

# Welcome To The UDistrict Open House

## What's Happening?

Today we are presenting the final UDistrict plan - a document that sets forth the long-term vision for the area surrounding the University of the Fraser Valley (UFV). The new UDistrict Plan will be used to guide future decision-making in the UDistrict area.

Please share your comments on the questionnaires available at the front. The comments received today will be considered for final tweaks to the Plan.

## Project Process

### Stage 1: Getting Started

This stage included a review and analysis of existing conditions and opportunities, and initial community and stakeholder engagement to raise awareness and gather input on future directions for the neighbourhood. Stage 1 wrapped up with the completion of the UDistrict Background Report, a key input into the development of growth concepts.

### Stage 2: Choices and Direction

Two growth concepts were prepared in Stage 2. These concepts were shared with City Council prior to a public open house, where residents and stakeholders were asked to provide input on the draft concepts. The results from this public input session were shared with Council.

### Stage 3: Preferred Concept

Input from Stage 2 was used to develop a preferred concept. Once the preferred concept was developed, infrastructure modeling took place. A Servicing Strategy and Transportation Assessment were completed, to ensure the concept could be adequately serviced with a reconfigured street network complete with water, storm, and sanitary sewer services. A draft plan was presented to City Council on January 22, 2018.

### Stage 4: Final Plans

This final stage of the project involves referrals to a number of senior government agencies for review and approval. Following this referral period, a Public Hearing will be held to hear feedback from the public. The UDistrict Neighbourhood Plan will then be adopted by City Council.



Public engagement informed the plan development.



Design workshops helped to develop a preferred concept.



## A Joint Process

In order to create a complete neighbourhood for the residents in the area, the City partnered with UFV to complete two separate but fully integrated plans.

Both partners undertook a process in February 2015 to concurrently complete a Neighbourhood Plan for the City and a Campus Master Plan for UFV.

The Neighbourhood Plan will provide the land use planning and servicing detail required to implement the 'Vision' for the neighbourhood, while the Campus Master Plan will lay out the direction for future campus growth.



Community and campus working in concert.



# UDistrict Community

## Community Context



## Projections

|  |              |              |
|--|--------------|--------------|
|  | Current      | Projected    |
|  | 3,775 people | 9,700 people |
|  | Current      | Projected    |
|  | 1,400 units  | 4,600 units  |

|  |   |  |
|--|---|--|
|  | Current   | Projected  |
|  | Grade (Age)<br>Preschool (0-4)<br>Elementary (5-10)<br>Middle (11-13)<br>High (14-17) | 290 students<br>365 students<br>175 students<br>200 students |
|  | TOTAL   | TOTAL  |
|  | 1,030 students  | 1,160 students   |

Statistics Canada data - Abbotsford 2016

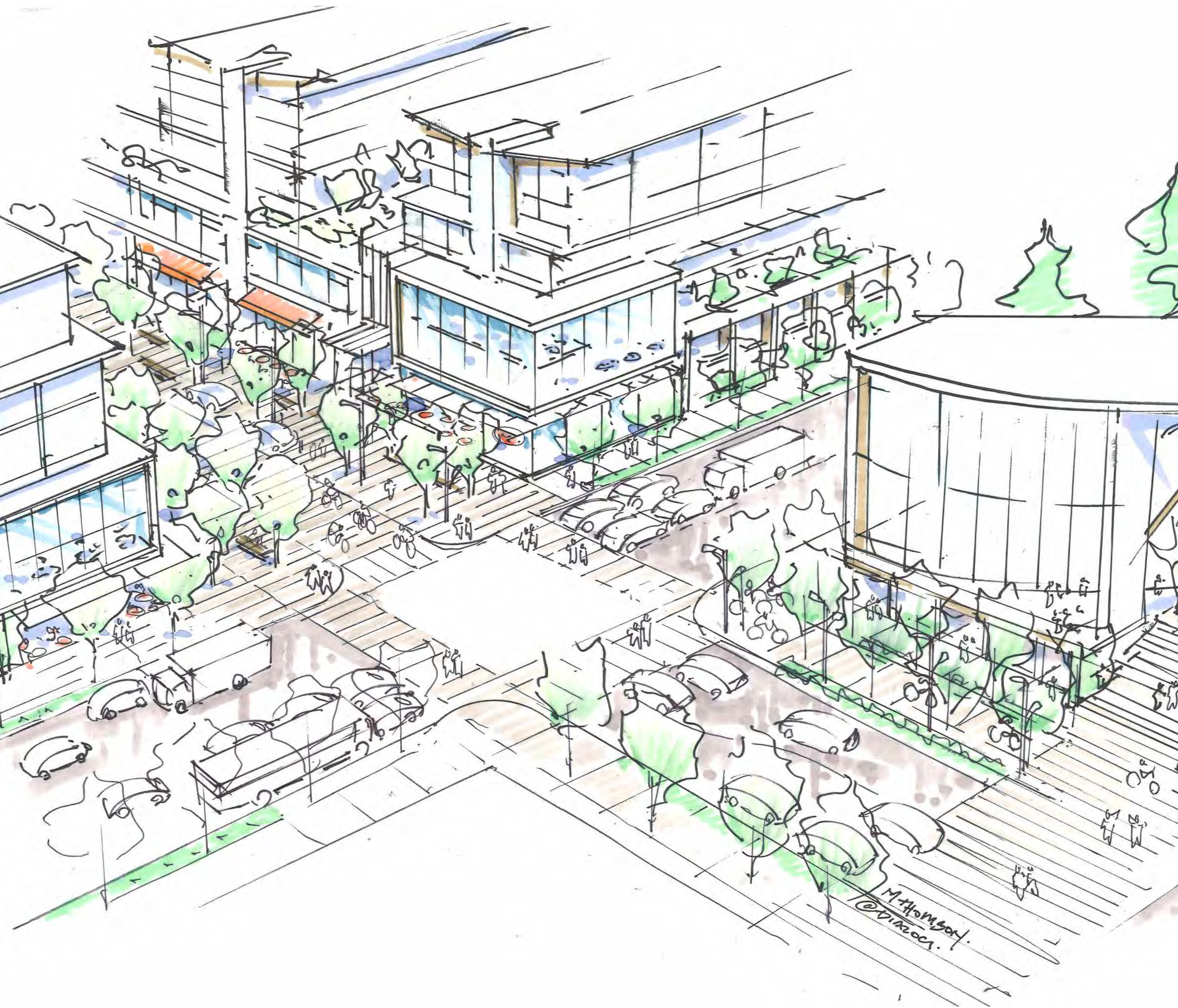
|  |                             |                               |
|--|-----------------------------|-------------------------------|
|  | Current                     | Projected                     |
|  | 5,300 students<br>820 staff | 6,900 students<br>1,190 staff |

UFV 2016 Masterplan



# Vision

*Vision: “The UDistrict will become a vibrant and distinct urban community that supports a walkable, transit-oriented lifestyle, focused around an innovative university village.”*

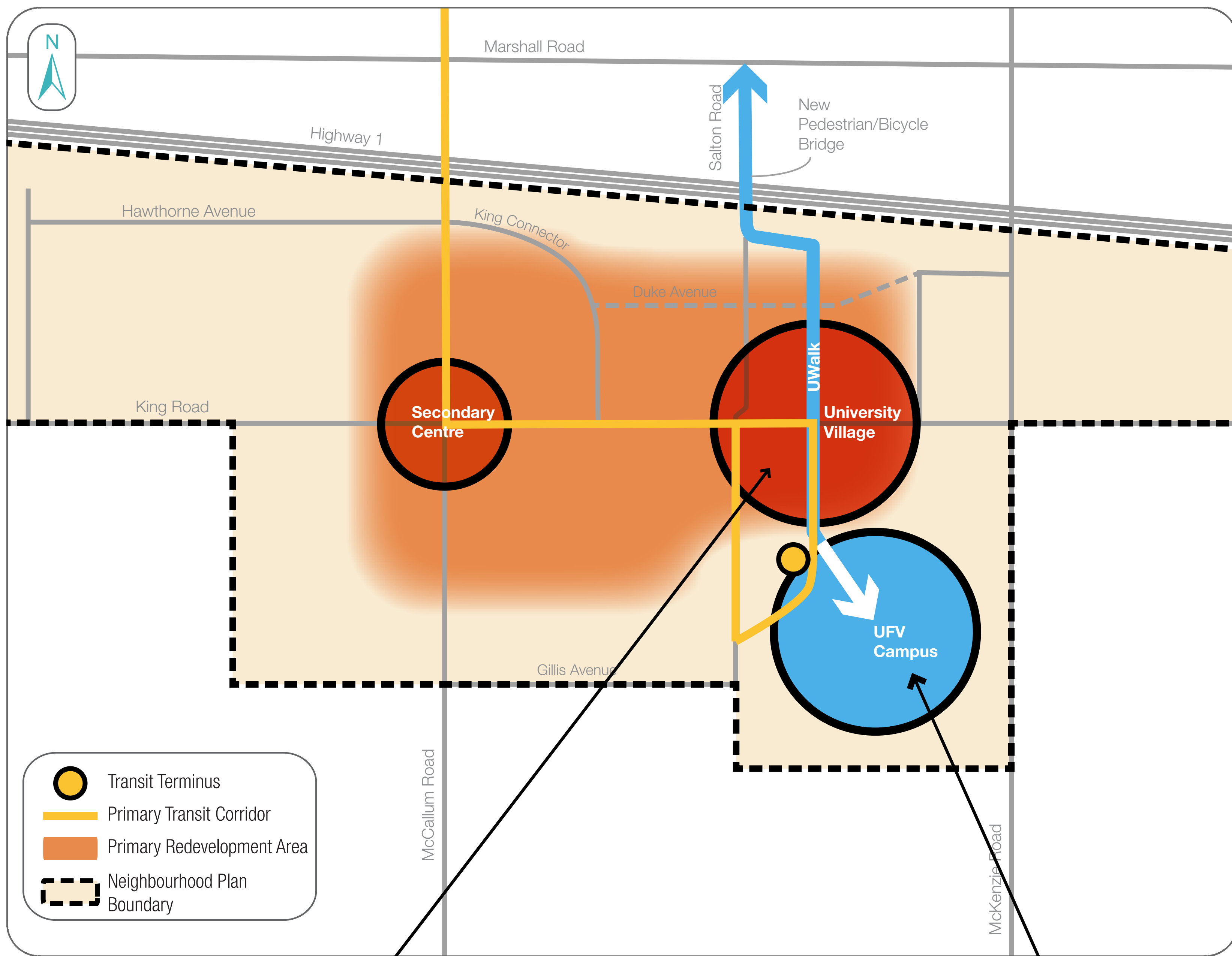


Artist's Rendering of the Vision for UDistrict



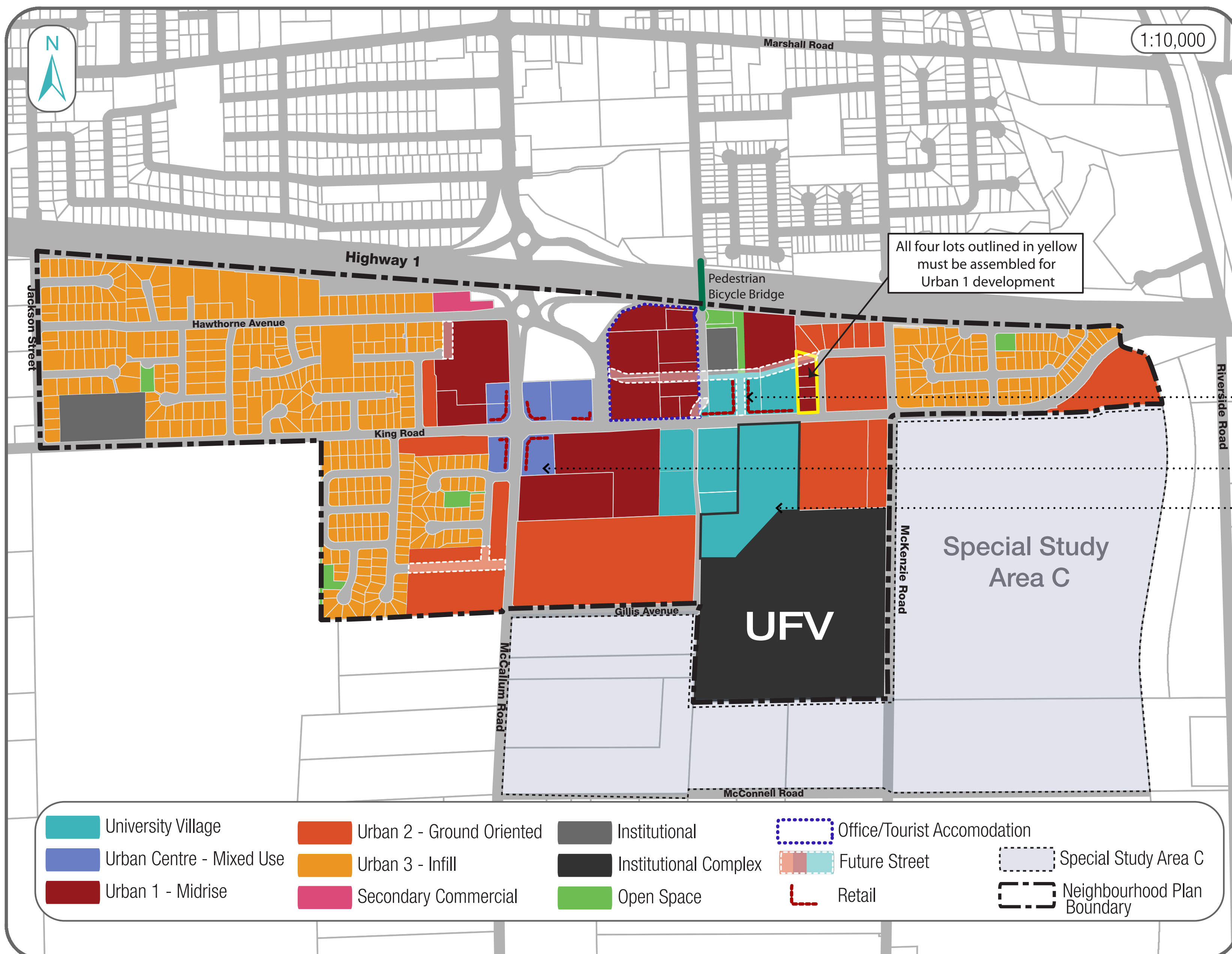
# Land Use

## Neighbourhood Structure





# Urban Centre



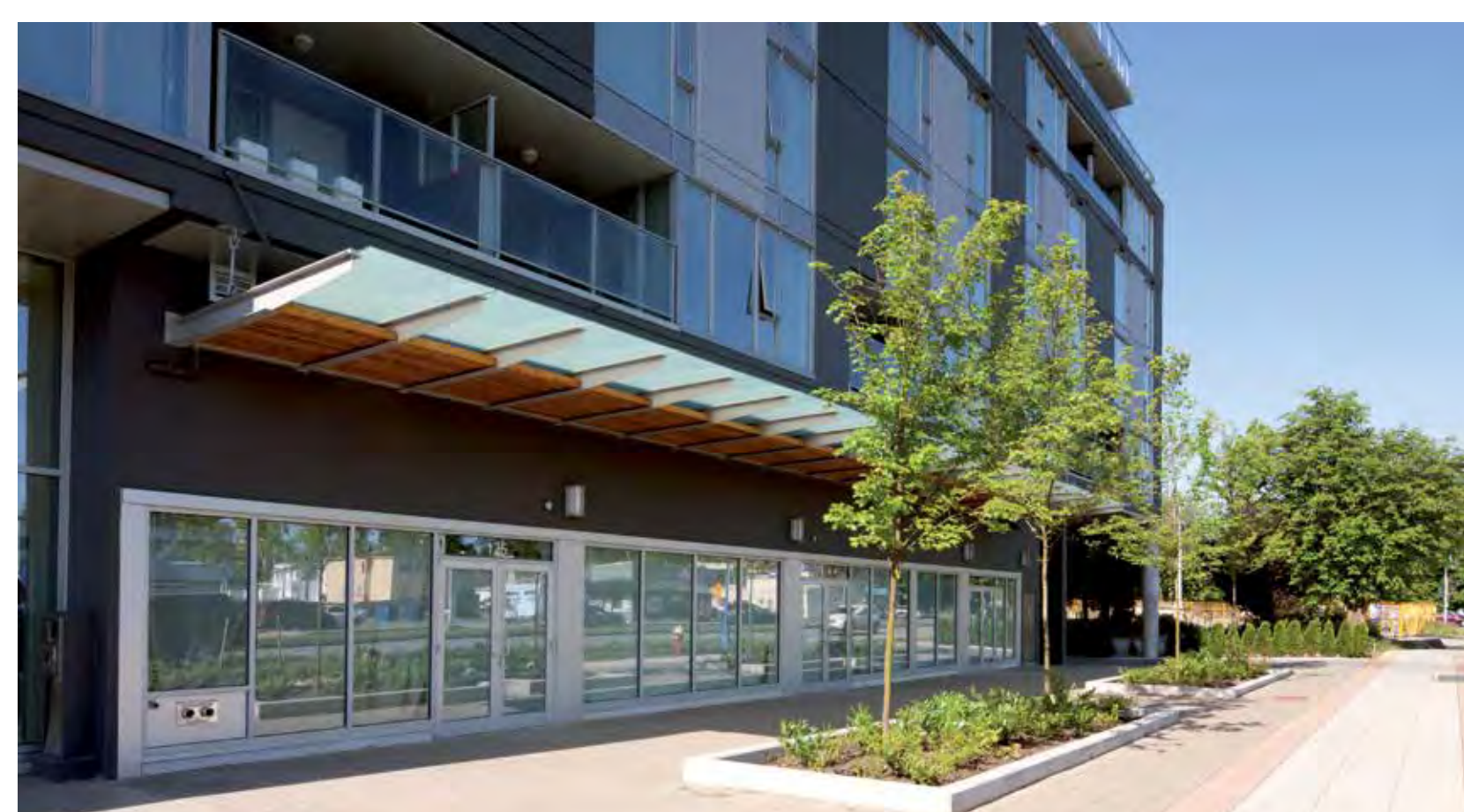
## University Village

Enable a mix of uses that creates the primary hub of activity in the UDistrict, unifying public spaces both north and south of King Road (within the campus) and integrating academic and neighbourhood uses.



