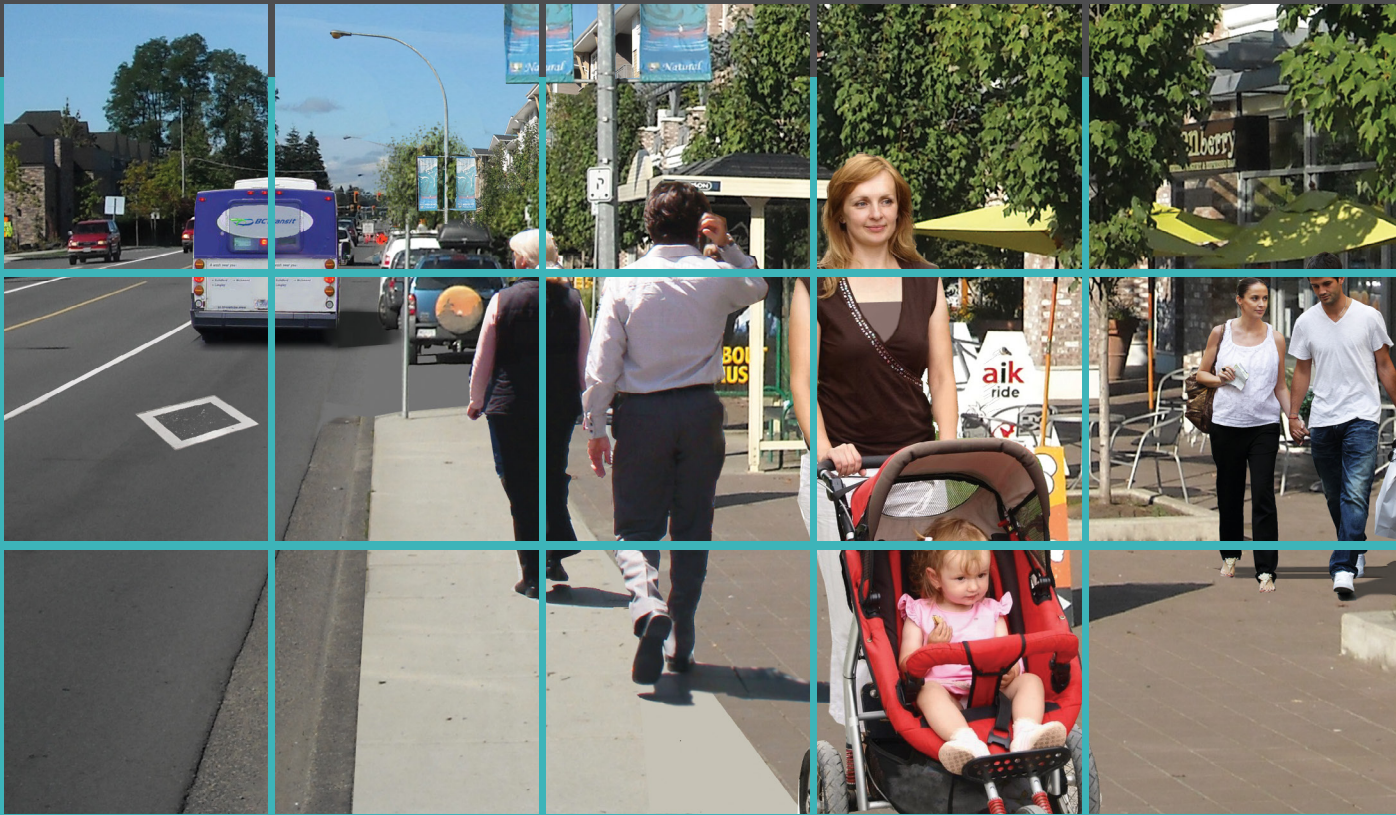


# U district



## A place to **grow.**

A long-term development vision for the City of Abbotsford's U District

May 2012



# A GREEN, TRANSIT-ORIENTED COMMUNITY

This document lays out a long-term (30 years) vision for the 'U District'. Home to the University of the Fraser Valley (UFV), one of the fastest growing universities in the Lower Mainland, and the Abbotsford Entertainment and Sports Centre (AESC), the U District offers over 165 acres of new development properties located adjacent to Highway 1 and 2 kilometers from Abbotsford's Historic Downtown.

The U District vision offers residential, commercial and applied research investment opportunities and works to support the long-term growth and diversification of UFV, through shaping new development to take advantage of this strategic location and result in a vibrant, green and transit-oriented community.



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# The U District

The City of Abbotsford's U District is located to the south of Highway 1, within the City's Urban Development Boundary (UDB). It is approximately 365 acres in size and has a population of over 2,000 residents. The U District has an estimated 165 acres of potentially redevelopable land

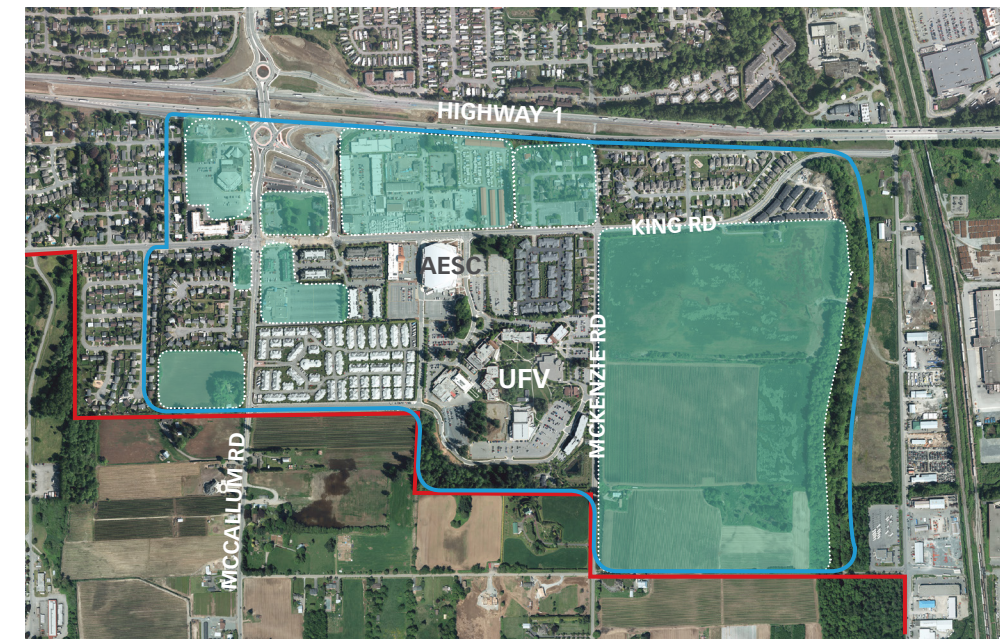
including approximately 30 acres of residential, 30 acres of commercial/mixed-use and 112 acres of industrial/institutional/recreational.

The U District is home to the Abbotsford Entertainment and Sports Centre (AESC) and the University of the Fraser Valley

(UFV). In 2011 approximately 13,000 students attended the Abbotsford campus of UFV. The campus is expected to experience an average growth rate of ~1,000 students per annum with over 27,000 students expected by 2041.

### Legend

- Urban Development Boundary
- High redevelopment potential
- U District Boundary



*Aerial photograph looking south-east*



# Abbotsford: a place to **invest**

The City of Abbotsford has experienced rapid population growth which continues to remain well above the BC average. One of the most complete communities in the Lower Mainland, the majority of Abbotsford residents, 63%, live and work within the City limits. Abbotsford is home to the fully

accredited University of the Fraser Valley (UFV) and the new 600,000 square foot, 300-bed Abbotsford Regional Hospital and Cancer Centre (ARHCC) that serves more than 330,000 Fraser Valley residents.

Abbotsford is well connected to

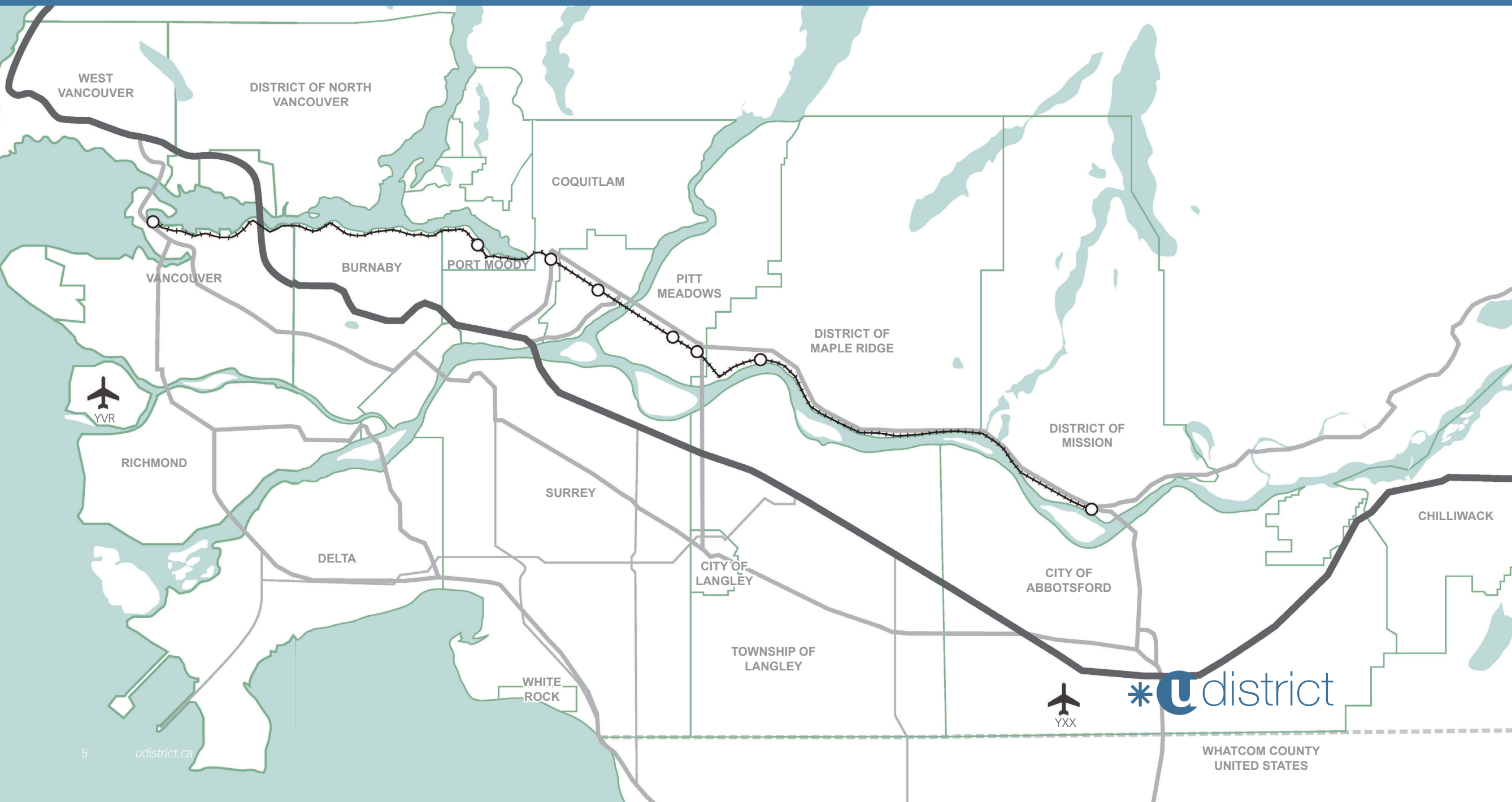
Metro Vancouver, the BC Interior and the United States by rail and road networks and the recently-upgraded Abbotsford International Airport (YXX) - the second largest international airport in the region. Abbotsford's central location in the Lower Mainland makes it an

attractive location for residents and businesses and the City is actively creating opportunities for new commercial and industrial investment.

