



# CITY CENTRE NEIGHBOURHOOD PLAN

2019



## HOW TO USE THIS PLAN

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The City Centre Neighbourhood Plan has been created to comprehensively address changes to the neighbourhood and facilitate the redevelopment process, and is intended to be used by everyone who is interested in the growth and development of this neighbourhood within the City of Abbotsford. The Neighbourhood Plan has been organized to allow the user to easily find the information most pertinent to their interest, or to sequentially read the entire document.

**CITY COUNCIL** should use this plan to guide decision-making for the neighbourhood.

**NEIGHBOURHOOD RESIDENTS AND BUSINESSES** should use this plan to understand the long-term vision for the City Centre, and to gain an understanding of how the neighbourhood will change over the coming years.

**DEVELOPERS** should use this plan to understand the allowable uses, building form and densities in order to understand where and what type and scale of development may occur within the neighbourhood. The Plan also provides an understanding of the public realm, and the developer's role in its creation through the funding and installation of infrastructure.

**CITY STAFF** should use this plan with a lens to each department's responsibilities:

**PLANNING** should use the plan to guide form and density through zoning, public space integration, and character and urban design.

**ENGINEERING** should use the plan to guide utility servicing upgrades, frontage improvements, road dedication, and related street infrastructure upgrades.

**PARKS, RECREATION, AND CULTURE** should use this plan to guide park, trail, recreation, culture, and amenity space creation, and required upgrades to the public realm.

**HOUSING** should use this plan to guide housing policy and project development.





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# PART 1 INTRODUCTION AND VISION

**Context and Existing Conditions**

**Purpose and Scope**

**Plan Process**

**City Centre Vision**





## CONTEXT AND EXISTING CONDITIONS

### History

Long before Abbotsford existed as a community and Canada as a country, the Stó:lo (people of the river) occupied the land called S’ólh Téméxw in the Fraser Valley. They lived in this large geographic area from Yale to Vancouver and spoke Halq’eméylem, also known as the upriver dialect. The Fraser River, its tributaries and fertile lands continue to be essential to the Stó:lo way of life. While Abbotsford may be a young city, and its City Centre even more so, the land on which it is built is steeped in history.

Abbotsford is a product of several amalgamations. The result is a single city with multiple historic centres, but no identifiable core. A string of past studies and plans have attempted to carve out a city centre from the urban area, but flexible land use designations and zones have enabled higher density development across the city. This has diluted the demand for high density housing and office space in one identifiable centre.

### Planning Context

The idea of a vibrant city centre for Abbotsford is not a new one. As early as the mid-1900s, planners at the District of Matsqui created land use maps and wrote policy envisioning a walkable core anchored by South Fraser Way. The 1978 District of Matsqui Community Plan circled the whole stretch from Clearbrook Road to Gladwin Road and designated it “Community Commercial - Pedestrian Oriented”. It has been the intent of multiple past Councils and Planning Departments to see a densely populated and employed city centre emerge.

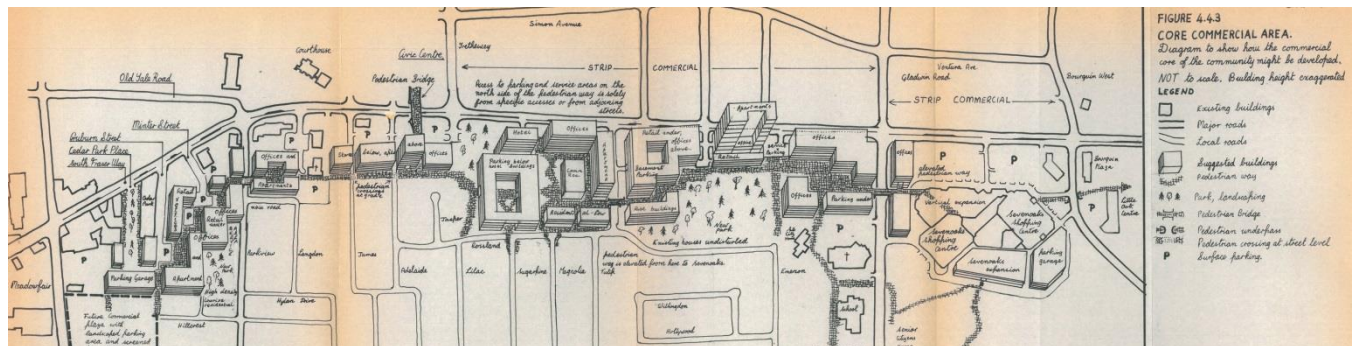


Figure 1 - South Fraser Way Concept, 1978 District of Matsqui OCP

The region underwent a period of tremendous growth throughout the 70s and 80s and by 1995, the District of Matsqui and the District of Abbotsford amalgamated and work on a new OCP was completed to reflect the needs of the larger urban area.

### 1996 and 2005 OCPs

The 1996 OCP was the first to cover the newly amalgamated District of Matsqui and District of Abbotsford. It included a “Central Business District” (CBD) land use designation that was applied to an extensive area surrounding South Fraser Way from Center Street in Clearbrook to Park Drive near the eastern edge of Abbotsford’s Historic Downtown. This area covered approximately 200 hectares of land. Too much flexibility in the land use types created risk in investment and too much area dedicated to this land use failed to produce a successful cluster of new development with a high enough population to gain much momentum.



The following OCP update in 2005 sought to rein in the geographic area dedicated to the CBD land use by creating a City Centre land use but continued with the practice of very flexible density provisions. In fact, it supported projects as varied as a single storey fast food restaurant, to a 30 storey mixed use complex. More importantly, the plan allowed similar high density developments in other parts of the City, reducing the demand for them to be built in the City Centre.

## 2016 OCP

The 2016 OCP update process identified these challenges and set out to find solutions. Firstly, it created a distinction between the City Centre and various “Urban Centres” (Clearbrook, Historic Downtown, McCallum, UDistrict). Within these, one of the most impactful changes was the introduction of maximum and minimum densities. Today, a base floor space ratio (FSR) must be achieved and in certain cases, height limitations also exist. For example, while highrise towers were previously allowed throughout various land use designations, now they are only permitted in the City Centre.

More detail on the transformative changes brought forward by the 2016 OCP and its relationship to the City Centre Neighbourhood Plan (CCNP) can be found in the Purpose and Scope section.

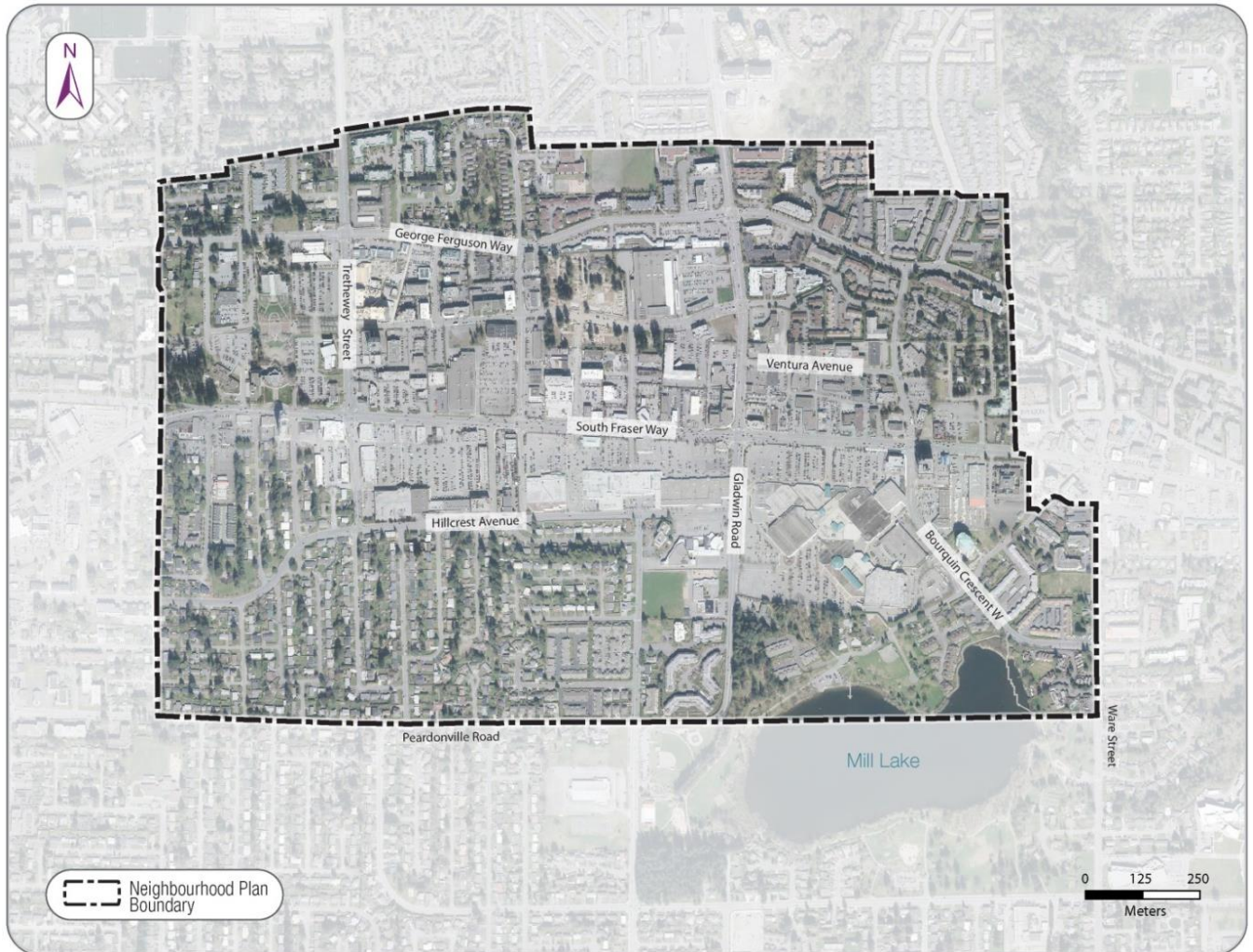
## City Centre Neighbourhood Plan

Drawing the boundary for the CCNP area is a complex task and takes into consideration multiple factors. Land use designations, natural features, buildings, and streets all help to define the area that will be included within the Plan.

South Fraser Way is the transportation spine of the City Centre and the Civic Precinct on the western edge and the Sikh Gurdwaras on the eastern edge are natural gateways into the heart of the neighbourhood. Finally, using Mill Lake and Peardonville Road for the southern boundary and properties with access onto George Ferguson for the northern boundary, will allow a greater overview of north-south street connections.

The study area’s length extends nearly 2.0 kilometres down South Fraser Way, and its width is approximately 1.2 kilometres along Gladwin Road. This makes for 238.8 hectares of land in the CCNP. As a whole, the area deliberately covers a variety of housing types, land uses, amenities, and public spaces. This ensures the context of the neighbourhood is properly examined and will help provide current and future residents, employees, and visitors the vibrancy sought in typical city centres and complete neighbourhoods.





Map 1 – Plan Boundary



## City Centre Today

The data presented in this section, unless otherwise noted, draws on a larger surrounding community area beyond the neighbourhood plan boundary shown in Map 1. This area can be considered the City Centre’s primary commercial trade area and provides a broad representation of neighbourhood characteristics.

### Population and Demographics

The neighbourhood has a population of 15,200 people. The City Centre is also home to an older population compared to Abbotsford as a whole with a median age of 49.6 years versus 39.0 across the city. It is a diverse neighbourhood with a large portion of its residents being of Indian descent. The median household income is \$50,300 and there is, on average, 2.1 persons per household. The dominant housing type is the apartment, particularly in a low rise (4-6 storey) format.

### Jobs and Commercial Space

The City Centre is home to the highest job density in Abbotsford. Jobs in the City Centre are focused in four sectors: retail trade (25%), accommodation and food services (14%), public administration (13%), and finance and insurance (11%). The strong number of retail jobs in the neighbourhood is attributable to its large shopping centres (Sevenoaks Shopping Centre, West Oaks Shopping Centre, Clearbrook Town Square).

According to a Commercial Market Study conducted in Stage 1 by G.P. Rollo & Associates (GPRA), nearly one third of Abbotsford’s total retail space can be found in the CCNP area and it also accounts for over half of city wide inventory levels in many comparison categories (such as cosmetics, electronics, multimedia, and footwear and accessories). Overall the neighbourhood holds over 1.9 million square feet of retail space.

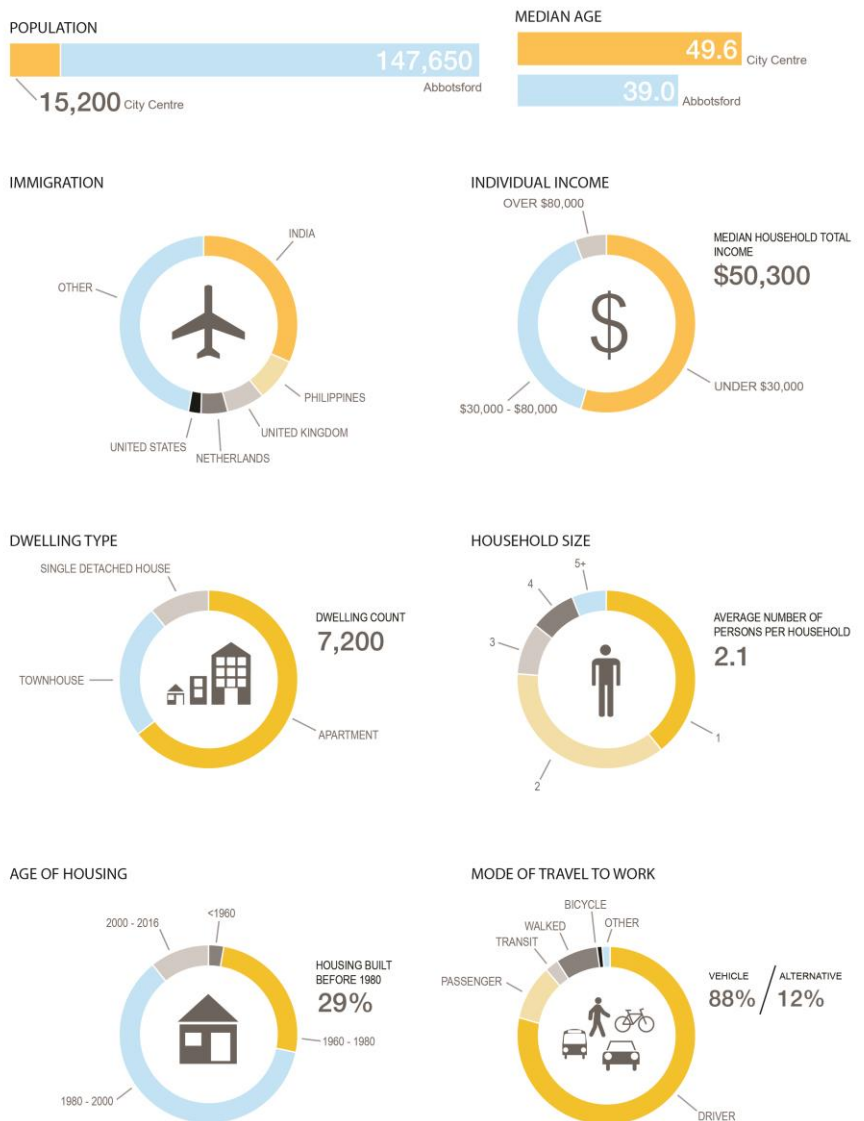


Figure 2 - Neighbourhood Profile (2016 Census)



Within this overall context, GPRA projects additional demand for commercial uses in the CCNP according to the following timeline:

Retail Category	2017 – 2020	2021 – 2025	2026 – 2030	2031 – 2035	2036 - 2040
	17,800 ft <sup>2</sup>	47,900 ft <sup>2</sup>	79,500 ft <sup>2</sup>	135,800 ft <sup>2</sup>	171,600 ft <sup>2</sup>
Convenience Retail	17,800 ft <sup>2</sup>	40,400 ft <sup>2</sup>	61,800 ft <sup>2</sup>	72,300 ft <sup>2</sup>	85,600 ft <sup>2</sup>
Comparison Retail	0 ft <sup>2</sup>	0 ft <sup>2</sup>	0 ft <sup>2</sup>	42,600 ft <sup>2</sup>	56,600 ft <sup>2</sup>
Restaurants and Entertainment	0 ft <sup>2</sup>	7,500 ft <sup>2</sup>	17,700 ft <sup>2</sup>	20,900 ft <sup>2</sup>	25,100 ft <sup>2</sup>
Auto-Related	0 ft <sup>2</sup>	0 ft <sup>2</sup>	0 ft <sup>2</sup>	0 ft <sup>2</sup>	4,300 ft <sup>2</sup>
Office Total	0 ft <sup>2</sup>	1,951 – 16,700 ft <sup>2</sup>		101,857 – 105,200 ft <sup>2</sup>	
Accommodation Total	0 rooms	0 rooms	0 rooms	0 rooms	100 rooms

Table 1 - Commercial Demand Summary for the City Centre

Approximately 450,000 square feet of additional commercial space is required to support the needs of the neighbourhood as it grows to 2040. GPRA notes that this commercial space is vulnerable to retail developments outside of the City Centre that could dilute the competitive landscape citywide.

### Parks, Community Facilities, and Cultural Amenities

There are a host of important parks, community facilities, and cultural amenities in the City Centre neighbourhood. There are two “City-Wide Parks” (Civic Centre and Mill Lake Park), one “Community Park” (Spud Murphy), and three “Neighbourhood Parks” (Oriole, Garibaldi, and Inspiration).

Community Facilities include the Abbotsford City Hall, the Abbotsford Police Department, and Abbotsford Fire Rescue Service main offices. The Clearbrook Library serves much of the western part of Abbotsford’s urban area and is a major destination for families, students, and others who use its services. The University of the Fraser Valley offers classes in its basement. Two schools are also located in the neighbourhood, each with their own preschool: John Maclure Community School (K-5) and École Centennial Park Elementary (K-5, French Immersion). Sports fields at the schools, along with ones in Mill Lake Park provide residents with recreation opportunities.

The neighbourhood has a great foundation of cultural amenities. Specifically, the Gur Sikh Temple is North America’s oldest Sikh Temple and Abbotsford’s only National Historic Site. It is home to a gallery with rotating exhibits. The Reach Gallery Museum is an important cultural space which covers a wide range of art forms and topics from inside and outside the community. The Mastqui Centennial Auditorium (MCA) is the only formal performance space available in the CCNP. It is often used for plays, concerts, and other celebrations and is also where City Council holds Council meetings.



Several pieces of public art exist in the neighbourhood:

- Antique Farm Equipment (Old Yale Road and South Fraser Way)
- Growth Statue (South Fraser Way and Bourquin Crescent)
- Golden Tree (Friendship Garden, Civic Precinct)
- Rainforest (The Reach Gallery Museum)
- Thunderbird Square (Civic Precinct)
- Unity (Clearbrook Library)
- Canada 150 Mural Mosaic (MCA Auditorium)

There are four Places of Worship in the CCNP:

- Khalsa Diwan Gurdwara
- Olivet Church
- Parkview Gospel Hall
- Sevenoaks Alliance Church



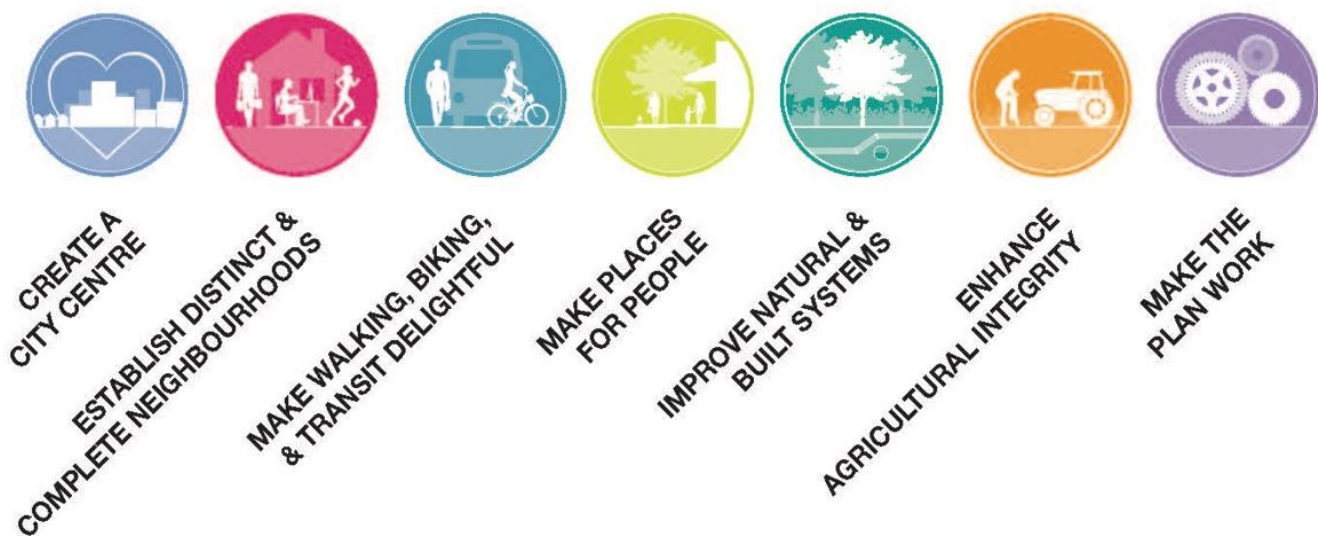


## PURPOSE AND SCOPE

### Official Community Plan

In 2016, City of Abbotsford Council adopted a new Official Community Plan (OCP) through a process called 'Abbotsforward'. The OCP brings together two years of background research, growth scenarios, and broad community engagement. The engagement activities effectively reached a significant number of diverse residents and its results continue to inform city policies and practices.

The new OCP paints a picture of what Abbotsford will be like at 200,000 residents and includes a vision that speaks to 7 'Big Ideas'. Each one is a policy section in its own right and the first is entitled 'Create a City Centre'.



Though this one policy section is directly relevant to the exercise of developing the CCNP, the other 'Big Ideas' have also played an important role. Policies from other sections relating to housing, transportation, parks, recreation, culture, economic development, infrastructure and the natural environment have all found their way into this document and have enriched the strength of its intention to provide a vibrant and complete neighbourhood.

### Create a City Centre

The policy section in the OCP devoted to creating a City Centre has been a major influence in the creation of this Neighbourhood Plan. The Neighbourhood Plan borrows the vision statement developed during the OCP update process and it addresses the four 'Big Picture' items that are essential to the successful transformation of the neighbourhood:

- South Fraser Way as an Urban Boulevard
- Break Up Large Blocks and Build at a Human Scale
- Connect Mill Lake
- 10,000 More People



### Urban Structure and Growth Plan

The OCP provides clear guidelines about how and where the City will grow in coming years. Abbotsford’s urban structure is defined by a hierarchy of mixed use centres which are connected by a primary transit corridor (see Figure 3 – Official Community Plan Urban Structure). All future residential growth will occur within the Urban Development Boundary (UDB), with 75% of future residential growth occurring in existing neighbourhoods, and 25% in new neighbourhoods. The City Centre stands atop the hierarchy of mixed use centres and is expected to accommodate approximately one sixth of the city’s future population growth up to 200,000 residents.

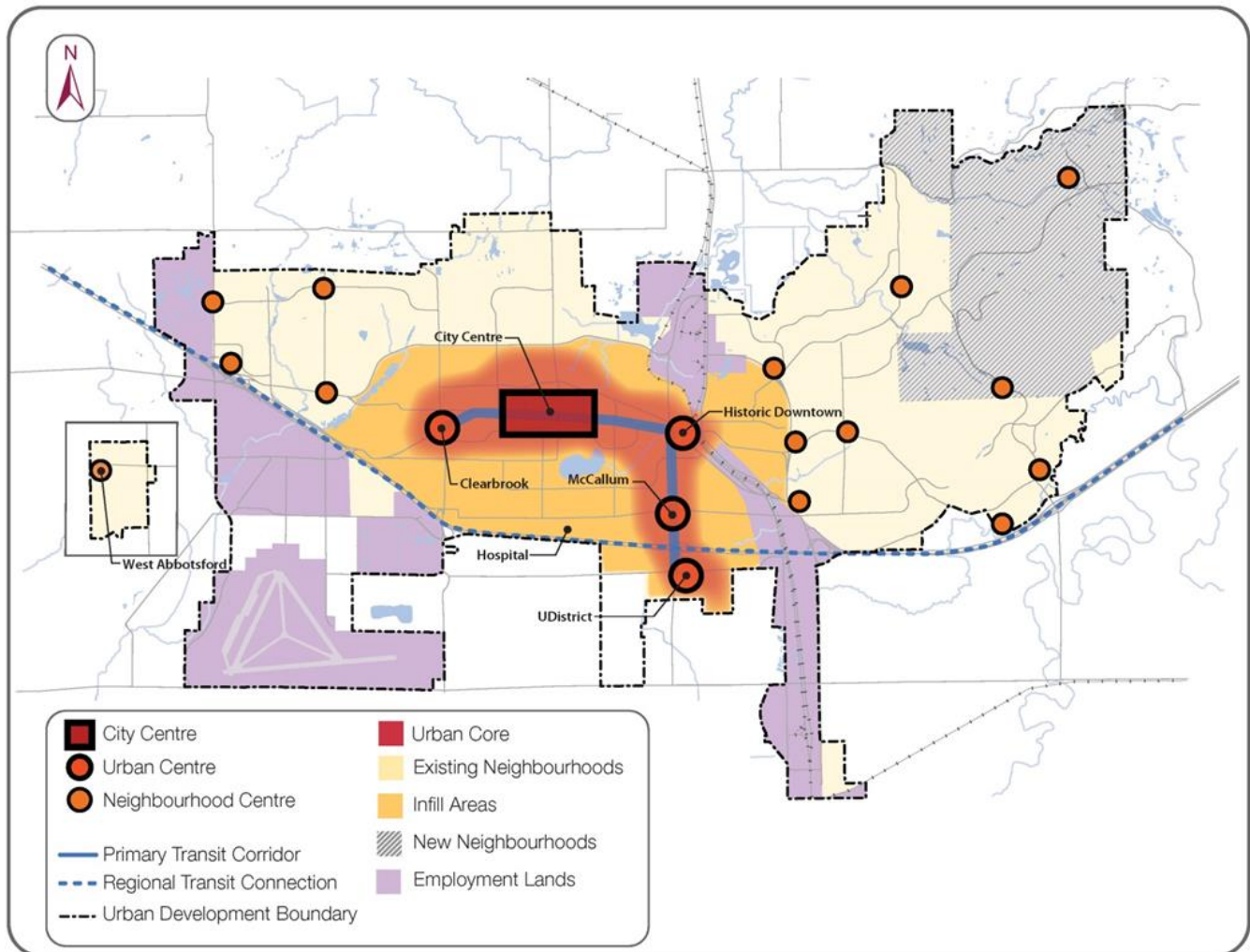


Figure 3 – Official Community Plan Urban Structure

### OCP Conformance

When adopted by City Council, the City Centre Neighbourhood Plan will form part of the City’s OCP. As part of the OCP, the CCNP must be consistent with the overall policy framework and demonstrate how it conforms to the plan, realizes the ‘Big Ideas’, and supports the urban structure and overall growth objectives. However, regulations within this Neighbourhood Plan will supersede the OCP and prevail in cases where it provides greater detail or differs from the OCP. Where the CCNP does not contain guidance or direction the OCP continues to apply.