## Urban Centre - Mixed Use

Enable a mix of uses that creates an active hub at McCallum and King Road intersection.

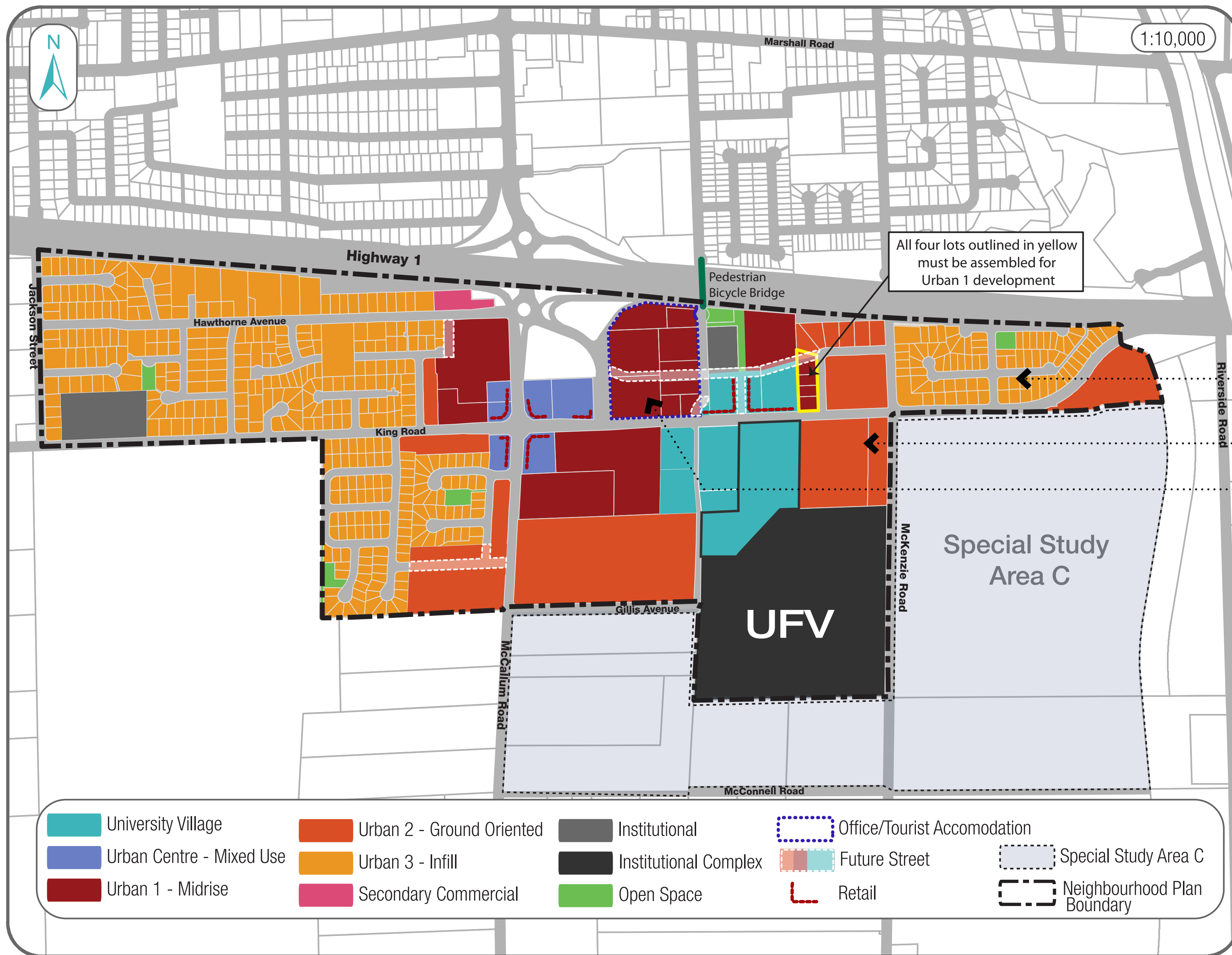


## Retail

The ground floor must be commercial retail or commercial services with individual access to the street.







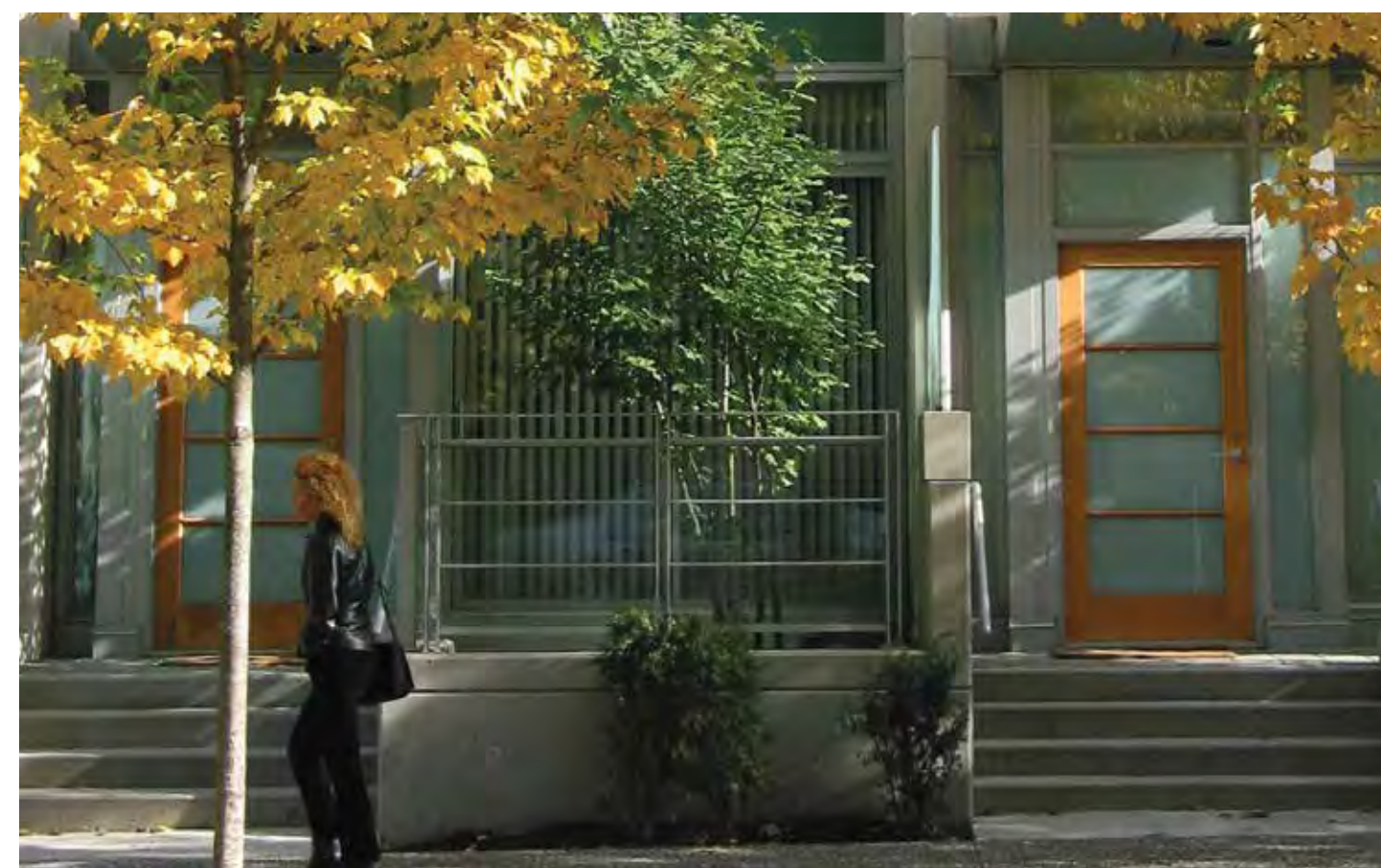
## Urban 1 - Midrise

Enable multifamily housing that will contribute to housing choice, while supporting and strengthening the University Village and broader campus neighbourhood.



## Urban 2 - Ground Oriented

Enable ground oriented multifamily housing that will contribute to housing choice and/or serve as transition areas near single detached neighbourhoods.



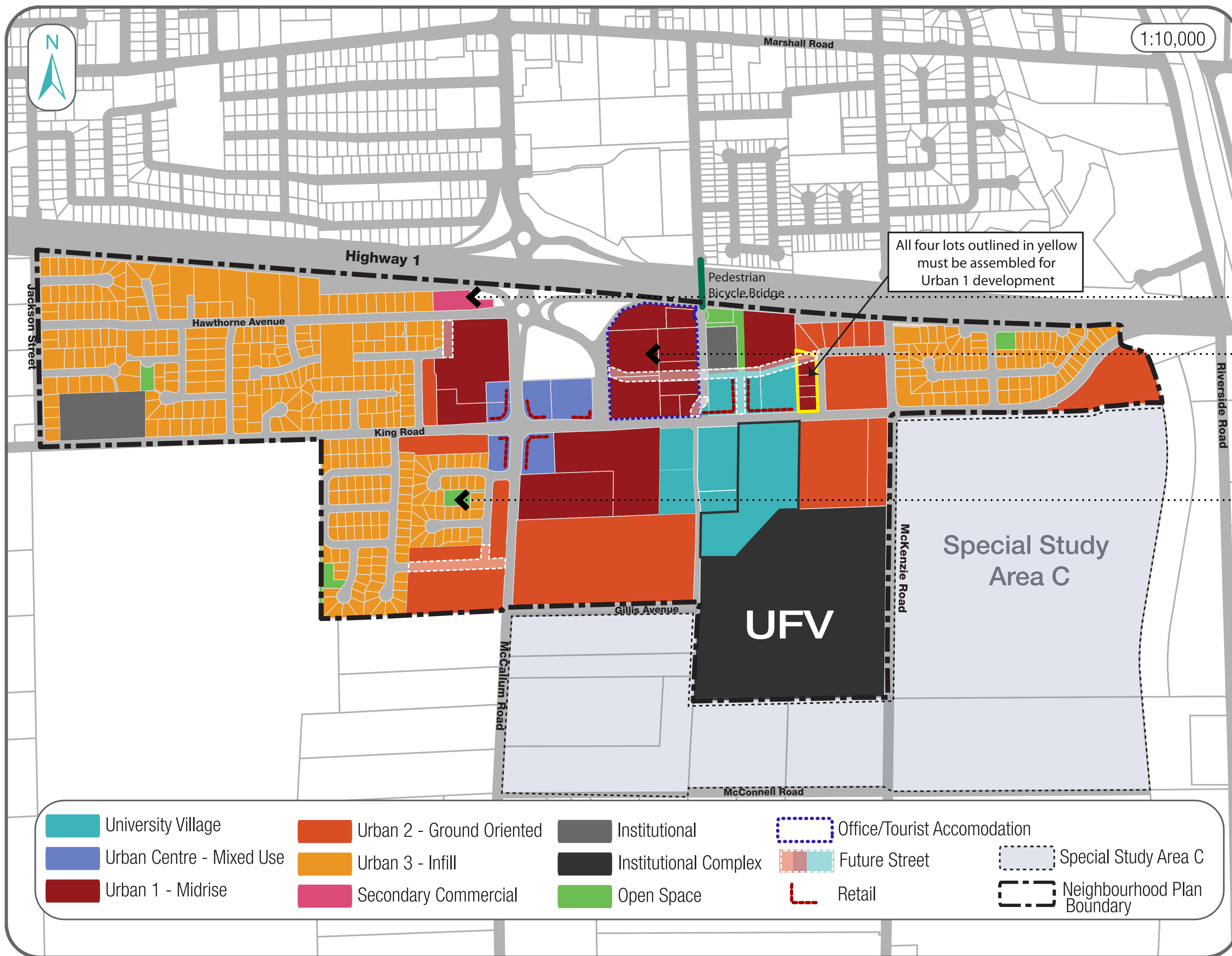
## Urban 3 - Infill

Enable infill residential with density increases.





# Supporting Lands



## Office/ Tourist Accommodation

Enable office or tourist accommodation to serve the neighbourhood and broader community instead of multifamily housing.



## Secondary Commercial

Enable commercial uses that serve a neighbourhood or city wide area.



## Open Space

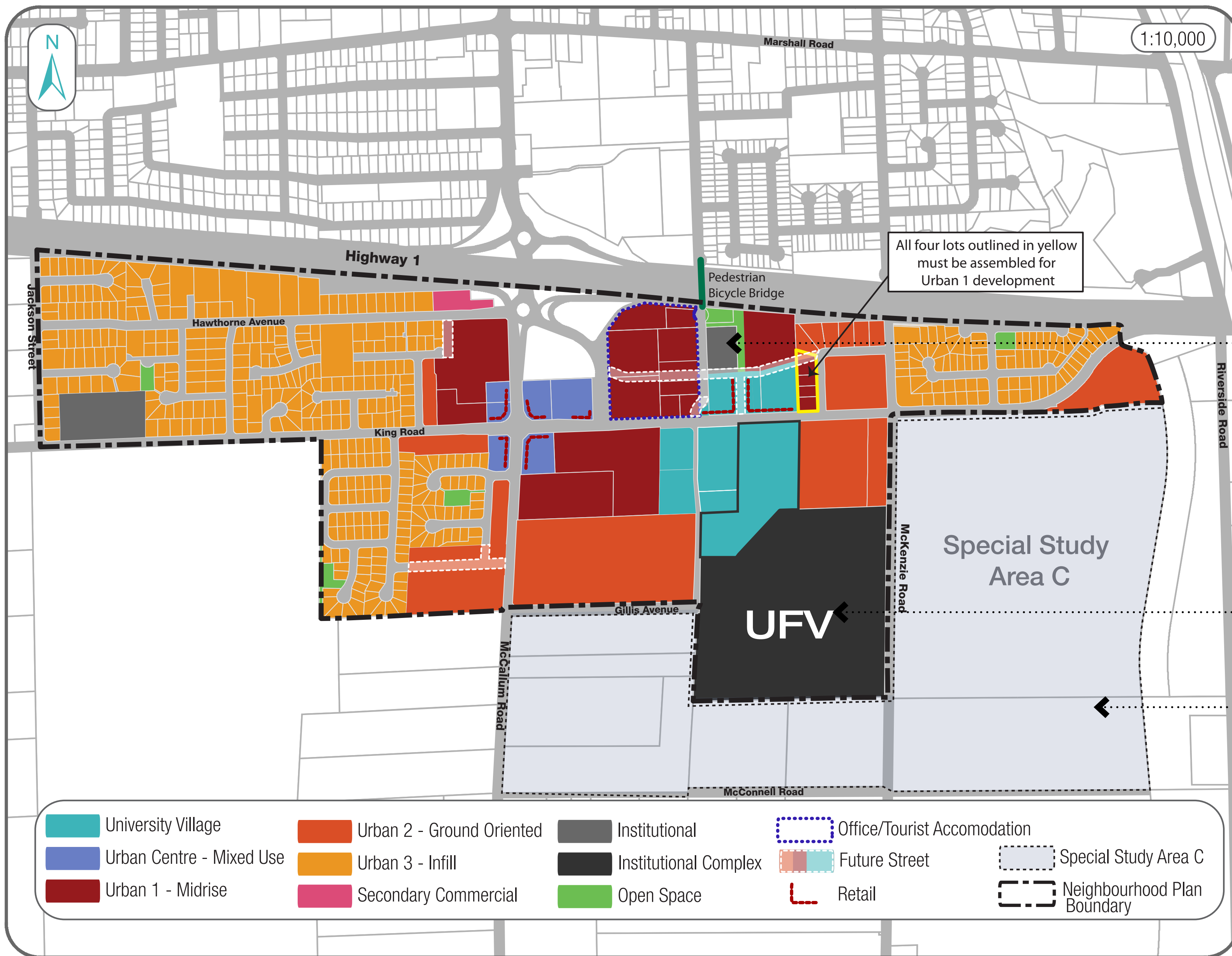
Active and passive parks, trails, fields, recreational facilities.

Preserved natural areas, steep slopes, sensitive habitat, streams (by land trust, covenant, or zoning).





# Supporting Lands



## Institutional



Building with institutional uses and open spaces.