By 2036 Abbotsford is expected to grow by an estimated 65,000 people and 35,000 - 40,000 jobs.

In 2011, building permit values reached over \$255 million and output growth in the finance, insurance, and real estate industry came in at a strong 4.8% and GDP rose 2.4%. Abbotsford also has the most productive agricultural economy in Canada, producing annual revenues of \$20,000 per

- 1** 2011 NAIOP Awards for Most Business Friendly Municipality in the Lower Mainland.
- 1** Top GDP growth rate among 14 small and mid-sized cities across Canada, 2008.
- 4** Ranked one of the top four cities in BC for real estate development by REIN in 2011.





# U District: a place to grow.

The U District is the neighbourhood surrounding the University of the Fraser Valley's main campus in Abbotsford. It is a 365 acre, mixed use community with excellent transit service, highway exposure and access and significant opportunities for redevelopment.

The University of the Fraser Valley (UFV) was rated the best small public university in British Columbia by the Globe and Mail's annual Canadian University Report. Its growth has been so strong that it is quickly reaching capacity at its existing campus in Abbotsford.

This vision lays the foundation for planned and predictable growth that enriches the community while supporting the long-term growth and diversification of UFV.

The U District Vision was developed through a collaborative process between the City, UFV

and the community. It will guide future development in the area surrounding UFV making the local community a healthier, more vibrant and sustainable place to live, work and play.

## UNIVERSITY OF THE FRASER VALLEY

The U District is a highly strategic location in the City of Abbotsford. It is home to the University of the Fraser Valley (UFV), an important economic driver in the region.

UFV is a fully accredited university. Its Abbotsford campus enrolls approximately 13,000 students and plays a key role in the City's continuing economic development and diversification. UFV has experienced significant growth

in student enrollment as the communities south of the Fraser continue to experience strong population growth. By 2041, it is expected that the student population at UFV's campus in Abbotsford will reach more than 27,000 students. This growth highlights the need for a long-term plan to guide development in the area and UFV expansion.

## AN URBAN ANCHOR

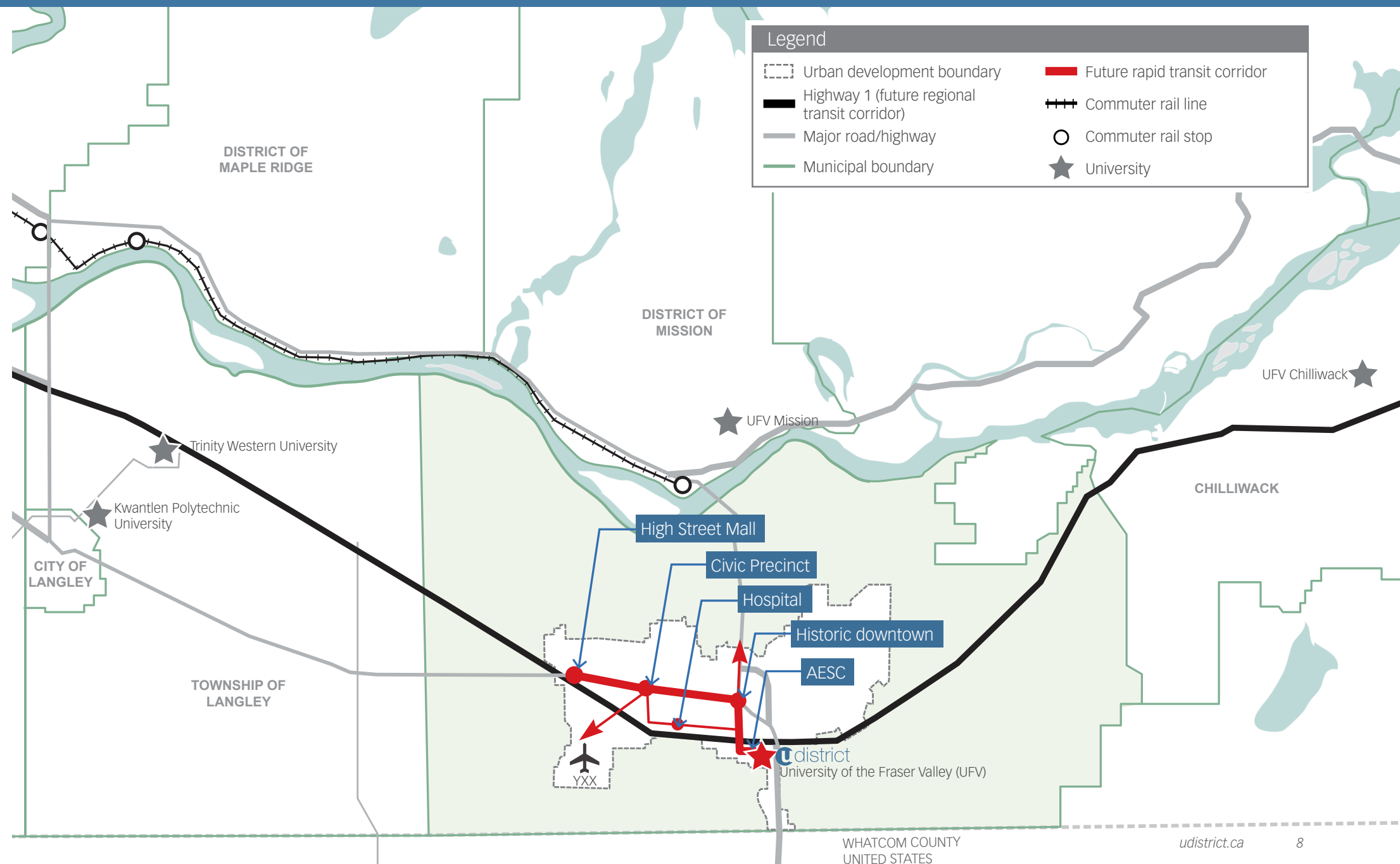
Lying within the City's Urban Development Boundary (UDB), and with easy access to Highway 1, the U District anchors the southern terminus of Abbotsford's primary transit corridor which is identified as a priority for future rapid transit investment. This corridor, primarily running along major arterials, connects to other key destinations

or 'urban anchors' and links to 'feeder' high frequency transit routes. The City's OCP supports a mix of residential and commercial land uses in this area, which in turn supports significant transit-oriented development opportunities that would strengthen the U District's role as an urban anchor and major destination in the City.

## ABBOTSFORD INTERNATIONAL AIRPORT

The U District is located approximately 6 kilometers from the Abbotsford International Airport (YXX). This is the second largest international airport in the region and is expected to experience strong growth in the future.

Expansion of the existing facilities is expected to include passenger, terminal and runway upgrades, expansion for cargo and freight services as well as helicopter repair services.





# Site Opportunities

The U District is a strategic location in the City of Abbotsford. It is adjacent to Highway 1 and connected to Abbotsford's City centre via McCallum Road. A new interchange and increased transit service provide excellent access to the area while UFV and the AESC are key destinations that anchor

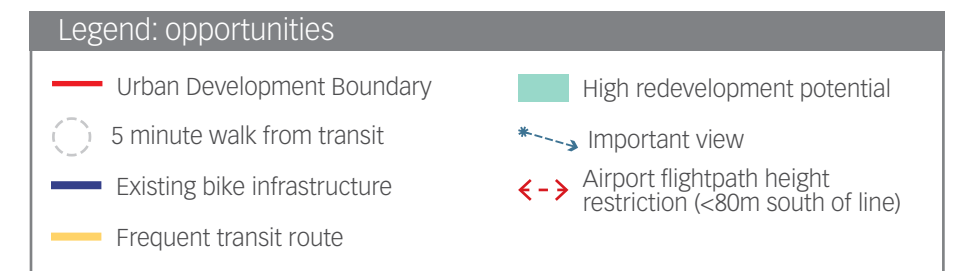
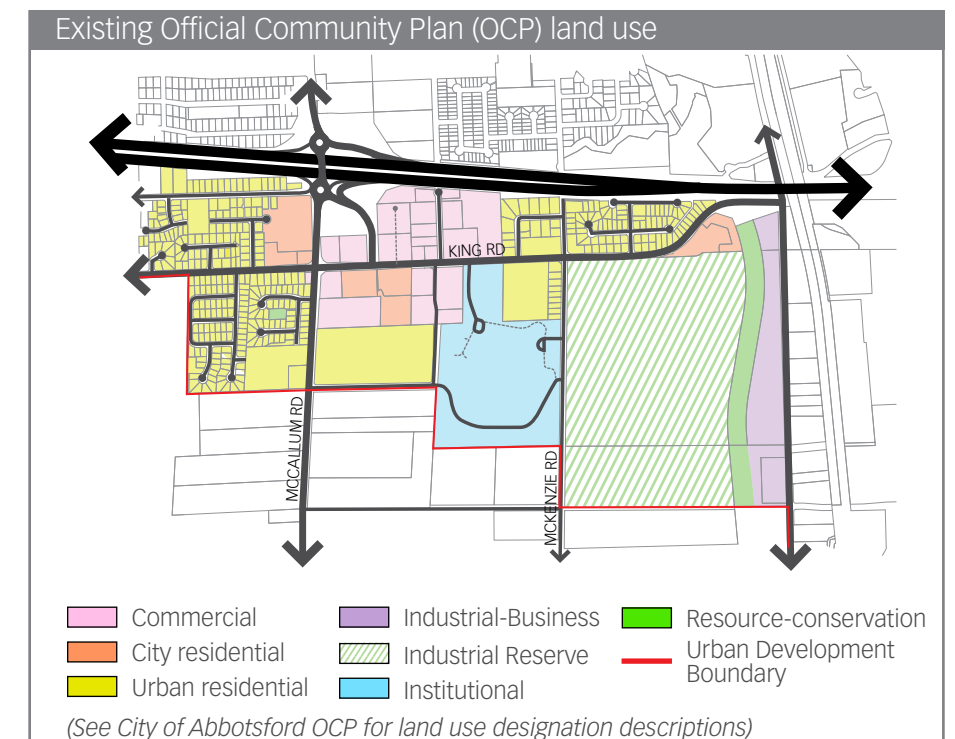
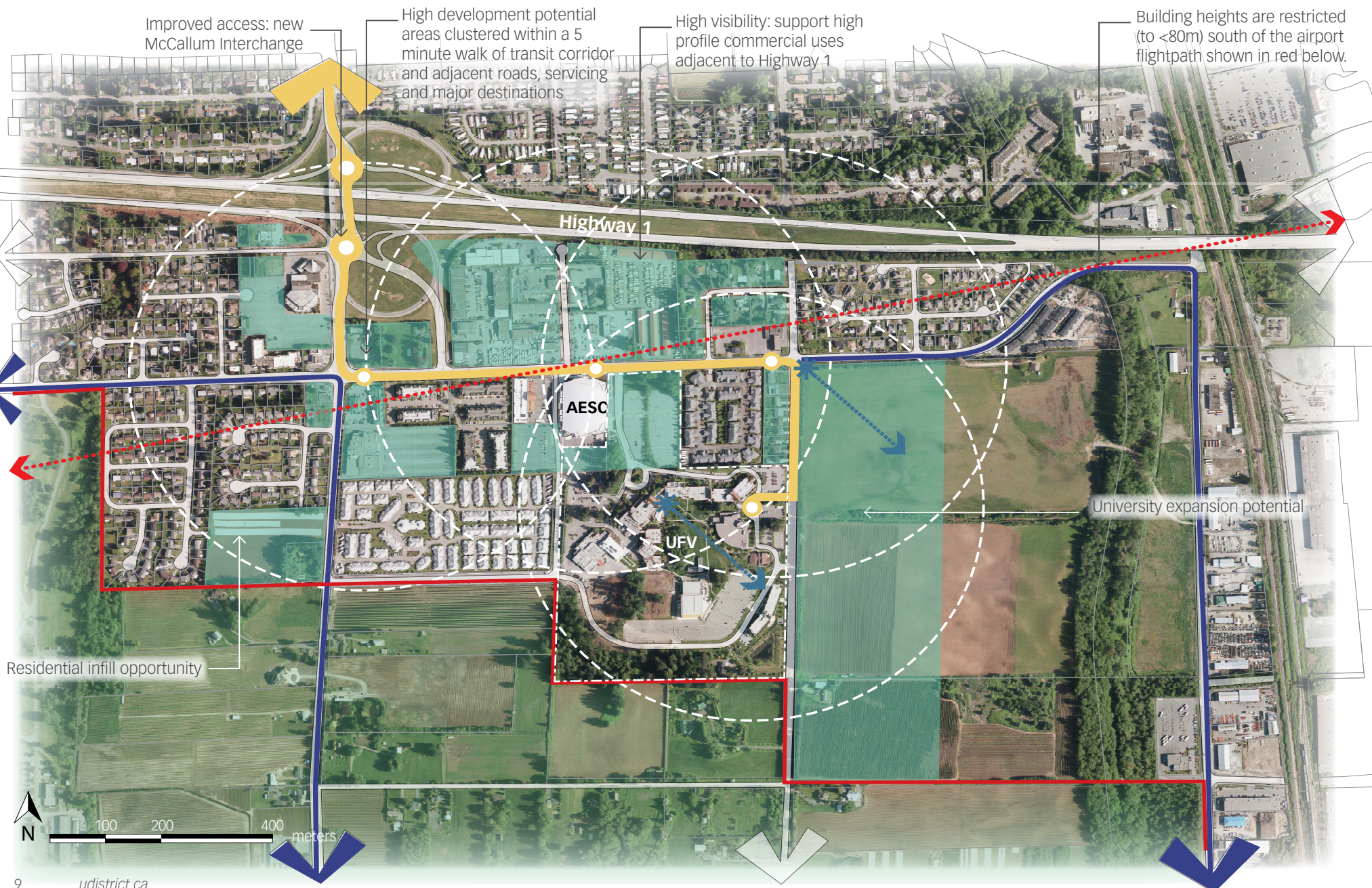
the community and will support new high density and mixed-use development. The total site area of the U District is approximately 365 acres. Of this, an estimated 165 acres has high development potential due to a combination of easy transportation

