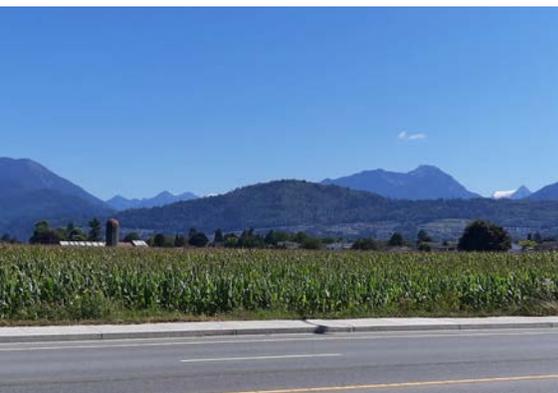
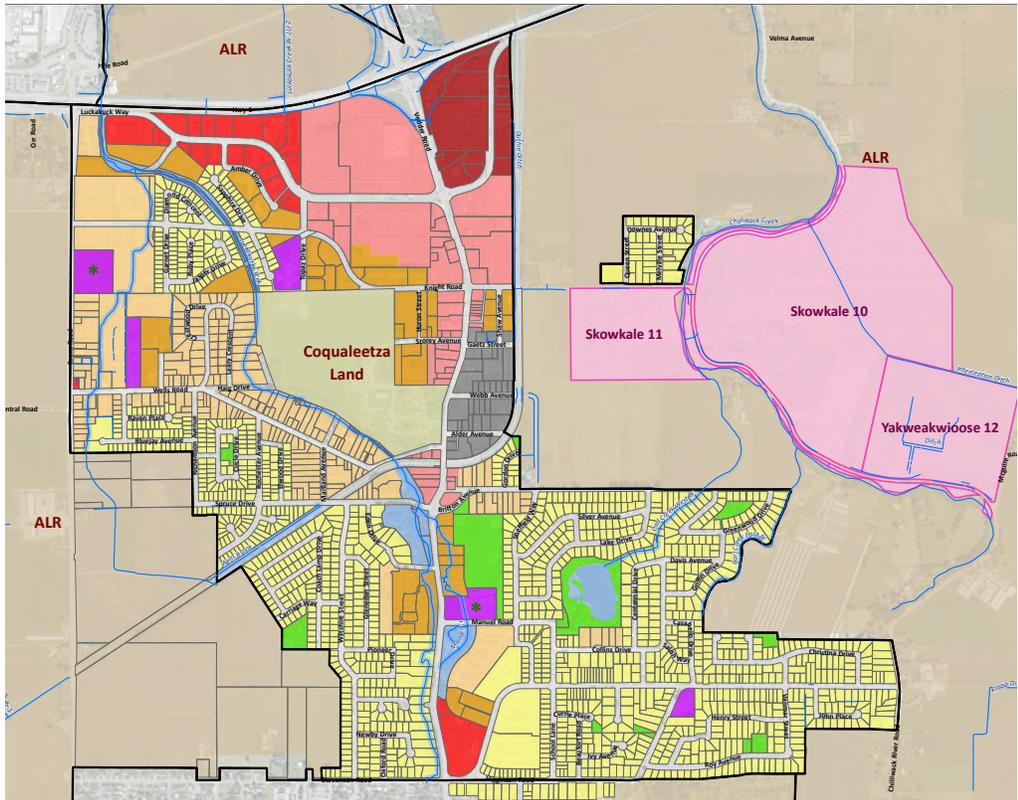


CITY OF CHILLIWACK

SARDIS NEIGHBOURHOOD PLAN

OCTOBER 2020



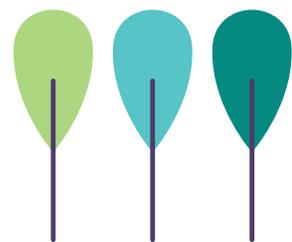
SARDIS NEIGHBOURHOOD PLAN

OCTOBER 2020

PREPARED BY

URBAN
SYSTEMS

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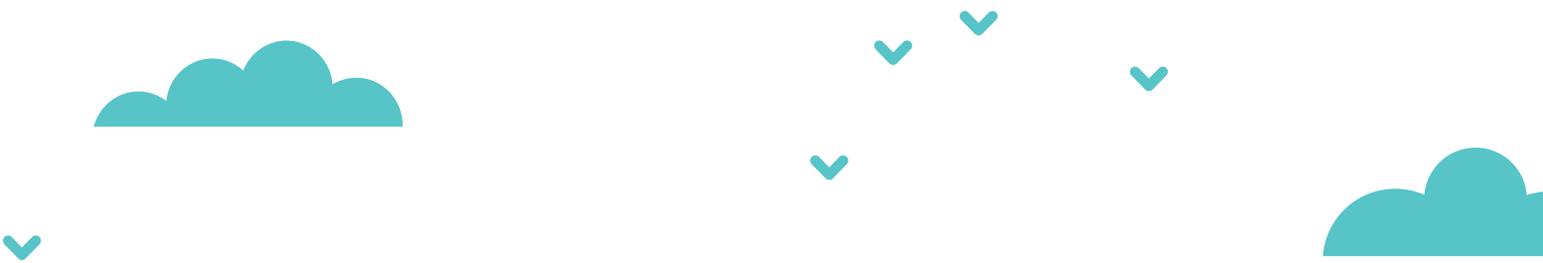
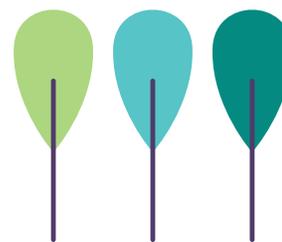
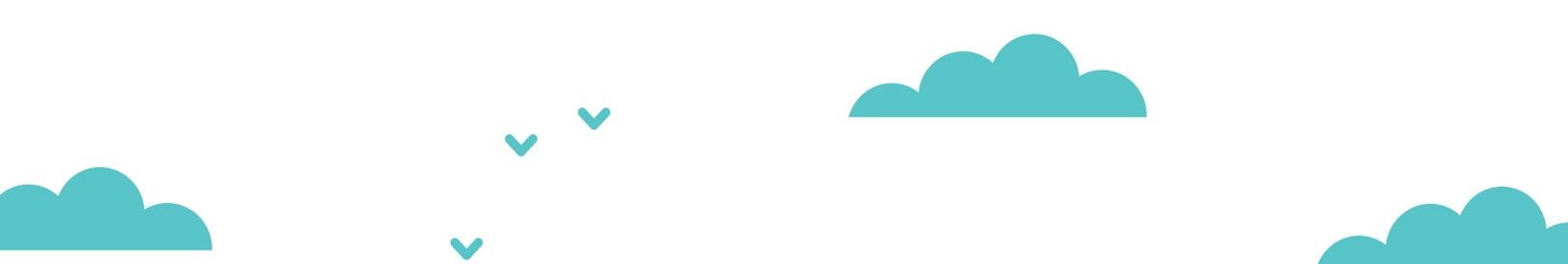


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Sardis Park

i.

01.

INTRODUCTION

Neighbourhood planning is critical to achieving Chilliwack’s long-range growth management strategy outlined in the 2040 Official Community Plan. The neighbourhood planning process integrates the broader objectives of the community at a local scale to advance both community and neighbourhood aspirations. The purpose of the Sardis Neighbourhood Plan is to articulate clear direction and actionable policies to create a healthy, liveable, and active neighbourhood to meet the dynamic needs of current and future Sardis residents while also preserving and enhancing natural areas to protect biodiversity.

City Council’s policy measures aim to focus growth within the existing urban boundary. This is to be accomplished through development of compact urban corridors, built up around Downtown, and the Sardis and Vedder commercial cores. Focusing growth along urban corridors ensures efficient service delivery , protects agricultural lands, and encourages a variety of housing forms and multi-modal travel options through increased density.

All areas of the City are experiencing growth. Some areas, such as the Eastern Hillside and portions of the Valley Floor, have limited growth opportunities due to topography, servicing and the presence of Agricultural Land Reserve (ALR) lands. Chilliwack’s urban neighbourhoods, including Sardis, have experienced considerable growth in the last five years, resulting in limited vacant / undeveloped sites. Infill and redevelopment in urban neighbourhoods and along urban corridors will continue to accommodate new growth.

For residential development, large or consolidated lots will be redeveloped to accommodate higher density forms of housing, such as townhouses and apartments. Subdivision of standard lots into two smaller single detached lots will be common and densification through secondary suites and coach houses are anticipated. Commercial and mixed-use development is anticipated along main streets and on large commercial properties.

The Sardis Neighbourhood Plan (“The Plan”) sets out planning principles and associated policies to guide decisions on land use and development in the neighbourhood. It is a tool kit for City staff, Council, industry, and residents alike. Other City plans, bylaws and policies which inform decision making and the development of this Plan include:



The Plan reflects a comprehensive planning process and is intended to be a living document whose implementation includes monitoring and amendments, as needed, over time to respond to emerging community needs and opportunities, through established public processes.

1.1 WHY OUR NEIGHBOURHOODS ARE IMPORTANT

Neighbourhoods are the places where we live, enjoy time with family and friends, and connect with our community. Our neighbourhoods are essential in supporting broader community health and wellbeing. Planning at a neighbourhood scale allows for detailed analysis and to recognize priorities and values of residents at a smaller geography.

Neighbourhoods, however, do not function in isolation; they are a series of places that connect us to our broader communities and make up our cities. Streets, sidewalks, pathways, and daily trips expand outside the borders of this Neighbourhood Plan, making it imperative to consider the broader community context while planning the Sardis Neighbourhood.



Sheffield Dog Off-Leash Area

02.

NEIGHBOURHOOD CONTEXT

The Sardis Neighbourhood is centrally located in Chilliwack, immediately south of Highway 1, and is bordered by the ALR (west and east), First Nations Lands (south and east), and the Vedder neighbourhood to the south. The boundaries of Sardis and Vedder have been fluid over the years, however, the City’s Official Community Plan 2040 (OCP) established boundaries for the two neighbourhoods to support more detailed neighbourhood planning. This Plan applies to the Sardis Neighbourhood, as defined in the OCP.

The OCP projects neighbourhood growth in Chilliwack’s Urban Corridor and provides a framework for growth management. All of Chilliwack’s neighbourhoods including Sardis, will accommodate new residents through infill, densification and redevelopment. Growth is to be supported by appropriate infrastructure improvements and amenities to expand upon and enhance residents’ quality of life and wellbeing. Older neighbourhoods that were developed at lower densities will accommodate modest infill development to meet housing needs as housing stock ages, and demand for smaller, more affordable forms of housing increases. Denser forms of development, such as townhouses and apartment buildings will locate closer to services and amenities. This is a trend that is already occurring in the Sardis Neighbourhood.



SUB AREAS IN SARDIS NEIGHBOURHOOD



The Sub Areas in Sardis do not formally exist. These boundaries were created to help characterize the different areas of the neighbourhood and to understand how they function, their existing development patterns and key amenities.



NORTH SARDIS / LUCKAKUCK

Largely characterized by the Chilliwack and Cottonwood Malls and big box commercial development including Staples, Canadian Tire, Real Canadian Superstore and Best Buy, North Sardis functions as a commercial hub for the community and region (adjacent to Highway 1). This area is also home to a transit hub which provides connection points for Chilliwack, the western Fraser Valley and Metro Vancouver. Redevelopment of the larger mall sites is anticipated to include both commercial and apartment residential units.

North Sardis / Luckakuck features the Luckakuck Creek that flows along the Coqualeetza Lands. This creek and riparian area have a trail system that is a major asset to this area which provides valuable habitat for fish and wildlife. Further assessment of a potential trail system is required, and the timing of trail development would be linked to redevelopment activities along the corridor, providing residents with convenient access to nature and a linear recreation amenity.



NORTH EVANS

This primarily residential area extends along Evans Road, north of Wells Road and south of Knight Road. It is characterized by a mix of single detached homes, townhouses, secondary suites, mobile home parks and seniors' housing. Amenities include Evans Elementary School and a portion of the Luckakuck Creek Trail Corridor.



WELLS LANDING

One of the larger residential areas in Sardis, Wells Landing is located south of Wells Road, between the ALR Lands and Vedder Road. It is comprised of a mix of residential uses of varying age and form. There are neighbourhood parks, access to the Valley Rail Trail, and easy access to the shops and services of Vedder Road.



WEST EVANS

This ALR Land is located between Stevenson and Evans, along the boundaries of urban development. ALR Land is protected and primarily used for agriculture with limited residential development along the north side of Stevenson. The OCP acknowledges the City's longstanding desire to rationalize the Urban Growth Boundary along Evans Road to better utilize existing infrastructure capacity; accommodate long term growth needs (multifamily residential and parks and sports fields); and support increased mobility (pedestrian, cyclists, vehicles, transit). Expansion of urban development into this area is not contemplated by this plan and would require further discussion with the Agricultural Land Commission and a comprehensive plan.



