

# ALDER

NEIGHBOURHOOD  
PLAN





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# 1 INTRODUCTION

## 1.1 Overview

In 2011 and 2012, the City of Chilliwack considered a rezoning application at 45785 Alder Avenue, just to the east of Vedder Road, three blocks south of Knight Road. The applicant applied to rezone the subject property from One Family Residential to Medium Density Multi-Family Residential to accommodate a 48 unit apartment building at the east end of Alder Avenue. The development application generally met Official Community Plan direction. However, considering the broader neighbourhood context, there were concerns about the suitability of the current transportation network to accommodate new development in the area, and about the potential need for a new north-south route through the area. Additionally, questions remained about a lack of amenity space for existing and future area residents, setbacks from the adjacent railway, proximity to the Agricultural Land Reserve (ALR), and building form and character.

In response to the development application, Council directed City staff to complete a Neighbourhood Plan for the broader Alder Avenue Area. The Neighbourhood Plan purpose is to provide a broader understanding of the site in its context, resulting in a land use plan that provides direction regarding:

- Access and circulation for all modes of transportation;
- Land use and density;
- Amount, location and type of amenity space;
- Interface with ALR lands as well as the railway;
- Finance of development-related improvements; and
- Building scale, form and character.

It is recognized that the study area is an area in transition, and that there is a need to establish the context for redevelopment within the neighbourhood. Ultimately, this Neighbourhood Plan provides the direction required for the City to consider all future development applications in the study area. This Plan is adopted as an Appendix to the current City of Chilliwack Official

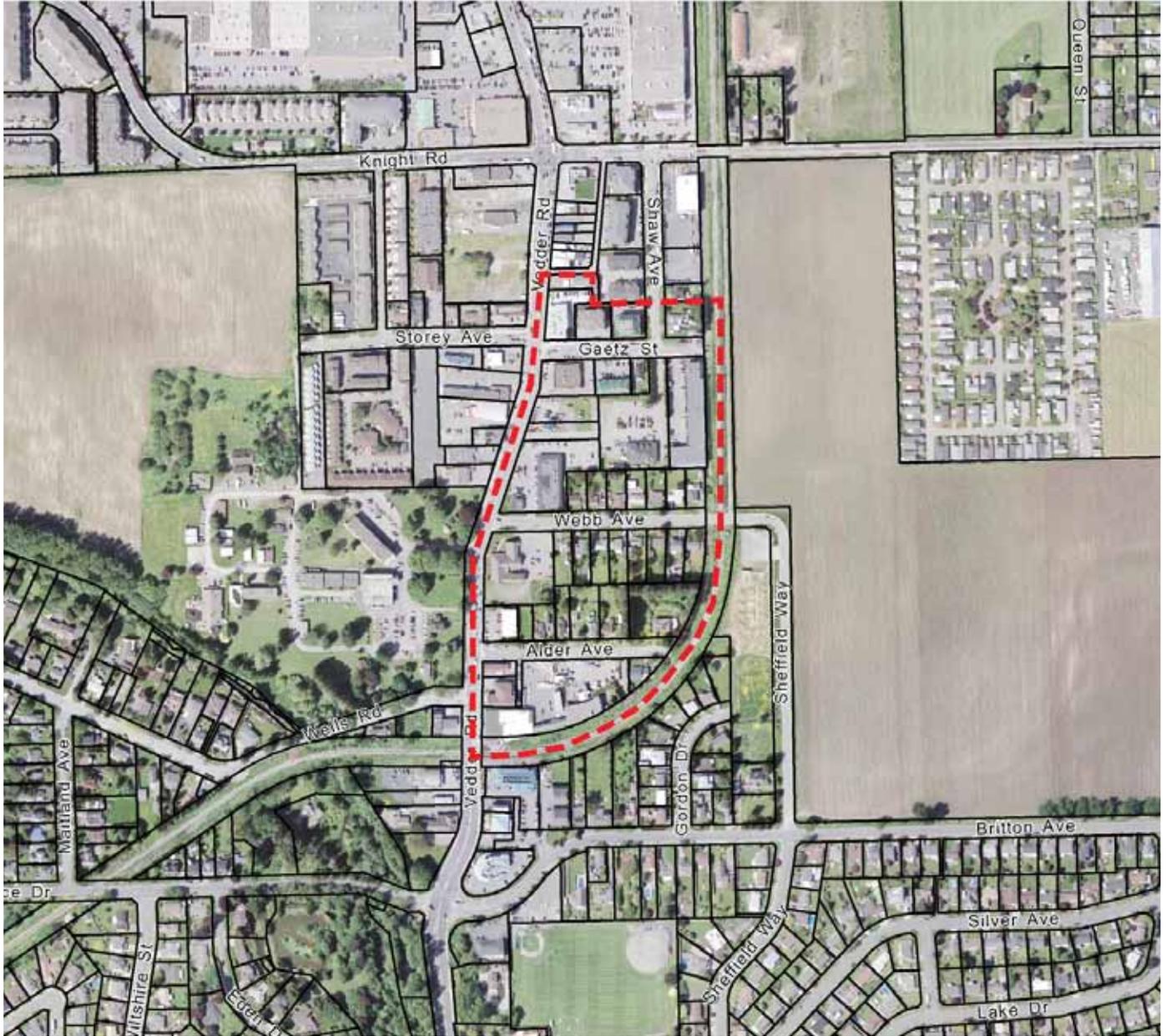
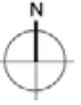
Community Plan, and it contains objectives and policies that guide the City in directing future land uses and neighbourhood improvements.