access, excellent freeway exposure and immediate adjacency to major roads and servicing. The majority of the land with high redevelopment potential is within a five minute walk (400m) of an existing or future transit stop. This helps to support recent and future transit investments in the area

and encourages higher density, mixed-use commercial, residential and institutional uses set within a transit-oriented, walkable and 'green' built form. For example, the OCP-designated 'Commercial' and 'City Residential' lands around the McCallum interchange and north of King Road provide opportunities

for higher density mixed-use and residential development, and the 'Industrial Reserve' lands to the east of the existing UFV campus provide a strategic opportunity for long-term university expansion and UFV-related applied research uses. Through consultation with UFV

students and staff, U District land owners and residents and Abbotsford City staff, a number of needs were identified. These include: UFV expansion, additional food and retail services, affordable student housing, and public gathering places. Increased residential density is also required





# Precedents



## VIBRANT HIGH STREET

“The Ave” is the commercial heart of the University of Washington’s U District in Seattle, Washington. It is 8 blocks long and is a vibrant, active destination that acts as an off-campus extension of the university. The streetscape features widened sidewalks, planted trees and student artwork. Shops provide services for students and local residents alike.

The image above was taken on the Ave during the U District Street Fair. The Street Fair is an annual event and is the longest running street festival in the United States. It attracts 50,000 attendees and over 350 craft, food and information booths. The Street Fair is an energetic and exciting celebration of arts and crafts, community, music and food.



## SUSTAINABLE VILLAGE

UniverCity is a model sustainable community neighbouring Simon Fraser University in Burnaby, BC. It is a compact, mixed-use and transit-oriented community that supports and invigorates the university campus.

The plan includes approximately 65 hectares of land surrounding SFU and allows for up to 4,536 residential units in two distinct neighbourhoods, each with its own elementary school and neighbourhood park.

Environmental sustainability has been a cornerstone of the UniverCity project. Sustainability initiatives include habitat preservation, linked parks and open spaces, high quality urban design and green building requirements and a comprehensive stormwater management system. Through the application of sustainable site and urban design, the built form encourages walking, biking and transit use and housing options include market rental housing units for the large student population.

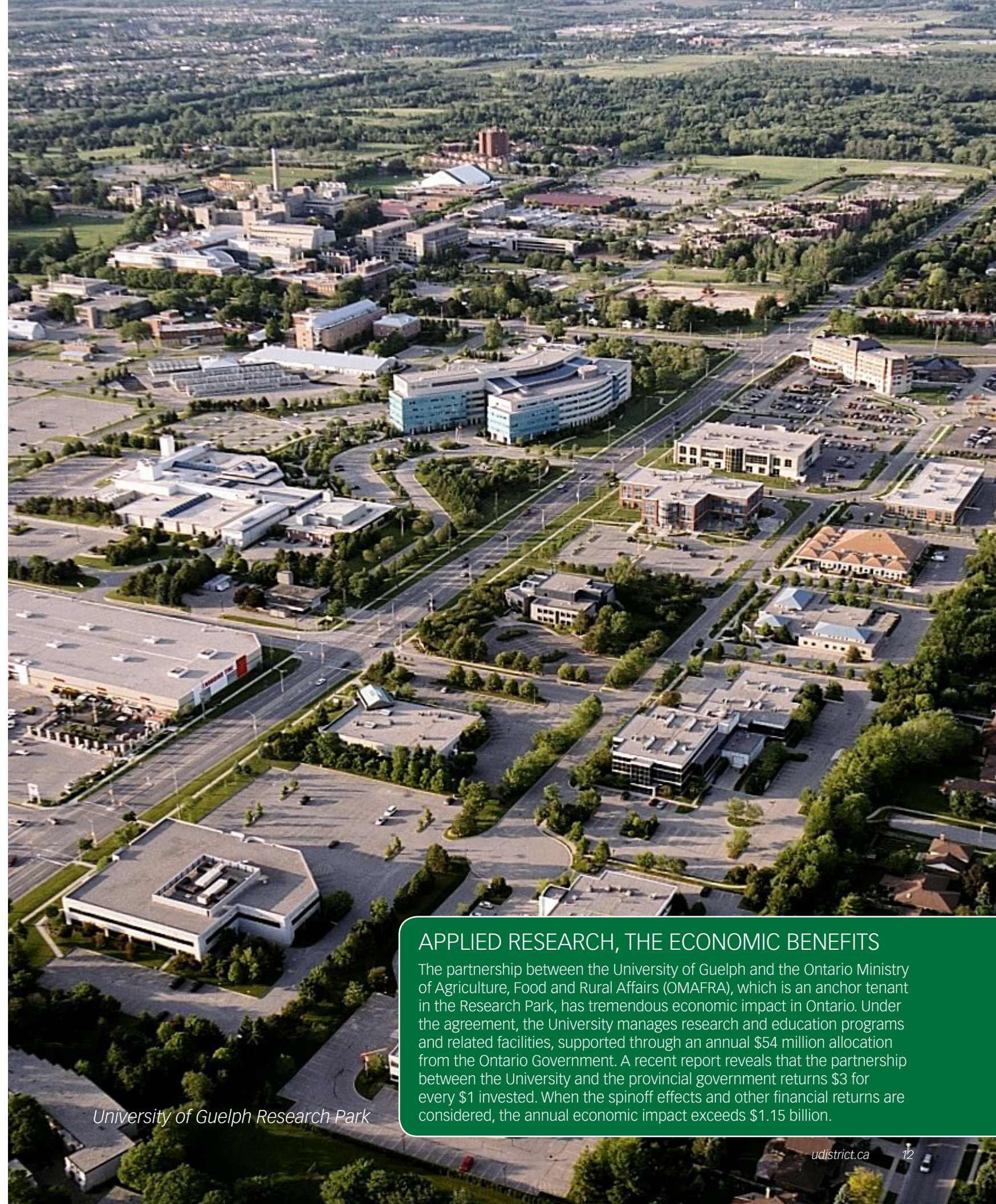


## APPLIED RESEARCH

Applied research facilities can be beneficial to both the educational institution and their business partners. The 30 acre University of Guelph Research Park in Ontario was conceived as an academic initiative to enhance research at the University of Guelph and foster links with private enterprises and other institutions.

The research park is strategically located next to the university campus where it benefits from a close relationship with the global leader in food sciences and agriculture.

Today the park is home to over 60 companies and organizations focused on agri-food, life sciences, biotechnology and the environment. The university is able to collaborate with businesses, industry and government on projects that benefit their



**APPLIED RESEARCH, THE ECONOMIC BENEFITS**

The partnership between the University of Guelph and the Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA), which is an anchor tenant in the Research Park, has tremendous economic impact in Ontario. Under the agreement, the University manages research and education programs and related facilities, supported through an annual \$54 million allocation from the Ontario Government. A recent report reveals that the partnership between the University and the provincial government returns \$3 for every \$1 invested. When the spinoff effects and other financial returns are considered, the annual economic impact exceeds \$1.15 billion.

University of Guelph Research Park



# Principles

The following key principles were developed to guide future development in the U District in a manner that supports the growth and diversification of UFV while encouraging an attractive,

mixed-use destination and transit-oriented, 'green' (environmentally-friendly) neighbourhood. These principles were developed through consultation with U District residents and land owners, UFV

staff and students, community stakeholders, the development industry, the public and City staff.

The U District vision, described in the following pages, reflects and applies these key principles.



## INNOVATIVE

Support the development of an innovative urban form that takes advantage of highway access and key community assets, and is also walkable and transit-oriented. Pursue partnerships between UFV, government and private businesses to foster innovations in agriculture, technology and 'green' development, through applied research investment tied to UFV programs.

## STRATEGIC

Support the growth of UFV as a strategic community asset, leverage recent public infrastructure investments and encourage new private investment in the area, while providing the foundations for a stronger, more diverse economy in the future.

## VIBRANT

Create an inclusive and diverse neighbourhood that is supported by local services and amenities clustered in high-activity nodes or corridors. A higher density, mixed-use community will be supported by walkable streets and high quality public amenities.

## HEALTHY

Promote healthy lifestyles through walkable, transit-oriented development, and easy access to green space, recreational opportunities and healthy food options.

## GREEN

Pursue new development that reduces emissions and waste, uses energy more efficiently and from cleaner sources, captures and infiltrates rainwater, creates and protects habitat and promotes local agriculture and agricultural innovation.

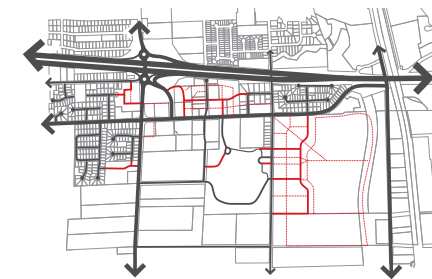
# Urban Design Approach

Urban design involves the design of buildings and the 'spaces between them' (the 'public realm' - sidewalks, streets, parks), with the aim of creating livable, attractive and human-scaled neighbourhoods.

It also includes the design and arrangement of land uses, streets and block patterns, transportation systems and public amenities.

The approaches listed below will shape the physical built form and

pattern of development that will occur in the U District. Together they create the physical framework for an innovative, strategic, vibrant, healthy and green community.



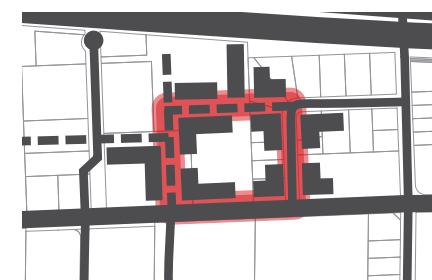
## WALKABLE GRID

One of the basic building blocks of walkable, transit-oriented urban design is an interconnected street grid. The grid provides the backbone for a more walkable pedestrian network and helps to distribute traffic, thereby relieving pressure on urban arterials. Blocks should be no longer than about 200m to allow for free movement within the neighbourhood. Mid-block pedestrian connections provide a finer grained network that gives pedestrians more flexibility to further reduce trip distances.