## Institutional Complex



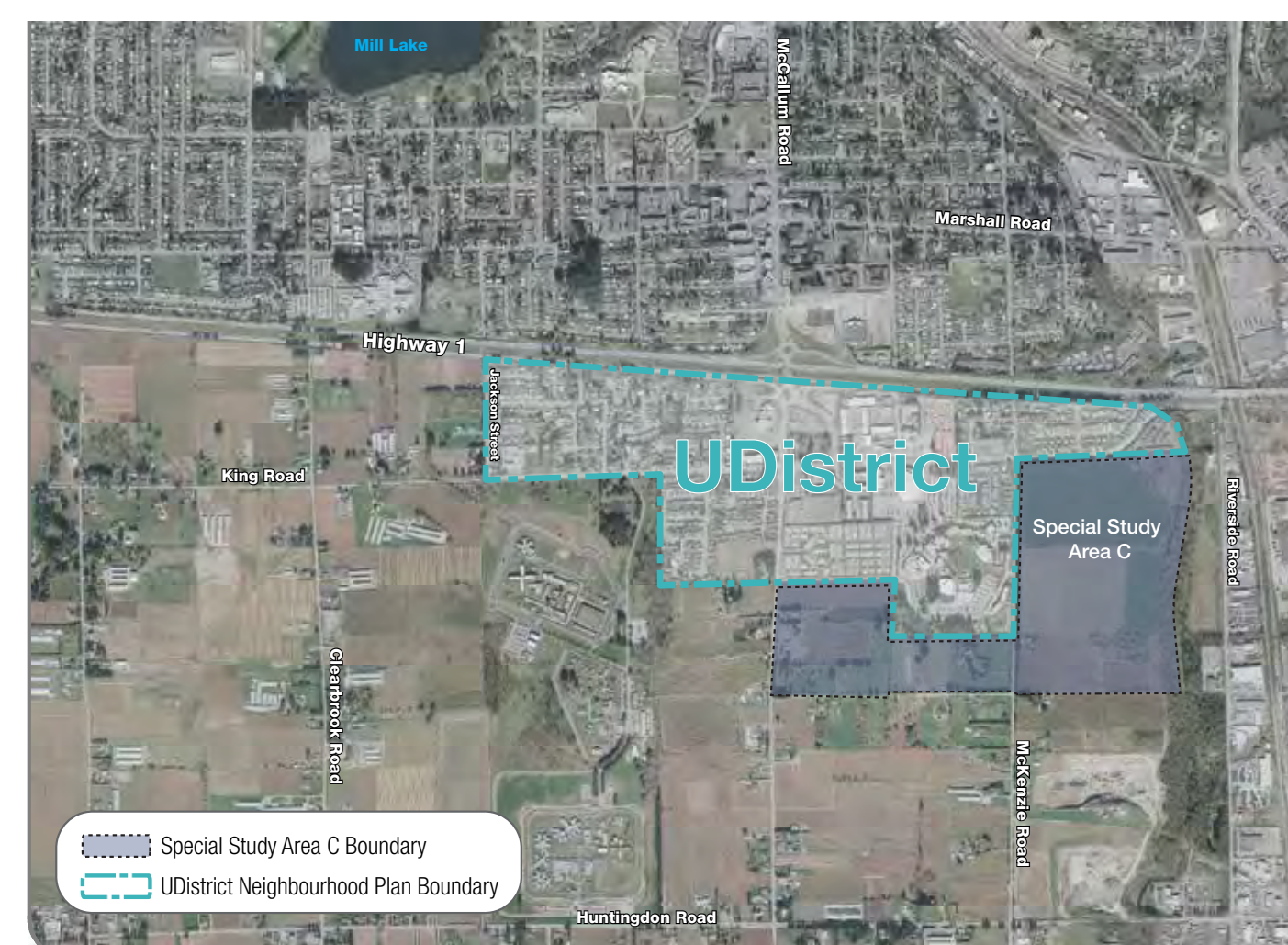
Enable a mixed use civic hub with major institutions, assembly, and related office, commercial and residential uses.



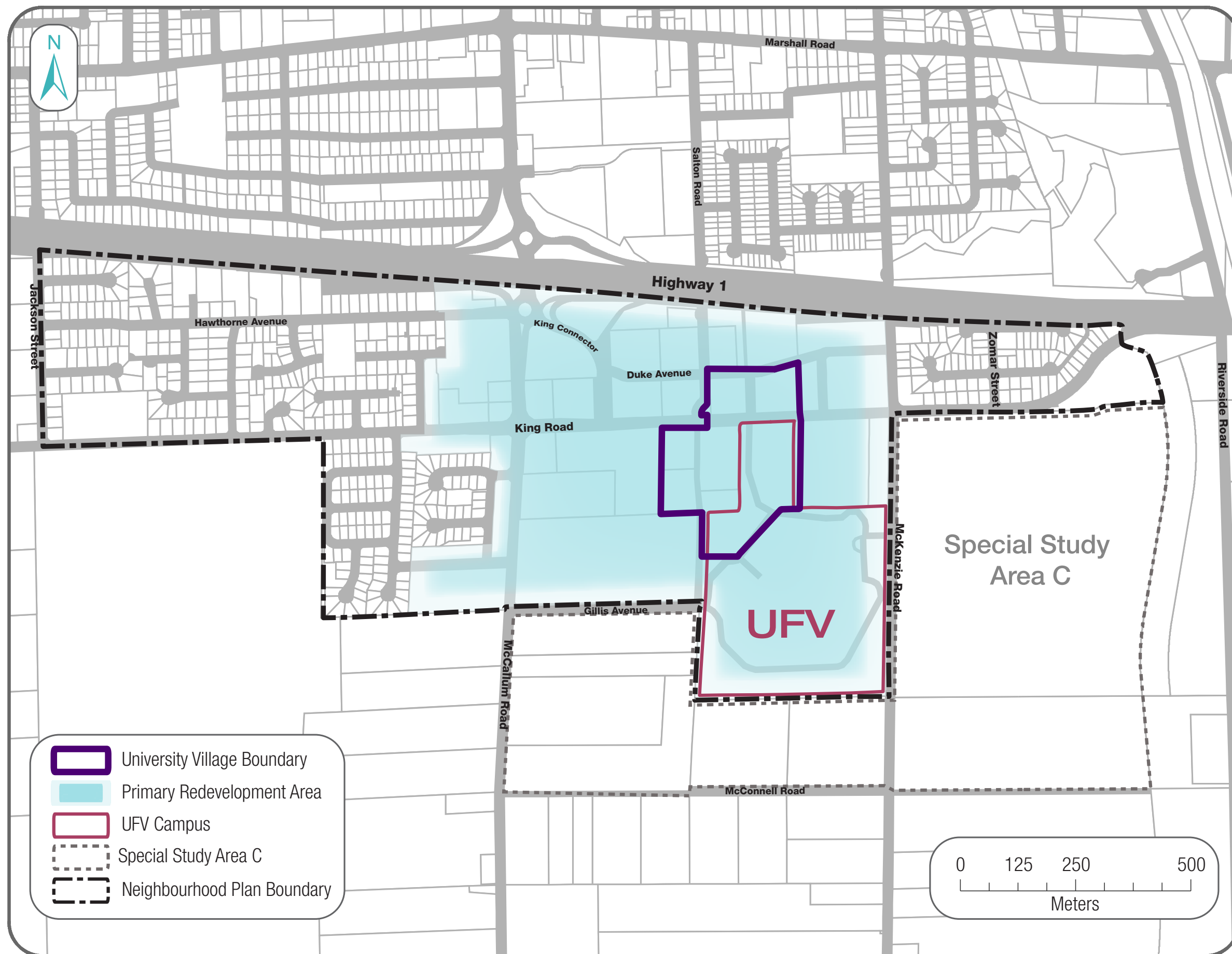
## Special Study Area C



Identified as a potential location for a future city-wide athletic park containing multiple sports fields with the ability to host tournaments and marquee events. This area has also been identified for agricultural research and development for UDFV.







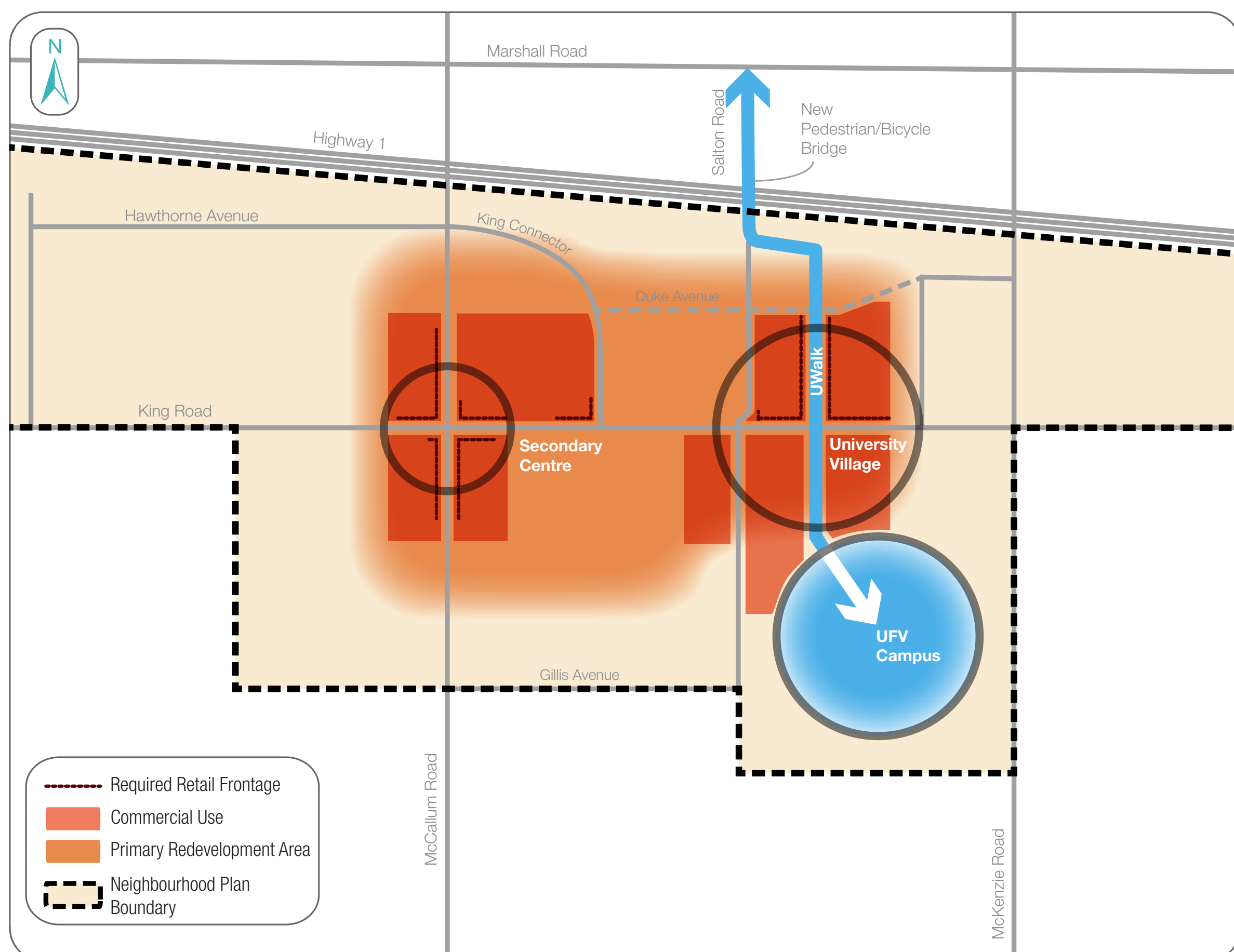
## Campus and Neighbourhood Integration

*These policies encourage the integration of the campus with its surrounding neighbourhood to strengthen opportunities for growth and development, and to contribute to a sense of vibrancy and activity.*

**Some of the key themes in this policy section are:**

**Vibrancy** - A mix of day and night activity will help attract visitors and residents into the University Village.

**Integration through use** - Campus uses such as bookstores are encouraged within the University Village to integrate community and university uses.



## Urban Centre

*These policies support the development of two mixed use nodes through higher density mixed use to ensure residents have access to the goods and services they require on a daily basis, multiple modes of transportation and opportunities to gather.*

**A key themes in this policy section is:**

**Concentration of density and services** - By concentrating density in two specific locations, urban retain environments become viable providing a diverse range of services for the community promoting walkability.





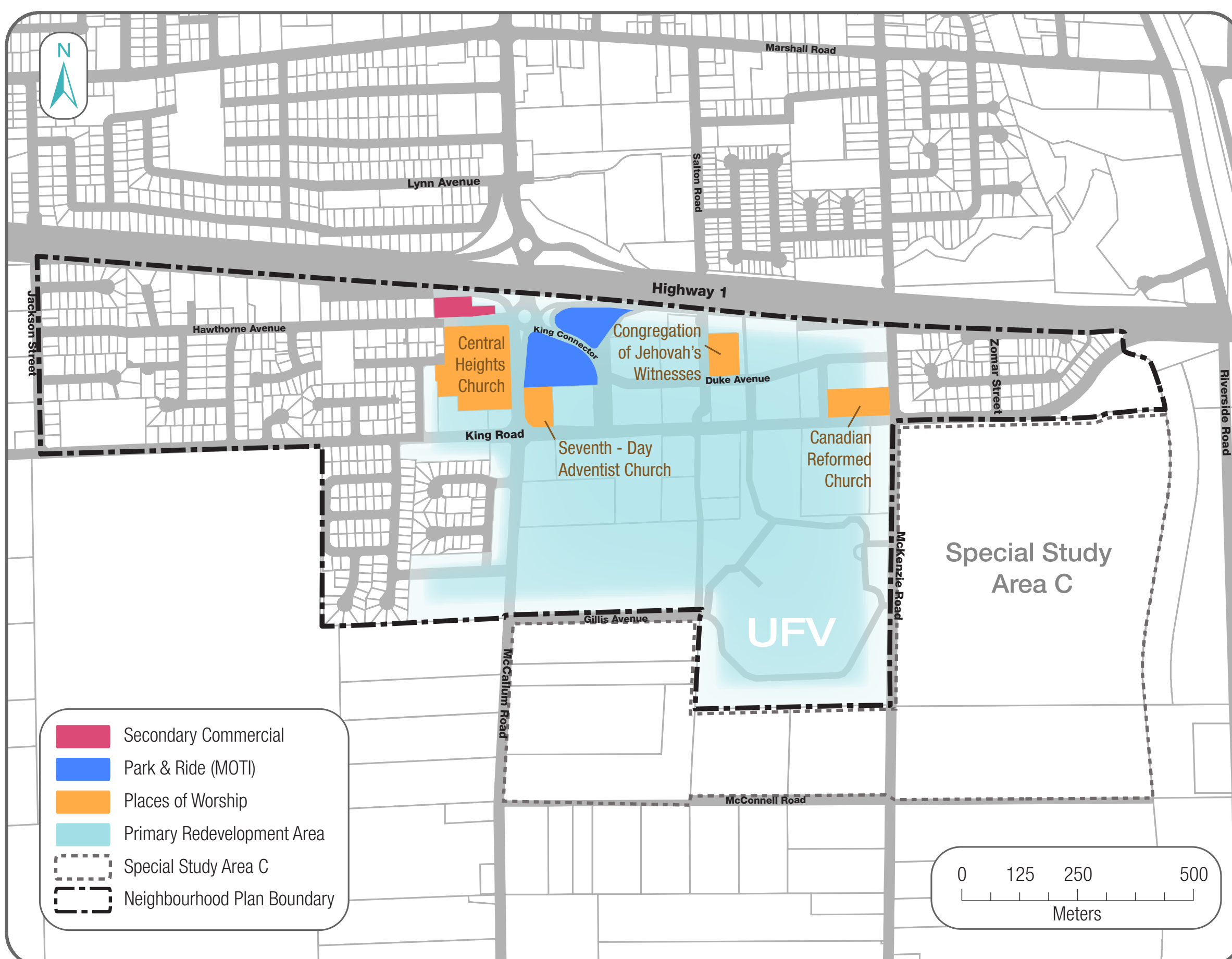
## Residential

*These policies support more compact residential growth in the UDistrict over the next few decades. A diverse range of housing choice will help to create affordable options for young families, students, single parents and seniors.*

**Some of the key themes in this policy section are:**

**Providing a diversity of housing options -** Policies ensure that there are diverse choices in housing encouraging a diverse range of residents.

**Enabling accessibility and affordability-** Policies facilitate the provision of affordable housing options through a variety of mechanisms.



