

# DRAFT



## CITY CENTRE NEIGHBOURHOOD PLAN

September 2018





## HOW TO USE THIS PLAN

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The City Centre Neighbourhood Plan 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. It is important to note that the Neighbourhood Plan has been created to comprehensively address changes to the neighbourhood and facilitate the redevelopment process.

**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 Historic Downtown, 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 of 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 & VISION

**Context & Existing Conditions**

**Purpose & Scope**

**Plan Process**

**City Centre Vision**

**Plan Goals**

**Projections**



## CONTEXT & 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 throughout 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.

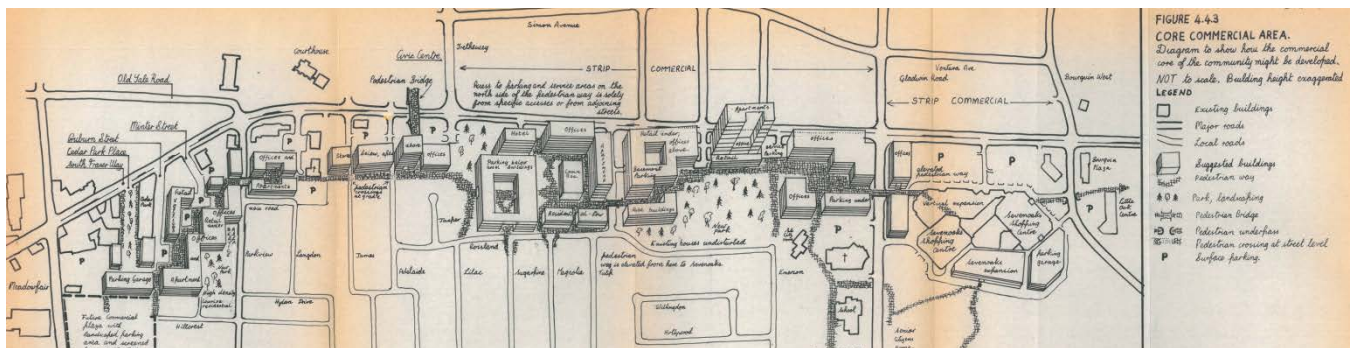


Figure 1 - South Fraser Way Concept, 1978 District of Matsqui OCP

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 & 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 CCNP can be found in the Purpose & Scope section.

## CCNP

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.



Map 1 - Neighbourhood Context



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.

## Demographics

The 2016 Census provides communities with pertinent demographic data. Figure 2 is an overview of key information based on this data. Since the dissemination area boundaries do not fully align with the City Centre neighbourhood plan boundary, the information should be considered as an approximation of existing conditions in the neighbourhood.

The neighbourhood has a population of 15,350 people. The City Centre is also home to an older population compared to Abbotsford as a whole with a median age of 52.6 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 \$57,700 and there is, on average, 2.2 persons per household. The dominant housing type is the apartment, particularly in a low rise (4-6 storey) format.

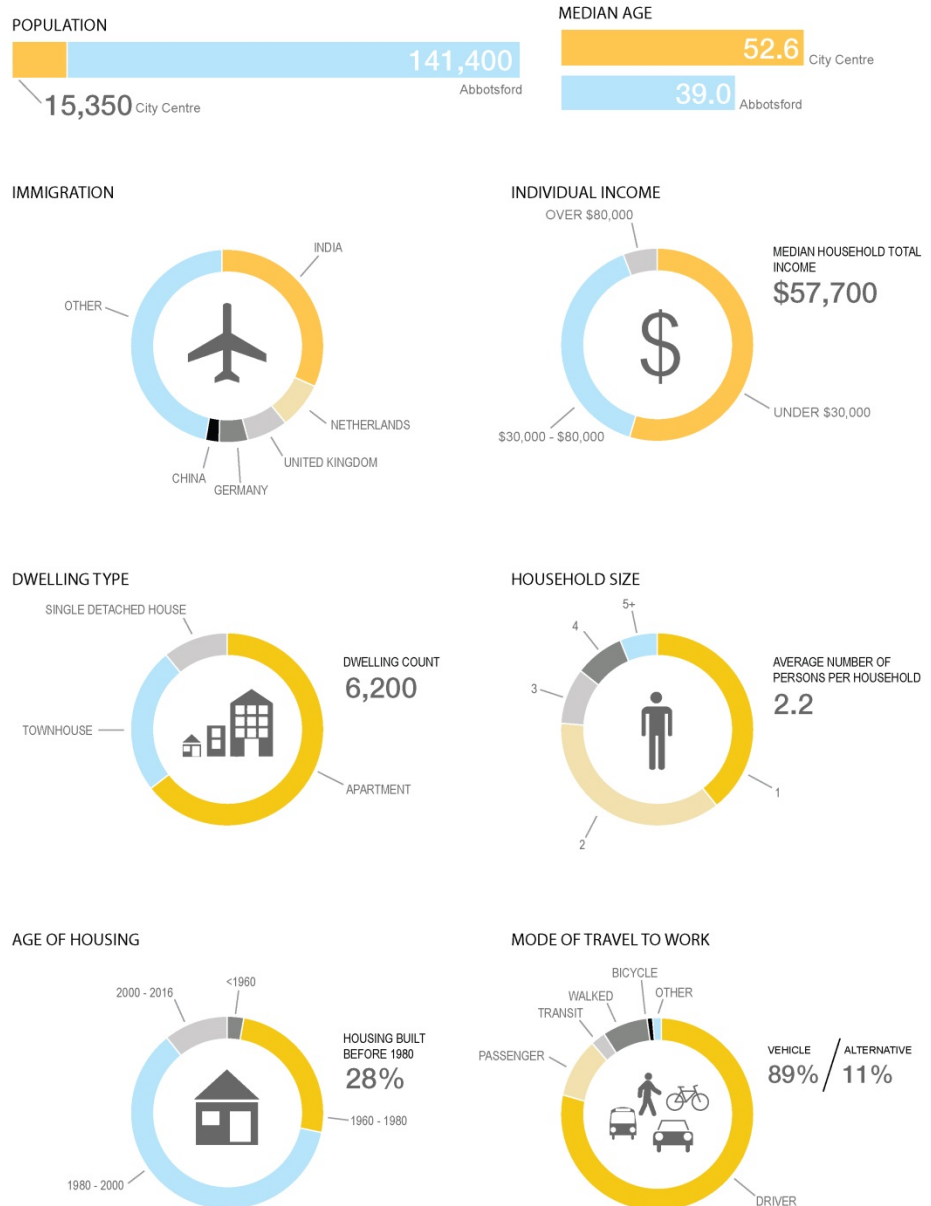


Figure 2 - Demographic Profile



## Jobs & 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.

Within this overall context, GPRA projects 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 & 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 <sup>1</sup>	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

Only 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 City of Abbotsford's City Hall and Police and Fire & Rescue Department's 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, 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 the heart of municipal and democratic functions at the City of Abbotsford.



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 & 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 amount 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 a Centre'.

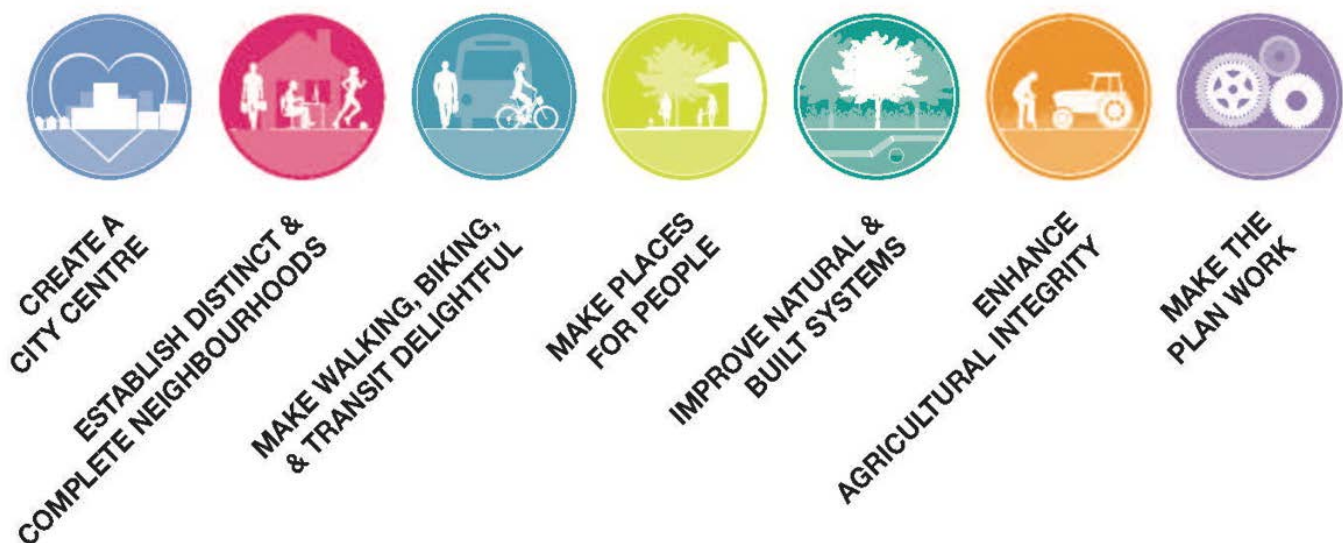


Figure 3 - 2016 OCP Big Ideas

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 NP 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 4 - 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.

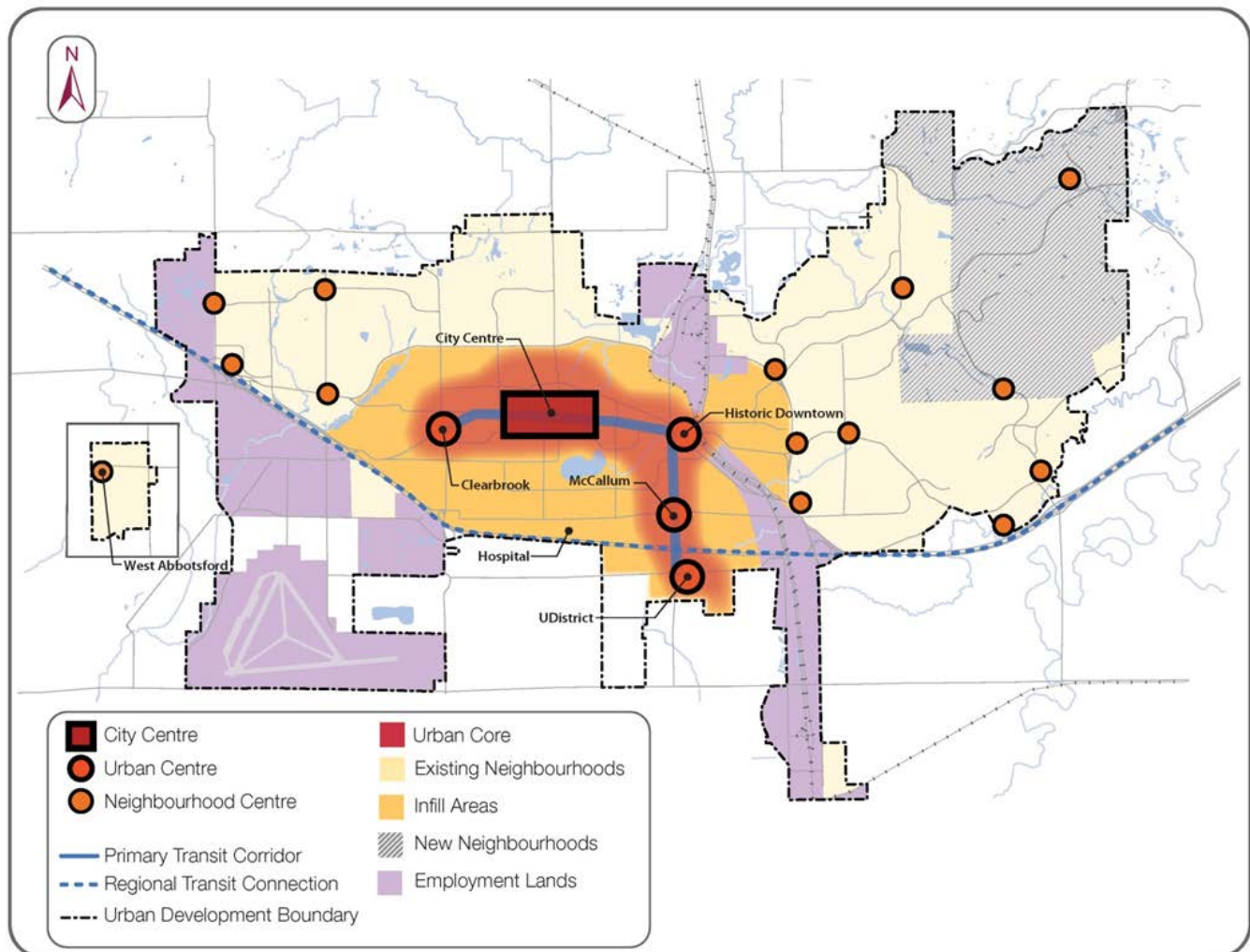


Figure 4 - Urban Structure

### 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

The planning process was organized into four stages with opportunities for public and stakeholder input at key milestones to ensure broad support for the plan. The four stages of the process are illustrated below.



Figure 5 - Plan Process

### 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, 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<sup>th</sup> and Canada Day celebrations on July 1<sup>st</sup>, while a booth was put up at the Sevenoaks Shopping Centre on June 10<sup>th</sup>. 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.



Figure 6 - Stage 2 Online Survey



Figure 7 - Stage 3 Popup Shop

### Stage 4

TBC



## 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 and big picture items.

*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 8 - City Centre Vision



## PLAN GOALS

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



### More People & 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. Residents and businesses feel connected and have a sense of ownership over the neighbourhood.



### Human-Scale Buildings & 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 & 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.

	<p>Current</p> <p><b>15,350</b> people</p>	<p>Projected</p> <p><b>27,250</b> people</p>
	<p>Current</p> <p><b>6,822</b> units</p>	<p>Projected</p> <p><b>12,111</b> units</p>
<p><b>Grade (Age)</b>                      Preschool (0-4)                      Elementary (5-10)                      Middle (11-13)                      High (14-17)</p>	<p>Current</p> <p><b>660</b> students  <b>720</b> students  <b>285</b> students  <b>365</b> students</p>	<p>Projected</p> <p><b>1,100</b> students  <b>1,425</b> students  <b>700</b> students  <b>875</b> students</p>
	<p><b>TOTAL</b>  <b>2,030</b>                      students</p>	<p><b>TOTAL</b>  <b>4,100</b>                      students</p>

Statistics Canada data - Abbotsford 2016

Table 2 - Residential and Student Population Projections





## PART 2: LAND USE

**Neighbourhood Structure**

**Land Use Designations**

**Large Scale Redevelopment**

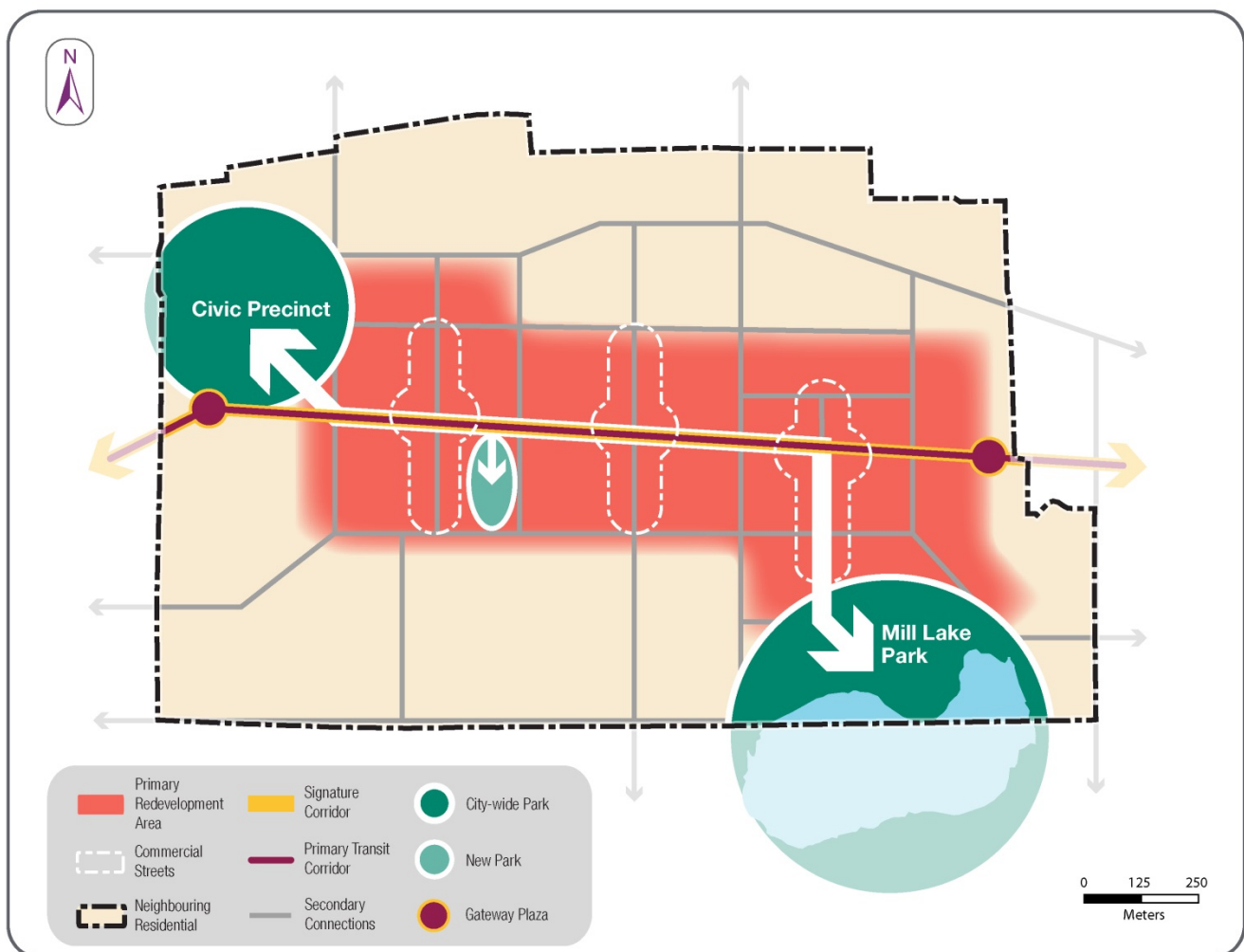


## NEIGHBOURHOOD STRUCTURE

### Land Use

The neighbourhood concept 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 6 storey buildings and higher. Towards the periphery 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.

