CITY OF ABBOTSFORD

OFFICIAL COMMUNITY PLAN BYLAW, 2016, AMENDMENT BYLAW NO. 036

Bylaw No. 3690-2025

The Council of the City of Abbotsford, in open meeting assembled, enacts as follows:

1. CITATION

Bylaw No. 3690-2025 may be cited as "Official Community Plan Bylaw, 2016, Amendment Bylaw No. 036".

2. REPEALS AND REPLACES SCHEDULE A

Official Community Plan Bylaw, 2016, as amended, is further amended by repealing Parts I through VII of Schedule "A" and substituting it with Appendix "A" attached to and forming part of this bylaw.

3. AMENDS SCHEDULE B [*Neighbourhood Plan - UDistrict*]

Official Community Plan Bylaw, 2016, as amended, is further amended as follows:

a) Part 1.2 Purpose + Scope is amended by

   i. Repealing the paragraph following the sub-heading "Official Community Plan" and substituting it with the following:

      "The OCP paints a picture of what Abbotsford will be like as it grows to 250,000 residents. The Plan reflects a turning point for Abbotsford as it aims to implement change in the face of significant challenges and tough choices. As a practical and evolving document, it will continue to be updated to address new opportunities in city building as they arise."

   ii. Repealing the map in Figure 5 – OCP Urban Structure and substituting it with the map in Appendix "B" attached to and forming part of this bylaw, and

   iii. Repealing the subsection titled "Making the Plan Work: Plan for 200K";

b) Part 2.1 Neighbourhood Structure is amended by repealing the phrase "existing single family homes" in the last sentence of the paragraph following the sub-heading "Land Use" and substituting it with "surrounding small-scale multi-unit housing areas";

c) Part 2.2 Land Use Designations is amended by

   i. Repealing Figure 15 – Land Use Map and substituting it with Figure 15 – Land Use Map in Appendix "C" attached to and forming part of this bylaw,

   ii. Repealing the sub-heading titled "Urban Centre" and the subsequent table, and substituting it with Appendix "D" attached to and forming part of this bylaw,

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iii. Repealing the sub-heading titled “Residential” and the subsequent table, and substituting it with Appendix “E” attached to and forming part of this bylaw, and

iv. Repealing the sub-heading titled “Supporting Lands” and the subsequent table, and substituting it with Appendix “F” attached to and forming part of this bylaw;

d) Part 5.4 Street and Public Realm Design Guidelines, Street Classifications, is amended by

i. Repealing the sub-sections titled “Cross-Sections” and “Applicable Streets” and substituting it with the following:

“**Cross-Sections**
City of Abbotsford Development Bylaw, 2022 identifies Enhanced Street Standards for the following locations within the UDistrict Neighbourhood Plan area:

- Duke Avenue
- King Connector
- King Crescent
- King Road
- McCallum Road South
- Salton Road
- University Way North/Cascades Plaza”

ii. Repealing Figures 41 to 49 and renumbering the subsequent Neighbourhood Plan figures and page numbers, the Table of Contents, and the List of Figures accordingly.

4. AMENDS SCHEDULE C [Neighbourhood Plan - City Centre]

Official Community Plan Bylaw, 2016, as amended, is further amended as follows:

a) Part 1 Introduction and Vision, Context and Existing Conditions, is amended by repealing the two paragraphs following the sub-heading titled, “2016 OCP” and substituting it with the following:

“The 2016 OCP update process identified these challenges and set out to find solutions. Firstly, it created a distinction between the City Centre and various “Urban Centres”. Within these, one of the most impactful changes was the introduction of maximum and minimum densities. The 2016 OCP established a minimum floor space ratio (FSR) that must be achieved for mixed-use and apartment development, focusing the highest density permissions in the City Centre and Civic Institutional designations.”

b) Part 1 Introduction and Vision, Purpose and Scope, is amended by:

i. Repealing paragraph one, paragraph two, and the graphic following the sub-header “Official Community Plan”, and substituting it with the following:

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"In 2016, City of Abbotsford Council adopted a new Official Community Plan (OCP) through a comprehensive planning and engagement process called 'Abbotsforward'.

The OCP paints a vision of what Abbotsford will be like as it grows to 250,000 residents. The Plan identifies 'Big Ideas' that shape policy and comprise the most essential and transformative directions that will bring the long-term vision for Abbotsford to life. The first Big Idea is entitled 'Create a City Centre'."

ii. Repealing the paragraph after the sub-header "Create a City Centre" and substituting it with the following:

"The Neighbourhood Plan borrows the vision statement developed during the OCP update process and it addresses the four "Goals" that are essential to the successful transformation of the neighbourhood:"

iii. Repealing the paragraph following "Urban Structure and Growth Plan" and substituting it with the following:

"The OCP provides clear guidelines about how and where the City will grow in coming years. Abbotsford's urban structure is defined by a hierarchy of mixed-use centres which are connected by primary and secondary transit corridors (see Figure 3 - Official Community Plan Urban Structure). Future residential growth will be focused within the Urban Development Boundary (UDB), with 75% of future residential growth occurring in existing neighbourhoods, and 25% in new neighbourhoods. The City Centre stands atop the hierarchy of mixed-use centres and is expected to accommodate approximately one sixth of the city's future population growth."

iv. Repealing the map in Figure 3 – OCP Urban Structure and substituting it with the map in Appendix "B" attached to and forming part of this bylaw;

v. Repealing the subsection titled "Plan for 200K";

c) Part 1 Introduction and Vision, City Centre Vision, is amended by repealing the first sentence from the first paragraph and substituting it with "The City Centre Neighbourhood Plan builds on the foundation established through the 2016 OCP update process."

d) Part 2 Land Use, Neighbourhood Structure, is amended by:

i. Repealing the last sentence in the first paragraph following the sub-heading "Land Use" and substituting it with "At the edge of this area, the housing format will scale down to apartment buildings, and in some areas townhouses."

ii. Repealing the second paragraph after "Open Space" and substituting it with "Once the road right-of-way named 'Commercial Street' is closed a new urban park will take its place. This will help introduce more open space to an area in the City Centre which is currently lacking parks."

e) Part 2 Land Use, Land Use Designations, is amended by:

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i. Repealing Map 3 – Parcel Map and substituting it with Map 3 - Parcel Map in Appendix “G” attached to and forming part of this bylaw;

ii. Repealing Map 4 – Commercial Street Map and substituting it with Map 4 – Commercial Street Map in Appendix “H” attached to and forming part of this bylaw;

iii. Repealing the sub-heading titled “City Centre” and the subsequent table, and substituting it with Appendix “I” attached to and forming part of this bylaw;

iv. Repealing the sub-heading titled “Residential” and the subsequent table, and substituting it with Appendix “J” attached to and forming part of this bylaw;

v. Repealing the sub-heading titled “Supporting Lands” and the subsequent table, and substituting it with Appendix “K” attached to and forming part of this bylaw;

vi. Repealing the phrase “(i.e.. 5.0 FSR)” from the paragraph following “Density and Development Calculations”.

f) Part 3 Policies, More People and More Life, is amended by:

i. Repealing policy 3.1 and substituting it with the following:

“3.1 Population Target
Increase the population of the City Centre by 10,000 residents as the City grows towards 250,000.”

ii. Repealing the second sentence from Policy 3.2 and substituting it with “The City Centre is the highest density area of the city and this will help concentrate residential and commercial density in Abbotsford’s core, close to jobs, transit, parks, and other amenities.”

iii. Repealing the following phrase from the last sentence of Policy 3.70: “and for a cross-section of the various design elements see Part 5”

g) Part 4 Development Permit Guidelines is amended by:

i. Repealing the text for **CC13 Public and Private Amenity Spaces** and substituting it with the following:

“Integrate usable public and private open spaces, including squares, plazas, and roof-top gardens. Address the needs of resident families with useable, safe, and appropriately sited amenity design that considers children. Locate publicly accessible open spaces adjacent to active uses (cafes, shops, small businesses, etc.). Provide benches, shelters, and other amenities near main entrances.

ii. Repealing the text for **CC21 Loading Areas** and substituting it with the following:

“Make loading areas and facilities accessible to service vehicles without interfering with pedestrian circulation and screen them with landscaping

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and fencing. Locations within buildings or with rear access are preferred. Incorporate opportunities for temporary short-term delivery parking that serve a dual purpose when not in use, such as a small-scale amenity space (e.g. plaza)."

iii. Repealing **CC22 Building Length and Height** and substituting it with the following:

"**CC22 Building Length, Height and Separation**

Limit the length of buildings to 70m. New buildings must exhibit a minimum three-storey expression, either in terms of height in metres or actual storeys. Maintain at least 12 m of separation between facing dwelling units in separate buildings on the same site."

iv. Repealing the text for **CC45 Native Species** and substituting it with the following:

"Where appropriate, use native and drought tolerant plant and tree species. A mix of deciduous and coniferous species is encouraged to provide year-round visual interest."

v. Adding the following new guidelines after **CC54 Nighttime Use**:

Service Stations

To guide the integration of gas station and electric vehicle charging uses in the City Centre.

CC55 Integrated Commercial

Integrate commercial convenience store and service station payment areas within mixed use street-oriented buildings. Standalone service station commercial buildings are strongly discouraged.

CC56 Pedestrian Integration

Provide clear and safe pedestrian connections between service station commercial, public sidewalks and adjacent residential areas. Use varied types of paving (e.g. contrasting texture and colour) to identify customer parking areas, gas pump service areas, and pedestrian routes.

CC57 Canopies

Minimize gas bar canopy height, size, and underside clearance. Design canopies to be compatible with mixed use development, with varied materials, colours, rooflines, and architectural elements that reflect the surrounding commercial and residential context. Canopy fascia backlighting is not permitted. Design gas bars to prioritize the livability of adjacent dwellings by minimizing lighting spill-over, strategically placing signs and parking, using landscape screening, and orienting less-compatible activities away from residences. Where it is not possible to integrate service station commercial within a mixed-use building, integrate gas bar canopies with the stand-alone service station commercial building.

CC58 Vehicle Charging

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Design service stations to consider future demand for electric vehicle charging facilities. Consider opportunities for coordinated site amenities such as restrooms, outdoor seating, small plazas, pet areas, and cafes to provide convenience for users while they charge vehicles. Integrate safe and convenient pedestrian access from the charging area to adjacent commercial areas.

CC59 Landscaping

Integrate robust landscaping and pedestrian access points along site edges, public streets, and at the interface with adjacent residential to screen the service station uses and maximize compatibility. Avoid large expanses of hard surface (e.g. where a service station interfaces with adjacent parking areas) with landscaping, tree plantings and pedestrian walkways to adjacent commercial areas.

CC60 Waste Management and Service Areas

Fully enclose waste receptacles and storage areas in locations away from public streets to respect the urban, pedestrian-oriented mixed-use context. Outdoor storage is not permitted. Locate fuel tanks underground and outside the setback area.

h) Part 5 Infrastructure, Transportation is amended by:

i. Repealing the sub-section titled “Street Cross Sections” and substituting it with the following:

“**Street Cross Sections**
City of Abbotsford Development Bylaw, 2022 identifies Enhanced Street cross-sections specific to the City Centre Neighbourhood Plan area for the following categories (see Map 12):

- Signature Corridor
- 27.0m Arterial
- 24.5m Major Collector
- 22.5m Minor Collector
- 20.0m Local

ii. Repealing Figures 40 to 44 and renumbering the subsequent Neighbourhood Plan figures and page numbers, the Table of Contents, and the List of Figures accordingly.

5. AMENDS SCHEDULE D [Neighbourhood Plan - Historic Downtown]

Official Community Plan Bylaw, 2016, as amended, is further amended as follows:

a) Part 1 Introduction and Vision, Purpose and Scope, is amended by:

i. Repealing paragraph one, paragraph two, and the graphic following the sub-header “Official Community Plan”, and substituting it with the following:

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"In 2016, City of Abbotsford Council adopted a new Official Community Plan (OCP) through a comprehensive planning and engagement process called 'Abbotsforward'.

The OCP paints a vision of what Abbotsford will be like as it grows to 250,000 residents. The Plan identifies 'Big Ideas' that shape policy and comprise the most essential and transformative directions that will bring the long-term vision for Abbotsford to life. One of the central Big Ideas is to "Establish Distinct and Complete Neighbourhoods".

ii. Repealing the first paragraph following "Urban Structure and Growth Plan" and substituting it with the following:

"The OCP provides clear guidelines about how and where the City will grow in coming years. Abbotsford's urban structure is defined by a hierarchy of mixed-use centres which are connected by primary and secondary transit corridors (Figure 2). Historic Downtown is identified as an Urban Centre within Abbotsford's Urban Core, which is where redevelopment and intensification of uses are focused. More broadly 75% of new residential growth will be directed to existing built up areas of the City, the majority of which will be in the Urban Core."

iii. Repealing the map in Figure 2 – Official Community Plan Urban Structure and substituting it with the map in Appendix "B" attached to and forming part of this bylaw; and

iv. Repealing the subsection titled "Plan for 200K".

b) Part 2 Land Use, Neighbourhood Structure, is amended by:

i. Repealing the last sentence of paragraph two following the "Land Use" sub-heading, and substituting the following:

"The majority of buildings in this area will include a combination of multi-storey apartment and mixed-use buildings."

ii. Repealing the phrase "single detached" in the paragraph following Map 2 – Neighbourhood Structure under the sub-heading "Land Use", and substituting it with the phrase "small-scale multi-unit housing".

c) Part 2 Land Use, Land Use Designations, is amended by:

i. Repealing Map 3 – Parcel Map and substituting the Map 3 - Parcel Map in Appendix "L" attached to and forming part of this bylaw;

ii. Repealing Map 4 – Commercial Street Map and substituting the Map 4 – Commercial Street Map in Appendix "M" attached to and forming part of this bylaw;

iii. Repealing the sub-heading titled "Urban Centre" and the subsequent table, and substituting it with Appendix "N" attached to and forming part of this bylaw;

iv. Repealing the sub-heading titled "Residential" and the subsequent table, and substituting it with Appendix "O" attached to and forming part of this bylaw;

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v. Repealing the sub-heading titled “Supporting Lands” and the subsequent table, and substituting it with Appendix “P” attached to and forming part of this bylaw;

d) Part 4 Development Permit Guidelines is amended by:

i. Repealing the phrases “Urban Centre – Mixed” and “Urban Centre Mixed” and substituting them with “Urban Centre”.

ii. Adding the following after the first paragraph of guideline “HI22 Building Length and Height”

“Mixed Use Development Permit Guidelines MU36 to MU44 in Part 6 of the OCP (Schedule A) shall apply to development exceeding 6 storeys.”

e) Part 5 Infrastructure, Transportation, is amended by:

i. Repealing the sub-section titled “Street Cross Sections” and substituting it with the following:

“**Street Cross Sections**
City of Abbotsford Development Bylaw, 2022 identifies Enhanced Street cross-sections specific to the Historic Downtown Neighbourhood Plan area for the following categories (see Map 14):

- Montrose Avenue (Clayburn Site)
- Montrose Avenue (Transition)
- Montrose Avenue (Retail)
- Montrose Avenue (Transit)
- Essendene Avenue
- South Fraser Way
- West Railway Street
- McDougall Avenue
- McCallum Road

ii. Repealing Figures 54 to 62 and renumbering the subsequent Neighbourhood Plan figures and page numbers, the Table of Contents, and the List of Figures accordingly.

f) Part 6 Implementation, is amended by:

i. Repealing all references to “Urban Centre – Mixed” or “Urban Centre Mixed” and substituting them with “Urban Centre”.

6. AMENDS SCHEDULE E [Neighbourhood Plan - McKee]

Official Community Plan Bylaw, 2016, as amended, is further amended as follows:

a) Part 1 Introduction and Vision, Context and Existing Conditions is amended by:

i. Repealing the subheading “2016 OCP” and substituting it with “Official Community Plan”

ii. Repealing “2016” from the first sentence following the “2016 OCP” header.

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b) Part 1 Introduction and Vision, Purpose and Scope is amended by:

i. Repealing the two paragraphs following the sub-header “Official Community Plan” and substituting it with the following:

“In 2016, City of Abbotsford Council adopted a new Official Community Plan (OCP) through a comprehensive planning and engagement process called ‘Abbotsforward’.

The OCP paints a vision of what Abbotsford will be like as it grows to 250,000 residents. The Plan identifies ‘Big Ideas’ that shape policy and comprise the most essential and transformative directions that will bring the long-term vision for Abbotsford to life.”

ii. Repealing Figure 1. Seven Big Ideas – 2016 OCP and renumbering subsequent Plan figures and the List of Figures.

iii. Repealing the paragraph following the subheading “Urban Structure and Growth Plan” and substituting it with the following:

“The OCP provides clear guidelines about how and where the city will grow in coming years. Abbotsford’s urban structure is defined by a hierarchy of mixed-use centres which are connected by primary and secondary transit corridors that will intensify over time. Most of the future growth within the city will occur within existing neighbourhoods (75%), while the remaining 25% will occur within the New Neighbourhoods area (see Map 1).”

iv. Repealing “Map 1 – Urban Structure” and substituting it with the map in Appendix “B” attached to and forming part of this Bylaw;

c) Part 2 Land Use, Land Use Designations, is amended by:

i. Repealing Map 3 – Land Use Plan and substituting it with Map 3 – Land Use Plan in Appendix “Q” attached to and forming part of this bylaw;

ii. Repealing Map 4 – Commercial Streets and substituting it with Map 3 – Commercial Streets in Appendix “R” attached to and forming part of this bylaw;

iii. Repealing the sub-heading titled “McKee Village & Neighbourhood Centre” and the subsequent table, and substituting it with Appendix “S” attached to and forming part of this bylaw;

iv. Repealing the sub-heading titled “Residential” and the subsequent table, and substituting it with Appendix “T” attached to and forming part of this bylaw;

v. Repealing the sub-heading titled “Supporting Lands” and the subsequent table, and substituting it with Appendix “U” attached to and forming part of this bylaw;

vi. Repealing paragraph two following the sub-heading “Density Calculations”, and substituting it with “When determining residential units or total lots per hectare, decimals will be ignored: 1.1 is rounded down to 1; 1.9 is also

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rounded down to 1. Decimals when determining floor space ratios are rounded to one decimal place; 0.15 and greater is rounded up to 0.2; and 0.149 and lower is rounded down to 0.1."

vii. Repealing the text following "Density is calculated as follows:" under the subheading "Net Land Area" and substituting it with the following:

"NET LAND AREA x LAND USE DESIGNATION DENSITY = TOTAL UNITS, TOTAL LOTS, OR TOTAL FLOOR AREA"

d) Part 3 Policies is amended by:

i. Repealing the phrase "single-detached houses" from policy 3.13 and substituting it with "small scale multi-unit housing".

ii. Repealing the phrase "Corner Store Policy" from policy 3.28 and substituting it with "Corner Stores & Child Care Centres Policy"

iii. Repealing the phrase "and/or the Streamside Protection Bylaw No. 1465, 2005" from the second paragraph under the "Environment" subheading.

iv. Repealing the phrase "and protections under the City's Streamside Protection Bylaw" from paragraph four under the "Environment" subheading.

v. Repealing the phrase "consistent with the Streamside Protection Bylaw" from policy 3.31.

e) Part 4 Development Permit Guidelines, "McKee Village Development Permit Areas" is amended by:

i. Repealing the first sentence under the subheading "AREA" and substituting it with the following:

"McKee Village guidelines apply to all development in the Village Centre land use designation, as indicated on Map 17"

ii. Repealing the first sentence under the subheading "GUIDELINES" and substituting it with the following:

"The following guidelines provide direction for all development in the Village Centre and may be applied when setting Development Permit conditions."

iii. Repealing "90" in MV22 and substituting it with "70".

f) Part 4 Development Permit Guidelines, "Steep Slope Development Permit Areas" is amended by:

i. Repealing Map 18 and substituting it with Appendix "V" attached to and forming part of this bylaw;

COMMENCEMENT

This bylaw comes into force the day after adoption of this bylaw.

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CITY OF ABBOTSFORD

OFFICIAL COMMUNITY PLAN BYLAW, 2016, AMENDMENT BYLAW NO. 036

Bylaw No. 3690-2025

READ A FIRST TIME this	day of	, 20__
READ A SECOND TIME this	day of	, 20__
PUBLIC HEARING HELD this	day of	, 20__
READ A THIRD TIME this	day of	, 20__
ADOPTED this	day of	, 20__

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CITY OF ABBOTSFORD

OFFICIAL COMMUNITY PLAN BYLAW, 2016, AMENDMENT BYLAW NO. 036

Bylaw No. 3690-2025

APPENDIX “A”

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Bylaw 2600-2016,
being “Official Community Plan Bylaw, 2016” Schedule “A”

abbotsfwd 2050

CITY OF ABBOTSFORD
OFFICIAL COMMUNITY PLAN



ABBOTSFORD

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Part 1: Vision + Introduction

A Vision for Abbotsford
Purpose & Scope
Abbotsforward 2050: The OCP Process
Context & Existing Conditions
Regional Context



A Vision for Abbotsford

What does Abbotsford look like in the future?

This Official Community Plan (OCP), commonly referred to as Abbotsforward 2050, builds on the foundational and community centred work of the 2016 OCP update, subsequent Neighbourhood Planning in 2017 and 2018, and a comprehensive resident involved plan update in 2025. The OCP vision paints a powerful picture of what Abbotsford will be like at 250,000 residents, while setting the stage for future and continuing growth and improvement beyond this Plan. It embodies the values, priorities, and aspirations of the community, and charts the course for development and implementation of policies.

Abbotsford is a city of distinct and increasingly complete neighbourhoods rich with public life. Our compact urban area is anchored by a thriving City Centre and surrounded by remarkable natural areas and flourishing agricultural lands. We are diverse, inclusive, and connected. We are green, prosperous, and healthy. We are a vibrant and beautiful community. We are the cultural and economic hub of the Fraser Valley.

The following aspirations paint a more detailed picture of our vision:

Life in the City

Our city has more street life, more night life, and more public life as we grow. There are many options for entertainment, culture, recreation, and gathering with others. These include public places like libraries and community centres, and other places like cafes and night spots.

City Centre

Our city sees the beginning of a true City Centre as the heart of public, economic, and cultural life. It has a clear identity as the most vibrant urban area in the city with diverse destinations and activities. It is also a successful and complete urban neighbourhood.

Transportation Choice

We have real, attractive choices in the way we move around our city. We will be able to safely and enjoyably get around by foot and bike, and have access to transit that is frequent, fast, and reliable.

Walkable, Bustling Neighbourhoods

More of us are able to walk to a grocery store and other daily needs in our neighbourhoods. We have more destinations for celebrating heritage, learning, shopping, playing, gathering, and working close to home.

Natural Areas and Trails

Our cherished trails and natural areas are protected for generations to come, and the quality of our air, water, and parks improve each year.

Agriculture

Agriculture is the backbone of our history and a pillar of our economy. As an important part of our past, it is also an important part of our future. We keep agricultural areas for agriculture.

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Housing Options

We have more affordable ownership, rental, and shelter housing options, including a variety of housing types for all stages of life, allowing people to stay in their neighbourhoods as they age.

Compact City

We build up much more than we build out. In the process, we respect the character of our existing neighbourhoods even as they continue to change.

Efficient and Effective Systems

We collectively conserve resources and reduce our greenhouse gas emissions through more efficient, well-designed, and cost-effective systems of open space, housing and buildings, infrastructure, and transportation.

Jobs

We are expanding our diverse economy and employment base, building on our existing strengths including the university, airport, hospital, and agriculture. We have shorter commutes to and from work, within a compact urban area.

Mill Lake

Mill Lake is the jewel in our city. It will be maintained, enhanced, and celebrated as an integral part of our city identity.

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Big Ideas to Realize the Vision

This vision of Abbotsford will be brought to life through smart, strategic land use regulation and policy direction outlined in Parts 3 and 4 of this Plan. These directions are diverse, providing guidance for land use, urban design, housing, transportation, infrastructure, jobs, open space, arts and culture, heritage, climate change and energy conservation, natural areas, and agriculture.

Policy directions are organized around 8 Big Ideas for the future of Abbotsford that comprise the most essential and transformative ingredients of this Plan.



Figure 1.1 The Official Community Plan Big Ideas

How to Use This Plan

This Plan reflects a significant turning point for Abbotsford. The same energy and passion that went into creating the Plan will go into implementing it in the face of significant challenges and tough choices – it will not sit idle collecting dust. As the principal policy direction for the city regarding how Abbotsford will change and evolve over time growing to 250,000 people, it provides the overarching strategic direction for the City. Over time, it will continue to be updated as required to address new opportunities in city building, and Part 5 has more detail about how to use the Plan.

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Purpose & Scope

A Plan for 250,000 Residents and Beyond

This Plan, Abbotsforward, is intended to be a powerful catalyst for a different and better Abbotsford at 250,000 people and beyond, than it has been up to 175,000 people. The foundation of this Plan was developed in 2016 with the intention that it be a 'game-changer', setting a new direction for the city.

This Plan brings the community vision to life. It determines where people will live, work, and play in the city, and how they move around. It shapes how Abbotsford will look and feel, and influences day-to-day experiences and quality of life. It guides decision making on:

- Land uses
- Housing options
- Building form
- Transportation choices
- Infrastructure investment
- Economic development and job creation
- Attracting and supporting businesses
- Parks, open spaces, people places, and natural area protection
- Community amenities and services
- Greenhouse gas reductions

The vision focuses on a population of 250,000 residents accommodated through more traditional development activity following the urban structure of this Plan. However, some of the land use policies of this Plan will accommodate additional residents through a 'do it yourself' approach to small scale infill opportunities. Abbotsford is expected to reach 250,000 under a medium growth scenario by approximately 2050 (1.40% per year) but the Plan focuses on the outcome and result, not how much time it takes to get there.

Relationship to Other Plans

As the principal city-wide policy document for the City, this OCP is the guiding plan for all departments within the City of Abbotsford as the City's 'north star' for growth and development decisions. With its beginnings in 2016, this OCP was developed through extensive engagement with City partners and other stakeholders, and thousands of people who are a part of Abbotsford's diverse community. It is owned by everyone.

Several existing City of Abbotsford planning documents have helped shape the contents of this Plan. A number of them have a direct impact on growth and development and will need to undergo a review and alignment with the updated growth plan of this OCP. A comprehensive list of these documents is outlined in Part 5 'Make The Plan Work'.

Given its necessarily broad scope, this OCP is also not intended to be needlessly detailed in its policies for certain specific topics or geographic areas within the city (zoning provisions or neighbourhood plans, for example). Rather, it inspires and sets direction for new and updated master plans and strategies, ranging from an updated Master Transportation Plan to renewed Utility Master Plans. Priorities for these new plans are also outlined in Part 5 'Make The Plan Work'.

Legislative Authority and Scope

Municipalities in British Columbia are given the authority to adopt an OCP in the *Local Government Act*, which stipulates what must or may be included in an OCP. Provincial legislation also establishes adoption procedures. This OCP has been prepared in compliance with the legislation.

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Abbotsforward 2050: The OCP Process

Planning Process

The Abbotsforward 2050 OCP update, completed in 2025, involved a comprehensive four-stage planning and engagement process over a two-year timeframe. The initiative was designed to strengthen Abbotsford's long-term growth strategy, positioning the city to proactively respond to emerging opportunities, challenges, and the evolving needs of residents and businesses – both now and into the future.

A central focus of the update was to align Abbotsford's Official Community Plan with new provincial legislative requirements for Small-Scale Multi-Unit Housing (SSMUH) and coordinate with the City's Housing Needs Report (HNR) findings. These considerations translated into housing policies and strategic updates to the land use plan.

Building on the strengths of the major OCP update of 2016, Abbotsforward 2050 refined and bolstered a range of policies to enhance support for arts, culture, heritage, accessibility, and parks planning. Going well beyond the statutory requirements to engage senior government agencies, local First Nations, and School Boards, the robust community engagement process provided valuable insights for understanding key issues, testing new policy ideas, and ultimately shaping the final plan updates.

Figure 1.2 Snapshot of the A*bbotsforward 2050* Planning Process



Stage 1 – *Background Research*, completed January 2024, provided a snapshot of the current planning context. It included an overview of Abbotsford's demographics, land use, and the implications of new provincial housing legislation, including housing targets and Small-Scale Multi-Unit Housing (SSMUH).

Stage 2 – *New Directions* launched in May 2024, engaging the community on 'Early Ideas' in the context of Stage 1 findings. Public input strongly supported the Early Ideas, setting the foundation for 15 "New Directions" to guide policy development.

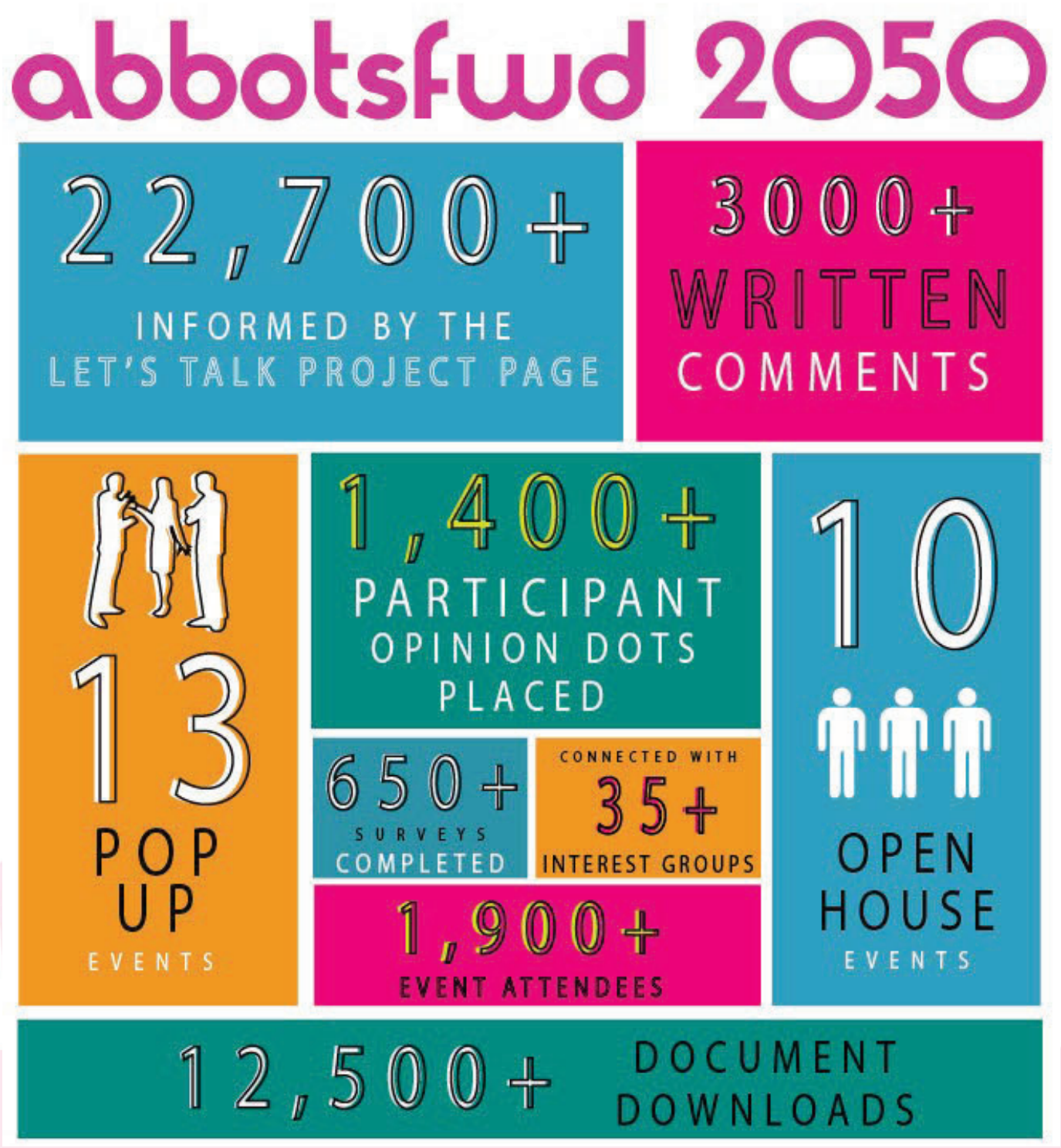
Stage 3 – *Prepare New Policy* began in May 2025 with a second round of community engagement, presenting draft OCP and Zoning Bylaw changes for feedback. This stage summarized community input on the draft, provided a verbatim access to comments, and outlined recommended refinements to the draft policies and regulations.

Stage 4 - *Adopt An Updated Plan* concluded the planning the process with Council consideration of bylaw readings and final community/agency feedback on the plan through a Public Hearing and formal referrals.

Figure 1.3 provides a snapshot of the community engagement activities and level of participation from the community throughout the project. The community engagement approach prioritized broad and inclusive community participation to ensure residents were aware of the project and had several opportunities to get involved and provide feedback.

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Figure 1.3 Snapshot of Abbotsforward 2050 Community Engagement Activities and Participation



Context & Existing Conditions

Local Indigenous Peoples & Communities

For over 10,000 years, the Fraser Valley has been home to Indigenous Peoples; these communities have called this land, S'ólh Téméxw ("Our Land") in Halq'emeylem, since time immemorial. During the 17th century, the Indigenous population in the Fraser Valley numbered in the tens of thousands. The intricate network of rivers, lakes, and mountains in the area held immense significance, serving as a vital means of communication and transportation that connected communities spanning from the Pacific Ocean to the heart of British Columbia. Even in present day, the Fraser River continues to hold great importance in Indigenous culture, acting as a profound link to the spiritual realm and a space for upholding cultural customs.

The present-day City of Abbotsford is located within the traditional territories of the Stó:lo Peoples. Semà:th (Sumas) First Nation, Mathxwí (Matsqui) First Nation, and Leq'á:mel First Nation hold Federal Indian Reserve lands adjacent to Abbotsford, but because of the longstanding importance of the Fraser River, many other Indigenous communities have interests in the area. While traditional governance structures have changed due to the impacts of colonization, each Nation (or Band under the Indian Act) operates independently, but many have banded together as tribal councils or other self-defined organizations to provide programs and services.

Indigenous communities participate in the local economy through various avenues, such as involvement in natural resource utilization, educational initiatives, economic collaborations, cultural tourism, and more. The extent of Indigenous economic engagement within Abbotsford mirrors the diverse array of economic prospects accessible and underscores the substantial potential for growth. Indigenous communities will play an important role in the continued economic growth for the city. Communities are proactively broadening and enriching their economic horizons.

The City of Abbotsford is committed to investing in relationships with neighbouring jurisdictions, First Nations, and Indigenous Governing Bodies as Abbotsford manages growth and the local economy into the future.

Municipal Context

In 1858, the first gold rush in British Columbia's interior occurred, bringing a flood of miners through the area, establishing trails to the gold fields that later formed elements of the city's transportation network still visible today. Old Yale Road, built by the Royal Engineers in the 1870s, is a key arterial through the city's urban core. Commercial and residential centres eventually emerged at the transportation crossroads of Abbotsford and Clearbrook.

The Districts of Matsqui and Sumas were established in 1892. The Village of Abbotsford was established as a provincial town site in the early 1900s and was incorporated in 1924. The Village remained a separate entity until 1972 when it merged with the District of Sumas to become the District of Abbotsford.

By the early 1900s agriculture was the dominant economic driver in the area. This shift in economic activity was initiated by the Canadian National Railway spur line, built between Mission and Huntingdon in 1891 and the construction of permanent dykes along the Fraser River. The transition was further enhanced by the construction of the BC Electric Inter-Urban rail line between Chilliwack and Vancouver in 1910, which allowed easy movement of farm produce to growing urban markets in Vancouver and New Westminster.

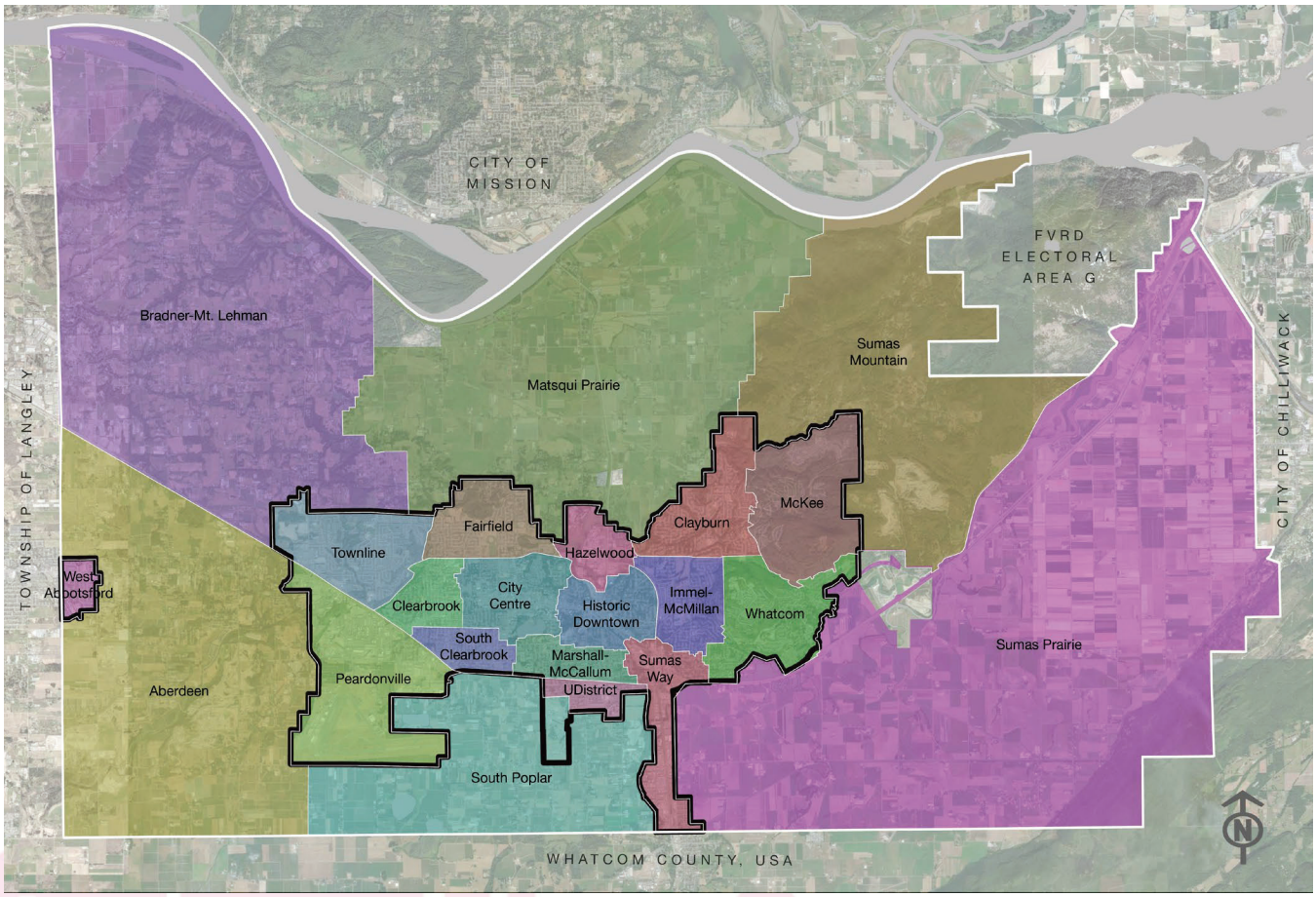
Clayburn Village was the first "company town" established in British Columbia. The Vancouver Fireclay Company built a brickmaking plant just to the west of Sumas Mountain, convenient to deposits of high-grade fireclay in the Straiton area on the southwest slopes of the mountain. The town site was laid out south of the brick plant where the company-built homes for its managers and workers.

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Increased demand for farmland and flooding problems on Sumas Lake led the farming community to petition the government to reclaim the lake bottom lands for agriculture. Although controversial in nature, the Sumas Lake reclamation project was undertaken between 1919 and 1924, making 22,000 acres (8,900 ha) of land available for long-term agricultural development. Today, approximately 72% of land area is devoted to agriculture.

Construction of the Trans Canada Highway through the Fraser Valley in the 1960's signaled the beginning of a time of rapid growth. Population increased by almost 109,000 persons between 1966 and 2001 alone and has continued growing to the current 175,000 residents (2024 population reported by BC Statistics in July 2025).

Figure 1.4 City of Abbotsford with the Urban Development Boundary and Community Areas



Existing Conditions

The background research, analysis, and community engagement resulted in many observations about existing conditions in Abbotsford. One of the overarching takeaways was that Abbotsford is a complete city with incomplete neighbourhoods. This means residents can live, work, play, shop and study without leaving the city; however, the same cannot be said for most of their neighbourhoods.

Several other assets, challenges, and opportunities were identified, which tell a story about existing conditions in Abbotsford.

Demographics | Abbotsford is young, prosperous, and culturally diverse

Age

The median age in Abbotsford increased from 35.1 years old in 2001 to 39.2 years in 2021. Although Abbotsford is aging just like most cities, it has a younger population than in the Fraser Valley Regional District (FVRD) overall at 41.5 years old. The median age is even higher in the province of British Columbia at 42.8 years. Median ages in Abbotsford communities range from 34.0 years in West Abbotsford to 49.2 years in City Centre.

Income

The median household income in Abbotsford increased by 24% between 2016 and 2021, from $72,511 to $90,000. Median household incomes are the same in Abbotsford as in Metro Vancouver ($90,000) but higher than median household incomes in the FVRD as a whole ($86,000). Within individual Abbotsford communities, McKee has the highest household income in Abbotsford ($145,000), while Clearbrook has the lowest household income ($63,600).

Household Size

The average number of people per household has remained constant at 2.8 from 2001 to 2021, which is higher than the provincial average (2.4). In 2021, City Centre had the smallest average household size at 2.1 persons, while South Poplar, Townline, and West Abbotsford had the largest average household size at 3.7 persons. In Abbotsford, household size is often a reflection of cultural norms and multi-generational households.

Immigration

In Abbotsford, 29% of residents are immigrants, which has increased from 28% in 2016. Approximately 14% of Abbotsford's immigrants arrived after 2006. The majority of immigrants were born in South Asia, with the highest concentration of immigrants living in Townline, Fairfield, and West Abbotsford.

Housing | Rates of homeownership have steadily decreased since 2011 while rent costs have increased over the same period. There is growing pressure for more affordable and diverse options

The 2021 census recorded 55,659 dwellings in Abbotsford, a 13.5% increase on the 2016 figure, which is higher than the 8.5% population increase over the same period, suggesting a trend toward smaller household sizes, increased housing supply, and a shift towards multi-family housing.

Tenure and Cost

Rates of home ownership have fallen from 2011 when 73.4% of households were living in homes they own, compared to the current rate of 70.5%. However, this rate remains slightly higher than in British Columbia overall. The average price of a newly constructed single detached house is lower than Metro Vancouver, and the percentage of residents spending more than 30% of their income on housing was lower than both provincial and national rates. Abbotsford's rental vacancy rate has varied widely over the last several years, experiencing rates up to 6% and as low as 1%, and overall has lower rental costs than elsewhere in British Columbia.

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Housing Type and Age

Approximately 38% of all homes in Abbotsford are single detached dwellings (including moveable), while 33% are attached homes (semi-detached, rowhouse, duplex, detached with suites, etc.), and 29% are apartments. These housing types accounted for 41%, 32%, and 27% respectively in 2016. As Abbotsford grows, the proportion of multi-unit housing is increasing while the proportion of single detached dwellings is decreasing.

Jobs and Neighbourhoods | There are lots of jobs, but few are near where employees live, play, and go about other daily activities.

Abbotsford has a diverse, local workforce, with most residents living and working in the city. In fact, Abbotsford has one of the most diverse economies among mid-sized cities in Canada. Most workers are employed in retail trade, construction, health care, manufacturing industries, transportation/warehousing, educational services and agriculture.

Like many other cities, jobs are concentrated in the centre of Abbotsford, however these employment areas are not complete neighbourhoods because they have low concentrations of housing and other amenities. This leaves few employees working within walking distance of home.

Shops and Services | There are many places to shop, but few of them are near home.

There are many shopping areas in Abbotsford, most of which are focused along major transportation corridors. However, many of these shops – which range from grocery stores and cafes to merchandise retailers – are not near where people live.

Transit Friendliness | Many residents live near a transit stop, however, the design of many areas make using transit inconvenient and do not support higher frequency transit.

In Abbotsford, nearly half of residents live within a 5 to 10 minute walk of a transit stop with bus service every 15 minutes during the morning and evening peak periods, and every 30 minutes throughout the day. Adding more residents through new development in key areas will support more frequent transit service, and help shape more walkable neighbourhoods – both of which make transit a more attractive option.

Getting Around by Foot and Bicycle | Opportunities for walking and cycling continue to improve

Abbotsford has a cherished network of recreational biking and trail routes, including in green and natural areas around the urban area. On the other hand, historically, many neighbourhoods were not designed in a way that encourages people to safely or conveniently get around on foot or by bike as a means of transportation in daily life. Continued investment in walking and cycling infrastructure will be important to increase the attractiveness of moving around the city by foot, bike, or micromobility. Coordinated land use and transportation facilities will play an important role in reducing the reliance on personal vehicles for daily trips.

Private Life and Public Life | Residents have many semi-public places to formally gather indoors, however there are few informal people mixing places and little street life.

Abbotsford has many formal amenities, ranging from places of worship and galleries to recreation centres and libraries. However, there are few informal gathering places that attract street life and encourage people mixing in a more informal, public way. Related to this, there is a low mix of destinations in neighbourhoods, and often the relationships between buildings and public spaces cater more to vehicles than people travelling on foot and lingering in public space. This is starting to change with the emergence of the Rail District in Historic Downtown, and the build-out of mixed-use nodes like Central Park Village on Gladwin Road. With continued development in core areas, new opportunities for vibrant public spaces and destinations are anticipated and will be pursued.

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City Centre | Abbotsford is the hub of the Fraser Valley, yet it has no obvious central hub within the city.

With its university, region-serving businesses, hospital, diverse employment base, airport, and half of the region's population, Abbotsford is the major hub of activity in the Fraser Valley. However once inside Abbotsford, there are few visual cues that point to a distinguishable central hub in which there is an obvious sense of arrival, setting individual places apart from each other.

Limits to Growth | Abbotsford has a growing population but also has physical constraints to outward expansion.

Abbotsford is a city that has consistently grown throughout its history. BC Statistics estimates Abbotsford's 2024 population at approximately 175,000 people (reported in July 2025). Building from this baseline, the OCP estimates reaching a future population of 250,000 people by approximately 2050 under a medium growth scenario of 1.40% per year. At a lower growth rate of 1.0% per year, this population would not be reached until 2060, and at a higher growth rate of 2.3% per year, this population threshold would be reached by about 2040.

Physical constraints to outward expansion include the Agricultural Land Reserve, natural areas and streams, steep slopes, and peripheral areas that are costly to service with infrastructure, transit, and amenities.

Regional Context

Abbotsford within its Region

Abbotsford is the largest municipality within the Fraser Valley Regional District, both in terms of geographical extent and population, and is subject to its Regional Growth Strategy (RGS): "Fraser Valley Future 2050" (2024). This OCP is consistent with the FVRD growth strategy's vision in being a "network of healthy, vibrant, distinct, and sustainable communities that accept responsibly managed growth while being committed to protecting the land resource and the natural environment to ensure that a high quality of life is accessible to all."

More specifically, Abbotsford's growth management and land use policies align with RGS goals, such as Community Building to "create compact, complete communities that strengthen urban centres, maintain rural character, and offer choice and affordability in housing." The OCP focuses future growth and urban residential densities within the Urban Development Boundary, and supports infill, redevelopment, densification and mixed use as a means of creating more compact development patterns. These policies also help deliver on the other RGS goals.

As the most populous of the municipalities within the Fraser Valley Regional District, and due to its location relative to Metro Vancouver, Abbotsford acts as a "hub" in several ways. The city plays key roles in providing regional and provincial transportation and transit connections, economic and employment opportunities, and is a top destination for regional health and post-secondary education services.

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2

Part 2: Sustainable Community

Sustainable Development
Climate & Energy Resilience
Housing
Economic Prosperity



Sustainable Development

Sustainable development is a holistic approach to growth that aims to meet the needs of the present without compromising the ability of future generations to meet their own needs. It balances environmental, social, and economic considerations.

Sustainability is integrated throughout the urban growth and land use plan and each of the major policy directions, ranging from transportation and housing to natural areas and agricultural lands. However, the following three areas of sustainability have come into focus:

Climate & Energy Resilience: This focus area is centered on reducing greenhouse gas emissions, promoting renewable energy sources, and enhancing the ability of communities to adapt to climate change impacts. It emphasizes the importance of sustainable energy practices and resilience against environmental challenges.

Housing: This focus area is centered on ensuring that everyone has access to affordable, safe, and adequate housing. It involves sustainable urban planning, efficient use of resources and infrastructure, and the development of housing policies that support social equity and environmental sustainability.

Economic prosperity: This focus area aims to grow a robust economy that provides opportunities for all. It includes promoting sustainable business practices, fostering innovation, and ensuring that economic growth benefits society as a whole. It also involves creating jobs, reducing poverty, and ensuring economic stability.

These focus areas work together to create a balanced and sustainable future, as discussed below.

Climate & Energy Resilience

International Context

The Intergovernmental Panel on Climate Change (IPCC) summarises the state of knowledge of climate change. The IPCC has found that human activities, principally through emissions of greenhouse gases, have caused global warming, with global surface temperature reaching 1.1°C above 1850-1900 levels in the 10-year period between 2011-2020.

In November, 2015, the Conference of Parties (COP) to the United Nations Framework Convention on Climate Change's 21st annual meeting took place in Paris. At this conference, The Paris Agreement was reached, where Canada and the majority of countries worldwide agreed to limit global warming to well below 2°C, and continue all efforts to limit global warming to below 1.5°C. Each country agreed to submit Intended Nationally Determined Contributions (INDCs), to review targets every 5 years, and increase as required.

How does this relate to the OCP?

Canada's current INDC pledges a 40-45% reduction in Greenhouse Gas (GHG) emissions below 2005 levels by 2030 and net-zero by 2050. Similarly, the Provincial Government's Clean BC Plan aims to lower climate change emissions by 40% by 2030 and net-zero by 2050. A joint effort by all jurisdictions, from federal to provincial to local government, will be necessary to reach this goal. The Province of British Columbia is already a leader in this effort. In 2008, the Provincial Government enacted the Local Government (Green Communities) Statutes Amending Act ('Bill 27'). This legislation requires local governments in British Columbia to include GHG reduction targets in their OCPs, along with supporting policies to achieve these targets.

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Cities and their residents account for almost half of GHG emissions in British Columbia. By including targets in their OCPs, local governments like Abbotsford can contribute to meeting the Province's GHG reduction targets. Action at the local government level has already helped the reduce British Columbia's net GHG emissions by 4% from 2007 levels, as of 2021.

The B.C. Climate Action Charter is a voluntary agreement between the B.C. government and each local government to take action on climate change. Under the Charter, local government signatories commit to becoming carbon neutral in their corporate operations, measuring and reporting their community's greenhouse gas emissions, and creating complete, compact, more energy efficient communities.

Abbotsford's GHG Reduction Targets

The targets set by the City of Abbotsford have been coordinated with the development of this OCP, based on the Province of BC's Community Energy and Emissions Inventory (CEEI). In alignment with Federal and Provincial targets, the City aims to reduce GHG emissions by 40% by 2030, with a goal of reaching net-zero carbon pollution by 2050. Interim targets for the year 2030 have been included to gauge progress towards the 2050 goal.

OCP policies to achieve these reduction targets are summarized below, with further direction to be set out in the City's Climate Resilience Strategy.

OCP Policies Supporting Climate & Low Carbon Resilience

The OCP contains policies related to sustainability throughout the document. The following table outlines where OCP policies and guidelines address climate change mitigation, adaptation, and low carbon resilience.

The implementation strategies described in Part 5 will help ensure that the policies laid out in this OCP are accomplished through updates of other City plans and strategies that translate into GHG emissions reductions over the long term.

Climate Change Mitigation, Adaptation, & Low Carbon Resilience	
Create Compact, Complete Communities (increase population density with efficient use of land and infrastructure)	• Part 3 Urban Structure and Growth Plan (focus the most growth within the Urban Development Boundary) • Policy 3.9 Mixed Use Centres • Policy 3.10 Residential Neighbourhoods • City Centre Neighbourhood Plan • Historic Downtown Neighbourhood Plan • UDistrict Neighbourhood Plan • McKee Neighbourhood Plan
Provide Sustainable Transportation Options (shift towards more walking, cycling, micromobility, and transit)	• Policy 4.2.1 Local Jobs and Short Commutes • Policy 4.3.14 Street Design • Policy 4.4.1 Mode Emphasis • Policy 4.4.2 Mode Targets • Policy 4.4.6 Rethink and Redesign Streets • Policy 4.4.11 Route Network (for cyclists) • Policy 4.4.12 Bikeways and Micromobility (protected lanes) • Policy 4.4.14 Bike & Micromobility Parking • Policy 4.4.15 End of Trip Facilities (for cyclists) • Policy 4.4.16 Frequent Transit Network • Policy 4.4.18 BC Transit (more frequent transit) • Policy 4.5.11 Connections (trails and multiuse pathways)

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Disaster Resilience (work towards less vulnerable buildings and infrastructure)	• Policy 4.6.8 - Flooding Hazards • Policy 4.6.10 Climate Change and Disaster Resilience • Policy 4.6.15 Stormwater • Policy 4.6.18 Flood Protection • McKee Neighbourhood Plan (Wildfire Hazard DP Guidelines) • Part 6 Development Permit Guidelines
Green Energy (lower City and community GHG emissions)	• Policy 4.4.23 Electric Vehicles • Policy 4.6.11 Green Buildings • Policy 4.6.13 Air Quality • Part 6 Development Permit Guidelines
Natural Areas & Systems	• Policy 4.6.1 Ecological Greenways • Policy 4.6.3 Urban Forest and Tree Canopy • Policy 4.6.9 Aquifer Protection • Policy 4.6.12 Water Quality • Policy 4.6.14 Drinking Water • Policy 4.6.16 Wastewater • Policy 4.6.17 Solid Waste
Food Security *(produce food locally)*	• Policy 4.7.3 Capacity of Existing Agricultural Lands (preserve agricultural land) • Policy 4.7.8 Holistic Food Systems (local production) • Policy 4.7.17 Community Gardens • Policy 4.7.18 Farmers Market

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Housing

In 2024, the Canada Mortgage and Housing Corporation (CMHC) issued a report titled **"***Understanding Filtering: A Long-Term Strategy to New Supply and Housing Affordability" (June 2024).* The premise of this report was that one of the primary factors affecting housing affordability across Canada is the overall lack of supply of housing units.

In recognition of this premise, Abbotsforward 2050 approaches improve the affordability of housing within the city by focusing on enabling increased numbers of housing units, providing a diverse range of housing types and tenures, and locating denser multi-family development near transit, bicycle, and walking infrastructure.

This approach is also designed to increase the opportunity for supportive housing for people experiencing homelessness, as well as housing for families, households with special needs, and seniors as it considers the overall cost of living and accessibility.

Abbotsford's Housing Needs Report views housing through the lens of the Housing Continuum below, representing a diverse cross-section of housing in the city. This continuum ranges from social housing (with government support) to market housing.



Figure 2.1 The Official Community Plan Big Ideas

Housing Needs Report (HNR) regulations were initially enacted by the Province in 2019 and the City responded by adopting a Housing Needs Report in 2021. In 2024, the Province required cities to amend Housing Needs Reports by updating 5- and 20-year housing need projections as well as adding new data regarding some specific categories of need. The City of Abbotsford adopted those amendments in November, 2024

Section 473 of the *Local Government Act* requires local governments to include the following in Official Community Plans:

- Statements and map designations for the location, amount, type, and density of residential units needed for the next 5 and 20 years; and
- Housing policies that address each class of housing need included in the most recent housing needs report.

5- and 20-Year Need

Maps 1 and 2 of this plan identify the land use designations of properties within the city. This represents the planned location and density of housing units needed in the future to meet the 5- and 20-year housing need. The typology of housing as well as the number of enabled housing units is guided by Part 3, Land Use, which further describes the density and types of housing expected in each of these land use designations.

Housing Policy

Policies in this plan that address each class of housing need included in the most recent Housing Needs Report are listed in the following table:

Housing Class	
Affordable Housing	• Policy 3.12 Supporting Lands, Institutional • Policy 4.3.1 Diverse and Affordable Housing • Policy 4.3.2 Rental Housing • Policy 4.3.6 People Experiencing Homelessness • Policy 4.3.8 Non-Market Housing
Rental Housing	• Policy 3.10 Residential, Urban Area Manufactured Home Park • Policy 4.3.1 Diverse and Affordable Housing • Policy 4.3.2 Rental Housing • Policy 4.3.8 Non-Market Housing
Special Needs Housing	• Policy 4.3.3 Special Needs Housing
Seniors Housing	• Policy 3.10 Residential, Urban Area Manufactured Home Park • Policy 3.12 Supporting Lands, Institutional • Policy 4.3.4 Senior's Housing
Family Housing	• Policy 4.3.5 Family Housing
Shelters (for individuals experiencing homelessness and housing for individuals at risk of homelessness)	• Policy 4.3.6 People Experiencing Homelessness • Policy 4.3.8 Non-Market Housing
Housing Near Transit (housing in close proximity to transportation infrastructure that supports walking, cycling, micromobility, public transit and other alternative forms of transportation)	• Policy 3.9 Mixed Use Centres • Policy 3.10 Residential Neighbourhoods • Policy 4.3.7 Housing and Multi-Modal Transportation • Policy 4.3.14 Street Design

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Economic Prosperity

The economic hub of the Fraser Valley

Abbotsford is one of the largest and most dynamic business centres in Canada. The diverse, balanced economy includes aerospace, agriculture, manufacturing, construction, food and beverage processing, technology, film, health care and education sectors.

Located in the central Fraser Valley, Abbotsford is home to a number of important regional economic drivers including the Abbotsford International Airport, the University of the Fraser Valley, Abbotsford Regional Hospital and Cancer Centre, a provincial Supreme Court, Abbotsford Centre, Tradex, and a 24-hour border crossing.