## Plan For 200K

The creation of several Neighbourhood Plans is part of a broader City initiative called Plan 200K. The Initiative intends to coordinate the various City departments as they update master plans and strategies to reflect the vision and objectives of the OCP.

In this sense, the CCNP and other Neighbourhood Plans have an opportunity to work alongside and contribute to the development of nearly 20 other plans. The alignment between departments will ensure implementation is focused, planned, and smooth. Master plans and strategies that have a direct impact on the CCNP include:

- Transportation
- Transit
- Parks, Recreation & Culture
- Zoning Bylaw
- Housing Strategy
- Utilities





## PLAN PROCESS

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The Neighbourhood Plan was completed through a four stage process, as illustrated below.



### Stage 1: Background Research

This stage included a review and analysis of existing conditions and opportunities. It wrapped up with the completion of the CCNP Background Research Report which was presented to Council on April 10, 2017 and was a key input into the development of engagement activities for Stage 2.

### Stage 2: Concept

A significant amount of community engagement was held in Stage 2, framed by the research conducted in the first stage. An online survey was made available to residents and road show events were held throughout the neighbourhood. In addition to these activities, a stakeholder workshop helped inform the CCNP's concept which was presented in a report to Council on December 13, 2017.

### Stage 3: Draft Plan

In Stage 3, the concept was put to the test through further community engagement and infrastructure modelling. For the month of February 2018, a Popup Shop was opened at the Sevenoaks Shopping Centre where the concept was in full display along with themed questionnaires. During this time, work was done to test the water, wastewater, drainage, and transportation systems to better understand necessary upgrades and improvements. A draft plan was completed using this information and it was presented to Council on September 17, 2018.

### Stage 4: Final Plan

This final stage involved referrals to a number of senior government agencies for review and approval. Following this referral period, a Public Hearing was held to hear any concerns from the public and the Neighbourhood Plan was adopted as a bylaw by Council.



## Community Engagement

The main engagement activities over the course of the CCNP process for residents were held during stages 2, 3, and 4. Throughout all of the stages, one-on-one meetings with property owners, local organizations, and the development community ensured stakeholders were given the opportunity to contribute in a meaningful way to the CCNP.

### Stage 2

Over the summer of 2017, multiple activities were held to engage the public and receive feedback into the creation of a concept for the CCNP. Three road show events provided a staff presence at busy events including the Taste of Abby festival on May 28 and Canada Day celebrations on July 1, while a booth was put up at the Sevenoaks Shopping Centre on June 10. A Speaker Night at The Reach Gallery Museum was also organized starring Jillian Glover, a prolific blogger and commentator on urban issues, and Charles Montgomery, award-winning author of *The Happy City*. Finally, an online survey was conducted in June. Its purpose was to ensure the OCP's vision for the City Centre had support in the community, gain feedback on three different concepts for the City Centre's future, and test various policy strategies.

### Stage 3

In Stage 3, a Popup Shop in the Sevenoaks Shopping Centre was designed from an empty storefront. With its bright colour scheme and inviting décor, it provided a dynamic and engaging space for the public to discover the CCNP concept, fill out questionnaires, and chat with a planner. Open for the month of February 2018, 5 days per week, never has the City been so accessible in an engagement activity. Thousands made contact with the concept and over 700 questionnaires were filled out. On May 4, 2018 a Jane's Walk was organized around the CCNP concept. Residents were invited to join a planner and walk along a route that brought to light the key growth, land use, and urban design elements that will shape the City Centre for years to come.



## Stage 4

The final phase of community engagement occurred in late fall 2018 at two open house events. One open house was held at the Matsqui Centennial Auditorium and the other at the Khalsa Diwan Society temple. A total of 225 visitors attended the open houses and approximately 75 comment forms were completed. Overall, 84% of people who completed a comment form supported the draft plan direction. This support and specific comments were used to help refine the plan into the final version for bylaw adoption by Council.



Matsqui Centennial Auditorium open house



Khalsa Diwan Society open house



## CITY CENTRE VISION

Much of the City Centre Neighbourhood Plan is based on the policy section “Create a City Centre” from the 2016 OCP. Businesses, community groups, and residents from the neighbourhood and beyond provided their thoughts and aspirations in the hope of making the City Centre a vibrant and distinct community that could support the long-term growth and goals of the OCP. The City Centre neighbourhood planning process reconfirmed the OCP’s vision for the neighbourhood:

*When asked where the heart of the city is located, all residents will point to the same recognizable place that is the centre of public, economic, and cultural life. This City Centre will have a clear identity and sense of arrival, and will evolve into Abbotsford’s most vibrant area, scaled to pedestrians and rich with diverse housing, destinations, and activities. It will also continue to be the employment hub in Abbotsford, with strong links to the Civic Precinct and Mill Lake.*



Figure 4 - City Centre Vision





## Plan Goals

Five goals provide the building blocks of the vision, forming the foundation of the plan and an organizing framework for the policies.



### More People and More Life

An energetic City Centre with Abbotsford's highest concentration of residents, employees, and visitors helps improve transit ridership, safety, and business and retail success. Three Commercial Streets stitch the neighbourhood from north to south and provide a bustling new lifestyle and shopping experience.



### Human-Scale Buildings and Blocks

A fine grain street network connects people and places, making movements by any mode of transportation convenient. Buildings are designed to frame and give life to the streets they front, providing delight and comfort to those visiting or walking by.



### Rich Mobility Choices

Walking, biking, and transit are desirable choices because they are given significantly more space in the City Centre's streets. South Fraser Way is the spine to a grid of active transportation and transit options where safety and slower movements are prioritized over speed.



### Beautiful and Green

The City Centre is the height of contemporary architectural expression in Abbotsford with beautiful landmark buildings punctuating the neighbourhood in key locations. A diverse skyline emerges from a densely-treed neighbourhood where people find parks and plazas that are shaded and calming - a retreat from the bustling neighbourhood.






### Redefined South Fraser Way

South Fraser Way is designed as a signature corridor, with a unique character that warmly welcomes people from all over to visit Abbotsford. It provides the City Centre's true identity by incorporating an abundance of public space, art, and animation.



## Projections\*

The projected population, housing units and student numbers are estimated below for when the neighbourhood is developed over the next 25 to 30 years.

	<b>Current</b>	<b>Projected</b>
	<b>15,200</b> people	<b>27,250</b> people
	<b>Current</b>	<b>Projected</b>
	<b>7,200</b> units	<b>12,100</b> units
<b>Grade (Age)</b> Preschool (0-4) Elementary (5-10) Middle (11-13) High (14-17)	<b>Current</b>	<b>Projected</b>
	<b>660</b> students <b>720</b> students <b>285</b> students <b>365</b> students	<b>1,100</b> students <b>1,425</b> students <b>700</b> students <b>875</b> students
	<b>TOTAL</b> <b>2,030</b> students	<b>TOTAL</b> <b>4,100</b> students

Statistics Canada data - Abbotsford 2016

Table 2 - Residential and Student Population Projections

\* The data presented in this section follows the same area as “City Centre Today” described earlier in Part 1.





## **PART 2 LAND USE**

**Neighbourhood Structure**

**Land Use Designations**

**Large Scale Redevelopment**



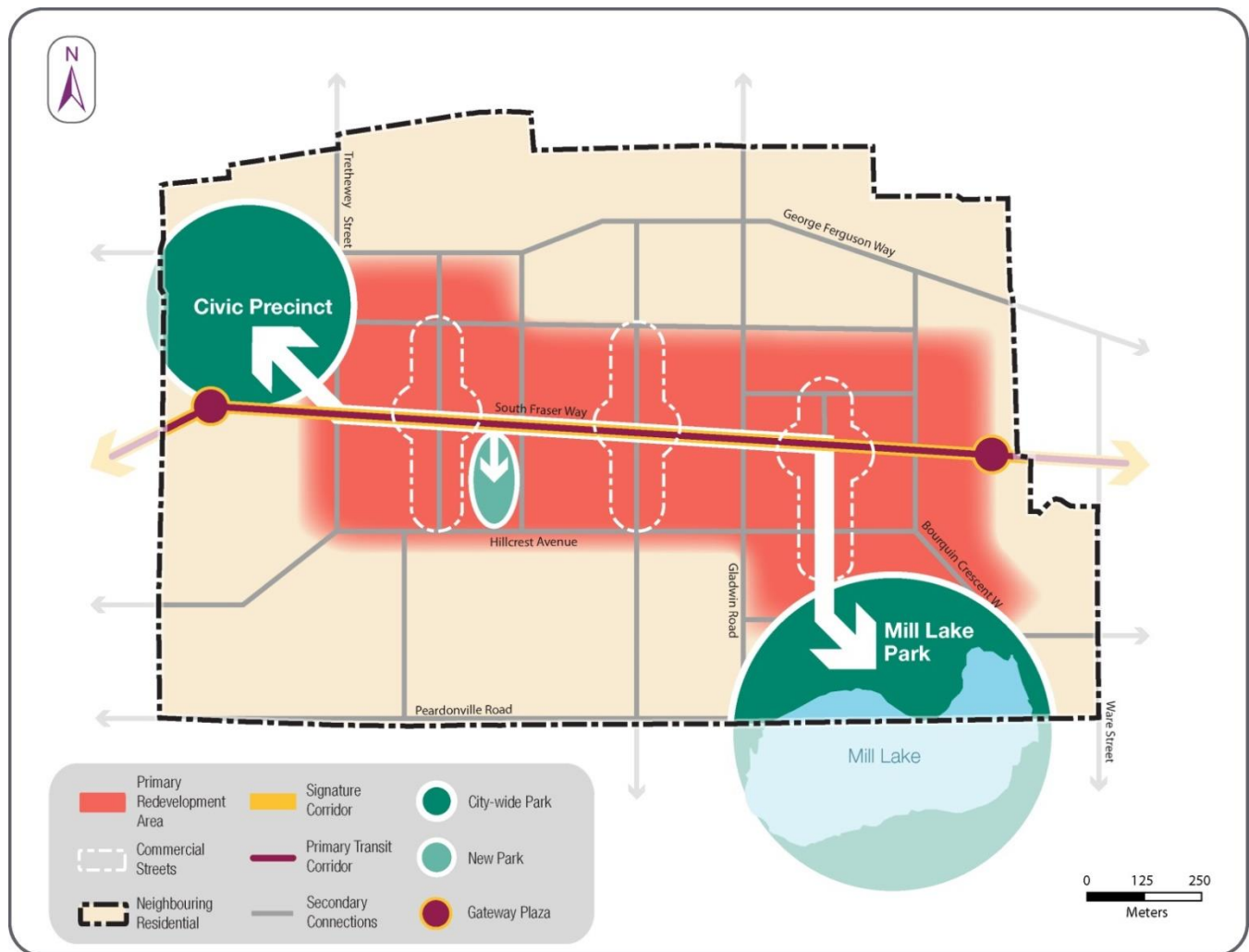


## NEIGHBOURHOOD STRUCTURE

### Land Use

The neighbourhood structure is designed to focus redevelopment efforts generally within the Primary Redevelopment Area bounded by George Ferguson Way to the North, Hillcrest Avenue to the South, the Civic Precinct to the West and Fairlane Avenue to the East. Within this area, much of the development is intended to take the shape of buildings 6 storey and higher. At the edge of this area, the housing format will scale down to 4-6 storey apartment buildings, and in some areas 2-3 storey townhouses, to provide an appropriate transition to adjacent single detached homes.

There are also three Commercial Streets that intersect South Fraser Way at regular intervals, stitching the neighbourhood from North to South. Each is also anchored by an existing large shopping centre: Sevenoaks Shopping Centre, West Oaks Mall, and Clearbrook Town Plaza. These Commercial Streets will require a commercial ground floor and will be scaled to pedestrians for a dynamic shopping experience.



Map 2 - Neighbourhood Structure



## Mobility

The Neighbourhood Plan intends to make moving around the City Centre more efficient and delightful. It focuses on breaking up existing large blocks and providing a fine-grained street network with redundancies to improve connections for all users. The new street grid serves as the foundation for increasing connectivity and creating vibrant, human-scaled environments. It will be part of a new hierarchy of connections which are intended to help shorten travel distances between destinations and encourage active modes of transportation. New streets include:

- Hillcrest Avenue to Bourquin Crescent
- Cruickshank Street to Hillcrest Avenue
- Garden Street to Hillcrest Avenue
- Emerson Street from Simon Avenue to George Ferguson Way
- Emerson Street from South Fraser Way to Hillcrest Avenue
- Justice Way to South Fraser Way (connecting to Langdon Street)
- A new street from Ventura to Mill Lake Road (through the Sevenoaks Shopping Centre property)

In addition to new connections, South Fraser Way will be re-imagined to emphasize walking, cycling and transit. This would include establishing a Signature Corridor with high quality placemaking, All Ages and Abilities (AAA) cycling facilities, and rapid transit facilities to serve travel across the City by sustainable modes of transportation.

South Fraser Way is also designated in the OCP as Abbotsford's Primary Transit Corridor, along which the most frequent bus routes will be planned, forming the backbone of the city's overall transit system. Rather than feeding into Bourquin Exchange, routes will connect into the corridor at various intersections creating a network that is much more intuitive and direct for users.

## Open Space

Open space within the City Centre will take advantage of the two existing 'City-Wide' parks: Mill Lake Park and the Civic Precinct. Both of these public spaces draw visitors from across the community and serve important roles in Abbotsford's environmental, cultural, recreational, and aesthetic landscape. The neighbourhood structure seeks to reveal them both to the greater area by establishing more direct links between the two but especially to South Fraser Way.

Once the road right-of-way named 'Commercial Street' is closed a new urban park will take its place. This will help introduce more open space to an area in the City Centre which is currently lacking parks and aligns with the OCP's 'Map 8 - Parks and Trails' which identifies a "Potential Future Park" in this location.

Beyond these parks, small urban plazas will play a large role in providing gathering spaces distributed across the neighbourhood. They will enhance the livability of the City Centre and give residents respite from the fast-paced character of urban city life.

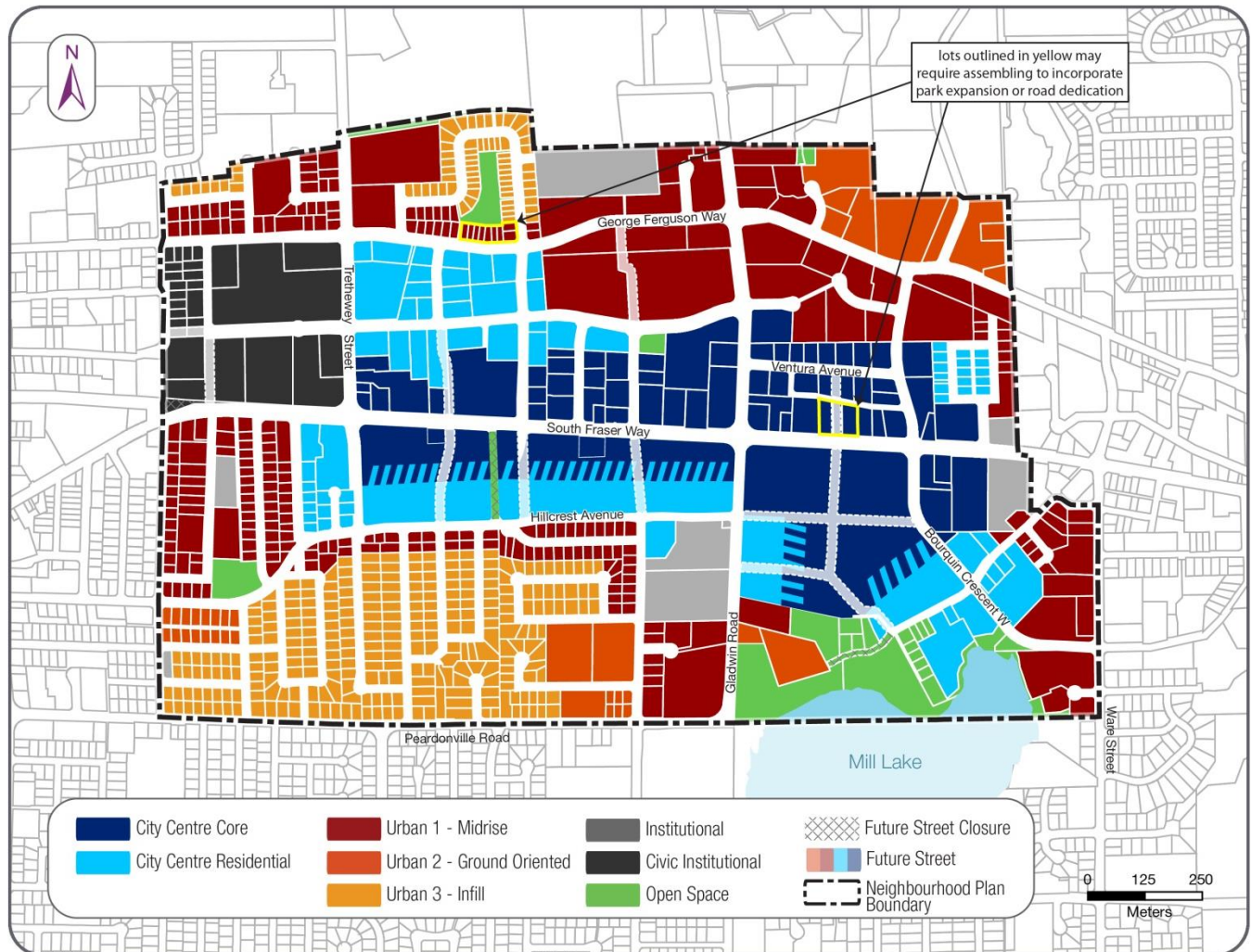
A larger urban plaza, located where the Sevenoaks Shopping Centre property meets Mill Lake Park, will act as a transition space from a very urban condition into a quieter, natural park setting. It will also highlight the large glacial erratic rock that today sits at the back of the mall in its southern parking lot.



## LAND USE DESIGNATIONS

The land use designations in the City Centre Neighbourhood Plan include both Parcel and Commercial Street designations shown in Maps 3 and 4, and described in the following table. They supersede the land uses found in the Official Community Plan.

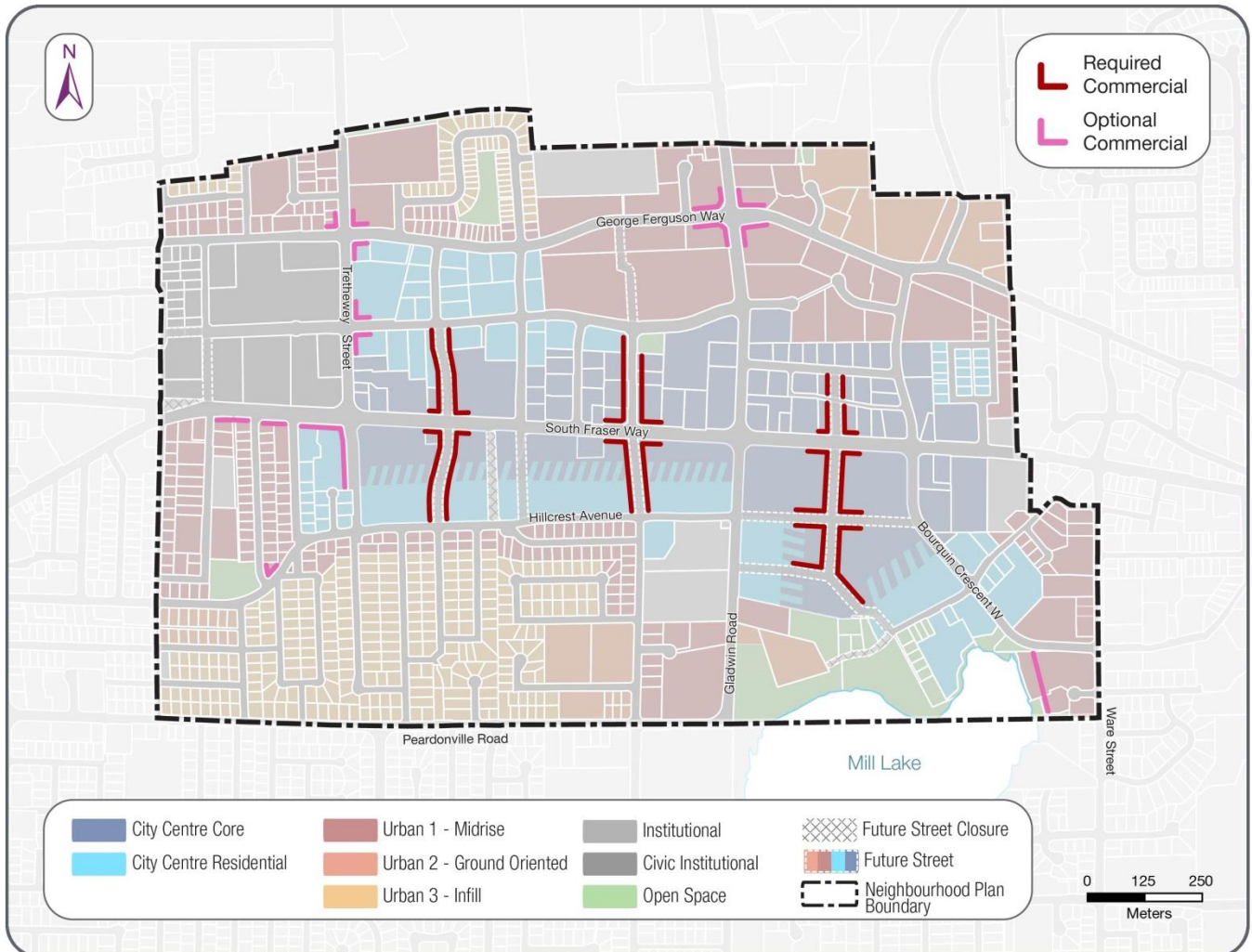
Parcel designations establish the use and density of each parcel shown in Map 3.



Map 3 - Parcel Map



Commercial Street designations require certain uses along the building edges that support ground floor activity for the streets shown in Map 4.

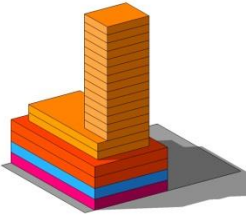
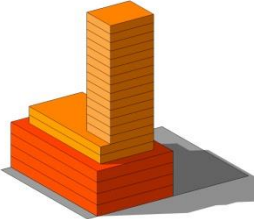




Map 4 - Commercial Street Map



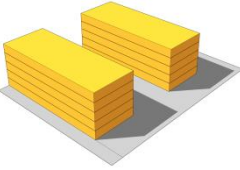
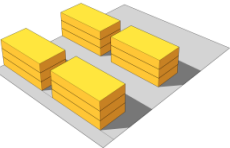
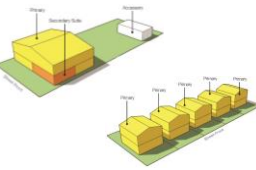


## City Centre

Designation	Purpose and Description	Building Type and Height	Uses	Density (min and max)
<p><b>City Centre Core</b></p> 	<p>Enable a mix of uses that creates the primary hub of activity in the City Centre. Anchored by South Fraser Way, this designation provides the most flexibility in uses at the highest densities in the city</p>	<p>Mixed use buildings</p> <p>Multi storey buildings including low, mid, and high rises</p> <p>Heights are a minimum of 3 storeys</p>	<p>Mixed use (residential and commercial)</p> <p>Multi unit residential</p> <p>Commercial</p> <p>Institutional</p>	<p>1.5 to 2.5 FSR</p> <p>(an additional up to 2.5 FSR may be permitted, subject to a density bonus program)</p>
<p><b>City Centre Residential</b></p> 	<p>Enable multifamily housing that will contribute to housing choice, while supporting and strengthening the City Centre Core.</p>	<p>Multi storey buildings including low, mid, and high rises</p> <p>Heights are a minimum of 3 storeys</p>	<p>Multi unit residential</p> <p>(provisions for a Commercial Street may also apply)</p>	<p>1.5 to 2.5 FSR</p> <p>(an additional up to 2.5 FSR may be permitted, subject to a density bonus program)</p>
<p><b>Commercial Street - Required</b></p> 	<p>Require active ground floor commercial uses along certain streets to ensure buildings contribute to a vibrant street environment</p>	<p>Per the accompanying designation</p>	<p>The ground floor <b>must</b> be active commercial uses with individual access to the street</p>	<p>Per the accompanying designation</p>
<p><b>Commercial Street - Optional</b></p> 	<p>Enable active ground floor commercial uses along certain streets to ensure buildings contribute to a vibrant street environment</p>	<p>Per the accompanying designation</p>	<p>The ground floor <b>may</b> be active commercial uses with individual access to the street</p>	<p>Per the accompanying designation</p>

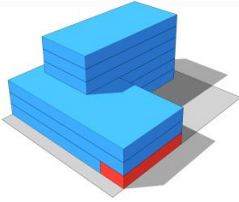
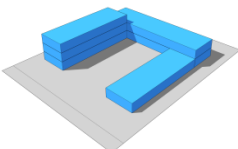
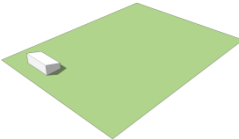


## Residential

Designation	Purpose and Description	Building Type and Height	Uses	Density (min and max)
<p><b>Urban 1 – Midrise</b></p> 	<p>Per the Official Community Plan</p>	<p>Multi storey buildings including low and mid rises, and integrated ground oriented units. Heights are a minimum of 4 and a maximum of 6 storeys</p> <p>Large sites (1 ha or greater) may incorporate ground oriented buildings</p>	<p>Per the Official Community Plan (provisions for a Commercial Street may also apply)</p>	<p>Per the Official Community Plan</p>
<p><b>Urban 2 – Ground Oriented</b></p> 	<p>Per the Official Community Plan</p>	<p>Per the Official Community Plan</p>	<p>Per the Official Community Plan</p>	<p>Per the Official Community Plan</p>
<p><b>Urban 3 – Infill</b></p> 	<p>Per the Official Community Plan</p>	<p>Per the Official Community Plan</p>	<p>Per the Official Community Plan</p>	<p>Per the Official Community Plan</p>



## Supporting Lands

Designation	Purpose and Description	Building Type and Height	Uses	Density (min and max)
<p><b>Civic Institutional</b></p> 	<p>Enable a mixed use civic hub with major institutions, assembly, and related office, commercial and residential uses</p> <p>Serve a city wide area</p>	<p>Mixed use buildings</p> <p>Multi storey buildings including low, mid, and high rises.</p>	<p>Institutional</p> <p>Mixed Use (residential and commercial)</p> <p>Multi unit residential</p> <p>Commercial</p>	<p>1.5 to 2.5 FSR</p> <p>(an additional up to 2.5 FSR may be permitted, subject to a density bonus program)</p>
<p><b>Institutional</b></p> 	<p>Per the Official Community Plan</p>	<p>Per the Official Community Plan</p>	<p>Per the Official Community Plan</p>	<p>Per the Official Community Plan</p>
<p><b>Open Space</b></p> 	<p>Per the Official Community Plan</p>	<p>Per the Official Community Plan</p>	<p>Per the Official Community Plan</p>	<p>Per the Official Community Plan</p>

## Density and Development Calculations

In the case of development in the City Centre Core and City Centre Residential land use designations, density credits for public road dedications, park land dedications, and tree stands not included in the net land area will be calculated using the maximum density provided in the land use designation (ie. 5.0 FSR).