The neighbourhood has been designed around three Commercial Streets. Each one intersects South Fraser Way at a regular interval, essentially 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 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, as indicated in the land use plan, 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. It also aligns with the OCP's 'Map 8 - Parks & Trails' which identifies a "Potential Future Park" in this location.

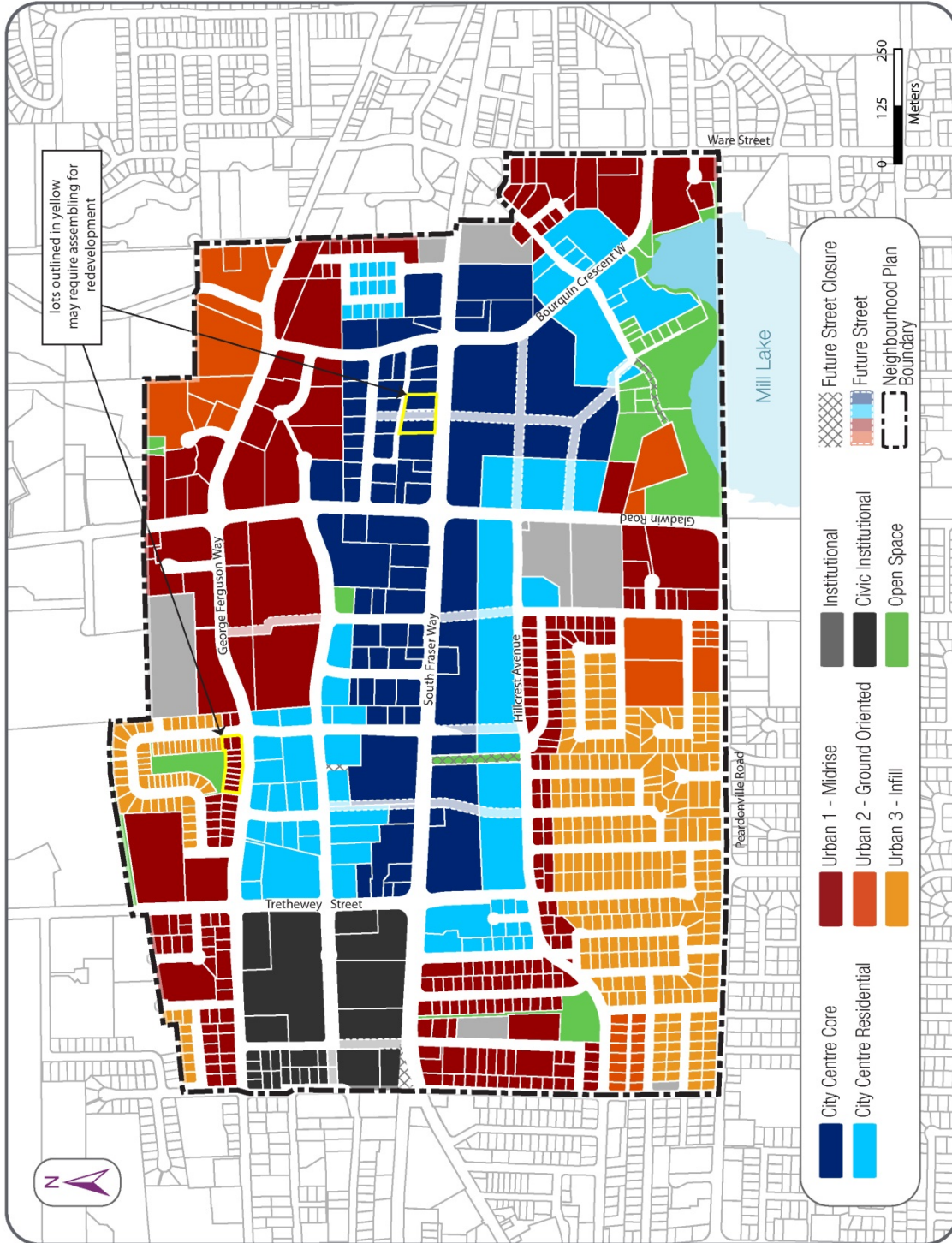
Beyond these parks, small urban plazas will play a large role in providing gathering spaces. Distributed across the neighbourhood at various intersections and gateways, they will enhance the livability of the City Centre and give residents respite from the fast-paced character of city life.

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 map for the CCNP is shown below (Map 3). Existing and proposed streets are also illustrated within this land use map. Commercial Streets are shown on the following page (Map 4).



Map 3 - Land Use Map

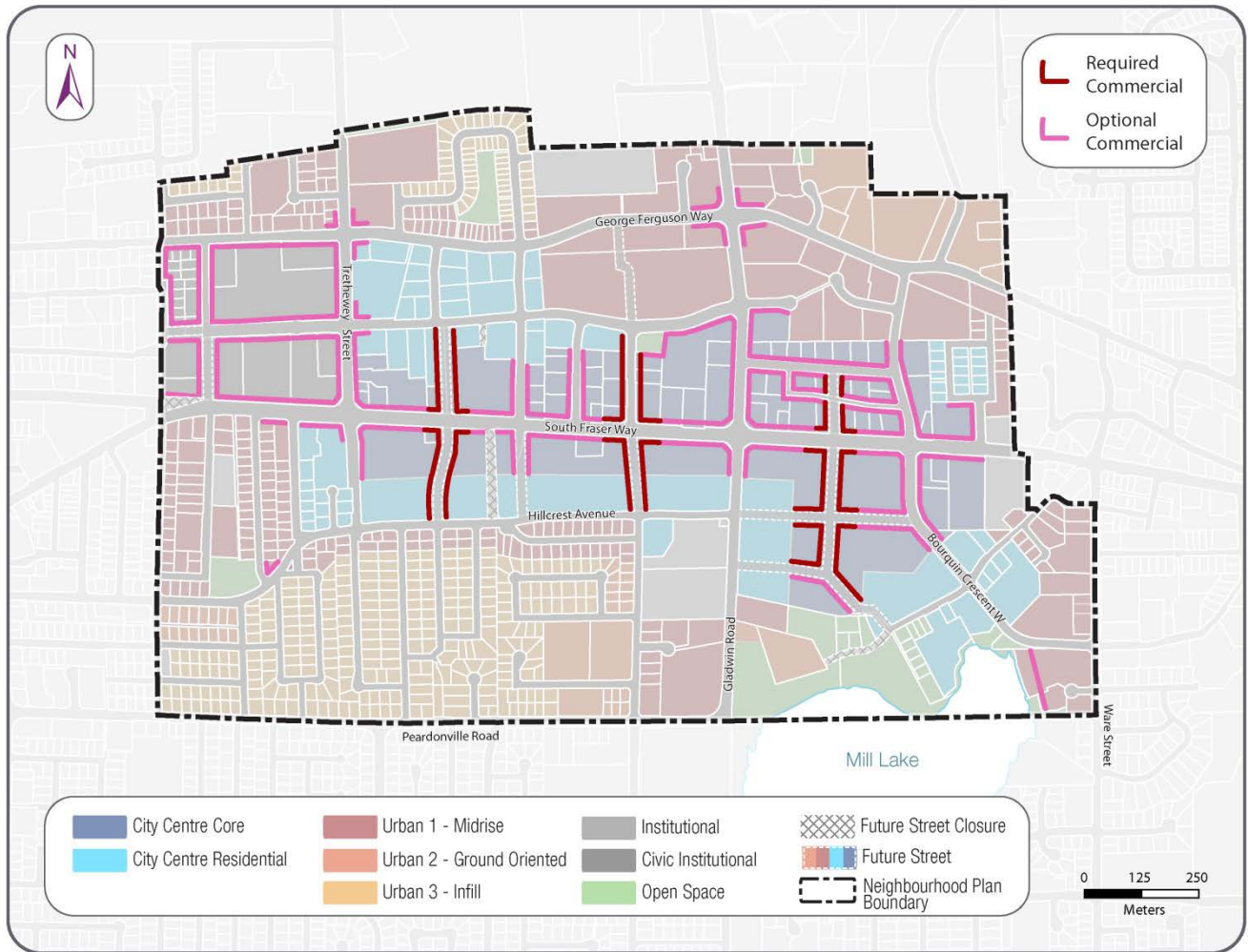




## Commercial Streets

Commercial Streets in the City Centre modify the land use designations by requiring or providing the option for certain uses that support active ground floor activity along the building edges facing the streets identified in Map 4. Commercial uses must occur along the ground floor of 'Required Commercial' streets and are optional along 'Optional Commercial' streets, and each must have individual access to the street.

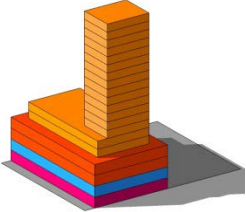
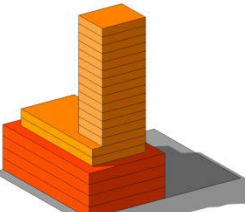


Uses other than Commercial may only occur on very limited building frontages. Examples include entry vestibules or lobbies for upper floors.



Map 4 - Commercial Streets



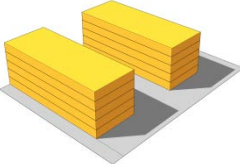
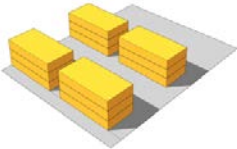
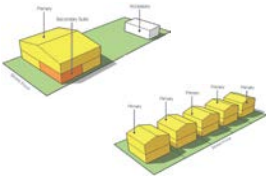
## City Centre

Designation	Purpose and Designation	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. Multi storey buildings including low, mid, and high rises. Heights are a minimum of 2 storeys</p>	<p>Mixed use (residential and commercial) Multi unit residential Commercial Institutional Tourist Accommodation Conference Centre</p>	<p>1.5 to 5.0 FSR*</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>Multi unit residential Mixed use (residential and commercial*) *Commercial <b>only</b> along Commercial Streets.</p>	<p>1.5 to 5.0 FSR*</p>
<p><b>Commercial Street - Required</b></p> 	<p>The ground floor <b>must</b> be commercial retail or commercial services with individual access to the street</p>	<p>Per underlying land use designation</p>	<p>Per underlying land use designation</p>	<p>Per underlying land use designation</p>
<p><b>Commercial Street - Optional</b></p> 	<p>The ground floor <b>may</b> be commercial retail or commercial services with individual access to the street.</p>	<p>Per underlying land use designation</p>	<p>Per underlying land use designation</p>	<p>Per underlying land use designation</p>

\*Densities beyond 2.5 FSR in the City Centre Core and City Centre Residential land use designations will be subject to a bonus density program to be developed upon adoption of this Neighbourhood Plan. Until this is completed, City Centre development proposals that wish to go beyond 2.5 FSR will be considered on a case by case basis.

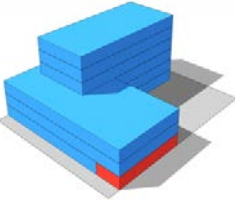
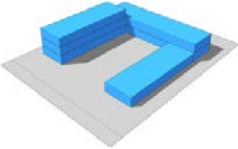
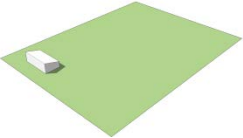


## Residential

Designation	Purpose and Designation	Building Type and Height	Uses	Density (min and max)
<p><b>Urban 1 – Midrise</b></p> 	<p>Enable multifamily housing that will contribute to housing choice, while supporting and strengthening the City Centre and broader campus neighbourhood.</p>	<p>Per the Official Community Plan</p>	<p>Per the Official Community Plan  (provisions concerning Commercial Streets apply)</p>	<p>Per the Official Community Plan</p>
<p><b>Urban 2 – Ground Oriented</b></p> 	<p>Enable ground oriented multifamily housing that will contribute to housing choice and/or to serve as transition areas near single detached neighbourhoods.</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>Enable infill residential with density increases.</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 Designation	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>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>Conference Centre</p>	<p>1.0 - 5.0 FSR*</p>
<p><b>Institutional</b></p> 	<p>Buildings with institutional uses and open spaces</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>Active and passive parks, trails, fields, recreation facilities</p> <p>Preserved natural areas, steep slopes, sensitive habitat, streams (by land trust, covenant, or zoning)</p>	<p>Per the Official Community Plan</p>	<p>Per the Official Community Plan</p>	<p>Per the Official Community Plan</p>

\*Densities beyond 2.5 FSR in the Civic Institutional land use designation will be subject to a bonus density program to be developed upon adoption of this Neighbourhood Plan. Until this is completed, City Centre development proposals that wish to go beyond 2.5 FSR will be considered on a case by case basis.

## Density and Development Calculations

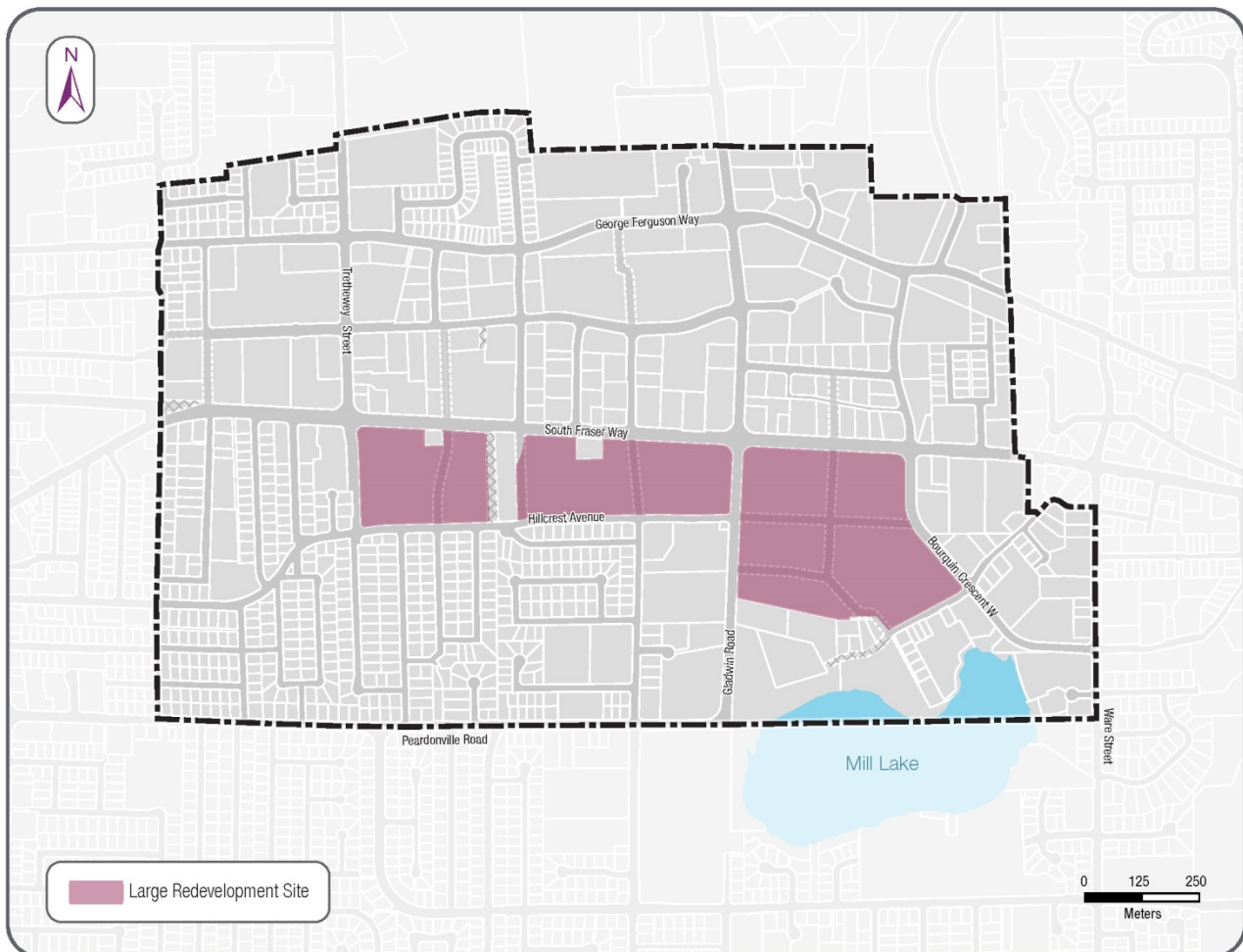
In the case of development in the City Centre Core and City Centre Residential land use designations, density credits for public road dedications, park land dedications, and tree stands not included in the net land area will be calculated using the maximum density provided in the land use designation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



## LARGE SCALE REDEVELOPMENT

The emergence of online shopping has put the future of retail in flux. 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 ultimate 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 & More Life**

**Human-Scale Buildings & Blocks**

**Rich Mobility Choices**

**Beautiful & Green**

**Redefined South Fraser Way**





## MORE PEOPLE & MORE LIFE

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.

### Land Use

#### 1.1 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.

#### 1.2 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.





### 1.3 Bonus Density

Update the City's bonus density policies in a two-step process to better reflect the current development market and its practices. The first step will be to integrate 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. The second step will be to conduct a city-wide update to multifamily and mixed use development zones to capture bonus density potential at densities up to 2.5 FSR.

### 1.4 Vacant & 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 9 - Temporary Playground  
(photo credit: ASPECT studio)



Figure 10 - Popup Garden  
(photo credit: JerseyDigs.com)

### 1.5 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: Land Use for policies guiding large scale redevelopments.

## Housing

### 1.6 Diverse Forms

Encourage multifamily residential developments to incorporate a variety of housing forms within a site and within buildings themselves. This could mean a range of apartments, from studios to 3 bedrooms, lock-off suites, townhouses on the ground floor, and other creative combinations of housing forms.

### 1.7 Diverse Tenures

Support diverse housing tenures across the neighbourhood. Specifically, encourage rental and co-op housing, two tenure types that are in low supply as of adoption of this Neighbourhood Plan.

### 1.8 Childcare

Permit childcare facilities in an updated high rise residential zone for a more family-friendly neighbourhood.

