

AGENDA ITEM NO: 7-I-1

MEETING DATE: April 5, 2022

**STAFF REPORT – COVER SHEET**

SUBJECT: OCP Amendment / South Vedder Neighbourhood Plan DATE: March 16, 2022

DEPARTMENT: Planning & Strategic Initiatives OCP00042 PREPARED BY: Madeline Peters / tt

**1. SUMMARY OF ISSUE:**

After a comprehensive planning and community engagement process, an Official Community Plan Amendment (OCP) is now proposed to incorporate the South Vedder Neighbourhood Plan (“the Plan”) as a schedule in the OCP. The Plan establishes a future land use vision and guiding principles to support the City’s long-range growth management strategy (OCP), while reflecting a range of community perspectives and needs identified over the course of the engagement period. Building on the broader objectives of the City’s 2040 OCP, the South Vedder Neighbourhood Plan provides clear policy direction for achieving greater affordability, sustainability, and liveability, and proactively builds on the area’s potential.

**2. RECOMMENDATION:**

Recommendation that “Official Community Plan Bylaw Amendment Bylaw 2022, No. 5175”, a proposed text amendment to include the “South Vedder Neighbourhood Plan” as a new Schedule D-7 in the “2040 Official Community Plan”, be given first and second reading; and further, that a Public Hearing be called for April 19, 2022. (OCP00042)

  
\_\_\_\_\_  
David Blain  
Director of Planning & Engineering

**3. CHIEF ADMINISTRATIVE OFFICER’S RECOMMENDATION/COMMENTS:**

Supports recommendation.

  
\_\_\_\_\_  
Peter Monteith  
Chief Administrative Officer

## STAFF REPORT ON OCP00042 / SOUTH VEDDER NEIGHBOURHOOD PLAN

PREPARED BY: Madelaine Peters DATE: March 16, 2022  
POSITION: Planner III DEPARTMENT: Planning & Strategic Initiatives

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### 1. DEFINITION OF ISSUE:

After a comprehensive planning and community engagement process, an Official Community Plan Amendment (OCP) is now proposed to incorporate the South Vedder Neighbourhood Plan (“the Plan”) as a schedule in the OCP. The Plan establishes a future land use vision and guiding principles to support the City’s long-range growth management strategy (OCP), while reflecting a range of community perspectives and needs identified over the course of the engagement period. Building on the broader objectives of the City’s 2040 OCP, the South Vedder Neighbourhood Plan provides clear policy direction for achieving greater affordability, sustainability, and liveability, and proactively builds on the area’s potential.

### 2. BACKGROUND / PURPOSE:

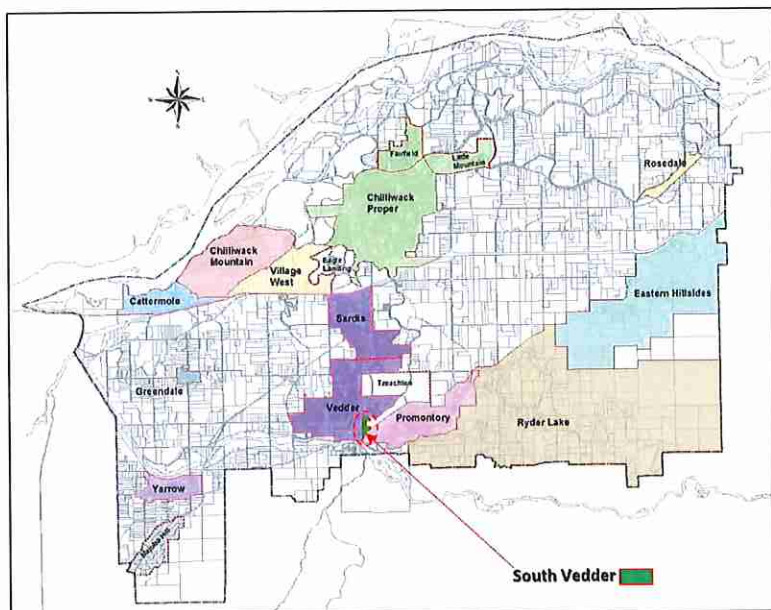
The City’s 2040 OCP provides key objectives and land use direction at a City-wide scale and sets out the overarching vision for how Chilliwack should grow and develop over time. The South Vedder Neighbourhood has long been designated for “General Commercial” or “Medium Density Residential” development in the OCP. These designations support urban corridor densification (along Vedder Road) as well as the development of vibrant commercial and residential areas to facilitate pedestrian-friendly streets.

While all areas of the City are experiencing growth, the South Vedder Neighbourhood has considerable potential to accommodate new opportunities for development. The South Vedder Neighbourhood Plan has been developed, which refines the land use designations as outlined in the OCP, and provides a foundation for growth within this area of the Vedder Neighbourhood.

### 3. DISCUSSION:

- 3.1 In response to increased development interest in this area, the South Vedder Neighbourhood Plan has been prepared in advance of the creation of a Vedder Neighbourhood Plan, which is anticipated to be undertaken in 2023. Although the scope of this Plan represents a portion of the Vedder Neighbourhood, the growth strategies and decisions made within the Plan have been carefully crafted to reflect the wider neighbourhood context.
- 3.2 The South Vedder Neighbourhood is a component of the broader Vedder Neighbourhood. As shown, the area is located east of Vedder Road and directly below the hillside of Promontory. The area also shares boundaries with Tzeachten First Nation (Keith Wilson Road, east). Vedder Road forms the western boundary of the South Vedder Neighbourhood.

OCP Location Map



South Vedder



3.3 Throughout the planning process, resident and stakeholder input was sought to inform the policy and future land use direction contained in the Plan. In June 2021, property owners, businesses, residents, and other stakeholders including the neighbouring Tzeachten First Nation and the Chilliwack School District #33 were contacted via letter for their feedback, with the opportunity to share feedback online or by contacting the Planning & Strategic Initiatives Department directly. Additionally, a Press Release was distributed by the City and the project was promoted in the Chilliwack Progress newspaper and via social media (Facebook, Instagram, and Twitter). A project webpage was created on “Engage Chilliwack”, which included an online poll, a place to read background information and Frequently Asked Questions, and the opportunity for participants to ask questions and provide feedback.

3.4 A total of 117 participants shared their views of the South Vedder Neighbourhood. Key takeaways from the engagement include:

- Existing green spaces, trails and community gathering spots should be protected
- Increased density requires additional park space, particularly for seniors and children
- Concern over pedestrian safety and potential vehicle conflicts on local roads
- Ensure a mix of housing types to meet different needs (seniors, families, students), including apartments
- Desire for commercial spaces that allow for socializing and outdoor meeting places
- Important to reduce the appearance of pavement and parking lots
- Ensure roads support pedestrians and cyclists with separated bike lanes and sidewalks

For more detail on the findings of the public engagement component, please refer to the Engagement Summary posted on the City’s website and on “Engage Chilliwack” at <https://www.engagechilliwack.com/southvedder>.

- 3.5 As outlined in the Future Land Use Plan (page 20), properties along the urban corridor (Vedder Road) are to accommodate both residential and commercial uses, with a focus on creating a walkable and pedestrian-friendly environment as redevelopment occurs. Behind Vedder Road (east), infill and redevelopment will expand housing options for existing and future residents. Single-detached dwellings and duplexes are envisioned within established low-density areas of the neighbourhood. This range of housing is in alignment with the City’s Housing Needs Report, which identifies that multi-unit housing forms, including townhouses and apartments, were found to be more affordable options for residents.
- 3.6 As no vacant or undeveloped sites exist, infill development and redevelopment is how South Vedder Neighbourhood will continue to grow in the future. This is consistent with how growth and development occur in other Chilliwack neighbourhoods, as supported by the overarching OCP.
- 3.7 In support of the Plan’s long-term guide for policy direction, future decision-making, and infrastructure investments, the Plan comprises eight overarching principles:
1. Encourage diverse and affordable housing;
  2. Enhance connections to parks and trails;
  3. Establish a compact and distinct commercial core;
  4. Strategic densification of residential development;
  5. Protection of groundwater resources and drainage systems;
  6. Encourage building form that is visually appealing, facilitates social interaction at the street level, and enhances neighbourhood character and identity;
  7. Make walking and cycling safe, convenient and desirable; and,
  8. Continue to build and enhance resident participation in planning processes.
- 3.8 Following a similar template established in the Sardis Neighbourhood Plan, an overview of some of the Future Land Use Plan designations is as follows:

| Designation                           | Objective & Built Form   |
|---------------------------------------|--|
| <b>“South Vedder Commercial Core”</b> | <ul style="list-style-type: none"> <li>• Located along the Vedder Road corridor, in proximity to a Frequent Transit Route, and includes active ground floor commercial uses that support a vibrant and walkable retail environment.</li> <li>• Ground floor commercial buildings with apartment residential uses above, or stand-alone commercial buildings</li> </ul> |
| <b>“General Commercial”</b>           | <ul style="list-style-type: none"> <li>• Located on the periphery of the “South Vedder Commercial Core”, and supports the continuation of active retail and residential uses.</li> <li>• Stand-alone commercial buildings, mixed-use commercial with residential above the first floor, or stand-alone apartment residential</li> </ul>                                |
| <b>“Apartment Residential”</b>        | <ul style="list-style-type: none"> <li>• Located adjacent to “South Vedder Commercial Core” and supports apartment development that serves diverse housing needs.</li> <li>• Apartments, stacked townhouses, or combination of both forms</li> </ul>   |
| <b>“Townhouse Residential”</b>        | <ul style="list-style-type: none"> <li>• Located to serve as a transition from higher-density development to lower-density residential areas.</li> </ul>   |

|                            |   |
|----------------------------|---|
|                            | <ul style="list-style-type: none"> <li>• Townhouses, rowhouses</li> </ul>   |
| <b>“Urban Residential”</b> | <ul style="list-style-type: none"> <li>• Supports modest densification within existing low-density areas to support a range of housing needs.</li> <li>• Single-detached dwellings, duplexes, and Accessory Dwelling Units</li> </ul>   |
| <b>“Rural Hillside”</b>    | <ul style="list-style-type: none"> <li>• Single-detached dwellings on large residential acreages, located outside the Vedder Road corridor.</li> <li>• Single-detached dwellings on large residential acreages</li> </ul>   |
| <b>“Remnant”</b>           | <ul style="list-style-type: none"> <li>• Areas preserved in a natural state due to the presence of a suspected physical hazard or a need to protect environmental quality.</li> <li>• Existing residential uses permitted; no new construction or reconstruction of existing homes as legal non-conforming</li> </ul> |

3.9 A variety of components were analyzed to understand how the neighbourhood functions. Some of the Plan’s key components are as follows:

- **Neighbourhood Park:**  
 A key component of the Plan is the need to prioritize the creation of a new neighbourhood park in the Alma/Morton/Marie/Viola area in order to support increased density. As there is no immediate park space within the planning area, a small neighbourhood park is proposed to serve local residents, providing play space for children and passive recreational space for residents. The City would need to acquire this through land purchase, given that there are no large redevelopment sites from which a park can be dedicated. The location for this space is dependent on the timing of redevelopment and city budgets.
- **Vedder Road and Local Roads:**  
 Given Vedder Road’s substantial right-of-way, there is opportunity to create wider bike lanes and sidewalks buffered with landscaping and trees. Driveways will also be discouraged off Vedder Road. A cross-section has been prepared to reflect this. Additionally, through the redevelopment process, the local roads, such as Viola Street and Alma Avenue, will be required to be constructed to City standards to accommodate sidewalks and on-street parking on both sides of the streets.
- **Drainage Infrastructure:**  
 Properly designed and constructed infrastructure are an integral part of neighbourhood planning. The systems capacities need to be maintained and upgraded as the neighbourhood (and demands) grow. The City will develop a comprehensive design plan in the immediate term to ensure drainage infrastructure capacity can meet increased growth. Developers will be required to install portions of the off-site storm water infrastructure in order to support the road upgrades associated with the development of their site.
- **Sardis-Vedder Aquifer & Low Water Table:**  
 Policies have been prepared that prioritize the protection of the Sardis-Vedder Aquifer as the neighbourhood transforms, which discourages potentially hazardous uses such as Gas Stations, Vehicle Repair Shops, Drycleaners, etc. Additionally, given the considerably low water table in this area, it is likely to support construction of underground parking, which

encourages visually appealing building forms that facilitate social interaction at the street level.

3.10 Implementation is the process that moves this Plan from strategy to action. Implementation objectives of the Plan acknowledge the following:

- The Plan is a living document whose implementation includes monitoring and amendments, as needed, over time to response to emerging community needs and Council priorities, through established public processes.
- The land use plan acknowledges that redevelopment timelines are dependent on the market and property owner interest, and not all properties will be redeveloped to higher densities.
- Redevelopment will occur as individual land owners determine the viability of redevelopment, in accordance with City policies, plans, and bylaws.

3.11 To support the rezoning and development process, applicants should be aware that:

- As a part of the rezoning process, applicants will be required to undertake early neighbourhood engagement to present and discuss their plans to gain input regarding key community concerns. A summary of the engagement will be required in advance of the Public Hearing. The applicant is also expected to attend the Public Hearing.
- Applicants will also be required to submit development plans to support rezoning applications which include variance proposals.

#### **4. SUMMARY OF FINAL PUBLIC ENGAGEMENT PROCESS, FINDINGS & AMENDMENTS**

4.1 On February 15<sup>th</sup> 2022, Council received a presentation on the draft Plan, after which further community engagement was undertaken. Due to the evolving nature of the COVID-19 pandemic, public engagement was undertaken online.

4.2 Between February 15<sup>th</sup> and March 4<sup>th</sup> 2022, City staff engaged with the public, including referrals to First Nations and the Chilliwack School District #33, about the draft South Vedder Neighbourhood Plan. During this stage, staff presented a full draft of the Plan for public review and comment. The online survey gathered input to check if we are on the right track. The goal was to gather meaningful input to review the draft Plan before presenting the final document to Council for adoption.

4.3 Letters were sent to all property owners, businesses, and residents in the neighbourhood and surrounding area. In addition, an email blast was sent to subscribers on Engage Chilliwack to inform them of the survey and draft Plan. We also promoted the survey and draft Plan through the City's social media accounts. Multiple stakeholders and residents corresponded with City staff through emails, phone calls, and letters. Questions and feedback were submitted. During this period, the

project webpage on Engage Chilliwack received 600 visits and the draft Plan was downloaded 220 times.

