




# CITY CENTRE | NEIGHBOURHOOD PLAN

Concept Report  
December 2017

plan FOR  
200K





“A place where streets  
become the extensions  
of our homes.”

Resident at the Sevenoaks Shopping Centre road show event

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# Executive Summary

Stage 2 of the CCNP initiative focused on providing community engagement opportunities and preparing a Concept that will act as the foundation for the draft Neighbourhood Plan.

Engagement was primarily carried out through several road show events, an online survey, and a stakeholder workshop. There is broad support in the community for a City Centre that is more mixed in uses, walkable, and green, and with a South Fraser Way that is redesigned to be more attractive and accessible.

The Concept is based on principles grouped in four themes: Mix and Match Elements, Connect People and Places, Green Landscapes, and Redefine South Fraser Way. These were the strongest themes to have emerged from the engagement activities and the Concept in this report is an example of how they can be achieved on the ground.

Elements of the Concept are illustrated through various maps, including: land use, street network, transit services and facilities, active transportation, parks and plazas, special feature and places, and views. In addition, a preliminary cross-section of a future South Fraser Way is depicted in this report. Together it creates the framework for a future City Centre that corresponds to and builds upon the vision developed in Abbotsford's OCP.

With Stage 2 of the CCNP complete, work will begin on testing the Concept through infrastructure modelling and community engagement. The results will help inform a draft Neighbourhood Plan which will be presented to Council by summer 2018.





## 1.0 Introduction

The City of Abbotsford is growing, and at the centre of its urban area lies a young neighbourhood full of potential. Even before the amalgamation of the District of Matsqui and the District of Abbotsford, a strip of commercial development was built along South Fraser Way, connecting the communities and forming the City's primary retail destination.

Today, this corridor represents an opportunity. With a new Official Community Plan adopted in the summer of 2016 and a strong vision that foresees a vibrant City Centre, Abbotsford is ready to turn a corner in its evolution.

This Stage 2 Concept Report builds upon the work completed in Stage 1 of the City Centre's Neighbourhood Plan process, notably the Background Research Report presented to Council on April 10, 2017.

## 1.1 A Young Neighbourhood

Long before Abbotsford existed as a community and Canada was established as a country, the Stó:lo (people of the river) occupied the land called S'ólh Temexw in the Fraser Valley. They lived in this large geographic area from Yale to Langley and spoke Halq'eméylem, also known as the upriver dialect. The Fraser River, its tributaries and fertile lands were 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. A Background Research Report wouldn't be complete without acknowledging this past and the City Centre Neighbourhood Plan will aspire to celebrate it.

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 throughout the city. This has diluted the demand for high density housing and office space in one identifiable centre.

## 1.2 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.

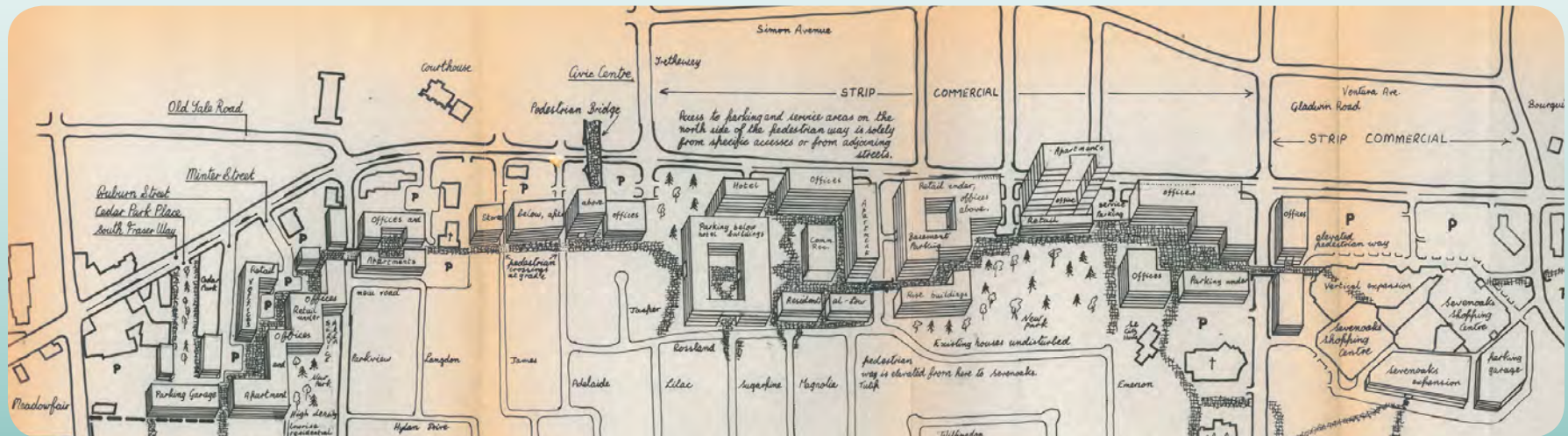
The 1978 District of Matsqui Community Plan circled the whole stretch from Clearbrook Road to Gladwin Road and designated it "Community Commercial - Pedestrian Oriented". It has been the intent of multiple past Councils and Planning Departments to see a densely populated and employed city centre emerge along this strip.

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 OCP

In 1996 a new OCP was adopted and included a "Central Business District" (CBD) land use designation. It was applied to an extensive area surrounding South Fraser Way from Center Street in Clearbrook to Park

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





Drive near the eastern edge of Abbotsford’s Historic Downtown. This area covered approximately 200 hectares of land. The policy associated with this land use envisioned it as the “primary focus and concentration of office and retail uses, institutional, social and cultural activities” and expressed a desire to accommodate mixed use developments.

Without density provisions (units per hectare or floor space ratio), nor mixed use requirements for new buildings in the CBD, it became difficult to implement the ultimate vision. Too much flexibility 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 that could gain momentum.

### 2005 OCP

The following OCP update in 2005 sought to rein in the geographic area dedicated to the CBD land use. It created a “City Centre” designation and applied it to three clusters: Clearbrook, the central core, and Historic Downtown. Between these a new designation entitled “Choice of Use” was established to give the option of a purely commercial or purely residential building. While the land area was reduced, neither the City Centre or Choice of Use designations included any density provisions. In other words, the 2005 OCP supported projects as varied as a single storey fast food restaurant, to a 30 storey mixed use complex in the City Centre area. 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.

Figure 2. Seven Big Ideas - 2016 OCP



## 1.3 Abbotsforward

The Abbotsforward 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, 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.

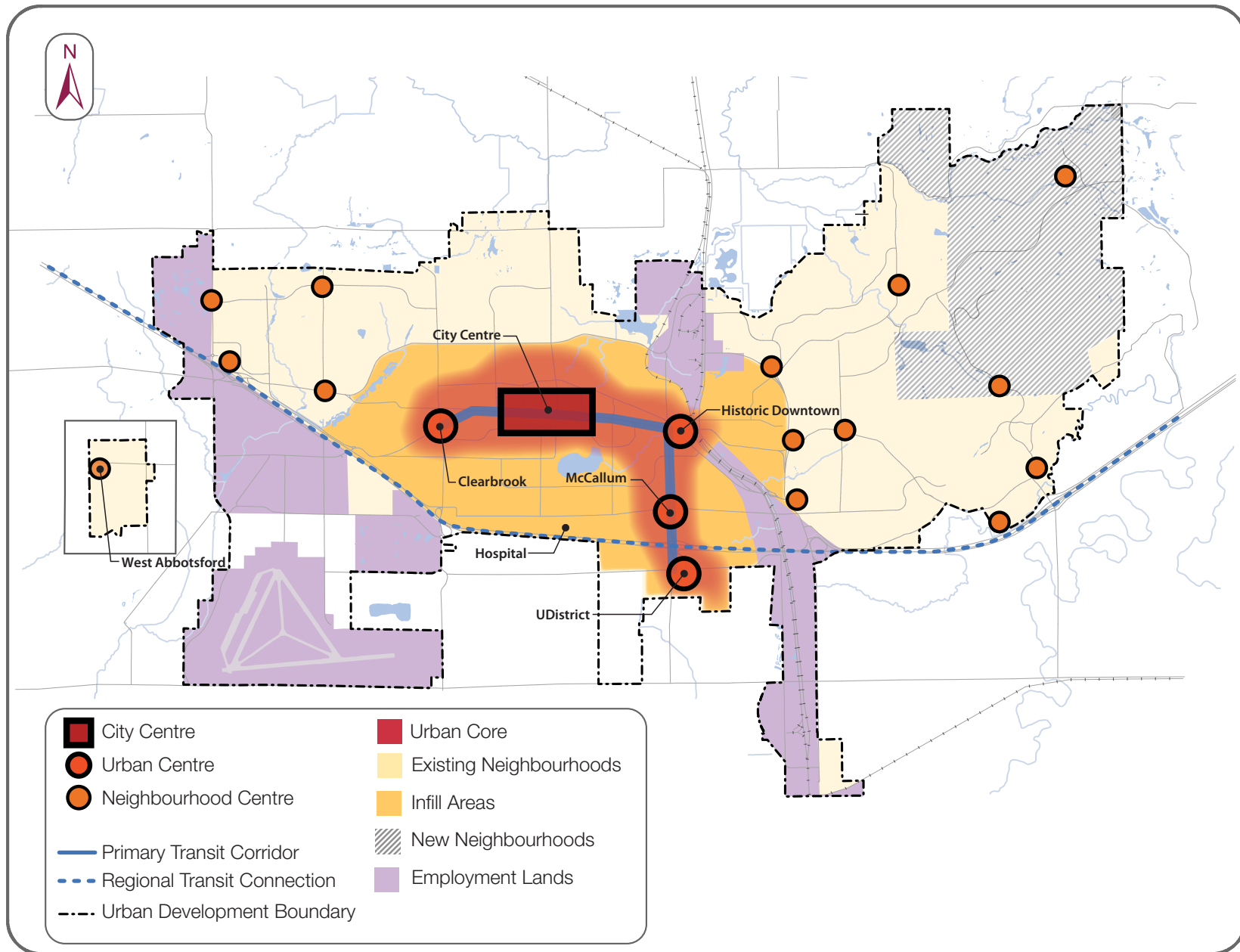
Along with updated land use regulations, the 2016 OCP also includes a policy section dedicated to the future success of Abbotsford’s City Centre. It includes a vision, several ‘big picture’ items and a comprehensive list of policies.

### 2016 OCP VISION

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 destinations and activities. It will also continue to be the employment hub in Abbotsford, with strong links to the civic precinct and Mill Lake.

The City Centre will become a neighbourhood unto itself, home to residents who can walk to work and other daily needs. It will remain lively and magnetic after office hours, a destination for visitors and residents across the city on evenings and weekends. A new and different South Fraser Way – as the primary urban corridor in the heart of the City Centre neighbourhood – will stitch the neighbourhood together.

Map 1. Urban Structure - 2016 OCP



## BIG PICTURE

### South Fraser Way as an Urban Boulevard

Transform South Fraser Way into an urban boulevard where walking, biking and transit become enjoyable ways to experience the City Centre. Vibrant street fronting buildings and diverse destinations make the boulevard a place people choose to visit and linger – it is a destination, not a thoroughfare.

### 10,000 more People

Bring into the City Centre residents who can walk to shop, play, and work. Reinforce the major employment hub with housing, diverse commercial amenities, and community attractions, drawing visitors from across the city and beyond.

### Break Up Large Blocks and Build at a Human Scale

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. Transition away from the current focus on vehicles towards a focus on people through measures such as the elimination of large surface parking lots and overly wide intersections with high speed turn lanes.

### Connect Mill Lake

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.

## POLICIES

Beyond the City Centre's own policy section in the OCP, the other Big Ideas touch on topics that are also relevant to the successful development of the neighbourhood. They will help guide land use decisions and policy direction in the City Centre Neighbourhood Plan.

### Housing

Housing diversity and affordability will play an important role in the City Centre's ability to be a complete neighbourhood for all types of households. In particular, this plan will seek to support diverse household sizes, incomes, tenures, and preferences. (Policies 2.1-2.6)

### Streets

While transforming South Fraser Way into an urban boulevard is highlighted as a major objective, other streets won't be forgotten. The OCP's transportation mode hierarchy prioritizes designing streets for people. As such, the City Centre Neighbourhood Plan will work to make walking, biking and transit delightful. (Policies 3.1-3.5)

### Culture

A City Centre can gather, accommodate, and enhance the diverse cultural makeup of an entire city's residents. The Neighbourhood Plan will

explore where the City Centre can provide places for artistic expression, in public spaces and buildings alike. Celebrating Abbotsford's heritage is also a key theme as it grows into the future. (Policies 4.9-4.12)

### Economy

The City Centre includes areas with the highest density of jobs in all of Abbotsford. Retaining its position as the core of Abbotsford's economic activity is vital to its future. The neighbourhood plan process will explore enhancing office space and supporting the development of creative and high tech industries. (Policies 4.21-4.25)

### Nature

Strengthening nature in the City Centre isn't limited to connecting the area to Mill Lake. Opportunities exist to increase the tree canopy, conserve existing old growth trees, and to protect viewscapes to significant surrounding mountains and landscapes. (Policies 5.1-5.6)

### Infrastructure

Building sustainable infrastructure and maintaining it is essential to city building. Comprehensive management and financing of water, stormwater and wastewater pipes will be key to the success of this neighbourhood plan. (Policies 5.13-5.18)

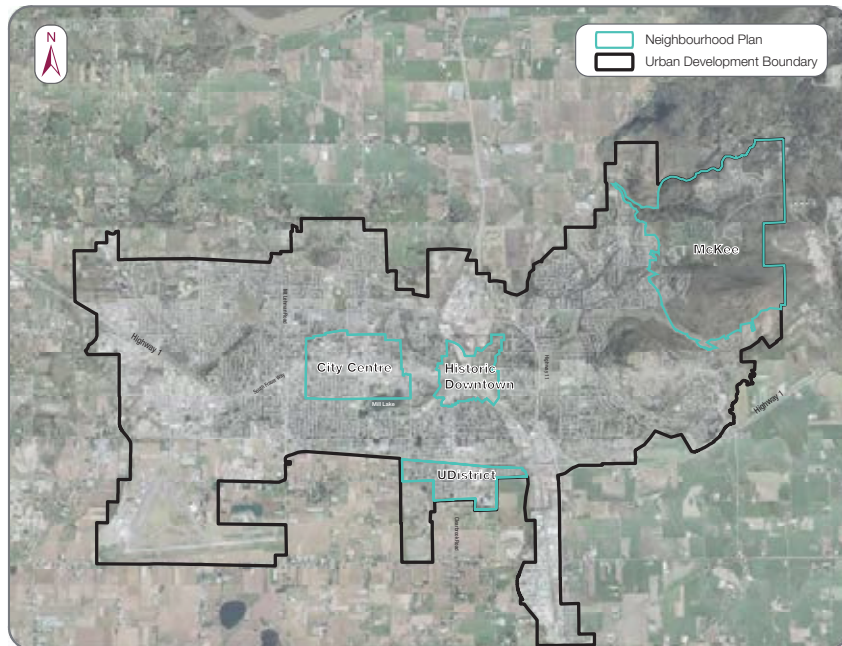
## 1.4 Implementing the OCP

Neighbourhood Plans are intended to be catalysts in the transformation of urban areas, spurring development in a way where each project helps achieve a common vision. They help coordinate the financing and servicing of important infrastructure pieces like pipes for water and sanitary, and streets for transportation. By establishing consistent and fair requirements for development, Neighbourhood Plans help remove risk from investments by connecting a vision with implementation.

