

# Engagement Results



## Online Survey

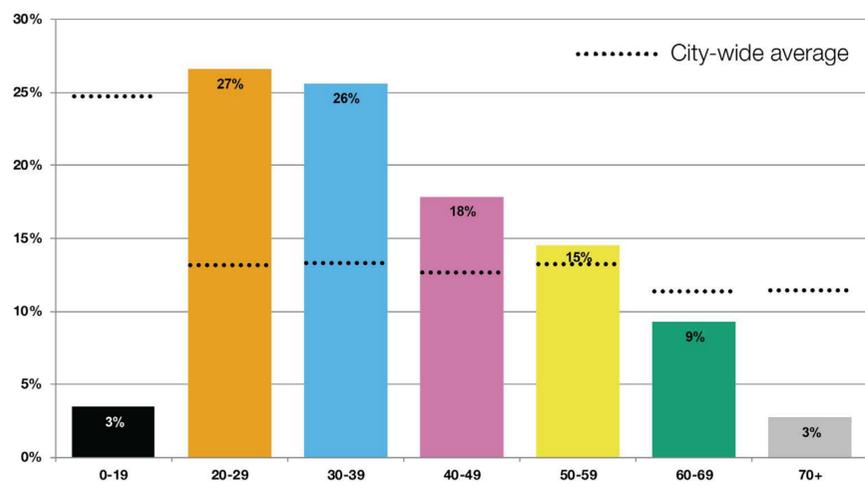
Following Stage 2 and the creation of a concept for the neighbourhood last winter, we asked residents questions about the concept through an online survey. The survey was active for 5 weeks in early 2018 and a summary of the results is provided here.

# 6,271

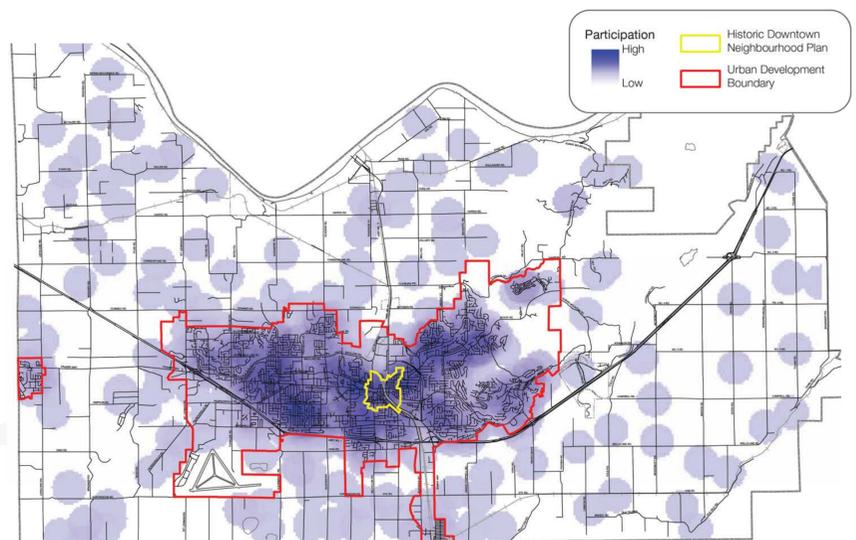
Participants



Sample Survey Screen



Age Profile



Participation by Postal Code

# Engagement Results



## Survey Results

### Themes

Four themes from early project engagement were highly favoured again in the online survey:



### Priorities

Participants rated these four priorities as their highest for the neighbourhood:



# Engagement Results



## Survey Results

### Project Ideas

Participants chose these three projects as the top ones to build in the neighbourhood:



#### Gateway Plazas

Create new gateway plazas that could include market space, patios, seating, and seasonal event space.



#### Redesign Essendene

Provide more space for sidewalks, bikes, patios, and street trees on Essendene Avenue by reducing vehicle space and keeping on-street parallel parking.



#### Trails and Paths

Build trails and paths to and through the neighbourhood, connecting it to destinations such as Jubilee Park, Ravine Park, Mill Lake, the railway corridor, and the Discovery Trail.

Other projects were selected less frequently:

#### Parkade



#### Signature Corridor



#### Streetscape Design



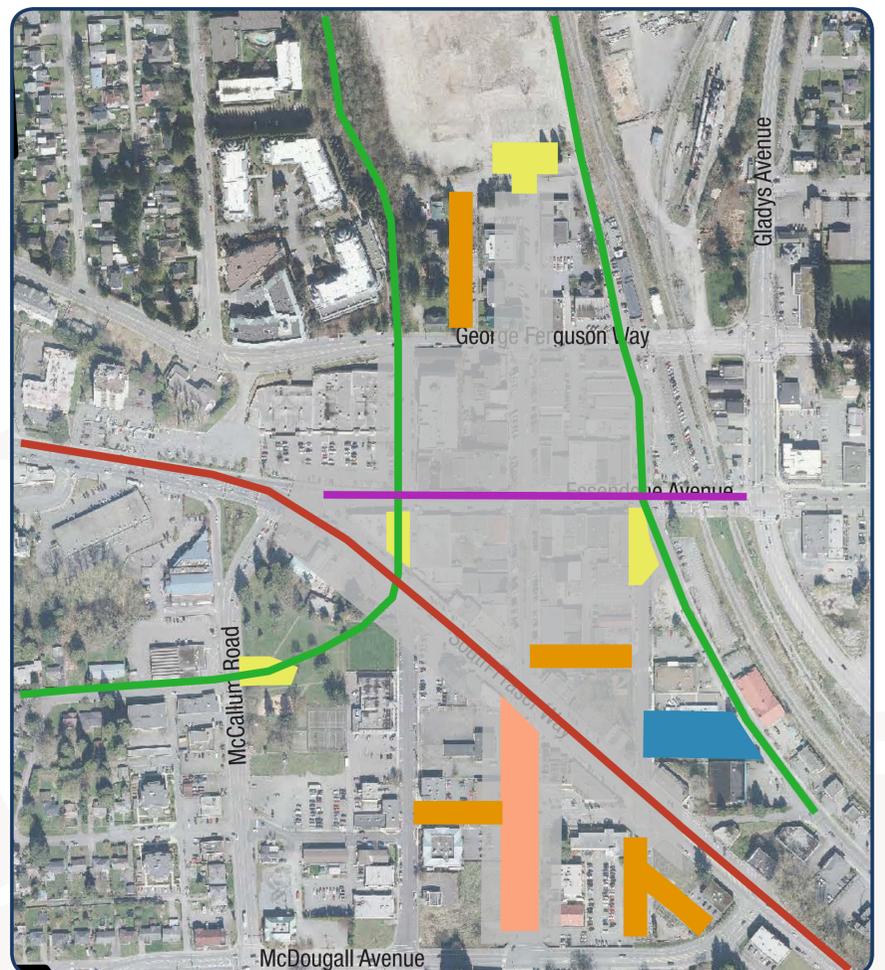
#### Transit Street



#### Parking Streets



### Locations



# Plan Goals + Policies



## Plan Goals Overview



### A Historic Place

Historic buildings and streetscapes offer a sense of discovery, wonder, intimacy, and uniqueness, setting this area apart from other places in Abbotsford.



### Diverse Experiences and Destinations

Eclectic events, vibrant businesses, and diverse spaces and places establish Historic Downtown as a people-magnet.



### People-Centered Streets

People come first in this human-scaled, dynamic neighbourhood, with the sidewalks and plazas providing a stage for rich public life.



### Transportation Choices

Residents and visitors travel safely, comfortably, and delightfully on foot, supporting street life, business prosperity, improved health, and reduced greenhouse gas emissions.



### A Green Neighbourhood

Green spaces and networks provide ecological function, create beauty, and support recreation, social interaction, and retreat from sounds and sights of busy urban areas.

# Plan Goals + Policies



## A Historic Place



Historic Downtown's historic buildings and public realm are the backbone of its unique character, contributing to the unique, human-scaled streetscapes and setting the neighbourhood apart from other areas in Abbotsford. By preserving the existing character and reinforcing it through new development, the neighbourhood can continue to be a historic destination.



The CPR Station, then and now

## Sample Policy

### New Buildings

Require that new development respect traditional lot patterns and be compatible with the size, setbacks, materials, and colours of neighbouring historic buildings.

### C.P. Rail Station

Relocate and restore the C.P. Rail Station to, or near, its original location near West Railway Street.

### Historic and Expressive Installations

Integrate art, expressive installations, and local and historic artifacts into the public realm, including at Gateways and along Commercial Streets.

# Plan Goals + Policies



## Diverse Experiences and Destinations



Historic Downtown is a city-wide destination, and a cultural and social heart within Abbotsford. The entrepreneurial spirit and niche retail of the neighbourhood is the foundation of success by creating jobs; meeting residents' daily needs; and contributing to the area's vibrant and neighbourly quality. Building on this strong base of diverse uses, amenities, and celebrations will further establish Historic Downtown as a complete community with diverse experiences and destinations.



Concept Rendering of West Railway Plaza

## Sample Policy

### Markets and Food

Celebrate and support a local food culture that includes opportunities for farmers markets.

### Festivals and Events

Support festivals and events through public realm enhancements and programming.



Parks, Plazas, and Street Trees

### Niche Retail

Support, maintain, and update as needed the policies and design guidelines in the Plan to further develop a specialized small-scale boutique and artisan niche retail market that capitalizes on the historic setting.