The central location, connectivity to major transportation networks, and proximity to the USA and Asia-Pacific ports make it an ideal location for export-oriented businesses. These businesses are well-positioned to take advantage of Canada's extensive network of free trade agreements with the world's largest economies.

Abbotsford businesses also benefit from the diverse local population: over 25% of residents are immigrants and bring language skills and lived experience in some of Canada's most important export markets. Abbotsford's young, multicultural and highly skilled workforce brings energy and passion to the business community.

OCP policies and the work of the City's Economic Development department support Abbotsford businesses to grow and expand, attract new businesses to the community, facilitate filming, and create partnerships between local businesses and City programs that benefit our community. The City works hard to collaborate with industry associations, economic development partners and First Nations to solve regional issues and create regional opportunities.

Economic Policies

Policies in this plan that address economic prosperities are listed in the following table:

Economic Topic	
Local Opportunities	• Policy 4.2.1 Local Jobs and Short Commutes • Policy 4.2.2 Employment Hubs • Policy 4.2.5 Culture as an Economic Driver • Policy 4.2.9 Diverse Local Economy
Sector Support	• Policy 4.2.3 Abbotsford International Airport (YXX) • Policy 4.2.4 Creative Industries • Policy 4.2.6 Technological Industry Advancement • Policy 4.2.7 Industrial Land Supply • Policy 4.2.8 Agritech
Business Support	• Policy 4.2.5 Culture as an Economic Driver • Policy 4.2.11 Foster a Vibrant Business Community • Policy 4.2.12 Marketing

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3

Part 3: Land Use

Urban Structure & Growth Plan
Land Use Designations
Supporting Land Use Policies
Area Specific Policies

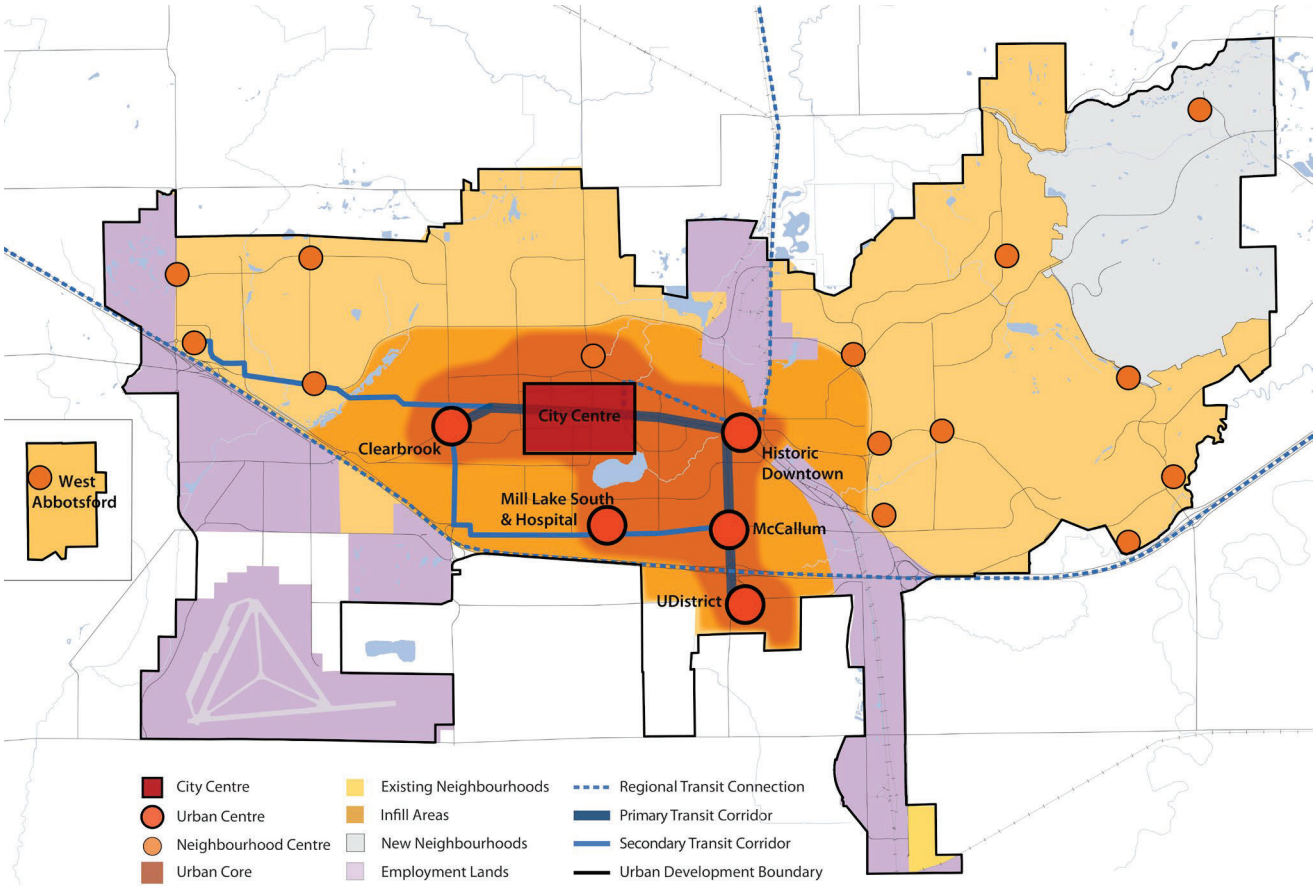


Urban Structure + Growth Plan

Land use and growth management are among the most powerful policy tools available to local governments to direct growth and shape development. As such, land use and growth management policies are integral to achieving a community's vision and goals. The policies in this section are designed to help bring the Big Ideas to life.

The overall structure for the urban area is defined by a hierarchy of mixed-use centres, anchored by ground oriented multi-unit; low, mid, and high-rise housing; and connected by the primary and secondary transit corridors that intensify over time, as shown in *Figure 3.1.*

Figure 3.1 Urban Structure



City Centre

This is the centre of Abbotsford's public, economic, and cultural life, and it has a city-wide draw. It is defined in part by South Fraser Way, which is envisioned to become a pedestrian friendly urban boulevard and retail street rich with street life served by frequent transit.

Urban Centres

This Plan identifies five mixed-use Urban Centres. While they are secondary to the City Centre in terms of scale and intensity of use, they offer city-wide appeal in addition to serving their surrounding neighbourhoods. Along with the City Centre, they are anchors on the Primary Transit Corridor, and the Historic Downtown and UDistrict in particular have a distinct character and function. They are community gathering places, places of employment, and rich with amenities and destinations.

Neighbourhood Centres

This Plan identifies 15 mixed-use Neighbourhood Centres. They are secondary to Urban Centres in terms of scale and use, and are intended to serve their surrounding neighbourhoods, with short, walkable trips. They are community gathering places and meet many of the daily needs of nearby residents.

Urban Core

This is the area with the most redevelopment and intensification of uses, and includes the City Centre and all Urban Centres. It is served by the primary and secondary transit corridors that connect these Mixed-Use Centres.

Infill Areas

These are existing older neighbourhoods close to the urban core that will see a gradual transition to new ground-oriented housing types, such as single detached, duplex, and townhouse, as well as accessory units such as secondary suites and detached units.

New Neighbourhoods

These are areas within the Urban Development Boundary that will see the development of new neighbourhoods.

Policies

All future growth will be contained within the existing Urban Development Boundary, with 75% of future residential growth taking place in centres and existing neighbourhoods, and 25% of future residential growth taking place in new neighbourhoods. After the life of this Plan, future growth will continue to be accommodated within the Urban Development Boundary.

The following growth policies apply until the year 2050, at which point Abbotsford is expected to have reached a population of approximately 250,000 by adding approximately 75,000 new residents, as guided by *Figure 3.1.*

3.1 Urban Development Boundary

Abbotsford can grow to a population of 250,000 people and beyond while maintaining the Urban Development Boundary. Therefore, expansion of the boundary for residential growth will not be considered in the life of this Plan. Some areas of rural residential will occur at very low densities outside the Urban Development Boundary that may include a lower standard of services.

3.2 Focused Residential Growth

Focus an overall 75% of new residential growth in centres and existing neighbourhoods, with the most intensification in the Urban Core. Specifically, focus:

a. 60% of new residential growth in the Urban Core; and
b. 15% of new residential growth in the Existing Neighbourhoods and around Neighbourhood Centres outside the Urban Core.

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In the Infill Areas, gentle increases in residential density will occur by complementing existing single detached development with the addition of ground-oriented duplexes, townhouses, and accessory dwelling units. This growth is in addition to the focused residential growth, and occurs on a smaller scale, but significantly supports the Urban Core.

3.3 Other Residential Growth

Allow the remaining 25% of new residential growth in areas designated as 'New Neighbourhoods'. The Plan anticipates that when the New Neighbourhoods growth is complete, future plans will continue to add people to existing neighbourhoods with minimal new areas for green field development.

3.4 Commercial Growth

Focus 70% of new commercial development in areas designated as 'City Centre', 'Urban Centre' and 'Neighbourhood Centre'.

3.5 Industrial Growth

Industrial designated lands will generally be maintained to support job growth. Industrial labour in Abbotsford currently comprises 30% of the total labour force and the Plan designates industrial lands for continued growth. The Plan also considers other City and regional objectives for industrial land supply in the Lower Mainland. Therefore, two Special Study Areas (A and B) are identified to further support both local and regional industrial needs.

3.6 Connections

The Centres of growth will be hubs connected through a coordinated network of transit and bike/micromobility (e.g. electric scooters) routes established in a new transportation plan.

3.7 Infrastructure

This Plan represents a significant turning point for the City in understanding whether growth pays for itself, and more importantly, what kind of growth pays for itself. Infrastructure planning and construction is tied to the land use plan to ensure efficient investments are made and that costs associated with servicing new development are fully borne by those who directly benefit. New development will contribute towards the cost of infrastructure capacity improvements that benefit the entire community through mechanisms such as: Development Cost Charges, Amenity Cost Charges, community amenity contributions, and other tools.

3.8 Beyond the Plan

This Plan establishes an urban structure that focuses growth around areas of concentrated amenities and services, building a 'city of centres' to a population of 250,000 people. Beyond 250,000 people, this Plan anticipates exploring opportunities for new centres and/or connecting these centres with corridors of higher density uses. By focusing growth, supporting existing centres, and strategically establishing a new centre south of Mill Lake, the Plan supports growth in priority areas before adding other new areas for higher density uses.

DRAFT

Land Use Designations

Land uses are illustrated on Maps 1 (Urban), 2 (Rural), and 3 (Neighbourhood Plans), and defined in greater detail through policies below. While not shown on the maps, land use designations extend to the centreline of surrounding roadways and rail corridors.

Despite anything else in this OCP, rezoning bylaws resulting from a development application submitted to and accepted by the City prior to adoption of the 'Abbotsforward 2050' OCP amendment bylaw *[Bylaw No. 3690 2025, adopted xx-xx-2025]* that were consistent with the OCP prior to the Abbotsforward 2050 amendments, are deemed to be consistent with the land use regulations of the OCP until the application is complete, withdrawn, or expires in accordance with the *Development Application Procedures Bylaw, 2016*.

CORRESPONDING ZONES

This section includes reference to 'Corresponding Zones' which implement the principal intent of each land use designation through more specific development regulations. New development is expected to use these zone(s).

Unlisted zones shall only be used where a land use designation does not identify a corresponding zone(s), or to accommodate unique or challenging circumstances, provided the zone is consistent with the intent of the OCP.

Editorial Note: Airport (YXX) Flight Path Height Restrictions

Despite the land use policies below, location-specific height restrictions apply to buildings, structures, and construction equipment on properties subject to the *Airport Zoning Regulations* (AZR), as identified by City of Abbotsford drawing M-500. Where development is located within the AZR, developers may be required to seek approvals directly from NAV CANADA and Transport Canada before the City can issue permits for development. Consult the "Development Guidelines for Federal Approvals and Land Use in the Vicinity of the Abbotsford International Airport (YXX)" for further guidance and a copy of the M-500 Map.

For tall buildings and structures outside of the AZR, Transport Canada and NavCanada reviews may also be needed to determine if marking and/or lighting are required in conjunction with development. See Transport Canada Advisory Circular (AC 601-007) or latest revision for further information. Additionally, for tall buildings and structures outside of the AZR (typically greater than 45m above ground elevation), the Abbotsford Airport will review the development plans to assess potential impacts to airport operations and aviation safety.

Policies

3.9 Mixed-Use Centres

These include the City Centre, Urban Centres, Village Centres, and Neighbourhood Centres, which comprise a mix of land uses, higher residential densities, and the concentration of commercial retail and offices in the city.



CITY CENTRE CORE

Purpose & Description

Enable a mix of uses that creates the primary hub of activity in the City Centre. Anchored by South Fraser Way, this designation provides the most flexibility in uses at the highest densities in the city.

Corresponding Zone: CCM

Uses	**Building Type & Height**	**Density** (min & max)
Mixed use (residential & commercial) Multi-unit residential Commercial Institutional	Mixed use buildings Multi-storey buildings including low, medium and high rises Heights are a minimum of 3 storeys	Base Density: 1.5 to 2.75 Base Density within a Transit-Oriented Area: 1.5 to 3.5 FSR Maximum, including Bonus Density: 6.5 FSR



CITY CENTRE RESIDENTIAL

Purpose & Description

Enable multifamily housing that will contribute to housing choice, while supporting and strengthening the City Centre Core.

Corresponding Zone: RMC

Uses	**Building Type & Height**	**Density** (min & max)
Multi-unit residential (Commercial Street provisions may also apply)	Multi-storey buildings including low, medium and high rises Heights are a minimum of 3 storeys	Base Density: 1.5 to 2.75 Base Density within a Transit-Oriented Area: 1.5 to 3.5 FSR Maximum, including Bonus Density: 6.5 FSR



URBAN CENTRE

Purpose & Description

Enable a mix of multi-unit residential and commercial uses to strengthen existing hubs that serve a city-wide and neighbourhood function. Buildings typically include a mix of retail and/or office space on lower floors and residential units on upper floors.

Corresponding Zone: UCZ

Uses	**Building Type & Height**	**Density**
Mixed-use (residential & commercial) Multi-unit residential Commercial	Mixed-use buildings Multi-storey buildings including low, mid and high rises Heights are a minimum of 3 storeys	Base Density: 1.0 to 2.5 Maximum, including Bonus Density: 3.5 FSR

Airport Flight Path Height Restrictions

While this designation does not limit building height, some Urban Centre lands are subject to airport flight path height restrictions. See "Development Guidelines for Federal Approvals and Land Use in the Vicinity of the Abbotsford International Airport (YXX)" for further guidance.



VILLAGE CENTRE

Purpose & Description

Enable a mix of uses that creates the primary hub of activity in the UDistrict and McKee neighbourhoods.

Uses	**Building Type & Height**	**Density**
Mixed-use (residential & commercial) Multi-unit residential Commercial Institutional	Mixed-use buildings Heights are a minimum of 3 storeys and a maximum of 6 storeys	1.0 to 2.5 FSR



HISTORIC CENTRE

Purpose & Description

Enable a mix of commercial uses that creates a strong hub of activity in the core of Historic Downtown.

Maintain a historic main street character of small-scale retail.

Corresponding Zone: C7

Uses	Building Type & Height	Density
Commercial Mixed-use (residential & commercial)	Mixed-use buildings Heights are a maximum of 3 storeys	100% lot coverage



NEIGHBOURHOOD CENTRE

Purpose & Description

Enable a mix of multi-unit residential and commercial uses that function as neighbourhood gathering places and destinations including shops, restaurants, cafes, and services. Serve a neighbourhood area.

Corresponding Zones: NCZ
Sites 2 ha or larger may incorporate some RMM, RMG

Uses	Building Type & Height	**Density** (min & max)
Mixed-use (residential & commercial) Commercial	Single or multi-storey buildings including low and mid-rises Heights are a maximum of 6 storeys	1.0 to 2.5 FSR 4,000 m^2 commercial retail unit maximum
Sites 2.0 ha or larger: a. may incorporate some standalone residential buildings b. are subject to policy 4.5.2		

3.10 Residential Neighbourhoods

These are predominantly residential neighbourhoods with a mix of apartments and townhouses, single detached and duplex dwellings, and accessory units as secondary and detached suites.

Properties that are fully or partially located within the Agricultural Land Reserve (ALR) may be subject to the *Agricultural Land Commission Act (ALCA)* restrictions on residential use, which permit a maximum of 3 dwelling units per lot unless approved by the Agricultural Land Commission.



APARTMENT

Purpose & Description

Enable apartment housing to strengthen and support the Mixed-Use Centres, Primary Transit Corridor, and Secondary Transit Corridor

Corresponding Zones: RMM
Sites 1 ha or larger may incorporate some RMG, RMR

Uses	**Building Type & Height**	**Density** (min & max)
Multi-unit residential Accessory commercial, associated with a residential care facility (Commercial Street provisions may also apply) Home occupation, live/work	Multi-storey buildings, including low and mid-rises, and integrated ground-oriented units. Up to 6 Storeys Sites 1 ha or larger may incorporate some Townhouse	1.0 to 2.5 FSR



TOWNHOUSE

Purpose & Description

Enable multi-unit ground-oriented housing to support mixed-use centres and/or to serve as transition areas near lower density neighbourhoods

Corresponding Zones: RMG, RMR, and RMX
RS7, subject to policy 3.21

Uses	**Building Type & Height**	**Density** (min & max)
Multi-unit residential Accessory commercial, associated with a residential care facility Home occupation, live/work	Ground-oriented row or townhouses, and secondary suites. Small-scale multi-unit housing, subject to policy 3.21. Heights are limited to 3 storeys. Sites 1 ha or larger may incorporate some Apartment up to 4 storeys	0.5 to 1.5 FSR



SSMUH 1

Purpose & Description

Enable small-scale multi-unit housing on lots near the urban core

Corresponding Zones: SSMUH 1, subject to policy 3.20
RS7 (see policy 3.20)
RMG, RMR on lots 0.4 ha or larger

Uses	**Building Type & Height**	**Density** (min & max)
Multi-unit residential Residential with accessory units Home occupation, live/work	Townhouses, duplexes, single-detached dwellings, gardens suites, coach houses with rear lane access, & secondary suites Heights are limited to 3 storeys	**Lots less than 0.4 ha** Per the Zoning Bylaw **Lots 0.4 ha or larger** Maximum 1.5 FSR for townhouse



SSMUH 2

Purpose & Description

Enable small-scale multi-unit housing on urban lots in neighbourhoods within the Urban Development Boundary.

Corresponding Zones: SSMUH 2 and SSMUH 2-g, subject to policy 3.20
RS5, RS6, & RS6-C (see policy 3.20)
Sites 1 ha or larger may incorporate some RMG, RMR

Uses	**Building Type & Height**	**Density** (min & max)*
Residential with accessory units Home occupation, live/work	Ground-oriented duplexes, single-detached dwellings, garden suites, coach houses with rear lane access, and secondary suites	Maximum 25 lots per ha
	Sites 1 ha or greater may incorporate some Townhouse up to 3 storeys, except where subject to *ALC Act* use restrictions	Maximum 50 units per ha for Townhouse portion of a site

* Maximum 3 units for lots within the Agricultural Land Reserve and subject to the *ALC Act* use restrictions



SSMUH 3

Purpose & Description

Enable small-scale multi-unit housing on large lots in limited areas within the Urban Development Boundary

Corresponding Zones: SSMUH 3

Uses	**Building Type & Height**	**Density** (min & max)
Residential with accessory units Home occupation, live/work	Ground-oriented duplexes, single-detached dwellings, garden suites, coach houses, and secondary suites	Maximum 6.5 lots per hectare (gross density)



SSMUH 4

Purpose & Description

Enable small scale multi-unit housing with suburban character in limited areas within the Urban Development Boundary

Corresponding Zones: Varies

Uses	**Building Type & Height**	**Density** (min & max)*
Residential with accessory units Home occupation, live/work	Ground-oriented duplexes, single-detached dwellings, garden suites, coach houses, and secondary suites	Maximum 2.5 lots per hectare (gross density)

* Maximum 3 units for lots within the Agricultural Land Reserve and subject to *ALC Act* use restrictions



URBAN AREA MANUFACTURED HOME PARK

Purpose & Description

Enable mobile home park neighbourhoods, with the option for apartment and ground-oriented housing redevelopment concepts that integrate secured rental housing with substantial non-market and/or seniors housing/care components; subject to tenant engagement, strategic phasing to minimize resident impacts, and tenant relocation assistance

Uses	**Building Type & Height**	**Density** (min & max)
Manufactured homes	1 storey manufactured homes	Maximum 20 units per hectare (gross density)
Apartment Townhouse Accessory Commercial	Apartments and ground-oriented housing, subject to Provincial tenancy regulations Heights are limited to a maximum of 6 storeys.	Varies



SUBURBAN

Purpose & Description

Enable low density single detached housing in neighbourhoods outside the Urban Development Boundary (UDB).

Corresponding Zones: Varies

Uses	**Building Type & Height**	**Density** (min & max)*
Residential with an accessory unit Home occupation, live/work	Single-detached dwellings, secondary suites, and coach houses with rear lane access Sites 1 ha or larger may incorporate some Townhouse up to 3 storeys, except where subject to *ALC Act* use restrictions	Maximum 50 units per hectare (gross density)

* Lots within the Agricultural Land Reserve may be subject to the *ALC Act* use restrictions



SUBURBAN HOBBY FARM

Purpose & Description

Enable single detached housing with small-scale hobby farming on suburban lots outside the Urban Development Boundary; may include modified municipal service standards such as water, sanitary, or roads

Corresponding Zone: SRH

Uses	**Building Type & Height**	**Density** (min & max)
Residential with an accessory unit Home occupation, live/work Agriculture	Single-detached dwellings, coach houses, and secondary suites	Maximum 2 dwelling units per lot 0.4 ha minimum subdivision size

3.11 Employment Lands

These are important employment lands that fall outside of Mixed-Use Centres, including commercial and industrial uses, as well as Airport, Hospital, and Agriculture lands



GATEWAY COMMERCIAL

Purpose & Description

Serve a neighbourhood or city-wide area as a node of commercial uses and tourist accommodation. Development is more intensive than Secondary Commercial and provides an elevated design standard given the city gateway location

Use	**Building Type & Height**	**Density** (min & max)
Commercial Indoor Industrial One accessory dwelling unit	Medium format commercial centres for retail, tourist accommodation, and limited office space at prominent City entry points Generally, up to 3 storeys, with heights up to 6 storeys permitted for tourist accommodations	up to 1.5 FSR



SECONDARY COMMERCIAL

Purpose & Description

Serve a neighbourhood or city-wide area in the form of commercial strip malls or indoor industrial uses, generally with off street surface parking

Corresponding Zone: CSC

Uses	**Building Type & Height**	**Density** (min & max)	
Commercial Indoor Industrial One accessory dwelling unit	Small and medium format retail centres Generally, 1 to 2 storeys, with heights up to 4 storeys permitted for tourist accommodations	**Within UDB** up to 1.0 FSR	**Outside UDB** up to 0.5 FSR (up to 1.0 on lots 1,000 m^2 or less)



REGIONAL COMMERCIAL

Purpose & Description

Serve a city-wide or regional area in the form of large format commercial malls or indoor industrial uses with off street surface parking

Corresponding Zone: CRZ

Uses	**Building Type & Height**	**Density** (min & max)
Commercial Indoor Industrial One accessory dwelling unit	Large format retail centres Generally, 1 storey, with heights up to 4 storeys permitted for tourist accommodations	Up to 0.5 FSR; 4,000 m^2 commercial retail unit minimum (60% of total floor space may be below the minimum)



LIGHT INDUSTRIAL

Purpose & Description

Large lots intended for industrial storage and commercial vehicle parking with modified municipal service standards (sanitary)

Corresponding Zone: LIZ

Uses	**Building Type & Height**	**Density** (min & max)
Industrial, limited to commercial vehicle parking and outdoor storage Accessory commercial	Industrial buildings and structures, generally 1 storey	Varies



GENERAL INDUSTRIAL

Purpose & Description

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

Corresponding Zone: I2

Uses	**Building Type & Height**	**Density** (min & max)
Industrial Accessory commercial One accessory dwelling unit	Industrial buildings and structures, generally 1 to 2 storeys	Varies



HIGH IMPACT INDUSTRIAL

Purpose & Description

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

Corresponding Zone: I2, I3, I5

Uses	**Building Type & Height**	**Density** (min & max)
Industrial and High Impact Industrial Accessory commercial One accessory dwelling unit	Industrial buildings and structures, generally 1 storey	Varies



HEALTH CAMPUS

Purpose & Description

Enable hospital and supporting medical, health, and residential care uses, serving a city-wide or neighbourhood area. Buildings typically include a mix of uses, are street fronting, and use surface, underground, and structured parking.

Corresponding Zone: P8

Uses	**Building Type & Height**	**Density** (min & max)
Medical, health, and residential care Commercial	Single or multi-storey buildings, including low or mid rises. Heights are limited to 6 storeys	0.5 to 2.5 FSR



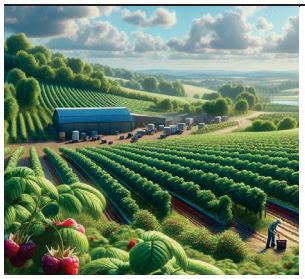
AIRPORT

Purpose & Description

Provide airport and aerospace uses and limited related commercial services

Corresponding Zone: I4

Uses	**Building Type & Height**	**Density** (min & max)
Aerospace Accessory commercial Agriculture	Aerospace buildings and structures, generally 1 storey with some multi-storey	Varies



AGRICULTURE 1 - UPLANDS

Purpose & Description

Large lots with rural character and active agricultural activity

In unique and limited circumstances, consider uses that support and enhance the agriculture industry and/or agricultural innovation

Corresponding Zone: A1

Uses	**Building Type & Height**	**Density** (min & max)
Agriculture Residential with accessory units Non-farm uses approved by the Agricultural Land Commission	Farming with rural residential	8 ha minimum subdivision, except where a smaller lot size is supported in this Plan



AGRICULTURE 2 – LOWLANDS

Purpose & Description

Large lots with rural character and active agricultural activity

In unique and limited circumstances, consider uses that support and enhance the agriculture industry and/or agricultural innovation

Corresponding Zone: A2

Uses	**Building Type & Height**	**Density** (min & max)
Agriculture Residential with accessory units Non-farm uses approved by the Agricultural Land Commission	Farming with rural residential	16 ha minimum subdivision, except where a smaller lot size is supported in this Plan

3.12 Supporting Lands

These are Institutional lands, open spaces, and other rural uses.



CIVIC INSTITUTIONAL

Purpose & Description

Enable a mixed-use civic hub with major institutions, assembly, and related office, commercial and residential uses serving a city-wide area

Uses	**Building Type & Height**	**Density** (min & max)
Institutional Mixed-Use (residential and commercial) Multi-unit residential Commercial	Mixed-use buildings Multi-storey buildings including low, mid, and high rises	Base Density: 1.5 to 2.75 Maximum, including Bonus Density: 6.5 FSR



INSTITUTIONAL

Purpose & Description

Buildings with institutional uses and open spaces.

Enable residential uses in the form of Non-Market Housing on parcels with a place of worship use within the Urban Development Boundary

Uses	**Building Type & Height**	**Density** (min & max)
Institutional Places of Worship One accessory dwelling unit	Heights are limited to 3 storeys	Up to 0.7 FSR
Residential, Non-Market Housing on sites with a place of worship Assembly use Accessory and supporting uses associated with Non-Market Housing	Height may be increased to a maximum of 6 storeys where Non-Market Housing is provided	Up to 1.8 FSR of additional density to a maximum of 2.5 FSR

** Non-Market Housing may include a portion of market housing, depending on specific funding models*



INSITUTIONAL COMPLEX

Purpose & Description

Enable a mixed-use civic hub with major institutions, assembly, and related office, commercial and residential uses serving a city-wide area

Uses	**Building Type & Height**	**Density** (min & max)
Institutional Mixed-Use (residential and commercial) Multi-unit residential Commercial	Multi-storey buildings, including low and mid-rise. Heights are initially limited to 6 storeys (taller and varied building heights may be possible through a neighbourhood plan)	1.0 to 2.5 FSR



UNIVERSITY INSTITUTIONAL

Purpose & Description

Enable a mixed-use university hub with major institutions, assembly, and related office, commercial and residential uses serving a city-wide area

Uses	**Building Type & Height**	**Density** (min & max)
Institutional Mixed-Use (residential and commercial) Multi-unit residential Commercial	Multi-storey buildings including low and mid rises Heights are limited to 6 storeys.	Up to 1.0 FSR



OPEN SPACE

Purpose & Description

Active and passive parks, trails, fields, recreation facilities. Preserved natural areas, steep slopes, sensitive habitat, streams (by land trust, covenant, or zoning)

Supporting civic facilities (with associated office and commercial services) for properties outside of the Agricultural Land Reserve

Uses	**Building Type & Height**	**Density** (min & max)
Recreation areas Protected areas Institutional One accessory dwelling unit in parks	Recreation facilities and out buildings	Varies



COUNTRY

Purpose & Description

Enable housing in a rural setting with 'acreage' or hobby farm character; includes modified municipal service standards such as water, sanitary, or roads

Corresponding Zone: CR

Uses	**Building Type & Height**	**Density** (min & max)
Residential with an accessory unit Home Occupation, live/work Agriculture	Single detached dwellings, coach houses and secondary suites	Max 1 unit per hectare (gross density, generally 2 ha lots)



RURAL

Purpose & Description

Enable housing in a rural setting with 'acreage' or hobby farm character; includes modified municipal service standards such as water, sanitary, or roads

Corresponding Zone: RR

Uses	**Building Type & Height**	**Density** (min & max)
Residential with an accessory unit Home Occupation, live/work Agriculture	Single detached dwellings, coach houses, and secondary suites	Max 0.26 units per hectare (gross density, generally 8 ha lots)



RURAL CENTRE

Purpose & Description

Preserve and enhance existing services in rural agricultural areas

Provide opportunities for civic and institutional uses to support the agricultural community

Uses	**Building Type & Height**	**Density** (min & max)
Mix of residential, commercial, industrial, and institutional	Varies depending on the use	Varies

3.13 Land Use Map Symbols

The following symbol categories apply to Maps 1, 2, and 3, providing more specific direction for land use designations and street networks in certain locations.

Commercial Street - Required

Purpose & Description	Uses
Require commercial uses along certain streets to ensure buildings contribute to a vibrant street environment	The ground floor **must** be active commercial uses with individual access to the street

Commercial Street/Frontage - Optional

Purpose & Description	Uses
Enable commercial uses along certain streets to ensure buildings contribute to a vibrant street environment	Where commercial is provided, the ground floor **must** provide active commercial uses with individual access to the street

Lot Assembly

Purpose & Description

Lots outlined in yellow may require assembly to incorporate park expansion or road dedication. Ultimate requirements will be determined at the time of a development application. Neighbourhood Plans may identify specific requirements.

Potential Future Streets & Potential Street Closures

Purpose & Description

Streets shown on Map 1 and in Neighbourhood Plans are conceptual. Ultimate road dedication requirements and alignments will be determined at the time of development. Adjustments, deletions, or additions will not be considered an Official Community Plan amendment.

Future Streets - new conceptual streets/roads are shown in grey with a dashed outline.

Street Closure – potential street closures are shown as a cross hatch.

DENSITY & DEVELOPMENT CALCULATIONS

The following policies apply when calculating density for development.

3.14 Rounding

Decimals when determining residential units or lots per hectare will be ignored: 1.1 is rounded down to 1; 1.9 is also rounded down to 1. Decimals when determining floor space ratios are rounded to one decimal place: 0.15 and greater is rounded up to 0.2; 0.149 and lower is rounded down to 0.1.

3.15 Calculating Units Per Hectare

Calculation of units per hectare (uph) includes all principal and accessory dwelling units.

3.16 Net or Gross

Unless otherwise stated in a neighbourhood plan, density within the Urban Development Boundary is determined based on net land area, except for the following land use designations:

a. SSMUH 3
b. SSMUH 4

Density outside the Urban Development Boundary is determined based on gross land area.

3.17 Net Land Area

The following land is removed to determine net land area when calculating density:

a. Land with slopes 30% and greater, based on conditions shown in Map 14
b. Streams (centre line of stream to top-of-bank, or high water mark when there is not a top-of-bank)
c. Utility right-of-way's such as power lines and pipe lines

Except when land is removed as described above, the following land is included in the net land area when calculating density:

a. Public road dedications
b. Park land dedications
c. Tree stands not included in the land areas removed above

For further clarity, on land that is included in the net land area but is provided as public road, park land, or tree stands as described above, density credit is calculated using the maximum density provided in the land use designation.

3.18 Calculating Slope

Slope is calculated based on a 4 m grid using conditions from the City's 2020 LiDAR data, and shown on Map 14 with the following intervals:

a. 20-29%
b. 30% and greater

Development applications may provide an alternate slope analysis, to the satisfaction of the City.

DRAFT

Land Use Policies

Policies

TOWNHOUSE & SMALL-SCALE MULTI-UNIT HOUSING (SSMUH)

3.19 Subdivision

In the case of subdivision within the SSMUH land use designations, conventional subdivision is preferred given the built form of the areas is predominantly street-facing. Panhandle and strata subdivisions are generally incompatible with 'SSMUH' neighbourhoods, and therefore may only be supported in unique circumstances, to be assessed and considered on a case-by-case basis where neighbourhood character is maintained.

3.20 Rezoning Applications in SSMUH 1 & 2 Land Use Designations

In the SSMUH 1 land use designation, applications for rezoning to the SSMUH 1 Zone will not be considered on a lot that does not meet the minimum subdivision regulations of the SSMUH 1 Zone.

In the SSMUH 2 land use designation, applications for rezoning to the SSMUH 2 Zone or the SSMUH 2g Zone will not be considered on a lot that does not meet the minimum subdivision regulations of the SSMUH 2 or SSMUH 2g Zone.

3.21 Rezoning Applications in the Townhouse Land Use Designation

In the Townhouse land use designation, applications for rezoning to the RS7 Zone will only be considered on a lot that meets the following criteria:

a. the lot is located within the areas shown in Figure 3.2; and
b. vehicle access is from a Local Road, as identified on Map 4.

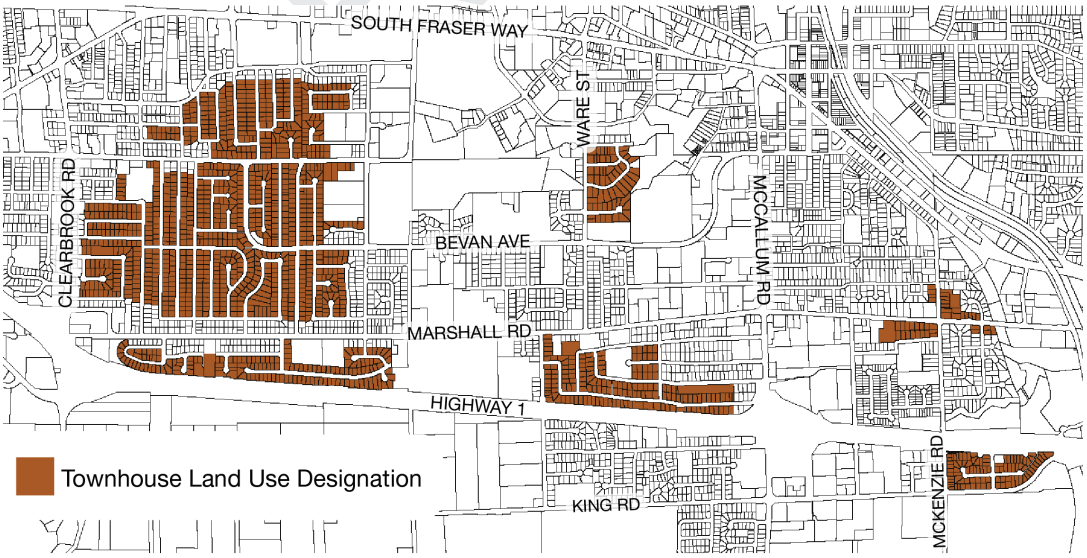


Figure 3.2 RS7 Eligible Area in Townhouse Designation

DRAFT

3.22 Townhouse Expansion

To improve development viability and broaden housing choice, proposals on lands designated Townhouse on Maps 1 and 2 may apply to redesignate abutting Small-Scale Multi-Unit Housing (SSMUH) parcels to the Townhouse designation. Suitability and neighbourhood fit will be assessed through the OCP amendment application process.

Preference will be given, but not limited, to parcels that meet the following criteria:

a. Proposed lot assembly improves overall site design, the interface with the street and adjacent sites, and Development Permit Guideline alignment
b. Proposed development sequencing and land assembly is compatible with the local neighbourhood structure
c. The additional properties improve the development interface along major roads, minimizing the number of driveway access points
d. The proposal avoids leaving isolated (orphaned) remainder parcels that cannot be developed to the use envisioned in the plan

For clarity:

c. Lands separated by a public road right-of-way are not eligible under this policy
d. Multiple parcels can be consolidated to qualify as an abutting parcel

COMMERCIAL

3.23 Corner Stores & Childcare Centres

Within the Townhouse, SSMUH 1, SSMUH 2, and Suburban land use designations, small scale accessory commercial uses, including child care centres, are permitted, based on the following criteria:

a. Must be a minimum of 400m from the nearest Neighbourhood Centre as shown on Map 1
b. Must be a minimum of 400m from other Corner Store or Child Care Centres
c. Must be on a corner when located on a Local road, as shown on Map 4
d. Limited to 400m^2 total commercial floor area (200m^2 when on a Local road only)

Notwithstanding the "Building Height and Type" description of Townhouse, SSMUH 1, SSMUH 2, and Suburban in *Land Use Designations* Policy 3.10, where a Corner Store or Child Care Centre is enabled the residential units may be located above the commercial space.

INDUSTRIAL

3.24 Light Industrial

Light industrial lands are located outside of the Urban Development Boundary (UDB). Gravel parking surfaces may be considered, subject to submission and acceptance of the following items at the time of development application and concurrent with rezoning:

a. Protection of Agriculture Buffer DP to establish a compatible interface with ALR lands
b. Hydrogeological study that shows a truck parking operation will not have any negative impact on the underlying aquifer (aquifer class IIC – low vulnerability to contamination), in accordance with the Development Bylaw
c. Rainwater Management Plan to ensure run-off is controlled on-site and discharged offsite after treatment via rain gardens and bioswales, or approved alternatives
d. Septic systems are to be provided for any industrial buildings and structures
e. Dust control program/plan

DRAFT

INSTITUTIONAL USES

The following criteria apply when Institutional uses change to other uses, or new places of worship, schools, or campuses are developed.

3.25 Institutional Change of Use

Land shown as Institutional on Maps 1 and 2 is eligible for using any land use designation that abuts the existing Institutional land use (not including land use designations separated by a public road right of way). Such a change in land use requires an OCP amendment application and be reviewed by the City to determine the best fit for the area and the objectives in this Plan.

3.26 New Institutional Uses – Schools and Places of Worship

The following criteria will be used when considering the location of new places of worship, schools, and campuses:

a. Must be within the Urban Development Boundary
b. Must be within the following land use designations as described in Policies 3.9 - 3.11:
   - City Centre Core
   - City Centre Residential
   - Urban Centre
   - SSMUH 1
   - SSMUH 2
   - SSMUH 3
   - Neighbourhood Centre
   - Apartment
   - Townhouse
   - SSMUH 4
   - Secondary Commercial

   Proposals on lands within the Agricultural Land Reserve and subject to *ALC Act* use restrictions will require Agricultural Land Commission approval
c. Have sufficient water supply and sanitary capacity to meet City bylaw requirements
d. Have enough land to meet off-street parking requirements in the Zoning Bylaw
e. Be compatible with adjacent properties in terms of size and scale of activity

Specific to Places of Worship

f. Must be along an Arterial or Collector road, as shown on Map 4

Specific to Schools and Campuses

g. Local walking and cycling infrastructure can provide a safe environment for students
h. Be within walking distance of existing or planned public transit service
i. Have sufficient space, location, and access for safe student pick-up and drop-off that remains compatible with the neighbourhood
j. Have the potential to enhance open space access to the surrounding neighbourhood

3.27 Housing on Place of Worship Sites

The following criteria will be considered when evaluating proposals for new non-market housing on place of worship sites:

a. Stand-alone residential building(s) or mixed-use building(s) will be considered
b. Supporting uses/services will be considered on a case-by-case basis
c. Within the Urban Development Boundary and not adjacent to, or across the street from a site designated for industrial use
d. Capacity to meet off-street parking demand for the proposed mix of uses
e. Within walking distance of existing or planned transit service
f. Scale, height, and location of uses are compatible with buildings and uses on adjacent sites
g. Housing aligns with City policy objectives, the Housing Needs Report, or other strategies
h. Includes a Housing Agreement
i. Adheres to the Multi-Unit Residential Development Permit Guidelines

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AGRICULTURE

3.28 Agricultural Enhancement Endowment Fund - Net Lot Area

When determining Agricultural Enhancement Endowment Fund contributions, the calculation of net lot area excludes environmental features requiring protection and the associated setbacks (e.g., watercourse setbacks).

For clarity, the following land is included in the net lot area when determining Agricultural Enhancement Endowment Fund contributions:

a. Public road dedications
b. Utility rights-of-way, such as powerlines/pipelines, not included in the area removed above

3.29 Lot Size in Agricultural Areas

Rezoning and site-specific Zoning Bylaw amendments within the Agricultural 1 - Uplands and Agricultural 2 - Lowlands land use designations to permit a lot size below the thresholds of Policy 3.11 may be considered in the following circumstances:

a. Provision of transportation or utility infrastructure serving public interests
b. Subdividing off the portion of a split-designated lot that is not designated Agricultural 1 – Uplands or Agricultural 2 - Lowlands
c. New public civic and public institutional uses in Rural Centres
d. Properties with existing Agricultural Land Commission subdivision approvals
e. A remnant agricultural parcel created through the above scenarios

3.30 Home Site Severances

Minimize the size of a home site severance parcel to maximize the agricultural potential of the remaining farm operation parcel.

3.31 Rural Centres: ALR Properties

New Civic and Institutional Uses

For properties generally identified within a Rural Centre on Map 2, proposals for public civic and public institutional uses necessary to support the surrounding agricultural community (e.g., parks, public schools, post offices, fire halls, etc.) will be considered on a case-by-case basis.

Subdivision below the Agricultural 1 - Uplands and Agricultural 2 - Lowlands land use designation minimums will be considered where required to minimize the impact on agricultural land.

Proposals for new public civic and public institutional uses will be considered in the context of, but not limited to, the following:

a. Compliance with the *ALC Act*, policies, and regulations, or ALC approval;
b. Transportation infrastructure can adequately support the traffic generated by the use, and/or proposed improvements will adequately mitigate issues;
c. Water supply and wastewater can be adequately addressed; and
d. Buildings and structures are generally compatible with the local scale and character.

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TEMPORARY USE PERMITS

Authority

In accordance with the *Local Government Act*, an Official Community Plan may designate areas where temporary uses may occur, and may specify general conditions regarding the issuance of Temporary Use Permits in those areas.

Area

The entire City is designated as an area where a Temporary Use Permit may be considered. The temporary use designation is intended to apply to operations that are temporary in nature and the designation does not in itself permit specific uses on the designated sites.

Conditions

The following conditions apply to Temporary Use Permits:

a. A Temporary Use Permit may specify the conditions under which the temporary use be carried on.
b. All Temporary Use Permits should address other policy directions in this OCP, including the compatibility with the character of the neighbourhood and surrounding uses. Appropriate landscaping, screening and buffering may be included as conditions of the permit to protect adjacent land uses.
c. All sites on which a Temporary Use Permit is issued must generally be able to service the requested temporary uses within existing servicing capacity, and not require significant upgrades.
d. The applicant or owner may be required to remove buildings, and restore property to a specific condition when the use ends.
e. Upon expiration of a Temporary Use Permit, the permitted uses revert to those outlined in the City of Abbotsford Zoning Bylaw No. 2400, as amended.

DEVELOPMENT APPROVAL INFORMATION (DAI)

Authority

In accordance with the *Local Government Act*, an Official Community Plan may specify circumstances and designate areas for which development approval information may be required.

Area

The entire City of Abbotsford is designated as a Development Approval Information Area in order to guide and support new development that contributes to the goals and objectives of the Official Community Plan. The Director of Development Planning, or designate, may require development approval information.

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Area Specific Policies

The following policies provide additional direction for specific areas of the City in the absence of a more detailed neighbourhood plan.

MILL LAKE SOUTH

The neighbourhood south of Mill Lake is centrally located and close to major amenities and employment areas, including the City Centre, Mill Lake Park, and Abbotsford Regional Hospital. The policies for this area are intended to promote a vibrant, mixed-use neighbourhood, with a range of building heights and densities that support and connect the City Centre, Mill Lake Park, and Abbotsford Regional Hospital. Further land uses and policies for this area may be identified or refined through a Neighbourhood Plan.

3.32 Land Use

Figure 3.3 below identifies the land use designations for Mill Lake South, including future roads. Future land uses that support and complement Abbotsford Regional Hospital are encouraged, including medical offices, clinics, care facilities, and housing for seniors and medical workers. Ground floor commercial uses are required on Primrose Street between Mill Lake Park and Abbotsford Regional Hospital, where indicated by the Commercial Street - Required designation.

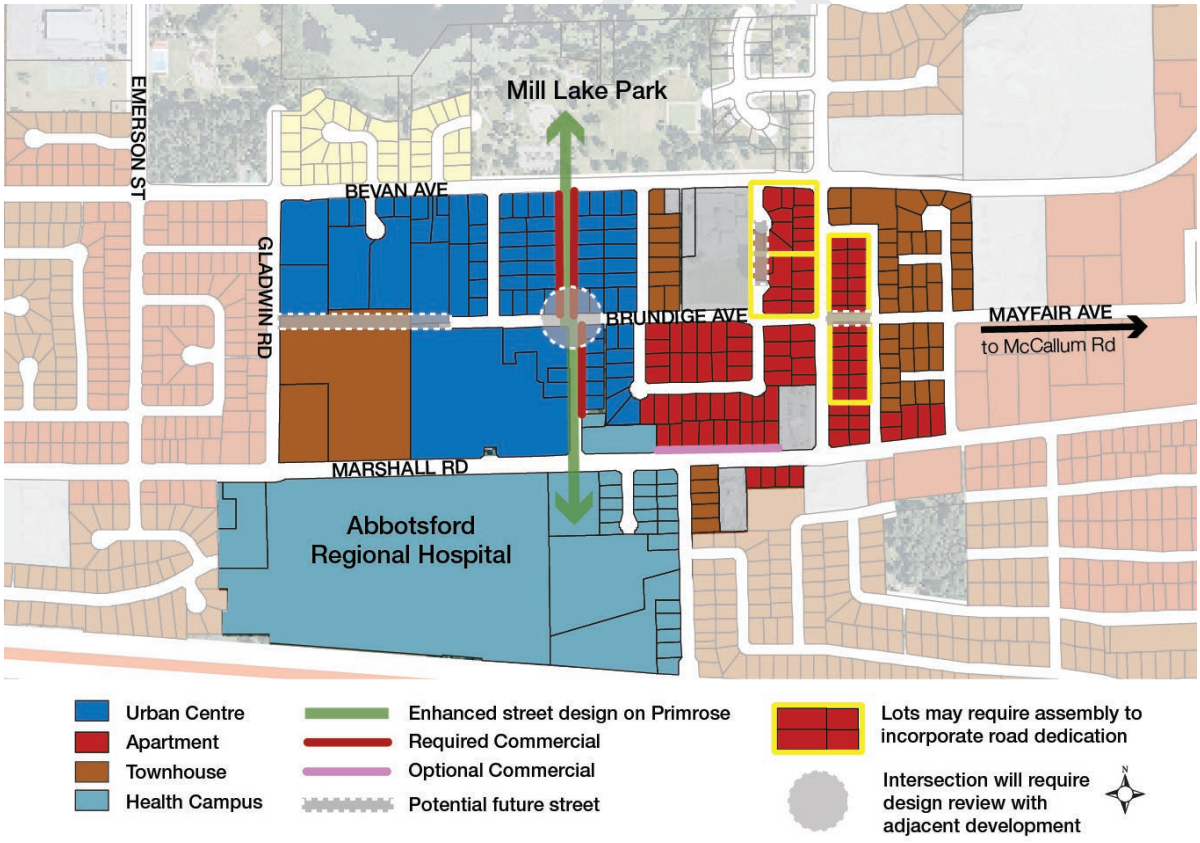


Figure 3.3 Mill Lake South Land Use Plan

3.33 Transportation

Figure 3.3 identifies conceptual road connections within the Mill Lake South neighbourhood. New future road segments link Gladwin Road to Vinewood Street and McCallum Road via Brundige Avenue. Ultimate dedication requirements will be determined at the time of application or through Neighbourhood Planning to support and enhance the neighbourhood transportation network.

Primrose Street will accommodate an enhanced cross section to connect Mill Lake Park and Abbotsford Regional Hospital. Implement a 22.5 m locally adapted version of the Urban Centre street concept shown in Figure 4.2 to support vehicle, pedestrian, bicycle and micromobility (e.g. e-scooters/skateboards) movement, with on-street parking and street trees. Tailored dedication and design considerations may be needed for the segment south of Brundige Avenue due to recent development and shallow lots.

SALTON ROAD

3.34 Consider Opportunities for More Housing

Subject to further local level analysis, consider the potential to provide broader housing options in Areas 1 and 2, as identified in Figure 3.4.

a. Consider OCP amendment proposals for the following:

   i. **Area 1:** apartment residential development up to 6 storeys
   ii. **Area 2:** townhouse residential development up to 3 storeys

b. Suitability of proposals will be evaluated based on, but not limited to the following:

   i. Demonstration that ground conditions support development consistent with the Mult-Unit Residential Development Permit Guidelines, and objectives of this Plan;

   ii. Proposed land assembly maintains the development potential of adjacent sites and is phased in a manner that remains compatible with surrounding properties; and

   iii. Demonstration that utility and transportation infrastructure will support the overall concept of increased development in this area.

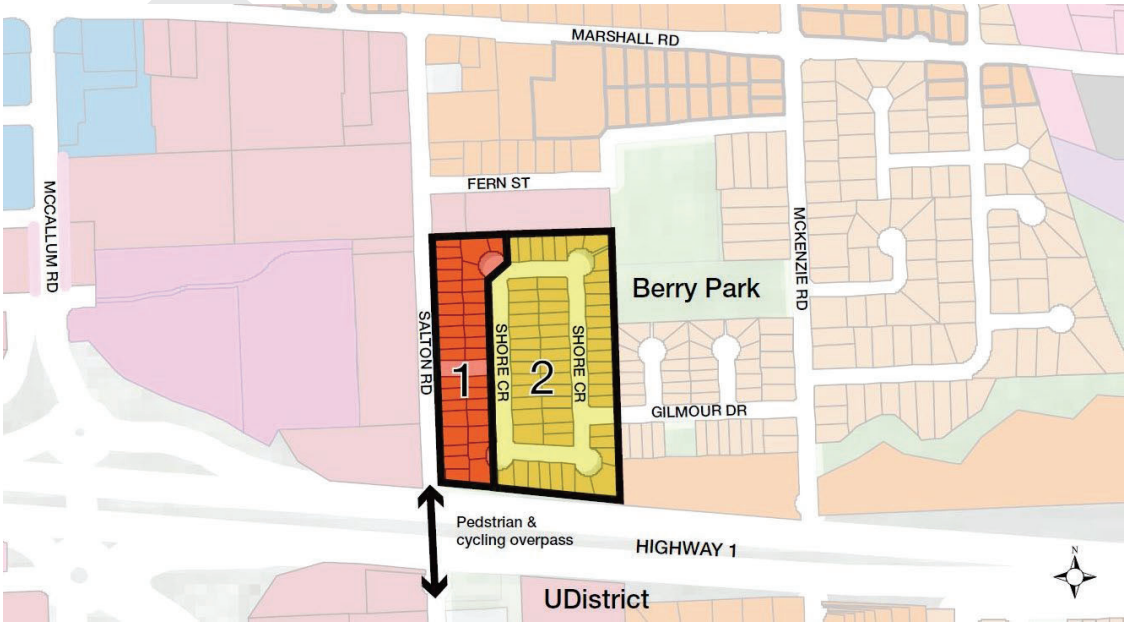


Figure 3.4 Salton Road Area

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MCKEE

3.35 Neighbourhood Centre Relocation

Subject to further analysis, consider the merits of an OCP amendment application to relocate the Neighbourhood Centre on Auguston Parkway South closer to McKee Village. The suitability of a proposal will consider, but not be limited to:

a. Commercial viability and alignment with the objectives of the McKee Neighbourhood Plan
b. Ability to integrate with and complement the future McKee Village commercial area
c. Balanced density re-allocation within the plan area
d. Assessment of environmental and trail network impacts
e. Retention of a smaller-scale commercial node (e.g. corner store) linked to the community hub near the elementary school and childcare centre may be considered

SURPLUS PROVINCIAL HIGHWAY LANDS

3.36 Strategic Use Opportunities

Notwithstanding the land uses identified on Maps 1 and 2, surplus lands resulting from Provincial highway improvements are designated to permit secured commercial vehicle parking and housing. Proposals on lands within the Agricultural Land Reserve and subject to *ALC Act* use restrictions will require Agricultural Land Commission approval.

SPECIAL STUDY AREAS

As outlined in Part I of this Plan, Abbotsford can grow to a population of 250,000 people while maintaining the Urban Development Boundary. Therefore, this Plan does not support expansion of the Urban Development Boundary for residential growth. While this approach enables smart and responsible growth of the city, building a complete and diverse community is equally important. Accordingly, a number of Special Study Areas are highlighted for further planning and analysis for industrial and park uses.

The following describes the intent of the Special Study Areas shown on Maps 1 and 2.

Areas A & B

In 2004, the City of Abbotsford completed a detailed study of the industrial land inventory and explored opportunities to add additional industrial land to ensure a long-term supply. This resulted in approximately 180 hectares (445 acres) of industrial designated land added to the 2005 Official Community Plan. Much of that industrial land is now used for industrial purposes and will be fully absorbed within the life of this Plan. Special Study Areas A and B are highlighted for future industrial and agritech growth because of proximity and access to:

a. Highway No. 1
b. Abbotsford International Airport – YXX
c. Rail
d. Agricultural lands
e. Other industrial uses

While these areas have been highlighted for future industrial and agritech growth, they reside within the Agricultural Land Reserve and have not been endorsed by the Provincial Agricultural Land Commission (ALC). Any uses that are inconsistent with the *ALC Act* and its *Regulations* must be approved by the ALC. They will only be considered for industrial uses through a comprehensive planning process led by the City, taking into account existing industrial land inventory and technical aspects such as servicing, traffic and buffering. Until this planning process is completed and approved, all properties must comply with existing zoning.

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Areas C & D

The City of Abbotsford strives to provide an adequate and diverse supply of parks and open space for residents. As Abbotsford grows to a population of 250,000 people, acquiring and maintaining parks and open space will be a key component to the quality of life in the community.

New neighbourhood parks and trails will be established where growth is occurring in existing neighbourhoods, like the City Centre, and in New Neighbourhoods located on Sumas Mountain. However, there is a need for large, city-wide active park space to serve the broader community. This requires sites with a significant amount of land and specific conditions to work, which are not available and cannot be accommodated within existing or New Neighbourhoods.

Special Study Areas C and D are highlighted for future large format, city-wide active park space because of their lot configurations, ideal topography, and proximity to:

a. Existing neighbourhoods
b. Growth areas
c. Existing parks
d. University of the Fraser Valley (UFV)

In addition to future active park space, these two areas are conducive to agricultural related uses that are more accessible to the public, community groups and students; and for agricultural exhibition, research and development, agritech, and education. In particular, these areas would support further expansion and growth of UFV's agricultural programs in conjunction with community agricultural programs.

The special study areas reside within the Agricultural Land Reserve and have not been endorsed by the Provincial Agricultural Land Commission (ALC). Any uses that are inconsistent with the *ALC Act* and its *Regulations* must be approved by the ALC. They will be considered for development through a comprehensive planning process led by the City, taking into account existing park inventory and future needs. Until this planning process is completed and approved, all properties must comply with existing zoning.