## Supporting Lands

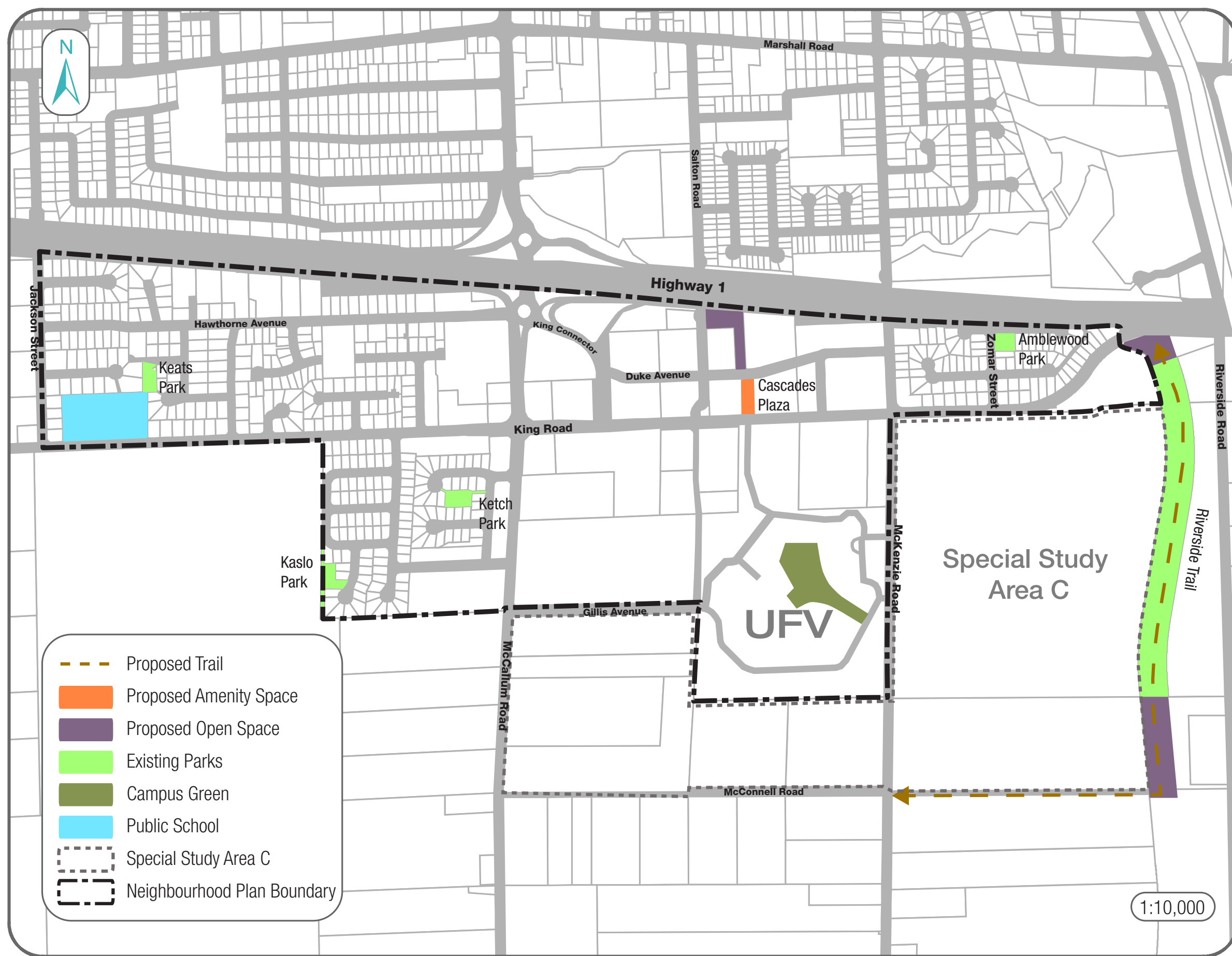
*These policies supports the development and helps to define the character of institutional and secondary commercial uses. This policy section also accounts for religious institutions, acknowledging the important role they play in the community.*

**Some of the key themes in this policy section are:**

**Institutional Complex -** University buildings are encouraged to have a mix of uses to encourage an active street level and UFV is encouraged to expand programs into the University Village to increase prominence.

**Secondary Commercial -** Placement of secondary commercial is placed so as to buffer residential uses from the highway and be easily accessible from the highway.





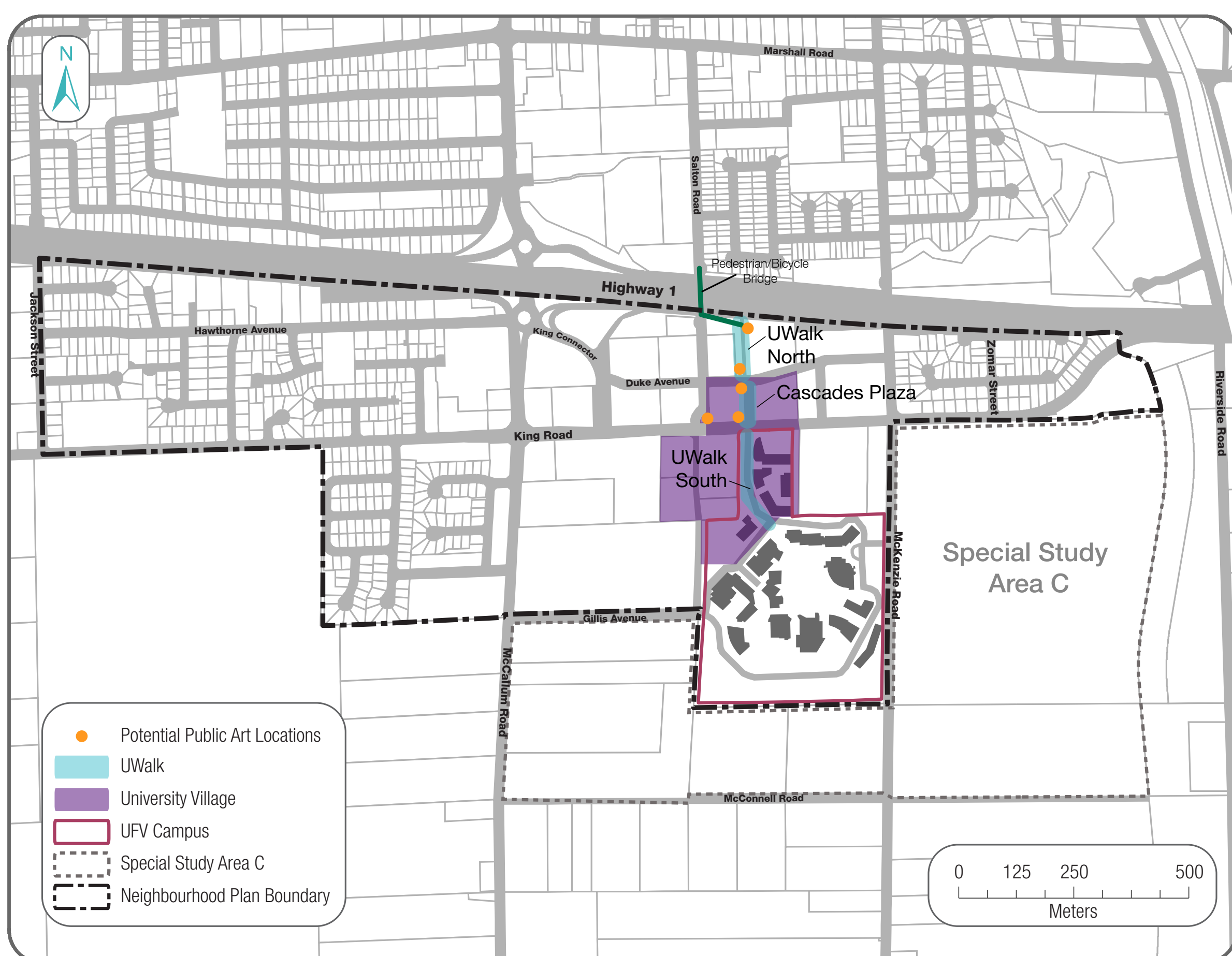
## Amenity Spaces, Parks and Trails

These policies support the provision of adequate amenity space, parks and trails to help foster healthy lifestyles, social interaction and enhanced livability within the UDistrict.

Some of the key themes in this policy section are:

**Connectivity** - Policies relating to amenity spaces, parks and trails emphasize connectivity and convenient connections.

**Active modes of transportation** - A large emphasis is placed upon walkability in this policy section. UWalk also acts as the northern gateway for cyclists.



## Community, Recreation and Culture

These policies support the improvement and development of UDistrict's social and cultural fabric.

Some of the key themes in this policy section are:

**Complete Community** - Community is supported in this section through the support of special events, daycare facilities, age friendly design and social services.

**Sense of Place** - Sense of place is reinforced through public art, street lighting, banners and wayfinding.



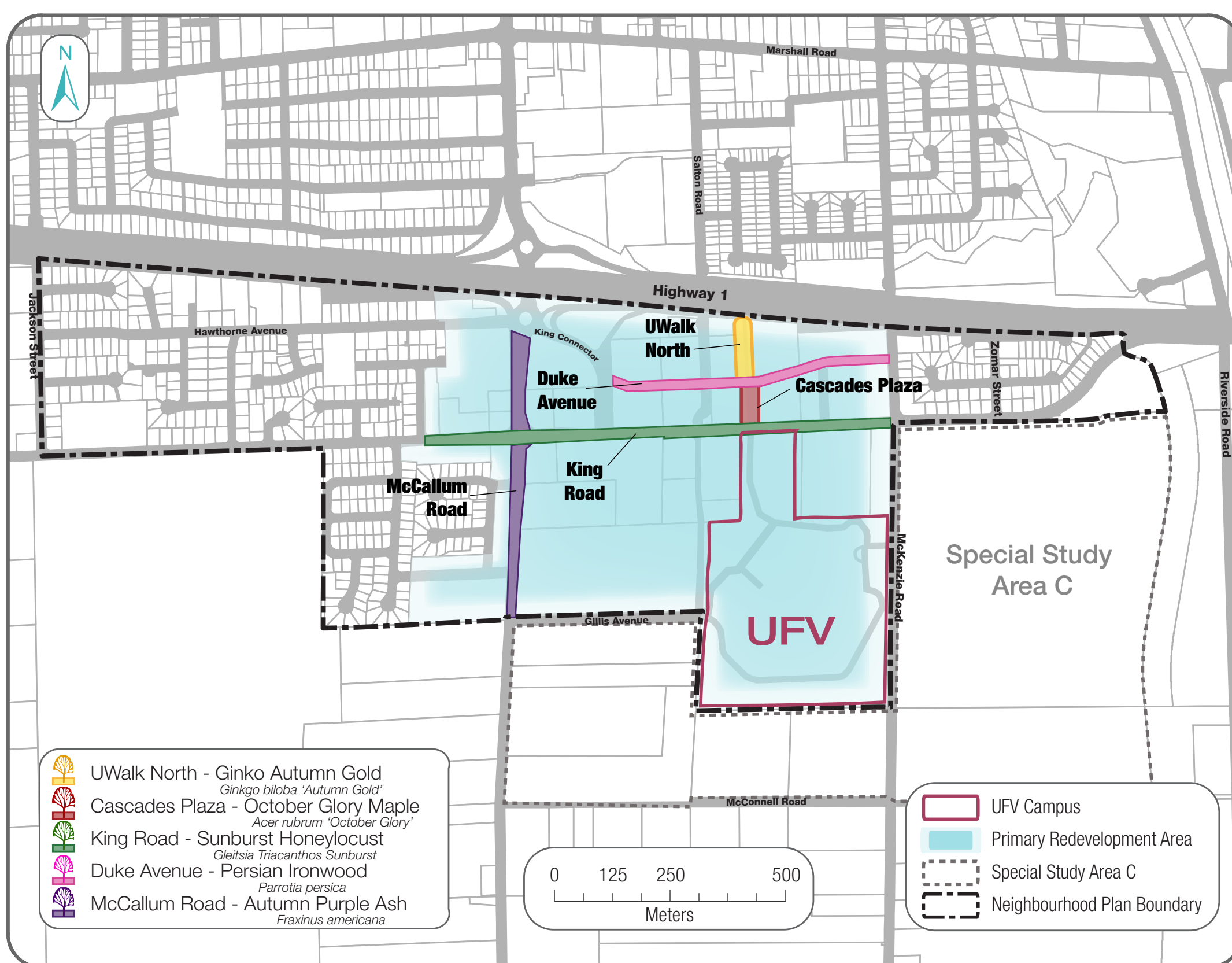


## Economic Development

*These policies support the development of opportunities for business growth and development in the UDistrict.*

**Some of the key themes in this policy section are:**

**High Tech** - IT and high tech business are supported to locate in the University Village and Fibre Optic connection encourages this.



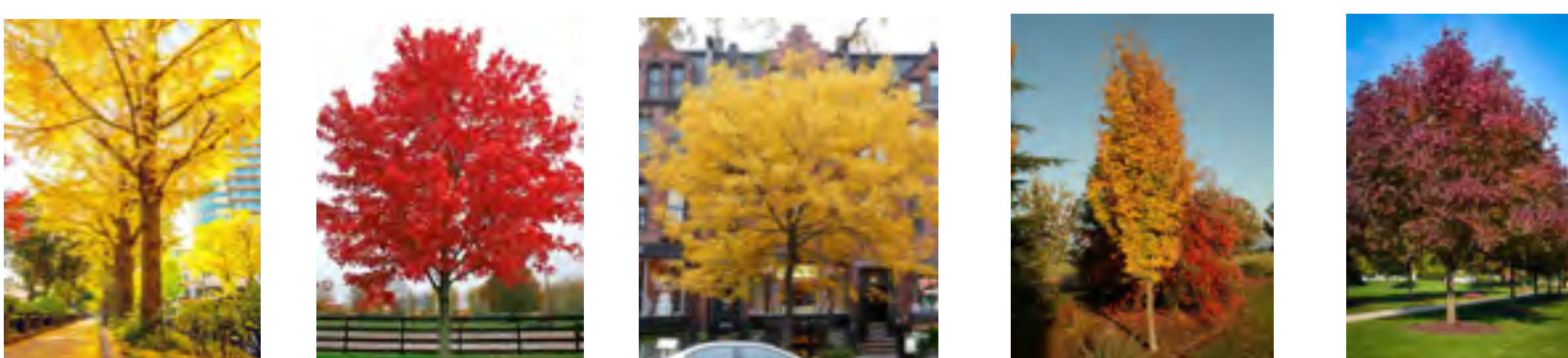
## Environment

*These policies support the 'greening' of the neighbourhood.*

**Some of the key themes in this policy section are:**

**Tree Species** - Different species of trees are used in different locations to create visual interest.

**Retention and Protection** - Mature trees and species at risk will be retained where possible.



Tree species to help define character areas.



Wrapped utility box

## Franchise Utilities and Services

*These policies outline the provision of essential utilities and services.*

**Some of the key themes in this policy section are:**

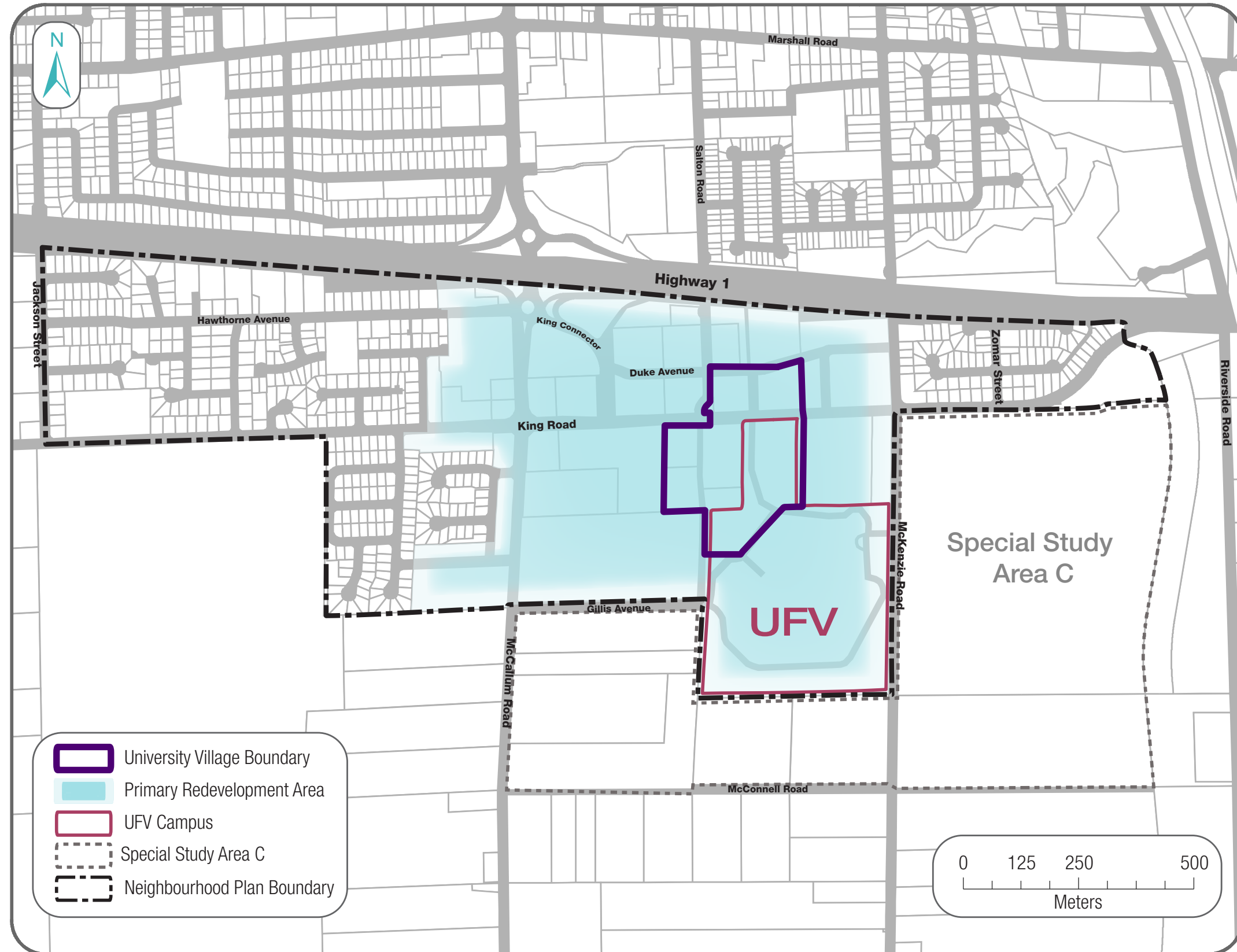
**Integration and Aesthetic Consideration of Utility Placement** - Policies ensure that overhead services, utility boxes, cellphone towers and digital signs are mindfully placed to integrate with the neighbourhood.