# Plan Goals + Policies



## People Centred Streets



If buildings are the backdrop to public life, then the sidewalks and streetscapes – including the plazas and open spaces – are the stage. In Historic Downtown, these public spaces are fundamental to creating a vibrant street life, which in turn improves business prosperity, social wellbeing, and makes walking and cycling realistic transportation choices for all ages and abilities.



### Sample Policy

#### Spill Out Activities

Encourage spill out activities from businesses into the public realm, such as sidewalk patios.

#### Plazas

Establish four neighbourhood plazas that provide opportunity for public life, and Commercial Street anchors.



#### Sidewalk Seating

Provide pedestrian seating on sidewalks and in parks and plazas.

#### Street Animation

Encourage street-oriented activity along building edges to support a lively downtown by using the public right-of-way for outdoor activities.

Concept Rendering of Street Animation: before and after

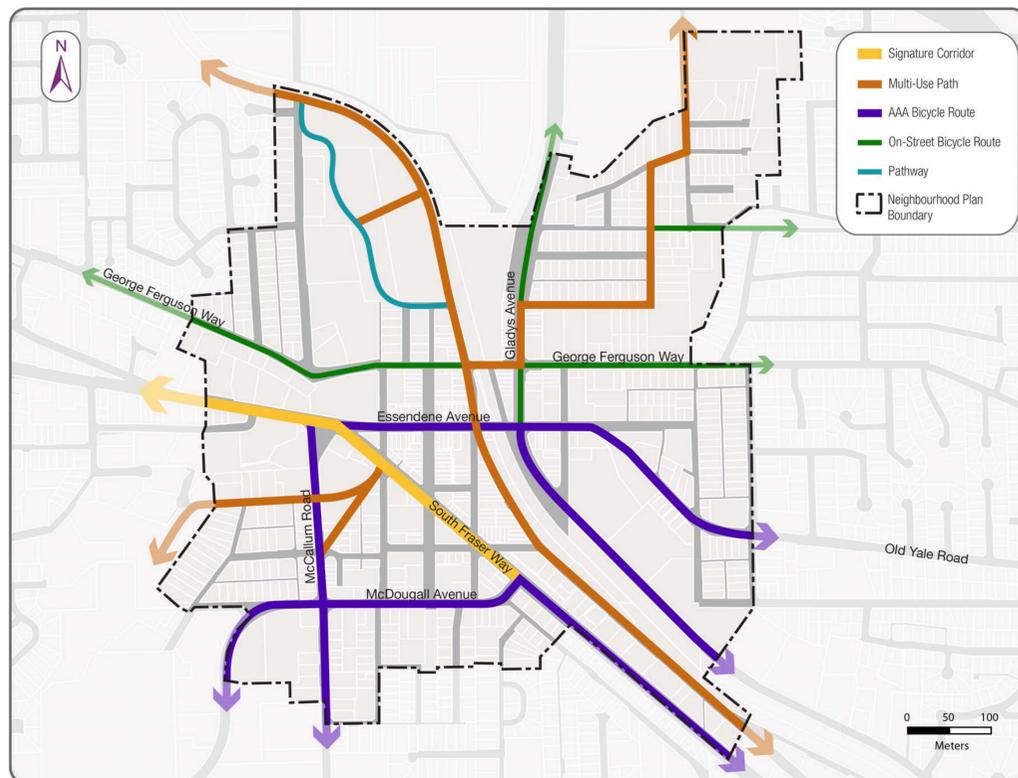
# Plan Goals + Policies



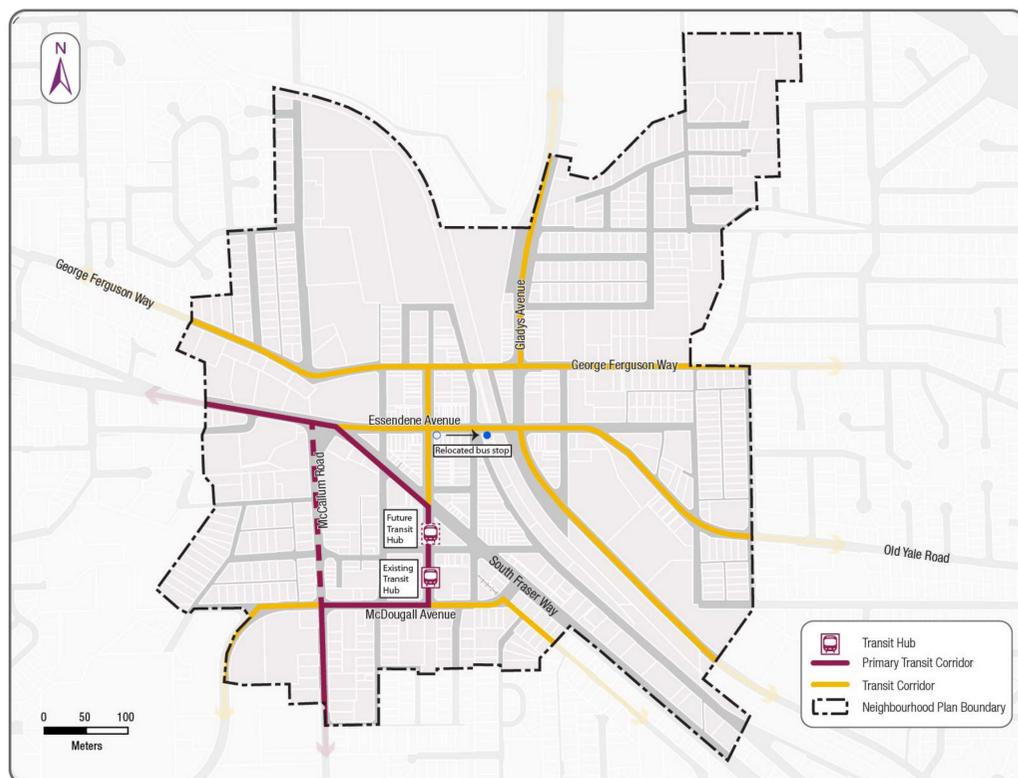
## Transportation Choices



The success of Historic Downtown depends on the ability of people to travel safely, comfortably, and delightfully on foot. Pedestrians support street life, business prosperity, and social wellbeing – even people arriving by car ultimately become pedestrians. The neighbourhood’s small blocks, frequent street intersections, and buildings close to sidewalks mean people come to Historic Downtown to stroll and discover, a unique opportunity not available anywhere else in the city.



**Bicycle Network**



**Transit Network**

## Sample Policy

### Street Design

Design streets in Historic Downtown primarily as destinations and places for people to gather, and manage vehicle uses and speeds accordingly. Focus particularly on the Historic Centre land use and Commercial Streets.

### On-Street Parking

Use on-street parking for customers and short term visitors to Historic Downtown, and manage it accordingly.

### Off-Street Parking

Use off-street parking for employees and long term visitors to Historic Downtown, including underground parking and parking structures.