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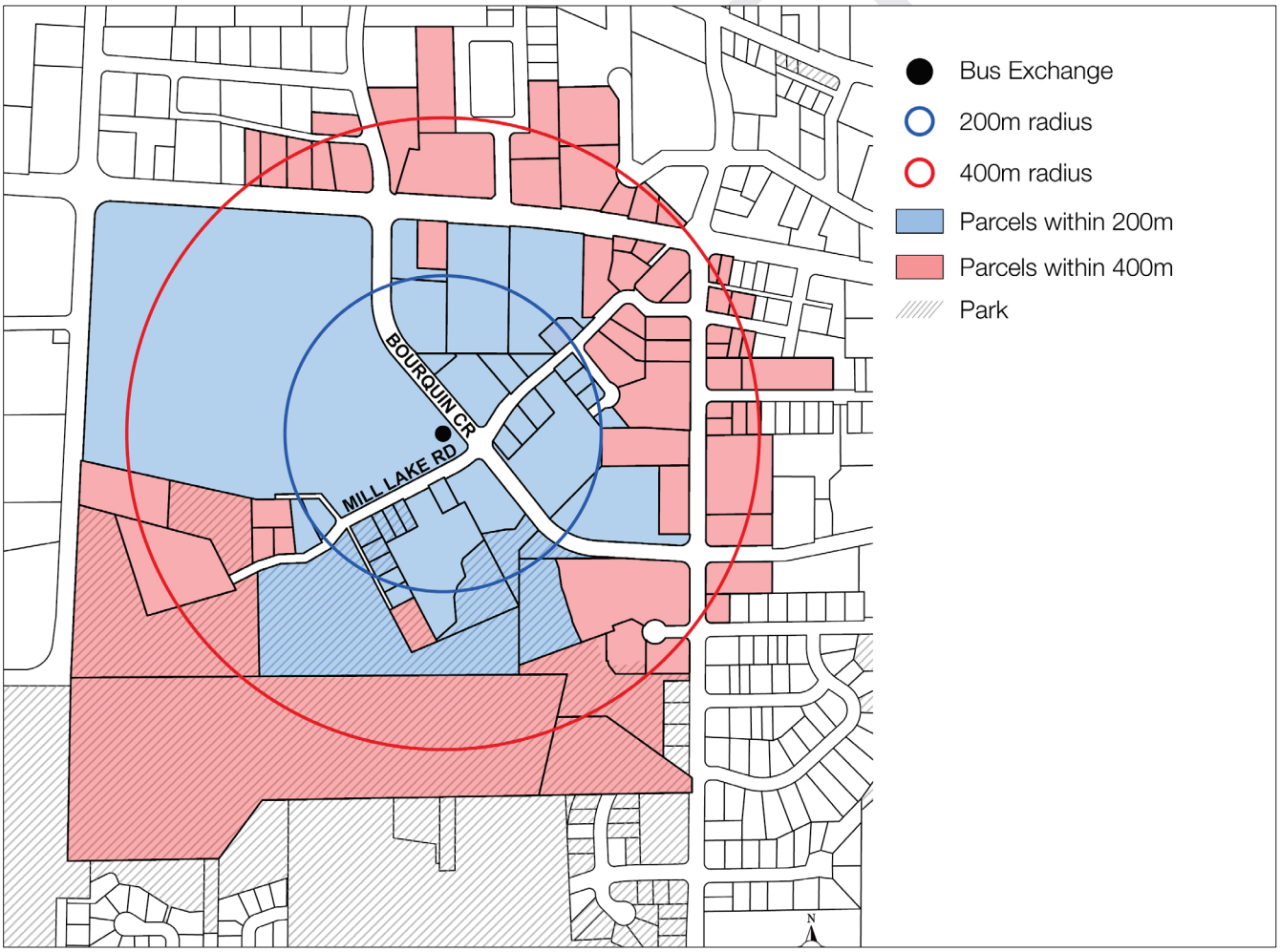
TRANSIT-ORIENTED AREAS

The *Local Government Act* requires municipalities to designate Transit-Oriented Areas (TOAs) around prescribed transit stations. TOAs are areas within a prescribed distance of major transit infrastructure where minimum allowable heights and densities are applicable to all properties that are zoned to permit a residential use. Pursuant to the *Local Government Transit-Oriented Areas Regulation*, the prescribed densities and heights for TOAs in Abbotsford are as follows:

Distance from Transit Station	Prescribed Building Height	Prescribed Density
200 metres or less	10 storeys	3.5 FSR
400 metres or less but further than 200 metres	6 storeys	2.5 FSR

The prescribed building heights and densities identified above apply in conjunction with applicable land use designations of this plan and are inclusive of all uses which may be permitted or required by such designations. For example, where an OCP land use designation enables a mix of commercial and residential uses, the minimum density that must be allowed within a TOA includes both the commercial and residential uses.

Figure 3.5 Designated Transit-Oriented Area 1: Bourquin Transit Exchange



4

Part 4: Policies

Create a City Centre
Support a Thriving Local Economy
Establish Distinct & Complete Neighbourhoods
Make Walking, Biking, & Transit Delightful
Make Places for People
Improve Natural & Built Systems
Enhance Agricultural Integrity





4.1 Create a City Centre

Big Idea

When asked where the heart of the city is located, all residents will point to the same recognizable place that is the centre of public, economic, and cultural life. This City Centre will have a clear identity and sense of arrival, and will evolve into Abbotsford's most vibrant area, scaled to pedestrians and rich with diverse housing, destinations and activities. It will also continue to be the employment hub in Abbotsford, with strong links to the Civic Precinct and Mill Lake.

Goals

South Fraser Way as an Urban Boulevard

Transform South Fraser Way into an urban boulevard where walking, biking and transit become enjoyable ways to experience the City Centre. Vibrant street fronting buildings and diverse destinations make the boulevard a place people choose to visit and linger – it is a destination, not a thoroughfare.

Break Up Large Blocks and Build at a Human Scale

Create a fine grain street network to shorten large blocks and reduce walking distances, establishing more human scaled and connected streets that city centres require. Transition away from the current focus on vehicles towards a focus on people through measures such as the elimination of large surface parking lots and overly wide intersections with high speed turn lanes.

Connect Mill Lake

Establish Mill Lake as an integral part of the City Centre's sense of place and identity by connecting the City Centre to the lake through prominent visual and physical links.

10,000 more people

Bring into the City Centre residents who can walk to shop, play, and work. Reinforce the major employment hub with housing, diverse commercial amenities, and community attractions, drawing visitors from across the city and beyond.

Refer to the City Centre Neighbourhood Plan for a detailed plan for the neighbourhood (Bylaw No. 2913-2019, cited as "Official Community Plan Bylaw, 2016, Amendment Bylaw No. 6").

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4.2 Support a Thriving Local Economy

Big Idea

Abbotsford's economy will continue to be one of the most diverse and resilient in the country. With significant regional importance, the hospital, airport, and agricultural land will continue to draw investment. New opportunities for fibre optic, creative, and technology industries will add to Abbotsford's attraction.

Goals

Local Economy

Develop a vibrant, local, diverse, and resilient economy, leveraging both new and established assets related to fibre optics, the city centre, airport, agriculture, University of the Fraser Valley, and hospital.

Innovation

Recognize the value of innovation in our local economy, especially in the agricultural sector.

Jobs

Support land use opportunities for job growth to keep pace with population growth, supporting short commute times, a complete community, and local prosperity.

Relationships

Invest in building relationships that facilitate economic alignment and economic success.

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Policies

The policies in this section apply across the city, and Neighbourhood Plans, Master Plans, and City strategies will consider many of them in more detail.

ECONOMY AND EMPLOYMENT

4.2.1 Local Jobs and Short Commutes

Continue to balance the number of jobs to number of residents employed in the labour force in the city, reducing the need for longer commute distances for residents. Support opportunities for jobs within complete neighbourhoods wherever feasible.

4.2.2 Employment Hubs

Support employment hubs by encouraging the City Centre as the primary office hub of the city, with supporting office and amenity areas near the University of the Fraser Valley and the Abbotsford Regional Hospital.

4.2.3 Abbotsford International Airport (YXX)

Continue to support the growth and expansion of the airport as a destination for domestic and international flights, and aerospace related industries.

4.2.4 Creative Industries

Investigate opportunities for expanding creative industries, including consideration of measures to create affordable studio or workshop space, live/work uses, and flexible spaces where people can gather to share equipment and ideas. Leverage existing high-tech infrastructure, such as the fibre optic network through the City Centre and Urban Centres, to draw new industries into the urban area.

4.2.5 Culture as an Economic Driver

Use culture and creativity as a prosperity tool to attract and retain labour force and business investment. Support cultural hubs and creative industries to enhance the quality of life and position Abbotsford as a desirable place for business and individuals to invest, work and live.

4.2.6 Technological Industry Advancement

Support technological advancements and integration by existing industries such as agriculture, advanced manufacturing, and aerospace/aviation to develop Abbotsford as an innovation hub.

Consider developing a technology strategy for creating a colocation hub or incubator in the City Centre and Urban Centres.

4.2.7 Industrial Land Supply

Ensure that an adequate supply of industrial land exists to meet anticipated future needs as described in Part 3 of this Plan, protected from uses and conditions that could destabilize it.

4.2.8 Agritech

Support agricultural innovation, food security, and opportunities for the emerging agritech sector to collaborate with primary agricultural production, farm product processing, agricultural support services, and agricultural by-product management.

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4.2.9 Diverse Local Economy

Encourage the continued diversification of a local economy that supports existing businesses, encourages the development of new businesses, and facilitates home-based business development with a wide variety of sectors. A distinct focus will be continuing to grow Abbotsford's well-established strategic sectors: agriculture, aerospace/aviation, and niche manufacturing.

4.2.10 Clean Economy

Support a Clean Economy through innovation, job creation and environmental sustainability with a climate resiliency lens.

4.2.11 Foster a Vibrant Business Community

Support a vibrant business community through local economic development programs including:

a. Advancement of actions and initiatives set out in the City's Business Retention and Expansion Strategy to support existing business and their plans for growth and expansion, as they drive the majority of Abbotsford's economic growth, using initiatives such as:
    i. enhanced online resources, GIS site finding
    ii. business walks and visits
    iii. industry-sector bus tours
    iv. Eat Local initiatives
    v. Business spotlight programs
    vi. strengthened City-business relationships
b. Investment attraction by marketing the city as an attractive destination for new business investment, with a focus on attracting sustainable growth in strategic sectors (e.g. businesses looking to invest for the long term and increased opportunities for building a local skilled workforce).
c. Start up support through resources and connections for early-stage entrepreneurs who see Abbotsford as a long-term home for their new businesses.

4.2.12 Marketing

Position Abbotsford as a destination for business, leveraging key and consistent messaging in communications, including:

a. Showcasing Abbotsford as the most ideally positioned community within the Lower Mainland.
b. Spotlighting Abbotsford's transportation network, with affordable, highly efficient access to all of North America, the U.S. Pacific Northwest, and Asia Pacific.
c. Marketing Abbotsford as a diverse, livable community on the outskirts of one of the most desired global hubs in the world.

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4.3 Establish Distinct + Complete Neighbourhoods

Big Idea

Abbotsford will be a city where neighbourhoods and smaller districts will be as complete and mixed use as possible, while also having their own distinct character and sense of place. Residents can work, and enjoy amenities and services such as cafes, shops, schools, and parks nearby, often within walking distance of home.

These neighbourhoods will set the stage for vibrant public life, in which people feel compelled to leave their homes on foot and cross paths with neighbours, enhancing health, safety, and community. Diverse housing types will create housing choice and will allow residents to live in their chosen neighbourhoods throughout their lives.

Goals

Housing Options

Establish diverse housing types within all neighbourhoods, increasing the range of options in terms of affordability, tenure, size, and type that support flexible housing options, including multigenerational living and aging in place.

More People to Support Neighbourhood Retail

Support neighbourhood retail and community amenities in as many existing neighbourhoods as possible in order to provide daily needs within walking distance. This is done by establishing greater residential densities that provide market support for economically viable grocers and other shops and retail uses.

Neighbourhood Main Streets

Rethink streets in Urban and Neighbourhood Centres to focus on people by turning them into destinations for gathering, shopping, and lingering.

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Policies

The policies in this section apply across the city and Neighbourhood Plans for particular areas of the city will consider them in more detail. In addition, some neighbourhoods already have specific character and policies for those areas are included below.

HOUSING

4.3.1 Diverse and Affordable Housing

a. Support diverse and affordable housing types for a variety of household sizes, incomes, tenures, and preferences, ranging from single detached homes, duplexes, and townhomes, to low, mid, and high-rise residences, and distribute them across the city.
b. Support secondary suites in all single detached dwellings city-wide and in all duplex dwellings within the Urban Development Boundary.
c. Support mixed affordable housing options such as allowing mortgage helper lock-off accessory units in multifamily developments.
d. Support garden suites and/or coach houses in all residential land use designations, city-wide, subject to Part 3 of this Plan.
e. Support diverse housing ownership models such as co-op, cottage, and co-housing.
f. Encourage innovations in housing design such as passive solar, energy efficient, and carbon neutral multi-storey buildings.
g. Update and maintain the City's Affordable Housing Strategy that advances the objectives of this plan, and that:
    i. Identifies short- and long-term strategic affordable housing priorities
    ii. Considers all available tools to encourage more affordable housing across the housing continuum including but not limited to incentives and allowances such as tenant protection policies, inclusionary zoning, property tax reductions, cost charge waivers, grants, bonus density provisions, streamlined processes, and zoning variances or amendments
    iii. Encourages new housing initiatives that partner with other levels of government, agencies, private industry, community organizations and individuals to maximize shared expertise and resources and to help achieve new affordable housing initiatives.

4.3.2 Rental Housing

a. Support initiatives that increase the supply of market and non-market rental housing through partnership and collaboration.
b. Identify City-owned land with opportunities for non-market rental housing.
c. For buildings with five units or more, conversions of rental units to stratified units are generally not supported when the vacancy rate as provided by Canada Mortgage and Housing Corporation for Abbotsford is at 3% or lower for a period of two consecutive years.
d. Continue to maintain policies and regulations that increase rental housing choice such as residential secondary suites, garden suites, coach houses, and innovative approaches to and forms of shared accommodation, while maintaining a focus on long term security for renters.

4.3.3 Special Needs Housing

Support incorporation of universal design features and principles to create housing options for people of all abilities.

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4.3.4 Senior's Housing

Support the provision of a range of seniors housing and innovative care options across the city and within neighbourhoods, such as shared accommodation, assisted living, and residential complex care facilities.

4.3.5 Family Housing

Support a range of housing types, forms, and tenures across the city and within neighbourhoods to meet the needs of residents, including households with children, by increasing opportunities for innovative forms of ground-oriented and multi-unit residential housing.

4.3.6 People Experiencing Homelessness

a. Support a range of affordable housing options using a housing first approach along the housing spectrum, including shelters and safe houses, transitional/temporary housing, supportive housing, and independent living options, especially in transit-accessible areas.
b. Support initiatives in the City's Homelessness Action Plan and update the plan as needed.

4.3.7 Housing and Multi-Modal Transportation

a. Focus planned residential densities within the Urban Development Boundary adjacent to and in close proximity to Transit-Oriented Areas, primary transit corridors, and bicycle routes.
b. Support locating land-uses and housing types that serve families, seniors, and those with special needs near transit, bicycle, and walking infrastructure.

4.3.8 Non-Market Housing

Increase the amount of affordable and adequate accommodation for lower income households by:

a. Increasing the supply of non-profit rental social housing through partnership and collaboration;
b. Identifying City-owned land with opportunities for non-profit housing, housing demonstration projects, and supportive housing for individuals with special needs; and
c. Supporting a range of affordable housing options using a housing first approach along the housing spectrum, including shelters and safe houses, transitional/temporary housing, supportive housing, and independent living options, especially in transit-accessible areas.

LAND USE

4.3.9 Mixed-Use Centres

Through a mix of uses including retail, office, and residential, create a mix of uses that functions as a distinct neighbourhood. This includes focusing the highest densities and greatest mix of uses in the Urban and Neighbourhood Centres within individual neighbourhoods. This approach of a 'city of centres' is described in Part 3 of this Plan.

4.3.10 Retail Streets

Use individual Neighbourhood Plans to determine where the primary Retail Streets will be that give priority to active uses at street level, with any on site surface parking located at the rear of buildings.

4.3.11 Residential Intensification

Focus residential intensification around the Urban and Neighbourhood Centres as outlined in Part 3 of this Plan.

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BUILDINGS

4.3.12 Maximum and Minimum Setbacks

In the Urban and Neighbourhood Centres, use maximum and minimum setbacks to ensure there is sufficient space to accommodate seating or other amenities within public and semi-public spaces along Retail Streets.

STREETS

4.3.13 Street Connectivity

Create a more connected street network that breaks up larger blocks and increases the number of intersections. This can include improved 'catwalk' or cul-de-sac connections and mid block crossings that make dead end streets or long blocks easier to navigate. In Urban and Neighbourhood Centres, pay particular attention to intersection design through public spaces and corner buildings.

4.3.14 Street Design

Establish detailed street design and architectural standards to make walking, biking, and transit delightful throughout Urban and Neighbourhood Centres, with particular emphasis on Retail Streets as determined in individual Neighbourhood Plans. This includes all elements of streets as 'urban rooms', including street and building edges, separating pedestrians and moving traffic, and forward views.

Example street cross sections are in section 4.4, 'Make Walking, Biking, and Transit Delightful'.

4.3.15 On Street Parking

Permit on street parking throughout the Urban and Neighbourhood Centres where strategically effective to minimize the need for off street surface parking. Balance this relative to other street design and public space goals such as separating pedestrians and moving traffic and enabling delivery vehicle access that supports Retail Streets.

4.3.16 Off Street Parking

Minimize off street surface parking in Urban and Neighbourhood Centres, requiring residential and commercial parking to be situated underground or concealed within buildings along Retail Streets.

RURAL AREAS

The following policies apply to areas outside the Urban Development Boundary that are not in the Agricultural Land Reserve.

4.3.17 Development and Use

Development in these areas will be low density residential that has a rural character with reduced infrastructure services, and low impact recreation opportunities such as biking and horseback riding.

4.3.18 Geography and Environment

Sumas and Vedder Mountain are prominent physical features in Abbotsford that will continue to provide both park and open space areas for people to enjoy, and areas of natural habitat for coastal forest plants and animals.

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4.4 Make Walking, Biking, + Transit Delightful

Big Idea

Residents will choose to get around by foot, bike, and transit because they will be convenient and enjoyable options in Abbotsford. Along with wheelchair use, walking will be safe, accessible, interesting, and enriching, and it will be the first choice for residents for short trips. Shorter trips will become more common with a growing number of destinations in walking distance of one another.

For longer trips, residents will choose to get around by bike, micromobility, and transit, with these options being seamlessly integrated into the lifestyles of residents of all ages and abilities.

Goods movement and personal vehicles will still be a daily reality in city life during the life of this Plan. However, by making walking, biking and transit truly enjoyable options, Abbotsford will work better for everyone.

Goals

Align Land Use and Transportation

Ensure decisions, investments, and policies embrace the synergy and overlapping relationship between land use decisions and transportation, recognizing that the most important element of achieving a shift to walking, biking and transit is supportive land uses.

Redesign Streets

Make people the most important consideration when planning and designing new streets (or retrofitting existing streets), creating places for safe, enjoyable walking and cycling, as well as for lingering, meeting, and people watching.

Transportation Choice

Increase transportation choice by making walking, biking, and transit the most attractive options for most trips in the Urban Core and Neighbourhood Centres, and viable options everywhere.

Rethink Parking

Create the conditions for efficient use of existing parking while managing demand. Support the need for less parking over time, and in particular less surface parking in Mixed Use Centres.

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Policies

The policies in this section apply across the city, and Neighbourhood Plans and an updated Transportation Master Plan will consider many of them in more detail.

PRIORITIZE PEOPLE, NOT CARS

4.4.1 Mode Emphasis

Make transportation investment, space allocation, and improvement decisions in the Urban Development Boundary, particularly the Mixed-Use Centres, based on a new hierarchy as follows:

1. Walking (including accessibility)
2. Biking and micromobility (e.g. e-scooters)
3. Transit
4. Goods Movement
5. Multiple Occupant Vehicles
6. Single Occupant Vehicles

In areas outside the Urban Development Boundary, make transportation decisions with the intent to balance mobility modes over time. Although this standard is lower than the urban places, improvements relating to walking, biking and transit are still desirable.

4.4.2 Mode Targets

Develop ambitious but realistic city wide and neighbourhood specific mode targets that emphasize walking, biking, and transit use year-round, reflecting a multi-modal city. A suggested starting target is 25% of all trips being made without a vehicle in the life of this Plan.

4.4.3 Budget Targets

Continue to align annual budget allocations to the new mode hierarchy and mode targets. Demonstrate how proposed spending supports achieving both during the budget process.

4.4.4 Wayfinding

Create a comprehensive direction system that is easy to understand and navigate for pedestrians, cyclists and transit users. Signage and mapping should be located at regular intervals along pathways and transit corridors, and could include real time information. Facilitate this through public art and urban design.

4.4.5 Coordinate Land Use and Street Design

Coordinate land use with key corridors for walking, biking, and transit to enhance user experience and safety with minimal interruptions and conflict points (e.g. opportunities to reduce curb cuts).

4.4.6 Rethink and Redesign Streets

Design rights-of-way to encourage people to walk, bike, and take transit, particularly along streets in the Urban Core and Neighbourhood Centres. As needed, accommodate other unique situations such as emergency vehicles in creative ways that achieve the objectives of this Plan.

Example conceptual street cross sections are below in *Figures 4.1, 4.2, 4.3, and 4.4*. Where conceptual OCP street design is formalized through the Development Bylaw, the cross-sections of the Development Bylaw shall take precedence.

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Figure 4.1: City Centre Main Street Concept (South Fraser Way)

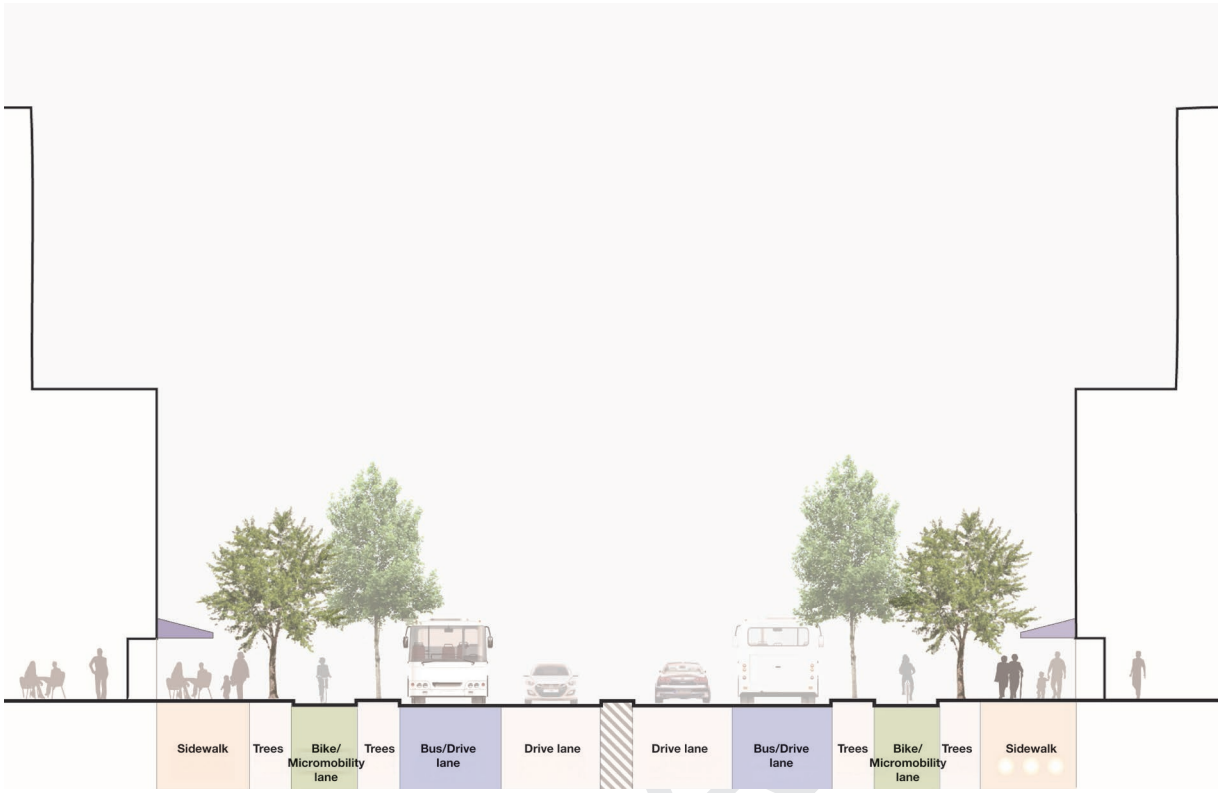
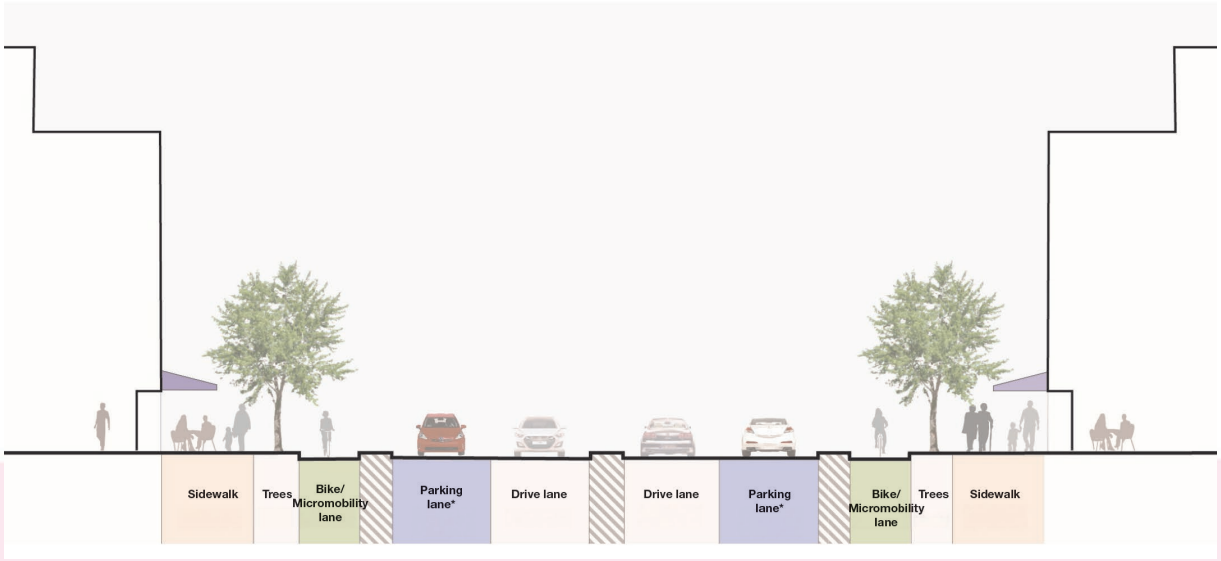


Figure 4.2: Urban Centre Main Street Concept



*Note: parking lanes could also be used as transit lanes during peak travel times.

Figure 4.3: Neighbourhood Centre Main Street Concept

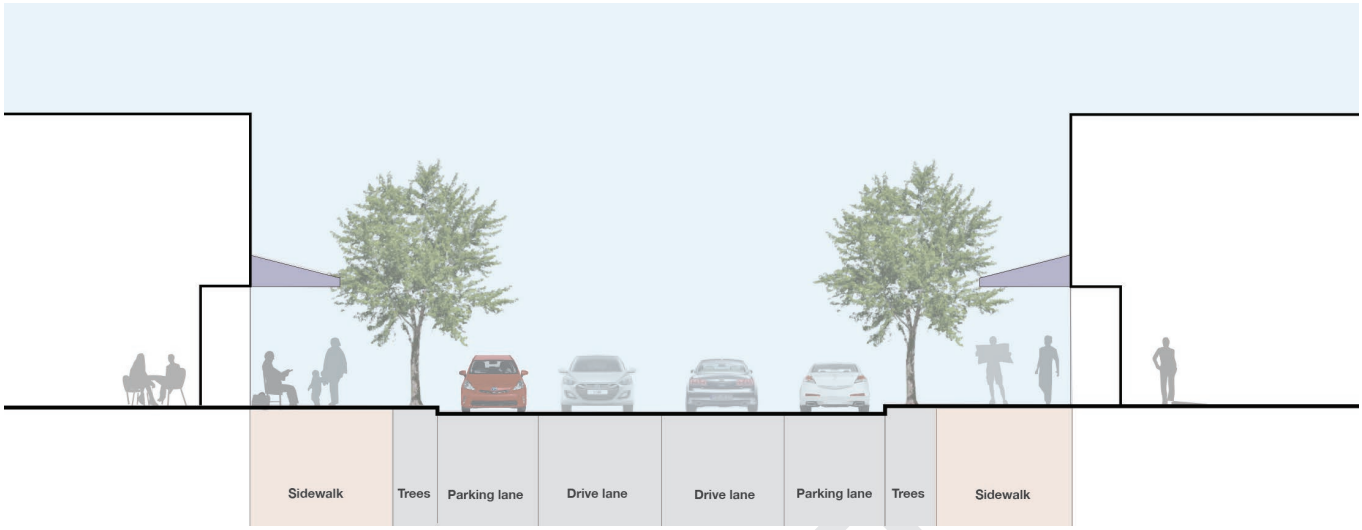
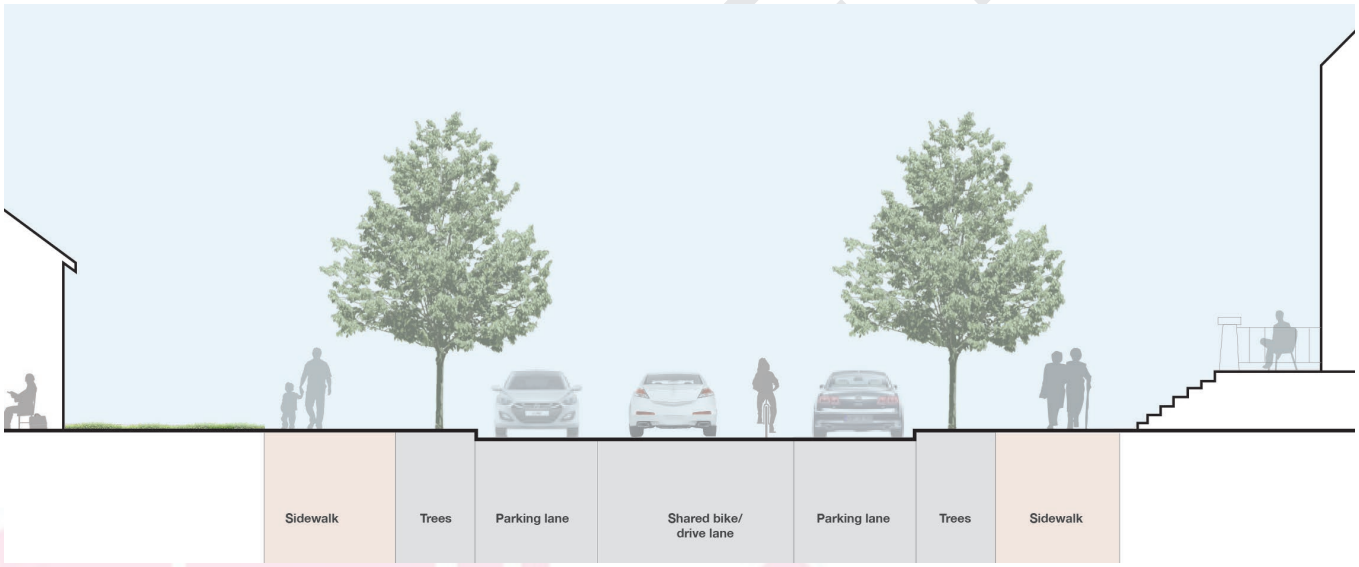


Figure 4.4: Neighbourhood Residential Street Concept



WALKING

4.4.7 Shorter Distances to Destinations

Reduce travel distances by planning uses closer together and creating more direct connections to destinations. This includes building connections by providing more compact, mixed uses, multiple direct route options, reducing block sizes, and adding mid-block crossings where necessary.

4.4.8 Sidewalk and Pedestrian Pathway Design

Increase the safety, accessibility and enjoyment of sidewalks and pedestrian pathways by improving the design of new streets and retrofitting existing streets as they are replaced or upgraded:

a. Develop continuous sidewalks with no interruptions or obstacles; underground utilities.

b. Adjust or extend curbs at intersections to reduce crossing distances.
c. Maximize crosswalk visibility though lighting, pavement markings, curb extensions, and clear sight lines.
d. Use different materials and raise sidewalks in parking areas.
e. Minimize the width and number of driveways that cross sidewalks.
f. Plant street trees and ensure a full cover mature tree canopy is created over time.
g. Use landscaping, bike lanes, and/or on street parking to separate sidewalks from vehicle travel lanes where the posted speed limit is 30 km/hr or greater.
h. Investigate innovative street approaches such curbside management techniques to manage access and mobility within the urban core

4.4.9 Public Seating

Provide opportunities for rest, with seating at regular intervals on sidewalks and other pedestrian paths.

4.4.10 Signal Priority and Frequent Crossing

Give pedestrians priority with signal timings, including pedestrian head starts to allow less mobile pedestrians to cross. Particular attention should be paid to signal times and frequent crossing opportunities in the Mixed Use Centres.

BIKING

4.4.11 Route Network

Create a continuous and complete urban network of safe, direct biking routes suitable for commuting, school, and other daily trips. The network should connect as many residents as possible to major employment, education, amenity, and service nodes in the Mixed Use Centres with dedicated bike lanes or bikeways. Consider the use of Local streets to expand the network beyond Collector and Arterial streets.

4.4.12 Bikeways and Micromobility

Use principles outlined in best practice guides for urban bikeway/micromobility (e.g. e-scooters) design, including separating routes adjacent to traffic travelling at 50 km/hr or greater, at high volumes, and/or including truck routes, and prioritizing one way over two-way cycle tracks. Ensure ‘catwalk’ and other pathway connections are designed with baffles instead of gates to facilitate biking.

4.4.13 Conflict Zones

Highlight potential conflict zones with pavement markings, including intersections and crossings. Creative and playful measures are encouraged.

4.4.14 Bike and Micromobility Parking

Provide abundant, weather protected, secure, and conveniently located bike parking in all new multifamily, mixed use, commercial, institutional, major employment hubs, and major transit locations. Consider opportunities to support resident micromobility storage, charging, and convenient access.

4.4.15 End of Trip Facilities

Encourage and create incentives for end of trip facilities including showers, changing areas, charging stations, and lockers/storage in new major employment developments.

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TRANSIT

4.4.16 Frequent Transit Network

Create a functional and frequent transit network by focusing improvements on the primary and secondary transit corridors in the Urban Core (*Figure 3.1*) and connections to the surrounding Neighbourhood Centres. Deliver the highest frequency of service on the primary transit corridor in the Urban Core and protect the flexibility for other transit opportunities in the future, such as rapid bus or light rail, both in dedicated transit lanes.

4.4.17 Transit Stops

Review and revise policies and regulations to locate transit stops within short distances of intersections to enable quick connections and reduce jaywalking (use 25 metres as a target). Design the stops and nearby public and private space to contribute to the safety, convenience, and comfort of waiting areas. Prioritize these improvements in the Urban Core and at other high demand locations.

4.4.18 BC Transit

Work with BC Transit to develop a strategy for achieving all day frequent transit service (8 minute headway) along the frequent transit network described above in the life of this Plan. This could include transit priority treatments such as transit signal priority, transit bulges, intersection queue jumping, and dedicated transit lanes to reduce transit travel times and improve reliability, particularly in the Urban Core.

VEHICLES AND PARKING

4.4.19 Design Speeds

Ensure street design does not encourage or facilitate speeding beyond the intended speed limit. This may include context sensitive designs that adhere to a safe systems approach.

4.4.20 Street Hierarchy

Establish a more detailed set of street design and cross section standards that considers surrounding land use and the needs of all users to meet the objectives of this Plan. This will ensure cross-town trips with vehicles are possible on some streets, while others become destination streets rather than through streets.

4.4.21 Parking Supply

Review parking standards for new developments to ensure oversupply does not occur. Ensure flexibility to grant lower minimums in denser areas, and employ parking maximums to reduce surface parking lots in strategic areas and to reduce supply over time as part of achieving the mode shift target.

4.4.22 Parking Management

As the City Centre and Urban Centres are developed, consider develop public parking strategies that promote a high turnover through time limits and parking fees. This helps promote economic activity and manage demand.

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4.4.23 Electric Vehicles

Study the potential to require electric vehicle charging infrastructure in new multifamily, mixed use, employment centre developments where appropriate. Encourage retrofitting of existing buildings to include electric vehicle charging infrastructure.

GOODS MOVEMENT AND EMERGENCY VEHICLES

4.4.24 Goods Movement

Ensure goods movement space is maintained through creative and innovative methods that meet both commercial retail objectives and streets designed for all users. Pay particular attention to Mixed Use Centres.

4.4.25 Truck Routes

Limit heavy vehicle movement to designated Provincial and Municipal Truck Routes. Avoid truck routes through Mixed Use Centres.

4.4.26 Intersection and Street Design

Design the majority of the urban area to prioritize intersections for pedestrians and avoid unwelcoming and unattractive designs. Specifically target the Mixed Use Centres and consider innovative design treatments for infrequent, but necessary, delivery truck movements.

4.4.27 Emergency Vehicles

Work with emergency services to identify creative ways to provide emergency access while maintaining attractive and welcoming streets and intersections for pedestrians and cyclists. Minimize the overdesign of streets for large emergency vehicles such as fire trucks.

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4.5 Make Places for People

Big Idea

Abbotsford will have beautiful and interesting public places. While pedestrian-friendly buildings will provide the frame for public life, parks, plazas and other open spaces will provide the stage. Many sidewalks will be filled with people going about their daily lives, walking, lounging, socializing, playing, eating, shopping, creating, dancing, exploring, and people-watching.

Abbotsford will also create places that are inclusive of all people and their diverse needs and aspirations, and that support a vibrant community. Public places will support people meeting people who are different from one another.

Goals

Open Spaces and People Places

Support a diverse and dynamic system of parks, recreational facilities, and trails, as well as urban plazas, streets, and other places and features.

Creative and Cultural Expression

Support creative and cultural expression in public spaces and throughout the city, and celebrate local heritage consistent with the Culture Connect: Culture Strategy. Embrace a sense of experimentation in the activation of people places.

Inclusive and Diverse Community

Foster inclusivity in Abbotsford through diverse and accessible building and public space, and amenities that meet a variety of cultural priorities.

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Policies

The policies in this section apply across the city, and Neighbourhood Plans and updated Master Plans will consider many of them in more detail.

PARKS, RECREATION, AND CULTURE

As the City of Abbotsford continues to grow and densify, our urban green network comprised of parks, open space and trails will become increasingly more important to improving the quality of life of current and future residents of Abbotsford. These areas provide space to enjoy outdoor recreational and cultural pursuits, and can offer residents a connection with nature without having to travel outside of the City.

In order to keep pace with our urban growth, key resources include the Culture Connect: Culture Strategy and subsequent directions, and OCP Map 8 to guide parkland acquisition.

4.5.1 Future Park Locations

Future park locations have been generally identified within catchments in Map 8 (Parks and Trails) and are identified by asterisks which delineate the classification of the required park.

4.5.2 Neighbourhood Centre Gathering Places

Incorporate medium-sized (approximately 500 m^2), publicly accessible amenity space (e.g. plaza) on Neighbourhood Centre sites 2 ha or larger through redevelopment of properties at rezoning. Centrally locate these spaces to serve as community destinations and gathering places.

4.5.3 Future Park Features

Guide the equitable, strategic, and demand/needs-based delivery of park features, ensuring they are appropriately located, distributed, and aligned with community needs, including the exploration of alternative models to enhance efficiency and ensure public access.

4.5.4 Parkland Acquisition

a. Where land is readily available through the subdivision process, parkland will be acquired using one or more of the following approaches: up to 5% of developable land contribution, 5% cash-in-lieu of parkland contribution, and/or a portion of development cost charges (DCCs), as applicable for each development application.
b. When the identified park location in Map 8 (Parks and Trails) is located within an area predominantly comprised of multi-unit residential, and subdivisions are not likely to be pursued, then the 5% provision of developable land contribution may need to be secured through the rezoning process, as applicable for each development application.
c. Prioritize functional suitability when considering parkland dedication - including factors such as topography, accessibility, and ecological value – to ensure the land meaningfully contributes to the city's park network.
d. Street frontage is a critical factor in park acquisition. Parkland should prioritize street frontage to ensure clear sightlines, enhance public safety, provide on-street parking, allow access for park maintenance vehicles, and avoid hidden or isolated locations that reduce visibility, safety and accessibility or negatively impact private property.

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4.5.5 Neighbourhood Plan Influence

Where park locations have been generally identified within catchments in Map 8 (Parks and Trails) and are also identified to be included within a Neighbourhood Plan boundary, the future park details (e.g. number of parks and park classification) will be guided by the Neighbourhood Plan.

4.5.6 Open Space Acquisition

Lands within the City that cannot be developed and are acceptable to the City will be transferred as Open Space through measures such as dedication to the City, development permit, establishing a restrictive covenant, or rezoning to the satisfaction of the City, at the time of rezoning, or subdivision, as applicable.

4.5.7 Trails Acquisition

Land for trails will be transferred to the City at the time of rezoning, subdivision, or development permit, as applicable. Land transferred will often be comprised of environmentally sensitive areas, steep slopes, riparian areas, and species at risk habitat management areas.

4.5.8 Colocation

Cluster parks and open space, where possible, with areas for active and passive recreation use that accommodate institutions and social facilities, indoor and outdoor recreation facilities, retail and restaurant areas (in the case of urban places), and other community amenities. Discourage small, isolated, single purpose parks.

4.5.9 Safety

Ensure consistent application of Crime Prevention Through Environmental Design (CPTED) principles in the planning and design of parks, trails, and recreational facilities, where aligned with holistic design principles.

4.5.10 Ecological Management

Manage parks in an environmentally sensitive manner, and consistent with policies in section 4.6.

4.5.11 Connections

Support neighbourhood connectivity where possible, through active transportation networks that link to multiuse pathways Mixed Use Centres, park amenities, and recreation areas.

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ARTS, HERITAGE, AND CULTURE

4.5.12 Cultural Inclusiveness

Ensure cultural resources and activities provided by the City are inclusive:

a. Respond to the cultural needs and aspirations of Abbotsford's diverse population through culturally relevant programs, services, and facilities.
b. Encourage cultural expression – through events, public art, and other means – that reflect diverse community interests and needs.

4.5.13 Public and Performance Arts

a. Provide appropriate places and buildings for artistic expression and public art in formal or informal settings, such as in parks, greenways, open spaces, and performance venues.
b. Improve existing places and create new spaces for arts and culture to thrive by reducing barriers that inhibit the use of some venues and locations.
c. Support business licensing that allows for flexible creation of physical and performance art, such as in-home kilns, painting studios, art classes, and temporary events in commercial, industrial or residential spaces
d. Consider development of Arts, Entertainment and Sports Districts.
e. Encourage provision of public art in private developments as appropriate.
f. Consider the development of natural heritage and cultural asset protection strategies.
g. Encourage the activation of new or existing spaces for short-term and long-term arts and culture opportunities.
h. Explore incentives and partnerships to encourage more arts and culture in the City.

4.5.14 Celebrate Culture

Culture is a vital component of a healthy community and can help build economic growth. Recognize the importance of culture by celebrating and promoting our cultural communities and assets.

4.5.15 Vibrant Streets and Spaces

Encourage the activation of new or existing spaces for arts and culture opportunities. Where suitable, design public spaces to showcase public art, creative spaces, and enhancements to cultural and heritage resources. This includes encouraging temporary events, performances, structures, and installations that contribute to the vibrancy and cultural diversity of the area.

4.5.16 Create and Activate Places

a. Develop and simplify permitting and licensing processes for the creation, performance, and/or exhibition of art and cultural endeavors to allow greater flexibility for property owners and occupiers, and greater support to the arts and culture community.
b. Review and update bylaws to ensure they continue to meet the evolving needs of the arts and culture community, with feedback from artists, cultural leaders, and the public.
c. Invest in, and promote, our distinctive identity and sense of place through tools available under Provincial Legislation to generate activity, excitement, and vibrancy for residents and visitors.
d. Encourage collaboration with organizations, businesses, and the general public in order to develop specific programs and interest in cultural activities.

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4.5.17 Library Access

Ensure library facilities are accessible to residents across the city.

4.5.18 Conserving Heritage

Identify, conserve, and protect cultural heritage and historic buildings, including but not limited to First Nations sites, national historic sites, civic cemeteries, properties on the *Community Heritage Register*, and heritage landscapes.

4.5.19 Heritage Conservation Areas

Assess the feasibility of applying heritage conservation areas to protect and enhance concentrated areas of heritage and historic buildings, such as Clayburn Village. Consider applying a heritage conservation area to other areas in the future.

4.5.20 Authentic Places

Where new development is proposed on or adjacent to heritage properties, building design and site planning should be sympathetic to the heritage value of the local heritage resource.

4.5.21 Heritage Integration

Utilize the following tools to support the retention, integration, and adaptation of heritage resources in redevelopment areas:

a. Heritage Impact Assessments for new development on or adjacent to heritage resources
b. Heritage Revitalization Agreements to integrate heritage resources into development sites

4.5.22 Education and Access

Support access to municipally-owned cultural, archival, and museum collections that facilitate learning about Abbotsford's past and present.

COMMUNITY DEVELOPMENT

4.5.23 Inclusion and Diversity

Encourage cultural diversity and cross-cultural awareness to actively build a culture of tolerance, acceptance, respect, support and understanding, and give residents opportunities to fully engage in the community, workforce, education, and public life.

4.5.24 Accessibility

Continue to work with persons with disabilities, accessibility organizations, and the Accessibility and Equity Advisory Committee (AEAC) to improve accessibility in Abbotsford, in alignment with the Community Accessibility Plan and the *Accessible British Columbia Act*.

4.5.25 Children, Youth and Families

Recognize children and youth as citizens who contribute in their own way towards the quality of urban life. Approach their needs and the needs of families through coordinated amenities and services, transit, and public spaces; and through social development infrastructure such as health, education, employment, and housing.

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4.5.26 Older Adults

Consider the needs of older adults to promote active aging, aging in place, and providing a continuum of care to ensure they remain socially connected, active, and supported in their homes and community.

4.5.27 Social Spaces and Connectedness

Create neighbourhoods that are designed to encourage social interaction and community participation opportunities. This can include community hubs with shared social service delivery and places that integrate health care, childcare, family services, and local economic activity.

4.5.28 Community Safety

Collaborate, advocate and communicate with public safety agencies to ensure shared outcomes and coordinated responses. Build strong communication and public awareness practices that focus on pro-active policing and prevention for greater quality of life, safety and well-being.

4.5.29 Policy Advocacy

Leverage shared funding with other levels of government through advocacy to support the City's limited mandate and resources to address social needs. Measure, monitor and articulate local priorities for the community to support advocacy objectives.

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4.6 Improve Natural + Built Systems

Big Idea

Abbotsford will become both more "city" and more "country", where the city becomes more urban and the integrity of the country becomes stronger. In the country, Abbotsford's cherished natural areas will be enhanced. Habitat will provide space for wildlife to thrive, recreational areas will provide residents access to nature close to home, and ecosystems will provide Abbotsford with clean land, air, and water.

Nature will also find its way into the city and will be "close to home" for everyone, with a growing tree canopy, creative landscaping, green infrastructure and architecture, and other green and naturalized open spaces. Abbotsford will plan with long term perspective emphasizing a sustainable approach to planning and managing municipal infrastructure, and to meaningfully address challenges associated with climate change and other global and local ecological issues.

Goals

Natural and Built Areas in the City and Country

Protect and maintain ecosystems, habitat and habitat corridors, and environmental quality within the city and enhance it by increasing the urban tree canopy, embracing integrated stormwater and invasive species management practices, and creating new greenways throughout the city.

Views

Views to natural features such as Mt. Baker are protected and highlighted.

Resource Conservation and Responsibility

Reduce consumption and conserve water and energy resources for current and future generations. Plan with a long-term perspective to address the challenges associated with climate change and minimize Abbotsford's contributions to climate change.

Sustainable Infrastructure

Emphasize a sustainable approach to managing municipal infrastructure by maximizing the efficiency and performance of the existing infrastructure, and planning for infrastructure to support long term growth.

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Policies

The policies in this section apply across the city, and Neighbourhood Plans and updated Master Plans will consider many of them in more detail.

NATURE IN NEIGHBOURHOODS

4.6.1 Ecological Greenways

Enhance and restore ecological links between existing natural areas and public open spaces, increasing connections between isolated habitats.

4.6.2 Green Streets and Integrated Infrastructure

Design streets as multi-functional public spaces by integrating green infrastructure – such as rain gardens, street trees, and permeable surfaces – to enhance walkability, manage stormwater, and improve urban livability.

4.6.3 Urban Forest and Tree Canopy

Expand and strengthen a healthy and diverse tree canopy to improve air quality, capture carbon dioxide, reduce heat island effects, support public health and quality of life, and create beauty in the city through a number of approaches:

a. Continue to work towards the tree canopy coverage targets set out in the Urban Forest Strategy.
b. Increase the urban forest to a determined target in public spaces
c. Require tree conservation strategies, and street tree plantings and landscaping in all development and infrastructure projects. Ensure street planting are at close intervals and with suitable growing conditions to allow a mature “closed canopy” over time.

4.6.4 Retention of Natural Landforms

Retain natural landforms, such as escarpments (including Townline Hill and McKee Peak), ravines, rock promontories, hilltops, and glacial erratics.

4.6.5 Riparian Habitat

Protect, restore, and enhance riparian habitat through the Natural Environment Development Permit Guidelines. Streams and riparian areas should be restored to improve the quality of urban streams in particular, including the potential for day-lighting some streams.

4.6.6 Terrestrial Habitat

Protect terrestrial habitat, particularly areas with species at risk, and mitigate areas of habitat loss.

4.6.7 Viewscapes and Vistas

Protect viewscapes to natural features such as Mt. Baker, north shore, and Fraser Valley mountains, and minimize the visual impact of development on the hillside from the lowlands.

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CONSERVATION AND RESILIENCE

4.6.8 Flooding Hazards

Identify floodplain hazards and impacts to infrastructure systems, such as transportation, agriculture, water, and economic. In particular, align habitable space in the floodplain with the provincial flood construction levels.

4.6.9 Aquifer Protection

Protect the Abbotsford-Sumas aquifer using tools within the City's regulatory mandate and Provincial framework. This would require preparing an effective aquifer protection plan in collaboration with relevant partners.

4.6.10 Climate Change and Disaster Resilience

Conduct an assessment of municipal infrastructure to determine the level of risk and impact from more frequent and larger storms, droughts, or other natural disasters such as earthquakes, and ensure future development is informed by this assessment. Adapt infrastructure to respond to on-going climate change, prioritizing flexibility, durability, and long-term resilience.

4.6.11 Green Buildings

Develop a strategy to create regulations, incentives, and remove regulatory barriers to reduce energy consumption in buildings. This could be considered, among other places, as part of a broad strategy of incentives offered through a coordinated density bonusing program. Incentives should be used only for significant green design achievement and should not be used where regulations and other techniques are reasonably available.

4.6.12 Water Quality

Improve local water quality through reduction of point and non point source pollution, and through watershed planning in partnership with neighbouring and regional jurisdictions.

4.6.13 Air Quality

Promote strategies that reduce local air pollution, including measures to protect the Fraser Valley airshed from additional point pollution sources such as energy plants.

SUSTAINABLE INFRASTRUCTURE

4.6.14 Drinking Water

Continue to work with Abbotsford Mission Water and Sewer Commission to ensure drinking water supply and distribution is managed and expanded to safeguard public health, protect the environment, and provide adequate supply for a growing population:

a. Monitor demand and implement conservation strategies including awareness and education.
b. Implement system efficiencies to ensure infrastructure use is maximized.
c. Plan for short, medium and long-term water supply sources.
d. Replace infrastructure reaching the end of its useful life cycle and coordinate replacing with other road and utility replacement programs.

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4.6.15 Stormwater

Support an integrated stormwater management approach for the comprehensive management of surface water, stormwater, and ground water resources that promotes healthy aquatic ecosystems, resilience to climate change and the maintenance of hydrologic systems.

Continue using Integrated Stormwater Management Plans for watersheds and designing stormwater features to form part of the broader open space network.

Continue to implement and manage the drainage systems in the floodplains to support agriculture production in these areas.

4.6.16 Wastewater

Continue to work with Abbotsford Mission Water and Sewer Commission to meet or exceed provincial and federal wastewater treatment regulations to safeguard public health and protect the environment.

a. Monitor flow and effectiveness of treatment measures.
b. Implement system efficiencies to ensure infrastructure use is maximized.
c. Plan for short, medium- and long-term collection and treatment systems.
d. Replace infrastructure reaching the end of its useful life cycle and coordinate replacing with other utility replacement programs and pavement management programs.

4.6.17 Solid Waste

Support ongoing initiatives that will provide for effective and responsible solid waste management of recyclables, compostables, and garbage through programs, education, services, policies, guidelines and alignment with the Fraser Valley Regional District's Solid Waste Management Plan:

a. Continue to work towards FVRD waste diversion targets, as amended
b. Practice the six R's of waste management: Rethink, Reduce, Reuse, Recycle, Recover, and Residual Management
c. Consider material recovery as a component for achieving the waste diversion targets

4.6.18 Flood Protection

Work with senior levels of government to assess projected impacts on dykes and stormwater infrastructure and respond to changing conditions through management strategies. Particular attention should be given to the Fraser River, Vedder Canal and Sumas River for protection of the Sumas and Matsqui Prairies.

4.6.19 Franchise Utilities

Ensure the coordination of land use planning with the provision of essential utility infrastructure to facilitate project efficiencies, minimize costs and reduce disruption to the public.

a. Update the Underground Wiring Policy to prioritize the Mixed Use Centres
b. Collaborate with BC Hydro and other utility providers to co-locate infrastructure needed to support growth.

4.6.20 Gravel Extraction

Gravel extraction and mining activities fall under the jurisdiction of the Provincial government leaving local government limited authority to manage it. As such, it is important to liaise with Provincial agencies responsible for gravel to ensure the City's interests are recognized. Gravel extraction eligible areas are identified in Map 15 and provide clear direction regarding long term gravel resources in Abbotsford.

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4.6.21 Land Reclamation and Restoration

Continue and enhance reclamation and restoration of land used for temporary uses such as soil removal or aggregate extraction, returning the land to original and improved conditions.

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4.7 Enhance Agricultural Integrity

Big Idea

Abbotsford's agricultural areas – which comprise a longstanding pillar of the local economy and form a vital part of Abbotsford's character – will be protected and maintained as places for agricultural growing, production and processing, and a place for thriving livelihoods. This rich agricultural identity will also be felt more strongly within urban areas, where community gardens and other forms of agriculture take root, and where local markets and food culture flourish.

Goals

Agriculture in the Country

Ensure Abbotsford is surrounded and sustained by a thriving and diverse agricultural sector through maintaining agricultural uses in viable agricultural areas and encouraging public support for agriculture.

Food in the City

Support the establishment of urban agriculture, such as community gardens, edible landscaping, and permanent markets.

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Policies

The policies in this section apply across the city and will support the regulation of Abbotsford's agricultural lands in coordination with senior levels of government.

AGRICULTURE IN THE COUNTRY

4.7.1 Partnerships Supporting Agriculture

Continue to work with senior levels of government (e.g., Ministry of Agriculture and ALC), agricultural stakeholders, and the broader community to develop and maintain up-to-date regulations that enable agriculture to grow and thrive.

4.7.2 Consistency in Agricultural Zoning

To improve regulatory consistency throughout the ALR, the Agricultural One (A1) and Agricultural Two (A2) zones will serve as the primary zones for regulating agriculture in Abbotsford. Other existing zones, such as A4, A5, A6, have been used previously to regulate non-farm uses within the ALR and scenarios for their future use should be minimized.

4.7.3 Capacity of Existing Agricultural Lands

Preserve viable agricultural land within the context of the Official Community Plan growth vision and support steps to increase the productive capacity of existing farmland. Explore and support opportunities to encourage the use of fallow or underutilized properties.

4.7.4 Value Added Opportunities

Support appropriately scaled value-added agri-business opportunities in suitable locations, including practices such as farm product processing, agricultural waste management, enhanced on-farm vertical integration, and activities that connect consumers with Abbotsford farms and agricultural products.

4.7.5 Permanent Buildings for Temporary Farm Worker Housing

While permanent on-farm buildings and structures for temporary farm worker housing are strongly discouraged in agricultural areas, site-specific applications for new permanent buildings may be considered in unique circumstances where temporary manufactured buildings will not meet the operational needs of the farm.

4.7.6 Support Agricultural Innovation and Agri-tech

Foster agricultural innovation by exploring strategic land use opportunities for agri-industrial within the Agricultural Land Reserve to develop, demonstrate and deploy emerging agri- technologies, facilitate advanced agri-education and research, increase farm commodity processing capacity, and effectively manage agricultural by-products.

Advance this policy in collaboration and coordination with the senior government agencies to identify strategic opportunities and locations for this use in Abbotsford.

4.7.7 Food Culture on the Farm

Support the agricultural sector through local and regional initiatives to promote and further develop the local food industry and culture. Consider opportunities to improve community visibility and the celebration of agriculture through enhanced branding, signage, and wayfinding in Abbotsford's ALR.

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4.7.8 Holistic Food Systems

Support a thriving food system throughout the city, including local production, processing, distribution, celebration, consumption, nutrient recovery, and by-product management.

4.7.9 Environment

Ensure agricultural activities support and respect human health, air quality, natural environments and groundwater resources in farming areas, particularly in relation to agricultural waste management, composting, anaerobic digestion, and incineration on farms.

4.7.10 Rural Centres

Recognize the important role Abbotsford's seven historical rural centres play in serving the needs of the local and surrounding agricultural communities by:

a. Supporting opportunities for new public civic and public institutional uses (e.g., public schools, parks, fire halls, post offices); and
b. Preserving and enhancing existing services in consideration of local context and community needs.

4.7.11 Agricultural Enhancement Endowment Fund

Implement the Agricultural Enhancement Endowment Fund ('Ag Trust Fund') by requiring a $20,000 per acre contribution, calculated on the net lot area, for land that is rezoned in the area identified on Map 16.

Consider opportunities to expand the Ag Trust Fund program to further support agricultural research, innovation, and farm practices. Consider revisiting the per acre contribution requirement if new lands are added to the endowment fund contribution area in the future.

4.7.12 Legal Non-Conforming Uses in Agriculture Land Use Designations

For properties designated "Agriculture 1 - Uplands" or "Agriculture 2 - Lowlands" in the City's Official Community Plan, which have existing non-agricultural zoning, Council may consider Zoning Bylaw amendments to recognize the historical uses on the property, provided:

a. the use is compatible with surrounding properties or supports the agricultural industry; and
b. the property is not located within the Agricultural Land Reserve, or is deemed by the Agricultural Land Commission to be excepted from the restrictions on the use of agricultural land in accordance with Section 23(1) of the *Agricultural Land Commission Act*, as amended.

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FOOD IN THE CITY

4.7.13 Food Security

Support access to and availability of adequate and nutritious food for Abbotsford residents as well as areas outside BC that rely on Abbotsford's farming industry.

4.7.14 Food Culture in the City

Support initiatives to bring agriculture to the city through branding, marketing, public education, programs and events, (e.g., Taste of Abbotsford).