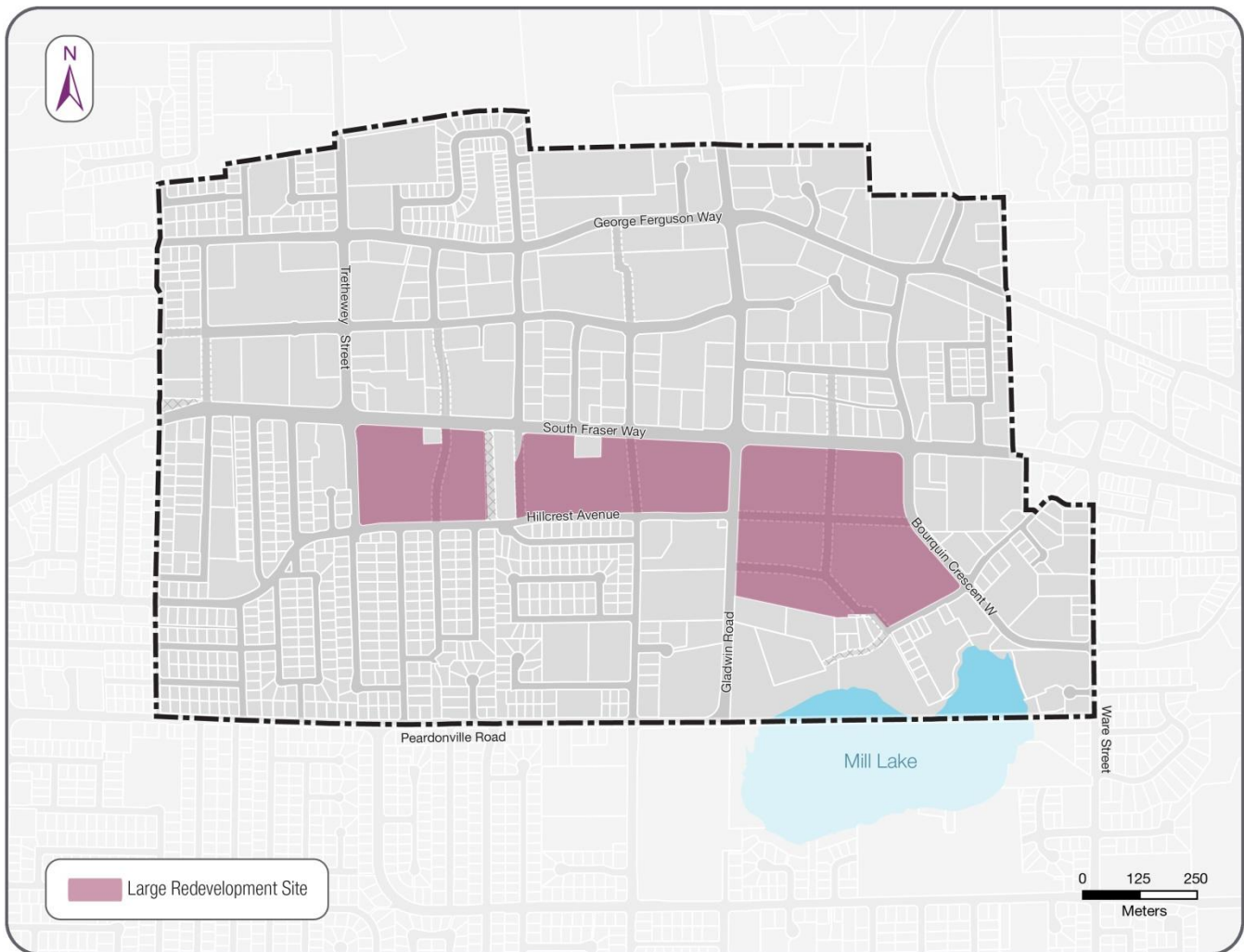
For sites that have multiple buildings or phases, density will be calculated based on the overall project plan and not on an application by application basis. Particular attention is focused on sites identified in the following section on Map 5.



## LARGE SCALE REDEVELOPMENT

The emergence of online shopping has resulted in changes for traditional retail stores. More and more Canadians are either foregoing a trip to a shopping centre and purchasing goods online or prefer a more walkable, urban experience, close to home. Across the country, large power retail centres are starting to re-imagine their properties to address this changing landscape. This presents a unique opportunity for the redevelopment of Abbotsford’s City Centre. However, challenges are associated with the large-scale redevelopment of shopping centres.

Specifically, three properties along South Fraser Way will require a diligent approach to build up their properties: Clearbrook Town Square, West Oaks Mall, and Sevenoaks Shopping Centre. Each one is a multi-tenant shopping destination with big box anchor businesses, sitting on over 10 acres of land (as shown on Map 5). The largest of the three is nearly 35 acres in area. Complicating matters, there are long-term lease agreements and they are often tied up with surface parking requirements. The sheer scale of the properties, operations, and contracts that exist today will make transforming them into the high density, vibrant, and attractive City Centre neighbourhoods this document envisions, a complex undertaking. To mitigate these challenges, this section discusses broad guidelines to assist in the transformation.



Map 5 - Large Redevelopment Sites



## Big Picture

Before any development application is processed, the City will require a master plan showing the general layout of the ultimate buildout of the property. **The siting of buildings, connections, and gathering places shall accommodate and align with the land use, transportation, and public space vision and policy directions of this neighbourhood plan.** This will ensure that as redevelopment occurs the big picture developed through this plan process is not lost and that an incremental and phased approach to redevelopment won't be detrimental to the City's ability to acquire public space and realize road dedications.

## Calculating Density

Density will be calculated based on the master plan provided, and not on an application by application basis. Any application that doesn't conform to the original master plan will result in a new total density calculation. This could result in an adjustment of DCCs, amenity contributions, density bonus fees, etc. This approach will apply to other redevelopment projects that include significant land assembly, multiple buildings, and/or phased construction.

## Start at the Edges

Examples elsewhere have shown a teardown and rebuild approach isn't likely feasible. Most shopping centres going through redevelopment efforts require ongoing cash flow from existing lease agreements with tenants. This reduces the financial risk and burden of such a large scale project and is why changes typically begin at the edges of a property in a surface parking lot. In these areas, development can begin providing underground parking, with buildings on top that meet the ground floor and create an attractive, human-scaled environment.

## Strengthen Connections

As new buildings emerge at the edges of a particular property, it will become important to ensure appropriate access and connectivity to neighbouring properties and to various parts of the site that continue to function as a shopping centre. Ensure pedestrian walkways connect main entrances between buildings and to public streets as directly as possible. In some cases, temporary sidewalks may be necessary as short-term measures. They should be used prudently and sensibly in case they last longer than initially expected.







## **PART 3 POLICIES**

**More People and More Life**

**Human-Scale Buildings and Blocks**

**Rich Mobility Choices**

**Beautiful and Green**

**Redefined South Fraser Way**









## MORE PEOPLE AND MORE LIFE

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An energetic and bustling City Centre with Abbotsford's highest concentration of residents, employees, and visitors helps improve transit ridership, safety, and business and retail success. Three Commercial Streets stitch the neighbourhood from north to south and provide a bustling new lifestyle and shopping experience. Residents and businesses feel connected and have a sense of ownership over the neighbourhood.

### 3.1 Population Target

Increase the population of the neighbourhood by 10,000 residents. This represents approximately one sixth of the population growth Abbotsford will accommodate on its way to 200,000 residents.

### 3.2 Highest Densities

Encourage new developments within the City Centre Core and City Centre Residential land use designations to maximize the prescribed Floor Space Ratios (FSRs) and take advantage of bonus density. The City Centre is the only area in Abbotsford where high rises are permitted and this will help concentrate residential and commercial density in Abbotsford's core, close to jobs, transit, parks, and other amenities.



### 3.3 Bonus Density / Community Amenity

Update the City's bonus density policies to better reflect the current development market and its practices. This should include integrating a bonus density fee structure into high rise zones to permit development beyond 2.5 FSR in the City Centre Core, City Centre Residential, and Civic Institutional land use designations, and conduct a city-wide update to capture bonus density and/or community amenity contribution potential at densities up to 2.5 FSR.

### 3.4 Vacant and Underused Properties

Use proactive strategies and creative incentives for redeveloping and converting vacant and underused properties, including surface parking areas adjacent to South Fraser Way. This could be done both immediately/temporarily through pilots and urban activations, and through longer term development.



Figure 5 - Temporary Playground



Figure 6 - Pop-up Garden

### 3.5 Large Shopping Centres

Redevelop large shopping centres using an incremental and phased approach with a master plan that aligns with this neighbourhood plan. Refer to Part 2 for policies guiding large scale redevelopments.

### 3.6 Schools

Ensure the long term need for school facilities is met as the neighbourhood grows. In the City Centre this could be through repurposing and renovating existing facilities in and around the neighbourhood, and/or adjusting catchment areas for schools across the city to meet changing demands. The need for additional schools in the neighbourhood should be considered, including non-traditional spaces such as those within large scale developments more typical of very urban neighbourhoods.

### 3.7 Social Services

Ensure that through redevelopment and investment in the City Centre social service needs are considered. Continue supporting social services and infrastructure that address vulnerable and higher-need groups.

### 3.8 Rental and Shared Housing

Support diverse housing types for a variety of households including purpose built rental and shared housing such as cooperative or communal living.



### 3.9 Multifamily Accessory Units

Support mixed affordable housing options such as allowing mortgage helper lock-off accessory units in multifamily developments.

### 3.10 Childcare

Support the needs of households with children in multifamily developments by allowing accessory childcare facilities in multifamily zoning in the neighbourhood.

### 3.11 Major Office and Employment Hub

Enhance the City Centre as the primary employment hub and business centre by attracting and permitting major office development.

### 3.12 High Tech Infrastructure

Leverage the fibre optic network which passes through the City Centre to draw new high tech and creative industries. Encourage the creation of a colocation office hub / incubator / accelerator within the neighbourhood.

### 3.13 Commercial Growth

Support the future commercial needs of the neighbourhood by recognizing the impact commercial allowances elsewhere in the city have on what's achievable in the City Centre and other Urban and Neighbourhood Centres.

### 3.14 Cultural Hubs

Establish two distinct cultural hubs within the City Centre: Civic Precinct and Mill Lake.

The Civic Precinct Cultural Hub will encourage public art and cultural facilities that highlight and make space for Abbotsford's public and democratic life, and align with existing nearby institutions including, but not limited to City Hall, MCA Auditorium, Thunderbird Square, The Reach, and Clearbrook Library.

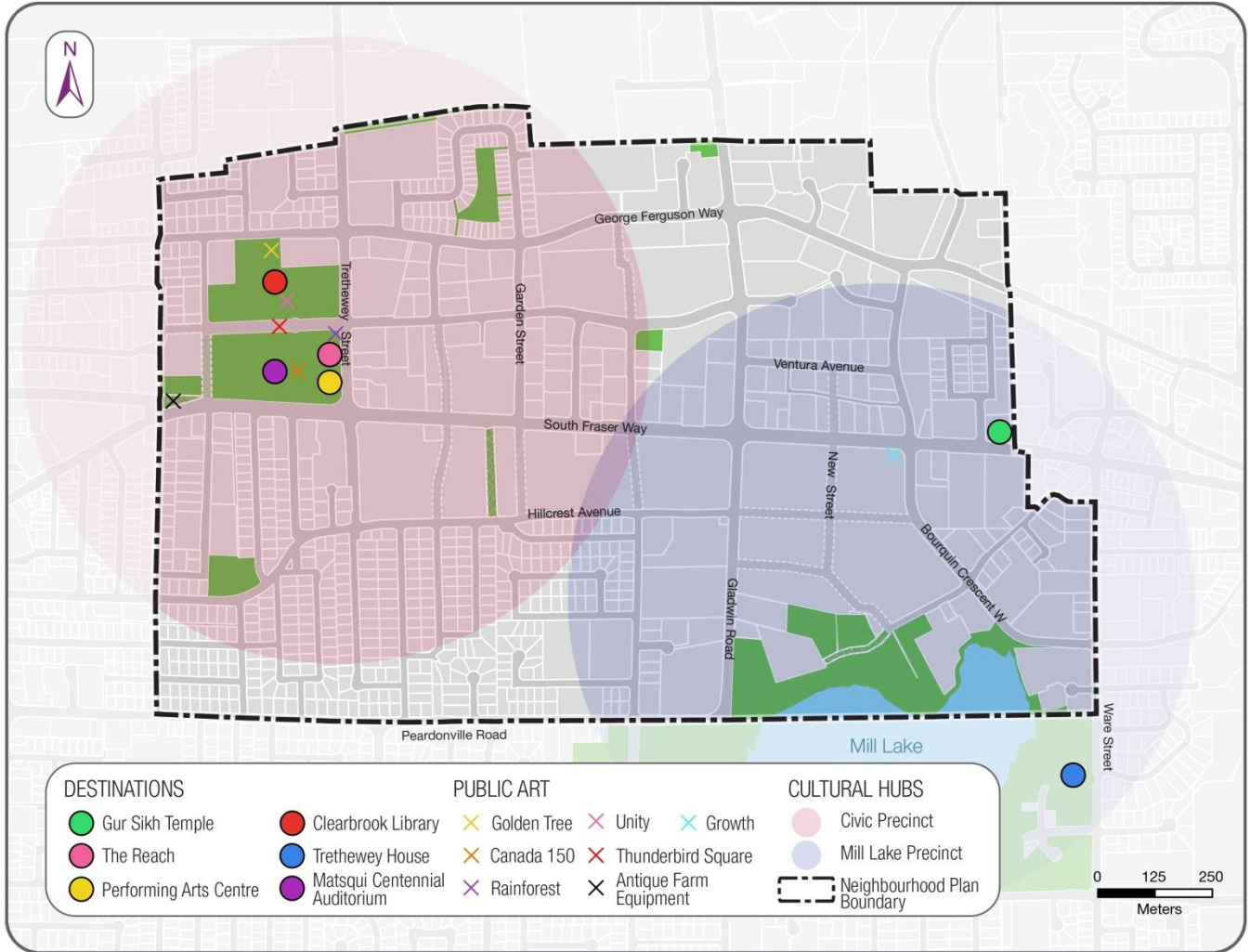
The Mill Lake Cultural Hub will encourage public art and cultural facilities that highlight and make space for stories related to the area, and align with existing nearby institutions including, but not limited to the Gur Sikh Temple, Trethewey House, and Kariton Art Gallery and Boutique.

In both, elevate cultural stories and art that reflect the area's Stó:lo people and way of life. Continue engaging with the Sumas, Matsqui, and Leq'a:mel First Nations and ensure the City Centre becomes a space that welcomes dialogue and makes progress toward reconciliation.

### 3.15 Civic Precinct

Continue developing the Civic Precinct into an attractive, vibrant, people-focused district as the hub for civic operations and a focal point for arts, culture and education. Use the Civic Precinct Vision document as a guide for future development concepts, uses, and connections.





Map 6 - Cultural Hubs and Destinations



### 3.16 Gur Sikh Temple

Celebrate the Gur Sikh Temple through creative urban design solutions that showcase its unique and valuable heritage as North America's oldest Sikh temple.

### 3.17 The Reach Gallery Museum

Support The Reach Gallery Museum as a major component of the Civic Precinct Cultural Hub and help expand its visibility in the neighbourhood through visual art collaborations and programming that contribute to the City Centre's character and identity.



Figure 7 - Gur Sikh Temple

### 3.18 Performing Arts Centre

Explore locations within the Civic Precinct for a potential black box theatre as identified in the Parks, Recreation, and Culture Master Plan. Consider other opportunities that may arise to include such a facility as part of a private development elsewhere in the City Centre.

### 3.19 Conference Centre

Support the development of a year round, multi-use conference centre that can attract visitors and host a variety of events in a professional business setting. Encourage the colocation of such a facility with hotel and tourist accommodations that can help create a destination facility in the City Centre.





## HUMAN-SCALE BUILDINGS AND BLOCKS

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A fine grain street network connects people and places, making movements by any mode of transportation convenient. Buildings are designed to frame and give life to the streets they front, providing delight and comfort to those visiting or walking by.

### 3.20 Human Scale

Encourage building designs that are scaled to humans, reduce walking distances, and focus on an attractive and enjoyable experience from a pedestrian's perspective.

### 3.21 Uses and Streets

Match the use of a building and the design of its street. In a commercial setting with ground floor CRUs, this means providing lively pedestrian environments full of outdoor furnishings and including on-street parking where possible. In a residential setting with ground floor units, this means providing quieter and greener streets with a tree buffer and front patio spaces.



### 3.22 Maximum and Minimum Setbacks

Update zones that will be used in the City Centre to reflect the need for maximum and minimum setbacks that provide sufficient space to accommodate sidewalk seating or other amenities within public and semi-public spaces along streets. Where the right-of-way is wide enough, require buildings to frame the street. Where the right-of-way isn't wide enough, require that buildings have sufficient setbacks. In all cases, avoid large setbacks that weaken the pedestrian and public life experience.



Figure 8 – Tall Building and Podium

### 3.23 Use and Form Transition

Address transitions in scale between mixed use and multi-family developments and ground-oriented residential uses by stepping down building heights where appropriate.

### 3.24 Tall Buildings and Podiums

Require tall buildings to be placed on top of a 2 to 6 storey podium.

### 3.25 No New Drive-Thrus

No new drive-thrus are permitted within the neighbourhood, and existing ones should be phased out as redevelopment occurs.

### 3.26 Break Up Big Blocks

Create a fine grain street network to shorten large blocks and reduce walking distances, establishing more human-scaled and connected streets that city centres require.

Three properties (civic addresses 32895, 32897, 32915, and 32917 South Fraser Way) may be required to consolidate to allow the dedication of a new street as shown on Map 13.

### 3.27 Mid-Block Crosswalks

Explore installing mid-block crosswalks between distant intersections, where appropriate.

### 3.28 New Connections

Establish a hierarchy of connections that move more than just cars to further enhance the street network. The 'new connections' shown on Map 13 are a general outline of where stratified streets, drive aisles, back alleys, mews, pedestrian/cycling paths, and other linkages could be achieved at time of redevelopment.



### 3.29 Three Commercial Streets

Ensure developments that front a Required Commercial Street (as shown on Map 4) include ground floor commercial along this frontage. These three Required Commercial Streets will become key shopping destinations, stitching the neighbourhood together from north to south.



Figure 9 - Commercial Street in Newport Village, Port Moody







## RICH MOBILITY CHOICES

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Walking, biking, and transit are desirable choices because they are given significantly more space in the City Centre's streets. South Fraser Way is the spine to a grid of active transportation and transit options where safety and slower movements are prioritized over speed.

### 3.30 Sidewalks

Improve pedestrian connectivity by closing gaps in the sidewalk network.

### 3.31 Short Crossings

Make pedestrian crossings as short as possible for greater comfort and safety, especially for children and those with reduced mobility.



### 3.32 Pedestrian Push Buttons

Remove pedestrian push buttons for pedestrians at intersections with traffic lights as the neighbourhood evolves and densifies. Instead, integrate pedestrian crossing lights and timers into the regular traffic light schedule.

### 3.33 Right-Turn Lanes

Explore opportunities to remove right-turn lanes with pedestrian refuge islands at intersections. Focus on reducing conflict points between pedestrians and drivers, and slowing down drivers where they engage in a turn.

### 3.34 Temporary Experiments

Explore temporary, low-cost installations in strategic locations that enhance the pedestrian experience and contribute to a safer environment for all street users. These can often be implemented in slip lanes and at intersections. If successful, they can be made permanent at a later date. In the City Centre, the lane that connects South Fraser Way to Old Yale Road may be an ideal first candidate.



Figure 10 - Temporary Plaza



Figure 11 - Temporary Curb Bulge

### 3.35 AAA Facilities

Create a network of All Ages and Abilities (AAA) cycling facilities in the City Centre. These are protected and separated from the roadway and are planned for key streets (as shown on Map 7).

### 3.36 Supporting Facilities

Fill in the gaps by adding bike facilities along important streets that tie into the AAA facilities to achieve a usable network for commuters and recreational users alike (as shown on Map 7).



Figure 12 - AAA Cycling Facility

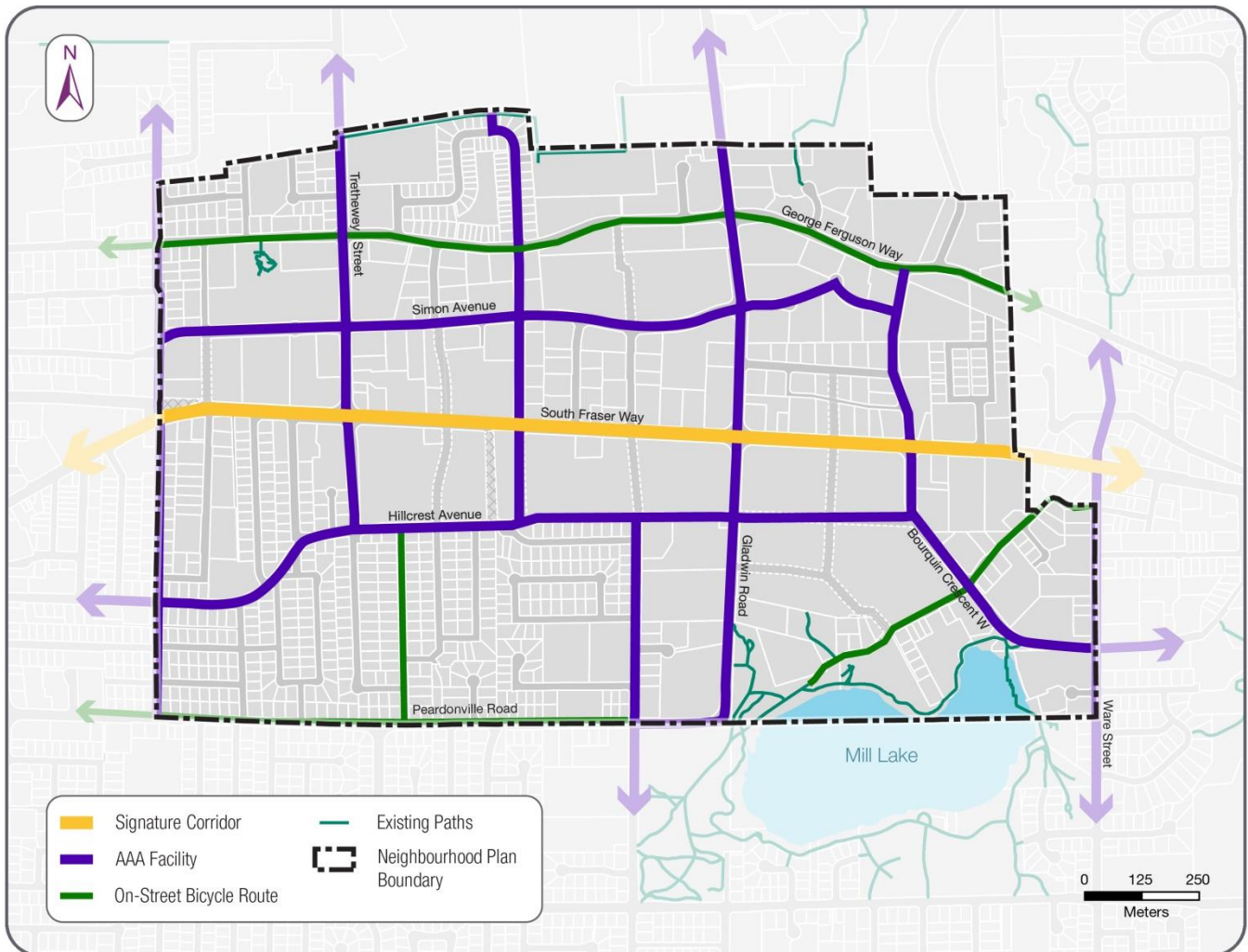


### 3.37 Cycling Amenities

Consider installing bike parking, aid stations with tools and air pumps, footrests, and other amenities along important cycling corridors

### 3.38 Intersection Design and Conflict Points

Design intersections and conflict points with cycling facilities to facilitate the safe movements of cyclists with paint, separation buffers, and priority boxes. Use standards developed in the Transportation Association of Canada’s (TAC) latest Geometric Design Guide for Canadian Roads.



