

CONCEPT

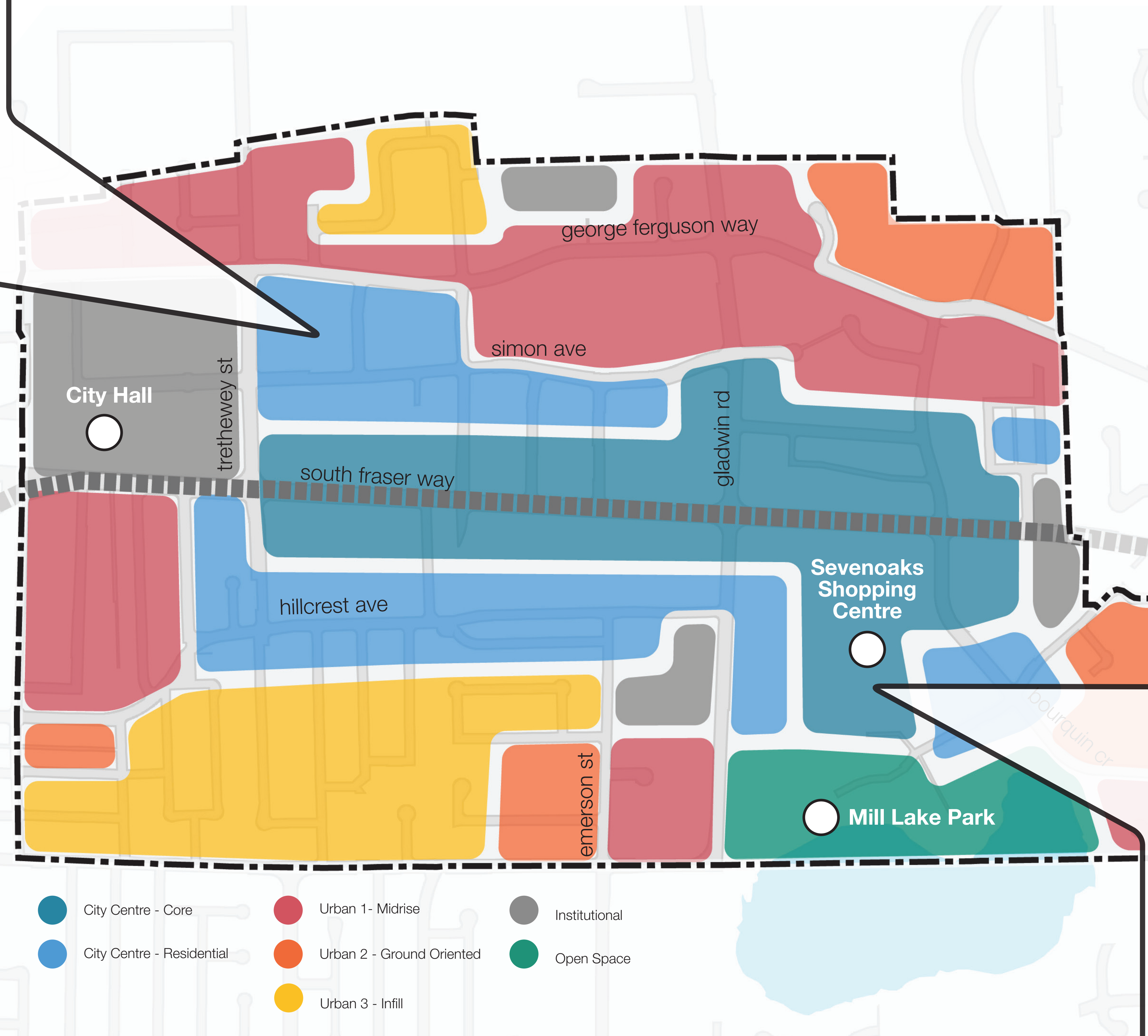
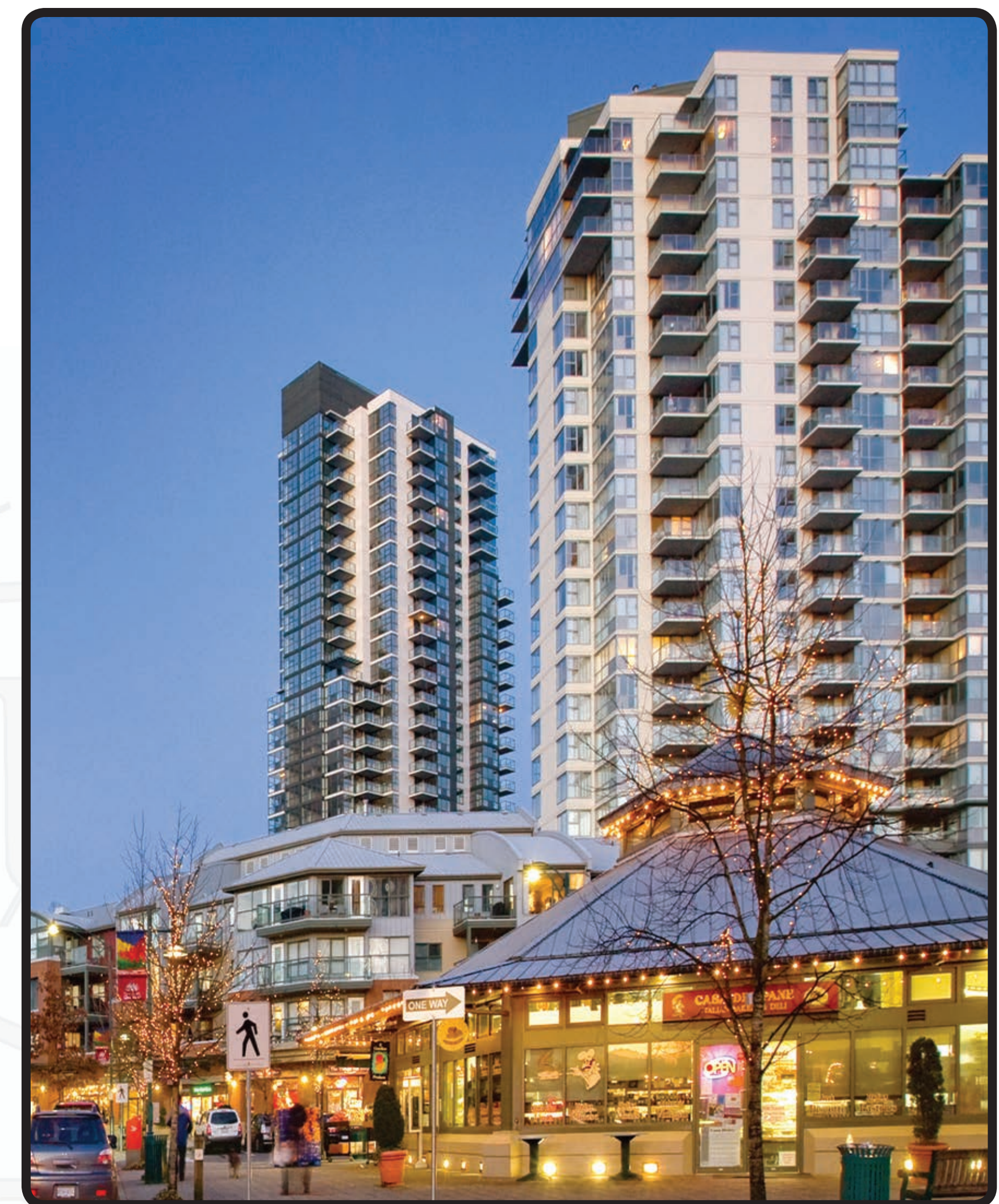
TWO NEW LAND USES & DENSITY BONUSING

