitats (Maps 6), species at risk (Map 10) and watercourses (Map 8A and 8B).
8. Work with the Fraser Valley Regional District:

- a. To ensure Chilliwack’s environmental features are integrated with the Regional Growth Strategy and recognized in the protection of the region’s ecological integrity; and
 - b. To manage invasive species.
9. Facilitate the redevelopment of successfully rehabilitated, underutilized brownfield (contaminated) sites.

WATER RESOURCE MANAGEMENT

Riparian areas are crucial habitats to fish and wildlife; they also are an important water resource. Protecting the riparian zones from development and intrusive human activities ensures the preservation of not only the habitats and the wildlife and plants that depend on them, but also the quantity and quality of the water that recharges our aquifers. In addition, riparian zones and streams represent immeasurable aesthetic and recreational values to the community, especially when combined with an unobtrusive trail system or connected as a network of greenways.

Wetland management is another priority in environmental protection. As many wetlands were drained in the early 20th Century and the Fraser River and Vedder River have been dyked, not many sites have remained. Their preservation today is all the more important to maintaining future bio-diversity and their value as a surface and ground water resource.

Aquifers are the chief source of Chilliwack’s drinking water, which has been rated among the best in Canada and achieved with limited treatment. To maintain such high water quality and the security of the supply, aquifers must be protected from surficial and ground water contamination. Through its well-established aquifer management protocol, Chilliwack has been recognized as a leader in municipal groundwater protection.

OBJECTIVES

1. Protect and enhance groundwater and surface water resources, in terms of both quantity and quality.
2. Ensure the existing water resources to continue meeting human and environmental needs.

POLICIES

1. Though Development Permit Area 1 provisions (Maps 1A, 1B, 1C and 1D), protect municipal watersheds from human activities or developments that are detrimental to the quality and quantity of the community water supply.
2. Protect and enhance wetlands and riparian zones through the implementation of Development Permit Area 3 Guidelines, public education and stewardship programs.
3. Work with community members to carry out riparian enhancement projects, wetland restoration and other water protection initiatives.
4. Protect groundwater resources, especially those that are the current and future sources of the City’s drinking water, through:
 - a. OCP and zoning control over land use in the aquifer areas;
 - b. The protection of the capture zones (DPA 1 and 2 guidelines and maps) and other best practices in aquifer management; and
 - c. Public education.
5. Reduce potable water demand through continuous public conservation measures and operational improvements.
6. Implement best practices for storm water and wastewater management to eliminate or minimize impacts on rivers, streams and ground water/aquifers.

Work with provincial and/or federal agencies on water resource protection measures that fall outside the City's jurisdiction.

7. Adapt water resource policies over time to observed and forecast changes to the climate and hydrology.

WASTE MANAGEMENT AND THE ENVIRONMENT

As part of its environmental protection commitment, the City adopted the anaerobic digester technology for its secondary sewage treatment decades ago. It is effective, economically viable and environmentally friendly. The methane gas produced in the process is captured and reused for heating the treatment plant. It promises a greater opportunity of energy reuse as the digester system expands with future population growth. Equally important is its future contribution to the reduction of GHGs and air pollutants: the conversion of an environmental liability to an energy positive. It should be noted that this waste challenge also confronts the agricultural industry where much animal waste is processed. The Ministry of Agriculture and the ALC have encouraged the industry to adopt the anaerobic digester technology as part of the solution to reduce its GHG production and to improve the Lower Mainland's air quality.

On the solid waste front, the City is fully committed to managing the community's waste in an environmentally sustainable and fiscally responsible manner. The City has developed a wide range of initiatives to encourage waste reduction and diversion. Along with other communities in the Fraser Valley Regional District, the City continues to explore new programs, such as organics diversion, to work toward the long-term goal of zero waste by reducing the amount of waste that requires landfilling as much as possible.

In evaluating and implementing responsible waste management solutions, the City of Chilliwack takes into account all environmental aspects, including air quality. It is the City's view that this holistic approach is the most effective and acceptable way to manage solid waste in a populated region with a sensitive

airshed, such as the Fraser Valley. In 2013/2014 the City installed a gas extraction system at the landfill to capture methane, significantly reducing air emissions and greenhouse gases. In addition, all new curbside collection vehicles are required to be fueled by compressed natural gas.

While the City plays a key role in developing and administering solid waste programs, overall success in the zero waste challenge relies on the support and participation of every citizen.

OBJECTIVES

1. Pursue a "zero waste" strategy to minimize solid waste and maximize reuse and recycling.
2. Encourage agricultural waste management practices that offer both environmental and economic benefits.

POLICIES

1. Expand residential waste reduction and recycling initiatives through available municipal regulatory tools and public education, and according to a long term strategy.
2. Develop a management strategy for the Industrial, Commercial and Institutional (ICI) and Demolition and Land Clearing (DLC) sectors, emphasizing waste diversion from the landfill.
3. Work in partnership with the FVRD toward the Zero Waste target, support the regional Solid Waste Management Plan, and safeguard the Fraser Valley's air quality from polluting waste disposal practices, including incineration.
4. Support the Ministry of Agriculture, the Agricultural Land Commission and Chilliwack Agricultural Commission in promoting environmentally friendly waste management and technologies (such as anaerobic digester) in farming to reduce GHG emissions, protect streams and groundwater from contamination, and reduce odour and other negative impacts.

AIR QUALITY & ENERGY MANAGEMENT

Air quality is a major public concern in Chilliwack and the Fraser Valley. Air pollutants from industries and power plants west of Chilliwack and from Washington State, and increased automobile traffic have posed a possible health risk for some residents. Locally, certain agricultural practices have also fueled the air quality debates. As agriculture intensifies, a larger farm animal population and rising animal density will elevate the production of GHGs and other air emissions. The fume/odour and haze from liquid fertilizers is often a subject of public conversation.

Air quality is more than an environmental issue. It is a socio-economic and political issue as it can have a profound effect on the quality of life and our attraction to new industries and potential residents. Surrounded by mountains, the Lower Fraser Valley Airshed (LFVA) in which Chilliwack is located, is susceptible to the build-up of contaminants. Protective measures are necessary to reduce such phenomenon and its threat to human health, livability and the environment. While the FVRD and Province are responsible for air quality, Chilliwack can contribute to the solution through local land use, transportation, and environmental and energy planning. Our city is committed to an integrated approach to improving air quality, energy conservation and GHG emission. It has worked with consultants and stakeholders to develop a Community Air Quality, Energy and Greenhouse Gas Action Plan. It has also adopted a separate Corporate Action Plan, targeting improvements to the City-owned infrastructure and fleet – to show community leadership.

OBJECTIVES

1. Collaborate with the provincial government, FVRD and Metro Vancouver to reduce air pollution and safeguard human and environmental health.
2. Fulfill the community's goal of maintaining per capita energy consumption at the 2007 level, and the GHG emission target of 20% per capita reduction from the 2007 level by 2020.

POLICIES

1. Implement the Community Integrated Air Quality, Energy and Greenhouse Gas Action Plan to reduce GHG emissions, air pollutants, and energy consumption related to:
 - Transportation
 - Buildings/Processes
 - Waste
 - Agriculture
 - Open burning
2. Work with the FVRD to identify and develop a comprehensive local air quality monitoring network and appropriate air quality standards to protect human and environmental health.

STEWARDSHIP

Community stewardship empowers local groups and citizens who, with their skills and talents, take pride in making a difference. Stewardship programs offer opportunities for citizens of all ages to be involved in the management of environmental resources, creating local solutions for local problems, and instilling civic responsibility and action. Positive results have been exemplified by programs such as Adopt-a-River and Adopt-a-Road.

OBJECTIVE

Maximize public awareness of, and commitment to, environmental protection and enhancement through community partnerships.

POLICIES

1. Work with community groups, schools and citizens to identify partnership opportunities and develop integrated stewardship and education programs.

2. Provide resources and tools to support community members and associations in their stewardship efforts.

ENVIRONMENTAL ENFORCEMENT

During the OCP public engagement process, some citizens expressed concern about the effectiveness of environmental regulation enforcement. The environmental toolbox at the disposal of municipalities is limited to development permit and subdivision approval at the predevelopment stage. While most of the responsibility remains with provincial and federal agencies, the City can still exert a strong influence on environmental protection and conservation.

OBJECTIVES

1. Develop a local regulatory system that sets out clear and accountable methods for monitoring and enforcement.
2. Ensure environmental standards are monitored and enforcement is effective for the long term.

POLICIES

1. Work with provincial and federal agencies to strengthen the monitoring of approved developments for continuous compliance with the environmental regulations in effect.
2. Continue to employ OCP Maps and Schedules, development permits, subdivision approval and other applicable planning instruments, to identify and protect environmentally sensitive features.

GRAVEL EXTRACTION AND FOREST MANAGEMENT

Chilliwack's natural resources such as forests and watercourses provide habitats for a wide range of wildlife and/or aquatic species and can influence local hydrology/hydrogeology. These resources need to be carefully managed by all levels of government to minimize potential environmental impacts and hazards related to flooding or slope stability.

Gravel removal is restricted to specific areas of the community (Map 9), and is regulated by local bylaws and possibly provincial and federal regulations depending on the removal site. Sediment removal from the Fraser and Vedder Rivers is conducted for flood protection purposes, with environmental conditions imposed by the provincial and federal governments. Gravel removal and deposition is constrained by ALR regulations if it occurs on farmland. There may also be geotechnical or hydrologic assessments required and mitigative measures imposed on certain removal sites.

OBJECTIVE

Ensure best sustainable practices in the management of natural resources for a balanced approach to community development, flood protection, environmental conservation, and public values.

POLICIES

1. Liaise with the provincial and federal agencies responsible for gravel and forest management, and monitor resource development trends to ensure the City's interests are recognized and environmental, geotechnical and hydrological mitigation measures are incorporated.
2. Manage gravel extractions in the community through OCP and zoning designations and gravel movement control, including the Soil Removal and Deposit Bylaw.
3. Continue with the enforcement of the Tree

Management (Land Development) Bylaw for a balanced approach to development, especially in the hillside and upland areas.

4. Establish a tree canopy target of 25% to guide tree management in both urban and rural areas and to monitor the performance of the Tree Management (Land Development) Bylaw.
5. Consider a comprehensive, long term street tree planting / urban forest plan that integrates environmental goals, urban / neighbourhood design objectives, and park / green link visions.

GOAL 5 BUILD HEALTHY ATTRACTIVE COMMUNITIES



Engage the public, build healthy environments, maximize existing infrastructure, and promote attractive design.

Modern urban planning began with the mission of creating a healthy built environment separate from the detrimental conditions of the 19th Century industrial expansion. While our understanding and planning approaches have changed, the healthy community goal has remained. Current planning best practices and engineering technologies in land use, transportation, servicing and other areas are essentially a means to an end: community and individual health and well-being.

The earlier policies of this Plan concerning complete community growth strategy, agricultural/economic development and environmental protection, define the overall setting of healthy community development. Under Goal 5, the Plan presents the inner workings of Chilliwack's "healthy" and "attractive" community vision. In emphasizing the healthy community goal, this section outlines social and cultural objectives and policies, and lays out guidelines for land use designation, housing development, urban design, transportation routes/capacity, and other infrastructure and amenity provision.

Healthy community is based on two premises:

1. Health embraces both physical and mental health, and general social well-being as reflected in social interaction, community participation and inclusion.
2. The built environment affects people's daily activities and experiences by ways of how different uses are positioned, conducted and connected. Collectively, the built environments

of individual communities also determine the regional urbanization pattern, transportation, air quality, intercity commuting and lifestyle.

Therefore, healthy community planning in the OCP context emphasizes the following:

- Assessment and monitoring of community health and social well-being, and identification of actions that can lead to improvement.
- A community design that fosters social interaction and inclusion, such as an effective layout and density and high connectivity of transportation systems, including roads, the transit system, and alternative transportation (cycling and walking).
- Development sites that are safe or protected from the flood risk of the Fraser and Chilliwack/Vedder River, unstable slopes, debris flows and other natural hazards.
- Land uses that support appropriate combination of homes, businesses, community and cultural facilities and employment growth.
- A multi-modal mobility system that gives due priority to active transportation (cycling and walking) to promote health.
- Access to recreational facilities and green spaces.
- Safe, comfortable and attractive streets, public spaces, buildings and structures.
- Healthy and resilient natural environments and biodiversity.
- Child-friendly and age friendly community nature/features.

These healthy community foci do not displace the traditional municipal planning functions such as providing adequate utility services and road

capacities; however, they do influence how these municipal services should be delivered. The healthy community future has to connect with present urban systems, and move forward through evolution; it does not aim for a short-term total transformation, nor should it. Hence, the policies and actions of this Plan, and their implementation through land use designation and road/utility network schedules, represent a transition toward the 2040 future. As our community achieves successes in healthy community development and public support grows, the OCP will evolve and advance to the next phase commitment, and further sharpen the 2040 vision.

SOCIAL WELL-BEING

OBJECTIVES

1. Ensure equity in access to social and health services, with a focus on physical accessibility as defined by land use planning, transit, walking and cycling.
2. Monitor Chilliwack's social health and well-being through healthy community indicators and maintain community health as a priority for action at the local, regional and provincial levels.

POLICIES

1. Support Chilliwack Healthier Community (CHC) and its stakeholders in the implementation of the ***Chilliwack Healthier Community Strategic Action Plan***, and/or other healthy community initiatives that the City adopts from time to time.
2. Collaborate with Chilliwack Healthier Community in establishing a system of social indicators to monitor social health trends.
3. In partnership with other stakeholders, develop a community assessment of the health status of the built environment and monitor future progress on a regular basis.

4. Encourage interdepartmental, integrated initiatives that help improve the built-environment, promote community health, and contribute to cultural development and social well-being.
5. Play an active role, and where warranted, provide leadership, in community initiatives that advance healthy community priorities.
6. Work with community groups in advocating and securing resources from senior governments for child and youth development.
7. Improve public safety through community policing, crime prevention programs, community safety initiatives, and adequate resources for law enforcement and policing.
8. Work with Chilliwack Community Services, the School District, RCMP and community groups to foster a culture of respect for diversity, multiculturalism and community spirit as the City of Chilliwack grows into a metropolitan centre.
9. Consider social/community health impact related to major development applications.
10. Work proactively with senior government agencies to monitor, evaluate and improve the effectiveness of social and community health programs in Chilliwack.

EDUCATION AND CONTINUING/LIFETIME LEARNING

Education is essential to skilled labour development and a robust economy. (see section 4, Goal 3 Center of Excellence) However, its importance is more fundamental as it shapes child and youth development and cultural enrichment, namely, our social well-being. Our aging population has also added many retirees to the continuing/lifetime education demand, and studies have shown that

intellectual activities can improve seniors' mental health. Educational development has to be part of a healthy community.

OBJECTIVES

1. Promote programs and initiatives that create a wide range of educational, literacy and cultural enrichment opportunities for all ages.
2. Meet future school needs and address capacity distribution challenges due to population growth, demographic shifts, neighbourhood changes and continuing education demand.
3. Improve young adults' career development through direct linkage between education and business/industry.
4. Maintain good communication with the education agencies on their operational and student needs pertaining to municipal infrastructure.

POLICIES

1. Work with the School District in identifying and updating the current and future needs for schools and community amenities, including:
 - a. Short and long term student population projections and the client base of continuing education.
 - b. Future school site demand by neighbourhood/community.
 - c. Priority and timing of new school developments.
 - d. Regular review and adjustment of the school site fee in the development approval process to changes in the cost of new school construction.
 - e. Continuous collaboration between the City and School District in community school planning and development, especially in neighbourhoods that have a growing healthy retiree population.
 - f. Monitor student, empty-nester and

healthy retiree population growth, and their distribution among communities and neighbourhoods.

2. Collaborate with the School District on future school site planning in accordance with Map 11 Existing and Future School Sites.
3. Meet regularly with the School District on new school planning/development, transportation/infrastructure needs of students and staff, community school/facility development opportunities, and joint service initiatives.
4. Continue to work with CEPCO and stakeholders to advance the Canada Education Park vision of being a higher education hub, including the expansion of the University of the Fraser Valley, BC Justice Institute and the RCMP Training Centre, and opportunities for technology research and development and private post-secondary education.
5. Foster a strong link between education and young adults' career development through municipal participation in career days, internships, and co-operative education programs, and help connect the School District, UFV and other advanced education institutions with businesses for essential job experience and skill training.

HERITAGE VALUES

The City has designated 13 municipal heritage sites in recognition of their historic importance and architectural merits. A 1991 study indicated that there are a number of potential heritage properties, but they are scattered throughout the city and are predominantly privately owned. As the City advocates a voluntary designation process, the preservation of these properties is contingent on individual decisions by the concerned owners. The City's goal is to foster a greater public awareness and appreciation about Chilliwack's history and cultural heritage. This is largely facilitated by a two-prong approach.

First, the City provides annual funding to the Chilliwack Museum and Archives, which engages the public through historic displays, arts and craft exhibitions, talks and heritage tours. The museum also offers educational events for young students and conducts research into Chilliwack's modern and First Nations history.

Second, in all revitalization efforts the City and Downtown BIA have emphasized preserving the heritage main street character of Wellington Avenue and Yale Road East. The Downtown Façade Improvement Program of the 1990s is one of the success stories of this approach and has led to some significant changes to the Wellington Avenue store fronts and streetscape, attracting the interest of film and TV production companies. As main street improvements continue, preserving the traditional downtown's character will remain a focus of downtown revitalization.

The effort of preserving First Nations history has intensified in the past decades, primarily through improved documentation of the oral history and archaeological research. The Province has enacted strong legislation and regulations to protect the integrity of First Nations artifacts, and the City will continue to work with all stakeholders to facilitate due process.

OBJECTIVES

1. Promote public awareness, education, and support for the City's heritage and the protection of archaeological resources.
2. Reinforce the historic character of the downtown commercial core.

POLICIES

1. Increase public awareness of, and access to, heritage resources through the services and programs of the Chilliwack Museum.
2. In accordance with the City's *Heritage*

Designation Policy, continue to designate heritage sites that are volunteered by the concerned property owners, and celebrate heritage designations as public events to enhance public awareness.