## 1.2 Plan Area

The study area generally consists of those properties located:

- to the east of Vedder Road;
- to the north and west of the Southern Railway of British Columbia line; and
- to the south of Gaetz Street (including those properties that front the north side of Gaetz Street).

The study area is illustrated in Figure 1.1.



KEY

— — Study Area Boundary

↑ Figure 1.1: Plan Area and Context

# 2

# BACKGROUND AND PLANNING CONTEXT

## 2.1 Planning Process

The Alder Neighbourhood Plan was initiated in September 2012. The overall planning process is illustrated in Figure 2.1. During September and October 2012, an Initial Assessment and Information Gathering Phase was completed, culminating in an October 30, 2012 Neighbourhood Meeting that was attended by approximately 25 property owners and residents within the plan area. The purpose of the Neighbourhood Meeting was to present the site analysis, summarize issues and opportunities, and develop a stronger understanding of property owner and resident interests in the Neighbourhood Plan.

Based on the feedback provided at the first Neighbourhood Meeting and discussions with City staff, a series of guiding development principles were established for the Neighbourhood Plan, as outlined in Section 2.4, below. Approximately five land use scenarios were prepared to explore options in more depth, with a particular focus on transportation, land use, and park planning. The preferred land use scenario, identified in this Neighbourhood Plan was then reviewed at a November 29, 2012 public open house, attended by approximately eight neighbourhood property owners and residents. Following the open house, the future land use plan was revised and the Alder Neighbourhood Plan was completed.

## 2.2 Site Planning Context

### 2.2.1 Surrounding Area

The plan area is located in Sardis, along the busy Vedder Road corridor. The plan area is located approximately 1 kilometre south of the Trans-Canada Highway, and approximately 600 metres south of the large commercial developments at Vedder Road and Luckakuck Way. To the east of the plan area, across the Southern Railway of British Columbia line, there are agricultural lands, the Chilliwack River, and a limited amount of residential development.

To the west, across Vedder Road, there is the Coqualeetza, which houses the Sto:Lo Nation offices. To the north of the Indian Reserve, there are commercial properties within the City of Chilliwack. To the south of the plan area, there is continued commercial development along Vedder Road to Spruce Drive/Britton Avenue, and there is primarily single detached housing in the neighbouring southern areas.

### Phase 1 - Assessment and Information Gathering

- Perform site analysis
- Perform development capacity and transportation assessments
- Summarize issues and opportunities
- Neighbourhood meetings

### Phase 2 - Assessment and Information Gathering

- Develop scenarios and evaluation criteria
- Review scenarios and confirm gaps
- Identify preferred scenario

### Phase 3 - Assessment and Information Gathering

- Develop Draft Alder Avenue Block Plan
- Neighbourhood Open House
- Review feedback and make revisions
- Finalization of Alder Neighbourhood Plan



Figure 2.1: Planning Process

### 2.2.2 Existing Land Uses And Area Character

Within the plan area, current development includes a mix of single detached homes, apartment buildings, a range of commercial uses, and a church. Along Vedder Road, south of Alder Avenue, retail and commercial uses generally front Vedder Road, with small to no front setbacks. Further to the north, Vedder transitions to strip mall commercial with parking lots between Vedder Road and the buildings. At the corner of Vedder Road and Webb Avenue, the United Church has a stronger street presence than adjacent commercial sites. At the corner of Vedder Road and Gaetz Street, there is a strip mall on the southeast corner of the intersection. At the northeast corner, there is a relatively new two-storey commercial building that fronts Vedder Road and has structured parking.

Along Alder Avenue, Windsor Plywood occupies most of the land on the south side of the street, and there is also one single detached home to the east of Windsor Plywood, along the railway. An alley on the west side of Windsor Plywood appears to be used to access parking. On the north side of Alder Avenue, there are five single detached homes. The oldest home was built in 1912, two homes were built in the 1920s and the other two homes were built in the 1940s and 1970s.

Along Webb Avenue, beyond the church and strip mall that fronts onto Vedder Road, there are eight single detached homes on the south side of the street and seven single detached homes on the north side of the street. Aside from two homes built in the 1970s and 1980s, the remaining Webb Avenue homes were built in the 1940s to 1960s.