Land use is one of the most powerful tools at the City's disposal to realize community goals in the City Centre. To ensure the neighbourhood is as mixed in uses as possible, two new land uses are proposed: City Centre Core and City Centre Residential. These would be the only areas in Abbotsford where new highrise towers could be built, often in exchange for much needed community amenities through a density bonus program.

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** only, with exceptions on Retail Streets (shown on the Street Network board). Densities would again be similar to the range set by the OCP (typically **six storeys**) and development in this area would also have access to a potential density bonus program whereby certain amenities would be provided in exchange for additional units, height, or floor space.



CITY CENTRE CORE

A land use intended to be flexible, with **commercial**, **residential**, and **institutional** uses all permitted. Only along specially designated Retail Streets (shown on the Street Network board) 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 (typically **six storeys**). Any development wishing to build beyond the maximum density would be subject to a potential density bonus program whereby certain amenities would be provided in exchange for additional units, height, or floor space.

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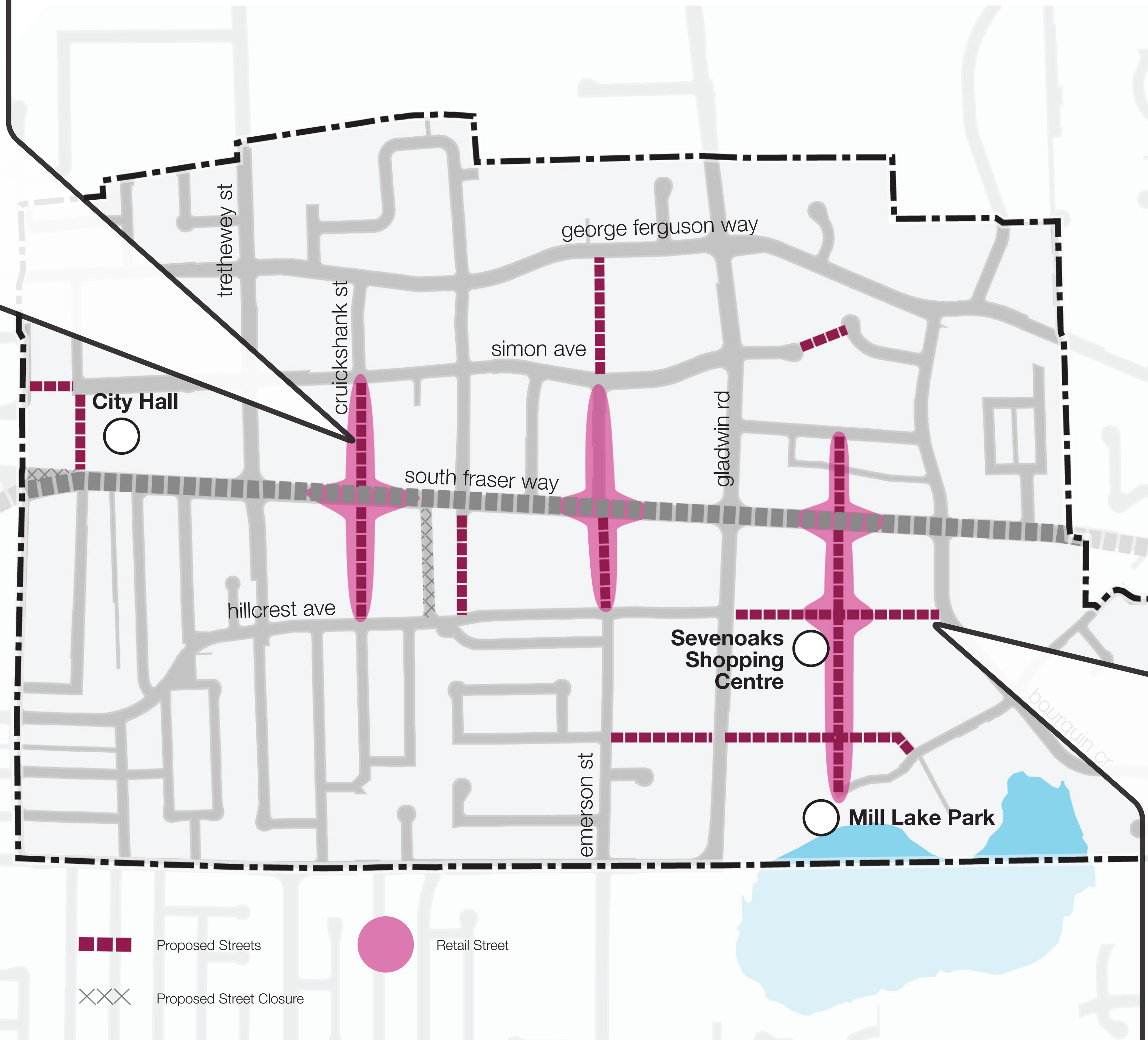
THREE RETAIL STREETS WITHIN A STREET GRID

The proposed street grid serves as the foundation for increasing connectivity and creating a vibrant, people-scaled neighbourhood. It's 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.

RETAIL STREETS

Retail streets provide lively and varied shopping experiences along continuous street fronts with a complementary street designs that make shopping enjoyable (ie. continuous facades at street level, narrow right-of-way, on-street parking, street trees, patios, benches, etc.).

Though an outcome of the Stage 2 concepts workshop was a preference for South Fraser Way to be considered a Retail Street, this concept explores a retail street design along three corridors marked on this map. Nonetheless, the neighbourhood plan would not prevent future, ground level retail along South Fraser Way.



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 this map can be achieved as redevelopment occurs, particularly for those within existing big commercial blocks.