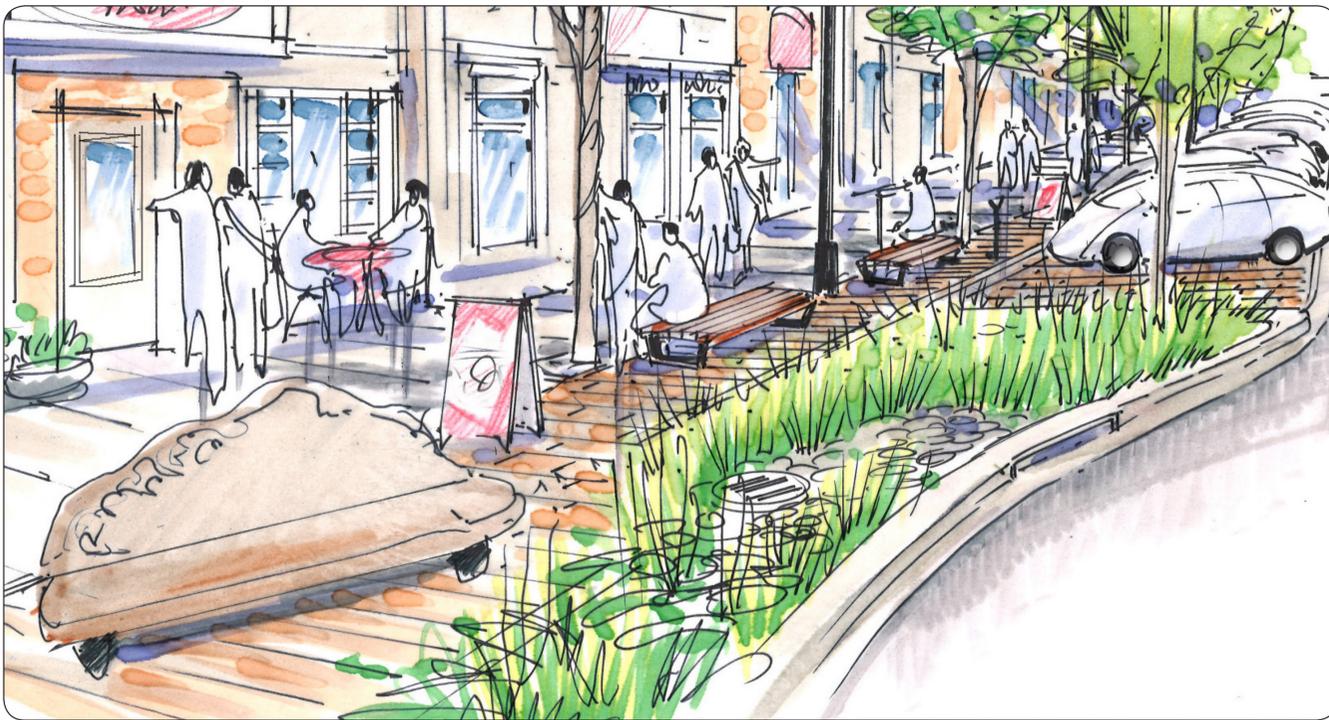
# Plan Goals + Policies



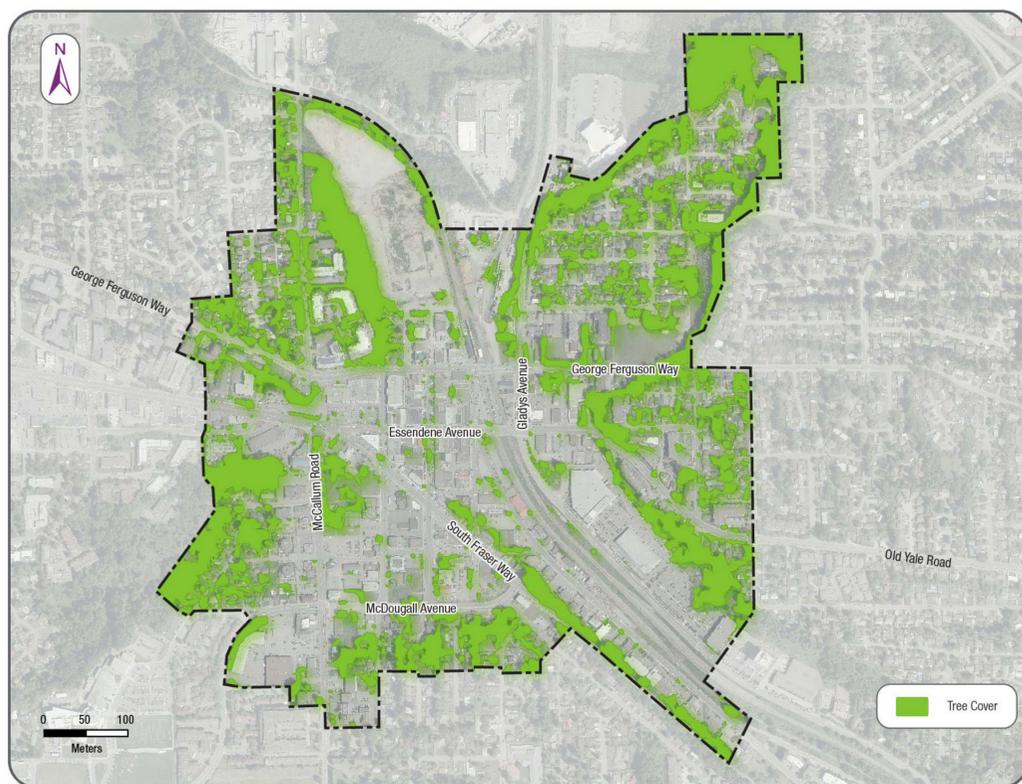
## A Green Neighbourhood



Jubilee Park and the numerous steep slopes, watercourses, green spaces, and flood plains in and around Historic Downtown create beauty and form an important part of its character and ecological function. Green spaces and networks also support stormwater management, recreation and social interaction, connection to nature, and retreat from the sounds and sights of busy urban areas.



Concept Rendering of a bioswale along Montrose Avenue



Existing Tree Canopy

### Sample Policy

#### Street Trees

Plant and maintain street trees on all streets, ensuring they are pruned to branch at heights above 3m in order to provide clear sight lines to storefronts and sign bands on building facades.

#### Willband Creek

Celebrate natural features such as Willband Creek with design gestures that raise awareness about the area's bioregional context, such as educational signage or other design features.

#### Trail Connections and Greenways

Use existing green networks to establish trail connections and greenways, characterized by abundant tree plantings, landscaping, naturalized green spaces, and integrated stormwater management infrastructure.

# Buildings

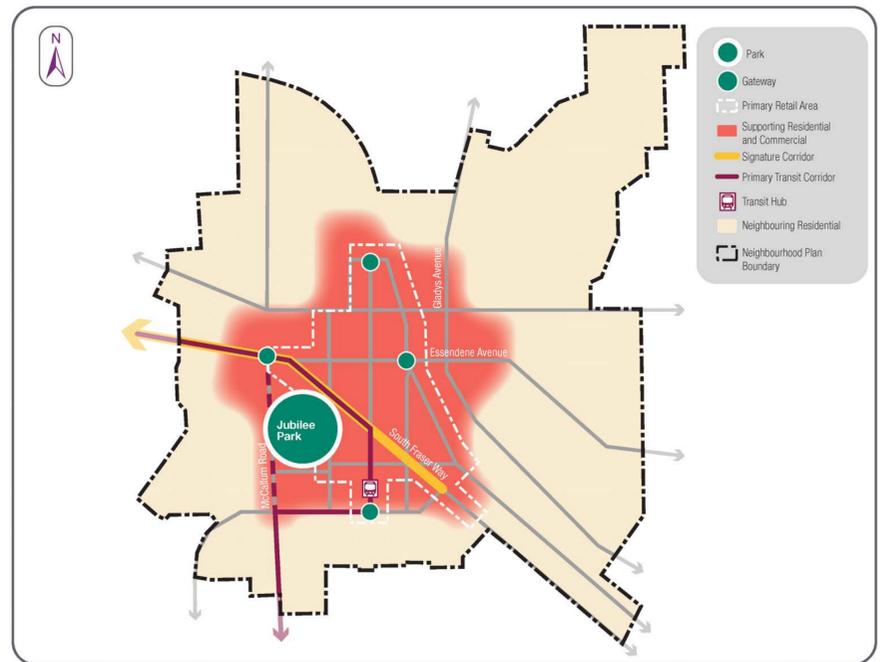


## Neighbourhood Structure and Land Use

### Neighbourhood Structure

The neighbourhood structure is designed to focus redevelopment efforts generally within the area bounded by Pine Street, Cyril Street, McDougall Avenue, and McCallum Road.

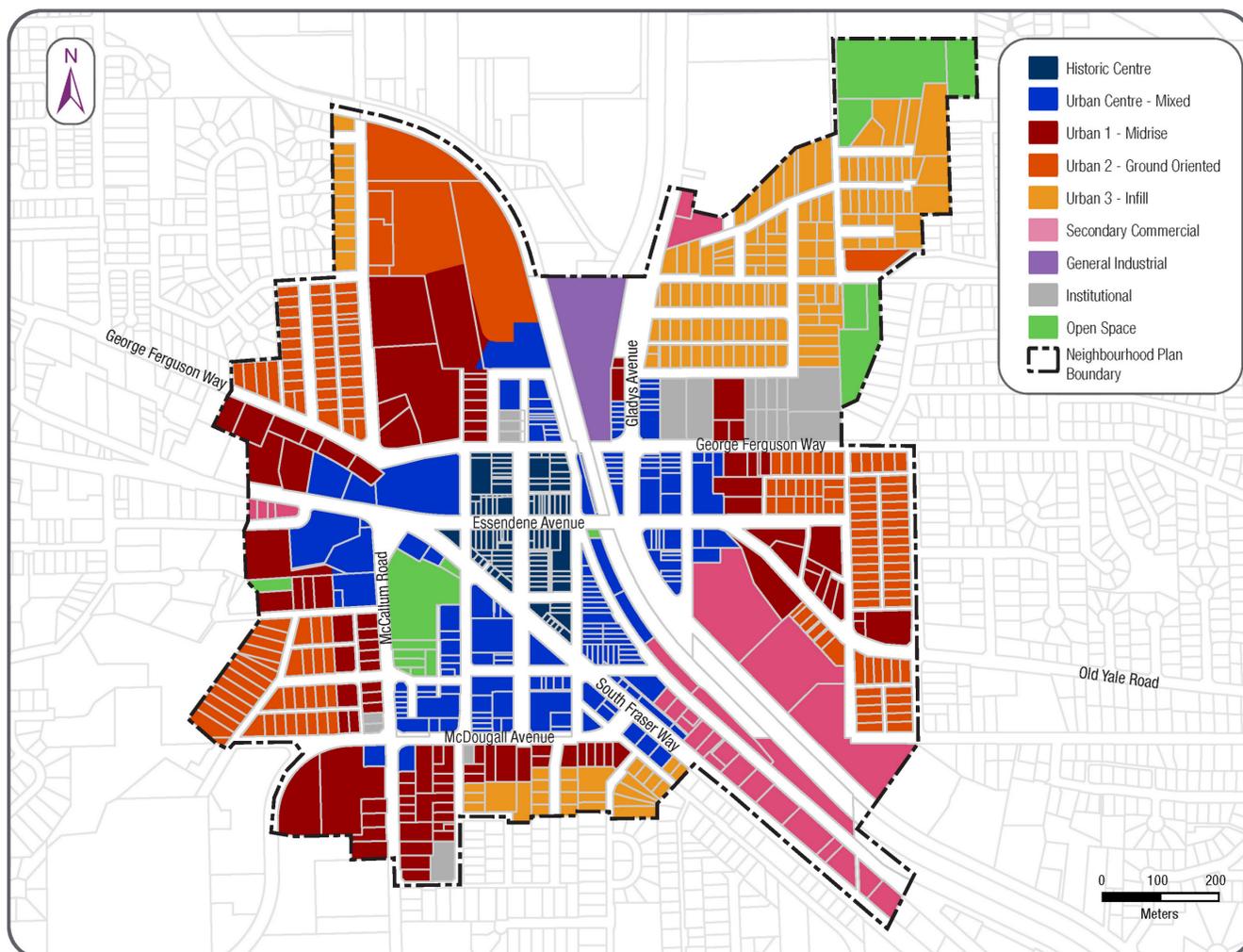
At the centre of this focused redevelopment is the Primary Retail Area, which includes the core historic streets with walkable, niche retail. Buildings in this retail core will generally be 2 to 3 storeys in height and frame the streets with transparent storefronts spilling onto the street.