4.7.15 Production and Sale

Enable the production and sale of food throughout the urban area by developing urban agriculture guidelines and permitting small scale, commercial urban food gardens.

4.7.16 Add Bees

Consider supporting additional urban agriculture activities that encourage self-sufficiency such as keeping bees in the urban area.

4.7.17 Community Gardens

Encourage and establish non-commercial community and demonstration gardens where feasible and appropriate in parks, right-of-ways, boulevards, vacant lots, and mixed-use developments.

4.7.18 Farmers Market

Support establishing a permanent farmers market facility to create a year-round local agricultural presence in the urban area.

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Bylaw 2600-2016,
being "Official Community Plan Bylaw, 2016" Schedule "A"

5

Part 5: Make the Plan Work

How to Use This Plan
Building the City: Implementation
Neighbourhood Plans



How to Use this Plan

The Power and Primacy of this Plan

This Plan reflects a significant turning point for Abbotsford. The same energy and passion that went into creating the Plan will go into implementing it in the face of significant challenges and tough choices – it will not sit idle collecting dust. As Abbotsford grows and changes, the Plan will continue to be updated as required to address new opportunities in city building.

This Plan represents the principal policy direction for the city regarding how Abbotsford will change and evolve over time to a population of 250,000 people and beyond. It provides the overarching strategic direction for the City, from which all other plans and strategies should align. Where the policies of this Plan provide clearly different direction from more detailed existing regulations, such as the Zoning Bylaw, those regulations will be reviewed in a timely manner to bring them into alignment and support this Plan. In the interim, this Plan will not override such more specific regulations. Where existing regulations, as well as other standards, policies, and practices allow for interpretation, discretion or prioritization, such flexibility shall be used in ways that support the objectives and implementation of this Plan.

A New Approach

Realizing the Plan

This Plan changes the way City Hall does business. It supports continuously improved culture and communication between City Hall and the community, between departments, and between staff and Council. It orchestrates strategically critical corporate efforts to bring existing plans, policies, standards, and practices into alignment so they support the Plan's successful realization.

This includes **an integrated approach** that continues to build a **culture of holistic city building,** and addressing important inter-departmental issues in a strategic way with a **common definition of success.** Inter-departmental communication and relationships fostered during this Plan's development continue and improve through the implementation.

During the development of this OCP, an approach to more full cost accounting was developed, which provided insights into the financial costs and the performance of growth options with respect to their ability to either help or hinder realization of the Big Ideas. This will continue as standard practice and will provide for more **informed decision-making.**

To realize the Plan, this **new approach of an integrated culture of holistic city building and informed decision making is paramount.** It requires saying 'no' to things that have been said 'yes' to in the past (and vice versa) and requires making hard decisions and tough choices in the face of significant pressure.

Engaging with Stakeholders, Partners, and the Broader Community

Experience and learnings from the Abbotsforward process around a **more engaging form of public engagement** is the "new normal". This includes dynamic and informative social media techniques, creative and multichannel outreach, and approaches that involve going to the public rather than expecting the public to come to City Hall.

Implementing this Plan continues to involve **collaborative planning** with other jurisdictions, including the FVRD and other levels of government, as well as other community partners and stakeholders, many of whom helped build the vision and strategic ideas in this Plan.

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Building the City: Implementation

Managing Growth to Achieve the Big Ideas

Infrastructure Phasing and Full Cost Accounting

The City will embrace a full cost accounting of growth decisions as standard practice, which includes lifecycle infrastructure costs and performance with respect to the Big Ideas. The City will coordinate major infrastructure and growth based on a phasing and financing plan that:

- Accounts for **lifecycle costs,** including construction and operation costs;
- Accounts for **outcomes related to the Big Ideas**, including but not limited to impacts on transportation choices and mode split, and housing choices;
- Manages the impacts of new development on **system wide services**;
- Optimizes the use of **existing infrastructure** to minimize financial and environmental impacts of growth;
- Addresses **both short and long term** growth requirements;
- Minimizes displacement of **natural and agricultural lands**; and
- Aligns with *Figure 3.1*, as well as the approval process for capital funding with requests for ongoing operating funding.

Funding Amenities and Growth

The City will continue to refine its approach to funding community amenities, affordable housing, and other benefits related to the Big Ideas through **community amenity contributions, density bonusing**, and **amenity cost charges**.

The City will continue to refine its **development cost charges and capital budgeting approach** to consider full cost and lifecycle accounting of different types of growth in different locations, with the intention of better addressing costs and value creation, and supporting better city building.

Budget Alignment

One of the most important elements of Plan implementation is through the municipal budget. The City will incorporate a budget that takes a holistic approach to city-building, establishing and documenting how proposed spending supports achieving this Plan and its Big Ideas.

Development Alignment

All development proposals submitted to the City will be required to comprehensively and credibly identify how the proposal facilitates or inhibits realizing this Plan. Such analysis cannot be selective in the referencing of elements of this Plan, but must be comprehensive and consider the complete Plan and its overall objectives. Similarly, staff will provide its own review of proposal alignment with the Plan, ensuring the reviews do not become formulaic, but are candid and critical in their contextual and project specific consideration.

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Alignment with Other Plans

The City of Abbotsford has many plans and strategies in place that provide direction for planning and development, engineering, and parks, recreation, and culture. Some of these plans and strategies already generally align with the OCP and may require a "tweak" or update from time to time, while others require a "rethink" in the approach and outcomes. In other instances, there are gaps in strategic direction and oversight for important geographic areas or topics within the city. Regardless of what category a plan may fall into, updates or creation of new plans or strategies must consider and align with the OCP.

Master Plans to Update

There are a number of plans that have a direct impact on the growth and development of the city that will require review and amendment to align with the updated Abbotsforward 2050 OCP. The following provides a list of master plans for potential review and updates.

Planning and Development

- Affordable Housing Strategy
- Housing Needs Report (2024)
- Zoning Bylaw (2014)
  - Accessibility – Consistent with Accessibility Plan
  - Seniors and Special Needs Housing
  - Supportive and non-market housing
  - Public Art, Performance & Cultural Activities – Consistency with Culture Strategy & Public Art Policy
- Heritage Strategic Plan (2005)

Engineering

- Aquifer Protection Plan
- Asset Management Strategy (2021)
- Amenity Cost Charge Bylaw
- Climate Resiliency and Recovery Strategy
- Development Cost Charge Bylaw
- Development Bylaw
- Integrated Stormwater Master Plans
- Joint Abbotsford Mission Water Master Plan (2018)
- Joint Abbotsford Mission Wastewater Master Plan (2018)
- Transportation and Transit Master Plan (2018)

Parks, Recreation, and Culture

- Abbotsford Trail Development Strategy (2004)
- Arena Services and Facilities Strategy (2025)
- Community Accessibility Plan (2025)
- Culture Connect: Culture Strategy (2022)
- Mill Lake Park Master Plan (2025)
- Parks, Recreation & Culture Master Plan (2018)
- Urban Forest Strategy (2021)

Innovation, Strategy, & Intergovernmental Relations

- Homelessness Action Plan (2022)

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New Plans to Create

The following neighbourhood and other plans do not exist and would further support the vision, policies and regulations of the OCP:

- Urban Centre Neighbourhood Plans
    - McCallum
    - Clearbrook
    - Mill Lake South

Reporting Progress

Ensuring the successful implementation of the OCP not only requires updates to other plans and strategies, but also ongoing monitoring and evaluation. It is vital to equip Council and City staff with the information needed to respond to the evolving context of the community, and to determine whether the OCP vision is being achieved. Staff currently provide an annual report outlining development activity and summarizing major planning initiatives. This report could be modified to contextualize development activity relative to the vision of the OCP.

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Neighbourhood Plans

Neighbourhood Planning Framework

In addition to establishing plans for many Mixed Use Centres, neighbourhood plans will be developed for new residential areas as well as existing ones where a significant amount of intensification or other change is expected or desired. While each neighbourhood plan may vary in scope and outcome, the plan should follow the Neighbourhood Plan Guidelines outlined below.

Collaborative Planning Process
Each plan process must involve the development of a Public Engagement Strategy that outlines level of engagement of landowners, City staff and municipal partners, the general public, and other specific stakeholder groups identified in the Strategy.

OCP Conformity
Each plan must demonstrate how it conforms to this Plan, realizes the Big Ideas, and achieves the urban structure and overall growth objectives.

Technical Due Diligence and Full Cost Accounting
Each Plan must be substantiated by technical and costing studies that identify the following estimated impacts of the Plan: infrastructure and servicing costs; mobility and modal split; and natural area preservation or restoration (if applicable).

Neighbourhood Plan Structure
Each Plan must include the following elements. Other aspects may be included within a plan based on specific conditions.

- **Policy:** Statements demonstrating alignment with the OCP and providing strategic direction and vision for the neighbourhood.
- **Land Use:** Outline existing conditions, such as population, housing inventory, and commercial space. Provide detailed plans and regulations regarding envisioned land uses and densities.
- **Open Space:** Outline existing and proposed open spaces, including passive and active park spaces and networks, plazas and squares and other public realm opportunities.
- **Environment:** Outline natural environmental areas, such as streams, riparian areas, steep escarpments, forested slopes, old growth forest areas, critical habitat, species at risk habitat areas and wildlife corridors.
- **Transportation:** Integrate multimodal transportation choices, including active transportation options such as walking and cycling. This includes existing and proposed street network and classifications, off street trails, and transit routes and stops. Unique street design may be incorporated into the plan for specific and unique circumstance where a street standard is not appropriate in achieving the plan vision.
- **Infrastructure:** Demonstrate how the proposed land uses and densities can be serviced with municipal water, stormwater, and sanitary, along with other private utilities, such as gas, electricity, and fibre optics. Each plan should include a servicing strategy that outlines the phasing and implementation of servicing.
- **Design Guidelines:** Provide neighbourhood specific design guidelines that align with and enhance the city wide Development Permit Guidelines.
- **Schools:** Outline policies relating to school site acquisition/expansion in conjunction with the School District.
- **Implementation:** Include an integrated plan showing the above elements and policy outlining the tools to implement, such as bonus density, community amenity contributions, development cost charges, latecomer agreements, etc., and the phasing or triggers to achieve them.

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Relationship between the OCP and Neighbourhood Plans

When adopted, all neighbourhood plans will be added to the OCP, and will form a part of the planning framework for the City of Abbotsford. Where the neighbourhood plan provides greater detail or differs from the OCP the neighbourhood plan will prevail. In the case where the neighbourhood plan does not contain guidance or direction, the OCP continues to apply.

List of Neighbourhood Plans

Listed below are the neighbourhood plans that have been adopted and incorporated within the framework of the OCP:

- Schedule “B” - UDistrict Neighbourhood Plan (Bylaw 2812-2018)
- Schedule “C” – City Centre Neighbourhood Plan (Bylaw 2913-2019)
- Schedule “D” – Historic Downtown Neighbourhood Plan (Bylaw 2920-2019)
- Schedule “E” – McKee Neighbourhood Plan (Bylaw 3400-2023)

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Bylaw 2600-2016,
being "Official Community Plan Bylaw, 2016" Schedule "A"

6

Part 6: Development Permit Guidelines

Development Permit Areas & Guidelines
Mixed Use Centres
Multi-Unit Residential
Commercial
Industrial
Protection of Agriculture
Natural Environment
Steep Slopes



Development Permit Areas & Guidelines

Development Permits are one of many tools to help achieve the policy objectives and vision set out in this Plan. With significant land constraints it is becoming increasingly important to guide the way development looks and feels in established neighbourhoods and the way it interfaces with agriculture and the natural environment. As the city grows to 250,000 residents, these Development Permit Guidelines can continue to help transform Abbotsford's urban area into an attractive, vibrant and safe environment that respects the varied landscapes that surround and compose it. This work depends on ensuring the following guidelines are welcomed, understood and adhered to.

The *Local Government Act* authorizes municipalities to designate Development Permit Areas in the Official Community Plan for several purposes including: the establishment of objectives for the form and character of commercial, industrial or multi-unit residential development; the protection of farming; the protection of the natural environment, its ecosystems and biological diversity, and; the protection of development from hazardous conditions. Where an area is designated, land development and construction only takes place after a development permit has been issued.

To establish objectives for the form and character of commercial, industrial or multi-unit residential development, the City designates all lands within the Urban Development Boundary identified on Map 1, and all lands designated Light Industrial outside of the Urban Development Boundary, as subject to Form and Character Development Permits:

1. Mixed Use Development Permit Area
2. Multi-Unit Residential Development Permit Area
3. Commercial Development Permit Area
4. Industrial Development Permit Area

To protect farming, the City designates lands subject to Protection of Agriculture Development Permits:

5. Protection of Agriculture Development Permit Area

To protect the natural environment, its ecosystems and biological diversity, the City designates lands subject to Natural Environment Development Permits:

6. Natural Environment Development Permit Area

To protect development from hazardous conditions, the City designates lands subject to Steep Slope Development Permits:

7. Steep Slope Development Permit Area

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Mixed Use
Development Permit Guidelines

Area

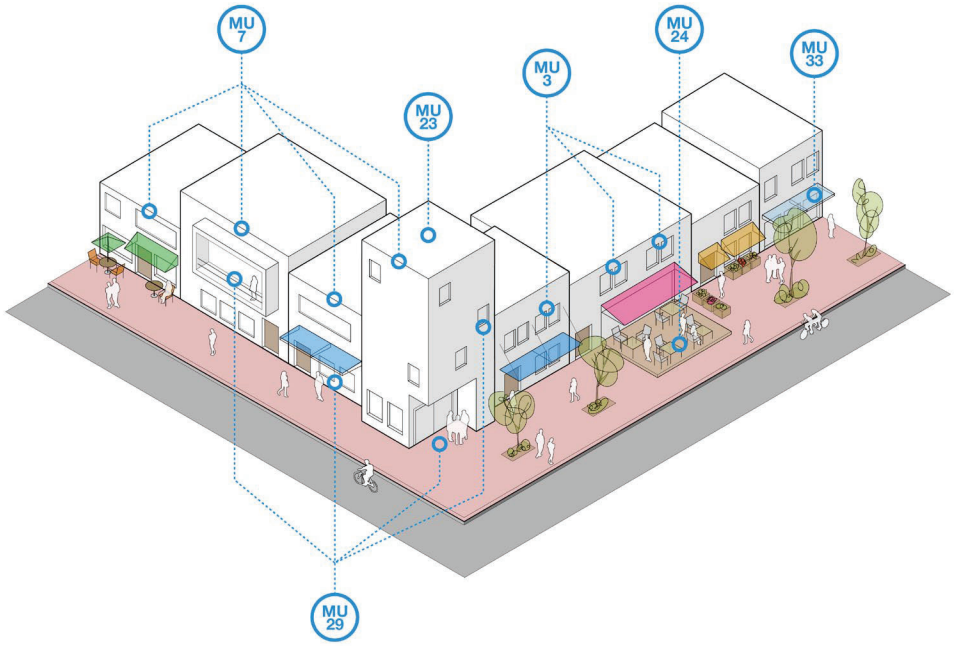
Commercial or Mixed Use development within the Urban Development Boundary and occurring in City Centre, Urban Centre, Neighbourhood Centre, Institutional Complex, or Apartment land use designations is subject to these Form and Character Development Permit Guidelines.

Justification

As the city grows, new Commercial and Mixed Use development will be encouraged to cluster in centres that act as the focal point of neighbourhoods across the city. It will be important for this development to be compatible with the neighbourhoods they will serve, and to contribute to the livability and vibrancy of streets and public spaces.

Objectives

The following guidelines are intended to encourage the construction of attractive, livable and animated shopping streets. New Commercial and Mixed Use development in these areas should seek to enhance the public realm and provide ample opportunities for residents and visitors alike to gather and socialize. Crime Prevention Through Environmental Design (CPTED) principles have been incorporated directly into many of these guidelines, but does not preclude additional specific CPTED analysis as required. The figure below illustrates how individual guidelines work together to create vibrant streets that are desired in Mixed Use Centres.



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Exemptions

1. Subdivision
2. Interior Renovations
3. Façade renovations limited to repainting or recladding without changing the:
    a. roofline
    b. footprint; or
    c. number of openings into the building on frontages not abutting a street
4. Signage copy change
5. Minor landscaping improvements that do not reduce or remove amenity space
6. Building additions to a maximum of 50m^2 not abutting a street
7. Emergency circumstances to remove any immediate danger
8. Buildings that have been destroyed by fire and/or natural disaster less than 75%, as determined by the building inspector provided the building massing, siting and general appearance are as prior to destruction and the use conforms to the City's *Zoning Bylaw, 2014*
9. Unless otherwise stated in a Neighbourhood Plan

Guidelines

The following guidelines may be applied when setting Development Permit conditions.

SITE CONTEXT

To guide the design of development sites that fit within the broader context of neighbourhoods and are compatible with adjacent properties.

MU1 Neighbourhood Connectivity

Design the site to enhance the pedestrian, bicycle and vehicle connections in the area.

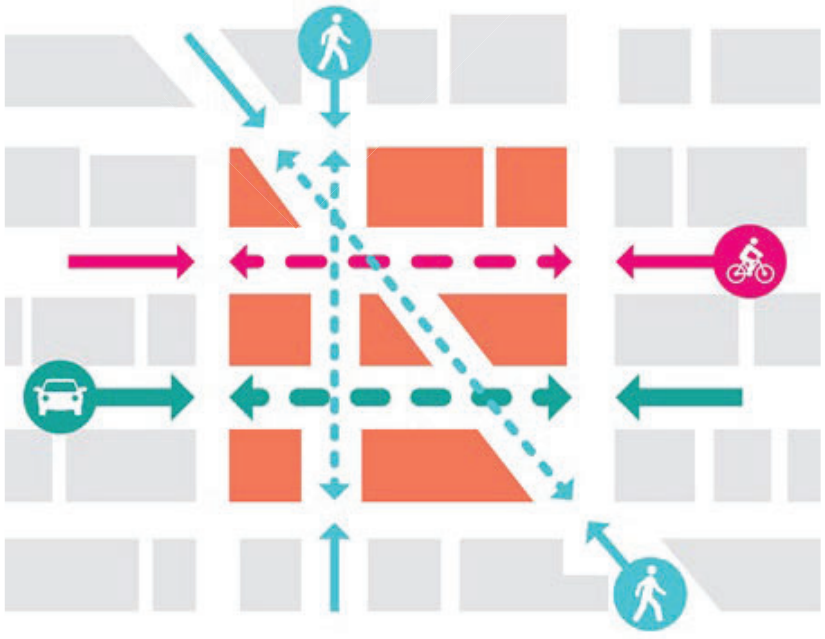


Figure MU1: Neighbourhood Connectivity

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MU2 Neighbourhood Compatibility

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

MU3 Streetwall Continuity

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

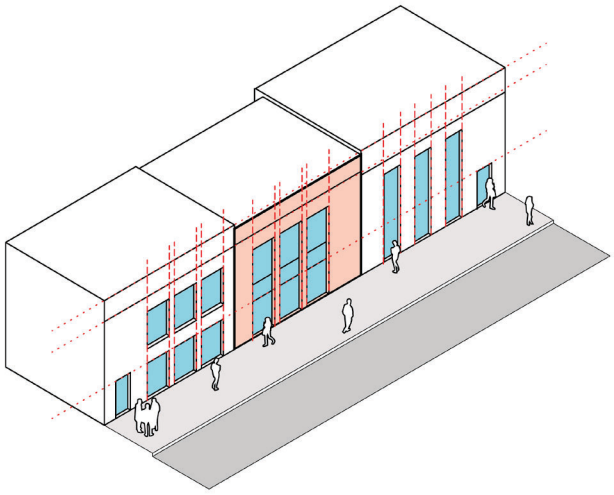


Figure MU3: Streetwall Continuity

MU4 Landscape Integration

Site and design development to integrate with existing significant natural features, topography and vegetation.

MU5 Climate and Comfort

Maximize the benefits of sun exposure to public open spaces, nearby buildings and dwelling units.

SITE PLANNING

To guide the design of development sites with efficient circulation, safety and positive interfaces with public streets.

MU6 Passive Solar Design

Lay out development sites to optimize solar gain for each building.

MU7 Defined Streetscape

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

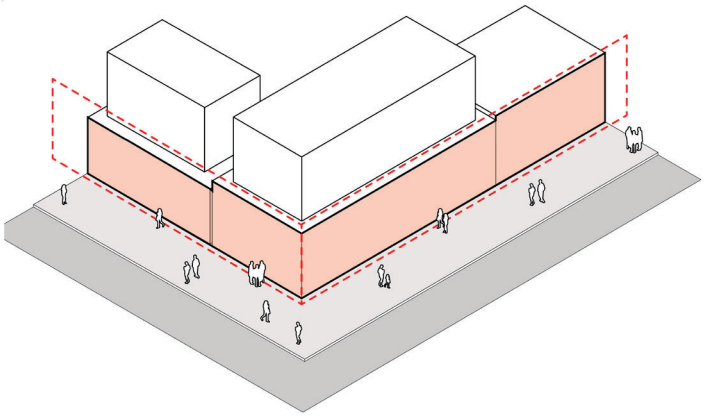


Figure MU7: Defined Streetscape

MU8 Hierarchy of Spaces

Define the spaces that are public from those that are private with elements such as: grade changes, fencing, landscaping, etc.

MU9 Walking Connections

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

MU10 Access to Transit

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

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MU11 Public and Private Amenity Spaces

Integrate usable, public and private open spaces, including squares, parks and roof-top gardens. Locate these adjacent to active uses (cafes, shops, small businesses, etc.). Provide benches, shelters and other amenities near main entrances. Address the needs of resident families with useable, safe, and appropriately sited amenity design that considers children.

MU12 Site Grading

Avoid the use of retaining walls. Step buildings along the length of a sloping street. When retaining walls are required, limit them to a height of 1.2 metres and, terrace and landscape them. Lock block style retaining walls are not permitted.

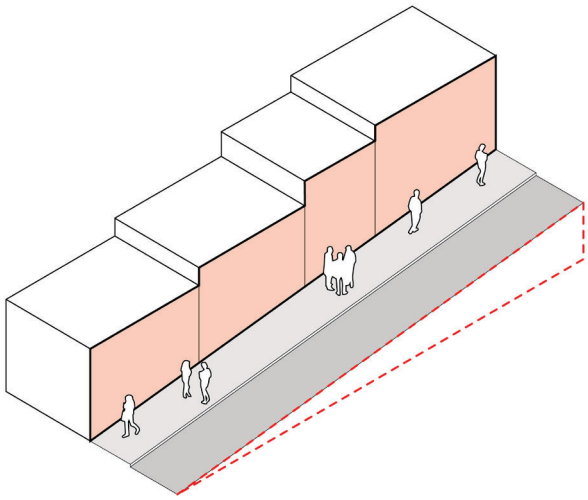


Figure MU12: Site Grading

MU13 Long Term Bike Parking

Provide secured and weather protected bike parking in the form of a cage or locked room where bicycles can be fastened to a rack.

MU14 Short Term Bike Parking

Provide bike racks near a building entrance, in a highly visible location. Use inverted U or circular hoop racks that allow users to lock both a bike's frame and wheel.

MU15 Parking Location and Design

Locate parking underneath, behind or beside buildings. Limit the length of a parking lot to 25 metres along public streets (including the vehicle access point), except on primary commercial streets where surface parking must be underneath or behind buildings, and not beside buildings. Visually deemphasize and screen parking lots with landscaping. Break up large parking lots into smaller clustered ones.

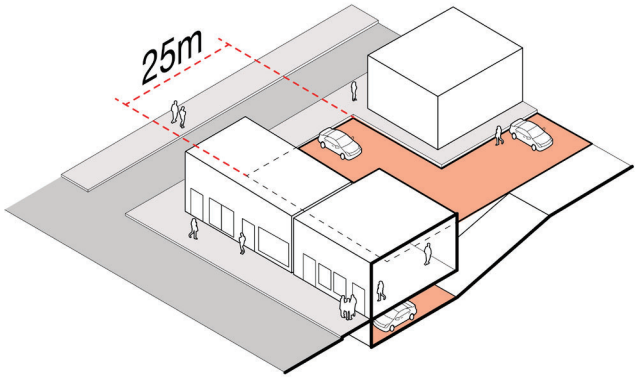


Figure MU15: Parking Location and Design

MU16 Shared Parking and Access

Reduce the amount of curb cuts with shared parking facilities and shared access points.

MU17 Underground Parking

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

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MU18 Parking Structures

Locate parking structures behind buildings and away from areas fronting public streets. Where parking structures must be placed next to public streets, design them to be compatible, in terms of scale, form, and materials, with neighbouring properties and ensure streetwall continuity (as described in guidelines MU2 and MU3). Use landscaping and public art to screen blank walls. Ensure vehicular entrances are architecturally integrated into the structure and that pedestrian entrances and stairwells are prominent, glazed and highly visible from sidewalks. Use wayfinding signage to help orient users throughout the parking structure.

MU19 Parking within the Building Footprint

Locate parking within the building footprint underground to maximize opportunities for ground-oriented dwelling units. Where site conditions inhibit feasibility, consider areas within the building core, subject to the following:

a. ***Along streets:*** fully separate above-grade parking areas from the street with active uses (wrap), such as commercial retail units, ground-oriented units, and lobbies.

b. ***Along internal lot lines:*** fully enclose the parking area and finish the exterior in a manner consistent with the overall building design. Consider treatments that mimic a residential frontage, such as glazing and extensive landscaping. Blank walls are not permitted and parking area lighting shall not be visible from the exterior of the building.

MU20 Drive Thru Facilities

Avoid the use of drive thru facilities. If necessary, locate them internally and not between building faces and public streets. Limit these to a single lane width.

MU21 Storage, Garbage and Recycling

Locate storage, garbage, composting and recycling areas behind buildings and not between any building and abutting streets. Permanently screen these areas with attractive, high quality materials and architectural treatments that are complementary with the associated building(s).

MU22 Delivery and Loading Areas

Make loading areas and facilities accessible to service vehicles without interfering with pedestrian circulation and screen them with landscaping and fencing. Incorporate opportunities for temporary short-term delivery parking that serve a dual purpose when not in use, such as a small-scale amenity space (e.g. plaza).

BUILDING DESIGN

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

MU23 Building Entrances

Locate main entrances adjacent to the public street on which a building is facing. Design entrances to be easily identifiable and architecturally distinct.

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MU24 Corner Buildings

Design a building at the corner of two streets to front both streets. Strongly mass the building at its corner to exhibit a visually prominent, landmark architecture. Design corner buildings with corner entries.

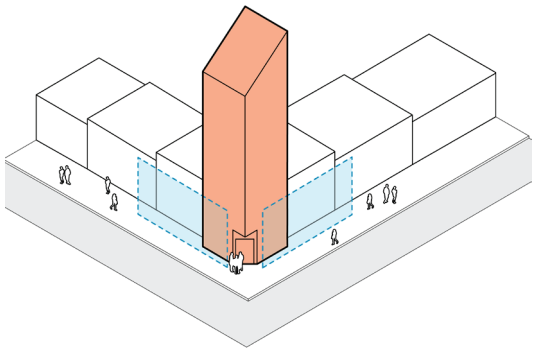


Figure MU24: Corner Buildings

MU25 Active Ground Floors & Storefronts

Design commercial and mixed use buildings with active ground floors that incorporate narrow, individual storefronts a maximum of 10 metres in width.

MU26 Transparent Fronts

Design ground level storefronts and lobbies to promote visibility with large amounts of transparent glazing. Do not obscure ground level façades with reflective glazing or excessive window signage.

MU27 Self Contained Uses

For mixed use buildings, separate and distinctly design entrances for upper storey uses from the entrances to ground floor commercial uses. Design buildings to ensure each different use is self contained with a focus on security for residential uses.

MU28 Height Expression

In the City Centre and Urban Centres, design a building to exhibit a minimum three storey expression, either in terms of height in metres or actual storeys. In Neighbourhood Centres, design buildings with a minimum two storey expression.

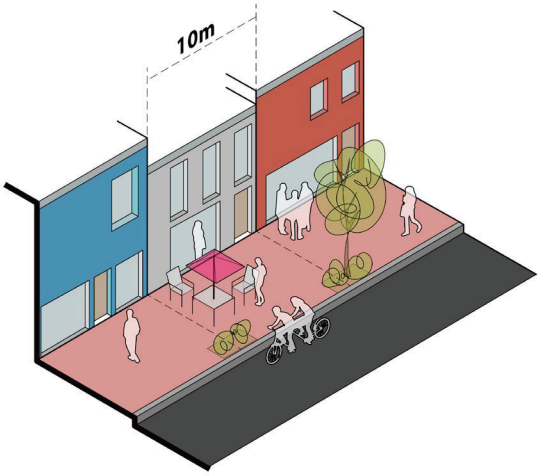


Figure MU25: Active Ground Floors and Storefronts

MU29 Building Length & Separation

Design the upper residential component of mixed-use buildings so not to exceed 70 metres in length and to maintain at least 12 m of separation between facing dwelling units in separate buildings on the same site.

MU30 Architectural Interest

Vary building materials, colours, rooflines and other architectural elements. Establish a rhythm to the streetscape by integrating vertical elements and breaks in the façade of a building. Large expanses of singular materials, such as vinyl siding and stucco, and blank walls are not permitted.



Figure MU30: Architectural Interest

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MU31 Scale Transition

Incorporate complementary building forms and transitional heights to harmonize with the height and scale of adjacent buildings, especially when next to lower density residential land use designations.

MU32 Grade Transition

On sloping sites, step ground floor slabs to ensure a level transition between the sidewalk and the building/storefront entrances. Similarly, design the roofline to follow the slope of the site.

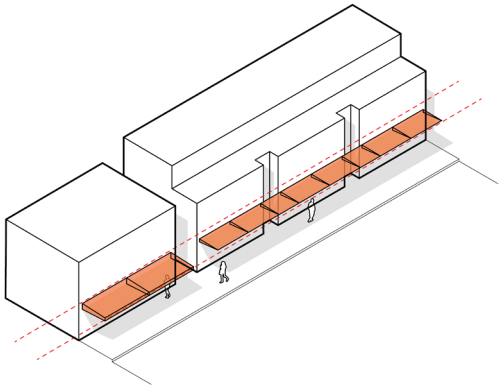


Figure MU33: Weather Protection

MU33 Weather Protection

Include weather protection along the entire street frontage of a building with a minimum of 2.0 metres in depth.

MU34 Accessibility

Design buildings to address the functional needs of persons with disabilities including those who are mobility, visually and hearing impaired, and/or have reduced strength or dexterity.

MU35 Integrated Signage

Directly integrate signage into building façades. Design signage to be architecturally consistent with associated buildings. Single or double pole mounted signs are not permitted, and backlit box signs are not permitted.

MIDRISE AND HIGHRISE BUILDINGS

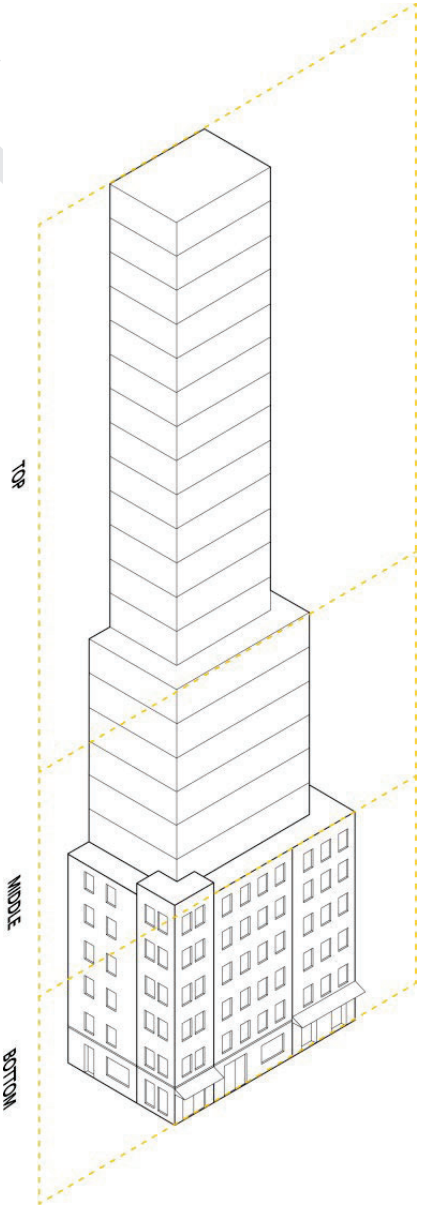
To guide the particular design requirements for attractive midrise and highrise development.

MU36 Size and Proportion

The bottom of a tall building may be up to 6 storeys in height. In the middle of a tall building, above 6 storeys, a setback of at least 2.0m is required. At the top of a tall building, above 12 storeys, the floor plate is limited to 750m^2.

MU37 Architectural Articulation

Further to MU36, design a tall building with the middle and top having a different design and architecture from the bottom. This could be achieved using setbacks, shapes, materials, balcony designs, cornices, and/or more.

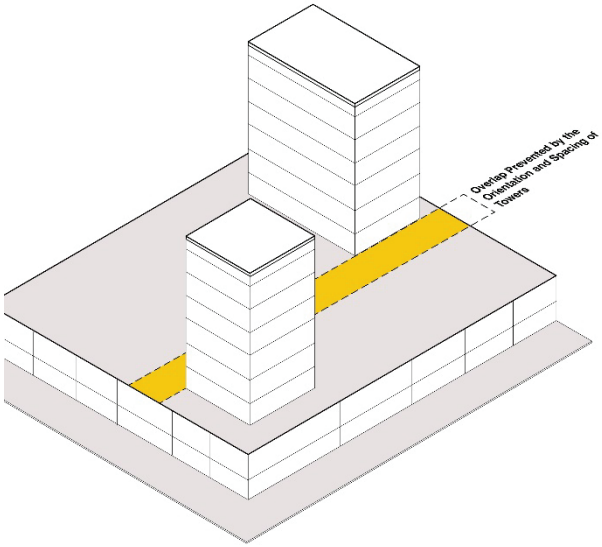


MU37 – Size and Proportion

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MU38 Separation and Overlap

Separate tall buildings by a minimum of 30m. If 30m separation is not achievable, ensure that building overlap is 0%. If 0% overlap is not achievable, mitigate the impacts through changes to the building's size, proportion, and articulation.



MU38 – Separation and Overlap

MU39 Orientation and Height

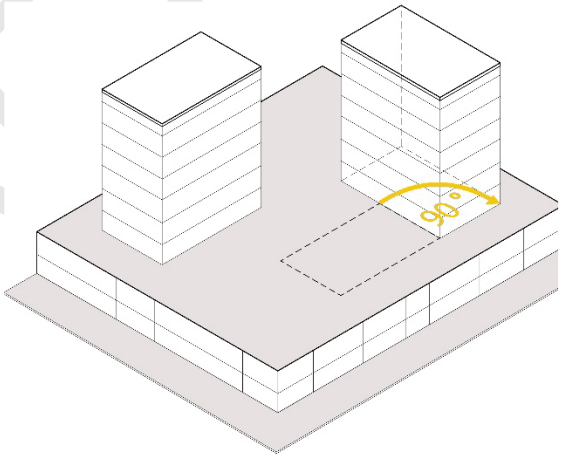
Maintain views and add diversity to the skyline by designing tall buildings with distinct orientation and height. This can be achieved by rotating them 45-90 degrees relative to each other and varying their relative heights. The height of tall buildings should consider and transition to adjacent land use designations.

MU40 Shadow and Overlook

Minimize shadow and overlook impacts on adjacent buildings, streets, public spaces, or private amenity spaces.

MU41 Bird-Friendly Design

Introduce fritting and/or frosting onto the glass window panes of a tall building's façade and balconies to mitigate bird collisions.



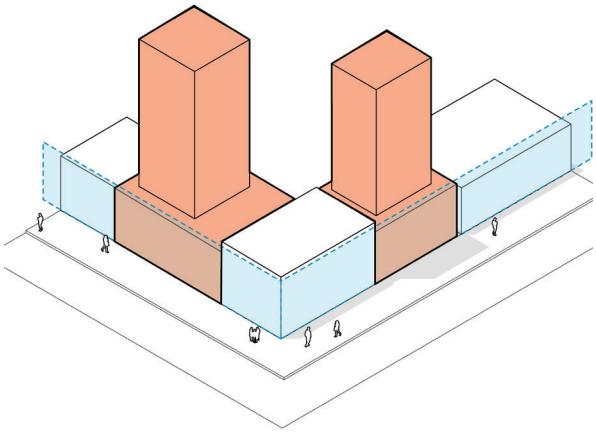
MU39 - Orientation

MU42 Tower and Podium Configuration

Design highrise buildings in a tower and podium configuration. Require tall buildings to be placed on a 2 to 6 storey podium to create a coherent street-wall. Highrise towers located away from public street frontages can be developed without podium buildings.

MU43 Passive Solar Design

Orient buildings toward the south, with the long axis running east-west to encourage passive solar design. A southern building orientation is ideally achieved on south-facing lots with minimal obstructions that can block solar access, as determined through a sun/shade analysis.



MU42 - Tower and Podium Configuration

MU44 Rooftop Design and Accessibility

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

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LANDSCAPE

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

MU45 Visual Interest

Define pedestrian areas and screen unsightly areas such as parking lots, blank walls, loading bays and storage areas with the use of landscaping elements.

MU46 Public Realm

Design the spaces between buildings and street curbs as safe, convenient and interesting people places. Enliven the public realm with attractive amenities such as seating, plantings, transit shelters, public art and water features.

MU47 Climate and Comfort

Strategically plant trees, shrubs and other vegetation to protect from high winds and excessive heat.

MU48 Tree Retention

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

MU49 Tree Canopies

Where sightlines are required, use trees that allow for a canopy at least 2.0 metres in height.

MU50 Tall Hedges

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

MU51 Native Species

Where appropriate, use native and drought tolerant plant and tree species. A mix of deciduous and coniferous species is encouraged to provide year-round visual interest.

MU52 Fence Height and Design

Keep fences below 1.5 metres along public streets. Use wrought iron or other similar high-quality materials which provide adequate visibility. Chain link fences are not permitted along public streets.

MU53 Stormwater Infiltration

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

LIGHTING

To guide the design of lighting for the protection of neighbourhoods from light pollution and for a development's security.

MU54 Light Pollution

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

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MU55 Pole Mounted Lighting Height

Place lighting fixtures no higher than 6.0 metres from the ground.

MU56 Pole Mounted Lighting Orientation

Direct lighting fixtures on the perimeter of a site 45 degrees downwards away from adjacent rural or residential properties with a side-to-side horizontal aiming tolerance of no more than 22.5 degrees. Lighting fixtures located inside the perimeter may be lit at 90 degrees from the pole.

MU57 Uplighting

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

MU58 Sensor Activated Lighting

Use sensor activated lighting for security lighting.

MU59 Even Wash

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

MU60 Nighttime Use

Do not light areas not intended for nighttime use. Focus lighting on popular pathways that provide key connections between destinations that people desire to use at night.

SERVICE STATIONS

To guide the integration of gas station and electric vehicle charging uses in Mixed-Use Centres.

MU61 Integrated Commercial

Integrate commercial convenience store and service station payment areas within mixed use street-oriented buildings. Stand alone service station commercial buildings are strongly discouraged.

MU62 Pedestrian Integration

Provide clear and safe pedestrian connections between service station commercial, public sidewalks and adjacent residential areas. Use varied types of paving (e.g. contrasting texture and colour) to identify customer parking areas, gas pump service areas, and pedestrian routes.

MU63 Canopies

Minimize gas bar canopy height, size, and underside clearance. Design canopies to be compatible with mixed use development, with varied materials, colours, rooflines, and architectural elements that reflect the surrounding commercial and residential context. Canopy fascia backlighting is not permitted. Design gas bars to prioritize the livability of adjacent dwellings by minimizing lighting spill-over, strategically placing signs and parking, using landscape screening, and orienting less-compatible activities away from residences. Where it is not possible to integrate service station commercial within a mixed-use building, integrate gas bar canopies with the stand-alone service station commercial building.

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MU64 Vehicle Charging

Design service stations to consider future demand for electric vehicle charging facilities. Consider opportunities for coordinated site amenities such as restrooms, outdoor seating, small plazas, pet areas, and cafes to provide convenience for users while they charge vehicles. Integrate safe and convenient pedestrian access from the charging area to adjacent commercial areas.

MU65 Landscaping

Integrate robust landscaping and pedestrian access points along site edges, public streets, and at the interface with adjacent residential to screen the service station uses and maximize compatibility. Avoid large expanses of hard surface (e.g. where a service station interfaces with adjacent parking areas) with landscaping, tree plantings and pedestrian walkways to adjacent commercial areas.

MU66 Signage

Design gas/service station signage to reflect the pedestrian scale of the mixed-use centre through the use of monument signs or building-integrated signage. Pole signs are not permitted.

MU67 Waste Management and Service Areas

Fully enclose waste receptacles and storage areas in locations away from public streets to respect the urban, pedestrian-oriented mixed-use context. Outdoor storage is not permitted. Locate fuel tanks underground and outside the setback area.

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Multi-Unit Residential Development Permit Guidelines

Area

Multi-Unit Residential development within the Urban Development Boundary is subject to these Form and Character Development Permit Guidelines.

Justification

The urban area of the city is becoming more densely developed and multi-unit residential development is becoming increasingly prevalent. It is important that the form and character of this new development enhance the livability of neighbourhoods and includes sensitive consideration for streets, public spaces and adjacent properties.

Objectives

The following guidelines are intended to encourage the construction of well designed, attractive and livable residential streets. New Multi-Unit Residential development should seek to enhance the public realm and contribute to neighbourhoods where residents of all ages feel safe. Crime Prevention Through Environmental Design (CPTED) principles have been incorporated directly into many of these guidelines, but does not preclude additional specific CPTED analysis as required.

Exemptions

1. Subdivision
2. Interior Renovations
3. Small-Scale Multi-Unit Housing (SSMUH), townhouse or apartment development with less than 5 dwelling units on a lot
4. Fee simple rowhouse development proposals with less than 5 units
5. Façade renovations limited to repainting or recladding without changing the:
    a. roofline
    b. footprint; or
    c. number of openings into the building on frontages not abutting a street
6. Signage copy change
7. Minor landscaping improvements that do not reduce or remove amenity space
8. Building additions to a maximum of $50m^2$
9. Emergency circumstances to remove any immediate danger
10. Buildings that have been destroyed by fire and/or natural disaster less than 75%, as determined by the building inspector provided the building massing, siting and general appearance are as prior to destruction and the use conforms to the City's *Zoning Bylaw, 2014*
11. Unless otherwise stated in a Neighbourhood Plan

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Guidelines

The following guidelines may be applied when setting Development Permit conditions.

SITE CONTEXT

To guide the design of development sites that fit within the broader context of neighbourhoods and are compatible with adjacent properties.

MR1 Neighbourhood Connectivity

Design the site to enhance the pedestrian, bicycle and vehicle connections in the area.

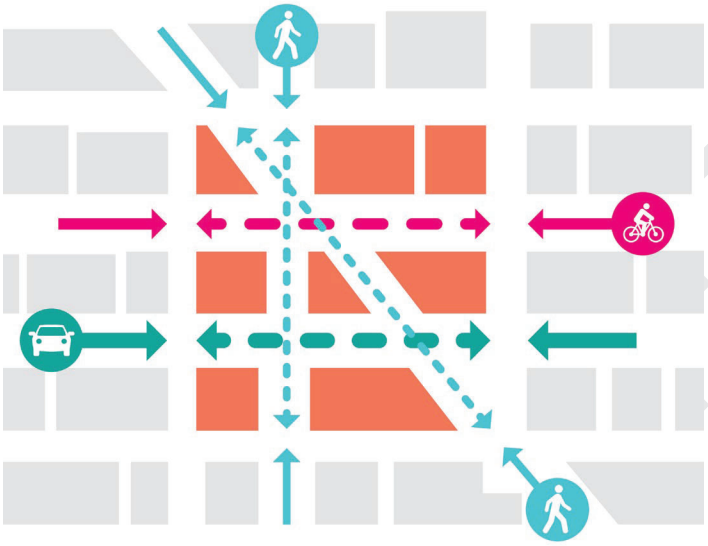


Figure MR1: Neighbourhood Connectivity

MR2 Neighbourhood Compatibility

Design multi-unit residential development to be compatible, in terms of scale and design, with adjacent development and future land uses.

MR3 Landscape Integration

Site and design development to integrate with existing significant natural features, topography and vegetation.

MR4 Climate and Comfort

Maximize the benefits of sun exposure to private and public open spaces, nearby buildings and dwelling units.

SITE PLANNING

To guide the design of development sites with efficient circulation, safety and positive interfaces with public streets.

MR5 Passive Solar Design

Lay out subdivisions and development sites to optimize solar gain for each building.

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MR6 Defined Streetscape

Site buildings so they front and frame public streets, with a maximum setback of 5.0 metres. For corner sites, site buildings to front both streets.

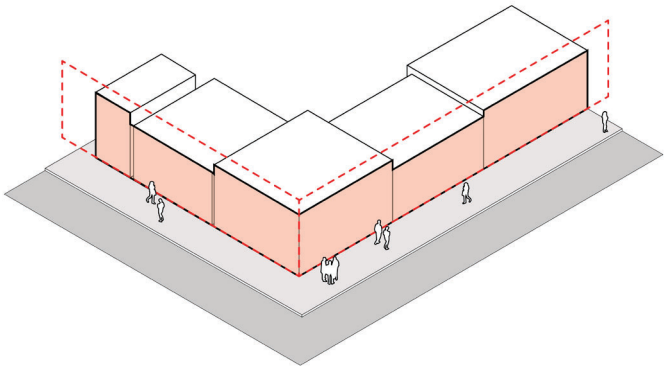


Figure MR6: Defined Streetscape

MR7 Hierarchy of Spaces

Define the spaces that are public from those that are private with landscape elements (e.g. grade change, short fences, low lying shrubs, etc.).

MR8 Public Overlook

Ensure housing units overlook public spaces and connections such as trails, park land, or strata roads to ensure they have views over activity areas.

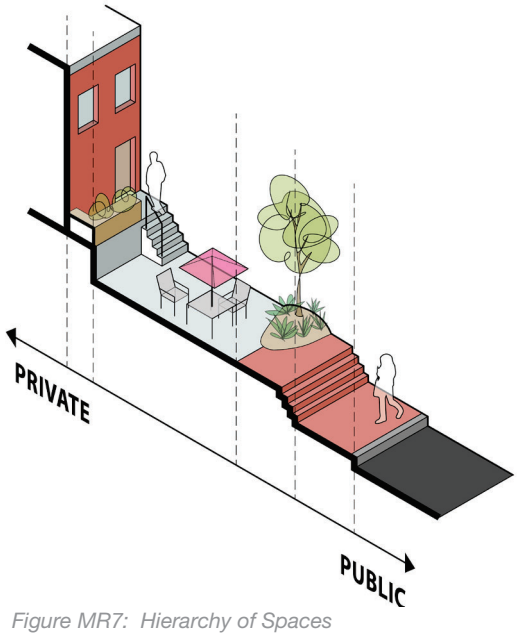


Figure MR7: Hierarchy of Spaces

MR9 Walking Connections

Connect main entrances and unit entrances to public sidewalks, trails, parking areas and adjacent residential and commercial sites (existing and future) with pathway a minimum of 2.0 metres in width.

MR10 Access to Transit Stops

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

MR11 Public and Private Amenity Spaces

Integrate usable, public and private open spaces, including squares, parks and roof-top gardens. Locate them in highly visible areas, overlooked by housing units. Address the needs of all ages when designing amenities, including resident children, with spaces that are useable, safe, and appropriately sited.

MR12 Site Grading

Work with existing topography and step buildings along the length of a sloping street. When retaining walls are required, limit them to a height of 1.2 metres and, terrace and landscape them.

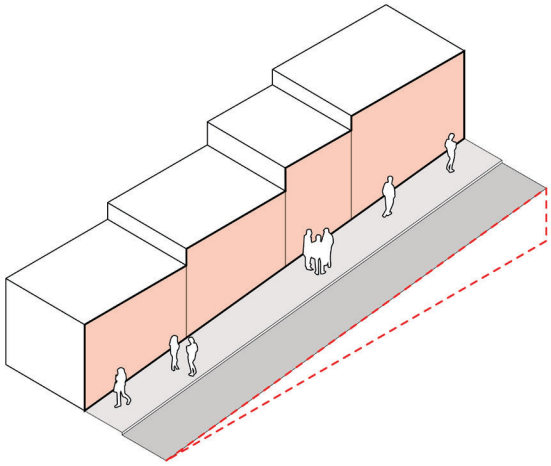


Figure MR12: Site Grading

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MR13 Parking Location and Design

Locate parking underneath, behind or beside buildings. Limit the length of a parking lot to 25 metres along public streets (including the vehicle access point), except on primary streets where surface parking must be underneath or behind buildings, and not beside buildings. Visually de-emphasize and screen parking lots with landscaping. Break up large parking lots into smaller clustered ones.

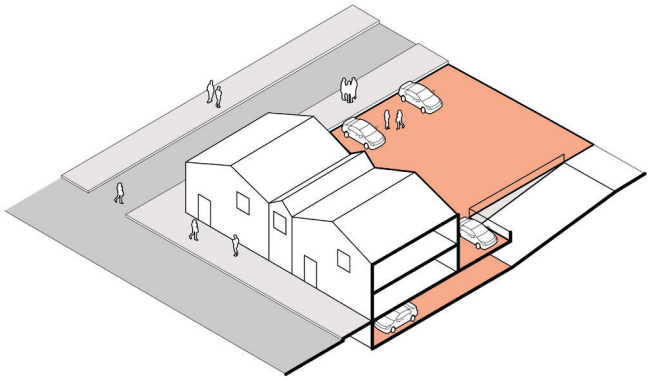


Figure MR13: Parking Location and Design

MR14 Shared Parking and Access

Reduce the amount of curb-cuts with shared parking facilities and shared access points.

MR15 Underground Parking

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

MR16 Deliveries and Loading

Incorporate opportunities for temporary short-term delivery parking that serve a dual purpose when not in use, such as a small-scale amenity space (e.g. plaza).

MR17 Storage, Garbage and Recycling

Locate storage, garbage, composting and recycling areas behind buildings and not between any building and abutting streets. Permanently screen these areas with attractive, high-quality materials and architectural treatments that complement the building(s). Ensure solid waste collection areas are accessible for collection vehicles.

BUILDING DESIGN

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

MR18 Building Entrances

Locate main entrances adjacent to the public street on which a building is facing. Design entrances to be easily identifiable and architecturally distinct.

MR19 Corner Sites

Design a building at the corner of two streets to front both streets. Strongly mass the building at its corner to exhibit a visually prominent, landmark architecture.

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MR20 Architectural Interest

Vary building materials, colours, rooflines and other architectural elements. Establish a rhythm to the streetscape by integrating vertical elements and breaks in the façade of a building. Large expanses of singular materials, such as vinyl siding and stucco, and blank walls are not permitted.

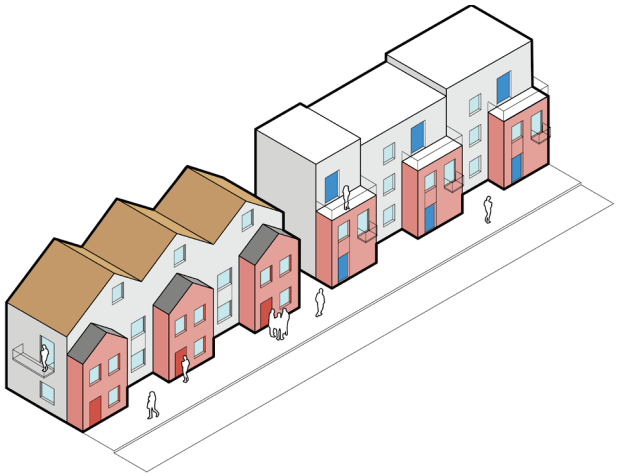


Figure MR20: Architectural Interest

MR21 Ground-Oriented Units

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

MR22 Scale Transition

Incorporate complementary building forms and transitional heights to harmonize with the height and scale of adjacent buildings, especially when next to lower density residential land use designations.

MR23 Grade Transition

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

MR24 Accessibility

Design buildings to address the functional needs of persons with disabilities including those who are mobility, visually and hearing impaired, and/or have reduced strength or dexterity.

MR25 Weather Protection

Include weather protection at main entrances.

MR26 Visual Privacy

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

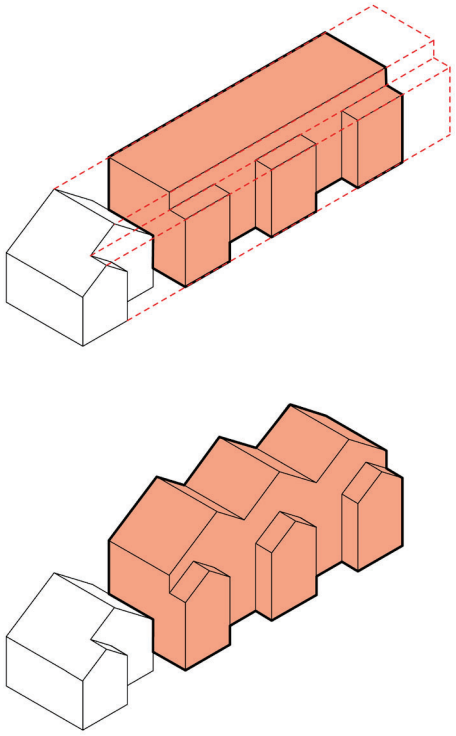


Figure MR22: Scale Transition

MR27 Noise Attenuation

When located adjacent to highways, railways, truck routes or other major noise sources, use noise attenuation measures to comply with the Sound Transmission Classification (STC) recommendations outlined by the Canada Mortgage and Housing Corporation (CMHC).

MR28 Integrated Signage

Design signage to be architecturally consistent with associated buildings. Single or double pole mounted signs and backlit box signs are not permitted.

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TOWNHOUSES

To guide the particular design requirements for attractive townhouse development.

MR29 Building Length

Design townhouse buildings not to exceed 40 metres in length.

MR30 Wrapped Street Corner

On corner lots, wrap townhouses around the corner to face both streets.

MR31 Neighbourly Transition

Where a townhouse interfaces with the rear lot line of a property designated SSMUH 1, SSMUH 2, SSMUH 3, or SSMUH 4, reduce rear building heights to a maximum of 9.5 m. Pitched roof design is encouraged to reduce the visual impact of building height (e.g. gabled dormer roof). Integrate enhanced setbacks and/or landscape buffering at the interior lot line interface with SSMUH 3 and SSMUH 4 designated properties to mitigate abrupt density and building massing transitions.

MR32 Vehicle Access

Provide access to parking for each unit using a shared internal driveway or rear lane to minimize the number of driveway interruptions along public streets. Prioritize site access from the abutting road or lane with the lowest classification (see Map 4 – Urban Road Classification).

MR33 Active Ground Floor

Provide active ground floor living space for all units directly fronting a street or public pathway. Where the side of a townhouse building interfaces with the street, design end units to front and provide a clear connection to the street.

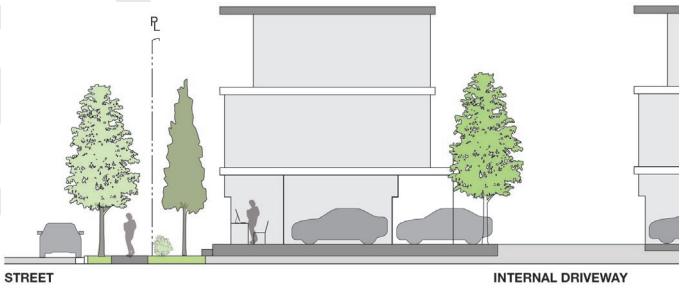


Figure MR33: Active Ground Floor

MR34 Drive-Aisle Landscaping

Integrate landscaping between units along internal drive aisles. Trees are strongly encouraged.

MR35 Visitor Parking

For townhouse developments that aren't facing public streets, locate visitor parking in small clusters throughout, with one cluster sited near community mailboxes. For townhouse developments facing public streets, site visitor parking on-street and/or behind townhouse buildings.

MR36 Individualization

Repeat and vary design elements, alternating them for adjacent units within a building cluster.

MR37 Deemphasized Garages

Recess garages into the building to deemphasize their prominence.

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MR38 Amenity Space

Where site constraints limit the functionality and continuity of common outdoor amenity space, provide enhanced private outdoor amenity space through features such as roof top patios or larger balconies for each unit.

MR39 Community Mailboxes

Locate community mailboxes in an accessible central location within a townhouse development and integrate them with the development's design.

APARTMENTS

To guide the particular design requirements for attractive multistorey apartment development.

MR40 Size and Proportion

The bottom of a tall building may be up to 6 storeys in height. In the middle of a tall building, above 6 storeys, a setback of at least 2.0m is required. At the top of a tall building, above 12 storeys, the floor plate is limited to 750m^2.

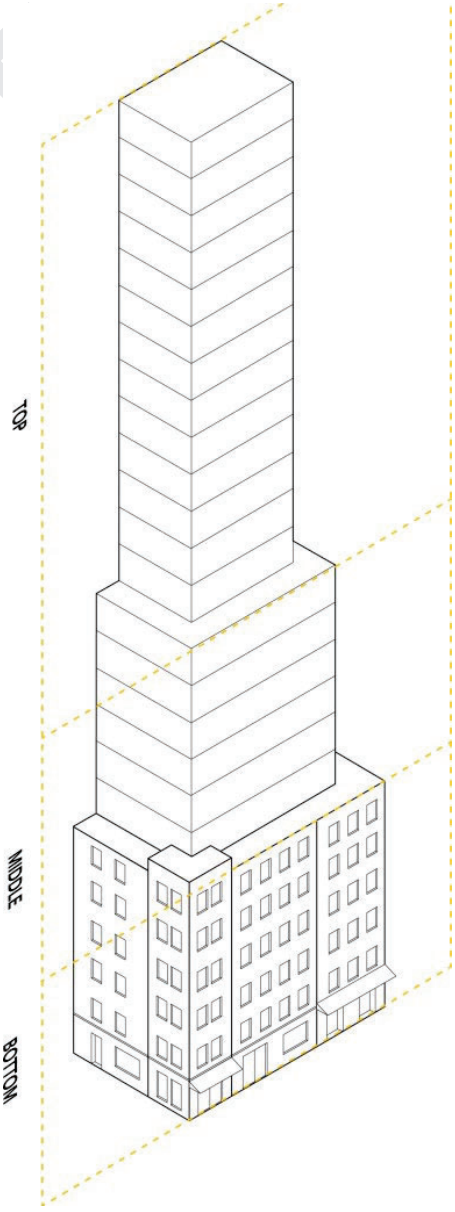


Figure MR40 – Size and Proportion

MR41 Architectural Articulation

Further to MR40, design a tall building with the middle and top having a different design and architecture from the bottom. This could be achieved using setbacks, shapes, materials, balcony designs, cornices, and/or more.