### 1.9 Age-Friendly

Encourage age-friendly housing units and design, and explore including a minimum number of accessible units required in City Centre multi-family residential zones. Cluster age-friendly resources where possible.



## 1.10 Community Hub Centre

Support the Community Hub Centre, an inter-agency space for the delivery of essential services to vulnerable citizens in the City Centre.

### Employment

## 1.11 Major Office & Employment Hub

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

## 1.12 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 or incubator within the neighbourhood.

## 1.13 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.

### Major Destinations

## 1.14 Cultural Hubs

Establish two distinct cultural hubs within the City Centre: Civic Precinct & 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's heritage, and align with existing nearby institutions including, but not limited to the Gur Sikh Temple and Trethewey House.

In both, elevate cultural stories and art that reflect the area's Stó:lō 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 towards reconciliation.

## 1.15 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.

## 1.16 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.



Figure 11 - Gur Sikh Temple



### 1.17 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.

### 1.18 Performing Arts Centre

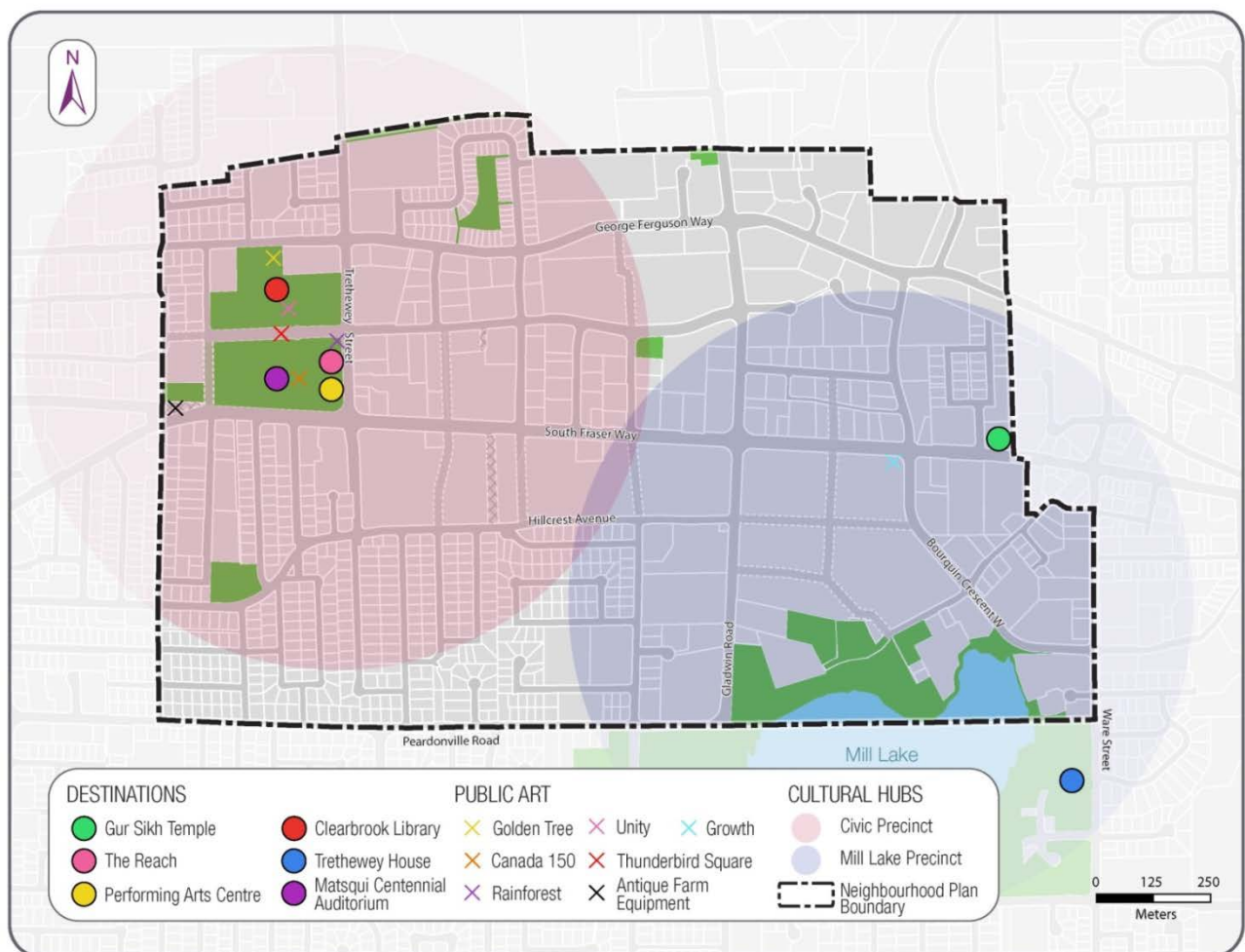
Explore locations within the Civic Precinct for a potential black box theatre as identified in the Parks, Recreation, and Culture Master Plan. Consider other opportunities that may arise to include such a facility as part of a private development elsewhere in the City Centre.

### 1.19 Conference Centre

Support the development of a year round, multi-use conference centre that could attract visitors and host a variety of events in a professional business setting. Encourage the colocation of such a facility near Mill Lake Park and hotel accommodations.

### 1.20 Tourist Accommodations

Encourage tourist accommodations in the City Centre.



Map 6 - Cultural Hubs and Destinations





## HUMAN-SCALE BUILDINGS & 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.

### Blocks

#### 2.1 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 located at 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 7.

#### 2.2 Mid-Block Crosswalks

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

#### 2.3 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 7 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.



## 2.4 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 12 - Commercial Street in Newport Village, Port Moody  
(photo credit: Bosa Development)

### Buildings

#### 2.5 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. An ideal streetscape width to podium height ratio is 1:1.

#### 2.6 Uses & 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.

#### 2.7 Maximum & 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.



### 2.8 Use & 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.

### 2.9 High Rise & Podium

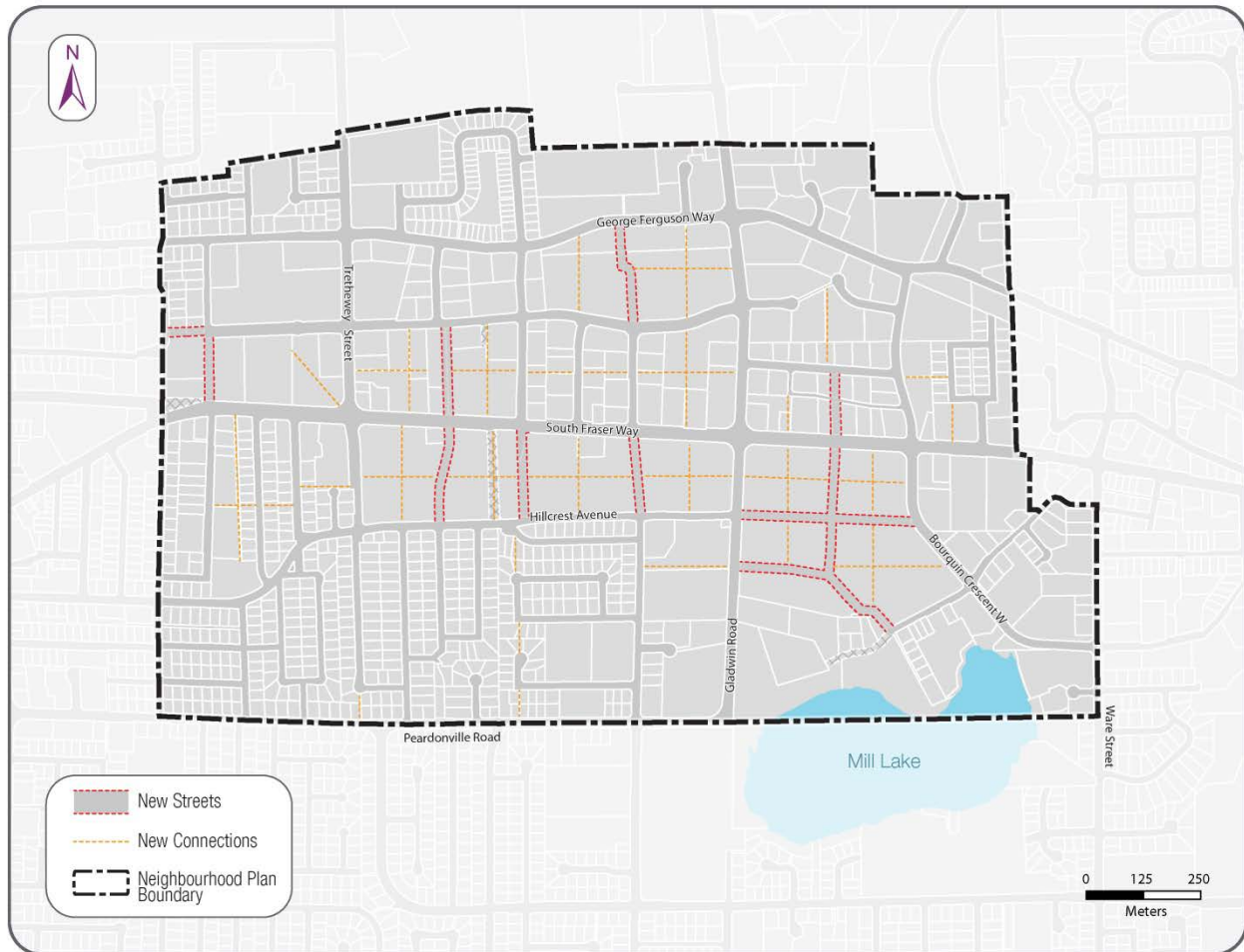
Require high rise buildings to be placed atop a low rise (2-6 storey) human-scaled podium.

### 2.10 No Drive-Thrus

Prohibit new drive-thrus within the neighbourhood and phase out existing ones as redevelopment occurs.



Figure 13 - High Rise & Podium



Map 7 - New Connections





## 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.

### Walking

#### 3.1 Sidewalks

Improve pedestrian connectivity by closing gaps in the sidewalk network.

#### 3.2 Short Crossings

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

#### 3.3 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.



### 3.4 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.

### 3.5 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.

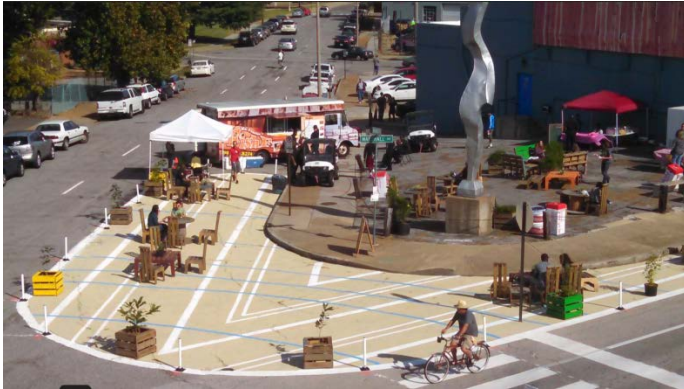


Figure 14 - Temporary Plaza  
(photo credit: ioby.org)



Figure 15 - Temporary Curb Bulge  
(photo credit: Street Plans Collaborative)

## Cycling

### 3.6 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 8).

### 3.7 Supporting Facilities

Fill in the gaps by adding bike facilities along important streets that tie into the AAA facilities to achieve a usable grid for commuters and recreational users alike (as shown on Map 8).

### 3.8 Cycling Amenities

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

### 3.9 Intersection Design & Conflict Points

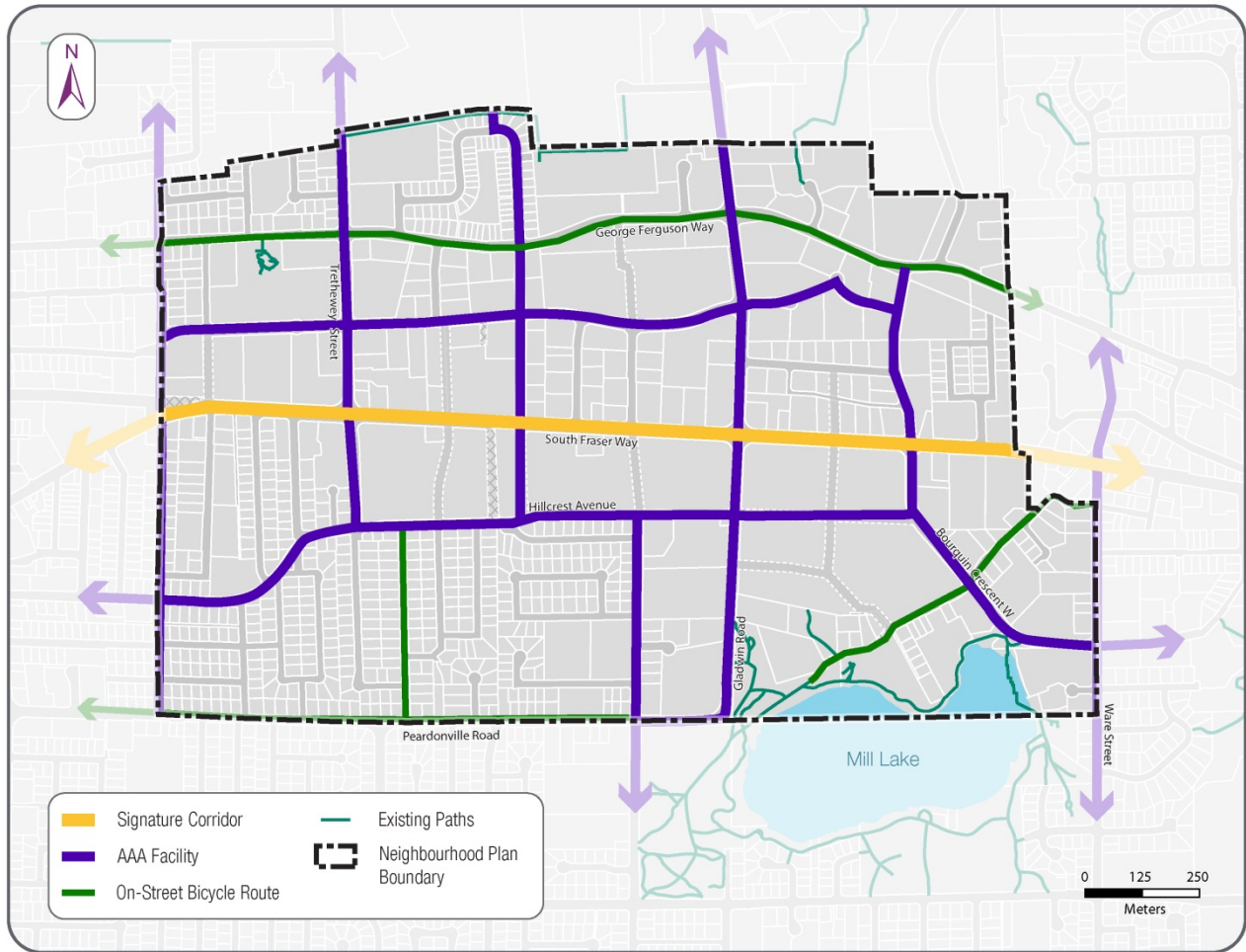
Design intersections and conflict points with cycling facilities to facilitate the safe movements of cyclists with paint, separation buffers, and priority boxes. Use standards developed in the Transportation Association of Canada's (TAC) latest Geometric Design Guide for Canadian Roads.



Figure 16 - AAA Cycling Facility







Map 8 - Active Transportation

## Transit

### 3.10 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.

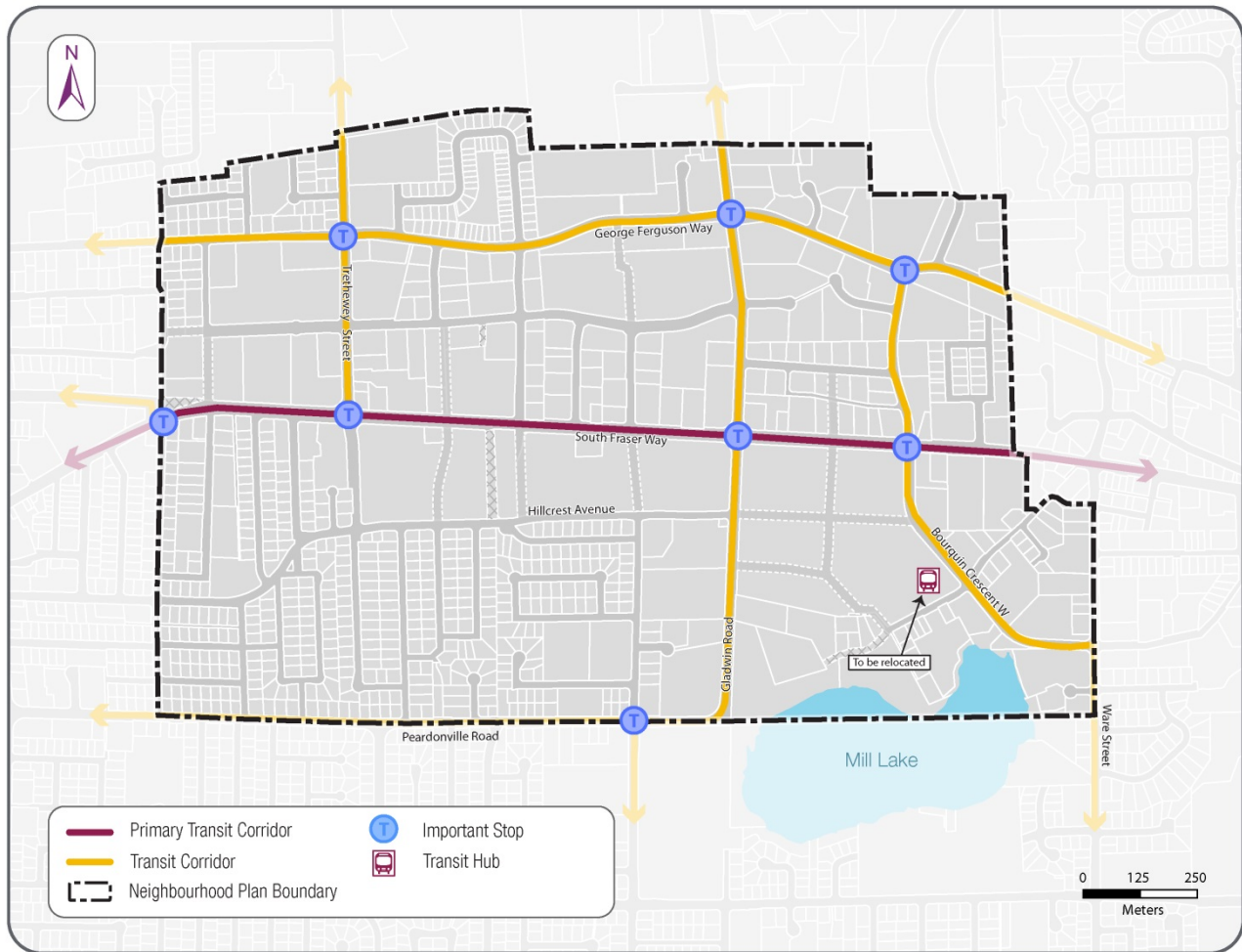
### 3.11 Bourquin Exchange

Decommission Bourquin Exchange with additional transit exchanges throughout the City, such as in Historic Downtown. 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 9).