# Development Permit Guidelines

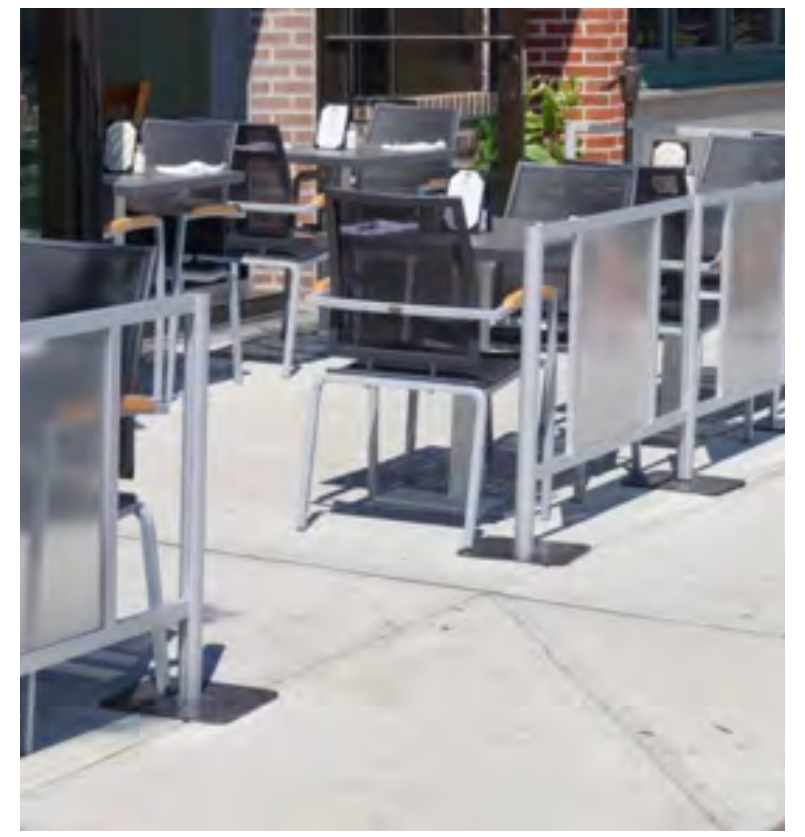
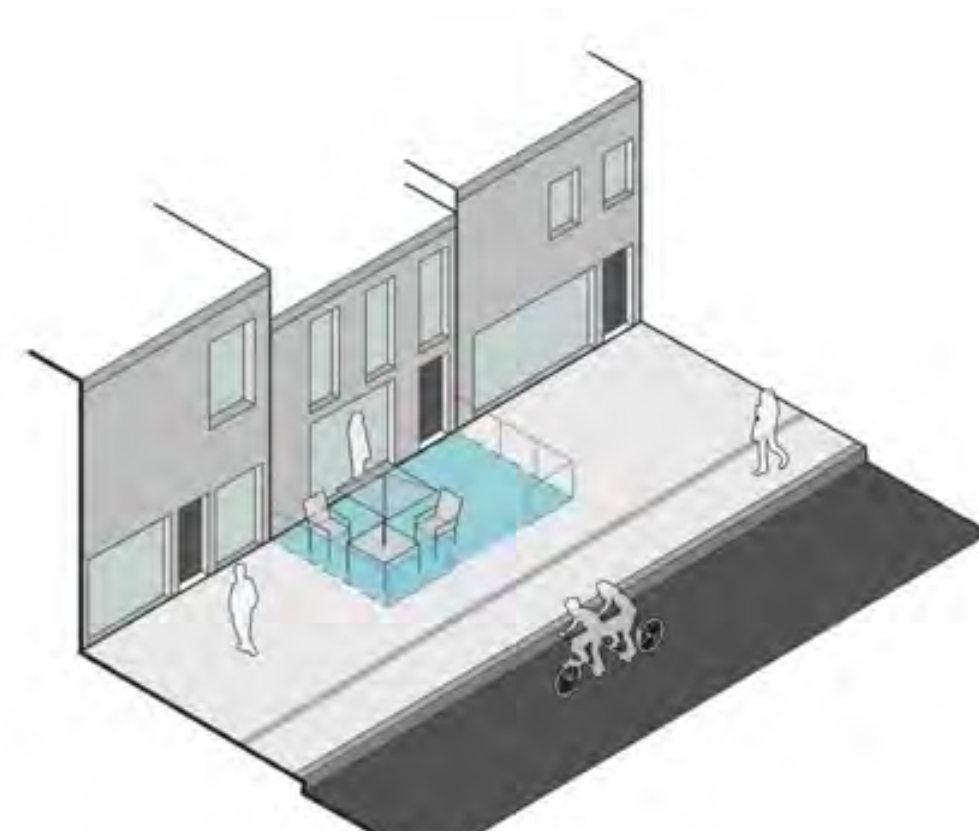
Local Governments can designate Development Permit Areas (DPAs) for several reasons, such as; the protection of the natural environment, protection from hazardous conditions, protection of agricultural lands and/or to guide the form and character of development.

## Proposed University Village Development Permit Guidelines Highlights



### UV15 Commercial Patios

All commercial patios should be located between the building face and the street, or on building rooftops. Patios located in corner buildings should wrap around both building edges. Consistent fencing should be considered, such as matte stainless steel or aluminum fencing with glass panels to delineate patio spaces.



### UV28 Architectural Interest

Vary building materials, colours, 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 and variation to the building mass. Large, flat street-facing walls should be avoided.



### UV17 Paving

Ensure that paving schemes in the public street right-of-way extends onto adjacent private land, including into entries, to provide visual uniformity. A continuous paving band should be used to demarcate the private realm from public realm and to demarcate areas used for outdoor display areas, patios and awnings.



### UV29 Building Materials

Products such as natural wood, glazing, metal panels, or contemporary brick should be used. Ground floor levels should be clad in a different material than upper levels to provide a visual break. For residential uses, Hardi-Plank 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

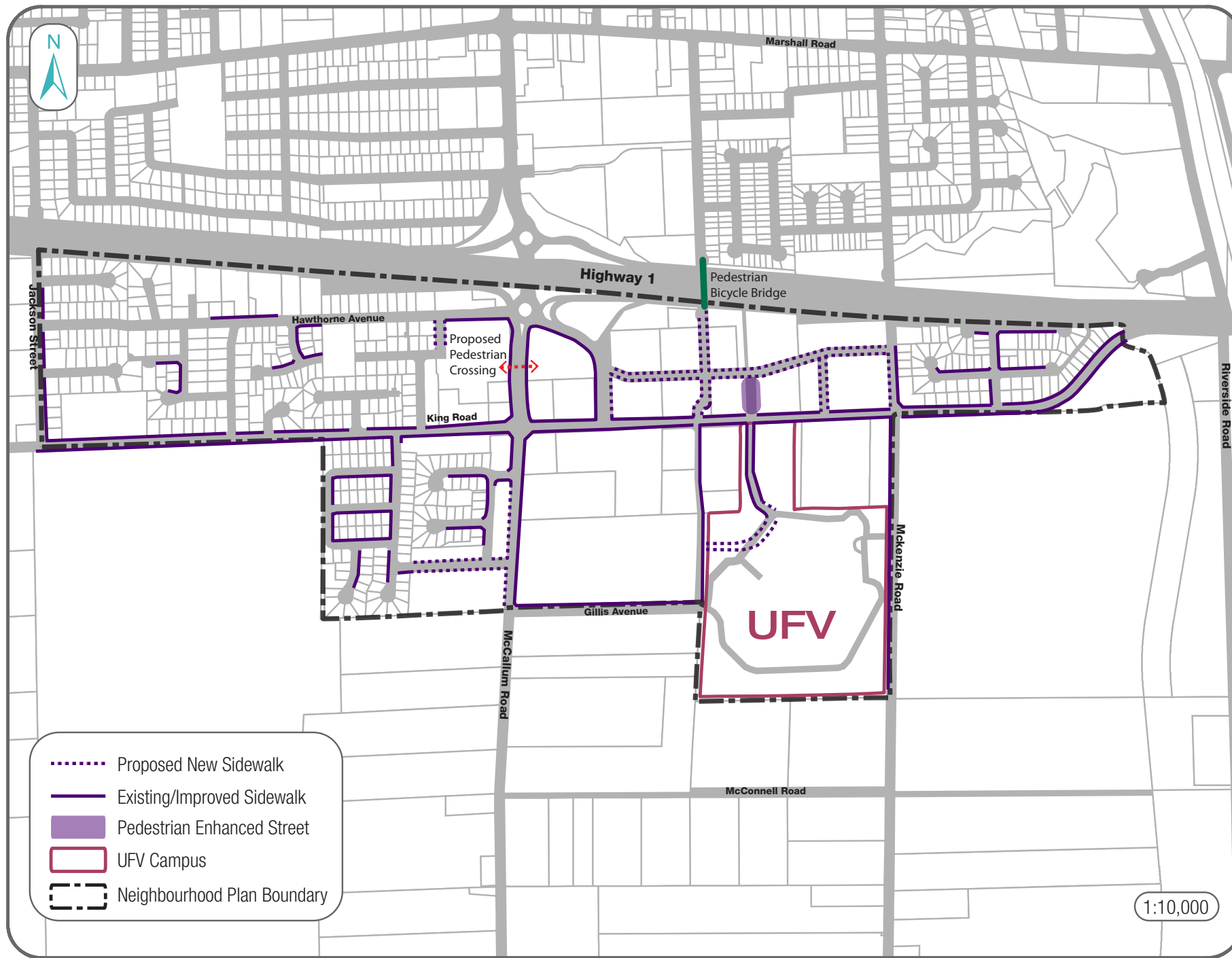
### UV36 Signage

Directly integrate signage into building façades. Signage should be designed to be architecturally consistent with associated buildings. Freestanding signs and/or backlit box signs are not permitted. The following types of signage 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

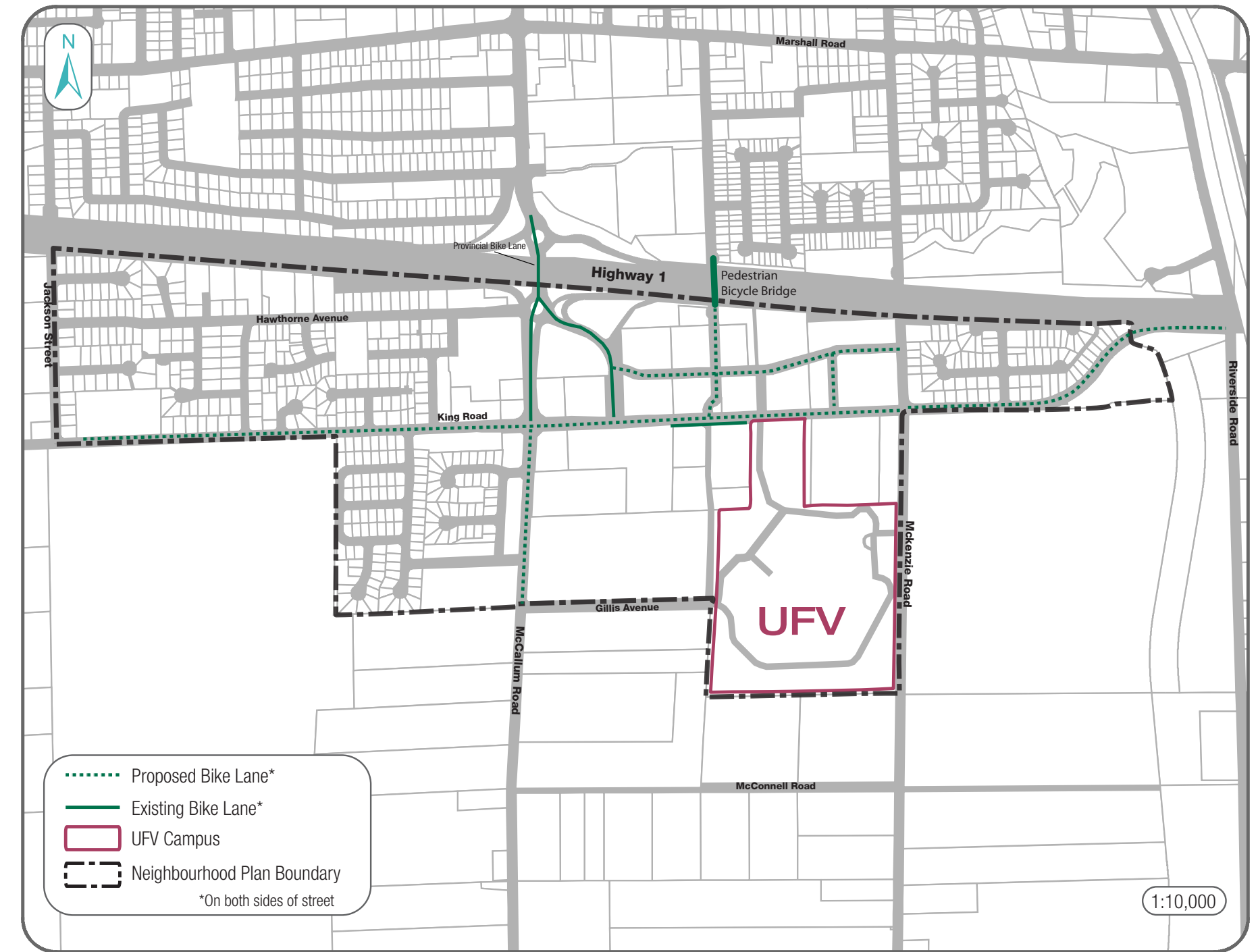


# Transportation



## PEDESTRIAN

- Walking will be encouraged as the preferred mode of travel for all local trips
- New pedestrian/cyclist overpass connecting Salton Road north and south of the Trans-Canada Highway will become an important component of encouraging walking within the Neighbourhood

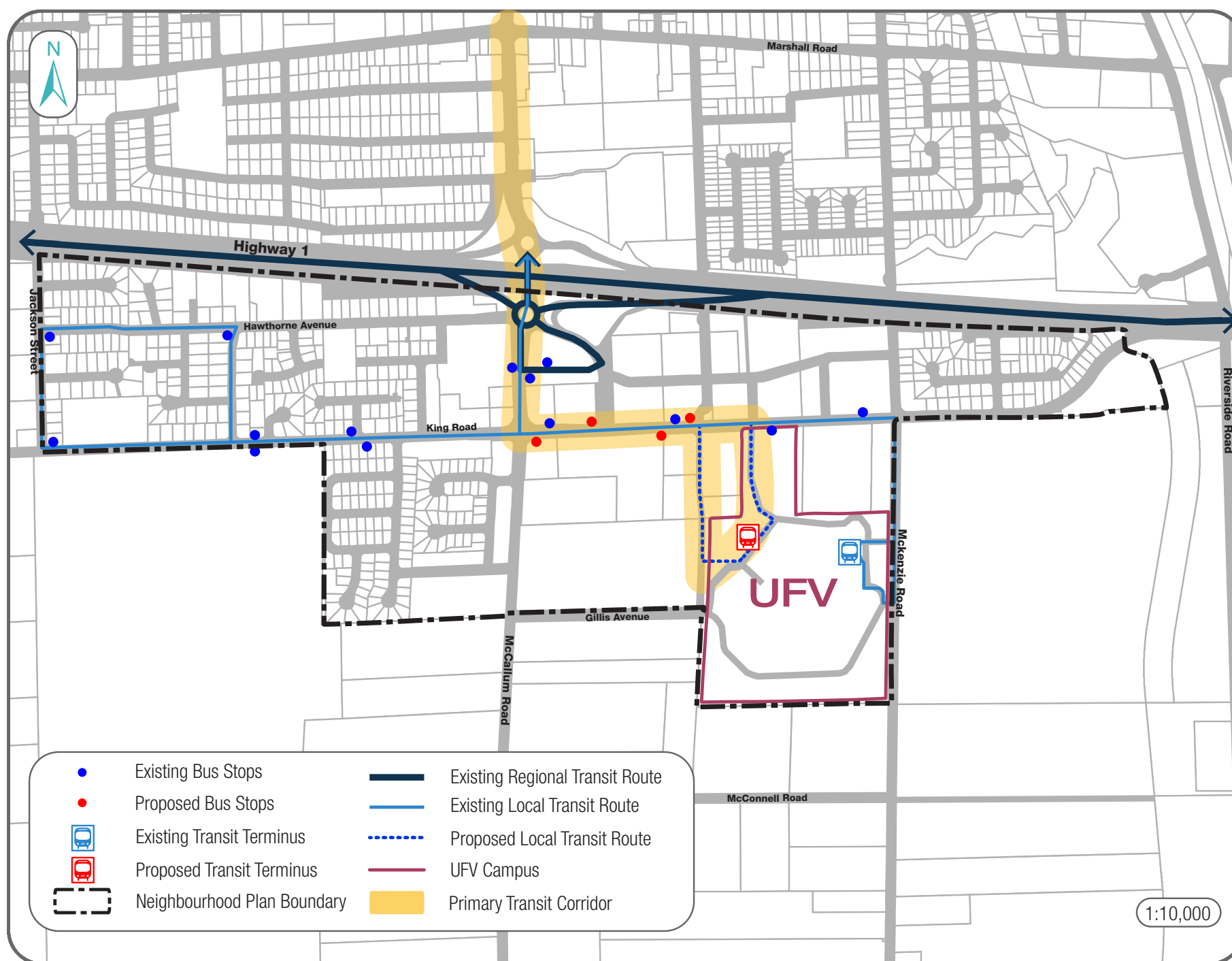


## CYCLING LANES

- To help create a culture of cycling lanes on both sides of the street within the Primary Redevelopment Area have been provided
- Linkages to the remainder of the City have also been facilitated by the Trans-Canada Highway pedestrian/cycling overpass