Neighbourhood Structure

### Land Use

The land use designations in the Historic Downtown Neighbourhood Plan are shown below, and they replace the land uses in the Official Community Plan.

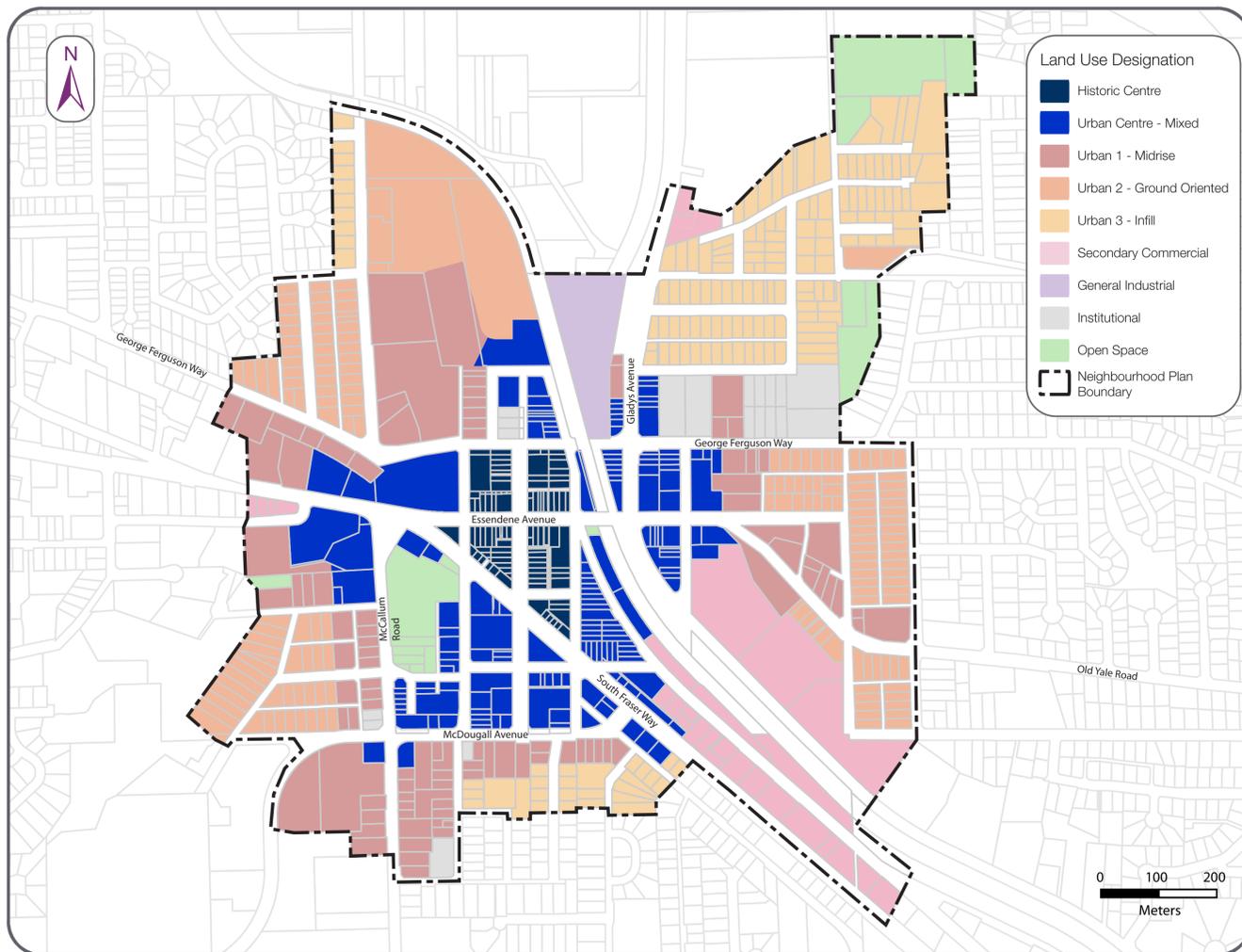


Land Use Designations

# Buildings



## Land Use Designations



### Historic Centre

- Density**  
100% lot coverage
- Heights**  
3 storeys maximum
- Uses**  
Commercial, Mixed use (residential and commercial)



### Other Land Uses

#### Urban 1 - Midrise

Enable multi storey buildings with a maximum of 6 storeys to strengthen the Historic Core and transition between lower density areas.

#### Urban 2 - Ground

Enable ground oriented rowhouses, townhouse, multiplex or duplex housing to serve as transition areas near single detached neighbourhoods.

#### Urban 3 - Infill

Enable infill residential with density increases in the form of single detached dwellings with some ground oriented duplexes.

#### Secondary Commercial

Small and medium format retail centres generally 1 to 2 storeys in height.

### Urban Centre - Mixed Use

- Density**  
1.0 to 2.5 FSR
- Heights**  
3 min. to 6 max. storeys
- Uses**  
Mixed use (residential and commercial), Multi unit residential, Commercial



#### General Industrial

Large lots and large buildings oriented around primarily on-site circulation, surface parking, and storage.

#### Institutional

Buildings with institutional uses and open spaces.

#### Open Space

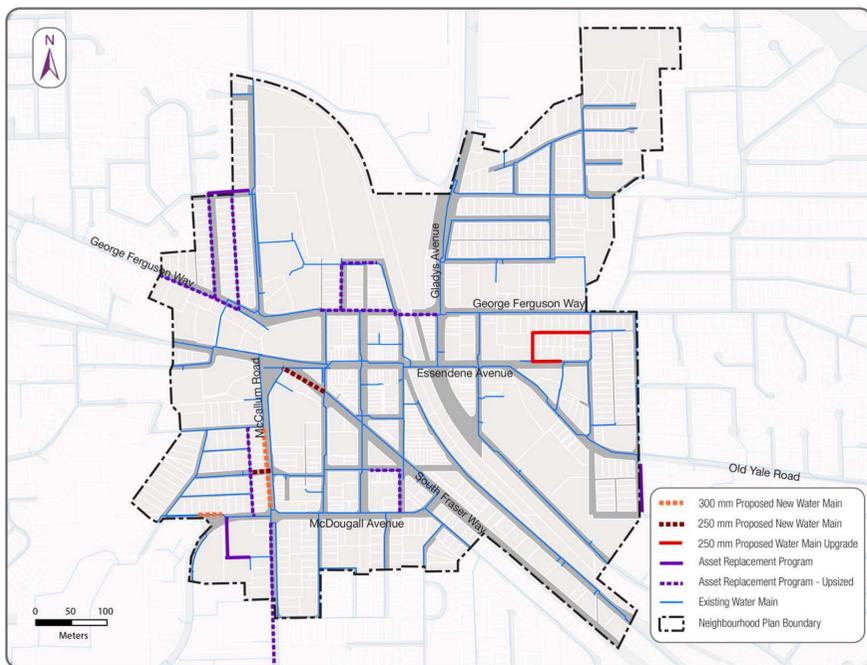
Active and passive parks, trails, fields, and recreation facilities; preserved natural areas, steep slopes, sensitive habitat, and streams; supporting civic facilities.