ALDER

The Alder area is currently undergoing a transformation towards a more mixed-use, apartment oriented sub-area in accordance with the Alder Neighbourhood Plan adopted by Council in 2014 following a comprehensive planning process. Located adjacent to a portion of the Valley Rail Trail Corridor and its' proximity to Vedder Road, the Alder Area is a prime location to continue to support increased density and redevelopment.



SARDIS PARK

Sardis Park comprises the southeast quadrant of the Sardis Neighbourhood and is predominately characterized by established single detached residential uses, secondary suites and some limited apartment development. Stevenson Road is the sub-area’s most diverse street, containing a gated community, apartment buildings, duplexes, new infill development and many single detached homes. There are many larger lots in Sardis Park, reflective of the area’s past servicing limitations which required many of the homes to be on septic systems. In recent years, the area has experienced redevelopment pressure to convert these larger lots, particularly along Stevenson Road, into duplexes and smaller lot single detached dwellings.

The Vedder Pointe commercial centre is located at the intersection of Vedder and Stevenson Roads, and includes a variety of services to meet local resident needs. Sardis Elementary, Sardis Sports Field and Sardis Park provide the residents of this sub-area with great access to outdoor amenities.



VEDDER CORRIDOR

The Vedder Corridor is the primary transportation spine of the Sardis Neighbourhood, providing the main north-south connection within and out of Sardis. The Corridor is home to many commercial uses. Recent transit system investments have resulted in a frequent bus line (15-minute service) which connects Sardis to downtown, Garrison Crossing and the Canada Education Park to the south.

Vedder Road provides connections to each of the sub-areas, presenting a great opportunity to enhance community connectivity and to create a central public corridor for people to socialize, recreate and gather. This primary corridor also serves as a link to the broader Chilliwack community beyond the Sardis Neighbourhood.



COQUALEETZA LANDS

The Coqualeetza Lands are a 23 ha (58 acre) property located in the centre of Sardis. The lands are managed by Stó:lō Nation and provide a host of member services. Public access is welcomed, and the significant walking trails are valued as an important neighbourhood asset by all residents. These lands are not subject to the Sardis Neighbourhood Plan.

Consultation with First Nations was undertaken to share information about the Sardis Neighbourhood Plan project. Through this consultation it was determined that the long-term outlook for the Coqualeetza Lands and associated planning of the site is to be determined by the First Nation.



2.1 A CHANGING COMMUNITY

Located on the traditional and unceded lands of the Stó:lō (stah-lo) people, the area now known as Sardis was first home to the peoples of the Ts'elxwéyeqw Tribe, who provide the following perspective on Sardis history:

“What is now the neighbourhood of Sardis has been part of the homelands of the Ts'elxwéyeqw Tribe since time immemorial. Ts'elxwéyeqw territory extends down the Chilliwack River Valley from Sxótsaqel (Chilliwack Lake), following the ancient spillways of the Chilliwack River to where its waters empty into the Stó:lō (Fraser River). For thousands of years, Ts'elxwéyeqw peoples have lived, worked, and maintained connections to this land. The Canadian government established Indian Reserves for Ts'elxwéyeqw peoples along the Chilliwack River before it was diverted into the Vedder River in 1875. Today, the seven Ts'elxwéyeqw First Nations – Áthelets (Aitchelitz), Shxwhá:y, Sq'ewqéyl (Skowkale), Th'ewá:li (Soowahlie), Sxwoyehálá (Squiala), Ch'íyáqtel (Tzeachten) and Yeqwyeqwí:ws (Yakwekwioose) – continue to honour their responsibilities to S'ólh Téméxw (our land; our world) within Sardis and beyond.”

In the mid 19th Century, non-Indigenous settlers were attracted to Sardis for agriculture. Dairy and hop industries supported the economy and development of the first commercial buildings on Vedder Road, which at that time was the main transportation corridor linking Sardis and Chilliwack to the region via the Inter-Provincial Highway. One of the first developments on Vedder Road was Sardis' first general store, (1891- 1974) and post office at the corner of Knight and Vedder, in what was formerly known as “Downtown Sardis”



Historical Developments on Vedder Road



Other landmarks in the history of Sardis include:

- Edenbank Creamery, which occupied lands between Vedder, Stevenson, Evans and Knight Roads;
- Edenbank Trading Company Store, built by the Wells family and a group of shareholders who had previously opened up the Edenbank Creamery;
- The large development site of the Coqualeetza Industrial Institute;
- Carman United Church;
- Sardis Community Hall;
- The community's first fire hall;
- Haas/Hulbert Hops Fields;
- Kinkora House; and
- Sardis Park.

Connectivity to the region increased with the completion of the British Columbia Electric Railway (1910) and the construction of Highway 1 (1960). Subsequent development of the Chilliwack and Cottonwood Malls mark periods of major economic development and growth in Sardis.

The provincial Agricultural Land Reserve was established across British Columbia between 1973 and 1976 to protect agricultural land from urban growth. The presence of ALR Land in Sardis continues to impact the neighbourhood's development patterns by containing development between Evans Road to the west and Chilliwack River Road to the east. The aerial photos below show growth and change in Sardis over time. Notably, density has increased along Vedder Road and adjacent residential streets have been built out. Development of the highway and mall sites had significant impacts on the land use and character of the neighbourhood.

EVOLUTION OF SARDIS

1954



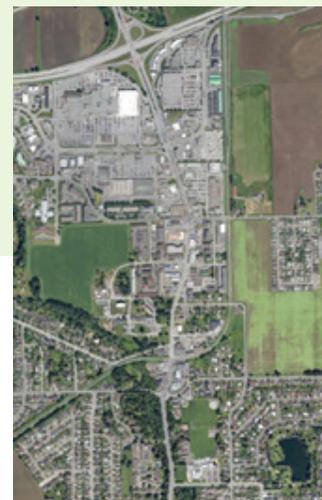
1963



1983



2016





Walking Trail at Coqualeetza

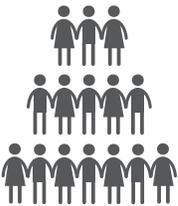
03.

PLANNING ANALYSIS

3.1 NEIGHBOURHOOD WALKABILITY

Various components of the Sardis neighbourhood were analyzed to deepen the understanding of how the neighbourhood functions as a whole. Individual components such as land use, housing, transportation, services, natural areas and amenities play critical roles in how a community functions. As redevelopment continues in the Sardis neighbourhood, the aim of this Plan is to ensure that new and diverse housing is being located in the optimal location, integrating into the existing fabric of the community.

POPULATION



**CHILLIWACK
POPULATION**
101, 400

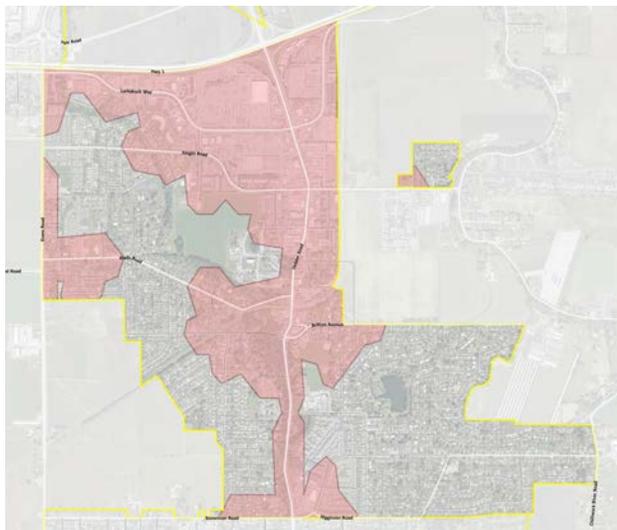


**SARDIS
POPULATION**
7, 100

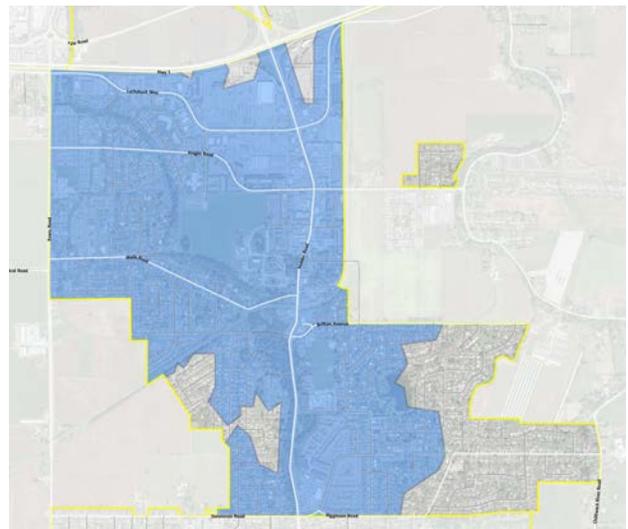
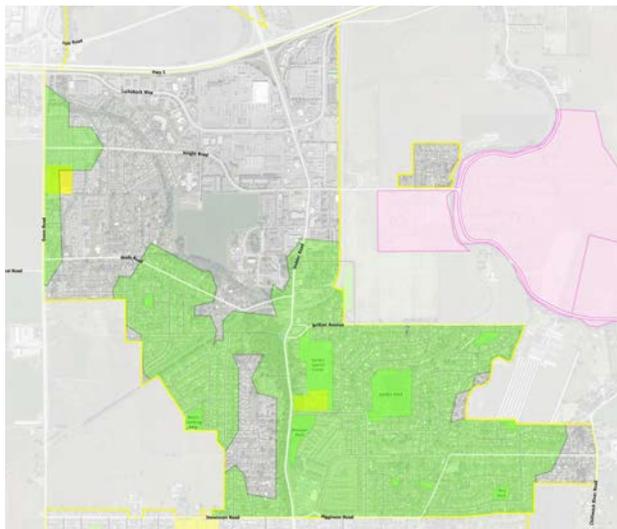


Walking distances from transit, services and amenities, and parks were assessed. The following plans illustrate the areas in Sardis that are within a 5-minute (400m) walk of services and amenities, parks and open space, and transit.

NEIGHBOURHOOD WALKABILITY ANALYSIS



- 1** AREAS WITHIN A 5 MIN (400 M) WALK FROM SERVICES & AMENITIES
- 2** AREAS WITHIN A 5 MIN (400 M) WALK FROM A PARK
- 3** AREAS WITHIN A 5 MIN (400M) WALK FROM A TRANSIT STOP



KEY TAKEAWAYS: NEIGHBOURHOOD WALKABILITY ANALYSIS

Key takeaways from this analysis include:

- Approximately 47% of Sardis residents can walk to various services and amenities in less than 5 minutes
- The northern half of the neighbourhood is lacking in convenient access to public parks
- Most Sardis residents, except for the east side of Sardis Park, are within a 5-minute walk of a bus stop

This analysis helps us better understand both the opportunities and challenges that exist in the neighbourhood that should be considered through the planning process.



3.2 MARKET CONDITIONS & ANALYSIS

Understanding the future market demand within the City as a whole, and the Sardis neighbourhood more specifically, is an integral part of planning for the future. This understanding helps to anticipate the future forms of housing that will be in demand based on population projections and economic conditions.

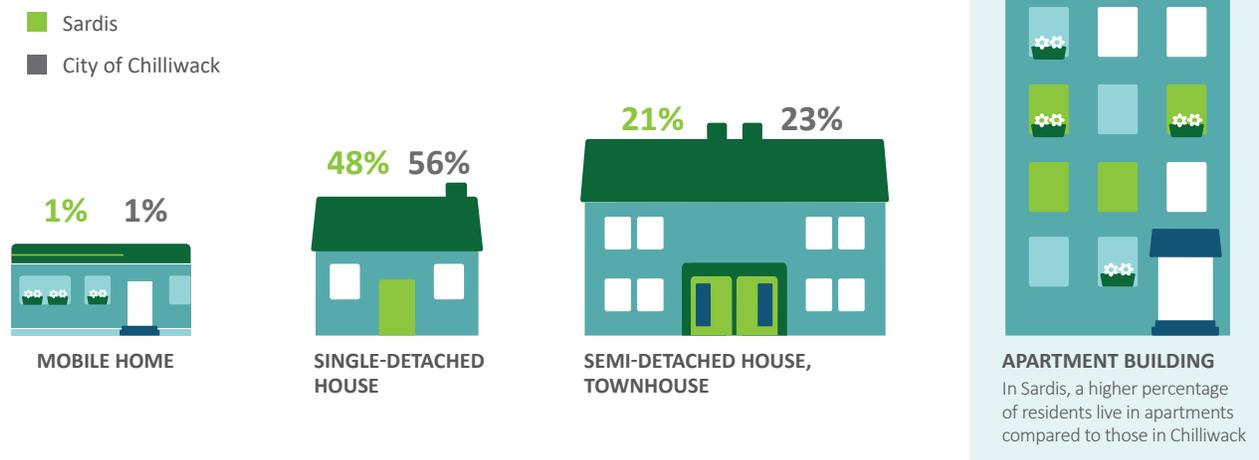
Market demand is best forecasted by analysing the changing trends and demographic patterns of household maintainers by examining historic trends and projecting these changes over the next 20 years. As household maintainer preferences evolve, so does the demand for different forms of housing. B.C. Statistics information was used to inform this analysis, with adjustments made to capture the local Sardis market more accurately.