- 4.4 Additionally, referrals of the draft Plan were sent to First Nations (Tzeachten, People of the River Referrals Office, and Stó:lō Tribal Council) and the Chilliwack School District #33, in accordance with the Local Government Act, regarding the proposed OCP amendment. Those referrals have been made, and comments have been requested to be submitted prior to the Public Hearing for the OCP amendment.
- 4.5 A presentation of the draft Plan was also made to the City's Affordable Housing and Development Advisory Committee (AHDC) on February 23<sup>rd</sup> 2022.
- 4.6 From February 15<sup>th</sup> to March 4<sup>th</sup> 2022, a public survey was available online. Respondents were invited to rate their level of support for the draft Plan and provide qualitative feedback. In total, we received 30 survey responses. The online survey indicates the following:
- The survey respondents either live (50%) or work (7%) in the neighbourhood. Additional responses under "other" (43%) ranged from respondents who live nearby, drive this section of road daily, frequently visit the area, in the development community, work for the School District, and own rental properties in the neighbourhood;
  - 83% of respondents either "liked it" (40%) or "liked most aspects" (43%) of the general objectives of the Plan, which is a substantial level of neighbourhood support. Just 5% of respondents indicated they had "mixed feelings". No one "disliked" or had "significant issues" with the Plan.
  - 93% of respondents "agree" (43%) or "somewhat agree" (50%) that the Plan acknowledges concerns of the neighbourhood today and into the future;
  - 23 essay responses were also submitted. Noted concerns relate to uncertainty around Plan implementation (i.e., impacts to property), increase in density (traffic congestion, parking, shadows), and reinforces the residents' interest in active transportation (walkability, trails access, sidewalks, bike lanes), tree protection, and providing more green/park space.
- 4.7 Based on comments made at the February 15<sup>th</sup> Council meeting, AHDC meeting, as well as feedback from the public engagement, amendments have been made to the Plan, as follows:
- An amendment has been made to the "Apartment Residential" designation, to add a provision for building heights over six storeys, in the form of a density bonus, in exchange for amenities (i.e., affordable housing, or other specified social, recreational or environmental amenities, consistent with the Plan's policies). This is similar to the density bonus provision within the "South Vedder Commercial Core" designation in the Plan.
  - A new policy has been added under section 7.6 (Urban Design) to require development proposals to submit a view and shadowing impact study showing how the impact of

development over six storeys in height (in the form of a density bonus) may be minimized on adjacent properties.

- Amendments have been made to policies under section 7.1 (Natural Environment) to strengthen language and to prevent new construction of potentially hazardous land uses in the neighbourhood, to ensure groundwater protection measures are achieved and to add further clarity for City staff, Council, industry professionals, property owners and residents.
- An amendment has been made to the Future Land Use Plan that involves three properties at the junction of Morton Road and Alma Avenue (45656 & 45664 Alma Avenue and 45665 Morton Road). Such properties may be redesignated from Urban Residential to Apartment Residential should all three parcels be assembled into one development site. This change in land use designation will require a Plan amendment and be reviewed by City staff to determine the best fit in the neighbourhood and the overall objectives of this Plan.

4.8 The Public Hearing will be the final opportunity for public input. We will be encouraging all residents, including those who have followed the process and provided their ideas and feedback throughout each state of engagement, to join us in this milestone and express to Council their thoughts on this important Plan.

## 5. **RECOMMENDATION & SUBSTANTIATION:**

### **Recommendation:**

Recommendation that “Official Community Plan Bylaw Amendment Bylaw 2022, No. 5175”, a proposed text amendment to include the “South Vedder Neighbourhood Plan” as a new Schedule D-7 in the “2040 Official Community Plan”, be given first and second reading; and further, that a Public Hearing be called for April 19, 2022. (OCP00042)

### **Substantiation:**

The South Vedder Neighbourhood Plan sets out planning principles and policies to guide land use and development decisions in the neighbourhood. This document is a resource for City staff, Council, industry professionals, and residents alike. Taking into account community values and concerns, the Plan reflects an attentive planning process and is intended to be a living document that is monitored throughout implementation and amended, as needed, to reflect emerging community needs and opportunities. Ultimately, the Plan ensures future land use and development occurs in accordance with the 2040 OCP objectives.







# schedules **ocp**

Schedule A - Regional Context Statement

Schedule B - Downtown Design Guidelines

Schedule C - Design Guidelines, Multi-Family Infill Development

Schedule D - Neighbourhood Plans

1. Downtown Land Use and Development Plan
2. Eastern Hillside Comprehensive Area Plan
3. Agricultural Area Plan
4. Alder Neighbourhood Plan
5. Chilliwack Proper and Fairfield Island Neighbourhoods Plan
6. Sardis Neighbourhood Plan

**7. South Vedder Neighbourhood Plan**

Schedule E - Growth Projection Tables

**(All Schedules are located at the end of the report.)**

**City of Chilliwack**

**Bylaw No. 5175**

**A bylaw to amend the “Official Community Plan Bylaw 2014, No. 4025”**

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

1. This bylaw may be cited as **“Official Community Plan Bylaw Amendment Bylaw 2022, No. 5175”**.
2. “Official Community Plan Bylaw 2014, No. 4025”, is hereby further amended in OCP Maps, Land Use Designation Maps, by deleting Map 17B Proposed Land Use (2040) Sardis-Vedder, attached thereto in its entirety, and substituting with a new Map 17B Proposed Land Use (2040) Sardis-Vedder, attached hereto and forming part of this Bylaw.
3. Said Bylaw is hereby further amended in OCP Schedules, Schedule D – Neighbourhood Plans and Schedule D – Neighbourhood Plans Cover sheet by adding the following:  
“7. South Vedder Neighbourhood Plan”
4. Said Bylaw is hereby further amended in OCP Schedules, Schedule D – Neighbourhood Plans, by adding “South Vedder Neighbourhood Plan”, attached hereto as Schedule “A” and forming part of this Bylaw.

Received first and second reading on the  
Public hearing held on the  
Received third reading on the

Consultation Process considered by Council on the 15<sup>th</sup> of February, 2022.

Received adoption on the

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Mayor

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Corporate Officer



City of Chilliwack

Legend

- RL Low Density Residential
- RM Medium Density Residential
- CG General Commercial
- CT Thoroughfare Commercial
- CDA Comprehensive Development Area
- PI Institutional and Civic Use
- PF Federal
- PV Vedder River Management Area
- PR Community Park and Recreation
- ER Environmental Reserve
- OR Outdoor Recreation
- AG Agricultural
- FN First Nation Reserve
- Schedule D-4 Alder Neighbourhood Plan
- Schedule D-6 Sardis Neighbourhood Plan
- Schedule D-7 South Vedder Neighbourhood Plan

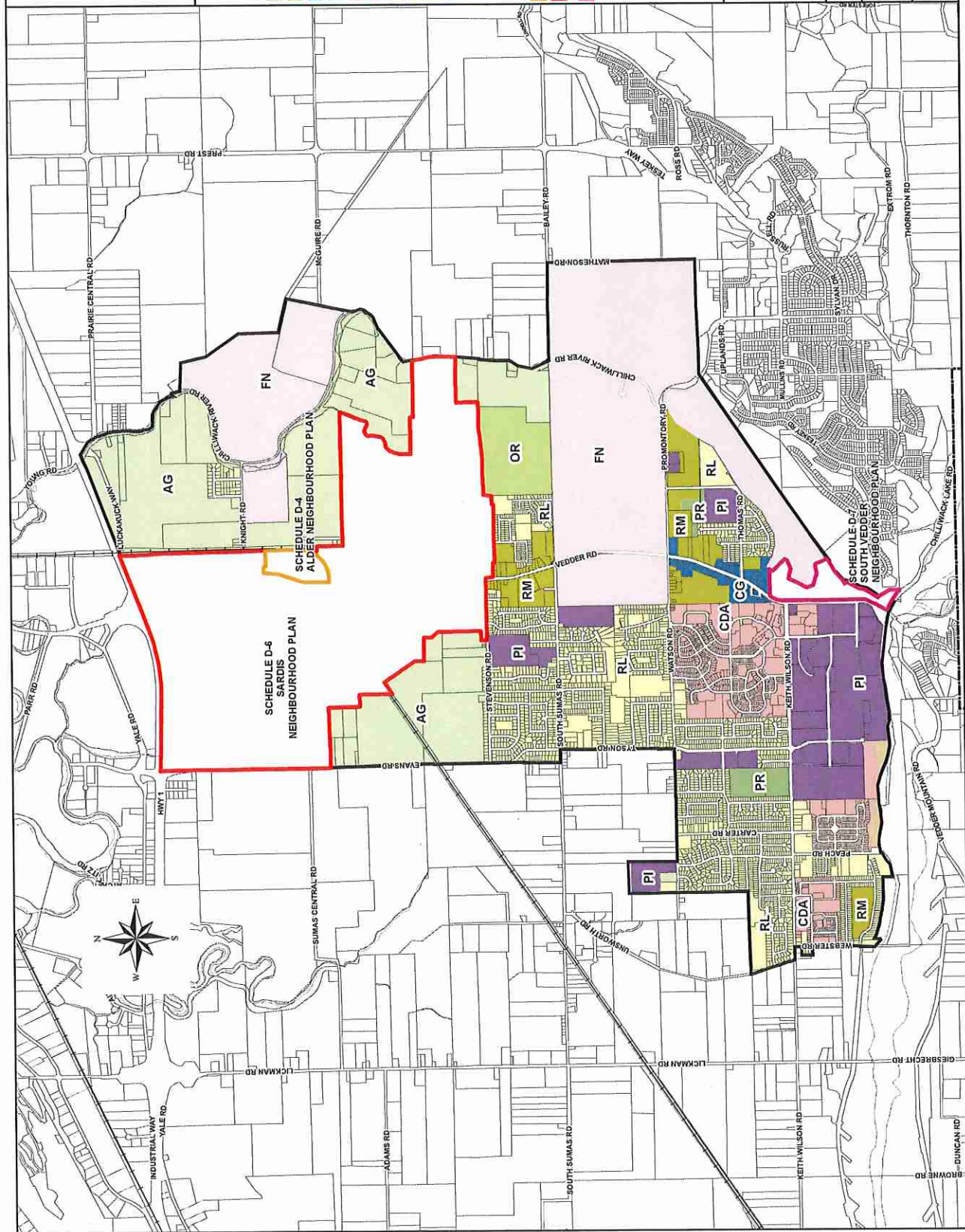
OFFICIAL COMMUNITY PLAN  
Proposed Land Use (2040)

Sardis-Vedder

MAP 17B



The City of Chilliwack assumes no responsibility for the accuracy of the information displayed.





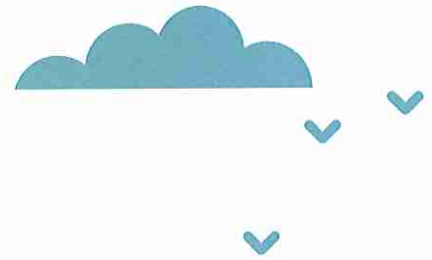
# SOUTH VEDDER NEIGHBOURHOOD PLAN

APRIL 2022

PREPARED BY

**URBAN**  
S Y S T E M S

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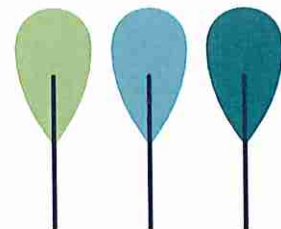




# TABLE OF CONTENTS

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|  |           |
|--|-----------|
| <b>01. INTRODUCTION.....</b>               | <b>1</b>  |
| 1.1 WHY ARE NEIGHBOURHOODS IMPORTANT?      | 4         |
| <b>02. NEIGHBOURHOOD CONTEXT.....</b>      | <b>5</b>  |
| 2.1 A CHANGING COMMUNITY                   | 9         |
| <b>03. KEY ELEMENTS OF THIS PLAN .....</b> | <b>11</b> |
| <b>04. PLANNING PROCESS .....</b>          | <b>13</b> |
| 4.1 LAND USE PLANNING PROCESS              | 13        |
| 4.2 NEIGHBOURHOOD PERSPECTIVE AND VALUES   | 14        |
| <b>05. VISION &amp; PRINCIPLES .....</b>   | <b>15</b> |
| 5.1 A VISION FOR THE FUTURE                | 15        |
| 5.2 GUIDING PRINCIPLES                     | 17        |







**06. LAND USE ..... 19**

- 6.1 FUTURE LAND USE PLAN 20
- 6.2 LAND USE DESIGNATIONS 21

**07. NEIGHBOURHOOD POLICIES ..... 33**

- 7.1 NATURAL ENVIRONMENT 34
- 7.2 PARKS, TRAILS, & OPEN SPACE 36
- 7.3 MOBILITY 38
- 7.4 HOUSING 42
- 7.5 COMMERCIAL 44
- 7.6 URBAN DESIGN 45
- 7.7 SERVICING 47
- 7.8 CLIMATE CHANGE 49

**08. IMPLEMENTATION ..... 51**





# 01.

## INTRODUCTION

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Recent development pressure in the South Vedder area has influenced the need to create a proactive strategy to manage long-range growth at the neighbourhood level. The City's 2040 Official Community Plan (OCP) provides key objectives and land use direction at a City-wide scale and has outlined the relevant planning processes required to achieve them. Neighbourhood planning manages current and future development through the advancement of broad, City-wide objectives, that are applied at a local scale. The South Vedder Neighbourhood Plan seeks to refine the land use designations as outlined in the OCP and provide a foundation for growth within this area of the Vedder Neighbourhood.

The South Vedder area is characterized by its commercial corridor that has increasingly become a focus of development interest over the last few years. Increased density along portions of Vedder Road supports City Council's policy measures that focus growth within the existing Urban Growth Boundary along key corridors, such as Vedder Road, to ensure efficient service delivery, protection of agricultural lands, diversity of housing options, and access to multi-modal travel options.



The objective for the neighbourhood is to create a liveable area that responds to the needs of the immediate residents, while accommodating new growth in a sensitive and cohesive manner.