### 3.12 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 9 - Transit

### 3.13 Bus Stops

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

### 3.14 Bus Shelters

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



Figure 17 - Bus Stops & Shelters



## Vehicles

### 3.15 Slower Movements

Design right-of-ways and intersections to encourage slower vehicle movements through the neighbourhood. Transition 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.

### 3.16 Maintain Capacity & Delivery

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

### 3.17 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.

### 3.18 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.

### 3.19 Off-Street Parking

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



Figure 18 - Parking Bay with Tree Strip  
(photo credit: Northeastern University)





## BEAUTIFUL & 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.

### Tree Canopy

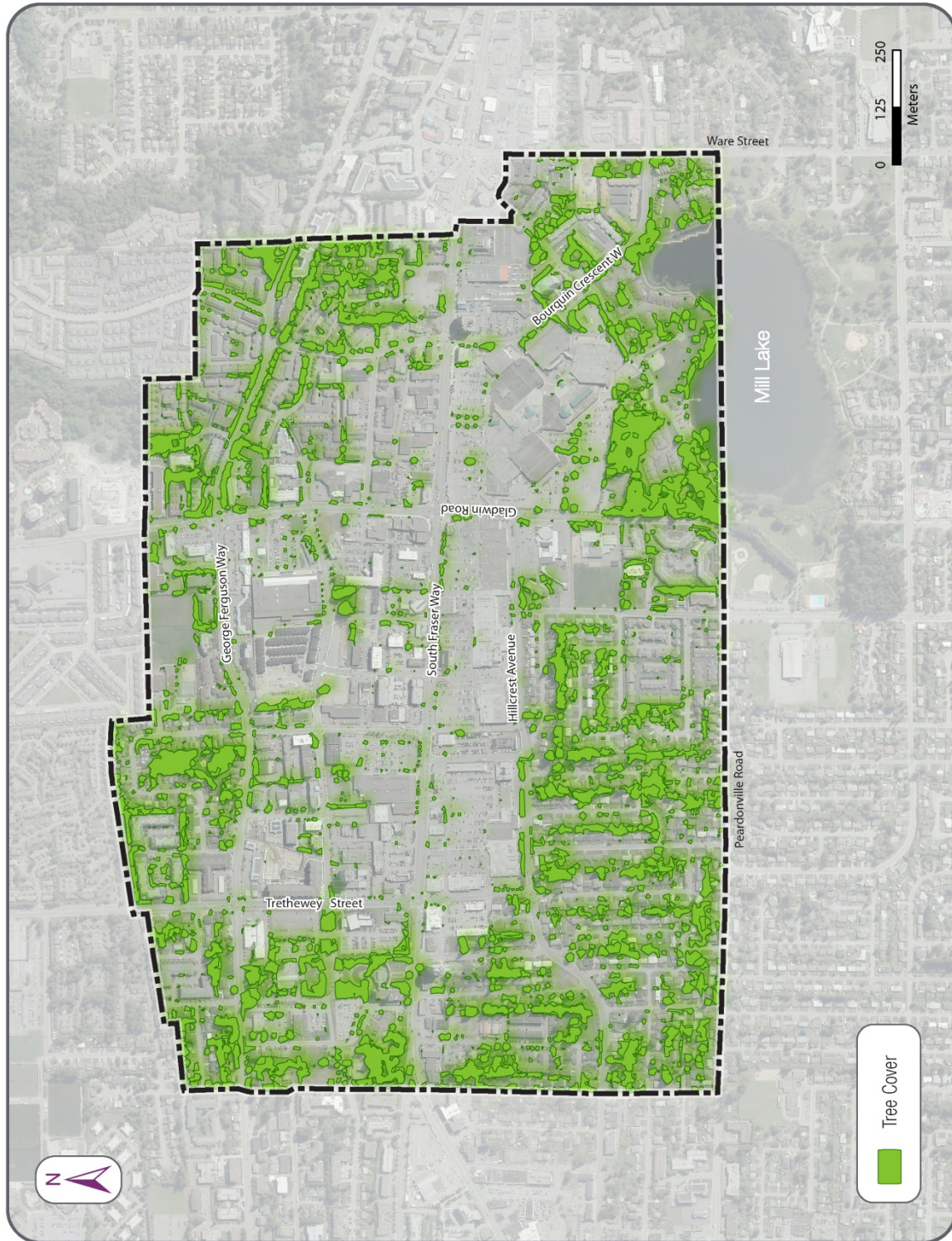
#### 4.1 Tree Canopy

Enhance and manage the urban tree canopy (Map 10) through tree protection and tree replacement in concert with the growth objectives of this plan.

#### 4.2 LIDAR Monitoring

Use LIDAR to monitor the City Centre's tree canopy coverage with the objective of increasing it from 15% today.





Map 10 - LIDAR Canopy Cover



### 4.3 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 Required Commercial Streets and Signature Corridor themes below as coordinated with the locations shown on Map 11.

#### Signature Corridor

Alternate the use of both 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)

#### Required Commercial Streets

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



**Tree one:**  
Stewartia, *Stewartia, pseudocamellia*  
(source: Connon Nurseries)



**Tree two:**  
Paperbark maple, *Acer griseum*  
(source: Flickr user 'FicARus')

Figure 19 - Street Trees



## Ecology

### 4.4 Species at Risk

Protect the Western Painted Turtle which exists in Mill Lake.

### 4.5 Rainwater Management

Adopt integrated rainwater management practices on roofs, parks, streets, and parking areas, particularly in the Historic Centre where the traditional block pattern and small-scale lots prevent a significant amount of infiltration on private lots.

### 4.6 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 20 - Eco-Revelatory Design, Tanner Springs Park, Portland  
(photo credit: Ramboll.de)

### 4.7 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.

### 4.8 Birds & Buildings

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



## Buildings

### 4.9 Architectural Excellence

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

### 4.10 Landmark Buildings

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

### 4.11 Green Buildings

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

## Gathering Places

### 4.12 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.

### 4.13 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 11).



Figure 21 - Mill Lake Park

### 4.14 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.

### 4.15 New Park

Secure a new park as shown on Map 11 that aligns with the closure of the road right-of-way 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 as a passive space with a unique style, integrated into the future development of adjacent properties.





## 4.16 Distribute Neighbourhood Plazas

Acquire small plazas (under 1,000m<sup>2</sup>) at important intersections, gateways, and terminating vistas through the redevelopment of properties at rezoning. The following locations, as indicated on Map 11, 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

## 4.17 Erratic Plaza

Develop a large plaza (over 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.

## 4.18 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.

## 4.19 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.

## 4.20 Public Restrooms

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

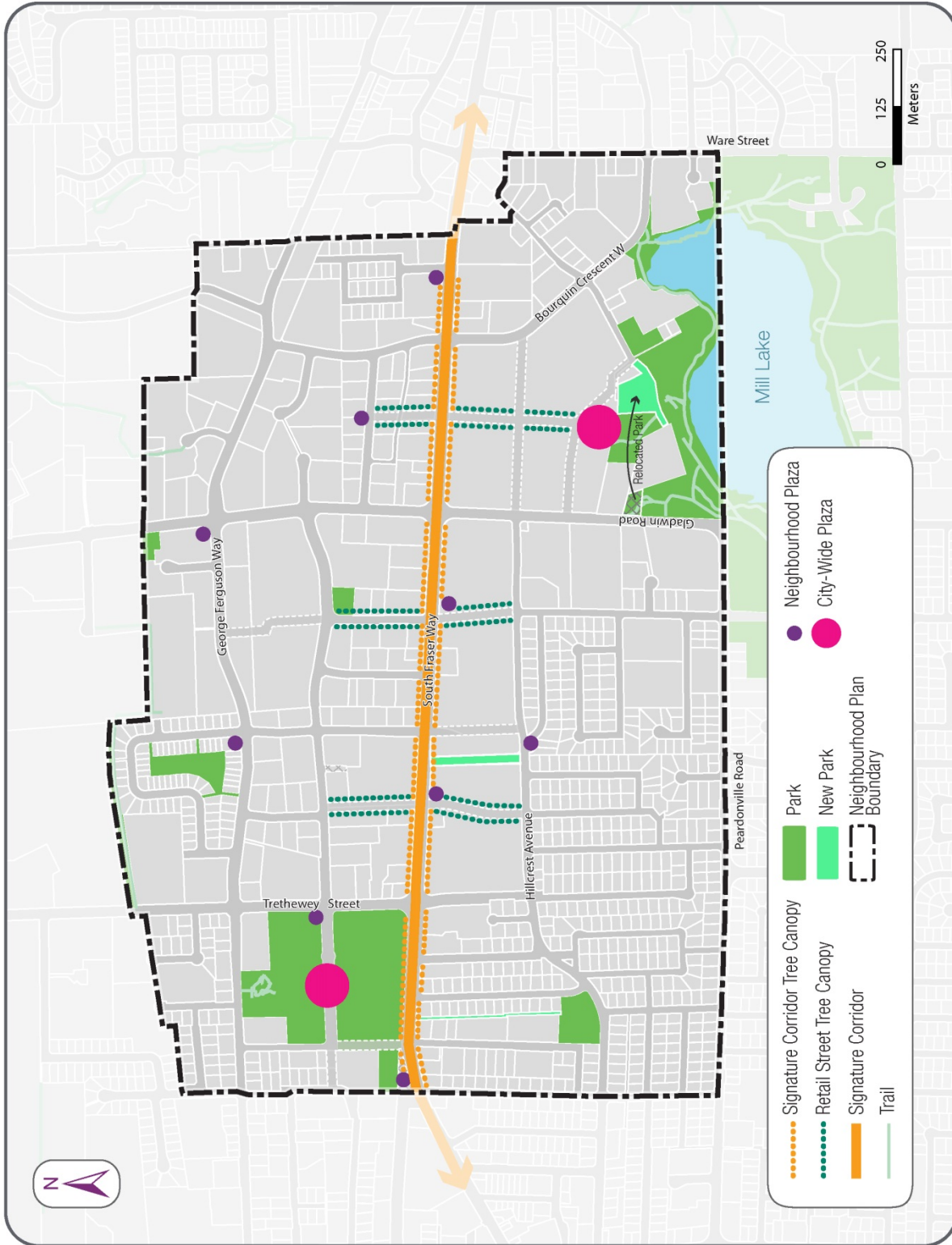
## 4.21 Views

Protect views from public spaces to Mount Baker, Eagle Mountain, and to Mounts Robbie Reid and Judge Stoway.



Figure 22 - Glacial Erratic behind Sevenoaks Shopping Centre





Map 11 - Parks & Plazas





## 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.

### Signature Corridor

#### 5.1 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. See Figure 45 in Part 5: Infrastructure for a detailed design and implementation strategy.

#### 5.2 Future BRT/LRT

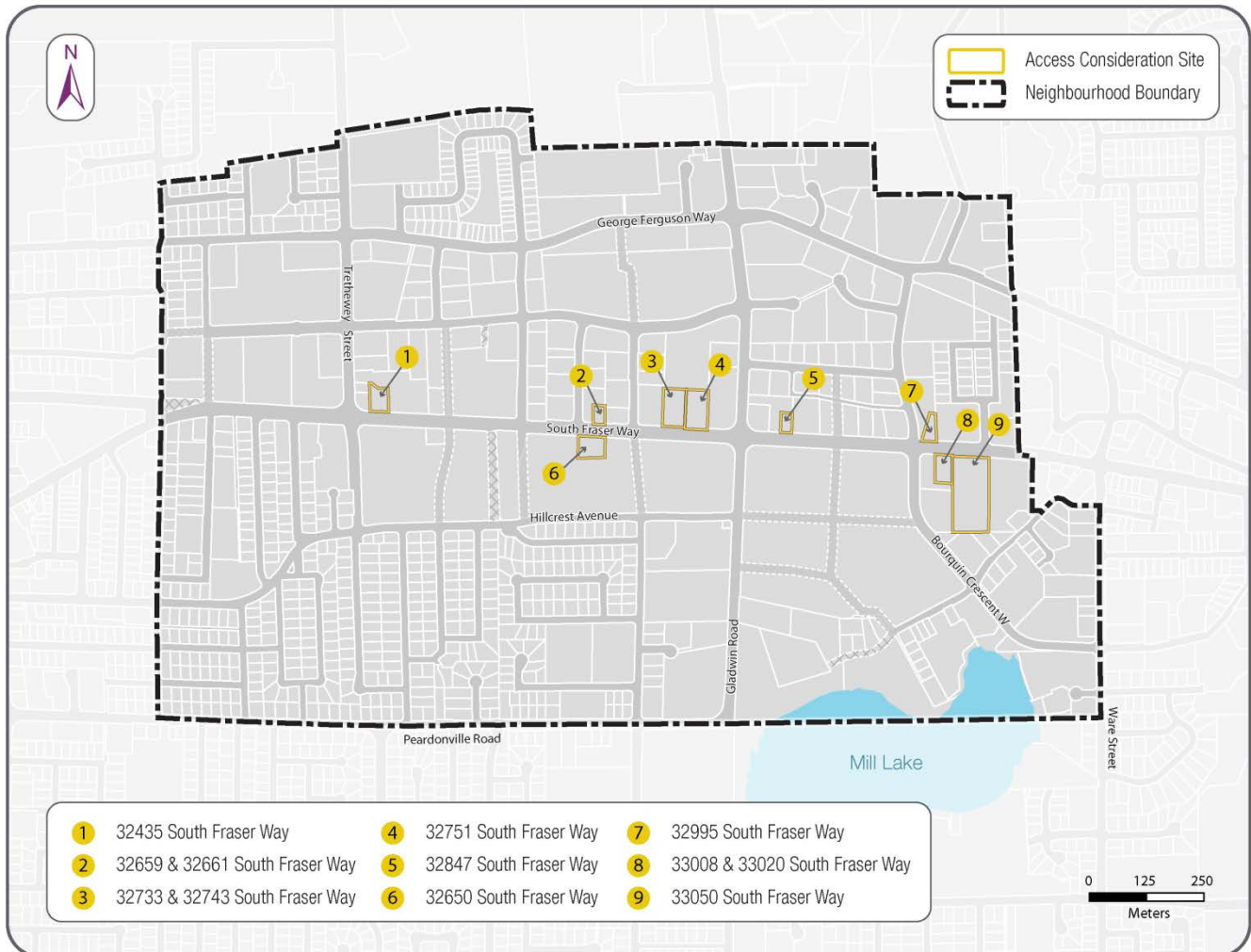
Design an adaptable right-of-way that has the ability to accommodate a future Bus Rapid Transit or Light Rail Transit line in the outside vehicle lanes.



### 5.3 Primary Access

Provide a primary access to a lower standard street for all properties facing South Fraser Way within the City Centre to mitigate challenges related to building a median boulevard. This can be achieved by securing back lanes or access easements through neighbouring properties. It will allow for the eventual construction of a continuous streetwall along South Fraser Way, without driveways.

This is of particular importance to the properties highlighted on Map 12.



Map 12 - Primary Access

### Multi-Modal Delight

### 5.4 Character & 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.



### 5.5 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.

### 5.6 Wayfinding

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

### 5.7 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.

### 5.8 Water Fountains

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

### 5.9 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.

### 5.10 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 23 - Wayfinding Signage (source: Flickr Mack Male)



Figure 24 - Cycling Footrest (source: bicycling.com)





Figure 25 - Bird's Eye View of South Fraser Way





## PART 4: DEVELOPMENT PERMIT GUIDELINES

### City Centre Development Permit Area



## 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 by City Council.

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.



Figure 26 - Commercial Street





## CITY CENTRE DEVELOPMENT PERMIT GUIDELINES

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### AREA

Development within the City Centre Core and City Centre Residential land use designations (Map 3) and development along Commercial Streets (Map 4) is subject to these Form and Character Development Permit Guidelines.

### JUSTIFICATION

The City Centre is envisioned to become a city-wide focal point and regional destination that requires a specific attention to detail and character. It is the only area in Abbotsford where new high rises are contemplated and as such specific guidelines relating to how these tall buildings are designed and interface with neighbouring buildings are required. Additionally, Commercial Streets in the City Centre will play a significant role in the character and vibrancy of the neighbourhood and necessitate a finer level of design detail to ensure they are attractive and have a common identity.

### OBJECTIVES

The following guidelines are intended to encourage the construction of elegant and human-scaled towers that respect adjacent buildings and properties, and vibrant and attractive Commercial Streets that provide a unique shopping experience in Abbotsford. New City Centre developments should seek to create livable, connected, and green environments for residents and visitors to enjoy.

### EXEMPTIONS

1. Subdivision
2. Interior Renovations
3. Façade renovations limited to repainting or recladding without changing the roofline, footprint or number of openings into the building
4. Signage copy change
5. Minor landscaping improvement that do not reduce or remove amenity space
6. Building additions to a maximum of 50m<sup>2</sup> not abutting a street
7. Emergency circumstances to remove any immediate danger
8. 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, 2014



## GUIDELINES

The following guidelines provide direction for intended outcomes for development in the City Centre Core and City Centre Residential land use designations, and may be applied when setting Development Permit conditions.