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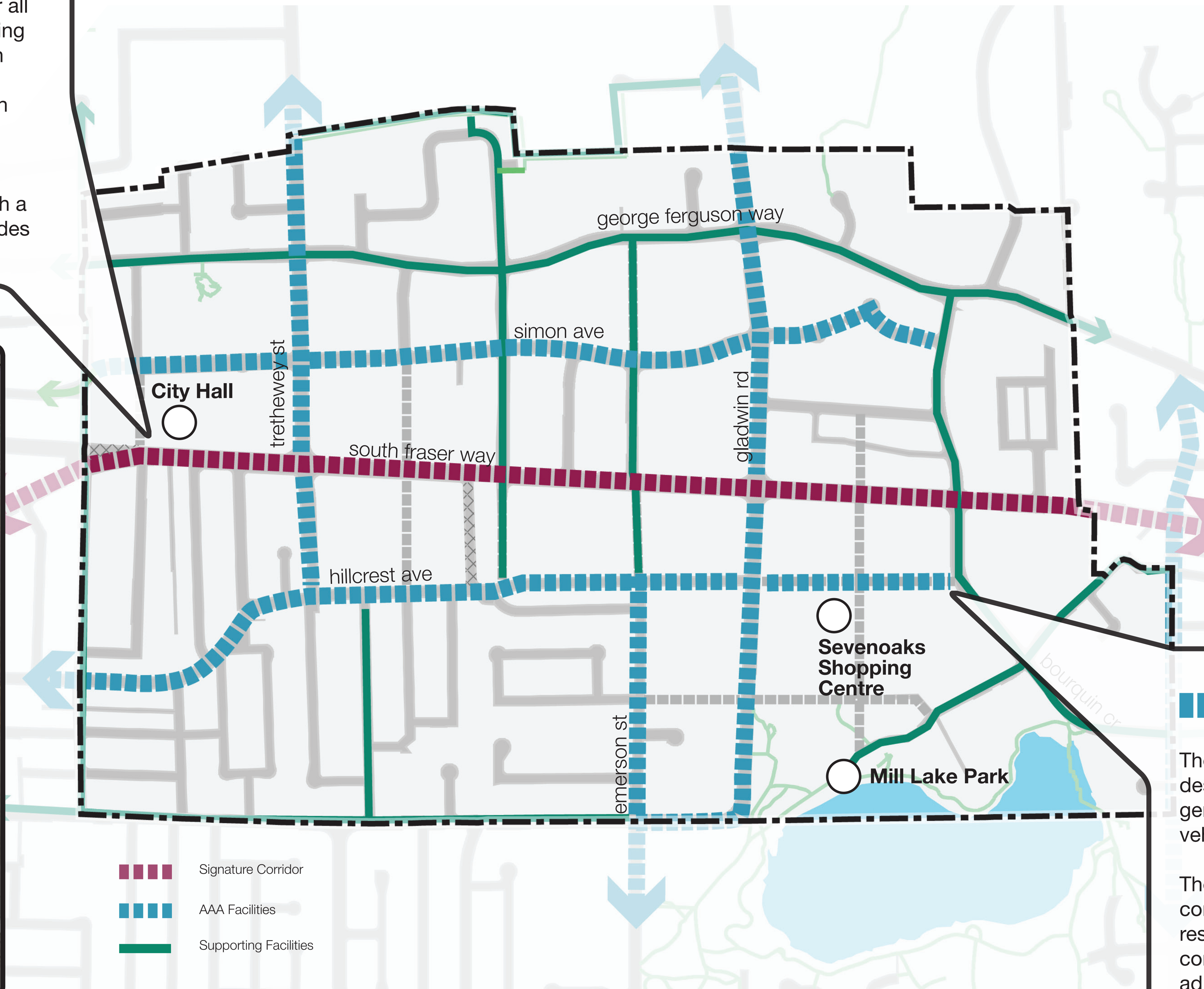
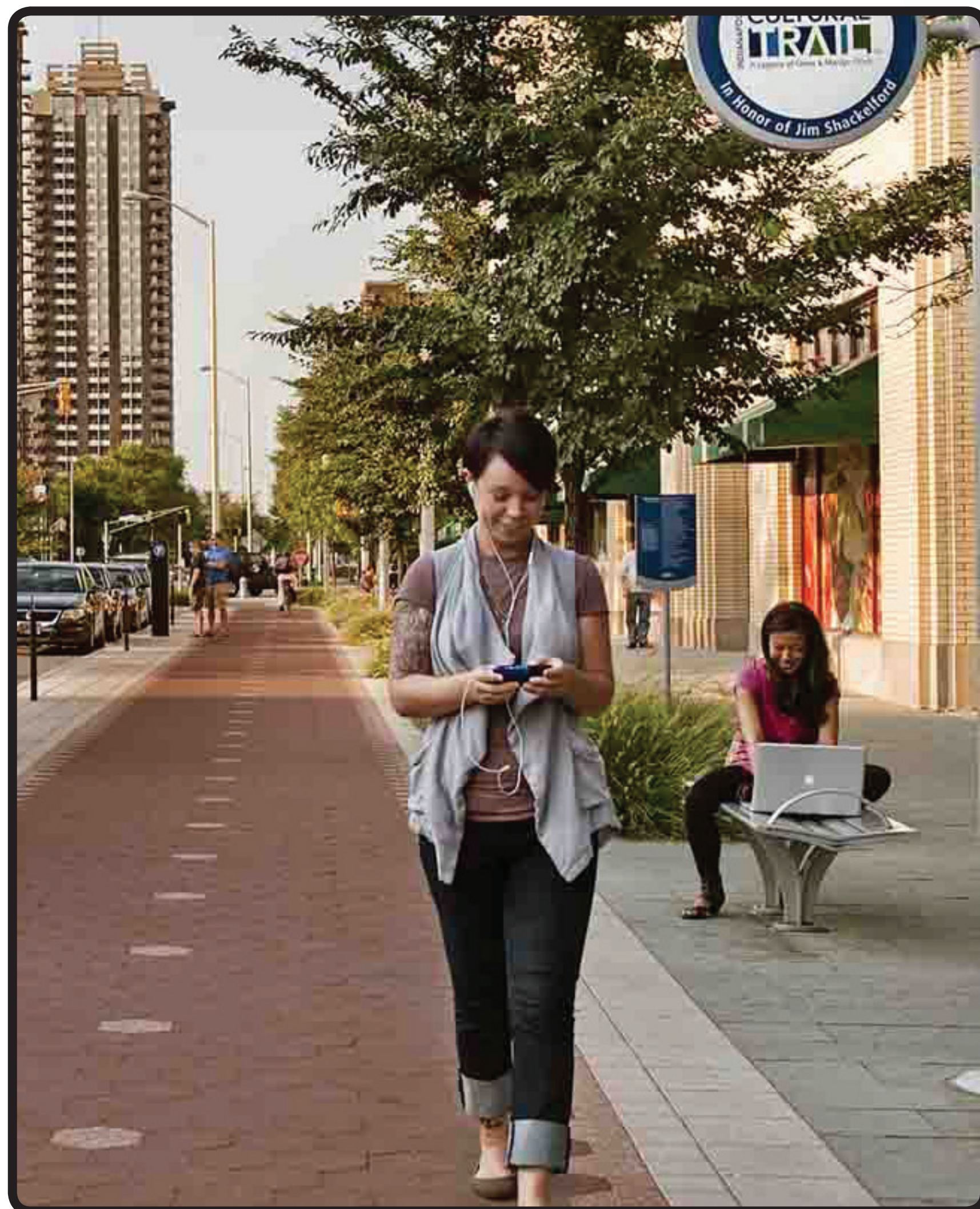
A SIGNATURE CORRIDOR SUPPORTED BY A NETWORK

To truly make walking, biking, and transit delightful as the community has expressed and 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 vehicles are accommodated but aren't required to move around the city.