While all areas of the City are experiencing growth, the South Vedder neighbourhood has considerable potential to accommodate new opportunities for development, in the form of infill densification and redevelopment. Infill densification refers to the development of parcels within previously built areas (e.g., the subdivision of existing parcels into smaller lots, or the development of a property to higher density multi-family residential uses). These areas are already served by public infrastructure, such as transportation, water, and other utilities. Redevelopment describes converting an existing built property into another use. The Vedder Road corridor attracts a range of development types and will continue to do so as the urban corridor evolves towards a

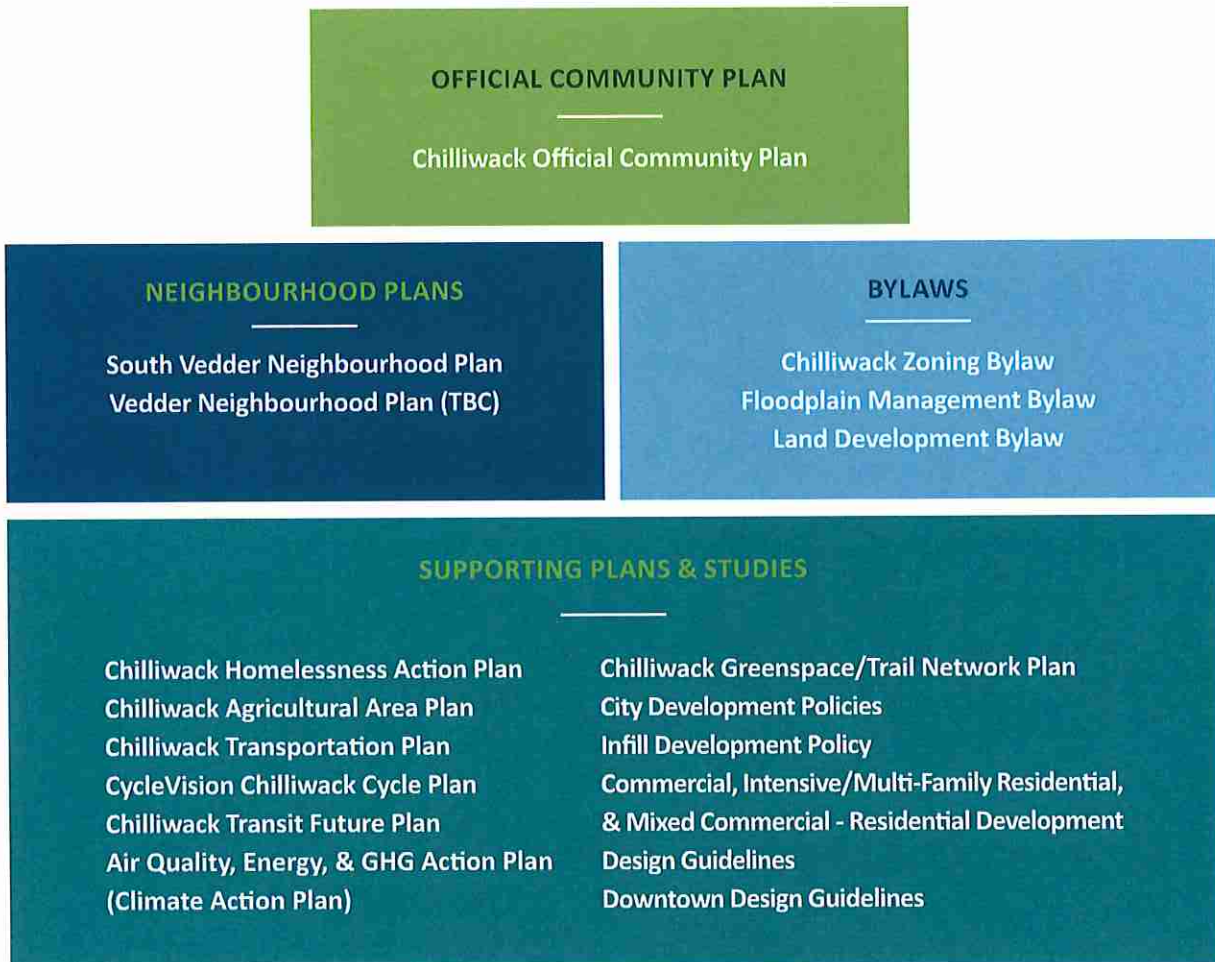
more vibrant and pedestrian-oriented environment.

Land along the urban corridor is to accommodate both residential and commercial uses, with a focus on creating an active and engaging interface between new development and the sidewalk. Behind (east and west) Vedder Road, infill and redevelopment will expand housing options for existing and future residents, making efficient use of existing services and infrastructure.





The South Vedder Neighbourhood Plan sets out planning principles and policies to guide land use and development decisions in the neighbourhood. This document is a resource for City staff, Council, industry professionals, and residents alike. Other City plans, bylaws, and policies that inform decision-making and have supported the development of the South Vedder Neighbourhood Plan include:



The Plan reflects an attentive planning process and is intended to be a living document that is monitored throughout implementation and amended, as needed, to reflect emerging community needs and opportunities.

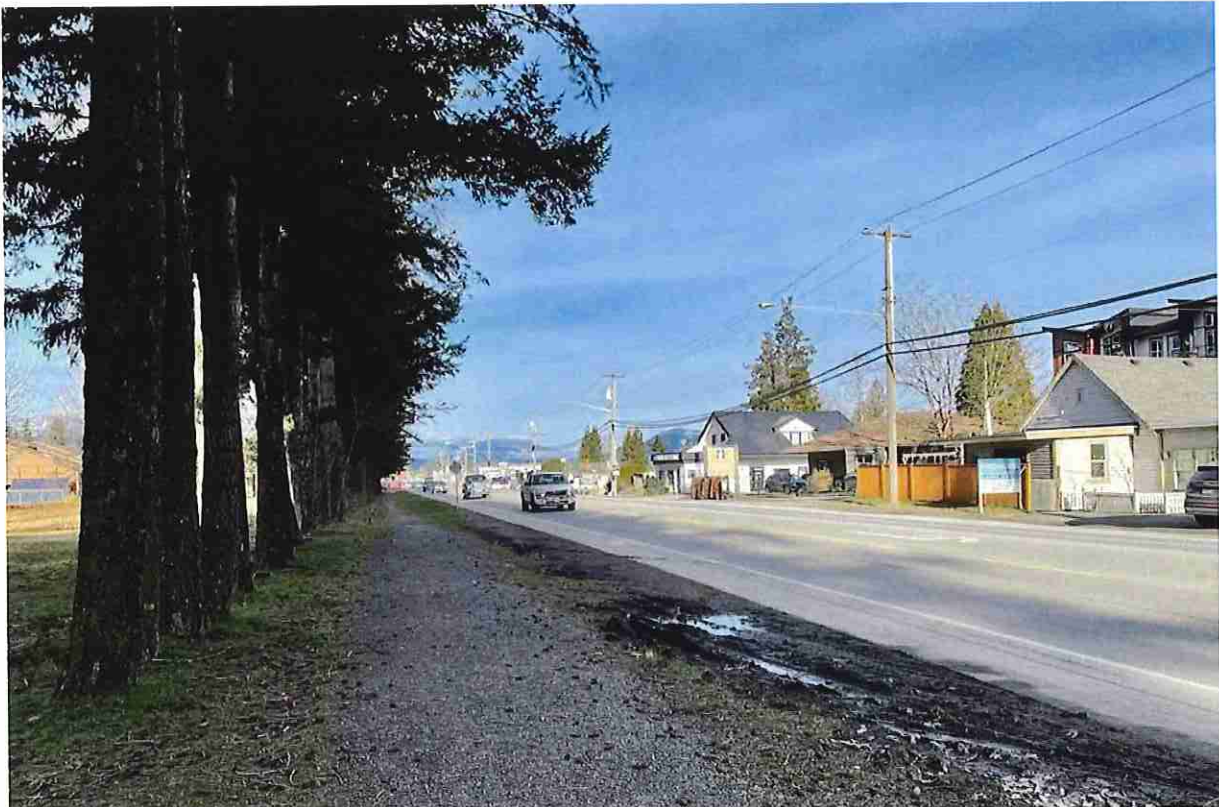


## 1.1 WHY ARE NEIGHBOURHOODS IMPORTANT?

Neighbourhoods are the places where we live, enjoy time with family and friends, and connect with our community. What happens in our neighbourhood is essential in supporting broader community health and wellbeing.

Our neighbourhoods are diverse in terms of people and places. This diversity influences a range of perspectives and needs. As neighbourhood planning is done at the local scale, it can include detailed analysis that recognizes the unique priorities and values of residents.

It is important to acknowledge that neighbourhoods do not function in isolation. Rather, they are a series of places that connect us to our broader communities that form our cities. Streets, sidewalks, and pathways expand outside the borders of this Neighbourhood Plan, making it imperative to consider the broader community context while planning the South Vedder Neighbourhood and the greater Vedder Neighbourhood in general.





## 02.

# NEIGHBOURHOOD CONTEXT

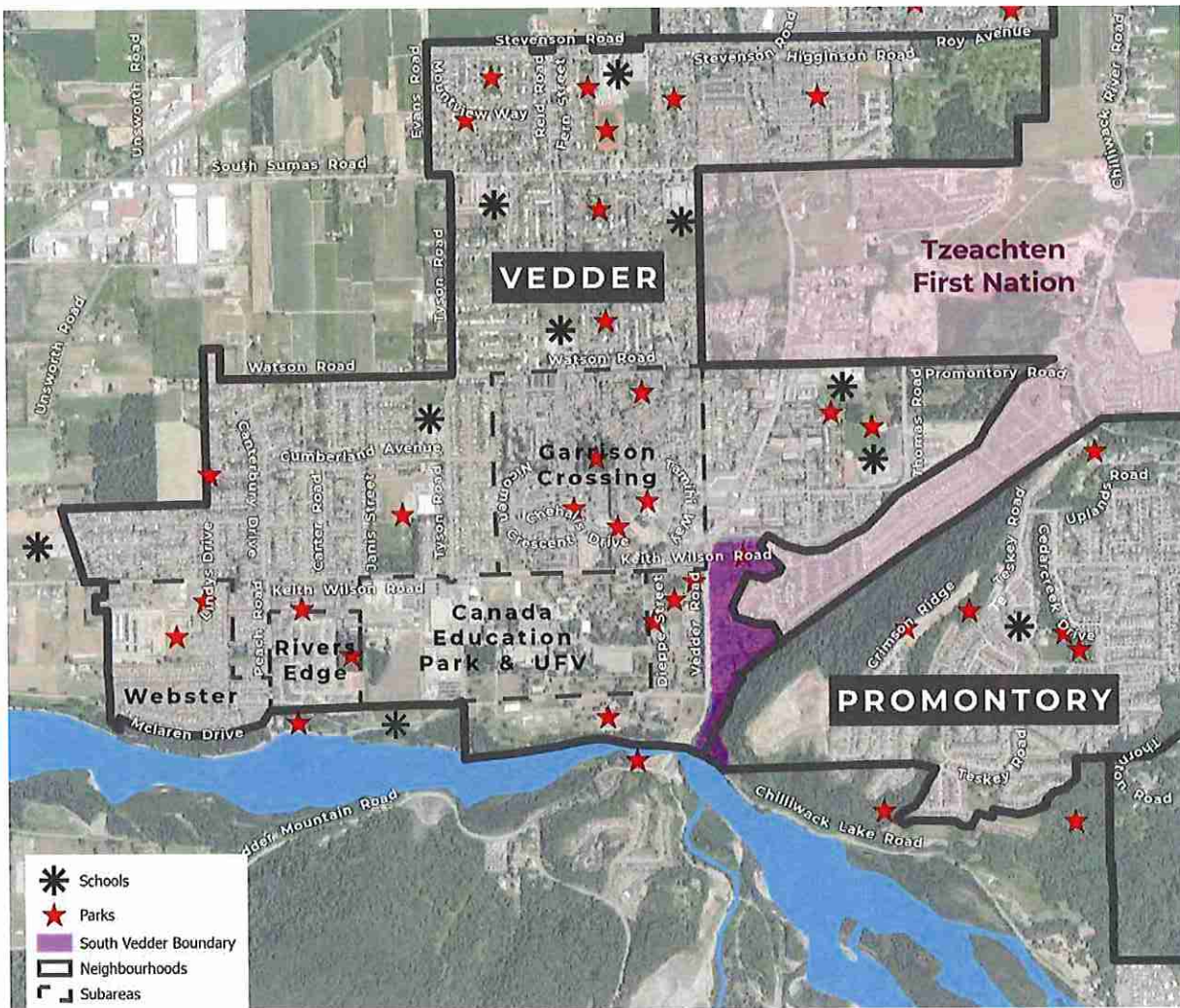
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The South Vedder Neighbourhood is a component of the broader Vedder Neighbourhood in the south end of the City of Chilliwack. As identified in its namesake, the South Vedder Neighbourhood is located in the southern portion of Vedder and borders the Chilliwack/Vedder River (south), and Promontory Neighbourhood (south-east), Tzeachten (Ch'iyáqtel) First Nations Lands (east), and the broader Vedder Neighbourhood (north and west). Vedder Road forms the western boundary of the South Vedder Neighbourhood.

The boundaries of Sardis, an adjacent Neighbourhood further to the north, and Vedder have been fluid over the years, however, as a response to continued growth, the City's 2040 Official Community Plan (OCP) established boundaries for the two neighbourhoods to support detailed planning processes. Given high redevelopment pressure, the South Vedder Neighbourhood Plan has been prepared in advance of the creation of a Vedder Neighbourhood Plan, which is anticipated to be undertaken in 2023. While the scope of this planning exercise represents only a portion of the area, the growth strategies and decisions made within the plan impact the wider context significantly and have been mindfully crafted to reflect this.



## SOUTH VEDDER NEIGHBOURHOOD



The OCP anticipates growth in Chilliwack’s urban corridors and provides a framework for growth management. All of Chilliwack’s neighbourhoods, including South Vedder, will accommodate existing community members and welcome new residents to the area through infill and redevelopment strategies. Growth is to be supported by the integration of appropriate infrastructure improvements and expanded amenities to enhance residents’ quality of life and wellbeing. Older neighbourhoods that were developed at lower densities will accommodate modest infill development to achieve a diversity of housing needs as housing stock ages and demand for smaller, more affordable forms of housing continues to increase. Denser forms of development, such as townhouses and apartment buildings, will be located strategically in proximity to services and amenities. With a number of active development applications underway, this is already occurring within the South Vedder Neighbourhood, along the Vedder Road corridor.

The South Vedder area is characterized by the Vedder Road corridor that functions as the primary transportation gateway, providing north-south connection within and beyond the South Vedder area. This includes the Sardis Neighbourhood to the north, and the Chilliwack/Vedder River to the south. The Vedder Rotary Loop Trail



is also a key characteristic within the neighbourhood area that connects South Vedder residents to the wider Chilliwack community and draws many visitors to the area. The Vedder Road corridor is home to predominantly commercial uses, which has expanded to include residential uses to accommodate growth and diverse housing needs.