HOUSEHOLD MAINTAINER

Those who are responsible for mortgage, rent and utility payments

DWELLING TYPES & TENURE

As of 2016 Census



KEY TAKEAWAYS: MARKET ANALYSIS

- The City of Chilliwack is expected to see growth of roughly 13,800 households between the 2016 and 2041 Census periods.
- Between 2016 and 2041, the fastest growing age cohorts are expected to be:
 - Residents aged 10 to 14 (growing at an average rate of 2.5% per year);
 - Residents aged 45 to 49 (growing at an average rate of 2.8% per year); and
 - Seniors 75 years of age (growing at a rate of 2.4% to 4.5% per year).
- Growth patterns of household maintainers illustrate a higher demand for a range of multi-unit housing options (i.e., duplexes, townhouses and apartments) throughout the City.
- The following graphic illustrates a low and high estimate of new housing required to meet anticipated demand in Sardis by 2041



HOUSING FORM DEMAND BY TYPE



SINGLE-DETACHED HOUSE

Single Detached Homes in Sardis will continue to be replaced by forms of low-density housing. New single detached homes, duplexes, subdivision of larger lots into two smaller lots and site assemblies to accommodate townhouses and comprehensive developments are anticipated, in accordance with this Plan.

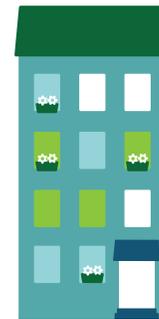
Accessory dwellings (secondary suites, coach houses, garden suites) will continue to provide housing options for residents.



ATTACHED HOMES

(Including duplexes & townhomes)

An estimated **1,300 to 1,700** new attached homes (including duplexes & townhomes) are anticipated by 2041. Development will occur in select central locations within close proximity to services and amenities, and in most cases require the assembly of 2 or more lots or on existing larger lots.



APARTMENTS

An estimated **1,100 to 1,700** new apartment units will be required by 2041. Apartment development is expected to occur close to frequent transit and neighbourhood services and amenities along Vedder and Luckakuck.

Growth in Sardis is constrained by Highway 1, the ALR and the Vedder Neighbourhood to the south. Vacant, greenfield land does not exist in the neighbourhood. As a result, Sardis will grow primarily through infill and redevelopment. One of the roles of this Plan is to help guide the appropriate redevelopment of Sardis to achieve broader neighbourhood objectives.



REFERENCE: CHILLIWACK'S HOUSING NEEDS REPORT

Data analysis for Chilliwack's Housing Needs Report tells us that there are many households that are unable to afford a single detached home. Townhouses are currently an affordable option for couples with or without children, while apartments may be the only affordable option for lone parent families and individuals living alone earning a median household income. This further points to the demand for multi-unit housing forms.



04.

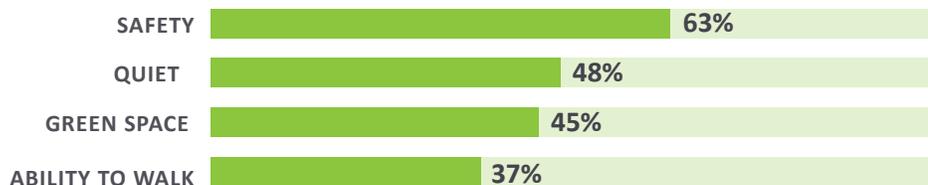
CURRENT NEIGHBOURHOOD PERSPECTIVE & VALUES

Resident and stakeholder input played a central role in the creation of this Plan. Throughout the planning process multiple forms of engagement were conducted to understand the current perspectives and values of the Sardis Neighbourhood. This feedback provided critical direction on how to manage growth and support existing residents within the community.

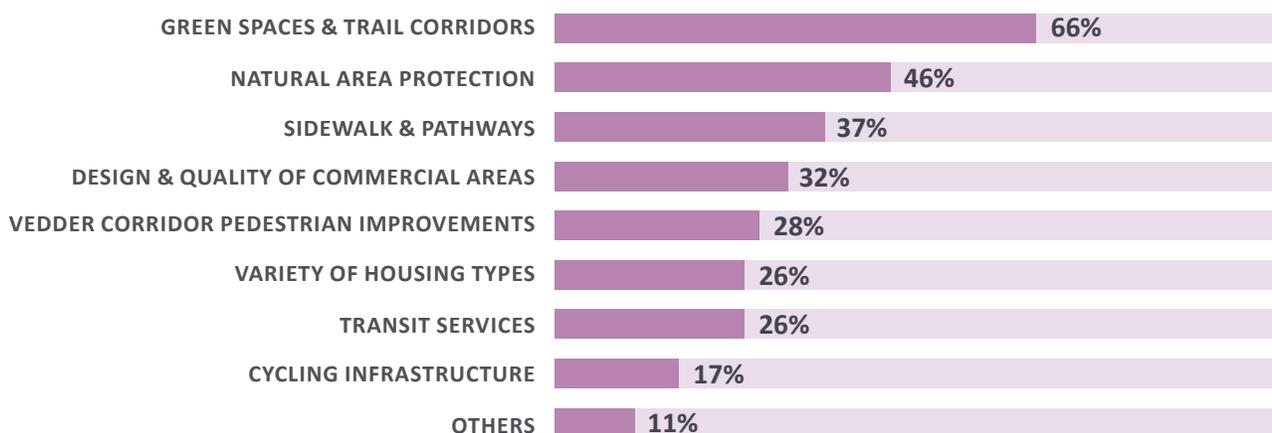
In addition to public engagement, City staff and other stakeholders such as representatives from neighbouring First Nations (Stó:lō, Yeqwyeqwi:ws, Sq'ewqéyl), and School District #33 were consulted for information and input.

- A community survey was distributed online. Close to 600 residents participated in the survey, providing insights into neighbourhood perspectives, values, and priorities.

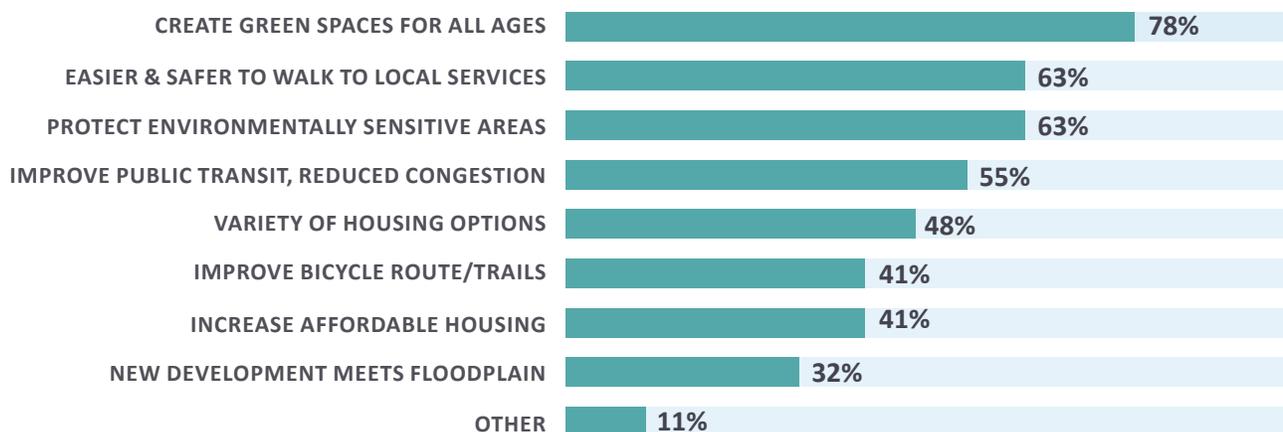
WHAT DO YOU VALUE MOST ABOUT YOUR NEIGHBOURHOOD?



3 PRIORITY AREAS FOR INVESTMENT



WHAT ARE THE KEY COMPONENTS OF BUILDING A HEALTHY COMMUNITY?





Open House Engagement Session



Answering Questions at Open House

- An Open House introduced the project, its goals and the overall process to residents. This provided residents an opportunity to ask questions and understand the role that the Sardis Neighbourhood Plan will play in managing growth and shaping the future of the neighbourhood. Approximately 330 residents attended the Open House.

Feedback from the Open House was carefully reviewed and organized. A series of themes emerged, which have informed the categories for the Neighbourhood Policies of Section 7. These themes include:

OPEN HOUSE THEMES



NATURAL ENVIRONMENT

- Trees
- Agricultural Land Reserve
- Creeks, Streams, Watercourses



PARKS, TRAILS, & OPEN SPACE

- Recreation & Cultural Facilities
- Social Services & Housing
- Parks & Open Space
- Trails & Paths
- Heritage
- Schools



MOBILITY

- Active Transportation
- Accessibility
- Pedestrian
- Transit
- Parking
- Roads



SERVICING

- Overall Capacity
- Development Costs
- City Operations
- Storm
- Water



URBAN DESIGN

- Resident / Visitor Experience
- Streetscape
- Liveability
- Safety



COMMERCIAL

- Commercial Nodes



HOUSING

- Housing form & diversity
- Density
- Affordability



CLIMATE CHANGE

- Alternate energy and green infrastructure
- Sustainable building practices
- Sustainable transportation
- Trees

“

Look for this "What We Heard" icon throughout the Neighbourhood Policies of Section 7 to see key messages from residents

- At a Community Workshop, participants considered how various residents use the neighbourhood. A series of characters were created to demonstrate different life stages, needs and priorities within Sardis. The use of characters brought a community lens to the process, making residents consider their neighbours and their needs. It highlighted some of the complexities of how different components of a neighbourhood (housing, transportation, employment etc.) relate to one another. Approximately 70 residents participated in the workshop.

COMMUNITY WORKSHOP: A DAY IN THE LIFE OF...



MARTHA

Active senior who is mobile and enjoys walking to stay fit. She attends a weekly lunch with friends and would like to downsize to a seniors' friendly apartments.

KEY TAKEAWAYS FOR MARTHA

- Additional senior's housing options to allow aging in place
- Improve transit facilities
- Improve comfort in parks



CHRISTINA

Single mom with two young kids. She commutes to work by car. She would like to build a coach house to supplement her income.

KEY TAKEAWAYS FOR CHRISTINA

- Preserve neighbourhood character
- Improve pedestrian infrastructure around schools
- Improve safety along routes to school



THE CONZUELAS

Late 30s with a teenage daughter, Daniela. Daniela is a runner and is concerned about safe and comfortable running routes for her nightly runs.

KEY TAKEAWAYS FOR THE CONZUELAS

- Locate high density close to amenities
- Increase lighting on walkways and at bus stops
- Ensure connectivity of trails
- Protect parks and greenspace.



Residential Street in Sardis

05.

VISION & PRINCIPLES

5.1 A VISION FOR THE FUTURE

Sardis will be a neighbourhood that welcomes growth in an integrated and well-managed manner, ensuring the existing character of established neighbourhoods is respected and enhanced.

The Neighbourhood will accommodate residents' daily needs, including shopping, employment, services, and social needs. Residents will be able to choose how they travel within and beyond the Sardis neighbourhood through multiple, safe and accessible means of transportation. Opportunities for recreation, nature and education will be seamlessly integrated into the network of the Sardis Neighbourhood.

Sardis will be a neighbourhood where everyone is welcome, diverse needs and interests are accommodated, and neighbourhood places foster interaction amongst residents. There will be housing options available that support the various needs of people who live in and want to move to the neighbourhood.

This Vision is supported by 8 overarching principles that form the foundation of the Plan and inform policy direction, future decision-making and investments in Sardis. The principles reflect community values, OCP city-wide goals, Council priorities and best practices.



5.2 GUIDING PRINCIPLES

1. ENCOURAGE DIVERSE & AFFORDABLE HOUSING

Facilitate affordable and varied housing options to support the current and future needs of residents, while respecting the character of existing neighbourhoods.

2. ENHANCE & EXPAND NATURAL AREAS, PARKS, TRAILS & NATURAL DRAINAGE SYSTEMS

Provide a variety of outdoor recreation opportunities that support walking and cycling and foster a connection between Sardis residents and the natural environment, while providing habitat for fish and wildlife.

3. ESTABLISH A COMPACT & DISTINCT COMMERCIAL CORE

Transform Sardis' commercial core into a vibrant, mixed-used shopping district by requiring active ground floor uses with residential above that create an exciting and enjoyable pedestrian experience.

4. DIRECT APARTMENT DENSITY TO MAIN STREETS & THE COMMERCIAL CORE

Locate new apartment development within the commercial core and adjacent to main streets to increase the proximate population able to support local business and enliven outdoor spaces.

5. LOCATE TOWNHOUSE RESIDENTIAL WITHIN WALKING DISTANCE OF LOCAL SERVICES & AMENITIES

Locate townhouse residential development within a ten-minute walk (approximately 800 metres) of local services and amenities including schools, parks, transit, shopping, and employment to reduce dependency on the car and support a more walkable and active community.