MR42 Separation and Overlap

Separate tall buildings by a minimum of 30m. If 30m separation is not achievable, ensure that building overlap is 0%. If 0% overlap is not achievable, mitigate the impacts through changes to the building's size, proportion, and articulation.

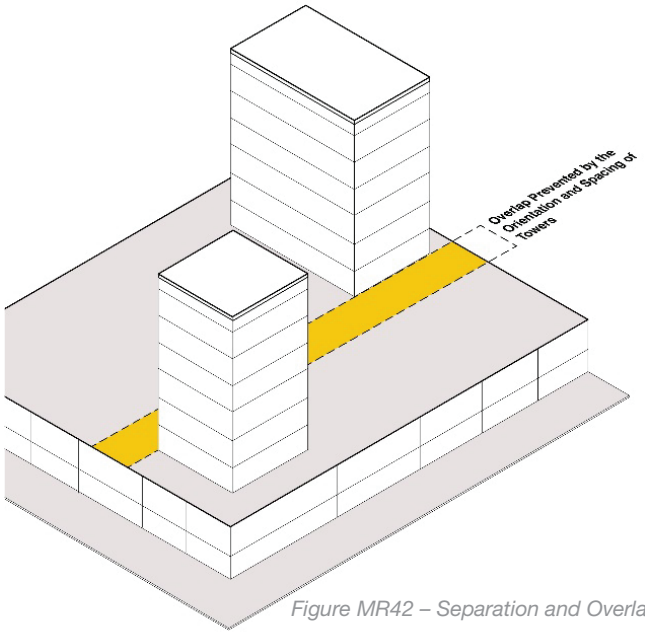


Figure MR42 – Separation and Overlap

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MR43 Orientation and Height

Maintain views and add diversity to the skyline by designing tall buildings with distinct orientation and height. This can be achieved by rotating them 45-90 degrees relative to each other and varying their relative heights. The height of tall buildings should consider and transition to adjacent land use designations.

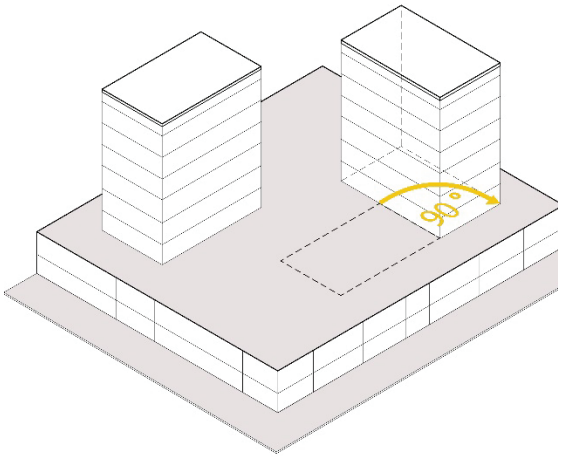


Figure MR43 - Orientation

MR44 Shadow and Overlook

Minimize shadow and overlook impacts on adjacent buildings, streets, public spaces, or private amenity spaces.

MR45 Bird-Friendly Design

Introduce fritting and/or frosting onto the glass window panes of a tall building's façade and balconies to mitigate bird collisions.

MR46 Tower and Podium Configuration

Design highrise buildings in a tower and podium configuration. Determine the height of the podium by reflecting adjacent buildings to create a coherent streetwall. Midrise and highrise towers that are not adjacent to a public street can be developed without podium buildings.

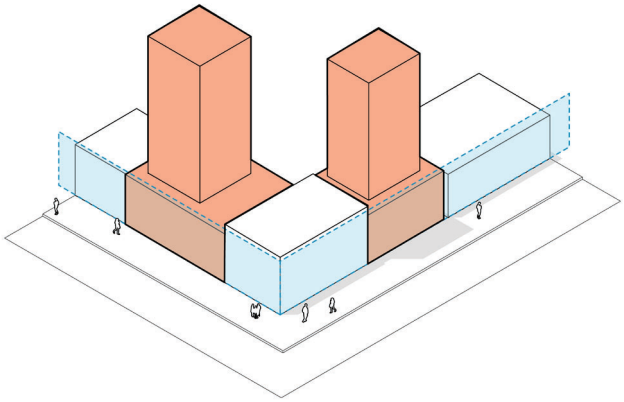


Figure MR46: Tower and Podium Configuration

MR47 Building Length

Design apartment buildings to not exceed 70 metres in length and to maintain at least 12 m of separation between facing dwelling units in separate buildings on the same site.

MR48 Passive Solar Design

Orient buildings toward the south, with the long axis running east/west to encourage passive solar design. A southern building orientation is ideally achieved on south facing lots with minimal obstructions that can block solar access, as determined through a sun/shade analysis.

MR49 Short Term Bike Parking

Provide bike racks near a building entrance, in a highly visible location.

MR50 Long Term Bike Parking

Provide secured and weather protected bike parking in the form of a cage or locked room where bicycles can be fastened to a rack.

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MR51 Rooftop Design and Accessibility

In a highrise and podium configuration, landscape podium rooftops and make them accessible to tenants/residents as usable common/private outdoor space. Screen or enclose mechanical equipment and appurtenances on midrise and highrise roof tops.

MR52 Parking within the Building Footprint

Locate all parking that is within the building footprint underground to maximize opportunities for ground-oriented dwelling units. Where site conditions prevent full underground parking, consider above-grade areas within the building core, subject to the following:

c. ***Along streets:*** fully separate (wrap) above-grade parking areas from the street with active uses, such as ground-oriented dwelling units, lobbies, and active common indoor amenity spaces.

d. ***Along internal lot lines:*** fully enclose the parking area and finish the building exterior in a manner consistent with the overall building design. Consider treatments that mimic or complement a residential frontage, such as glazing and extensive landscaping. Blank walls are not permitted and parking area lighting shall not be visible from the exterior of the building.

LANDSCAPE

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

MR53 Visual Interest

Define pedestrian areas and screen unsightly areas such as parking lots, blank walls, loading bays and storage areas with the use of landscaping elements.

MR54 Public Realm

Design the spaces between buildings and street curbs as safe, convenient and interesting people places. Enliven the public realm with attractive amenities such as seating, plantings, transit shelters, public art and water features.

MR55 Climate and Comfort

Strategically plant trees, shrubs and other vegetation to protect from high winds and excessive heat.

MR56 Tree Retention

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

MR57 Tree Canopies

Where sightlines are required, use trees that allow for a canopy at least 2.0 metres in height.

MR58 Tall Hedges

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

MR59 Native Species

Where appropriate, use native and drought tolerant plant and tree species.

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MR60 Fence Height and Design

Keep fences below 1.5 metres along public streets and public pedestrian walkways. Use wrought iron or other similar high quality materials, which provide adequate visibility. Chainlink fences are not permitted along public streets.

MR61 Stormwater Infiltration

Incorporate bio-swales and rain gardens into landscaped areas. Consider the use of permeable pavement for parking lots and other paved surfaces.

LIGHTING

To guide the design of lighting for the protection of neighbourhoods from light pollution and for a development's security.

MR62 Light Pollution

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

MR63 Pole Mounted Lighting Height

Place lighting fixtures no higher than 6.0 metres from the ground.

MR64 Pole Mounted Lighting Orientation

Direct lighting fixtures on the perimeter of a site 45 degrees downwards away from adjacent rural or residential properties with a side-to-side horizontal aiming tolerance of no more than 22.5 degrees. Lighting fixtures located inside the perimeter may be directed at a 90 degree angle from the pole.

MR65 Uplighting

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

MR66 Sensor Activated Lighting

Use sensor activated lighting for security lighting.

MR67 Even Wash

Create an even wash of light across surfaces desired to be lit only when they are not adjacent to rural and residential uses.

MR68 Nighttime Use

Do not light areas not intended for nighttime use. Focus lighting on popular pathways that provide key connections between destinations that people desire to use at night.

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Commercial
Development Permit Guidelines

Area

Commercial development that is within the Urban Development Boundary and is not mixed use, is subject to these Form and Character Development Permit Guidelines.

Justification

As the hub of the Fraser Valley, the city is increasingly attracting Commercial development that strives to serve a broader, more regional population. It will be important for these developments to be compatible with adjacent neighbourhoods and be safe environments for residents and visitors alike while accommodating the particular needs of these more car oriented commercial areas.

Objectives

The following guidelines are intended to encourage the construction of walkable, safe and convenient Commercial development. New Commercial development should seek to provide a welcoming environment for people walking, biking and taking transit. Crime Prevention Through Environmental Design (CPTED) principles have been incorporated directly into many of these guidelines, but does not preclude additional specific CPTED analysis as required.

Exemptions

1. Subdivision
2. Interior Renovations
3. Façade renovations limited to repainting or recladding without changing the:
    a. roofline
    b. footprint; or
    c. number of openings into the building on frontages not abutting a street
4. Signage copy change
5. Minor landscaping improvements that do not reduce or remove amenity space
6. Building additions to a maximum of 50m^2 not abutting a street
7. Airside development in the Airport land use designation (groundside development is not exempt)
8. Emergency circumstances to remove any immediate danger
9. Buildings that have been destroyed by fire and/or natural disaster less than 75%, as determined by the building inspector provided the building massing, siting and general appearance are as prior to destruction and the use conforms to the City's *Zoning Bylaw, 2014*
10. Unless otherwise stated in a Neighbourhood Plan

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Guidelines

The following guidelines may be applied when setting Development Permit conditions.

SITE CONTEXT

To guide the design of development sites that fit within the broader context of neighbourhoods and are compatible with adjacent properties.

CO1 Neighbourhood Connectivity

Enhance the pedestrian, bicycle and vehicle connections in the area.

CO2 Climate and Comfort

Maximize the benefits of sun exposure to shops, workspaces, and indoor and outdoor amenity areas.

CITY GATEWAYS

To provide supplementary design guidance for development sites within the Gateway Commercial land use designation.

CO3 Sense of Arrival

Design city gateway buildings and sites to establish a clear sense of arrival to the city through building massing and street-orientation, active frontages, elevated design standards, high-quality façade materials, distinct architectural features, glazing, enhanced landscaping, and tree planting.

CO4 Visibility

Design buildings and sites to create visual interest from adjacent highways, intersections, and local streets. Thoughtfully site and integrate 'back of house' functions, such as waste collection and loading areas, to maintain a strong visual interface and public realm along highly visible site edges.

SITE PLANNING

To guide the design of development sites with efficient circulation, safety and positive interfaces with public streets.

CO5 Passive Solar Design

Lay out development sites to optimize solar gain for each building.

CO6 Defined Streetscape

Orient buildings so they are facing public streets.

CO7 Façade Continuity

Align buildings in large format outlet developments along a continuous street-like façade.

CO8 Hierarchy of Spaces

Define the spaces that are public from those that are private with elements such as: grade changes, fencing, landscaping, etc.

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CO9 Walking Connections

Connect main entrances and unit entrances to public sidewalks, trails, parking areas and adjacent residential and commercial sites (existing and future).

CO10 Pathway Design

Ensure a minimum width of 2.0 metres for pathways throughout a site. Include raised crosswalks, distinct paving treatments and curb bulges to prioritize the mobility of those walking. Line pathways with bollards or curb stops to help impede vehicles from encroaching into this space.

CO11 Access to Transit

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

CO12 Bike Parking

Provide bike racks near a building entrance, in a highly visible location. Use inverted U or circular hoop racks that allow users to lock both a bike's frame and wheel. For larger commercial developments consider secured, weather protected bike parking.

CO13 Site Furnishings

Provide benches, weather protection and other amenities near main entrances and in public amenity spaces.

CO14 Site Grading

Avoid the use of retaining walls. Step buildings along the length of a sloping street. When retaining walls are required, limit them to a height of 1.2 metres and, terrace and landscape them. Lock block style retaining walls are not permitted.

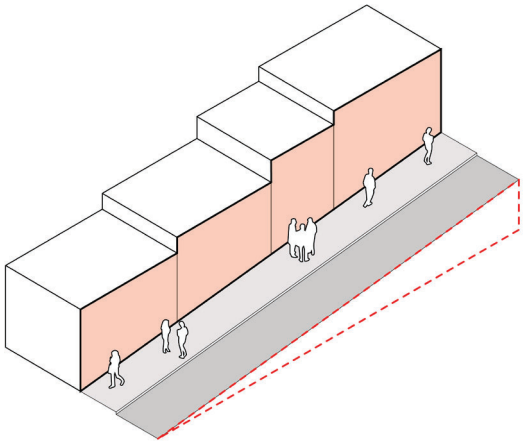


Figure CO14: Site Grading

CO15 Parking Design

Visually deemphasize parking areas with screening elements such as buildings, landscaping, trellises or other appropriate means.

CO16 Shared Parking and Access

Reduce the amount of curb-cuts with shared parking facilities and shared access points.

CO17 Drive Thru Facilities

Locate drive thru facilities internally and not between building faces and public streets.

CO18 Storage, Garbage and Recycling

Locate storage, garbage, composting and recycling areas behind buildings and not between any building and abutting streets. Permanently screen these areas with attractive, high-quality materials and architectural treatments that are complementary with the associated building(s).

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CO19 Loading Areas

Make loading areas and facilities accessible to service vehicles without interfering with pedestrian circulation and screen them with landscaping and fencing.

CO20 Gas/Service Stations

Design gas stations/service stations to prioritize the livability of adjacent dwellings by minimizing lighting spillover, strategically placing signs and parking, using landscape screening, and orienting less-compatible activities away from residences.

BUILDING DESIGN

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

CO21 Building Entrances and Location

Locate building entrances at grade and along building faces that front streets. Ensure entrances are easily identifiable and architecturally distinct.

CO22 Active Ground Floors and Storefronts

Design commercial buildings with active ground floors that incorporate narrow, individual storefronts. When facing a street, wrap large format outlets with smaller outlets that incorporate their own entries and identity.

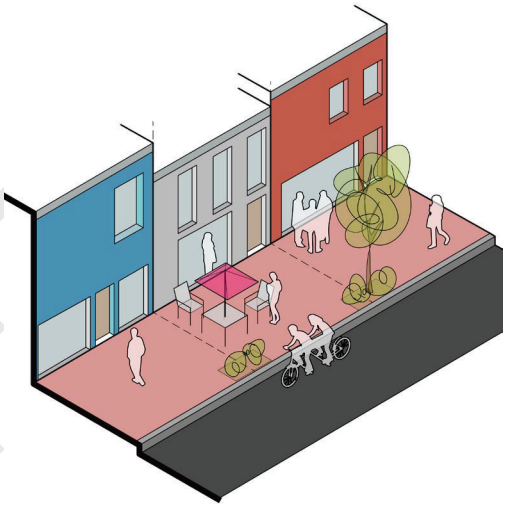


Figure CO22: Active Ground Floors and Storefronts

CO23 Transparent Fronts

Design ground level storefronts and lobbies to promote visibility with large amounts of transparent glazing. Do not obscure ground level façades with reflective glazing or excessive window signage.

CO24 Architectural Interest

Vary building materials, colours, rooflines and other architectural elements. Establish a rhythm to the streetscape by integrating vertical elements and breaks in the façade of a building. Large expanses of singular materials, such as vinyl siding and stucco, and blank walls are not permitted.

CO25 Grade Transition

On sloping sites, step ground floor slabs to ensure a level transition between the sidewalk and the building/storefront entrances. Similarly, design the roofline to follow the slope of the site.

CO26 Accessibility

Design buildings to address the functional needs of persons with disabilities including those who are mobility, visually and hearing impaired, and/or have reduced strength or dexterity.

CO27 Integrated Signage

Directly integrate signage into building façades. Design signage to be architecturally consistent with associated buildings. Single or double pole mounted signs are discouraged, and backlit box signs are not permitted.

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LANDSCAPE

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

CO28 Visual Interest

Define pedestrian areas and screen unsightly areas such as parking lots, blank walls, loading bays and storage areas with the use of landscaping elements.

CO29 Public Realm

Design the spaces between buildings and street curbs as safe, convenient and interesting people places. Enliven the public realm with attractive amenities such as seating, plantings, transit shelters, public art and water features.

CO30 Climate and Comfort

Strategically plant trees, shrubs and other vegetation to protect from high winds and excessive heat.

CO31 Tree Retention

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

CO32 Tree Canopies

Where sightlines are required, use trees that allow for a canopy at least 2.0 metres in height.

CO33 Tall Hedges

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

CO34 Native Species

Where appropriate, use native and drought tolerant plant and tree species.

CO35 Fence Height and Design

Keep fences below 1.5 metres along public streets. Use wrought iron or other similar high-quality materials which provide adequate visibility. Chainlink fences are not permitted along public streets.

CO36 Stormwater Infiltration

Incorporate bio-swales and rain gardens into landscaped areas. Consider the use of permeable pavement for parking lots and other paved surfaces.

LIGHTING

To guide the design of lighting for the protection of neighbourhoods from light pollution and for a development's security.

CO37 Light Pollution

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

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CO38 Pole Mounted Lighting Height

Place lighting fixtures no higher than 6.0 metres from the ground.

CO39 Pole Mounted Lighting Orientation

Direct lighting fixtures on the perimeter of a site 45 degrees downwards away from adjacent rural or residential properties with a side-to-side horizontal aiming tolerance of no more than 22.5 degrees. Lighting fixtures located inside the perimeter may be lit at 90 degrees from the pole.

CO40 Uplighting

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

CO41 Sensor Activated Lighting

Use sensor activated lighting for security lighting.

CO42 Even Wash

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

CO43 Nighttime Use

Do not light areas not intended for nighttime use. Focus lighting on popular pathways that provide key connections between destinations that people desire to use at night.

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Industrial
Development Permit Guidelines

Area

Industrial development within the Urban Development Boundary, or on lands designated Light Industrial outside of the Urban Development Boundary, is subject to these Form and Character Development Permit Guidelines.

Justification

Contemporary Industrial developments can include a wide variety of uses, take shape in a large range of forms and can often be visually prominent. For industrial neighbourhoods that are attractive to employers and accommodate the needs of employees, it is important they be designed to operate effectively. Additionally, high quality design of Industrial development is important because many industrial areas are positioned as gateways into the city providing a first impression to visitors.

Objectives

The following guidelines are intended to encourage the construction of attractive, safe and high quality employment lands with a particular focus on the function and economic viability of Industrial development.

Exemptions

1. Subdivision
2. Interior Renovations
3. Façade renovations limited to repainting or recladding without changing the:
    a. roofline
    b. footprint; or
    c. number of openings into the building on frontages not abutting a street
4. Signage copy change
5. Building additions to a maximum of 200m^2 when adjacent to other industrial uses
6. Accessory buildings to a maximum of 100m^2 when adjacent to other industrial uses
7. Minor site alterations no greater than approximately 1.2 metres in height
8. Airside development in the Airport land use designation (groundside development is not exempt)
9. Emergency circumstances to remove any immediate danger
10. Buildings that have been destroyed by fire and/or natural disaster less than 75%, as determined by the building inspector provided the building massing, siting and general appearance are as prior to destruction and the use conforms to the City's Zoning Bylaw, 2014
11. Unless otherwise stated in a Neighbourhood Plan

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Guidelines

The following guidelines may be applied when setting Development Permit conditions.

SITE CONTEXT

To guide the design of development sites that fit within the broader context of neighbourhoods and are compatible with adjacent properties.

IN1 Neighbourhood Connectivity

Design the site to enhance the pedestrian, bicycle and vehicle connections in the area.

IN2 Climate and Comfort

Maximize the benefits of sun exposure to staff lunchrooms and indoor and outdoor amenity areas.

SITE PLANNING

To guide the design of development sites with efficient circulation, safety and positive interfaces with public streets.

IN3 Defined Streetscape

Orient buildings so they are facing public streets.

IN4 Open Storage

Locate open storage areas behind or beside buildings and visually deemphasize these areas with screening elements such as landscaping, trellises or other appropriate means.

IN5 Site Grading

Avoid the use of retaining walls. When required, limit their height to 2.0 metres. When visible from or adjacent to the street, terrace and landscape retaining walls.

IN6 Walking Connections

Provide well defined pedestrian connections from the street, bus stops and parking areas to main building entrances.

IN7 Bike Parking

Provide bike racks near a building entrance, in a highly visible location. For larger industrial developments consider secured, weather protected bike parking.

IN8 Buffering

Incorporate buffers between industrial and residential uses sharing a common property line with a minimum 5.0 metres of landscaping.

IN9 Wayfinding

Include wayfinding signage for large multitenant sites.

IN10 Loading Bays and Storage Areas

Locate loading bays, outdoor storage and garbage enclosure areas behind buildings and separated from visitor parking lots.

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BUILDING DESIGN

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

IN11 Building Entrances and Location

Locate offices, reception and other public uses at grade and along building faces that front streets. Ensure entrances are easily identifiable and architecturally distinct.

IN12 Corner Buildings

Front corner buildings to both street edges and strongly define the corner by massing the building with visually prominent architecture.

IN13 Architectural Interest

Vary building materials, colours, rooflines, glazing and other architectural elements. Blank walls are not permitted along public streets.

IN14 Weather Protection

Provide weather protection to the main entrance to a building.

IN15 Accessibility

Design buildings to address the functional needs of persons with disabilities including those who are mobility, visually and hearing impaired, and/or have reduced strength or dexterity.

IN16 Integrated Signage

Directly integrate signage into building façades. Design signage to be architecturally consistent with associated buildings. Single or double pole mounted signs are not permitted.

LANDSCAPE

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

IN17 Visual Interest

Define pedestrian areas and screen unsightly areas such as parking lots, blank walls, loading bays and storage areas with the use of landscaping elements.

IN18 Public Realm

Design the spaces between buildings and street curbs as safe, convenient and interesting people places. Enliven the public realm with attractive amenities such as seating, plantings, transit shelters, public art and water features.

IN19 Climate and Comfort

Strategically plant trees, shrubs and other vegetation to protect from high winds and excessive heat.

IN20 Tree Retention

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

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IN21 Tree Canopies

Where sightlines are required, use trees that allow for a canopy at least 2.0 metres in height.

IN22 Native Species

Where appropriate, use native and drought tolerant plant and tree species.

IN23 Fence Height and Design

Keep fences below 1.5 metres along public streets. Use wrought iron or other similar high-quality materials which provide adequate visibility.

IN24 Stormwater Infiltration

Incorporate bio-swales and rain gardens into landscaped areas. Consider the use of permeable pavement for parking lots and other paved surfaces.

LIGHTING

To guide the design of lighting for the protection of neighbourhoods from light pollution and for a development's security.

IN25 Light Pollution

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

IN26 Pole Mounted Lighting Height

Place lighting fixtures no higher than 6.0 metres from the ground.

IN27 Pole Mounted Lighting Orientation

Direct lighting fixtures on the perimeter of a site 45 degrees downwards away from adjacent rural or residential properties with a side-to-side horizontal aiming tolerance of no more than 22.5 degrees. Lighting fixtures located inside the perimeter may be lit at 90 degrees from the pole.

IN28 Uplighting

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

IN29 Sensor Activated Lighting

Use sensor activated lighting for security lighting.

IN30 Even Wash

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

IN31 Nighttime Use

Do not light areas not intended for nighttime use. Focus lighting on popular pathways that provide key connections between destinations that people desire to use at night.

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Protection of Agriculture Development Permit Guidelines

Area

All lands adjacent to the Agricultural Land Reserve (ALR) that are wholly or partially within the Urban Development Boundary or designated Light Industrial and outside of the Urban Development Boundary, are subject to these Protection of Agriculture Development Permit Guidelines, unless designated Airport or Open Space. Lands that are separated from the ALR by a public right of way are deemed to be adjacent to lands in the ALR for the purposes of this designation.

Justification

The urban-ALR interface is the site of potential land use conflict. Issues of trespass and vandalism to farm crops and operations, nuisance complaints related to odour, noise and dust, parking and traffic issues and urban impacts, such as increased light and noise, can strain the relationship between urban and agricultural uses. Although the urban-ALR interface is mostly "built out", there are areas along this interface that are either developing or redeveloping. As these areas transition to higher intensity urban uses, it is important to ensure the urban-ALR interface is designed in a manner that maximizes the compatibility between urban and agricultural land uses, helps to protect the viability of agricultural operations, and considers the liveability of adjacent urban areas.

Objectives

The following guidelines are intended to protect farmland from impacts associated with urban development, reduce conflicts between farm operations and urban land uses, define a stable and clearly understood boundary between urban areas and the ALR, and encourage urban development along the urban-ALR interface that supports the viability of agriculture.

Exemptions

1. Interior Renovations
2. Façade renovations limited to repainting or recladding without changing the roofline, footprint or number of openings into the building
3. Development of agricultural buildings or structures on a lot zoned to permit agricultural use
4. Development interfacing with the ALR across Highway 1
5. Development of lands designated SSMUH 1, where the lot/parcel is less than 0.4 ha
6. Development involving the rezoning or subdivision of lands designated SSMUH 2 that will result in less than four lots when complete
7. Building Permits for single detached dwellings, Small-Scale Multi-Unit Housing resulting in four or fewer units on a lot, or buildings accessory to a principal residential use
8. Building additions or alterations for:
   a. commercial or multi-unit residential development, to a maximum of 50m^2
   b. industrial or institutional development, to a maximum of 100m^2

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9. Construction or alteration of institutional buildings or structures:
    a. sited 90 m or greater from the ALR boundary, or
    b. sited less than 90 m from the ALR and buffered from the ALR by an existing building
10. Construction or alteration of buildings or structures on a lot that interfaces with ALR lands that are not designated Agricultural 1 – Uplands or Agricultural 2 - Lowlands in the OCP
11. Emergency circumstances to remove any immediate danger
12. Buildings that have been destroyed by fire and/or natural disaster less than 75%, as determined by the building inspector provided the building massing, siting and general appearance are as prior to destruction and the use conforms to the City's Zoning Bylaw, 2014
13. For urban developments that abut the Agricultural Land Reserve and require a Form and Character, Natural Environment or Steep Slope Development Permit, provided the Protection of Agriculture Development Permit requirements are illustrated and fulfilled in the Development Permit submission, to the written acceptance of the City
14. Where a proponent provides satisfactory information to the City clearly demonstrating that the existing urban-ALR interface conditions will satisfy the intent of the Development Permit Guidelines for the full extent of the interface

Guidelines

The following guidelines may be applied when setting Development Permit conditions:

SITE PLANNING

To guide the design of development sites with suitable urban-ALR interfaces.

AG1 Orientation of High Intensity Uses

Orient buildings, structures, streets, vehicle accessways and outdoor amenity areas in a manner that directs high intensity uses, characterized by high levels of vehicle and pedestrian traffic and noise generators, away from adjacent agricultural lands.

AG2 Orientation of Low Intensity Uses

Orient low intensity uses, such as low activity service areas, residential rear yards and passive open space, in a manner that forms a buffer between higher intensity uses and adjacent agricultural lands.

AG3 Street Layout

Avoid locating new roads along the ALR boundary, wherever possible. Streets and vehicle accessways that 'dead end' adjacent to the ALR are strongly discouraged, except as may be necessary for access by farm vehicles into ALR properties.

AG4 Lighting Impacts

Design development sites, buildings and signage in a manner that minimizes lighting impacts on residential dwellings located on adjacent agricultural lands.

AG5 Rainwater Management

Design development sites to manage rainwater runoff onsite, as required by the Development Bylaw and the Natural Environment and Steep Slope Development Permit Guidelines. Along or near property lines adjacent to agricultural lands, landscape areas with the capacity to infiltrate or detain rainwater, such as rain gardens, planting beds, grassed areas and water features. Wherever possible, these features should be incorporated into the design of landscape buffers.

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AG6 Mature Trees

Wherever possible, preserve mature trees in areas along or near property lines adjacent to agricultural lands and incorporate them into landscape buffers.

AG7 Existing Fences

Wherever possible, utilize existing fencing (located along property lines between urban and ALR lands) and incorporate into landscape buffers, provided it is in good condition and meets landscape buffer fencing requirement.

LANDSCAPE BUFFERS

To guide the design of landscape buffers that are adapted to specific urban-ALR interface conditions.

AG8 Landscape Buffering Requirements

Include landscape buffers along urban-ALR interfaces that meet the following requirements:

a. Landscape buffers shall be located entirely on the urban side of the ALR interface.

b. Landscape buffers shall be designed to include setbacks, fencing and landscaping features that aim to minimize conflicts between urban and agricultural uses.

c. Buildings, structures, streets, vehicle accessways, parking areas and paved areas are prohibited within landscape buffer areas, except in circumstances where site access cannot be provided in an alternative location.

d. Vegetation within landscape buffer areas should be designed to filter dust, airborne particles, and crop spray from adjacent ALR land, and generally meet the following parameters:

   i. mature height of 6.0 metres and minimum crown density of 60%

   ii. minimum 60% conifers; street trees within the public right-of-way should reflect City standards;

   iii. whenever possible, use species native to the region, or as recommended in the Ministry of Agriculture Guide to Edge Planning, subject to alternatives specified by the City; and

   iv. implemented as per the specifications of Development Bylaw, 2022, as applicable.

e. A restrictive covenant shall be registered on title:

   i. identifying the area of the lot protected for implementation and maintenance of the buffer, according to the approved landscape plan; and

   ii. noting that the property is adjacent to an agricultural area where normal farming practices can be expected.

f. Required landscape buffer widths do not supersede setbacks prescribed by environmental legislation.

g. Measure Zoning Bylaw rear and interior lot line building setbacks from the urban edge of the landscape buffer. Where the prescribed distance cannot be achieved due to unique site conditions, a reduction may be considered if the intent of the guidelines is maintained.

h. Install signage on all buffer encroachment protection fencing and at dead-end roads to inform residents and prospective purchasers of adjacent farm operations (see AG14).

i. Where existing wooded, natural, or environmentally sensitive areas separate development from the ALR, buffer design may incorporate and enhance (where necessary) the existing vegetation to satisfy the Protection of Agriculture Development Permit Guideline objectives.

j. Where a proposed development is directly adjacent to an existing lot with an established ALR landscape buffer that is shallower than the standards set out in these guidelines, consideration may be given to a reduced buffer depth, or a portion thereof, to improve buffer design, transition, and continuity.

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AG9 Interior Lot Line Interface Buffer

The following provisions apply to development interfacing with the ALR across an interior lot line or where the ALR interface is mid-parcel:

a. minimum 10 m on-site landscape buffer

b. minimum of two contiguous and coordinated rows of coniferous and deciduous trees; provide at least 60% coniferous species

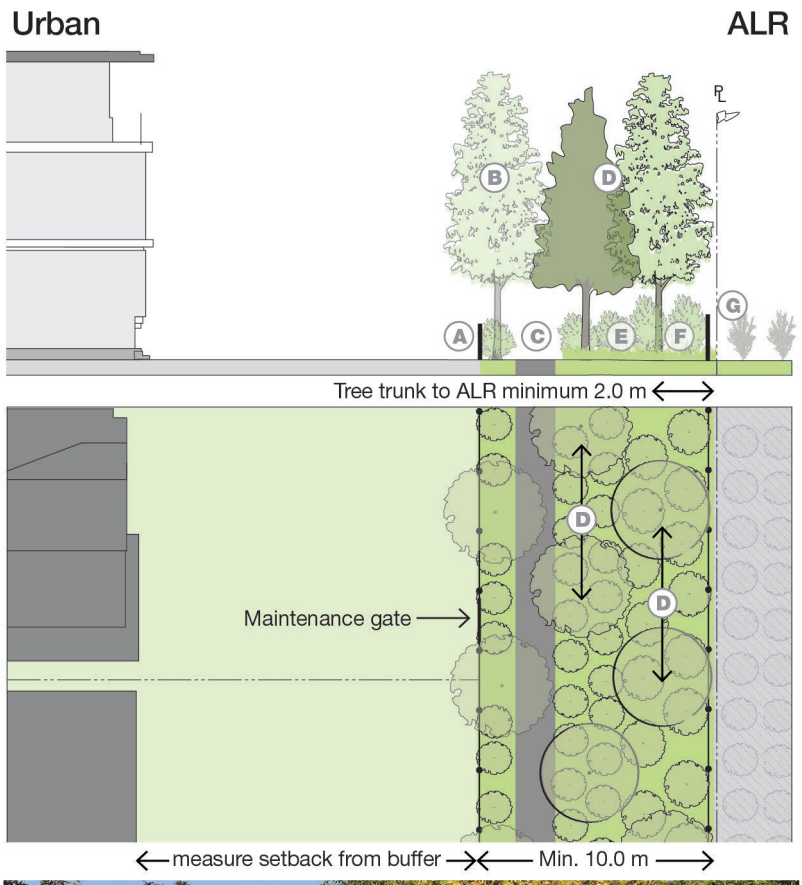
c. 3-5 rows of continuous screening and trespass inhibiting shrubs;

d. a pathway may be required on the urban side of the buffer, at the discretion of the City; this space shall be planted with understorey shrubs if a pathway is not provided

e. 1.2 m buffer encroachment protection fencing with signage

f. 1.8 m ALR boundary/property line fence

g. measure building setbacks from the buffer, not lot line, where space permits



(A) 1.2 m encroachment protection fence and sign

(B) Optional 3rd row of trees or understorey shrubs

(C) pathway or landscaping

(D) Contiguous and coordinated double row of trees:
- spaced ~6 to 8 m off centre, or as per species
- 60% coniferous species
- 6 m height at maturity

(E) 2-3 rows of trespass inhibiting shrubs

(F) 1-2 rows of screening shrubs

(G) 1.8 m ALR boundary fence



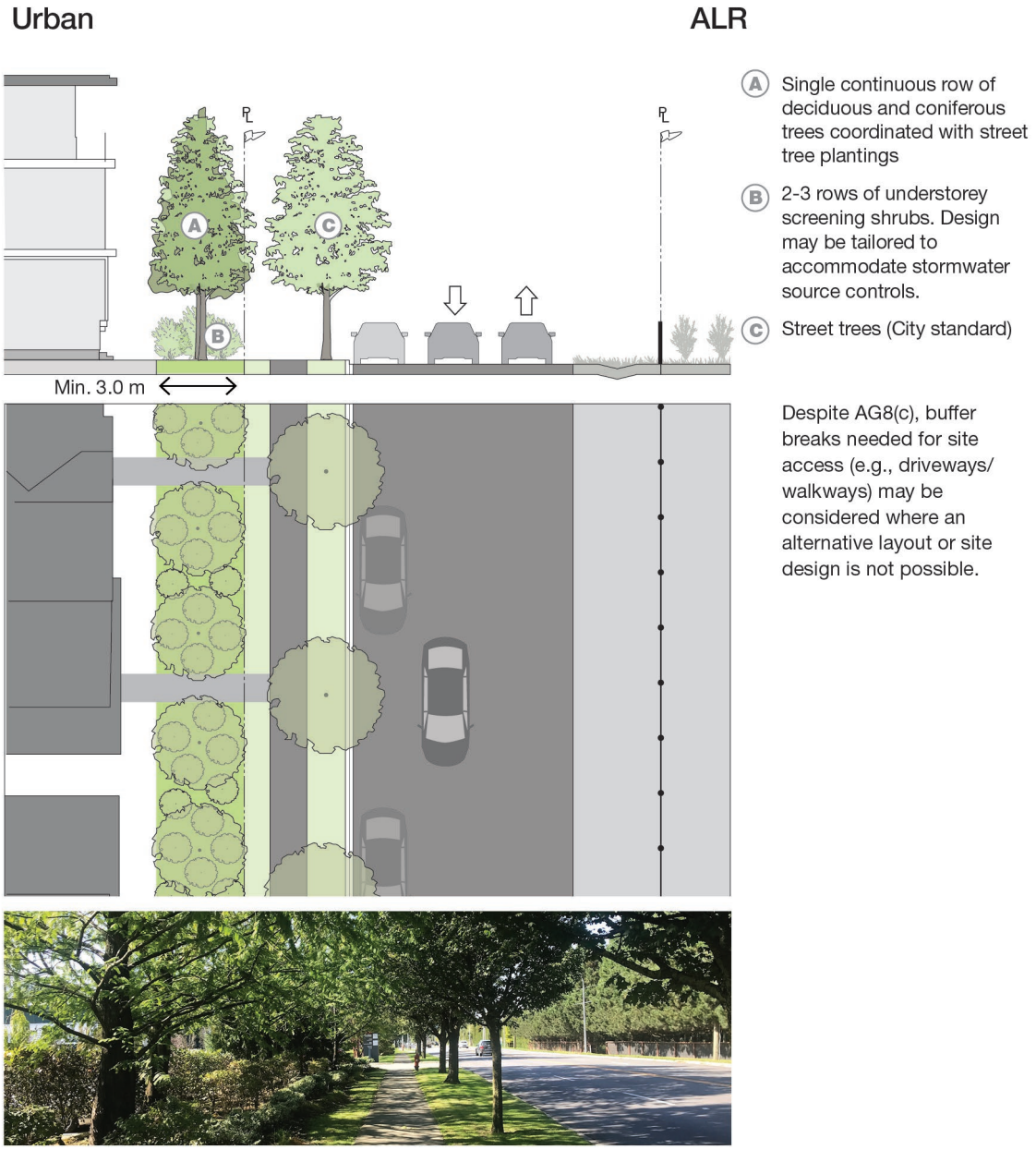
AG10 Existing Road Edge Buffer 1 - Urban (with street trees)

The following provisions apply to development, other than Small-Scale Multi-Unit Housing (SSMUH), that fronts, flanks, or backs onto the ALR across an existing road developed to an urban frontage standard, with street trees:

a. minimum 3.0 m on-site landscape buffer; a reduction may be considered for shallow, highly constrained sites

b. single contiguous row of deciduous and coniferous trees spaced in coordination with street trees; at least 60% coniferous. Provide a higher proportion of coniferous species where the buffer depth is constrained.

c. 3 rows of screening shrubs; 2 rows of dense evergreen species in constrained circumstances



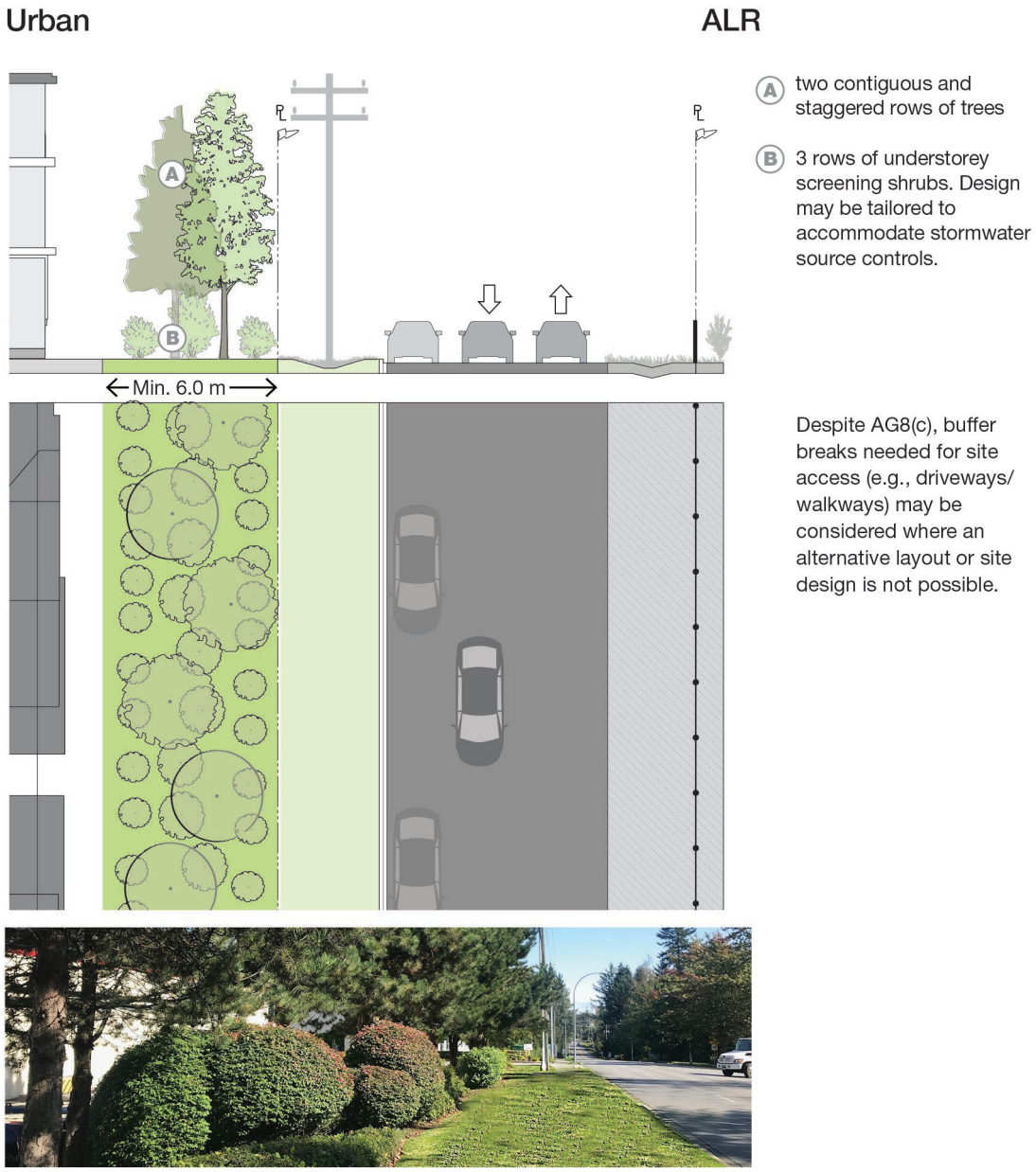
AG11 Existing Road Edge Buffer 2 - Rural (no street trees)

The following provisions apply to development, other than Small-Scale Multi-Unit Housing (SSMUH), that fronts, flanks, or backs onto the ALR across an existing road designated “rural” or a road without street trees:

a. minimum 6.0 m on-site landscape buffer with a staggered and contiguous double row of trees; at least 60% coniferous species.

b. where 6.0 m cannot be achieved, a reduction to 4.0 m may be considered with a higher proportion of coniferous species (over 60%). Special consideration may be given for further reductions in highly constrained locations.

c. minimum 3 rows of understorey screening shrubs



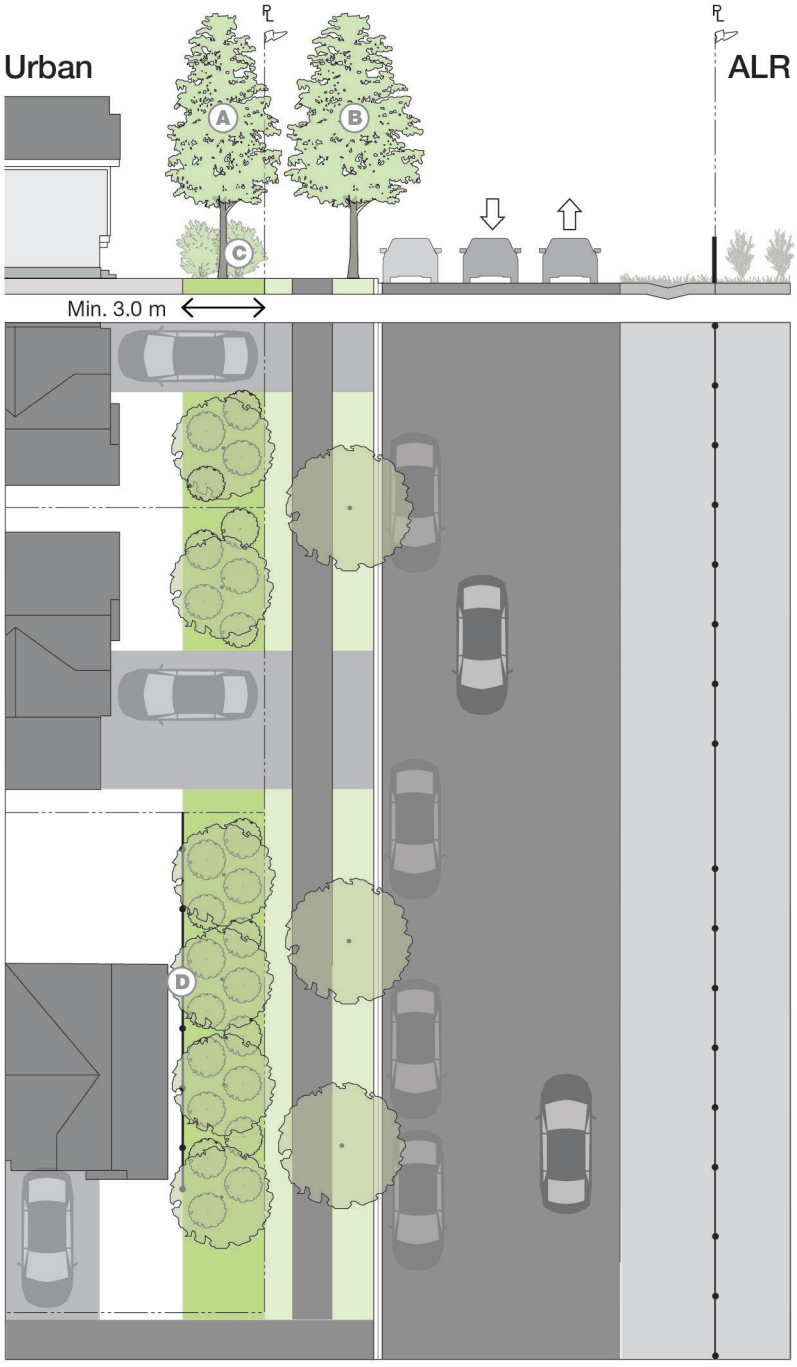
AG12 Existing Road Edge Buffer 3 – SSMUH Areas

The following provisions apply to Small-Scale Multi-Unit Housing (SSMUH) that fronts, flanks, or backs onto the ALR across an existing road (with or without street trees):

a. minimum 3.0 m on-site buffer with a single contiguous row of trees spaced in coordination with adjacent street trees, where provided; provide at least 50% coniferous tree species.

b. provide a higher proportion of coniferous tree species where a rear yard buffer interfaces with the ALR across a road without street trees.

c. 2 rows of screening shrubs; 1 row of dense evergreen shrubs in constrained circumstances



A Single continuous row of trees, coordinated with driveways

B Street trees, where required (City standard)

C 1-2 rows of understorey screening shrubs

D 1.2 m on-lot fence to delineate side and rear yard buffers facing a street

Despite AG8(c), buffer breaks needed for site access (e.g., driveways/ walkways) may be considered where subdivision layout cannot avoid lot frontages facing the ALR.

AG13 New Road Edge Buffer

The following provisions apply to development fronting the ALR across a new street constructed as part of the development:

a. wherever possible, avoid new roads adjacent to the Agricultural Land Reserve that require this buffer type

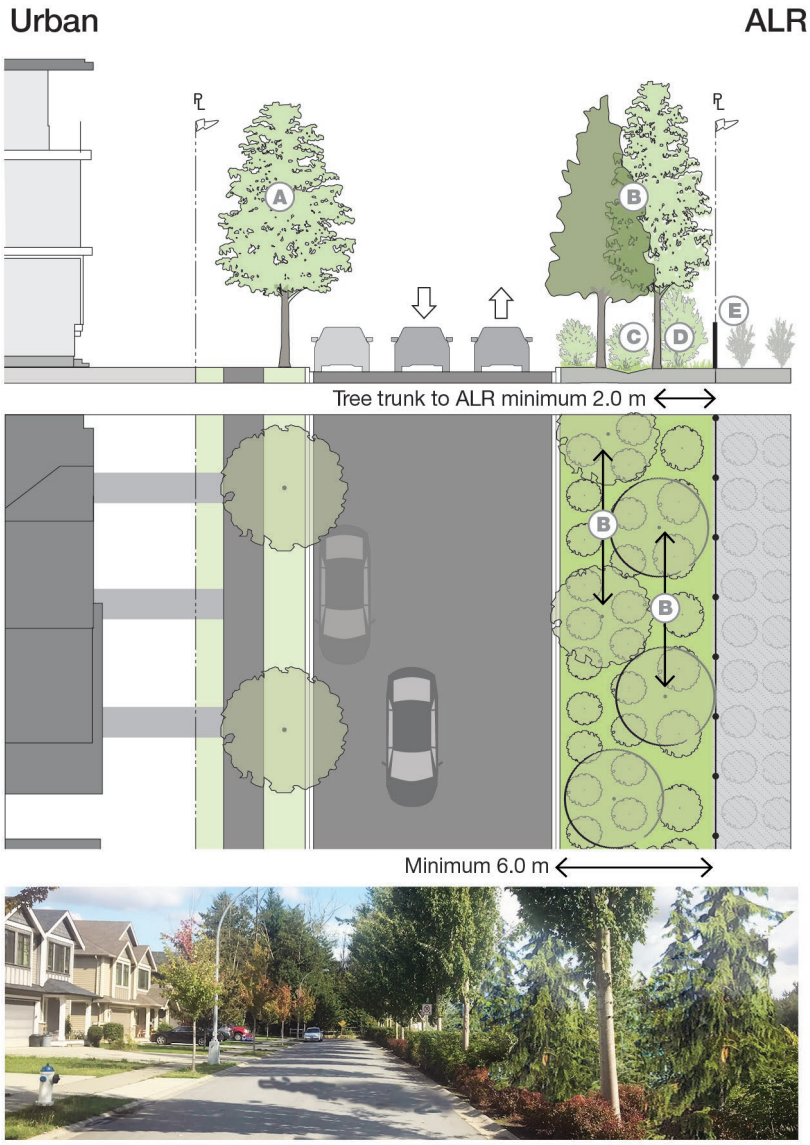
b. in circumstances where this interface type cannot be avoided, a maintenance/funding plan and financial security may be required and determined through the application process

c. minimum 6.0 m road right-of-way buffer

d. minimum of two contiguous and coordinated rows of coniferous and deciduous trees; providing at least 60% coniferous species

e. 3 rows of continuous screening and trespass inhibiting shrubs

f. 1.8 m ALR boundary fencing (page wire, existing, or as per AG14)



(A) Street trees (City standard)

(B) Contiguous and coordinated double row of trees:
- spaced ~6 to 8 m off centre, or as per species
- 60% coniferous species
- 6 m height at maturity

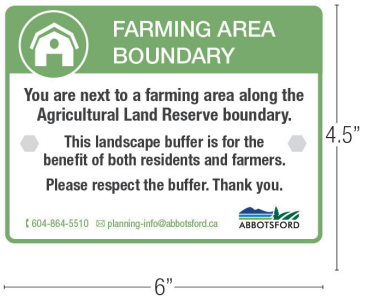
(C) 2 rows of trespass inhibiting shrubs. Design may be tailored to accommodate storm water source controls.

(D) 1-2 rows of screening shrubs

(E) 1.8 m ALR boundary fence

AG14 AG14Fencing and Signage

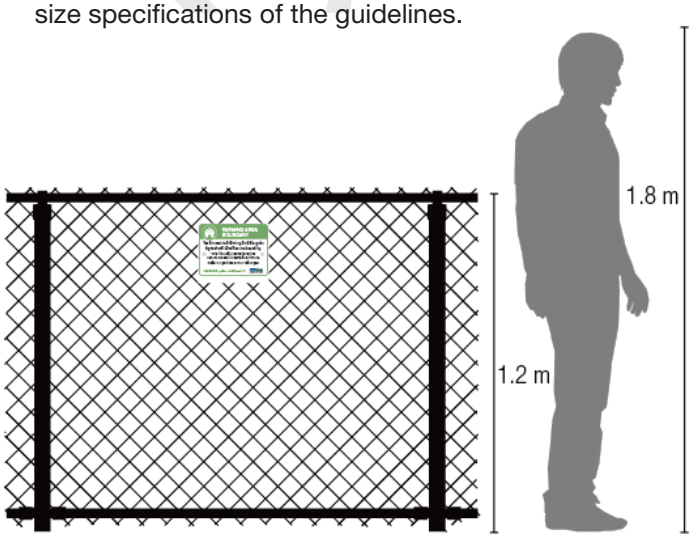
Signage



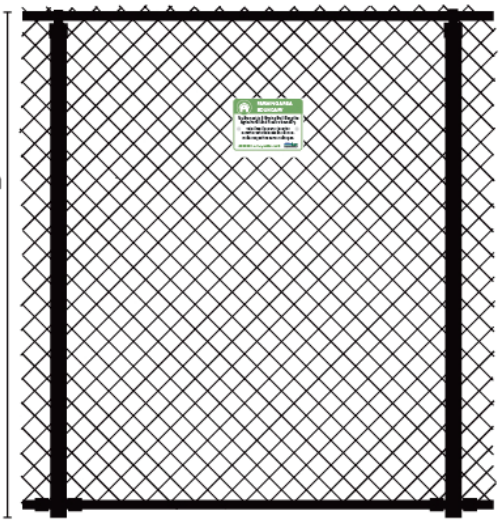
a. 6” x 4.5” (15 cm x 11.5 cm) designed as shown.
b. Sign grade aluminum with white surface; no sharp corners.
c. Green or black 7 year 2 mil vinyl text, or screen printed.
d. One sign every 15.0 m, or at the back of each lot (closer of)
e. Mount to buffer encroachment fencing or ALR property line fence for street applications. Mount with galvanized hardware in a position that will not impede text.

Fencing

a. Chainlink Mesh: galvanized, vinyl-coated black 3.5 mm steel wire, woven in 50 mm mesh
   - Top and bottom edges should be knuckled (bent interlocking)
   - Fasteners and fittings to be hot dipped galvanized, black
b. Posts: galvanized powder-coated black steel:
   - 75 mm outside diameter end, corner and straining posts
   - 60 mm outside diameter line posts
   - concrete footings
   - black powder coated end caps, welded in place
c. Top/Bottom Rail: galvanized powder-coated black steel (41 mm outside diameter)
d. Gate: provide at least one buffer maintenance access gate for each lot with a rear or side yard buffer that cannot otherwise be accessed by the lot owner. Materials and construction shall be consistent with the fencing.
e. 1.8 m ALR boundary fencing may be chainlink (as specified), page wire, or solid wood. Reuse of existing fencing that meets the intent and general size specifications of the guidelines is encouraged.
f. 1.2 m buffer encroachment fencing may be chainlink (as specified) or fixed-post wood rail fencing, provided it meets the intent and size specifications of the guidelines.



Buffer encroachment protection fencing (1.2 m)

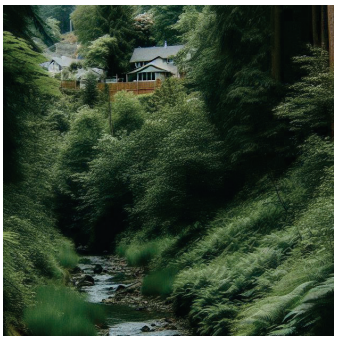


ALR Boundary Fencing (1.8 m)

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Natural Environment
Development Permit Guidelines

Area

Subdivision or alteration of land (including grading and vegetation clearing) and construction of, addition to, or alteration of a building or structure that occur in areas shown on Map 13 are subject to these Natural Environment Development Permit Guidelines.

The areas shown on Map 13 show natural environment areas.

Justification

Abbotsford's natural setting is characterized by a wide diversity and beauty of landscapes and natural features, including steep escarpments, forested slopes, sandstone rock faces, second growth and old growth forest, dry bluffs, streams, wetlands, and riparian areas. These ecosystems provide many functions necessary for our health and well-being. Protection and enhancement of green spaces will improve water quality, increase recreational opportunities, mitigate flooding, decrease greenhouse gas emissions, reduce watercourse maintenance and dredging costs, improve air quality, provide habitat, sustain food production, and many other tangible and intangible benefits.

Exemptions

1. Agricultural activities on lands that are within the Agricultural Land Reserve, or to accommodate bonafide agricultural uses permitted by the property's zoning. An environmental farm management plan or similar summary report and/or information may be requested to support the determination of a bonafide agricultural use
2. A subdivision for lot consolidation
3. New roads or road widening
4. Construction, addition or alteration of a building's footprint not exceeding:
   a. $10m^2$ of a residential permanent structure; or
   b. $50m^2$ of a commercial permanent structure; or
   c. $100m^2$ of an industrial permanent structure; and

   there are no impacts to native vegetation, and the expansion is within an existing developed area, and the expansion is not furthering a non-compliance or contravening senior agency legislation for fish or wildlife habitat
5. Replacement of existing retaining walls or infrastructure facilities with no change in the size or location provided the vegetation of the area is restored to its previous condition, and the development adheres to the municipal and senior agency requirements for such infrastructure
6. Notwithstanding exemption 4, all interior/exterior reconstruction, repair, or alterations to a permanent structure remaining on its existing foundation that do not expand the existing footprint

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7. Buildings that have been destroyed by fire and/or natural disaster less than 75%, as determined by the building inspector provided the building massing, siting and general appearance are as prior to destruction and the use conforms to the City's *Zoning Bylaw, 2014*
8. Emergency circumstances to remove any immediate danger, except that restoration may be required once the emergency has concluded
9. Municipal works, services and maintenance activities carried out by, or on behalf of, the City generally in accordance with these guidelines
10. Infrastructure works, services installation including well and septic fields and maintenance activities carried out by, or on behalf of a utility company, Ministry, Crown Corporation, or where authorized by senior agency approvals
11. Removal or management of hazardous trees, as determined by an Arborist certified in BC, except that replanting in Streamside Protection and Enhancement Areas may be required to meet no net loss once the hazard is mitigated
12. Ecological restoration of a Streamside Protection and Enhancement Area or other environmentally sensitive area that is approved or conducted by the City or required by a senior agency
13. For the purposes of riparian protection, development confirmed to be outside the SPEA and buffer area established in NE1
14. Where prior City or Senior Government approval was granted and the development remains consistent with those approvals
15. Where the proponent provides satisfactory information to the City that clearly demonstrates that the proposed activity will not be in conflict with the Development Permit Guidelines. The determination may need to be by a Qualified Environmental Professional, which concludes that the portion of land being developed is not environmentally sensitive and the natural feature(s) is (are) no longer present due to previously approved development

Objectives

The following guidelines are intended to allow land to be used for its intended purposes, while:

a. Implementing the requirements of the Riparian Areas Protection Regulations and establishing the requirements to accommodate development in a manner that protects fish and fish habitat;
b. Establishing requirements to protect species at risk and their habitat; and
c. Protecting other unique ecological and biodiversity assets.