There are a variety of mobility options along the Vedder Road corridor. The corridor is serviced by a frequent bus service, Route 1, that connects the Vedder neighbourhood to other neighbourhoods in the City. Recently, improvements are underway to enhance the user experience on Vedder Road through lane widening, installing centre turning lanes, bike lanes, sidewalks, and streetlights on both sides of the corridor, and relocating overhead BC Hydro and Telus poles. A Rectangular Rapid Flashing Beacon at Morton Road, which facilitates pedestrian crossing to the nearby parks, has also recently been constructed. These improvements are expected to ease traffic pressures most of the year, with the exception of summer traffic volumes on Vedder Road. As development continues within the South Vedder area, there is opportunity to build upon the existing community connections and expand the user experience along the Vedder Road corridor through an enhanced public realm for both locals and visitors to socialize, recreate, and gather.

?

**HOW IS INFRASTRUCTURE PAID FOR?**

Municipalities collect fees from new development called Development Cost Charges (DCCs). DCCs can help pay for improvements to water, sewer, drainage, parks and roads.

Charges are collected from developers at the time of subdivision or when a building permit is issued. All charges collected by the City are deposited into separate water, sewer, drainage, parks and roads DCC reserve funds. The City then uses these individual reserves to complete capital infrastructure projects, such as a new park or sewer upgrades.

New development is also required to provide frontage improvements and/or off-site works. This can include installing new sidewalks in front of the property or upgrading servicing infrastructure.



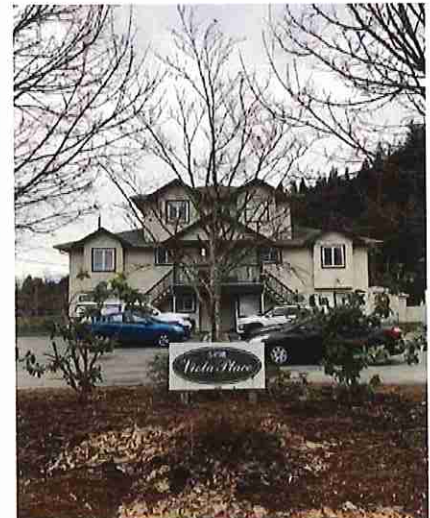
**VEDDER ROAD**

Vedder Road (looking south) with four travel lanes, new sidewalks, bike lanes, and landscaping within the centre boulevard.



Vedder Road (looking south-east towards the Keith Wilson Road intersection) with new bike lanes delineated with green pavement colouring.



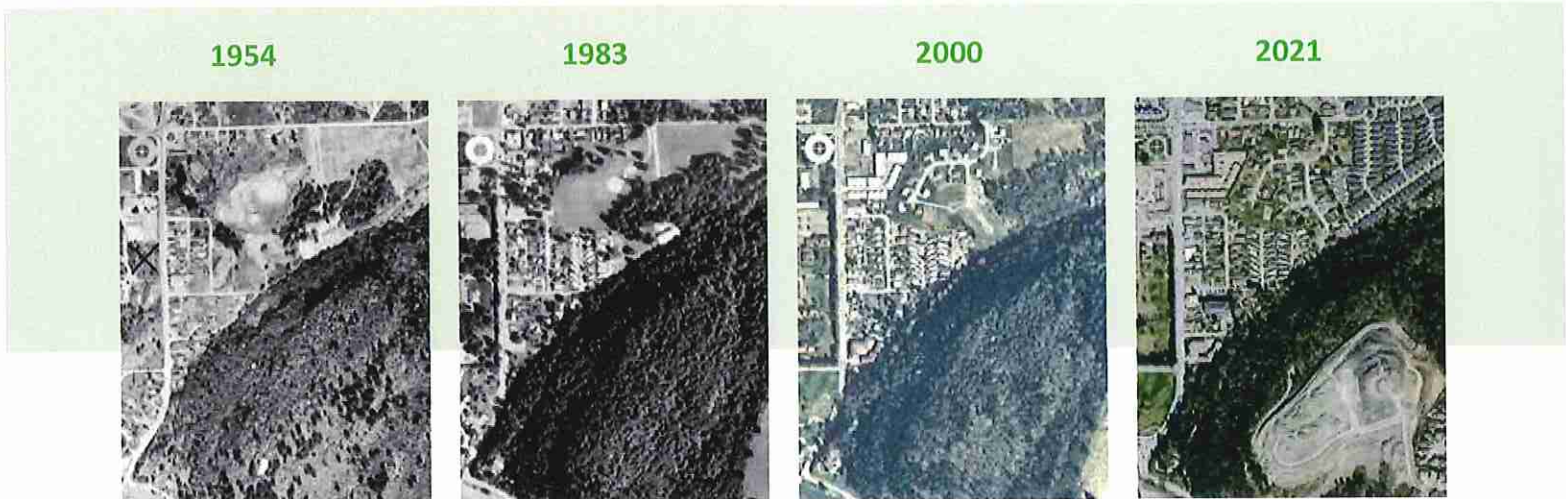




## 2.1 A CHANGING COMMUNITY

Located on the traditional and unceded lands of the Stó:lō (stah-lo) people, the area now known as South Vedder was first home to the peoples of the Ts'elxwéyeqw Tribe.

### EVOLUTION OF SOUTH VEDDER

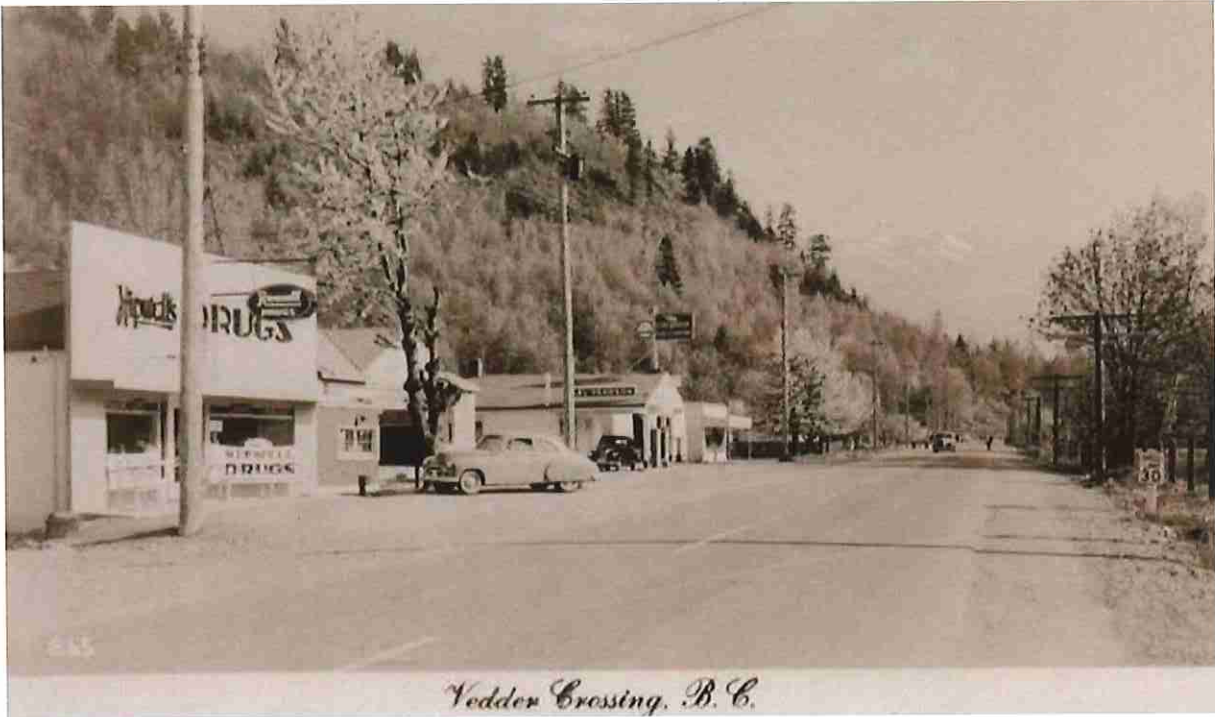


#### Post-Settlement

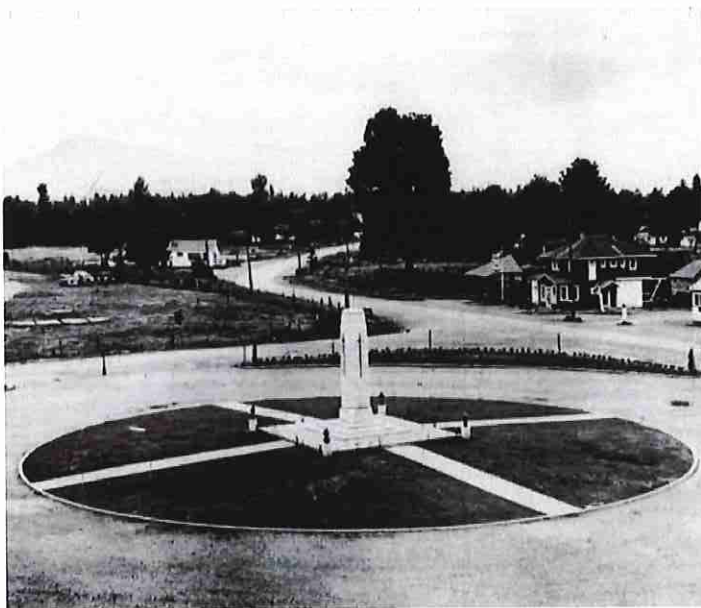
In the late 19th Century, Vedder provided boat-crossing access at the Chilliwack/Vedder River, and later became the location of the Old Yale Road Bridge (replaced most recently in 2018). Known by the locals as Vedder Crossing, this gateway supported a small cluster of homes and commercial buildings along Keith Wilson Road, Marie Avenue, Morton Road, Viola Street, and Vedder Road. In 1941, when the federal government opened a military training base, the influx of military personnel marked a period of notable economic development and growth in the local area. City sewer was eventually brought to the local area in the early 1970s.

In 1998, the closure of the military training base again resulted in a transformation of the local area. With nearly 140 hectares of prime development land made available to the City at a time when its valley floor urban reserve was near depletion, the transformation of the residential area of Garrison Crossing, has had an immense impact on the land use and character of the neighbouring areas. The aerial photos above show growth and change in South Vedder over time. Within the South Vedder Neighbourhood, current development includes a mix of single detached dwellings, a mobile home park, townhouses, and an apartment building. Retail and vehicle oriented commercial uses generally front Vedder Road, with small to no front setbacks.

Notably, through infill development and redevelopment, residential density has increased along Vedder Road, ultimately resulting in the improvement of mobility and accessibility along Vedder Road. Given South Vedder's proximity to Garrison Crossing, the foundation blocks of a complete community are beginning to settle into place, with walkable streets, incorporation of bike lanes, a variety of housing options, parks and trails, mature trees, transit routes, schools within walking distance, and adjacent shopping.



*Historic Vedder Crossing,  
looking south east.  
(Source: [www.prairie-towns.com](http://www.prairie-towns.com))*



*All Sappers War Memorial (Chilliwack Museum and  
Archives, Chilliwack Progress, Unnumbered)*



## 03.

# KEY ELEMENTS OF THIS PLAN

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A variety of components must be analyzed to understand how a neighbourhood functions. As redevelopment and infill occurs within the South Vedder Neighbourhood, the aim of this Plan is to create a safe, vibrant community corridor that accommodates new development that responds to the need for affordable and diverse housing for the growing population.

As the focal point of the neighbourhood, the Vedder Road corridor is well-frequented and provides convenient connection for a wide range of users, inclusive of vehicles, pedestrians, and cyclists. The future of the corridor is anticipated to bring increased commercial and residential development, leading to an increase in usership. This requires improved streetscape conditions and strategic infrastructure design to uphold comfort and safety for active users, while sustaining the existing roadway infrastructure. The goal of this street activation approach is to support a walkable and pedestrian-friendly environment as redevelopment occurs along Vedder Road.



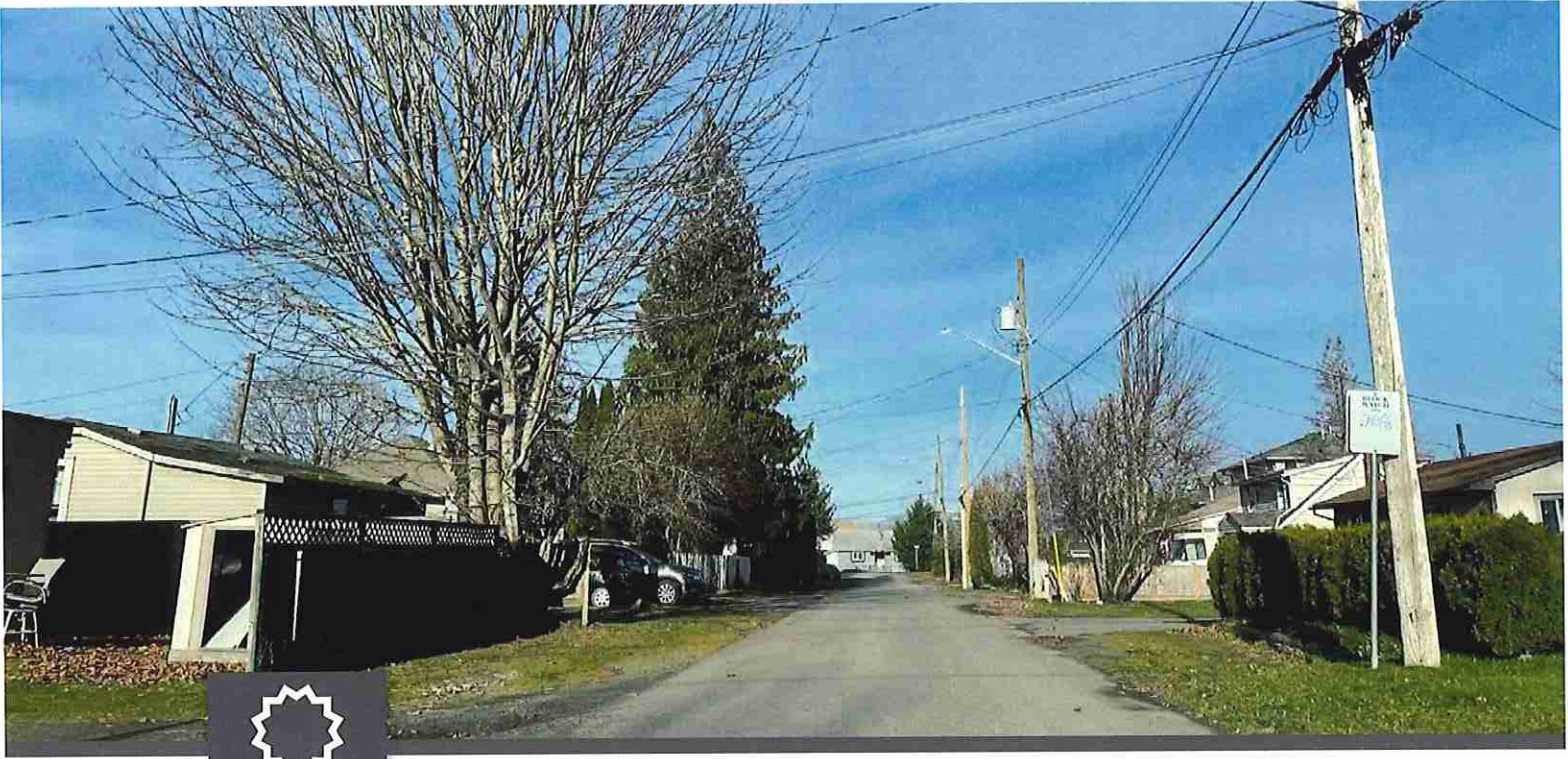
## KEY ELEMENTS OF THIS PLAN

The South Vedder Neighbourhood is ideally located in proximity to convenient public transit options and services along the corridor, community recreation amenities, and a variety of parks and trails. This includes Lawrence Park, the Vedder Rotary Trail Loop, Vedder Park, and All Sappers Memorial Park, amongst others. These existing elements will be leveraged and enhanced through supporting policies and community feedback outlined in this Plan.