6. ENCOURAGE BUILDING FORM THAT IS VISUALLY APPEALING, FACILITATES ACTIVE & SAFE STREETS & ENHANCES NEIGHBOURHOOD CHARACTER & IDENTITY

Ensure high-quality design of new development that improves pedestrian safety and comfort, connects residents, and enhances the character of Sardis.

7. MAKE WALKING & CYCLING SAFE, CONVENIENT & DESIREABLE

Encourage alternative forms of transportation to meet daily needs, support growth and encourage healthy, active lifestyles.

8. CONTINUE TO BUILD & ENHANCE RESIDENT PARTICIPATION IN PLANNING PROCESSES

Ensure informative and collaborative engagement processes where residents have meaningful opportunities to build understanding and provide input into the continued evolution of the neighbourhood.





Sardis Sports Field

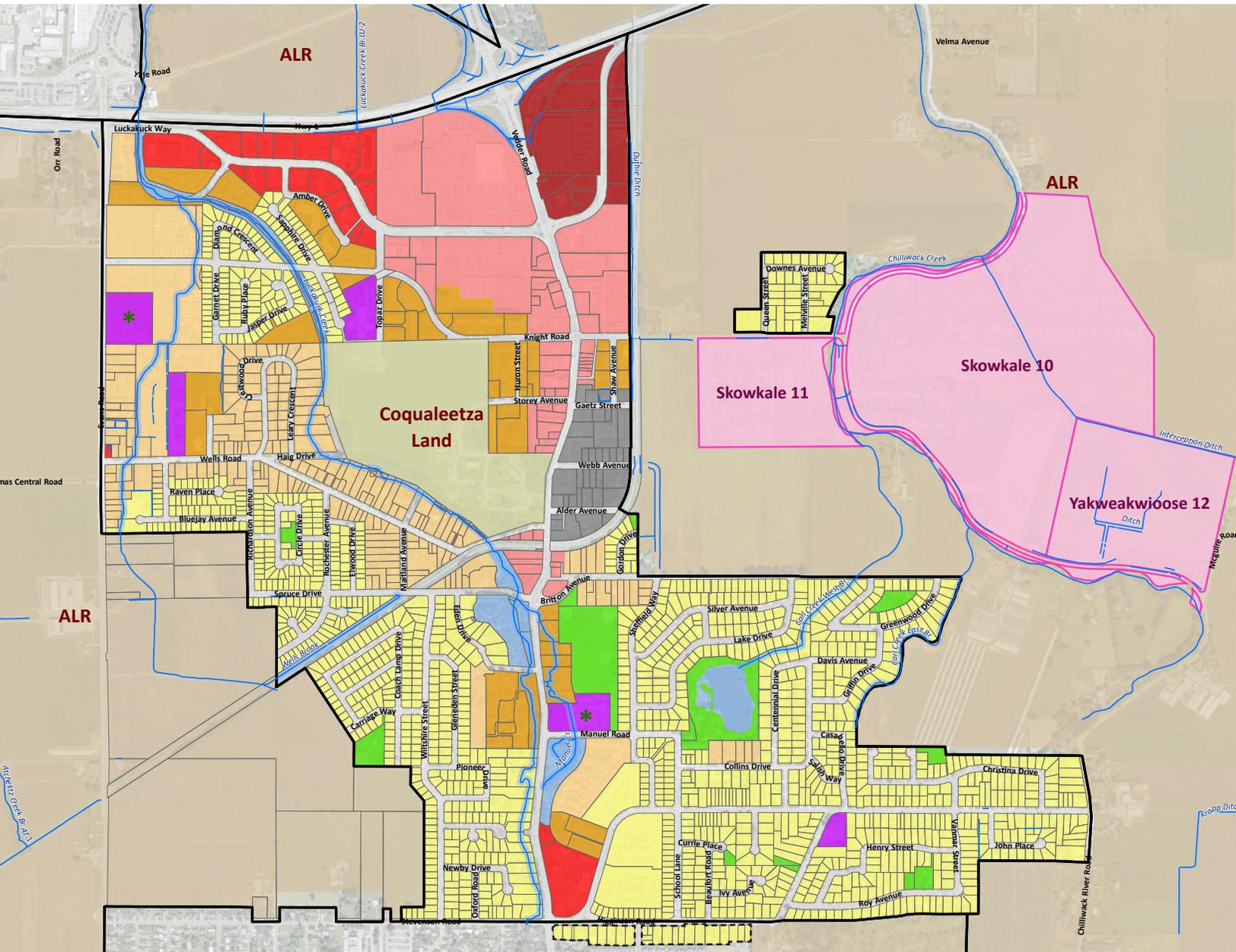
06.

LAND USE

The Future Land Use Plan provides a long-term perspective and illustrates where the City would like to direct various land uses (residential, commercial, institutional, parks, etc.) as the neighbourhood evolves. The Zoning Bylaw, however, describes the permitted uses and detailed development requirements that govern how land can be used today. Council is required to make decisions in keeping with the policies contained within this Plan. The Future Land Use Plan for Sardis is included on the following page. This section provides policies for each land use designation.



6.1 FUTURE LAND USE PLAN



- Urban Residential
 - Townhouse Residential
 - Apartment Residential
 - Sardis Commercial Core
 - General Commercial
 - Thoroughfare Commercial
 - Institutional
 - Community Park & Recreation
 - Natural/Riparian Area
 - Coqualeetza Lands
 - Alder Neighbourhood Plan Area
 - First Nations Reserves
 - Agricultural Land Reserve
 - Watercourse
 - Parcels Outside Study Area Boundary
 - * School Park Space
- See approved Alder Neighbourhood Plan for land use policy direction applicable to properties located in the Alder neighbourhood*



6.2 LAND USE DESIGNATIONS



URBAN RESIDENTIAL

To support modest densification within established residential neighbourhoods, providing for a range of housing needs, while maintaining the overall form and character of the neighbourhood.

APPROPRIATE BUILT FORM

Single Detached Dwellings on a variety of small and standard residential lots, Duplexes, Accessory Dwelling Units (secondary suites, garden suites and coach houses) and small lot single detached strata development

MAXIMUM BUILDING HEIGHT

10m

DESIGN INTENT

Front doors of homes open to public streets, enhancing street vitality and providing safety through “eyes on the street.” New detached accessory dwellings and small lots are oriented to public streets, to minimize disruption to the privacy and outdoor activities of residents in adjacent buildings and private open spaces, and support the continuation of green residential streets through the planting of street trees.



REFERENCE: ADDITIONAL DESIGN GUIDANCE

Consult the City’s Infill Development Policy for further design guidance on proposed development

BUILDING FORMS & HEIGHTS

See City of Chilliwack Zoning Bylaw for building height definition





URBAN RESIDENTIAL



EYES ON THE STREET

Increase the number of “eyes on the street” and improve pedestrian safety by orienting doors and windows to the street

CORNER DUPLEXES

Corner duplex designed to include two front facades that contribute to both streets



COACH HOUSES

Coach house reflects the scale and form of the primary residence



ATTACHED UNITS

Single detached family building form that accommodates two attached units



TOWNHOUSE RESIDENTIAL

To accommodate and encourage townhouse development to provide affordable housing options for families with children, and others, in areas that are generally within a ten-minute walk of various neighbourhood services and amenities, including public transit, shops, schools, parks, and trail networks.

APPROPRIATE BUILT FORM

Townhouse, Rowhouse

MAXIMUM BUILDING HEIGHT

10m

DESIGN INTENT

Homes are street facing with front doors accessible and visible from the street, improving pedestrian safety by providing more “eyes on the street” and creating a welcoming environment for social interaction within public and semi-private spaces



REFERENCE: ADDITIONAL DESIGN GUIDANCE

Consult the City’s Infill Development Policy and Commercial, Intensive / Multi-Family Residential, and Mixed – Commercial – Residential Development Design Guidelines for further design guidance on proposed development.



SIDEWALK CONNECTION

Direct connection from the public sidewalk to the front door



TOWNHOUSE RESIDENTIAL



VISUAL INTEREST

Variation in roof lines, window patterns, and materials add visual interest.

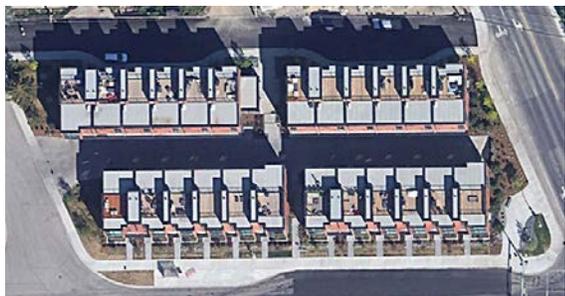
Elevation change, landscaping, and a transparent railing creates a comfortable semi-private space that connects the public sidewalk to the private entrance to the front door



DETAIL & CHARACTER

Building detail and character wrap around to add visual interest to both streets on a corner lot

Variation in roof lines, dormer placement, building setbacks, height, colours and materials clearly identify each unit



CENTRE LANE DEVELOPMENT

Townhouses fronting two streets with a centre lane hides parking, activates the street and improves pedestrian safety by providing additional eyes on the street



APARTMENT RESIDENTIAL

To accommodate and encourage apartment development, including small units, and adaptable housing, to support the diverse housing needs of Sardis residents in highly convenient locations that are generally within a five-minute walk of various neighbourhood services and amenities including high frequency public transit, shops and services, schools, parks, and trail networks.

APPROPRIATE BUILT FORM

Apartment, Stacked Townhouse, or a mix of Apartment, Stacked Townhouse and Townhouse as part of a comprehensive development

MAXIMUM BUILDING HEIGHT

6 storeys for Apartment & 10 m for Townhouse

STACKED TOWNHOUSE

A stacked townhouse consists of separate townhouse units stacked on top of each other with each unit having its own at-grade access and private amenity space.

DESIGN INTENT

Buildings are visually diverse and interesting, have highly visible entrances and windows that face the street, and include inviting outdoor spaces that support social interaction and community building. Parking is located away from the front setback and ideally under the building or underground. Any raised parking structures are seamlessly integrated into the character of the building. Street level gardens and garden gates are desired to increase connection between the building and the street / neighbourhood.



REFERENCE: ADDITIONAL DESIGN GUIDANCE

Consult the City's Infill Development Policy, Commercial, Intensive / Multi-Family Residential, and Mixed – Commercial – Residential Development Design Guidelines and Downtown Design Guidelines for further design guidance on proposed development



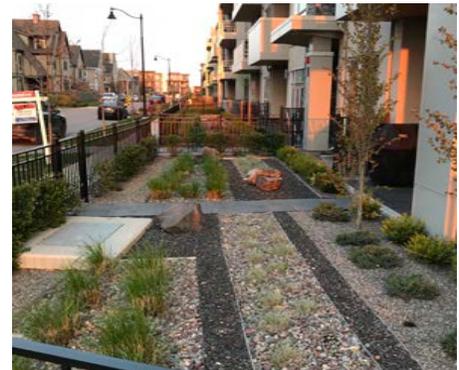
APARTMENT RESIDENTIAL



PARKING STRUCTURE & ENTRANCE

The raised parking structure is seamlessly incorporated into the structure of the building and is hidden from view with tiered landscaping, steps and low walls

Highly visible and prominent shared building entrance



SEMI-PRIVATE SPACE

Additional setbacks, landscaping, and transparent railing creates a comfortable semi-private space that connects the public sidewalk to the private entrance



BUILDING ORIENTATION

Building entrances, windows, and balconies all face the street and overlook the public sidewalk

Buildings are oriented parallel to the street



BUILDING SCALE

Building stepped back to reduce the sense of building scale



SARDIS COMMERCIAL CORE

To accommodate mixed commercial and residential uses along major roads, high frequency public transit corridors, and large commercial sites that include active ground floor commercial uses that support a vibrant and walkable retail shopping district.

APPROPRIATE BUILT FORM

Ground floor commercial buildings with office and/or apartment residential uses above. Commercial buildings.

MAXIMUM BUILDING HEIGHT

6 Storeys

DENSITY BONUS

Pursuant to the Local Government Act, an increase to the maximum building height will be considered in exchange for affordable housing or other specified social, recreational and environmental amenities consistent with the policies of this plan.

DESIGN INTENT

Buildings are positioned parallel to the street with frequent doors and windows facing the street to support window shopping, and pedestrian safety. Outdoor amenity spaces including seating and dining areas, continuous overhead weather protection, appropriate lighting and landscaping to create a comfortable, inviting and vibrant environment for pedestrians. Under building or underground parking is strongly encouraged with any raised parking structures seamlessly integrated into the character of the building.