# Buildings

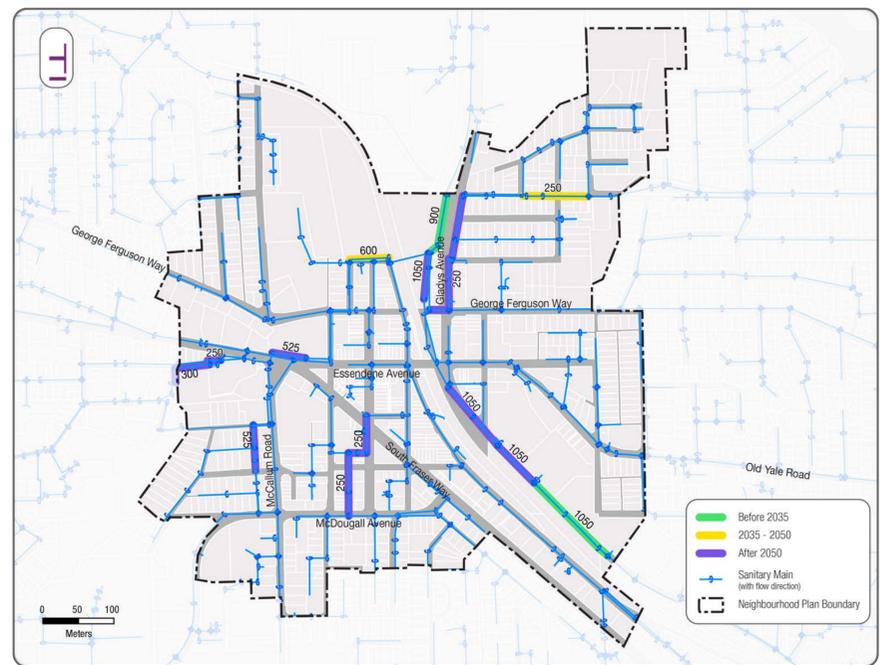


## Utilities

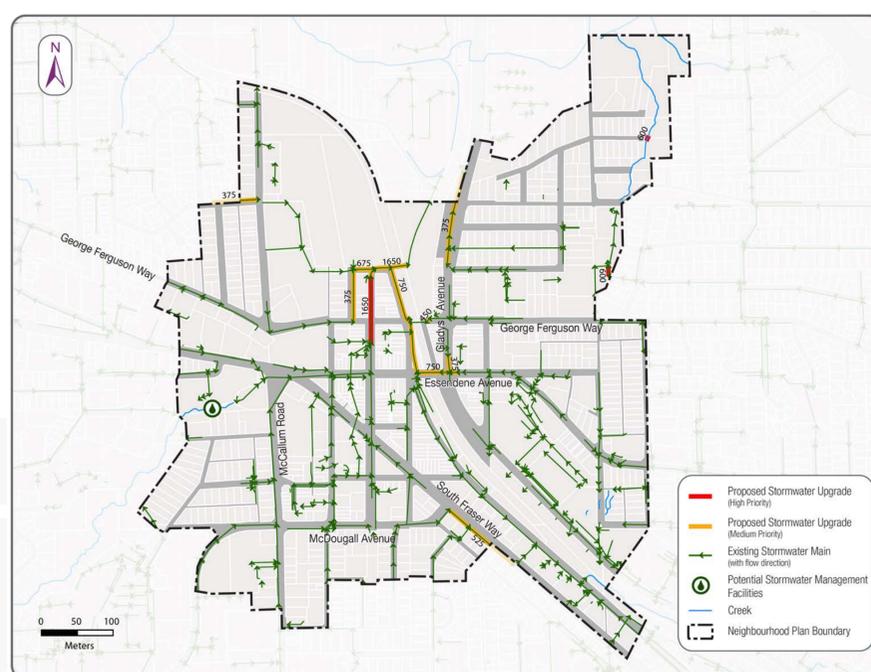
Utilities in the neighbourhood have been studied based on potential development using the land use designations. The modelling considered future population growth and anticipated site coverage of buildings. Maps below show the more significant upgrades that are required, although additional improvements may be necessary depending on the pace of future growth. The maps do not show upgrades to meet current City development standards, only upgrades resulting from new growth.



Water Upgrades



Wastewater Upgrades

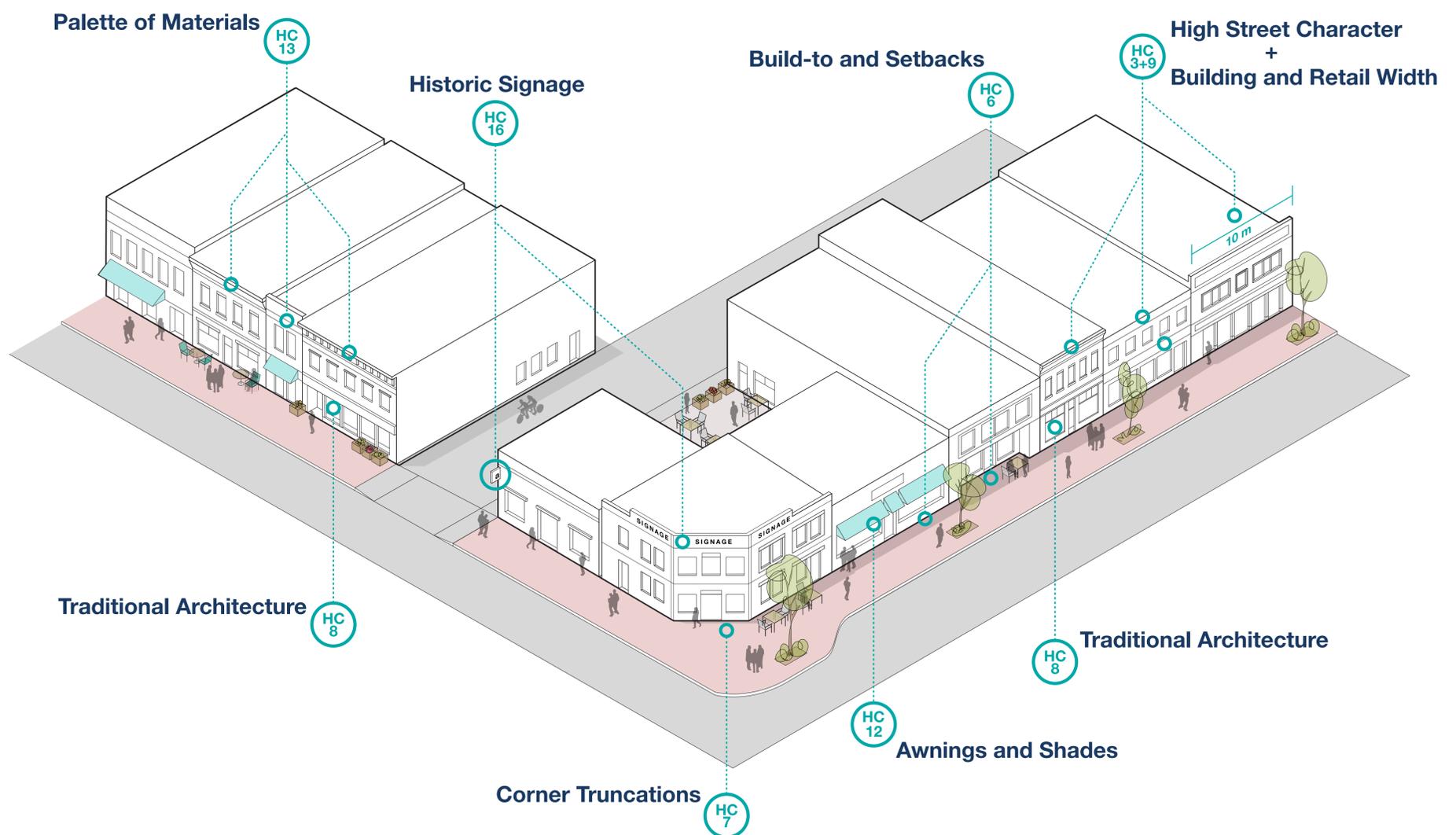


Stormwater / Detention Upgrades

# Buildings



## Design Objectives



### Why is this required?

Historic Downtown is a focal point for the entire City of Abbotsford. As the area grows and changes, clear **Development Permit Guidelines** will ensure the look and feel of buildings retain their historic character over time. This will continue supporting memorable, walkable, and animated shopping streets that are unique in Abbotsford.

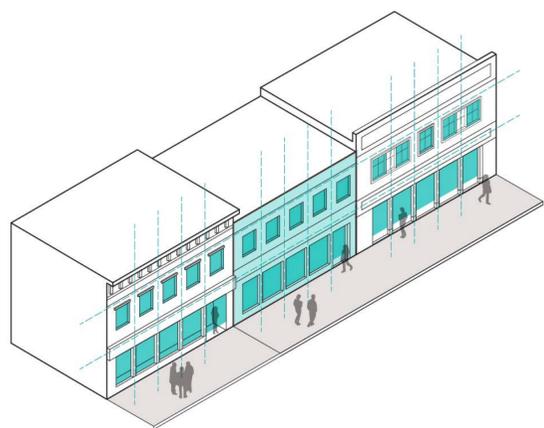
### How do they work?

All renovations and new development in Historic Downtown will follow the **Development Permit Guidelines**, and adopt and elevate their historic character. The general period of reference for architectural character is 1920 to 1950, and the image above illustrates how individual guidelines will work together.

# Buildings

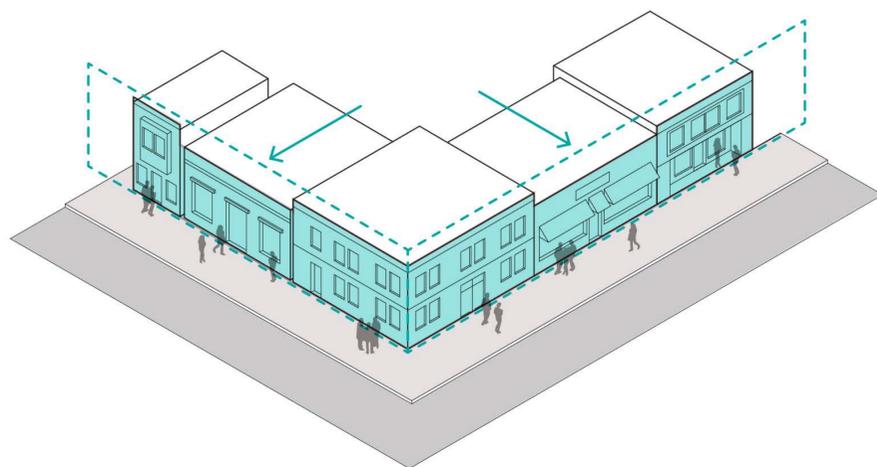


## Design Guidelines



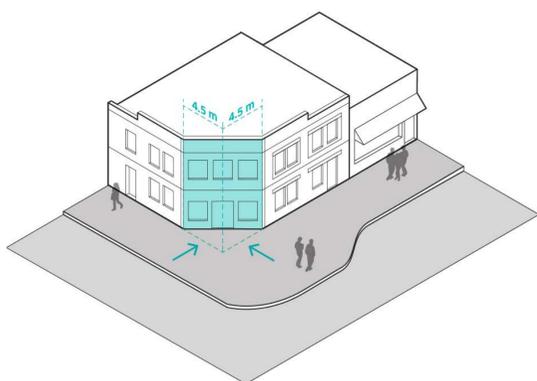
### High Street Character

New development should consider neighbouring buildings on each side and match their heights, base, middle, and cap architectural elements to ensure compatibility of built form.