3. Where applicable, consider heritage impact in the development approval process and the neighbourhood planning framework; and where conflict occurs, focus on finding a compatible and economically viable solution through land use and site/building design.
4. Continue to support the Chilliwack Museum and Archives in innovations and community initiatives regarding heritage and archaeological resource interpretation, conservation, promotion and celebration.
5. Protect archaeological resources in accordance with the Heritage Conservation Act and the provincial permit system
6. Preserve the main street character of the Five Corners area through development guidelines and a design review process, with a special focus on architectural and site designs that are sympathetic with the area's heritage character. (see Development Permit Area 4 - Downtown Form and Character development guidelines)

PUBLIC ART

The City has received valuable input from the community on the significance of public art to healthy community development. As the downtown revitalizes, and public gathering places become a centre stage for expression, public art becomes an important part of our urban culture. The City encourages developments in community centres and other strategic locations to incorporate public art and enrich our urban landscape. To ensure good decisions on public art proposals from private initiatives, a public art policy is indispensable. Such a policy will complement other cultural activities and programs in the City to ensure a thriving local culture and a high

quality of life that befits an emerging metropolitan area.

OBJECTIVE

Recognize public art as part of healthy community development and everyday experience.

POLICIES

1. Develop a public art policy that articulates the vision, values and criteria of the community, establishes the protocol of evaluation, recommendation and public input, and determines priority locations for public art's display.
2. Consider public art features (with public access) as amenity contributions to the City when volunteered during the development application process.
3. Give high priority to the downtown, community cores, large shopping centres and strategically located parks for public art development.

PARKS AND GREENSPACE

Parks and other open space have become an important benchmark of livability and healthy communities. They bring not only an aesthetic value to the urban landscape, but also community health benefits to all ages. Oftentimes, they are social gathering places, especially in high density areas (such as Central Community Park and Salish Park) and they represent a critical social development and community health priority. This priority, however, is challenged in urban redevelopment areas where vacant lands are in short supply and costly, and the traditional ways of parkland acquisition are insufficient to keep up with increasing demand.

Over the past decades the City has developed systemic standards for park provision. Meeting these

park standards is a formidable task. Its difficulty will only compound in the next 30-years as the City grows primarily through densification. The expectation is that the City will provide more parks to serve an increasing population within the same urban footprint – with few additional green fields. While parkland dedication at time of subdivision can provide adequate parkland in “green field” development areas, redevelopment of formerly single family areas to multi-family does not yield parkland dedication. This calls for innovative ways to expand the city's park capacity. Increasing the park capacity may mean adding: recreational equipment to existing parks and public lands, or requiring multi-family and strata developments to provide greenspace and recreational facilities on site (private areas). Green street and urban landscaping could also expand our park experience. Concurrently, the city's aging population and health conscious citizens will make new demands on the municipal park system. The future park challenge is not just quantitative, but also qualitative.

The city park system not only serves leisure purposes, but also aims at developing corridors for pedestrian and cycling movements between neighbourhoods and different parts of the City. At times, it embraces environmental enhancement objectives, incorporating wooded hillsides and riparian corridors into greenways for protection. These natural areas, even when they are not accessible, constitute important vistas and view corridors that enhance our outdoor experience and define our community character. This multi-purpose, integrated approach to park planning is the foundation of the City's Parks, Recreation and Culture Strategic Plan, Greenspace Plan, and Trail Network Plan, which will shape Chilliwack's park and greenspace planning and development in the coming decades.

OBJECTIVES

1. Provide adequate parks and open space for the growing and demographically changing population.
2. Ensure the park and open space system offers

- diverse active and passive outdoor recreational opportunities.
3. Integrate park and open space design into the urban landscape and healthy living, and render Chilliwack a vibrant, green, healthy, inviting and livable community.
 4. Extend park experience to community cores, significant public gathering places, major streets/traffic corridors, and critical pedestrian/cycling routes.
 5. Affirm the current park/recreation/cultural facility operation approach that promotes and reinforces community partnerships.
 6. Meet the diverse recreational facility and service needs of all age, household and income groups.

POLICIES

1. Develop an integrated, multi-purpose park and green space system that embraces recreation/nature oriented activities, environmental conservation, non-motorized transportation, neighbourhood connectivity, view corridor/vista preservation, community character and healthy community development.
2. Through detailed park and trail plans, ensure the park and green space provision reflects appropriate standards that reference the City's vision, population distribution, demographics and other socio-economic characteristics, and site planning/engineering criteria.
3. Plan for changes in future demand precipitated by an aging population, especially the needs of the fast growing retired and healthy senior population, and those with physical limitations.
4. Develop comprehensive walkway and trail networks in support of healthy community and alternative transportation initiatives.
5. In park and trail planning, emphasize green space accessibility, walkability, networking and neighbourhood access; and give priority to underserved

and high density areas, including the downtown.

6. Expand the current trail network throughout the community:
 - a. Incorporate walking, cycling, and where appropriate, equestrian paths;
 - b. Maximize the use of natural areas and non-vehicular routes to link community and neighbourhood parks, recreational/school/civic facilities, and residential subdivisions; and
 - c. Integrate the City's parks and trail networks with regional, provincial and national systems, including the Trans Canada Trail.
7. Consider both traditional and alternative means of providing parks or park experience, in areas of intensive densification or with few green field sites.
8. Through the development approval process, reinforce parkland acquisition at all levels by:
 - a. Implementing the City's Parks, Recreation and Culture Strategic Plan, Greenspace Plan and Trail Network Plan;
 - b. Giving high priority to achieving the city-wide standards for park space and natural area provision;
 - c. Establishing acquisition targets in terms of the amount, location, type and size of parkland required in individual neighbourhoods (Map 12A Proposed New Parks);
 - d. Developing a trail and greenway network that emphasizes:
 - i. links between/within neighbourhoods and communities for walking and cycling;
 - ii. greenways for their vistas and scenic significance. (Map 12B) Proposed New Parks and Trails
 - e. Securing access to mountain biking/hiking trails on crown land, greenways and the on-road cycling network;

- f. Encouraging key natural areas, including riparian zones and environmental sensitive areas, to be incorporated into the greenway/trail/natural area system as points of interest in a manner that will not compromise their natural state or integrity;
 - g. Acquiring 5% parkland dedication through the subdivision process, pursuant to Section 941 of the Local Government Act; and,
 - h. Considering cash-in-lieu contributions if the proposed park dedication is not consistent with the locations and needs identified, or the land involved is not suitable for park use.
9. Where recommended in Map 12B or the Green Space Plan, acquire trail routes adjacent to riparian corridors, if necessary, as parkland dedication.
 10. Through the subdivision process or voluntary contribution, secure public ownership of riparian zones, environmentally/geotechnically sensitive areas and view corridors as identified in Proposed New Parks and Trails; and incorporate them into the City's park/greenway/greenlink/trail system.
 11. Exclude parkland and other open space dedications in lot density calculation in the development application process.
 12. Collect development cost charges toward the acquisition and development of community parks, green space and greenways.
 13. Reinforce partnership with the School District in procuring new community facilities through community school development and in sharing neighbourhood recreation facilities.
 14. Co-ordinate with the Fraser Valley Regional District and other agencies in regional park and trail development in Chilliwack, and ensure local accessibility and their integration with the City's system.

15. Explore partnerships with private and community groups, service clubs and other non-government organizations, in the development and operation of parks and the conservation of natural areas.
16. Dedicate adequate resources to the continuous update and implementation of the City's Parks, Recreation and Culture Strategic Plan, the Greenspace Plan, the Trail Network Plan, and other recreational and civic facility plans.
17. Reinforce support and oversight to the delivery of programs and services that are based on community partnerships, grants and service agreements.

MOBILITY

Healthy community development gives priority to transit development, cycling, walking, and reducing automobile traffic within and without the City. It ensures equity in access and mobility, and enables Chilliwack to maintain or improve its air quality while growth continues. It reduces the demand for road capacity, and supports a compact land use pattern.

In working toward healthy community goals, transportation planning should be closely linked to land use strategy (such as density, core and mixed use development), the development approval process (for roadway acquisition and sidewalk provision), and public education on health and the benefits of transit, walking and cycling. Planning for a healthy aging population also requires attention to its mobility characteristics, including special accommodation by buses, intersection design for safer crossing, improved sidewalk surface, and more resting places.

Therefore, the long term transportation vision should integrate a full spectrum of transportation modes, and define their respective roles and performance targets in the City's movement of people and goods over the next three decades. It is only through the use of all transportation modes that the City can move forward as a complete community. Meanwhile,

the long term transportation planning process should be broad-based and multidisciplinary in order to address the needs of an aging population and healthy community objectives.

Chilliwack's Transit Future Plan

In 2011 BC Transit, the FVRD and the City completed a Transit Future Plan, establishing Chilliwack's public transportation vision and actions for the next 25 years. The Transit Plan foresees a fourfold increase in ridership and corresponding expansion of transit infrastructure. Urban corridor densification (population increase) and more detailed neighbourhood planning could create an environment more favorable to walking, cycling, and increased transit usage. Much will depend on land use patterns, the performance of the future transit system, and residents' attitudes toward transit, non-motorized transportation, and automobile use and ownership.

For the short to medium term, the automobile will continue to be the dominant mode of transportation and the City's road capacity will be under pressure to expand – but only to the physical limits afforded by the urban corridor and road design improvements. As the capacity shortfall will have to be filled by public transit, cycling and walking, it is essential for the City to recognize the importance of alternative transportation, and in the long term achieve a pragmatic balance among the various transportation modes.

Apart from public transportation, the provision of adequate bicycle lanes and sidewalks must be a priority and should be comprehensively planned to ensure system effectiveness, especially for children and youth. Special transit such as handyDART and private shuttle services have played, and should continue to play, an important role in ensuring mobility equity. Close collaboration and partnerships among the City, BC Transit, service clubs and community groups in this area are pivotal.

Chilliwack's Road Network & Neighbourhood Planning

The current urban road system is built for north-south movements, connecting Chilliwack proper, Sardis and Vedder. Yale Road-Vedder Road is the traffic spine, supported by two other north south routes, Evans Road-Ashwell Road in the west and Chilliwack River Road-Young Road/Broadway in the east. Further out, Prest Road and Lickman Road capture north-south urban traffic that originates from the hillside and fringe developments, including the Village West industrial district.

The short and medium term focus for these five routes is to expand their carrying capacities, through road widening, configuration and intersection improvements, and the accommodation of bicycle routes (for both commuting and recreational purposes). After completing the Evans-Ashwell route in 2009, the current priority is to upgrade the Prest route that carries a heavy load of Promontory traffic to Sardis' core, Chilliwack proper and the freeway. Also on the capital work list is the capacity expansion of the Lickman Interchange which is a gateway to our industrial district, Village West, and a high volume truck stop for regional/national freight transportation. In the long term, the improvement of the Annis Interchange will become necessary to meet the needs of a built-out Eastern Hillside community.

To supplement the three main corridors, secondary north-south routes are needed. Between Sardis and Vedder these north south routes are basically non-existing due to the presence of the ALR and First Nation reserves. They are important to the mid-block north-south traffic flow between the main corridors, and their absence has contributed to unnecessary traffic load on Vedder Road. They are also important to alternative transportation such as cycling and walking; currently, Vedder Road is not recommended as a bicycle route because of its heavy traffic volume and inadequate road width. To add these secondary north-south routes, the existing urban form and structure will need adjustments and a dialogue with the Agricultural Land Commission on how that may be achieved. In addition, consultation with the

First Nations is essential to the development of an integrated road network between the reserves and City neighbourhoods.

As the urban corridor is linear and oriented north-south, the east-west cross routes are relatively short. These routes are important for short, local trips, especially for walking and cycling that keep school children and youth mobile. They also are the feeders of the motorized traffic from neighbourhoods to the three main north-south routes. In addition to continual standard improvements and maintenance, the short and long term priorities of the east-west routes encompass an extension of Airport Road to connect Yale Road and the Evans-Ashwell route, and a potential connection between Vedder Road and Chilliwack River Road.

Regional Transportation

On commuter trips and out-of-town travel, BC Transit, FVRD and member municipalities are planning a regular subregional bus service which aims to lower private car traffic and improve the mobility of travelers who do not drive or have access to a car. The shuttle service between UFV's Abbotsford and Chilliwack campuses has already started up, marking a new beginning in the Fraser Valley for intercity public transportation – albeit limited to servicing students.

At present, BC Transit, Chilliwack and Abbotsford are working toward a new regional bus connection with 15-minute peak and 30-minute off-peak service, which will be extended through a transfer to a new RapidBus service on Highway 1 to Metro Vancouver. This new service will help not only to reduce highway traffic between the two cities and between the regional districts (and improve air quality), but also integrate the two cities' economies in terms of labour force/job market, post-secondary school education/training and the retail market. The regional bus service is anticipated to also extend to Hope (on a 60-minute weekday /weekend schedule) and Agassiz-Harrison (30-minute peak and 60 minute off-peak service).

The Trans Canada Highway (TCH) has been undergoing a systemic transformation from Abbotsford to Surrey and Coquitlam, including the construction of two new bridges over, and a peripheral highway along the Fraser River. However east of Abbotsford, including Chilliwack, the future of the TCH has not been transparent. In the next three decades, the Lower Mainland's population will advance toward the 4 million milestone and Chilliwack to 132,000, and Vancouver, being the gateway to an expanding Canadian economy, will see substantial traffic rise, including the freight traffic of the TCH east of Abbotsford. It is only prudent that a long term TCH capacity plan be considered for the Fraser Valley and beyond – to support the downstream system investment. Beyond the capacity issue, the growing TCH traffic will also become a concern for new residential development/redevelopment in the vicinity of the national highway and warrant precautionary measures against noise, vibration and localized air quality.

Similarly, the freight traffic of the CNR main line will multiply in the next 30 years. Together with its spur lines and shunting area in Chilliwack, the CNR track represents a public concern, and the recent rail related incidents have only highlighted that issue. Best practices in land use planning should apply in order to ascertain public safety and to reduce noise, dust, fume and vibration to homes along the track and around the shunting/spur line areas.

OBJECTIVES

1. Provide a balanced, integrated, multi-modal transportation system that supports mobility at the neighbourhood, city-wide and regional/provincial levels.
2. Ensure equity in mobility and access for all citizens, including children, youth, seniors and the disadvantaged.
3. Promote sustainable transportation to reduce greenhouse gas emissions.
4. Integrate land use and transportation planning for healthy community development.

5. Improve public safety and reduce the negative impact of increasing traffic on the Trans Canada Highway and the CNR mainline.

Road and Lickman Road, as per the City's 10-year capital work plan.

POLICIES

1. Integrate the current road network plans, long term capital works, Transit Future Plan, bicycle plans, and sidewalk/walkway capital work programs; and work toward a comprehensive healthy community transportation strategy that reinforces mobility choices and emphasizes a more balanced priority among the various modes of transportation.
2. Design roadways for multi-modal purposes, supporting vehicular traffic as well as walking, cycling, or other non-motorized and slow moving personal transportation.
3. Corroborate transportation investment with land use planning (at city-wide and neighbourhood levels) to:
 - a. Densify the community cores, including the downtown; and
 - b. Redevelop neighbourhoods that are ready for large scale residential replacement and reinvestment.
5. Monitor the densification process and mixed use development in community cores and the urban corridor, and establish city-wide benchmarks for a balanced and realistic mix of motorized and non-motorized movements of people, goods and services in order to support the healthy community goals and the GHG reduction objectives.
6. Improve and reinforce the established road network of the urban corridor that emphasizes the three main north-south routes: Yale-Vedder, Evans-Ashwell, and Chilliwack River Road-Young-Broadway. (Map 13)
7. Elevate the capacities and design standards of the supplementary north-south routes, Prest Road and Lickman Road, as per the City's 10-year capital work plan.
8. Consider new secondary north-south routes within Sardis-Vedder, especially in the block between Vedder Road and Evans Road to enable short intra and inter-neighbourhood trips.
9. Continue to improve urban road connectivity, especially the east-west route links: from Airport Road to Evans/Ashwell Road, the South Sumas extension between Vedder Road and Chilliwack River Road, and other locations that are essential to network development.
10. Expand the local transit system in accordance with the Transit Future Plan's recommendations; consider this plan's servicing level as the minimum target and monitor the urban corridor's densification and mixed use development for new transit attraction points and expansion opportunities.
11. Improve the standards and connectivity of the bicycle route network with an aim to:
 - a. Establish cycling within the urban corridor as an effective alternative transportation mode, particularly for school trips and short distant traveling ;
 - b. Develop an attractive, safe, city-wide recreational bicycle route system to promote outdoor activity, community health and tourism; and
 - c. Link on- and off-road bicycle routes and hiking trails for an effective outdoor recreational network.
12. Expand the sidewalk and walkway systems and improve their standards, designs and connectivity to encourage:
 - a. Alternative transportation for school and regular short-distance trips;
 - b. Healthy living and a vibrant street life in neighbourhoods that are associated with the downtown, community cores and other nodes in the urban corridor; and

c. Active living in suburban neighbourhoods .

13. Develop a mobility strategy for seniors, with a focus on alternative modes of transportation (including scooters), seniors' service locations and other frequent destinations, the locational relationship between their homes and service providers/shopping facilities, and assistance to driving seniors and to seniors at risk of shut-in due to very limited access to private and public transportation.

UTILITIES

Providing essential utilities is a traditional local government function. Technological advances and current environmental concerns and approaches, however, have created new frontiers that challenge municipalities to be innovative and progressive. Historically, community systems are preferable to individual on-site systems such as septic tanks. As technology improves at both community and individual system levels, municipalities have to re-evaluate their approach in a more cost-effective manner and remain open-minded to future available options in servicing.

Within the urban corridor, water supply, treatment and delivery will continue to rely on community-wide systems in the future given their efficiency, quality control, and compatibility with the compact built environment. Even in the rural and farm areas, community water is available, except for Ryder Lake and the agricultural land west of Lickman Road (excluding Greendale which has already been connected through Cattermole). Yet long term challenges remain and revolve around the following issues:

Long Term Water Supply

Currently the City obtains its water from seven community wells in the Sardis Aquifer. While this aquifer has provided world-class quality water for decades, the City has recently introduced a

secondary disinfection system because of provincial requirements. In addition, the City is considering future expansion of its water source as its population approaches the capacity limit of the Sardis-Vedder Aquifer. Tests are being done on the Chilliwack Aquifer, which will likely be the new addition when the City reaches its threshold around 2021. In the meantime, the planning for the Chilliwack Aquifer will carry on and the water consumption and population growth of the City will be closely monitored.