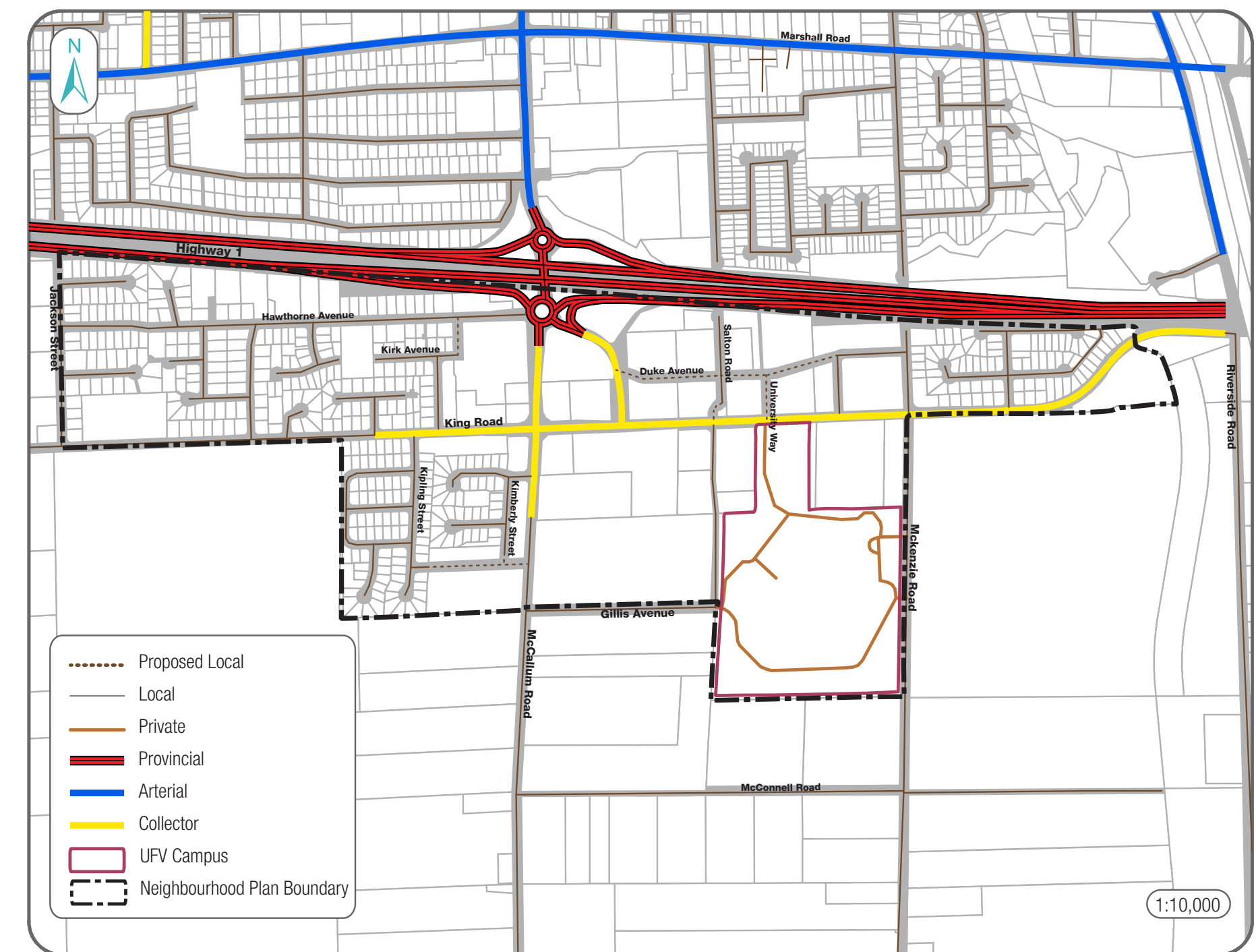


Rendering of Bridge during the Daytime



## TRANSIT

- UDistrict was designed to be transit supportive in terms of its densities, mix of uses and pedestrian friendly urban design
- To further enhance transit service in the neighbourhood, the current transit terminus will be relocated to the new 'front door' of the university, and will be centrally located on University Way



## STREET NETWORK

- These streets should be places that recognize travel movement is important, but enhancing social cohesion, people's health and the environment are equally as important
- They have been designed and will be operated to enable safe access for all users, including pedestrians, cyclists, transit riders and motorists



# Transportation

## OFF - STREET PARKING

- The UDistrict has the potential to decrease the off-street parking required for new developments, in conjunction with Transportation Demand Management (TDM) measures
- Given the projected demographics of the neighbourhood and the socio-economic situation of many students attending UFV, there is a high possibility of the market providing more rental accommodation. Studies have shown that vehicle ownership rates for renters can be up to 0.3 to 0.5 vehicles per unit less than for owners
- In order to efficiently utilize site area given the planned land use and density, underground parking will be the preferred manner to accommodate the demand

## ON - STREET PARKING

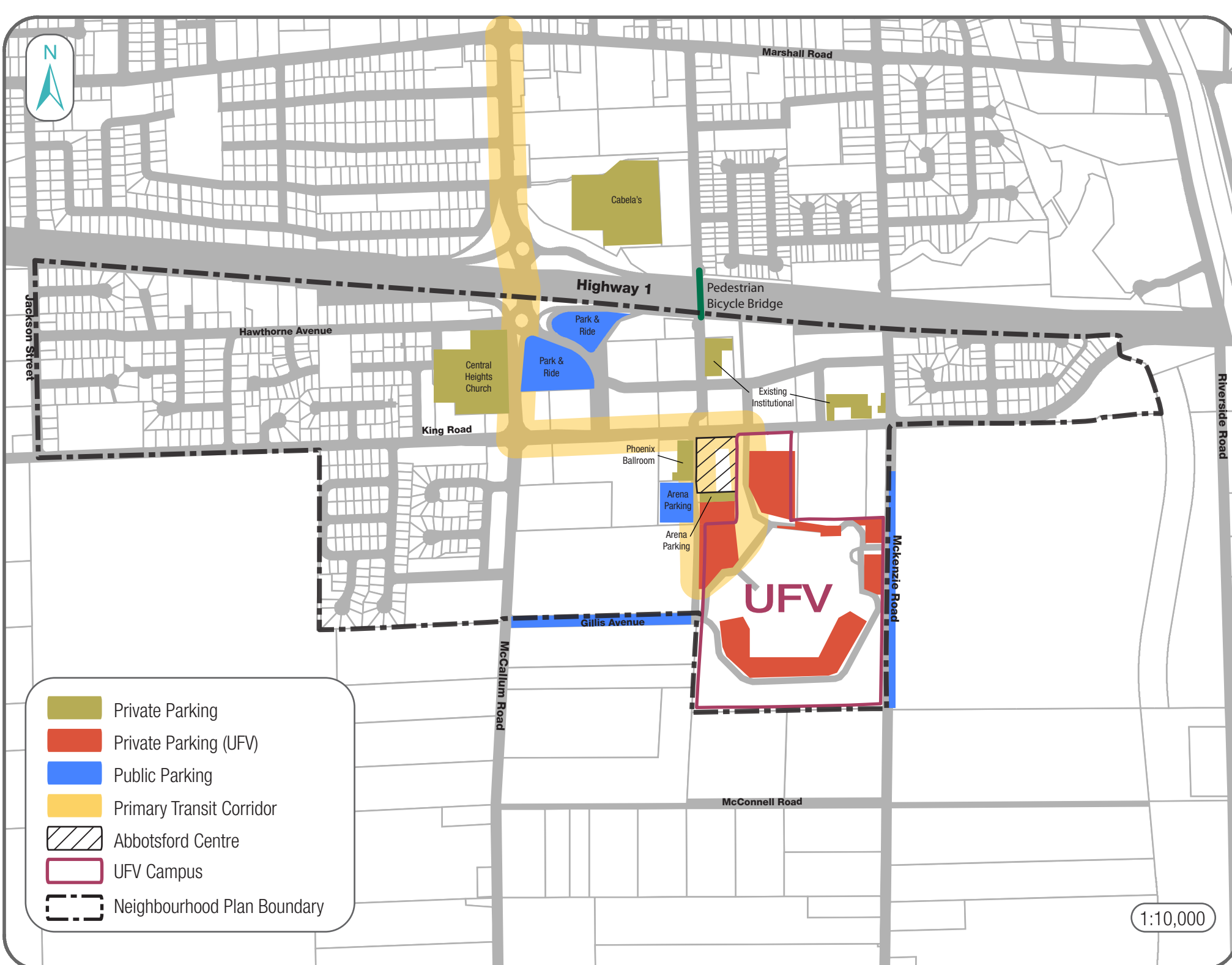
- The street network has been designed to maximize the number of on-street parking spaces to facilitate street activity, support local business and provide additional parking for major events at Abbotsford Centre
- All streets within the neighbourhood will be available for on-street parking with the exception of a portion of King Road from the intersection of McCallum Road to the intersection of University Way
- Within the Primary Redevelopment Area approximately an additional 250 spaces will be made available for on-street parking

## TRANSIT DEMAND MANAGEMENT

- Transportation Demand Management (TDM) is the application of strategies and policies to reduce travel demand (specifically that of single-occupancy private vehicles), or to redistribute this demand in space or time
- A successful TDM program can influence travel behavior away from Single Occupant Vehicle (SOV) travel during peak periods towards more sustainable modes such as High Occupancy Vehicle (HOV) travel, transit, cycling or walking

## EVENT MANAGEMENT FOR ABBOTSFORD CENTRE

- This will be an important consideration for the neighbourhood given the presence of the Abbotsford Centre in the 'heart' of the UDistrict
- Event Management Strategy should mitigate both traffic pressures as well as parking demands
- Targeted transportation planning (Transportation Demand Management) can have a significant bearing on these influences, reducing both the number of vehicles and the accommodation to park them.



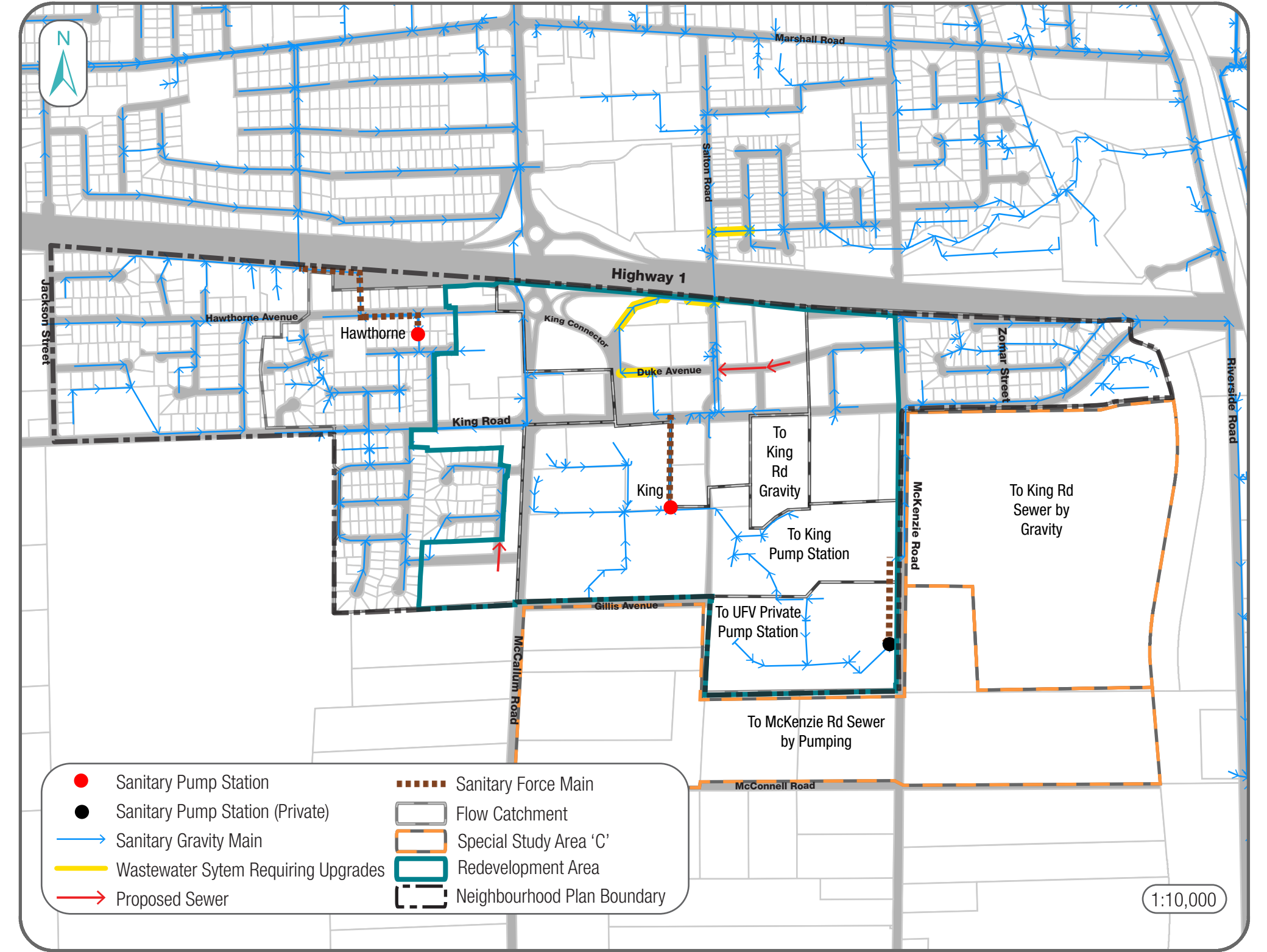
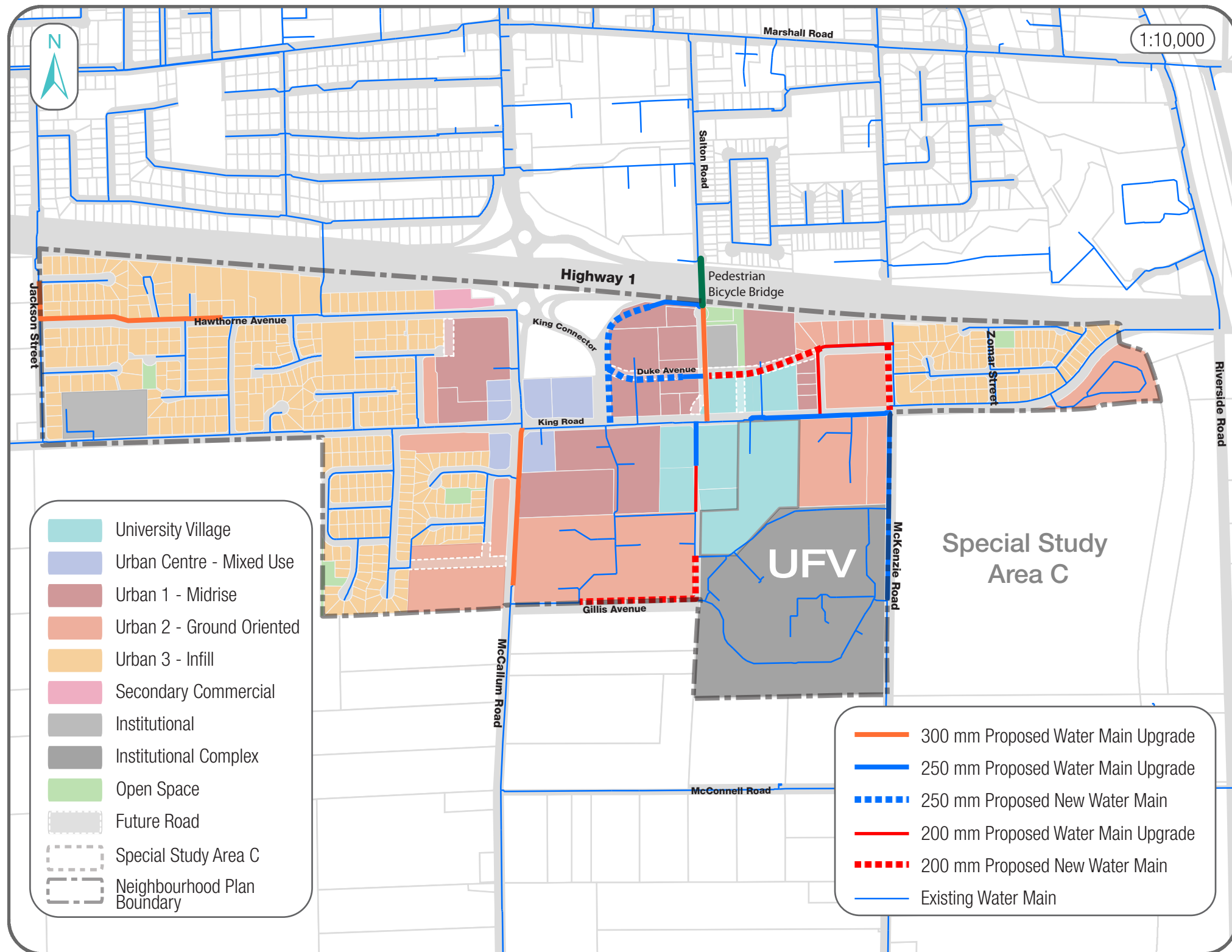
Event Parking

| Parking Supply Type | Location                            | Short Term   | Long Term            |
|---------------------|-------------------------------------|--------------|----------------------|
| Public              | Arena Parking                       | 210          | 210                  |
| Private             | Phoenix Ballroom                    | 60           | 60                   |
| Private             | UFV                                 | 1,330        | 1,190 - 1,315        |
| Public              | Park N'Ride (main)                  | 175          | 175                  |
| Public              | Park N'Ride (overflow)              | 110          | 110                  |
| Private             | Central Heights Church              | 480          | 0                    |
| Private             | Existing Institutional              | 85           | 0                    |
| Private             | Abbotsford Canadian Reformed Church | 130          | 0                    |
| Private             | Cabela's                            | 305          | 305                  |
| Public              | Gillis Ave and McKenzie Rd.         | 320          | 320                  |
| <b>Total</b>        |                                     | <b>3,205</b> | <b>2,370 - 2,495</b> |



# Servicing Strategy

The servicing section of the plan outlines water, wastewater, and stormwater systems to service the growth and development planned within the UDistrict.