Along Gaetz Street, moving east from the buildings located at the intersection with Vedder Road, there are two four storey apartment buildings on the north side of the street. There are a range of commercial uses and single detached homes along the remainder of Gaetz Street. The block bound by Gaetz Street, Vedder Road, and Webb Avenue is large (i.e. approximately 160 metres by 185 metres) and in the middle of the block there is a pub, accessed by both Vedder Road and Gaetz Street.



Newer building at northeast corner of Vedder Road and Gaetz Street (view from Gaetz Street looking west)



Rear yard of Windsor Plywood property (view from Alder Ave. looking south)



Older single detached home (view from Alder Ave. looking northeast)

### 2.2.3 Transportation Context

The transportation context is illustrated in Figure 2.3. Vedder Road is one of the City's main north-south corridors, providing access from Sardis to Downtown Chilliwack, across the Trans-Canada Highway. Through the study area, Vedder Road is a four-lane road with narrow sidewalks, situated within a 20 metre right-of-way. Between Alder Avenue and the railway, there is a limited amount of parallel parking on the east side of Vedder Road. The ultimate road section has yet to be confirmed but is anticipated to include two travel lanes in each direction, on-street bicycle lanes and sidewalks.

Vedder Road is the City's most significant transit corridor. Chilliwack's top performing routes serve the Vedder Road corridor, and recent route changes have created the north-south Vedder (#1) line, which alleviates the need for downtown-bound passengers to make a transfer at the Cottonwood Mall. The Yarrow-Greendale (#5) route also travels along Vedder Road through the study area, and the Promontory (#4) route travels just to the south of the study area, along Britton Avenue and Spruce Drive.

Alder Avenue, Webb Avenue, and Gaetz Street all have 20 metre rights-of-way. Alder Avenue is a dead-end, terminating at the railway. Webb Avenue crosses the railway and turns south, becoming Sheffield Way. Gaetz Street terminates at the railway, but connects to Shaw Avenue, which provides access north to Knight Road. Aside from Vedder Road, Gaetz Street is the only study area road with sidewalks. Gaetz Street also includes dedicated angle parking on the south side, and parallel parking on the north side.

Currently, there is no dedicated cycling infrastructure within the Plan area. However, just to the east of the Plan area, there is a pedestrian and cyclist pathway along the Southern Railway corridor, to the north of Webb Avenue. The City has identified the possibility of a future extension of this route to the south of Webb Avenue, along the railway corridor.

To illustrate the proximity of the Plan area to other key destinations, Figure 2.3 illustrates a 450 metre (5 minute

walk) radius from the shopping area to the north of Knight Road, and the park and school area to the south of Britton Avenue. As shown in Figure 2.3, the central portion of the Plan area is within an approximate five minute walk distance of both destinations.

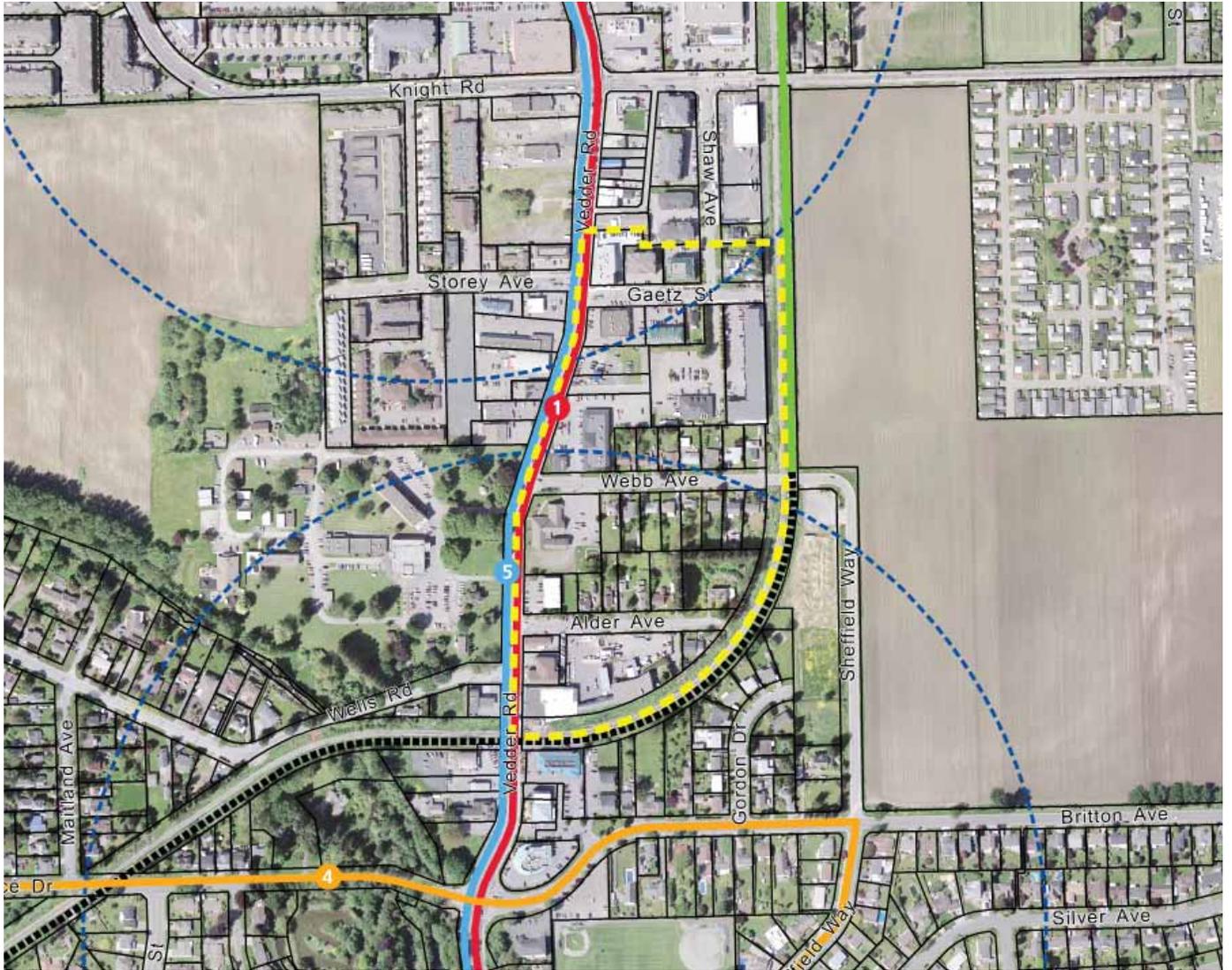
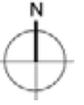
The City completed the Vedder Road Pedestrian Crossing/ Fraser Connector Assessment report to better understand the pedestrian needs in the neighbourhood and the ability of area roads to accommodate traffic generated from future development. The results of the report have been considered in the preparation of this Plan.