## FOCUSED ACTIVITY

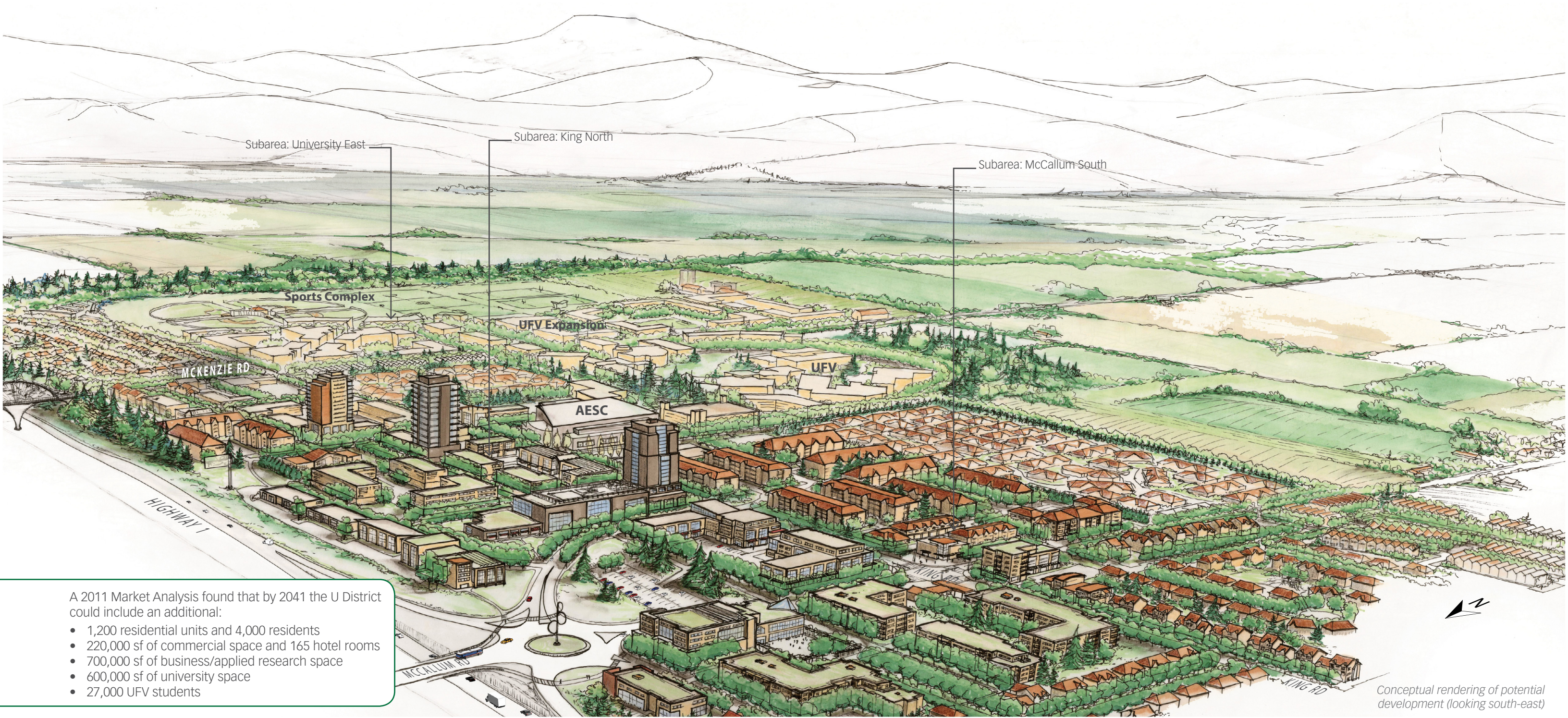
The U District vision lays out the foundation for a transit-oriented community. A high frequency transit corridor links UFV with the rest of Abbotsford. Development within the U District will focus activity within a 5 minute walk of the transit corridor. Commercial uses will concentrate along King Road to support a commercial 'high street' that brings fine grained retail and services to the whole community.



## STREET-FRIENDLY DESIGN

Street-friendly urban design starts with street-fronting buildings. By placing the building up close to the street, with parking in behind, underground or on-the-street, it is possible to locate active ground uses directly adjacent to the public realm (sidewalks, plazas) of the street and create streetscapes that are common to attractive, vibrant urban areas. Buildings need to have entrances and clear windows on the ground floor and the materials, architectural detailing and building mass should make pedestrians feel safe and comfortable.





A 2011 Market Analysis found that by 2041 the U District could include an additional:

- 1,200 residential units and 4,000 residents
- 220,000 sf of commercial space and 165 hotel rooms
- 700,000 sf of business/applied research space
- 600,000 sf of university space
- 27,000 UFV students

Conceptual rendering of potential development (looking south-east)

## U District Vision

The U District Vision shows a conceptual, long-term build out of the area surrounding UFV. Development will build off existing and proposed land uses to create a walkable, transit-oriented, 'green' neighbourhood centred around a vibrant UFV campus. A range of housing options for residents, students and faculty will allow sensitive residential densification that supports new commercial enterprises and services.

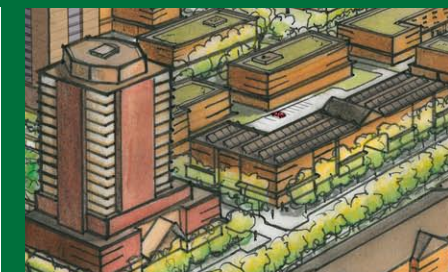
King Road will become a neighbourhood high street where the community can come together to eat, shop, work and play. The cultural diversity and vibrancy of Abbotsford will flourish in the new public spaces and recreational areas. New development will integrate green building strategies that minimize the impact on natural systems and climate, and green streets will infiltrate rainwater while building roofs collect water and energy.

UFV expansion will meet the growing demand for higher education in the Fraser Valley and support Abbotsford's long term economic development. Applied research facilities associated with UFV will focus on research that benefits local and regional agriculture and other key sectors of Abbotsford's economy.



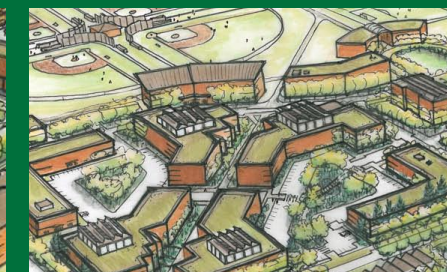
### MCCALLUM SOUTH

A key gateway into the U District with opportunities for high profile commercial and mixed-use development near Highway 1 and sensitive residential infill in the southern parts of this area.



### KING NORTH

The beating heart of the U District and home to its retail, entertainment and hospitality 'high street.' It is well-suited to high density development and contains vibrant public spaces.



### UNIVERSITY EAST

A comprehensive mix of new UFV facilities, applied research, and a sports centre that will provide significant recreational amenity for UFV, the U District and the City.



# Conceptual Development Plan

The U District's conceptual development plan is built around the notion of a walkable, transit-oriented, 'green' community. This starts with streets laid out in a **walkable grid**. The diagram below shows the existing and proposed

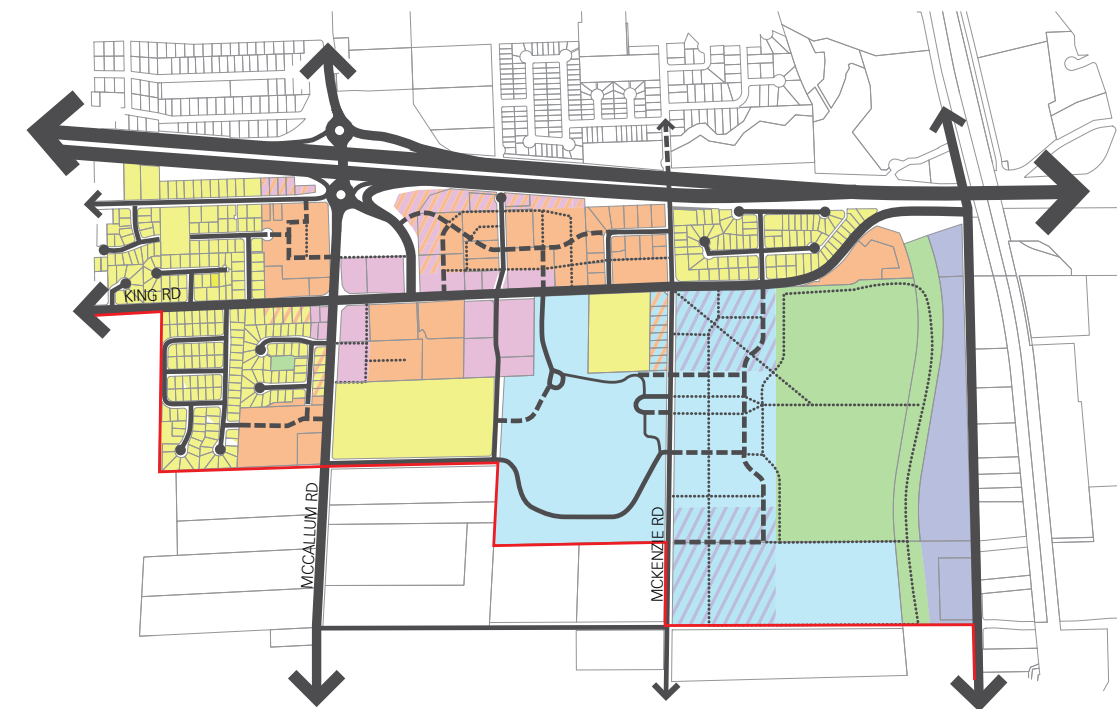
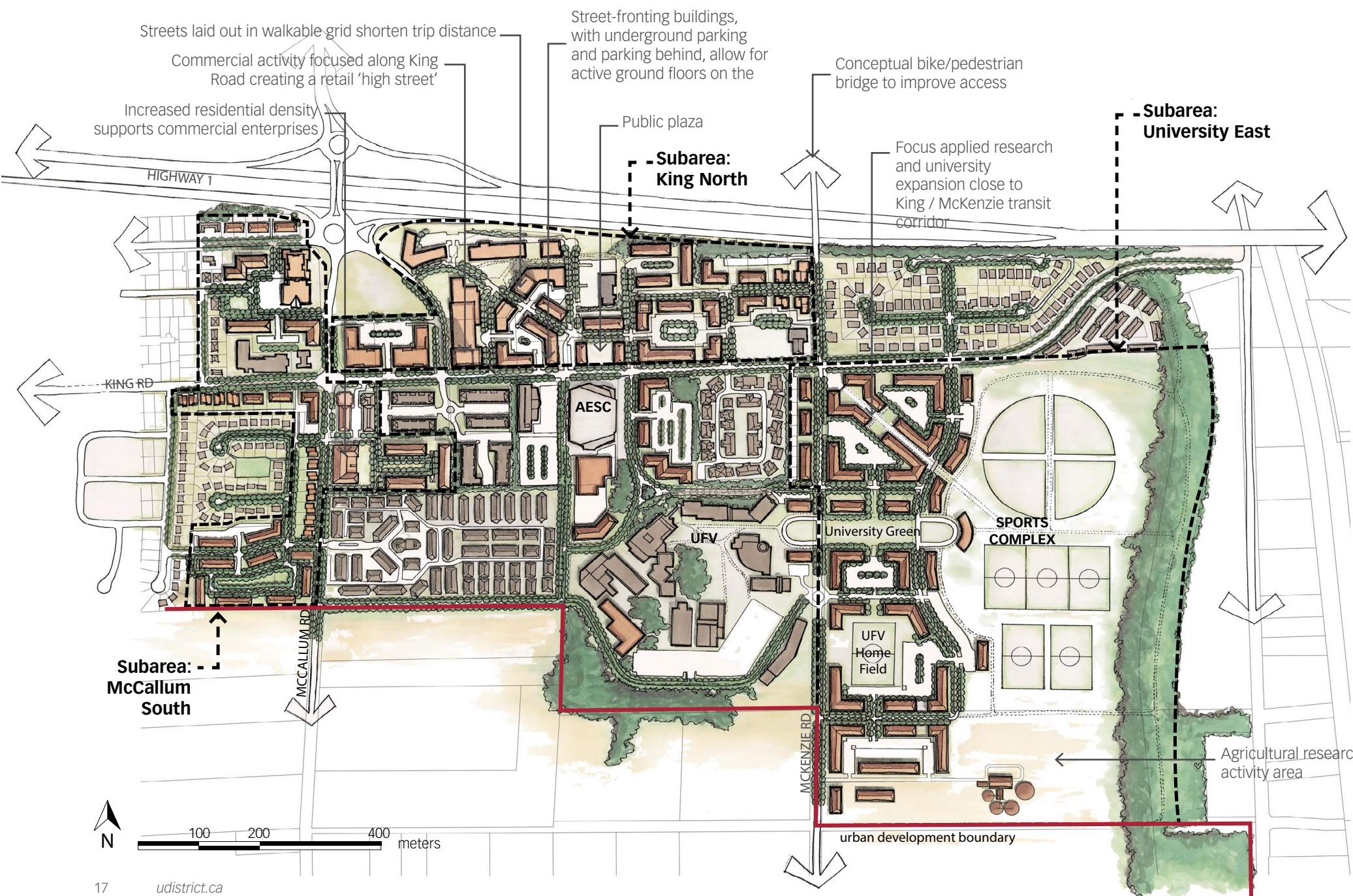
street network. The proposed street network introduces a more interconnected grid that helps to distribute traffic more evenly throughout the site and creates a more walkable network for pedestrians. Mid-block pedestrian