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.

This corridor is intended to have a special identity with a unique design that fosters a sense of place and provides delight to all users.



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.

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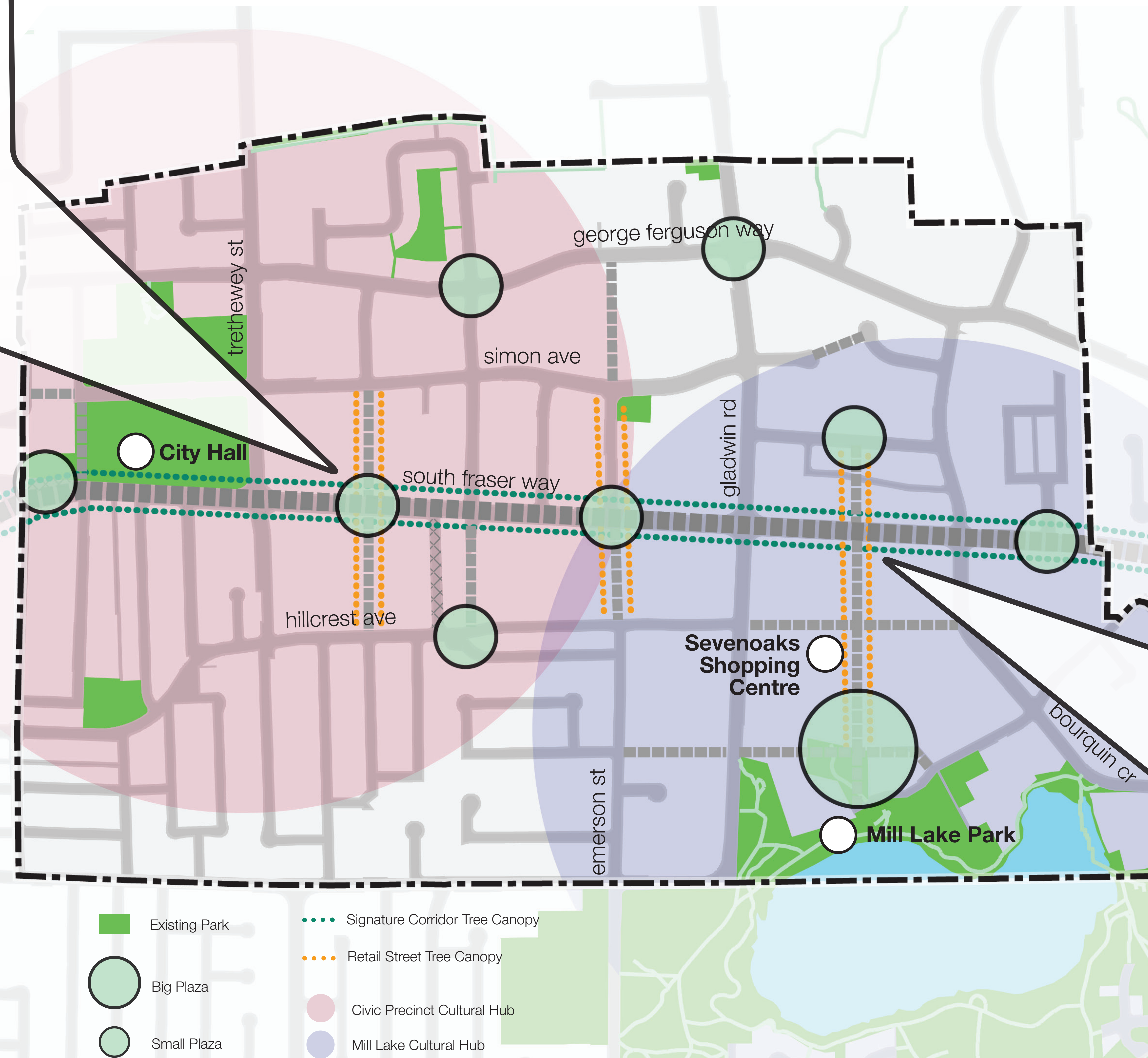
BEAUTIFUL GATEWAYS AND VIBRANT PUBLIC SPACES

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.

URBAN PLAZAS

Small plazas are dispersed throughout the City Centre at important intersections, often where Retail Streets meet South Fraser Way. Other locations important gateways into the City Centre like near the Civic Precinct and adjacent to the Gur Sikh Temple (Abbotsford's only National Historic Site).

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



TREE CANOPIES

Along the Signature Corridor and designated Retail Streets, the use of special tree species should be used to enhance the character of the street, to protect against poor weather by providing shade and wind breaks, and to encourage active modes of transportation. Along South Fraser Way, trees should grow to be large with an arched form that can shade a significant amount of ground. Along Retail Streets, a more ornamental type of tree that is smaller in scale to complement the street design is preferable.