REFERENCE: ADDITIONAL DESIGN GUIDANCE

Consult the City's Commercial, Intensive / Multi-Family Residential, and Mixed – Commercial – Residential Development Design Guidelines and Downtown Design Guidelines for further design guidance on proposed development



SARDIS COMMERCIAL CORE



BUILDING BASE

A consistent building base helps frame the street creating a comfortable environment for pedestrians

The building base is differentiated from the middle and top with colour, banding, and varied building materials



OUTDOOR SEATING

Outdoor seating helps to animate the streetscape



WINDOWS

Substantial windows allow occupants to visually secure outdoor public spaces



WEATHER PROTECTION

Overhead weather protection creates a comfortable environment for pedestrians

Frequent entrances and windows create visual interest



GENERAL COMMERCIAL

To support diverse commercial development and complementary residential uses to meet the varied needs of Sardis residents.

APPROPRIATE BUILT FORM

Commercial buildings, mixed-use commercial with residential above the first floor, apartment residential.

MAXIMUM BUILDING HEIGHT

Commercial building: up to 4 storeys. Mixed commercial-residential building, apartment residential: up to 6 – storeys

DESIGN INTENT

Buildings are parallel to the street with frequent doors and windows facing the street to support window shopping and improve pedestrian safety. Outdoor seating, overhead weather protection, lighting and landscaping provide a comfortable, inviting and vibrant environment for pedestrians. Stand alone residential development should include direct access to ground level units and complementary outdoor spaces that support social interaction and community building. Under building or underground parking is strongly encouraged with any raised parking structures seamlessly integrated into the character of the building.

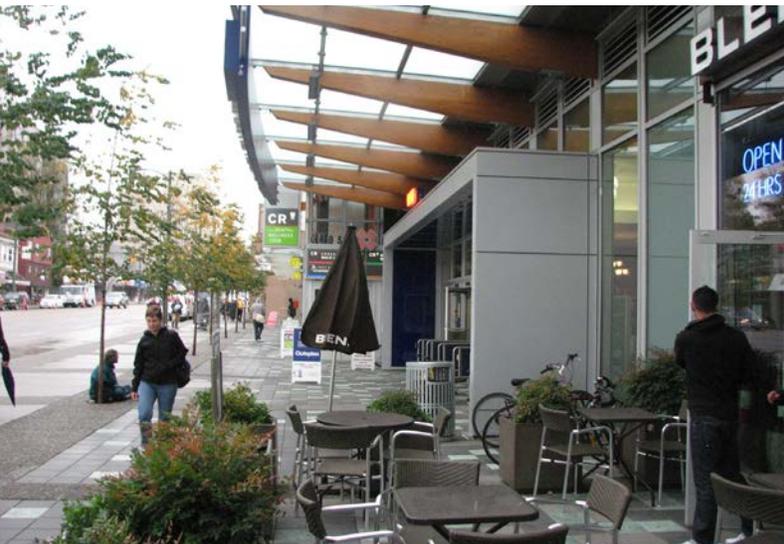


REFERENCE: ADDITIONAL DESIGN GUIDANCE

Consult the City's Commercial, Intensive / Multi-Family Residential, and Mixed – Commercial – Residential Development Design Guidelines and Downtown Design Guidelines for further design guidance on proposed development



GENERAL COMMERCIAL



WEATHER PROTECTION & SEATING

Overhead weather protection creates a comfortable environment for pedestrians

Outdoor seating helps to animate the streetscape



UNIQUE DESIGN ELEMENTS

Unique design elements add visual interest and attract attention



OUTDOOR DISPLAYS

Outdoor display spaces helps animate the streetscape



GROUND LEVEL TRANSPARENCY

Substantial windows creates visual interest and facilitates window shopping



THOROUGHFARE COMMERCIAL

Support and consolidate general and vehicle-oriented commercial development in highly accessible and visible locations adjacent to key urban transportation routes.

APPROPRIATE BUILT FORM

Commercial buildings

MAXIMUM BUILDING HEIGHT

3 Storeys

DESIGN INTENT

Buildings are oriented to the street, are highly visible and are organized to accommodate efficient and convenient access and circulation for vehicular traffic and are subject to commercial form and character Development Permit regulations.



REFERENCE: ADDITIONAL DESIGN GUIDANCE

Consult the City's Commercial, Intensive / Multi-Family Residential, and Mixed – Commercial – Residential Development Design Guidelines for further design guidance on proposed development



INSTITUTIONAL

To accommodate a variety of institutional uses that serve the residents of Sardis and broader community.

APPROPRIATE BUILT FORM

Institutional buildings such as schools, churches and community facilities

MAXIMUM BUILDING HEIGHT

15m

DESIGN INTENT

Buildings are visually diverse and interesting, are located close to and oriented to the street and include active frontages with frequent doors and windows and outdoor amenity areas to engage pedestrians and enhance the streetscape.



COMMUNITY PARK & RECREATION

To recognize and support regional, city and community parks, trails, sports fields and recreation facilities

APPROPRIATE BUILT FORM

N/A

DESIGN INTENT

Continue to develop a universally accessible system of neighbourhood parks and green connections of varying distances to accommodate daily trips and multiple exercise options and to support active and healthy living.



NATURAL/RIPARIAN AREA

Protect and enhance natural areas including watercourses and riparian corridors to support fish and wildlife populations.

APPROPRIATE BUILT FORM

Development activities are not permitted within natural/riparian areas.

DESIGN INTENT

Continue to protect and enhance natural areas in accordance with all municipal, provincial and federal guidelines and regulations.



ALDER NEIGHBOURHOOD PLAN

Adhere to the vision, objectives, land use designations and associated policy direction set out in the Alder Neighbourhood Plan

APPROPRIATE BUILT FORM

See Alder Neighbourhood Plan



REFERENCE: ALDER NEIGHBOURHOOD PLAN

See the Alder Neighbourhood Plan for land use designations and associated policy direction



AGRICULTURAL

Farmland located within the Provincial Agricultural Land Reserve subject to land use regulations as established by the Agricultural Land Commission.



Apartment Development in Alder

07.

NEIGHBOURHOOD POLICIES

The Sardis Neighbourhood Plan policies are organized into nine themes, representing integral components of how the neighbourhood functions: Natural Environment; Parks, Trails and Open Space; Mobility; Housing; Commercial; Coqualeetza Lands; Urban Design, Servicing, and Climate Change.

The individual components do not function in isolation; they are interconnected pieces that together create a liveable, desirable and functional Sardis. To better understand how each of these components serves the neighbourhood, they have been examined independently. Each theme includes neighbourhood objectives and actionable policies that will help to achieve the overall vision for the Sardis Neighbourhood.



7.1 NATURAL ENVIRONMENT

There are many natural features within the Sardis Neighbourhood. Luckakuck Creek and other watercourses, Sardis Park, and mature trees contribute to the neighbourhood identity and character, serving as both natural and recreational amenities. These natural features also serve as vital habitat for trout and pacific salmon. Further, Sardis is home to rare species at risk such as an endangered moss and the threatened Salish Sucker. Protecting creek-side areas can increase residents' likelihood of witnessing a kingfisher or blue heron hunting during the day and hearing frogs call in the evenings, even in urban areas like Sardis. As the neighbourhood continues to grow, strategic and deliberate protection and enhancement of Sardis' natural features will ensure the long-term health and continued enjoyment of the neighbourhood's ecosystems.

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WHAT WE HEARD

- Mature trees are important of the neighbourhood
- Encourage alternate forms of energy and green infrastructure
- Preserve fish habitat and riparian areas
- Protect the ALR

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OBJECTIVES

1. Improve biodiversity through the protection, enhancement and restoration of natural habitat for fish and wildlife
2. Integrate environmental protection with recreational and educational opportunities
3. Encourage the incorporation of native vegetation and pollinators in landscaping, and the exclusion or removal of invasive plants. Encourage the planting of shade trees where appropriate, using species that are best suited for changing climate conditions.
4. Encourage stewardship of trees and green spaces to achieve mature tree canopy, carbon sequestration and habitat benefits.

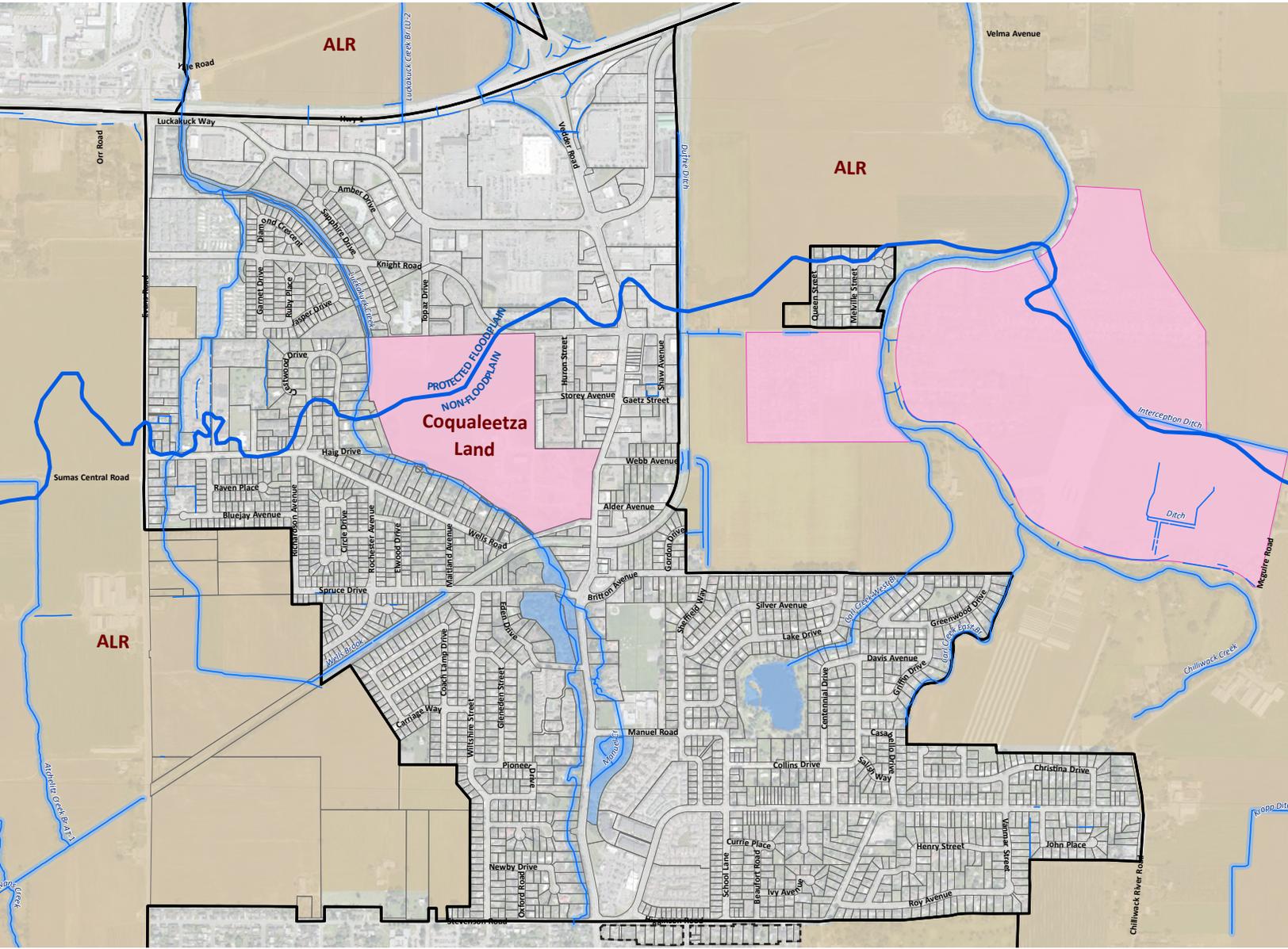


POLICY / ACTION

1. Protect riparian areas along watercourses to provide habitat for aquatic and terrestrial species, facilitate stormwater management, and contribute to the neighbourhood's greenspace and urban tree resources.
2. Prohibit development within the natural/riparian area (Streamside Protection and Enhancement Area) of any watercourse, as established by the Official Community Plan or approved development permit and in accordance with provincial and federal legislation.
3. Develop a strategy and public education process to address and prevent residential encroachment into natural areas and work with property owners to restore adjacent natural areas.
4. Require the applicant of any redevelopment along Luckakuck Creek, Wells Brook, Manuel Creek, Carl Creek West Branch and Carl Creek East Branch to demonstrate how the creek corridor will be enhanced in accordance with local, provincial and federal requirements (see Illustration of Potential Creek Corridor Restoration and Enhancement).
5. Opportunities to protect and improve fish and wildlife access and habitat, and improve stormwater management will be pursued through the redevelopment process and in accordance with local, provincial and federal requirements, including:
 - a. Avoiding or minimizing the need for new watercourse crossings when planning accesses.
 - b. Decommissioning watercourse crossings and removing culverts, where possible.
 - c. Restoring sections of watercourse that have previously been piped, where possible.
 - d. Ensuring new watercourse crossings are fish-passable to allow access for fish and wildlife (e.g. amphibians).
 - e. Upgrading existing watercourse crossings that cannot be decommissioned to provide access for fish and wildlife (e.g. amphibians).
 - f. Exploring the feasibility of improving the connection between Manuel Creek and Luckakuck Creek to facilitate a crossing for geese and other wildlife under Vedder Road.
6. Preserve ALR Lands through appropriate land use designation, ongoing implementation of the Agricultural Area Plan, and policies and procedures established by the Agricultural Land Commission and Province.
7. Pursue opportunities as part of ongoing road improvement projects, to add street trees and additional greening along street frontages to provide shade for pedestrians and improve connections between habitat corridors.
8. Encourage rain gardens, landscaped bump outs, and similar features within the road right of way as part of road improvements in accordance with established stormwater management policies and best practices. Vegetation used in these features should be low maintenance and drought resistant.
9. Minimize impact of exterior lighting from commercial/industrial/residential developments on nearby habitat areas.