connections are shown in dotted lines and also help pedestrians move throughout the U District. Secondly, the plan will **focus activity** and higher densities along the McCallum/King/McKenzie transit corridor to take advantage

of increased accessibility, high exposure frontages, servicing and transit. The goal is to bring homes, shopping and work within a five minute walk of frequent transit and services. Finally, development will exemplify

**street-friendly** urban design, with active public spaces and green buildings. Parking is located underground and behind buildings while the active ground floor faces the street. This enlivens the public realm and creates a safer, more

comfortable environment for pedestrians. The U District has three distinct development subareas; McCallum South, King North and University East. See the following pages for more details on these subareas.

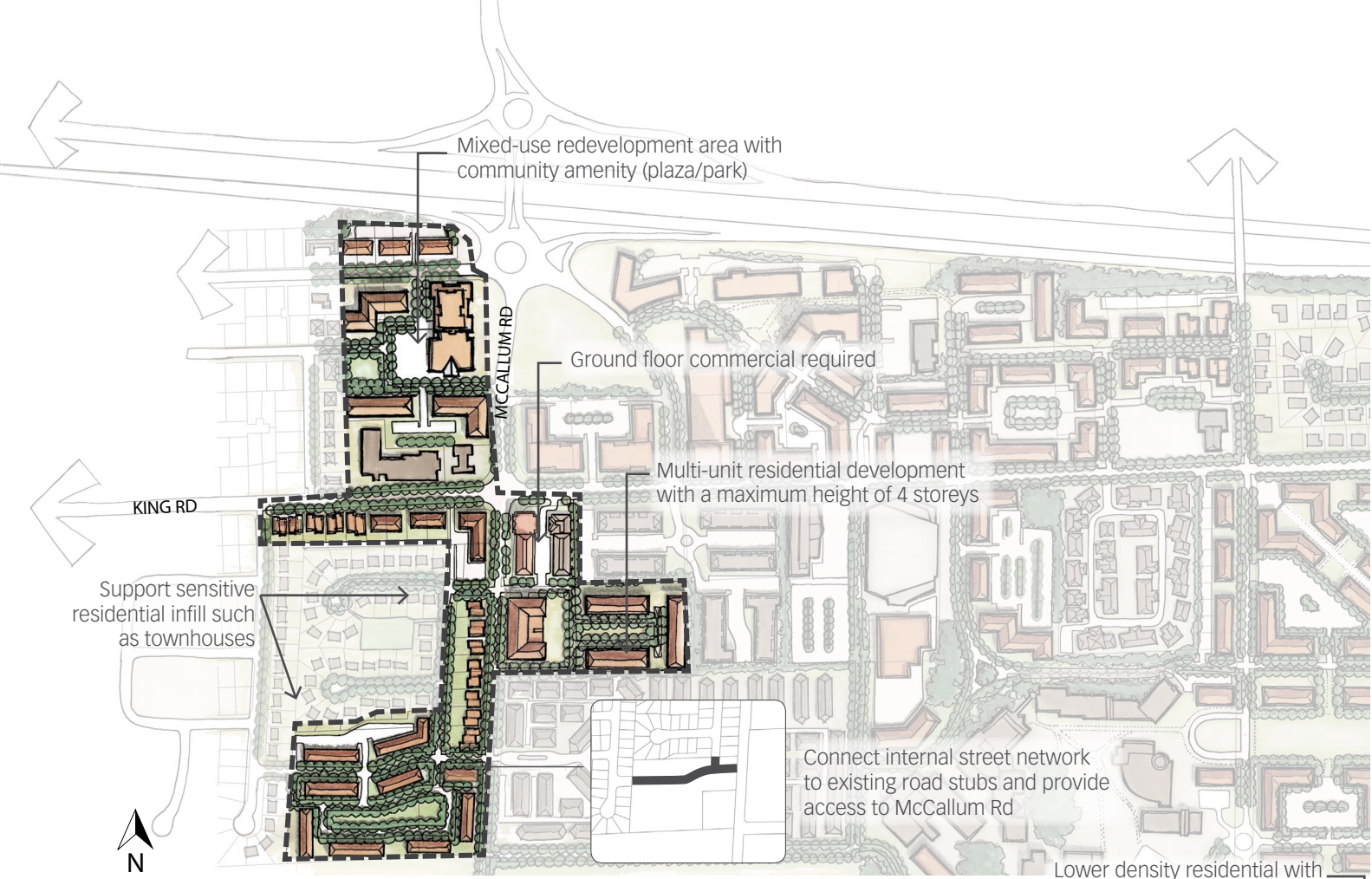


Conceptual street network and land use map

- Existing major street
- Existing minor street
- Urban Development Boundary
- Commercial Mixed use supported
- City residential Medium-high density
- Urban residential Low-medium density
- Choice of use Urban or city residential
- Proposed street
- ..... Proposed pedestrian pathways
- Choice of use Residential or institutional
- Choice of use Commercial or residential
- Institutional UFV expansion
- Choice of use UFV or Applied Research
- Resource-conservation Parks, recreation

(See Appendix 1: General Policies for conceptual land use details)





Four storey mixed-use      Multi-unit      Townhouses

# Subarea: McCallum South

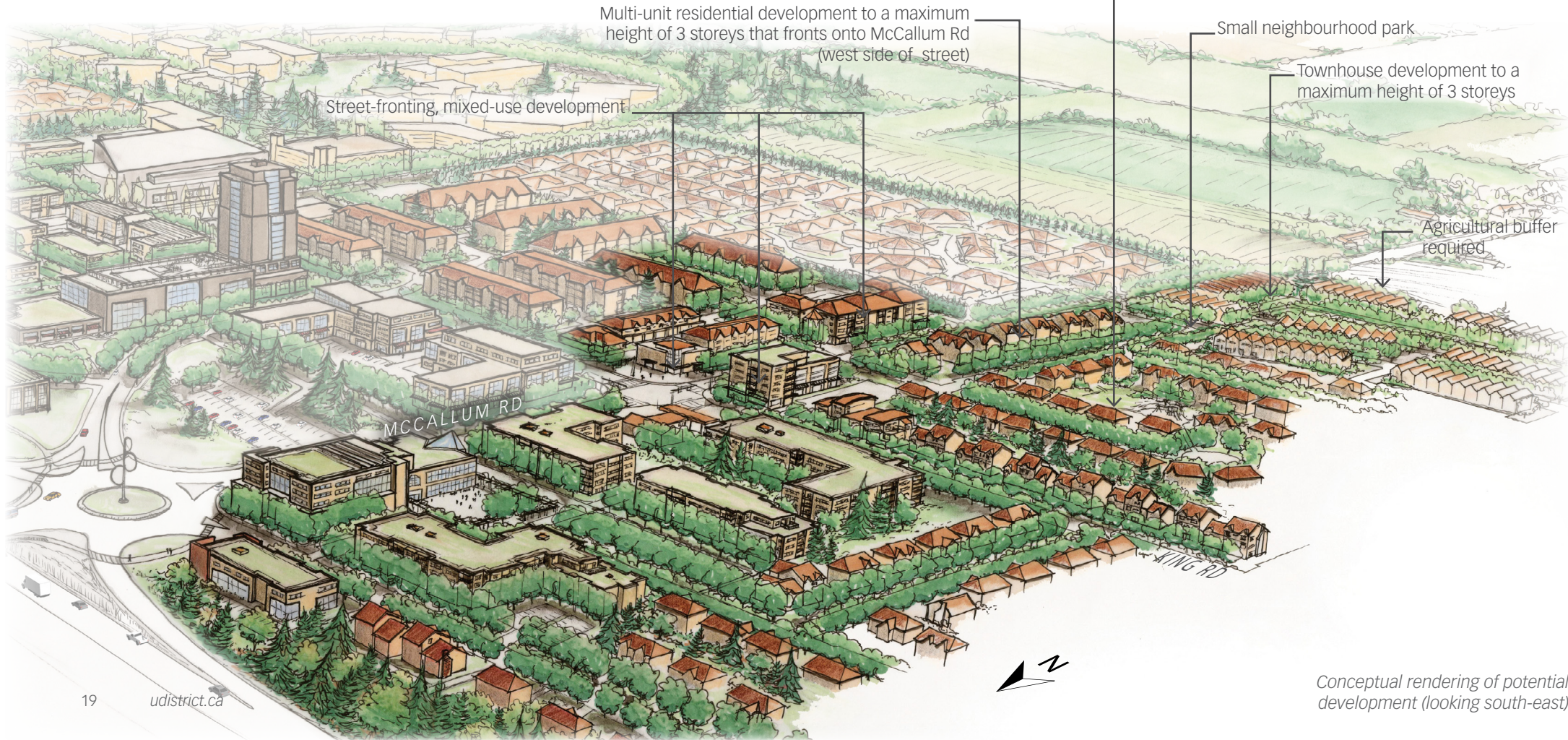
McCallum South forms a key gateway into the U District and contains opportunities for high profile commercial and mixed-use development near Highway 1 and sensitive residential infill in the southern parts of this area.

McCallum South is a primarily residential area with select opportunities for commercial development at key intersections and along high traffic corridors. On-street parking supports these commercial enterprises while

helping to minimize the need for large surface parking lots.

North of King Rd there is an opportunity for comprehensive, mixed-use development that incorporates green space and amenities for the existing residential community.

South of King Road sensitive residential infill increases the density of the area which in turn supports the expansion of commercial services.