### 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.

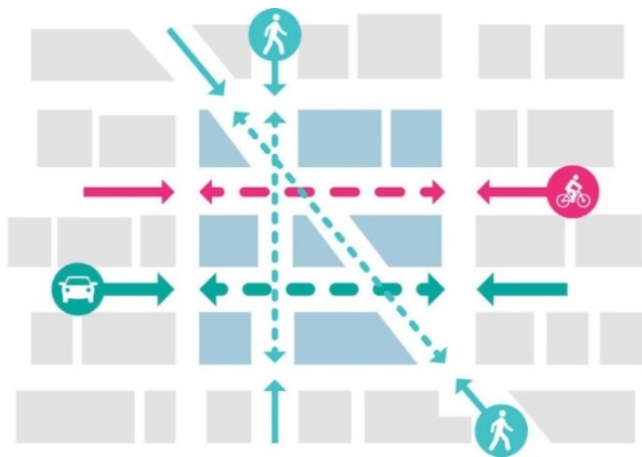


Figure 27 - Neighbourhood Connectivity

### CC2 Neighbourhood Compatibility

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

### CC3 Streetwall Continuity

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

### CC4 Landscape Integration

Site and design development 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.

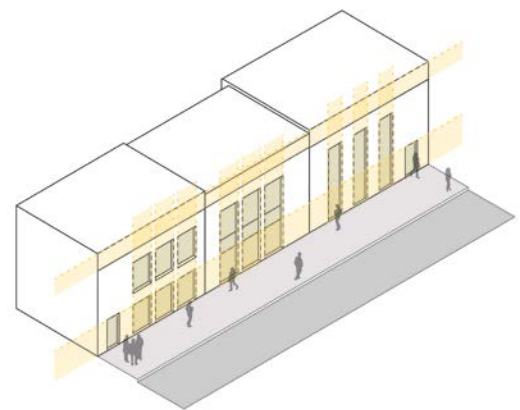


Figure 28 - Streetwall Continuity



### 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 Shadow Impacts

Design buildings to minimize adverse shadow impacts on adjacent buildings, streets, public spaces, or private amenity spaces.

#### CC8 Defined Streetscape

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

#### CC9 Street Relationship

Require that buildings either: front directly onto the street property line to reinforce the continuity of building facades along the street; or be set back to allow space for outdoor functions of the building occupancies. Parking shall not be located between the street and the building.

#### 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 Street End Vistas

Site architecturally significant buildings and/or provide strong massing where visible at the terminus of a street or walkway.

#### CC12 Walking Connections

Connect main entrances and unit entrances to public sidewalks, parking areas and adjacent residential and commercial sites (existing and future) with a minimum 2.0m wide pathway.

#### CC13 Access to Transit

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

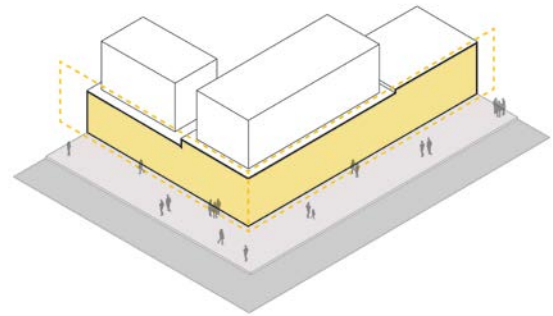


Figure 29 - Defined Streetscape

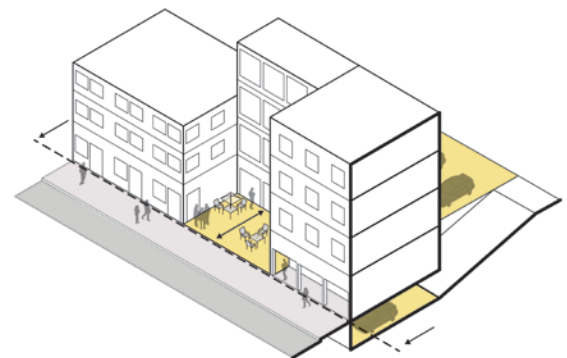


Figure 30 - Street Relationship

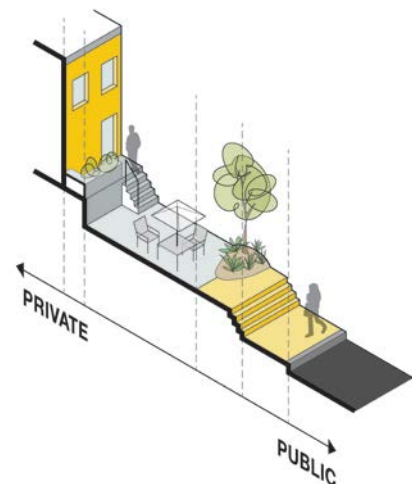


Figure 31 - Hierarchy of Spaces



### CC14 Building Length

Limit the length of buildings to 70m, unless along a Required Commercial street where continuous streetwalls may extend longer, up to 90m in length.

### CC15 Public & Private Amenity Spaces

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

### CC16 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.

### CC17 Site Grading

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. Retaining walls should be composed of split face concrete blocks or natural stone. Lock block style and poured-in-place concrete retaining walls are not permitted.

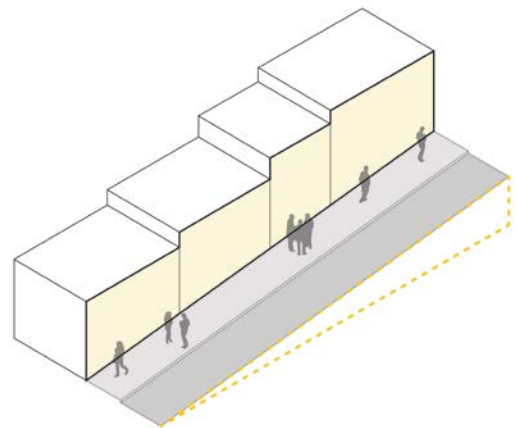


Figure 32 - Site Grading

### CC18 Continuous Paving

Ensure that paving schemes in (or planned for) the public street right-of-way extends onto adjacent private land, including into entries, to provide visual uniformity.

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

### CC19 Bike Parking

Provide secured and weather protected bike parking, preferably near the lobby of a building for ease of access, in the form of a locked room where bicycles can be fastened to a rack. Provide bike racks near a building entrance for visitors, in a highly visible location.

### CC20 Parking Access, Location, & Design

Reduce the number of accesses with shared parking facilities and shared access points. Provide all required off-street residential parking underground, with exceptions possible for visitor parking stalls.

Avoid designing underground parking that exceeds grade level height. Where underground parking structures must be partially above grade, ensure they do not exceed 1.0m from the ground. Use attractive, high quality materials on the exposed structure and/or screen with landscaping.

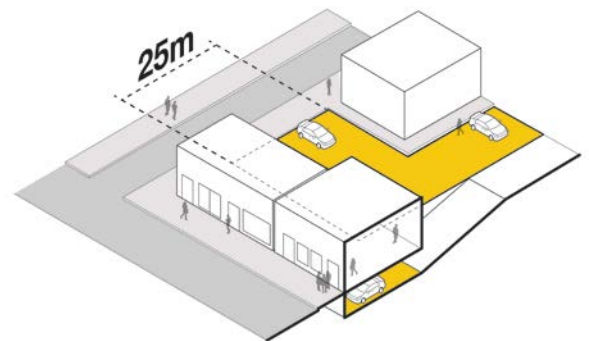


Figure 33 - Parking Access, Location, & Design



Where surface parking is provided for commercial uses, parking spaces must be provided at the rear of the building, out of view from the street. Surface Limit the length of surface parking lots to 25m along public streets. Parking for persons with disabilities must be easily accessible and centrally located.

### CC21 Storage, Garbage, & 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).

### CC22 Loading Areas

Locate loading areas internally within buildings, or accessible from a back alley, where possible.

### CC23 Drive Thru Facilities

Prohibit drive thru facilities in the City Centre Core or City Centre Residential land use designations.

### Commercial Buildings

Additional guidelines related to the design of buildings with commercial ground floors that are people focused, attractive and functional for a vibrant shopping experience.

### CC24 Building Entrances

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

Ensure entrances are a maximum of 15m apart at their centres.

Where residential and retail entrances appear on the same block, residential entrances should be located on flanking streets, allowing for retail and commercial continuity. Where this is not possible, residential entrances will be recessed to minimize interruptions to retail frontage.

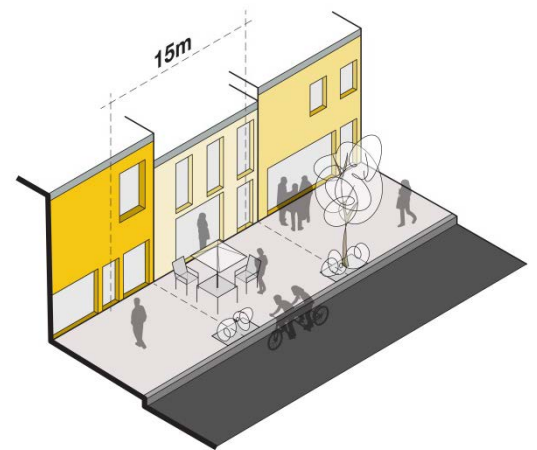


Figure 34 - Building Entrances

### CC25 Corner Buildings

Provide additional setbacks at intersection corners for small public plazas and design a building at the corner to front both streets. Mass the building at its corner to exhibit visually prominent, landmark architecture. Design corner buildings with corner entries.

### CC26 Active Uses

Locate active uses and retail entrances at grade and be directly accessible from the public sidewalk.

The height of retail storefronts should be at least 4.5m to facilitate a long-term range of uses while maintaining pedestrian scale.



## CC27 Setback Treatment

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

## CC28 Commercial Patios

Locate all commercial patios between the building face and the street, or on building rooftops.

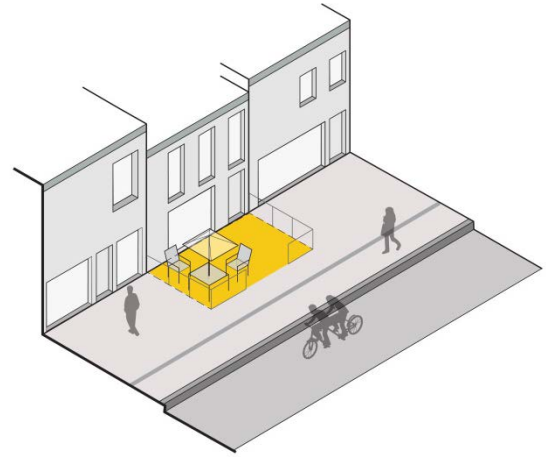


Figure 35 - Commercial Patios

## CC29 Building Transparency

Provide a minimum of 80% transparent glazing at the ground level, including entrances. Do not obscure ground level facades by covering more than 25% of glazing with signage.

## CC30 Large Tenants

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

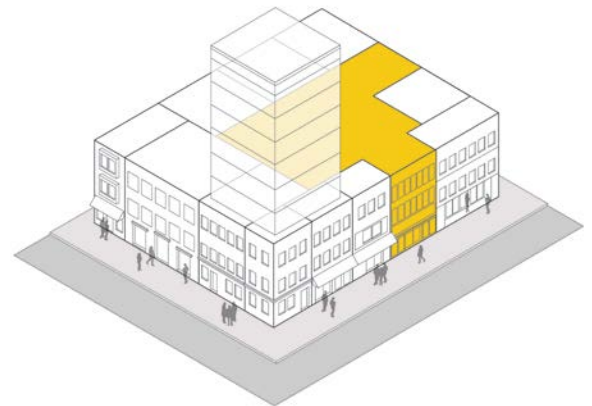


Figure 36 - Large Tenants

## CC31 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.

## CC32 Architectural Interest

Vary building materials, colors, rooflines, and other architectural elements. Bold accent colors for architectural features are strongly encouraged.

Wider buildings should be visually broken into smaller building sections. Integrate vertical elements and breaks into the façade of a building. Large expanses of singular materials, such as vinyl siding and stucco, and blank walls are not permitted.

Variation in three-dimensional building elements such as balconies, bay windows, moldings, cornices, porches, and other similar elements should be used to provide depth to the building mass. Large, flat street-facing walls should be avoided.



Figure 37 - Architectural Interest



### CC33 Building Materials

Products such as natural wood, glazing, metal panels, or contemporary brick must be used. Ground floor levels should be clad in a different material than upper levels to provide a visual break. For residential uses, cement board cladding may be used above the first floor.

The following facade materials are not permitted:

- Vinyl siding
- Stucco
- Cast concrete (except as an accent or base)
- Concrete units

### CC34 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.

### CC35 Accessibility

Design buildings 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.

### CC36 Weather Protection

Provide continuous 2.0m deep weather protection along key pedestrian routes and in areas where people are likely to congregate. Acceptable forms include transparent glass with reinforced steel beams, and retractable awnings which provide greater sun/ shadow control for businesses. Awnings/canopies should provide a minimum height clearance of 3.0m, not obstruct pedestrians and be designed so that rainwater does not drip directly on the travel path of pedestrians, where possible.

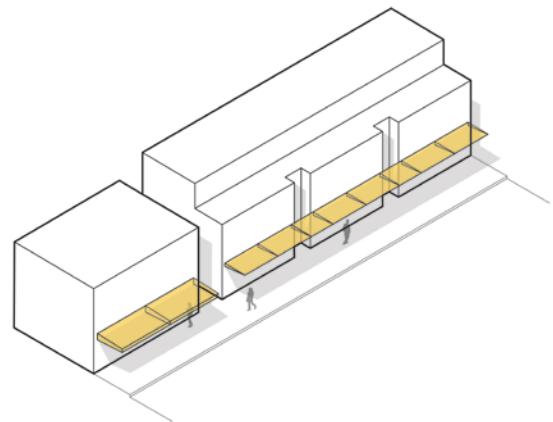


Figure 38 - Weather Protection

### CC37 Signage

Directly integrate signage into building façades. Design signage to be architecturally consistent with associated buildings. Freestanding signs and backlit box signs are not permitted. The following types of signs are permitted and should be sized appropriately for a pedestrian environment:

- Awning – located on awning/canopy to identify a business
- Fascia – mounted flush against a building face to identify a business or residence
- Sandwich boards – located within the setback to advertise a businesses
- Window – window signage should not exceed 25% of the window area
- Projecting – affixed to the building wall or canopy, perpendicular to the building face



## Residential Buildings

To guide the design of residential ground floors that are people focused, attractive and functional with the streets on which they front.

### CC38 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.

### CC39 Grade Transition

On sloping sites, step ground floor slabs to ensure the building and roofline follow the slope of the site.

### CC40 Residential Building Setback

Set back all residential buildings 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. Parking shall not be placed between the street and the building.

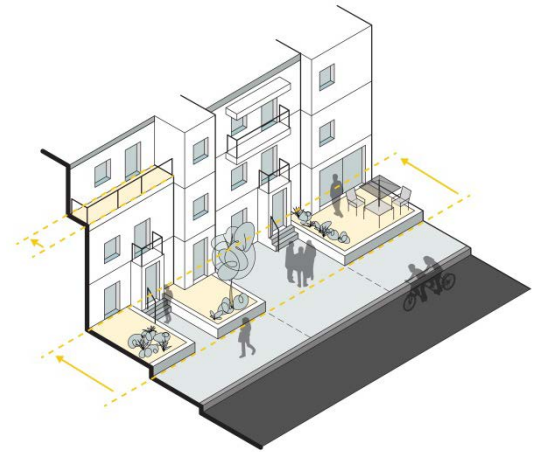


Figure 39 - Residential Building Setback

### CC41 Accessibility

Design buildings 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.

### CC42 Weather Protection

Include weather protection at main entrances.

### CC43 Visual Privacy

Offset window placement between buildings facing each other to maintain privacy in residential units.

### CC44 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. Large expanses of singular materials, such as vinyl siding and stucco, and blank walls are not permitted.

### CC45 Ground Oriented Units

Incorporate ground oriented units into residential buildings fronting public streets. Design each unit with an individual front door accessible from the street and elevated at least 0.5 metres from the public right-of-way grade for privacy where existing grades permit.

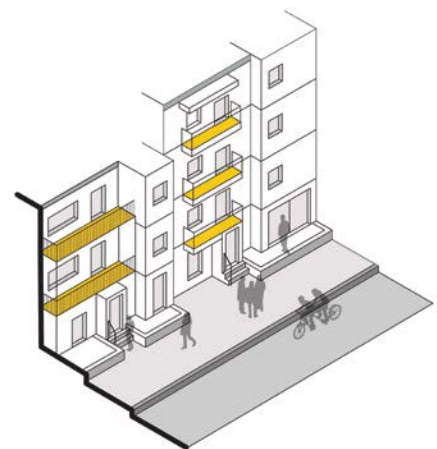


Figure 40 - Balconies

### CC46 Balconies

Integrate balconies within the building façade and design them with glass to maximize natural light penetration.





## CC47 Accessibility

Design buildings 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.

## Tall Buildings

Additional guidelines related to the design of tall buildings that are human-scaled, elegant, and respectful of their surroundings. Tall buildings are defined as any buildings taller than 6 storeys in height.

## CC48 Size & Proportion

Place tall buildings on top of a podium of at least 2 stories and at most 6 stories in height. Provide a setback above 6 stories of at least 2.0m. Limit floorplates above 12 stories to 750m<sup>2</sup>.

## CC49 Architectural Articulation

Design a tall building with three recognizable parts: a base, middle, and top. Each part should be articulated differently using setbacks, shapes, materials, balcony designs, cornices, and/or more.

## CC50 Orientation

Orient towers distinctly from one another to avoid blocking sightlines. This can often be achieved by rotating towers 45-90 degrees relative to each other. Orientation often depends on unique site constraints and the context of nearby towers on adjacent properties.