Water Conservation

Water conservation programs will be part of the long term management strategy. The City has already imposed summer sprinkler restrictions, will oversee conservation installations per the Building Code and encourage conservation through education and retro fit programs.

Water Main Network

Detailed planning of water main network improvements has been ongoing, but in the future this will be regularly informed by the monitoring of densification activities and population growth within the urban corridor and in the comprehensively planned hillside community developments (Map 14). With respect to rural settlements such as Yarrow and Rosedale which have a limited water flow, a long term solution that represents a community consensus has yet to evolve. The unserved rural areas and Ryder Lake Uplands, though within the City's vision of municipality-wide water service coverage, still need a defined strategy that is consistent with their rural nature, will not trigger urban development speculation, and is based on self-financing principles.

Sanitary Sewer

Sanitary sewerage is regarded as an urban service. A sanitary sewer district basically stands for the future urban growth limits. In our municipality it largely corresponds to the urban corridor. However, between Evans Road and Chilliwack River Road where some ALR and First Nation lands are involved, a clear

direction for future sewer coverage and planning has yet to be in place (Map 15). Ongoing sewer/pumping/treatment-disposal capacity use should continue to be monitored, whereby future upgrades associated with urban corridor densification can be planned and executed on a timely basis, and adapt quickly when changes occur. The downtown neighbourhoods, designated for intensive densification, should be one of the sewerage planning foci. Sardis-Vedder, which will also see active densification but is largely served by one main sewer trunk, should be another utility planning focus. In the latter case where First Nations reserves are an integral part of the utility system, early consultation with First Nations is crucial.

Storm Drainage

Storm drainage systems are an essential service to both the urban corridor and the rural valley floor. At the watershed level, the city's storm drainage system channels the rainfall from the hillsides across the valley floor to the Fraser River. The Eastern Hillsides Comprehensive Area Plan has assessed that aspect of hillside development impact, and Promontory development, which is near build out, has also prompted detailed analysis of the same phenomenon. These concerns have led the City to embrace, where practical, new storm drainage/watershed management practices, as well as adaptations to all storm events.

Within the built-up area, the older downtown storm drainage installations represent another critical focus of future utility planning. Their condition is a subject of analysis for long term growth because of the lower elevation of the Chilliwack proper core, the frequency of main storm events, and the expectation of significant development investment and population growth in the future (Map 16).

In summary, utility planning in Chilliwack is a pillar to Chilliwack's future growth and healthy community development. Although the City has been successful in managing its water, sewer and storm drainage systems, future challenges are less concerned about territorial expansion, but more with systemic changes and innovative practices in management, design and on-site capacity increase for densification demand.

OBJECTIVES

1. Protect public health and safety by providing clean water, and a healthy, safe living environment.
2. Secure long term water supply sources.
3. Provide community water service to the entire municipality where cost and demand warrant.
4. Plan for the increased utility demand in areas where densification and growth are promoted.
5. Ensure the future utility systems meet the provincial environmental requirements and conservation objectives.
6. Adapt to future system and environmental challenges through innovative and best practices

POLICIES

1. Protect the Sardis-Vedder Aquifer through public education, Development Permit guidelines, Zoning Regulation, the subdivision approval process, and available provincial legislation.
2. Monitor the ongoing water consumption rate, land development, densification and population growth in relation to the capacity of the Sardis-Vedder Aquifer.
3. Secure new sources of community water supply, and in particular, dedicate adequate resources to developing Chilliwack Aquifer as an additional water source in a timely fashion.
4. Promote and expand the current conservation program in a comprehensive, integrated manner, including:
 - Sprinkler restriction in the dry season;
 - Home fixtures and outdoor rainwater capture for water conservation;
 - Conservation measures for industrial, commercial and institutional uses; and
 - Water conservation in agricultural

practices, and the use of ground water in a responsible manner.

5. Maintain ongoing consultation with rural communities, including Yarrow, Rosedale, Ryder Lake, Greendale and the unserved farming households in the west on opportunities for new community water service or system improvements, self-financing and senior government funding.
6. Align the sewer district boundaries with the designated urban growth areas and the Urban Growth Boundary, and support no new sewer demand outside these boundaries – with the exceptions of the Eastern Hillside, Promontory and Chilliwack Mountain hillside communities whose development and servicing are governed by their respective area plans.
7. Upgrade the sewer system within the urban corridor, especially in locations where noted densification and population growth are anticipated, including:
 - a. The downtown neighbourhoods;
 - b. Other core neighbourhoods along the Yale Road-Vedder Road corridor;
 - c. New areas within the Urban Growth Boundary designated for future growth; and
 - d. The pressure points along the Sardis-Vedder main trunk.
8. Plan for system upgrades for additional water and sewer capacities in the Village West industrial district to support future industrial growth and densification.
9. Maintain a regular dialogue with First Nations on future growth and development, and opportunities for collaboration in infrastructure planning in order to ensure First Nations' servicing needs will be met in a cost-effective and timely manner.

10. Continue to implement the sewerage

treatment plant expansion plan and closely monitor future population growth and threshold attainment.

11. Adopt the best and cost-effective sewage treatment technology to:
 - a. Ensure meeting provincial and federal standards regarding treated effluent at the Fraser River outfall as the City's population and economy grow.
 - b. Reduce GHG emission; and
 - c. Explore co-generation opportunities at the existing plant.
12. Support the requirement that industry generating a substantial demand for sewer capacity and/or requiring special processing, treat their effluent on site before discharging it into the municipal system.
13. As the hillside community development proceeds, consider a detailed storm drainage plan to:
 - a. Evaluate its post development impact on the rural valley floor storm drainage system;
 - b. Confirm and implement the required system upgrades attributed to hillside development;
 - c. Re-evaluate the Master Drainage Plan and re-establish future improvement priorities, including channel capacities, network efficiency and main pumping station upgrades.
 - d. Expand the storm drainage data base such that both large and small/frequent storm events are represented.
14. Develop a comprehensive storm drainage upgrade plan for the downtown centre and neighbourhoods to ensure their system capacity and performance are adequate for all storm events.

15. Upgrade storm drainage facilities to improve fish passage and aquatic habitats.
16. Adopt best practices in drainage design and management to address both infrequent main storm and frequent smaller storm events.

levels”). In the future the City will continue to focus on strengthening its dyking systems with future climatic and hydrological changes, and floodproofing new constructions. It will also work with senior governments to manage the river channel capacity proactively, including strategic gravel removal and funding for river bank and dyke reinforcement.

SAFETY AND SECURITY

Public safety and security are fundamental to healthy community development. In the context of physical planning, public safety focuses on hazard avoidance or management, especially the flood risks of major rivers, excessive or unstable slopes, water channels and debris flows. This subsection concentrates on the flood risks and policies in light of their broad impact on our City, whereas the development permit guidelines (under Development Permit Areas 1, 2, 3) address the required best practices in managing natural hazards that are specific to a particular landform (e.g. excessive slopes), natural feature (e.g. watercourses) or location (e.g. hillsides).

In the social context, public safety concerns crime and security. It has a direct impact on our daily life and the livability of a neighbourhood or community. Our city has rendered public safety a high priority and has already launched a number of initiatives. This section highlights those initiatives and the direction that the City has taken.

Floodplain Management

Except for the hillsides and Sardis-Vedder area, Chilliwack is situated on floodplains. It shares with other Lower Mainland communities the flood risk posed by the Fraser River; the Chilliwack/Vedder River also presents a flood risk to portions of the community. Major flood events in 1894, 1948 (Fraser River) and 1975 (Vedder River) have driven the City’s dyke building programs and flood protection policies. Presently, the City is protected by a robust dyking system along the Fraser River and the Vedder River, and preventive measures such as floodproofing all new constructions (building at preset “construction

OBJECTIVES

1. Minimize flood risks and potential flood impact.
2. Increase the community flood protection capacity and resiliency to meet current provincial standards.

POLICIES

1. Maintain a robust flood protection program that comprises structural (dykes and floodproofing of buildings) and non-structural (flood response planning) components, subject to provincial and federal funding assistance.
2. In floodplain and alluvial fan areas (Map 7), mandate all new constructions to meet the floodproofing standards of the City’s Floodplain Regulation Bylaw.
3. Discourage development in unprotected floodplain areas.
4. Require hydro-technical assessments that comply with the City’s Geotechnical and Floodplain Report Guidelines and APEGBC guidelines, for all proposed developments in unprotected floodplains on the valley floor, hillside areas subject to local flood risks, and alluvial fans.
5. Ensure that the flood management policies be updated from time to time to address observed/forecast changes to the climate and hydrology.
6. Pursue long term agreements with senior governments on strategic gravel extraction from the Fraser and Vedder Rivers as part of

a comprehensive flood management plan for the City and the Fraser Valley region.

HOUSING

Community Safety and Security

In the OCP context, community safety and security actions will focus on community initiatives to increase neighbourhood watch and engagement, as well as site planning practices for improved street monitoring and emergency response. Community partnership, business cooperation and innovative policing are part of the solution to public safety and security issues.

OBJECTIVES

1. Provide effective police, fire protection, rescue and emergency services to all areas of the City.
2. Engage the community in fire safety and crime prevention programs.

POLICIES

1. Continue to support community policing in strategic locations, including the downtown.
2. Support neighbourhood engagement in developing community-based solutions with the RCMP, including: Neighbourhood watch, Block Watch, and Citizens on Patrol.
3. Collaborate with the RCMP and the development industry in promoting Crime Prevention through Environmental Design principles (CPTED) in new development designs, focusing on locations vulnerable to property crime.
4. Maintain the City's Emergency Response Plan and educate the public on preparation for emergencies through community partnerships and neighbourhood programs.

Challenges in housing precipitate a host of social issues that directly affect the overall health of a community. These include homelessness, abject poverty, and physical and mental health issues. While providing adequate and affordable housing is not a panacea to all social ills, it is always a good starting point and municipalities across the country have embraced it. In BC, the Local Government Act Section 877 (s) makes it a mandatory part of the Official Community Plan.

Affordable housing is often equated to subsidized/ social housing, which constitutes only a small percentage of the general housing stock. Affordable housing, in a policy context, has to include market housing (ownership and rental) and those living in them that experience affordability and inadequacy issues.

In the cost continuum (personal finances) housing options range from homelessness to market housing of various price levels. Affordability is often set at 30% of gross household income (shelter cost-to-income ratio). This measurement excludes housing adequacy and suitability, which account for much of the core housing needs of most cities.

On the supportive scale, housing starts from institutional care to supportive housing and independent living. A comprehensive housing policy should therefore address at least three areas: needs based on population size and demographic characteristics, affordability, and suitability. Solutions lie in the production and delivery of new housing units that match the diverse needs, in allowing homes to be priced at an affordable level, and in ensuring an income level that supports adequate shelter costs. Solutions to housing issues have to engage all levels of government and all community stakeholders in order to address the root causes and become effective.

The City's Affordable Housing Strategy indicated that in 2006 a notable percentage of households were paying more than 50% of their income on

housing. It also identified a significant proportion of renters spending more than 30% of their income on housing. These core housing concerns have prompted the City, BC Housing, Fraser Health and a number of community groups and non-governmental organizations (NGOs) to action, resulting in a new 33-unit supportive housing project for youth and adults, The Village, near the downtown, and the Chilliwack Health and Housing Contact Centre (22 units and health services for the homeless and those at risk of homelessness). A NGO project, Ruth and Naomi's Mission, was also opened in 2012 to provide a drop-in centre and transitional supportive housing for the homeless. While celebrating these successes, the realities of social housing needs exceed the capacity of the city and community organizations to provide a satisfactory solution.

In the future, efforts to increase subsidized units in Chilliwack will continue. This is critical as there are always households that require public assistance, such as seniors and single parent families with limited income and workers subsisting on minimum wages. At the same time, the City will give high priority to working with the development industry in creating / maintaining an affordable housing market, including private assisted living accommodation and below average cost rental units. A strong affordable housing market will moderate, if not eliminate, the shortfall in publicly subsidized housing. The OCP, being a land use plan, is in a strong position to encourage the market to build affordable and supportive housing, by facilitating densification and, where practical, the use of inclusionary zoning.

Housing suitability is a growing concern in an aging population. In embracing "aging in place" the City must ensure the available housing is conducive to seniors' living. In 2011 the City adopted the provincial Adaptable Housing standards (in the BC Building Code) and required 50 percent of new apartments built to those standards after 2012. In the long term, the City should aim for their universal application as its 80 plus population doubles.

OBJECTIVES

1. Ensure adequate, affordable, and suitable housing in both the market and non-market sectors.
2. Articulate the long term housing needs in terms of pricing, location, tenure and in accordance with household types and various social/age groups.
3. Build a positive, informed public attitude to various forms of affordable housing that are vital to the City's future growth and social well-being.
4. Maintain diverse housing choices to enable aging in place.
5. Distribute special needs housing strategically throughout the community for a harmonious neighbourhood housing/household mix.

POLICIES

1. Meet current and future housing needs:
 - a. Provide a growth capacity for 25,000 additional dwellings to meet the anticipated population increase between 2013 and 2040.
 - b. Identify detailed residential growth capacity through neighbourhood planning and as part of the process to continuously inform the densification strategy. (See Schedule E - Growth Projections)
 - c. Support rental multi-family residential development, secondary units, coach housing and other forms of rental and affordable housing.
 - d. Promote diverse housing designs in support of aging in place.
 - e. Permit appropriately scaled ground-oriented multi-family housing in low density neighbourhoods, subject to considerations of the neighbourhoods' existing form and character and aesthetics, proximity to services, available utility capacities, transit service and other amenities, and other applicable OCP policies.
 - f. Ensure zoning and subdivision regulations remain sensitive to changing markets and lifestyles, and the requirements of the

densification process, particularly in mixed use development and innovative site planning and building designs.

2. Encourage high quality multi-family residential design through:
 - a. Development Permit Areas for form and character enhancement in the Downtown and other select areas
 - b. Multiple Family Infill Development – Design Guidelines (Schedule C)
 - c. The design review process
3. Implement, monitor, and update the City's Affordable Housing Strategy to:
 - a. Ensure housing policies are inclusive and address barriers to affordability;
 - b. Address housing needs for special need groups, including those with mental health issues, at-risk youth, and families and singles at risk of homelessness;
 - c. Pursue social housing development opportunities with available senior government programs for low-income households, especially families with children living below the poverty line, seniors requiring various levels of care, people with physical or mental disabilities, and street entrenched individuals;
 - d. Support community partnerships with public and private sectors and non-profit groups in future social housing endeavors; and
 - e. Encourage private sector initiatives in affordable market housing and special needs/ low income housing through an expedited rezoning/ approval process and flexible parking provisions; and consider innovative proposals that reduce building cost and housing prices/rents.
4. Preserve existing residential stock and discourage their conversion to condominium units when the rental vacancy rate is less than 2%.

5. Maintain the Building Maintenance and Occupancy Standards Bylaw to ensure all rental units are in safe and livable conditions, and not negatively affecting tenants' health or the appearance of the neighbourhood concerned.
6. Address seniors housing needs, including:
 - a. A comprehensive assessment of the diverse housing and care needs of the 65 and over population with regard to their living requirements, lifestyles and health status, and the ongoing aging trends;
 - b. Guiding principles for future seniors accommodation developments to ensure a network of support from relatives and service providers;
 - c. Consideration of working with community groups towards a long term strategy to help establish a continuous, consistent and adequate supply of seniors housing/care facilities;
 - d. Universal adaptable housing design (per BC building code) and other practices to enable independent living seniors to age in place, reduce injuries from falling, and facilitate speedy emergency response;
 - e. An evaluation of senior friendliness of neighbourhoods that have a large senior population, and recommendations to improve neighbourhood design, road/sidewalk/crossing/traffic safety, signage and mobility.

NEIGHBOURHOOD PLANNING

Neighbourhoods form part of our intimate living environment and shape our daily life. An urban neighbourhood is usually close to a commercial, employment or civic centre, and encourages local shopping and greater involvement in the local economy and neighbourhood activities. It offers more people-gathering places, diverse developments and a vibrant street life. It encourages walking and promotes healthy community development. On the other hand, a suburban neighbourhood offers quiet and spacious living but requires much traveling from

homes to work, schools, shopping, entertainment and most other functions. Over the past four decades, the two types of neighbourhoods are converging as suburban neighbourhoods densify and become more urbanized. They begin to retrofit with amenities and transform toward a more complete neighbourhood. Collectively, the densification of the suburban neighbourhoods underscores the future consolidation of the urban corridor as a whole, especially south of the Trans-Canada Highway.

OBJECTIVES

1. Promote complete and healthy community development at the neighbourhood level.
2. Establish priority areas for neighbourhood planning.

POLICIES

1. Conduct comprehensive planning for neighbourhoods in Chilliwack proper, Sardis-Vedder and other areas experiencing development pressure.
2. Establish neighbourhood planning areas that share geographic features, a local history, housing characteristics, institutions, amenities and a collective identity, while supporting a logical boundary for community planning, traffic management and servicing.
3. Focus neighbourhood planning on the following areas:
 - Neighbourhood growth capacity as supported by market analysis;
 - Appropriate future land use and housing types;
 - Mixed-use neighbourhood centre development where practical;
 - Utility and amenity provision;
 - Road capacity;
 - Pedestrian friendly design;

- Green streetscape, especially concerning storefronts and parking lot edges;
- Infill, densification and redevelopment opportunities;
- Local development context – form and character;
- Phasing strategy;
- Local residents aspirations and concerns; and,
- Supportive economic and social development.

4. Consider various options of acquiring neighbourhood amenities, including amenity requirements in the development application process, and density bonusing as an incentive.