Conceptual rendering of potential development (looking south-east)



Street-fronting development along McCallum Rd

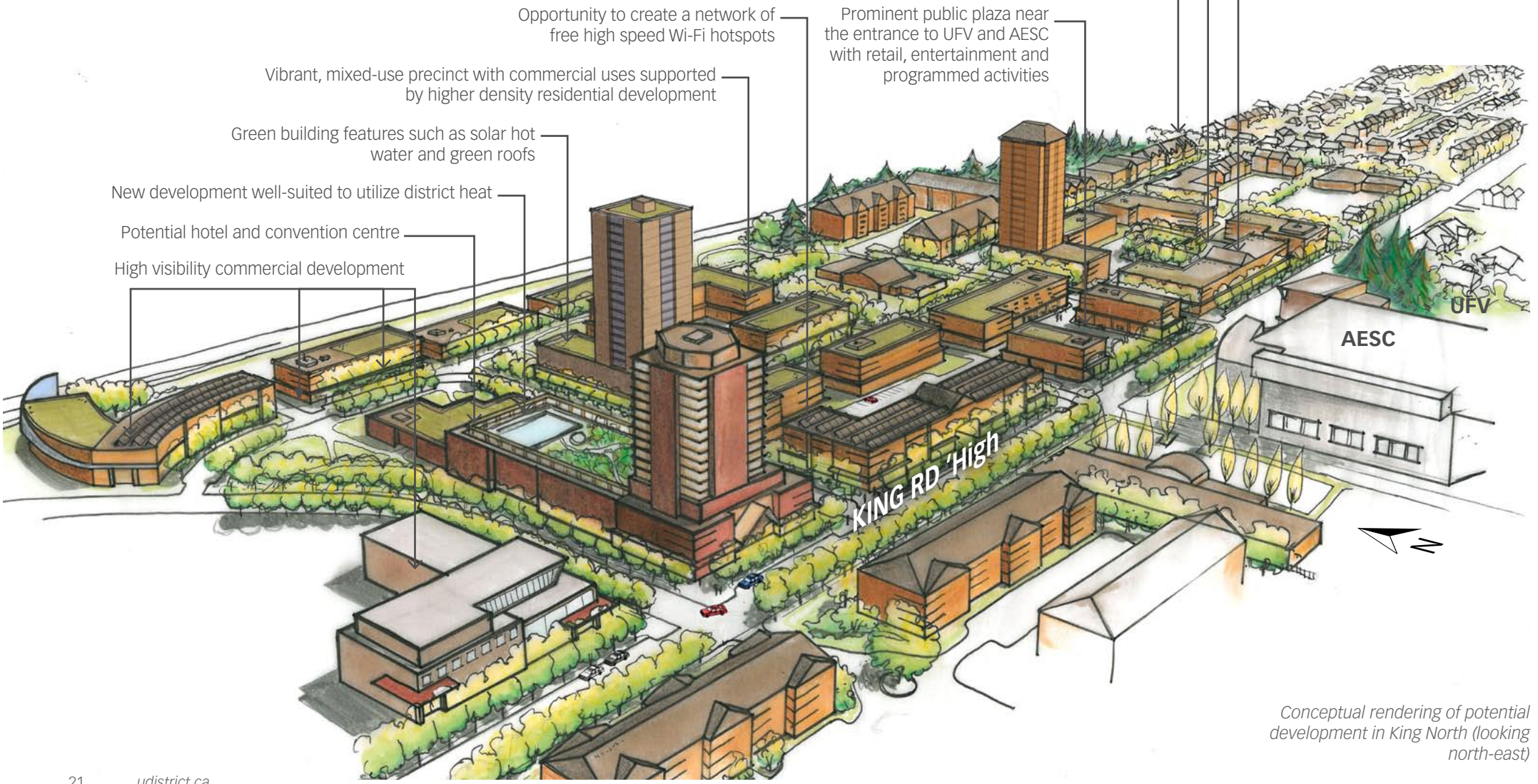




Support 'gentle densification' (townhouses) along eastern edge of King North subarea

Potential for parking structures in the interior of blocks

Institutional uses may be supported in strategic locations



Conceptual rendering of potential development in King North (looking north-east)



Ground-floor commercial with office above

Ground-floor commercial with residential above

High street

# Subarea: King North

King North is a vibrant, high amenity area with a diverse mix of commercial, residential, recreational and office uses.

commercial development, and contains vibrant public spaces that make this area the U District's unifying meeting place.

The King North subarea becomes the beating heart of the U District through the development of King Road into the District's retail, entertainment and hospitality 'high street.' An enhanced streetscape, widened sidewalks, on-street parking and a southern exposure makes King Road an inviting and attractive destination for pedestrians.

Parking for the area is accommodated through underground parking, on-street parking and parking modules behind street-fronting buildings. There is also the opportunity for parking structures integrated into new development. The mixed-used nature of the area means that parking requirements are staggered throughout the day which allows for more efficient use of the space. Development of additional pay parking facilities is encouraged in this area to support the AESC and

This subarea is also well-suited to host high density residential and

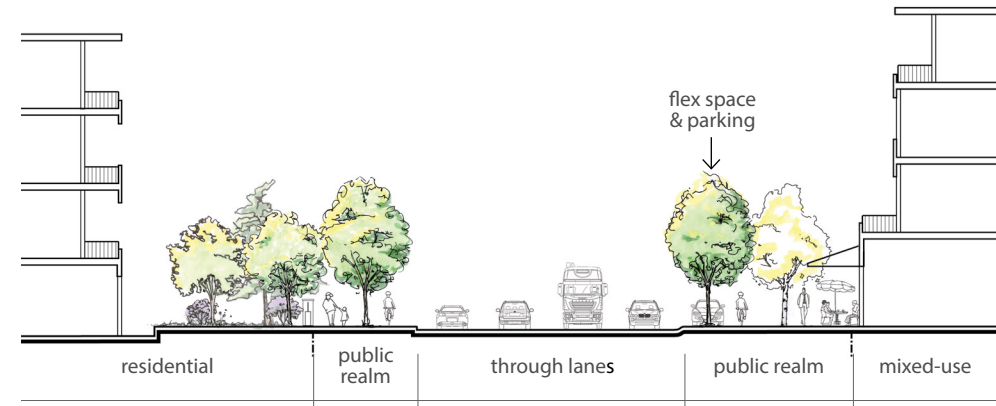


Public plaza





King Road Streetscape



## King Road Simulation

*King Road is the commercial heart and 'high street' of the U District. It is a vibrant, active destination that serves UFV and the local community.*

Today, King Road is a major east-west thoroughfare in the U District. To the south is UFV, AESC and residential and commercial properties. To the north (the 'King North' area) is a large light industrial and low-density commercial area. The U District vision proposes

redevelopment of the King North area and north side of King Road. With compact, mixed-use, street-fronting development and an improved public realm, this area becomes a pedestrian-friendly and transit-oriented neighbourhood that supports UFV and the AESC.



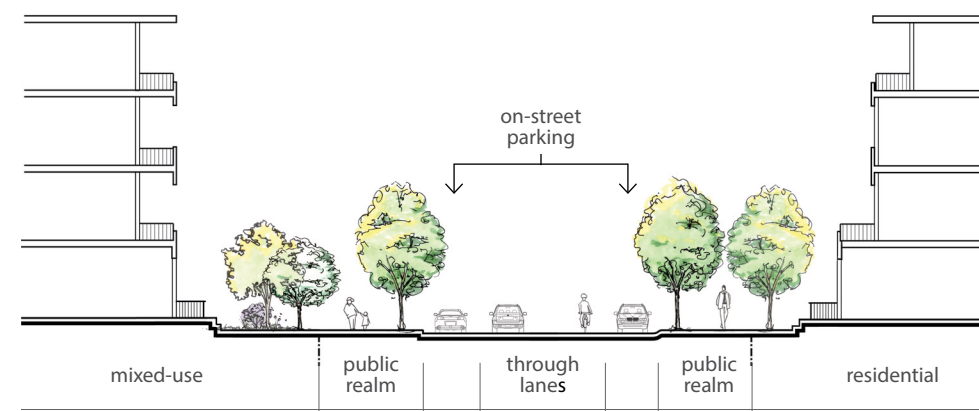
King Road before (looking west)

King Road after





King North Streetscape



## King North Simulation

*The new street in the King North subarea provides an attractive transportation alternative for pedestrians, bicyclists and local motorists.*

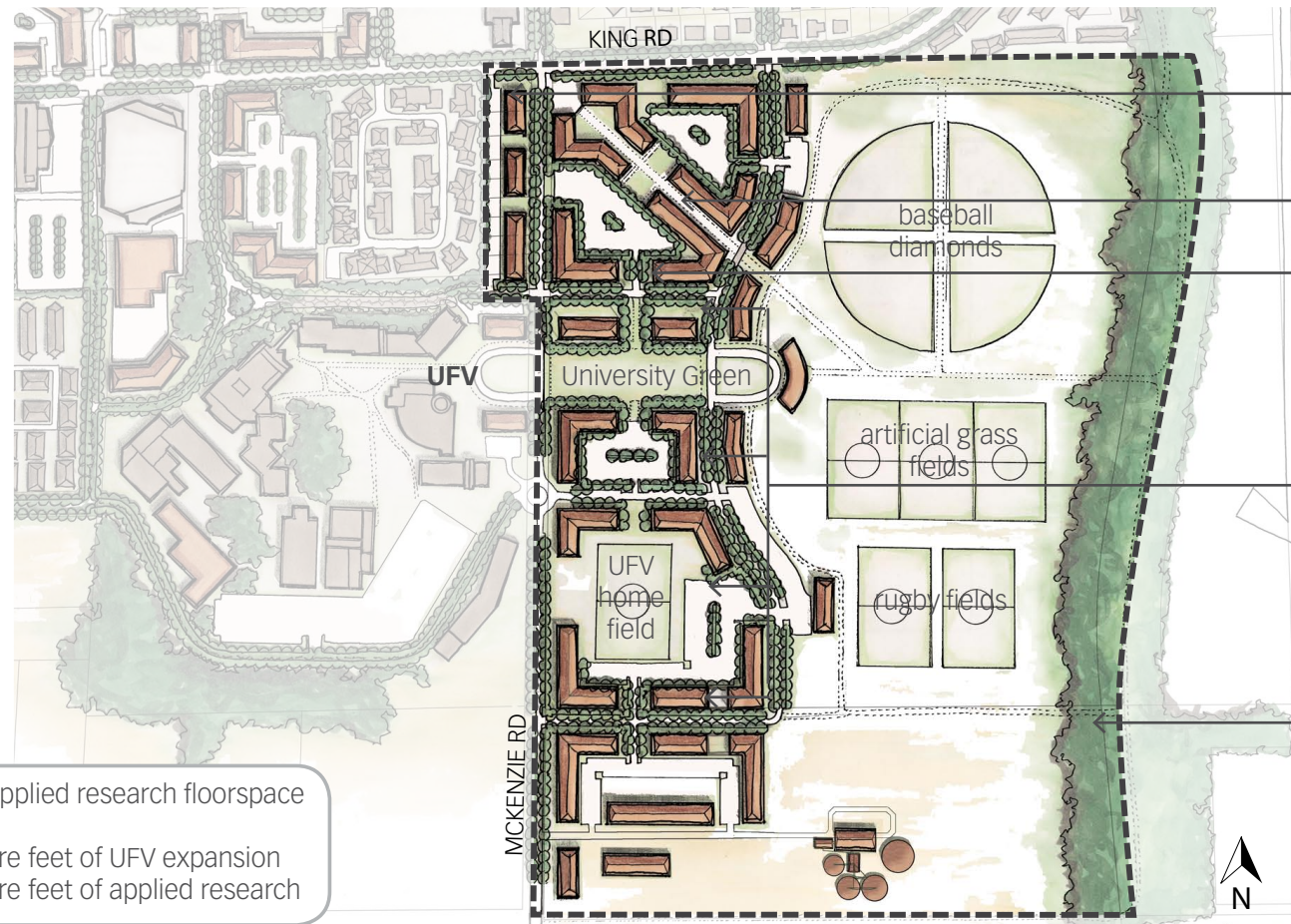
Today, the King North subarea is characterized by poor connectivity and dead-end streets. In the U District vision, a new east-west connector street, running parallel to and north of King Road, integrates the area into the surrounding community and provides better accessibility to this strategic site.

This new street is a quieter, safer street for bicycle and pedestrian movement. On-street parking provides overflow parking for the commercial uses along King Road and the additional residential density helps to support a rich mix of retail along the King Road 'high street.'