Currently, planning processes for 4 different areas are ongoing within the City of Abbotsford: U District, City Centre, Historic Downtown, and McKee (Map 2).

In the City Centre's case, the purpose is to help transform Abbotsford's core neighbourhood into an identifiable, livable and complete community with an attractive and vibrant character.

Map 2. Neighbourhood Plan Study Areas

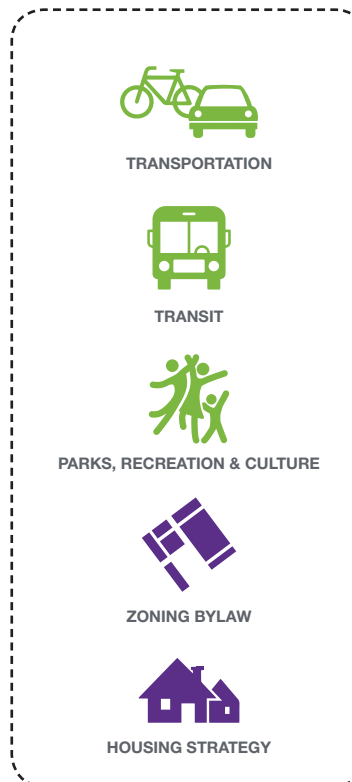


## 1.5 Plan 200K

The creation of these new Neighbourhood Plans is part of an umbrella project 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 the 2016 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:



## 1.6 Neighbourhood Plan Process

The Neighbourhood Plan will be completed through a four stage process, as follows:



### OBJECTIVES

The following objectives have been established to guide the City Centre Neighbourhood Plan over its 4 stage process:

- **Undertake a targeted & inclusive community engagement process**
- **Understand current housing, retail & office land use supply & future trends**
- **Integrate the Neighbourhood Plan with servicing capacity & strategies**
- **Add detail to the OCP's land uses to support at least 10,000 more residents in the City Centre**
- **Illustrate an exceptionally designed South Fraser Way that accommodates all users**
- **Develop design standards & guidelines that contribute to an attractive & unique character**
- **Provide a parking strategy that focuses on intensifying underused & vacant properties**

## 1.7 Defining a Plan Boundary

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.

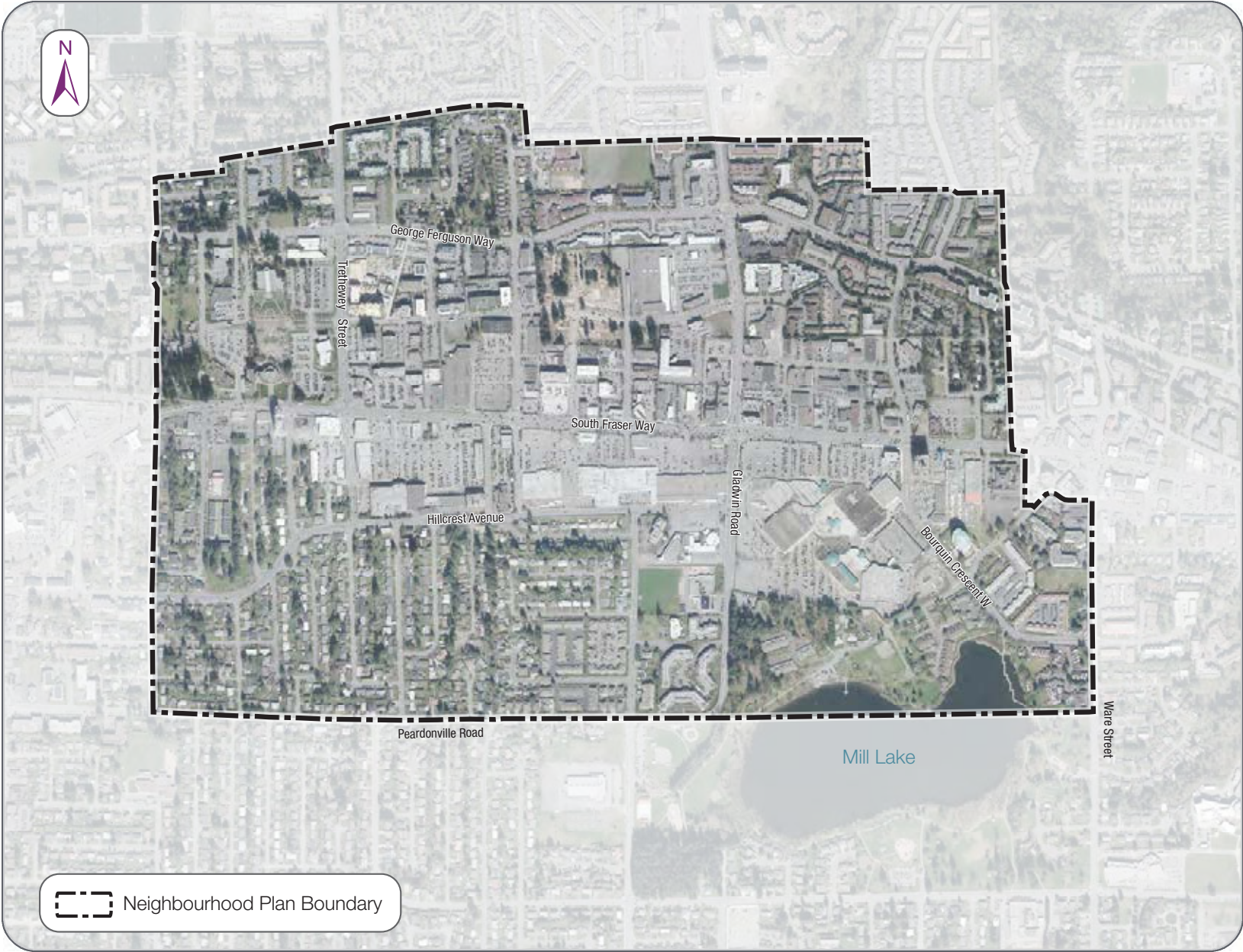
South Fraser Way is the City Centre's transportation spine and the Civic Precinct on the western edge and the Sikh Gurdwaras on the eastern edge are natural gateways into the heart of the neighbourhood.

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 3. City Centre Neighbourhood Plan Area









## 2.0 Community Engagement

This section provides an overview of engagement activities and outcomes of the CCNP's second stage. This stage was focused on exploring themes and options to structure the neighbourhood plan, and on establishing a draft concept.

Input that was received during engagement activities was directly used to shape the neighbourhood concept presented in Section 3.0.

## 2.1 Road Show Events

Road show events are an important way to make face-to-face interactions with residents and provide opportunities for them to engage with planning staff. Two of the road show events that were held over the summer (Taste of Abby, Canada Day) were for information purposes, to explain the Plan200K project and introduce residents to the MetroQuest online survey. Another, a speaker night at The Reach, was intended to inspire and provide residents with bold ideas and possibilities for the future of Abbotsford's neighbourhoods. A final, more interactive event was held at the Sevenoaks Shopping Centre.

### TASTE OF ABBY

On May 28th, staff were present at the Taste of Abby event to promote the Plan 200K project and engage with residents on the CCNP. Located in the parking lot to Save-On-Foods on South Fraser Way, the event was ideal for discussing the future of the City Centre neighbourhood.

### SEVENOAKS SHOPPING CENTRE

On June 10th, a booth was put up in the Sevenoaks Shopping Centre with interactive presentation boards. Conversations were had with approximately 50 residents who were encouraged to provide comments on the boards or take the online survey on the City's iPads.

### SPEAKER NIGHT

On June 15th, a speaker night was held at The Reach starring Jillian Glover, a prolific blogger and commentator on urban issues, and Charles Montgomery, award-winning author of *The Happy City*. Both speakers provided insights on how Abbotsford can build more attractive and livable neighbourhoods. A highlight video was created by Cassiar Film Co. and was shared online through social media.

### CANADA DAY

On July 1st, staff were present at Canada Day celebrations at the Rotary Stadium. This event provided residents with an opportunity to discuss the CCNP and Plan 200K projects with staff and take the online survey on the City's iPads.

## RESULTS

The Sevenoaks Shopping Centre road show format was conducive to asking residents questions similar to the MetroQuest online survey, but on presentation boards. While participant numbers weren't as significant as the online survey, their input was recorded and appear to complement the results of the online survey (which can be found on page 21).

## VISION

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 destinations and activities. It will also continue to be the employment hub in Abbotsford, with strong links to the civic precinct and Mill Lake.

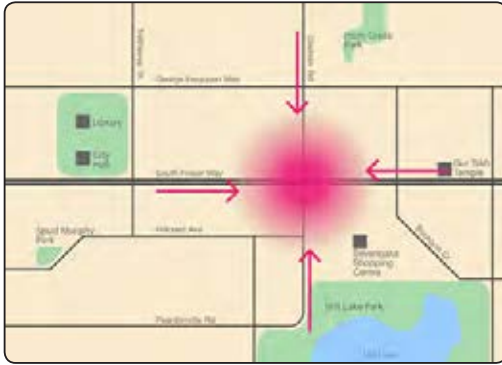
The City Centre will become a neighbourhood unto itself, home to residents who can walk to work and other daily needs. It will remain lively and magnetic after office hours, a destination for visitors and residents across the city on evenings and weekends. A new and different South Fraser Way – as the primary urban corridor in the heart of the City Centre neighbourhood – will stitch the neighbourhood together.



**Did we miss anything? What would you add or remove to better reflect the City Centre you want to see in the future?**

- *Comfortable and pleasant gathering places*
- *Cultural spaces for events and concerts*
- *A place where streets become extensions of our homes*
- *Nature and mature tree preservation*

## CONCEPTS



### FOCAL POINT

People, jobs, culture and shopping are concentrated at one important intersection or gathering place, becoming the focal point of activity and events.

In this scenario, the location of the focal point could be anywhere. It could be near Mill Lake, in the Civic Precinct, or at a major intersection like South Fraser Way and Gladwin Road.



### STREET CORRIDOR

The highest density is focused along a single street, creating a mixed use corridor. Retail shops line the bottom floor and people work and live up top.

In this scenario, South Fraser Way becomes the anchor of activity in the neighbourhood. The tallest buildings are located along this important street which is transformed with bike lanes, and efficient transit.



### DISTRIBUTED CENTRES

Smaller plazas and pocket parks can be found at nearly every street corner, creating a balanced distribution of places where people can gather.

In this scenario, a grid of small parks and plazas create a regular pattern along streets. They could provide a range of purposes: a place to rest, play, sit, eat, talk, etc.

## AVERAGE RATING OUT OF 5



## HOUSING



In the future, what kind of housing should be built in the City Centre?

- *Family-friendly units*
- *More housing to create activity during weekdays*
- *Affordable housing*
- *No mega-homes*
- *Highrises and high-density*
- *Low income, supportive housing*
- *Midrise, no more than 4 storeys*
- *Townhouse style units*
- *Mixed use, retail on the bottom floor*

## STREETS



In the future, how will people get around the City Centre?

- *More tree-lined streets*
- *Better connections for walking to shop entries*
- *More space for walking and better connections to destinations*
- *Parking behind buildings so buildings face streets and sidewalks*
- *People will walk around and stick around if there are things to do*
- *Better transit (especially regionally)*
- *People will walk, elderly can drive forever*
- *No more noisy buses*
- *Wide sidewalks to create a sense of place*
- *Atmosphere and people are key*
- *Eyes on the street, commercial at street level*
- *Well thought out parking to support walking and shopping*
- *Plan for mobility scooters*
- *Bus loop is dangerous and noisy*
- *Connections in to the City Centre, but not just for cars*

## JOB



In the future, what kind of jobs will be found in the City Centre?

- *Businesses, cafes and restaurants*
- *Create activity to attract people*
- *Information technology hub*
- *Tourism and services*
- *Learning and activity centres*

## PARKS & PLAZAS



In the future, what would make the City Centre's Parks & Plazas more attractive?

- *Too many birds and geese*
- *Patios and plazas that are located away from traffic and noise*
- *Integration of public space and connections between those spaces*
- *A central plaza or gathering space*
- *More culturally inclusive spaces and activities*
- *No more in memorial plaques*
- *Activities or events to draw people integration of green space with housing*
- *Commercial space distributed in residential areas*
- *Sit on terraza for a beer or coffee, spaces to socialize*
- *Activities for special needs adults and children*
- *Activities in a central space to draw people into the City Centre*
- *Accessible buildings and spaces for wheelchairs*

## OTHER

- *Places of Worship as community support*

## 2.2 MetroQuest Online Survey

An online survey was conducted for a month long period in June 2017. The purpose of the survey was to ensure the OCP's vision for the City Centre has support in the community, gain feedback about three different concepts for the City Centre's future, and test various policy strategies.

A total of 529 residents took the survey, designed by MetroQuest, and the results are summarized over the following pages.