5 Implementation Guide

5 Implementation Guide



The OCP brings together the various plans of the City and community partnerships for an integrated vision and unified action. Its effectiveness depends on the execution of the policies and actions recommended herein, as well as the implementation of the affiliated plans, Development Permit Areas guidelines, the Zoning and Subdivision and Development Regulations. In the first case and in the context of the current development process, OCP policies are translated into land use designations and maps, indicating where major types of development should take place. The designation maps affect both public and private interests at the property level where the City and other public agencies make everyday development decisions, ranging from rezoning to subdivision applications, building permits, business licensing, and amenity/facility provision. The land use designations have an equally profound influence on how and where the private sector invests and builds in the City. Therefore, the designations should be clear on the intent, scope and description of permitted uses, and guide interpretation where needed.

The OCP's land use/development policies are also advanced through detailed neighbourhood plans. Given their close relationship with the OCP policies, they are incorporated into the OCP as special schedules. Other schedules are included to carry out regional and provincial planning policies and are legislated requirements.

Therefore, the OCP's Implementation Guide and supplementary documents comprise the following:

- ✓ Land use designations and proposed land use maps (under Implementation Guide)
- ✓ Regional Context Statement (Schedule A)
- ✓ Development Permit Areas and their guidelines in this chapter, with detailed

design guides for the Downtown (Schedule B) and Infill Areas (Schedule C)

- ✓ Adopted Comprehensive Development/Area /Neighbourhood Plans (Schedule D):
 - Downtown Land Use and Development Plan
 - Eastern Hillside Comprehensive Area Plan
 - Agricultural Area Plan
 - Alder Neighbourhood Plan
 - Chilliwack Proper and Fairfield Island Neighbourhoods Plan
 - Sardis Neighbourhood Plan
 - South Vedder Neighbourhood Plan
 - Yarrow Neighbourhood Plan
- ✓ Temporary Use Permits
- ✓ Development Approval Information
- ✓ Administration /Interpretation/ Severability

The expanded scope of implementation highlights the interconnected decisions in the development process, and the importance of ongoing communication among the various departments, committees and outside agencies involved. In due course, additional neighbourhood plans will be added as the City undertakes detailed planning for the select neighbourhoods and further advance the OCP's vision and policies.

LAND USE DESIGNATIONS

The City is divided into land use designations in the land use maps of this bylaw. Following their adoption (including subsequent neighbourhood plans) land use boundary lines are maintained and available at the following link <https://maps.chilliwack.com>.

LAND USE DESIGNATION STRATEGY OVERVIEW BY AREAS

Downtown (Schedule D-1)

The land use designations of the downtown core and neighbourhoods are presented in the Downtown Land Use and Development Plan, OCP Schedule D-1. The designations recognize the downtown as the City centre and a focus for commercial, civic and mixed use (commercial-residential) development. They reinforce the dynamics created by the traffic corridors that converge at the historic Five Corners, the main street that has evolved along Wellington Avenue, Yale Road and Young Road, and the open malls that cluster around the downtown gateways. They also recognize the residential root of the downtown and establish a development framework that fosters a functional and attractive built environment, a distinct lifestyle and culture, and a vibrant, healthy community.

Key designations include:

- Urban Quarter (mixed use with high density residential development)
- Village Quarter (mixed use with medium density residential development)
- Service commercial
- Civic institutional
- Civic Recreation/Culture
- Industrial
- Health Related Services (Permitted Secondary Use)
- Village Walk Heritage Area
- Residential 4 (mid/high rise – focusing on the Downtown as the predominant high-density residential area)

- Residential 3 (low-rise apartment)
- Residential 2 (townhouse)
- Residential 1 (single family attached)
- Parks and Recreation

Each designation is supported by descriptions of its intent and general characteristics, including appropriate built-forms, density, building height and parking provision. For detail and the Proposed Downtown Land Use Figure, see OCP Schedule D -1 Downtown Land Use and Development Plan.

Chilliwack Proper (Map 17A)

Map 17A presents the balance of Chilliwack proper outside the downtown core and neighbourhoods delineated in Appendix D1. It embraces the single detached residential neighbourhoods that once were the suburbs of the historic downtown settlement, as well as more recent single family residential subdivisions. The OCP designations recognize these low density neighbourhoods and their significance in maintaining an adequate supply of family housing in Chilliwack proper.

Since Sardis-Vedder began its urban transformation and new traffic corridors emerged between the northern and southern settlements, commercial uses have established themselves along Yale Road and Young Road; concurrently, the Broadway corridor has attracted much multi-family residential development. These corridor developments will only be entrenched as densification continues, and the OCP designations need to reflect that trend, which is part of the overall urban corridor consolidation process. Throughout the early settlement history of Chilliwack proper, some industries were attracted to the “fringe” of the original Chilliwack settlement and they now represent opportunities for unique industrial activity that can add to the diversity and vibrancy of the downtown.

Sardis-Vedder (Map 17B)

Sardis-Vedder is a corridor community anchored by two centres at its northern and southern ends. Over time, developments, including a neighbourhood commercial node and a number of townhouse projects, infilled the space between the two centres along Vedder Road. Land use designations for Sardis-Vedder (Map 17B) reinforce this twin-centre structure, with medium-density residential development along Vedder Road, the traffic corridor, to support the activity focal points and a more cosmopolitan lifestyle. Behind the corridor development, residential neighbourhoods will remain largely traditional single detached in support of family housing; nevertheless, strategically placed townhouse projects may be accommodated if certain site specific conditions are met.

Inside the centre of Sardis the designations underscore the importance of regional shopping centres to the City's retail trade and economic growth; they intend to accommodate some major scale commercial densification for future growth capacity. Meanwhile, the traditional core of Sardis, whose densification began in the 1990s, will redevelop - both commercially and residentially - in accordance with the Alder Neighbourhood Plan that forms Schedule D-4 of this OCP. The focus of redevelopment is to support core businesses with a strong local population base through higher density residential development, and to ensure safe traffic movement to/from Vedder Road and within the neighbourhood. It will harmonize with the City's vision for Vedder Road and address amenity and urban design issues.

Designations for the Vedder centre aim to support the continuous development of Garrison Crossing and the sizable vacant sites in Vedder East and Vedder West under the guidance of a comprehensive development area or site plan.

These designations reflect the urban corridor concept that is framed by the three main

north-south traffic routes, Vedder Road, Evans Road and Chilliwack River Road. This framework, however, has to adjust to the strong presence of the First Nations whose developments are growing in scale, density and servicing needs: they have to be part of the Sardis-Vedder community and within the Urban Growth Boundary. Also within the urban corridor are some ALR parcels. While many of these parcels will continue to be agricultural in use and designation, those on the west side of Sardis and surrounded on three sides by residential subdivision have been a subject of discussion between the City and the Agricultural Land Commission. From a servicing perspective, they have been limiting Sardis' north-south road connection to the main arterial routes and the servicing mains along Vedder Road and a parallel street. Long term designations for these parcels are pending the outcome of an ongoing dialogue among all stakeholders, including the ALC. In the meantime, they are acknowledged as agricultural land within the Urban Growth Boundary.

Yarrow (Schedule D-8)

With its Eco-Village development, pioneer history, and free-spirited lifestyle, Yarrow has demonstrated another facet of healthy community living. Its settlement boundary is well defined by the ALR. Minimal growth is envisioned in Yarrow given its rural setting, location outside of the Urban Growth Boundary, and servicing and floodplain constraints. The land use designations of the Yarrow Neighbourhood are presented in the Yarrow Neighbourhood Plan, OCP Schedule D-8.

These OCP designations represent a refinement of the current and future community structure and character. They are intended to promote a more focused commercial district, emphasizing its role as a community centre, a market place for local residents and visitors, and a pedestrian friendly and cultural environment. Ultimately,

they work toward a healthy community: realizing Yarrow’s tourism potential, building a robust local economic base, and enhancing the community’s livability with a greater diversity of services, amenities and activities.

Rosedale (Map 17C) and Greendale (Map 17D)

Like Yarrow, both the development limits of Rosedale and Greendale are defined by the ALR and their own community vision. As most residents are content with the current development situation and servicing level, the designations in Maps 17C and 17D primarily reflect the status quo – a rural healthy community with an appropriate level of servicing.

Agricultural and Rural Areas (Map 17E)

The ALR parcels are subject to the ALC Act and remain designated as Agricultural; this applies to the valley floor and upland ALR lands. The only exceptions would be parcels on which the ALC and the City have agreed for their exclusion in due course. Rural areas refer to locations that lie outside the urban corridors, Yarrow, Rosedale and Greendale; they are not part of the ALR or forest areas, and are predominantly large rural residential estates and vacant acreages in a natural state.

Except for the downtown core and neighbourhoods whose designations (in particular the high density residential designations) are provided in the Downtown Land Use and Development Plan (Schedule D1), the land use designations that apply to Maps 17A, 17B, 17C, 17D and 17E are defined in detail as follows:

LOW DENSITY RESIDENTIAL (RL)

DENSITY

In the range of 12 - 50 uph (units per hectare) - the Housing types are specified in the Appropriate Built Forms section below.

INTENT

- Provide family housing especially for those with children.
- Provide affordable rental housing for students, singles, seniors (coach housing and accessory dwelling units / basement suites).

APPROPRIATE LOCATION

Traditional residential neighbourhoods, and greenfield sites, where available, adjoining established residential areas and serviceable by existing utilities, schools, parks and other civic facilities.

PERMITTED USES

Residential uses per recommended densities and built forms, neighbourhood oriented civic uses such as: elementary schools, local churches, neighbourhood centers and parks and recreational facilities, and convenience commercial.

FORM AND CHARACTER

Subject to Development Permit regulation regarding multi-family residential (townhouse) form and character.

APPROPRIATE BUILT FORMS

- single family detached
- duplex
- small lot single family detached
- carriage home
- cottage home cluster
- Appropriately scaled townhouse development, subject to the conditions of OCP Housing Policy 1(e) under Goal 5 (Build Healthy Attractive Communities) and the following considerations:

- Convenient/direct access to major roads and transit routes;
- Traffic impact within local road designed capacity and not fundamentally changing the existing neighbourhood livability;
- Access to or served by City's bicycle routes and an adequate sidewalk system;
- Housing design emphasizing street fronting facades and maximizing green amenity space in the front – to harmonize with the surrounding single detached homes with traditional (larger) front and side yards;
- Rear lane access to reduce or eliminate front driveways and over-sized garage doors, while facilitating the development of a continuous green streetscape;
- Proximity to ample amenities such as parks, recreational facilities, libraries/civic services, health care, schools and shopping;
- Proposed building height and mass being sympathetic to surrounding homes; and.
- Project scale not exceeding 10 townhouse units; development proposals involving more than 10 units will require comprehensive impact analyses, including traffic/mobility study, urban design analysis (streetscape/ neighbourhood character) and amenity provision.

MEDIUM DENSITY RESIDENTIAL (RM)

DENSITY

Maximum 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.

Minimum 25 uph (units per hectare)

The density of 225 uph 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.

INTENT

- Provide affordable housing for diverse income groups and household types: seniors, students, empty nesters, singles, small families and special needs groups.
- Accommodate density bonusing and inclusionary zoning (subsidized housing units).

APPROPRIATE LOCATIONS

The cores of Sardis-Vedder, areas in close proximity to a neighbourhood commercial centre, and locations along urban traffic corridors; in all cases, utility capacities, services and amenities such as schools and parks should be available.

DIRECT ACCESS

Collector / arterial roads

PERMITTED USES

Residential uses per recommended densities and built forms; neighbourhood oriented civic uses such as elementary schools, local churches, neighbourhood centres, parks and recreational facilities; and convenient commercial uses at suitable locations and subject to the conditions stipulated in the zoning bylaw.

FORM AND CHARACTER

Subject to Development Permit regulation regarding multi-family residential form and character.

APPROPRIATE BUILT FORMS

- 3 to 6 storey wood frame apartment.
- Stacked townhouse (attached up-and-down and side-by-side ground-oriented/accessed units).
- Townhouse (attached side-by-side): street fronting, rear lane access, clustered, part of mixed housing project, fee simple or strata.
- Coach housing and accessory dwelling units where appropriate.



GENERAL COMMERCIAL (CG)

DENSITY

N/A

INTENT

- Reinforce community cores as business centres.
- Encourage main street development.
- Support neighbourhood commercial development at strategic locations.

APPROPRIATE LOCATIONS

Neighbourhood commercial notes in Chilliwack proper, commercial centres of Sardis-Vedder, Yarrow, Rosedale and Greendale.



PERMITTED USES

Retail, personal and business services, government offices, churches and other civic uses, entertainment/recreation, small-to-medium size shopping centers, and mixed commercial-residential use (apartments above ground-level businesses). Hotel development in community cores, or at locations in traffic corridors supported by amenities.

FORM AND CHARACTER

Subject to Development Permit regulation regarding commercial form and character.

APPROPRIATE BUILT FORMS

- Commercial building: up to 4-storeys
- Mixed commercial-residential development: up to 6-storeys.
- 3-storeys or lower in rural communities where the required service capacities are available.

Main street development refers to the retail landscape that typifies a traditional community centre. Shops, restaurants and a variety of commercial establishments and services open to a common, pedestrian-friendly street, and their facades conjoin to form a continuous street front. It encourages residents to walk, gather and celebrate.

THOROUGHFARE COMMERCIAL (CT)

DENSITY

Maximum 1.0 FAR (floor area ratio)

INTENT

Consolidate general and vehicle-oriented commercial locations in key urban traffic routes.

APPROPRIATE LOCATIONS

Commercial corridors along Yale Road and Young Road, from the downtown to the Vedder Road Interchange at the Trans-Canada Highway.

PERMITTED USES

Small-to-medium-size shopping centres, vehicle-oriented commercial uses, retail, personal and business services, government offices, churches and other civic uses, and entertainment.

FORM AND CHARACTER

Subject to Development Permit regulation regarding commercial form and character.

APPROPRIATE BUILT FORMS

Commercial building: up to 4-storeys.



GENERAL INDUSTRIAL (IG)

DENSITY

Maximum 1.0 FAR (floor area ratio)

INTENT

- Promote diversified industrial growth and strengthen local economic base.
- Create local employment to meet the needs of the future labour force growth.

APPROPRIATE LOCATIONS

- Established separate industrial districts: Village West, Cattermole and Legacy-Pacific Industrial Park.
- Established industrial locations within communities: between the BC Hydro Railway and Young Road, and those in Yarrow and Rosedale.

PERMITTED USES

- Manufacturing, warehousing, and industrial services.
- Accessory office and sale outlet of the principal industrial use.
- Commercial services that cater to the industrial workers.
- Select heavier industrial uses (already existing) that have sound management of nuisance (noise, dust, odor and fume).

FORM AND CHARACTER

Subject to Development Permit regulation regarding industrial form and character.

APPROPRIATE BUILT FORMS

Industrial building: up to 3-storeys

AGRI-BUSINESS PARK (IA)

DENSITY

Maximum 1.0 FAR (floor area ratio)

INTENT

- Promote agriculture-related industrial development in support of the local agricultural growth.
- Create local agricultural employment as part of the Agricultural Area Plan implementation.

APPROPRIATE LOCATIONS

- The agri-business park at Kerr Avenue and Brannick Place.

PERMITTED USES

- Agriculture related manufacturing, warehousing, and industrial services.
- Accessory office and sale outlet of the principal industrial use.
- Commercial services that cater to industrial workers.

FORM AND CHARACTER

Subject to Development Permit regulation regarding industrial form and character.

APPROPRIATE BUILT FORMS

Industrial building: up to 3-storeys

GRAVEL AND RELATED INDUSTRY (IGR)

DENSITY

Maximum 0.35 FAR (floor area ratio)

INTENT

- Ensure adequate supply to meet local gravel needs.
- Reduce gravel import and truck traffic's impact on the regional and local transportation systems.
- Limit gravel sites in hillside/upland areas where geological and environmental sensitivities are high and the roads are not designed for gravel truck traffic.

APPROPRIATE LOCATIONS

Approved gravel sites on Vedder mountain.

PERMITTED USES

Gravel extraction, processing and sale – subject to applicable provincial environmental and mining regulations.

APPROPRIATE BUILT FORMS

Industrial building: up to 3-storeys

SPECIAL INDUSTRIAL (IS)

DENSITY

FAR: maximum 1.0

INTENT

Accommodate industries that are heavy in nature, involve nuisances or require special measures on health, public safety and security.

APPROPRIATE LOCATIONS

Existing sites approved for specific heavy and special industrial uses per conditions of the approval. New locations are to be evaluated in accordance with the potential impact of the development proposal as it relates to the environment (including air quality), the surrounding uses, the health of workers and residents in the area, truck movement and traffic volume, potential nuisances (noise, fume, vibration and odor) and the aesthetics of the area concerned.

PERMITTED USES

- Select heavier industrial uses (already established) that have sound management of nuisance (noise, dust, odor, fume and security).
- Accessory office and sale outlet of the principal industrial use.

FORM AND CHARACTER

Subject to Development Permit regulation regarding industrial form and character.

APPROPRIATE BUILT FORMS

Industrial building: up to 3-storeys

COMPREHENSIVE DEVELOPMENT AREA (CDA)

DENSITY

Density as regulated or recommended by a comprehensive development zone or plan.

INTENT

- Support comprehensive neighbourhood planning in select neighbourhoods.
- Enable comprehensive planning for major development sites, especially those that involve a mix of land uses and built-forms, an overall multi-phase development plan, a systemic servicing scheme, and careful considerations for integrating with the existing neighbourhood.
- Facilitate innovative planning for unique developments.

APPROPRIATE LOCATIONS

- Neighbourhoods of Chilliwack Proper and Sardis-Vedder that may be selected from time to time, including:
 - Former UFV campus
 - Garrison and Dieppe areas
 - Webster Landing and Rivers Edge areas
- Select hillside areas with plans that guide development and form part of the OCP growth management strategy, including:
 - Promontory
 - Chilliwack Mountain
- Select affordable housing locations from time to time.

PERMITTED USES

Uses as regulated or recommended by a comprehensive development zone or plan.

FORM AND CHARACTER

Subject to applicable Development Permit regulation regarding form and character.

APPROPRIATE BUILT FORMS

Subject to specific regulations as set out in the Zoning Bylaw.