King North before (looking west)





- Support higher density residential or institutional uses to a maximum height of three storeys (west side of McKenzie Rd)
- Maintain a strong visual connection to important views of Mt Baker
- Support the development of a Discovery Park-style applied research facilities with significant agricultural or other research components and integrated with new UFV facilities
- UFV expansion areas
- Linked network of parks and open space including recreation trails and improved bike/pedestrian connections

New UFV and applied research floorspace potential:

- 600,000 square feet of UFV expansion
- 700,000 square feet of applied research



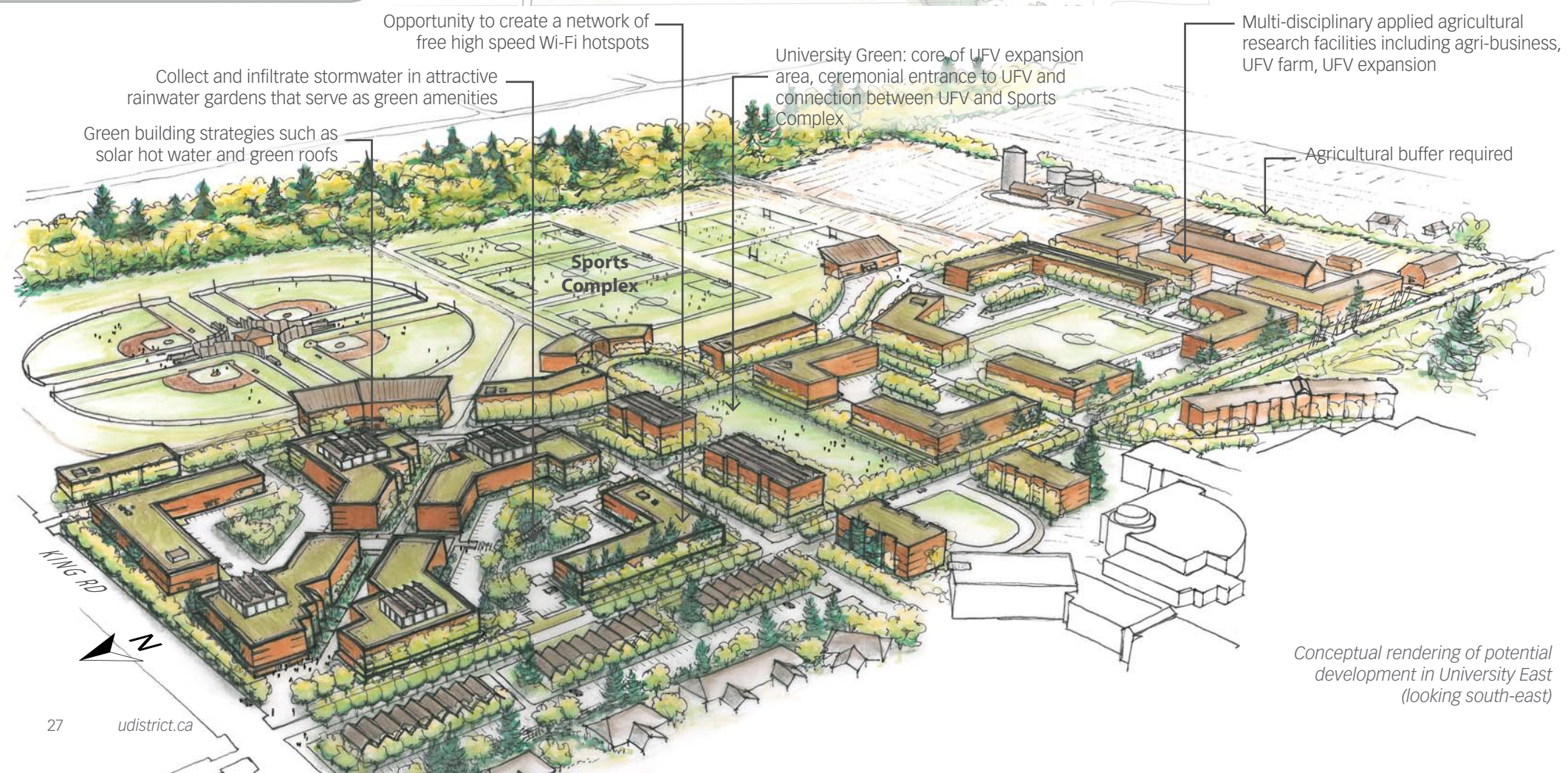
Public space activated by ground floor uses      Applied research facilities and university expansion      Stormwater management

## Subarea: University East

The University East subarea is envisioned to accommodate university expansion, applied research development and significant recreation facilities.

New development will exemplify high quality, 'green' design principles. Streets and parking areas will include stormwater detention and infiltration and priority will be given to bike and pedestrian circulation throughout the area. A network of recreational pathways links the existing neighbourhood with natural areas to the east of the site.

The University East subarea provides a large, suitable location for the long-term growth and diversification of UFV, involving a comprehensive mix of new UFV facilities, applied research enterprises directly related to UFV programs, and a sports centre that will provide a significant recreational amenity for UFV, the U District and the City as a whole.



Conceptual rendering of potential development in University East (looking south-east)

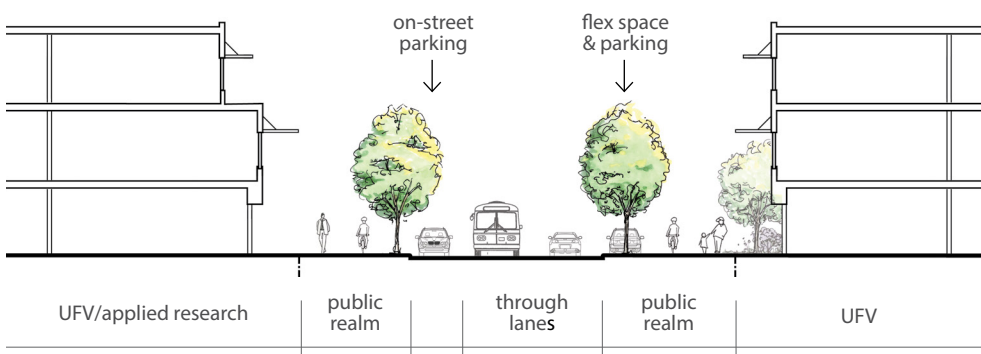


University Green





McKenzie Road Streetscape



# McKenzie Road Simulation

*McKenzie Road is a complete street that brings the University East community together and accommodates pedestrians, bicyclists, transit and*

Today, McKenzie Road is a secondary access to the existing UFV campus.

In the U District vision, McKenzie Road is reimagined as an institutional 'high street' that brings the existing UFV campus and new UFV expansion together. This requires a 'complete streets' approach that enables safe, attractive and comfortable

access and travel for all users including pedestrians, cyclists, transit users and motorists.

The new McKenzie Road street section accommodates on-street parking, a landscape buffer and an expanded public realm that includes a shared pedestrian/bike path. Street fronting buildings add interest and activity on the street.



McKenzie Road before (looking south)

McKenzie Road after



# Appendix 1. General Policies

## LAND USE

Based on the visioning process, U District land uses are conceptual and generally located, and are summarized as follows:

1. Concentrate Commercial land uses along King Road, near the intersection of King and McCallum Road, and in areas visible from Highway 1 (refer to City OCP for land use descriptions). Low density, single-storey commercial 'pad' development is strongly discouraged.
2. Support purely Residential (City Residential land use) north of King Road, with ground floor Commercial uses required along King Road between McCallum Road and UFV entrance (see Figure 2).
3. Limit the density of City Residential and Choice of Use land use areas, located west of McCallum Road and south of King Road, to townhouse development (see Figure 1).
4. Support Institutional (UFV expansion) and Resource Conservation (Sports Centre) land uses in the 'University East' subarea, located east of McKenzie Road and south of King Road. Applied Research (Business Park) land uses are supported in 'UFV or Applied Research' Choice of Use areas shown on Figure 1. Large scale retail, office, market residential and warehousing uses are not supported in the University East subarea.
5. Create a diversity of housing types and tenures including affordable rental housing for students

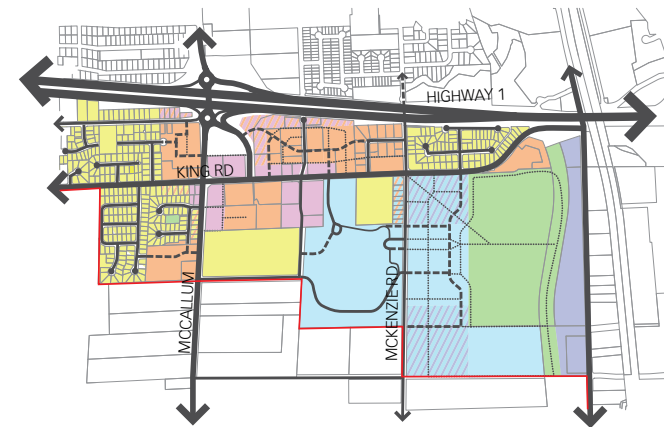
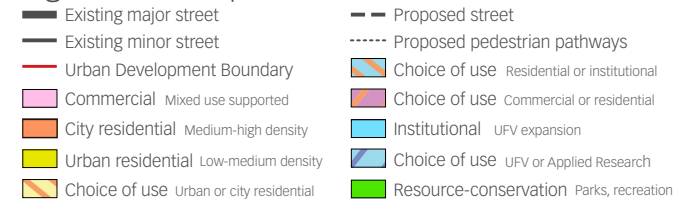


Figure 1: Conceptual land uses and street network



## BUILT FORM

1. Require all development to be street-fronting, with active ground floors and parking underground or behind buildings.
2. Define and activate public realm areas (sidewalks, plazas, parks) with ground-oriented development and programming that generates activity during the day and evening.
3. Ensure that high rise development does not shade important public open spaces for more than 2 hours a day, and limit high rise development to areas shown in Figure 2.
4. Ensure new development respects and steps-down to existing development, where appropriate.
5. Apply OCP Development Permit Guidelines within the U District, including agricultural buffering where required.

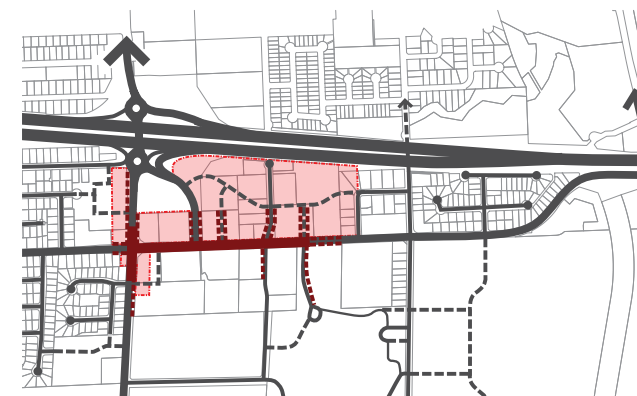
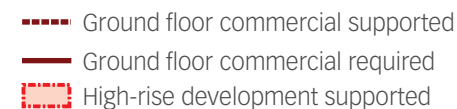


Figure 2: Proposed commercial and highrise areas



## TRANSPORTATION

1. Create a walkable pattern of small blocks with pedestrian connections at least every 200m and pathways that provide safe and convenient access to high activity areas.
2. Enhance the pedestrian environment of all streets by widening sidewalks, planting street trees and ensuring active,

interesting building facades at the street level.