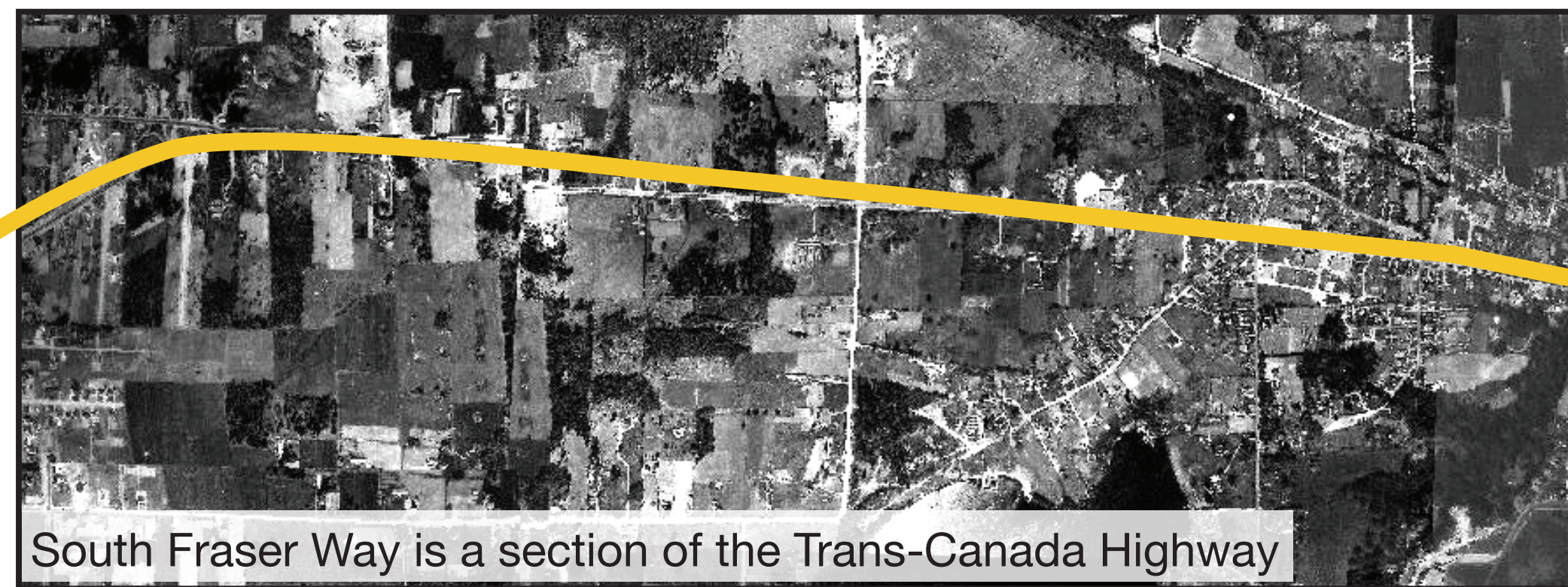
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A NEW SOUTH FRASER WAY

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 modeling, which looked at 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 this board.