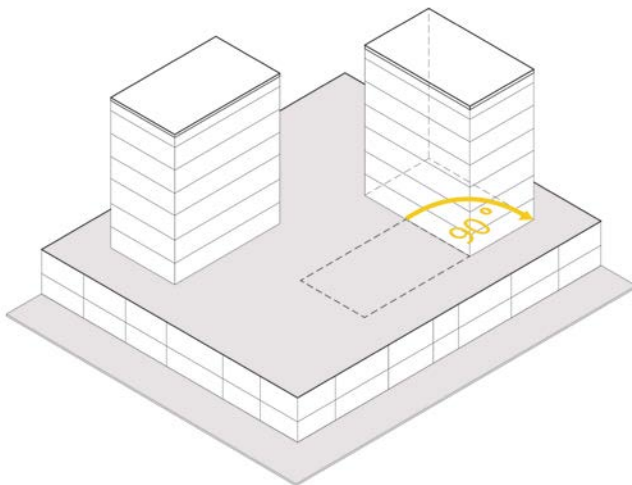


Figure 42 - Orientation

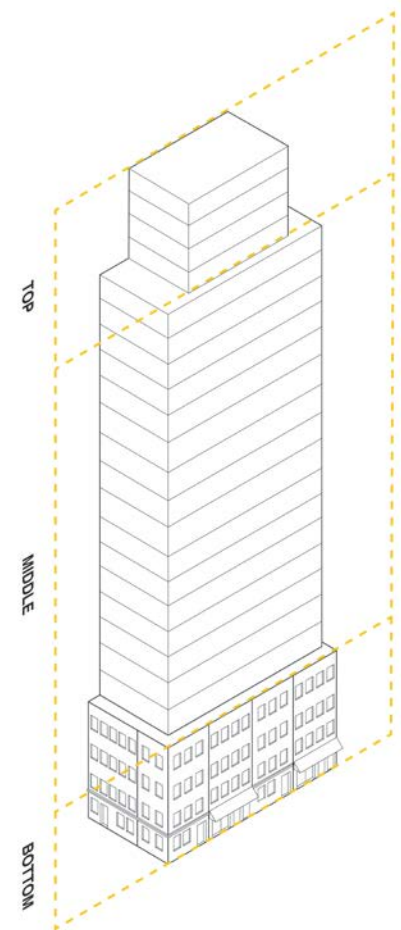


Figure 41 - Architectural Articulation



### CC51 Overlap

Reduce overlap between tall buildings within the same site, on adjacent properties, and across the street. Ideally, 0% overlap is desirable. If 0% overlap is not achievable, mitigate impacts through maximizing the CC52 Separation and CC50 Orientation guidelines.

### CC52 Separation

Separate tall buildings by a minimum of 30m.

### CC53 Rooftop Design & Accessibility

Landscape rooftops and make them accessible to tenants/residents as usable common/private outdoor space. Screen or enclose mechanical equipment and appurtenances on roof tops.

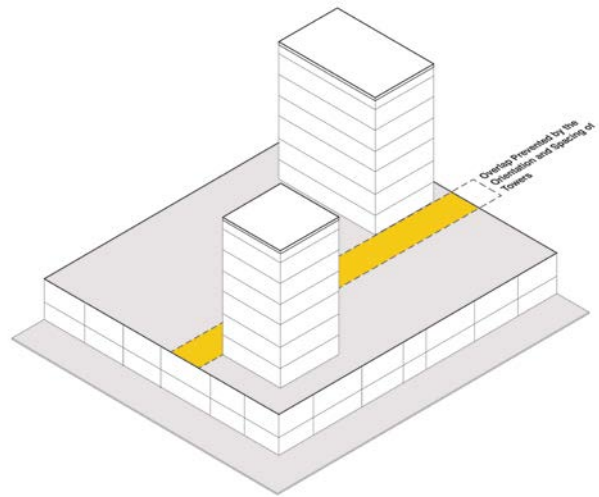


Figure 43 - Overlap

### CC54 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.

## Landscaping

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

### CC55 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 shall be designed to meet the needs of a wide range of users including children, seniors, and persons with disabilities.

### CC56 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 less visually attractive parts such as parking, loading, and utility areas, and garbage enclosures.

### CC57 Climate, Comfort, & 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 & character of the neighbourhood.

### CC58 Landscape Islands

Provide landscape islands every 10 parking stalls in surface parking lots. These should include a minimum of 10m<sup>3</sup> of growing medium and planted with a minimum of one tree and a variety of shrubs and ground covers.



**CC59 Tree Retention**

Preserve mature trees and significant specimens and integrate them with new landscaping and buildings, where possible.

**CC60 Tree Canopies**

Where sightlines are required, use tree species that allow for a canopy at least 2.0m in height.

**CC61 Tall Hedges**

Avoid using tall, visually concealing hedges along public sidewalks and streets.

**CC62 Fence Height & Design**

Entrances should be articulated with appropriate low fencing and high quality features to define public and private space. Keep fences below 1.2m along public right-of-ways. Use stainless steel or aluminum fencing that is visually permeable. Chain link fences are not permitted along public right-of-ways.

**CC63 Rooftop Patios**

Install water and electrical outlets on rooftop patios for their functional use.

**CC64 Stormwater Infiltration**

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

**CC65 Crime Prevention**

Use Crime Prevention through Environmental Design (CPTED) principles in the planning and design of a development's landscaping.

**Lighting**

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

**CC66 Light Pollution**

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

**CC67 Pole Mounted Lighting Height**

Place lighting fixtures no higher than 6m from the ground.

**CC68 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.



### **CC69 Uplighting**

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

### **CC70 Sensor Activated Lighting**

Use sensor activated lighting for security lighting.

### **CC71 Even Wash**

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

### **CC72 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.





## 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.

Streets are divided into two types: Standard and Enhanced. Standard Streets maintain the Development Bylaw standard and Enhanced Streets modify the Development Bylaw standard.

### Enhanced Streets

There are five enhanced right-of-way standards (34.0m; 27.0m; 24.5m; 22.4m; and 20.0m) but the allocation to various elements within that right-of-way vary depending on the facilities required for walking, biking, trees, transit, vehicles, and more. Additionally, along a single street certain elements and widths may vary. For example, along Emerson Street which changes from a residential street to a Commercial Street, on-street parking is prioritized in the latter.

These streets are identified as key corridors that will be have enhanced right-of-way standards.

34.0 m	27.0m	24.5 m	22.5m	20.0m
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 Cruikshank Street Allwood Street Mill Lake Road Commercial Streets

Table 3 - Enhanced Streets

### Sidewalk Zones for Enhanced Streets

A sidewalk can be divided into three zones: Frontage, Movement, and Furnishing (Figure 44). 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.

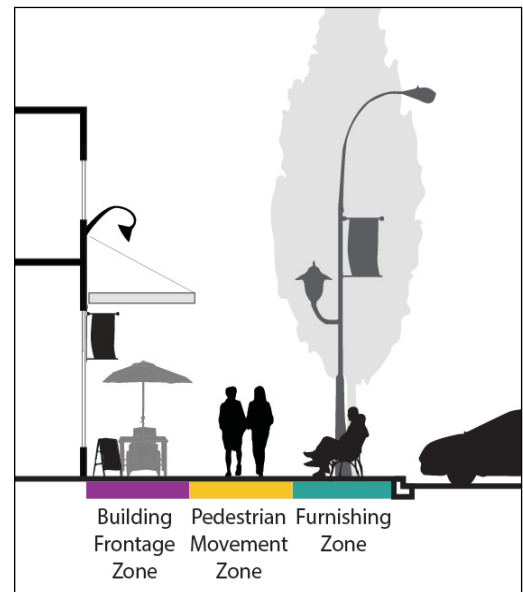
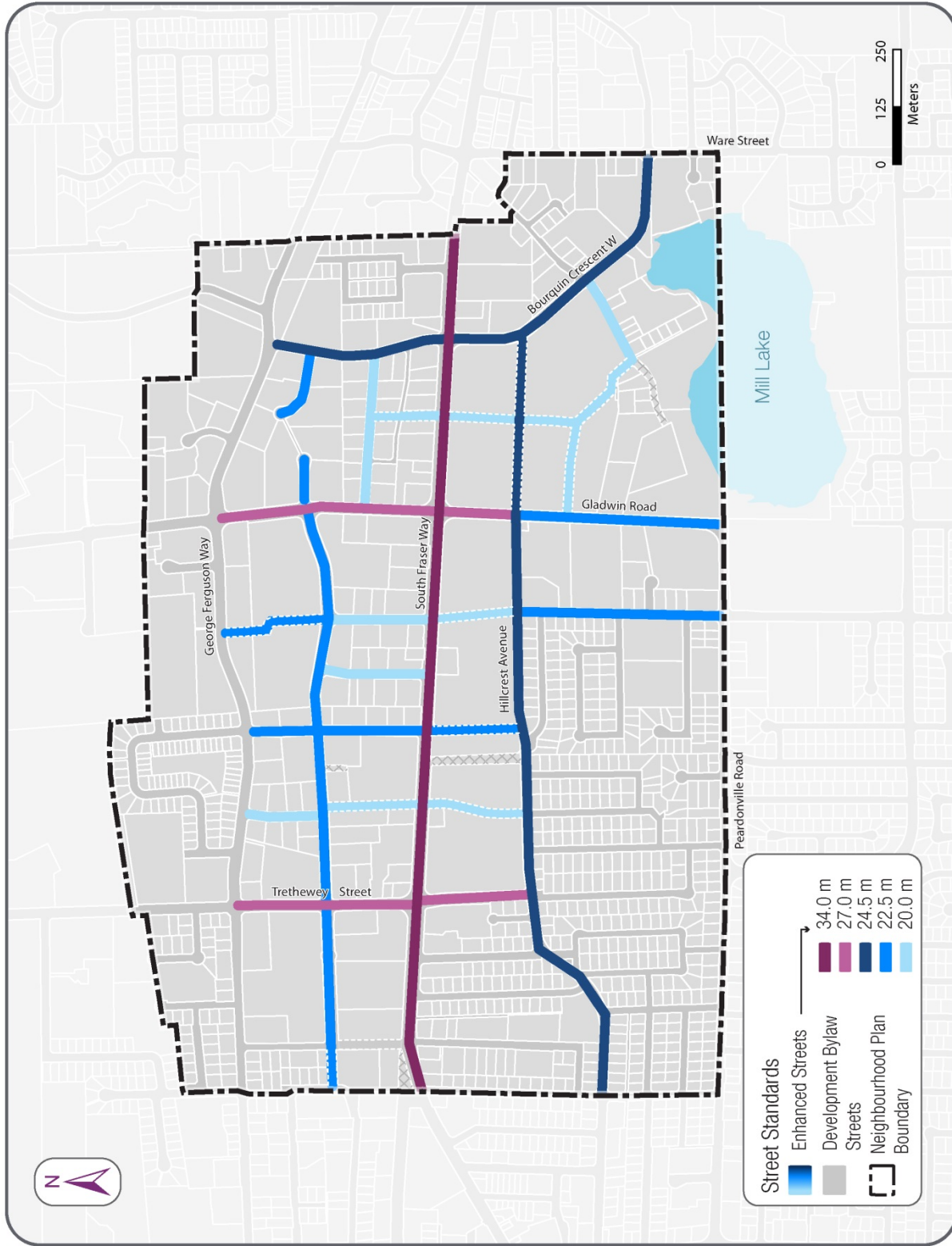


Figure 44 - Sidewalk Zones





Map 13 - Enhanced Streets



## Street Cross-Sections

Street cross-sections provide a visual representation of the street and include many different elements that provide space for a complex mix of transportation movement and people activity. For Enhanced Streets, the 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. The widths of the streets may differ from the Development Bylaw, and the cross sections serve as a guide for the construction and improvement of the street network in the City Centre. 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.