CREEK CORRIDORS, ENVIRONMENTAL AREAS, & ALR



- Not within the Jurisdiction of the City/Governed by this Plan
- Agriculture Land Reserve
- Parcels Outside Study Area Boundary
- Watercourses
- Natural/Riparian Area
- Floodplain Boundaries



RESTORATION & ENHANCEMENT



This cross-section illustrates how redevelopment along Luckakuck Creek could potentially facilitate the extension of the Luckakuck Creek Trail while restoring the riparian area and health of the Creek itself.



7.2 PARKS, TRAILS, & OPEN SPACE

Parks, trails and open space are an essential part of the Sardis Neighbourhood. These places allow residents to access nature, participate in recreation opportunities, and outdoor community gatherings. As the Sardis neighbourhood grows and accommodates more residents, it is important to make sure that residents are well serviced by parks, trails and open spaces. These outdoor amenities should be accessible to all residents, particularly in higher-density areas and provide alternate options for recreation and play within the community.

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WHAT WE HEARD

- Provide safe, accessible and connected trails and pathways
- Ensure that additional public amenities are secured through new development
- Provide public washrooms, benches, lighting etc., in public spaces to increase use, safety and accessibility
- Provide additional park space in the north and east of Sardis
- Extend the trail south along Luckakuck Creek

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OBJECTIVES

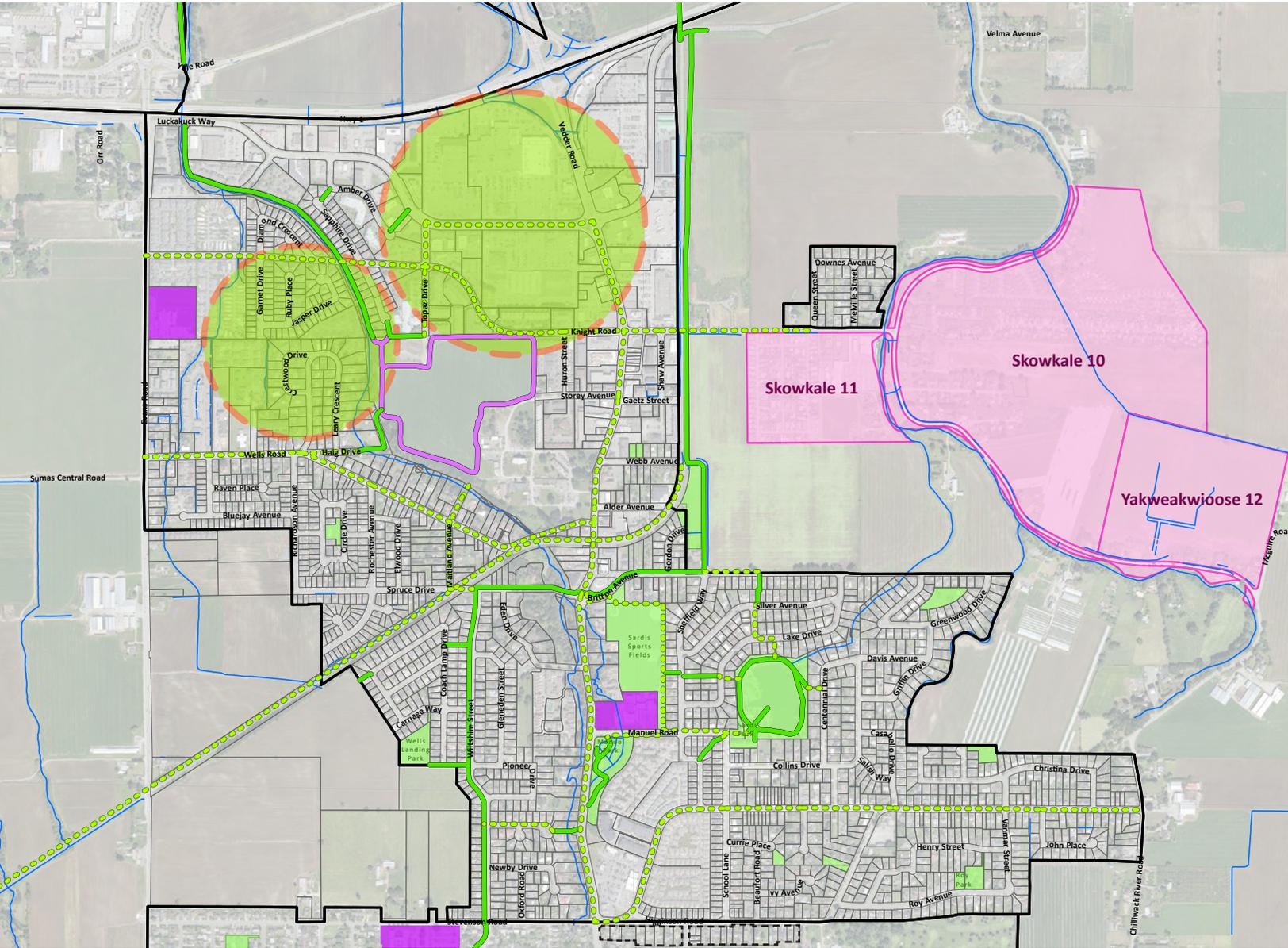
1. Create a safe, accessible and connected trail system, where residents of all abilities can enjoy being active outdoors.
2. Ensure sufficient and well-located park space that provides active and passive recreational opportunities to meet the diverse needs of the neighbourhood
3. Establish essential pedestrian connections to key destinations within the neighbourhood.

**POLICY / ACTION**

1. Facilitate additional trail linkages where possible, along Luckakuck Creek, Manuel Creek, and Wells Brook through land assembly and comprehensive redevelopment to create recreation and greenway corridors that provide residents with access to nature. Include trails that are accessible for all residents, regardless of mobility. Trail widths may vary between 2 m to 2.5 m, depending on the location. Where Statutory Rights of Way are provided, a 4 m width will be required.
2. Require new development to provide direct connections to existing trails, sidewalks, and bicycle facilities. As development occurs, look for opportunities to create connected trail systems of varying distances to make meeting daily tasks easier and to create exercise options.
3. Extend the Valley Rail Trail to provide additional connections within and beyond Sardis.
4. Encourage green connections as shown in the Parks, Trails and Open Space Plan that provide connections throughout the neighbourhood. Green connections could include improvements such as sidewalks, street trees, wayfinding signage, directional paint markings, paint markings, or cycle infrastructure.
5. Prioritize the establishment of a neighbourhood park in North Sardis to support residential densification through collaboration with landowners, developers, and other stakeholders. Criteria for a new neighbourhood park should include the following, where possible, as outlined in the Greenspace Plan:
 - a. Centrally located with easy non-motorized access, using greenways, walkways and sidewalks. Access to the park should not involve crossing an arterial road, except under controlled conditions.
 - b. Located in an area highly visible from residences and from the street.
 - c. Safely located with respect to vehicular traffic. This would require that there be no parking at the curb or road edge along at least one side of the park and that any area with parking be fenced from the park.
 - d. Connected with walkways between cul-de-sac ends and parallel roads to make it easy for people to reach the parks.
7. Prioritize the establishment of a larger neighbourhood park or urban plaza at, or in close proximity to, the mall sites. Criteria for this space should include the following, where possible:
 - a. Centrally located with easy non-motorized access using greenways, walkways and sidewalks
 - b. Connected to the neighbourhood and somewhat removed from arterial traffic
 - c. Connected with walkways between cul-de-sac ends and parallel roads to allow convenient pedestrian access not only to the neighbourhood park but to the overall green transportation network
 - d. Located in an area highly visible from residences and from the street
 - e. Safely located with respect to vehicular traffic; this would require that any area with parking be fenced from the park
8. Through the redevelopment process, the City will consider and where appropriate, secure
 - a. Trail rights of way to support development of trail loops.
 - b. Maintenance corridors to support vehicular access.
 - c. Additional parking where required to facilitate access to trails
9. Pursuant to the provisions of Section 904 of the *Local Government Act*, explore the potential to utilize voluntary community amenity contributions / density bonusing to secure additional park space or trail connections in conjunction with redevelopment to higher density development, in accordance with this Plan's land use designations.



PARKS & TRAILS MAP



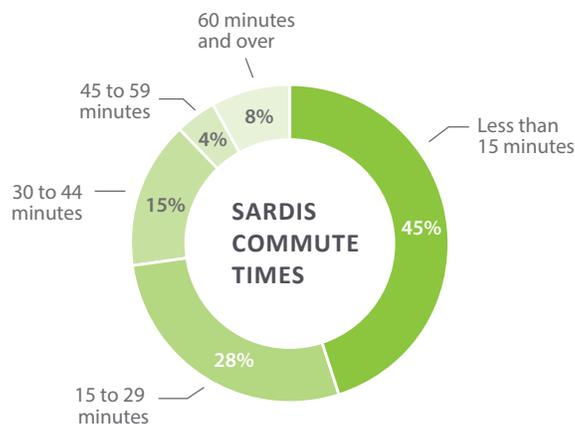
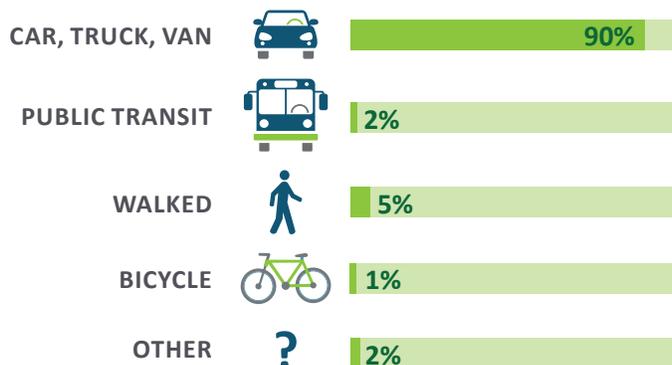
-  Proposed Area to Accomodate a Future Park
 -  Existing Trails & Walkways
 -  Non-City Trails
 -  Proposed Green Connections
 -  Watercourses
-  City Parks
 -  Schools
 -  FN Reserves
 -  Parcels Outside Study Area Boundary



7.3 MOBILITY

Successful neighbourhoods provide accessible, reliable, and alternate transportation options for individuals to travel within and out of their neighbourhood. Within the Sardis neighbourhood, there are opportunities to safely accommodate and integrate vehicles, buses, bikes, and pedestrians.