Map 7 - Active Transportation



### 3.39 Primary Transit Corridor

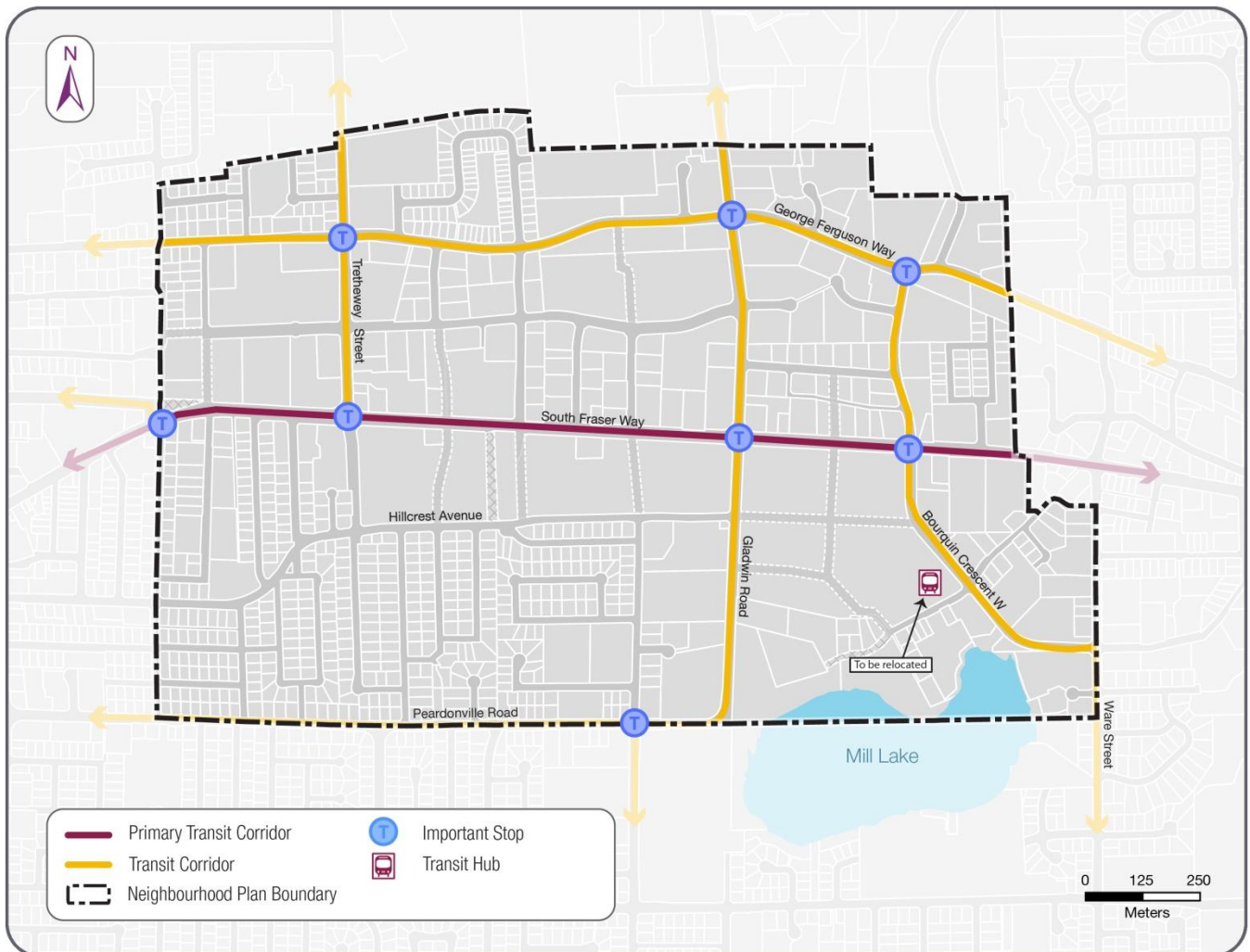
Provide South Fraser Way with the highest order of transit amenities and the most thoughtful design intention as the Primary Transit Corridor that will connect other neighbourhoods into the City Centre.

### 3.40 Bourquin Exchange

Decommission Bourquin Exchange with additional transit exchanges throughout the City, such as Historic Downtown, High Street, and UFV. This transition will occur as Abbotsford’s transit system graduates from a hub and spoke model to a grid-like layout that prioritizes the Primary Transit Corridor along South Fraser Way (shown on Map 8).

### 3.41 Smart Cities Approach

Explore partnerships with the private sector to better understand mobility along the Primary Transit Corridor and better plan routes and scheduling, with an eye on making transit more accessible, convenient, and delightful.



Map 8 - Transit



**3.42 Bus Stops**

Locate bus stops as close to intersections as possible to prevent jaywalking and provide easier transit connections for those riding transit.

**3.43 Bus Shelters**

Install more bus shelters throughout the neighbourhood. Prioritize locations along South Fraser Way, the Primary Transit Corridor.

**3.44 Slower Movements**

Design rights-of-way and intersections to encourage slower vehicle movements through the neighbourhood. Transition toward a focus on people through measures such as the elimination of large surface parking lots and overly wide intersections with high speed turn lanes.

**3.45 Maintain Capacity and Delivery**

Maintain the capacity of vehicle movements through the neighbourhood and the ability for trucks to provide delivery to businesses.

**3.46 Car Share**

Encourage car share businesses to settle in the City Centre as population density increases. Apartment buildings can also provide this service to residents and development proposals requiring parking variances should explore this opportunity as well.



Figure 13 - Bus Stops and Shelters



Figure 14 - Parking Bay with Tree Strip



### 3.47 On-Street Parking

Facilitate and maximize parallel parking on Commercial Streets and most local and collector streets. It can act as traffic calming and a safety buffer between traffic and other modes of transportation all the while providing closer access to the destinations and businesses people are visiting.

On streets where a tree strip is not functionally achievable within the dedication, consider tree pockets to separate parking spots and contribute to a greener, more attractive and comfortable streetscape.

### 3.48 Off-Street Parking

Explore reductions in parking requirements while ensuring developments provide enough for their own needs and are not over-supplying.





## BEAUTIFUL AND GREEN

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The City Centre is the height of contemporary architectural expression in Abbotsford with beautiful landmark buildings punctuating the neighbourhood in key locations. A diverse skyline emerges from a densely-treed neighbourhood where people find parks and plazas that are shaded and calming - a retreat from the bustling neighbourhood.

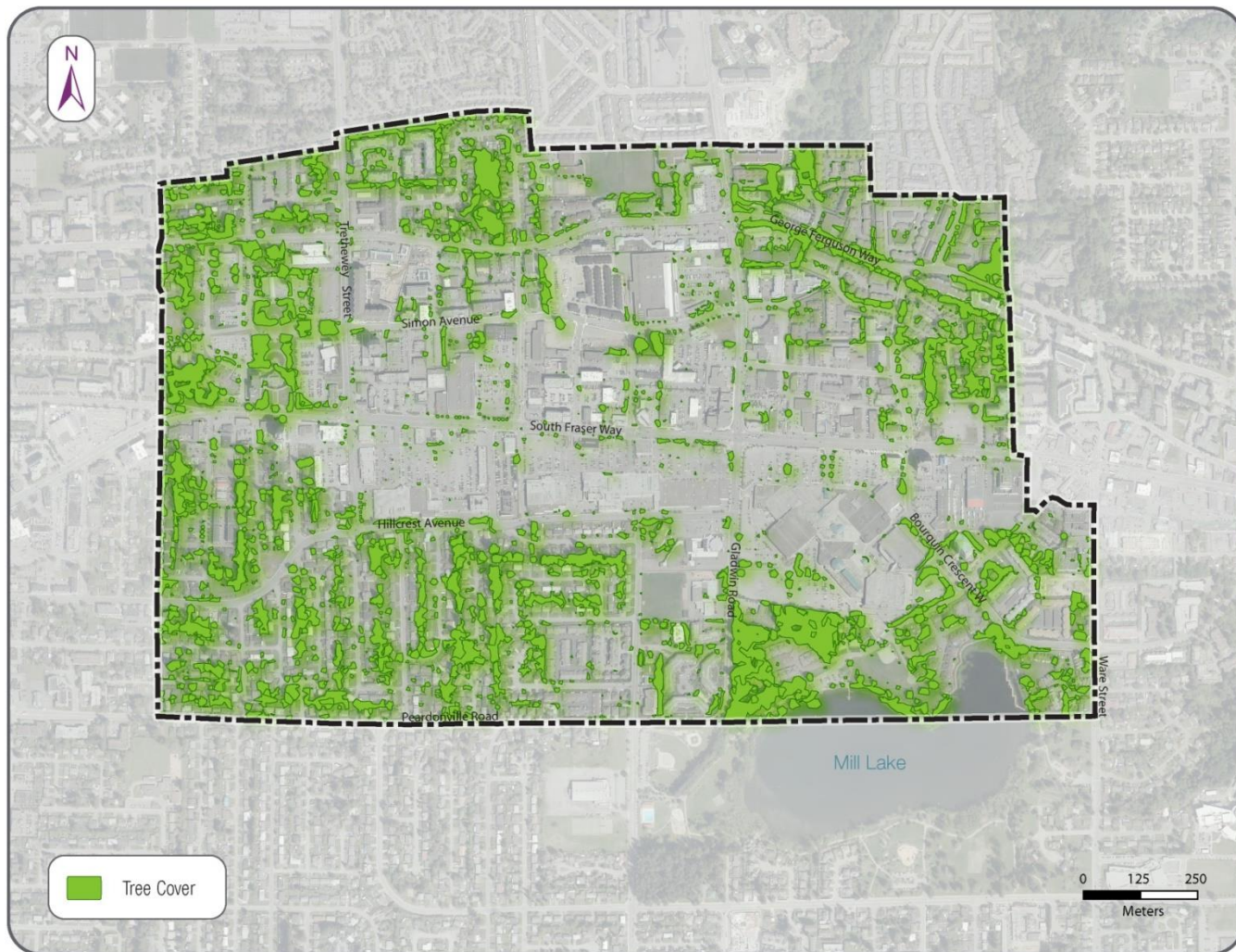
### 3.49 Tree Canopy

Enhance and manage the urban tree canopy (Map 9) through tree protection and tree replacement in concert with the growth objectives of this plan.

### 3.50 LIDAR Monitoring

Use LIDAR to monitor the City Centre's tree canopy coverage, and increase it from today's coverage of 15%.





Map 9 – Existing Tree Canopy





### 3.51 Street Trees

Plant and maintain street trees on all streets, ensuring they are pruned to branch at heights above 3m minimum in order to provide clear sight lines to storefronts. Over time, transition street trees to align with the Signature Corridor and Required Commercial Streets themes below in the locations shown on Map 10.

#### Signature Corridor

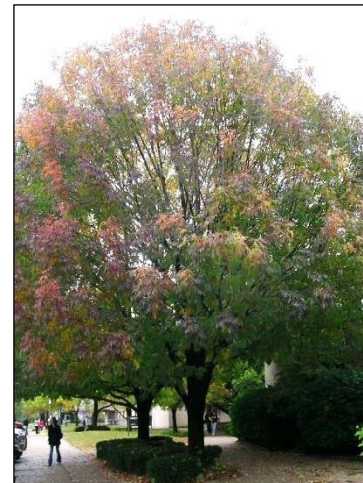
Alternate the use of all trees along the Signature Corridor to create a pattern and sense of rhythm along the street. This could be in ones, twos, or threes as fits the context.



**Tree one:**  
Kentucky coffee tree  
*Gymnocladus dioica*  
(source: whatgrowsthere.com)



**Tree two:**  
Silver linden  
*Tilia tomentosa* 'sterling silver'  
(source: pnwisa.org)



**Tree three:**  
Ash  
*Fraxinus americana* 'autumn applause'  
(source: urbanforestnursery.com)

#### Required Commercial Streets

Use the primary tree as the most frequent and predominant tree along Required Commercial Streets, and use tree two in prominent and feature locations.



**Primary tree:**  
Stewartia  
*Stewartia pseudocamellia*  
(source: Connon Nurseries)



**Feature tree:**  
Paperbark maple  
*Acer griseum*  
(source: Flickr user 'FicARus')

### 3.52 Species at Risk

Protect the Western Painted Turtle which exists in Mill Lake.

### 3.53 Rainwater Management

Adopt integrated rainwater management practices on roofs, parks, streets, and parking areas.

### 3.54 Eco-Revelatory Design

Incorporate eco-revelatory design principles where appropriate into new rainwater management facilities and infrastructure. As an example, the redesign of the Civic Green in the Civic Precinct could include a communal detention facility as an aesthetic water feature that also educates and informs the public on responsible water management and ecological processes.



Figure 15 - Eco-Revelatory Design, Tanner Springs Park, Portland

### 3.55 Aquifer Protection

Prohibit typical infiltration systems in high pollutant risk sites such as gas stations, auto wreckers, automobile service stations or other sites involving known pollutants harmful to groundwater. Use media filtration, either in the form of amended landscape growing media or with proprietary media filtration devices. Basic oil/grit separation is not adequate.

### 3.56 Birds and Buildings

Include bird safe design standards in development permit guidelines for tall buildings.



### 3.57 Architectural Excellence

Provide visual prominence through the use of high quality design, materials, amenities, and distinctive contemporary architectural character.

### 3.58 Landmark Buildings

Require unique character and strong architectural massing at significant intersections, gateways, and terminating views.

### 3.59 Green Buildings

Incorporate green design incentives as part of the density bonus structure for the City Centre neighbourhood.

### 3.60 Central Green

Redesign the Civic Precinct's Central Green to better serve the needs of the immediate buildings that front it and the surrounding community. Improve pedestrian connections and accommodate large gatherings, events, and other programming at Thunderbird Plaza.

### 3.61 Mill Lake Park

Establish Mill Lake as an integral part of the City Centre's sense of place and identity by connecting the City Centre to the lake through prominent visual and physical links. This means a new Commercial Street from South Fraser Way connecting to Mill Lake Road through the Sevenoaks Shopping Centre property, incorporating placemaking and wayfinding design elements along this street, Gladwin Avenue, and Bourquin Crescent, and permitting a retail use facing the lake on Plaxton Crescent.

Continue expanding Mill Lake Park using the Mill Lake Park Acquisition Plan. Ensure the redevelopment of adjacent properties is done in a way that increases visibility of and access to the park. Provide a new access to 32980 Mill Lake Road from Gladwin Road to close a portion of Mill Lake Road and open up the Northern edge of the park (as shown on Map 10).



Figure 16 - Mill Lake Park

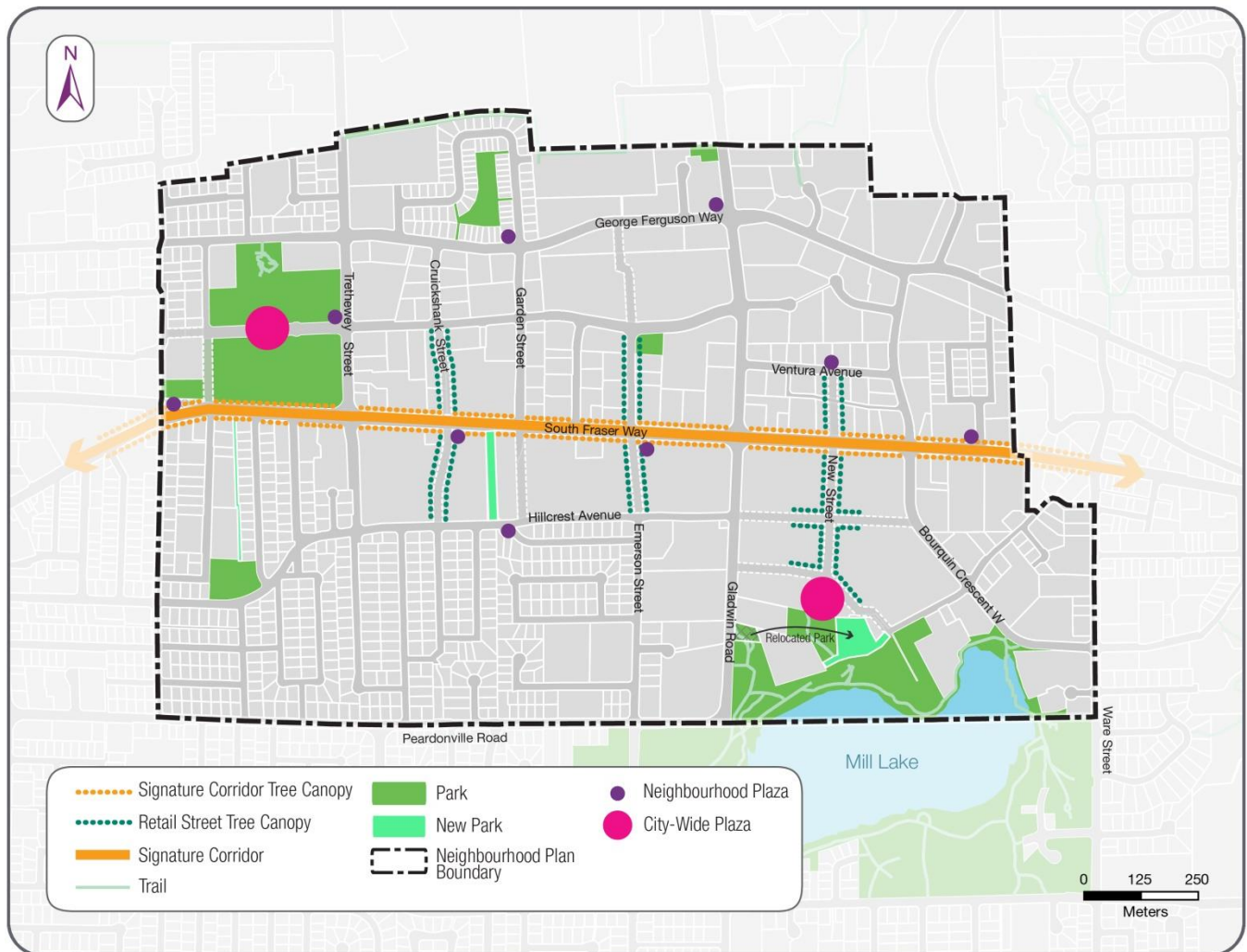


### 3.62 Inspiration Park

Encourage the activation of Inspiration Park’s South and East edges with ground floor retail to create a more lively and safe public space.

### 3.63 New Park

Create a new park as shown on Map 10 that aligns with the closure of the street named “Commercial Street”. The new park will be a neighbourhood-scale amenity acting as an attractive linear open space connecting South Fraser Way to Hillcrest for respite from the bustle of the City Centre. It is intended to be designed primarily as a passive space with a unique style, integrated into the future development of adjacent properties. Ensure adequate building setbacks of at least 3.0m from the property line to make the park functional and attractive.



Map 10 - Parks and Plazas



### 3.64 Distribute Neighbourhood Plazas

Acquire small plazas (approximately 500m<sup>2</sup>) at important intersections, gateways, and terminating vistas through the redevelopment of properties at rezoning. The following locations, as indicated on Map 10, are destined for these types of gathering places:

- Old Yale Road at South Fraser Way
- Cruickshank Street at South Fraser Way
- Emerson Street at South Fraser Way
- Fairlane Street at South Fraser Way
- Garden Street at George Ferguson Way
- Garden Street at Hillcrest Avenue
- Gladwin Road at George Ferguson Way
- Mid-block Ventura Avenue at new Commercial Street

### 3.65 Erratic Plaza

Develop a large plaza (approximately 1,000m<sup>2</sup>) that acts as a transition between the urban condition of a redeveloped Sevenoaks Shopping Centre and the natural condition of Mill Lake Park. Incorporate and showcase the glacial erratic rock that sits in the southern parking lot of the shopping centre.

### 3.66 Planted Plazas

Plant trees and add planters full of greenery in public and private gathering places to provide shade, reduce the heat island effect, and create a more inviting and calming landscape.



Figure 17 - Glacial Erratic behind Sevenoaks Shopping Centre

### 3.67 Streets as Public Places

Rethink the purpose of streets in the City Centre. While they have in the past functioned primarily as corridors for moving vehicles, they can also be inviting and attractive people spaces, rich with amenities, and destinations in their own right.

### 3.68 Public Restrooms

Install public restrooms in popular plazas, gathering places, and parks.

### 3.69 Views

Protect views from public spaces to Mount Baker (southeast), and Mount Robie Reid and Mount Judge Howay (north).





## REDEFINED SOUTH FRASER WAY

South Fraser Way is designed as a signature corridor, with a unique character that warmly welcomes people from all over to visit Abbotsford. It provides the City Centre’s true identity by incorporating an abundance of public space, art, and animation.

### 3.70 Components

Accommodate, over time, in the following order from the outside of the right-of-way to the centre line in both directions: a wide sidewalk, a street furnishing buffer (including a tree strip), a cycle track, transit amenities (including a tree strip), two vehicle travel lanes, a left vehicle turning lane, a planted treed median. For a corridor illustration of a typical block see Figure 18 and for a cross-section of the various design elements see Part 5.

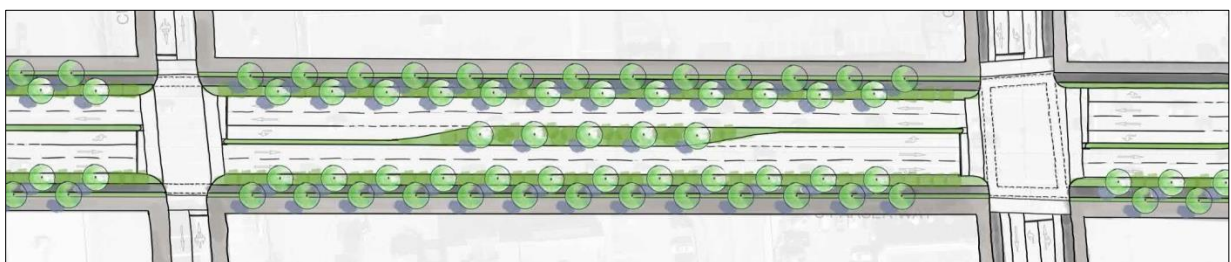


Figure 18 – South Fraser Way Corridor Concept (typical block)

### 3.71 Future BRT/LRT

Design an adaptable right-of-way that has the ability to accommodate a future Bus Rapid Transit or Light Rail Transit line in the outside vehicle lanes.

### 3.72 Access

Provide access for properties facing South Fraser Way or a Commercial Street as follows.

1. **South Fraser Way:** Provide access to a flanking street or lane to mitigate challenges related to building a median boulevard and help create continuous sidewalks and bike facilities.
2. **Commercial Streets:** Provide access to a flanking street or lane to mitigate interruptions of building façades and help create continuous retail storefronts. This could be achieved by aligning rear parking and access through adjacent properties.
3. **Corners:** Balance the needs of both South Fraser Way and Commercial Streets in the context of overall plan objectives to determine the best option for providing access.
4. **Mid-block Sites:** These properties do not have a flanking street or lane for access, and may require access through an adjacent property to minimize driveways onto South Fraser Way or Commercial Streets.



Map 11 - Primary Access



### 3.73 Character and Identity

Design South Fraser Way to have a unique character and identity. Include design elements that distinguish it from other streets and present it as a grand urban boulevard. A common design thread in the form of special paver treatments, street furnishings, and the use of colour will help unify the corridor and link the City Centre eastward to Historic Downtown, and eventually westward to Clearbrook Centre.

### 3.74 Storytelling

Showcase the history of the corridor by revealing the stories behind the names of streets intersecting with South Fraser Way, including Bourquin Crescent, Gladwin Road, Trethewey Street, Adelaide Street, and James Street.

### 3.75 Wayfinding

Provide signs along the corridor that inform users of distances, landmarks, and safe routes.

### 3.76 Gateway Features

Consider a special design feature near the two Sikh Temples at the Eastern edge and near the Civic Precinct at the Western edge of the City Centre to announce entry into the neighbourhood.

### 3.77 Water Fountains

Place public drinking water fountains at various intervals along South Fraser Way.

### 3.78 Cycling Features

Install features along the corridor that make for a delightful cycling experience. These could include footrests at major intersections, bike boxes, maintenance stations, and more.

### 3.79 Transit Excellence

Provide the highest standard of transit amenities along South Fraser Way. This includes GPS to inform transit users on bus arrival times and delays, uniquely designed transit shelters and bus stops, maps, and routing information.

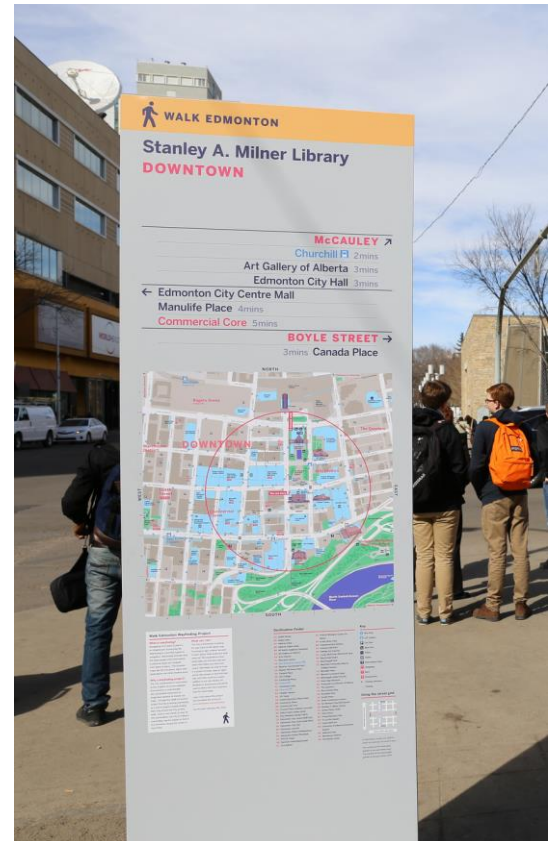


Figure 19 - Wayfinding Signage



Figure 20 - Cycling Feature







Figure 21 - Bird's Eye View of South Fraser Way







## **PART 4 DEVELOPMENT PERMIT GUIDELINES**

**City Centre**

**Commercial Streets**

**Tall Buildings**





## DEVELOPMENT PERMIT GUIDELINES

Local Governments are authorized to create and adopt Official Community Plans (OCP) through the *Local Government Act* in British Columbia. Official Community Plans provide the long term vision for a community and set the policies relating to land use management within the area covered by the plan.

Within the OCP, Local Governments can designate Development Permit Areas (DPAs) for several reasons, such as:

- the protection of the natural environment,
- protection from hazardous conditions,
- protection of agricultural lands,
- and/or, to guide the form and character of development.

Development Permit Areas can help to achieve the objectives set forth in the Official Community Plan. Once an area has been designated, land development and construction can only take place after a development permit has been issued.

To establish objectives for the form and character of development in the City Centre, the City designates lands as subject to City Centre Form and Character Development Permit Guidelines. All development outside these areas remain subject to the Official Community Plan Development Permit Guidelines.

These guidelines supersede the Form and Character Development Permit Guidelines contained in the Official Community Plan. Where there are inconsistencies between the Official Community Plan Development Permit Guidelines and the City Centre Development Permit Guidelines contained in this chapter, the latter will supersede.



## CITY CENTRE DEVELOPMENT PERMIT GUIDELINES

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### AREA

All development occurring within the City Centre Core and City Centre Residential land use designations, and commercial and multifamily development occurring within the Civic Institutional land use designation, is subject to these Form and Character Development Permit Guidelines.