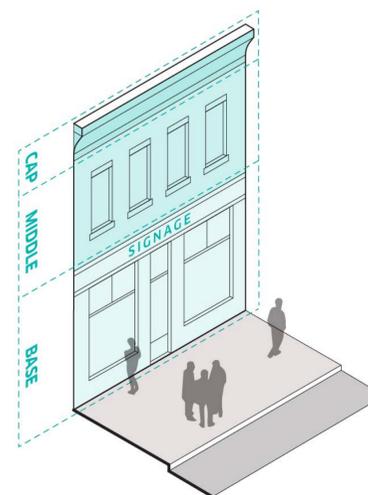
### Build-to and Setbacks

Front all buildings directly onto the street property line to reinforce the continuity of retail fronts and building façades along the street. If necessary, a maximum setback of 2.0 metres is allowed, provided the space is used for elements such as outdoor seating, commercial spill out, and awnings.



### Corner Truncations

When a building is constructed at the corner of two Commercial Streets, it should be designed with a corner truncation that extends 4.5 metres back from the corner of the property line along both street façades.



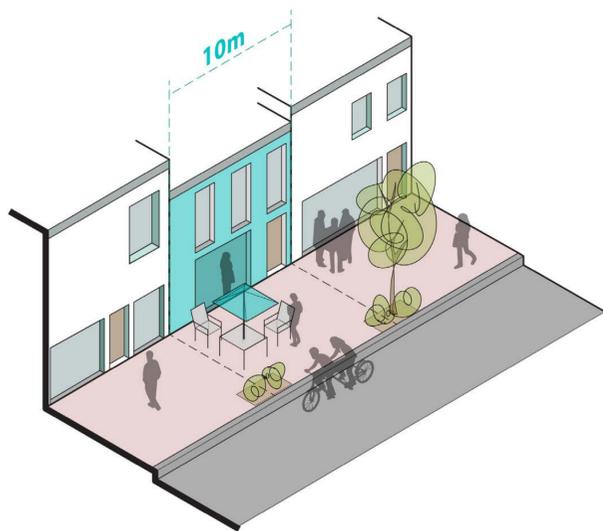
### Traditional Architecture

Design street facing façades with clearly distinguishable treatments for three segments of the wall: the ground floor 'base', the upper storey(s) 'middle', and the roofline 'cap'. The base should appear overall larger than upper storeys.

# Buildings



## Design Guidelines



### Building and Retail Width

Buildings and commercial retail units should reflect the underlying historic lot pattern with their width and massing, with generally 10 metres being the maximum individual width. Where a building is proposed on a larger lot, it must not exceed 70 metres in length and should have wall articulations and step backs along the façade to enhance visual interest.



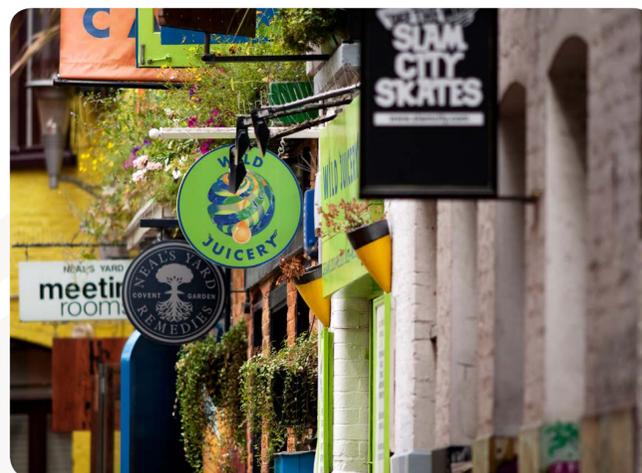
### Awnings and Shades

Use weather protection to fit more traditional architecture. Awnings and shades should limit the use of modern glass and use more historic materials such as metal or fabric that complement the building architecture. A variety of awning sizes, patterns, and colours are encouraged to identify individual stores and buildings. They may be either fixed or retractable.



### Palette of Materials

Use a palette of façade materials in a traditional manner to ensure a cohesive character and unified visual style for the neighbourhood. Vinyl or aluminum siding is not permitted.



### Historic Signage

Use building signage that conveys the unique historic character of the neighbourhood and presents a unified visual style for the overall streetscape.

# Buildings



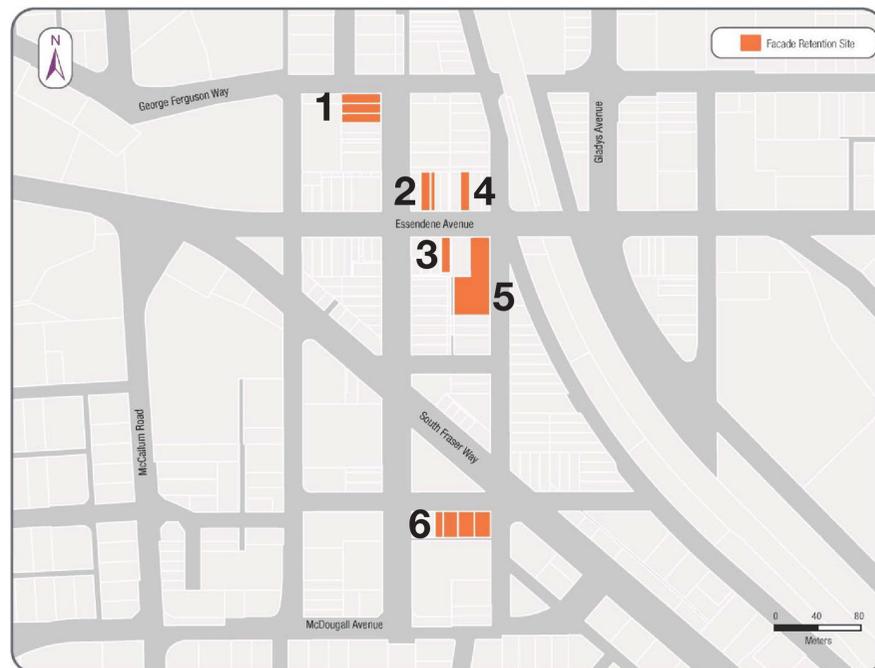
## Façade Retention Sites

### Significant Older Buildings

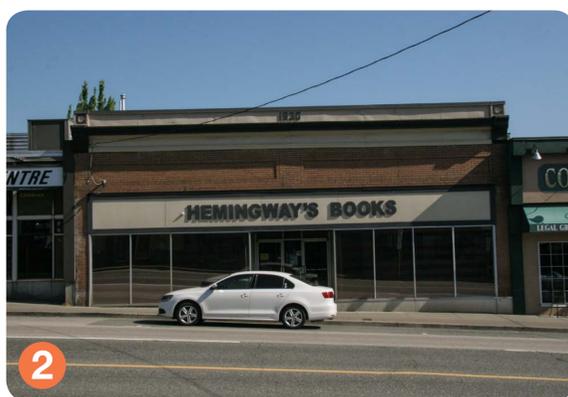
Preserve buildings with historic qualities that have generally maintained their original materials and appearance, and were constructed around the 1950s or earlier.

### Façade Retention

The façades of these buildings should be retained and/or reconstructed. Consideration must be given to the following elements during façade changes in order to restore and/or improve building features.



- Retain or restore/reconstruct traditional architectural and character defining elements.
- Reintroduce original building features that may have been altered over time, based on archival evidence, and where it further achieves these development permit guidelines.
- New additions should be visually distinguishable from and subordinate to the historic portion.
- Incorporate reasonable changes to support and address the development permit guidelines.