CURRENT MODE SHARE



WHAT WE HEARD

- Accommodate multiple modes of transportation for all ages and mobility needs
- Ensure that non-vehicular networks are safe and connected (i.e., sidewalks, bike lanes)
- Improve Vedder Road for both pedestrians and vehicles
- Consider speed mitigation measures in strategic locations
- Improve transit efficiency (scheduling, routes) and facilities (safety, comfort)



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OBJECTIVES

1. Recognize streets as important public spaces for socializing and travelling that prioritize pedestrians and provide residents with safe and efficient mobility choices.
2. Support a safe, accessible, and highly connected active transportation network to encourage healthy living and reduce vehicular dependence
3. Reimagine Vedder Road as a multi-purpose corridor that accommodates automobiles, high frequency public transit and pedestrians in a safe, accessible, and comfortable environment
4. Improve connectivity and convenience for vehicles trips within and beyond the neighbourhood boundaries
5. Support neighbourhood design that reduces reliance on the vehicle for daily trips and provides greater transportation choice



POLICY / ACTION

1. Work with corridor property owners and businesses to create a corridor plan for Vedder Road that strives to improve vehicular movement while creating a more comfortable environment for pedestrians. This corridor plan should consider:
 - a. Wider and separated sidewalks, benches, safe and convenient crossings, and additional lighting to improve pedestrian comfort and safety
 - b. Improved connections between adjacent streets, sidewalks and pathways
 - c. Street trees to improve the visual and environmental quality of the corridor
2. Integrate the recommendations of the pedestrian plan, as applicable to the Sardis neighbourhood, to improve connectivity and enhance the safety, character and comfort of the pedestrian experience. Priorities for Sardis include:
 - a. Prioritize sidewalk installation and enhancements on key corridors that provide critical connections between residential areas and commercial services along Vedder Road including Knight Road, Wells Road, and Stevenson Road.
 - b. Establish complete and continuous sidewalk and cycling networks that are connected to community amenities and services such as schools, parks and recreation facilities and higher density development including townhomes and apartment residential.
 - c. Ensure that new development provide sidewalk segments as part of frontage improvements. The City has an annual plan for improvements to sidewalks and pedestrian facilities within which gaps can be filled to improve connectivity. Through the pedestrian plan the City will identify priority areas for improving pedestrian facilities.
 - d. Enhance pedestrian facilities along Vedder Road and Luckakuck Way as road improvements and increased right-of-way occur by:
 - Widening sidewalks
 - Increasing building setbacks to accommodate outdoor seating, retail display space and plaza and patio areas
 - Separating sidewalks from the road corridor with street trees or a landscaped utility strip
 - Incorporating green infrastructure and amenities such as street trees, landscaping and drainage features.
 - Burying overhead Hydro where feasible



POTENTIAL ROAD CROSS-SECTIONS FOR VEDDER ROAD



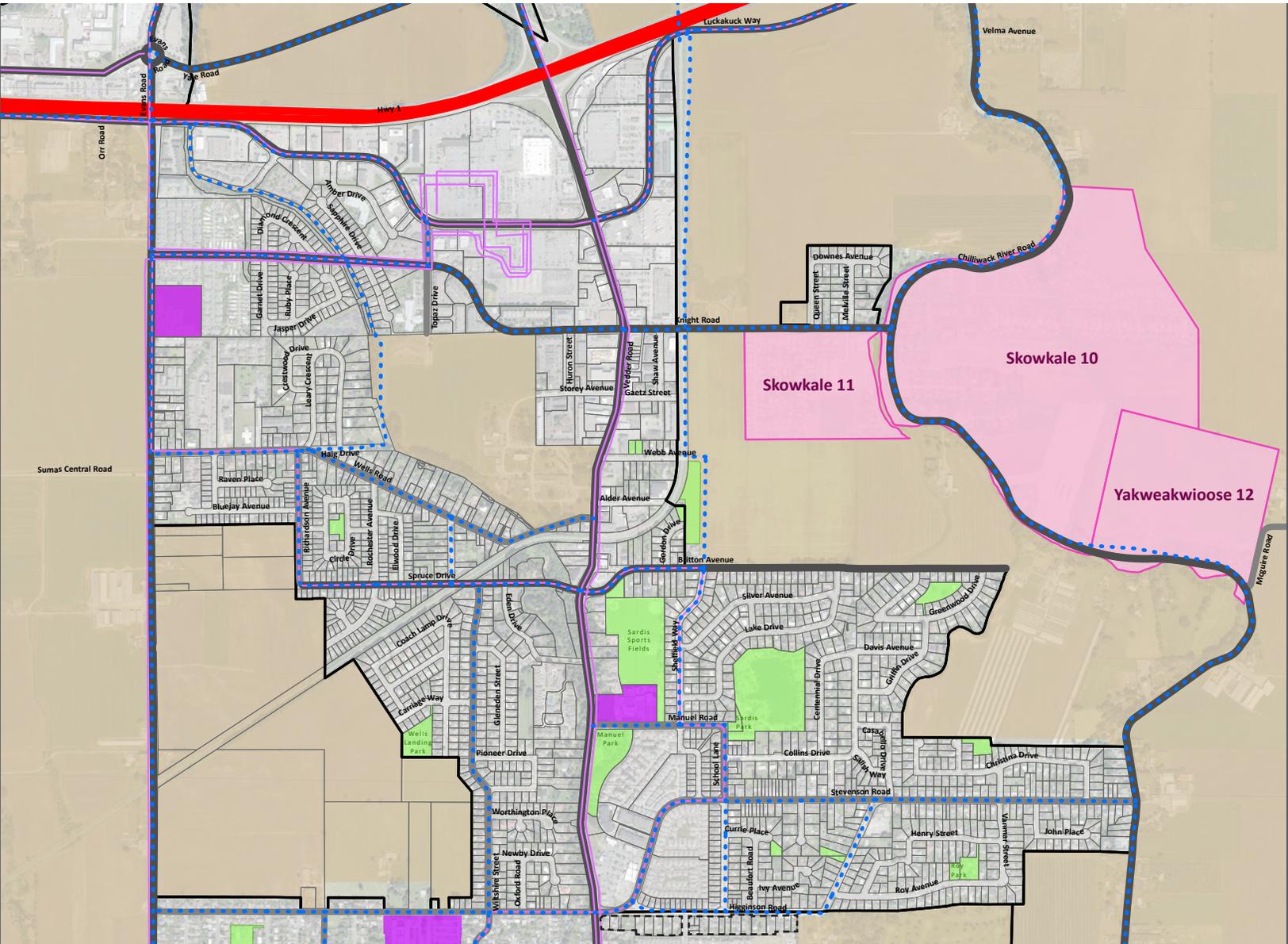
These cross – sections suggest a long-range vision for the potential reconfiguration of Vedder Road to improve pedestrian comfort and accessibility and enhance the character and functionality of the corridor. Final road cross-sections will be developed based on traffic modelling and stakeholder engagement.

3. Invest in transit infrastructure that enhances the rider experience and grows ridership. This could include increased frequency, technology solutions, bus shelters and other physical improvements, as outlined in Chilliwack Transit Future Plan
4. Establish a transit exchange in a central location adjacent to Luckakuck Way, and ensure safe pedestrian access and connectivity between the station and other Sardis destinations.
5. Ensure new pedestrian infrastructure is universally accessible so that everyone can benefit regardless of ability
6. Provide lighting along pedestrian networks that results in a safe, inviting and aesthetically pleasing nighttime environment for all users, and minimizes glare and light loss to the night sky and into neighbouring buildings



MOBILITY NETWORK

The Mobility Network Plan illustrates the various transportation options available to Sardis residents to move through and access the neighbourhood.



- Bus Routes
- Bike Routes
- Highway 1
- Arterial Road
- Collector Road
- City Parks
- Schools
- FN Reserves
- Agriculture Land Reserve
- Parcels Outside Study Area Boundary

The Chilliwack Transportation Plan (2018) and Cycle Vision Plan (2017) govern road standards and applicable bus and bike routes. Specific routes and standards are subject to regular review and revision over time as community needs and desires evolve.



7.4 HOUSING

Complete communities provide housing options that suit the needs of its diverse population. Variations in age, ability and income amongst residents result in different housing requirements. Additionally, as the Sardis neighbourhood continues to grow alternate and more dense forms of development will be encouraged in select areas. As redevelopment occurs, there is a need to ensure that higher density living enhances community, livability and affordability.



WHAT WE HEARD

- Locate higher density residential development around transit, services and major corridors
- Provide housing options to meet different communities' needs (seniors' housing, apartments)
- Provide purpose built rental homes
- Locate mixed- use development at mall sites
- Encourage a range of affordable housing units
- Ensure appropriate amenity space is accommodated within multi-unit developments



OBJECTIVES

1. Direct more intensive forms of housing to locations within proximity to services, amenities, and public transit
2. Support affordable housing, supportive housing, and non-market rentals to meet the needs of residents



POLICY / ACTION

1. Encourage and support diverse housing forms by accommodating a mix of unit sizes, housing types, and tenure (fee-simple, strata, rental and supportive housing)
2. Support small-scale infill development such as small lot singles, duplexes, secondary suites and coach houses in the Urban Residential designation
3. The small residential area located north of Sq'ewqeyl (Skowkale) 11 has limited development potential due to the lack of sewer infrastructure (See Zoning Bylaw for relevant development regulations)
4. Encourage townhouse development in areas that are generally within a 10-minute walk to services, transit, parks and amenities, and on consolidated lots designated Townhouse Residential, to provide additional housing options for residents that complement the existing neighbourhood character and quality.
5. Work collaboratively with the local design and development industry to explore innovative living formats and building forms that address local design challenges and contribute to the character and quality of the Sardis Neighbourhood
6. Collaborate with the owners of Chilliwack Mall, Cottonwood Mall and other larger commercial sites to explore redevelopment options that seamlessly integrate commercial, residential and public park and plaza uses into a highly walkable, connected and vibrant urban environment.
 - a. Apartment development should be developed with ground floor lobbies that have frequent windows and direct pedestrian connection(s) to Vedder and/or Luckakuck
 - b. Provide internal pathways between buildings to enhance pedestrian connectivity and movement through each site. Pathways should feature lighting, landscaping and street furniture to create a safe and comfortable walking environment
 - c. Require development applications to demonstrate how subsequent phases will continue to contribute to the character, quality and functionality of each site.
7. Continue to seek strategic partnerships with senior levels of government and local organizations to maximize the delivery of affordable housing options such as funding for non-market housing, grant support for building and maintaining affordable housing, and incentives for purpose built rental housing.
8. Pursuant to the provisions of Section 904 of the *Local Government Act*, consider voluntary community amenity contributions and/or density bonusing to secure social and/or affordable housing units, neighbourhood plazas, pathways, street trees, parks and furniture in conjunction with redevelopment to higher density development, in accordance with this Plan's land use designations
9. Seek to identify and reduce barriers to the construction of new market rental housing.
10. Support senior housing facilities within close proximity to services and amenities. Work with provincial agencies and senior levels of government to secure funding opportunities for seniors' housing.



7.5 COMMERCIAL

Access to shops and services within the neighbourhood allows residents to get their groceries, visit restaurants and run errands with ease. Appropriately planning for the scale and location of commercial uses will help encourage a healthy mix of retail, services, and restaurants accessible by car, bus, bike or on foot. As the residential population grows in Sardis, there is an opportunity to transform the existing commercial centres into active and vibrant shopping districts.

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WHAT WE HEARD

- Locate mixed-use nodes / development at the mall sites and along major corridors
- Allow for neighbourhood convenience stores, restaurants and pubs within walking distance of residential areas to increase walkability and sense of community
- Encourage commercial spaces that prioritize pedestrians and allow for socializing and window shopping
- Increase pedestrian priority at shopping centres

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OBJECTIVES

1. Encourage a variety of commercial uses and forms which contribute to a thriving business environment that meets the diverse needs of residents, the broader community and region.
2. Support the long-term transition to more compact built form and pedestrian friendly design for efficient use of commercial land and to improve walkability within and between sites.
3. Provide safe and comfortable neighbourhood spaces that encourage neighbours to socialize throughout the day and evening



POLICY / ACTION

1. Support diverse commercial uses and forms to meet the broad needs of varied residents
2. Support commercial uses that generate varied and increased local employment opportunities for Sardis residents
3. Direct new commercial development to lands already zoned for commercial to strengthen the existing business environment
4. Support office uses on lands designated General Commercial particularly near the future transit hub.
5. Continue to support the convenience commercial use located at Evans and Wells Road to locate daily needs closer to residents in North Evans, and portions of Wells Landing and North Sardis / Luckakuck. Discourage vehicle-oriented uses in this location.
6. Consider permitting / expanding daycares in proximity to park spaces to help meet the projections of the 2020 Child Care Strategy



7.6 COQUALEETZA LANDS

The Coqualeetza Lands are a 58-acre property located in the centre of Sardis. The lands are managed by Stó:lō Nation, and provide a host of member services. Public access is welcomed, and the significant walking trails are valued as important neighbourhood asset by all residents. These lands are not subject to the Sardis Neighbourhood Plan.



WHAT WE HEARD

- Explore opportunities for collaboration to achieve common goals
- Maintain pedestrian connection to commercial areas on First Nations Land



OBJECTIVES

1. Respect and celebrate the history and tradition of Stó:lō Nation’s presence within and contribution to the community
2. Continue to work collaboratively with First Nation partners to identify and achieve common goals



POLICY / ACTION

1. Continue discussions with Stó:lō Nation to continue to build a strong and collaborative working relationship
2. Identify common goals and opportunities for collaboration



7.7 URBAN DESIGN

Urban design helps to shape the functionality and aesthetics of the places and spaces within our communities; it affects the way our built environment interacts with public spaces and the people who occupy them. Good urban design can make residents feel safe, comfortable and engaged with their surroundings. Creating positive public spaces and quality urban design as the Sardis neighbourhood continues to grow and densify will ensure that Sardis remains a pleasant and enjoyable community for all residents.

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WHAT WE HEARD

- Encourage community-oriented design to create gathering spaces and reduce social isolation
- Provide safe and comfortable spaces for residents to use and enjoy
- Create community housing options, shops, services and mobility to support an aging population
- Require new housing to be well designed to promote safety and comfort
- Protect mountain and farm views

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OBJECTIVES

1. Develop well-designed, active and accessible public spaces for all residents to enjoy
2. Enable residents to move around the community efficiently using a variety of transportation modes
3. Celebrate unique and innovative building design and form to meet the diverse interests and needs of Sardis residents



POLICY / ACTION

1. Provide high quality public spaces to enable people to come together and engage with the community and facilitate a stronger sense of community.
2. Ensure new development is sited and designed to engage the street.
3. Ensure public spaces, sidewalks and pathways are universally accessible, well lit, and visible from adjacent development and include a variety of amenities to accommodate the diverse interests and abilities of Sardis residents.
4. Preserve and protect key mountain and valley views that reinforce Sardis' unique identity and sense of place
5. Encourage building designs and forms that reflect the existing neighbourhood character while meeting current market interests and expectations.
6. Assess new development applications and streetscape enhancements against Crime Prevention Through Environmental Design Principles (CPTED).
7. Update the City's existing design guidelines to reflect the City's desire to achieve high quality street-oriented development with active ground floor uses and design elements that enhance to the character and vibrancy of Chilliwack neighbourhoods



7.8 SERVICING

Proper servicing and infrastructure mean residents can move efficiently throughout their neighbourhood, have clean water to drink, appropriate sanitary services, and stormwater management and the systems can function in times of emergency and high demand. Properly designed and constructed infrastructure are an integral part of neighbourhood planning. The systems capacities need to be maintained as the neighbourhood (and demands) grow.