New development should use the mitigation hierarchy to protect and improve the integrity, ecological health and biodiversity of Abbotsford's natural features and ecosystems.

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Guidelines

The following guidelines may be applied when setting Development Permit conditions:

ASSESSMENT AND APPROVALS

To outline conditions for development approval in natural environment areas.

NE1 Streamside Protection and Enhancement Area

Map 13 establishes the boundaries of the Natural Environment Development Permit based on the Simple Assessment methodology outlined in the *Riparian Areas Protection Regulations* and includes an additional buffer based on the table below. Any development within the boundaries of Map 13 must complete a site-specific analysis to confirm and establish the required SPEA setbacks and to demonstrate the proposal's consistency with those setbacks prior to proceeding with development.

Classification	Description	SPEA	Buffer
Class A	Permanent streams* that have fish present or potentially present	30m	10m
Class B1	Non-permanent streams that have fish present or potentially present and provide water, food, and nutrients to a fish-bearing stream or water body	30m	10m
Class B2	Non-permanent streams that are not inhabited by fish but provide water, food, and nutrients to a fish-bearing stream or water body	15m	10m
Class C1	Constructed ditches* that have fish present or potentially present	10m	10m
Class C2	Constructed ditches with no documented fish presence	2m	3m
Ravine	Where stream banks maintain a grade of 3:1 or greater and are 60m or more in width (excluding stream floodplain)	10m	10m
Wetland*	As defined in the *Riparian Areas Protection Regulation*, where connected by surface flow to a watercourse or body of water	30m	10m
Unclassified	Streams for which the permanency, presence of fish, or value in providing nutrients has not yet been determined	30m	10m

*as defined in *Riparian Areas Protection Regulation* & Technical Assessment Manual, as amended

Where development is proposed within the SPEA, an Environmental Assessment Report is required to establish the measures required to protect, enhance, restore, or mitigate impacts to the proposed SPEA and to demonstrate compliance with the development permit guidelines. For clarity, where development is occurring within the SPEA established above, the restoration and enhancement of the proposed SPEA may be required.

Where development is proposed within the buffer, the proposal must demonstrate protection of the SPEA by delineating the SPEA in a manner consistent with these guidelines.

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NE2 Assessment Report

If development is proposed within the SPEA established in NE1 above, an Environmental Assessment Report is required. This report must be completed by a Qualified Environmental Professional.

The Environmental Assessment Report may include a Detailed Fish Habitat Assessment and/or Wildlife Habitat Assessment, and should summarize:

a. the proposed development and construction footprint
b. the result of the fish and/or wildlife assessment
c. the riparian assessment area and SPEA required by the *Riparian Areas Protection Regulation*
d. where the proposed SPEA is not consistent with the setbacks contained in NE1, development may need to demonstrate that there will be no impact to critical root zones of vegetation remaining in the SPEA and/or provides an additional development free buffer to ensure construction and maintenance of permanent structures can occur without impact to the SPEA
e. the proposed restoration and enhancement of the SPEA
f. any potential hazards created by the proposed development to natural features, functions, or conditions in the SPEA that support the life processes of protected fish

The Environmental Assessment Report and modified SPEA may also be informed by:

a. Arborist Report
b. Geotechnical Report
c. Hydrological Assessment
d. Civil Design, including but not limited to servicing and lot grading
e. Sediment and Erosion Control Plan
f. Habitat Compensation Plan
g. Erosion and Sediment Control Plan

NE3 Development Approval

The City may approve or allow development to proceed within the SPEA established in NE1 and/or within other environmental areas if:

a. Qualified Environmental Professional conducts an environmental assessment for the proposed development using industry accepted methods and provides that, in their professional opinion:
    i. the development includes appropriate restoration and enhancement plans that are consistent with these guidelines
    ii. if the development is implemented as proposed, there is not expected to be serious harm to fish and fish habitat
    iii. if the development proceeds, sufficient mitigation measures can be implemented to avoid contravention of environmental legislation for fish or wildlife, and
    iv. if any measures necessary to protect the SPEA are identified, there will be no serious harm to fish and fish habitat if the measures are implemented

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NATURAL ENVIRONMENT AREA PROTECTION

To establish guidelines for the protection of natural environment areas.

NE4 Site Design

Design a project to fit the site rather than altering the site to fit the project.

NE5 Site Development

Limit encroachment into natural environment areas to the extent authorized by the site plan attached to the approved Development Permit. Minimize disturbance beyond the development footprint, including during the development process. Coordinate soil disturbance to occur in dry conditions where possible, typically June through September.

NE6 Species at Risk and Wildlife

Protect habitat where observations of species at risk have been identified by a qualified environmental professional. Prevent disturbance of unique or rare plants and ecosystems and avoid habitat fragmentation. Encourage wildlife linkages by providing wildlife corridors, where feasible.

NE7 Wetlands

Plan, design, and implement land development activities in a manner that does not disturb or fragment wetland ecosystems, including wetland vegetation and structure, rare animals, plants and ecosystems, or soils and soil conditions. Where unconnected wetlands are located in a Natural Environmental Area and are to be retained, setbacks will be determined by the consulting Qualified Environmental Professional.

NE8 Environmental Protection

Protect natural environment areas identified for preservation in an Environmental Assessment Report through measures such as dedication to the City, establishing a restrictive covenant, or zoning.

NE9 Effective Protection Plans

Where critical habitat for species at risk is identified and an Environmental Assessment Report determines that the site has the potential to support the species at risk, further mitigation features and plans may be required.

NE10 Flows, Drainage and Channel Geometry

Ensure that development and associated activities do not impact a stream's base flows, natural drainage patterns, and the natural stream channel geometry. Avoid development on slopes greater than 30% due to high risk of erosion and bank slippage.

NE11 Water Quality

Protect water quality within the City's watercourses and drainage system by adhering to the Erosion and Sediment Control (ESC) Bylaw and the Sewer Rates and Regulations Bylaw, as amended.

NE12 Tree Canopy

Conserve specimen trees and trees in stands (groups of trees along with their associated understory) to preserve long term health and stability of trees. Wildlife linkages within and beyond the development to be maintained or incorporated into the development to the extent possible.

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NE13 Wildlife Trees

Create safe wildlife trees by using existing hazardous trees where they can be retained without impacting the proposed activity.

NE14 Root Systems

Conserve trees by protecting their root systems from disturbance during and after construction.

NE15 Drip Line

Do not undertake construction activities, including excavation, soil compaction, placement of fill, equipment storage, cutting, or understory vegetation removal within the drip line of any tree.

NE16 Native Species

Within natural environment areas, only plant species native to the Coastal Western Hemlock Biogeoclimatic Zone with a focus on plantings that are climate appropriate.

NE17 Invasive Plants

Remove invasive plants and take measures to prevent their spread in accordance with best management practices or the recommendation of a qualified environmental professional.

NE18 Crossings through Natural Environment Areas

Avoid locating trails, roads and utility corridors across protected natural environment areas. If such crossings are required, then design crossings that:

a. are perpendicular to the protected natural environment areas, as narrow as practically possible, and elevated where possible;
b. are sited to minimize new impacts on vegetation, and where applicable, the stream channel;
c. are sited to conform to the natural topography as much as possible; and,
d. are constructed and maintained to prevent erosion and allow the natural movement of surface water and groundwater.

NE19 Non-Disturbance Areas

Prior to development, mark the boundaries of the natural environment area and the extent of encroachment allowed by the approved Development Permit with bright orange or otherwise highly visible temporary fencing, with a minimum height of 1.2m. Maintain and retain fencing throughout the site clearing, site preparation, and construction process. Do not alter trees and vegetation or remove or deposit soil or fill within a non-disturbance area. Protect vegetation from intrusion by motor vehicles with a curb or protective barrier, where adjacent to a road, driveway, or parking area.

PROTECTION, RESTORATION, ENHANCEMENT, & INTERFACE

To guide the mitigation, restoration and interface of a development with the natural environment.

NE20 Habitat Protection

Where development is proposed within the buffer area established in NE1, protect vegetation and delineate the SPEA area with protective fencing.

NE21 Habitat Restoration and Enhancement

Where development is proposed within SPEA setbacks established in NE1, restoration and enhancement of the proposed SPEA may be required in addition to the protection measures outlined

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in NE20. Restoration and enhancement work may include improvement of remaining portions of the habitat by supplementing existing vegetation, revegetating bare or thin areas, or widening the habitat in other portions of the site not affected by development, removing invasive species and similar work.

NE22 Habitat Restoration

Where the restoration and enhancement of the SPEA is required, those works should occur in accordance with the following principles:

a. select species that are native to the area and suit soil, light, and groundwater conditions of the site to promote habitat and erosion control;
b. plant trees to enhance bank stability and provide coverage to the stream; and
c. seed areas not covered by trees, shrubs, or groundcover with native herbaceous plants, grasses, and legumes.

NE23 Fencing

When adjacent to development protect SPEAs and other environmentally sensitive areas with fencing. Gates may be added to allow maintenance of a restored area, removal of invasive species, and nature appreciation.

NE24 Maintenance and Monitoring

Maintain and monitor restoration or compensation sites to ensure that the works are completed in accordance with the Development Permit.

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Steep Slope
Development Permit Guidelines

Area

Subdivision or alteration of land (including grading, tree clearing, and installation of services); and construction of, addition to, or alteration of a building or structure that occur in areas shown on Map 14 are subject to these Steep Slope Development Permit Guidelines. The areas shown on Map 14 include:

a. land with slopes of 20% or greater
b. land within 20m of slopes that are 20% or greater

Justification

As Abbotsford continues to grow, development may occur in areas with steep slopes where the potential risk of natural hazards such as landslides, erosion, debris flows, etc. present a danger to people and their property.

Steepness of slopes does not necessarily correlate with stability of slopes, which depends on factors such as geological material, soils, moisture content and vegetation cover. However, precautions are needed to ensure development activity or resulting retaining structures do not create hazardous conditions.

Objectives

The following guidelines are intended to allow land to be safely used for its intended purposes, while also protecting residents and property from the potential risk of natural hazards. In some cases, development on or near steep slopes is unavoidable and requires measures during site and building design, construction, and long-term maintenance to minimize the associated risks.

Exemptions

Notwithstanding the following exemptions, the Community Charter enables a building inspector to require a geotechnical report.

1. Agricultural activities on lands that are within the Agricultural Land Reserve, or to accommodate bonafide agricultural uses permitted by the property's zoning. An environmental farm management plan or similar summary report and/or information may be requested to support the determination of a bonafide agricultural use
2. A subdivision for lot consolidation or road widening
3. Construction, addition, or alteration not exceeding 30m^2 (323ft^2) where no variance(s) to the Zoning Bylaw is (are) required

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4. Notwithstanding exemption 3, all interior/exterior alterations or repairs that do not expand an existing building, structure, or retaining wall
5. Buildings that have been destroyed by fire and/or natural disaster less than 75%, as determined by the building inspector provided the building massing, siting and general appearance are as prior to destruction and the use conforms to the Zoning Bylaw
6. Actions and activities necessary to prevent immediate threats to life or property
7. Development located outside the geotechnical setback established by a qualified professional, where no additional works are required to ensure the safety of the development
8. Municipal works, services and maintenance activities carried out by, or on behalf of, the City generally in accordance with these guidelines
9. Development located on Crown land
10. Construction of retaining walls less than 1.2m in height
11. A restrictive covenant which effectively protects the property from the hazardous condition(s) is (are) already registered on the subject property, all the conditions in the covenant are met, and the proposed activity will not affect any portion of the hazardous conditions
12. Resource development or extraction authorized by and conducted in accordance with a permit issued by the Province of British Columbia or Government of Canada
13. Construction that is authorized by a Building Permit and meets the following:
    a. the subject property was previously subdivided and subject to mass grading and the development requires no significant lot grading, rezoning, or subdivision;
    b. the construction is consistent with any restrictive covenant(s) registered to title;
    c. the construction is conducted under sufficient geotechnical oversight in accordance with the BC Building Code and Building Bylaw; and
    d. the construction will not result in development within a Natural Environment Development Permit (NEDP) area, or is consistent with the conditions of a NEDP, and does not result in development within a Streamside Protection and Enhancement Area (SPEA)
14. Where the proponent provides satisfactory information to the City that clearly demonstrates that the proposed activity will not be in conflict with the Development Permit Guidelines. The determination may need to be by a qualified professional, which concludes that the portion of land being developed is not subject to hazardous conditions

Guidelines

The following guidelines may be applied when setting Development Permit conditions:

HAZARDOUS CONDITIONS

To identify parts of a parcel that require special consideration.

SS1 Slope

Avoid developing on land with slopes over 30%. Development may be considered on slopes greater than 30% where it can be demonstrated that the proposed development will not create environmental or visual impacts, can be sensitively integrated with terrain, and presents no hazards to persons or property.

SS2 Unique Hazards

Identify unique hazards such as abandoned mine shafts and implement mitigation measures to deal with the hazardous conditions.

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CONDITIONS FOR DEVELOPMENT

To establish general conditions and expectations of development in areas with steep slopes.

SS3 Geotechnical Hazard Assessment

A Geotechnical Hazard Assessment is required for a parcel subject to a Steep Slope Development Permit to determine any risks from natural hazards and any required mitigation measures to the satisfaction of the City. All steep slopes on the subject site should be assessed as part of a Geotechnical Hazard Assessment, regardless of whether development or site alteration activity will occur on the particular steep slope(s). A third-party peer review of a Geotechnical Hazard Assessment may be required at the expense of the applicant. Geotechnical Hazard Assessments may be required to provide information and analysis to ensure land may be safely used or developed for its intended purpose, including but not limited to the following:

a. pre- and post-construction slope grade percentages, for the purpose of future lot grading;
b. local government-recognized hazard acceptability thresholds to determine the safe development of land for its intended purpose;
c. a recognized best practices methodology to determine the factor of safety for slope stability under static and seismic conditions; and/or
d. hazard risk and public safety assessment for lands that may be designated Open Space and dedicated to the City.

SS4 Slope Protection

Protect slopes identified as unsuitable for development by a Geotechnical Assessment Report through measures such as dedication to the City, establishing a restrictive covenant, or rezoning.

SS5 Mitigation and Conditions

Do not develop in areas with a potential for natural hazard, unless a qualified geotechnical professional provides recommendations for:

a. mitigation measures to reduce risk of natural hazards for both the subject site and any adjacent and/or other potentially affected areas to an acceptable level during all stages of development;
b. conditions (i.e. conditions relating to the permitted uses, density or scale of building) necessary to reduce risk of potential natural hazards to acceptable levels.

SS6 Minimum Setback from Steep Slopes

Ensure all development, in addition to septic fields, swimming pools, hot tubs, ponds, or other uses at or near the top or base of steep slopes is set back a minimum of 10 metres from the top or base of any steep slope except as otherwise recommended by a qualified professional. Where development is near steep slopes greater than 30%, increase setback to a minimum of 15 metres except as otherwise recommended by a qualified professional.

ALTERATION OF SLOPES

To guide the alteration of slopes to reduce the risk of potential natural hazards to the property and its surroundings.

SS7 Site Design

Design a project to fit the site rather than altering the site to fit the project.

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SS8 Cluster Development

Cluster development as a means to minimize slope disturbance.

SS9 Lot Configuration

Use variation in lot sizes and subdivision layout to reflect the natural site contours, minimize cut and fill, and maximize developable areas. Do not create large flat terraces on hillsides to expand developable area.

SS10 Road Alignment

Align roads to follow natural site contours, conforming to existing topographic conditions rather than cutting across contours.

SS11 Grading

Provide site grading that is smooth and stable. Finished slopes of all cuts and fills should not exceed a three-to-one (3:1) grade unless the applicant can demonstrate that steeper slopes can be stabilized and maintained adequately.

SS12 Undercutting

Avoid undercutting the base of steep slopes for building, landscaping or other purposes except in accordance with the recommendations of a qualified professional.

SS13 Location of Fill

Ensure fill is not located within 10 metres of the top of a steep slope.

SS14 Retaining Wall Height

When designing retaining walls, respect the natural characteristics of the site and terrace walls to avoid overpowering the site with a large uniform wall face. As a general guide, retaining walls should not exceed 3.0 metres in height adjacent to roads and services and 1.2 metres in height between individual properties.

SS15 Retaining Wall Terraces

Terrace retaining walls with sufficient width to allow plantings and maintenance. The height and depth of the retaining wall steps should be consistent with the natural terrain or with the slope above and below the walls. Lock block style retaining walls are not permitted.

SS16 Building Forms and Massing

Step and articulate building forms to integrate and reflect the natural site contours and slope conditions. Avoid large unbroken building masses unsuitable for sloped conditions.

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LANDSCAPE

To guide the design of landscaping for the mitigation of hazardous conditions on a property with a steep slope.

SS17 Site Drainage

Design and maintain property, roof drainage and landscaping to shed water away from slopes. Avoid ponding near slopes.

SS18 Vegetation Maintenance and Reinstallment

Maintain and/or reinstall vegetation on the slopes and within any required setback above the slopes in order to absorb water and minimize erosion.

SS19 Slope Reinforcement

Reinforce and revegetate disturbed slopes, especially where gullied or where bare soil is exposed, as soon as possible. Plant in accordance with the recommendations of a qualified professional. Ensure monitoring and maintenance of restored areas by qualified professionals until such time as the vegetation is established.

SS20 Native Species

When revegetating steep slopes, plant species native to the Coastal Western Hemlock Biogeoclimatic Zone.

SS21 Tree Removal

Avoid tree removal on steep slopes and retain trees as much as possible elsewhere.

SS22 Erosion and Sediment Control

Where appropriate, follow erosion and sediment control measures in accordance with the Erosion and Sediment Control Bylaw.

SS23 Maintenance and Monitoring

Maintain and monitor mitigation measures to ensure that the works are completed in accordance with the Development Permit.

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Bylaw 2600-2016,
being "Official Community Plan Bylaw, 2016" Schedule "A"

7

Part 7: Heritage Conservation Areas

Heritage Conservation Areas & Guidelines
Clayburn Village Heritage Conservation Area



Heritage Conservation Areas & Guidelines

Heritage Conservation Areas are a tool that enables the City to preserve notable heritage assets. With significant land constraints it is becoming increasingly important in our city to protect heritage properties and ensure neighbouring properties respect the historical character of their surroundings. As the city grows towards 250,000 residents, these Heritage Conservation Guidelines can help retain the value of historically important properties and buildings. This work depends on making sure the following guidelines are welcomed, understood and adhered to.

The *Local Government Act* authorizes municipalities to designate Heritage Conservation Areas in the Official Community Plan for the purposes of heritage conservation. Where an area is designated, land development and construction only takes place after a Heritage Alteration Permit has been issued.

To conserve our heritage, the City designates lands subject to Heritage Alteration Permits:

1. Clayburn Heritage Conservation Area

As per Part 4, 'Make Places for People', other Heritage Conservation Areas may be explored in the future.



Clayburn Church

Clayburn Village Heritage Conservation Area

Area

All lands within the Heritage Conservation Area Boundary illustrated in *Figure CV1* are designated subject to these Heritage Conservation Guidelines.

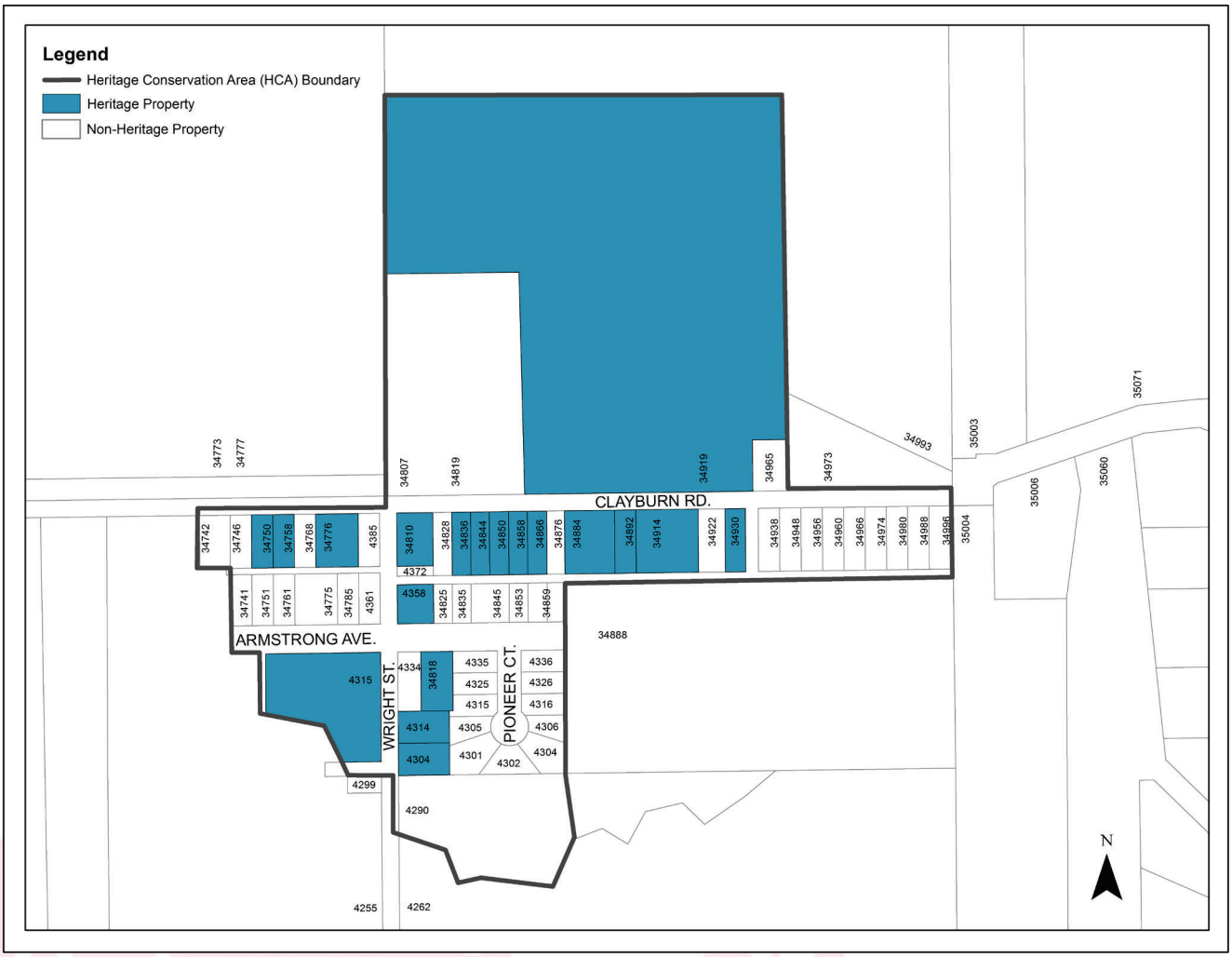


Figure CV1: Heritage and Non-Heritage Properties

Justification

Clayburn Village was the first company town to be established in British Columbia. The settlement dates from 1905, when the Vancouver Fireclay Company - later to become the Clayburn Company - built a brick making plant just to the west of Sumas Mountain, convenient to deposits of high-grade fireclay in the Straiton area on the southwest slopes of the mountain. A small townsite was laid out to the south of the brick plant where the company built homes for its managers and workers.

The brick faced houses of Clayburn Village, built between 1906 and 1909, are of special historical and architectural importance for a number of reasons:

- they are believed to have been designed by the renowned British Columbia architect, Samuel Maclure;
- Mr. Maclure's conception of the physical form of the village, and the design of the houses and their visual relationship to Sumas Mountain are a noted example of the City Beautiful Movement that became important in North America following the World Columbian Exposition held in Chicago in 1893;
- they represent one of the largest concentrations of brick buildings of the first decade of the twentieth century in the Lower Mainland and the Fraser Valley;
- as a group, they reflect a unity of design in the use of brickwork, shingles, woodwork, and windows; and
- the exterior use of brick in their foundations and first storey walls was unique in British Columbia.

There are other buildings in the village that are of historical importance. The village's wooden schoolhouse was built in 1908 on the west side of Wright Street. A presbyterian church was constructed in 1912 opposite the schoolhouse with bricks donated by the Clayburn Company. These buildings were officially designated heritage structures by the former District of Matsqui in 1978. They are now owned by the Clayburn Village Community Society and are used for community activities and events.

In 1912, a two-storey general store was opened on the corner of Wright Street and Clayburn Road and soon became the village's social focal point. In recent years, the store has been renovated and restocked, as much as possible to represent the commerce and lifestyle of the early decades of the twentieth century. It serves as a convenient meeting place for village residents and attracts visitors from all over the Province. The general store is also used as a convenient starting point for those who wish to tour the village and enjoy its atmosphere, stroll its streets, and view its buildings of architectural note.



Clayburn General Store

Finally, the Clayburn Brick Plant site is important to both Clayburn Village and British Columbia. By 1909 the plant was the largest brick producer in the Province, and the claim was made that it was the largest in Canada. Such was the originality and quality of Clayburn bricks - in particular, distinctively coloured specialty bricks - that architects ordered them for some of the most distinguished buildings in British Columbia, including the World Building (1911), St. Paul's Hospital (1912), the second Hotel Vancouver (1913, demolished in 1948), and the Marine Building (1929-30) all of Vancouver, and the Empress Hotel (1904-08) and Armouries (1914) of Victoria.

The plant lay unused after 1930 when production operations were merged with the brick plant in Kilgard. By 1940, most of the brick plant buildings had disappeared. In 1993, the District of Matsqui purchased this property with a view towards the eventual excavation of the old kilns and brick plant site, and establishing an interpretative centre on it.

Objectives

The objectives of the Clayburn Village Heritage Conservation Area are:

- To recognize and enhance the historic nature of Clayburn Village for the benefit of present and future generations.
- To ensure that all building restorations, rehabilitations, renovations or alterations, and property development or redevelopment within the Clayburn Village Heritage Conservation Area respects the history and enhances the heritage character and heritage value of Clayburn Village.
- To ensure that any residential development or redevelopment is consistent with existing land uses and buildings, and does not detract from the heritage and rural character of Clayburn Village.
- To promote conservation, restoration, and heritage sensitive rehabilitation and renovation of the heritage buildings in the Clayburn Village Heritage Conservation Area.
- To regulate subdivision within the Clayburn Village Heritage Conservation Area.
- To accommodate infill development that is consistent with the existing heritage buildings and enhances the heritage character of Clayburn Village.
- To retain, where possible, land in the Agricultural Land Reserve for agricultural use and ensure that the City's general agricultural land use policies apply to the Clayburn Village properties located in the Agricultural Land Reserve. These guidelines although intended to protect Clayburn Village's heritage buildings and resources, are not meant to unnecessarily interfere with or impede neighbouring farm operations or limit their ability to farm profitably.

Standards

A Heritage Alteration Permit is not required for:

- alterations to building interiors, except those that affect structural integrity;
- maintenance and repairs that do not affect the heritage character of the area or heritage value of property;
- activities necessary for the continuation of agricultural operations; or
- landscaping that does not affect the heritage character of Clayburn Village or the heritage value of properties highlighted in Figure CV1.

Pursuant to the *Local Government Act*, Heritage Alteration Permits will be issued by the City, subject to the terms and conditions considered necessary by the Council, or its delegate, for proposals that comply with the guidelines established below.

In those instances where a Heritage Alteration Permit is refused and the refusal to issue a permit prevents the use of land that is allowed under the applicable Zoning Bylaw, or the development of land to the density that is allowed under the applicable Zoning Bylaw in respect of that permitted use, the City Council, or its delegate, shall inform the applicant of the requirements or conditions under which the applicant's proposal would be allowed.

City Council, or its delegate, may refuse to issue a Heritage Alteration Permit for an action that, in the opinion of the City Council, or delegate, would not be consistent with the purpose of the heritage protection of the property.

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Guidelines

HERITAGE PROPERTIES

To conserve the historical and architectural significance of Heritage Properties in Clayburn Village.

CV1 Heritage Character and Value

When rehabilitating buildings and structures, respect the heritage character of the area and retain the heritage value of properties. To this end, property owners are encouraged to examine the photographic archives at the Abbotsford Museum, which contain many images of Clayburn Village in its early years.

CV2 Subdivision

Subdivision of land may be approved, but not until a Heritage Alteration Permit, consistent with these guidelines, is first obtained from the City. If the proposed subdivision will create a new building site, a heritage alteration permit consistent with the Guidelines for Non-Heritage Properties must be obtained from the City for construction of a new building or structure on the new parcel prior to subdivision approval.

CV3 Landscape

Respect the heritage character of the area while being consistent with neighbouring properties' landscape. Use plantings that reflect the village's period.

CV4 Site, Form and Massing

Retain the existing siting, roofline design, height, and number of stories of the affected building or structure. Where foundations require replacement, the siting and height of the affected building or structure may be reasonably altered.

CV5 Exterior Finishings

For exterior renovations, use finishing materials, colours, and windows which reflect the original design and character of the building.

CV6 Front Porches

Retain front porches and, where possible, restore the porches of the village's existing brick houses to their original design. Additions to the front of listed buildings shall not be permitted, except where the proposed addition replaces an existing addition or where the addition is a porch.

CV7 Building Footprints

Conserve the footprint of existing buildings and structures.

CV8 Building Additions

Minimize the visual impact of building additions from adjoining streets.

CV9 Fencing

Maintain the open appearance of residential properties by limiting the height of fences or solid hedges between the front face of the principal building and the front lot line to 0.76 metres. Where construction of a new fence is contemplated, erect a picket fence.

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CV10 Off Street Parking

Provide off street parking that is consistent with what is provided for existing developed properties in the same street block and consistent with the principal building located on the same property. To this end, property owners are encouraged to erect detached garages when building or replacing enclosed or covered parking areas.

CV11 Driveways

For residential properties fronting Clayburn Road, driveway access or parking of vehicles between the property line and the front face of buildings is prohibited. Instead, provide access for garages and off-street parking for these residences from the lane at the rear of these properties.

CV12 Building Damage

The buildings highlighted in Figure CV1 are of special historic importance; consequently, a Heritage Alteration Permit shall not be issued for these properties, except for an approved restoration, rehabilitation or renovation, or subdivision.

In instances where a building is damaged to the extent that 75% or more of its value above its foundations is destroyed and rehabilitation is not viable, a demolition permit may be issued by the City, provided that the proposed reconstruction or redevelopment of the site complies with the Guidelines for Non-Heritage Properties.

NON-HERITAGE PROPERTIES

To support and enhance the historical and architectural importance of Heritage Properties in Clayburn Village.

CV13 Building Rehabilitation and Replacement

Rehabilitate or replace Non-Heritage buildings in a manner that:

- respects the heritage character of the area and is consistent with neighbouring heritage properties; or
- conforms with the existing structure.

To this end, property owners are encouraged to examine the photographic archives at the Abbotsford Museum, which contain many images of Clayburn Village in its early years.

CV14 Subdivision

Subdivision of land may be approved, but not until a heritage alteration permit, consistent with these guidelines, is first obtained from the City. If the proposed subdivision will create a new building site, a Heritage Alteration Permit, consistent with these guidelines, must be obtained from the City for construction of a new building or structure on the new parcel.

CV15 Landscape

Respect the heritage character of the area while being consistent with neighbouring properties' landscape. Use plantings that reflect the village's period.

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CV16 Architectural Design

For new or renovated buildings, incorporate architectural design features which are either characteristic of, or consistent with, those of adjacent buildings or the village's existing historic buildings; in particular, historic buildings on adjacent sites or in the same street block. Architectural features to be considered include:

- roofline design, materials, and colour;
- building height and number of stories;
- front porches;
- exterior finishing materials and colour; and
- window size, design, and materials.

Where possible, renovations that involve brickwork should utilize bricks that resemble the colour, texture, and size of bricks found in the village's historic buildings.

CV17 Building Setback

Set back new buildings and additions to existing buildings at a distance that is consistent with buildings on abutting or adjacent properties; in particular, historic buildings on adjacent properties or properties in the same street block.

CV18 Building Footprint

For new buildings or buildings undergoing renovation and enlargement, maintain consistency in building footprints with those on adjacent properties or properties in the same street block.

CV19 Rooflines

Ensure consistency in the roofline of new or renovated buildings with the heritage character of the area or with the character of buildings on adjacent properties or properties in the same street block.

CV20 Front Porches

Include front porches for new or renovated buildings.

CV21 Fencing

Maintain the open appearance of residential properties by limiting the height of fences or solid hedges between the front face of the principal building and the front lot line to 0.76 metres. Where construction of a new fence is contemplated, erect a picket fence.

CV22 Off Street Parking

Provide off street parking that is consistent with what is provided for existing developed properties in the same street block and consistent with the principal building located on the same property. To this end, property owners are encouraged to erect detached garages when building or replacing enclosed or covered parking areas.

CV23 Driveways

For residential properties fronting Clayburn Road, driveway access or parking of vehicles between the property line and the front face of buildings is prohibited. Instead, provide access for garages and off street parking for these residences from the lane at the rear of these properties.

CV24 Demolition

Demolition of buildings or structures will not be approved unless a Heritage Alteration Permit, consistent with these guidelines, is first obtained from the City for construction of a new building or structure.

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Part 8: Regional Context Statement



8.0 OCP Regional Context Statement

City of Abbotsford Regional Context Statement (RGS) Introduction
The Regional Context Statement serves as a tool to align the City of Abbotsford's Official Community Plan (OCP) with the broader regional planning framework established by the Fraser Vallery Regional District (FVRD). In 2024, the FVRD adopted a new Regional Growth Strategy, known as Fraser Valley Future 2050. The *Local Government Act* requires that an OCP must include a Regional Context Statement and that it must identify the relationship between the OCP and the applicable Regional Growth Strategy (section 446) as well as how the OCP is consistent with the Regional Growth Strategy (section 447). The FVRD's Regional Growth Strategy envisions the region as a network of distinct, sustainable communities that responsibly manage growth while protecting land resources and the natural environment. This vision is supported by eight key goals: 1. Collaboration, 2. Economic Strength & Resilience, 3. Living Well, 4. Community Building, 5. Ecosystem Health, 6. Transportation & Mobility, 7. Infrastructure & Services, and 8. Climate Change. The City of Abbotsford OCP aligns with the FVRD's Regional Growth Strategy. The City's OCP positions the Abbotsford as the region's cultural and economic hub, promoting diverse employment, innovation and resilience through strategic land-use planning and collaboration. The OCP advances inclusive, healthy neighbourhoods with policies that encourage compact, complete communities focused within the Urban Core and reinforced by the Urban Development Boundary, which aligns with the Regional Growth Boundary. Environmental protection, integrated transportation, sustainable infrastructure, and climate change mitigation are key priorities, with target actions to reduce Green House Gas (GHG) emissions. The OCP's vision, goals, and policies ensure coordinated, sustainable growth that supports both local and regional objectives.

RGS Policies	OCP Policies
1.0 COLLABORATION ***Goal: To achieve our common goals for the future of the region by encouraging collaboration between jurisdictions, cultures, and neighbours.***	
Policy 1.1 Build and strengthen relationships with Indigenous communities and governments	The section titled "Local Indigenous Peoples & Communities" in Part 1 of the OCP recognizes work led by Indigenous governments and affirms the City's ongoing commitment to building and maintaining strong relationships with neighbouring jurisdictions, First Nations, and Indigenous Governing Bodies. This commitment is embedded in various OCP policies, such as *Policy 4.2.9 Diverse Local Economy* and *Policy 4.3.1 Diverse and Affordable Housing*.
Policy 1.2 Work together to ensure success	The City's OCP encourages collaboration with various governments, organizations, and interest holders across a range of topics to manage growth. For example, *Policy 4.4.18 BC Transit* supports working with BC Transit to develop a strategy for achieving all day frequent transit service along the frequent transit network, *Policy 4.5.16 Create and Activate Places* encourages collaboration with organizations and businesses to develop specific cultural programs and activities, and *Policy 4.5.29 Policy Advocacy* encourages leveraging shared funding with other levels of government to address social needs.

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RGS Policies	OCP Policies
2.0 ECONOMIC STRENGTH & RESILIENCY ***Goal: To realize the region's economic potential by providing opportunities in employment and education that will grow the economy by building on the region's strengths.***	
Policy 2.1 Protect and support employment lands	The City's OCP vision aspires for Abbotsford to be the economic hub of the Fraser Valley, and policies aim to protect and expand economic growth by clustering and intensifying employment development, which can be seen through *Policy 3.5 Industrial Growth*, which supports growing the industrial land base for both local and regional industrial needs, particularly through two Special Study Areas (A and B), as these lands are in close proximity to the Abbotsford International Airport (YXX) and Highway No.1.
Policy 2.2 Promote growth and development in agriculture	Part 4.7 of the OCP, titled "Enhance Agricultural Integrity" recognizes the importance of Abbotsford's agricultural areas being a longstanding pillar of the local economy. The OCP promotes growth and development of agricultural, through policies, such as *Policy 4.7.1 Partnerships Supporting Agriculture*, *and Policy 4.7.3 Capacity of Existing Agricultural Lands,* which together supports the preservation of agricultural land and maintaining up-to-date regulations with senior levels of government. Additionally, *Policy 4.7.4 Value Added Opportunities* and *Policy 4.7.6 Support Agricultural Innovation and Agri-Tech* support the productivity of agricultural lands, particularly for food production.
Policy 2.3 Create opportunities for employment and education	Part 4.2 of the OCP, titled "Support a Thriving Local Economy", outlines policies that advance the *Big Idea* that Abbotsford's economy will remain one of the most diverse and resilient in the country. *Policies 4.2.1* to *4.2.12* promote employment creation through economic diversification (*Policy 4.2.9 Diverse Local Economy*), improved access to jobs (*Policy 4.2.1 Local Jobs and Short Commutes*), as well as innovation and retention of skilled labour force (*Policy 4.2.4 Creative Industries*). The creation of educational opportunities can be seen through the OCP's Neighbourhood Plans, such as the UDistrict Neighbourhood Plan, which promotes the growth of the University of the Fraser Valley and positions the university area as the heart of the neighbourhood. *Policy 3.1.1 University Village* (UDistrict NP) supports this strategic focus as it aims to strengthen business growth and development through its proximity to innovation.
Policy 2.4 Work to attain the region's full tourism potential	The City's OCP helps to unlock the region's full tourism potential by integrating cultural, recreational, and natural assets through strategic land use planning. By supporting food culture (*Policies 4.7.7* and *4.7.14*), conserving heritage resources (*Policy 4.5.18 Conserving Heritage*), expanding parks (*Policies 4.51 to 4.5.11*) and enhancing public and performance arts (*Policy 4.5.13 Public and Performance Arts*), the OCP leverages Abbotsford's unique identity. Vibrant public spaces and arts activations (*Policy 4.5.15 Vibrant Streets and Spaces*) help bring the city to life, particularly in compact, mixed-use areas, such as the City Centre and Historic Downtown. Supporting policies around wayfinding (*Policy 4.4.4 Wayfinding*), walkability (*Policy 4.4.7 Shorter Distances to Destinations*), and transit (*Policy 4.4.16 Frequent Transit Network*) further enhance connectivity and improve access to key destinations, making the area more navigable and appealing for visitors.

RGS Policies	OCP Policies
3.0 LIVING WELL ***Goal: To ensure the region is an inclusive place where everyone is able to maintain a high quality of life, regardless of age, income, or ability.***	
Policy 3.1 Promote healthy and inclusive living	Part 4 of the OCP includes policies that encourage healthy and inclusive living, throughout sections that aim to establish complete neighbourhoods (section 4.3), make places for people (section 4.5) and improve natural & built systems (section 4.6). Housing *policies 4.3.1 to 4.3.8,* found in Part 4 of the OCP, support inclusive housing for all residents in Abbotsford, while *policies 4.4.1 to 4.4.18* and Development Permit Guidelines, such as *MU34, MU44, MR24, MR51, CO26, and IN15*, encourage designing inclusive streets, neighbourhoods, and buildings to assist residents of all ages, abilities, incomes, and cultures to access supports they need to live healthy and fulfilling lives.
Policy 3.2 Support arts and culture initiatives	The City's OCP vision aspires for Abbotsford to be the cultural hub of the Fraser Valley, and this vision is supported by various policies. Examples of policies related to supporting arts and culture can be found in Part 4, within the section titled "Arts, Heritage, and Culture", where *Policy 4.5.14 Celebrate Culture* recognizes that culture is a vital component of a healthy community, *Policy 4.5.13 Public and Performance Arts* supports local initiatives, and *Policy 4.5.16 Creative and Activate Places* supports improvement to existing places and creating new spaces for arts and culture.
Policy 3.3 Protect and enhance parks and recreation lands	Part 4.5, titled "Make Places for People" of the OCP contains the goal to support a diverse and dynamic system of parks, recreation facilities, and trails. *Policy 4.5.1 Future Park Locations* outlines the identification of future park locations, strategically mapped with service catchments (as shown on Map 8 Parks and Trails). Additionally, *Policy 4.5.3 Future Park Features* focuses on the thoughtful delivery of future park features based on equity, community demand, and strategic needs. It encourages the consideration of innovative models to enhance the long-term sustainability and value of parks and recreation lands.

RGS Policies	OCP Policies
4.0 COMMUNITY BUILDING ***Goal: To create compact, complete communities that strengthen urban centres, maintain rural character, and offer choice and affordability in housing.***	
Policy 4.1 Concentrate growth in urban centres	Part 3 of the OCP outlines the urban structure for Abbotsford and identifies the City Centre as an area with the highest concentration of growth and density. This aligns with the FVRD's Regional Growth Strategy, which identifies the City Centre as being a regional Urban Centre (RGS Map 3). Additionally, the objective of concentrating growth in urban centres is supported through *Policy 3.2 Focused Residential Growth,* which encourages new residential growth to be within the Urban Core, as identified on Figure 3.1 Urban Structure, located within the City's Urban Development Boundary.

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Policy 4.2 Maintain the character of rural communities in electoral areas	Not Applicable
Policy 4.3 Promote sustainable regionally-scaled resort development	Not Applicable
Policy 4.4 Ensure housing choice and affordability	Housing is identified as an important element of sustainable development in Part 2, section titled "Housing", of the City's OCP. This section describes the City's Housing Needs Report and its relationship with the OCP as well as provides wayfinding to housing policies contained in the OCP. For example, *Policy 4.3.1 Diverse and Affordable Housing* supports diverse and affordable housing types for a variety of household sizes, incomes, tenures, and preferences. The City's OCP land-use designation maps (Map 1, 2, and 3 a-d) have been analyzed to ensure that housing units needed over the next 20 years, as identified in the City's Housing Needs Report, are enabled.

RGS Policies	OCP Policies
5.0 ECOSYSTEM HEALTH ***Goal: To protect the air, water, and biodiversity on which we depend.***	
Policy 5.1 Monitor, study, protect, and improve air quality	The OCP's vision for Abbotsford includes aspiration *Natural Areas and Trails*, which paints the picture of protecting Abbotsford's air quality for future generations. This aspiration is supported through *Policy 4.6.13 Air Quality* that promotes strategies that reduce local air pollution. Strategies stemming from this policy may include monitoring, studying, and protection recommendations. Additionally, *Policy 4.6.3 Urban Forest and Tree Canopy*, supports expanding and strengthening Abbotsford's tree canopy to improve air quality and *Policy 4.7.9 Environment* ensure agricultural activities support and respect air quality.
Policy 5.2 Protect watershed health	The OCP's vision for Abbotsford includes aspiration *Natural Areas and Trails,* which paints the picture of protecting Abbotsford's watershed health for future generations. This aspiration is supported through *Policy 4.6.12 Water Quality,* which seeks to improve local water quality through reduction of point and non-point source pollution, and through watershed planning in partnership with neighbouring and regional jurisdictions. Additionally, the Natural Environment Development Permit Area and Guidelines, such as *NE1-NE3 and NE6-NE11,* have the objective of protecting water quality and quantity.

Policy 5.3 Protect biodiversity	The City's OCP protects biodiversity by focusing compact development within the Urban Development Boundary and requiring a Natural Environment Development Permit (NEDP) for any development within the DP area. The NEDP guidelines, specifically guidelines *NE4-NE20,* limit development in ecologically sensitive areas and guides restoration, replacement, as well as monitoring of the natural environment. Part 4.6 titled "Improve Natural + Built Systems" of the OCP outlines the goal *Natural and Built Areas in the City and Country*, which aims to protect and maintain ecosystems, habitat and habitat corridors, and environmental quality within the city. Policies within this section, such as *Policy 4.6.1 Ecological Greenways*, aim to enhance and restore ecological links between existing natural areas and public open spaces, increasing connections between isolated habitats.

RGS Policies	OCP Policies
6.0 TRANSPORTATION & MOBILITY ***Goal: To develop an integrated, safe, and efficient transportation system for people and goods that promotes transit, walking, and cycling, and minimizes the transportation system's impact on air quality.***	
Policy 6.1 Create a region-wide network of affordable and convenient transportation options that safely and efficiently facilitates the movement of people and goods	The OCP's envisions the City to have real, attractive choices in the way people move around Abbotsford by supporting street network design that ensures efficient vehicle movement of people and goods through an integrated approach to land use planning and transportation, a reflected in *Policy 4.3.7 Housing and Multi-Modal Transportation*. Part 4.4, section titled "Make Walking, Biking + Transit Delightful" of the OCP includes policies, such as *Policies 4.4.24 to 4.4.27,* that support a wide range of affordable, convenient, and safe transportation options to meet the needs for people and goods. For example, *Policy 4.4.26 Intersection and Street Design* prioritize pedestrian-friendly intersections and *Policy 4.4.24 Goods Movement* ensures critical space is maintained for the flow of goods.
Policy 6.2 Promote active and alternative forms of transportation that prioritize pedestrians and cyclists	The City's OCP policies encourage active and alternative transportation by prioritizing infrastructure, support, walking, rolling, and transit use. Urban structure policies promote neighbourhood centres where local services are easily accessible by non-car means, such as *Policy 4.3.7 Housing and Multi-Modal Transportation, Policy 4.4.2 Mode Targets, and Policy 4.4.26 Intersection and Street Design*. Additional measures, such as Development Permit Area Guidelines, encourage long-and short-term bike parking.

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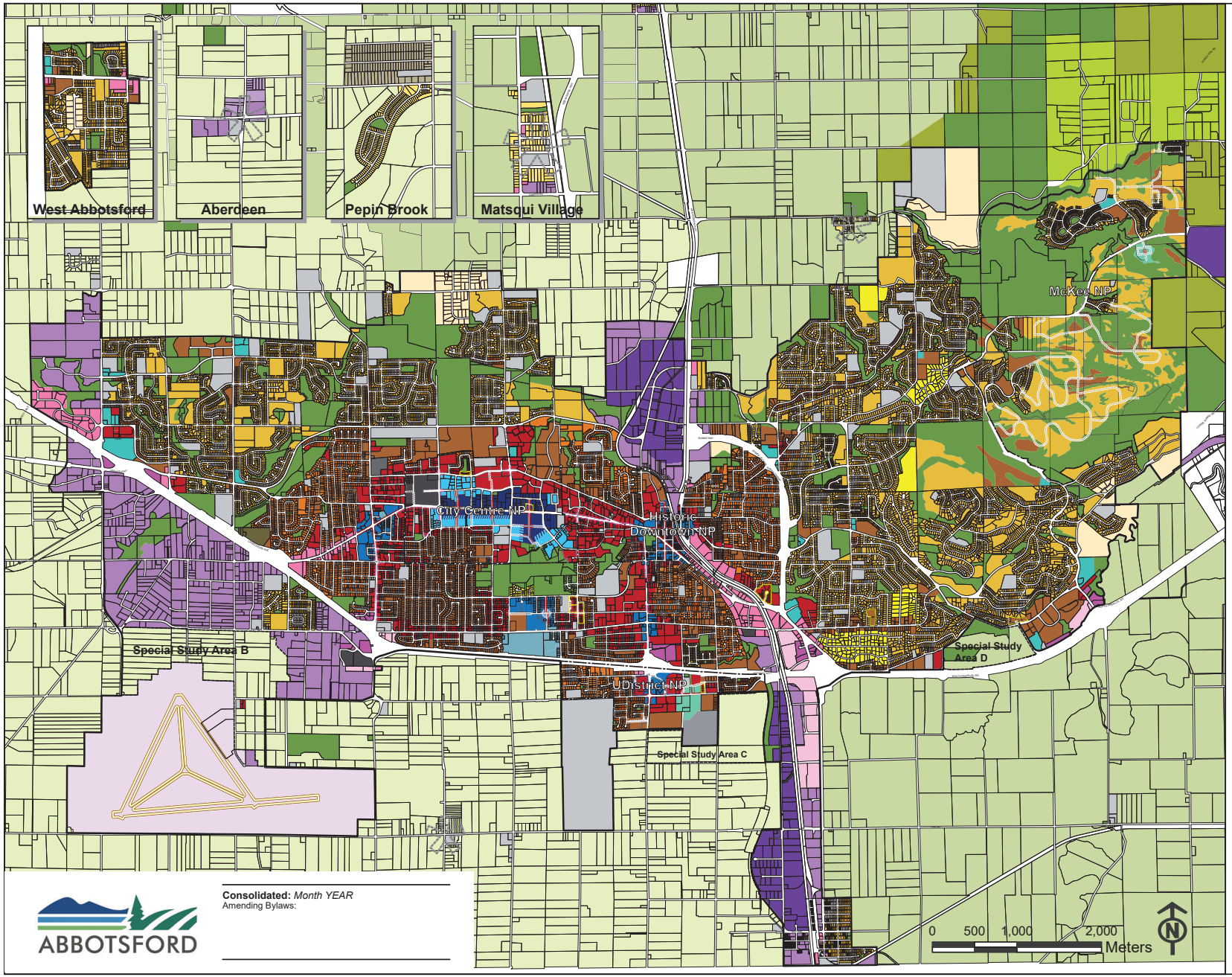
RGS Policies	OCP Policies
7.0 INFRASTRUCTURE & SERVICES ***Goal: To provide efficient, sustainable, and cost effective services that contribute to compact and sustainable growth.***	
Policy 7.1 Provide safe and efficient access to basic utilities	The City's OCP objectives and policies support safe and efficient access to basic utilities through a sustainable approach to municipal infrastructure. Policies outlined in Part 4.6, titled "Improve Natural + Built Systems," addresses key utility services including drinking water, stormwater, wastewater, solid water, and franchise utilities *(Policies 4.6.14 to 4.6.17, and Policy 4.6.19*). Additionally, the OCP promotes the use of green infrastructure in street design (*Policy 4.6.2 Green Streets and Integrated Infrastructure*) by integrating rain gardens and permeable surfaces – to enhance walkability, manage stormwater, and improve urban livability.
Policy 7.2 Ensure responsible management of solid waste	The City's OCP supports responsible management of solid waste, through *Policy 4.6.17 Solid Waste*, which supports ongoing initiatives that provide effective and responsible solid waste management of recyclables, compostables, and garbage in alignment with the Fraser Valley Regional District's Solid Waste Management Plan.
Policy 7.3 Ensure public safety through emergency management planning	The City's OCP addresses public safety through emergency management planning with, *Policy 4.6.18 Flood Protection,* which focuses on encouraging cooperation with higher levels of government to assess vulnerability in dike and stormwater system. Additionally, *Policy 4.5.28 Community Safety* speaks to collaborating with public safety agencies to ensure shared outcomes and coordinated responses, which would apply in the event of an emergency.
Policy 7.4 Minimize the impact of large-scale utility corridors that traverse the region	The City's OCP speaks to minimizing the impact of large-scale utility corridors that transverse the region, through *Policy 4.6.19 Franchise Utilities,* which supports coordinating land use planning with essential utility infrastructure projects to ensure efficiency, minimize costs, and reduce disruption to the public.

RGS Policies	OCP Policies
8.0 CLIMATE CHANGE ***Goal: To mitigate the region's impact on global climate change and adapt to the impacts of climate change on the region.***	
Policy 8.1 Mitigate the region's impact on global climate change	The City's OCP aims to reduce Green House Gas (GHG) emissions by 40% by 2030, with a goal of reaching net-zero carbon pollution by 2050. To support this objective and contribute to regional efforts to mitigate climate change, the OCP includes policies that support strategies to reduce energy consumption in buildings (*Policy 4.6.11 Green Buildings*), reduction of local air pollution (*Policy 4.6.13 Air Quality*), and the enhancement of Abbotsford's urban tree canopy (*Policy 4.6.3 Urban Forest and Tree Canopy*).

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Policy 8.2 Adapt to the impacts of climate change	The City's OCP addresses climate change adaptation through policies that focus on enhancing infrastructure resilience. For example, *Policy 4.6.8 Flooding Hazards* supports the identification of floodplain hazards and ensures development aligns with provincial flood construction levels, while *Policy 4.6.18 Flood Protection* promotes the assessment of projected impacts on dikes and stormwater infrastructure. In addition, the City's OCP encourages climate adaption through the Development Permit (DP) Area and Guidelines, such as the Wildfire Hazard DP Guidelines for the McKee Neighbourhood Plan to reduce the risk of wildfire in the area.