Chilliwack's Housing Needs Report (2020) showcases that many households are unable to afford a single detached dwelling. Multi-unit housing forms, including townhouses and apartments, were found to be more affordable options for residents overall, and based on current development, the housing market is responding to this need.

The South Vedder Neighbourhood currently accommodates a mix of housing ranging from mobile homes, single detached dwellings, townhouses and a small apartment building. To reflect the identified city-wide housing needs, the South Vedder neighbourhood will continue to support a variety of housing forms, including more intensive residential development as the neighbourhood evolves. Expanding the housing options will help to accommodate both availability and affordability needs of a growing population. At the same time, the retention of lower density dwellings where feasible is a key strategy to create a variety of housing options. This approach will stress the importance of compatibility between new and existing development through design direction.





# 04.

## PLANNING PROCESS

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### 4.1 LAND USE PLANNING PROCESS

The South Vedder Neighbourhood Plan will play a pivotal role in shaping the broader Vedder Neighbourhood. With the increase in development pressure along the Vedder Road corridor, this neighbourhood planning process is an opportunity to strategize for growth within the area while encouraging high-quality design that accommodates the changing needs of the community. This approach focuses on creating a functional land use pattern that purposefully locates commercial and residential uses to be complementary with the existing community uses.

Existing OCP land use designations were reviewed, looking at permitted uses, built form, and supporting policy direction. Underlying zoning was also reviewed to gain an understanding of how current OCP direction is regulated on the ground. The purpose of this Neighbourhood Plan is to refine the OCP land use designations to manage and accommodate growth and redevelopment in a thoughtful and comprehensive manner.

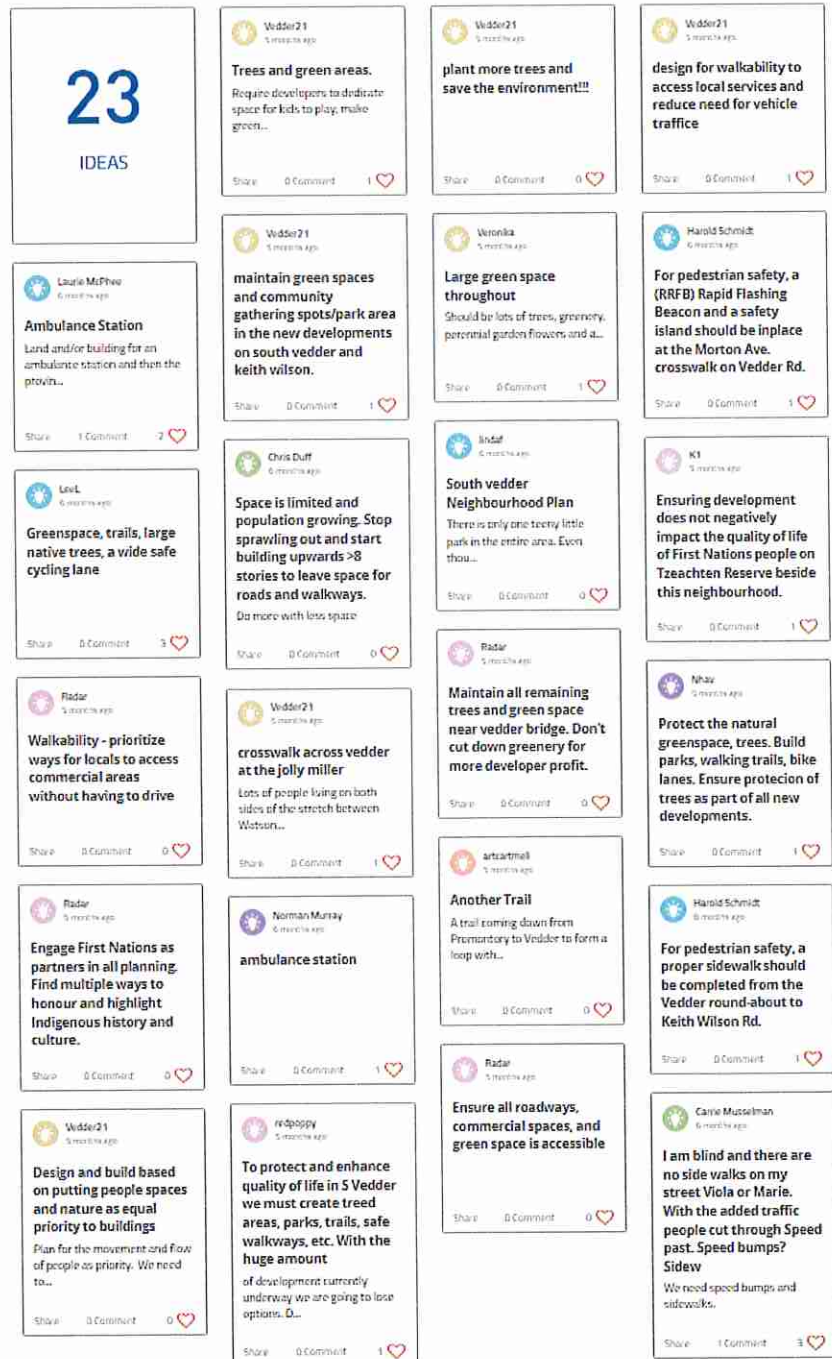


## 4.2 NEIGHBOURHOOD PERSPECTIVE AND VALUES

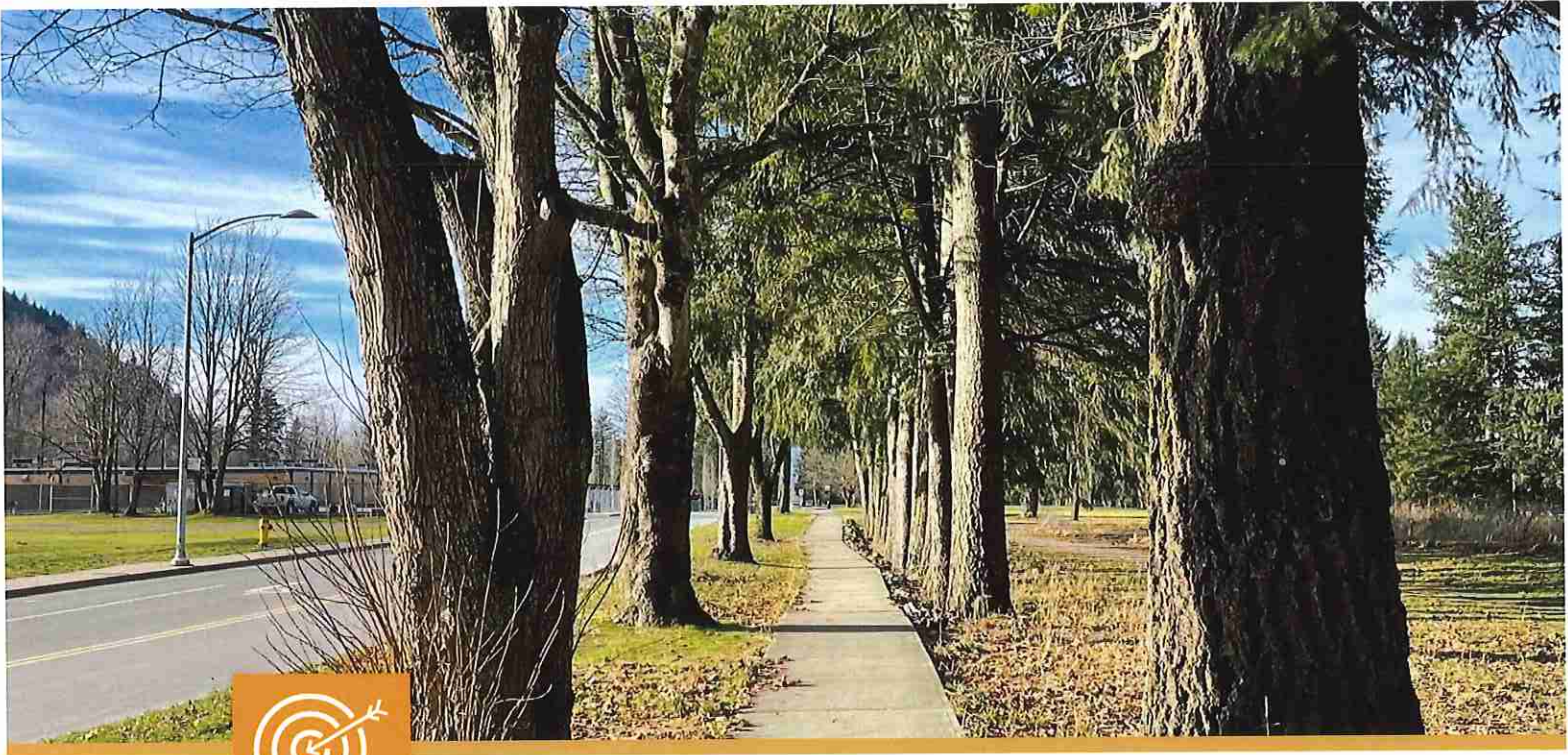
Resident and stakeholder input was sought to inform the policies and land use direction contained in this Plan. In June 2021 the City reached out to property owners, businesses, residents, and other stakeholders including the neighbouring Tzeachten First Nation and School District #33 informing them of the planning process and inviting comments and feedback. A media release was distributed, and the project was promoted in the Chilliwack Progress and via social media (Facebook, Instagram, and Twitter). A project webpage was created on [Engage Chilliwack \(Bang the Table\)](#), which included an online poll, background information, Frequently Asked Questions, and the option to ask questions and provide feedback.

A total of 117 participants shared their views of the South Vedder neighbourhood. Workshops with City staff brought together critical input from various City departments, providing an opportunity to work through challenges together and determining appropriate solutions to guide neighbourhood growth.

### WHAT DO YOU THINK IS THE MOST IMPORTANT THING ABOUT YOUR NEIGHBOURHOOD?



**Figure 3.**  
Captions of a selection of ideas that were shared during the neighbourhood engagement process posted on Engage Chilliwack (an online community engagement and information-sharing platform).



# 05.

## VISION & PRINCIPLES

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### 5.1 A VISION FOR THE FUTURE

*The South Vedder Neighbourhood will be a vibrant, attractive community for existing and future residents within the broader Vedder Neighbourhood. The existing neighbourhood components will be leveraged and enhanced to meet the changing needs of the community as growth persists and development increases.*





## VISION & PRINCIPLES

The Vedder Road corridor will be the focal point for intensive development within the neighbourhood as it leverages the proximity to primary transit services, increases the number of people living within walking distance of local shops, services, and amenities, and provides needed housing choices for residents. Enhanced design and safety measures along the corridor will provide residents with the agency to comfortably choose their method of travel within and beyond the South Vedder Neighbourhood.

Proximity to nearby landmarks and natural features, such as the University of the Fraser Valley (Chilliwack Campus), the Chilliwack/Vedder River, and regional destinations such as Cultus Lake and Sxótsaqel/Chilliwack Lake Provincial Parks, make the South Vedder area a desirable place to live and recreate. By leveraging these key elements and incorporating improvements to local infrastructure as growth occurs, and allowing for new commercial and residential uses, the South Vedder Neighbourhood can become a well-rounded destination that provides a high-quality of life.

The needs of the existing and future residents of the South Vedder Neighbourhood are understood to be diverse in terms of housing. To support this, development within the neighbourhood will integrate strategic infill and redevelopment approaches to foster a variety of housing options.

This vision for the South Vedder Neighbourhood reflects the direction of the broader Vedder Neighbourhood, and provides a proactive foundation to guide policy, future-decision making, and investment in the area. The components of this vision reflect community values, city-wide initiatives outlined in the OCP, Council priorities, and overall best practices.





## 5.2 GUIDING PRINCIPLES



### 1. ENCOURAGE DIVERSE & AFFORDABLE HOUSING

Generate a variety of attainable housing options that support the needs of current and future residents in terms of affordability and dwelling type. An increase in available housing will be met through the diversity of housing options, including the retention of some existing low-density dwellings, where appropriate.



### 2. ENHANCE CONNECTIONS TO PARKS & TRAILS

Improve walking and rolling conditions to nearby parks and trails to reflect the accessibility and contextual needs of current and future community members. This will foster a connection between the residents and the natural environment.



### 3. ESTABLISH A COMPACT & DISTINCT COMMERCIAL CORE

The Vedder Road corridor is beginning to transition to a vibrant commercial core that will continue to evolve. Development along the corridor will include highly visible ground floor uses that facilitate window shopping and create interest, activity, and excitement at the ground level for residents and visitors alike.



### 4. STRATEGIC DENSIFICATION OF RESIDENTIAL DEVELOPMENT

Locate residential development strategically to complement the existing residential areas and transition more intensive redevelopment in the form of apartment and townhouses from Vedder Road towards the interior (east) portion of the neighbourhood, to support transit, commercial services, and amenities.



**5. PROTECTION OF GROUNDWATER RESOURCES & DRAINAGE SYSTEMS**

Prioritize the protection of the Sardis-Vedder Aquifer as the neighbourhood continues to transform. Ensure that new development and the addition of impervious surfaces respects and protects the neighbourhood's drainage system and groundwater resources.