## SERVICING

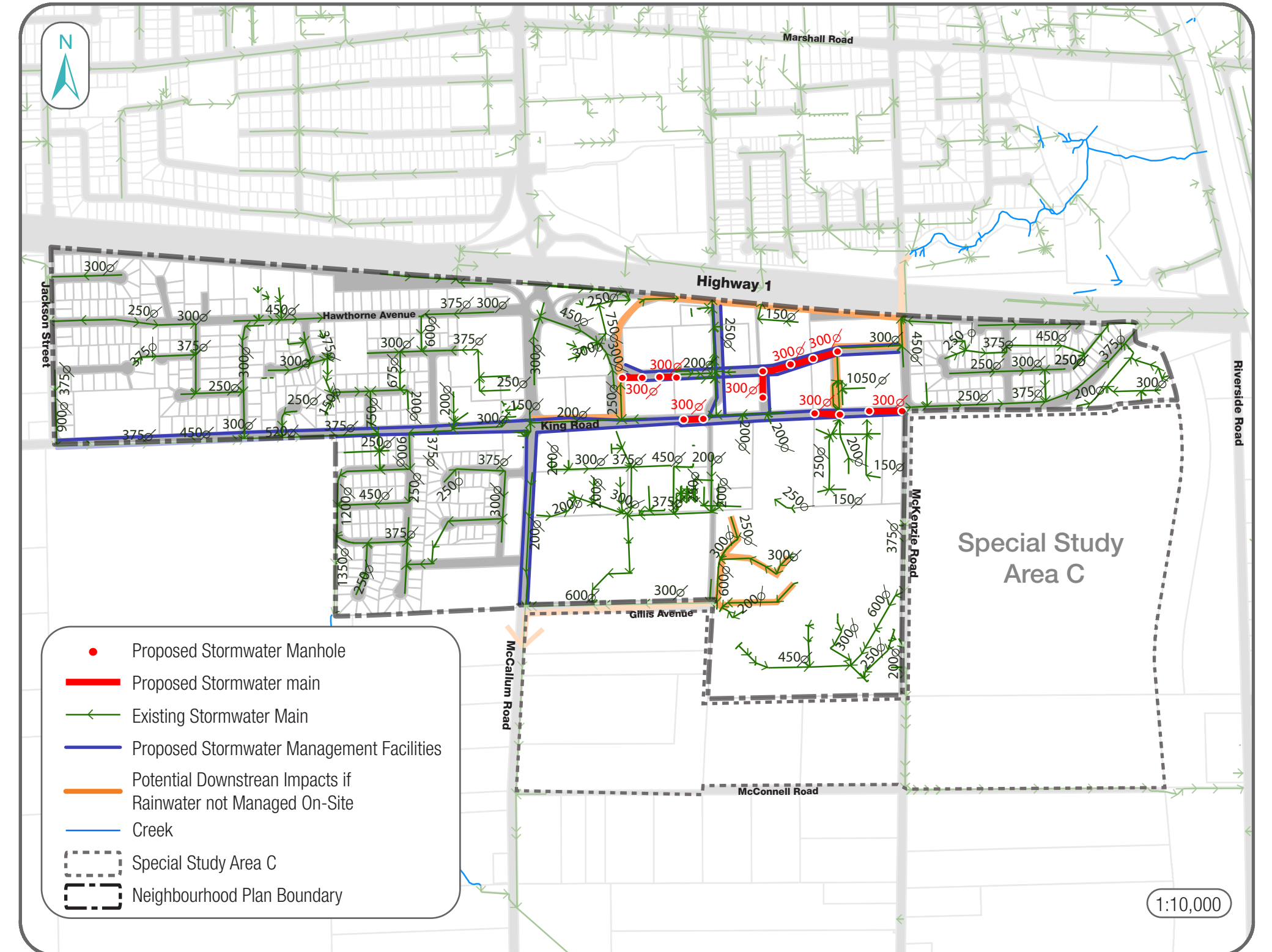
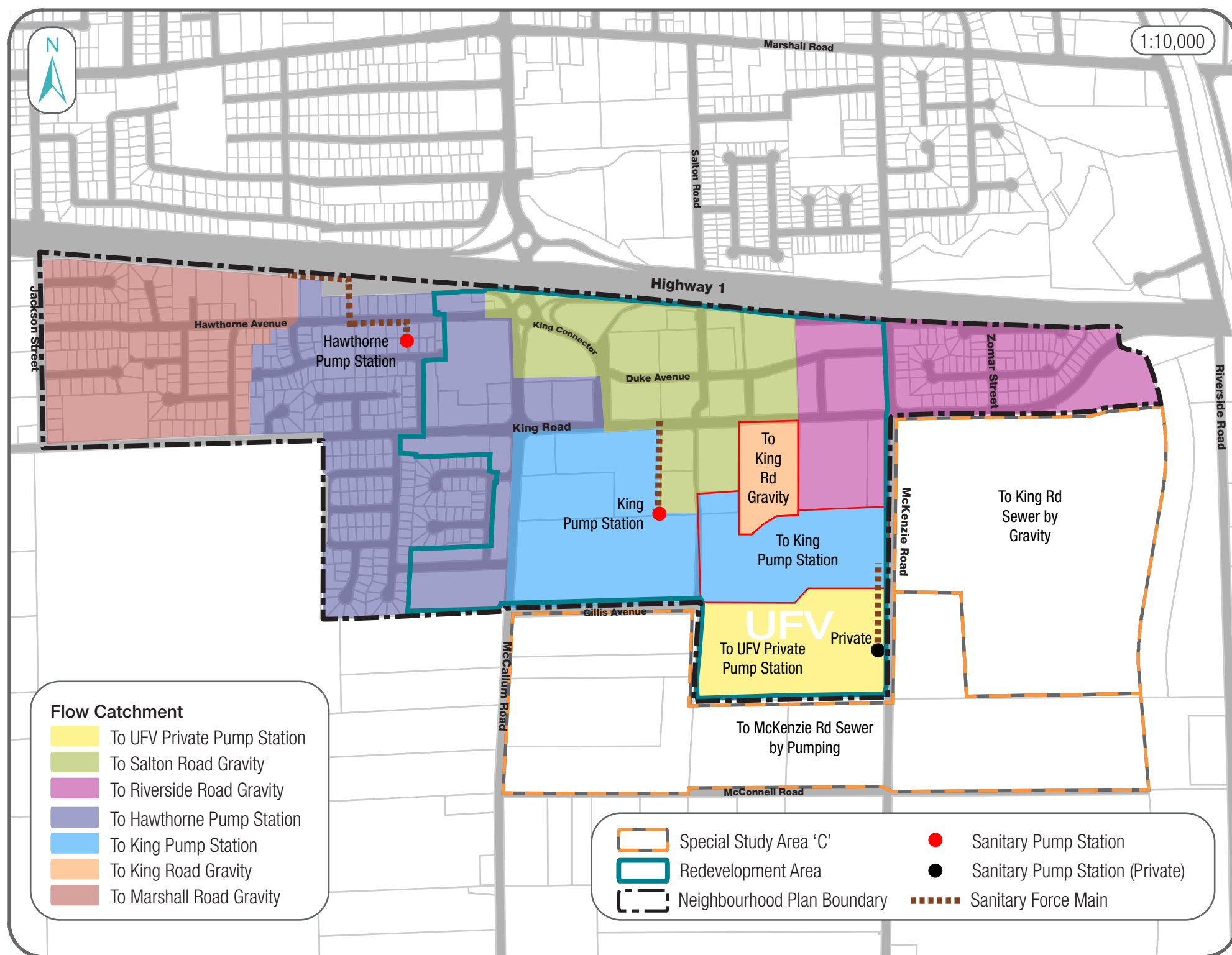
### Policy 5.3.2 Water Main Upgrades

Approximate locations for future water main upgrades or replacements are identified in the map above, with ultimate servicing to be confirmed by the City of Abbotsford's Engineering Services.

## WASTEWATER

### Policy 5.3.4 Wastewater System Improvements

The general alignments of the new and upgraded sanitary trunks required to service the UDistrict neighbourhood are identified in the map above, Recommended Wastewater System Improvements, with ultimate servicing to be confirmed by the City of Abbotsford's Engineering Services.



## SEWER

### Policy 5.3.3 Sanitary Sewer Flow Catchments

The UDistrict consists of eight sanitary catchments based on topography and proposed land use, as shown in the map above. The catchments will function as annotated within the legend.

## STORMWATER

### 5.3.5 Stormwater System Improvements

The general alignment of the new stormwater mains required to service the road right of ways within the UDistrict have been identified in the map above – Recommended Stormwater System Improvements (If infiltration systems are appropriately designed, the storm sewers may be redundant. However, they are included as conventional back-up or alternate to the infiltration systems). Ultimate stormwater servicing will be confirmed by the City of Abbotsford's Engineering Services.

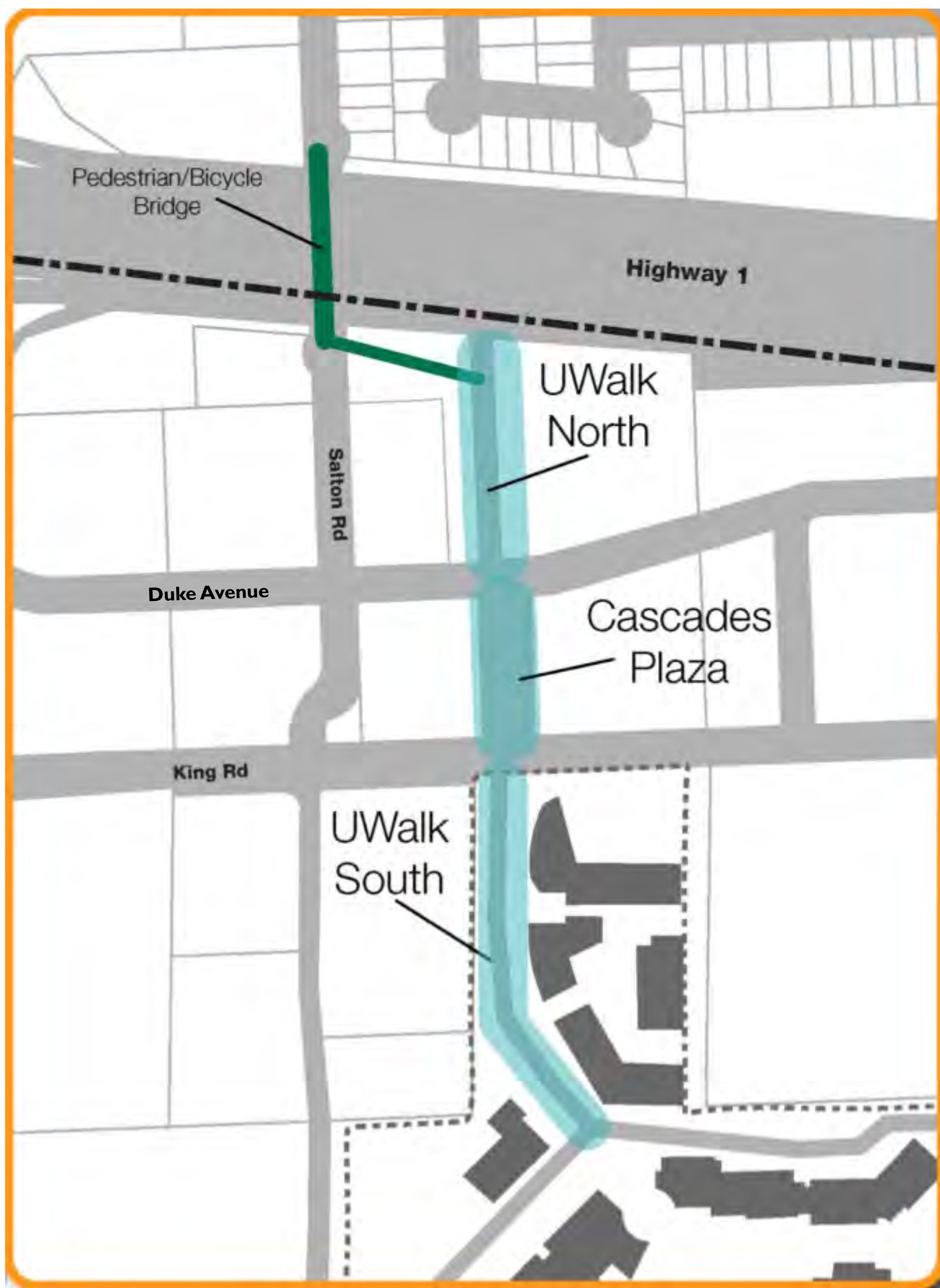


# Public Realm Guidelines

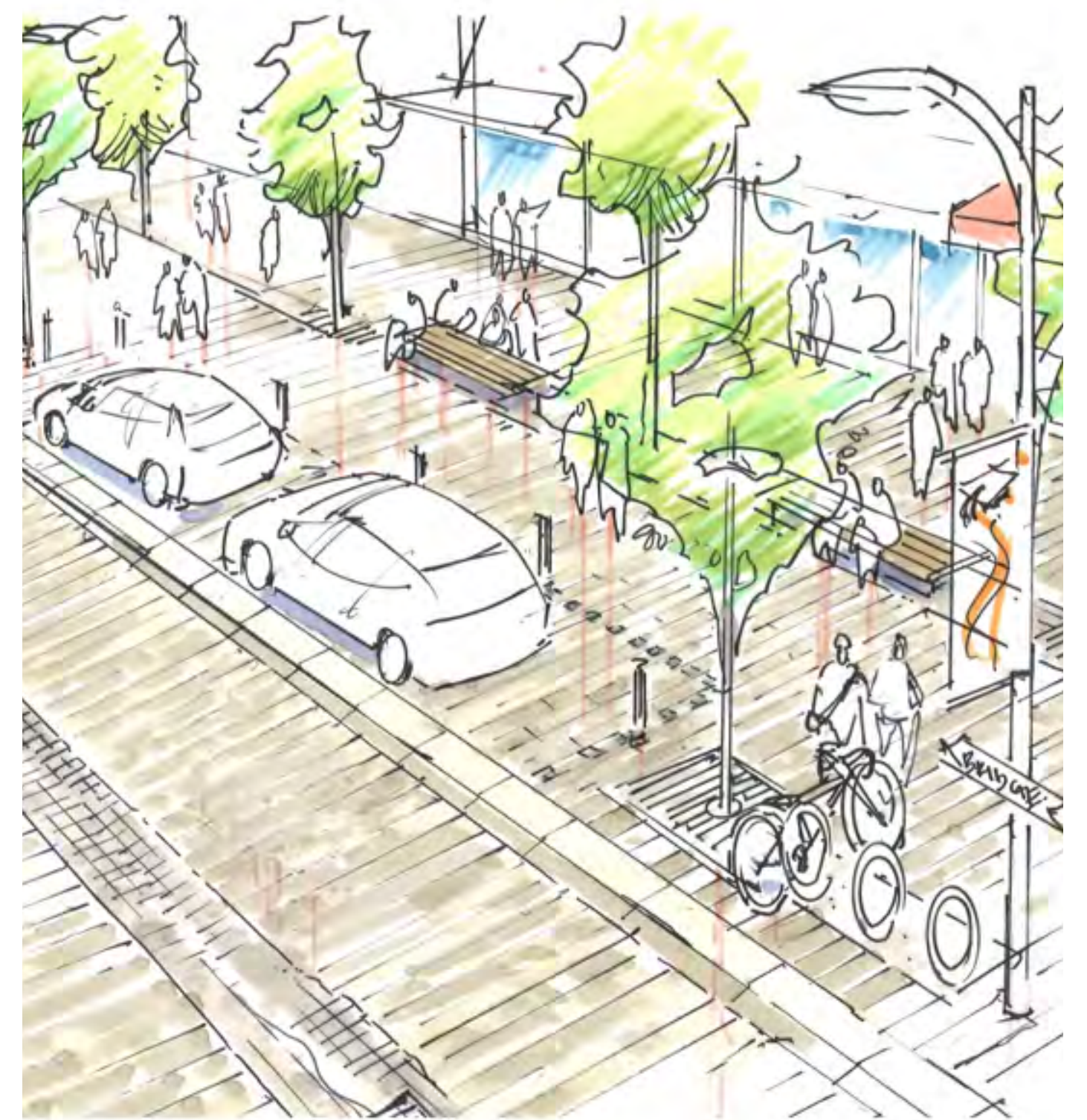
**Specific Guidelines** were developed to provide specific guidance and define the character of three sections along **UWalk**, the primary linear north-south connection between **UFV** and the neighbourhoods north of the highway.