Vedder Road to the south of Alder Avenue  
(view from east side of Vedder Road looking north)



Pathway along Southern Railway Corridor  
(view from Webb Avenue looking north)



KEY

-  Study Area Boundary
-  Veddler
-  Evans
-  Promontory
-  Yarrow / Greendale
-  Existing Pedestrian / Cycling Path
-  Potential Future Pedestrian / Cycling Path (Conceptual)
-  450m Walk

↑ Figure 2.3: Transportation Context

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### 2.2.4 Block Sizes And Connectivity

Historically, development in the Alder Neighbourhood Plan area was rural or low density residential in nature. As subdivisions occurred, the east-west roads (e.g. Alder Avenue, Webb Avenue) were extended from Vedder Road to the Southern Railway. More recently, Webb Avenue was extended across the railway tracks and Sheffield Way was built, providing a connection to Britton Avenue, to the south of the study area. However, within the neighbourhood, the east-west block lengths are on the large side. For example, along Alder Avenue, the distance from Vedder Road to the Southern Railway is approximately 200 metres, and along Webb Avenue, the distance from Vedder Road to the Southern Railway is approximately 220 metres. In comparison, grid spacing of 80 metres to 100 metres typically provides an optimum network for pedestrian and vehicular circulation needs. Figure 2.4 illustrates sample block spacing comparisons from other urban, walkable neighbourhoods that also provide multiple options for vehicular circulation.

### 2.2.5 Park And Amenity Spaces

Currently, there are no significant park and amenity spaces within the study area (though there is a volleyball court located on private property adjacent to the pub between Vedder Road, Gaetz Street, and Webb Avenue). To the south of the study area, across Britton Avenue, there are a number of large playing fields at the Sardis Sportsfield, which is located adjacent to Sardis Elementary School.

### 2.2.6 Railway And Agricultural Land Reserve Interface

Along the southern and eastern edges of the study area, the railway creates a significant barrier, crossed only by Webb Avenue. Throughout the study area, there are currently a number of buildings, including single detached homes, located within 15 metres of the railway. Directly to the east of the railway, lands are located within the Agricultural Land Reserve (ALR). Because of the presence of the railway and vegetation in the railway corridor, the interface with ALR properties is not as strong as it may otherwise be in other areas of the City.

### 2.2.7 Views

From points within the study area, particularly along east-west roadways and properties adjacent to the railway, there are strong views to the east, to agricultural lands and the mountains beyond.



Portland - 80m block size



Prince George - 100m block size



Vancouver - 100m block size



Chilliwack - 105m block size



Kelowna - 110m block size



Alder Avenue - 200m block size

↑ Figure 2.4: Block Size Comparisons

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### 2.2.8 Redevelopment Potential

Approximately half of the residential properties in the study area are owner-occupied. The remaining properties are either owned by developers/holding companies or individuals who live outside of the study area. Commercial properties in the area are owned by a variety of numbered companies and businesses.

The majority of the single family housing stock in the study area was built between 1940 and 1960. Several homes were constructed earlier and later; however, most fall into this range. Some of the properties have undergone minor renovations over time while others appear to be in original or near-original condition. Two multi-family strata developments in the area were constructed in the early 1990s.