**6. ENCOURAGE BUILDING FORM THAT IS VISUALLY APPEALING, FACILITATES SOCIAL INTERACTION AT THE STREET LEVEL, & ENHANCES NEIGHBOURHOOD CHARACTER & IDENTITY**

Incorporate high-quality design of new development that focuses on improving the public realm and pedestrian experience. This will be achieved through creating active and engaging spaces between new development and the sidewalk edges that enhance the character of the South Vedder area.



**7. MAKE WALKING & CYCLING SAFE, CONVENIENT & DESIRABLE**

Encourage highly connected and integrated 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**

Create opportunities for the public to engage and contribute to meaningful change within the neighbourhood. These information sharing processes will be an informative platform for continued relationship building and understanding between all stakeholders.





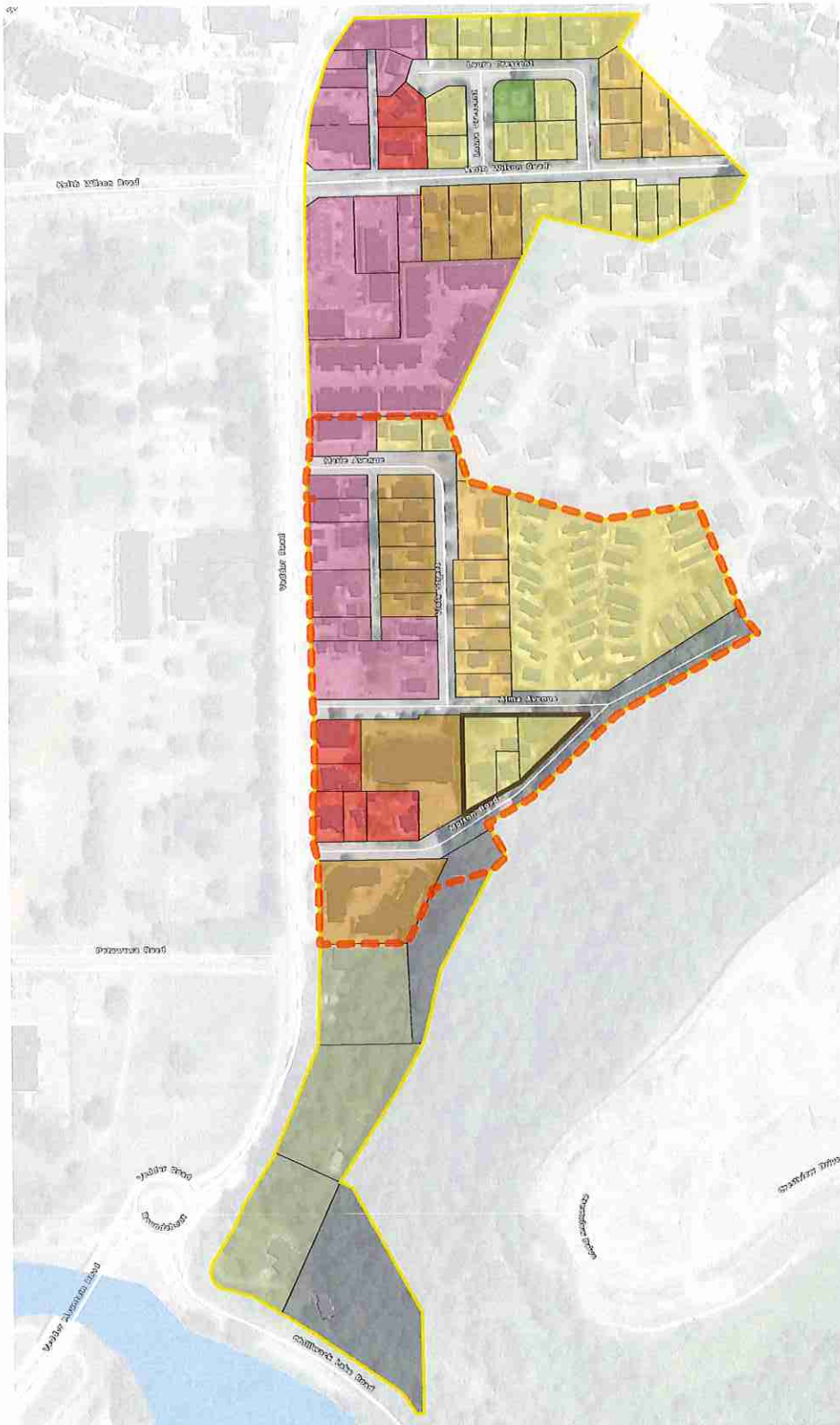
## 06. LAND USE

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The Future Land Use Plan for the South Vedder Neighbourhood provides a long-term perspective and illustrates the direction of various land uses (i.e., residential, commercial, mixed-use, amenities, etc.) as the neighbourhood continues to grow. The Zoning Bylaw, however, describes the permitted uses and outlines the development requirements that govern how land use can be applied. It is the responsibility of Council to make decisions in alignment with the policies contained within this Plan. The Future Land Use Plan for South Vedder is included within the following section. This portion of the Plan provides policies for each land use designation.



# 6.1 FUTURE LAND USE PLAN



South Vedder Boundary

### PRELIMINARY LAND USE SCENARIO

- Urban Residential
- Townhouse Residential
- Apartment Residential
- South Vedder Commercial Core
- General Commercial
- Rural Hillside
- Neighbourhood Park
- Remnant
- Proposed Area to Accomodate a Future Neighbourhood Park
- Land Assembly\*

*\*Properties may be redesignated Apartment Residential should all three parcels be assembled into one development site. This change in land use designation requires a Plan amendment, and would be reviewed by the City to determine the best fit in the neighbourhood and the overall objectives of this Plan.*



## 6.2 LAND USE DESIGNATIONS



### SOUTH VEDDER COMMERCIAL CORE

*To accommodate a mix of commercial and residential uses within the core of the South Vedder Neighbourhood. The South Vedder Commercial Core designation extends along Vedder Road, from Alma Avenue in the south to the northern extent of the Neighbourhood. Redevelopment in this designation will include active ground floor commercial or office uses to support a vibrant and walkable retail environment; residential uses will only be permitted above the ground floor.*

#### APPROPRIATE BUILT FORM

Ground floor commercial buildings with apartment residential uses above. Commercial buildings.

#### MAXIMUM BUILDING HEIGHT

6 storeys

#### DENSITY BONUS

As outlined in the *Local Government Act*, an increase to the maximum building height and density may 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 street-facing with frequent doors and windows to support window shopping and pedestrian safety. Outdoor amenity spaces incorporate seating and dining areas, overhead weather protection, appropriate lighting, and landscaping to increase pedestrian comfort, and create inviting and vibrant spaces. Parking is strongly encouraged to be located underground or under building, with any raised parking structures largely unnoticeable and seamlessly integrated into the building character. Parking will not be permitted in the front yard, abutting Vedder Road.



#### REFERENCE: ADDITIONAL DESIGN GUIDANCE

Consult the City's policies including, but not limited to: *Infill Development and Design Guidelines for Multi-family, Commercial, and Mixed Use Development* for further design guidance on proposed development. A minimum of 50% of all new apartment units must be built to the Adaptable Housing Standards of the *BC Building Code* in accordance with the City's *Zoning Bylaw*.



## SOUTH VEDDER COMMERCIAL CORE



### BUILDING BASE

A consistent building base to frame the street and create a comfortable environment for pedestrians.

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

### BUILDING FRONTAGES

Human-scaled entrance ways and sufficient sidewalk space for safe pedestrian movement and opportunities for added greenspace.

Substantial windows to allow occupants to visually secure outdoor public spaces.



### GROUND LEVEL INTERACTION

Frequent entrances and large windows to create visual interest and to facilitate interaction between streetscape and ground floor uses.

Support building setbacks that create useable outdoor spaces for product display and pedestrian gathering seating and socialization.

### OUTDOOR SEATING

Outdoor seating enhances the public realm and animates the streetscape.

### WEATHER PROTECTION

Overhead weather protection creates a comfortable environment for pedestrians.



## GENERAL COMMERCIAL

*To support the continuation of active retail uses and residential uses that are complementary to existing adjacent land uses and support the varied needs of South Vedder residents, on the periphery of the South Vedder Commercial Core. Residential uses permitted at ground level.*

### 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 street-facing with frequent doors and windows facing the street to support window shopping and an improved pedestrian experience. Outdoor seating, overhead weather protection, lighting and landscaping create a vibrant and inviting environment that is comfortable for pedestrians. Stand alone residential development should include direct access to ground level units and outdoor spaces that are complementary and support social interaction and community building. Parking to be located under building or underground with any raised parking structures seamlessly integrated with building character.



## REFERENCE: ADDITIONAL DESIGN GUIDANCE

Consult the City's policies, including but not limited to: *Infill Development and Design Guidelines for Multi-family, Commercial, and Mixed Use Development* for further design guidance on proposed development. A minimum of 50% of all new apartment units must be built to the Adaptable Housing Standards of the *BC Building Code* in accordance with the City's *Zoning Bylaw*.





## GENERAL COMMERCIAL



### UNIQUE DESIGN ELEMENTS

Unique design elements to add visual interest and attraction along the streetscape for pedestrians and passerby's.



### WEATHER PROTECTION & SEATING

Overhead weather protection creates a comfortable environment for pedestrians.

Outdoor seating enhances the public realm and animates the streetscape.



### OUTDOOR DISPLAYS

Outdoor display spaces enhance the public realm and animate the streetscape.



### GROUND LEVEL TRANSPARENCY

Large-scale windows to create visual interest and facilitate interaction between streetscape and ground-floor uses.



## APARTMENT RESIDENTIAL

To accommodate and encourage apartment development in the form of standard and small units and adaptable housing to support the diverse housing needs of South Vedder residents. Apartment uses are to be located in areas adjacent to the South Vedder Commercial Core (mixed-use development) land designation. Street-facing townhouse units are permitted as part of a larger, comprehensive development.

### 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, 3 storeys 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.

## DENSITY BONUS

As outlined in the *Local Government Act*, an increase to the maximum building height and density may 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 diverse and visually interesting, have entrances and windows that face the street for optimal visibility, 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. Any raised parking structures are consistent with the character of the building. Street level amenity areas, such as gardens and garden gates, are desired to increase connection between the building and the street and greater neighbourhood.



## REFERENCE: ADDITIONAL DESIGN GUIDANCE

Consult the City's policies including, but not limited to: *Infill Development and Design Guidelines for Multi-family, Commercial, and Mixed Use Development* for further design guidance on proposed development. A minimum of 50% of all new apartment units must be built to the Adaptable Housing Standards of the *BC Building Code* as required by the City's *Zoning Bylaw*.



## APARTMENT RESIDENTIAL



### PARKING STRUCTURE & ENTRANCE

Any raised parking structure is largely unnoticeable and seamlessly integrated into the structure of the building with tiered landscaping, steps, and low walls.

The shared building entrance is highly visible and prominent from the streetscape.



### SEMI-PRIVATE SPACE

Additional setbacks, landscaping, and transparent railings incorporated to create a comfortable semi-private space that connects the public sidewalk to the private entrance areas.



### BUILDING ORIENTATION

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

Buildings are oriented parallel to the street.



### BUILDING SCALE

Encourage building design, such as additional setback at the upper storeys, to avoid a large and continuous façade and create a human-scaled experience.



## TOWNHOUSE RESIDENTIAL

*To accommodate and encourage townhouse development. Townhouse development will be located to serve as a transition from higher-density development (such as apartments and mixed-use buildings) to lower-density residential areas.*

### APPROPRIATE BUILT FORM

Townhouse, Rowhouse

### MAXIMUM BUILDING HEIGHT

3 storeys

## DESIGN INTENT

Homes are street facing with front doors accessible and visible from the street, improving pedestrian safety through the creation of natural surveillance, and creating a welcoming environment that encourages social interaction within both public and semi-private spaces.



## REFERENCE: ADDITIONAL DESIGN GUIDANCE

Consult the City's policies including, but not limited to: *Infill Development and Design Guidelines for Multi-family, Commercial, and Mixed Use Development* for further design guidance on proposed development.



## SIDEWALK CONNECTION

Uninterrupted connection from the public sidewalk to the front door.



## TOWNHOUSE RESIDENTIAL



### VISUAL INTEREST

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

Changes in elevation, 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 continuity to add visual interest in both streets on a corner lot.

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



### STREET FACING DEVELOPMENT

Townhouses shall be oriented towards public streets to activate the street and improve pedestrian safety by providing additional natural surveillance on the street. Where feasible, parking is to be located in the rear or side yard.



## URBAN RESIDENTIAL

*To support modest densification within established low-density areas of the neighbourhood, responding to a range of housing needs, while preserving areas for single-detached dwellings on residential lots.*

### APPROPRIATE BUILT FORM

Single Detached Dwellings on a variety of small and standard residential lots, Duplex, Accessory Dwelling Units (secondary suites, garden suites and coach houses).

### MAXIMUM BUILDING HEIGHT

3 storeys

## DESIGN INTENT

To enhance street vitality and safety within the public realm, the front doors of homes are visible from the street to provide natural surveillance. New detached Accessory Dwelling Units and small lots are oriented to public streets to minimize the 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 street tree planting.



## REFERENCE: ADDITIONAL DESIGN GUIDANCE

Consult the City's policies including, but not limited to: *Infill Development* and *Design Guidelines for Coach Houses and Garden Suites* for further design guidance on proposed development.



## URBAN RESIDENTIAL



### NATURAL SURVEILLANCE

Increase visibility and improve pedestrian safety by orienting doors and windows to the street.

### CORNER DUPLEXES

Corner duplex designed to include two front facades that interact with both streets.



### COACH HOUSES & GARDEN SUITES

Coach houses and garden suites reflect the scale, form and character of the primary residence while increasing density.



## RURAL HILLSIDE

*Single detached dwellings as part of large residential acreages, outside the South Vedder corridor and primary nodes, which do not lend themselves to higher density development due to geotechnical constraints.*

### APPROPRIATE BUILT FORM

Single Detached Dwellings on large residential acreages

### MINIMUM LOT SIZE

0.4 ha

### MAXIMUM BUILDING HEIGHT

3 storeys

## DESIGN INTENT

Development should be configured such that disruption to the natural terrain is minimized and unique features are preserved.



## REFERENCE: ADDITIONAL DESIGN GUIDANCE

Consult the City's policies, including, but not limited to: *Hillside Development Standards* and *Hillside Development Permit Area* guidelines for further design guidance on proposed development.





**REMNANT**

*Areas preserved in a natural state due to the presence of a suspected physical hazard or a need to protect environmental quality.*

**APPROPRIATE BUILT FORM**

Existing residential uses; no new construction or reconstruction of existing homes as legal non-conforming.