- The intent of **UWalk North** is to create an urban greenway connecting the pedestrian/ bicycle overpass to the intersection of Duke Avenue and Cascades Plaza.
- The intent of **Cascades Plaza** is to create a linear urban plaza that defines the space as a pedestrian-first realm that allows vehicles through, but in a controlled way
- The design guidelines for **UWalk South** are included in the UFV 2016 Campus Master Plan

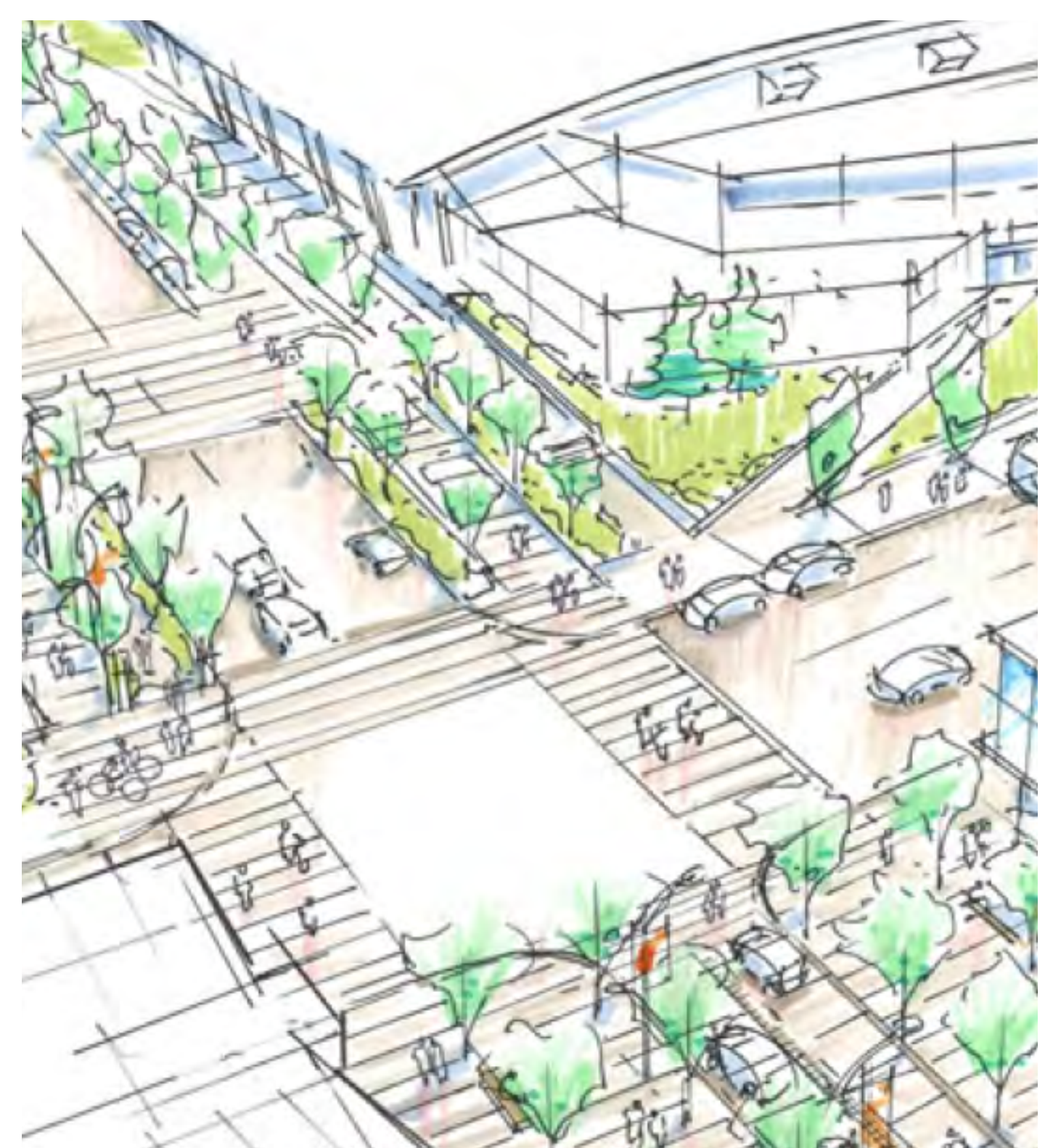
For more detailed information on the guidelines please refer to the Plan document.



*UWalk North Greenway*



*Cascades Plaza*



*UWalk South*



# Street Guidelines

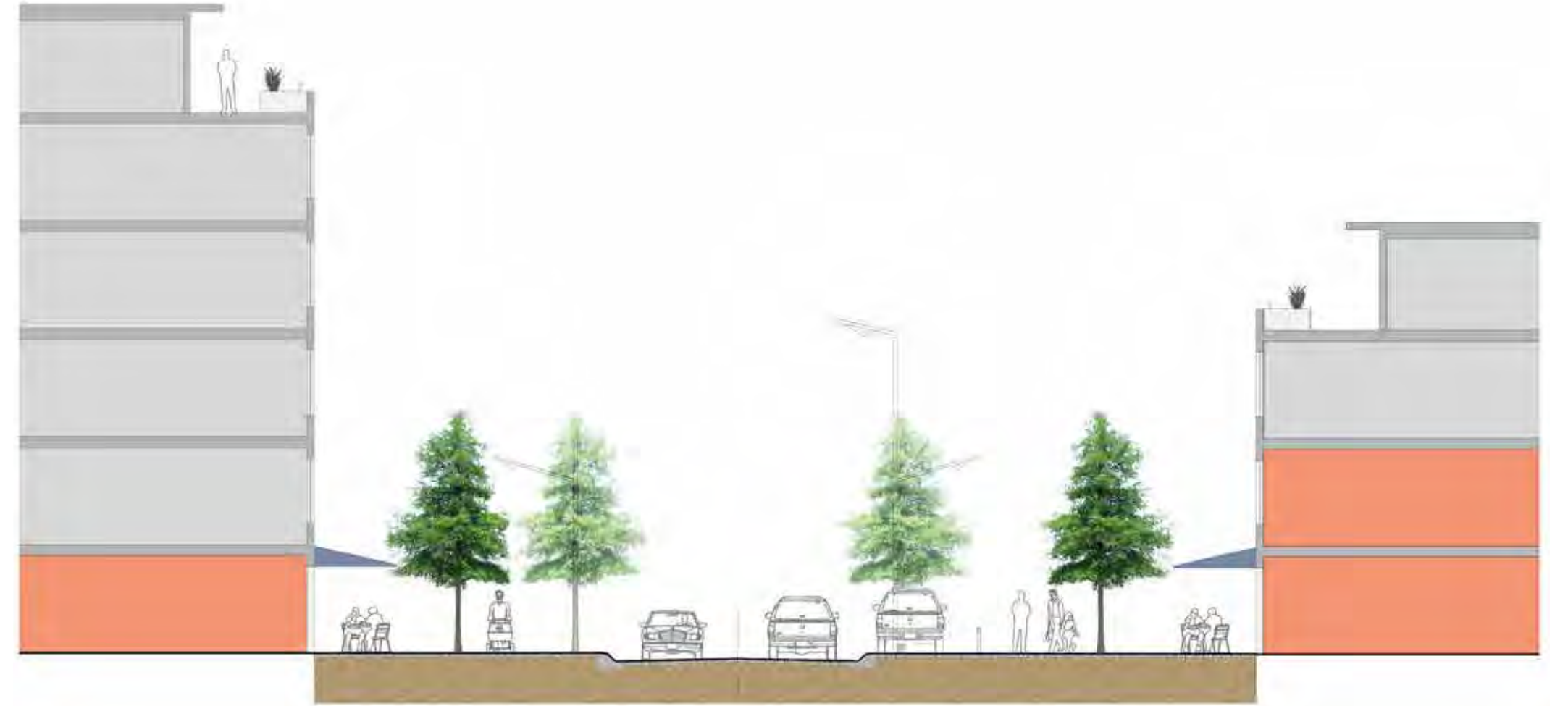
The following cross sections were created to describe the character and design intent for streets and plazas within the UDistrict.



3.5M MULTI-USE PATHWAY 3.5M

Typical Section | UWalk North Greenway

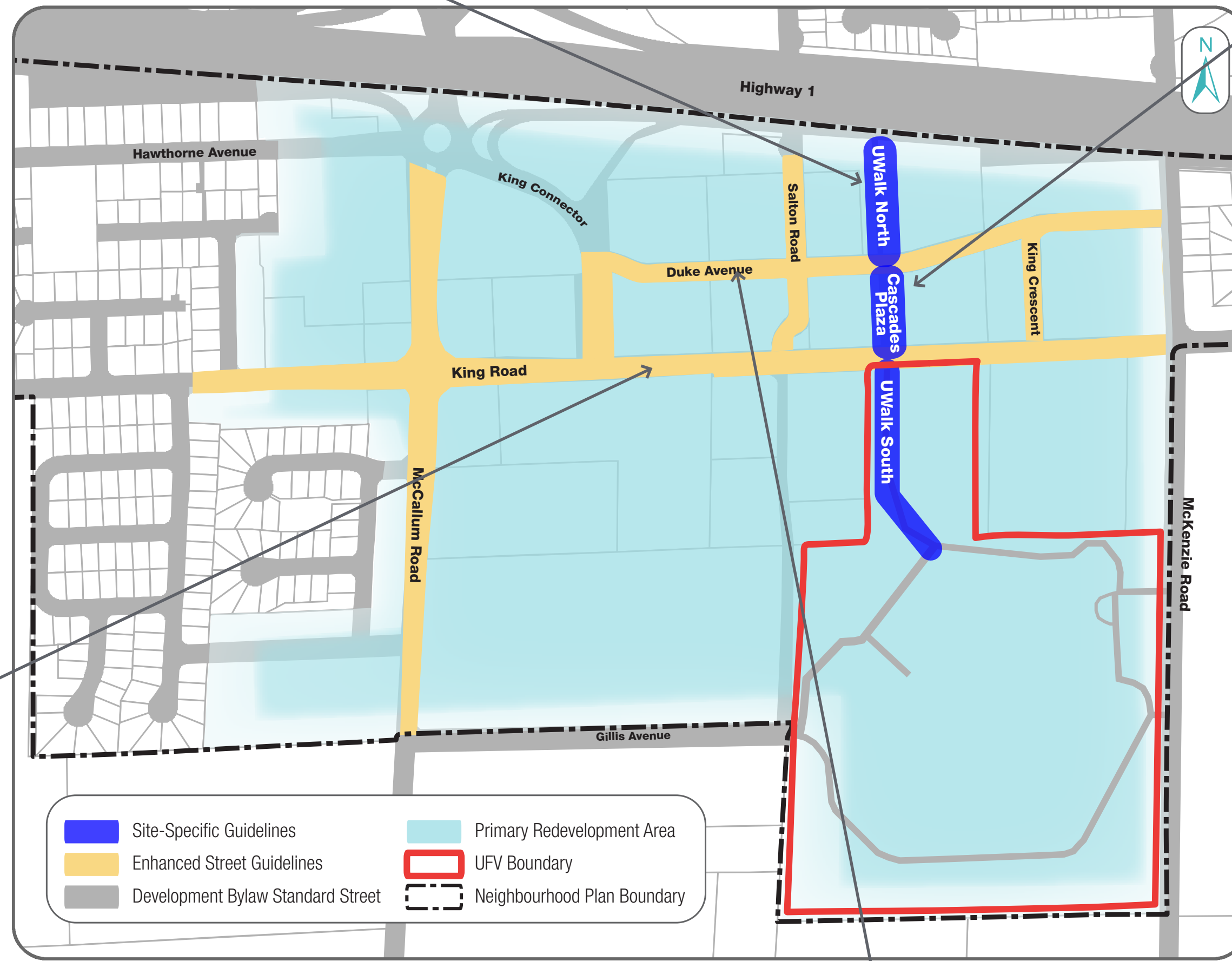
Total ROW = 11.00M



BLDG SETBACK 3.0M SIDE-WALK 2.4M DRIVE LANE 3.0M DRIVE LANE 3.0M SIDE-WALK 2.8M BLDG SETBACK 3.0M

Typical Section | University Way North

Total ROW = 18.0M



SIDE-WALK 1.5M BIKE LANE 1.8M DRIVE LANE 3.3M DRIVE LANE 3.3M PLANTING STRIP DRIVE LANE 3.3M DRIVE LANE 3.3M BIKE LANE 1.8M SIDE WALK 1.8M PATIO 2-4M

Typical Section | King Road - King Connector to University Way

Total ROW = 26.5M



SIDE-WALK 1.5M PARKING LANE 2.4M BIKE LANE 1.5M DRIVE LANE 3.0M DRIVE LANE 3.0M BIKE LANE 1.5M PARKING LANE 2.4M SIDE-WALK 1.5M

Typical Section | Duke Avenue

Total ROW = 20.0M



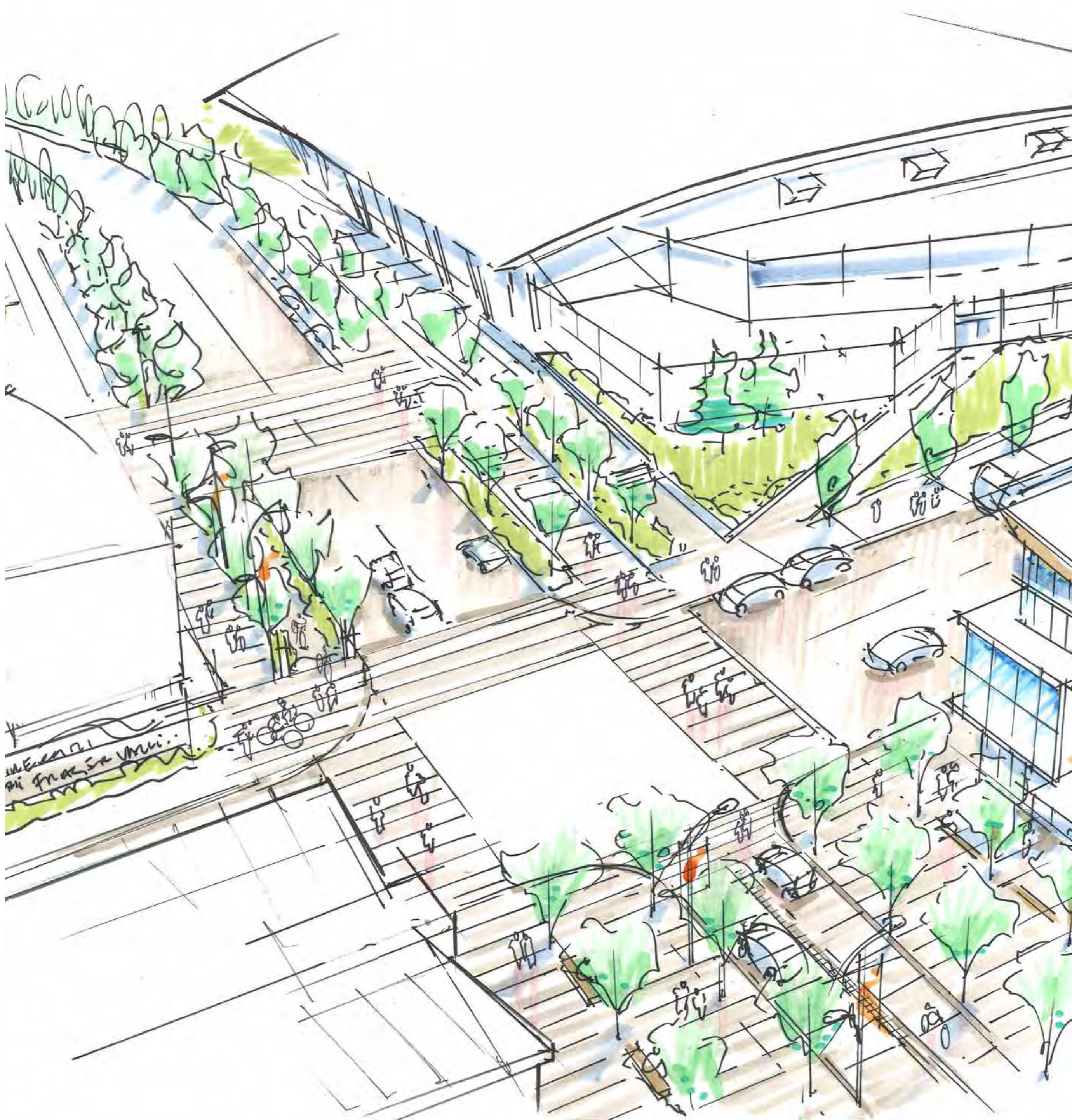
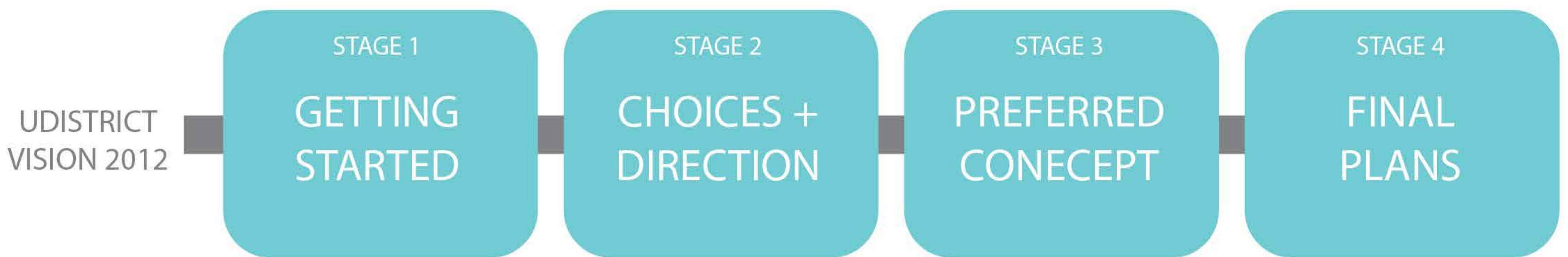
# Next Steps

Thank you for attending the UDistrict Open House.

Your feedback will be considered to further refine the draft plan.

## What happens next?

This final stage (Stage 4) of the project involves referrals to a number of senior government agencies for review and approval. Following this referral period, a Public Hearing will be held to hear feedback from the public. The UDistrict Neighbourhood Plan will then be adopted by City Council.



## Stay in Touch:

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