**City Centre** guidelines apply to all development.

**Commercial Streets** guidelines to all developments that abut a Required Commercial Street.

**Tall Buildings** guidelines apply to all developments greater than 6 storeys tall.

### JUSTIFICATION

The City Centre will become a city-wide focal point and regional destination that requires specific attention to detail and character. It is the only area in Abbotsford where high rises are permitted, which require specific guidelines relating to their design and interface with neighbouring buildings. In addition, Commercial Streets will play a significant role in the character and vibrancy of the neighbourhood and require specific guidelines to ensure they are attractive and have a common identity.

### OBJECTIVES

The following guidelines are intended to encourage the construction of human-scaled buildings in the City Centre that respect adjacent buildings and properties. Development will help create vibrant and attractive Commercial Streets that provide unique shopping experiences, along with elegant and respectful Tall Buildings. All City Centre developments should seek to create livable, connected, and green environments for residents and visitors to enjoy. Crime Prevention Through Environmental Design (CPTED) principles have been incorporated directly into many of these guidelines, but does not preclude additional specific CPTED analysis as required.



## EXEMPTIONS

1. Subdivision
2. Interior Renovations
3. Façade renovations limited to repainting or recladding without changing the building roofline, footprint or openings
4. Signage copy change
5. Murals on building façades that do not face a public street
6. Minor landscaping improvement that do not reduce or remove amenity space
7. Building additions to a maximum of 50m<sup>2</sup> not abutting a street
8. Emergency circumstances to remove any immediate danger
9. Buildings that have been destroyed by fire and/or natural disaster less than 75%, as determined by the building inspector provided the building massing, siting, and general appearance are as prior to destruction and the use conforms to the City's *Zoning Bylaw*

## GUIDELINES

The following guidelines provide direction for all development in the City Centre and may be applied when setting Development Permit conditions.

### City Centre

#### Site Context

To guide the design of development sites that fit within the broader context of the neighbourhood and are compatible with adjacent properties.

#### CC1 Neighbourhood Connectivity

Design the site to enhance the pedestrian, bicycle, and vehicle connections in the area.

#### CC2 Neighbourhood Compatibility

Design the site to be compatible, in terms of scale and design, with adjacent development and future land uses.

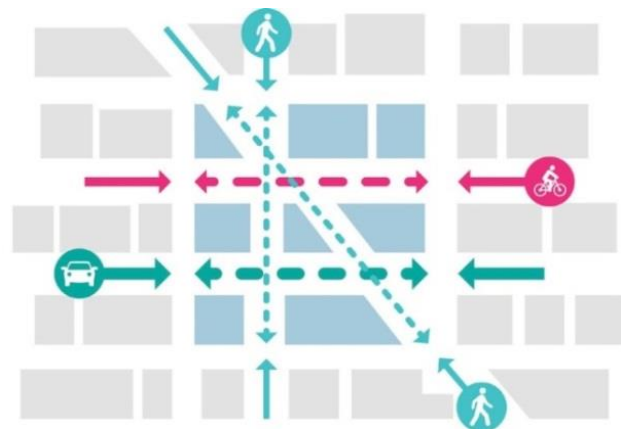


Figure 22 - Neighbourhood Connectivity



**CC3 Streetwall Continuity**

Design commercial, residential, and mixed use areas with distinct, pedestrian friendly streetwalls by aligning architectural features and establishing patterns with neighbouring buildings.

**CC4 Landscape Integration**

Design the site to integrate with existing significant natural features, topography and vegetation.

**CC5 Climate and Comfort**

Maximize sun exposure to public open spaces, nearby buildings, and dwelling units through site planning and building height adjustments.

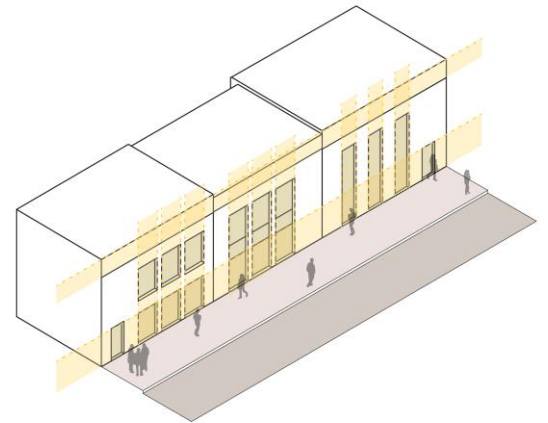


Figure 23 – Streetwall Continuity

*Site Planning*

To guide the design of development sites with efficient circulation, safety and positive interfaces with public streets.

**CC6 Passive Solar Design**

Lay out development sites to optimize solar gain for each building.

**CC7 Defined Streetscape**

Site buildings so they front and frame public streets. For corner sites, site buildings to front both streets.

**CC8 Street Relationship**

Require that buildings either: front directly onto the street property line; or be set back to allow space for outdoor functions of the building occupancies.

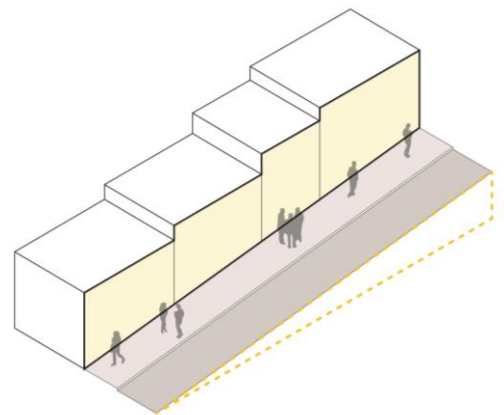


Figure 24 – Landscape Integration

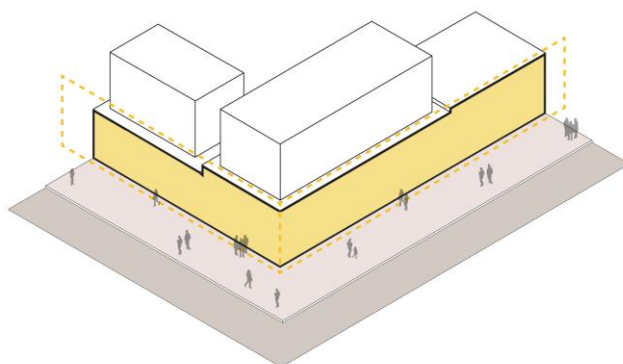


Figure 25 - Defined Streetscape

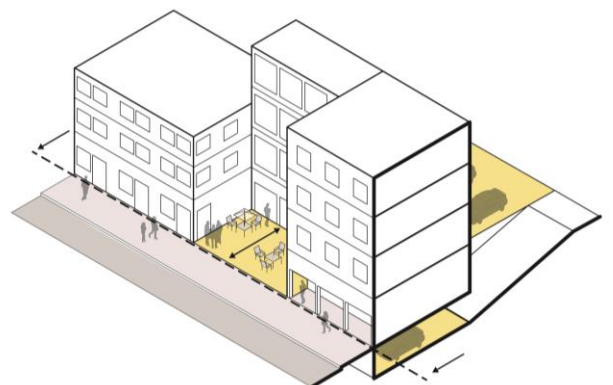


Figure 26 - Street Relationship





### CC9 Views and Street End Vistas

Orient views from buildings and open spaces towards prominent features including significant civic frontages, landmarks, and natural features including the mountains to the north and southeast. Site architecturally significant buildings and/or provide strong massing where visible at the terminus of a street or walkway.

### CC10 Hierarchy of Spaces

Define the spaces that are public from those that are private with elements such as patios, paving treatments, grade changes, fencing, or landscaping.

### CC11 Walking Connections

Connect main entrances and unit entrances to public sidewalks, trails, parking areas and adjacent residential and commercial sites (existing and future) with a minimum 1.5m wide pathway.

### CC12 Access to Transit

Design buildings to provide direct access and clear sightlines to bus stops.

### CC13 Public and Private Amenity Spaces

Integrate usable public and private open spaces, including squares, plazas, and roof-top gardens. Locate publicly accessible open spaces adjacent to active uses (cafes, shops, small businesses, etc.). Provide benches, shelters, and other amenities near main entrances.

### CC14 Public Overlook

Ensure housing units, offices, and other upper floor uses overlook public spaces and connections such as trails, park land, and strata roads to provide views over activity areas.

### CC15 Retaining Walls

Avoid the use of retaining walls. Step buildings along the length of a sloping street. When retaining walls are required, limit the height to 1.2m and terrace and landscape them. Materials can include split face concrete block, natural stone, or cast-in-place concrete. Lock block style retaining walls are not permitted.

### CC16 Bike Parking

Provide secured and weather protected long term bike parking in the form of a cage or locked room where bicycles can be fastened to a rack. These facilities should be conveniently located near building entrances and lobbies, preferably on the main floor. Provide bike racks for short term use near building entrances and in highly visible locations, preferably covered.

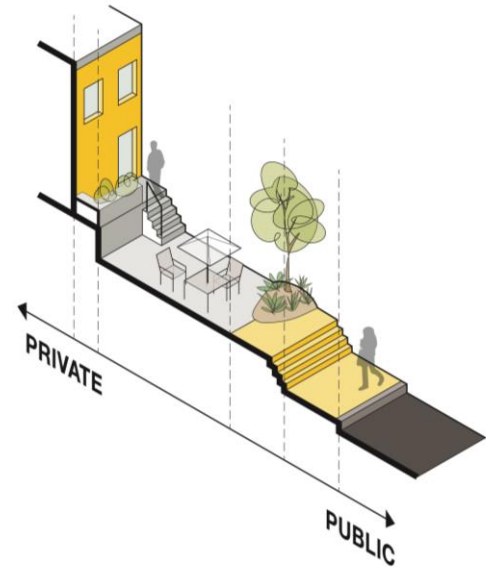


Figure 27 - Hierarchy of Spaces



### CC17 Parking Location and Design

Provide the majority of required off-street parking underground, with limited surface parking for commercial uses and residential visitors. Reduce the number of accesses by providing easements to adjacent properties. Parking for persons with disabilities must be easily accessible and centrally located.

Underground parking should not exceed grade level. Where it must be partially above grade, limit it to 1.0m above grade and use attractive, high quality materials on the exposed structure and/or screen with landscaping.

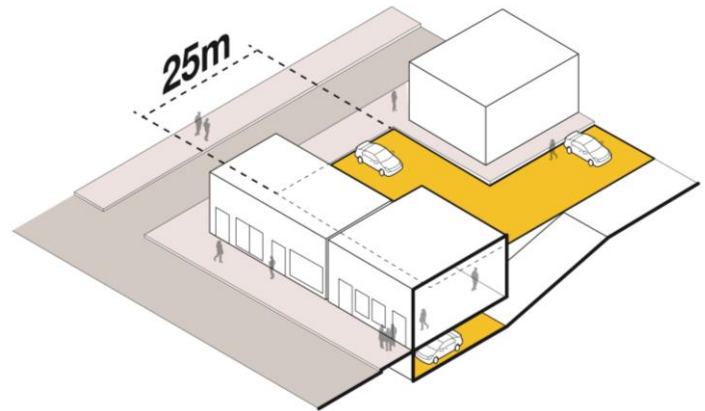


Figure 28 - Parking Location and Design

Surface parking is not permitted between the building and a public street. Where surface parking is provided, it should be beside or behind the building. When it is beside a building on a public street, it must not exceed 25m in length, including any accesses, and be visually deemphasized and screened with landscaping.

### CC18 Parking Structures

Parking structures that are next to streets should be designed to be compatible, in terms of scale, form, and materials, with neighbouring properties to ensure streetwall continuity. Vehicle entrances should be architecturally integrated into the structure, while ensuring pedestrian entrances and stairwells are prominent and highly visible from the sidewalk.

### CC19 Drive Thru Facilities

New drive thru facilities for any purposes are not permitted.

### CC20 Storage, Garbage and Recycling

Incorporate garbage, composting, and recycling internally within buildings where possible. Otherwise, locate them behind or beside buildings, and screen them with attractive, high quality materials and architectural treatments that are complementary with the associated building(s).

### CC21 Loading Areas

Make loading areas and facilities accessible to service vehicles without interfering with pedestrian circulation and screen them with landscaping and fencing. Locations within buildings or with rear accesses are preferred.



## Building Design

To guide the design of buildings that are people focused, attractive, and functional with the streets in the City Centre.

### CC22 Building Length and Height

Limit the length of buildings to 90m. New buildings must exhibit a minimum three storey expression, either in terms of height in metres or actual storeys.

### CC23 Corner Buildings

Design a building at the corner of two streets to front both streets. Strongly mass the building at its corner to exhibit a visually prominent, landmark architecture. Where a proposed plaza is shown on the corner (Map 11), additional setbacks may be required to accommodate the additional public space.

### CC24 Scale Transition

Incorporate complementary building forms and transitional heights to harmonize with the height and scale of adjacent buildings, especially when next to lower density residential land use designations.

### CC25 Grade Transition

On sloping sites, step ground floor slabs to ensure a level transition between the sidewalk and the building/storefront entrances. Similarly, design the roofline to follow the slope of the site.

### CC26 Architectural Interest

Vary building materials, colours, rooflines, and other architectural elements. Establish a rhythm to the streetscape by integrating vertical elements and breaks in the façade of a building. Accent colours for architectural features are strongly encouraged.

Visually break down the length of a building in larger projects by establishing a vertical emphasis in the façade treatment. Provide depth and variety to the building mass through the use of elements such as balconies, bay windows, moldings, cornices, and porches.

Large, blank, flat street facing walls, and large expanses of singular materials, are not permitted.

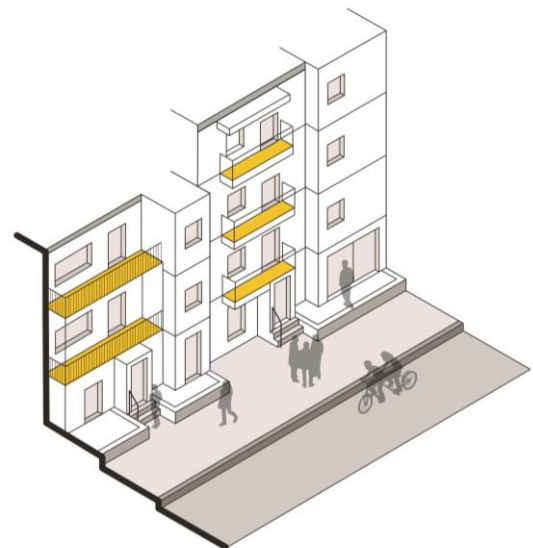


Figure 29 - Architectural Interest



**CC27 Building Materials**

Products such as natural wood, glazing, metal panels, or contemporary brick are encouraged. Ground floor levels should be clad in a different material than upper levels to provide a visual break in the façade. Vinyl siding is not permitted.

**CC28 Top Floor Setback**

Consider setting back the top floor of buildings by 2.0m to reduce the apparent height, add architectural interest, and provide amenity spaces.

**CC29 Self-Contained Uses**

For mixed-use buildings, separate and distinctly design entrances for upper storey uses from the entrances to ground floor commercial uses. Design buildings to ensure each different use is self-contained, with a focus on security for residential uses.

**CC30 Building Entrances**

Provide well-lit and visually prominent entrances. Main commercial and residential entrances must face the street and connect directly to the public sidewalk. Large recessed entryways should be avoided.

**CC31 Retail and Transparent Fronts**

Design street facing ground level storefronts and lobbies to promote visibility with large amounts of transparent glazing. Do not obscure ground level facades with reflective glazing or excessive window signage.

**CC32 Residential Ground Floor**

In residential buildings, incorporate ground oriented units along public streets. Design each unit with an individual front door accessible from the street. Where grades permit, elevate the entrance 0.5m from the public right-of-way for privacy.

**CC33 Residential Building Setback**

Set back residential ground floors from the street property line to enable privacy and broaden pedestrian facilities, and to allow for front patios, courts, and gardens for ground floor units. Upper floors may step back further to accommodate outdoor balconies or decks.

**CC34 Visual Privacy**

Consider offsetting window placements between buildings that face each other in close proximity in order to maintain privacy in residential units.

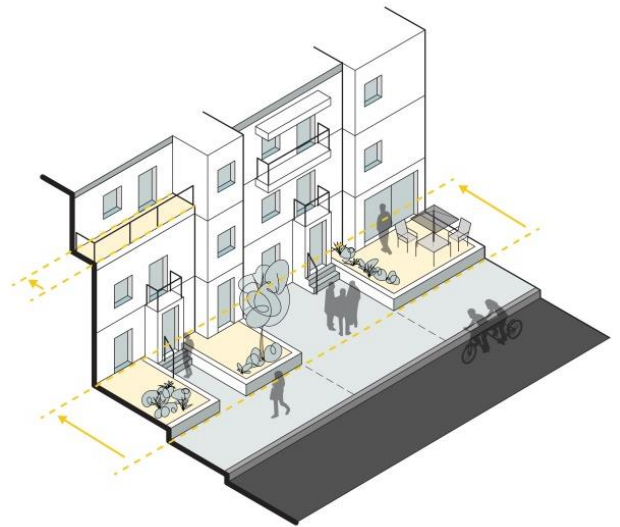


Figure 30 - Residential Building Setback



**CC35 Rooftops**

Landscape rooftops and make them accessible to residents as usable common/private outdoor space and install water and electrical services for their functional use. Screen or enclose mechanical equipment and appurtenances on roof tops.

**CC36 Accessibility**

Design buildings and entrances to address the functional needs of persons with disabilities including those who are mobility, visually, and hearing impaired, and/or have reduced strength or dexterity.

**CC37 Weather Protection**

Provide weather protection along the street frontage of all buildings. Commercial uses must have weather protection that may be adapted to the building context with occasional breaks, and 2.0m of depth is desirable. For residential uses, weather protection may be used more sparingly to highlight windows or other façade features, but must be provided at building entrances.

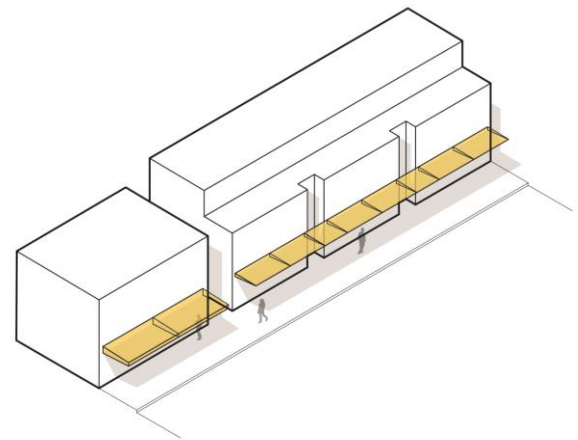


Figure 31 - Weather Protection

**CC38 Integrated Signage**

Draw from appropriate sign types in CS10 and design and integrate signage to be architecturally consistent with associated buildings. New box signs and freestanding signs, except pedestrian-scaled monument signs, are not permitted.

**Landscaping**

To guide the design of landscaping for a development's natural beauty, legibility, and ecological sustainability.

**CC39 Public Realm**

Design the spaces between buildings and street curbs as safe, convenient and interesting people places. Enliven the public realm with attractive amenities such as seating, plantings, transit shelters, public art and water features. Street and site furnishings should be designed to meet the needs of a wide range of users including children, seniors, and persons with disabilities.

**CC40 Visual Interest**

Provide landscape elements to enhance the visual interest and pedestrian experience. These should integrate with the architectural details of the building's street front and screen elements such as parking, loading, utility areas and garbage enclosures.

**CC41 Climate, Comfort and Context**

Strategically plant trees, shrubs, and other vegetation to protect from high winds and excessive heat. Use landscape materials that respect and align with the context of neighbouring properties and the overall form and character of the neighbourhood.



**CC42 Tree Retention**

Where possible, preserve mature trees and significant specimens and integrate them with new landscaping and buildings.

**CC43 Tree Plantings and Canopies**

Ensure tree plantings match site conditions. Consider soil volume, tree siting, and mature tree size, and plant appropriate tree species that align with the conditions and overall plan objectives. Where sightlines are required, use tree species that allow for a minimum branching height of at least 2.0m.

**CC44 Tall Hedges**

Tall, visually concealing hedges along public sidewalks and streets are not permitted.

**CC45 Native Species**

Where appropriate, use native and drought tolerant plant and tree species.

**CC46 Fence Height and Design**

Keep fences below 1.5m along public streets and use high quality materials such as matte stainless steel, powder coated metal, or aluminum, which are visually permeable. Chain link fences are not permitted along public rights-of-way.

**CC47 Stormwater Infiltration**

Incorporate bioswales and rain gardens into landscaped areas. Consider the use of permeable pavement for paved surfaces.

*Lighting*

To guide the design of lighting for the protection of the neighbourhood from light pollution, and for a development's security.

**CC48 Light Pollution**

Avoid light pollution by directing lighting downwards and using full cut off fixtures with horizontally aligned flush mounted (non-protruding) lens.

**CC49 Pole Mounted Lighting Height**

Place lighting fixtures no higher than 6.0m from the ground.

**CC50 Pole Mounted Lighting Orientation**

Direct lighting fixtures on the perimeter of a site 45 degrees downwards away from adjacent residential uses with a side-to-side horizontal aiming tolerance of no more than 22.5 degrees. Lighting fixtures located inside the perimeter may be lit at 90 degrees from the pole.

**CC51 Uplighting**

Use uplighting sparingly and only for accenting architectural elements or landscape features.



**CC52 Sensor Activated Lighting**

Use sensor activated lighting for security lighting.

**CC53 Even Wash**

Create an even wash of light across surfaces desired to be lit that are not adjacent to residential uses.

**CC54 Nighttime Use**

Do not light areas not intended for nighttime use. Focus lighting on popular pathways that provide key connections between destinations that people desire to use at night.

## Commercial Streets

To guide the design of buildings along Commercial Streets so they are people focused, attractive and functional for a vibrant shopping experience.

**CS1 Parking and Limited Access**

Notwithstanding CC17 and CC18, surface parking is not permitted beside any building along a street. Parking access is limited to lanes only, or a single consolidated access shared by multiple properties to avoid interruptions to the public sidewalk.

Parking structures must be wrapped on the ground floor with active commercial uses to screen the parking use from the street.

**CS2 Large Tenants**

Disguise large tenant stores by wrapping them with smaller stores. These larger stores should locate the majority of their floor space behind the smaller stores.

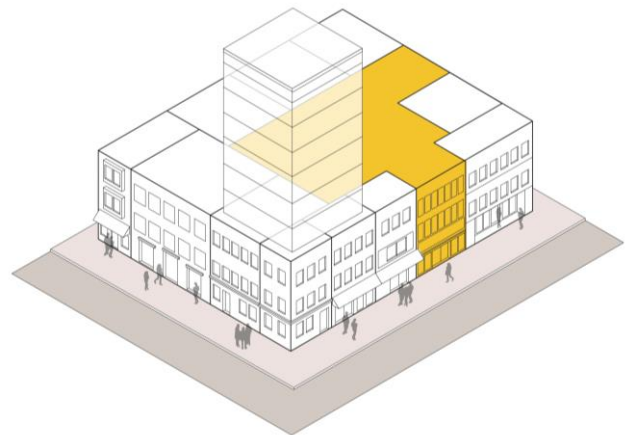


Figure 32 - Large Tenants

**CS3 Commercial Unit Width**

Further to CC30, ensure commercial unit entrances are generally 15m apart at their centres.

**CS4 At-Grade Entrances and Height**

Provide individual commercial unit entrances at grade and be directly accessible from the public sidewalk. The height of the ground floor should be 3.5m to 5.5m to facilitate a long-term range of commercial uses while maintaining pedestrian scale.

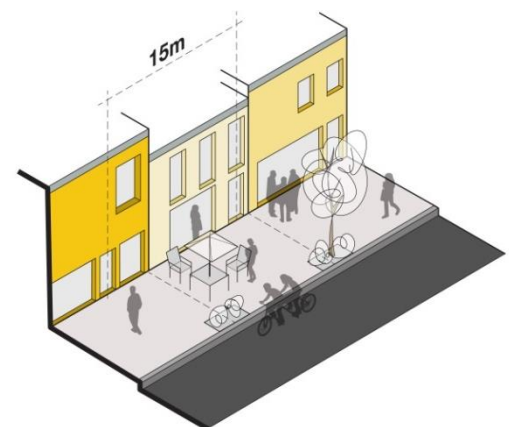


Figure 33 – Commercial Unit Width

**CS5 Minimum Transparency**

Further to CC31, provide a minimum of 80% transparent glazing at the ground level, including entrances. No more than 25% of the glazing may be signage.



### CS6 Building Build-to and Setbacks

Front all buildings directly onto the street to provide a continuous streetwall, reinforcing the continuity of retail fronts and building façades along the street. A maximum setback of 3.0m is allowed to provide space for elements such as outdoor seating, commercial spill out, and weather protection.

Where a proposed plaza is shown (Map 11), additional setbacks may be required to accommodate the additional public space.

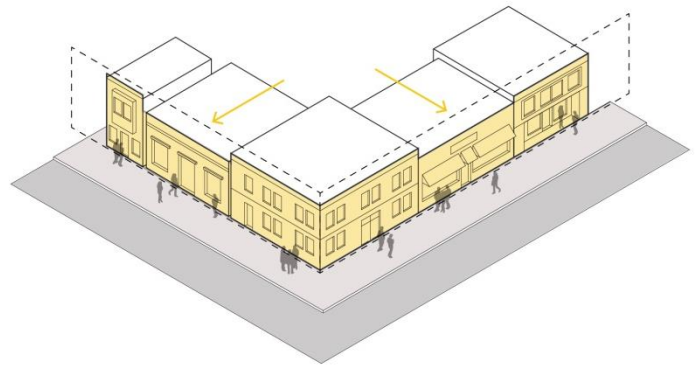


Figure 34 – Building Build-to and Setbacks

### CS7 Setback Treatment

Locate seating close to building entrances. Similarly, locate store display areas, restaurant menu displays and sandwich boards within the building setback. Any landscaping should be in the form of planter boxes and flower pots; grass or in-ground landscaping is not permitted.

Ensure that paving schemes in (or planned for) the public street right-of-way extend into the setback to provide visual uniformity.

Use a continuous paving band to demarcate the private realm from public realm, and areas used for outdoor display, patios and awnings.

### CS8 Patios

Locate commercial patios adjacent to the street, or on building rooftops. Railings should have a complimentary design that considers the immediate and adjacent building architecture, and street and public realm standards.

### CS9 Weather Protection

Notwithstanding CC37, provide continuous 2.0m deep weather protection. Acceptable forms include transparent glass with reinforced steel beams, and retractable awnings which provide greater sun/shadow control for businesses. A minimum height clearance of 3.0m is required to not obstruct pedestrians, and where possible they should be designed to avoid rainwater dripping directly on the travel path of pedestrians.