**NEIGHBOURHOOD PARK**

*To serve as the focal point of the neighbourhood, providing recreational opportunities and a meeting place for social gatherings. To support a connected system of parks and green spaces.*

**APPROPRIATE BUILT FORM**

Development activities are not permitted within environmentally sensitive areas.

**DESIGN INTENT**



Neighbourhood Parks support both active and passive recreation opportunities for residents and visitors in the area. Neighbourhood Parks should have street frontage, preferably at or near an intersection of collector roads, but removed from high-traffic areas. These parks are highly visible and centrally located, providing safe spaces that are easy for residents to access using greenways, walkways and sidewalks.





## 07.

# NEIGHBOURHOOD POLICIES

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The South Vedder Neighbourhood Plan policies are organized into eight themes, representing integral components of how South Vedder and the broader Vedder neighbourhood function:

1. Natural Environment
2. Parks, Trails and Open Space
3. Mobility
4. Housing
5. Commercial
6. Urban Design
7. Servicing
8. Climate Change

These individual components do not function in isolation; they are interconnected pieces that together create a liveable, desirable and functional neighbourhood. To 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 South Vedder Neighbourhood.



## 7.1 NATURAL ENVIRONMENT

There are many natural features that border and are within close proximity to the South Vedder Neighbourhood. Directly to the south-east is the steep hillside of the Promontory Neighbourhood, which, during certain times of the year, casts shadows across South Vedder. Promontory Neighbourhood also comprises of a number of existing and future planned trails. Further to the south of the neighbourhood boundary is the Chilliwack/Vedder River, which draws many locals and visitors to this area.



### WHAT WE HEARD

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- The existing green spaces, trails and community gathering spots should be protected
- Mature trees are important and valued
- Encourage more green space, gardens and native trees to improve air quality, biodiversity, shade, and overall quality of life



### OBJECTIVES

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- Integrate environmental protection with educational and stewardship opportunities to achieve the greening of the South Vedder Neighbourhood with trees and other native vegetation.
- Protect the Sardis-Vedder Aquifer to ensure high quality drinking water for Chilliwack residents and protect the integrity of watercourses fed by the aquifer.



## POLICY / ACTION

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1. 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 to improve pedestrian safety. Trees and other vegetation in the South Vedder Neighbourhood also provide habitat and contribute to the area's biodiversity.
2. Encourage rain gardens, landscaped bump outs, and similar green infrastructure 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.
3. Ensure groundwater protection measures for the Sardis-Vedder Aquifer are met, as established by the 2040 Official Community Plan or approved development permit. Variances or relaxations to groundwater protection measures shall be prohibited.
4. Prohibit potentially hazardous uses such as Gas Stations, Vehicle Repair Shops, Dry Cleaners, and other activities listed in Schedule 2 of the BC Contaminated Sites Regulations, as these types of uses pose increased risk to the Sardis-Vedder Aquifer.
5. Encourage post-development groundwater protection measures, such as minimizing pesticide/fertilizer use, proper storage and disposal of household hazardous waste, and repairing oil leaks.
6. Promote water conservation and greywater reuse through seasonal watering restrictions, low-flow toilets and fixtures, and rain barrels.
7. Restrict development in the Rural Hillside designation to protect the integrity of steep slopes and geologically sensitive areas.
8. 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.
9. Encourage stewardship of trees and green spaces to achieve mature tree canopy, carbon sequestration and habitat benefits.



## 7.2 PARKS, TRAILS, & OPEN SPACE

Parks, trails and open space are essential components of any neighbourhood. These places allow residents to access nature and participate in recreation opportunities and outdoor community gatherings. The South Vedder area is part of a well-used pedestrian corridor that connects to the Vedder Greenway to the south and Vedder Park to the west. Pedestrian crossing improvements at Morton Road have recently been undertaken to support safe pedestrian crossing to these areas, and a future trail link connecting Morton Road to Promontory will increase pedestrian traffic through this area.

As a sub-area of the broader Vedder Neighbourhood, the focus of this Plan is to explore safe and accessible connections to, and enhancement of, existing outdoor amenities including the Chilliwack/Vedder River, Vedder Rotary Loop Trail (north and south), Bridlewood Trail, Promontory, Salmon Ridge Trail, and cycling routes.



### WHAT WE HEARD

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- Lawrence Park is a well-used asset and should be protected
- Increased density requires additional park space, particularly for seniors and children
- Concern over potential impacts to nearby mountain views
- Extend the trail link from Morton Road to Promontory Neighbourhood



### OBJECTIVES

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1. Ensure adequate neighbourhood serving park space to support the daily needs of all residents, to support social interaction, and recreation.



## POLICY / ACTION

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1. Require new development to provide direct connections to sidewalks and bicycle facilities where feasible and appropriate.
2. Encourage green connections such as improvements to sidewalks with minimal driveway letdowns, addition of street trees and landscaping to act as buffers, wayfinding, paint markings, or cycle infrastructure.
3. Through the redevelopment process, the City will consider and where appropriate, secure rights-of-way to support development of trail extensions.
4. Prioritize the establishment of a neighbourhood park in the Alma/Morton/Marie/Viola area, to support a play space for children and passive recreational space for residents.
5. Improve pedestrian connectivity to the Chilliwack / Vedder River as a recreation destination.



### 7.3 MOBILITY

Successful neighbourhoods provide accessible, reliable, and alternate transportation options for individuals to travel within and out of their neighbourhood. Within the South Vedder Neighbourhood, there are opportunities to safely accommodate and integrate vehicles, buses, bikes, and pedestrians. Given Vedder Road’s substantial right-of-way, there is opportunity to create wider bike lanes and sidewalks buffered with landscaping and trees. With increased commercial vehicle turnover and increased residential densities anticipated within the South Vedder Neighbourhood, new development will also be tasked with providing sufficient off-street parking and loading spaces and improved circulation. Through the redevelopment process, the local roads, such as Viola Street and Alma Avenue, will be constructed to City standards to accommodate sidewalks and on-street parking on both sides of the streets.



#### WHAT WE HEARD

- Concern over pedestrian safety and vehicle conflicts on local roads
- An overall lack of pedestrian crossings across Vedder Road
- Concern regarding vehicular traffic on Vedder Road, particularly in the summer, and difficulty entering and exiting the Neighbourhood with a vehicle



#### OBJECTIVES

1. Establish essential pedestrian connections to key destinations within the neighbourhood.
2. Recognize streets as important public spaces for socializing and travelling that prioritize pedestrians and provide residents with safe and efficient mobility choices.
3. Support a safe, accessible, and highly connected active transportation network to encourage healthy living and reduce vehicular dependence.



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## OBJECTIVES CONTINUED

4. Reimagine Vedder Road as a multi-purpose corridor that accommodates automobiles, high frequency public transit and pedestrians and cyclists in a safe, accessible, and comfortable environment.
5. Support neighbourhood design that reduces reliance on the vehicle for daily trips and provides greater transportation choice.



Figure 4. This cross-section suggests a long-range vision for Vedder Road, south of Keith Wilson Road.



## POLICY / ACTION

1. Work with corridor property owners and businesses to create a pre-design for the future phase of Vedder Road from Keith Wilson Road to the Vedder Bridge that strives to improve vehicular movement while creating a more comfortable environment for pedestrians. This 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 through land consolidation, shared access, and reduction of driveway letdowns.
  - c. Street trees and landscaping to improve the visual and environmental quality of the corridor.
  - d. Locating hydro utilities underground will be at the cost of the developer.
2. Integrate the recommendations of the Active Transportation Plan, as applicable to the South Vedder neighbourhood, to improve connectivity and enhance the safety, character and comfort of the pedestrian experience. Priorities for South Vedder include:
  - a. Establish complete and continuous sidewalk and cycling networks that are connected to community amenities and services, both within and adjacent to the South Vedder Neighbourhood, such as schools, parks and recreation facilities and higher density development including apartment residential.

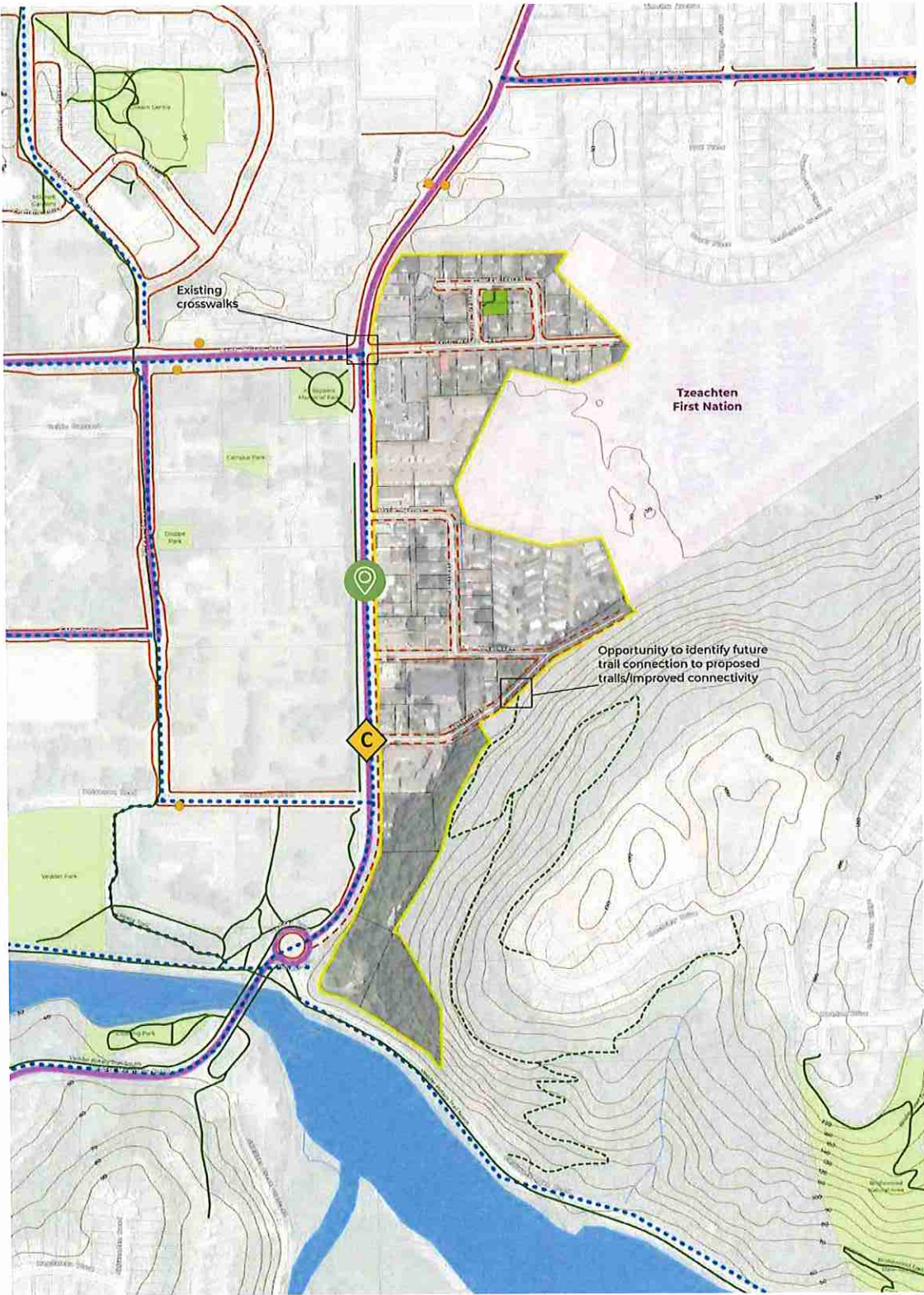




- b. Enhance pedestrian facilities along Vedder Road as road improvements and increased right-of-way occur by:
  - Widening sidewalks
  - Increasing building setbacks to accommodate outdoor seating, retail display space and plaza and patio areas
  - Separating sidewalks and bike lanes from the road corridor 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, at the cost of the developer
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. Ensure new pedestrian infrastructure is universally accessible so that everyone can benefit regardless of ability.
5. Provide lighting along pedestrian networks that results in a safe, inviting and aesthetically pleasing nighttime environments for all users, and minimizes glare and light loss to the night sky and into neighbouring buildings.
6. New development shall ensure adequate on-site parking be provided. Given the limited availability of on-street parking, variances to reduce off-street parking requirements shall be restricted.
7. Explore opportunities to improve pedestrian connections between South Vedder and the adjacent residential neighbourhood of Tzeachten First Nation.
8. Development proposed within the South Vedder Commercial Core that results in increased density will only be supported where the new development is accessed from a rear lane or local roads (access from Vedder Road will not be permitted).
9. Preserve existing laneways as they present opportunity for street-oriented design with rear lane vehicular access.
10. Where a property is served by a laneway, the creation of additional individual driveways will not be supported off of Vedder Road.
11. Consider changes to traffic flow should a future road access / alternative vehicular route to upper adjacent hillside properties via Alma Avenue and Morton Road be facilitated through the development of the adjacent hillside parcels. Identify related road infrastructure improvements required to accommodate these changes. A Traffic Impact Study may be required to support any increase in traffic.



MOBILITY NETWORK



-  Cross Section Vision for South Vedder (See Figure 4)
-  New RRFB Crosswalk (See image on page 38)
-  BC Transit Bus Stops
-  Sidewalks
-  Future Sidewalks\*
-  Existing Trails
-  Future Trails\*\*
-  Bicycle Trails
-  Bus Routes
-  Property Parcel
-  Existing Parks
-  Tzeachten First Nation
-  South Vedder Boundary

\*As development occurs  
 \*\*Trails are conceptual only and the trail layout is subject to change



## 7.4 HOUSING

Complete communities provide housing options that suit the needs of a diverse population. Variations in age, ability and income amongst residents result in different housing requirements. As the City's urban corridors continue to grow, alternate and more dense forms of development will be encouraged in select areas. As redevelopment occurs in South Vedder, there is a need to ensure that higher density living enhances community, liveability and affordability.