Based on feedback from the initial neighbourhood meeting, redevelopment potential was assessed throughout the Neighbourhood Plan area. Figure 2.4 illustrates areas of identified low, medium and high redevelopment potential. While this assessment provides an indication of where redevelopment may be possible in the nearer term, based on factors such as lot consolidations, vacancies, or general interest in redevelopment, the assessment is in no way intended to impact ultimate phasing of development. Rather, the assessment is simply a tool to identify where there may be the most immediate interest or potential in redevelopment.

## 2.3 Policy, Planning and Regulatory Context

### 2.3.1 Official Community Plan

This Neighbourhood Plan replaces the land use designations previously contained within the City of Chilliwack Official Community Plan. The Official Community Plan (OCP) previously designated lands as General Commercial and Medium Density Residential. The General Commercial designation primarily applied to

properties along the Vedder Road corridor, along the south side of Gaetz Street, and along the south side of Alder Avenue. The OCP Commercial policies generally support urbanization, the redevelopment of auto-oriented strip malls, and the creation of pedestrian friendly commercial developments along urban thoroughfares. The Medium Density Residential designation applied to properties along the north side of Alder Avenue, both sides of Webb Avenue, and the north side of Gaetz Street. For properties with the Medium Density Residential designation, the OCP aims for an average neighbourhood density of 80 units per ha, and a maximum allowable density of up to 225 units per ha. Within the Medium Density Residential designation, development is primarily intended to include apartment buildings, up to six storeys.

This Plan, like other neighbourhood plans, will be adopted as a schedule to the OCP and will be reflected in OCP mapping.

### 2.3.2 Zoning Bylaw

The Plan area currently includes a variety of residential, commercial and institutional zones. Current zoning is generally a reflection of existing land use. However, three single detached residential lots along Webb Avenue were previously rezoned to the R5 – Medium Density Multiple Family Residential zone, which allows for apartments of up to four storeys in height and a maximum density of 135 units per hectare.

The Zoning Bylaw also has a requirement for a 15 metre building setback from the railway right-of-way. Along the railway corridor, there are a number of legal non-conforming buildings that do not meet this setback requirement.



KEY



LOW POTENTIAL  
Includes lands accommodating relatively recent development and neighbourhood "fixtures" such as the United Church.



MEDIUM POTENTIAL  
Includes economically viable parcels that have avoided consolidation and contain stable uses.



HIGH POTENTIAL  
Includes large vacant and underutilized parcels and lands subject to consolidation.



Figure 2.5: Redevelopment Potential

### 2.3.3 Master Transportation Plan

The 2007 Master Transportation Plan classifies Vedder Road as a major arterial road and municipal truck route. The Plan identifies the stretch of Vedder adjacent to the subject area as being at or near capacity, with a Level of Service (LOS) of “F”. Consistent breakdowns and bottlenecks along the corridor are said to cause significant traffic congestion and average intersection delays of over 60 seconds. Safety is also identified as being an issue in the subject area. The Vedder corridor is considered to have the highest density of collisions in Chilliwack. Notwithstanding the above, the recent opening of the Evans Road overpass has significantly addressed many of these issues in the short to medium term.

In light of the noted LOS and safety issues, the Plan identifies recommendations and planned improvements in and near the subject area. Most notably, the Plan identifies road widening of Vedder Road as a planned capital project. The ultimate road section has yet to be confirmed but is anticipated to include two travel lanes in each direction, on-street bicycle lanes and sidewalks.

### 2.3.4 Chilliwack Regional Transit Future Plan

The Chilliwack Regional Transit Future Plan, completed in 2012, identifies the Yale-Vedder line as the Chilliwack transit system network spine, connecting Vedder Crossing, Sardis, and downtown. The near term plan, already implemented, establishes a 20 minute transit frequency along Vedder Road. The long range plan calls for the establishment of the Vedder Road route as the Frequent Transit Network, to provide medium to high density land use corridors with a convenient, reliable, and frequent transit service all day long (i.e. 15 minutes or better, 15 hours a day, 7 days a week). The intent is that the Frequent Transit Network will carry the largest share of the transit system’s ridership. Along Vedder Road, the plan identifies potential future investments such as transit priority, right-of-way improvements, a high level of transit stop amenities, and corridor branding.

## 2.4 Summary of Input

From the neighbourhood meetings, there were a variety of themes that emerged from discussions with residents and property owners. These themes are summarized as follows:

- **Redevelopment is expected**

There is an understanding that the area is located along the Vedder Corridor in a fairly central location, the area is in transition, and change will occur over time.

- **Circulation needs to be improved**

There is recognition that the intersection conditions on Vedder Road will become an issue as the area intensifies.

There is a desire to resolve dead ends and provide alternative connections (e.g. to Sheffield) and/or traffic signals on Vedder. While a new Alder/Webb/Gaetz connector has impacts, it is recognized that there would be financial and safety related challenges associated with another railway crossing and further expansion of roads in the ALR. Similarly, it is recognized that signalization of multiple intersections on Vedder Road would slow down traffic on a major arterial.