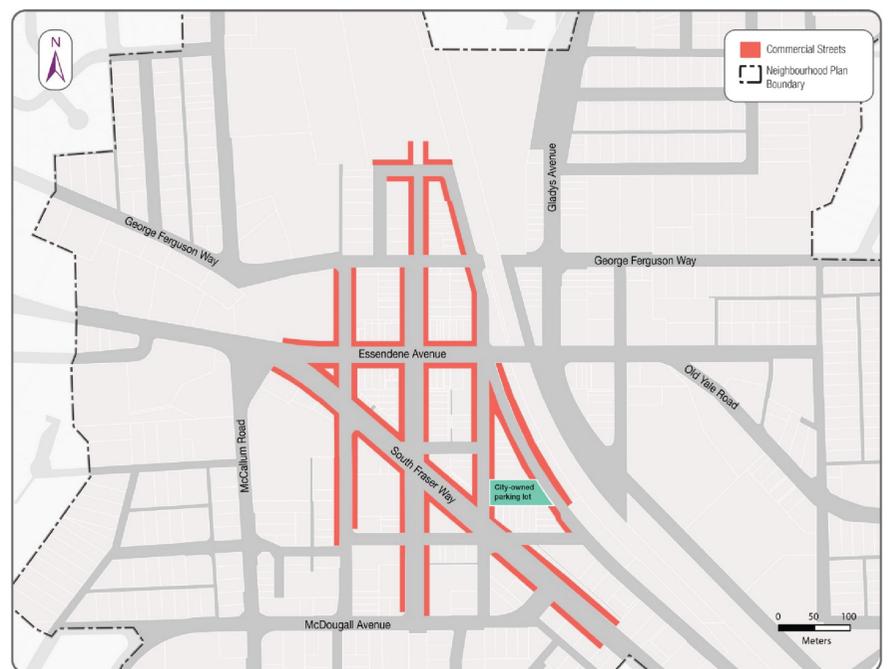


# Streets



## Commercial Streets

Commercial Streets in Historic Downtown will require certain uses to support ground floor activity along the building edges facing the street. Retail and/or commercial services must occur along the ground floor, and each must have individual access to the street.



Commercial Streets

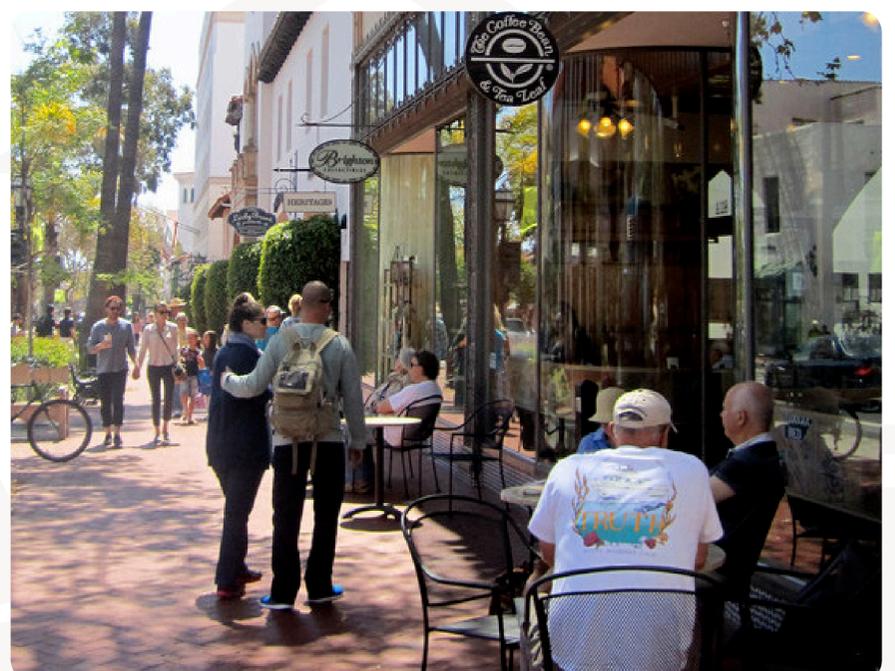
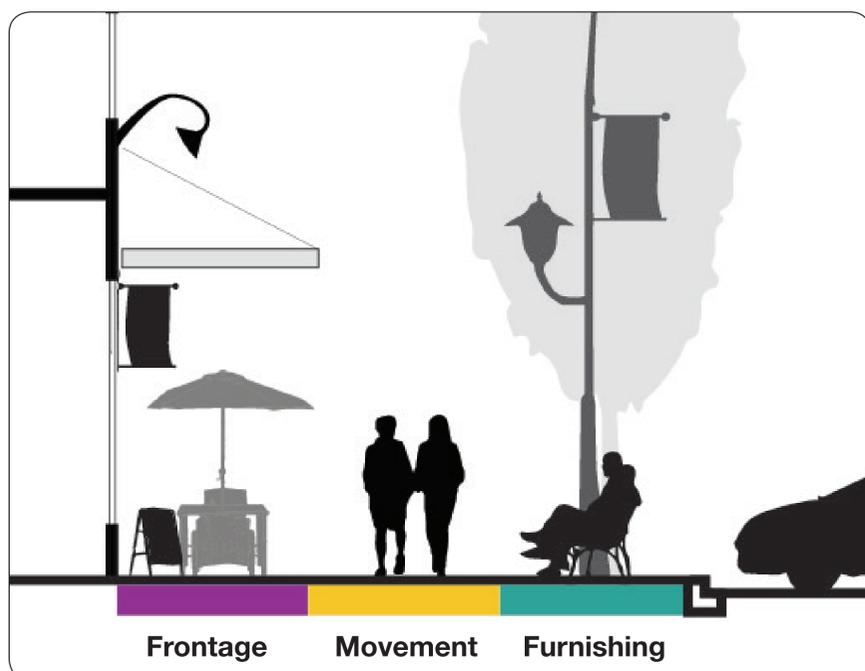
## Sidewalk Zones

A sidewalk can be divided into three zones: **Frontage**, **Movement**, and **Furnishing**. In Historic Downtown, these zones guide the design of sidewalks.

**Frontage** is the area between the building and movement zone with space for businesses to spill outdoors.

**Movement** is the area between the frontage and furnishing zones that is the main path for people walking.

**Furnishing** is the area between the the movement zone and curb that includes street furniture (seating, bike racks, garbage/recycling containers, street trees, etc.)



# Streets

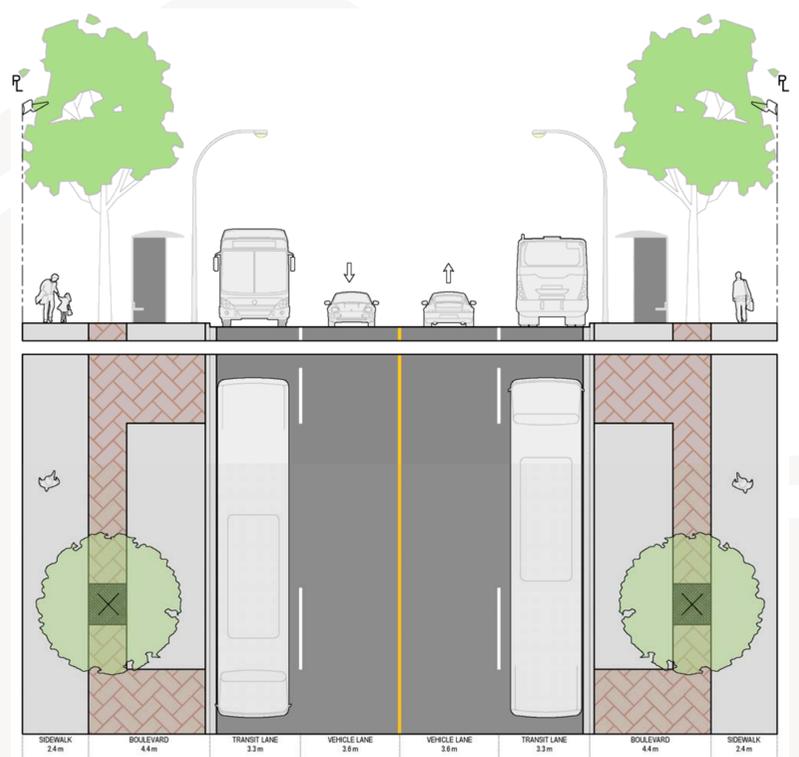


## Transit Hub



Concept Rendering of the Montrose Avenue Transit Hub (looking north)

Historic Downtown is at the geographic centre of Abbotsford, and the Primary Transit Corridor features as an important option for people to travel to the area, or across the city. A Transit Hub anchors the Primary Transit Corridor on Montrose Avenue, which over time becomes the transit focal point for the city.



Montrose Avenue Transit Hub Cross Section

# Streets

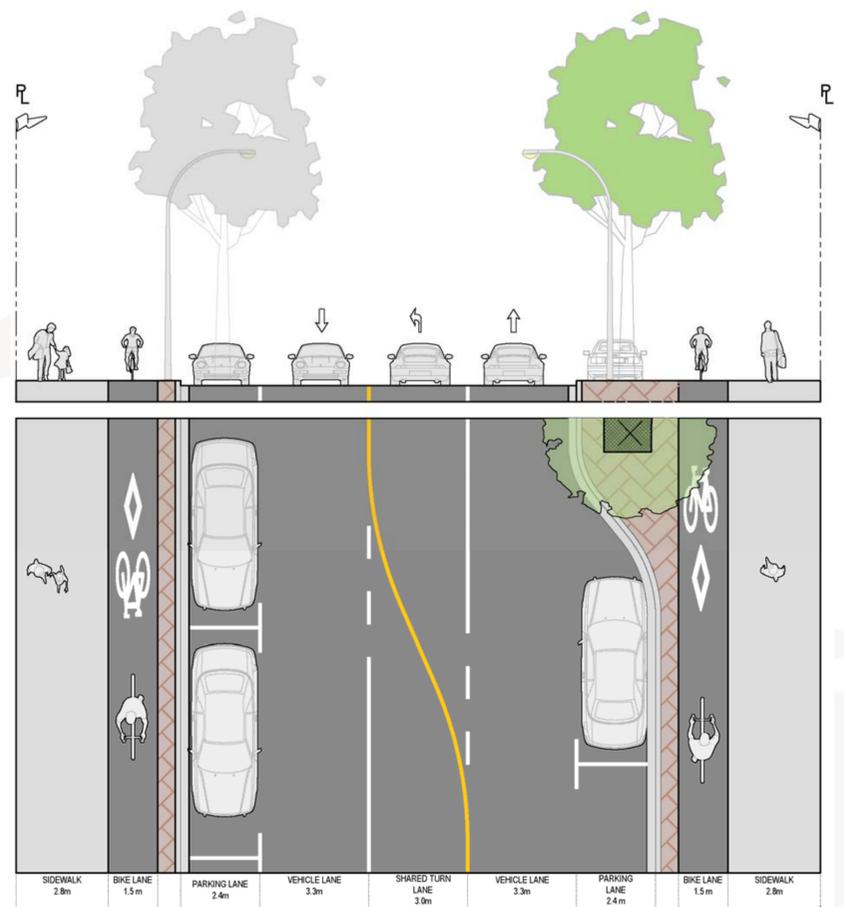


## Essendene Avenue



Concept Rendering of Essendene Avenue (looking east)