### WHAT WE HEARD

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- Ensure a mix of housing types to meet different needs (seniors, families, students), including apartments
- Provide mixed-use residential-commercial buildings
- Concern regarding potential loss of rental stock through redevelopment (i.e., mobile home park)



### OBJECTIVES

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- Direct more intensive forms of housing to areas along the Vedder Road corridor and within proximity to services, amenities, and public transit
- Support affordable housing, supportive housing, subsidized, and non-market rentals to meet the needs of residents



## POLICY / ACTION

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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 Single Detached Dwellings, Duplexes, secondary suites, garden suites, and coach houses in the Urban Residential designation.
3. The areas designated Remnant have no development potential due to the area's topography. (See Zoning Bylaw for relevant development regulations).
4. The area designated Rural Hillside has limited development potential and will remain as large residential acreages due to the area's topography, access issues and limited services.
5. Encourage townhouse development in designated areas to provide additional housing options for residents that complement the existing neighbourhood character and quality and serve as a transition area from higher-density (apartments, mixed-use) and non-residential development to the lower-density single detached areas of the neighbourhood.
6. Encourage apartment and mixed-used development in designated areas to provide additional housing options and make efficient use of existing services. Higher density development will be designed to mitigate impacts to adjacent lower-density development, such as shadowing, privacy and building orientation. Apartment and mixed-use development will provide active and engaging ground-floor design that provides visual interest for passersby.
7. 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 South Vedder Neighbourhood.
8. 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.
9. 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, pathways, and furniture in conjunction with redevelopment to higher density development, in accordance with this Plan's land use designations
10. Seek to identify and reduce barriers to the construction of new market rental housing.
11. 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.
12. In cases where purpose-built rental homes are lost due to redevelopment, ensure that new development does not remove rental units from the market.
13. In cases where tenants will be displaced by redevelopment, consider requiring the developer to submit a supplemental plan that addresses tenant assistance policies relating to displacement, as recommended by the Housing Needs of Aging Adults Study.



## 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/ wheels or on foot. There is an opportunity to transform a segment of Vedder Road to an active street front, drawing in pedestrian traffic from local residents and those accessing nearby amenities such as the Chilliwack/Vedder River and Vedder Rotary Loop Trail.



### WHAT WE HEARD

- Desire for commercial spaces that allow for socializing and outdoor meeting places
- Desire for accessible and vibrant mixed-use development, including retail, apartments, and green spaces



### OBJECTIVES

- 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.
- Support the long-term transition to more compact built form and pedestrian friendly design for efficient use of commercial and mixed-use land and to improve walkability within and between sites.
- 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 Vedder residents.
3. Direct new commercial development to the Vedder corridor and lands already zoned for commercial to strengthen the existing business environment.
4. Encourage Child Care Facilities where supported by suitable amenity space.
5. Prohibit Vehicle Oriented Commercial uses as these uses encourage car-dependency and weaken the transformation of the Neighbourhood into a walkable and pedestrian-friendly environment.



## 7.6 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. It can help create vibrant spaces by requiring buildings to be setback from the street, to accommodate outdoor seating for cafés or restaurant patios. Urban design policies can help to address built form challenges between old and new development, high density development adjacent to existing lower density development. Creating positive public spaces and quality urban design, as the South Vedder neighbourhood continues to grow and densify, will ensure that the neighbourhood remains a pleasant and enjoyable community for all residents.

“

### WHAT WE HEARD

- Concern that new development will contribute to the loss of green space and natural areas
- Important to reduce the appearance of pavement and parking lots
- Desire for safe and comfortable spaces for residents to use and enjoy
- Construct attractive buildings that are appealing to all ages (seniors, families, children)
- Concern over potential loss of mountain views and sunlight/shade issues



## OBJECTIVES

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- Develop well-designed, active and inclusive public spaces for all residents to enjoy
- Design and encourage accessible public spaces to allow for residents of all ages, backgrounds and mobility levels to have equal access to, and enjoyment of neighbourhood spaces. Public spaces in the South Vedder Neighbourhood include the public streets, sidewalks, and parks.
- Enable residents to move around the community efficiently using a variety of transportation modes



## POLICY / ACTION

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1. Provide high quality public, private and semi-private 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. Ensure new buildings are accessible to pedestrians from the public streets and sidewalks.
3. Ensure public spaces (parks, plazas, etc.), 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 South Vedder residents.
4. Encourage building designs and forms that reflect the existing neighbourhood character while meeting current market interests and expectations.
5. Assess new development applications and streetscape enhancements against Crime Prevention Through Environmental Design Principles (CPTED).
6. Where new development is proposed adjacent to existing and future lower density residential uses, variances to standard “stepping back” setbacks (i.e., interior side setbacks increase depending on the number of storeys of a building) shall be restricted.
7. Where voluntary community amenity contributions and/or density bonusing is proposed under provision Section 904 of the Local Government Act, require development proposals to submit a view and shadowing impact study showing how the impact of development over six storeys in height may be minimized on adjacent properties.
8. Where possible, parking structures adjacent to existing and future lower density residential uses are to be constructed wholly underground, to improve integration between adjacent properties and to reduce potential impacts (privacy, shadows, etc.). If the parking structure is unable to be constructed wholly underground, the parking structure shall be either fully incorporated into the building design or located behind the building, so as to be screened from public areas.
9. Where new development is proposed along Vedder Road, variances to standard front setbacks shall not be supported in circumstances where there is inadequate space to allow for doors to open outwards without disrupting pedestrian mobility and the setback area cannot provide an active street frontage that supports amenities (i.e., covered seating area, plantings, street furniture, etc.).
10. Where new development is proposed within the South Vedder Commercial Core designation, the reduction to interior side setbacks shall be considered provided that continuous and street oriented at-grade commercial or residential uses can be achieved.
11. In areas designated as Urban Residential, minor variances to lot width or lot depth shall be considered, provided the minimum lot area is achieved and the applicant can demonstrate a viable building design, with useable amenity areas and adequate parking. Variances to typical building setbacks will be restricted, to ensure adequate space for on-site parking, useable on-site amenity space, and adequate separation from adjacent land uses.



## 7.7 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 and upgraded as the neighbourhood (and demands) grow. Developers should be aware that they will be required to install portions of the off-site storm water infrastructure in order to support the road upgrades associated with the development of their site.

Additionally, 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 Sites 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 (including school site acquisition and capacity increases) 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.



### WHAT WE HEARD

- Ensure road infrastructure supports pedestrians and cyclists with separated bike lanes and sidewalks
- Concern regarding traffic flow and volume on Vedder Road
- Improve pedestrian safety on local streets such as Marie Avenue and Viola Street
- Concerns with respect to pedestrian safety and access from the Vedder Bridge roundabout to Keith Wilson Road





## OBJECTIVES

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- Ensure there is appropriate infrastructure capacity to meet the demands of new and existing residents
- Ensure new development manages stormwater and drainage appropriately
- Ensure growth pays for growth and that capital projects are realized



## POLICY / ACTION

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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. Ensure that proposed development adheres to the City of Chilliwack's Policy and Design Criteria Manual for Surface Water Management.
4. Develop a comprehensive design plan to ensure drainage infrastructure capacity can meet increased growth.
5. Development will be required to meet the following standards:
  - a. City controlled storm infiltration (1 in 100-year storm) will be required in the public streets; and
  - b. On-site stormwater management (detention and infiltration) for a 1 in 10-year storm for each site will also be required in accordance with the City's Land Development Bylaw.
6. Ensure that proposed development adheres to emergency and waste collection vehicle access and turnaround requirements in accordance with the City's Land Development Bylaw.
7. Where required, ensure that water and sewer infrastructure is upsized to support higher density. Additional fire hydrants will need to be installed to ensure appropriate spacing needs are met.



## 7.8 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 currently being updated to create a new Climate Action Plan for the community, and is anticipated to be complete by 2022. Many of the policies and actions contained in other sections of the South Vedder Neighbourhood Plan have climate change mitigation or adaptation benefits, such as densification, supporting sustainable transportation, encouraging tree stewardship and the use of native trees, drought-resistant vegetation and natural drainage systems.



### WHAT WE HEARD

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- Desire for greater environmental protection as development occurs
- Important to preserve trees and nearby natural areas for retaining shade and biodiversity, improving air quality, and mitigating rising temperatures
- Lack of compost and recycling (note: development not on the City's curbside collection program)



## OBJECTIVES

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



## POLICY / ACTION

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1. Encourage sustainable building practises and support energy efficient buildings in accordance with the City's Climate Action Planning initiatives and provincial programs.
2. Require new residential and commercial buildings to include electric vehicle charging capability in accordance with the City's Zoning Bylaw.
3. 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.
4. 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 forms of energy and green infrastructure, tree management, and waste diversion.



## 08.

# IMPLEMENTATION

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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 contribute to implementation of the plan, including, but not limited to:

- Collection of Development Cost Charges and Development Cost Charge applicable projects
- Physical improvements paid for by the developer (e.g., road frontage improvements, on-site and off-site works) at time of development
- Market conditions that influence the time and type of development
- Annual review of the City's 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 maintenance and reinvestment in City infrastructure
- Updating of other City plans and policy documents that may affect this Plan, such as pedestrian planning, corridor planning, design guidelines



## REZONING PROCESS, PLAN AMENDMENTS, AND PUBLIC ENGAGEMENT

- As a part of the rezoning process, 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.
- Applicants will be required to submit development plans to support rezonings in conjunction with variance proposals.

## IMPLEMENTATION TIMELINES

The following table, organized by general themes, summarizes the action items, and assigns a lead, a timeline, and potential partners for implementation. Timelines are based on short (0 – 3 years), medium (4 to 6 years) and long term (7+ years). For the purposes of the implementation 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.*

| POLICY / ACTION   | TIMING              |
|---|---------------------|
| <b>SECTION 6.1 LAND USE DESIGNATIONS</b>  |                     |
| Ensure new development applications meet the Design Criteria established in this plan, and the City's Infill Policy and Design Guidelines | Ongoing             |
| <b>SECTION 7.1 NATURAL ENVIRONMENT</b>  |                     |
| 1. Add street trees, greening and green infrastructure through ongoing road improvements (7.1.1 & 7.1.2)                                  | Ongoing             |
| 2. Ensure protection measures for the Sardis-Vedder Aquifer and prohibit potentially hazardous uses (7.1.3 & 7.1.4)                       | Short Term, Ongoing |
| 3. Encourage post-development groundwater protection measures (7.1.5)   | Short Term, Ongoing |
| 4. Promote water conservation measures (7.1.6)  | Ongoing             |
| 5. Restrict development in Rural Hillside (7.1.7)   | Ongoing             |
| <b>SECTION 7.2 PARKS, TRAILS AND OPEN SPACE</b>   |                     |
| 1. Require new development to provide direct connections to sidewalks and bicycle facilities where feasible and appropriate (7.2.1)       | Ongoing             |
| 2. Encourage green connections (7.2.2)  | Medium Term         |
| 3. Secure rights-of-way to support development of trail extensions (7.2.3)  | Ongoing             |
| 4. Prioritize the establishment of a Neighbourhood Park (7.2.5)   | Medium Term         |
| 5. Improve connectivity to the Chilliwack / Vedder River (7.2.6)  | Short Term          |



| POLICY / ACTION  | TIMING               |
|--|----------------------|
| <b>SECTION 7.3 MOBILITY</b>  |                      |
| 1. Create a pre-design for Vedder Road (7.3.1)   | Short to Medium Term |
| 2. Integrate the recommendations of the Active Transportation Plan (7.3.2)   | Short to Medium Term |
| 3. Invest in transit infrastructure that enhances the rider experience and grows ridership (7.3.3)   | Medium Term          |
| 4. Ensure new pedestrian infrastructure is universally accessible (7.3.4)  | Short Term, Ongoing  |
| 5. Provide lighting along pedestrian networks (7.3.5)  | Short Term, Ongoing  |
| 6. Ensure adequate on-site parking be provided (7.3.6)   | Ongoing              |
| 7. Explore opportunities to improve pedestrian connections between South Vedder and the adjacent residential neighbourhood of Tzeachten First Nation (7.3.7) | Ongoing              |
| <b>SECTION 7.4 HOUSING</b>   |                      |
| 1. Encourage and support diverse housing forms (7.4.1 & 7.4.2)   | Ongoing              |
| 2. Encourage townhouse and apartment development in designated areas (7.4.5 & 7.4.6)   | Ongoing              |
| 3. Work collaboratively with the local design and development industry to explore innovative living formats (7.4.7)  | Short Term, Ongoing  |
| 4. Continue to seek strategic partnerships with senior levels of government and local organizations to maximize the delivery of affordable housing (7.4.8)   | Ongoing              |
| 5. Seek to identify and reduce barriers to the construction of new market rental housing (7.4.10)  | Ongoing              |
| 6. Support senior housing facilities within close proximity to services and amenities (7.4.11)   | Ongoing              |
| 7. Ensure that new development does not remove rental units from the market (7.4.12)   | Ongoing              |
| 8. Consider requiring the developer to submit a supplemental plan that addresses tenant assistance policies relating to displacement (7.4.13)                | Short Term, Ongoing  |
| <b>SECTION 7.5 COMMERCIAL</b>  |                      |
| 1. Support diverse commercial uses and forms and increase local employment opportunities (7.5.1 & 7.5.2)   | Ongoing              |
| 2. Direct new commercial development to the Vedder corridor and lands already zoned for commercial (7.5.3)   | Short Term, Ongoing  |
| 3. Encourage Child Care Facilities where supported by suitable amenity space (7.5.4)   | Ongoing              |
| 4. Prohibit Vehicle Oriented Commercial uses (7.5.6)   | Ongoing              |



## IMPLEMENTATION

| POLICY / ACTION   | TIMING               |
|---|----------------------|
| <b>SECTION 7.6 URBAN DESIGN</b>   |                      |
| 1. Provide high quality public, private and semi-private spaces (7.6.1)   | Ongoing              |
| 2. Ensure new development is sited and designed to engage the street (7.6.2)  | Ongoing              |
| 3. Ensure public spaces, sidewalks and pathways are universally accessible, well lit, and visible from adjacent development (7.6.3)                   | Short Term, Ongoing  |
| 4. Assess new development applications and streetscape enhancements against Crime Prevention Through Environmental Design Principles (CPTED). (7.6.5) | Ongoing              |
| <b>SECTION 7.7 SERVICING</b>  |                      |
| 1. Review and revise growth projections regularly (7.7.1)   | Short to Medium Term |
| 2. Regularly review and update the City's Development Cost Charge Bylaw (7.7.2)   | Short to Medium Term |
| 3. Develop a comprehensive design plan to ensure drainage infrastructure capacity can meet increased growth (7.7.4)                                   | Short Term           |
| 4. Ensure new development meets storm water management requirements (7.7.5)   | Ongoing              |
| <b>SECTION 7.8 CLIMATE CHANGE</b>   |                      |
| 1. Encourage sustainable building practices and support energy efficient buildings (7.8.1)  | Ongoing              |
| 2. Require new residential and commercial buildings to include electric vehicle charging capability (7.8.2)   | Ongoing              |
| 3. Minimize the landfilling of waste by having all businesses and residents divert recyclable and compostable materials from their garbage (7.8.3)    | Short Term, Ongoing  |