- **Traffic speed and volumes on Webb Avenue are a concern**

With the connection to Sheffield Way, Webb Road carries some through traffic and there are existing concerns about safety related to traffic speed and the presence of children on/adjacent to the street. There is concern that a future traffic signal at Webb and Vedder may result in additional through traffic on a residential street.

- **Future north-south Alder-Webb-Gaetz connector road has impacts**

There is concern that a future connecting road would

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impact development potential, provide limited benefit, and have cost implications. If a road must be provided, there is a desire to ensure that the impacts and costs are shared equitably.

- **There is a lack of parks and amenities for families**

There is concern that current park and amenity spaces are insufficient if the area is to accommodate additional residential population.

- **Alder Avenue needs to facilitate truck movements**

The Windsor Plywood facility requires an ability to handle regular shipments by truck, and turning movements onto and from Alder need to be maintained.

- **ALR lands west of Sheffield are not functional**

To the west of Sheffield Way, ALR lands are isolated and unviable as part of broader agricultural operations. At best, the site could be used for a community garden.

- **There is a desire for future Valley Passenger Rail along the Rail Corridor**

Although it is recognized that the timeline for Valley Rail is long-term, many feel that the study area or immediate surroundings would be ideal for a future stop on such a system. The original interurban line had stops at Knight Road and at Wells Road.

- **The area has evolved over time**

Some uses, such as the church and some homes, are approximately 100 years old. The area was adjacent to stops on the original Inter-Urban passenger rail line. The area now functions as a transition area between regional commercial development to the north, and residential neighbourhoods to the south.

- **Lot consolidation is taking place**

In anticipation of development, some property owners have already initiated or completed lot consolidations in order to assemble larger parcels of developable land.

## 2.5 Development Principles

Following the initial neighbourhood meeting, the planning team identified a set of development principles to guide the establishment of a preferred land use plan for the Alder Neighbourhood Plan. These principles are highlighted below:

- Improve connections to the broader community
- Make the area more livable and attractive
- Improve safety for all transportation modes
- Transition from a regional scale in the north to a neighbourhood scale in the south
- Ensure that development pays for its fair share of all development-related infrastructure and amenity costs
- Improve land utilization
- Provide transit-supportive development
- Support existing businesses and maintain existing accesses
- Capitalize on views of the mountains
- Connect to the community trail network
- Maintain the efficiency of Vedder Road as a major arterial
- Maintain the natural character of the area

# 3 FUTURE LAND USE PLAN



## 3.1 Land Use Map



KEY

-  Existing Corridor
-  Proposed Corridor
-  Ground Floor Commercial
-  Apartment Residential
-  Apartment / Townhouse (street facing)
-  Institutional
-  Active Frontage
-  Park

↑ Figure 3.1: Future Land Use Plan

## 3.2 Land Use Designations



### 3.2.1 Ground Floor Commercial

**Intent:** To accommodate mixed commercial and residential uses along major road and public transit corridors. Areas designated Ground Floor Commercial should have high vehicular and pedestrian exposure to support commercial uses at street level.

**Appropriate Building Types:** Commercial buildings and mixed use buildings with commercial uses on the ground floor and residential uses above. Buildings should be oriented to the street as indicated in Figure 3.1.

**Density:** Maximum 2.0 Floor Area Ratio (FAR)

#### Design Guidance

**Height:** Up to 4 storeys

**Building Placement:** Buildings should be built parallel to the road right-of-way with zero setbacks to the front lot line and exterior side lot line to allow easy access from the sidewalk to the store fronts and to encourage vibrant and active streetscapes. Setbacks will only be considered where outdoor seating, display space, landscaping or plaza space is provided to enhance the street environment.

**Active frontage:** Buildings should include active frontages facing all streets with frequent doors and windows and limited blank walls, to facilitate window shopping, enhance security both inside and outside the stores and to animate the street environment for pedestrians. Building frontage should be continuous, with gaps between buildings kept to a minimum to maintain visual interest and street continuity.

**Parking:** Under building or underground off-street parking will be encouraged. Surface off-street parking, where required, should be located behind the building to maximize the building frontage on the street.





### 3.2.2 Apartment Residential

**Intent:** To accommodate single use, multi-family development in the form of low-rise apartments.

**Appropriate Building Types:** Multi-storey apartment buildings. Buildings should be oriented to the street as indicated in Figure 3.1.

**Density:** 155 uph (units per hectare) or up to 225 uph for developments which include the provision of small unit apartments (maximum of 51 m<sup>2</sup> gross floor area) or congregate care.

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

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

#### Design Guidance

**Height:** Up to 4 storeys

**Building Placement:** Buildings should be built parallel to the road right-of-way with minimal setbacks to the front lot line and exterior side lot line to allow easy access from the sidewalk to the residential units and to encourage vibrant and active streetscapes. Setbacks will only be considered where public or private amenity space or landscaping is provided to enhance the street environment.