MIXED COMMERCIAL AND INDUSTRIAL (MCI)

DENSITY

Maximum 1.0 FAR (floor area ratio)

INTENT

- Accommodate compatible commercial and industrial service uses that require convenient access and exposure to main traffic routes.
- Limit sites to the established mixed commercial-industrial service areas only.
- Reduce pressure on industrial districts to accommodate big-box retail and other large-scale or isolated commercial developments.

APPROPRIATE LOCATIONS

Established mixed commercial-industrial sites along the track of Southern Railway of BC and along Airport Road (between Yale Road and Young Road)

PERMITTED USES

Light industrial service, small scale warehousing/wholesale use, office, automobile related use, building material sale, large format retail use, and similar commercial/industrial uses.

FORM AND CHARACTER

Subject to Development Permit regulation regarding industrial/commercial form and character.

APPROPRIATE BUILT FORMS

Industrial/commercial buildings: up to 3 storeys.

INSTITUTIONAL AND CIVIC USE (PI)

DENSITY

Maximum 1.0 FAR (floor area ratio)

INTENT

Recognize major institutional and civic uses, and their importance to anchoring community cores and/or neighbourhoods.

APPROPRIATE LOCATIONS

Canada Education Park, University campus, Regional secondary and middle school sites, the hospital, major care facility, public libraries, RCMP buildings/facilities, recreational facilities and cemeteries.

PERMITTED USES

Government and school district administration, public work yards, civic facilities, health care use, residential care, regional secondary/middle schools, police administration, churches, NGO and similar uses.

FORM AND CHARACTER

Subject to Development Permit regulation regarding industrial/commercial form and character.

APPROPRIATE BUILT FORMS

Non-residential buildings up to 3 storeys (federal and provincial buildings are exempt).



AIRPORT (PA)

DENSITY

Maximum 1.0 FAR (floor area ratio) or subject to municipal review.

INTENT

- Support the airport's role in the city's economic development.
- Facilitate airport operation and its development plan.
- Promote aerospace service and manufacturing industries.

APPROPRIATE LOCATIONS

Municipal airport and associated properties that form part of the future plan and development of the airport.

PERMITTED USES

Airport operation and related activities, aerospace industries and industrial services that cater to the airport operation or the aerospace industry.

FORM AND CHARACTER

Subject to Development Permit regulation regarding industrial/commercial form and character.

APPROPRIATE BUILT FORMS

Built-forms: subject to federal regulations and municipal review.



COMMUNITY PARK AND RECREATION (PR)

INTENT

Recognize regional, city and community parks, sportfields, and recreational facilities.

APPROPRIATE LOCATIONS

All major parks and recreational facilities.

PERMITTED USES

Public park, sports-field, ice skating/curling /hockey arena, public and swimming pool/leisure centre, and indoor sport facility.



OUTDOOR RECREATION (OR)

INTENT

Recognize major private and municipal outdoor recreational facilities, in particular, golf courses.

APPROPRIATE LOCATIONS

Golf courses, campgrounds and RV Parks.

PERMITTED USES

Golf course and accessory use, amusement park, campground, RV Park and other private outdoor recreational facilities.



AGRICULTURE (AG)

INTENT

Recognize and protect the Agricultural Land Reserve and other farmlands.

APPROPRIATE LOCATIONS

All ALR parcels and other farm lands.

PERMITTED USES

- All agricultural uses.
- Farm residences (principal and accessory).
- Associated retail/processing/ manufacturing use approved by the ALC.
- Cottage/home-based industries approved by the ALC and City.
- Anaerobic digester development approved by the ALC and the City.
- Other compatible, unobtrusive uses traditionally permitted on small agricultural acreages.

FOREST RESOURCE (FR)

INTENT

Recognize and preserve forest resources as part of prudent practices in management, and safeguard the aesthetic value forests that is vital to the City's hillside landscape and green identity.

APPROPRIATE LOCATIONS

All crown forests and other established properties.

PERMITTED USES

Forestry use as approved by the Ministry of Forests and representing a balanced practice in light of the City's hillside landscape.



RURAL (R)

DENSITY

- Rural residential subdivision - 1 ha minimum where permitted.
- Rural acreage subdivision: 4 ha minimum where permitted.

INTENT

Define rural areas where municipal services are limited and development density is maintained at a low level to not exceed the natural capacity of the land.

APPROPRIATE LOCATIONS

Rural hillsides, including Ryder Lake, Vedder Mountain and Majuba Hill (excluding ALR lands).

PERMITTED USES

- Rural residential subdivision: limited to existing rural residential subdivision areas.
- Rural acreage: residential use based on semi-serviced or unserviced standards and where geological issues permit and the environmental impact is minimal (as determined by geotechnical and environmental impact assessments).

VEDDER RIVER MANAGEMENT AREA (PV)

INTENT

Recognize the special status and importance of the Vedder River Management Area.

APPROPRIATE LOCATIONS

Vedder River Management Area.

PERMITTED USES

Flood control, environmental conservation, and uses approved by the Vedder River Management Area Committee.



ENVIRONMENTAL RESERVE (ER)

INTENT

Recognize and protect the established environmental reserves.

APPROPRIATE LOCATIONS

Bert Brink Wildlife Management Area, Great Blue Heron Nature Reserve and natural reserves held by NGOs.

PERMITTED USES

Environmental conservation and appropriate accessory use.



FIRST NATION RESERVE (FN)

INTENT

Recognize First Nation Reserves as an integral, social, economic and environmental part of the overall community.

Acknowledge that First Nation Reserves are outside the City's jurisdiction and that their governance and development decisions are rested with the responsible First Nation authorities under Canada's Indian Act.

APPROPRIATE LOCATIONS

All First Nation Reserves within the City's boundaries.

FEDERAL (PF)

INTENT

Recognize federally owned lands and acknowledge that their governance and development decisions are rested with the Canadian Government.

APPROPRIATE LOCATIONS

All lands owned by the federal government, including the DND parcel on the former CFB Chilliwack and Coqualeetza.

WATER LOTS & ISLANDS (WL)

INTENT

Recognize water areas and islands in the Fraser River that are within the City's boundaries and that their use may not be subject to the control of the City.

APPROPRIATE LOCATIONS

All lots and areas that now form part of the Fraser River channel, be they under water or islands in the river.

PERMITTED USES

Licensed tree farms where appropriate; outdoor recreation where suitable.

TEMPORARY USE PERMITS

A Temporary Use Permit may be issued to accommodate entrepreneurs on short-term business opportunities or property owners for a specific, approved use for a defined duration. All activities and uses, other than those permitted in the zoning bylaw, shall require a temporary use permit issued under the OCP, and this requirement applies to the municipality as a whole.

Purpose of Temporary Use Permit

- a) Provide short term economic opportunities
- b) Ensure the long-term planning policy for the subject area is not affected
- c) Balance public and private interests
- d) Maintain compatibility with the surrounding developments

Permit Guidelines/Conditions

- Permits may allow a temporary use approved by the City to operate up to three years and could be considered for renewal once for any further period up to three years.
- The subject temporary use shall not precipitate public health and safety hazards or cause environmental degradation.
- Where potential risks to public health and safety or environmental quality exist or are anticipated, the applicant shall resolve them to the satisfaction of the City and other concerned authorities before the proposed temporary use or development is approved.
- Where warranted, environmental protection, post-development site restoration and nuisance abatement measures, including noise abatement, operation hours and season, duration of permitted use, traffic management,

parking, property security, performance security, and establishing buffers and screens, may be required.

- Upon the expiration of the Temporary Use Permit, the subject temporary use shall cease to operate and the concerned land may need to be restored to the conditions prior to the temporary use or in accordance with the terms specified in the original permit.

DEVELOPMENT PERMIT AREAS

Development Permits play a key role in bringing OCP policies to the ground level when current development proposals are evaluated. Where the OCP policies are strong in direction, strategy and process, development permits are focused on specific concerns and challenges of current development and practical solutions. Under Section 488 of the *Local Government Act*, the OCP has established eight development permit areas (DPA) for the following purposes:

- protection of the City's drinking water sources – aquifers and watersheds (DPA 1);
- protection of development from hazardous hillside conditions and environmentally sensitive areas (DPA 2 and DPA 3);
- protection of the natural environment, especially riparian areas (DPA 3);
- form and character guidelines for downtown development (DPA 4);
- form and character guidelines for hillside residential (DPA 8), multi-family residential, mixed commercial-residential (DPA 5 and DPA 6), and industrial developments (DPA 7);
- farm home plate (DPA 9);
- coach houses or garden suites (DPA 10).

General Policies

1. Within a designated Development Permit Area (DPA), a Development Permit (DP) is required prior to the subdivision of land; the construction of, addition to, or alteration of a building or structure on the land; or the alteration of land, except where exemption provisions apply. The DP requirement is in addition to the requirements of the Zoning Bylaw, the Subdivision and Development Bylaw and all other applicable regulations in the development process.
2. Where a parcel is governed by two or more Development Permit Area designations, respective Development Permits for the subject parcel are required.

NATURAL ENVIRONMENT & GEOTECHNICAL DPAs

A number of areas in Chilliwack, because their physical locations, ecological attributes and sensitivity, or importance to the community's drinking water supply, require protection or careful planning and execution to ensure the natural environment is not detrimentally affected by development. There are also areas that are excessively steep and susceptible to erosion and/or flooding; they must be carefully planned or protected to minimize potential hazardous conditions and associated threat to life and property. Landowners should also consult the City of Chilliwack Floodplain Regulation Bylaw to see if it applies to their properties. Development applicants should be cognizant of the information requirements of the Geotechnical and Floodplain Report Guidelines and/or other technical report guidelines that are administered by the City.

Development Permit Area 1 - Municipal Watersheds and Aquifers for Drinking Water

Description and Exemptions

The municipal watersheds as shown on DPA 1 – Map

1A (Sardis-Vedder Aquifer), 1B (Volkert Creek) 1C (Vedder River Fan), and 1D (Elk Creek-Dunville Creek) are designated as Development Permit Areas (DPA 1) for the protection of the community's sources of water supply from contamination, flow reduction and quality degradation. This DPA is established in accordance with Section 919.1, (1)(a) of the Local Government Act.

A Development Permit is required for the subdivision of land; the construction of, addition to, or alteration of a building or structure on the land; or the alteration of land, including the following:

- ✓ Removal of trees or other vegetation that results in a cleared area or exposed soil disturbance greater than 280 m² in area.
- ✓ Construction of buildings larger than 70 m² in floor area.
- ✓ Installation of a septic field.
- ✓ Subdivision of land parcels that creates additional lots within this Development Permit Area.
- ✓ Installation of fuel oil or gasoline storage tanks.
- ✓ Construction of a new private well, including geothermal wells, within the Sardis-Vedder Aquifer or Vedder River Fan protection areas (Map 1A and 1C)
- ✓ Channel alteration or any activity that may affect existing watercourses.
- ✓ Excavation of an area larger than 20 m² and deeper than 0.5 m within the Sardis-Vedder Aquifer or Vedder River Fan protection areas (Map 1A and 1C)

The following activities are exempted from the requirement of a Development Permit:

- Construction of a structure that does not require a building permit and is located outside of the corresponding riparian protection area of a permanent or temporary stream.
- Normal residential gardening activities that occur outside of the corresponding riparian protection area of a permanent

or temporary stream.

- Forest management activities related to timber production and harvesting in the Forest Land Reserve.
- Works undertaken by a municipal water system.
- Emergency removal of a hazardous tree.
- Emergency works to prevent flood damage to structures.
- Subdivision of land parcels where a conservation covenant satisfactory to and in favour of the City of Chilliwack has already been registered for the maintenance of natural drainage and protection of groundwater quality.

Rationale for DPA Establishment

This Development Permit Area is designated for the protection of watershed areas that supply, or have the potential to supply, water to community or private utility water systems. If not carefully managed, development in this Area could result in the degradation of drinking water quality for many homes, endangering public health and incurring substantial remedial costs.

Objective

To protect the quality of drinking water supplied from community or private utility water systems.

Guidelines Specific to Groundwater Sources (Map 1A, Sardis-Vedder Aquifer; Map 1C, Vedder River Fan)

1. All developments shall be designed to minimize water quality degradation to the requirements of the City.
2. Excavations greater than three metres in depth or within two metres of the highest recorded water table elevation from June 1st to October 1st must implement, under

the supervision of a Qualified Environmental Professional, groundwater protection measures including, but not limited to, the following:

- a. Dewatering for the excavation, if required, should not:
 - Impact operation of existing municipal supply wells;
 - Impact base flow in creeks within 5 kilometers;
 - Exceed 75 liters per second flow.
 - b. Excavations unattended must be secured by rigid security fencing;
 - c. Surface runoff must be directed away from the excavation to prevent direct seepage into the aquifer;
 - d. All necessary steps must be taken to limit the amount of time that the excavation/aquifer is exposed;
 - e. Disposal of dewatering water into the storm water system is not allowed unless approved by the City; and
 - f. The excavated native material or equivalent as approved by the City must be used to backfill the excavation, where possible.
3. Below-grade structures that extend more than three (3) metres in depth from ground surface or are within 2 metres of the highest recorded water table elevation from June 1st to October 1st must:
 - a. be water proof. Water proofing of the structure must utilize materials that will not impact groundwater quality and be approved by the Engineer;
 - b. have an internal design that minimizes potential cracking of the foundation and includes treatment of cold joints to

- create a complete separation between the structure and the Aquifer;
- c. be constructed with a monitored drainage system for water volumes and hydrocarbons to detect all upsets;
 - d. not adversely impact groundwater flow patterns; and
 - e. include an internal drainage system that discharges drainage from below grade structures to a sanitary sewer line.
4. All storm water, with the exception of residential foundation drains, shall be conveyed off-site to municipal storm sewers.
 5. Storm water from roadways and driveways shall not be discharged directly to ground by means of exfiltration systems or rock pits within the 60-Day Capture Zone, as delineated on Map 1A.
 6. Drainage from subsurface structures and parking lot facilities, with the exception of residential roof and foundation drains, shall be controlled using a closed system, which includes oil and grit separators conveyed off-site to a municipal storm sewer.
 7. Where a municipal storm sewer system is not available, drainage from subsurface structures and parking lot facilities shall be conveyed to outside of the 60-Day Capture Zone (shown on Map 1A) to a triple chamber treatment facility, which must include, but is not limited to, an oil and grit separator and a gate valve before the infiltration chamber to contain spills.
 8. On-site treatment facilities shall be designed by a Qualified Environmental Professional and must ensure the discharged water will not degrade the quality of the aquifer.
 9. Commercial, industrial and parking facilities, having areas that are not paved or completed with buildings, shall be covered with low permeability material to reduce infiltration.
- A soil liner consisting of 0.60 metres of fine-textured soil (clay or clay-loam) constructed beneath Topsoil is an acceptable alternative.
10. All Hazardous Materials, which are handled, and/or stored, shall be minimized and subject to secondary containment utilizing non-permeable construction material, which may consist of a concrete pad and sidewalls to contain the substances should a spill or leak occur. The storage area shall be covered and secured against vandalism. The capacity of secondary containment shall equal at least the maximum volume of the stored material, plus 10%. Secondary containment systems for volumes of hazardous material greater than 200 litres shall be inspected by a Qualified Environmental Professional.
 11. No underground storage tanks for Hazardous Materials shall be permitted. Above ground storage tanks for Hazardous Materials shall conform to requirements set out in this guideline for Petroleum Storage Tanks.
 12. Temporary storage of Hazardous Materials during development and/or construction shall:
 - a. Utilize secondary containment;
 - b. Be covered and secured against vandalism; and
 - c. Be protected from damage due to construction equipment and/or construction activities.
 13. During construction and/or development:
 - a. All equipment not in use shall have oil drip pans under the equipment to prevent contamination;
 - b. Equipment refueling shall be performed in a controlled and secured location and every effort taken to prevent fuel spillage; and
 - c. Spill containment and cleanup equipment

and material shall be available on site. This cleanup material must include, at a minimum:

- adequate quantities of sand for containment on paved or impervious surfaces
 - adequate quantities of absorbent pads or material to cleanup hazardous spills (capable of absorbing 100% of the Hazardous Materials)
14. The operator of a facility handling or storing Hazardous Materials exceeding a volume of 200 litres shall have a Best Management Plan (BMP) prepared by a Qualified Environmental Professional. The certified BMP shall address the handling, storage and disposal of Hazardous Materials, and include provisions for strict inventory controls.
15. The operator of a facility handling or storing Hazardous Materials exceeding a volume of 200 litres shall have a Spill Response Plan prepared by a Qualified Environmental Professional, and forward one copy to the City's Engineer. The certified Spill Response Plan shall address measures that should be taken at the site in the event of a spill or accident.
16. No underground storage tanks shall be permitted for storing petroleum products. Aboveground storage tanks used for the purpose of containing petroleum products within the Total Capture Zone shall be smaller than 800 liters in size and meet or exceed the Environmental Code of Practice for Aboveground and Underground Storage Tank Systems Containing Petroleum and Allied Petroleum Products (2003 or latest version) and the British Columbia Fire Code (2006 or latest version).
17. Without limitation to Section 16, aboveground petroleum product storage tanks (ASTs) within the Total Capture Zone shall be constructed to include the following:
- a. Double-walled steel tank construction;
 - b. Secondary containment of piping;
 - c. Tanks coated with rust-resistant material;
 - d. Overfill protection device;
 - e. Spill containment device around fill pipe;
 - f. A dispenser sump and tank sump, for the control of possible leakage from the dispenser or piping; and
 - g. Leak detection of the interstitial space, piping and sump(s).
18. Installation of aboveground petroleum product storage tanks shall be conducted by a licensed qualified contractor under the supervision of a Professional Engineer.
19. Every storage tank shall be tested for leakage, following procedures outlined in the Fire Code of British Columbia before putting a new tank into service.
20. Installation of new private wells regardless of purpose is prohibited unless approved by the City. Approvals shall only be considered for properties not serviced by the municipal system. Owners that have a new private water supply well installed shall provide the City with a copy of the well installation record within 30 days of installation.
21. Subsurface geothermal systems including the installation of wells are prohibited.
22. New buildings shall be connected to the municipal sanitary sewer system. 23. Where a municipal sanitary sewer system is not available residential sewage shall be conveyed to an on-site private sewage disposal system which must include, but is not limited to, a two-stage septic system, a large capacity tank and a gate valve before infiltration to subsurface. The two-stage system shall be designed by a Qualified Environmental Professional and shall consist of a separate tank where the sludge is digested and will prohibit mixing of digested sludge with incoming sewage.