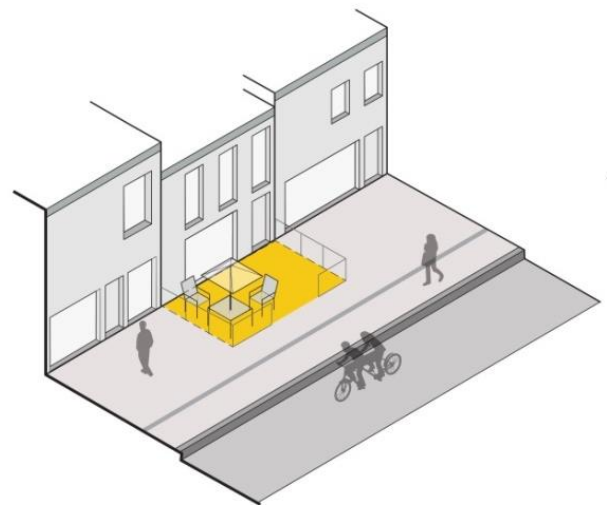


Figure 35 - Patios





## CS10 Signage

Use building signage that is focused on a pedestrian environment to facilitate a commercial street experience.

Appropriate sign types include:

- façade (dimensional, mounted, or painted)
- awning
- projecting (min 2.0m ground clearance)
- window (max 25% of the window area)
- sandwich board (located in front of building and maintaining pedestrian movement zone)

Inappropriate sign types include:

- box
- freestanding

## Tall Buildings

To guide the design of the middle and top of tall buildings over 6 storeys so they are human-scaled, elegant, and respectful of their surroundings.

### TB1 Size and Proportion

The bottom of a tall building may be up to 6 storeys in height. In the middle of a tall building, above 6 storeys, a setback of at least 2.0m is required. At the top of a tall building, above 12 storeys, the floor plate is limited to 750m<sup>2</sup>.

### TB2 Architectural Articulation

Further to CC26, design a tall building with the middle and top having a different design and architecture from the bottom. This could be achieved using setbacks, shapes, materials, balcony designs, cornices, and/or more.

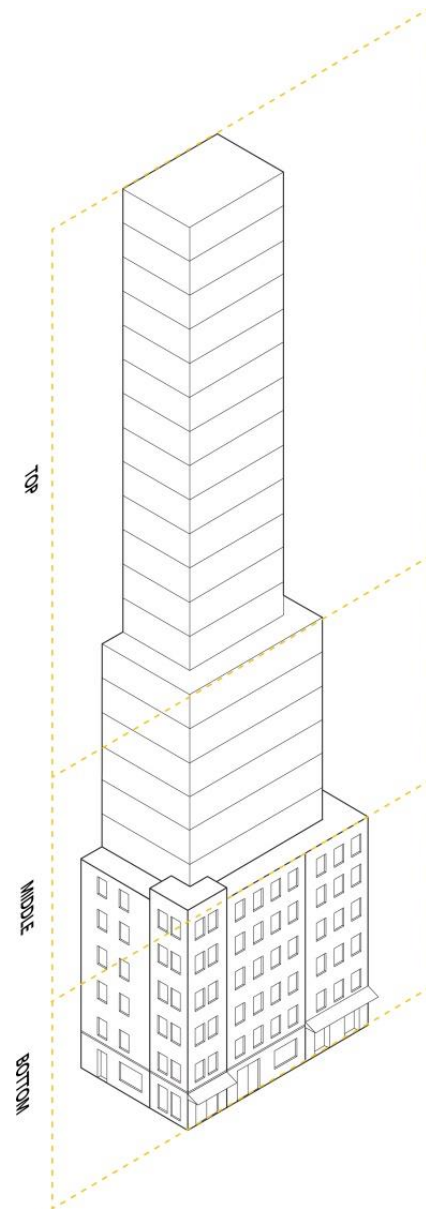


Figure 36 – Size and Proportion



**TB3 Separation and Overlap**

Separate tall buildings by a minimum of 30m. If 30m separation is not achievable, ensure that building overlap is 0%. If 0% overlap is not achievable, mitigate the impacts through changes to the building's size, proportion, and articulation.

**TB4 Orientation and Height**

Maintain views and add diversity to the skyline by designing tall buildings with distinct orientation and height. This can be achieved by rotating them 45-90 degrees relative to each other and varying their relative heights. The height of tall buildings should consider and transition to adjacent land use designations.

**TB5 Shadow and Overlook**

Minimize shadow and overlook impacts on adjacent buildings, streets, public spaces, or private amenity spaces.

**TB6 Bird-Friendly Design**

Introduce fritting and/or frosting onto the glass window panes of a tall building's façade and balconies to mitigate bird collisions.

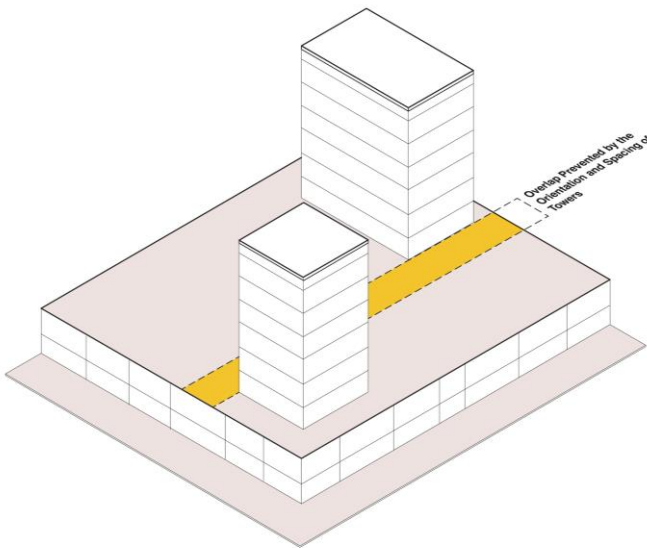


Figure 37 - Overlap

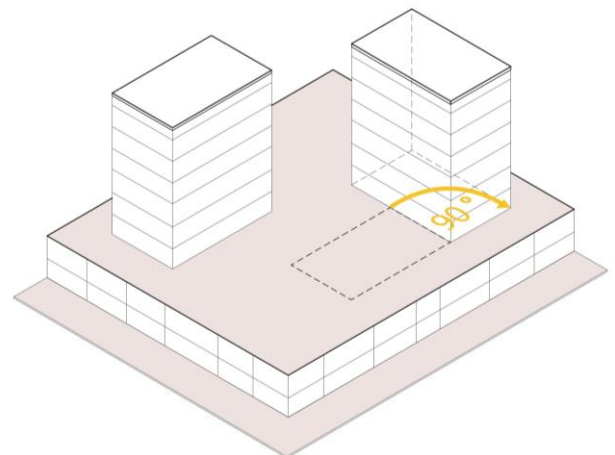


Figure 38 - Orientation





## **PART 5    INFRASTRUCTURE**

**Transportation**

**Utilities**





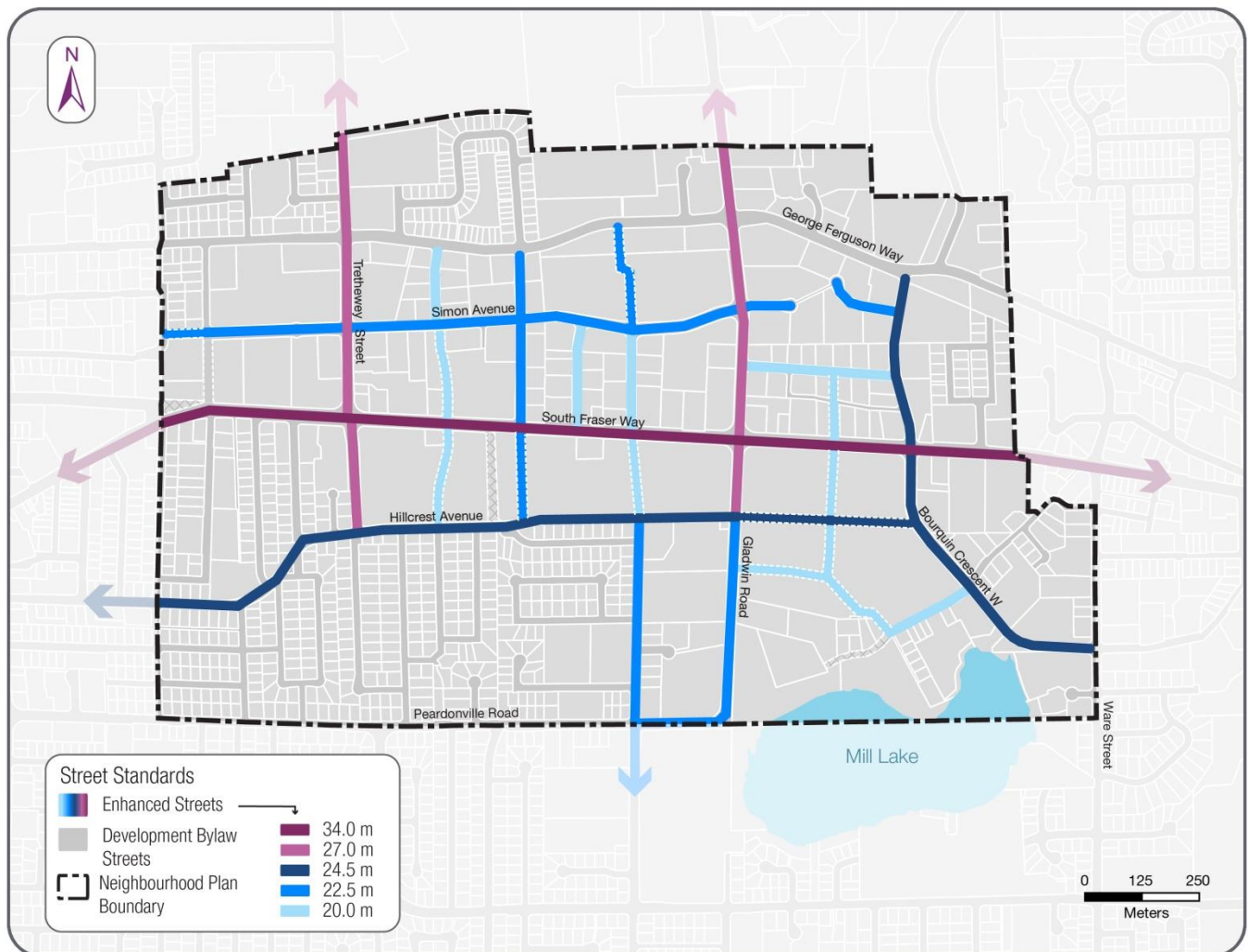
## TRANSPORTATION

Street design in the City Centre plays a critical role in the success of this plan. This section supports the transportation policies in Part 3 by providing guidelines for all streets and more detailed enhanced street standards for key streets in the neighbourhood.

### Enhanced Streets

Enhanced Streets modify the standard prescribed in the City’s *Development Bylaw*, and serve as a model for the construction and improvement of the street network in the City Centre (Map 12). All Enhanced Streets in the City Centre will have a design and furnishing standard unique in the city that complement the vision and direction of this plan, and have been identified as key corridors in the neighbourhood.

Streets that are not identified as Enhanced are Standard Streets and the *Development Bylaw* continues to apply.



## New Connections

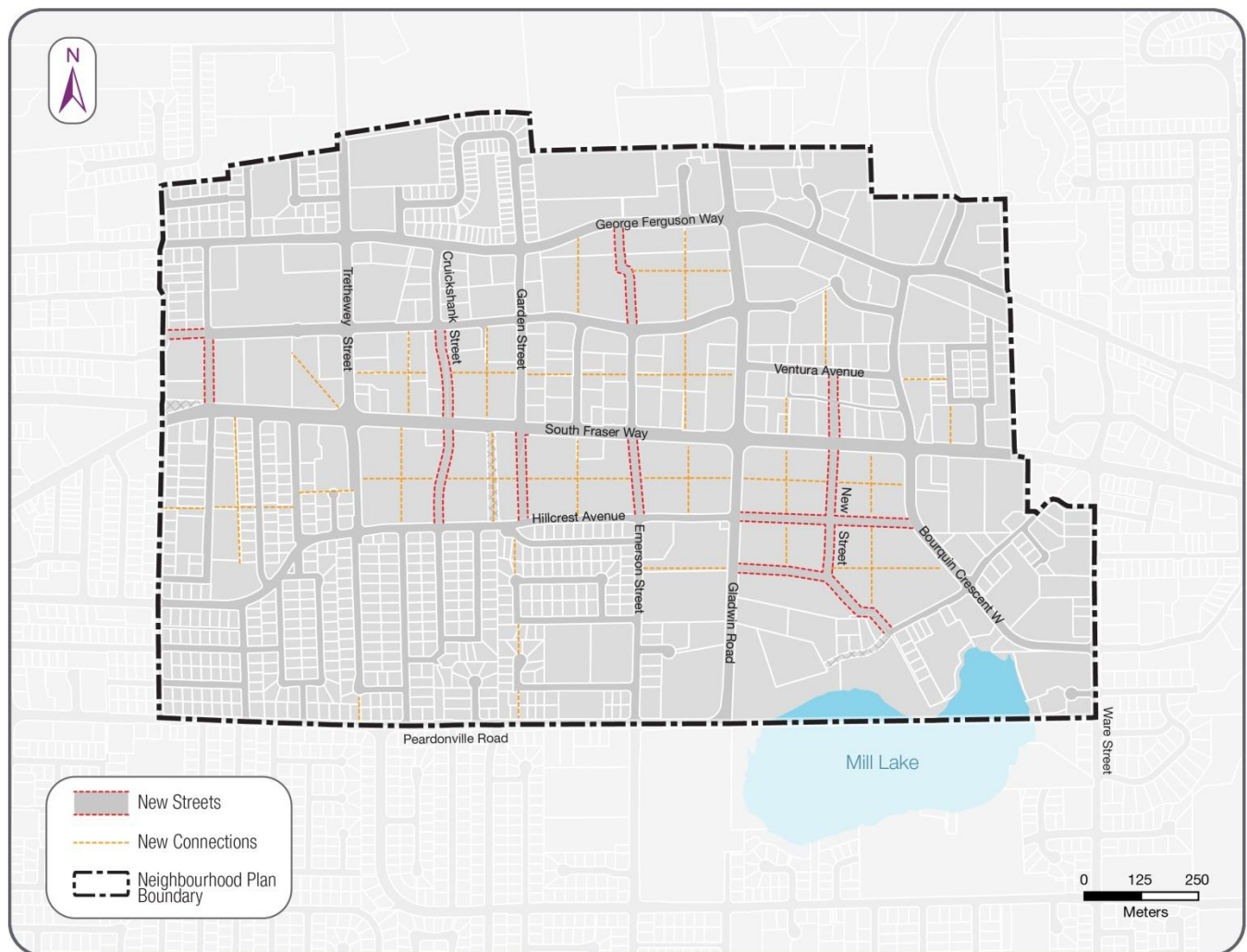
The following street and connection changes are proposed in the City Centre (Map 13).

Street closures for additional park space:

- Close the vehicle lane at South Fraser Way and Old Yale Road
- Close Commercial Street
- Close Mill Lake Road west of Martindale Crescent

Street closures for other purposes:

- Consider closing surplus streets in areas where rights of way are not needed and underground utilities can be relocated to support additional development opportunities and achieve the objectives of this plan.
- Consider closing streets in areas where required road dedication to meet Enhanced Street Standards (Map 12) impacts the ability for properties to develop to their future land use designation (Map 3).



Map 13 - New Connections



New streets

- Create an extension of Cruickshank Street from Simon Avenue to Hillcrest Avenue
- Create an extension of Justice Way through to South Fraser Way that aligns with Langdon Street
- Create an extension of Garden Street through to Hillcrest Avenue
- Connect Emerson Street between South Fraser Way and Hillcrest Avenue
- Create an extension of Emerson Street from Simon Avenue to George Ferguson Way
- Create new streets connecting Mill Lake Road, Bourquin Crescent West, Gladwin Road and South Fraser Way

New connections:

- Create additional new connections to further enhance the street network and support additional ways for people to move about the neighbourhood. The connections can be achieved over time through redevelopment, but are not necessarily required in the exact locations as mapped.

### Right of Way Width

The Enhanced Streets are organized in 5 different right of way widths: 34.0m, 27.0m, 24.5m, 22.5m, and 20.0m. Within this right of way the width of various elements varies depending on the facilities required for walking, biking, trees, transit, vehicles, and more. In addition, along a single street certain elements and widths may vary.

34.0m Signature Corridor	27.0m Arterial	24.5m Major Collector	22.5m Minor Collector	20.0m Local
South Fraser Way	Trethewey Street Gladwin Road N	Hillcrest Avenue Bourquin Crescent E	Simon Avenue Garden Street Emerson Street Landeau Place Amicus Place Gladwin Road S	Ventura Avenue Cruickshank Street Allwood Street Mill Lake Road Commercial Streets

Table 3 - Enhanced Streets



## Sidewalk Zones

A sidewalk can be divided into three zones: Frontage, Movement, and Furnishing (Figure 39). On Enhanced Streets in the City Centre these zones are the frame for how a sidewalk should be designed in order to achieve the policies in Part 3 and support the development permits in Part 4.

**Furnishing Zone** is the area between the curb face and the movement zone that includes street furniture (seating, bike racks, garbage/recycling containers, street trees etc). It acts as a buffer between pedestrians and vehicles.

**Movement Zone** is the area between the furnishing zone and frontage zone that is the main path for people walking. Nothing should protrude into this zone and it should be free of obstacles, taking into consideration universal access.

**Frontage Zone** is the area between the movement zone and building façade that is the space for indoor building uses to spill outdoors. On residential streets, it's a transition space that is landscaped and can include front porches, gardens, and main entrances. On Commercial Streets the frontage helps animate the street with retail displays, signage, seating, and patio spaces.

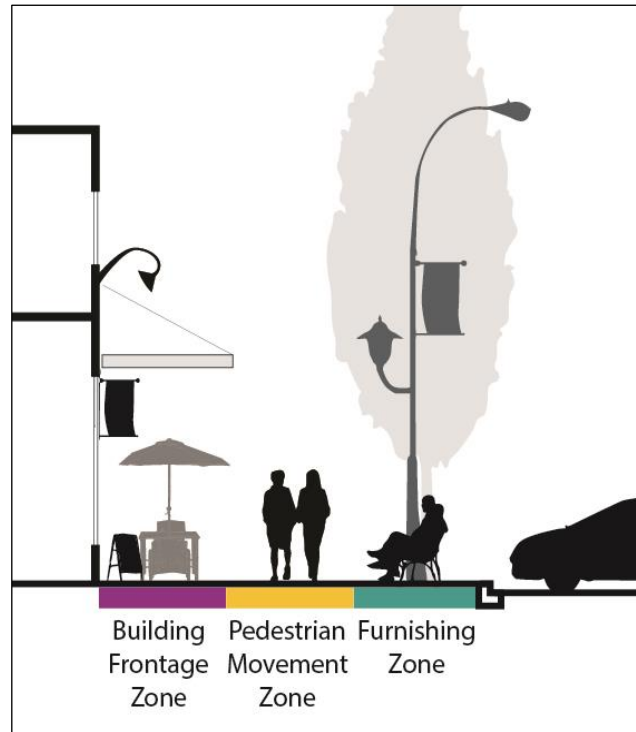


Figure 39 - Sidewalk Zones

## Street Cross Sections

The street cross sections on the following pages serve as a guide for the construction and improvement of the street network in the City Centre. They provide an illustration of the function of the street that supports a complex mix of transportation movement and people activity.

- Individual elements may vary in width as fits the context, and should be determined on a case by case basis for each street block and corridor in the City Centre. Final dimensions and configurations may be subject to revisions in later stages of street and corridor planning and design.
- All Ages and Abilities (AAA) cycling elements are included on several cross sections, and final facility types may be determined in accordance with the Transportation and Transit Master Plan, Development Bylaw, and/or best practices.





### 34.0m Signature Corridor

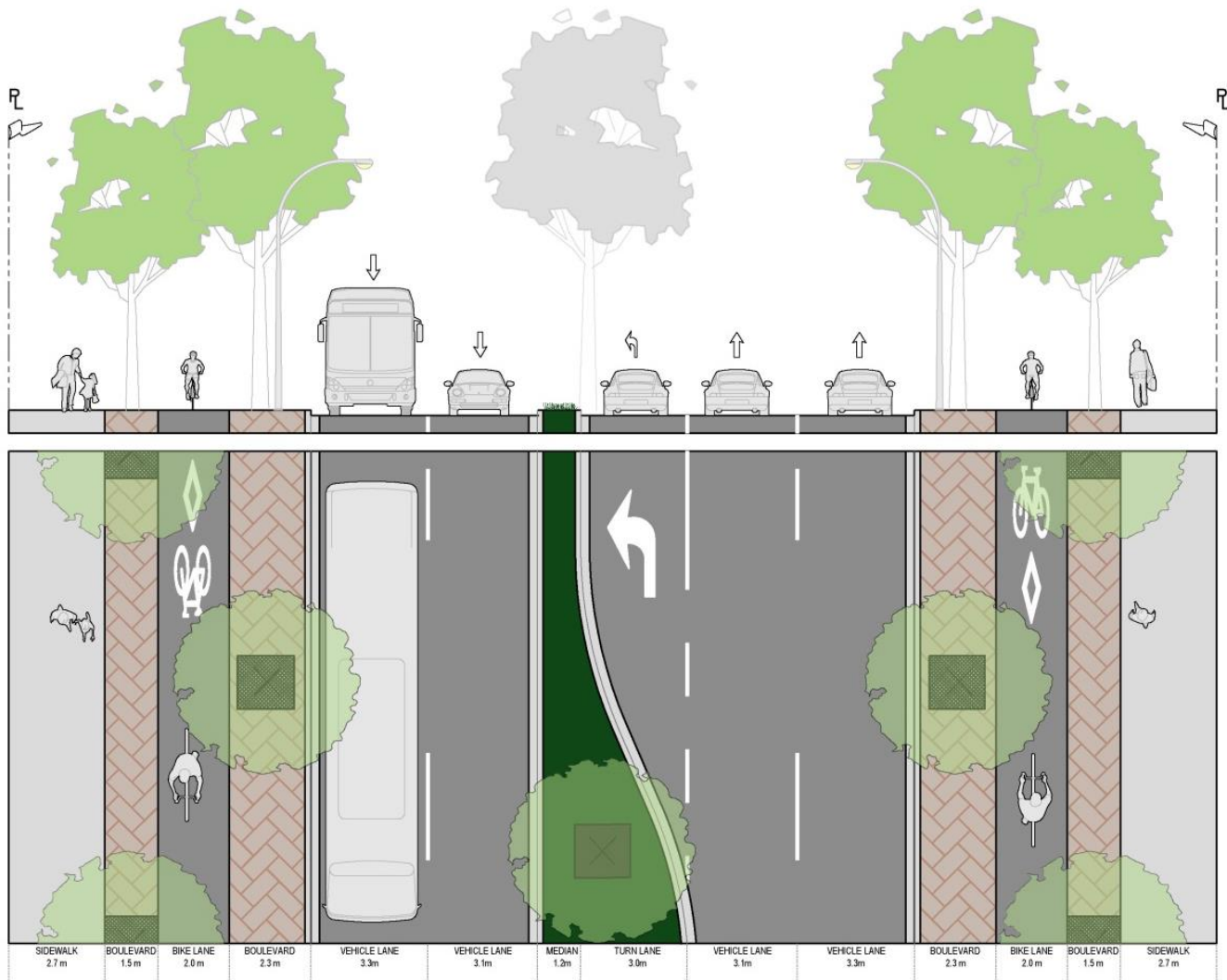


Figure 40 – Cross Section: 34.0m Signature Corridor

#### Elements

- Wide sidewalks on both sides
- AAA bike lanes framed and buffered by a double row of street trees/furnishing zone
- Two vehicle travel lanes in each direction
- Median tree strip with a left turn lane at intersections



27.0m Arterial

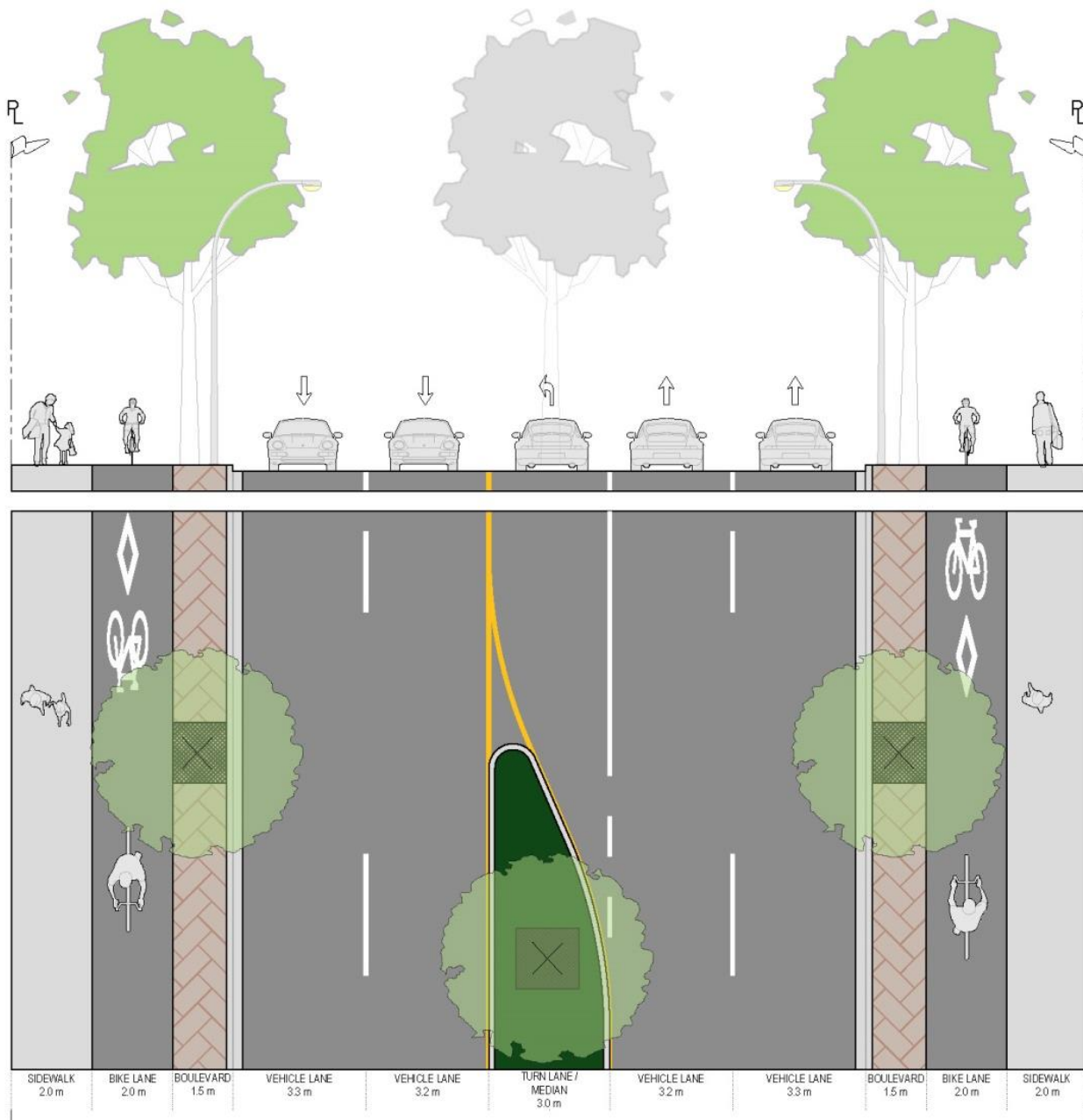


Figure 41 – Cross Section: 27.0m Arterial

Elements

- Sidewalk and AAA bike lane on both sides
- Tree strip/furnishing zone on both sides
- Two vehicle travel lanes in each direction
- Median tree strip with a left turn lane at major intersections