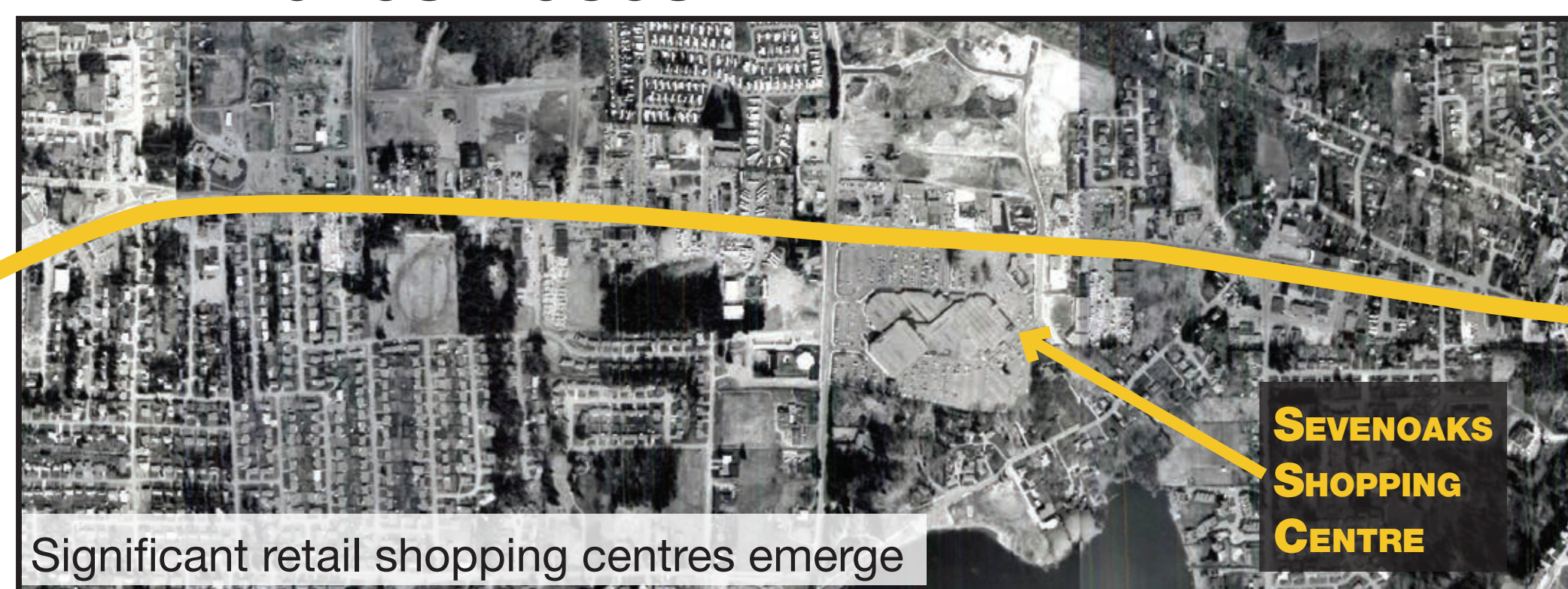
1 <1960s



2 1962

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

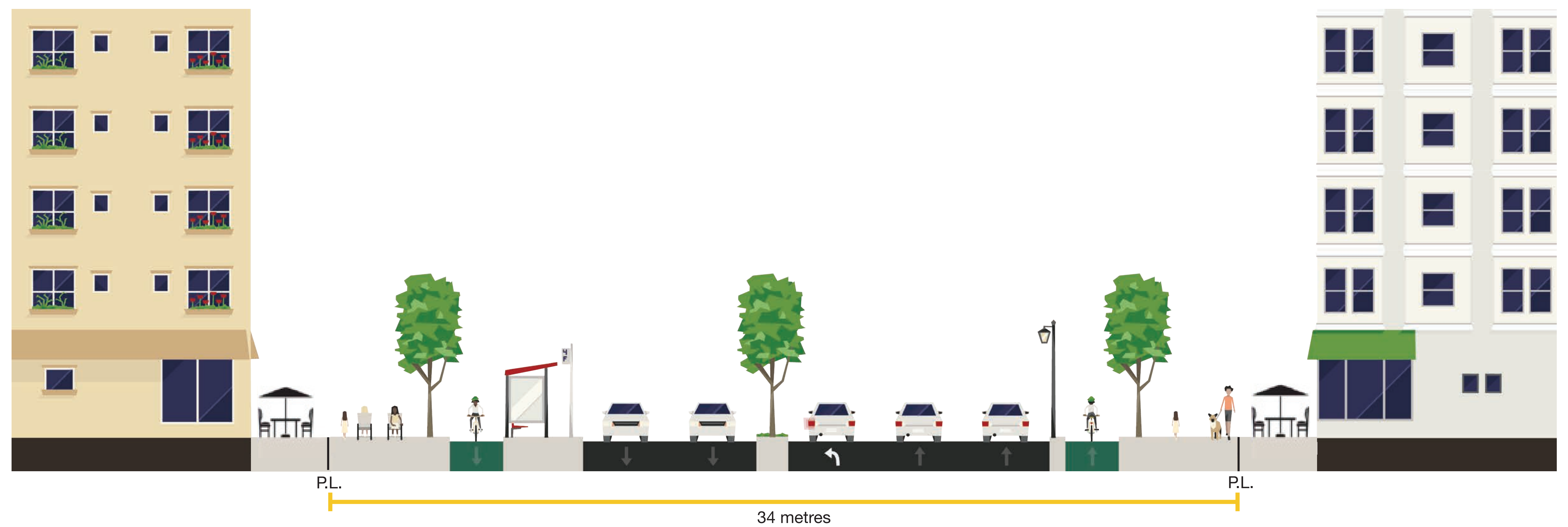
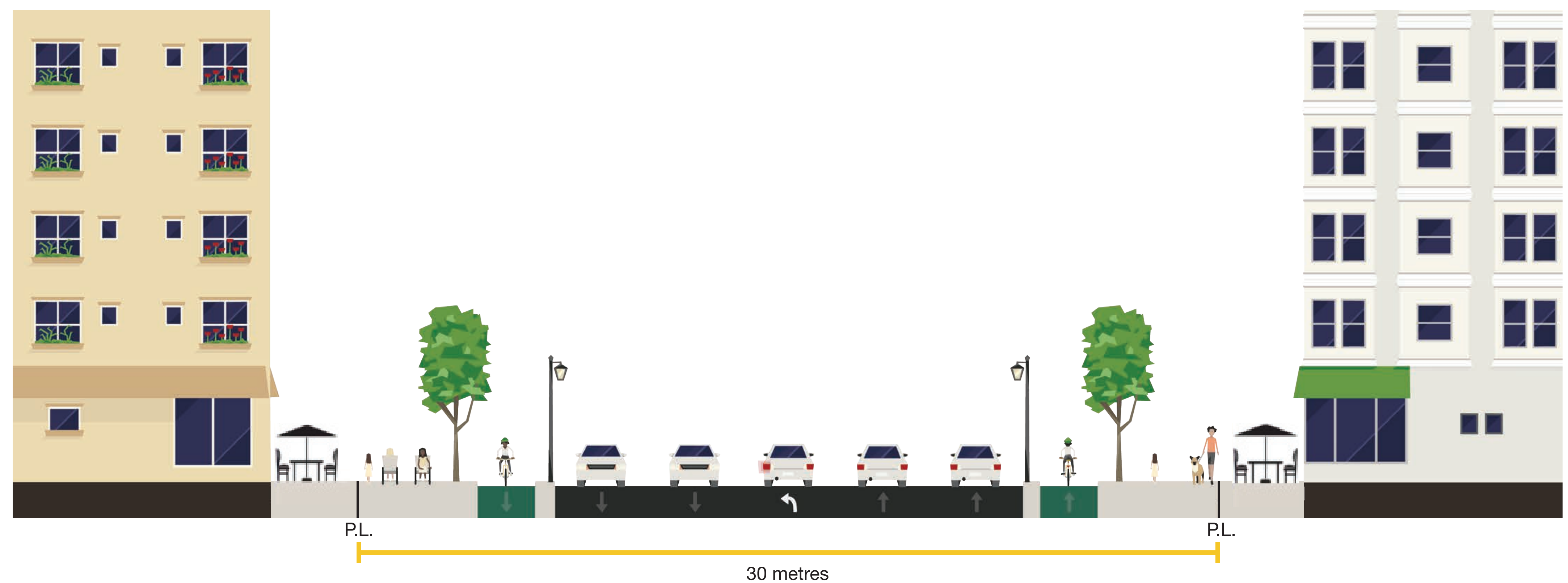
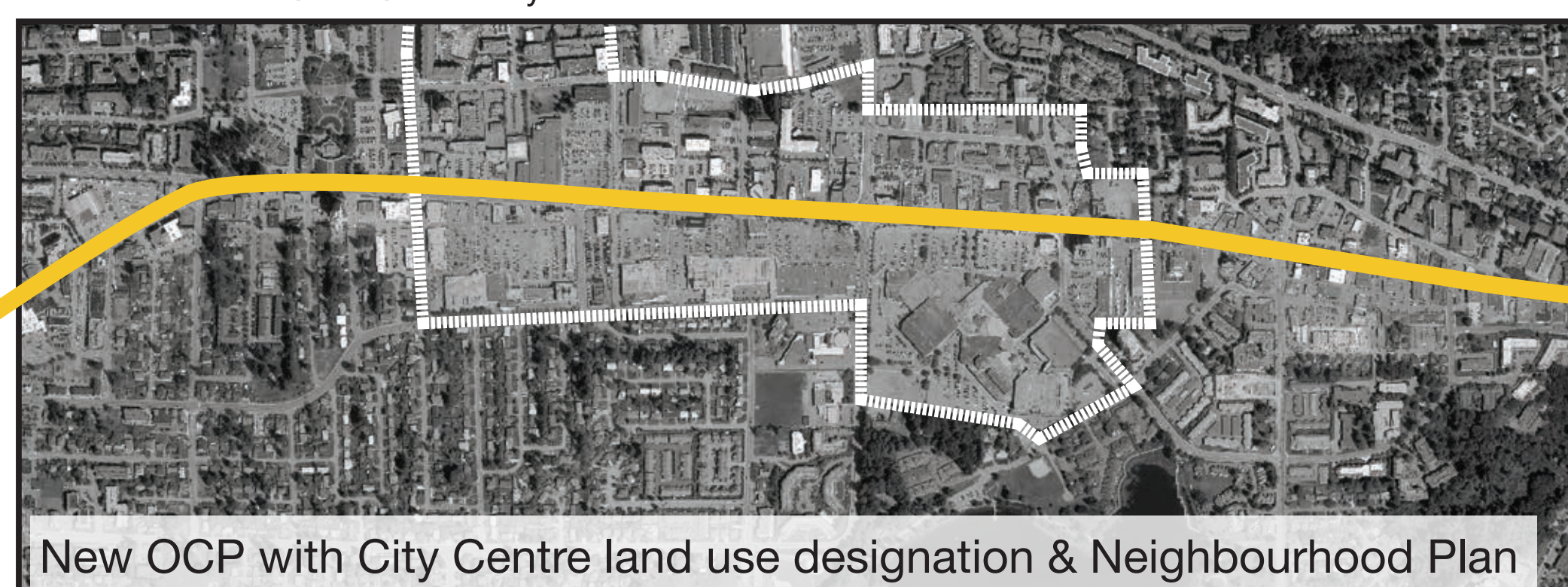
3 late 1970s-early 1980s



4 1995

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

5 2016 and beyond...



CONCEPT CHARACTER SKETCHES



A NEW SOUTH FRASER WAY

This character sketch shows the intended look and feel of a transformed South Fraser Way. While retaining its capacity for vehicular traffic, it accommodates a greater variety of transportation modes, includes more greenery, and is framed by street fronting buildings.

VIBRANT RETAIL STREETS

This character sketch shows the intended look and feel of a new retail street in the City Centre. It's a slower and smaller-scaled street that provides an exciting shopping experience with on-street parking, transparent shopfronts, patios, weather protection and ample room for walking.