24. New commercial, industrial and institutional facilities with an on-site sewage disposal system are not permitted.

Guidelines Specific to Surface Water Sources
Map 1B Volkert Creek; Map 1D Elk Creek and
Dunville Creek)

1. All developments shall be designed to minimize water quality degradation to the requirements of the City.
2. An applicant for a development permit must provide, at his or her expense, a plan certified by a Professional Engineer with experience in the protection of ground and surface water, which clearly shows how to control storm water drainage and avoid the deterioration of water quality.
3. Non-residential structures for the purpose of storage or handling materials in quantities sufficient to pollute water supply should not be located in this DPA. If such a location cannot be avoided, the structure shall be designed and constructed to ensure that spills can be properly contained and handled without causing pollution.
4. New roads and septic fields should not be permitted within this DPA. If such a location cannot be avoided, then a qualified professional should supervise the design and construction of the road or septic field to satisfy the objectives and guidelines of this DPA.
5. For subdivisions that create additional lots, any new lots, roads, building sites, septic fields and driveways must be positioned, designed and constructed to meet the objectives and guidelines of this DPA.

Development Permit Area 2 - Hillside and Upland Areas

Description and Exemptions

Pursuant to Section 919.1(1)(a) and (b) of the *Local Government Act*, the areas as shown on DPA Maps 2A, 2B, 2C and 2D are designated as Development Permit Area 2 (DPA 2) for the protection of fish and fish habitats, wildlife and vegetation, and development from natural hazards.

In areas where development is permitted, a Development Permit is required for the subdivision of land; the construction of, addition to, or alteration of a building or structure on the land; or the alteration of land, including the following:

- ✓ Removal of trees with a trunk diameter greater than 30 cm measured 1.5 m above ground;
- ✓ Removal of vegetation in a wetland;
- ✓ Installation of a septic field within 61 m of the natural boundary of a lake;
- ✓ Any works or installation of structures within a stream or below the natural boundary of a lake; and
- ✓ The subdivision of land parcels that creates additional lots within this DPA.
- ✓ Construction of a building greater than 100 m².

The following activities are exempted from the requirement to obtain a DP:

- Forest management activities related to timber production and harvesting in the Forest Land Reserve;
- Fish habitat enhancement work approved by the Department of Fisheries and Oceans or the Ministry of Environment, Lands and Parks;
- The emergency removal of a hazardous tree;
- Emergency works to prevent flood damage

to structures or repair to public service utilities;

- The subdivision of land parcels where a conservation covenant satisfactory to and in favour of the City of Chilliwack has already been registered for the maintenance of natural drainage and protection of environmentally sensitive and hazardous areas; or
- Tree removal required for surveying, road construction, and utility servicing by the City of Chilliwack.

Rationale for DPA Establishment

- i. Lakes and streams, including ephemeral watercourses, provide natural habitats for fish and wildlife. Many also supply drinking water to individual wells, water license holders or community water supply systems. If not carefully managed, development in this Area could result in the degradation of water quality to the detriment of the fish and wildlife populations. It could also incur high costs of remedial water treatment.
- ii. This DPA contains habitats for many different species and is particularly susceptible to disturbance. Development could lead to losses of, or high stresses on, a disproportionately large number of native plant and animal species.
- iii. Land in this DPA has been identified as having serious hazards due to slope instability or soil erosion. If not carefully managed, disturbance of the land in this Area could result in significant soil erosion and increased hazards to developments.
- iv. This DPA may be subject to high forest fire risks. Adequate forest fire interface shall be identified and carefully managed through a Fire Risk Assessment Analysis Report.

Objectives

1. To protect the quality of drinking water

supplies, including safeguarding the water supply of private wells.

2. To protect fish, wildlife and vegetation, particularly sensitive riparian habitat.
3. To ensure development remains compatible with the natural environment.
4. To protect development from potential landslides, debris torrents and other unstable conditions.
5. To reduce the potential forest fire risks.

Guidelines

1. Stream bank vegetation shall remain undisturbed together with a green strip of at least 30 meters from the top of banks of fish bearing or fish habitat streams.
2. Fencing shall not be allowed in areas where it would interfere with the movement of wildlife.
3. The Tree Management (Land Development) Bylaw is considered critical to the implementation of this DPA's guidelines.
4. The Development Approval Information Bylaw is an essential part of this DPA's implementation.
5. No development shall be allowed in areas subject to high risks from debris torrents, flooding or erosion unless properly engineered floodproofing and protection measures are incorporated and certified by a Professional Engineer with experience in hydrogeology.
6. A Professional Engineer with experience in hydrogeology is required to certify site development on hillside and upland areas, and may recommend conditions or requirements for the issuance of the permit. The certification must clearly show how to control storm drainage, flood hazard and erosion, and to protect groundwater, including:
 - ✓ preserving natural channels to the maximum extent possible;
 - ✓ utilizing detention or retention ponds and

- ✓ minimize impervious surface;
 - ✓ establishing interceptor ditches above steep slopes, where required, in such a way to not saturate soil, and the intercepted water should be conveyed in a pipe or other appropriate manner to a municipal storm sewer system or to the bottom of a ravine or bluff;
 - ✓ utilizing discharge point stabilization for natural drainage path; and
 - ✓ providing a control mechanism to minimize erosion and siltation.
7. Development proposals shall be accompanied by a hydro-geotechnical study that identifies the hazardous nature of the subject area, including:
- ✓ vegetation types;
 - ✓ ecologically sensitive areas;
 - ✓ view vistas;
 - ✓ soil types;
 - ✓ soil and terrain stability;
 - ✓ rock outcroppings;
 - ✓ specific hazard area; and
 - ✓ protective and mitigating measures to be used during and after construction and development.
8. A Professional Engineer with experience in geotechnical engineering shall submit a geotechnical study in accordance with the landslide assessment guidelines published by APEGBC (Associated Professional Engineers and Geoscientists of BC) and the City of Chilliwack Guidelines for Geohazard Assessment and Investigation indicating that the development will not be endangered, or that the measures have been taken to ensure that the development will not be endangered, by rock fall hazard, landslides, earthflow or other slope or foundational instability.
9. A storm water management plan must be submitted to the satisfaction of the Director of Engineering and must provide on-site drainage so as not to adversely affect adjacent properties. Further, all post development water flows into the storm drainage system must not exceed pre-development flows in accordance with the City of Chilliwack Policy and Design Criteria Manual for Surface Water Management.
10. Stream crossings and roadway construction adjacent to streams shall obtain all necessary approvals and be designed to accommodate flows and retain the streambed in a natural condition.
11. A Qualified Professional is required to supervise all excavations or placement of fill in natural slope areas.
12. Road design should minimize the potential danger of erosion, landslide and flooding. The following techniques may apply where appropriate:
- ✓ follow contours;
 - ✓ allow split level, one-way streets;
 - ✓ allow flexibility in the placement of lot lines to accommodate “traversing driveways”; and
 - ✓ employ narrow pavement widths, within the limits of public safety, by the use of off-street parking in bays and clusters.
13. Hillside and upland development should employ environmentally sound techniques in engineering and architecture such as:
- ✓ grading to complement natural land forms to minimize terracing (cut and fill);
 - ✓ using indigenous materials in landscaping;
 - ✓ placing, grouping and shaping of man-made structures to complement the natural landscape; and
 - ✓ encouraging a variety of building types clustered to maximize the amount of open space and natural features.
14. Hillside and upland development should complement or enhance the aesthetic qualities of the natural landscape. Where possible, skylines and ridgetops, and tree and shrub masses should be preserved, and all man-made structures should be properly positioned, scaled and designed so as not to dominate the general hillside and upland

landscape. A site plan addressing these concerns shall accompany the development permit application

15. Development shall be restricted in areas subject to occurrence or high susceptibility of rock fall hazard, landslide or earthflow with unstable soil conditions in accordance with requirements stipulated in the Zoning Bylaw.

Development Permit Area 3 - Riparian Area

Description and Exemptions

All lands within the boundaries of the City of Chilliwack are designated as Development Permit Area 3 (DPA 3) for the protection of the natural environment, its ecosystems and biological diversity, and in particular fish and fish habitats and riparian habitats, pursuant to Section 919.1(a), (b) and (i) of the Local Government Act.

Rationale for DPA Establishment

This DPA defines riparian assessment areas for the protection of fish habitats, based on the information of OCP Maps 8A and 8B, the Fish Protection Act and the Riparian Areas Regulation. It enables a site-specific, science-based assessment protocol for Qualified Environmental Professionals to establish consistent and appropriate requirements, conditions and standards regarding development within riparian assessment areas.

Objectives of this Development Permit Area

1. To protect the biological functioning of riparian areas; and
2. To clarify the responsibilities of landowners regarding development of riparian areas.

Definitions:

For the purpose of this Development Permit Area, the following definitions shall apply:

1. "Active floodplain" means an area of land within a boundary that is indicated by visible high water mark or the water level of a stream that is reached during annual flood events.
2. "Development" means any of the following:
 - a. removal, alteration, disruption or destruction of vegetation
 - b. disturbance of soils
 - c. construction or erection of buildings and structures
 - d. creation of nonstructural impervious or semi-pervious surfaces
 - e. flood protection works
 - f. construction of roads, trails, docks, wharves and bridges
 - g. provision and maintenance of sewer and water services
 - h. development of drainage systems
 - i. development of utility corridors
 - j. subdivision under the *Land Title Act* or *the Strata Property Act*
3. "Qualified Environmental Professional" (QEP) means an applied scientist or technologist, acting alone or together with another qualified environmental professional.
 - a. The individual is registered and in good standing in British Columbia with an appropriate professional organization constituted under an Act, acting under that association's code of ethics and subject to disciplinary action by that association;
 - b. The individual's area of expertise is recognized in the assessment methods set out in the Schedule to the Riparian Areas Regulations as one that is acceptable for the purpose of providing all or part of an assessment report in respect of that development proposal; and

- c. The individual is acting within that individual's areas of expertise.
- 4. "Riparian assessment area" means the riparian area lying within the distance of a watercourse specified below in relation watercourse classes A through E.
- 5. "Top of bank" means the point closest to the boundary of the active floodplain of a watercourse where a break in the slope of the land occurs such that the grade beyond the break is flatter than 3:1 (3 horizontal / 1 vertical) at any point for a minimum distance of 15 meters measured perpendicularly from the boundary of the active floodplain.
- 6. "Top of ravine bank" means the first significant break in a ravine slope where the break occurs such that the grade beyond is flatter than 3:1 (3 horizontal / 1 vertical) for a minimum distance of 15 metres measured perpendicularly from the break, and the break does not include a bench within the ravine that could be developed.

Watercourse Classification:

The Watercourse Map (Map 8A) identifies the classification of the inventoried watercourses within the City of Chilliwack as follows:

Development Permit Required

As set out on the OCP Watercourse Map (Map 8A) and Village West Riparian Setbacks Map (Map 8B), the following activities require a Development Permit:

- 1. Development within 30m of the top of bank of a watercourse classified as Class "A".
- 2. Development within 30m of the top of the bank of a watercourse classified as Class "B", where the existing or potential adjacent vegetation is continuously over 30m wide.
- 3. Development within 15m of the top of bank of a watercourse classified as Class "B", where the existing or potential adjacent vegetation is less than 30m wide.

- 4. Development within 15m of the top of bank of a watercourse classified as Class "C".
- 5. Development within 7.5m of the top of bank of a watercourse classified as Class "D".
- 6. Development within the setbacks from top of bank as indicated on the Village West Riparian Setbacks Map (OCP Map 8B).
- 7. Development within 30m of the top of bank of a watercourse classified on the Watercourse Map, as "E" (unclassified) unless it is tributary to Class "C" or "D" watercourse; in which case the distance shall be 15m to 7.5m respectively.
- 8. Development within 30m of the top of bank of an unmapped watercourse identified at time of development unless it is tributary to Class "C" or "D" watercourse; in which case the distance shall be 15m and 7.5m respectively.

Exemptions

The following activities are exempted from the requirements for a Development Permit:

- 1. Farming operations as defined in the Farm Practices Protection Act;
- 2. Reconstruction or repair of a permanent structure remaining on its existing foundation; and
- 3. Development not associated with or resulting from residential, commercial or industrial activities.

The above exemptions do not remove setbacks requirements from watercourses stipulated by the City of Chilliwack Floodplain Regulation Bylaw that is in force from time to time. In the event of any inconsistency between the guidelines of this DPA and other DPAs, the former shall prevail.

Guidelines

- 1. In compliance with the Riparian Areas Regulation, development may be permitted if the City is notified by the appropriate federal and provincial ministries that they have been notified of the

development proposal, and provided with a copy of an assessment report prepared by a QEP that:

- a. Certifies that they are qualified to carry out the assessment;
 - b. Certifies that the assessment methods set out in the Schedule to the Riparian Areas Regulation have been followed; and,
 - c. Provides a professional opinion, that if the development is implemented as proposed or if the streamside protection and enhancement areas identified in the report are protected from the development and the measures identified in the report as necessary to protect the integrity of those areas from the effects of the development are implemented by the developer, there will be no harmful alteration, disruption or destruction of natural features, functions and conditions that support fish life processes in the riparian assessment area;
2. The City may include:
- a. development permit requirements or conditions;
 - b. standards in accordance with s.920.(7) of the *Local Government Act*, vary;
 - c. a bylaw under Division 7 or 11 of the *Local Government Act*, and
 - d. conditions respecting the sequence and timing of construction, in order to give effect the protective measures identified in the report of the QEP.
3. In the event that a harmful alteration, disruption or destruction of fish habitat (HADD) cannot be avoided, development may be permitted if the Minister of Fisheries and Oceans or a regulation under the *Fisheries Act* (Canada) authorizes the harmful alteration, disruption or destruction of the riparian assessment area that would result from the implementation of the development proposal.

DEVELOPMENT PERMIT AREAS - COMMERCIAL, INDUSTRIAL, MULTI-FAMILY RESIDENTIAL FORM AND CHARACTER

A principal goal of the OCP is to create a visually enhanced community through the redevelopment of existing built areas and the development of new sites. The following Development Permit sites are intended to foster revitalization and establish guidelines for the form and character of commercial, industrial or multi-family residential development.

Development Permit Area 4 - Downtown Form and Character

Description and Exemptions

Development Permit Area 4 (DPA 4) is established under Section 488 (1)(d) the *Local Government Act*. The area shown on DPA 4 Map is designated for:

- the revitalization of the downtown commercial area; and
 - the regulation of the form and character management of intensive residential (rowhouses and single family attached dwellings where developed in conjunction with a rowhouse or townhouse development), multi-family residential, commercial and industrial development.
1. A development permit is required for the following works and activities:
 - a) Subdivision of land zoned for intensive residential (rowhouses and single family attached dwellings where developed in conjunction with a rowhouse or townhouse development), multi-family residential, commercial or industrial use.
 - b) Alterations to existing buildings or new construction on land zoned for intensive residential (rowhouses and single family attached dwellings where developed in conjunction with a rowhouse or townhouse development), multi-family residential development, commercial or industrial use,

including exterior renovation or restoration of a building façade and installation of signs, awnings and canopies.

- c) Consolidation of any parcel that is partially or wholly within this Development Permit Area.
 - d) Exterior building protection on street facing portions of a building (excluding lanes).
2. The following works and activities are exempted from the requirement of a development permit:
- a) Interior works which do not affect the size or materially affect the external appearance of the building.
 - b) Demolition, including the removal of awnings and canopies.
 - c) Exterior repairs or non-structural alterations where the original materials are either salvaged and reused or replicated by new materials.
 - d) Window decals with 25% or less window coverage.
 - e) Interior building protection that is transparent.

Rationale for DPA Establishment

The designation of this Development Permit Area supports revitalization of the historic downtown core and preserves its heritage character embodied in the Wellington Avenue, Yale Road East, Mill Street and Main Street corridors. It emphasizes a holistic approach that balances urban building and streetscape design with community event programming, healthier community initiatives, and economic development / promotion. Whereas the downtown Business Improvement Association promotes the downtown on behalf of merchants, these design guidelines aim to retain the downtown’s walkable main street character, and differentiate it from the vehicle oriented design of shopping centres and big box retail stores.

Objectives

- 1. To enhance the image of the downtown as a retail and service center.
- 2. To maintain and foster the downtown’s unique main street character, and advance downtown economic and cultural objectives through:
 - a. control of the design of new infill buildings and alterations to existing heritage designated buildings;
 - b. control of future development to ensure consistency with the established form and character of the areas;
 - c. maintenance and enhancement of the pedestrian-orientated streetscape.

Guidelines

The provisions contained in OCP Schedule B – City of Chilliwack Downtown Design Guidelines, Section 4 and other applicable sections, shall apply to this development permit area.

Development Permit Area 5 - Urban Corridor Form and Character

Description and Exemptions

DPA 5 is designated under Section 919.1(1)(f) of the *Local Government Act*, for the form and character of commercial and multi-family residential development in the corridor areas as shown on DPA Map 5.

Within DPA 5, the following activities shall require a Development Permit prior to commencement:

- 1. construction of new commercial or multi-family residential development.
- 2. addition to or (exterior) alteration of a commercial or multi-family residential development.
- 3. the placement of free standing or building signs.
- 4. placement of awnings or canopies and/or other surface treatments.
- 5. Exterior building protection on street facing portions of a building (excluding lanes).

The following works and activities are exempted from the requirement of a development permit:

1. Window decals with 25% or less window coverage.
2. Interior building protection that is transparent.

Rationale for DPA Establishment

This DPA intends to ensure that new commercial and multi-family developments along major public thoroughfares linking the Downtown and Sardis-Vedder cores are attractive, pedestrian friendly, and livable.