Figure 3. Online Survey Participant Age

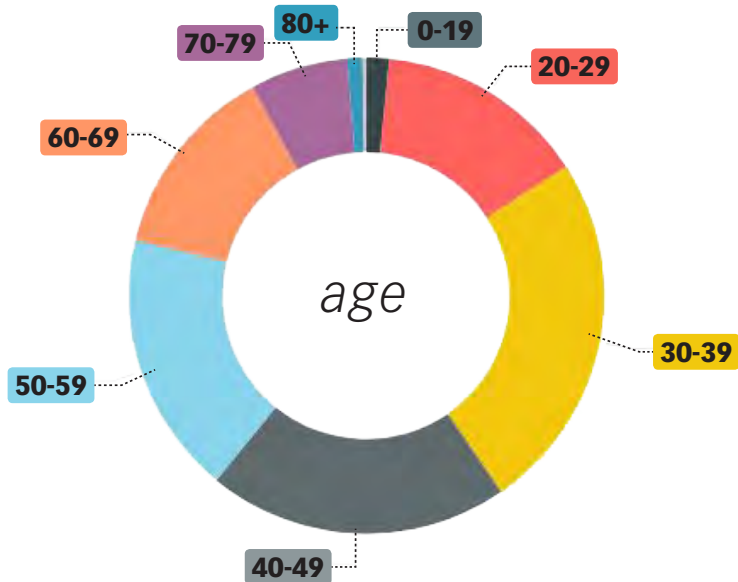
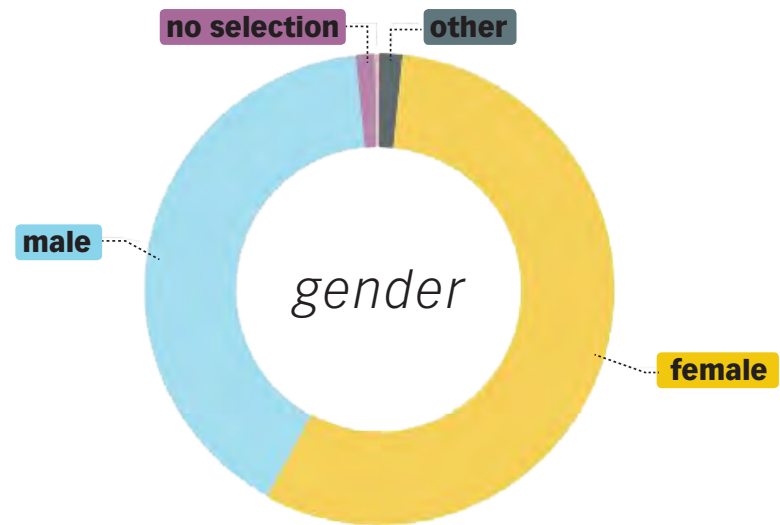
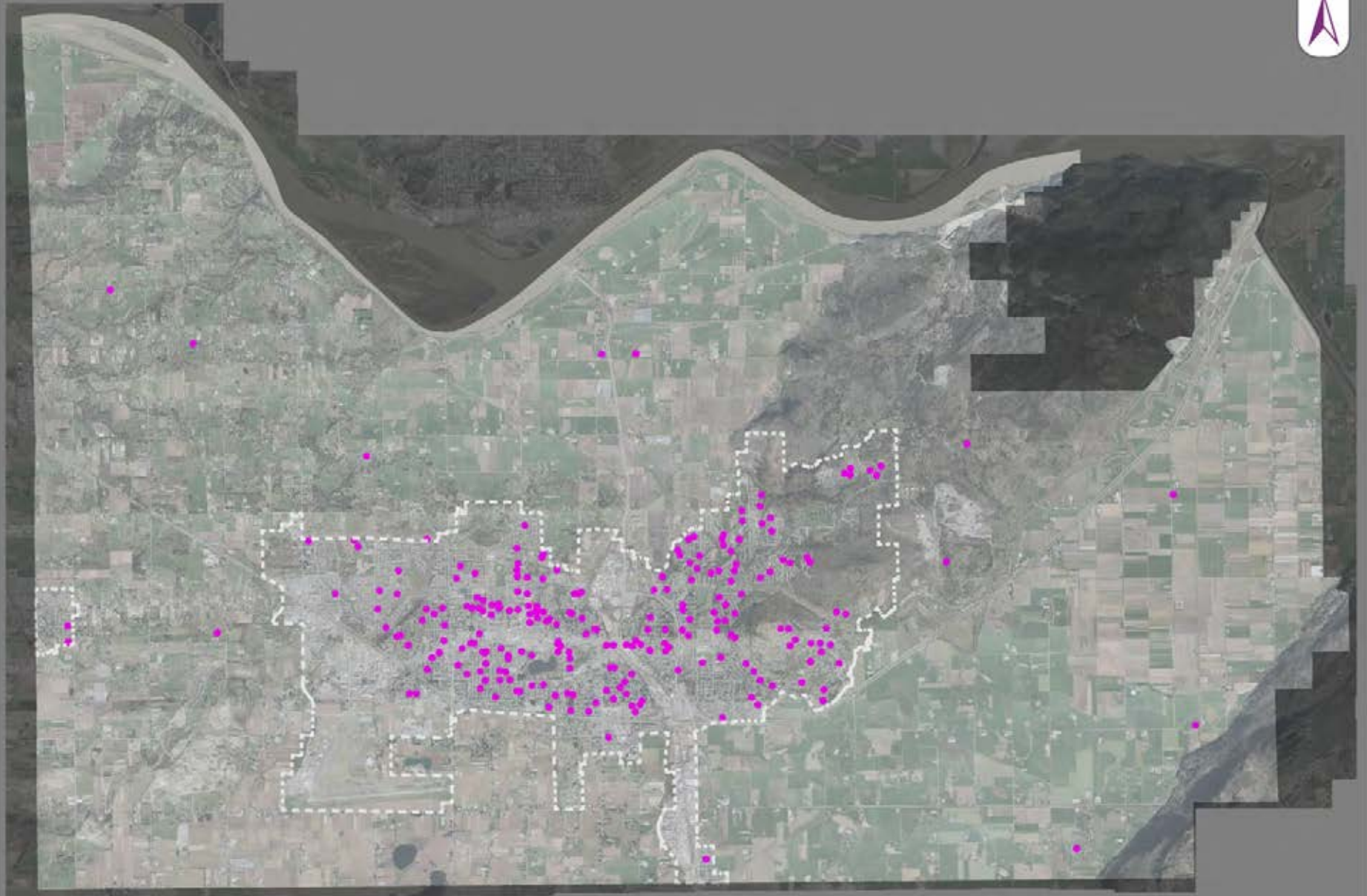


Figure 4. Online Survey Participant Gender



Map 4. Online Survey Participant Geography

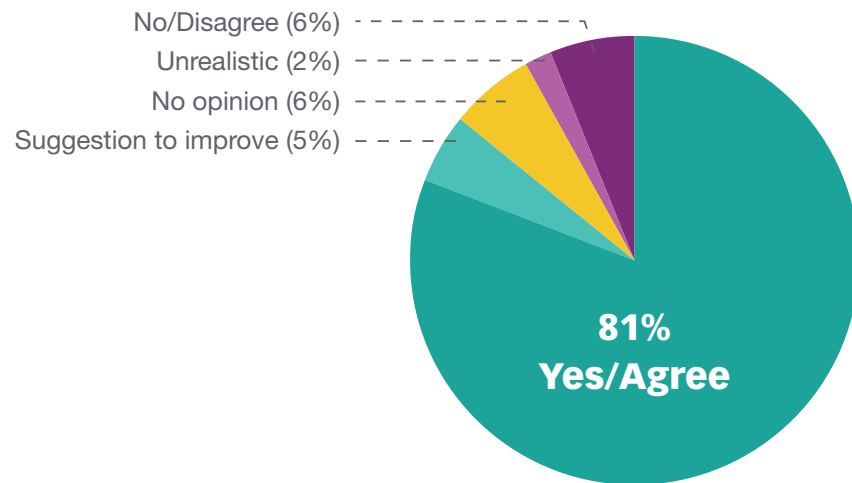


• Respondant Postal Code

## VISION

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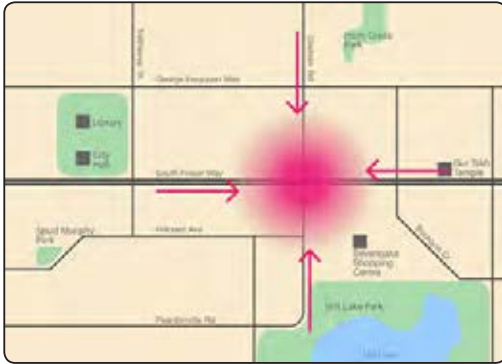
Figure 5. Online Survey - Vision Results



## IN THEIR OWN WORDS...

- *Yes, I agree, but I think we need to also ensure that the City Centre is a place with diverse housing types so that it is accessible to all residents. Not an exclusive place for the wealthy.*
- *I think it would be a great area for being outdoors for every age group. We need some small green spaces with benches for people to relax and watch the world go round.*
- *Yes, but I think it will be difficult to make the vision a reality due to the sprawling nature of the city.*
- *Yes and no. Cars are not going anywhere. Simply wishing and planning to limit them or trying to eliminate or restrict their use is naive. City planners need to plan for the extra cars that will come along with all the extra people that will be moving to Abbotsford.*
- *I agree with this and would like our city centre area to have more character, as described above. I hate the ugly 'strip mall' and standalone one-storey commercial buildings that line much of S. Fraser Way. The newer multi-storey and/or multi-use buildings with good design and landscaping are the way to go. Greenery, flowers, good transit and walkability are very important.*
- *I think the "heart" of a city, and the "city centre" are, or can be, two different things. Abbotsford is a spread out city, and I'd like to think it has great aspects in all corners of it. However, a defined city centre would be great!*
- *No. It makes it too difficult to get into the city. I rarely go to Vancouver anymore due to trouble driving in. Same is starting to apply to Surrey and Langley.*
- *Yes- but doesn't say accessible. Transit is more than transportation & also needs to be part of the neighbourhood plan. Integration of land uses and transit is essential for this vision to work. Too often transit is viewed as something separate, part of a separate transportation plan. This is not how a cohesive neighbourhood is created. Same with other active transportation modes. Needs to be better integrated.*

## CONCEPTS



### FOCAL POINT

People, jobs, culture and shopping are concentrated at one important intersection or gathering place, becoming the focal point of activity and events.

In this scenario, the location of the focal point could be anywhere. It could be near Mill Lake, in the Civic Precinct, or at a major intersection like South Fraser Way and Gladwin Road.

AVERAGE RATING OUT OF 5



### STREET CORRIDOR

The highest density is focused along a single street, creating a mixed use corridor. Retail shops line the bottom floor and people work and live up top.

In this scenario, South Fraser Way becomes the anchor of activity in the neighbourhood. The tallest buildings are located along this important street which is transformed with bike lanes, and efficient transit.



### DISTRIBUTED CENTRES

Smaller plazas and pocket parks can be found at nearly every street corner, creating a balanced distribution of places where people can gather.

In this scenario, a grid of small parks and plazas create a regular pattern along streets. They could provide a range of purposes: a place to rest, play, sit, eat, talk, etc.





## IN THEIR OWN WORDS...

- *This will create massive congestion in many ways. Need to spread out more along South Fraser Way.*
  - *I like the idea of a focal point, that would be great if pathways/trails connected from different areas of the city to get to this point. Park space is a must for this.*
  - *It sounds like this option is trying to put everything in one place. I'm not sure that shopping and events are compatible. I'm not sure that Jobs and culture are compatible in a single location.*
- 
- *I definitely agree with the street corridor concept if it is made for people, and not car-friendly. One problem with South Fraser Way right now is that it is relentless and long. There is no character and it encourages car use from one stop to the next.*
  - *This is the easiest outcome for me to imagine.*
  - *This could prove to concentrate vehicular traffic. Further, it would be crowded.*
- 
- *Sounds wonderful. I have been to many places where this is how it looks, encourages walking instead of driving.*
  - *Generally I like this concept, but there should be fewer centres, and they should focus around the busiest intersections e.g. Gladwin & SFW, Trethewey & GFW, Trethewey & SFW.*
  - *This idea would be perfect in conjunction with a densified South Fraser Way. I like the idea of a grid-like downtown core.*





## HOUSING

### HOUSING VARIETY

Ensure a mix of townhomes, low rise, mid rise, and high rise buildings.

4.2

### 3 BEDROOM UNITS

Require new apartment buildings to include 3 bedroom, family-friendly units.

3.9

### NON MARKET HOUSING

Increase the supply of non-profit social housing.

3.2

### MARKET HOUSING

Let the market decide what types of units are needed and should be built.

2.9

### RENTING VS OWNING

Place an emphasis on increasing the stock of rental units.

3.2

### IN THEIR OWN WORDS...

- *This is what makes a dynamic/diverse city.*
- *There is plenty of low-rise here already. Going up is more sensible.*
- *NO highrises!*
- *ABSOLUTELY! There is no space in this town for families requiring three bedroom units!*
- *Let the market dictate the unit mix.*
- *There is a shortage of this for lower income families.*
- *I think we have enough of this. We have our share of this in Abbotsford.*
- *Very much needed, desperately.*
- *Throughout new developments. Not all in one neighbourhood.*
- *No. We have allowed the markets to get out of hand, who can afford to spend \$700,000 on a house?*
- *I don't think that the market alone will build the type of city we want.*
- *Less government involvement is always better.*
- *Buying a home is a dream most people won't achieve these days. Renting is the only option for some.*
- *Rental is good but affordable ownership is much better.*
- *This is critical for new entrants to the workforce and families that do not have the resources to purchase a property.*



## STREETS

### SOUTH FRASER WAY

Reduce the width or number of lanes to provide more space for walking, biking, and transit.

2.8



### SIDEWALKS

Sidewalks should be used for patios, trees, seating, and public art.

3.8



### BIKING

Adding bike lanes, parking racks, and tune up stations is important.

3.2



### ON-STREET PARKING

Provide more on-street parking for businesses, residents, and visitors.

2.9



### RESIDENTIAL STREETS

Design residential streets to be quiet and slow moving.

4.2



## IN THEIR OWN WORDS...

- *Please don't reduce the number of lanes, South Fraser Way is busy enough as it is!*
- *A number of the lanes on SFW end suddenly, forcing merging. Maybe the same lanes could be re-purposed for access rather than travel?*
- *The concept is great, however Abbotsford does not have a sidewalk wide enough anywhere to allow for that kind of use.*
- *In addition to walking, of course.*
- *Biking is a past time for some of the citizens, but will not be the past time of the masses.*
- *Bike lanes and infrastructure at intersections should be the priority.*
- *Maybe eventually. No one is going to bike from the outer suburbs.*
- *Provided it doesn't conflict with cyclists.*
- *I feel Abbotsford has adequate places for parking already.*
- *It will make street-oriented commercial more viable.*
- *YES! Why do we need such wide streets? It encourages people to go faster making pedestrians feel less safe, which gets them in the car.*
- *Too many speed bumps are annoying to residents who live there.*



## ECONOMY

### OFFICES

Encourage new office space to locate in the City Centre, rather than at the city's edges.

3.6

### SMALL BUSINESSES

Limit the size of retail units to make available more spaces for small businesses.

3.4

### TOURISM

A conference centre and hotel complex could help draw more events and activity to the area.

3.4

### JOBS HUB

Create a jobs hub that leverages Abbotsford's fibre optic network and supports businesses.

3.6

### TAX INCENTIVES

Use tax incentives to attract more investment into the City Centre.

3.6

## IN THEIR OWN WORDS...

- *Small offices can be scattered throughout Abbotsford, but large office buildings should be in the city centre.*
- *Just be careful to make sure the core doesn't become a ghost town at night.*
- *I think businesses with a larger footprint (eg. grocery stores) can be great too, especially in well-designed mixed use buildings.*
- *Need larger businesses to act as an anchor.*
- *Let the market determine.*
- *Yes, but it must have a view of Mt. Baker and in an area that's walkable - it has to be inspiring.*
- *Sounds like a welcome idea but not if it's another boondoggle like the Abbotsford Heat at Abbotsford Centre which cost the taxpayers a fortune.*
- *Encouraging more jobs in Abbotsford is important so people can work close to home and have a better quality of life.*
- *Not bad but business must create jobs. The city can only make it favourable for business to succeed.*
- *As long as my taxes don't go up to offset the cost.*
- *Good idea to create initial momentum. Need to stay true to the core objectives.*
- *Only if the investment supports a livable environment including green space and public art.*





## PARKS & PLAZAS

### TREE CANOPY

As development occurs increase the amount of trees, especially along streets.



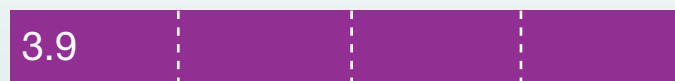
### MILL LAKE PARK

Expand the park outwards and make it more visible from South Fraser Way.



### URBAN PLAZAS

Develop plazas with cultural facilities to enable more events and activities in them.



### GREEN CONNECTIONS

Connect the various parks and cultural amenities with multi-use pathways



### PUBLIC ART

Integrate public art into sidewalks, building façades, parks, plazas, and more.



### IN THEIR OWN WORDS...

- *Best way to beautify a street and add personality/character. More trees please.*
- *This is the most important part of any city. Visit downtown Portland and see how lush and green it is.*
- *I think that would be a great Idea. Also allowing restaurants and small food and drink stands to sell their food and drinks.*
- *Seems far away from the corridor. Are there good trails walkways to connect mill lake with the central hub? If not, add.*
- *Abbotsford is starving for this kind of thing.*
- *We more plazas in general. They don't need to all be programmed - though could just be pleasant places to sit and eat lunch, meet with friends etc.*
- *A safe way to travel car-less around the city. Love Discovery Trail.*
- *Definitely! Make it so people can walk, bike or roll between areas safely.*
- *Art is so good for the soul, imagination and look of the city.*
- *If we do this, the art should be minimal, tasteful, and representative of Abbotsford. I wouldn't want our city to be inundated with too much street art because then it starts to look sloppy.*



- D**
- 1 McLean
  - 2 Huntington
  - 3 LRV
  - 4 Dulles
  - 5 Manassas
  - 7 Fairfax Metro
  - 12 Silver Line
  - 20 Sandy Hill

**2 HUNTINGDON**

Transit System

9072

ENNIS

HUNTINGTON

POINTER

## TRANSIT

### FREQUENCY

Currently, transit frequency in the City Centre is adequate

2.5



### TRANSIT AMENITIES

Bus shelters, benches, and signage make it easy and pleasant to use transit.