**Active frontage:** Buildings should include active frontages facing all streets with frequent doors, windows, patios and balconies and limited blank walls, to improve security by increasing the eyes on the street. Building frontage should be continuous, with gaps between buildings kept to a minimum to maintain visual interest and street continuity.

**Parking:** Under building or underground off street parking will be encouraged. Surface off street parking, where required, should be located behind the building to maximize the building frontage on the street.





### 3.2.3 Apartment/Townhouse

**Intent:** To accommodate mixed multi-family development, in the form of apartments and townhouses, along inner streets in the Neighbourhood Plan area.

**Appropriate Building Types:** Townhouses and multi-storey apartment buildings with street-facing units on the ground floor. Orientation should be as indicated in Figure 3.1.

**Density:** 200 uph (units per hectare) with townhouses provided at ground level; or up to 250 uph for developments which include the provision of small unit apartments (maximum of 51 m<sup>2</sup> gross floor area) or congregate care.

The density of 250 uph (units per hectare) for small unit apartments is only applicable on lots within:

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

#### Design Guidance

**Height:** Up to 8 storeys

**Building Placement:** Buildings should be built parallel to the road right-of-way with minimal setbacks to the front lot line and exterior side lot line to allow easy access from the sidewalk to the residential units and to encourage vibrant and active streetscapes. Setbacks will only be considered where public or private amenity space or landscaping is provided to enhance the street environment.

**Active frontage:** Buildings should include active frontages facing all streets with frequent doors, windows, patios and balconies and limited blank walls, to improve security by increasing the eyes on the street. Building frontage should be continuous, with gaps between buildings kept to a minimum to maintain visual interest and street continuity.

**Parking:** Under building or underground off street parking will be encouraged. Surface off street parking, where required, should be located behind the building to maximize the building frontage on the street.





### 3.2.4 Institutional

**Intent:** To accommodate institutional land uses for residents of the Neighbourhood Plan area and the broader community. This designation should front major roads and be adequately screened from adjacent residential areas.

**Appropriate Building Types:** Institutional buildings such as churches and community facilities. Buildings should be oriented to the street as indicated in Figure 3.1.

**Density:** Maximum 1.0 Floor Area Ratio (FAR)

#### Design Guidance

**Height:** Up to 2 storeys

**Building Placement:** Buildings should be built parallel to the road right-of-way with minimal setbacks to the front lot line and exterior side lot line to allow easy access from the sidewalk to the front door and to encourage vibrant and active streetscapes. Setbacks will only be considered where amenity space or landscaping is provided to enhance the street environment.

**Active frontage:** Buildings should include active frontages facing all streets with frequent doors and windows and limited blank walls, to improve security by increasing the eyes on the street. Building frontage should be continuous, with gaps between buildings kept to a minimum to maintain visual interest and street continuity.

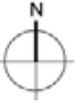


## 3.3 Illustrative Concept Plan

Figure 3.2 illustrates how the Neighbourhood Plan area could look in the future at full build out. The concept is based on the land use designations, development principles and policies articulated in this Plan. In areas where redevelopment potential is currently low, existing commercial, institutional and multi-family residential land uses are shown in their current location and configuration. Concept Plan features include:

- Redeveloped single detached areas;
- New north-south transportation corridor;
- Active building frontages;
- Enhanced public realm, including tree lined streets and central park space; and
- Vegetative buffer between the railway and new multi-family residential areas.

The Concept Plan is a reflection of the goals and intent of this Neighbourhood Plan and is for illustrative purposes only. The exact manner in which the neighbourhood builds out will depend on many different and unpredictable factors, including market conditions and individual development or landowner preferences.



KEY



Possible Park Location  
(exact location to be confirmed).

↑ Figure 3.2: Illustrative Plan

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# 4 OBJECTIVES AND POLICIES

## 4.1 Land Use

**Objective:** To facilitate redevelopment and intensification of the area into an urban, residential and commercial neighbourhood, providing a transition from a regional scale to the north of the neighbourhood to a neighbourhood scale within the neighbourhood and to the south.

**Policies:**

4.1.1 Facilitate a mix of land uses including townhouse and apartment residential, commercial, institutional, and park spaces as identified in Figure 3.1: Future Land Use Plan.

4.1.2 Along Vedder Road, encourage commercial developments or mixed use developments, with street-oriented commercial development at ground level and residential development above.

4.1.3 Within the neighbourhood, allow the highest densities along Vedder Road.

4.1.4 Direct new residential and commercial growth and development in accordance with the types, densities and suggested building orientations identified in Section 3.2.

4.1.5 Review the provisions of the City's Zoning Bylaw and support developer-initiated amendments that are in alignment with the goals of this Neighbourhood Plan, with particular regard to height, density, setbacks, and parking requirements.