Objectives

1. To encourage a high standard of site and building design for all commercial and multifamily residential developments along the major traffic corridors linking community cores.
2. To establish guidelines that maintain a consistent streetscape, promote pedestrian scale and enhance the urban design of the surrounding community.
3. To facilitate the orderly development of the area and to encourage coordination of the siting, form and volume of new commercial and multi-family residential buildings and their areas for parking, storage, signage and landscaping.

Guidelines

1. Character of Buildings

- 1.1 All buildings, structures and expansions or additions thereto should be architecturally coordinated and planned in a comprehensive manner, giving consideration to the relationship between buildings and open areas, efficiency of the circulation systems, visual impact and design compatibility with surrounding properties and streets.
- 1.2 The massing of buildings or structures within the designated area should be softened through facade and roof articulation. Where extremely large structures are proposed, consideration should be given to design

concepts which break the facade visually into smaller elements to create greater interest. Flat, featureless parapet and cornice lines and box like building forms are not permitted.

- 1.3 Exterior finish must be attractive and of high quality; suggested materials include brick, traditional or acrylic stucco (use of creative textures is permitted); pre-cast architectural wall panels with suitable textures, as determined by Council; textured cast concrete block; regular modular concrete block with stucco parge finish or paint finish; exterior grade ceramic tiles; glass block masonry; architectural stained glass; painted and/or stained wood finishes.
- 1.4 Exterior finishes that are not acceptable include: pure white or excessively bright "primary" colors, unfinished cast concrete walls, unfinished regular concrete block; interior grade tiles; unfinished plywood, chip board, lumber and split cedar shakes; asbestos or asphalt shingles or panels, fibreglass panels and large expanses of corrugated coloured metal used as vertical siding. Non-coloured galvanized steel or aluminum are not acceptable roofing materials.
- 1.5 Buildings should be painted in soft, muted colors, such that they can harmonize with the paint schemes of adjacent buildings or the surrounding natural environment. Acceptable colours include those in the colour palette of the Downtown Contemporary Commercial Development Permit Area (No. 6-6). Accent or trim color can be strong or bright, but should not comprise the main colour of the building, structure or signage.
- 1.6 Building protection shall conform to the standards outlined in the Official Community Plan, Downtown Design Guidelines, subsection 4.9 Building Protection.

2. Siting

- 2.1 All buildings or structures should be oriented such that their main facade faces the road(s). Where feasible, a retail “mainstreet” built form shall be encouraged with the building near the back of the sidewalk.
- 2.2 Garbage receptacles and recycling facilities shall be in the rear yard, and shall be screened from the road.
- 2.3 Outdoor storage shall be screened and only permitted behind the front setback of the main building.

3. Parking and Access

- 3.1 Parking, where feasible, should be positioned in the rear or to one side of the proposed development; a large parking area along the street front should be avoided.
- 3.2 On-site parking and loading areas should be designed to provide safe and efficient vehicle entrances and exits and facilitate on-site circulation.
- 3.3 A minimum 1.5m wide hard surface sidewalk should be provided from the public highway or public sidewalk to each dwelling unit or building, and be clearly separated from any roadways, driveways, parking lots, parking spaces, and maneuvering aisles, by curbing.

4. Landscaping

- 4.1 Landscaping and screening shall be in accordance with the requirements of the Zoning Bylaw and Landscaping Guidelines and the Subdivision and Development Control Bylaw, in force from time to time. All vegetation used for landscaping shall be of a quality acceptable to the City.
- 4.2 Retention and integration of existing mature plantings into the overall landscaping plan is encouraged where possible. Sidewalk areas, linking the public sidewalk with on-site sidewalks, should be contained within a landscaped area.

- 4.3 Parking areas visible from streets and adjacent residential buildings should be screened by substantial landscaping to soften their visual impact; trees should be used whenever possible.

5. Signage

- 5.1 All signs and signage should be architecturally coordinated with the overall design of buildings and landscaping; freestanding signs shall be incorporated into the design of the landscaped areas.
- 5.2 Freestanding signs shall conform in size and number to the City of Chilliwack Sign Bylaw, in force from time to time. Fascia signs and signs attached or painted on buildings shall be no larger in copy area than a ratio of 2m² per linear metre of building wall (2:1).

Other signs, including read-o-graph and other changeable text signs are discouraged.
- 5.3 Window decals shall conform to the standards outlined in the Official Community Plan, Downtown Design Guidelines, subsection 4.8 Window Decals.

6. External Lighting

- 6.1 Site lighting shall be oriented so as to illuminate the building form and provide adequate lighting of parking areas. Low height light globes are preferable to tall floodlights.

Development Permit Area 6 - Commercial, Intensive/Multi-Family Residential, and Mixed Commercial - Residential Development

Description and Exemptions

DPA 6 is designated under Section 919.1 (1) (e) and (f) of the *Local Government Act*, to address the form and character of commercial, intensive residential (single family attached and row homes), multi-family residential, and mixed commercial - residential development. As shown on DPA Map 6, this area

applies to the rest of the municipality outside of the DPA 5, and Promontory.

Within the designated area, the following activities shall require a Development Permit prior to commencement:

1. Construction of new commercial, intensive residential (rowhouses and single family attached dwellings where developed in conjunction with a rowhouse or townhouse development), multi-family residential, and mixed commercial - residential development, including free standing signs.
2. Addition to, or exterior alteration of, a commercial, intensive residential (rowhouses and single family attached dwellings where developed in conjunction with a rowhouse or townhouse development), multi-family residential, and mixed commercial - residential development, including free standing signs.
3. Exterior building protection on street facing portions of a building (excluding lanes).

The following works and activities are exempted from the requirement of a development permit:

- a) Window decals with 25% or less window coverage.
- b) Interior building protection that is transparent.

Rationale for DPA Establishment

This DPA helps new infill commercial, intensive residential (rowhouses and single family attached dwellings where developed in conjunction with a rowhouse or townhouse development), existing neighbourhoods properly, while ensuring them attractive, pedestrian friendly, and visually enhancing the community.

Objectives

1. To encourage a high standard of site and building design through the establishment of clear design guidelines for new commercial, intensive residential (rowhouses and single family attached dwellings where developed in conjunction with

a rowhouse or townhouse development), and multi-family residential infill development;

2. To maintain a consistent streetscape, promote pedestrian scale and enhance the urban design of the surrounding community; and
3. To facilitate the orderly development of the area and to encourage coordination of the siting, form and volume of new commercial, intensive residential (rowhouses and single family attached dwellings where developed in conjunction with a rowhouse or townhouse development), multi-family residential buildings and their areas for parking, storage, signage and landscaping.

Design Guidelines for this Development Permit Area

The guidelines contained in Schedule C, Development Guidelines – Commercial, Intensive/Multi-Family Residential, and Mixed Commercial - Residential Development shall apply to this Development Permit Area 6.

Development Permit Area 7 - Industrial Area Form and Character

Description of Permit Area and Exemptions

The City of Chilliwack in its entirety is designated as a Development Permit Area (Development Permit Area No. 7) under Section 919.1 of the Local Government Act for the establishment of guidelines to govern the form and character of industrial (and associated commercial) development within the City of Chilliwack.

Within the designated area, the following activities shall require a development permit prior to commencement:

- Construction of new industrial and commercial development, including the installation of freestanding signs that are subject to the City of Chilliwack Sign Bylaw.
- Exterior alteration or addition to an existing industrial or commercial building.

A development permit shall not be required for any development involving only the following:

- Subdivision of land zoned for industrial use.
- Fascia signage.
- Accessory Home Industrial uses.

Rationale for DPA Establishment

1. To facilitate the development of industrial lands in accordance with modern industrial and business park design standards that support individual and community health and well-being.
2. To facilitate the orderly development of established industrial areas through the coordination of siting, form and volume of new buildings, and their area for parking, storage, signage, and landscaping.

1. Building Form and Character

- 1.1. All buildings, structures and expansions or additions thereto, should be planned in a comprehensive manner and coordinated architecturally. Relationships between buildings and open areas, efficiency of circulation, visual impact and design compatibility with the surrounding properties and streets will be considered.
- 1.2. Building façades should emphasize a street-front orientation, and their designs should work toward a visually enhanced streetscape. This may be achieved through the articulation of structure forms, modular façades (which may be defined by openings of a building and signage) and variations in rooflines, as well as through the variation of exterior materials and color. Glazing is encouraged on all street façades.
- 1.3. Building design, materials and exterior finish and landscaping should support the creation of an attractive, high quality estate industrial environment.

1.4 Building design, layout, siting, landscaping,

screening and buffering should reflect the need to reduce noise impacts from Highway #1 and between industrial / commercial development and adjacent uses.

- 1.5 Buildings on corner sites or on lots backing onto roads should be designed to recognize the building's visibility from more than one street with continuity of design, materials, exterior finish, signage and landscaping. Buildings on corner lots should define the corner, with office and/or showroom components located at the front of the building, visible from the street.
- 1.6 Low profile building designs are encouraged, particularly adjacent to Highway #1.
- 1.7 Box-like structures with little surface articulation, and long expanses of uninterrupted single-height flat roofs should be avoided.
- 1.8 Bay doors, and loading docks should be recessed to minimize visual impact and conflicts with pedestrians. Where feasible, they should be located at the interior or rear of buildings away from the street, and screened from the dominant view of the main building on site, as well as from public view.
- 1.9 Materials are to be of high quality and the use of untreated or unfinished concrete, metal and/or prefabricated metal structures is not acceptable.
- 1.10 Rooftop equipment such as rooftop heaters, mechanical units, air conditioners, etc. should be located near one another and buffered, to reduce noise and visual intrusion from surrounding uses.
- 1.11 Public entrances should be clearly identified and easily accessible from the street.
- 1.12 The use of garish or neon colors is not permitted.

2. General Site Planning

- 2.1 All buildings and open space on site should be integrated as one unified development, while fulfilling their practical and aesthetic functions. Site Planning should consider the entire property and avoid the creation of “leftover” or untreated space.
- 2.2 Vehicular and pedestrian routes on site should be clearly defined to ensure public safety and movement efficiency.
- 2.3 Garbage receptacles and recycling facilities should be located away from the street and screened from the public view.

3. Parking & Loading Areas

- 3.1 Where possible, parking should be provided at the back and sides of the property and on-site parking and loading areas should facilitate safe and efficient movement of vehicles and pedestrians.
- 3.2 Parking areas should be buffered and screened from the street with substantial landscaping such as shrub beds and hedges, and where practical, low walls and soil-retaining structures consisting of but not limited to materials such as masonry, concrete, brick, wood, and rock.

4. Screening & Landscaping

- 4.1 Berms, shrub beds, low walls and plantings may be employed to screen unaesthetic features and to soften expansive architectural features.
- 4.2 Landscaping should complement the objective of creating an attractive, high quality industrial development. Street trees should be planted along street frontages in accordance with the City’s Tree Management (Land Development) Bylaw. Additional landscaping should aim to create visual interest along the street frontage and entire development with variety throughout the year

4.3 Landscaping shall include a decorative fencing design, material, and specifications. Black vinyl chain link fence hidden in landscaping may be provided. Plain galvanized chain link fencing should be avoided along the street frontage.

4.4 Natural vegetation or berms adjacent to Highway 1 should not be removed unless specifically authorized by the Development Permit.

4.5 Adjacent to Highway 1, where no natural vegetation exists or where natural vegetation is specifically authorized to be removed by the Development Permit, it should be replaced by a combination of landscape works and berms.

4.6 Outside storage areas are to be screened. Screening along Highway 1 should not compromise the visibility of the building(s); however, it should provide for screening of outdoor storage areas.

5. Lighting

5.1 Adequate lighting shall be provided to ensure it is purposeful and not intrusive, for all walkways, driveways, parking areas, entrances and loading areas to reinforce site security and public safety.

6. Crime Prevention Through Environmental Design (CEPTED)

6.1 The application of CEPTED principles for the building design, lighting, signage and other elements is encouraged.

7. Public Open Space and Recreational Pathways

7.1 Open space areas should be planned as passive and/or active recreational opportunities for employees.

7.2 An outside employee amenity area including a lunch / picnic table is encouraged.

7.3 A secure bicycle storage or lock up area for employees’ bicycles is encouraged.

8. Outdoor Storage

- 8.1 Outdoor storage areas should be located at the rear or side of the building, visually buffered, and designed in an unobtrusive manner.

9. Signage

- 9.1 Free standing signage should be architecturally coordinated with, and not dominate, the overall design of the buildings and landscaping; and it shall comply with the City of Chilliwack Sign Bylaw, in force time to time.

Development Permit Area 8 - Hillside Development

Description and Exemptions

The City of Chilliwack in its entirety forms Development Permit Area 8 for the purpose of:

- protecting the natural environment, its ecosystems and biological diversity;
- protecting development from hazardous conditions; and
- establishing objectives for the form and character of intensive residential, multi-family residential, commercial and industrial development.

A Development Permit is required for the following works and activities:

1. Subdivision of land with 20% or greater slopes and zoned for residential, commercial, industrial or institutional use; or
2. New earthworks and construction on land with 20% or greater slopes zoned for residential, commercial, industrial or institutional use.

In addition a third party review of the application will be required per the City's Development Approval Information Bylaw where the subject development proposal involves 30% or greater slopes.

A Development Permit is not required where:

1. The subject property contains only areas with natural slopes less than 20 percent;
2. Development activities are restricted to areas with natural slopes less 20 percent, and any areas with slopes of percent or more are permanently protected through dedication, registration of a covenant, or other acceptable method; or,
3. Construction only involves fences or single-tier retaining walls of less than 1.2 metres in height.

Rationale for DPA Establishment

The establishment of this Development Permit Area is to ensure that development, while it may be accommodated, must respond to the steeper slope context in a sensitive and flexible manner. It emphasizes the protection of the natural environment, the protection of development from hazardous conditions, and the preservation of the character and beauty of Chilliwack's hillside areas.

Nothing in the following DP Guidelines require the City to issue a DP where it remains concerned that the requirements have not being satisfactorily addressed.

Objectives

The objectives of DPA 8 are to ensure that new hillside development:

1. Positively contributes to Chilliwack's hillside character;
2. Integrates seamlessly with its hillside context through context-sensitive design approaches;
3. Preserves the aesthetic values of Chilliwack's scenic "green backdrop";
4. Respects views both to and from the hillside;
5. Provides safe access and services that fit the hillside context;
6. Maintains many of the unique features of the hillside, such as rock outcrops, watercourses, ravines, mature trees and vegetation, and ridgelines;

7. Protects wildlife habitat and environmentally sensitive areas;
8. Avoids unstable or hazardous portions of the hillside and provides protection against slope instability and erosion; and,
9. Uses economic and efficient approaches to construction and maintenance.

Guidelines

1. Unique Natural Characteristics

1.1 In the development concept plan, identify and integrate natural site characteristics such as rock outcrops, watercourses, wetlands, ravines, mature stands of trees, and significant wildlife habitat.

2. Ridgelines:

2.1 Preserve the natural qualities of ridgelines for the benefit of the community-at-large. To minimize view impacts to the ridgeline, development should:

- a. provide additional setbacks from the top of the ridgeline; and/or
- b. preserve or plant trees and vegetation to screen development; and/or
- c. reduce building height to ensure that new development has a low profile on the ridgeline.

3. Trees and Vegetation:

3.1 Clearly identify tree clearing limits in the Development Concept Plan.

3.2 Identify and preserve stands of trees and vegetation.

3.3 Complete a Tree Management Plan and plant new trees in accordance with the provisions of the City's Tree Management (Land Development) Bylaw.

4. Restoration of Disturbed Areas:

4.1 Restore disturbed areas as soon as possible and prior to occupancy in accordance with a re-vegetation plan that is prepared by a registered landscape architect (BCSLA) and designed specifically to promote plant health, mitigate erosion, and offset any visual impacts of hillside development.

4.2 Intensely landscape each lot, with particular attention to areas adjacent to street frontages and areas adjacent to retaining features.

4.3 Use native plant materials to the greatest extent possible.

4.4 Limit the use of irrigation. Where irrigation is essential, water conserving principles should be employed in the design of the irrigation system. In addition automatic shut-off valves should be provided for all irrigation systems to prevent risk of accidental erosion due to system failures.

4.5 Replace trees and vegetation in a manner that replicates the characteristics and performance of the natural setting, including the provision of a sufficient density of trees (as specified in the City's Tree Management Bylaw), sufficient ground cover, and intensity of vegetation. Trees should be planted in organic clusters rather than in lines or formal arrangements.

4.6 Replace trees and vegetation in such a way that they reach maturity in a 10 year time frame.

4.7 Manufactured slopes should not appear engineered but should blend with existing slope conditions.

4.8 Re-vegetation should consider viewscapes from the hillside.

4.9 When restoring disturbed areas, adequate depth of growing medium should be provided in accordance with the specifications of the BC Landscape Standard.

5. Lot Size and Configuration:

- 5.1 Cluster development as a means of minimizing site disturbance, protecting open space in steeper areas, and protecting the natural environment.
- 5.2 Where possible, direct higher density development, including small lot single-detached residential and townhouses, towards areas with less steep slopes that are most easily developable.
- 5.3 In general, locate the majority of hillside development in areas with natural slopes of less than 30%, and preserve open space in areas with natural slopes of 30% or more, where there are greater inherent risks associated with development.
- 5.4 Utilize alternative lot configurations (e.g. wide/shallow lots) to reflect unique site conditions.

6. Parks, Open Space and Trails:

- 6.1 Retain natural hillside features as a means of creating unique park spaces.
- 6.2 Avoid extensive grading when creating parks, trails and open spaces.
- 6.3 Preserve contiguous open space networks to provide habitat linkages within the site and to neighbouring areas. Where practical these networks should be integrated into existing riparian corridors.
- 6.4 Utilize trails to connect parks and schools as well as parts of the community that cannot be linked by roads due to topographic constraints.
- 6.5 Locate key park spaces to capitalize on scenic views from the hillside.
- 6.6 Set up barriers with clear warning signage to discourage the public from accessing slopes that are considered dangerous.