2.9



### TRANSIT STOPS

Locate transit stops at intersections (not mid-block) to provide easier and faster connections.

3.3



### RIDERSHIP

I would take transit in the City Centre if it was direct, frequent, and comfortable.

3.6



### IN THEIR OWN WORDS...

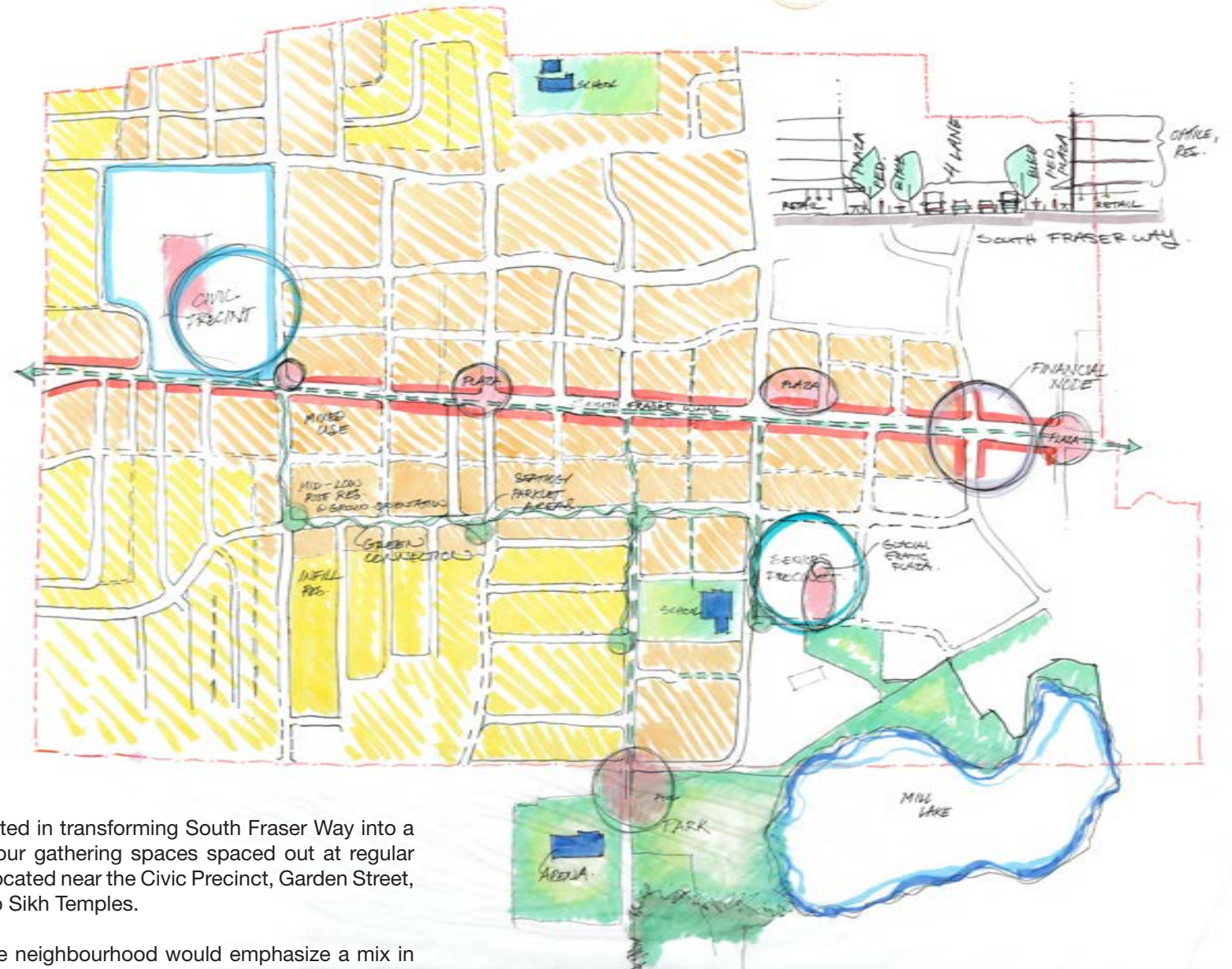
- *Not even close, anyone who has to work evenings on a Sunday, will be essentially stranded after 7pm, how is that adequate?*
- *More frequency in and out of the centre, if people's jobs and future depend on public transit, then show it off.*
- *Our transit "amenities" also need to be well-maintained and attractive. Getting off the bus at the Sevenoaks exchange makes me cringe!*
- *Need more waterproof shelters that are also shaded against the summer sun.*
- *But, it depends on the size of the block. Mid-block stops may be necessary.*
- *No, it will disrupt and slow traffic movement. We need more smooth movement, not more delays.*
- *I might. My parents live in Ontario and when they had to stop driving they were able to get around easily by public transit. If that happened to me here, it would be a nightmare.*
- *I used to take transit but it was inefficient.*



### 2.3 Concept Workshop

On July 27, Community Planning hosted property owners, local developers, community organizations, City Council members, and various City departments at the Sandman Inn for an interactive workshop. Approximately 40 people participated in the event.

It began with a presentation on the background research and an update on community engagement results. Then, participants were divided into four groups, each with a facilitator and designer to help translate ideas into a concept sketch. Each group was tasked with solving four challenges: 1) Break up large blocks, 2) Distribute gathering spaces, 3) Identify retail streets, and 4) Connect the Civic Precinct to Mill Lake. Finally, at the end of the workshop, everyone was asked to write down three essential elements for the City Centre's success as it evolves in the future.

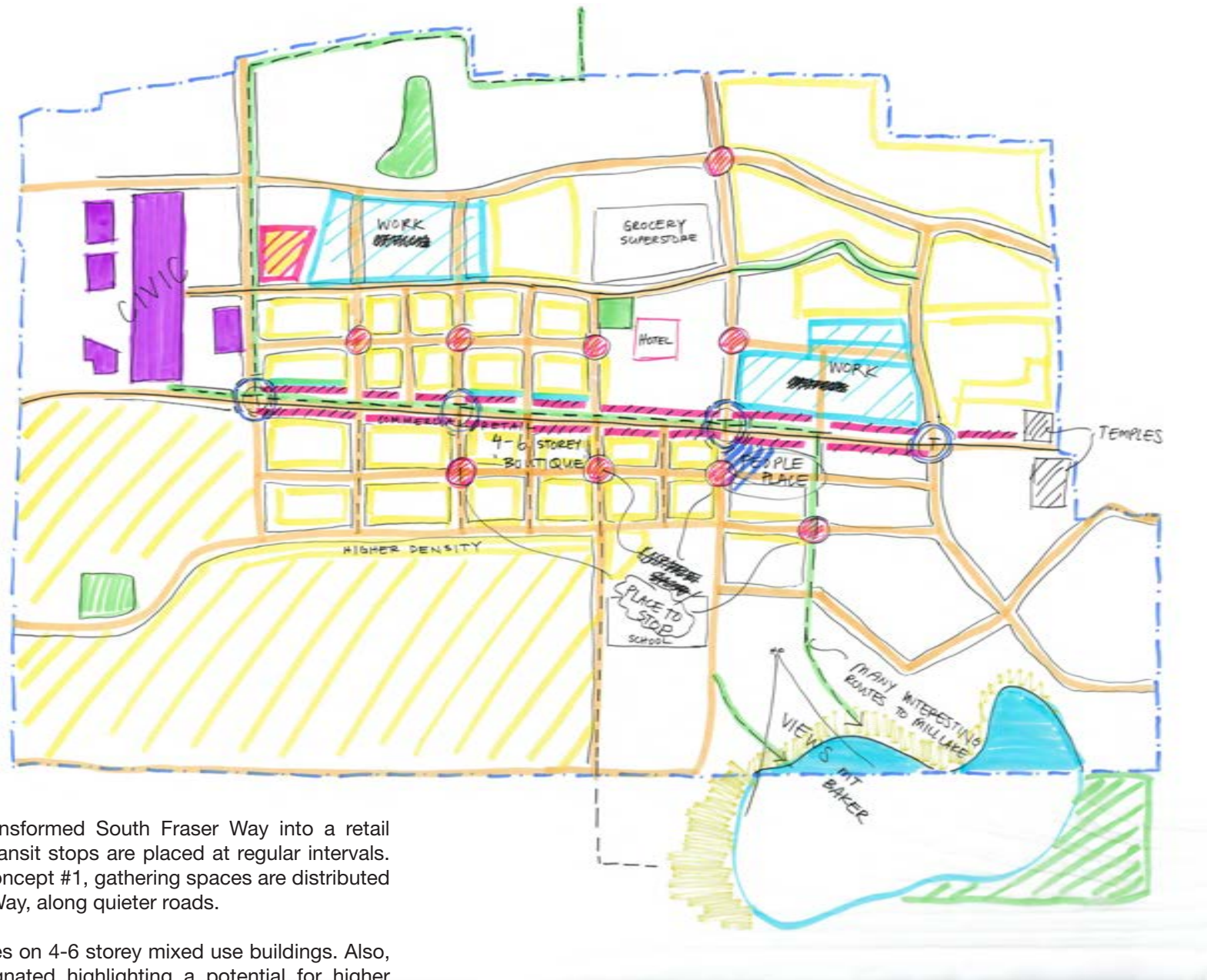


**CONCEPT #1**

The first group was interested in transforming South Fraser Way into a destination corridor with four gathering spaces spaced out at regular intervals. These would be located near the Civic Precinct, Garden Street, Gladwin Road, and the two Sikh Temples.

Land use in the core of the neighbourhood would emphasize a mix in uses with retail on the bottom floor adjacent to South Fraser Way.

A 'Green Connection' would make its way along Hillcrest Avenue, linking several parklets within a Midrise/Lowrise ground-oriented residential area.

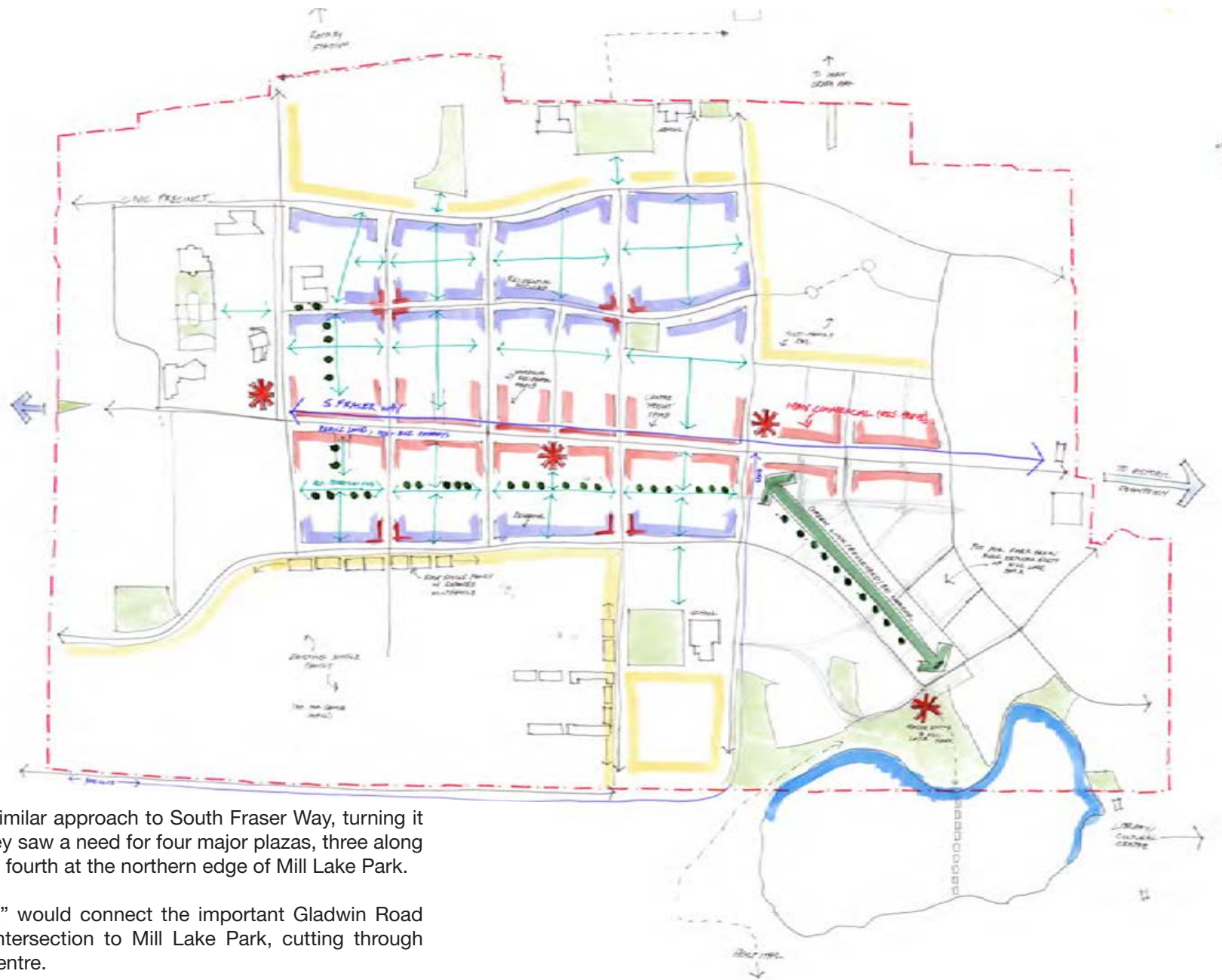


**CONCEPT #2**

The second group also transformed South Fraser Way into a retail corridor where four major transit stops are placed at regular intervals. However, in contrast with Concept #1, gathering spaces are distributed a block off of South Fraser Way, along quieter roads.

Much of the land use focuses on 4-6 storey mixed use buildings. Also, two “work” hubs are designated highlighting a potential for higher density office buildings.

The main connection to Mill Lake would cut through the current Sevenoaks Shopping Centre from South Fraser Way.