### Signature Corridor

#### South Fraser Way (34.0m)

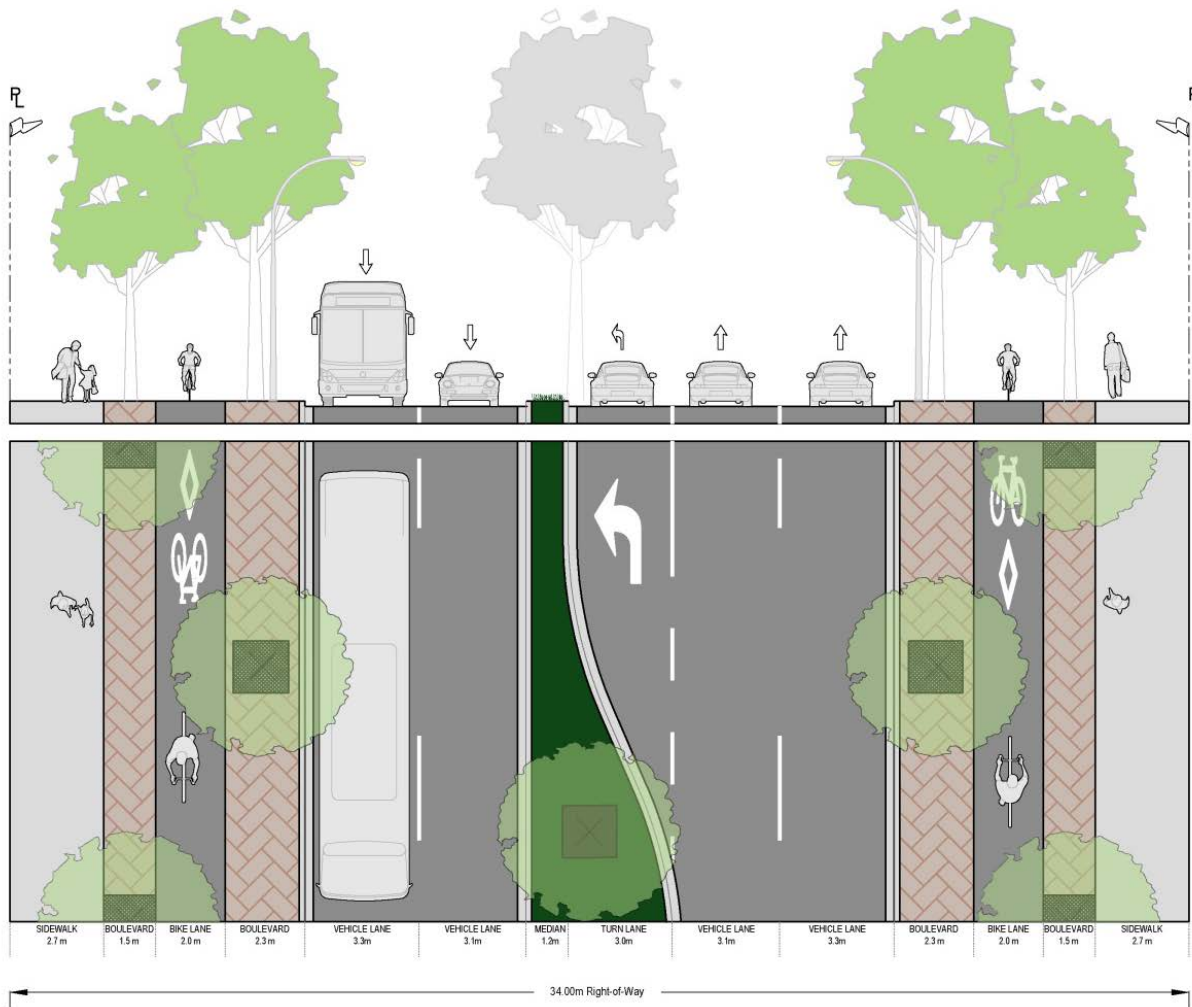


Figure 45 - South Fraser Way Cross-Section

#### 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





### City Centre Arterials

#### Trethewey Street & Gladwin Road North (27.0m)

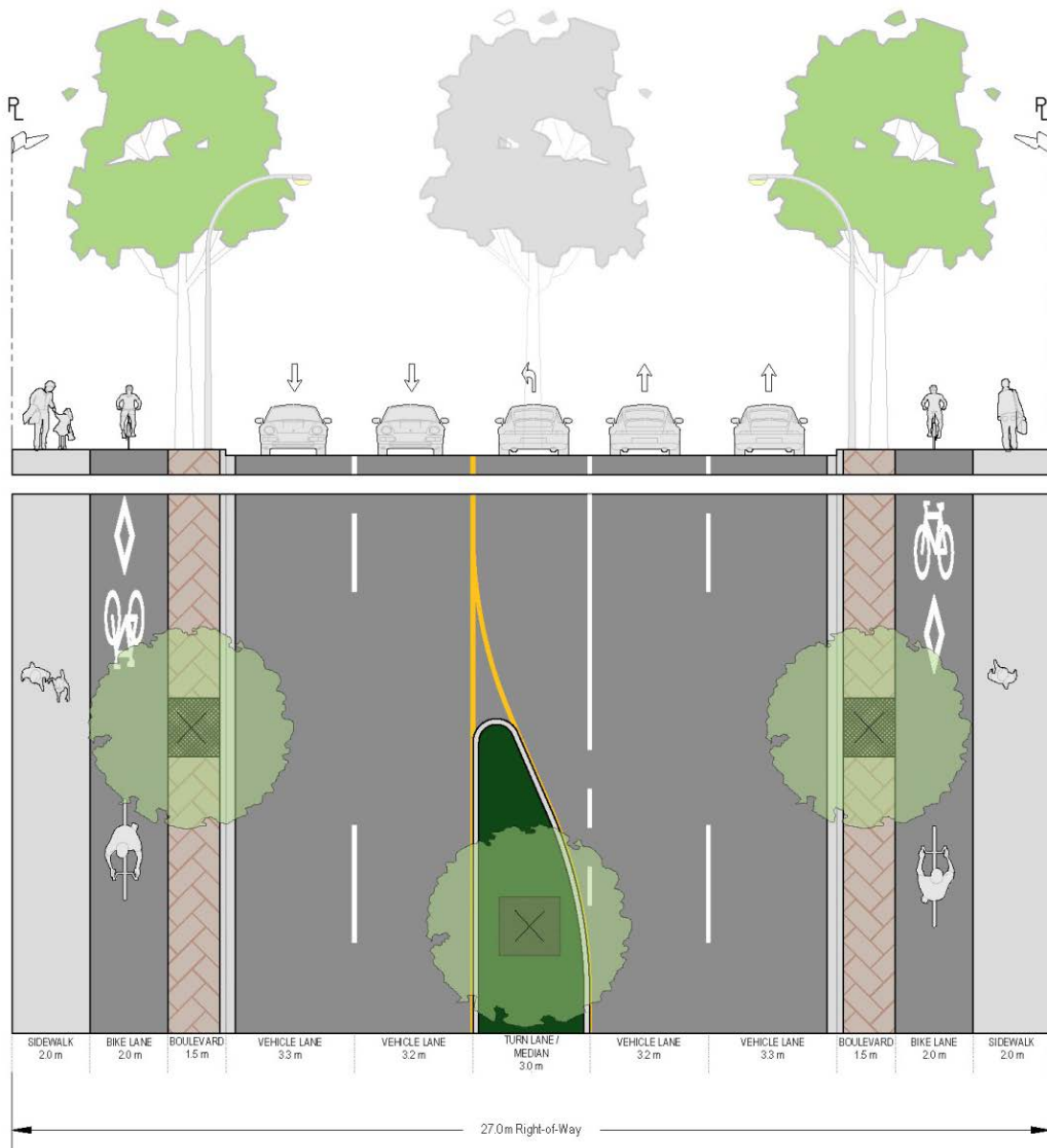


Figure 46 - Trethewey St & Gladwin Rd N Cross-Section

#### 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



### City Centre Collectors

#### Hillcrest Avenue & Bourquin Crescent East (24.5m)

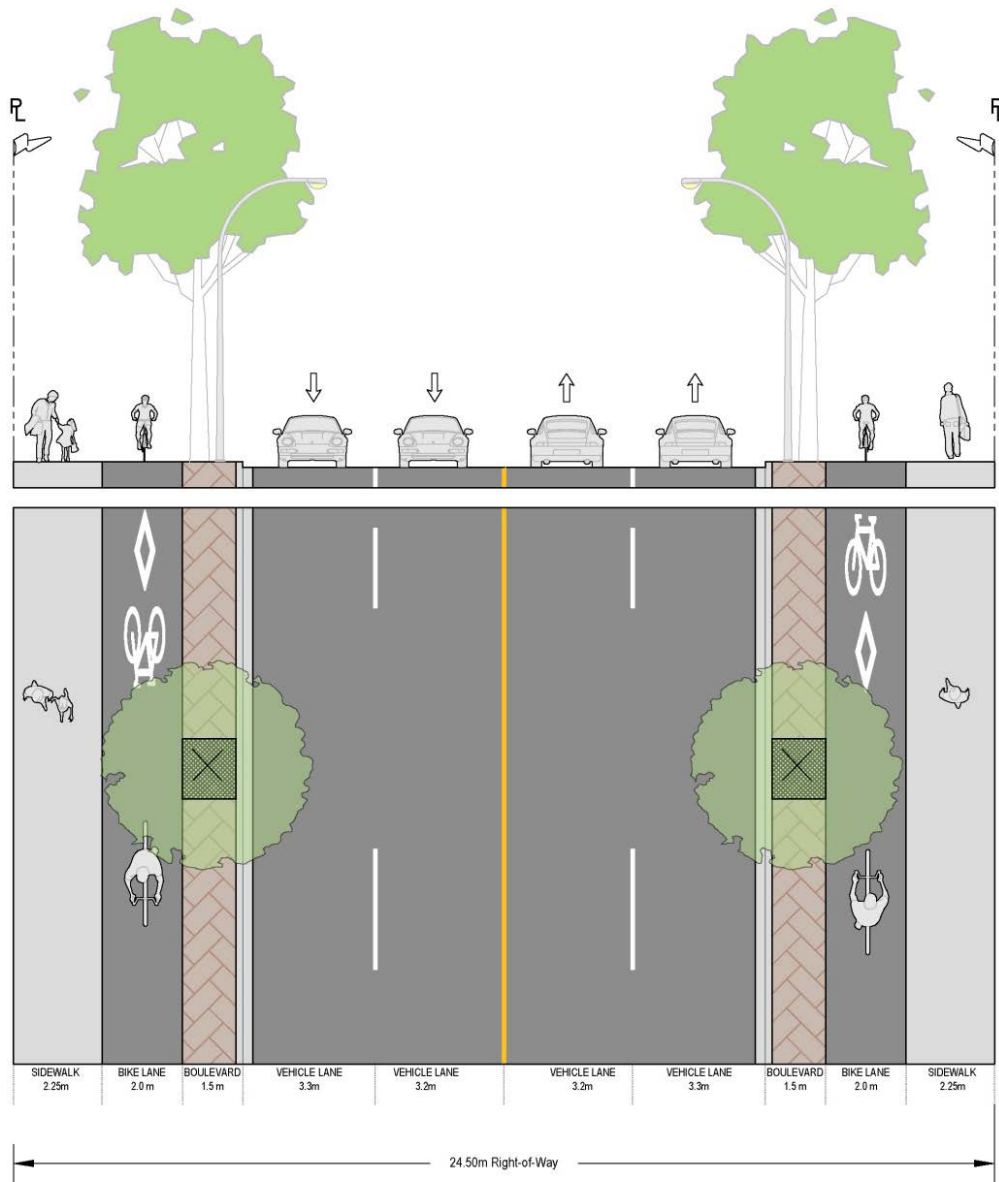


Figure 47 - Hillcrest Ave & Bourquin Cres E Cross-Section

#### Elements

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



### City Centre AAA Locals

Simon Avenue, Garden Street, Emerson Street, Landeau Place, Amicus Place, Gladwin Road South (22.5m)

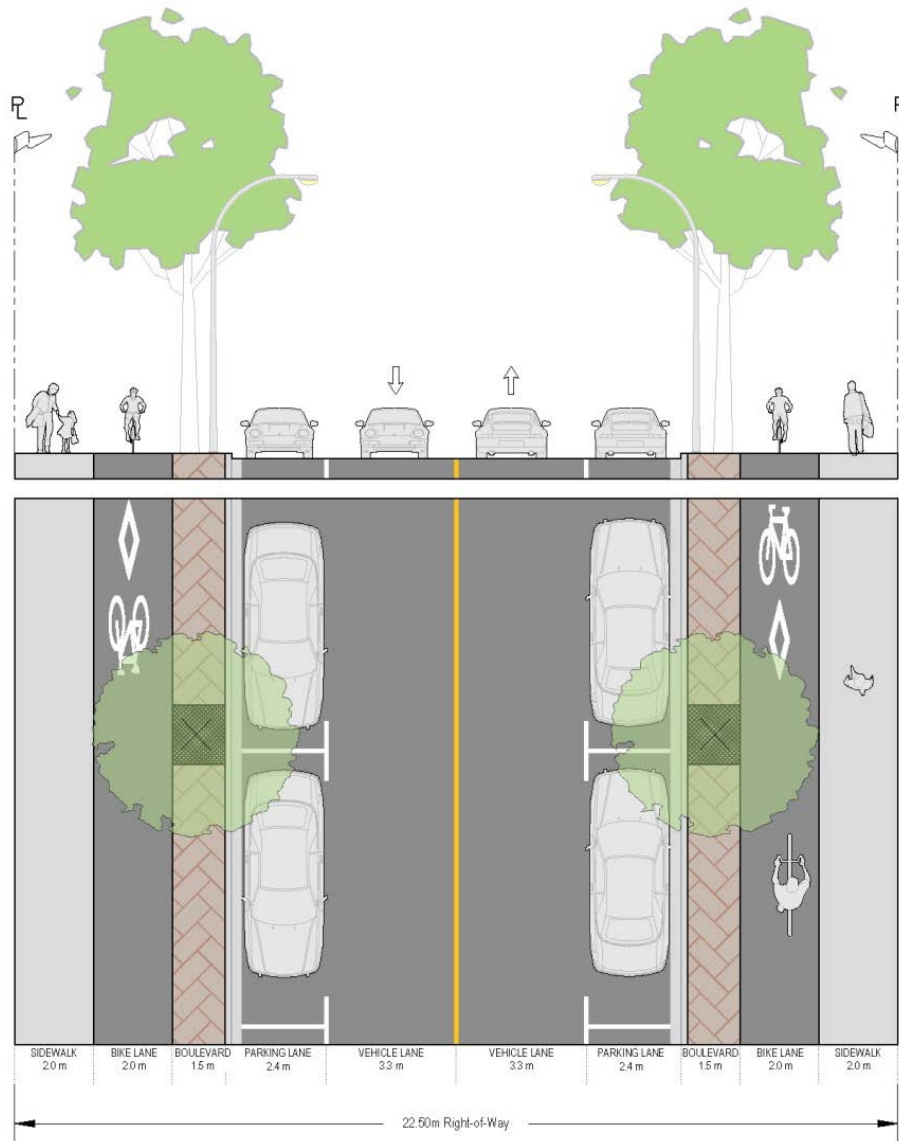


Figure 48 - Simon Ave, Garden St, Emerson St, Landeau Pl, Amicus Pl, & Gladwin Rd S Cross-Section

#### 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



### City Centre Locals

Ventura Avenue, Cruickshank Street, Allwood Street, Mill Lake Road, Commercial Streets (20.0m)

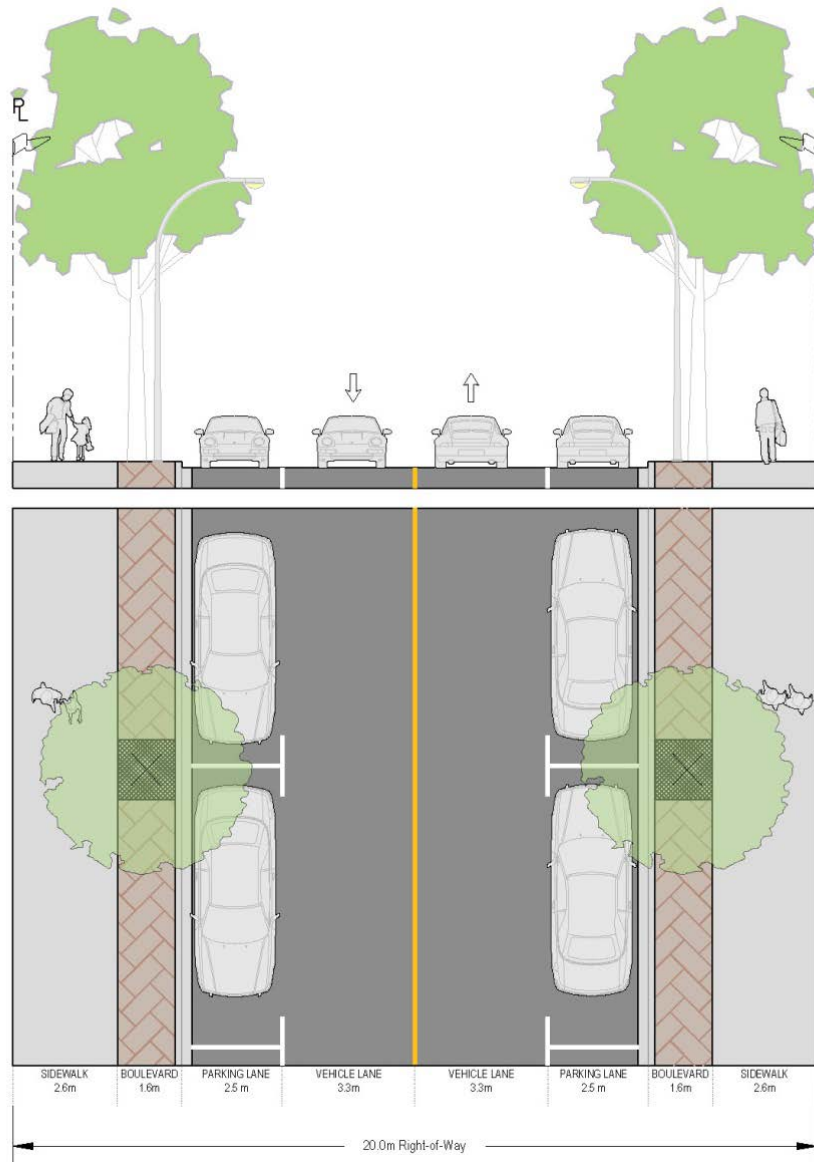


Figure 49 - Ventura Ave, Cruickshank St, Allwood St, Mill Lake Rd, and Commercial Streets Cross-Section

#### 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

The servicing section of the 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), which took into consideration land use analysis, population projections as well as input from the public and other stakeholders. This information was then used to inform modeling exercises for the various infrastructure systems. Any proposed land use or transportation network changes to what is shown in this Neighbourhood 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 Neighbourhood Plan have been assessed through hydraulic modeling of the impacts of increased water demand on system capacity due to population growth projected in the neighbourhood. Modeling was carried out for average day, maximum day, peak hour demands and fire flow requirements for each parcel within the neighbourhood. The hydraulic capacity of the water distribution system for the pressure zone in this area of the City was evaluated to identify areas for upgrades and expansions to water distribution system infrastructure required to service the growth within 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 off site 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. Clearbrook Waterworks District is an Improvement District created in 1953 to supply water in an area which was once known as Clearbrook Village and it is responsible not only for the supply, but also the maintenance and upgrades of its own infrastructure. The analysis conducted does not consider this area's water infrastructure. Any required upgrades related to development will be addressed by the Clearbrook Waterworks District on a case by case basis.

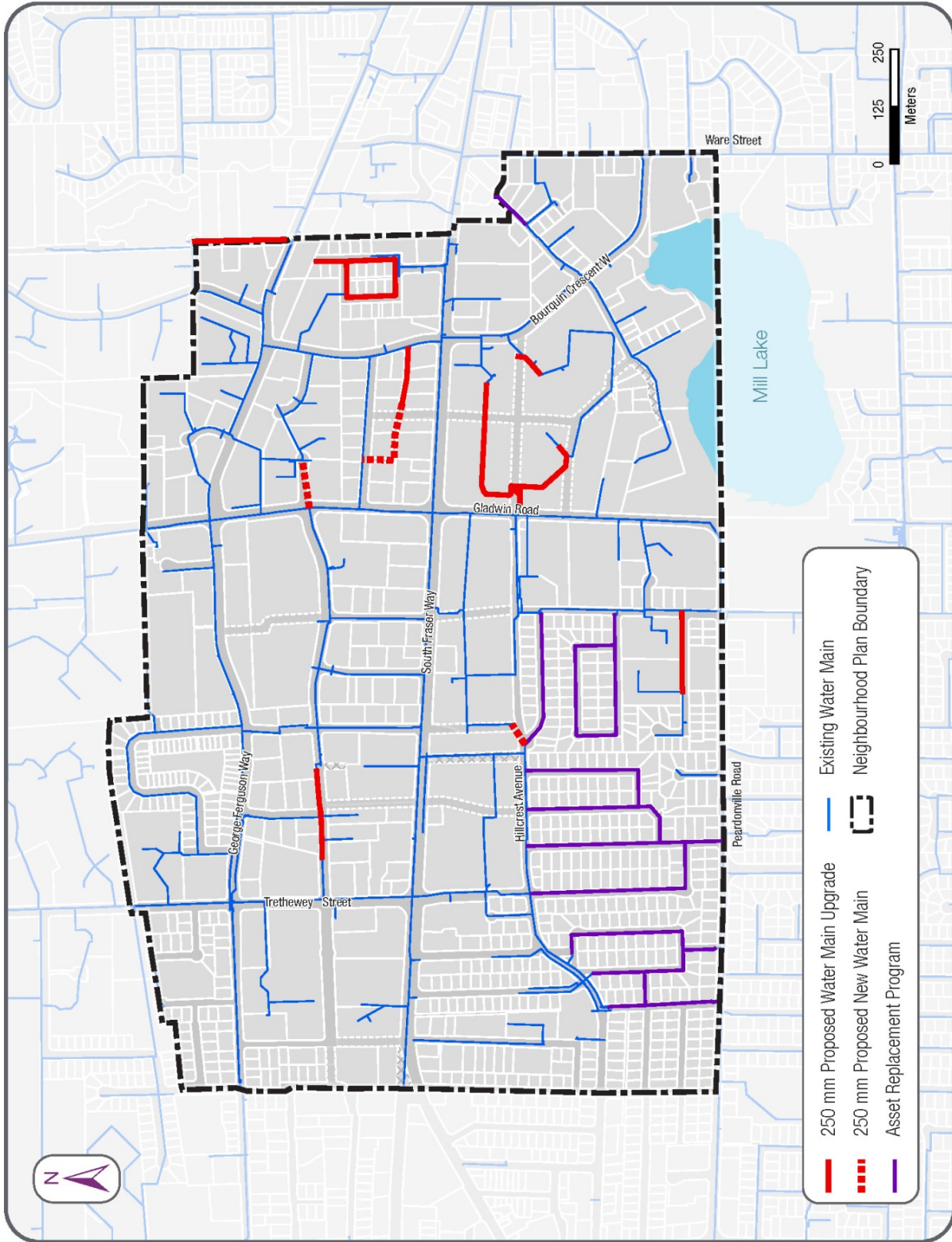
### Water System Improvements

Water system 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. In total, 360m of new pipes and 306.5m of pipe upgrades are recommended. Beyond this, 4942m of pipes are slated to be replaced in the neighbourhood as part of Abbotsford's Asset Replacement Program. The following table identifies the specific improvements required and their locations in the neighbourhood (as shown on Map 14 on the following page).