New development helps to pay for and maintain the infrastructure systems that support community growth through financial tools such as Development Cost Charges and School Acquisition Charges. These contributions assist the City with the capital costs of providing, constructing, altering, or expanding water, sewage, drainage and road services (directly or indirectly) impacted by new development. School planning is undertaken by the Chilliwack School District. Health Services are planned for and provided by the Province and Fraser Health Authority. The City will continue to collaborate with these agencies and provide input as required.



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WHAT WE HEARD

- Ensure infrastructure capacity can meet increased growth
- Consider additional road infrastructure to travel north – south and east – west
- Ensure that drainage is properly managed with additional development
- Require new development to pay for infrastructure upgrades
- Mitigate the impact of development on drainage

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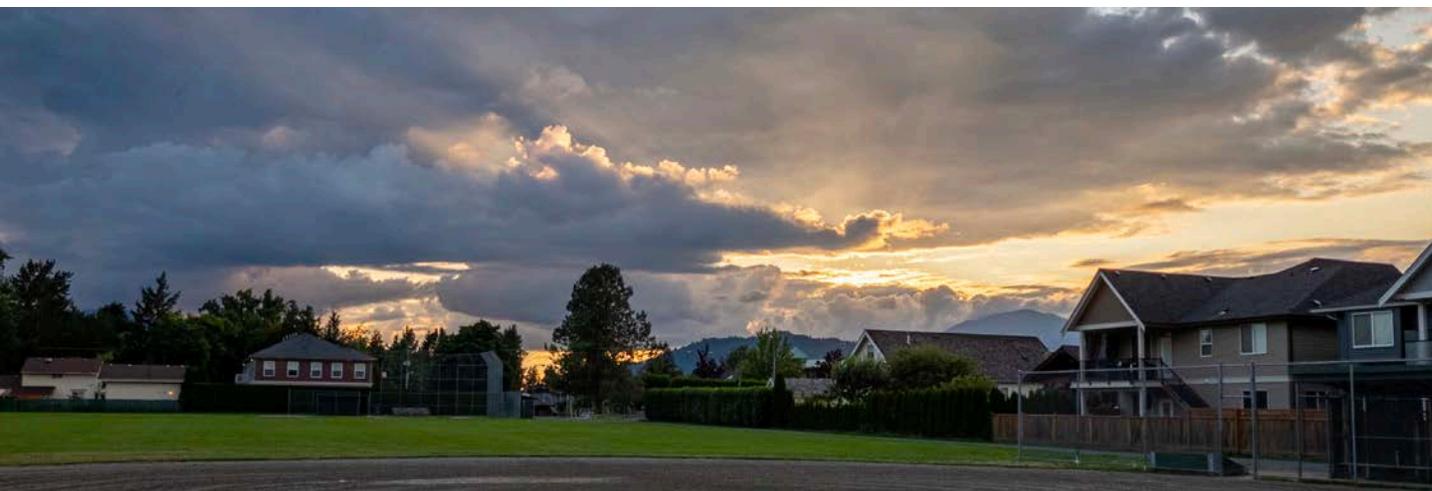
OBJECTIVES

1. Ensure there is appropriate infrastructure capacity to meet the demands of new and existing residents
2. Ensure growth pays for growth and that capital projects are realized

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POLICY / ACTION

1. Review and revise growth projections regularly to appropriately plan infrastructure capacities
2. Regularly review and update the City’s Development Cost Charge Bylaw to ensure infrastructure capacity is adequate to support redevelopment initiatives
3. Continue to meet with the School District regarding growth to support them with their school planning
4. Collaborate with Fraser Health Authority to deliver health services to residents
5. Ensure that proposed development adheres to the City of Chilliwack’s Policy and Design Criteria Manual for Surface Water Management



7.9 CLIMATE CHANGE

The impacts of climate change affect all residents and the neighbourhoods in which they live. Climate change is expected to make our region hotter and drier in the summer and wetter in the winter, with more frequent and intense rainfall and wind events. Action is needed to reduce our contribution to climate change, as well as to mitigate and adapt to its effects. The City's Integrated Air Quality, Energy and Greenhouse Gas Action Plan is being updated in 2020/21 to create a new Climate Action Plan for the community. Many of the policies and actions contained in other sections of the Sardis Neighbourhood Plan have climate change mitigation or adaptation benefits, such as densification, supporting sustainable transportation, protecting and enhancing natural areas and natural drainage systems, and encouraging the use of native trees and drought-resistant vegetation.

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WHAT WE HEARD

- Encourage alternate forms of energy and green infrastructure
- Encourage sustainable building practices
- Provide infrastructure and services to support sustainable forms of transportation
- Preserve trees and natural areas



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OBJECTIVES

1. Ensure development of the Sardis Neighbourhood incorporates climate change mitigation and adaptation measures to reduce greenhouse gas emissions and create a livable community that can continue to provide a high quality of life for residents and protect important infrastructure as our climate changes.

**POLICY / ACTION**

1. Encourage alternate forms of energy and green infrastructure.
2. Encourage sustainable building practices and support energy efficient buildings in accordance with the City's Climate Action Planning initiatives and provincial programs.
3. Require new residential and commercial buildings to include electric vehicle charging capability in accordance with the City's Zoning Bylaw.
4. Require floodproofing measures for buildings in the northern portion of Sardis within the protected Fraser River floodplain, as per the City's Floodplain Regulation Bylaw.
5. Minimize the landfilling of waste by having all businesses and residents divert recyclable and compostable materials from their garbage in accordance with regional waste sorting requirements and City's Solid Waste Management Bylaw.
6. Implement the natural environment, parks and open space, and sustainable transportation policies and actions identified in Section 7 of this plan.
7. Recognize that climate change mitigation and adaptation are evolving processes and, through the Climate Action Plan, continue to explore and implement climate change initiatives relating to land use, buildings, transportation, alternate energy, tree management, and waste diversion.



08.

IMPLEMENTATION

Implementation is the process that moves this Plan from strategy to action. Providing a clear way forward ensures the goals and policies outlined in this Plan are realized. There are various factors that influence implementation timelines, including but not limited to:

1. Collection of Development Cost Charges and Development Cost Charge applicable projects
2. Physical improvements at time of development
3. Market conditions that influence the time and type of development
4. Rezoning process and amendments of Plan from time to time
5. Annual review of 10 year Comprehensive Municipal Plan (CMP) which Identifies and plans for anticipated operational and capital needs well in advance This allows Council to prioritize operational and capital budgetary items including
 - a. Maintenance and reinvestment in City infrastructure
 - b. Maintenance and enhancement of service levels to the community
 - c. Support public safety needs
 - d. Plan for anticipated and unanticipated community needs
 - e. Fund all capital priorities without debt in accordance with the City's pay-as-you-go, no-debt policy
6. Updating of other City plans and policy documents that may affect this Plan, such as pedestrian planning, corridor planning, design guidelines for Sardis mixed use core area



The following table, organized by general themes, summarizes the action items, and a timeline. Timelines are based on short (0 – 3 years), medium (4 to 6 years) and long term (7+ years). For the purposes of the implantation table, policies have been shortened to the most actionable phrase. Additionally, some policies have been consolidated where implementation actions are the same. Full policies can be referenced in the appropriate sections above.

PUBLIC ENGAGEMENT

The City plays a lead role and partners with other levels of government and local organizations to implement the policy direction outlined in this plan. The private sector also plays a key role in constructing the housing, businesses and industry the community needs to continue to grow and thrive.

As part of the development process the City requires development applicants to engage with residents in the rezoning application process by informing them about proposals and addressing their concerns. The City has a procedure for rezoning applications to engage with the neighbouring community. The form of public engagement may include public information meetings with notification requests.

- Once a rezoning application has been submitted to the City, developers will be required to contact neighbouring residents to present and discuss their plans to gain input regarding key community concerns and, where applicable, to present draft drawings. Applicants are encouraged to enter into discussions with the adjacent property owners and the community as early as possible.
- Applicants should provide a summary of community and neighbour engagement, outlining the engagement and summary of resident concerns and how they will be addressed in advance of the Public Hearing.
- The applicant, property owners, or their representative, are expected to attend the Public Hearing held by Council to address their applications.

POLICY / ACTION	TIMING
SECTION 6.1 LAND USE DESIGNATIONS	
Ensure new development applications meet the Design Criteria established in this plan, the City's Infill Policy and Design Guidelines	Short Term
SECTION 7.1 NATURAL ENVIRONMENT	
1. Protect fish and wildlife habitat and riparian areas along watercourses by prohibiting development within the Streamside Protection and Enhancement Area (7.1.1 & 7.1.2)	Ongoing
2. Develop a strategy and public education process to work with property owners to restore natural areas (7.1.3)	Short Term
3. Ensure new development meets local, provincial and federal requirements (7.1.4)	Ongoing
4. Identify opportunities to protect the natural environment through the redevelopment process (7.1.5)	Short to Medium Term
5. Preserve ALR lands (7.1.6)	Ongoing
6. Implement Green Connections (7.1.7)	Short to Medium Term
SECTION 7.2 PARKS, TRAILS & OPEN SPACE	
1. Facilitate additional trail linkages (7.2.1)	Short to Medium Term
2. Require direct connections through redevelopment (7.2.2)	Short to Medium Term
3. Extend the Valley Rail Trail (7.2.3)	Medium Term
4. Implement Green connections (7.2.4 & 7.2.5)	Short to Medium Term
5. Establish a neighbourhood park and urban park/plaza in North Sardis (7.2.6 & 7.2.7)	Short to Medium Term



POLICY / ACTION	TIMING
6. Explore Community Amenity Contributions / Density Bonusing to help secure new park space and trails (7.2.9)	Short Term
SECTION 7.3 MOBILITY	
1. Create a corridor plan for Vedder Road (7.3.1)	Short- Medium Term
2. Integrate and implement the pedestrian plan (7.3.2)	Medium Term
3. Invest in transit infrastructure (7.3.3)	Short- Medium Term, Ongoing
4. Establish a transit exchange (7.3.4)	Long Term
5. Ensure universal pedestrian infrastructure (7.3.5)	Ongoing
6. Provide lighting along pedestrian networks (7.3.6)	Short to Medium Term
SECTION 7.4 HOUSING	
1. Work with local design and development industry to explore various housing forms to meet diverse needs of Sardis residents (7.4.5)	Short Term
2. Collaborate with mall owners to explore redevelopment opportunities that advance the neighbourhood’s aspiration to achieve a vibrant and walkable mixed-use retail environment (7.4.6)	Short to Medium Term
3. Seek strategic partnerships to create more affordable forms of housing (7.4.7)	Ongoing
4. Consider Community Amenity Contributions / Density Bonusing to achieve more affordable forms of housing and to achieve additional amenities (7.4.8)	Short Term
SECTION 7.5 COMMERCIAL	
1. Consider permitting daycares in alternate areas (7.5.6)	Ongoing
SECTION 7.6 COQUALEETZA LANDS	
1. Continue to work with Coqualeetza representatives to identify common goals and opportunities (7.6.1 and 7.6.2)	Ongoing
SECTION 7.7 URBAN DESIGN	
1. Design and implement safe and high-quality public spaces (7.7.1 and 7.7.3)	Ongoing
2. Ensure new development engages the street (7.7.2)	Ongoing
3. Assess new development against CPTED principles (7.7.6)	Short Term
4. Update the City’s Design Guidelines to reflect City’s desire to create street-oriented development with active edges to enhance streetscape vibrancy (7.7.7)	Ongoing
SECTION 7.8 SERVICING	
1. Review and revise growth projections annually (7.8.1)	Short Term
2. Review and update Development Cost Charges Bylaw (7.8.2)	Short Term
3. Collaborate with the School District to ensure the provision of appropriate school facilities in Sardis (7.8.3)	Ongoing
4. Work with Fraser Health Authority to understand needs and to explore common objectives (7.8.4)	Ongoing
SECTION 7.9 – CLIMATE CHANGE	
1. Require new residential and commercial development to include EV charging stations (7.9.3)	Ongoing
2. Require flood proofing measures in North Sardis (7.9.4)	Ongoing
3. Minimize the landfilling of waste (7.9.5)	Short to Medium Term