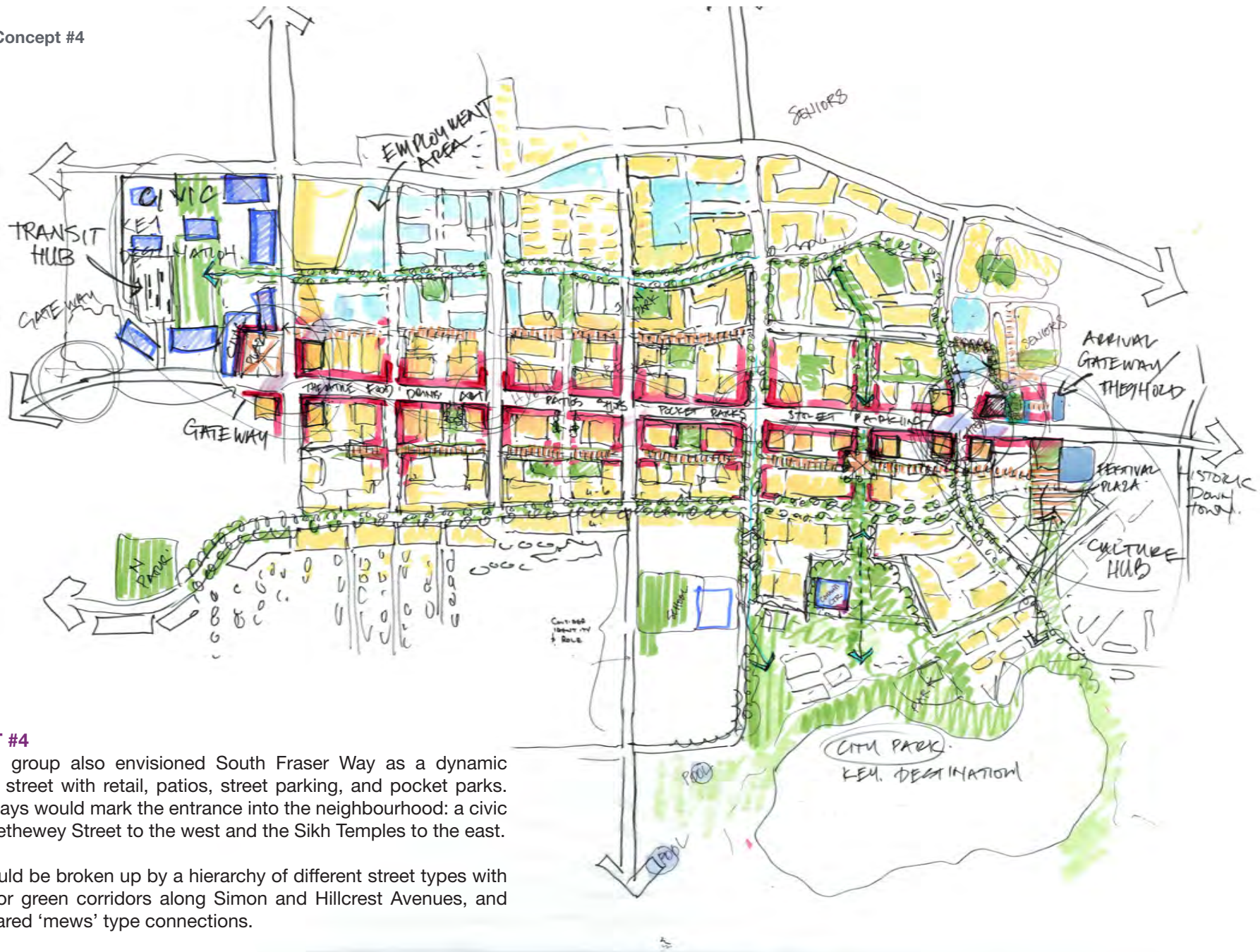


**CONCEPT #3**

The third group had a similar approach to South Fraser Way, turning it into a retail corridor. They saw a need for four major plazas, three along South Fraser Way and a fourth at the northern edge of Mill Lake Park.

A diagonal “Green Link” would connect the important Gladwin Road at South Fraser Way intersection to Mill Lake Park, cutting through Sevenoaks Shopping Centre.

Land uses would be mixed in uses along South Fraser Way, and residential on parallel streets. At a few intersections along these residential streets would provide opportunities for ground floor retail.



**CONCEPT #4**

The fourth group also envisioned South Fraser Way as a dynamic mixed use street with retail, patios, street parking, and pocket parks. Two gateways would mark the entrance into the neighbourhood: a civic plaza at Trethewey Street to the west and the Sikh Temples to the east.

Blocks would be broken up by a hierarchy of different street types with potential for green corridors along Simon and Hillcrest Avenues, and smaller shared 'mews' type connections.

Mill Lake Park would filter its way up North with a large gathering place and community centre connecting it to the neighbourhood.



## ESSENTIAL INGREDIENTS FOR THE CITY CENTRE'S SUCCESS

At the end of the workshop, participants were asked to list the three most essential ingredients that would ensure the success of the City Centre's neighbourhood transformation. Here are the results.

### CONNECTIVITY

- Small blocks for exploring
- Fine block neighbourhood on Sevenoaks site
- North south routes
- Pathways
- Walking and cycling paths
- Connect Mill Lake to SFW
- Connection & porosity
- Moveability of people
- Perimeter neighbourhood connections (Hillcrest & Simon)
- Mill Lake connection
- Better connectivity
- Barcelona style 'ramblas' secondary connections
- Connection through seven oaks to mill lake (café at Mill Lake)
- Entrance to Mill Lake from SFW
- Pedestrian fabric and connections
- Green mid-block mews connections
- Connection to Mill Lake
- Integrate Mill Lake
- Smaller blocks

### GREEN & PUBLIC SPACES

- Plaza & node creation
- Parks
- Places to stop
- Public gathering spaces
- Street trees
- Pedestrian places & streets
- Public spaces
- Pocket parks & trees
- Green spaces in every block 9x9 patch or a 50x50 patio
- Greenery
- Sidewalk patios
- Tree canopy
- Replace concrete with lush and vibrancy
- Green, open space
- Trees
- Green space, trails and trees
- Places for people to stop
- Attractiveness

### LAND USE MIX

- Mixed-use
- Mix of uses
- Mixed commercial-residential
- Complete economic ecosystems - small and big shops
- A place for making things - studio, breweries, light-fabrication
- Diverse residential options
- Attractions to the civic centre for jobs, shopping, recreation
- Live-work space
- Multi-service development - retail, office, service, recreation, residential
- Integration of many uses for a complete community
- Turn malls inside-out

### COMPLETE STREETS

- Multi-transit (car/bike/walk)
- Streets
- Safe and effective alternatives to car travel
- Continuity of retail street fronts
- Walkable
- Transit accessibility
- Efficient modes of transportation (transit, walkability, bikes, autos)
- Walking, cycling loop
- New transit exchange
- Bike parking

## SOUTH FRASER WAY

- Signature multi-use trail along SFW
- Sticky South Fraser Way
- Multi-modal SFW
- South Fraser Way row design
- Slowing, multi-modal, narrowing, South Fraser Way
- Making SFW more delightful and safe

## HOUSING DENSITY & AFFORDABILITY

- High density on SFW for residential development
- Density
- More residential
- Residential density
- Affordable housing
- Affordable
- Neighbourhood for young and old to live with each other, affordability
- Affordable housing & amenities

## PARKING & AMENITIES

- Amenities and key business
- Community centre
- Event-based & supported gateways
- No parking on surface except service & short term
- Underground parking

## OTHER

- Quick wins
- Vision
- Vision
- Flexibility
- Vehicular convenience
- Commitment
- Safe
- Liveable
- Active and lively
- Implementation plan



## 3.0 Concept

The analysis conducted in the Background Research Report, combined with this stage's engagement results have informed a Concept for the CCNP. This section presents the concept by first introducing the overarching principles for the CCNP, and then by presenting elements of the concept, including: land use, street network, transit services and facilities, active transportation, parks and plazas, special features and places, and views. A special analysis of South Fraser Way is also explored in this Concept.

### 3.1 City Centre Concept Principles

The following numbered items are principles that have been developed with the help of robust community engagement and significant discussions with stakeholders throughout Stage 2. They are the foundation of the Concept and are essential to the success of the neighbourhood as it grows and develops.

As the neighbourhood plan process continues, and the Concept is tested through more community engagement, and infrastructure assessments, the principles remain foundational while the individual elements can change and adapt.



#### 1. MIX & MATCH ELEMENTS

- 1.1 CREATE LAND USE DESIGNATIONS THAT MIX USES AND HOUSING TYPES AS MUCH AS POSSIBLE
- 1.2 MATCH THE DESIGN OF A STREET TO THE USES THAT ARE FRONTING IT
- 1.3 INCREASE THE AMOUNT OF PUBLIC SPACE NEAR DENSITY, TRANSIT, RECREATION, & CULTURE
- 1.4 PROVIDE VIBRANT SHOPPING EXPERIENCES BY DESIGNATING A RANGE OF “RETAIL STREETS”



#### 2. CONNECT PEOPLE & PLACES

- 2.1 CREATE MORE CONNECTIONS THAT MAKE ALL MODES OF TRANSPORTATION MORE EFFICIENT
- 2.2 ESTABLISH A HIERARCHY OF CONNECTION TYPES WITHIN BLOCKS FOR EASE OF MOVEMENT
- 2.3 DEVELOP A NETWORK OF ACTIVE TRANSPORTATION FACILITIES TO ENCOURAGE WALKING & BIKING
- 2.4 PROVIDE DIRECT AND LEGIBLE ACCESS BETWEEN MILL LAKE PARK AND SOUTH FRASER WAY
- 2.5 CONNECT THE CITY CENTRE TO OTHER NEIGHBOURHOODS WITH FREQUENT TRANSIT



### **3. GREEN LANDSCAPES**

- 3.1 PRESERVE EXISTING OLD GROWTH TREE STANDS**
- 3.2 EXPAND THE TREE CANOPY BY ADDING TREES ALONG CORRIDORS, IN PUBLIC SPACES, AND AMENITY SPACES**
- 3.3 INTEGRATE MORE SOFT AND LUSH VEGETATIVE LANDSCAPES INCLUDING STORMWATER MANAGEMENT TOOLS**



### **4. REDEFINE SOUTH FRASER WAY**

- 4.1 REDESIGN SOUTH FRASER WAY TO BE DELIGHTFUL FOR WALKING, BIKING, AND TRANSIT**
- 4.2 CREATE A SIGNATURE CORRIDOR WITH PUBLIC ART, ANIMATION, AND GATEWAY FEATURES**
- 4.3 PRIORITIZE TRANSIT BY PROVIDING THE HIGHEST ORDER OF TRANSIT AMENITIES**

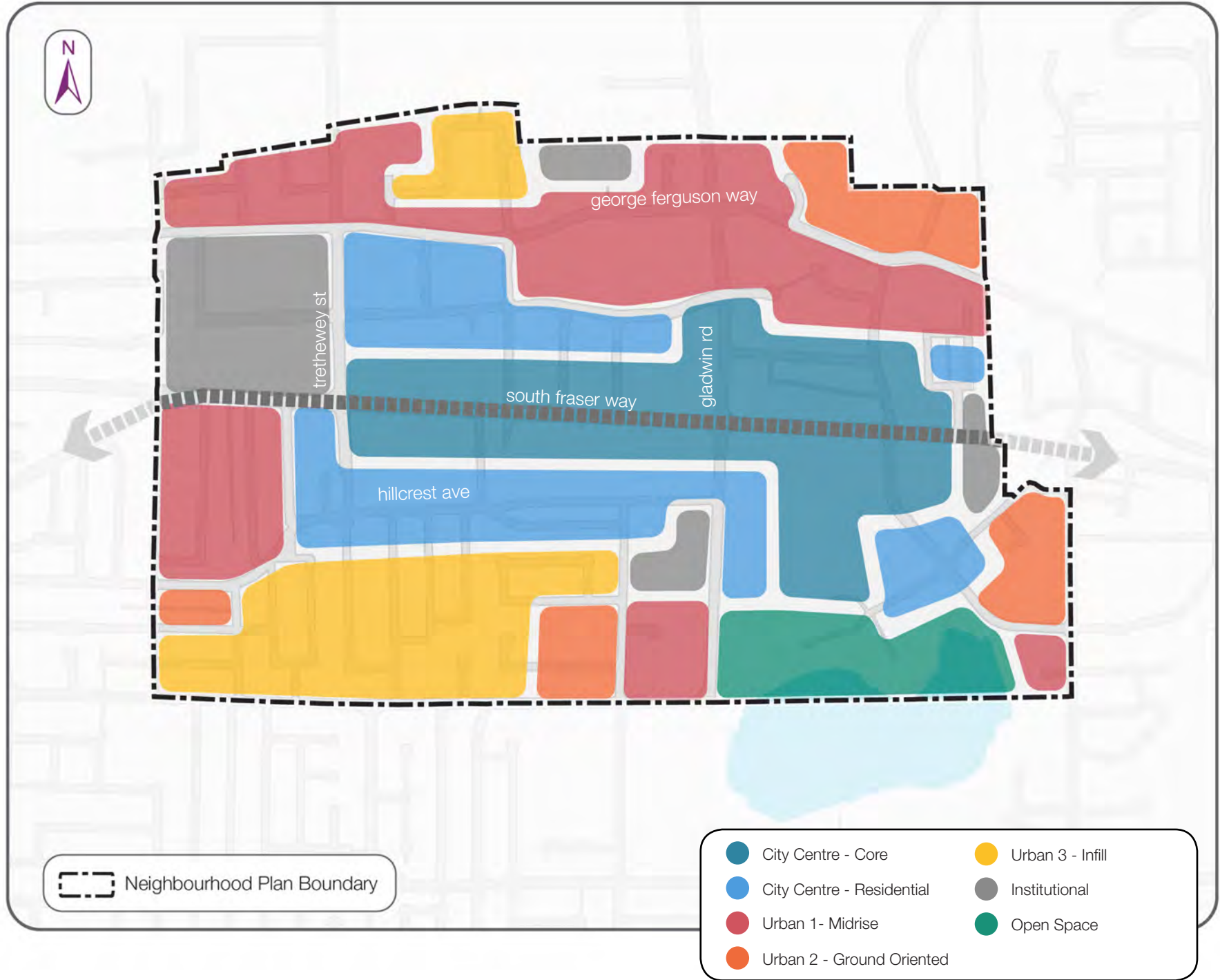
## 3.2 Land Use

Land use is one of the most powerful tools at the disposal of the City to realize community goals in the City Centre.

Certain land uses in the OCP cite the need for more detail at the neighbourhood planning scale. In the City Centre neighbourhood, this includes the City Centre land use designation. To ensure the neighbourhood is as mixed in uses as possible, this designation is proposed to be split into two separate ones: City Centre Core and City Centre Residential.

On this map, as with all the others depicting the elements of the Concept, the thick grey dotted line represents a redefined South Fraser Way as a Signature Corridor. For graphic purposes, it functions as a consistent marker across the various maps shown in this section and is explained in greater detail with the Active Transportation components (page 58).

Map 11. Land Use





### City Centre Core



At the core of the City Centre, and following the South Fraser Way corridor from the Civic Precinct to the Gur Sikh Temple, is a land use intended to be flexible, with Commercial, Residential, and Institutional uses all permitted. Only along specially designated Retail Streets (shown on Map 12) would it be required for new development to integrate ground floor retail uses.

Though the types of permitted uses may be flexible, densities similar to what is prescribed in the OCP would be retained. Any development wishing to build beyond the maximum density would be subject to a potential density bonusing program whereby certain amenities would be provided in exchange for additional units, height, or floor space.



### City Centre Residential



Surrounding the core of the City Centre are several high density residential areas. These have a supporting role in ensuring the core is vibrant by adding people close to jobs, shopping, entertainment, and services.

Here, permitted uses would be limited to residential ones, with exceptions on Retail Streets (shown on Map 12). Densities would again be similar to the range set by the OCP and development in this area would also have access to a potential density bonusing program.



### Urban 1 - Midrise



These are areas where the OCP's Urban 1 - Midrise land use designation would be retained.





### Urban 2 - Ground Oriented



These are areas where the OCP's Urban 2 - Ground Oriented land use designation would be retained.



### Urban 3 - Infill



These are areas where the OCP's Urban 3 - Infill land use designation would be retained.