### 24.5m Major Collector

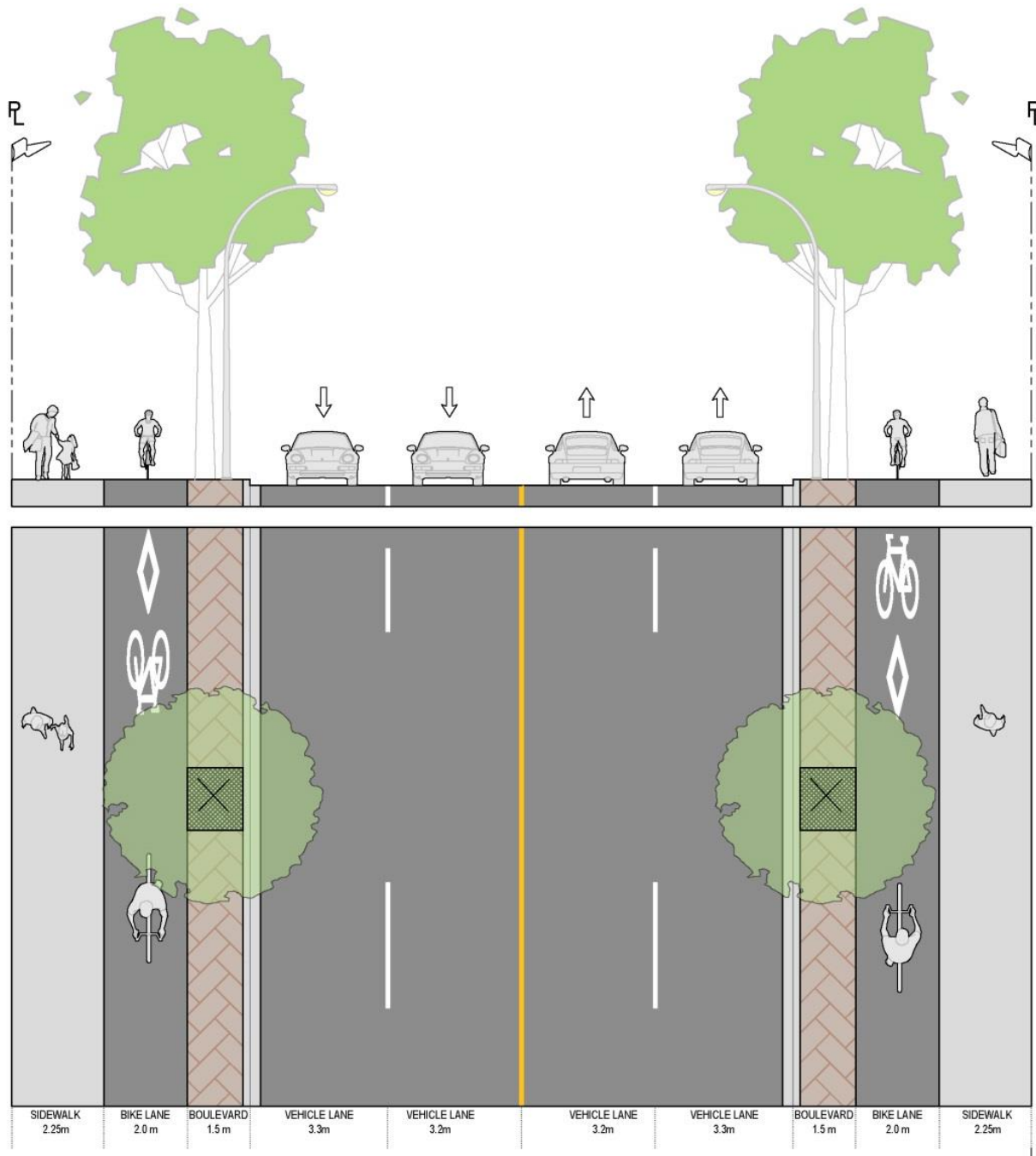


Figure 42 – Cross Section: 24.5m Major Collector

#### Elements

- Sidewalk and AAA bike lane on both sides
- Tree strip/furnishing zone on both sides
- Two vehicle travel lanes in each direction



### 22.5m Minor Collector

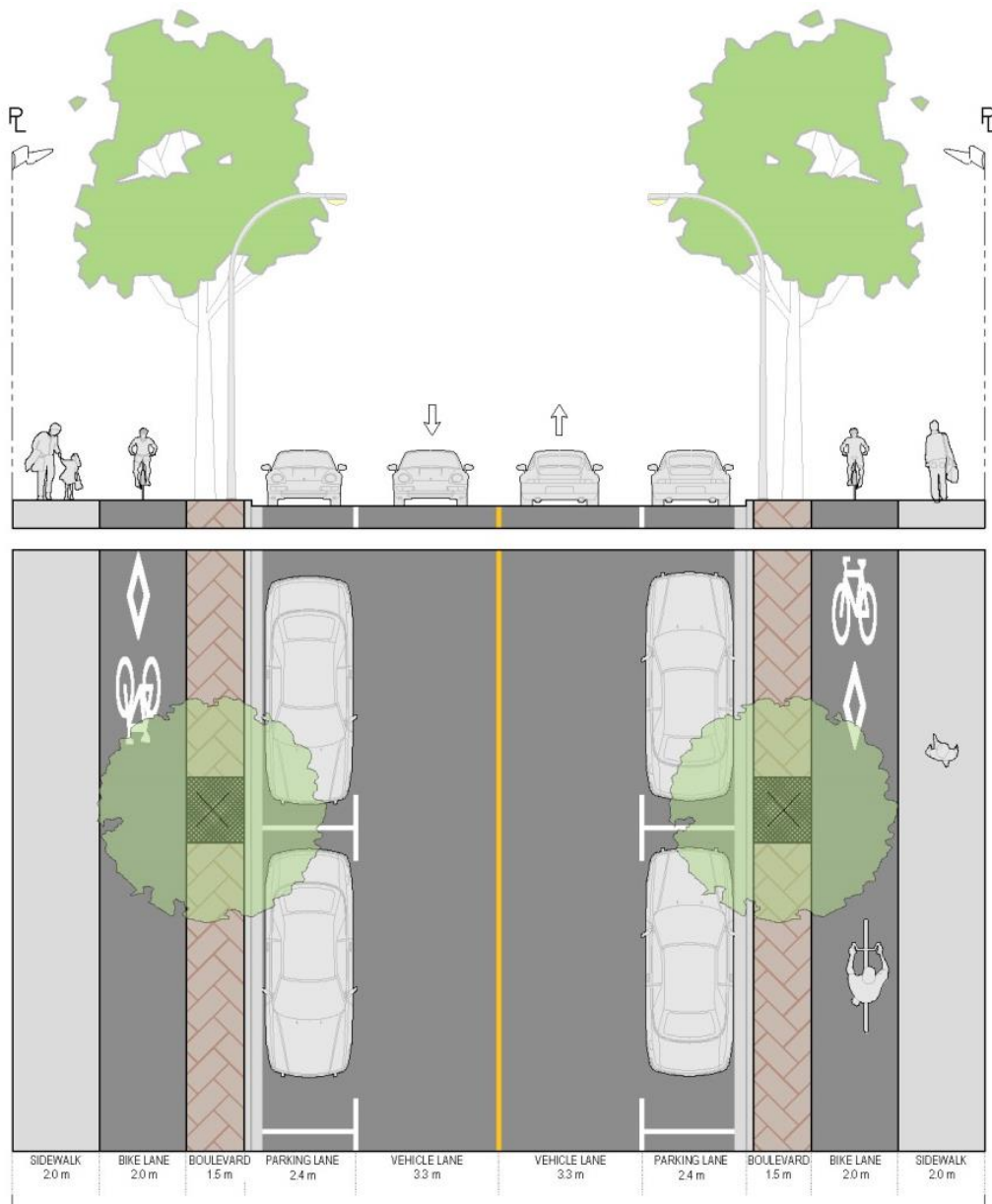


Figure 43 – Cross Section: 22.5m Minor Collector

#### Elements

- Sidewalks and AAA bike lane on both sides
- Tree strip/furnishing zone on both sides
- Parking Lane on both sides
- One travel lane in each direction



20.0m Local

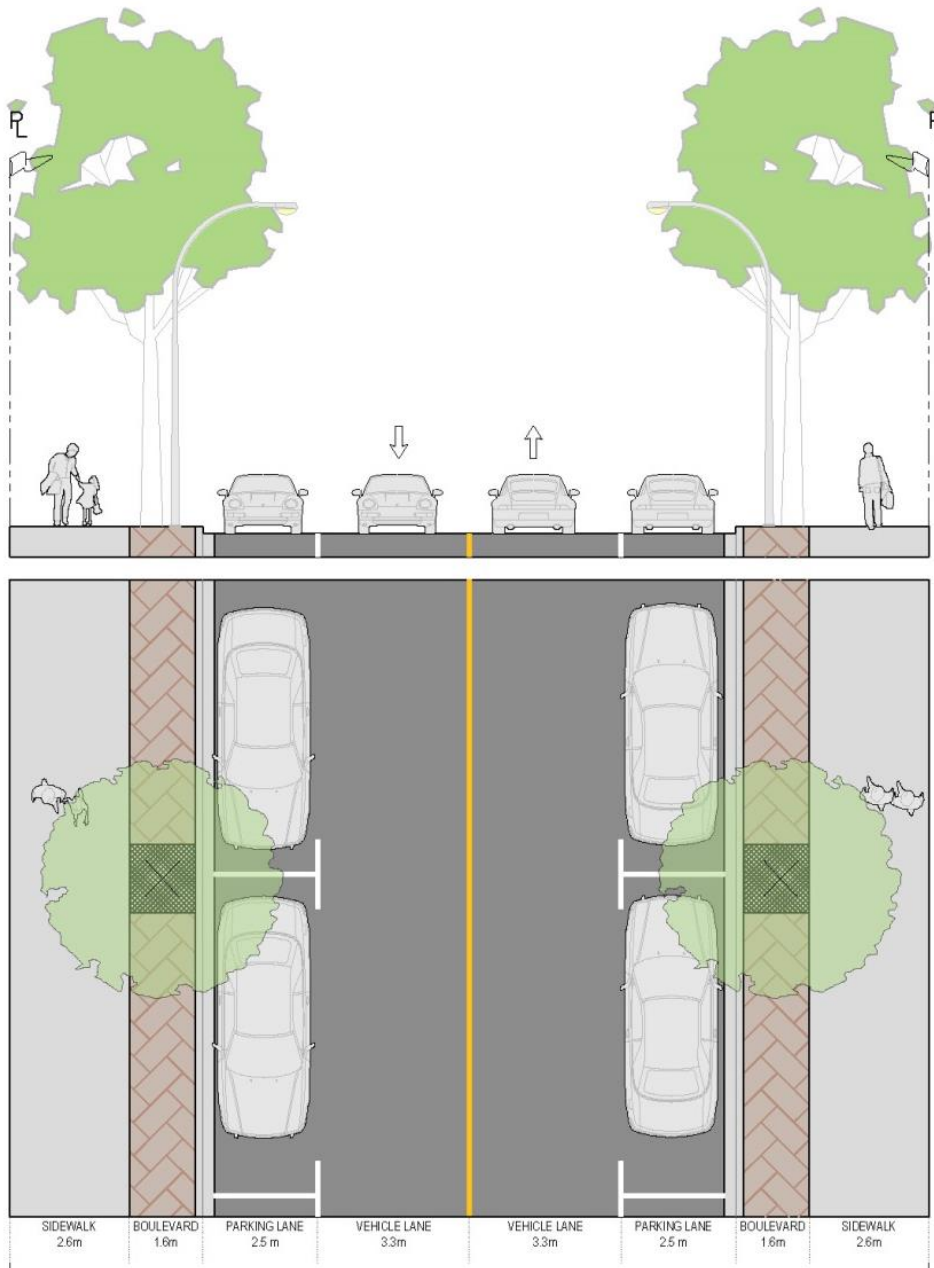


Figure 44 – Cross Section: 20.0m Local

Elements

- Wide sidewalks on both sides
- Tree strip/furnishing zone on both sides
- Parking Lane on both sides
- One travel lane in each direction



## UTILITIES

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The utilities section of this plan outlines the water, wastewater, and stormwater systems to service the growth and development planned within the City Centre Neighbourhood Plan. The servicing is based on the land use map (see Map 3), and considers population projections and anticipated site coverage in model analysis of infrastructure systems. Any proposed land use changes to what is shown in this plan may require re-evaluation or modification of servicing infrastructure. The following subsections will provide more detail for each of the infrastructure systems.

### Water Assessment

Water servicing requirements for the City Centre have been assessed through hydraulic modeling of the impacts of increased water demand on system capacity due to projected population growth. Modeling was carried out for average day, maximum day, peak hour, and fire flow demands for each parcel in the neighbourhood.

The water assessment is meant to better understand system deficiencies at a neighbourhood scale and identifies improvements that make the entire system more efficient. These improvements do not preclude upgrades that may be required along property frontages at time of development permit, subdivision, or building permit, plus additional offsite requirements at time of rezoning to meet the City of Abbotsford's *Development Bylaw* standard.

### Existing Water Infrastructure

The majority of the City Centre is connected to the City's water distribution system. However, a small western portion of the neighbourhood is serviced by the Clearbrook Waterworks District (CWD). CWD is an Improvement District created in 1953 to supply water in an area which was once known as Clearbrook Village and it is responsible for the supply, maintenance and upgrades of its own infrastructure. This analysis does not consider CWD's water infrastructure. Any required upgrades related to development located in the CWD will be addressed on a case by case basis.

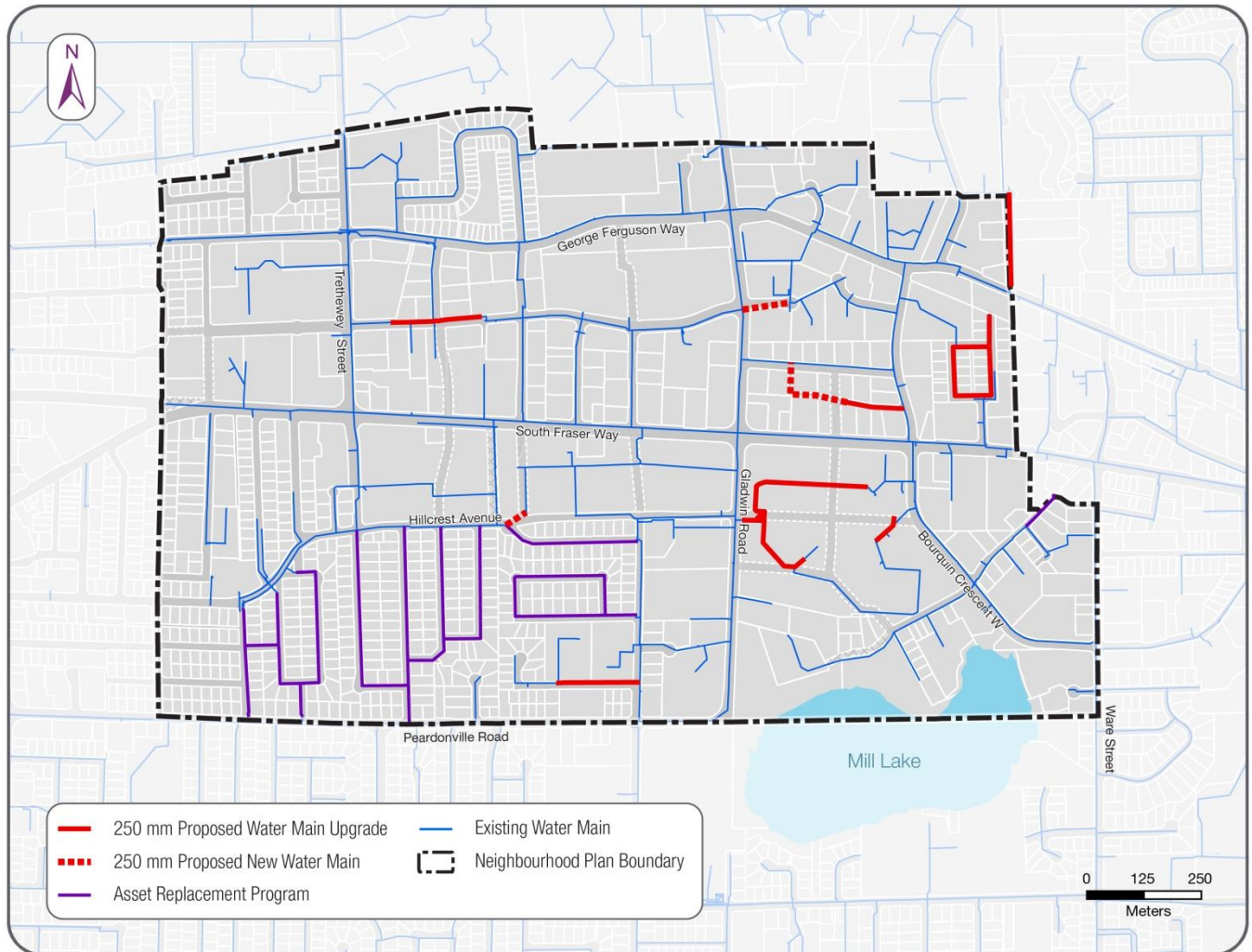
### Water System Improvements

Improvements have been modeled and recommended base on hydraulic capacity assessment of the City water distribution system under future development conditions. Table 4 summarizes the recommendations for the system, based on the deficiencies identified for servicing the planned development and growth in the neighbourhood. These recommendations may be subject to further review during the development application process. A total of ~360m of new pipes and ~305m of pipe upgrades are recommended at locations shown on Map 14. An additional ~4,900m of pipes are part of the City's Asset Replacement Program and are not shown below. These pipes may be upgraded by development as it occurs, or at the end of the pipe's lifespan.



Location	Existing Diameter (mm)	Upgrade Diameter (mm)	Length (m)
Murray Avenue	150	250	~182
Ventura Lane	150	250	~124
Ventura Lane	n/a	250	~199
Landeau Place	n/a	250	~105
Hillcrest Avenue	n/a	250	~55
<b>Total</b>			<b>~665</b>

Table 4 - Water Pipe Upgrades



Map 14 - Water Pipe Upgrades

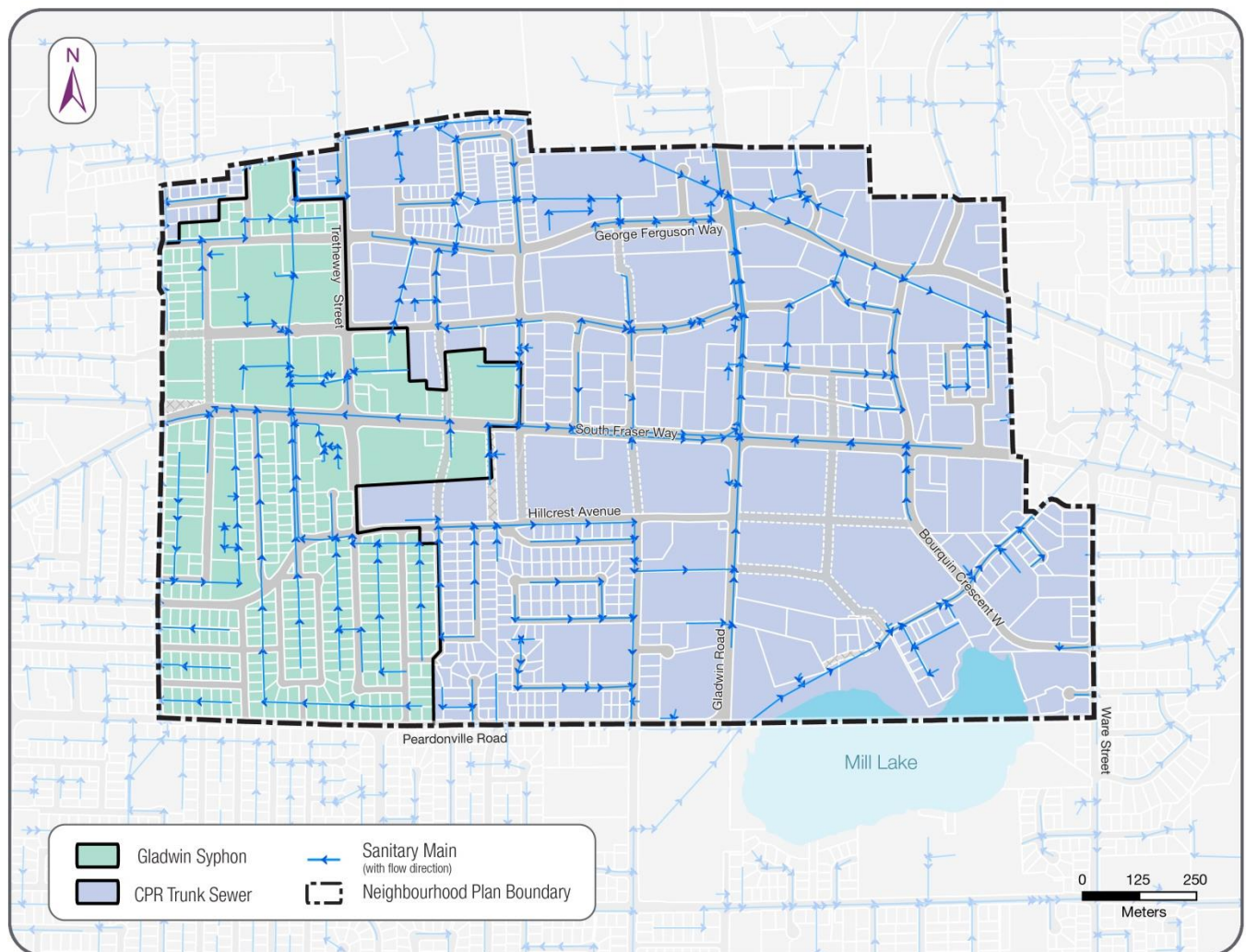


## Wastewater Assessment

The Wastewater Assessment was completed using the City’s latest sanitary sewer hydraulic model (InfoSWMM). The model analysis was performed to determine Peak Wet Weather Flows (PWWF) in each sewer within this plan boundary. This analysis was completed for the current state, as well as anticipated future growth according to the land use in Map 3. Results from the modeling analysis provided a better understanding of system deficiencies and neighbourhood scale improvements.

### Existing Wastewater Infrastructure

Almost all properties in the City Centre are serviced by Abbotsford’s sanitary sewer collection system. The neighbourhood is generally serviced by gravity mains collecting wastewater draining into two trunk sewers. The western portion of the neighbourhood conveys sewage to the Gladwin siphon while the eastern portion of the neighbourhood conveys sewage to the CPR Trunk Sewer (as shown on Map 15). Both of the trunk sewers discharge to JAMES Trunk Sewer which flows into the JAMES Wastewater Treatment Plant.



Map 15 - Sanitary Catchments





The Sanitary Catchment map (Map 15) is a high level representation used for modeling purposes only and may not reflect exactly where properties are serviced. The City reserves the right to assign properties to a different sanitary main than what is shown on this map when redevelopment occurs.

### Wastewater System Improvements

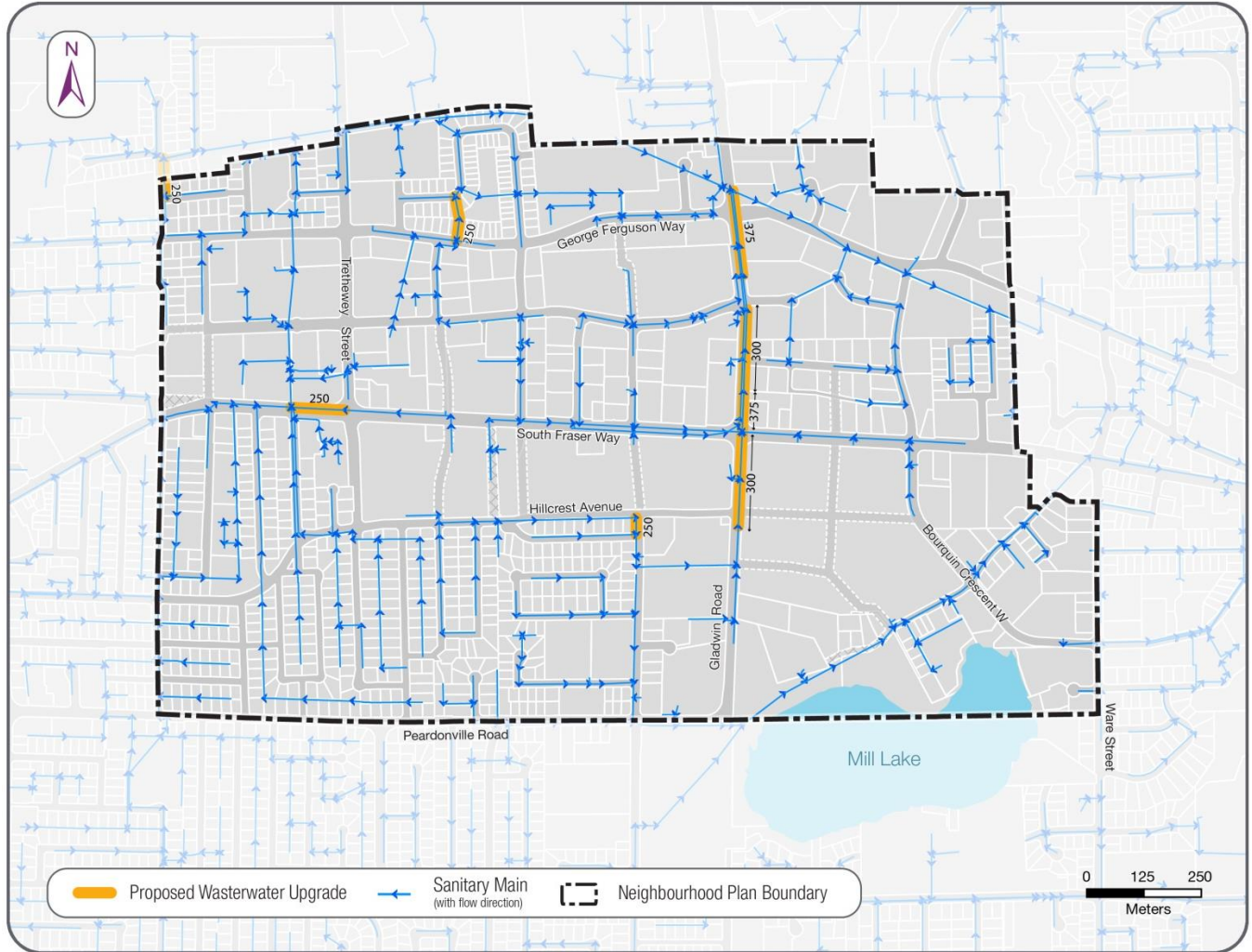
Based on the modeling results, wastewater collection system upgrades have been recommended for servicing the planned development and growth of the neighbourhood. Table 5 summarizes the recommended upgrades. A total of ~1,000m of pipe upgrades are recommended at the locations shown on Map 16. Timing of the upgrades listed below may change depending on the location of developments as the neighbourhood grows and evolves.