## 4.2 Housing

**Objective:** To provide a high quality of residential development in a variety of forms including apartment, townhouse and mixed-use residential, yielding between 600 to 900 units, that supports the urbanization of the area, provides a safe streetscape, and ensures high standards of attractiveness and livability in the neighbourhood.

**Policies:**

4.2.1 Within all areas designated Apartment/Townhouse, ensure that developments include street facing units, with separate entries to the street either in addition to or instead of access to common building areas.

4.2.2 Within areas designated Apartment/Townhouse and Apartment, discourage the provision of parking within front yard setbacks.

4.2.3 Within areas designated Apartment/Townhouse and Apartment, require development to face the street, with nominal front yard setbacks of generally no more than 3 metres.

4.2.4 Ensure that no new residential development infringes on setbacks required from the Southern Railway of British Columbia right-of-way.

4.2.5 Encourage the provision of private and semi-private amenity spaces such as patios, balconies, courtyards, and gardens as part of residential development projects.

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### 4.3 Access, Mobility and Servicing

**Objective:** To improve connectivity to the broader community, ensure safety for all transportation modes, support enhanced transit service along the Vedder Road corridor, and ensure the efficient and sustainable provision of services to the neighbourhood.

**Policies:**

4.3.1 As redevelopment occurs, the City will construct a new north-south local road referred to as the Fraser Connector, connecting Alder Avenue to Webb Avenue, generally following the alignment identified in Figure 3.1: Future Land Use Plan.

4.3.2 As redevelopment occurs, ensure that sidewalks are provided on both sides of all roads.

4.3.3 As redevelopment occurs, ensure that on-street parking is provided on both sides of all local roads.

4.3.4 Install pedestrian signals at Alder/Vedder and Storey/Vedder intersections, as per the *Vedder Road Pedestrian Crossing/Fraser Connector Assessment* report, ensuring that the pedestrian signals are programmed to ensure safe crossing while maintaining traffic flow.

4.3.5 Water and sanitary sewer upgrades are required to facilitate redevelopment envisioned by this plan. The new Fraser Connector road must be designed to accommodate various utilities including watermain looping.

### 4.4 Public Realm and Parks

**Objective:** To enhance the livability and attractiveness of the area, and provide a local park for neighbourhood residents.

**Policies:**

4.4.1 Identify an appropriate, central site within the neighbourhood for a local park, to be sited near the designation in Figure 3.1: Future Land Use Plan.

4.4.2 Ensure that the local park is designed and programmed to meet the diverse needs of a broad demographic, including various age groups (e.g. children, seniors) that may be represented in the area.

4.4.3 As the area redevelops, ensure the provision of a high quality public realm, including street trees on all roads and landscaping, and street furniture (e.g. benches, bicycle racks, waste and recycling receptacles) along the Vedder Road corridor.

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# 5 IMPLEMENTATION

## 5.1 Overview

As outlined in Section 2.5, all infrastructure and amenity costs associated with development in the Neighbourhood Plan area will be paid for by development within the Neighbourhood Plan area, consistent with current City policy. Costs that benefit the broader community, including the construction of the Fraser Connector and additional park dedication will be paid for through the City's development cost charges program. Where improvements are front-ended by a developer, the City will help ensure that these costs are shared fairly among developers within the Neighbourhood Plan area through the use of latecomer agreements. The timing of development will be driven by development. In addition to those costs outlined below, developers will also be responsible for paying the City's development cost charges.

## 5.2 Transportation Network

The City will acquire the land required to construct the Fraser Connector, as generally illustrated in Figure 3.1 Future Land Use Plan. The costs associated with constructing the Fraser Connector will be included in the City's DCC program.

The costs associated with providing pedestrian signals at Alder/Vedder and Storey/Vedder will be included in the City's DCC program.

## 5.3 Parkland

The City will acquire needed parkland from developers through either the parkland dedication provisions of the Local Government Act, or through the City's DCC program. The (neighbourhood) park site will be located at the corner of Alder and the Fraser Connector, as generally illustrated in Figure 3.1 Future Land Use Plan, and will feature a playground, pathways, tree cover and park furniture. The target size of the park is 1600 m<sup>2</sup> and is intended to (primarily) serve only the residents of the Alder block area. In evaluating park needs, consideration was given to the Alder block's proximity to the proposed rail trail, a possible park site within the ALR lands on the other side of the Southern Rail, and Maple Park. Once closed, the section of Alder Avenue (east of the railway) could potentially be utilized for expansion of Maple Park.

## 5.4 Design

The building form, character and layout directly influences the quality of the public realm and the experience of the pedestrian. Important design principles have been included in each land use designation to ensure a strong relationship between buildings and the street. In particular, the principles focus on locating the buildings close to the street, orientating the buildings towards the street and ensuring active building edges that are necessary for vibrant streetscapes. Failure to achieve these design principles can lead to isolated, stand-alone buildings that can significantly compromise the character, quality, and viability of the Alder area.

Proposed development must also demonstrate adherence to current Development Permit guidelines contained within the City of Chilliwack Official Community Plan.