### Institutional



These are areas where the OCP's Institutional land use designations would be retained..



### Open Space



These are areas where the OCP's Open Space land use designation would be retained.

### 3.3 Street Network

The City Centre is currently made up of large blocks that are broken up by major streets. This places significant pressure on the arterial streets. The Concept focuses on breaking up these large blocks to provide a fine-grained street network with redundancy to improve connections for all users.

The new street grid would serve as the foundation for increasing connectivity and creating vibrant, human-scaled environments. It would be part of a new hierarchy of connections which are intended to help shorten travel distances between destinations and encourage active modes of transportation. Layered onto this new network are three priority retail corridors, providing an enhanced street standard for a successful and attractive shopping experience.

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 cycling facilities, and rapid transit facilities to serve travel across the City by sustainable modes.

With these aspirations for a vibrant City Centre and changes to South Fraser Way, this will heighten the need for improvements on other east-west streets at the edge of and beyond the City Centre to serve east-west city-wide travel. The Transportation Master Plan will provide further details on how east-west improvements can be considered on other major corridors such as George Ferguson Way and Maclure Road as well as other new connections such as McKee Road connector to relieve pressures on the east-west corridors within the Historic Downtown.

It is important to note Map 12 only shows approximate location and path of proposed streets and connections. The reality of redevelopment on large urban blocks demands incremental change and flexibility, and the Concept is a first step at identifying, in a general way, where these linkages may be required.

#### ■■■■ Proposed Streets

The main purpose of building new streets in the City Centre is to make connections where none existed previously and enhance the amount of choices people have for getting around the neighbourhood. The Background Research Report indicated that smaller block sizes encourage people to walk, bike, or take transit.

For the most part, adding the new streets shown on Map 12 can be achieved through dedication as redevelopment occurs, particularly for those within existing big commercial blocks. Though another strategy would be to keep them as private connections with a public easement.

#### ——— Proposed Connections

To further enhance the street network, a finer grain of new connections within blocks is proposed. While each connection would be treated individually based on its specific context, these could take the shape of stratified streets, back alleys, mews, and pedestrian/cycling connections.

#### XXX Proposed Street Closures

In two areas, street closures would facilitate an expansion of public space (ie. South Fraser Way at Old Yale Road), or the re-alignment of a street to a place that better fits with the proposed street grid (ie. Commercial Street to Garden Street).



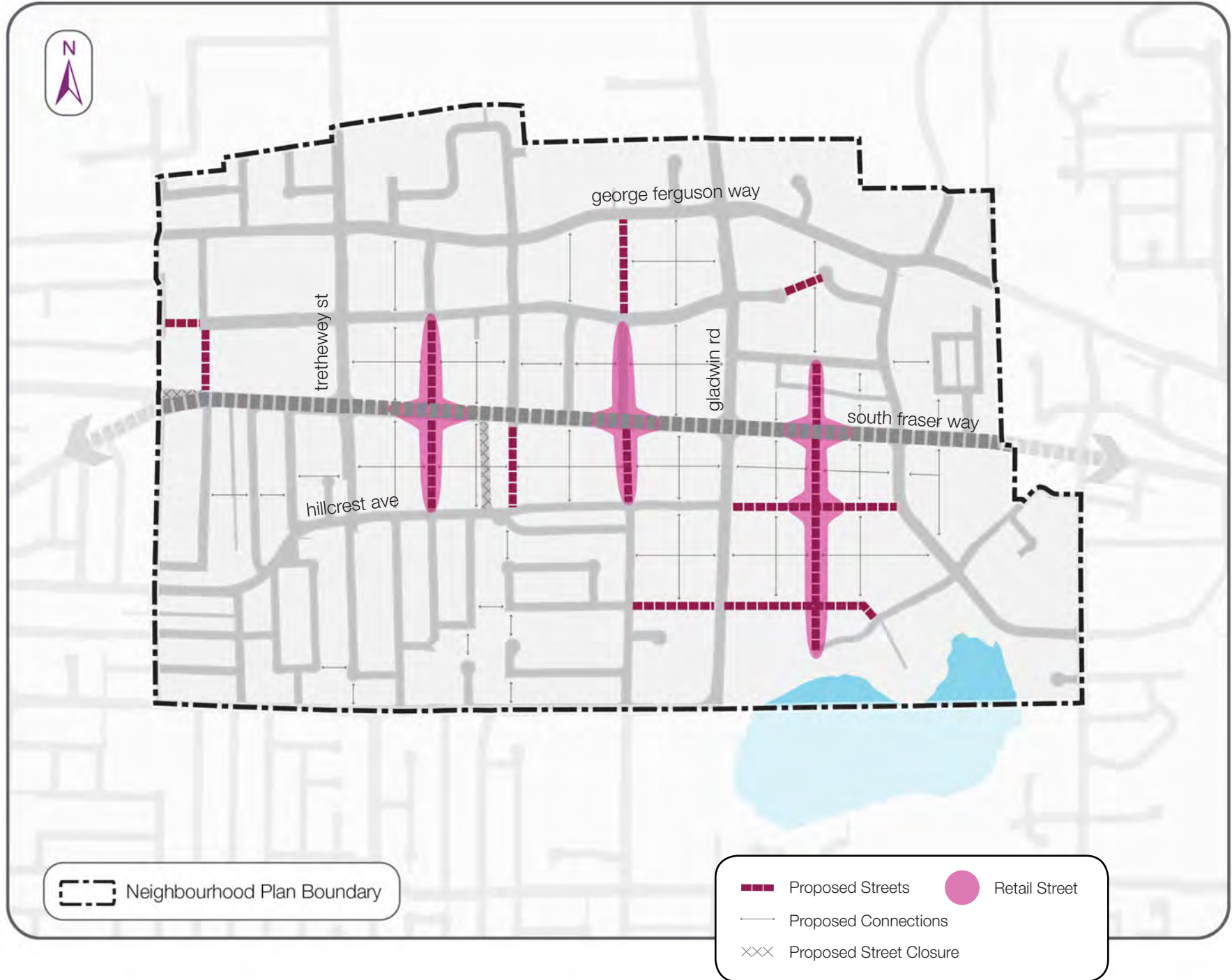
#### Retail Streets

The idea behind introducing “Retail Streets” to the City Centre neighbourhood is to provide lively and varied shopping experiences along continuous street fronts with a complementary street design.

Retail Streets act as a bridge between land use and transportation, whereby retail on the bottom floor is paired with the specific street design details that make shopping enjoyable (ie. continuous facades at street level, narrow right-of-way, on-street parking, street trees, benches, etc.).

Though an outcome of the Stage 2 concepts workshop was a preference for South Fraser Way to be considered a Retail Street, staff believe a more attractive and appropriate street design is achievable along the three corridors marked on Map 12. Nonetheless, the neighbourhood plan would not prevent future, ground level retail along South Fraser Way.

Map 12. Street Network



NEW CONNECTIONS & RETAIL STREETS - PHOTO PALETTE





### 3.4 Transit Services & Facilities

The OCP highlights the importance of transit connections between centres, especially from the City Centre to other urban centres and neighbourhood centres. Transit also represents the highest potential to shift travel modes and achieve the OCP's 25% mode share target.

Currently, the City Centre is well serviced by transit, though most routes are focused around the Bourquin Exchange, which the Background Research Report identified as a facility in need of rethinking. The current location and function of this exchange is under review with a potential new location being proposed somewhere within the Civic Precinct.

It was also noted through the engagement process that developers in the area favour building mixed use projects next to well-serviced transit corridors. With this in mind, the City Centre has an opportunity to leverage new and improved transit facilities and encourage transit-oriented redevelopment.

The Official Community Plan and BC Transit Future Plan include the provision of rapid transit along South Fraser Way. In the short-term, the plan is to increase the frequency of bus services along the corridor to support growth and development within these areas and to eventually develop dedicated lanes in which buses are not impacted by delays and congestion. Over time, transit stops will become stations that are accessible to nearby land uses and support passenger transfers, in addition to providing safe and comfortable amenities for all levels of mobility.

Beyond the Primary Transit corridor, the frequency of transit services on other corridors that link the City Centre to other areas outside the neighbourhood would increase and transit service coverage would ensure that all areas within City Centre are within 400m of a transit stop.

All proposed ideas will be further explored with BC Transit as they update the Transit Future Plan in conjunction with the Transportation Master Plan.

#### Primary Transit Corridor

South Fraser Way remains the Primary Transit corridor as indicated in the OCP, and ensuring its future design accommodates ease of movement for transit will be paramount to the future of the neighbourhood and city as a whole. Integrated into its design would be the highest order of transit facilities, including transit shelters, benches, and wayfinding, to pair with a future frequent/rapid transit line.

#### Transit Corridors

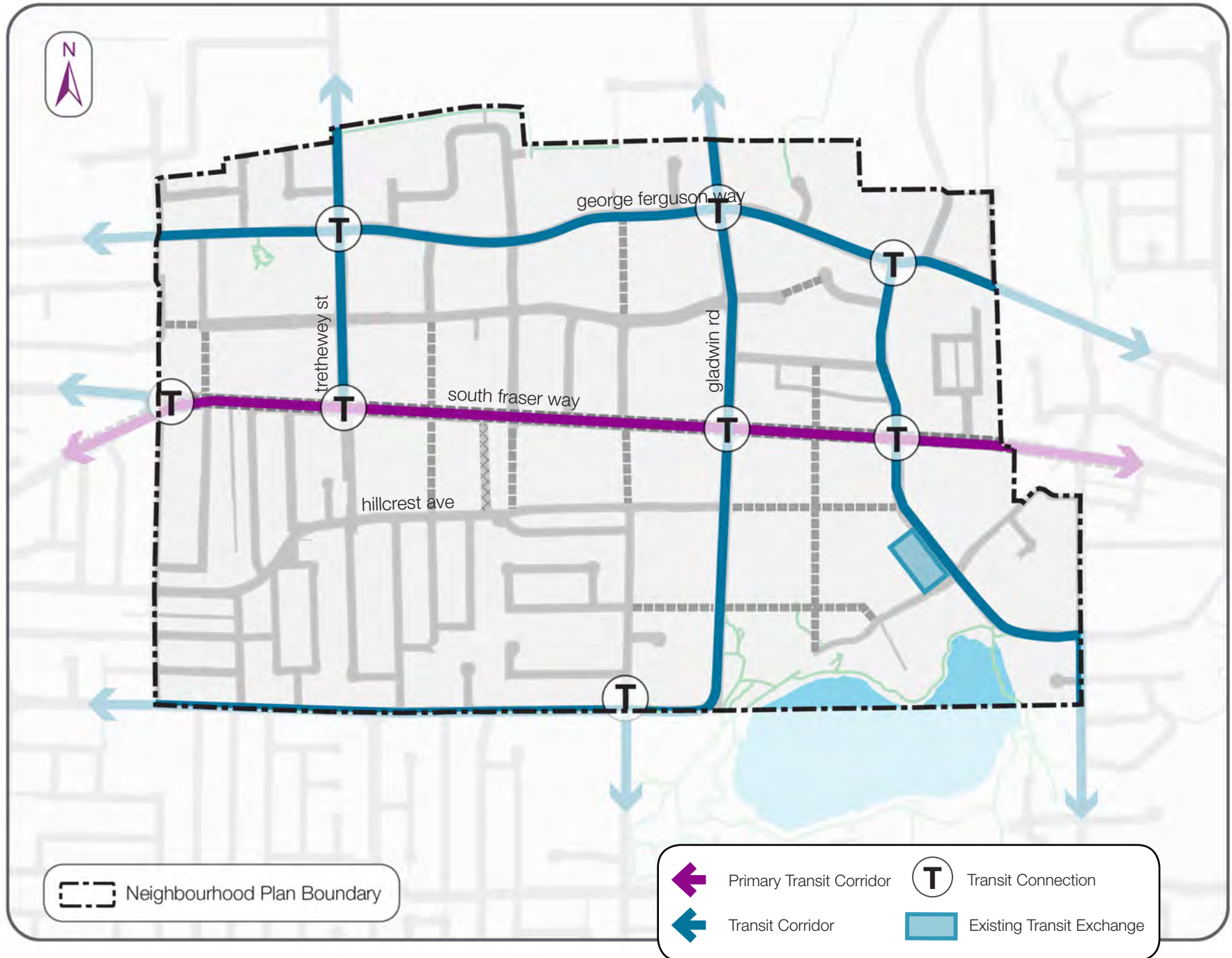
The proposed transit corridors for the City Centre align with future densities and connect with surrounding neighbourhoods. Other corridors have been identified for potential future transit service, which would need to be confirmed by BC Transit through the Transit Master Plan process. These include service along Trethewey Street and Gladwin Road. Both arterials are adjacent to significant destinations and residential densities, and would benefit from increased transit service.

Along these routes and the Primary Transit Corridor, transit priority measures such as dedicated High Occupancy Vehicle (HOV) lanes, and transit preemption and queue jumping will be further explored and discussed in the Transportation and Transit Master Plans.

#### Transit Connection

Transit connections are primarily situated where major transit routes intersect. These intersections should be designed to ease movement of transit users so they can make transfers from one route to the next safely and efficiently.

Map 13. Transit Services & Facilities



TRANSIT FACILITIES - PHOTO PALETTE







Queensway Exchange - Kelowna (photo credit: VIA Architecture, photo by: Ed White)

## **ACTIVE TRANSPORTATION**

To truly make walking, biking, and transit delightful as the OCP envisions, a comprehensive active transportation network is needed within the City Centre and beyond. As the neighbourhood densifies, it will be increasingly important to ensure the use of a vehicle is not necessarily required to move around the city. The Concept does this by establishing South Fraser Way as a Signature Corridor, fit for all types of street users, and a grid of cycling infrastructure connecting the surrounding neighbourhoods to the core of Abbotsford. It also accounts for the complexity of urban movements by ensuring integration with transit, parks, and recreation trail systems.

### **■■■■ Signature Corridor**

While South Fraser Way may not be able to immediately transform into a retail street, it can serve as a beautiful, accessible, and convenient transportation corridor for all types of movement. The Concept imagines re-allocating South Fraser Way's right-of-way, which is currently an inconsistent mix of turning lanes, planted medians, and various sidewalk standards, into a cohesive urban boulevard that accommodates transit, cycling, and walking.

Design work in Stage 3 of the CCNP process will further elaborate what the ultimate cross-section for South Fraser Way might look like and provide a phasing strategy for implementation. Preliminary analysis of this work can be viewed on page 70.

### **■■■■ AAA Facilities**

The safest and most comfortable cycling facilities are designed for All Ages and Abilities (AAA). This generally means they are separated and protected from vehicular traffic and are paved.