There may be additional recommended upgrades that involve relocating wastewater mains from utility rights of way on private properties to road rights of way over the long term. This may require further study and case by case analysis as development occurs to determine the best new alignment and systematic implementation.

Pipe Location	Existing Diameter (mm)	Upgrade Diameter (mm)	Length (m)
Gladwin Road, North of South Fraser Way	200	375	~88
Oriole Park Connection	200	250	~97
Tims Street	200	250	~82
South Fraser Way	200	250	~116
Emerson Street	200	250	~37
Gladwin Road, South of South Fraser Way	200	300	~204
Gladwin Road, near Ventura Avenue	200	300	~178
Gladwin Road, North of Simon Avenue	300	375	~184
<b>Total</b>			<b>~986</b>

Table 5 - Wastewater Pipe Upgrades





## Stormwater Assessment

An assessment was completed of the existing stormwater capacity to accommodate land use changes illustrated on the CCNP land use map (Map 3) and summarized improvements to ensure the neighbourhood can withstand a 1:10 year storm criteria. This assessment was based on a comparison of the Willband Creek ISMP.

The stormwater assessment was shaped by conducting three servicing scenarios:

1. **Worst Case Scenario:** Future land use with no site controls, but with climate change and existing municipal drainage systems.
2. **Best Case Scenario:** Future land use with site controls applied to all lands, with climate change and existing municipal drainage systems.
3. **Conservative Scenario:** Future land use with no site controls, with climate change, but with storm sewer improvements preventing surcharging under a 1:10 year event.

### Existing Stormwater Infrastructure

Given the already extensive impervious coverage and lack of site controls in the City Centre neighbourhood, redevelopment occurring in Scenario 1 doesn't worsen the stormwater system performance. Climate change impacts appear to have a larger influence on the system whereby surcharging under a 1:10 year event and surface flooding under a 1:100 year event are expected to increase moderately.

In Scenario 2, the broad application of site controls demonstrates a significant benefit by reducing system surcharging during both a 1:10 year and 1:100 year event and more than compensates for the detrimental effects due to climate change.

Finally, the more conservative third scenario fully satisfies the City's current criteria of preventing surcharging and protects against liability associated with existing basement gravity connections. It is the scenario recommended for planning purposes.

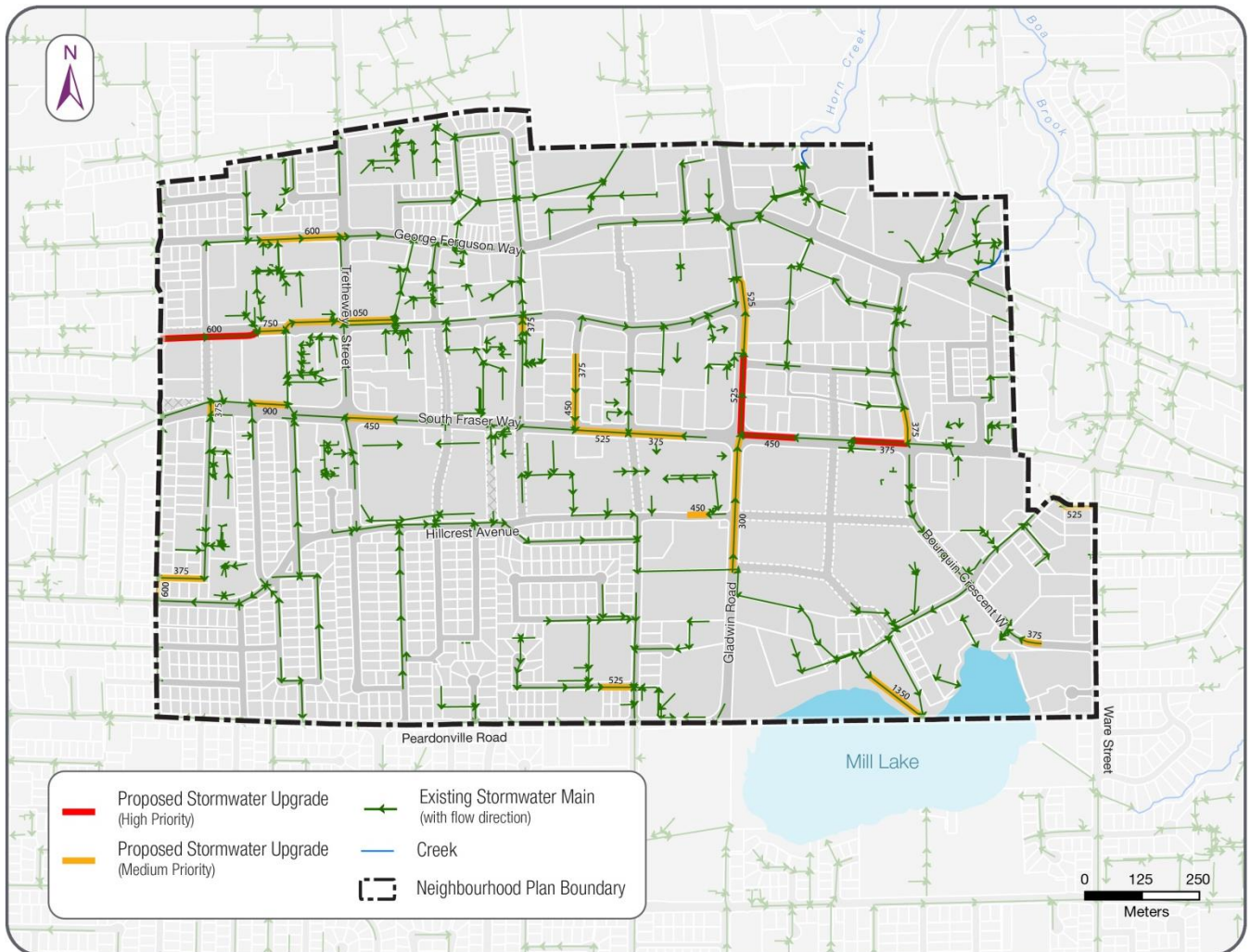
### Recommended Stormwater System Improvements

Table 6 summarizes the recommendations Stormwater system improvements are recommended based on the modeling work conducted under Scenario 3 and are divided in two priority levels. The following table identifies the length of pipes requiring upgrades under each priority and their locations in the neighbourhood are shown on Map 17 on the following page.

Priority	Minor (1:10 yr) Pipe Length (m)	Major (1:100 yr) Pipe Length (m)
<b>Priority 1:</b> Performance does not meet criteria with or without the application of site controls.	~695	~0
<b>Priority 2:</b> Performance does not meet criteria if site controls are not applied.	~2,433	~0
<b>Total</b>	<b>~3,128</b>	<b>~0</b>

Table 6 - Stormwater Pipe Upgrades





Map 17 - Stormwater Pipe Upgrades

### On-Lot Stormwater Management

The flow contribution to downstream storm sewers can be reduced by leveraging the well-draining soils which underlie a majority of the City Centre area. Infiltrating all runoff up to the 100 year runoff in the well-draining areas will offset the potential increased flow from additional impervious area and runoff from development in any poorly-draining soils areas.

While the soils in the CCNP area consist of rapidly to well-drained soil groups, the aquifers below are classified by the Province as being highly vulnerable to surface contamination. As such, while infiltration should be promoted from a hydrologic perspective, the siting and design of infiltration facilities should consider water quality. Specifically, infiltration systems should be prohibited in high pollutant risk sites and runoff treatment should involve media filtration.

Low impact development measures or source controls that promote the infiltration of water are encouraged and include rain gardens, grass swales, pervious paving and absorbent soils for lawns and gardens. In particular, the current tree canopy in the CCNP is very low in coverage and increasing it will likely offer significant rainwater retention through evapotranspiration.





## **PART 6 IMPLEMENTATION**

**Financial Strategy**

**Bonus Density**

**Zoning**

**Development Standards**





## FINANCIAL STRATEGY

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The City Centre financial strategy is intended to assist in the orderly, predictable, and equitable development of the neighbourhood and is based on the principle that those creating additional demand and burden to the infrastructure pay for it. Generally, development is required to provide and pay for the infrastructure needed to support their development, and the City does not finance, nor provide infrastructure required for development. As such, the Transportation and Utilities sections in Part 5 identifies general infrastructure needed to support the entire City Centre Neighbourhood Plan area.

### Developer Responsibility

As individual properties are developed in the City Centre, the developer is responsible to provide the infrastructure needed to support their individual development proposal. This may include frontage infrastructure works as well as applicable offsite infrastructure works. In other words, the developer constructs and pays for the infrastructure needed to support their development proposal.

Applicable latecomer agreements may be an option if “excess” or “extended” infrastructure is required that benefits other developable properties along the upgraded infrastructure. This provides the developer a tool to collect from future benefitting developments for a maximum period of up to 15 years.

### Capital Programs

The City may decide to upgrade some of the infrastructure within or around the City Centre if there is a benefit to the broad community. For example, the City may decide to fund a specific transportation project such as building portions of South Fraser Way’s new cross-section or upgrading the public realm of a target street in the neighbourhood. The infrastructure that may be funded through the capital program is unknown at this time.

### Grants

Senior government grant programs are constantly changing and there may be future opportunities for some infrastructure to be funded through these programs. Generally, these programs do not fund growth related projects but are available for more broad and strategic initiatives such as green infrastructure to reduce the community impact on the environment, or affordable housing partnership projects. The City may determine the need for a project in the City Centre that aligns with an available grant program at any time during the life of this plan, and proceed with applying for and implementing that project.

### Development Cost Charges

The City has a *Development Cost Charge (DCC) Bylaw* to set fees that are collected from developers to offset some of the infrastructure costs incurred as a result of new development. The rates of fees are updated from time to time based on the need for projects to meet the demands of growth across the City.

If any of the infrastructure works identified in the City Centre servicing study are included in a future DCC Bylaw, there may be opportunities for rebates and/or credits to be applied to the specific infrastructure works. The infrastructure that may be included in future DCC Bylaws is unknown at this time.



## BONUS DENSITY

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The vision and policies in this document point to vibrant public life, beautiful streets, and attractive public spaces for the residents from across the city and region to enjoy. Though capital funds will be required to occasionally secure financing for projects that implement this vision, another approach is commonly used and is called bonus density. This tool allows municipalities to increase permissible density in a zone in exchange for a contribution towards neighbourhood amenities.

In the City Centre, there is a great need for this type of program for two reasons. First, there is a large amount of properties that already have significant density permissions and could redevelop without going through a rezoning process, which is when a municipality would typically collect works and services contributions and community amenity contributions. Second, the City Centre is the only area in the city where high rises are allowed and they often require more than 2.5 FSR, the maximum prescribed by the Official Community Plan. A bonus density program will provide the opportunity to build high rises in exchange for contributions towards the amenities to support that increase in density.

In Stage 3 of the CCNP process, G.P. Rollo & Associates conducted a bonus density economic analysis for the City Centre Neighbourhood. The findings showed a market that is ripe for contributions below 2.75 FSR, or where a typical development would consist of wood construction. As for developments exploring densities above this threshold, the study found the market is not quite ready for fees and would require nominal rates as to not disincentivize more expensive concrete construction and towers.

## Next Steps

Implementation of a bonus density program will require an update to the Zoning Bylaw, where such a policy resides. It is recommended that a new fee structure start with relatively low rates to help the development community become acquainted with the program and still provide contributions towards amenities in the neighbourhood. The fee structure would require being updated on a similar schedule as DCC rates to reflect market demand. This will be particularly important when concrete construction becomes viable again and high rises become an attractive development option in the City Centre.

## Basket of Goods

A basket of goods approach is preferred to help fund a set of amenities prioritized by the City. The amenities should be selected using the following criteria:

- Identified in City Centre Neighbourhood Plan
- Identified in City of Abbotsford master plans or strategies
- Helps achieve the City Centre Neighbourhood plan vision, goals, and/or policies
- Has a neighbourhood-scale draw
- Is, or will be, on public land and is available for public use
- Improves the livability and attractiveness of the neighbourhood

A future Bonus Density policy should also consider accommodating in-kind contributions as an alternative to fees.





## ZONING

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The City of Abbotsford's *Zoning Bylaw* has zones specific to the City Centre that should be reviewed in the context of this neighbourhood plan. As such, updating the Zoning Bylaw will be an important step in the implementation of this Neighbourhood Plan. Below are preliminary directions that could be refined into new regulations once the CCNP is adopted.

### CHR and RHR Zones

The Commercial High Rise Zone (CHR) and High Rise Apartment Zone (RHR) were created to accommodate high rise buildings throughout Abbotsford. They are the only zones that allow buildings above 6 storeys in height. While the zones have been used in several circumstances, there has not been a very strong market for high rises in the last twenty years. Five properties are zoned CHR and one is zoned RHR across the City. Other high rise developments have either sought height variances or site specific amendments.

The permitted development density of the CHR zone is 4.5 FSR (provided the maximum residential density is limited to 2.5 FSR) with an additional 1.0 FSR bonus for the residential component based on providing a contribution to an affordable housing fund. Total density cannot exceed 5.0 FSR. It is a broad based zone that allows many commercial, institutional, office, retail, and residential uses.

The permitted development density of the RHR zone is 3.0 FSR with an additional 0.5 FSR bonus based on providing a contribution to an affordable housing fund. It is a primarily residential zone with Home Occupation and Assembly allowed as accessory uses.

### Next Steps

The proposed direction for the CHR and RHR zones is to align them with the CCNP's City Centre Core and City Centre Residential land use designations respectively. Both will require adjusting minimum and maximum densities and removing height restrictions. Other tasks may include studying and adapting requirements for amenity spaces, vehicle parking, and accessible units. For the RHR zone, staff will also explore integrating child care services as an accessory use.

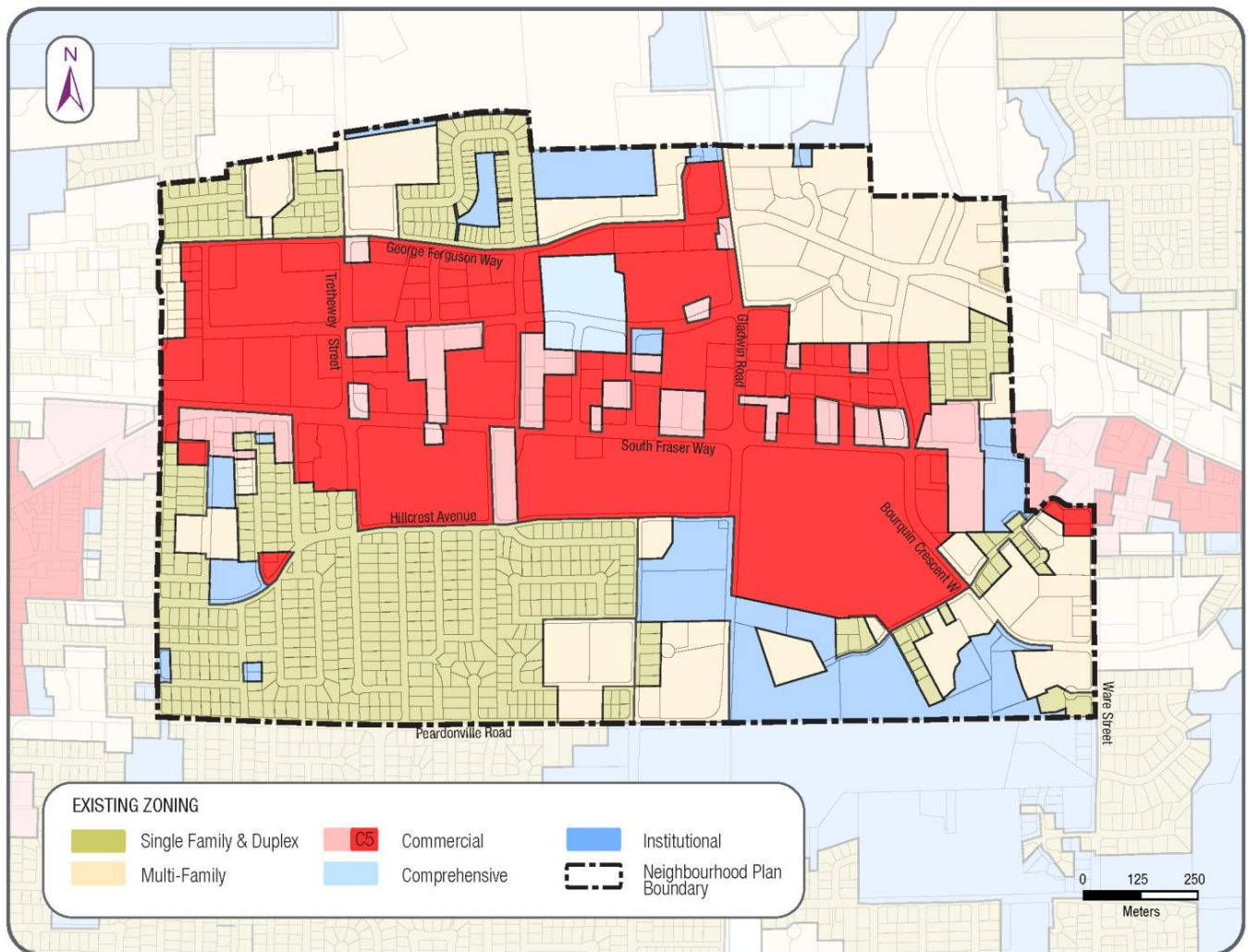
For both zones, a new bonus density fee structure is intended to be put in place using the recommendations from the G.P. Rollo study. Initially, fees are anticipated to be nominal for densities between 2.75 to 5.0 FSR up until a time when the market is stronger for concrete construction, as not to discourage such buildings from being built.

### C5 Zone

Over the years, the C5 zone has been commonly applied to properties located in the City Centre area along the South Fraser Way corridor (as shown on Map 18). There is a large gap between what exists on the ground (mostly single use, single storey commercial retail) and what the zone permits (mixed use, multi-storey buildings). This discrepancy means many properties have the ability to propose significant redevelopment plans without the need to rezone. Since rezoning applications are essential for municipalities to secure works and services funding and road dedications, the C5 zone, as it is written today, could present a challenge to the implementation of this Plan.



The permitted development density of the C5 zone is 1.75 FSR with an additional 1.0 FSR bonus available based on the ratio of underground parking to required off-street parking. Heights are limited to six storeys. It is a broad based zone that allows many commercial, institutional, office, retail, and residential uses.



Map 18 - C5 Zone

### Next Steps

The proposed direction for the C5 zone is to align it with the CCNP’s City Centre Core land use designation and adapting it to be a step below (in terms of density) to the CHR or RHR zones. This would be done by adjusting the density minimum and maximums and integrating a new bonus density fee structure using the recommendations from the G.P. Rollo study.

Other topics of study may include requirements for amenity spaces, vehicle parking, and accessible units, along with drive-thru permissions.

Similar changes may be explored for other zones, including Mid Rise Apartment (RMM) and Mixed Use Apartment (RMU), to ensure equity across the city and not disincentivize residential development in the City Centre.



## DEVELOPMENT STANDARDS

Street design in the City Centre plays a critical role in the success of this plan. This section provides direction on the changes to the City's development standards contained in the *Development Bylaw*. Once the CCNP is adopted the future implementation of these street design guidelines will be used throughout the neighbourhood to achieve a cohesive identity.

The guidelines tie into the CCNP's goals related to 'Rich Mobility Choices', 'Beautiful and Green', and a 'Redefined South Fraser Way'. It will also help support Part 4's Development Permit Guidelines and Part 5's Transportation infrastructure enhanced standards. All of these plan components used together will create streets in the City Centre that encourage people to visit, gather, linger, and enjoy.

### Street Furnishings

Street furnishings in the City Centre are mostly present in parks and at bus stops. Without a particular strategy to help guide the overall character and design of the elements, the neighbourhood is left with a random mix of advertising benches and shelters, and varying styles of other furnishings. The area should be refreshed with new furnishings over time that integrate the themes captured in Policy '3.14 Cultural Hubs'. New elements should involve contemporary architectural design and construction, and current urban design best practices to create a playful, innovative, and attractive street scene. When developing the City Centre's street furnishing standards, consider other urban centres (i.e. Clearbrook and McCallum) which may adopt the same catalogue of elements and products.

#### Seating

- Establish a standard seating style that may be 'off the shelf', and explore potential custom designed seating options at feature locations.
- Provide diverse seating opportunities, including various sizes of benches, both fixed and movable, arranged linearly along the streetscape and in groupings at important areas.
- Place and orient seating to take advantage of views, sun, and shelter from wind and rain.
- Ensure a portion of seating accommodates elderly people through measures such as higher bench seat elevation.
- Ensure the different seating components belong to a family of consistent forms, colours and materials.



Figure 45 - Playful and Moveable Seating

#### Tables

- In feature public plazas and park spaces provide table surfaces to complement seating.



### *Bollards*

- Establish a high-quality, powder-coated or black steel bollard standard for use throughout the City Centre.
- Use lit bollards to augment street light standards.
- Ensure both removable and permanent bollards are visually consistent and within the same family.
- Use bollards sparingly and only as necessary to prevent vehicle/pedestrian conflicts.

### *Bicycle Racks*

- Establish a high-quality, powder-coated or black steel bicycle rack standard for use throughout the City Centre.
- Explore potential custom designed bike racks in feature locations that can act as public art.
- Ensure bicycle racks are designed or specified to maximize ease of parking, secure locking and efficiency of space, including two points of contact with bicycles.
- Locate racks at prominent locations near doors, entries and public realm focal points, but ensure they are not the primary visual feature.



Figure 46 - Custom Designed Bike Rack

### *Trash and Recycling Receptacles*

- Establish a high-quality, powder-coated or black steel receptacle standard for trash and recycling, within the same family, to be applied throughout the City Centre.

### *Drainage Grates*

- Use weathered steel, with a consistent visual and aesthetic appearance for trench drains, catch basin covers, gutter drains, manhole covers and miscellaneous utility covers.

### *Tree Grates*

- Use weathered steel with a consistent visual and aesthetic appearance for tree gates.
- Accommodate both standard, off-the-shelf designs and custom designs for feature locations.
- Integrate public art in tree grate designs at feature locations



Figure 47 - Tree Grates



### Lighting

- Establish a standard for luminaire light colour and design, pole design and height, and overall spacing with the latest technology (e.g. LED).
- Ensure all new fixtures have full cutoff design and to direct light downward and avoid skyward glare in support of dark sky principles.
- Visually coordinate light standards with traffic and street lighting infrastructure as much as possible.
- Complement pedestrian light standards with bollard, step and/or in-ground lighting at special locations such as gathering points, intersections and entrances to important buildings or public areas.

### Planters

- Ensure that planters are appropriately scaled to their surroundings.
- Use durable, permanent materials such as stone, smooth-finished concrete and metal. Avoid the use of ceramic, plastic, wood and exposed aggregate concrete planters.

## Signage and Wayfinding

Signage identifies features and facilities, and provides wayfinding at strategic locations in a well-planned public realm.

- Prohibit the use of signs that contain flashing and moving components and/or changeable letters.
- Establish a brand of wayfinding signage that is of consistent size, form, colour and height that maintains coherence within the City Centre but could also be applied elsewhere in Abbotsford. Apply this standard to all forms of wayfinding signage, including destinations, features, parking, and more.

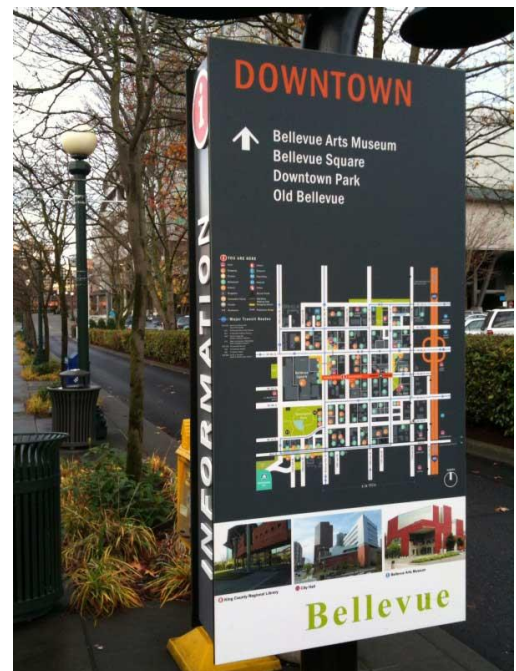


Figure 48 - Wayfinding Signage



## Public Art

Public art provides an extra dimension of appeal, distinction and narrative to the public realm. Public art procurement and placement will be decided by the City of Abbotsford, in conjunction with the Public Art policy adopted by City Council. However, certain requirements are identified here for public art both in the private and public realm of the City Centre.

- Use Plan policy to provide a framework for the themes new art pieces could explore in the Civic Precinct and Mill Lake Cultural Hubs.
- Consider incorporation of public art into the design of gateway treatments and elements.
- Design art with durability, longevity, safety, interaction and whimsy in mind.
- In Terms of Reference documents for public art, stress the importance of integration with streetscape, buildings and public realm, as opposed to a “plop art” approach that is detached from its context.



Figure 49 - Public Art







# CITY CENTRE NEIGHBOURHOOD PLAN