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Map 1
Urban Land Use

Mixed-Use Centres
- City Centre Core
- City Centre Residential
- Urban Centre
- Village Centre
- Historic Centre
- Neighbourhood Centre
- Optional Commercial Street
- Required Commercial Street

Residential
- Apartment
- Townhouse
- Urban Area Manufactured Home Park
- SSMUH 1
- SSMUH 2
- SSMUH 3
- SSMUH 4
- Suburban
- Suburban Hobby Farm

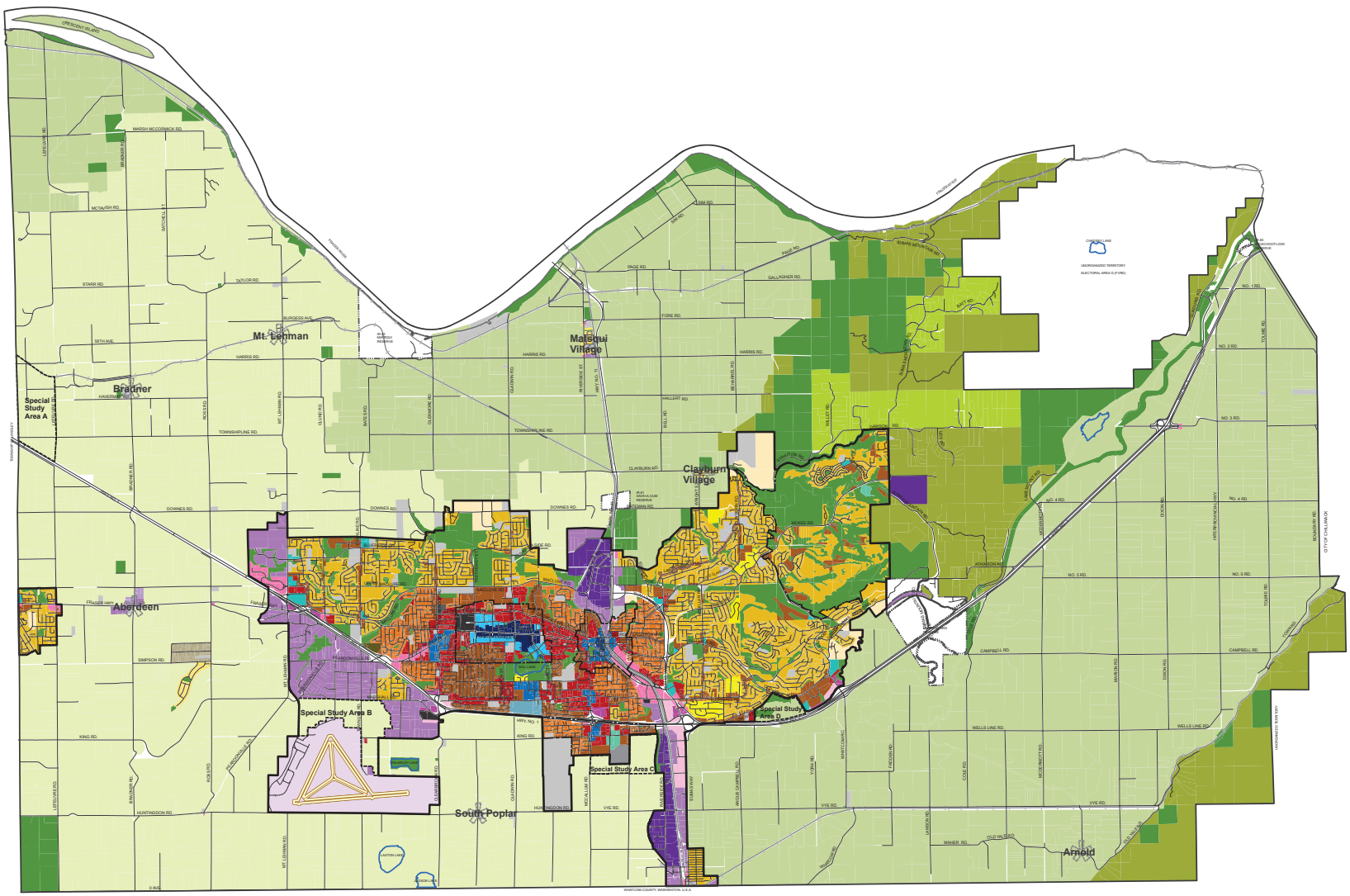
Employment Lands
- Gateway Commercial
- Secondary Commercial
- Regional Commercial
- Light Industrial
- General Industrial
- High Impact Industrial
- Health Campus
- Airport
- Agricultural 1 - Uplands
- Agricultural 2 - Lowlands

Supporting Lands
- Civic Institutional
- Institutional Complex
- Institutional
- University Institutional
- Open Space
- Country
- Rural
- Urban Development Boundary
- Rural Centres
- Special Study Areas
- Future Street Closure
- Future Street
- Lots may require assembling to incorporate park expansion or road dedication
- Office/Tourist Accommodation
- Neighbourhood Plan Boundary

ABBOTSFORD

Consolidated: *Month YEAR*
Amending Bylaws:

Map 2
Rural Land Use



Mixed-Use Centres
- City Centre Core
- City Centre Residential
- Urban Centre
- Village Centre
- Historic Centre
- Neighbourhood Centre

Residential
- Apartment
- Townhouse
- Urban Area Manufactured Home Park
- SSMUH 1
- SSMUH 2
- SSMUH 3
- SSMUH 4
- Suburban
- Suburban Hobby Farm

Employment Lands
- Gateway Commercial
- Secondary Commercial
- Regional Commercial
- Light Industrial
- General Industrial
- High Impact Industrial
- Health Campus
- Airport
- Agricultural 1 - Uplands
- Agricultural 2 - Lowlands

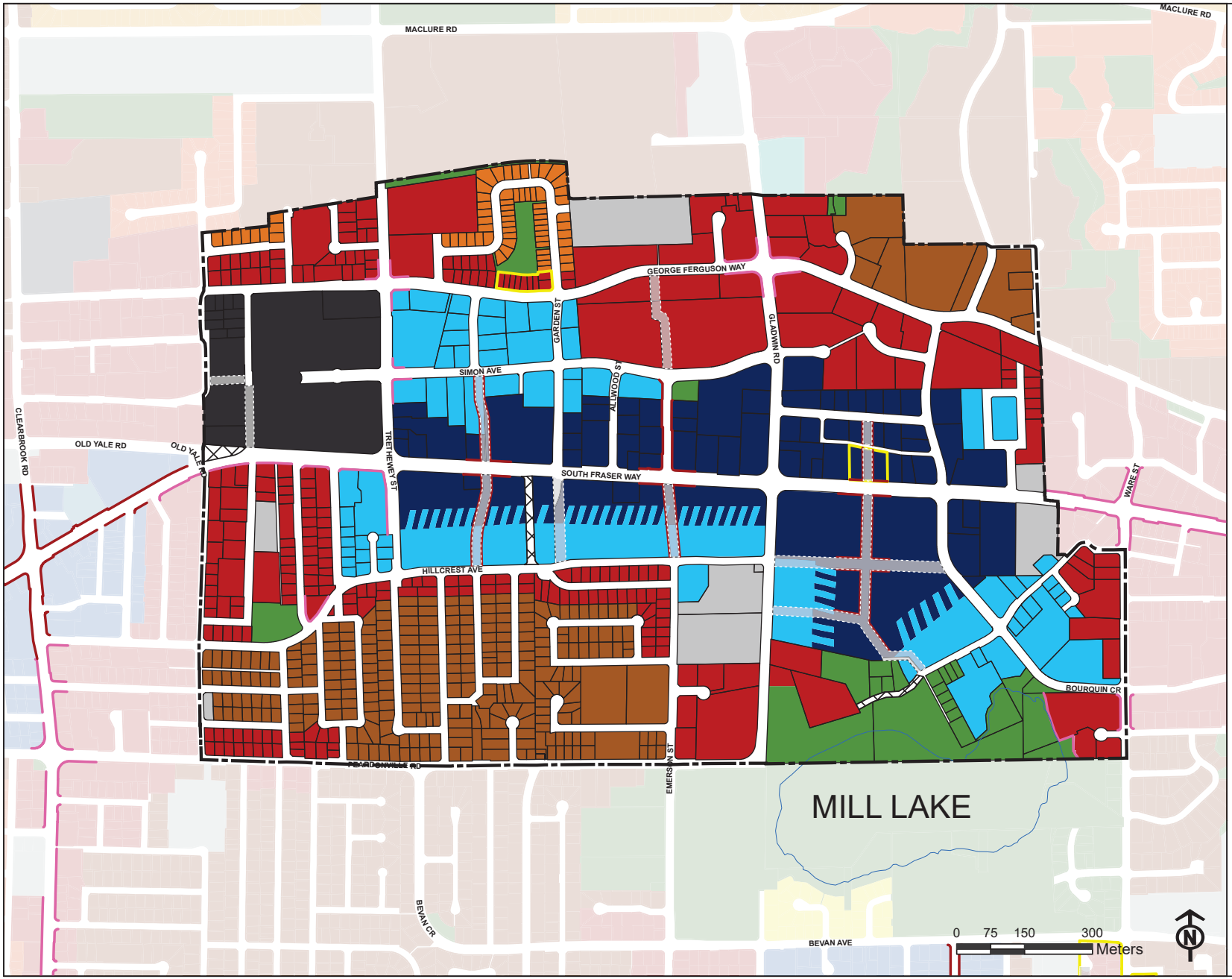
Supporting Lands
- Civic Institutional
- Institutional Complex
- Institutional
- University Institutional
- Open Space
- Country
- Rural
- Rural Centres (star symbol)
- Special Study Areas
- City Boundary
- Urban Development Boundary
- Neighbourhood Plan Boundary
- First Nations Boundary
- Road Centre Lines
- Airport
- Railway
- Lake
- Shore

ABBOTSFORD

Consolidated: *Month YEAR*
Amending Bylaws:

0 1,000 2,000 4,000 6,000 Meters

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Map 3A

City Centre Neighbourhood Plan Land Use

LEGEND

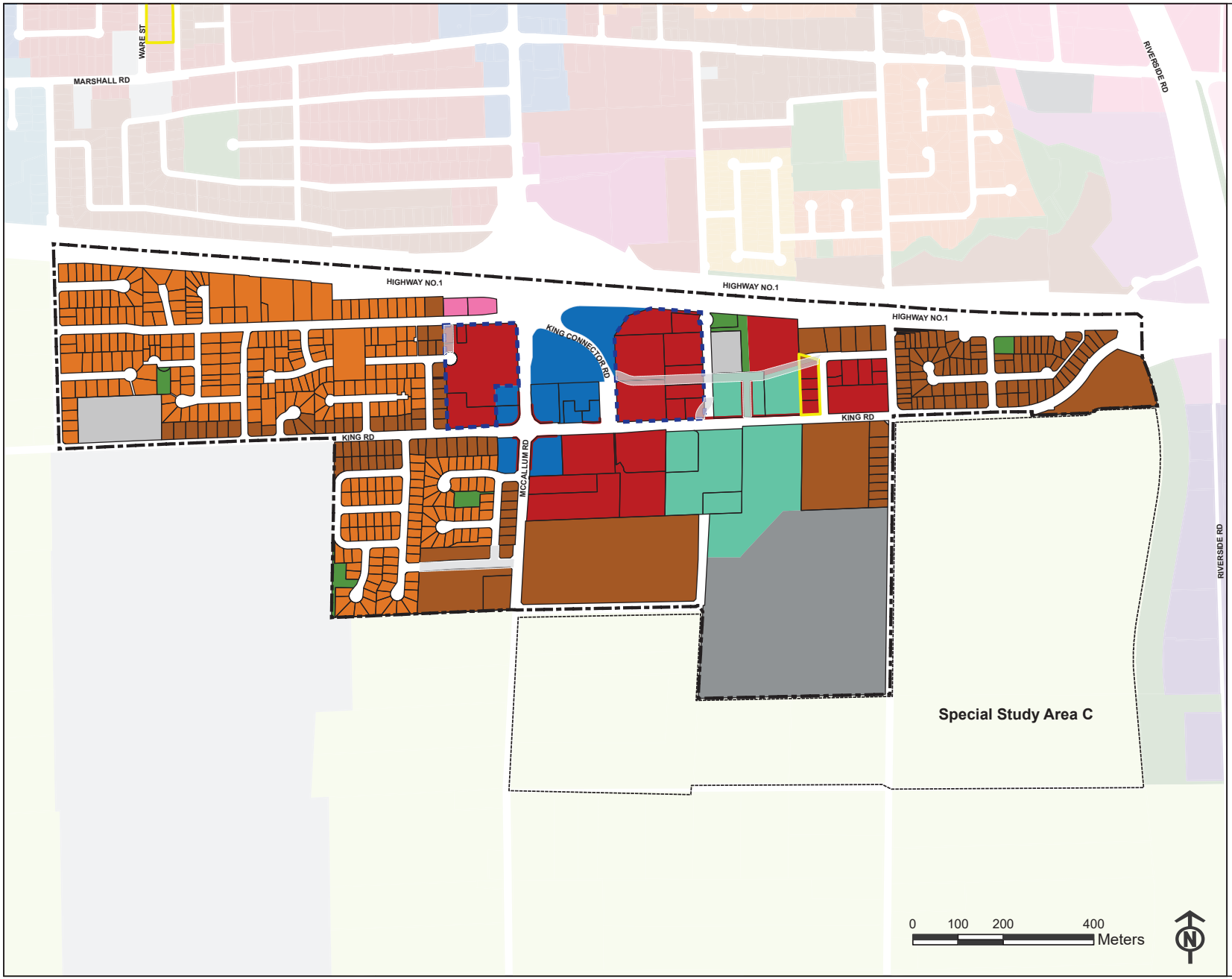
MIxed-Use Centres
- City Centre Core
- City Centre Residential
- Optional Commercial Street
- Required Commercial Street

Residential
- Apartment
- Townhouse
- SSMUH 1

Supporting Lands
- Civic Institutional
- Institutional
- Open Space
- Lots may require assembling to incorporate park expansion or road dedication
- Future Street Closure
- Future Street
- Lake
- Neighbourhood Plan Boundary

Consolidated: *Month YEAR*
Amending Bylaws:

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Map 3B

UDistrict Neighbourhood Plan Land Use

LEGEND

Mixed-Use Residential
- Village Centre
- Urban Centre
- Required Commercial Street

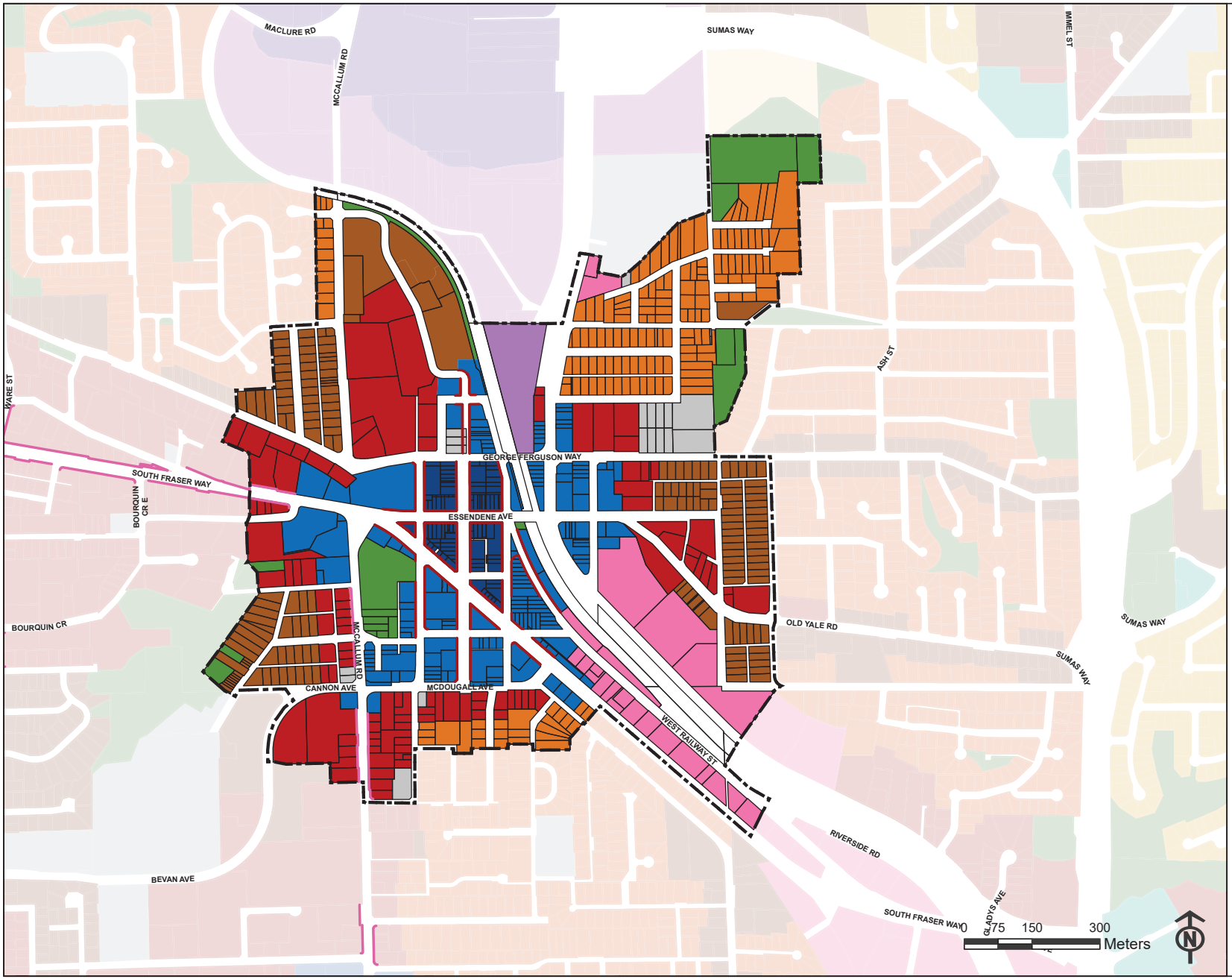
Residential
- Apartment
- Townhouse
- SSMUH 1

Employment Lands
- Secondary Commercial

Supporting Lands
- University Institutional
- Institutional
- Open Space
- Office/Tourist Accommodation
- All four lots outlined in yellow must be assembled for Apartment development
- Future Street
- Special Study Area
- Neighbourhood Plan Boundary
- Parcels

Consolidated: *Month YEAR*
Amending Bylaws:

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Map 3C

Historic Downtown Neighbourhood Plan Land Use

LEGEND

Mixed-Use Centres
- Urban Centre
- Historic Centre
- Optional Commercial Street
- Required Commercial Street

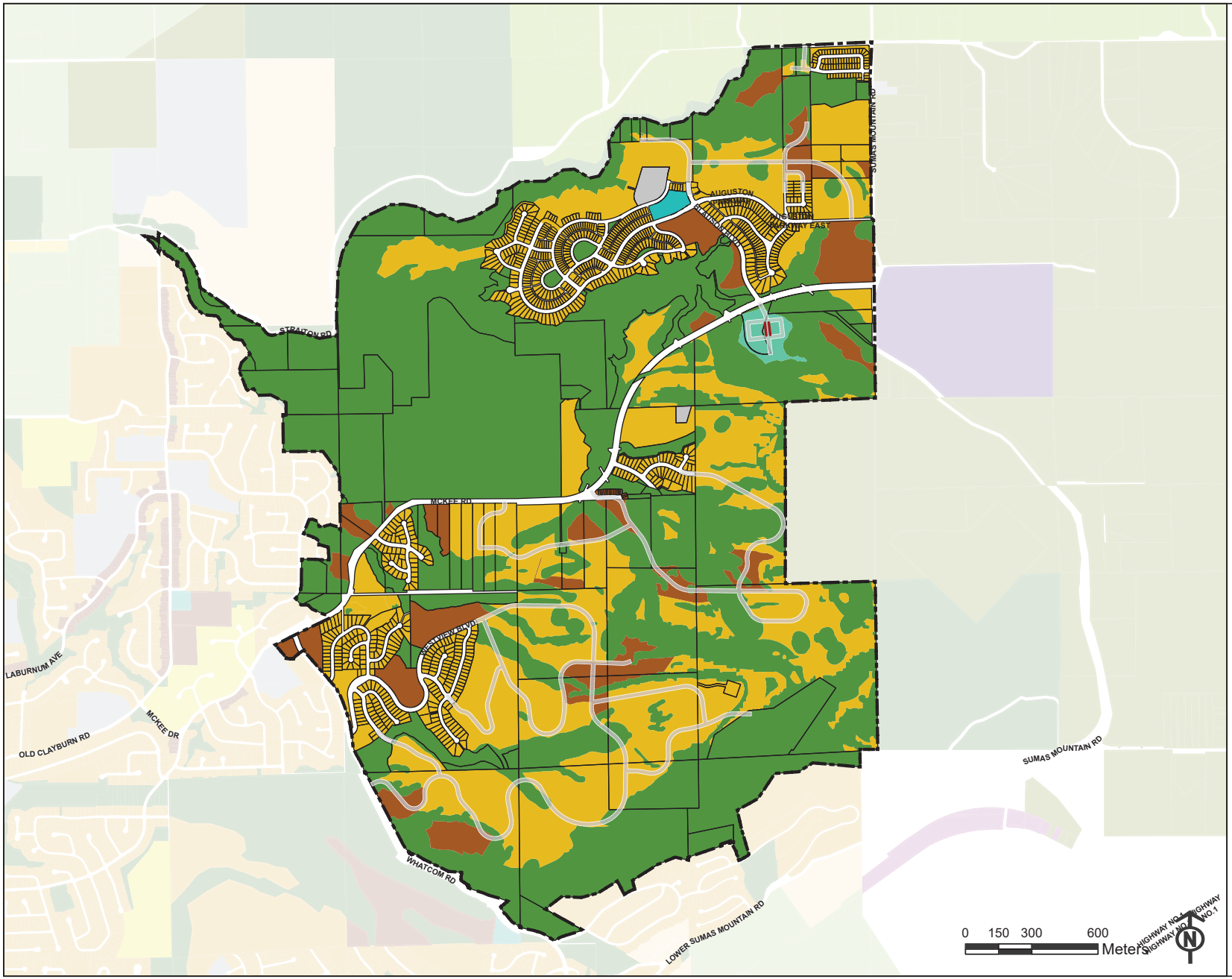
Employment Lands
- General Industrial
- Secondary Commercial

Residential
- Apartment
- SSMUH 1
- Townhouse

Supporting Lands
- Institutional
- Open Space
- Neighbourhood Plan Boundary

Consolidated: *Month YEAR*
Amending Bylaws:

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Map 3D

McKee Neighbourhood Plan Land Use

LEGEND

Mixed-Use Centres
- Village Centre
- Neighbourhood Centre
- Required Commercial Street

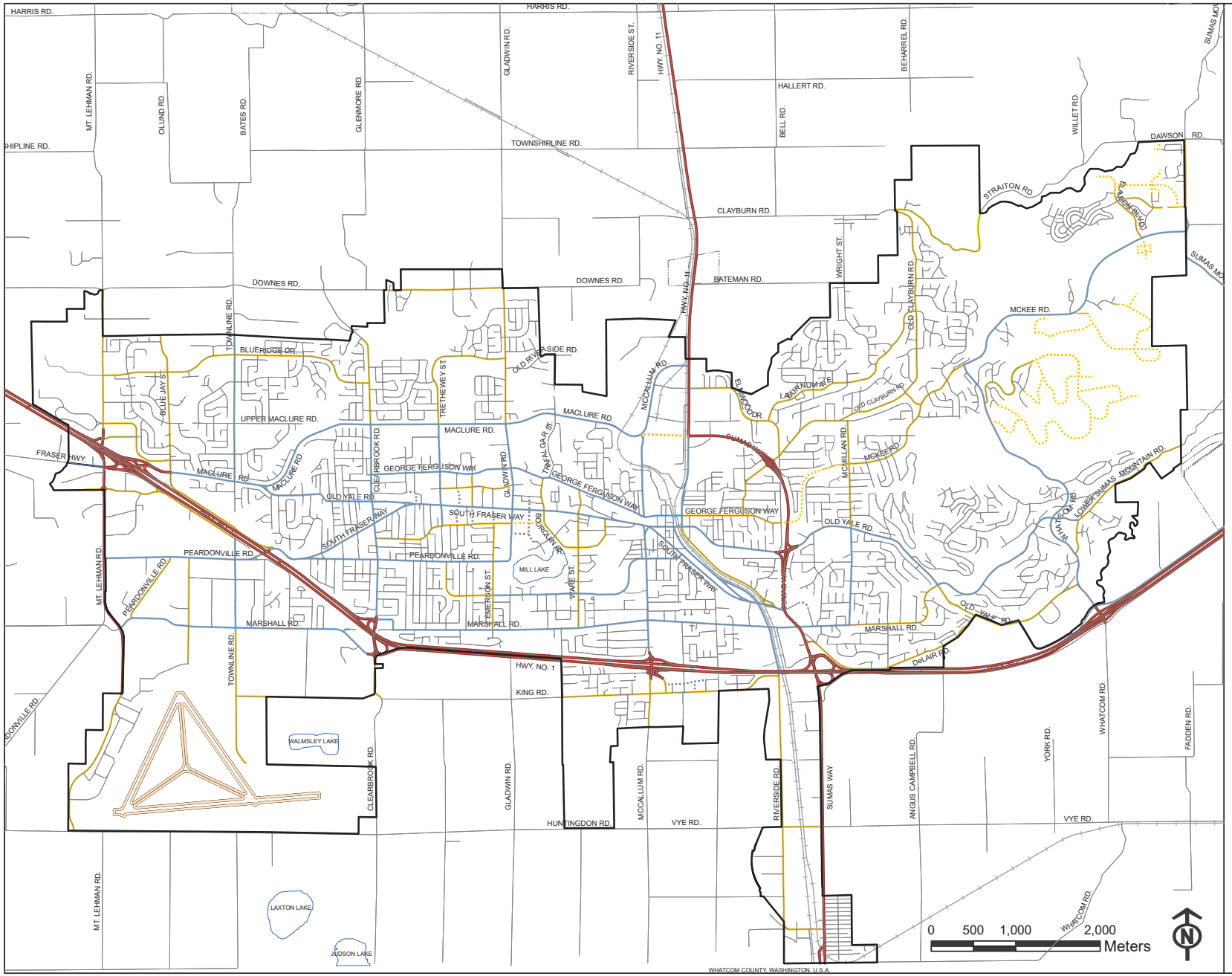
Residential
- Townhouse
- SSMUH 2

Supporting Lands
- Institutional
- Open Space
- Future Street
- Neighbourhood Plan Boundary

Consolidated: *Month YEAR*
Amending Bylaws:

Notes:
See Mckee Neighbourhood Plan for Geotechnical Risk Areas & Proposed Park Locations

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Map 4
Urban Road Classification

LEGEND

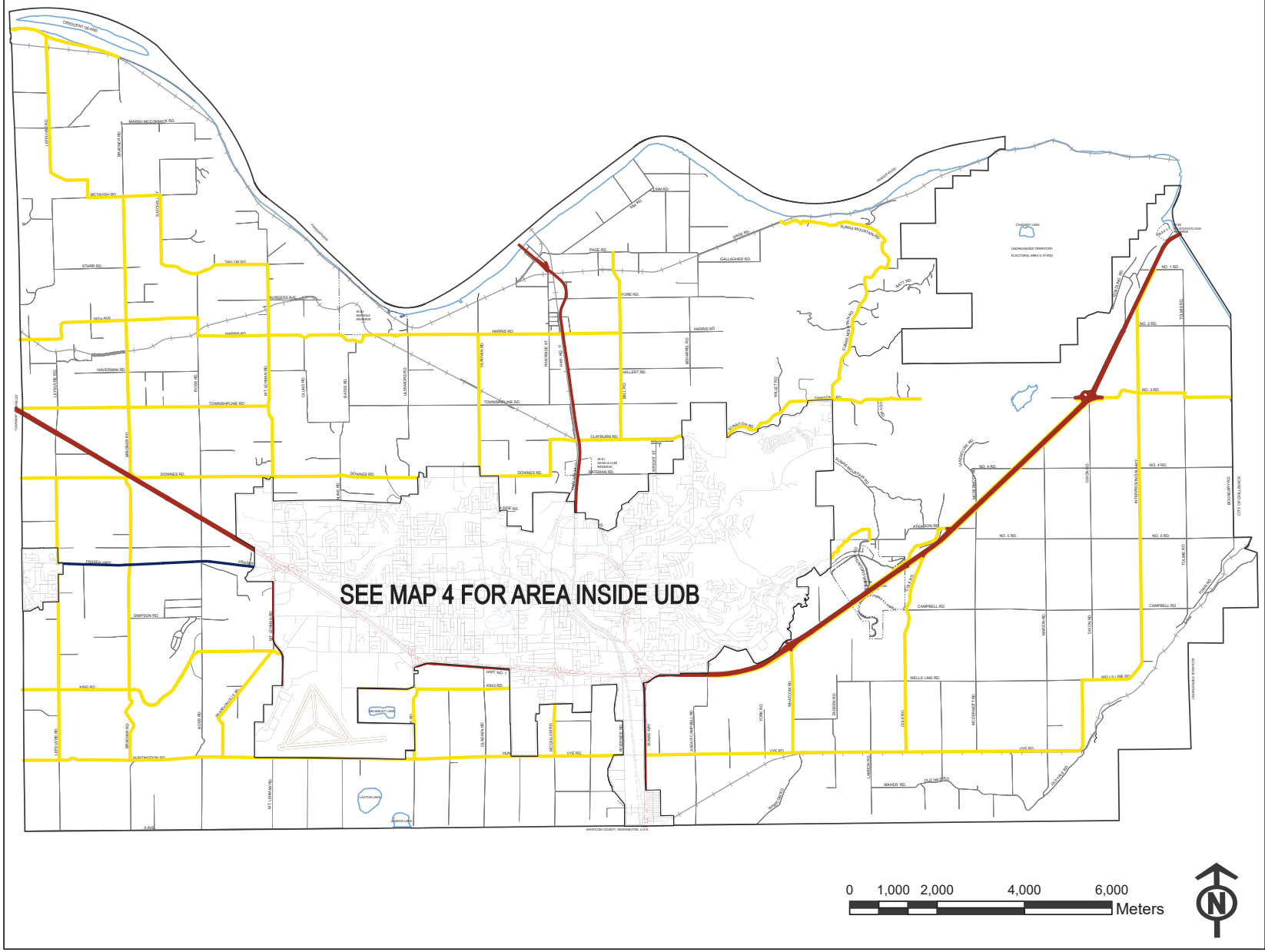
- Urban Development Boundary
- Provincial Highway
- Urban Regional
- Urban Arterial
- Urban Collector
- Local
- Proposed Arterial
- Proposed Collector
- Proposed Local
- First Nations Boundary
- Airport
- Railway
- Shore
- Lake

Consolidated: *Month YEAR*
Amending Bylaws:

Note:
This map is for general reference only. Refer to the Development Bylaw, as amended, for official road classification information.

ABBOTSFORD

Map 5
Rural Road Classification



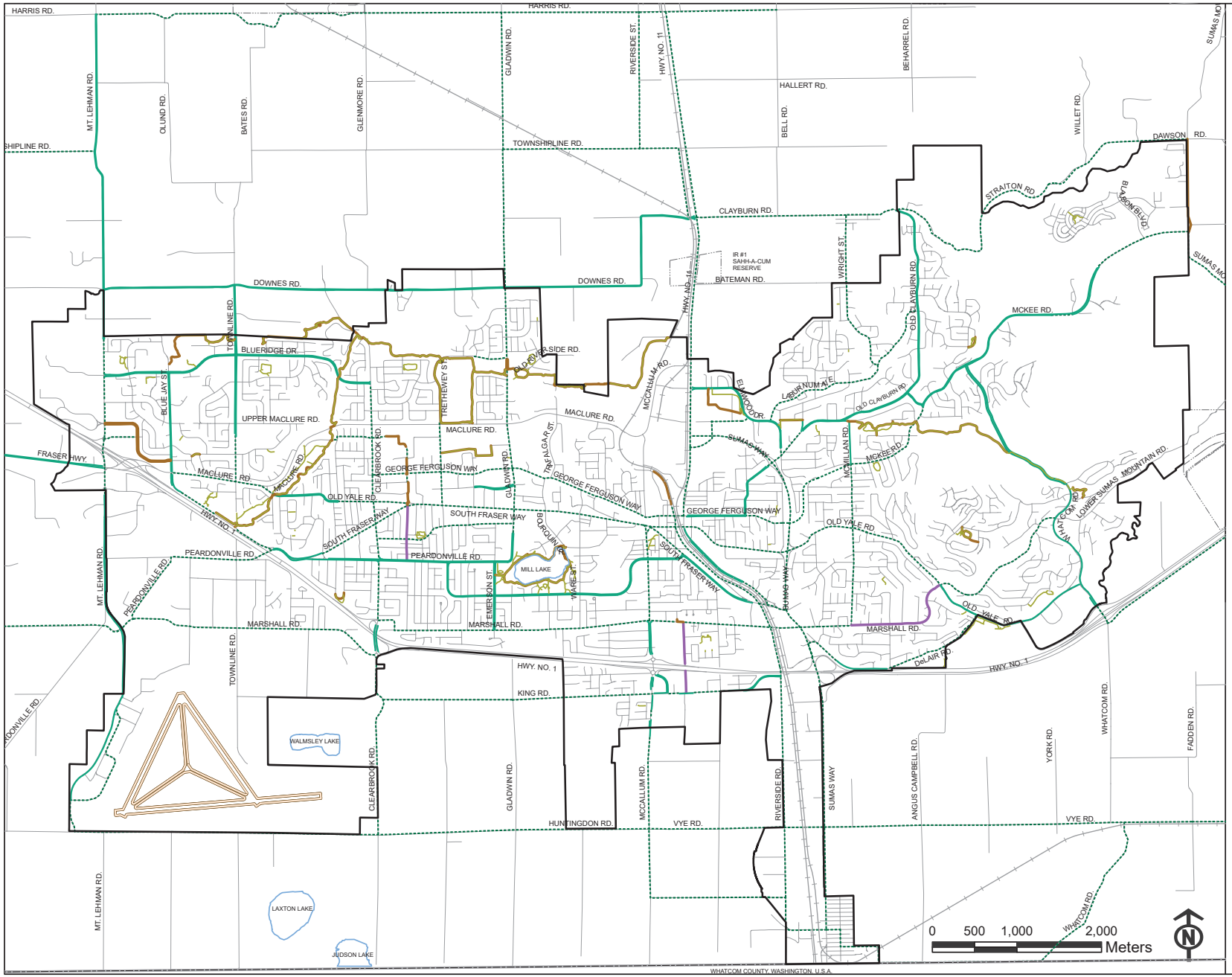
LEGEND

- Urban Development Boundary
- Provincial Highway
- Rural Regional Road
- Rural Collector
- Rural Local
- City Boundary
- First Nations Boundary
- Airport
- Railway
- Shore
- Lake

Consolidated: *Month YEAR*
Amending Bylaws:

Note:
This map is for general reference only. Refer to the Development Bylaw, as amended, for official road classification information.

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Map 6

Bike Routes

LEGEND

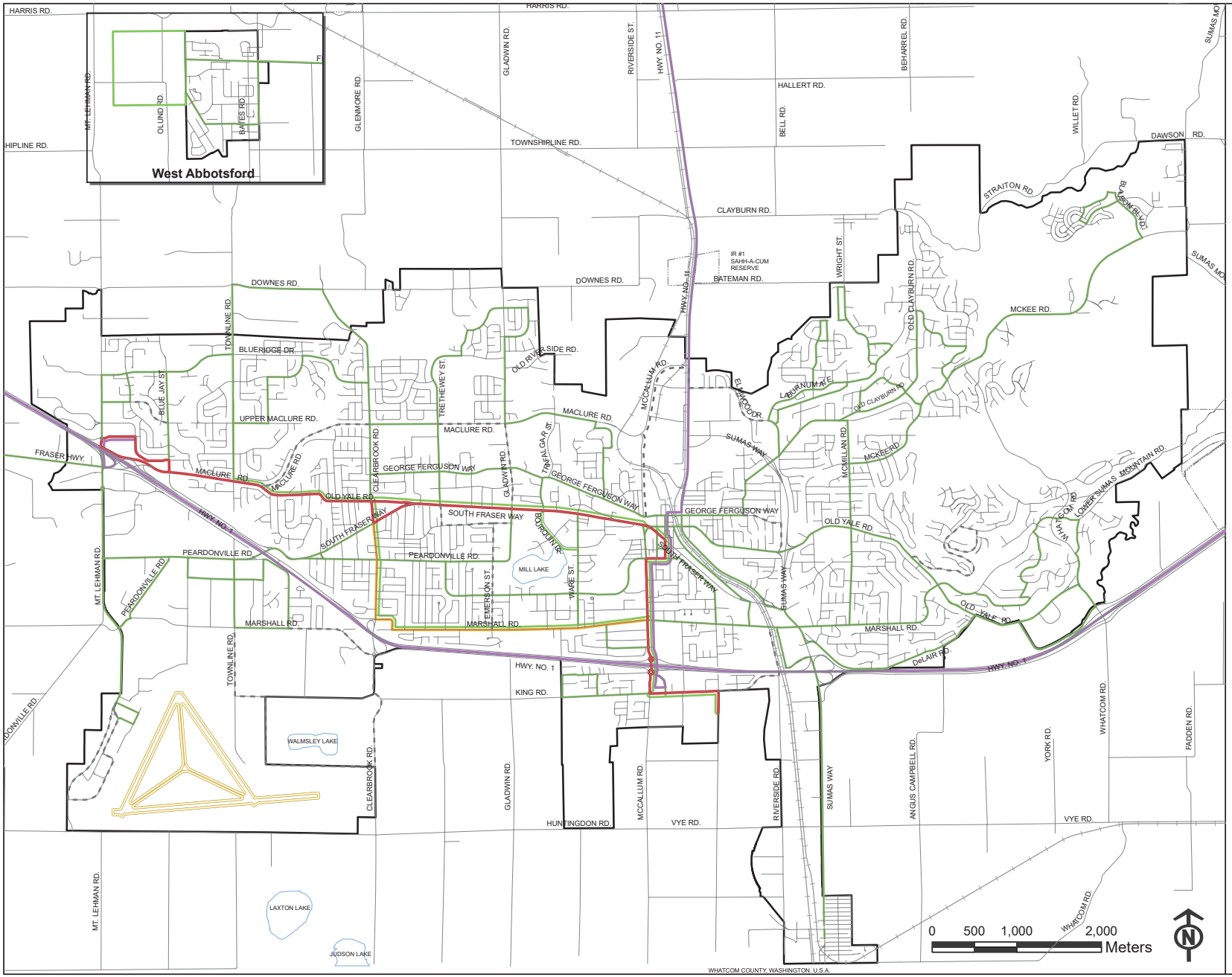
- Urban Development Boundary
- Multi-Use Path (MUP)
- Protected Bicycle Lane
- Painted Bicycle Lane
- Future Route
- Paved Pathway
- First Nations Boundary
- Airport
- Railway
- Lake
- Shore

Consolidated: *Month YEAR*
Amending Bylaws:

Note:

This map is for general reference only. Refer to the Transportation and Transit Master Plan, as amended, for Bike Route information.

ABBOTSFORD



Map 7
Transit Corridors

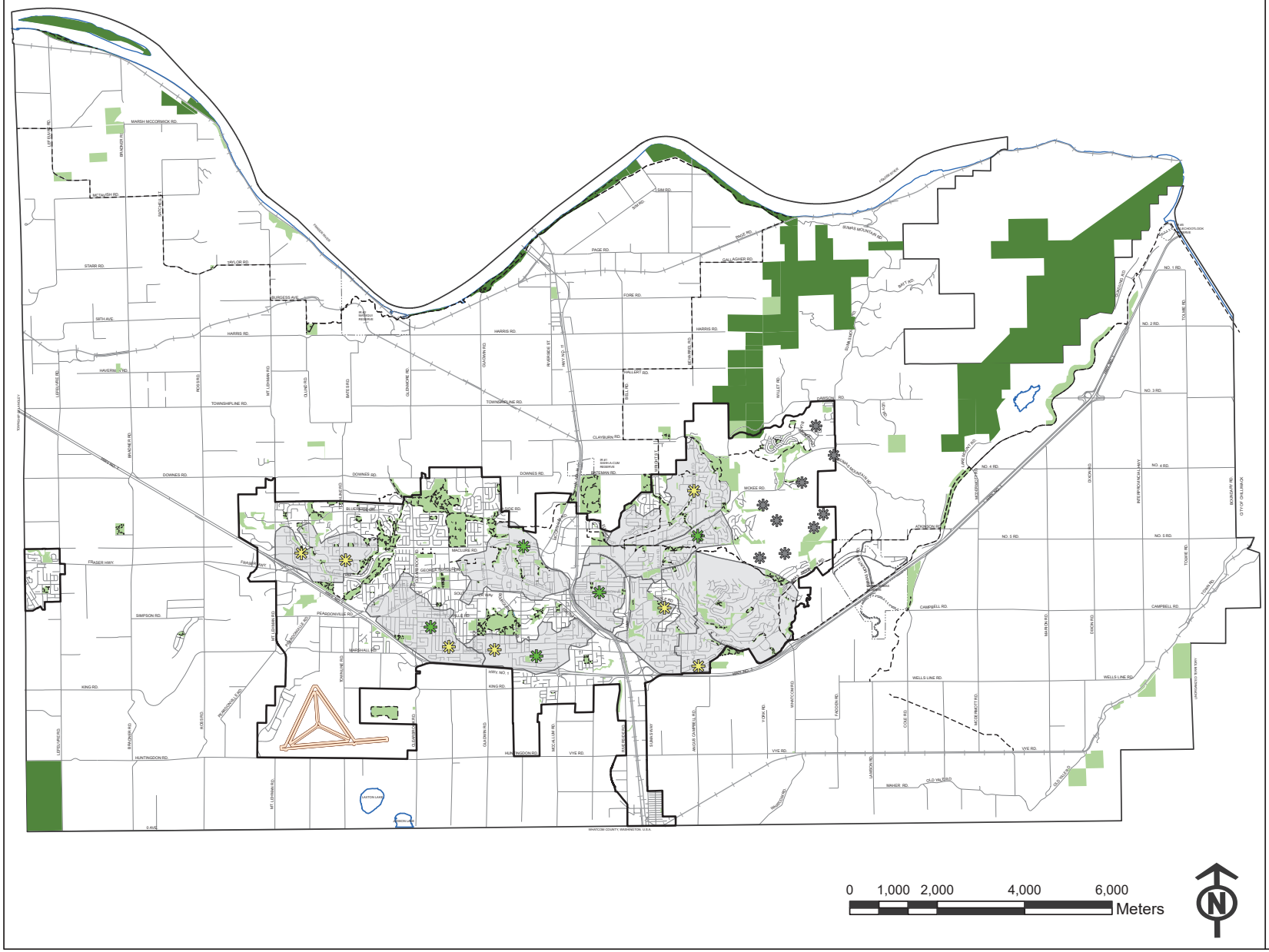
LEGEND

- Urban Development Boundary
- Rapid Service
- Frequent Service
- Intercity Service
- Local Service
- Proposed Future Service
- First Nations Boundary
- Airport
- Railway
- Lake
- Shore

Consolidated: *Month YEAR*
Amending Bylaws:

Note:
This map is for general reference only. Refer to the Transportation and Transit Master Plan, as amended, for the most current transit corridor information.

ABBOTSFORD



Map 8

Parks + Trails

LEGEND

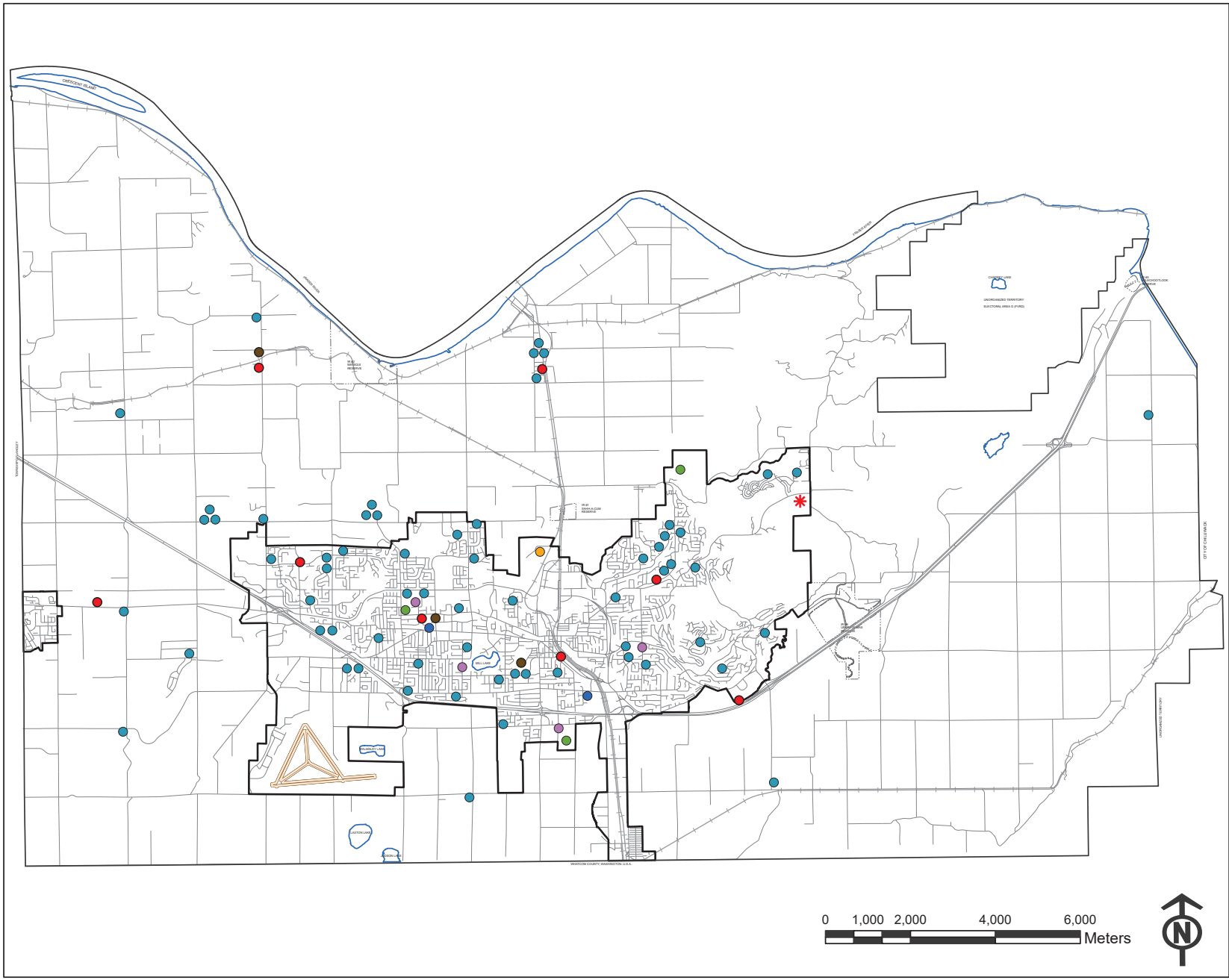
- Urban Development Boundary
- Trails
- City Park
- Regional Park
- Proposed Park Catchment
- Potential City-wide Park*
- Potential Community Park*
- Potential neighbourhood Park*
- Proposed Park (see McKee Neighbourhood Plan)
- City Boundary
- First Nations Boundary
- Road Centre Lines
- Airport
- Railway
- Shore
- Lake

Consolidated: *Month YEAR*
Amending Bylaws:

Note:
* indicates the City's desire to acquire parkland generally within the demarcated catchment area. Asterisks do not indicate an exact park location.

This map is for general reference only. Refer to the Parks, Recreation and Culture Master Plan, as amended, for the most current Parks and Trails information.

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Map 9

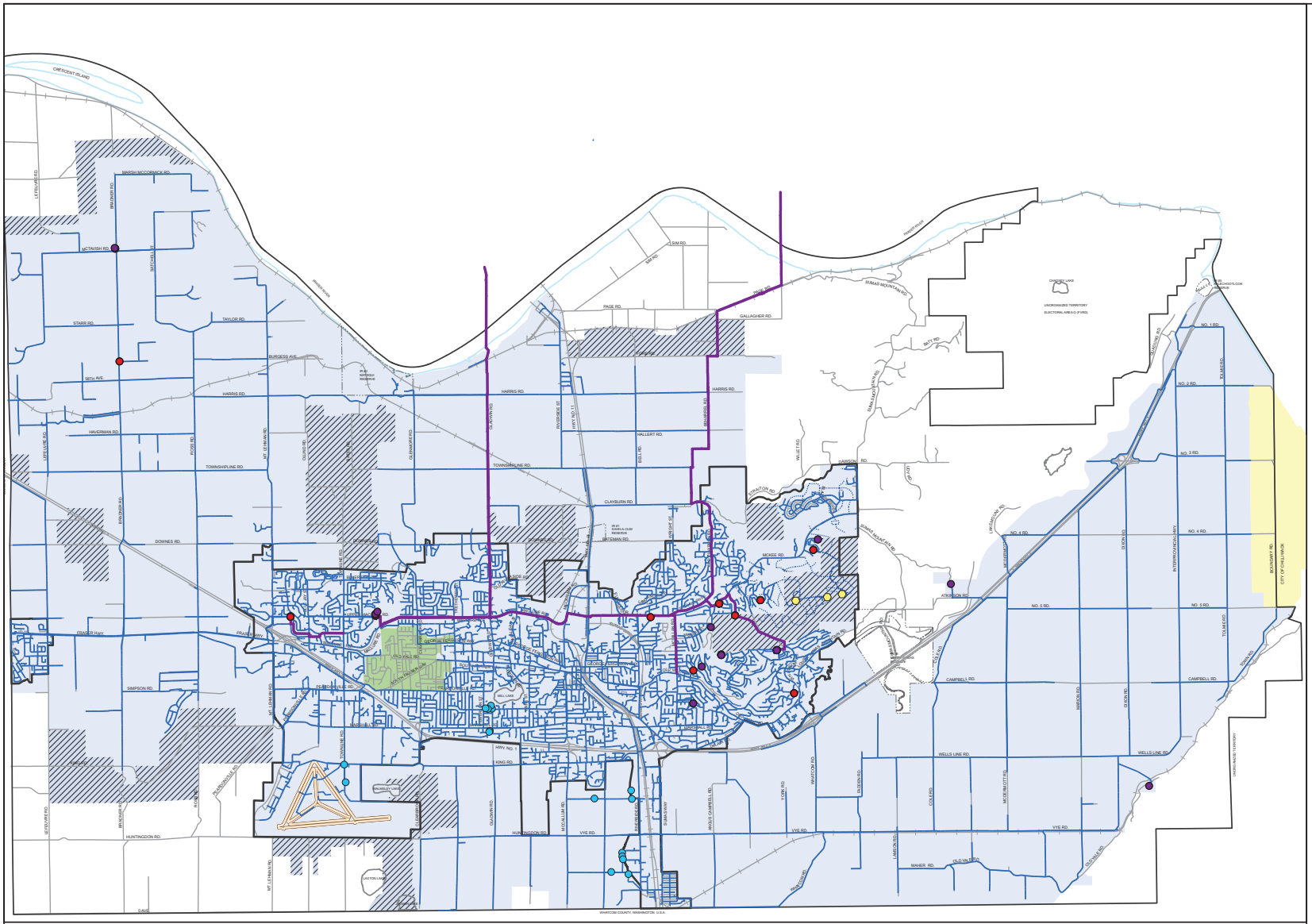
Community Facilities

LEGEND

- Urban Development Boundary
- Firehall
- Proposed Firehall
- Police
- Library
- Recreation Facility
- School
- University/College
- City Waste Management Facility
- Road Centre Lines
- Airport
- City Boundary
- First Nations Boundary
- Railway
- Lake
- Shore

Consolidated: *Month YEAR*
Amending Bylaws:

ABBOTSFORD



Map 10

Water

LEGEND

- Urban Development Boundary
- Clearbrook Waterworks Area
- Yarrow Water District
- Area within Water Boundary
- No City Water, within Water Boundary
- Transmission Main
- Distribution Main
- Future Distribution Main
- Well
- Pump Station
- Reservoir
- Future Reservoir
- City Boundary
- Road Centre Lines
- First Nations Boundary
- Airport
- Railway
- Lake
- Shore

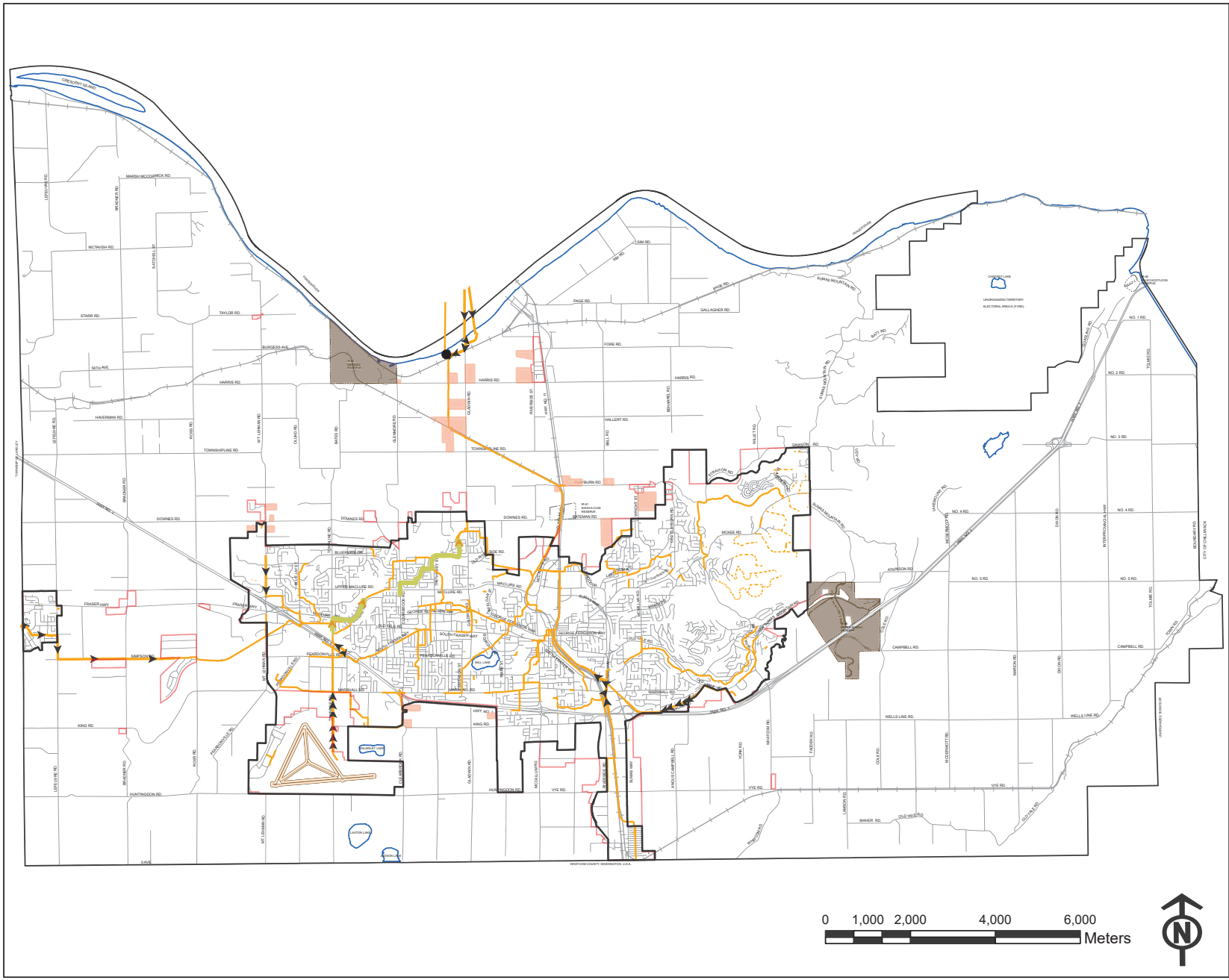
Consolidated: *Month YEAR*
Amending Bylaws:

Notes:
This map is for general reference only. Refer to the Waterworks Regulations Bylaw, as amended, and the Water masterplan for the most current water service information.

0 1,000 2,000 4,000 6,000 Meters

N

ABBOTSFORD



Map 11

Sanitary

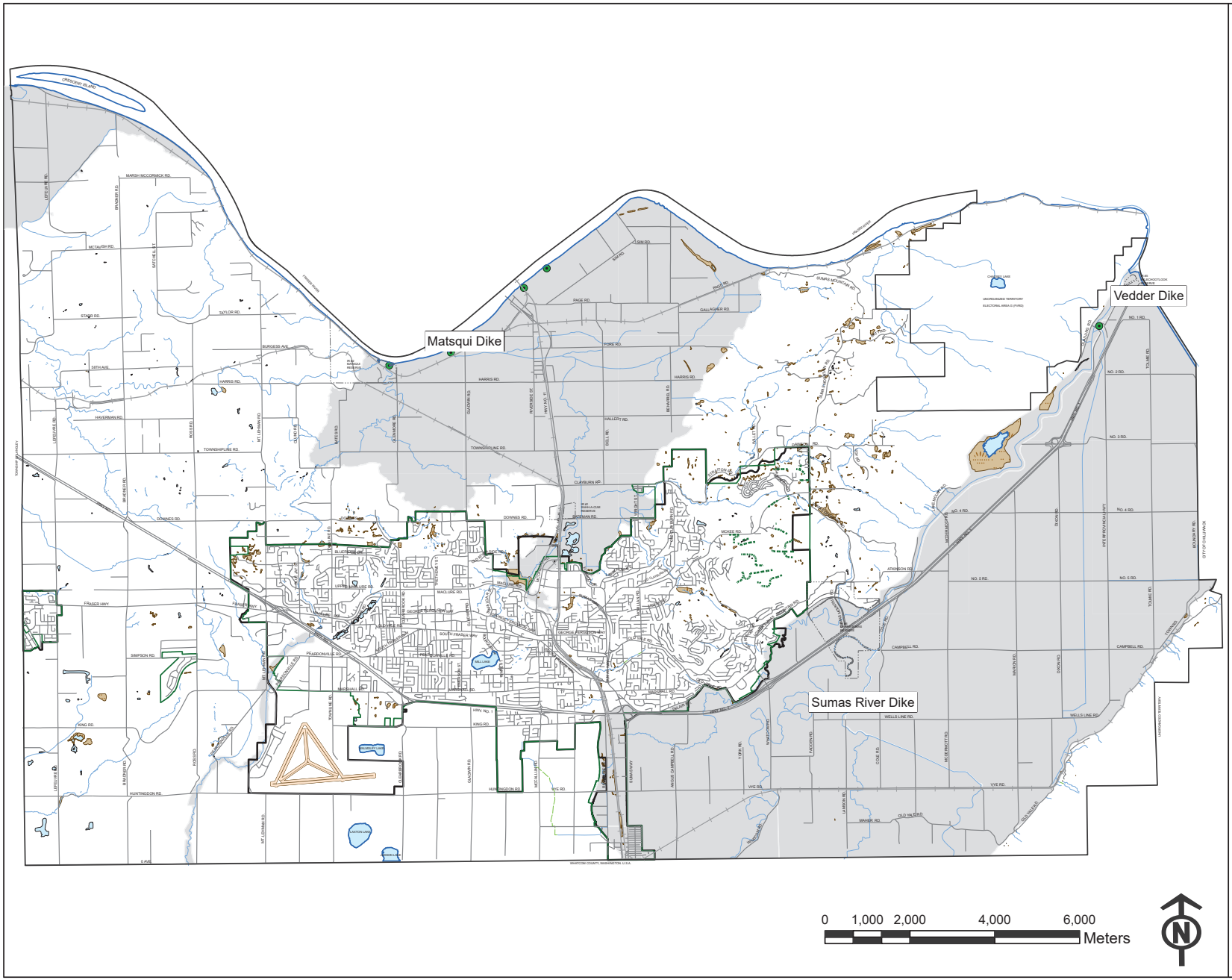
LEGEND

- Urban Development Boundary
- Properties connected to sewer with restriction
- Inside Sanitary Sewer Service Area
- Properties connected to sewer under Servicing Agreement - Outside Sewer Service Area
- JAMES Wastewater Treatment Plant
- Sanitary Trunk Main
- Pressurized Main
- Future Pressurized Main
- Future Sanitary Main
- City Boundary
- First Nations Boundary
- Airport
- Railway
- Lake
- Shore

Consolidated: *Month YEAR*
Amending Bylaws:

Note:
This map is for general reference only. Refer to the Sewer Regulations Bylaw, as amended, and the Sewer Masterplan for the most current sanitary service information.