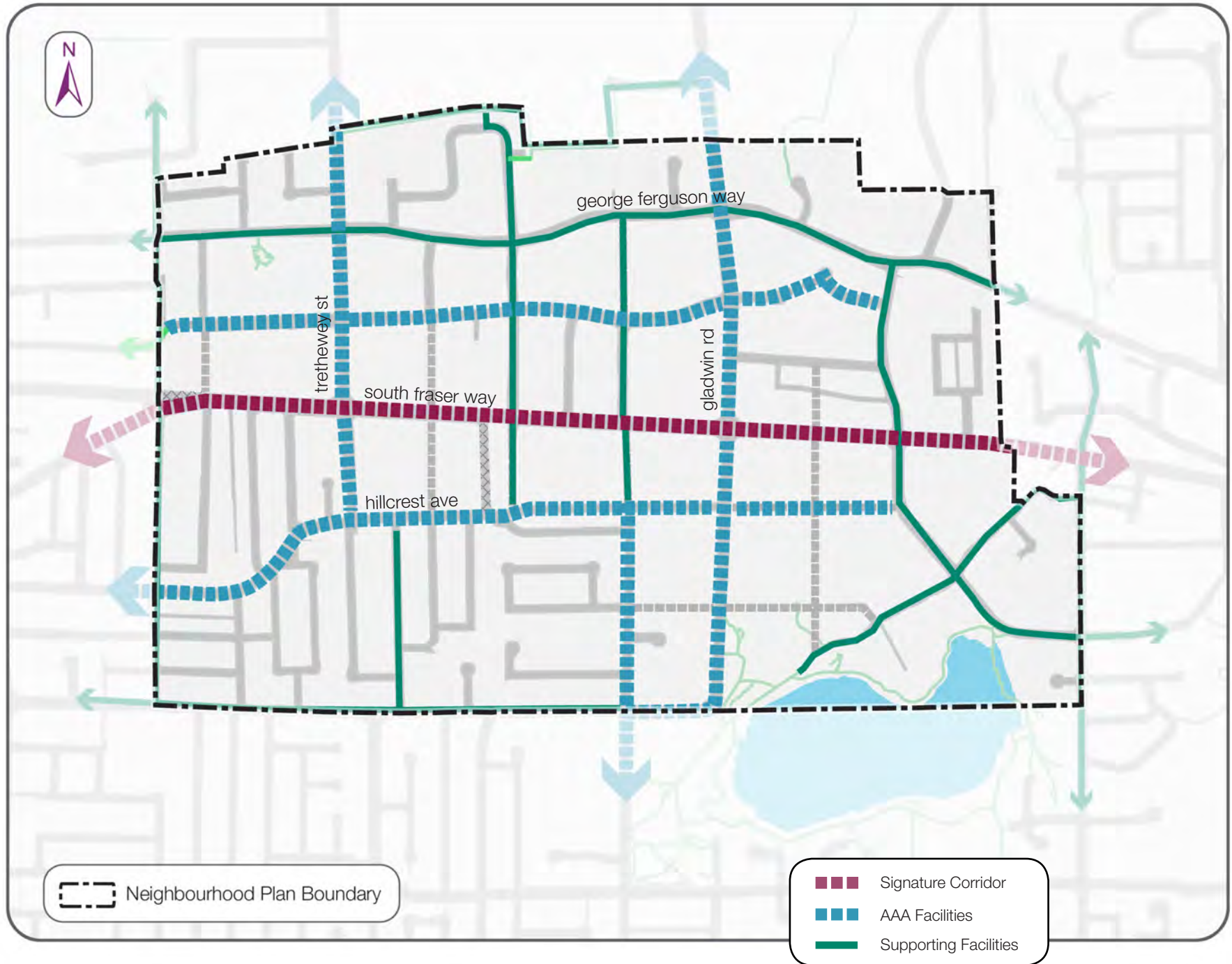
The City Centre will ensure that AAA facilities are conveniently located along streets with higher density residential land uses (Hillcrest Ave and Simon Ave) connecting residents to important destinations and adjacent neighbourhoods.

## **Supporting Facilities**

To fill in the gaps and make cycling an efficient and accessible mode of transport, additional bike facilities are contemplated along important streets to achieve a usable grid for commuters and recreational users alike.

All streets highlighted on Map 14 would also be prioritized for the construction of two-sided continuous sidewalks to promote walking throughout the neighbourhood.

Map 14. Active Transportation



ACTIVE TRANSPORTATION - PHOTO PALETTE



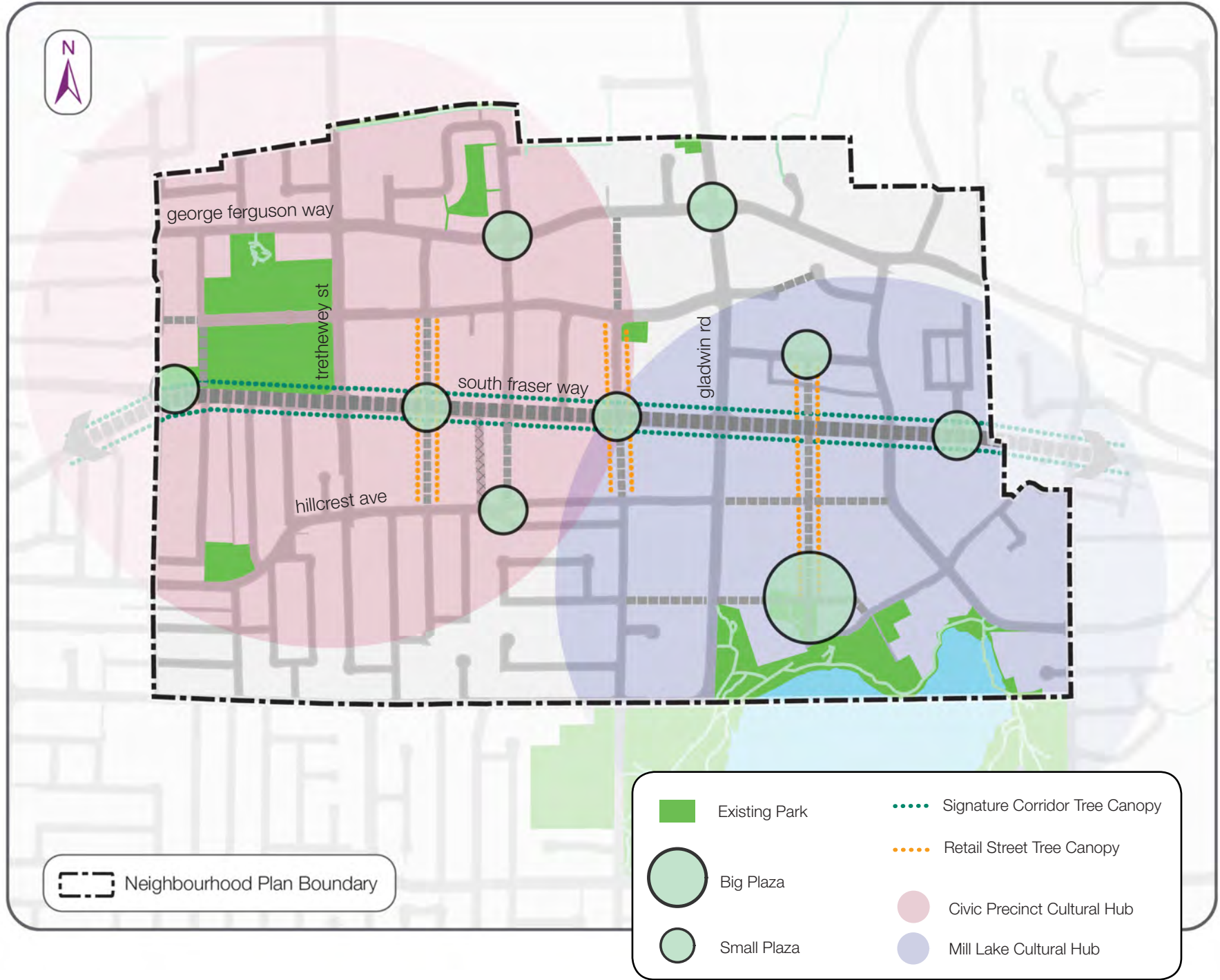


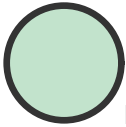
## **PARKS & PLAZAS**

Residents have made it clear that a major priority for the future of the City Centre should be to enhance existing parks, add new gathering places, and increase the tree canopy. These new public spaces can help establish two new cultural hubs, each with their own special character and cultural focus: the Civic Precinct and the Mill Lake Cultural Hubs.

Map 15 is a first attempt at illustrating how these items could come to life through the Concept. It also shows the approximate locations of the future Cultural Hubs.

Map 15. Parks & Plazas





### Large Plaza



One large plaza is intended to provide new options for gathering, people watching, resting, and simply enjoying the city. In the Concept, it straddles Mill Lake Park and a newly developed south side to Sevenoaks Shopping Centre. In this location it would help draw people in and out of Mill Lake Park, to and from the core of the City Centre and South Fraser Way.

This is also an area that has been identified as being well-suited for a potential new conference centre and hotel complex. This type of use could act as an anchor to the plaza.



### Small Plazas



These smaller plazas (under 500m<sup>2</sup>) are dispersed throughout the City Centre at important intersections, often where Retail Streets meet South Fraser Way. Other locations include the closed off Old Yale Road slip lane, the intersection of George Ferguson Way and Gladwin Rd, at the end of the Rossland Place cul-de-sac, and adjacent to the Gur Sikh Temple (Abbotsford's only National Historic Site).

### ..... Signature Corridor Tree Canopy



Along the Signature Corridor, the use of a special tree species should be used to enhance the character of this important corridor. Trees should grow to be large with an arched form that can shade a significant amount of ground.

### ..... Retail Street Tree Canopy



Similarly, along Retail Streets, a specific species should be used to distinguish these areas from the rest of the neighbourhood. Here, a more ornamental type of tree that is smaller in scale would be preferable.





### Civic Precinct Cultural Hub



In the general area surrounding the Civic Precinct, cultural amenities are envisioned to align with existing nearby institutions, including but not limited to City Hall, The Reach, and Clearbrook Library. Future public art pieces and cultural facilities could emphasize or make space for the community’s public, democratic, and social life.



### Mill Lake Cultural Hub



In the general area surrounding Mill Lake Park, cultural amenities are envisioned to align with existing nearby institutions, including but not limited to the Gur Sikh Temple and Trethewey House. Future public art pieces and cultural facilities could emphasize or make space for stories related to the community’s history.

## SPECIAL FEATURES

This part of the Concept is meant to highlight existing features in the neighbourhood. These are elements of the neighbourhood that should be protected, enhanced, or simply considered as development occurs to ensure they are properly integrated with their surroundings.

### **Museum/Gallery**

- The Reach
- Gur Sikh Temple

### **Place of Worship**

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

### **School**

- John Maclure Community School (K-5)
- École Centennial Park Elementary (K-5, Immersion)

### **Library**

- Clearbrook Library (UFV classes in the basement)

### **Performance Space**

- Thunderbird Plaza/Civic Green Water Fountain

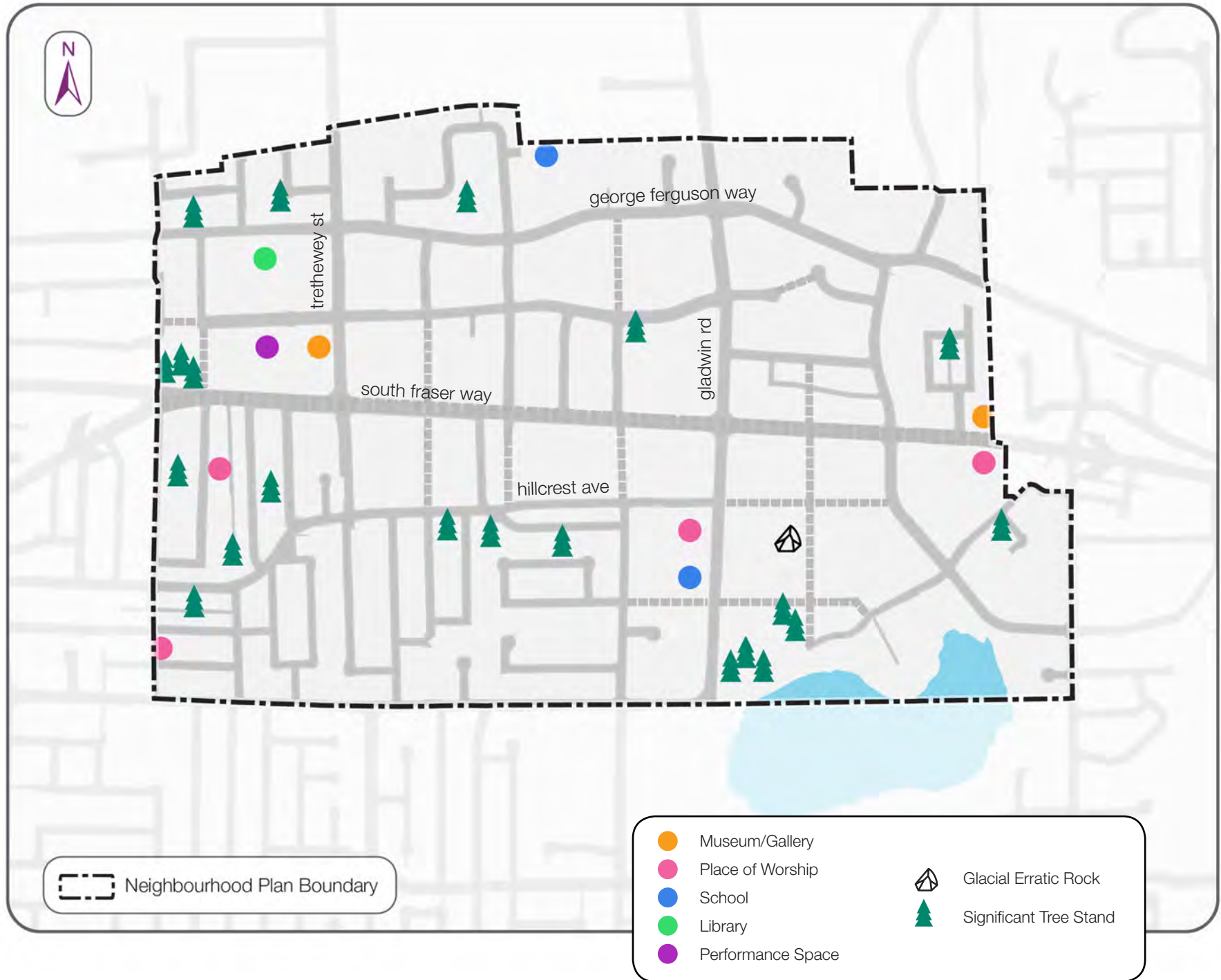
### **Glacial Erratic Rock**

Nestled behind the Sevenoaks Shopping Centre is one of several erratic rocks in Abbotsford that stand as monuments to North America's prehistoric glacial eras.

### **Significant Tree Stand**

Abbotsford is known for its natural surroundings and scenic landscapes. And residents are vocal about their desire to preserve and enhance the green spaces that exist among the homes, shops, and offices that make up the urban area.

Map 16. Special Features



## VIEWS

Sited at the centre of the expansive Fraser Valley, Abbotsford is afforded some magnificent views of surrounding mountain peaks. While the City Centre is mostly flat, there are parts of it with subtle topographic features where these views are heightened. The CCNP will be interested in preserving these views where possible.



### **Views to the North Mountains**

Two familiar peaks from the Garibaldi Range can be seen when looking North from the City Centre: Mount Robbie Reid and Mount Judge Stoway. In particular, Trethewey Street frames the mountains quite well. Other great locations to view these northern mountains are from several North-South streets that have a slight incline, where some portions sit above the rest of the City Centre (Sugarpine Street, Magnolia Crescent, Tulip Crescent, Gladwin Rd).



### **Views to Eagle Mountain**

To the East of the City Centre lies Eagle Mountain, a significant topographic feature within Abbotsford's urban area. Near where the Gur Sikh Temple National Historic Site is located, South Fraser Way begins to drop in elevation, revealing the valley in which Historic Downtown was settled and framing the view of Eagle Mountain. Similarly, from the crest of Peardonville Road, a view overlooking Mill Lake with Eagle Mountain as the backdrop is also quite remarkable.