Location	Existing Diameter (mm)	Upgrade Diameter (mm)	Length (m)
Murray Avenue	150	250	182.1
Ventura Lane	150	250	124.4
Ventura Lane	N/A	250	199.4
Landeau Place	N/A	250	105.1
Hillcrest Avenue	N/A	250	55.7
<b>Total</b>			<b>666.7</b>

Table 4 - Recommended Water System Upgrades





Map 14 - Recommended Water System Improvements

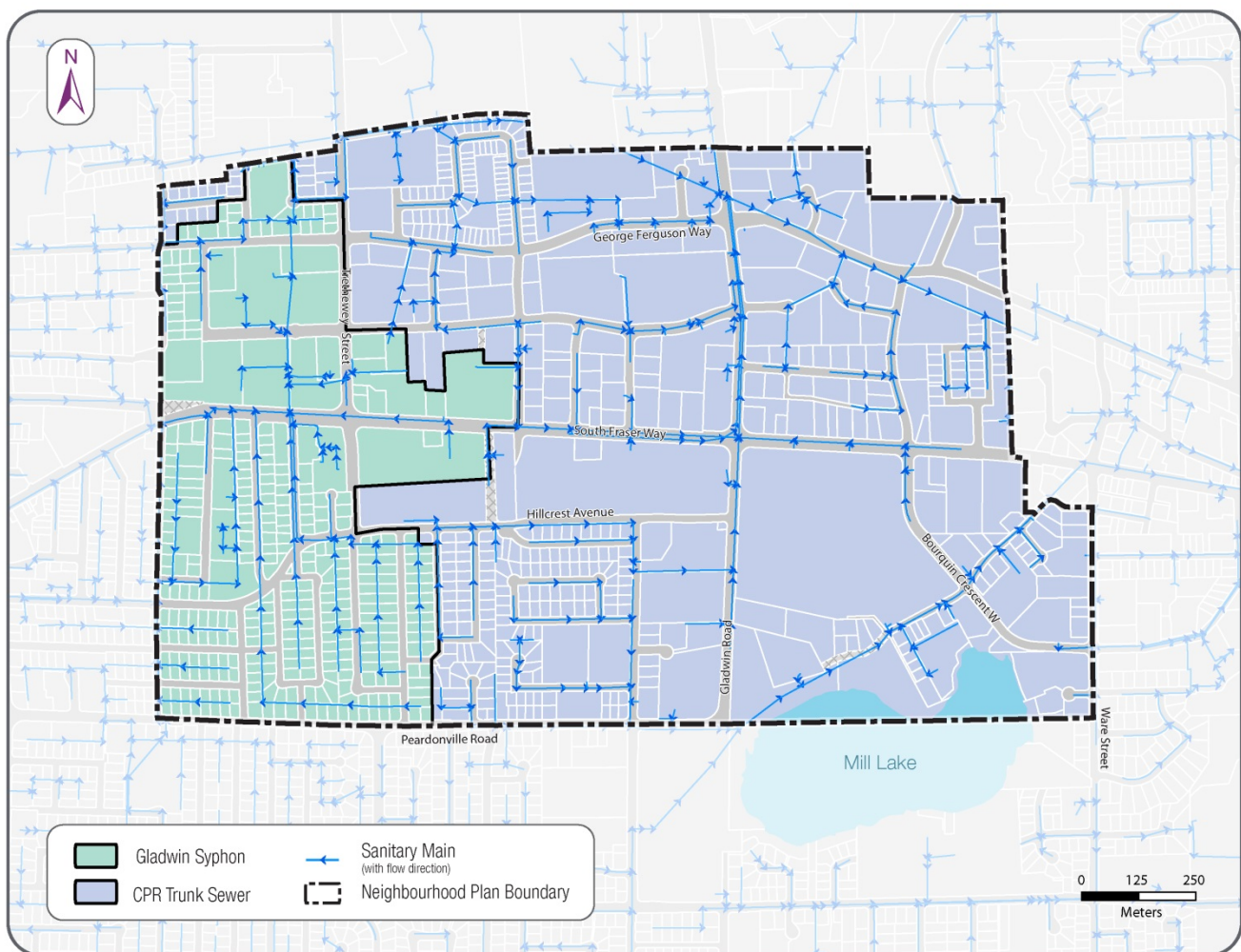


## Wastewater Assessment

The Wastewater Assessment was completed using the City’s latest sanitary sewer hydraulic model (InfoSWMM). The model was used to conduct a hydraulic capacity assessment of base sanitary load and diurnal patterns of system flows projected under the land use map shown in Map 3. Recommendations were developed to uphold levels of service to accommodate growth and comply with the City’s current design criteria for sizing new sanitary mains.

## Existing Wastewater Infrastructure

All properties in the City Centre are serviced by Abbotsford’s sanitary sewer collection system. The entire system within the neighbourhood uses gravity mains which collect wastewater and deliver them to two separate siphons. 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 ). Both discharge into the JAMES Trunk Sewer which flows into the JAMES Wastewater Treatment Plant.



Map 15 - Sanitary Catchments

The Sanitary Catchment map is a high level representation used for modelling purposes only and may not reflect the exact boundary between the Gladwin Syphon and CPR Trunk Sewer. 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

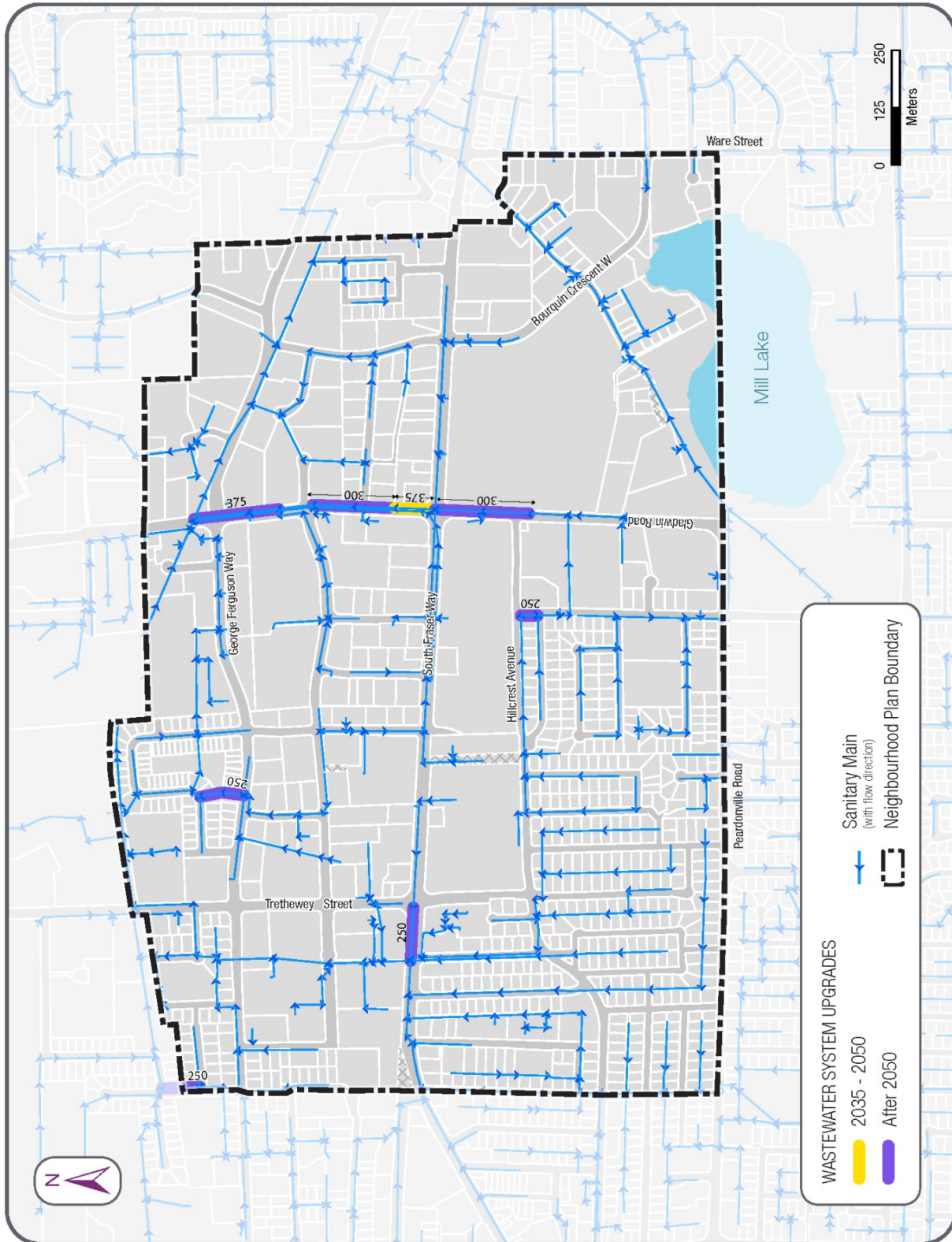
The hydraulic capacity analysis revealed the sanitary sewer system within the CCNP is adequate for servicing up to an approximate 2041 horizon. Beyond this timeframe, and depending on how quickly the neighbourhood grows, one section of sewer on Gladwin Rd north of South Fraser Way was identified as deficient by 2046. After 2051, a few other sewer sections may be under capacity to convey wastewater. The following table identifies the specific improvements required and their locations in the neighbourhood (as shown on Map 16 on the following page). Timing of the upgrades listed below may change depending on the location of developments as the neighbourhood grows and evolves.

Pipe Location	Existing Diameter (mm)	Upgrade Diameter (mm)	Time Frame	Length (m)
<b>Gravity Sewer – Upgrades to Existing System</b>				
Gladwin Road, North of South Fraser Way	200	375	2046	88
Oriole Park Connection	200	250	2050+	97
Tims Street	200	250	2050+	82
South Fraser Way	200	250	2050+	116
Emerson Street	200	250	2050+	37
Gladwin Road, South of South Fraser Way	200	300	2050+	204
Gladwin Road, near Ventura Avenue	200	300	2050+	178
Gladwin Road, North of Simon Avenue	300	375	2050+	184
<b>Total</b>				<b>986</b>

Table 5 - Recommended Wastewater System Upgrades







Map 16 - Recommended Wastewater System Improvements



## 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 Williband 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.

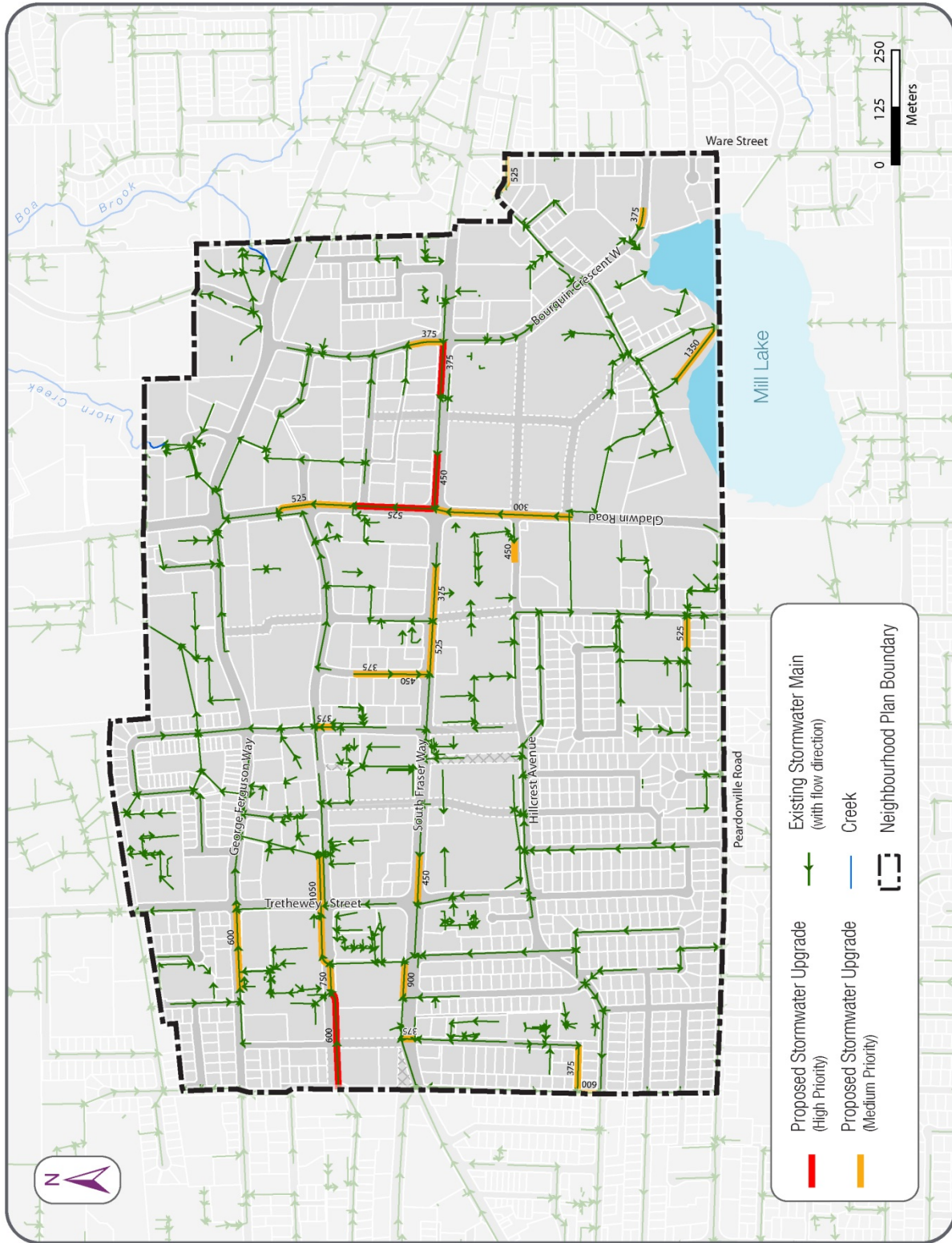
## Recommended Stormwater System Improvements

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

Table 6 - Recommended Stormwater System Improvements





Map 17 - Recommended Stormwater System Improvements



### 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**

**Public Realm Design Guidelines**



## FINANCIAL STRATEGY

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The Historic Downtown 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 Historic Downtown 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

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 & 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.

As described in Policy 1.3, implementing this fee structure will require a two-step process. The first step will address high rise zones for development above 2.5 FSR in the City Centre Core, City Centre Residential, and Civic Institutional land use designations. The second step will be to address multifamily and mixed use development zones at densities up to 2.5 FSR, on a city-wide scale.

### 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 & RHR Zones

The Commercial High Rise Zone (CHR) & 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.

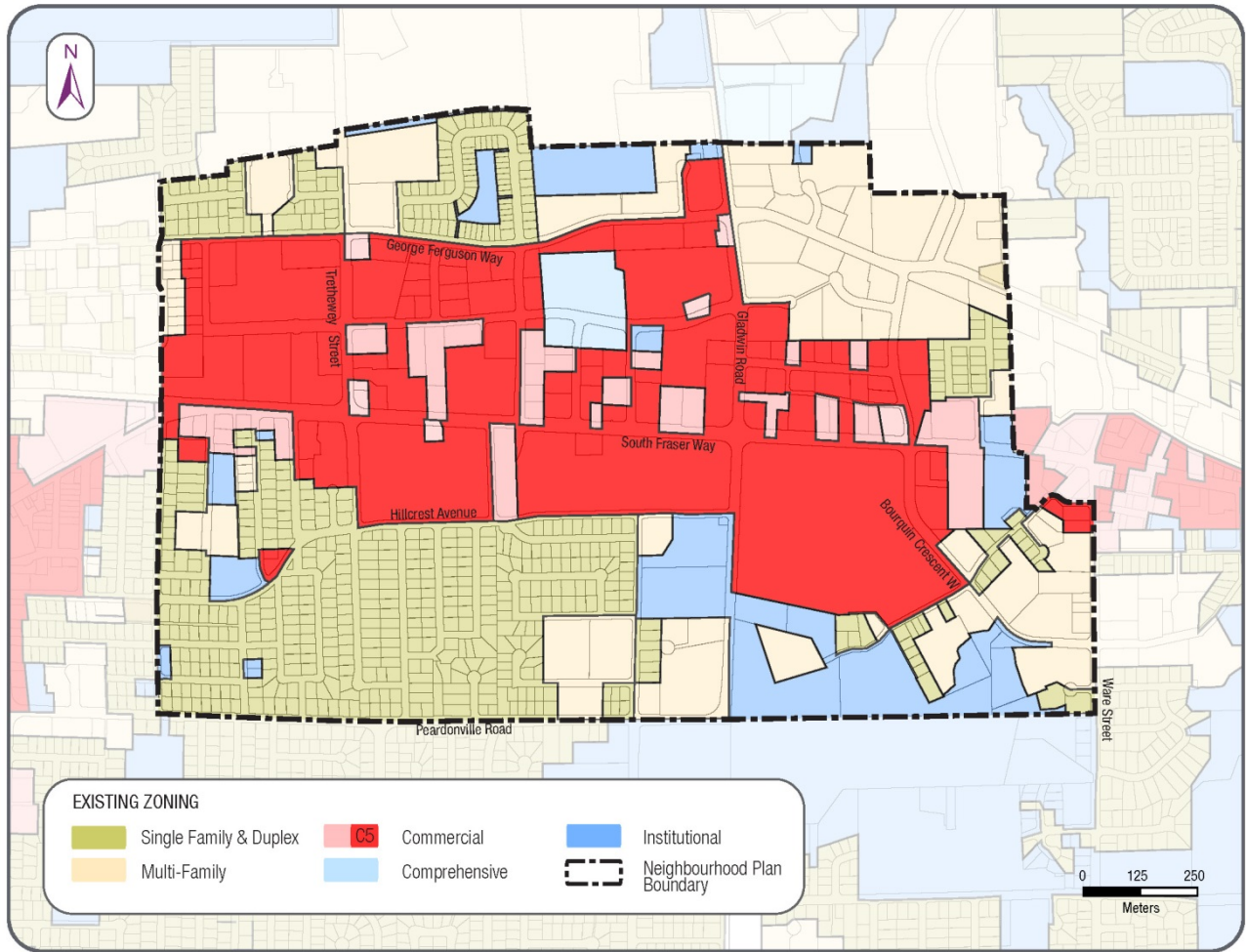
### C5 Zone

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.



## STREET & PUBLIC REALM DESIGN GUIDELINES

Street design in the City Centre plays a critical role in the success of this plan. This section provides direction on the future implementation of Street & Public Realm design guidelines. Once the CCNP is adopted, they will help in the creation of a servicing strategy which will include specific standards which 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 & 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 1.14 '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 & 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 50 - Playful and Moveable Seating  
(photo credit: Slow Streets)

### 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 51 - Custom Designed Bike Rack  
(photo credit: City of Vancouver)

## 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 52 - Tree Grates  
(photo credit: Iron Age Designs)

## 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.

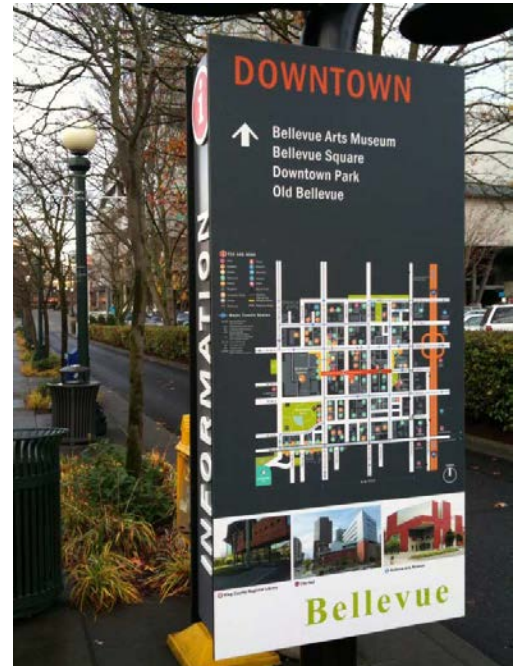


Figure 53 - Wayfinding Signage  
(photo credit: beHGB.com)

## 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 Policy 1.14 'Cultural Hubs' to provide a framework for the themes new art pieces could explore in the Civic Precinct & 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 54 - Public Art  
(photo credit: Vancouver Biennale)