ABBOTSFORD



Map 12
Drainage & Flood Control

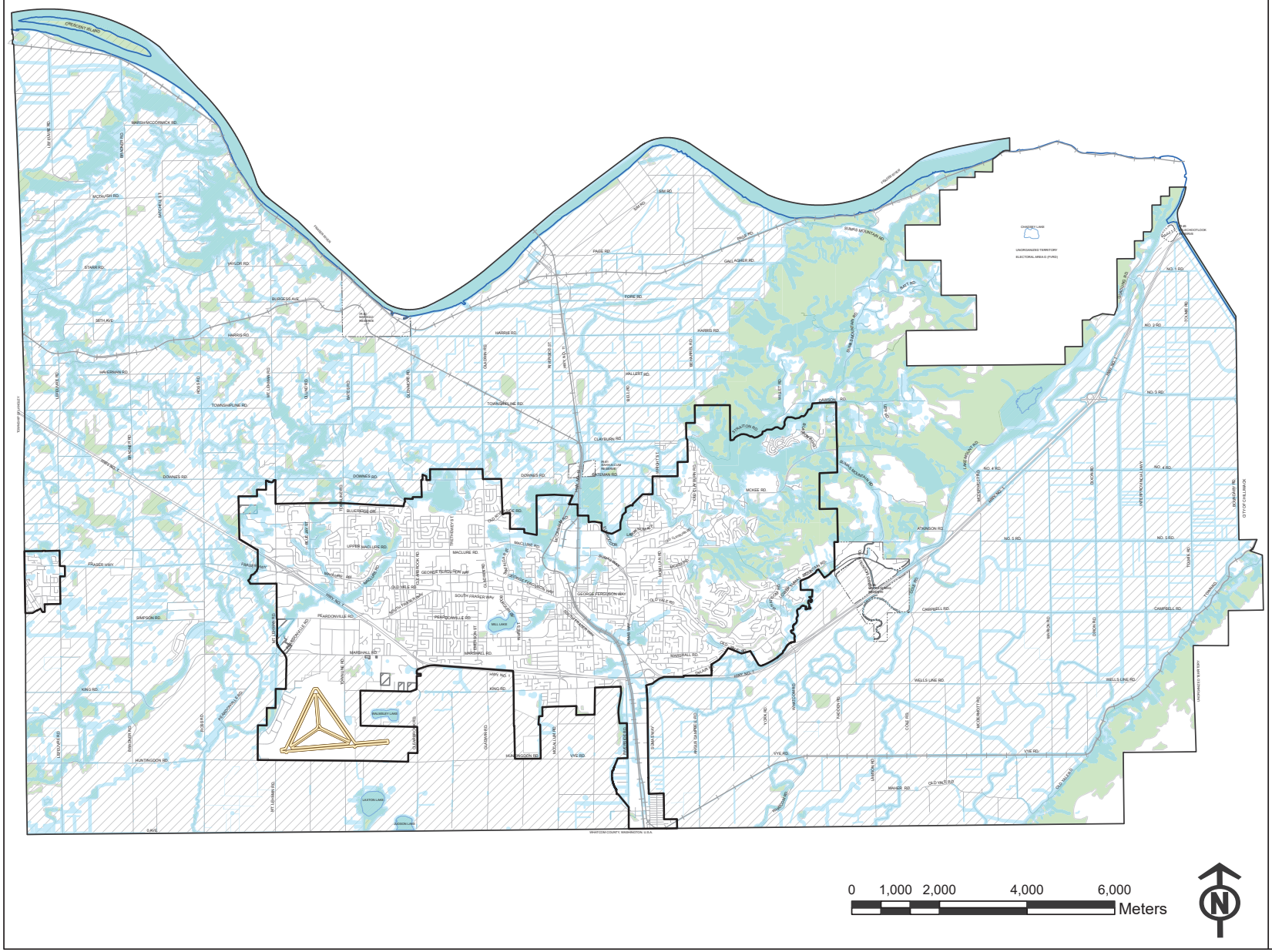
LEGEND

- Urban Development Boundary
- Urban Drainage Boundary
- Floodplains
- Watercourses
- Channel - Piped
- Lake
- Marsh
- Dikes
- Proposed Drainage Mains
- Drainage Pump Station
- City Boundary
- First Nations Boundary
- Road Centre Lines
- Airport
- Railway
- Shore

Consolidated: *Month YEAR*
Amending Bylaws:

Note:
This map is for general reference only. Refer to the Drainage Masterplan and related Bylaws, as amended.

ABBOTSFORD



Map 13

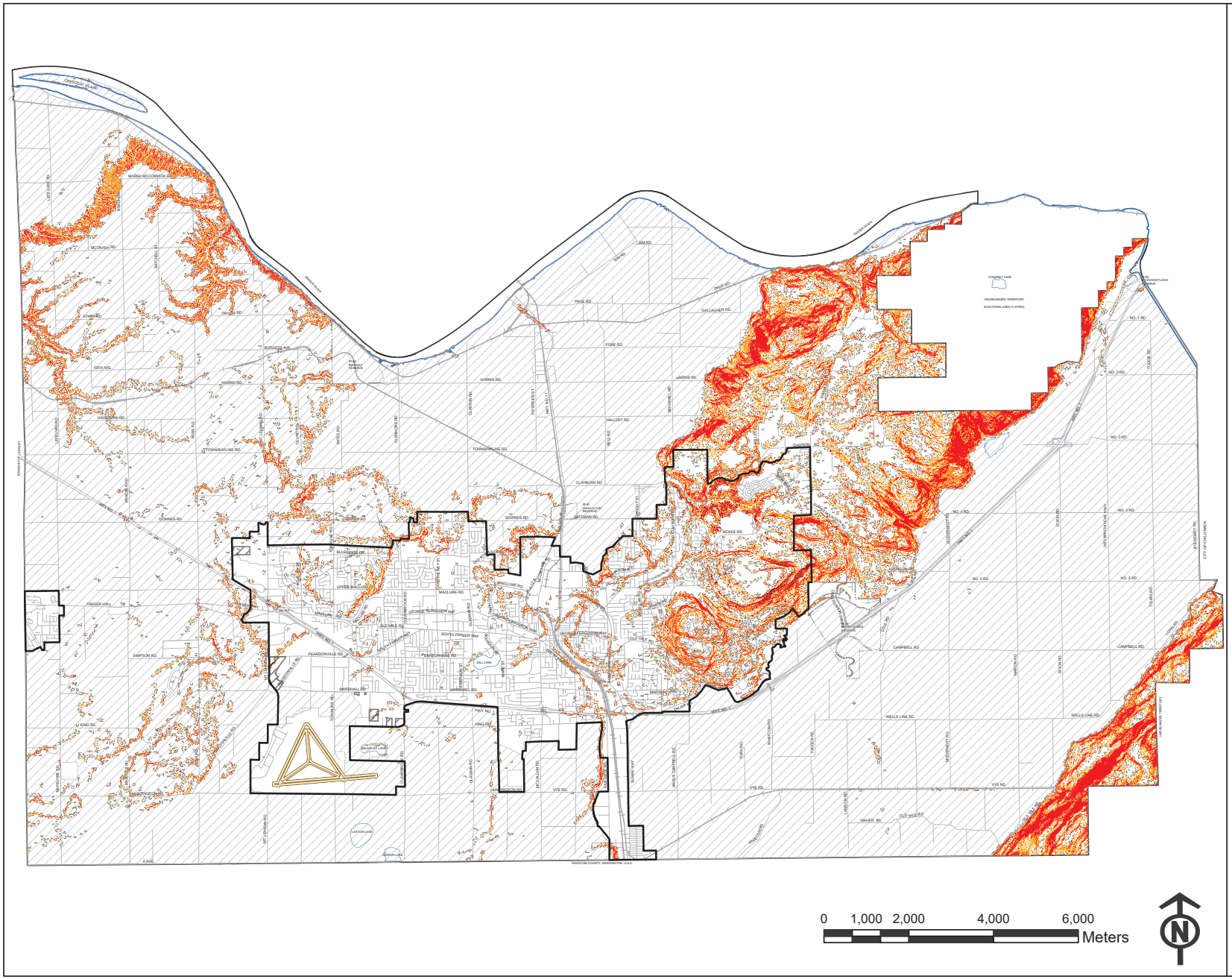
Natural Environmental Development Permit Area

- Urban Development Boundary
- Fish Habitat
- Sensitive Ecosystems
- Agricultural Land Reserve
- Conditionally approved for ALR Exclusion but not yet Excluded
- City Boundary
- First Nations Boundary
- Airport
- Railway
- Shore
- Lake

Consolidated: *Month YEAR*
Amending Bylaws:

Note:
The ALR illustrated on this map is for general reference only and reflects the ALR boundaries as of July 2025. Refer to the Agricultural Land Commission for the official Agricultural Land Reserve (ALR) boundaries.

ABBOTSFORD



Map 14

Steep Slope Development Permit Area

LEGEND

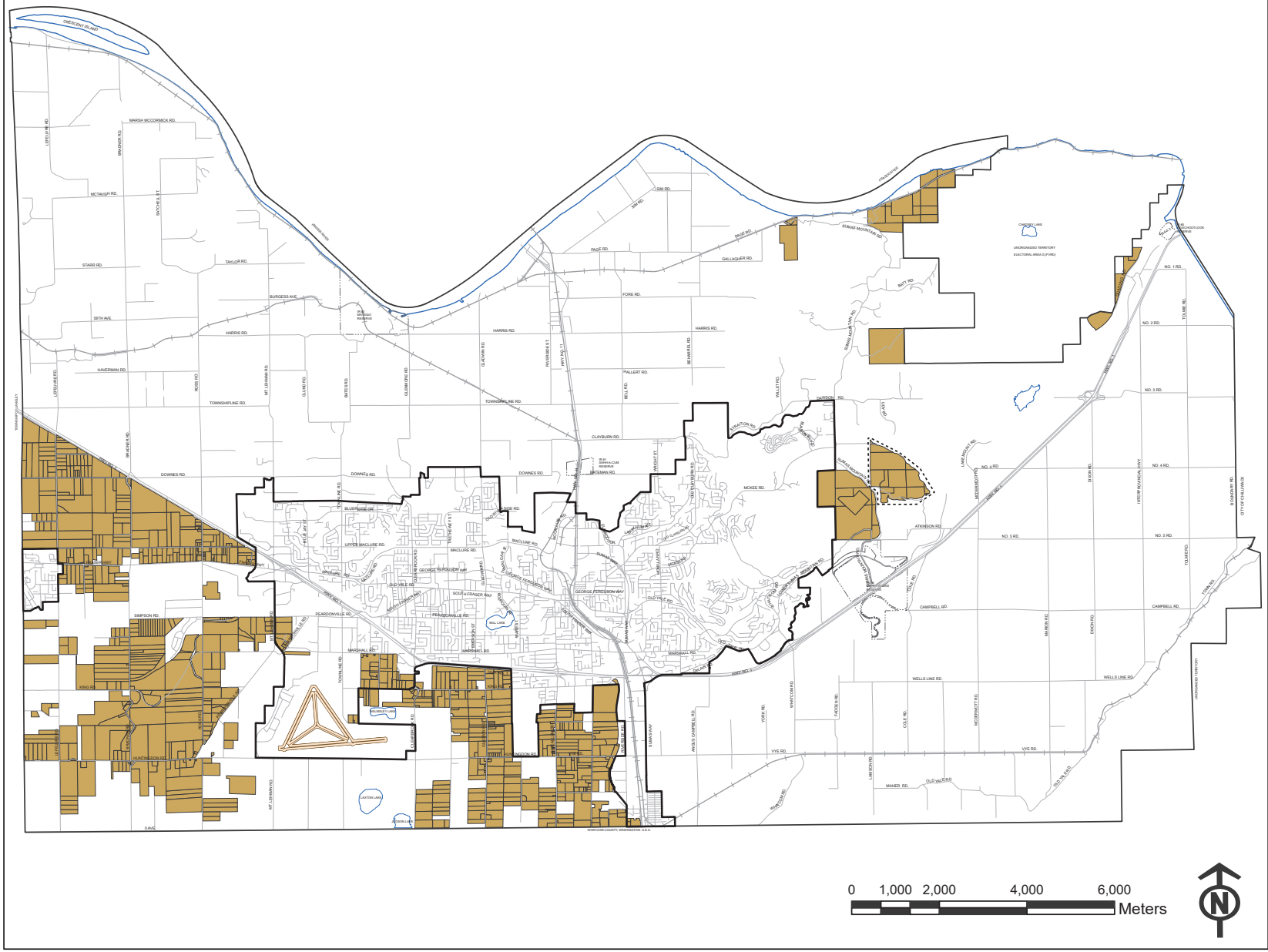
- Urban Development Boundary
- Agricultural Land Reserve
- Conditionally approved for ALR Exclusion but not yet Excluded
- Slope 20% to less than 30%
- Slope 30% or greater
- McKee Area Slope greater than 40%
- 20m Buffer
- City Boundary
- First Nations Boundary
- Airport
- Railway
- Shore
- Lake

Consolidated: *Month YEAR*
Amending Bylaws:

Note:
The ALR illustrated on this map is for general reference only and reflects the ALR boundaries as of July 2025. Refer to the Agricultural Land Commission for the official Agricultural Land Reserve (ALR) boundaries.

ABBOTSFORD

Map 15
Soil Removal Eligible Areas



LEGEND

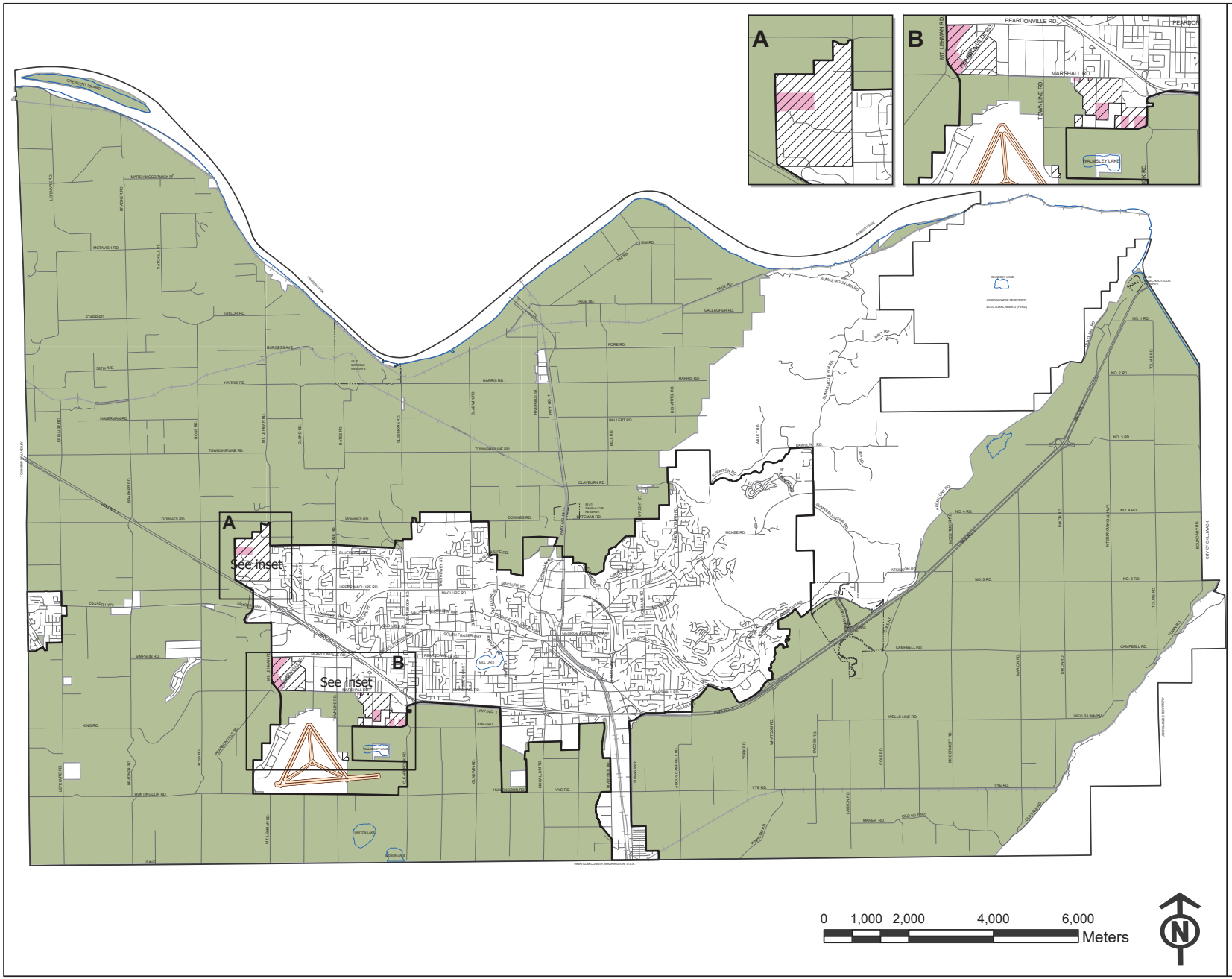
- Urban Development Boundary
- Soil Removal Eligible Areas
- 170m Elevation Area
- City Boundary
- First Nations Boundary
- Airport
- Lake
- Railway
- Shore

0 1,000 2,000 4,000 6,000 Meters

Consolidated: *Month YEAR*
Amending Bylaws:

Note:
Soil removal authorization is also subject to approval of the Agriculture Land Commission for properties within the Agricultural Land Reserve.

ABBOTSFORD



Map 16
Agriculture Land Reserve

LEGEND

- Urban Development Boundary
- Agricultural Land Reserve
- Conditionally approved for ALR Exclusion but not yet Excluded
- Land subject to Ag Trust Fund Policy
- City Boundary
- First Nations Boundary
- Airport
- Railway
- Lake
- Shore

Consolidated: *Month YEAR*
Amending Bylaws:

Notes:
This map reflects the Agricultural Land Reserve (ALR) boundaries as of July 2025 and is for general reference only. Refer to the Agricultural Land Commission for the official ALR boundaries.

ABBOTSFORD

CITY OF ABBOTSFORD

OFFICIAL COMMUNITY PLAN BYLAW, 2016, AMENDMENT BYLAW NO. 036

Bylaw No. 3690-2025

APPENDIX “B”

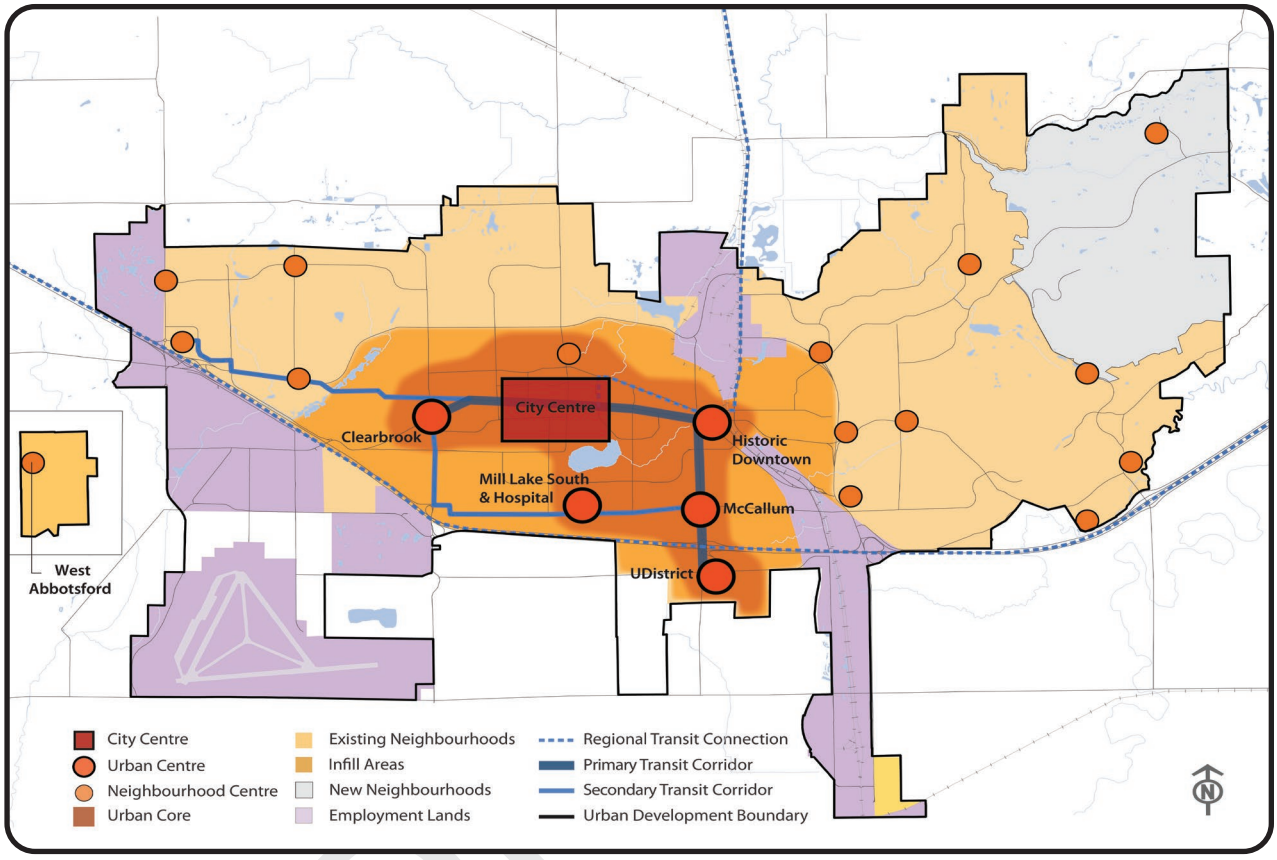


Figure – Official Community Plan Urban Structure

APPENDIX "C"

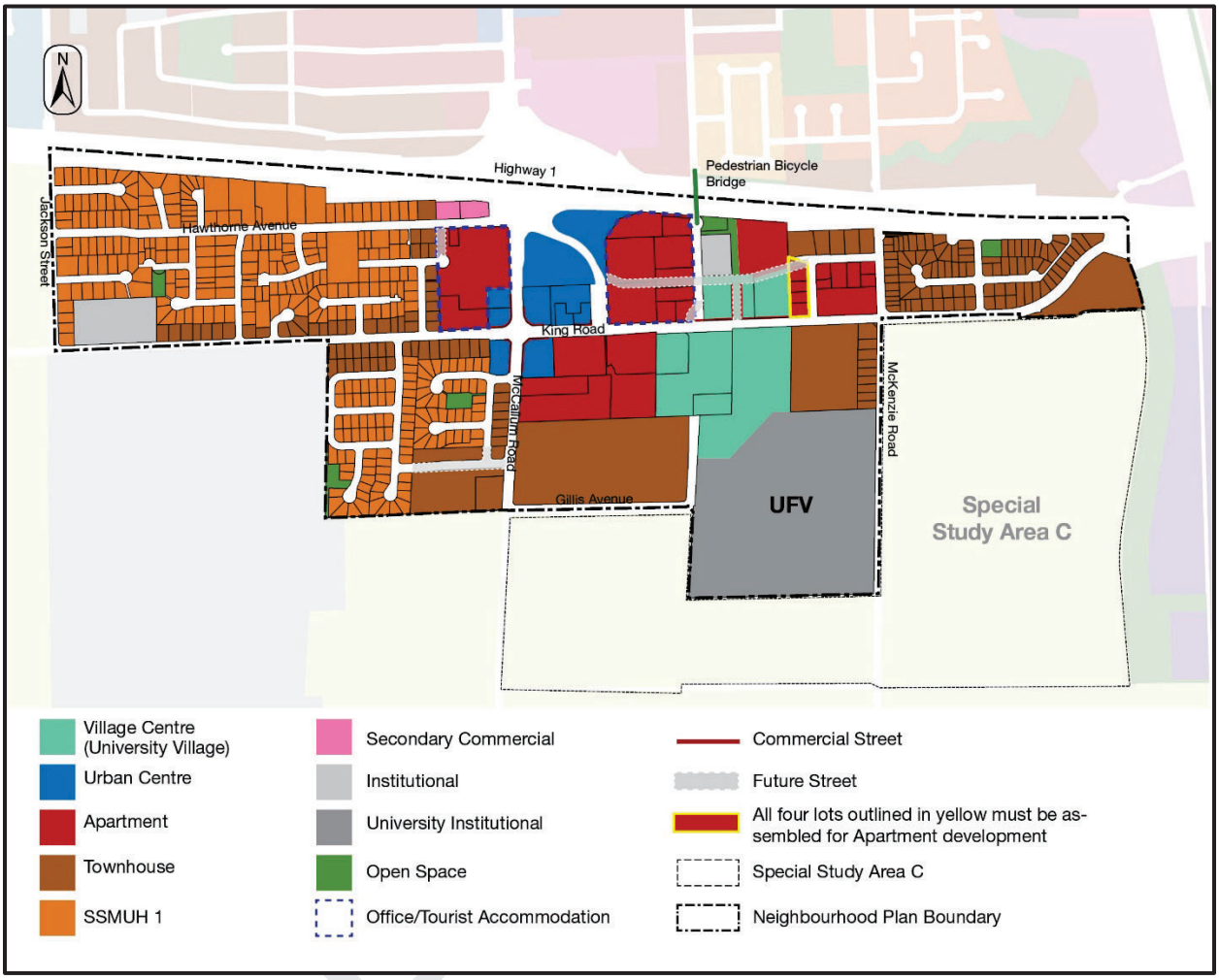


Figure 15 - Land Use Map

CITY OF ABBOTSFORD

OFFICIAL COMMUNITY PLAN BYLAW, 2016, AMENDMENT BYLAW NO. 036

Bylaw No. 3690-2025

APPENDIX "D"

URBAN CENTRE



VILLAGE CENTRE (UNIVERSITY VILLAGE)

Purpose & Description

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.

Uses	Building Type & Height	Density
Per the Official Community Plan	Per the Official Community Plan	Per the Official Community Plan



URBAN CENTRE

Purpose & Description

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

Uses	Building Type & Height	Density
Per the Official Community Plan	Per the Official Community Plan	Per the Official Community Plan

Airport Flight Path Height Restrictions

While this designation does not limit building height, some Urban Centre lands are subject to airport flight path height restrictions. See "Development Guidelines for Federal Approvals and Land Use in the Vicinity of the Abbotsford International Airport (YXX)" for further guidance.

Commercial Street

Purpose & Description

Require active ground floor commercial uses along certain streets to ensure buildings contribute to a vibrant street environment

Uses

The ground floor **must** be active commercial uses with individual access to the street

APPENDIX “E”

RESIDENTIAL



APARTMENT

Purpose & Description

Per the Official Community Plan

Corresponding Zones: Per the Official Community Plan

Uses	**Building Type & Height**	**Density** (min & max)
Per the Official Community Plan	Multi-storey buildings, including low and mid-rises, and integrated ground-oriented units. Heights are a minimum of 4 storeys and a maximum of 6 Storeys Sites 1 ha or larger **must** incorporate Townhouse	Per the Official Community Plan



TOWNHOUSE

Purpose & Description

Per the Official Community Plan

Corresponding Zones: Per the Official Community Plan

Uses	**Building Type & Height**	**Density** (min & max)
Per the Official Community Plan	Ground-oriented row or townhouses, and secondary suites. Small-scale multi-unit housing, subject to policy 3.21. Heights are limited to 3 storeys. Sites 1 ha or larger are **not** permitted Apartment buildings	Per the Official Community Plan



SSMUH 1

Purpose & Description

Per the Official Community Plan

Corresponding Zones: Per the Official Community Plan

Uses	**Building Type & Height**	**Density** (min & max)
Per the Official Community Plan	Per the Official Community Plan	Per the Official Community Plan

APPENDIX “F”

SUPPORTING LANDS

Office/Tourist Accommodation

Purpose & Description	Uses	Building Type & Height	Density (min & max)
Enable office or tourist accommodation to serve the neighbourhood and broader community	Office Tourist Accommodation	Per the accompanying designation	Per the accompanying designation



SECONDARY COMMERCIAL

Purpose & Description

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

Corresponding Zone: Per Official Community Plan

Uses	Building Type & Height	Density (min & max)
Commercial Indoor Industrial Tourist Accommodation is **not** permitted	Height is limited to 2 storeys	Per the Official Community Plan



INSTITUTIONAL

Purpose & Description

Per the Official Community Plan

Uses	Building Type & Height	**Density** (min & max)
Per the Official Community Plan	Per the Official Community Plan	Per the Official Community Plan



UNIVERSITY INSTITUTIONAL

Purpose & Description

Per the Official Community Plan

Uses	**Building Type & Height**	**Density** (min & max)
Per the Official Community Plan	Per the Official Community Plan	Per the Official Community Plan



OPEN SPACE

Purpose & Description

Per the Official Community Plan

Uses	**Building Type & Height**	**Density** (min & max)
Per the Official Community Plan	Per the Official Community Plan	Per the Official Community Plan

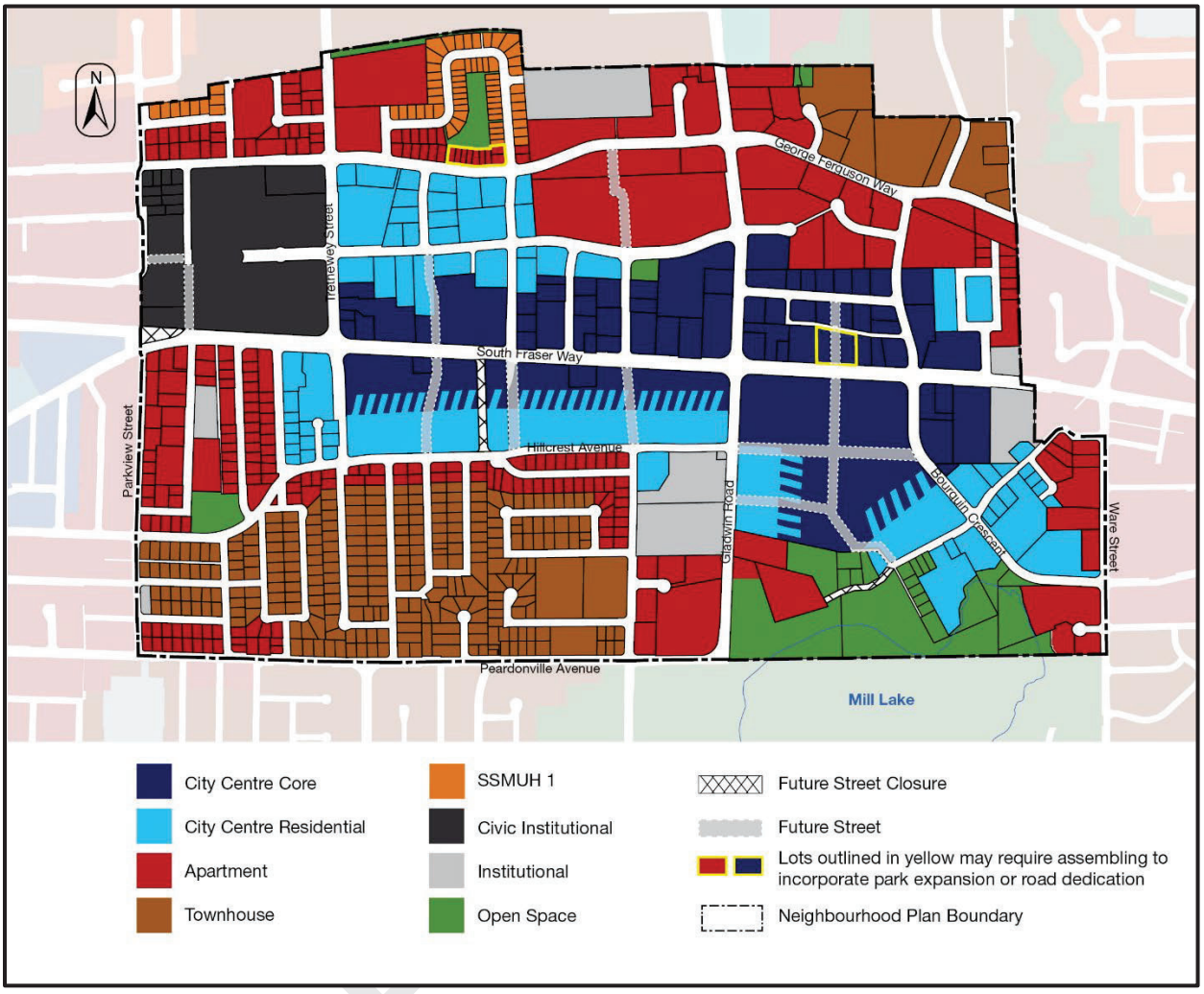
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CITY OF ABBOTSFORD

OFFICIAL COMMUNITY PLAN BYLAW, 2016, AMENDMENT BYLAW NO. 036

Bylaw No. 3690-2025

APPENDIX "G"



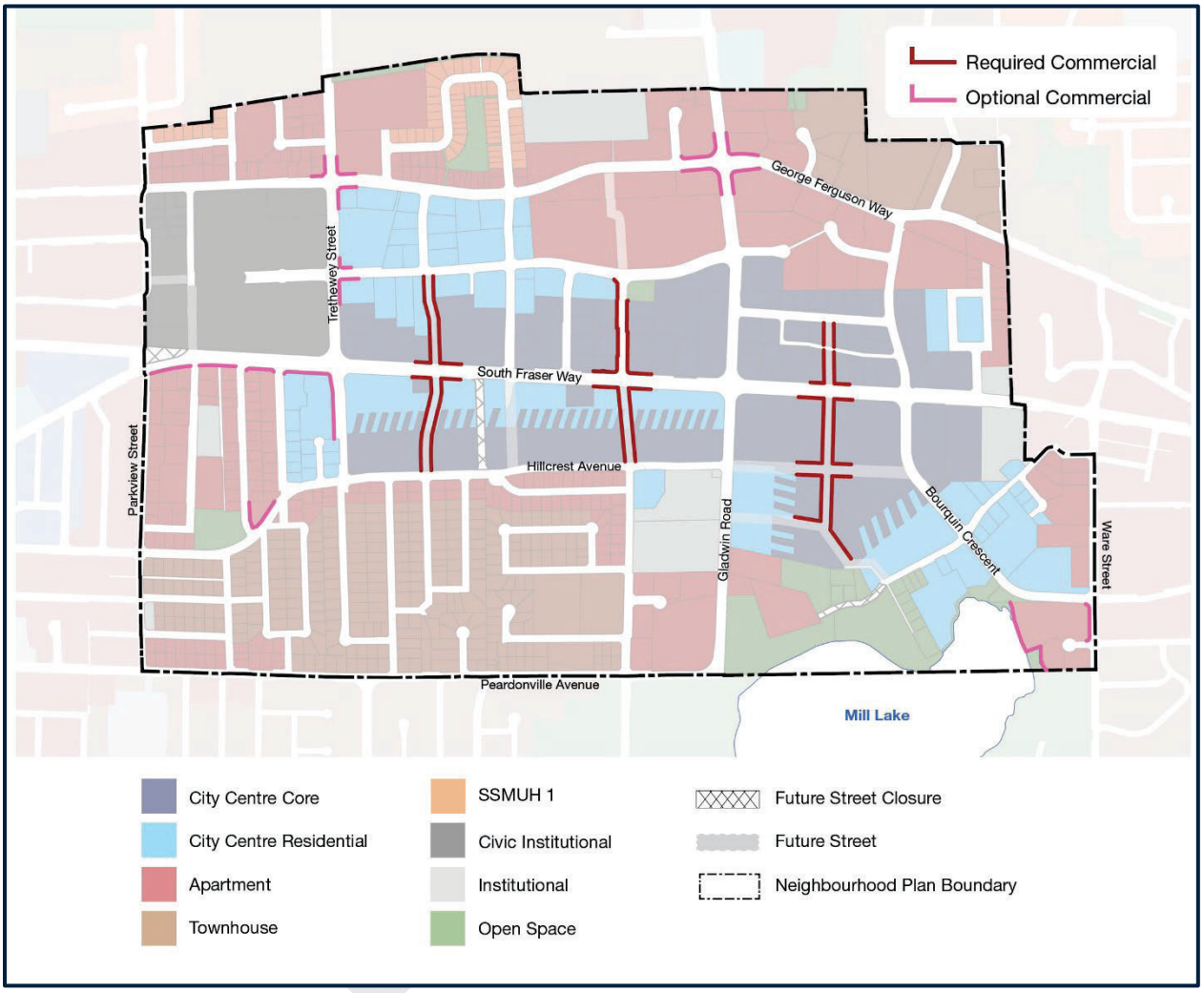
Map 3 – Parcel Map

CITY OF ABBOTSFORD

OFFICIAL COMMUNITY PLAN BYLAW, 2016, AMENDMENT BYLAW NO. 036

Bylaw No. 3690-2025

APPENDIX "H"



Map 4 – Commercial Street Map

APPENDIX "I"

City Centre



CITY CENTRE CORE

Purpose & Description

Per the Official Community Plan

Corresponding Zone: Per the Official Community Plan

Uses	**Building Type & Height**	**Density** (min & max)
Per the Official Community Plan	Per the Official Community Plan	Per the Official Community Plan



CITY CENTRE RESIDENTIAL

Purpose & Description

Per the Official Community Plan

Corresponding Zone: Per the Official Community Plan

Uses	**Building Type & Height**	**Density** (min & max)
Per the Official Community Plan	Per the Official Community Plan	Per the Official Community Plan

Commercial Street - Required

Purpose & Description	**Uses**
Per the Official Community Plan	Per the Official Community Plan

Commercial Street/Frontage - Optional

Purpose & Description	**Uses**
Per the Official Community Plan	Per the Official Community Plan

APPENDIX "J"

Residential



APARTMENT

Purpose & Description

Per the Official Community Plan

Corresponding Zones: Per the Official Community Plan

Uses	**Building Type & Height**	**Density** (min & max)
Per the Official Community Plan	Multi-storey buildings, including low and mid-rises, and integrated ground-oriented units Heights are a minimum of 4 and a maximum of 6 Storeys Sites 1 ha or larger may incorporate some Townhouse	Per the Official Community Plan



TOWNHOUSE

Purpose & Description

Per the Official Community Plan

Corresponding Zones: Per the Official Community Plan

Uses	**Building Type & Height**	**Density** (min & max)
Per the Official Community Plan	Per the Official Community Plan	Per the Official Community Plan



SSMUH 1

Purpose & Description

Per the Official Community Plan

Corresponding Zones: Per the Official Community Plan

Uses	**Building Type & Height**	**Density** (min & max)
Per the Official Community Plan	Per the Official Community Plan	Per the Official Community Plan

APPENDIX "K"

Supporting Lands



CIVIC INSTITUTIONAL

Purpose & Description

Per the Official Community Plan

Uses	**Building Type & Height**	**Density** (min & max)
Per the Official Community Plan	Per the Official Community Plan	Per the Official Community Plan



INSTITUTIONAL

Purpose & Description

Per the Official Community Plan

Uses	**Building Type & Height**	**Density** (min & max)
Per the Official Community Plan	Per the Official Community Plan	Per the Official Community Plan



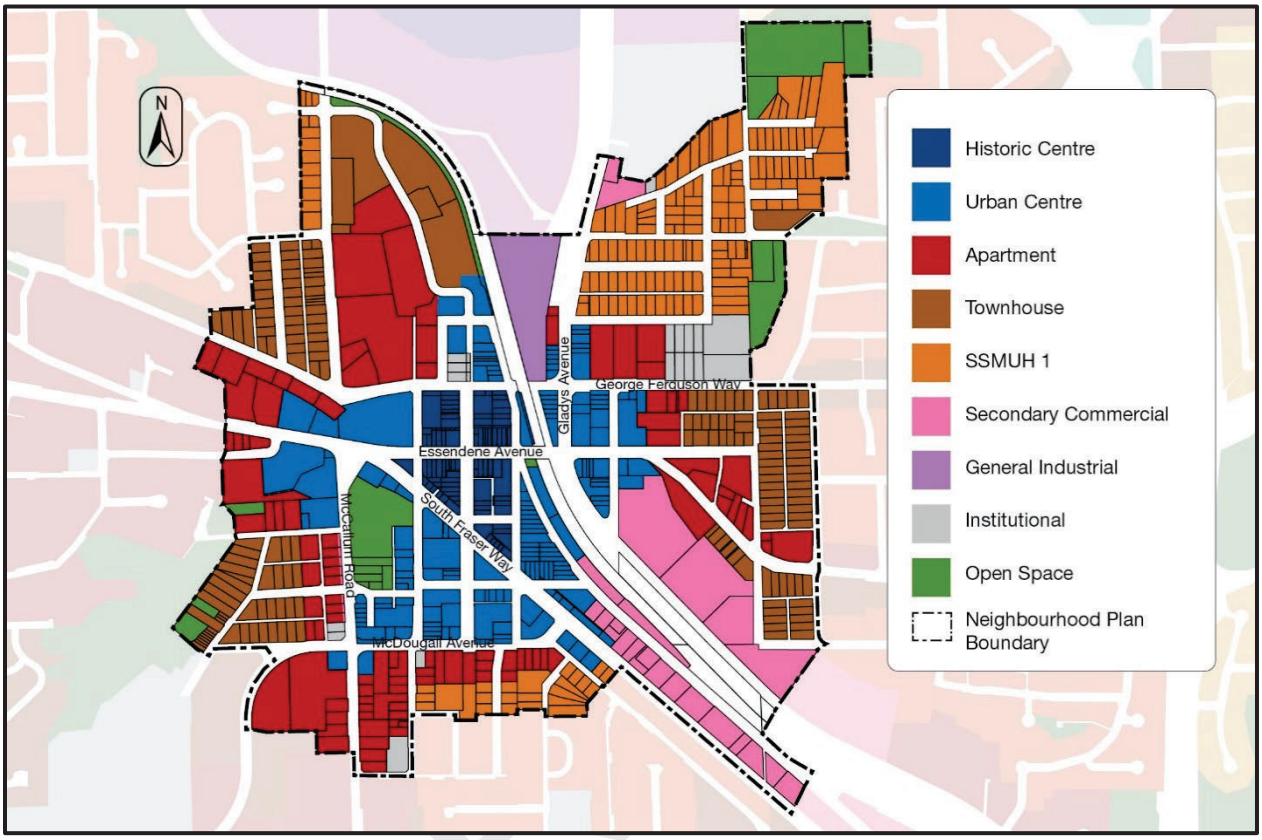
OPEN SPACE

Purpose & Description

Per the Official Community Plan

Uses	**Building Type & Height**	**Density** (min & max)
Per the Official Community Plan	Per the Official Community Plan	Per the Official Community Plan

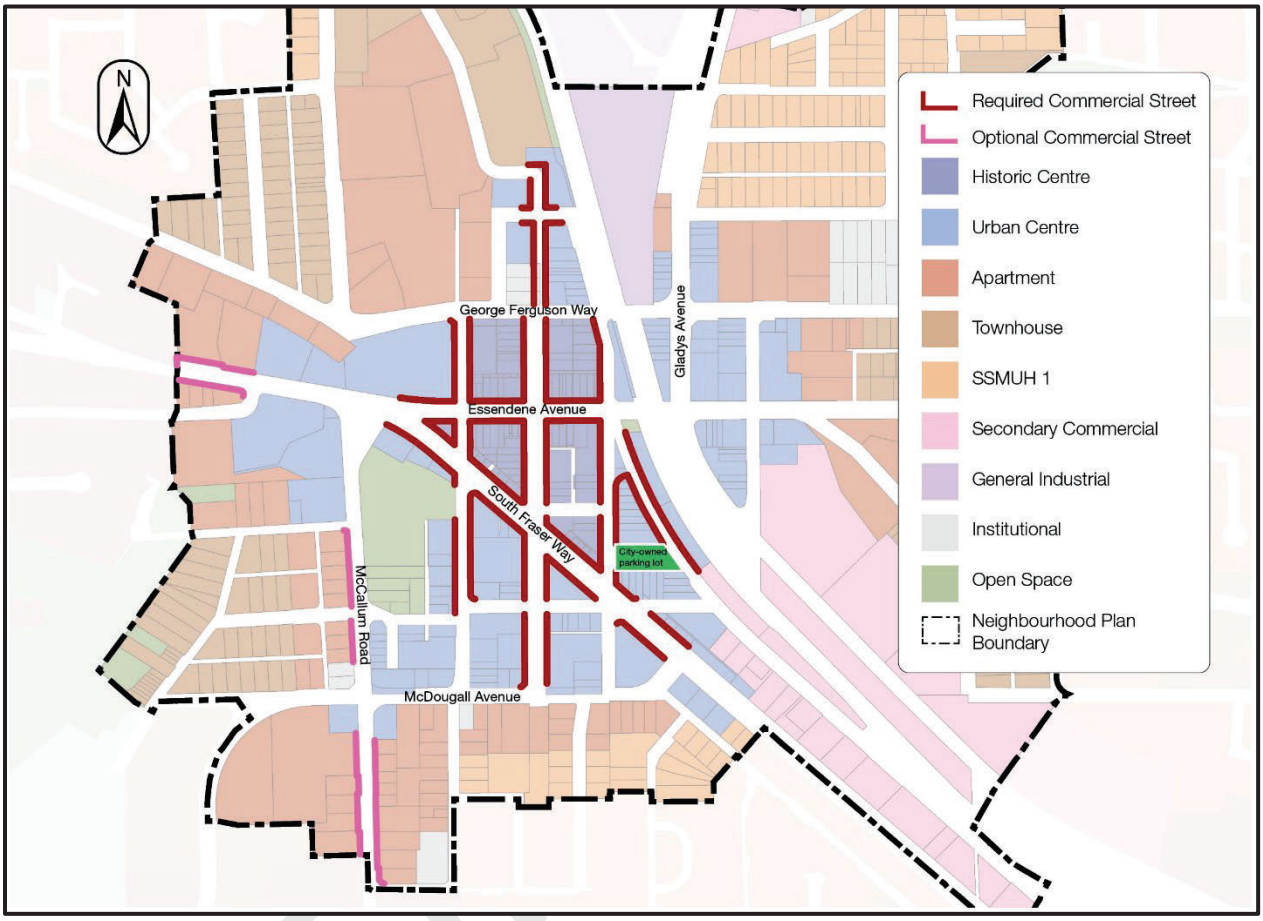
APPENDIX "L"



Map 3 – Parcel Map

DRAFT

APPENDIX "M"



Map 4 – Commercial Street Map

APPENDIX "N"

Urban Centre



HISTORIC CENTRE

Purpose & Description

Per the Official Community Plan

Corresponding Zone: Per the Official Community Plan

Uses	Building Type & Height	Density
Per the Official Community Plan	Per the Official Community Plan	Per the Official Community Plan



URBAN CENTRE

Purpose & Description

Enable a mix of uses to support the Historic Centre with higher density residential and commercial uses. Support main street retail character on certain streets outside the Historic Centre

Corresponding Zone: Per the Official Community Plan

Uses	Building Type & Height	Density
Per the Official Community Plan	Per the Official Community Plan	Per the Official Community Plan

Airport Flight Path Height Restrictions

While this designation does not limit building height, some Urban Centre lands are subject to airport flight path height restrictions. See "Development Guidelines for Federal Approvals and Land Use in the Vicinity of the Abbotsford International Airport (YXX)" for further guidance.

Commercial Street - Required

Purpose & Description

Per the Official Community Plan

Uses

Per the Official Community Plan

Commercial Street/Frontage - Optional

Purpose & Description

Per the Official Community Plan

Uses

Per the Official Community Plan

APPENDIX "O"

Residential



APARTMENT

Purpose & Description

Per the Official Community Plan

Corresponding Zones: Per the Official Community Plan

Uses	**Building Type & Height**	**Density** (min & max)
Per the Official Community Plan	Multi-storey buildings, including low and mid-rises, and integrated ground-oriented units Heights are a minimum of 4 and a maximum of 6 Storeys Sites 1 ha or larger may incorporate some Townhouse	Per the Official Community Plan



TOWNHOUSE

Purpose & Description

Per the Official Community Plan

Corresponding Zones: Per the Official Community Plan

Uses	**Building Type & Height**	**Density** (min & max)
Per the Official Community Plan	Per the Official Community Plan	Per the Official Community Plan



SSMUH 1

Purpose & Description

Per the Official Community Plan

Corresponding Zones: Per the Official Community Plan

Uses	**Building Type & Height**	**Density** (min & max)
Per the Official Community Plan	Per the Official Community Plan	Per the Official Community Plan

APPENDIX "P"

Supporting Lands



SECONDARY COMMERCIAL

Purpose & Description

Per the Official Community Plan

Corresponding Zone: Per the Official Community Plan

Uses	Building Type & Height	Density (min & max)
Per the Official Community Plan	Per the Official Community Plan	Per the Official Community Plan



GENERAL INDUSTRIAL

Purpose & Description

Per the Official Community Plan

Corresponding Zone: Per the Official Community Plan

Uses	Building Type & Height	**Density** (min & max)
Per the Official Community Plan	Per the Official Community Plan	Per the Official Community Plan



INSTITUTIONAL

Purpose & Description

Per the Official Community Plan

Uses	Building Type & Height	**Density** (min & max)
Per the Official Community Plan	Per the Official Community Plan	Per the Official Community Plan



OPEN SPACE

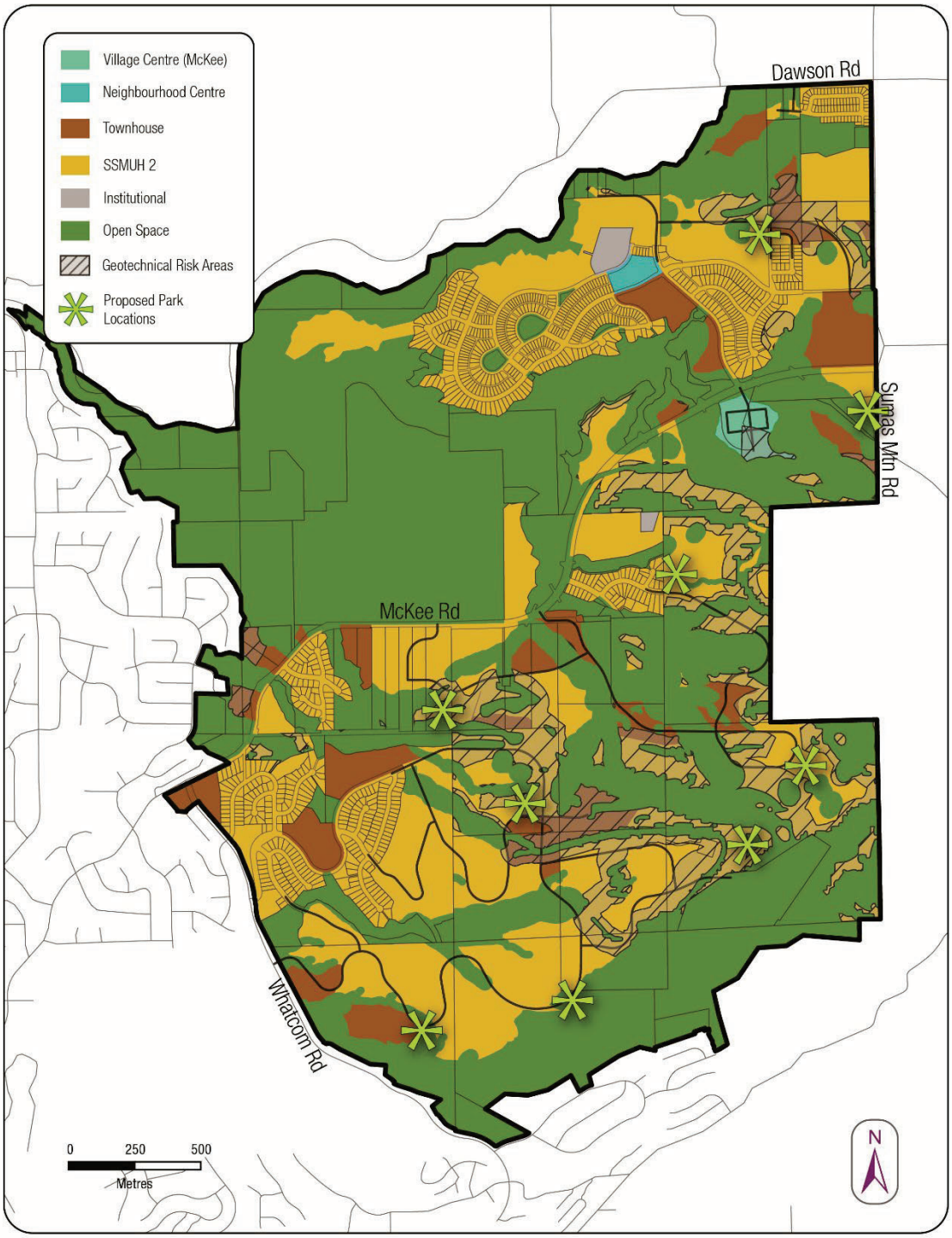
Purpose & Description

Per the Official Community Plan

Uses	**Building Type & Height**	**Density** (min & max)
Per the Official Community Plan	Per the Official Community Plan	Per the Official Community Plan

DRAFT

APPENDIX "Q"



Map 3. Land Use Plan

APPENDIX “R”



Map 4. Commercial Streets

APPENDIX "S"

MCKEE VILLAGE & NEIGHBOURHOOD CENTRE



VILLAGE CENTRE (MCKEE VILLAGE)

Purpose & Description

Enable a mix of uses that creates the primary hub of activity in the McKee Neighourhood, integrating the outdoor recreation opportunities of the mountain with commercial and residential uses in the village.

Uses	Building Type & Height	Density
Per the Official Community Plan	Per the Official Community Plan	Per the Official Community Plan



NEIGHBOURHOOD CENTRE

Purpose & Description

Per the Official Community Plan

Corresponding Zones: Per the Official Community Plan

Uses	Building Type & Height	Density (min & max)
Per the Official Community Plan	Per the Official Community Plan	Per the Official Community Plan

Commercial Street - Required

Purpose & Description

Require active ground floor commercial uses along key streets to ensure buildings contribute to a vibrant street environment. This area will provide an interface between outdoor recreation activities and supportive commercial amenities

Uses

The ground floor must be active commercial uses with individual access to the street

APPENDIX "T"

RESIDENTIAL



TOWNHOUSE

Purpose & Description

Enable multifamily housing to support development in challenging topography and to encourage increased density in proximity to essential services and recreation.

Corresponding Zones: Per the Official Community Plan

Uses	**Building Type & Height**	**Density** (min & max)
Per the Official Community Plan	Ground-oriented row or townhouses, and secondary suites. Heights are limited to 3 storeys. Sites 1 ha or larger are **not** permitted to incorporate 4 storey Apartment	Per the Official Community Plan



SSMUH 2

Purpose & Description

Per the Official Community Plan

Corresponding Zones: Per the Official Community Plan

Uses	**Building Type & Height**	**Density** (min & max)
Per the Official Community Plan	Per the Official Community Plan	Per the Official Community Plan

APPENDIX "U"

SUPPORTING LANDS



INSTITUTIONAL

Purpose & Description

Per the Official Community Plan

Uses	**Building Type & Height**	**Density** (min & max)
Per the Official Community Plan	Per the Official Community Plan	Per the Official Community Plan



OPEN SPACE

Purpose & Description

Active and passive parks, mountain biking and hiking trails, fields, recreation facilities

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

Uses	**Building Type & Height**	**Density** (min & max)
Per the Official Community Plan	Per the Official Community Plan	Per the Official Community Plan

Geotechnical Risk Area



Purpose & Description

Land identified as geotechnical risk areas

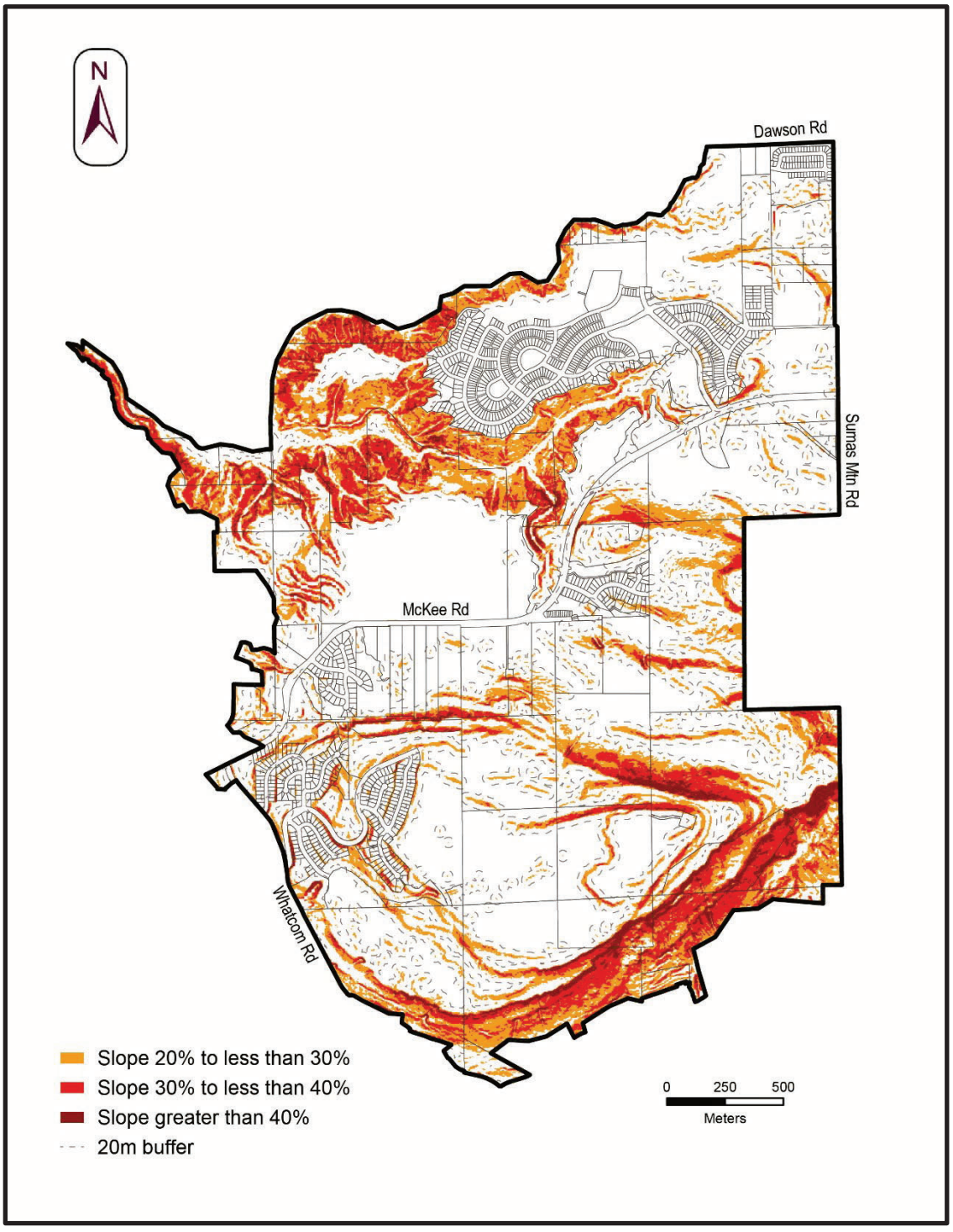
Enable the underlying land use designation where land is suitable for development

Enable Open Space land use designation where land is not suitable for development, or the slope of the land is greater than 40%

Building Type/Height/Uses

Per the underlying land use designation in accordance with recommendations from supporting geotechnical report

APPENDIX “V”



Map 18. Steep Slope Development Permit Area