### **Views to Mount Baker**

Abbotsford is perhaps best known for its views to Mount Baker, the large volcano situated in the State of Washington directly Southeast of the city. It's snowy cone can be viewed from many places in the City Centre, but most notably from the northern shores of Mill Lake, framed by the picturesque and popular park.

Map 17. Views

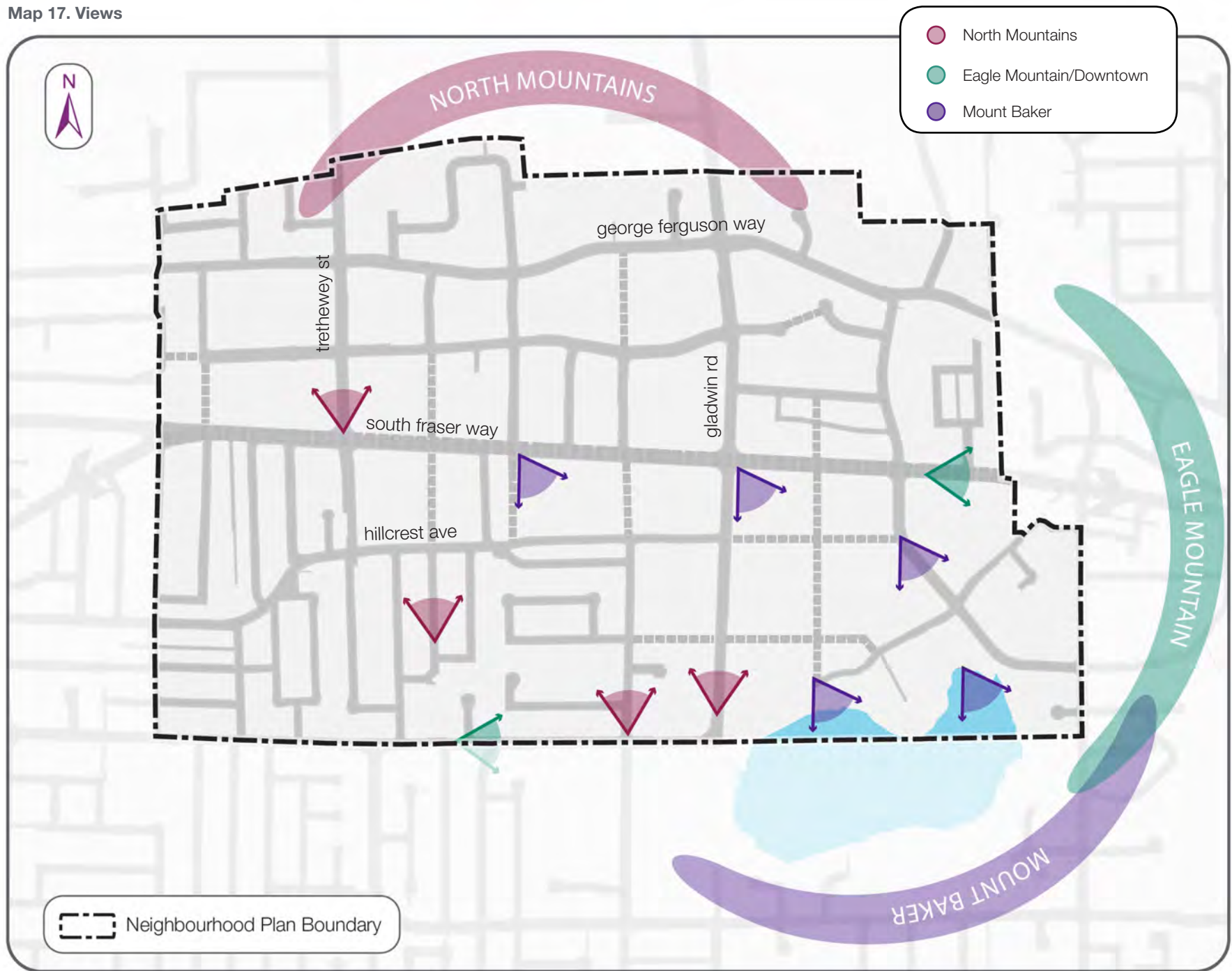


Figure 6. SFW Timeline

## SOUTH FRASER WAY

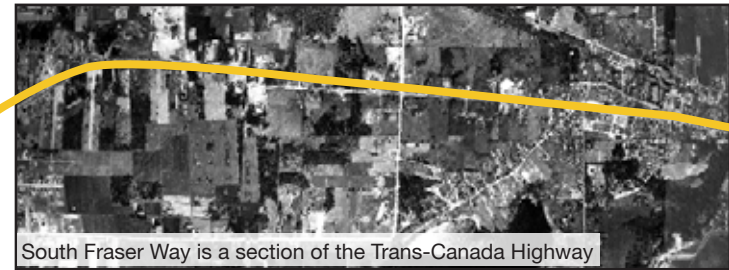
Historically, South Fraser Way was a section of the Trans-Canada Highway that connected the various communities across the Fraser Valley. Once the highway was realigned to its existing location to the south of the urban area, South Fraser Way became the main connection between Matsqui and Abbotsford. As both communities grew outward, shopping centres and strip malls were built one by one, eventually merging together.

Today, South Fraser Way increasingly functions as a destination, for retail shopping and jobs. As such, it has seen incremental change through redevelopment of properties, resulting in an inconsistent design. Some parts include a shared median lane, others have a median concrete curb. Some intersections include slip lanes and merge lanes, others don't. Sidewalks line both sides of the street, but some of them are 2m or 3m wide, while others are only 1.5m. Some include a double line of trees, others have a single line or none at all. There are a few bus pullouts along the corridor, but not at every stop. In places, hydro lines have been put underground, elsewhere hydro poles are in the middle of sidewalks. Along much of the northern edge of South Fraser Way, an extra width of dedication exists for what was historically intended for additional lanes of traffic.

The evolution of South Fraser Way as a highway to a destination for retail shopping and jobs has likely been a factor in the stagnating number of vehicles that use the corridor every day. From 1993 to 2003 an average of 29,000 vehicles traveled along South Fraser Way per day and from 2003 to 2013, that number decreased slightly to 28,000. During this same period of time Abbotsford has experienced significant population growth. This information allows the CCNP process to reconsider South Fraser Way's role and design as part of the city's broader transportation network.

Work being done through the Transportation Master Plan has analyzed Abbotsford's city-wide street network and identified potential for rethinking how space is allocated along the South Fraser Way corridor. Traffic modelling, which considered future population growth, has indicated retaining the existing 4 travel lanes and a left turn lane at intersections can provide for traffic flow needs. This allows for an increase in space for walking, biking, and transit facilities, as shown by the preliminary cross-sections on the following page.

**1** <1960s



**2** 1962

The Trans-Canada Highway is re-routed south of Mill Lake to its current day alignment.

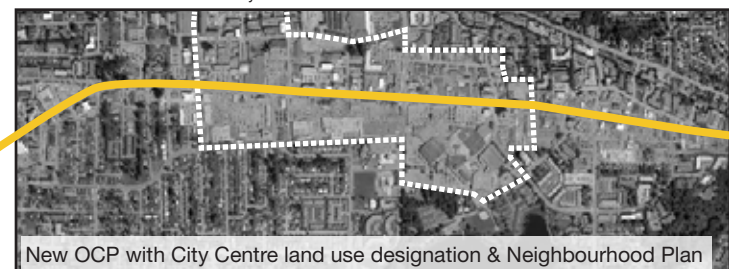
**3** late 1970s-early 1980s



**4** 1995

The District of Matsqui and the District of Abbotsford amalgamate, creating a single city.

**5** 2016 and beyond...

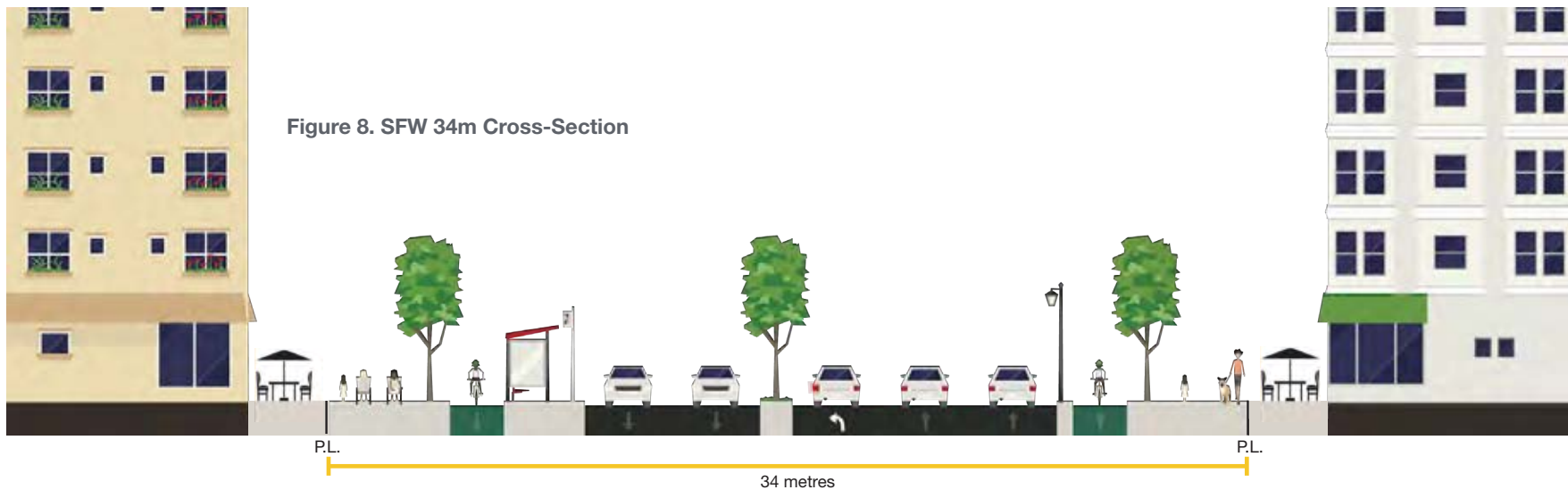
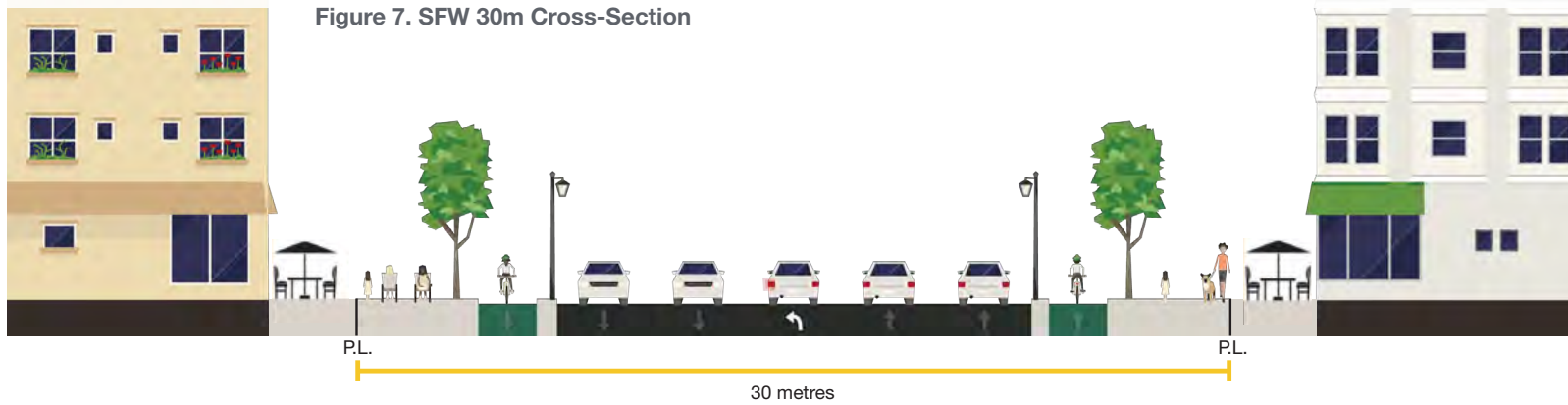


The two cross-sections below show the various street components that could fit within a 30m to 34m right-of-way when accounting for the suggested amount of traffic lanes. These include wide sidewalks, tree strips, separated and protected bike lanes, and street furniture.

It's important to note that while these show the elements that could shape a future South Fraser Way in the City Centre, this is only one example of how they could be organized and designed. Similarly, throughout the corridor, and depending on factors such as redevelopment potential

and zoning, the cross-sections should be viewed as a range in width. In other words, along certain sections it may make sense to maintain the existing 30m right-of-way while other sections could achieve up to 34m through land dedication.

In Stage 3, more analysis and design work will go into providing a functional street design across the whole South Fraser Way corridor within the City Centre neighbourhood.









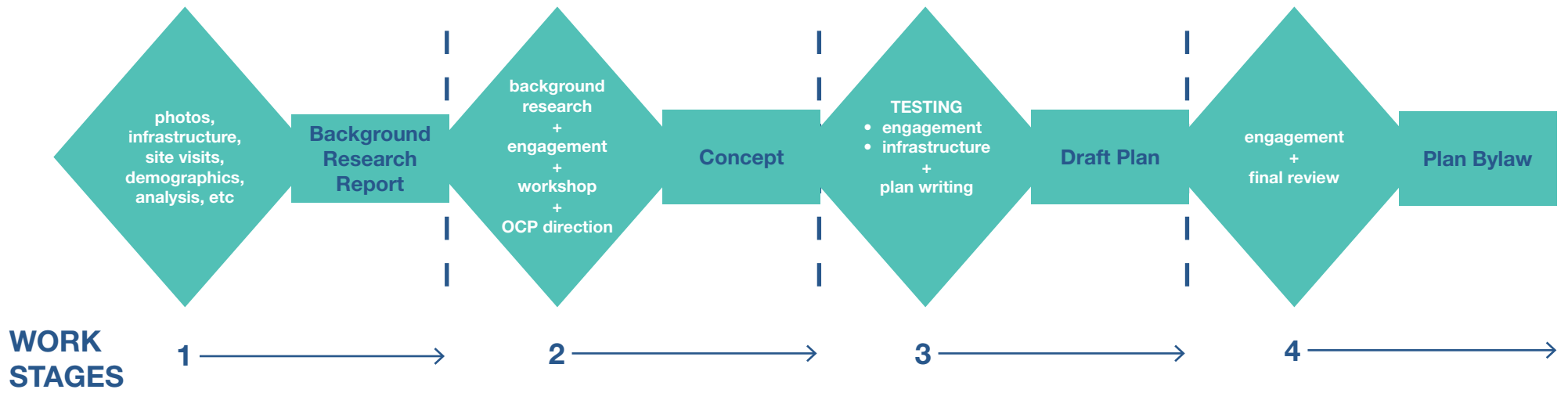
## 4.0 Next Steps

The receipt of the Concept Report by the City of Abbotsford's Council marks the end of Stage 2 of the CCNP process. With a set of agreed upon principles and a concept, Stage 3 can begin.

This next stage will focus on testing the concept through community engagement, and infrastructure modelling. The results of these exercises will help staff create a draft CCNP which will be presented to Council at the end of Stage 3.

## 4.1 Neighbourhood Plan Process

Figure 9. Neighbourhood Plan Process Diagram







# CITY CENTRE | NEIGHBOURHOOD PLAN

Concept Report - December 2017