Essendene Avenue is an important destination street that will prioritize shopping, walking, and biking. There will be more space for businesses to spill outdoors, expanded and improved sidewalks, and all-ages-and-abilities cycling facilities. The existing four vehicle lanes will be reallocated into two through lanes and a centre left turn that separates turning traffic from through traffic. Existing on-street parallel parking will be kept.

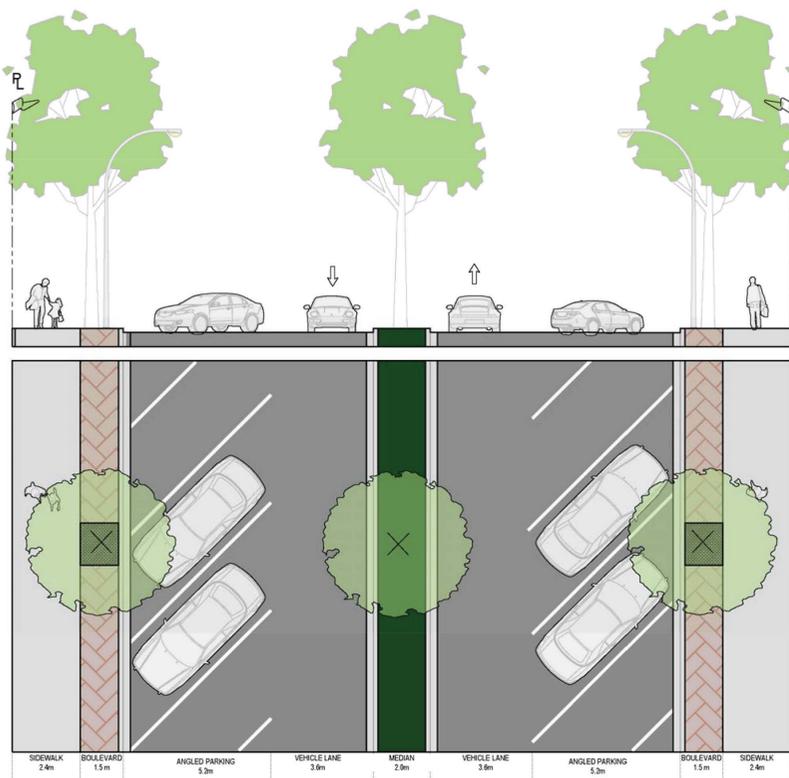


Essendene Avenue Cross Section

# Streets

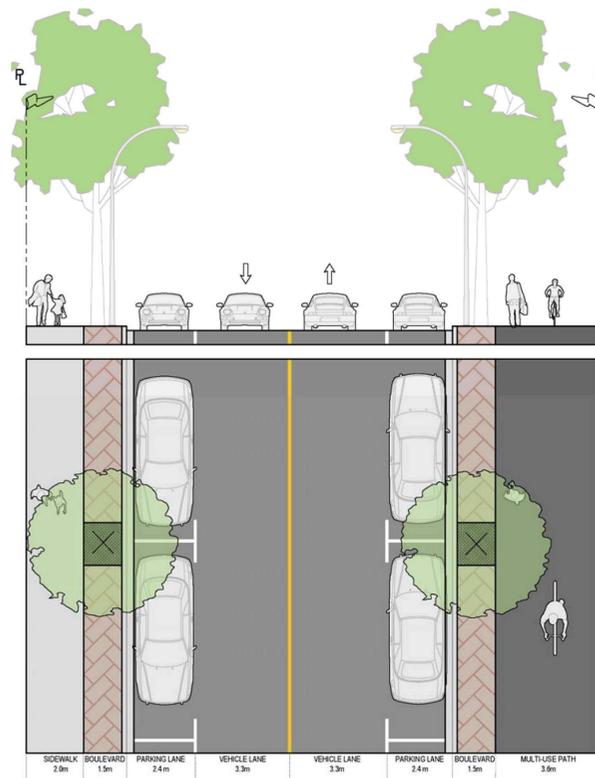


## Enhanced Street Cross Sections



### Montrose Avenue (27.4m)

- Sidewalk, tree strip, and angle parking on each side
- One travel lane in each direction with left turns at intersections
- Central tree boulevard

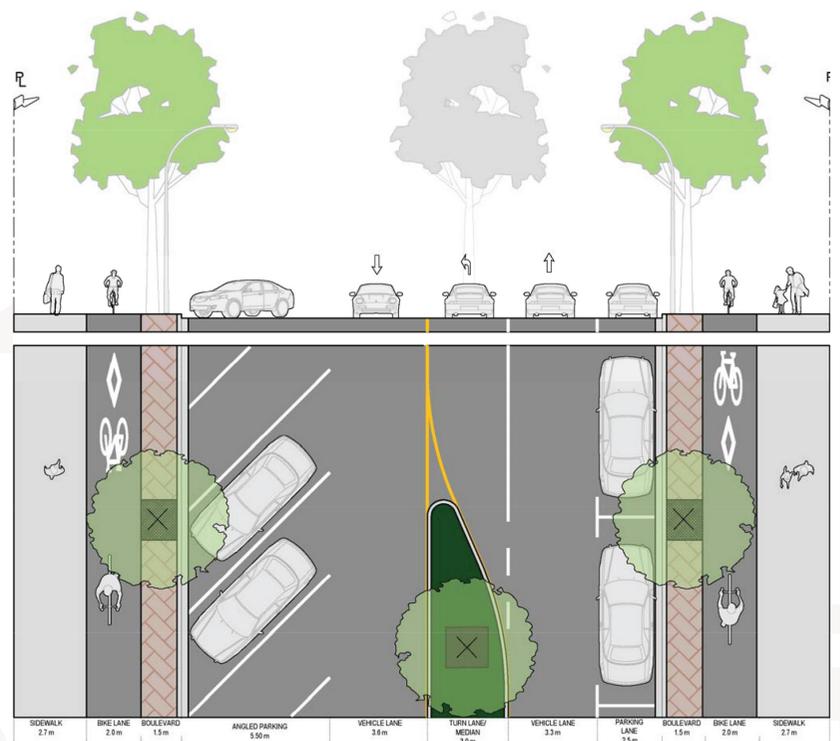


### West Railway Street (17.5m to 20m)

- Multiuse path on east side, and sidewalk on west side
- Tree strip and parallel parking on both sides
- One travel lane in each direction



Key Map



### South Fraser Way (27.3m to 30.3m)

- Separated bike lanes, sidewalks and tree strip on each side
- North side angle parking, south side parallel parking
- One travel lane in each direction with left turns at intersections

# Implementation



## Sign Bylaw

Projecting signs are encouraged in historic districts as a style that aligns with historic streetscapes. Updating the Sign Bylaw to permit projecting and other historically appropriate signs would support the look and feel of Historic Downtown.



## Outdoor Patios

Outdoor patios provide space for businesses to spill outdoors in front of buildings. By changing the design of streets, more patios can be provided for people to gather and socialize in Historic Downtown.



## Parking Study

Historic Downtown has many overlapping parking rules and regulations. A parking study would include many different aspects of both on-street and off-street parking functions to help address long term supply, occupancy, turnover, and management.



## Development Standards

Development standards establish how City infrastructure is built. It is important to update these standards so they align with the vision for Historic Downtown on everything from sidewalk space, street tree soil volume, curb extensions, crosswalks, and street furnishings.



## Zoning Bylaw

Historic Downtown has a unique zone that regulates what uses are allowed in the neighbourhood. Updating it will ensure the area is ready for new and future uses, and aligns with the neighbourhood plan vision.



## Business Improvement Area

The business improvement area supports and encourages business activity in Historic Downtown. Aligning the area's policies and tax initiatives with the neighbourhood plan vision would further contribute to its viability and support continued renovations and improvements.

# What's Next?



## Thank You!

Please fill out a **comment sheet** to let us know what you think about the **Historic Downtown Neighbourhood Plan!**

## Next Steps

### December 2018

Refine the draft Historic Downtown Neighbourhood Plan to reflect input from final public and stakeholder engagement.

### Jan/Feb 2019

Write the neighbourhood plan Bylaw and introduce it to Council for 1st and 2nd readings.

### Spring 2019

Council consideration of final approval.