7. Roads:

- 7.1 Align roads to follow natural site contours, conforming to topographic conditions rather than cutting across contours.
- 7.2 Provide for reduced design speeds (minimum 40 km/hour on collectors and arterials and minimum 30 km/hour on local roads) and increased road grades (maximum 15%) where it can be demonstrated that design measures will be employed to help ensure that travelled speeds remain close to the posted speed limits through reduced straight sight distances and road geometric design.
- 7.3 Utilize connectivity in the road network over long cul-de-sacs and “dead-end” situations where topographic conditions permit.
- 7.4 Utilize alternative approaches to turnarounds (e.g. hammerhead configurations) to reduce the amount of required grading works.
- 7.5 Allow cul-de-sac length to be increased where connectivity in the road network is not possible due to topographic conditions, provided that appropriate emergency access is constructed. Emergency vehicle access lanes shall generally have a minimum hard packed surface width of 4 metres and a cleared width of 6 metres.
- 7.6 Utilize split roads and/or one-way roads to preserve significant natural features, to reduce the amount of slope disturbance, or to improve accessibility to individual parcels.
- 7.7 Require one-way roads to have a minimum pavement width of 6 metres and a minimum right-of-way of 10 metres.
- 7.8 Utilize reduced pavement widths and right-of-way widths (e.g. local road with minimum pavement width of 6 metres plus parking bays and minimum right-of-way of 12 metres) where service levels and emergency access can be maintained. The reduced widths should demonstrate less slope disturbance, and the reduced widths should contribute to the overall neighbourhood character.

7.9 Encouraging meandering sidewalks adjacent to the road as a means of eliminating long, sustained steeper grades, preserving natural features, or reducing grading requirements within the right-of-way. Varied offsets between the road and sidewalk will be considered for these purposes.

8. Driveways and Lanes:

8.1 Individual driveway grades up to 20% may be permitted where site conditions warrant and where it can be demonstrated that grade transitions will ensure good vehicular access.

8.2 Ensure the first 3.5 m on a downslope driveway has a grade no greater than 7%.

8.3 Lanes and shared driveways may be permitted where significant site grading can be reduced with the following provisions:

- a. Grades should not exceed 14%.
- b. Single in and out lanes, and shared driveways should be limited to servicing 6 lots and they should include turn around provisions.
- c. Through lanes and shared driveways may service up to 15 lots.
- d. Minimum paved lane width shall be 4.0m with widening where necessary to permit safe vehicle movements.
- e. Lane design must allow for access by emergency, garbage collection vehicles, and moving vehicles at a design speed of 20 km/hour.
- f. One on-site guest parking spot must be provided per lot serviced.
- g. Where house frontage is not visible from the street, civic addresses must be placed on a sign that is visible from the street.
- h. For shared driveways, an appropriately sized and located area will be required for common garbage and recycling

pick-up from the road. Space must be provided to allow for a vehicle to pull off the road to access this area.

8.4 Rear lanes are encouraged particularly on the high side of lots, in order to allow for stepping of buildings, eliminate the need for steep driveways, and to allow for retaining features and/or reduced grading requirements in front yards.

8.5 Driveway widths should not exceed 3.5m at the curb face, in order to minimize grading requirements.

9. Building Siting and Orientation:

9.1 Orient buildings so they run parallel with the natural site contours to reduce the need for site grading works and to avoid high wall facades on the downhill elevation.

9.2 Site buildings to minimize interference with the views from nearby (uphill) buildings.

10. Earthworks and Grading:

10.1 Maintain yard areas in a natural slope condition. Large cuts and fills to achieve flat yards will not be permitted.

10.2 Ensure cuts and fills blend in with the natural topography, providing smooth transitions and mimicking the pre-development site contours. This can be accomplished by providing berms, grading the site to reflect original topographic conditions, and providing landscaping that mimics the site topography.

10.3 Re-vegetate manufactured slopes to reflect natural conditions.

10.4 Rock cuts are an acceptable alternative to retaining and they will be permitted where necessary (i.e. for roads) but with consideration for the visual impact of the exposed rock faces.

Lot grading should be provided on a consistent, comprehensive basis throughout the whole of the development. Grading should not be undertaken on a parcel by parcel basis: all grading and retaining should be completed by the master developer, and at an individual parcel level, there should not be a requirement for builders to manipulate land.

11. Retaining:

- 11.1 Retaining materials should evoke a sense of permanence and reflect natural qualities in appearance through the use of context-sensitive materials (i.e. stone, masonry, brick, etc.), colours, and textures. Large concrete lock block is not considered to be a context-sensitive retaining material, and if used, it must be masked or screened (e.g. through the use of landscaping).
- 11.2 Retaining walls should generally be curvilinear and follow the natural contours of the land.
- 11.3 Utilize terracing of retaining walls to break up apparent mass and to provide planting space for landscaping features.
- 11.4 Use systems of smaller, terraced retaining walls where significant retaining is necessary, rather than providing a single, large, uniform wall. The height and depth of terraced walls shall be consistent with the natural terrain and the general pre-development slope conditions above and below the walls.
- 11.5 Provide landscaping to screen or supplement all retaining features.
- 11.6 Minimize the height of retaining walls. In site-specific circumstances, high walls may be permitted where warranted. Retaining walls over 1.2m in height should either be terraced with landscaped tiers, be screened by landscaping, have a unique surfaced texture/pattern, or use innovative design techniques (e.g. green retaining wall systems primarily on southern exposures)

to mitigate visual impacts. Note that for proposed walls in excess of 1.2m the developer will be required to show that the wall is essential to accommodating road geometry.

12. Building Mass and Height

- 12.1 Utilize a range of design tools to reduce apparent building height and mass. Options include:
 - a. Stepping the building foundation to reduce site grading and retaining requirements (i.e. buildings should be set into the hillside and integrated with the natural slope conditions);
 - b. Avoiding single vertical planes in excess of two storeys;
 - c. Varying rooflines;
 - d. Articulating buildings;
 - e. Avoiding unbroken expanses of wall;
 - f. Designing buildings in smaller components that appear to fit with the natural topography of the site;
 - g. Designing roof pitches to reflect the slope of the natural terrain (i.e. angling roof pitches at slopes that are similar to those of adjacent slopes).

Development Permit Area 9 – Farm Home Plate

Description and Exemptions

DPA 9 is designated under Section 488 (1)(c) of the *Local Government Act*, for the protection of farming, and comprises all valley floor farmland, as shown on DPA Map 9.

1. Within the designated area, the following activities will require a development permit prior to commencement:
 - a. construction of a residential building, structures, or residential amenities which do not conform with the established Zoning Bylaw siting regulations for a farm home plate.

A “farm home plate” is an area of the property where all residential and related buildings, structures, and activities are clustered, leaving the balance of the property for agricultural use. This includes homes and ancillary uses, including detached garages or carports, attached or detached household greenhouses or sunrooms, residential related workshops, tool and storage sheds, artificial ponds not serving farm drainage or irrigation needs and landscaped areas associated with the residential use, recreation areas including but not limited to tennis courts and pools, and septic tanks and other related facilities, excluding sewerage disposal fields.

2. The following activities are exempted from the requirement to obtain a DP:
 - Agricultural activities including farm related buildings and driveways for equipment operation (e.g. silos, barns, greenhouses, etc.)
 - Development of a residential unit above an existing building, where permitted.

Rationale for DPA Establishment

Residences and other farm buildings on agricultural land may reduce the amount of land available for agricultural production; make production less efficient; or place limits on agricultural operations on adjacent properties. The City’s zoning standards for the siting and area of farm home plates are intended to minimize the impact of residences and related buildings and activities on agricultural land and ensure agricultural land is retained for agriculture in the long term. However, as these standards may not be achievable due to specific site characteristics, this development permit area provides for alternative home plate siting, in keeping with established guidelines.

Objectives

- To minimize the impact of residences and related buildings and activities on agricultural land
- To retain agricultural land for agricultural uses in the long term

Guidelines

1. Alternative siting for a farm home plate is supportable with the goal of using a minimum farm land area as possible:
 - a. Variations in siting are desired to allow the clustering of farm homes with farm buildings for efficiency or security of operations (e.g. to tend dairy cows or to watch over valuable equipment);
 - b. Construction of a home is proposed to take place on higher ground to meet floodplain requirements or avoid a hazardous area;
 - c. Increased maximum setbacks for an equivalent home plate are warranted due to narrow or irregular shaped lots, including panhandle lots;
 - d. A home must be located adjacent to a septic field and/or disposal field that cannot be situated within the home plate area due to ground conditions;
 - e. Easements utility corridors, riparian areas, or other physical features prevent the location of a farm plate within the area established by the zoning bylaw;
 - f. A shared driveway to support farm operations and a house are proposed (dual purpose);
 - g. For minor additions to existing homes which may not conform to farm home plate standards established by the zoning bylaw.
2. Proposals will not be supported to:
 - a. Facilitate increases in total allowable farm home plate area under the zoning bylaw;
 - b. Allow placement of a home outside of a farm home plate area for reasons that do not support farming of the parcel (e.g. for aesthetic reasons personal preference, or where no physical impediments exist (e.g. watercourse, utility corridor, etc.); or,
 - c. Locate the home in the middle of the property.

Development Permit Area 10 – Coach Houses or Garden Suites

Description and Exemptions

The City of Chilliwack in its entirety forms Development Permit Area 10 under the *Local Government Act*, for the establishment of objectives and the provision of guidelines for the form and character of a coach house or garden suite.

Within the designated area, a Development Permit is required for:

1. New earthworks and construction on land for the purpose of creating a coach house or garden suite (including conversion); or,
2. Addition to or (exterior) alteration of an existing coach house or garden suite.

A Development Permit is not required for:

1. A property in the Agricultural Land Reserve or Ryder Lake neighbourhood; or,
2. Minor exterior alterations to an existing coach house or garden suite which does not affect compliance with the Design Guidelines.

Rationale for DPA Establishment

The reasons for this Development Permit Area are to ensure that new infill residential development meets a high standard of form and character design while integrating into the natural features of the surrounding environment, incorporates a scale, siting, and form that is compatible with the existing neighbourhood.

Objectives

The objectives of this Development Permit Area are to ensure that a new coach house or garden suite:

1. Meets a high standard of site and building design;
2. Integrates seamlessly into existing neighbourhoods;
3. Protects privacy of neighbours; and,

4. Accommodates natural terrain through innovative design.

Guidelines

Development permits issued must be in accordance with the following requirements:

1. Design:

- 1.1 Coach house and garden suite design should match architecturally with the principal dwelling with respect to the roofline, massing, shape, scale, proportion, exterior finishes, and colour.



Images showing compatible architectural styles

- 1.2 Exterior staircases must meet setback requirements, and interior staircases must be located within an entrance foyer with a maximum area of 2m² in size designed for exterior access only (with no access into the ground floor).
- 1.3 Coach house and garden suite windows should be oriented to the internal lot, the lane way, or flanking street (if on a corner lot), and must limit overlooking of adjacent lots. Windows facing yards should be modestly sized. The utilization of frosting on windows facing neighbouring yards is required, unless other view obstructing screening is provided.

1.4 Skylights and clerestory windows are encouraged for coach houses to increase light and ventilation without encroaching on the privacy of adjacent lots.



Skylights and windows carefully designed to reduce overlooking onto neighbours while still allowing for natural light and views of outside.

1.5 In areas with steep slopes, the design of the structure should reflect and incorporate the natural terrain.

1.6 Balconies and/or decks are permitted on the portion of the structure oriented towards the principal dwelling unit with a maximum height of 3.0m; roof decks are strictly prohibited.

1.7 Break up the solid wall of double garage doors by either using single garage doors or double garage doors with windows or other architectural elements.

2. Siting:

2.1 The coach house or garden suite should be located behind or beside the principal dwelling.



Coach house backing onto lane that includes a recessed covered "stoop".

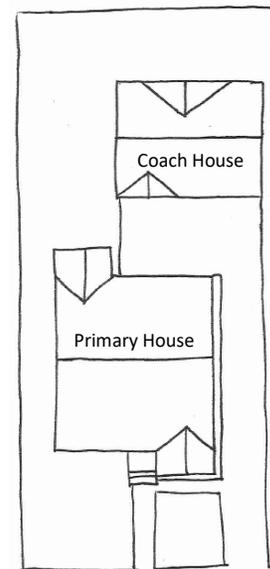
2.2 Coach houses and garden suites that back onto a lane should not be accessed directly off the lane but rather include a recessed, preferably covered landing or "stoop".

2.3 In the case of corner lots; lots with laneway

access or double fronting lots, the structure should be directly oriented to (front door facing) the adjacent right-of-way.

3. Access:

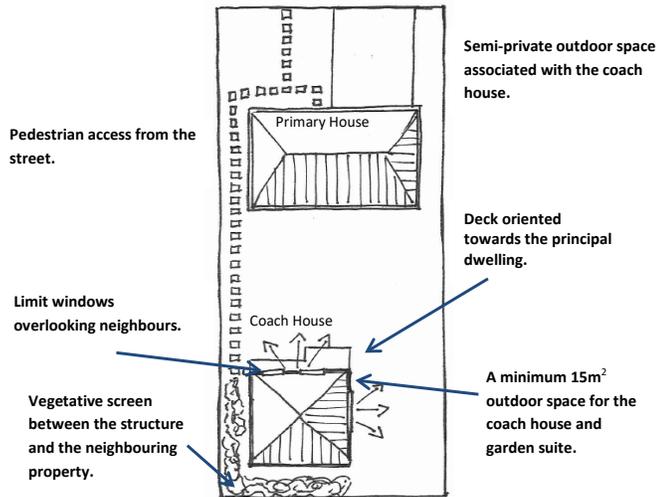
3.1 In the case of corner lots; lots with laneway access or double fronting lots, the building can be accessed by the laneway or flanking street if the flanking street is a local road. On all other streets, access to the structure is limited to a shared driveway.



Parking located within the rear of the lot and access to the coach house is limited to a shared driveway.

3.2 Address signs are required for all units, either located both on the street entrance and on the lane to clearly identify the unit for visitors, deliveries, and emergency responders.

3.3 Pedestrian access must be provided from the front street to the coach house or garden suite for emergency responders, deliveries and visitors, and include signage and lighting. Pervious materials such as pavers may be considered.



4. Outdoor Space:

4.1 A minimum of 15m² of semi-private outdoor space should be clearly associated with the coach house or garden suite.

4.2 A view obstructing screen, with a minimum height of 1.5m, is required between the structure and the neighbouring properties. The screen may consist of a berm, fence, masonry wall or vegetation screen.



Semi-private outdoor space associated with the coach house or garden suite.

5. Outdoor Lighting:

5.1 Coach house and garden suite lighting must be oriented to the unit and not intrude on neighbouring properties. Pathway lighting, non-glare down cast LED lights for entrance

features, and other lighting features should complement the architectural and landscape style of the unit.



Pathway lighting

6. Landscaping:

6.1 Landscaping on rear lanes is encouraged to enhance the visual amenity of the lane and break up solid lines of fencing but must not impede visibility for vehicle movement.

COMPREHENSIVE PLANS

The following comprehensive plans are attached and form part of this bylaw (Schedule D - Neighbourhood Plans):

- Downtown Land Use and Development Plan
- Eastern Hillside Comprehensive Area Plan
- Agricultural Area Plan
- Alder Neighbourhood Plan
- Chilliwack Proper and Fairfield Island Neighbourhoods Plan
- Sardis Neighbourhood Plan
- South Vedder Neighbourhood Plan
- Yarrow Neighbourhood Plan

DEVELOPMENT APPROVAL INFORMATION

For the purpose of Section 920.01 of the *Local Government Act*, development approval information may be required under any of the following circumstances:

1. The development results in any of the following:
 - a. a change in the Official Community Plan land use designation;

- b. a change in zoning;
 - c. a requirement for a development permit; or,
 - d. a requirement for a temporary use permit;
2. The development may result in impacts on:
- a. transportation patterns and traffic flow;
 - b. infrastructure including sewer, water, roads, drainage, street lighting and other infrastructure;
 - c. public facilities such as schools and parks;
 - d. community services; or,
 - e. the natural environment;
3. The development could result in other impacts that may be of concern to the residents of City of Chilliwack, City staff or City Council.
4. The information is essential to meeting the Geotechnical and Floodplain Report Guidelines and/or other technical report guidelines that are administered by the City.

The main objective of the above provisions is to ensure that applicable studies and relevant information are provided to the City prior to development, in order for the City to evaluate the impact of the development on the community.

The types of studies that may be required include but are not limited to the following:

- 1. transportation impact studies;
- 2. infrastructure studies;
- 3. studies on the impacts on public facilities;
- 4. studies on impacts on community services;

- 5. environmental impact studies; and
- 6. studies that identify the impacts on other matters that are identified as a concern to the residents of the City of Chilliwack, City staff or City Council.

ADMINISTRATION

Authority and Interpretation

- 1. City council is given the responsibility and authority to create and adopt an Official Community Plan under the Local Government Act. The Local Government Act outlines the content and function of Official Community Plans.
- 2. This Plan applies to the land and surface of the water within the City of Chilliwack.
- 3. The exact location of symbols or boundaries shown on most maps in this Plan will be legally defined by zoning bylaws enacted over time by City Council.
- 4. Any reference of proposed public facilities on private lands is to be considered as a broad objective only.
- 5. Where matters are outside the jurisdiction of Council, this Plan states broad community objectives. This Plan cannot and does not represent a commitment from other agencies to act according to community objectives.
- 6. It is intended that this Plan consists of objectives and policies for action that achieve the stated objectives. Actual priorities and the level and timing of implementation will be dependent on future discretionary decisions made by successive Councils and the resources available to them.
- 7. Where a word is not specifically defined, then its meaning is the same as indicated by BC legislation or the Oxford Dictionary.
- 8. Metric measurements are used in this Plan. Except for the development permit areas, they should be considered approximate measures that will serve as a general guide for the future development of more specific land use bylaws.

9. The Chief Administrative Officer of the City of Chilliwack or other officer appointed by Council will administer the provisions of this Plan.

SEVERABILITY

If any part of this bylaw is for any reason held to be invalid by the decision of any Court of competent jurisdiction, the invalid portion shall be severed and the decision that it is invalid shall not affect the validity of the remainder.

OCP REVIEW SCHEDULE

This OCP should be reviewed when the City's population reaches 100,000 and Chilliwack becomes a census metropolitan area. The City may also review their Official Community Plan as circumstances warrant.