## TRANSPORTATION Continued

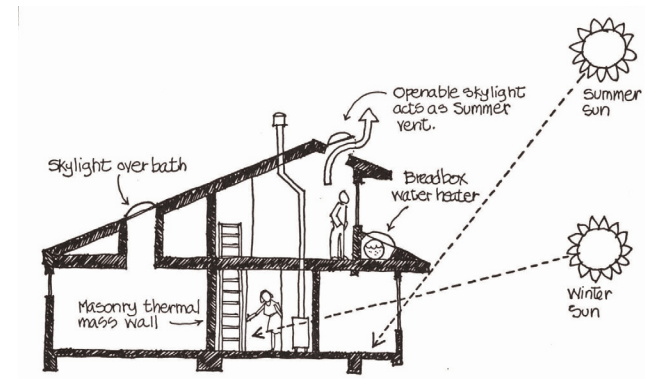
3. Provide appropriate street furniture, lighting, plantings, bike racks and garbage receptacles in public places.
4. Look for an opportunity to create a new pedestrian/bicycle connection to the neighbourhoods north of Highway 1.
5. Accommodate bicycles on streets and major recreation trails.
6. Accommodate planned rapid transit in McCallum, King and McKenzie Road right-of-ways.
7. Provide transit priority measures and infrastructure (ie. stops/stations) to support rapid transit and convenient transit access.

## GREEN INFRASTRUCTURE

1. Create network of linked parks, trails and open spaces.
2. Use street right-of-ways to collect and infiltrate rainwater.
3. Maximize use of native and climate appropriate species to minimize water consumption and provide habitat for indigenous species.
4. Plant street trees on all streets.
5. Redesign cul-de-sacs to include sidewalks and street trees. Look for opportunities to provide additional pedestrian connections between cul-de-sacs.
6. Use permeable, high albedo paving on recreational pathways, strata roads and residential driveways.
7. Integrate urban agriculture such as community gardens throughout the U District.
8. Integrate renewable energy systems such as district energy, solar hot water and anaerobic digestion into the community.
9. Use 'green' building strategies such as energy and water efficient fixtures, passive solar design and high performance building envelopes.
10. Encourage a comprehensive compost/recycling management program.

## PARKING

1. Support reduced on-site parking requirements where possible.
2. Implement parking solutions that include on-street parallel parking, underground parkades, stacked parking and shared surface parking modules, particularly in the King North subarea, to support the AESC and new commercial opportunities.
3. Introduce on-street parallel parking wherever possible (see Figure 3).
4. Introduce shared parking ratios that encourage mixed uses.



Example of passive solar building design



Stormwater management

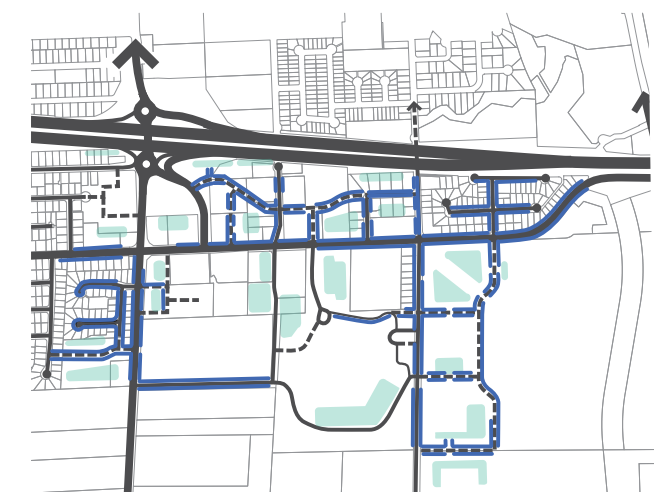
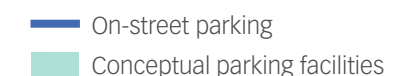


Figure 3: Conceptual parking facilities map





## Appendix 2. Visioning Process

In Spring 2011 the City of Abbotsford began work on a long term vision for the area surrounding the University of the Fraser Valley. The visioning process was a collaborative effort between the City, the university and the community. Early in the process students at UFV initiated a student charrette, the results of which were included in the visioning process moving forward.

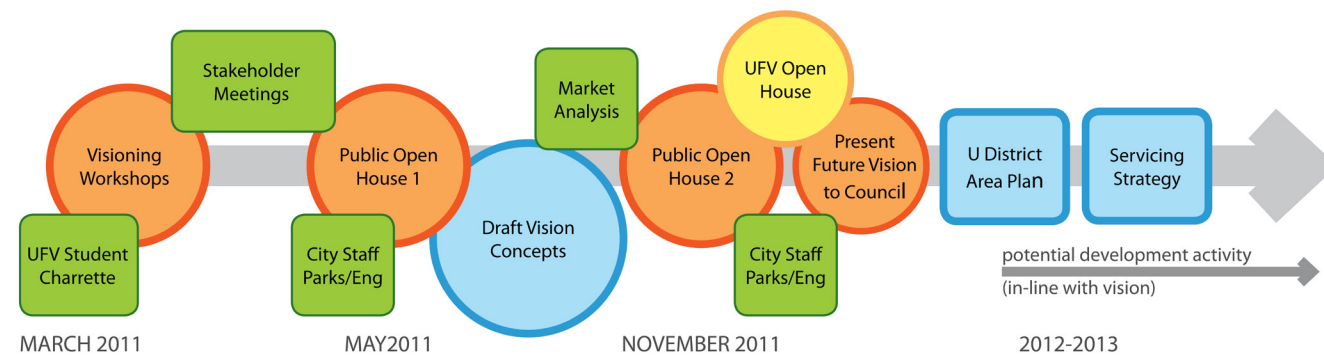
During the Winter and Spring of 2011, City staff met with local property owners, churches, strata councils, businesses, developers

and community leaders. These groups were introduced to the U District visioning process and their input was incorporated into the initial concepts presented at the first public open house in May 2011.

The first public open house was held to gather further ideas and input on what the future of the U District could be. It was conducted in a neighbourhood workshop format and allowed the over 100 participants to draw on a map what they saw the future of the U District to be.

The results of this open house were synthesized with input from the visioning workshops, landowner meetings, a UFV student charrette, consultation with City Committees and staff and a detailed market analysis to create a draft U District vision. This draft vision was presented to the public in a second round of public open houses, meetings and workshops.

Revisions based on the comments received during this final phase of consultation were incorporated into the final U District vision document.



Public Open House



Public Open House

## Appendix 3. Incentives

### REDUCED PARKING REQUIREMENTS

- Reductions of parking requirements (City of Abbotsford Zoning Bylaw) will be considered for new developments, provided these developments are consistent with the U District vision, urban design and land use policies and the City's Development Permit Guidelines. Innovative approaches to parking within the U District are also supported, including the development of purpose-built parking facilities in close proximity to the Abbotsford Entertainment and Sports Centre (AESC), provided these approaches are consistent with the U District vision.

### FAST-TRACKED DEVELOPMENT PROCESSING

- Emphasis will be placed on accelerating application processing times for new developments, within the U District and consistent with the U District vision, through designating these developments as 'high priority' and minimizing processing time between application and issuance of building permits. The City will also investigate pre-zoning lands within the U District to further shorten processing times. A stream-lined servicing process strategy will also be developed, involving the designation of U District projects as high priority and simplifying the servicing process.

### DENSITY BONUSING

- The City of Abbotsford offers additional density opportunities for low rise and high-rise residential developments, in exchange for a density bonus value contribution. This contribution can be provided cash-in-lieu for affordable housing projects in the City, or in the form of affordable units within a U District development.

### SUPPORT FOR INNOVATIVE DEVELOPMENTS

- Variances to height, setbacks and other Zoning Bylaw provisions will be considered for U District developments that incorporate innovative features, such as high quality public amenity and/or green elements (renewable energy, water conservation, green buildings, etc.).

### CONTINUED PUBLIC INVESTMENT

- The existing high frequency (future rapid) transit corridor, which serves as the backbone for Transit-Oriented Development (TOD) within the U District, will continue to be a high priority for future planned transit

## Acknowledgements

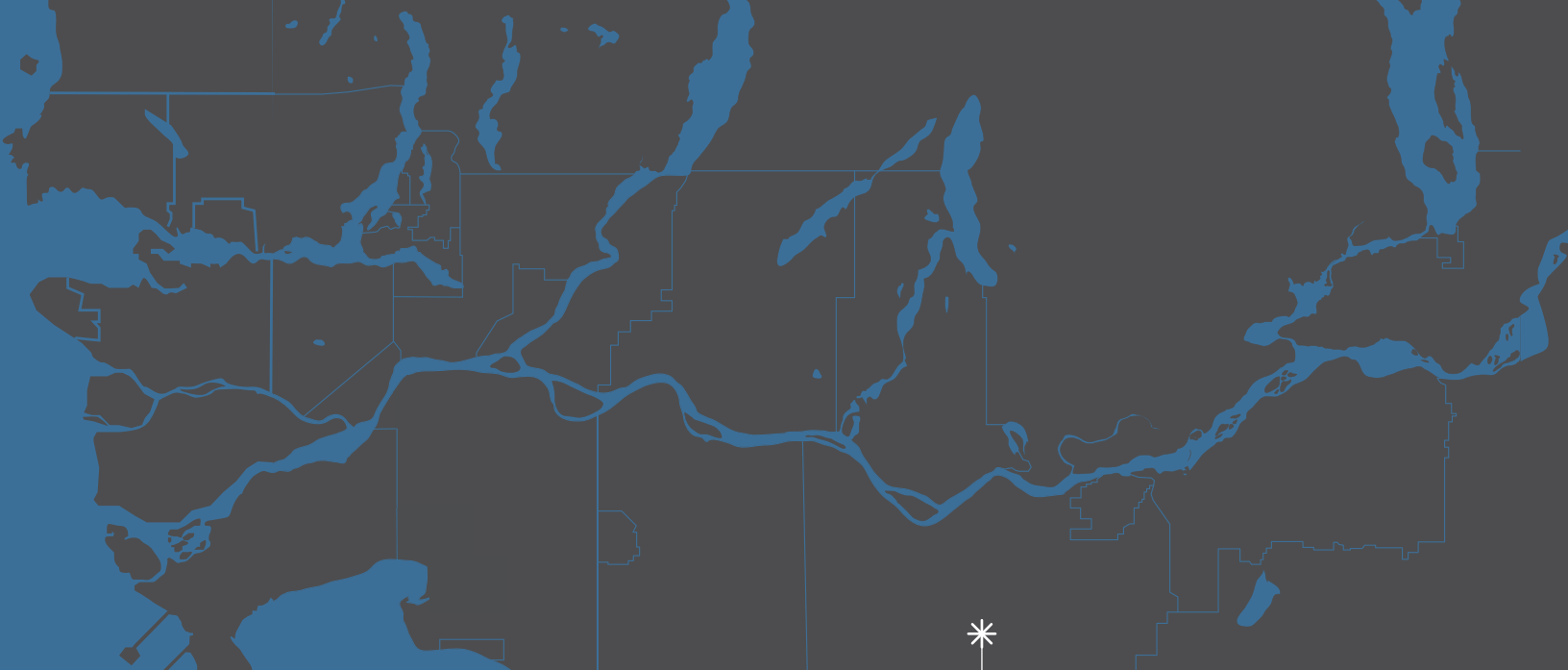
The U District staff team would like to thank Mayor and Council and Committees of Council for their support and guidance throughout the visioning process.

We would also like to thank Urbanics Consultants for providing a market analysis for the project, and acknowledge the important contributions from the City's Housing Consultant and City staff in Economic Development and Planning Services, Engineering, Parks, Recreation and Culture, and Communications.

A very special thank you also goes out to UFV staff, students, faculty and the Board for their input, cooperation and support, and their commitment to the future of their school and their community.

Most importantly, we would like to thank residents and landowners within the U District, who met with staff over the course of many months and without whose input the U District vision would not be what it is today.





## district

The U District vision is a long-term planning document that supports the growth of the University of the Fraser Valley (UFV), capitalizes on the U District's strategic location and enhances the local community.

The U District vision was developed through a collaborative effort between the City of Abbotsford, the University of the Fraser Valley and local residents, businesses and community leaders.

The U District vision represents the synthesis of many different perspectives and would not exist as it does today without the community's willingness to come together to share their experiences, insights and ideas.

# May 2012