



smart growth on the ground

DOWNTOWN PRINCE GEORGE CONCEPT PLAN

prepared by **Smart Growth BC**
for **The City of Prince George**

August 28, 2009



**CITY OF
PRINCE GEORGE**



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Produced by Smart Growth BC © August 2009

David Hohenschau, Amanda Mitchell, Shana Johnstone

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Special thanks to Brenda Southam, REIBC.



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SGOG would like to acknowledge the following organizations for their support:



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<i>Summary</i>	v
<i>Purpose and Context</i>	vi
<i>The Keepers of the Vision</i>	vi
<i>How to Use the Concept Plan</i>	vii
1.0 Prince George	1
1.1 Context	2
1.2 Project Area	4
2.0 Smart Growth on the Ground (SGOG)	7
2.1 SGOG Principles	8
2.2 SGOG Process Summary	9
2.3 Comments and Ideas	12
2.4 Priorities and Targets	13
3.0 Concept Plan	17
3.1 A Beautiful City	18
3.2 Resilient City	20
3.3 Supportive City	24
3.4 Civic City	26
3.5 Green City	28
3.6 Vibrant Public Realm	32
3.7 Active Transportation	36
3.8 Catalyst Districts	40
3.9 Buildings That Work	44
4.0 Implementation	51
4.1 Policies and Plans	52
4.2 Programs and Projects	54
4.3 Major Projects and Amenities	56
5.0 Resources	57
Appendix A - The Charrette Team	58



The Confluence of Two Rivers

Lheidli T'enneh, "the people from the confluence of two rivers," is a Carrier-speaking First Nation that has traditionally occupied and used the land around Prince George and east to the Alberta border. Many of the members currently live in Prince George.

Downtown Prince George is located in traditional Lheidli T'enneh territory.

The Smart Growth on the Ground Downtown Prince George Concept Plan is a detailed vision for the year 2035 of a sustainable and vibrant downtown Prince George. This vision was created by a team of stakeholders, community representatives, and experts during a four-day charrette in May 2009. The crafting of this vision was guided by the real challenges and opportunities that exist in the project area, by the priorities and targets set by the community during five public workshops, and by the advice provided by a broad cross-section of Prince George stakeholders and community organizations.

The vision describes a downtown that functions as the civic and cultural centre of Prince George, a downtown where lush streets and parks set the scene for thriving businesses and lively and livable neighbourhoods, and where people of all kinds are attracted not just to visit but to live and invest. Key physical features of the vision include the expansion of the Civic Plaza area into a grand park, greenway connections to the nearby rivers, the concentration of new cultural and civic facilities, medium and high density mixed use neighbourhoods, and a network of bike-friendly, pedestrian-friendly, all-season, animated green streets.

The vision describes a downtown that is prepared to adapt to climate change impacts and to create a clean and resilient energy infrastructure.

The vision also describes a downtown that provides a healthy and supportive environment for people in need, and creates a place that engages and supports all members of the Prince George community. Critical aspects of this social infrastructure include services, facilities, and public places that are specifically designed for and with seniors, youth, mobility challenged, and homeless people.

Many aspects of this plan require ongoing and more detailed planning and research. The charrette team's vision emphasizes the need to engage all members of the community, especially those who are typically under-represented, and local First Nations as this work continues.

The Concept Plan is not a regulatory document. It is a toolkit and resource for everyone who expects to play a role in the realization of this vision.



Purpose and Context

This Concept Plan represents the results of the Smart Growth on the Ground process in Prince George, BC. It captures the vision and ideas that were developed by a team of experts and stakeholders during a four-day charrette. This vision was crafted through the lens of the eight SGOG Principles, and the priorities and targets that were generated at five public meetings.

The Concept Plan establishes a shared vision for a vibrant and sustainable downtown. This vision and the detailed ideas that are proposed in this document should be used to inform any deliberation, planning, policy-making, or development activity that occurs within the project area. Similarly, planning decisions that occur beyond the project area should be weighed by their potential effect on the successful realization of this vision. This includes planning decisions affecting the entire City, particularly in neighbourhoods adjacent to the downtown, and growth management policies.

The framing principles, process, and concepts that are embodied in this document are recommended as a resource to any local government in British Columbia and Western Canada.

This plan is not a regulatory document. In its current form it does not replace or supersede any City bylaw, and the concepts presented here do not necessarily harmonize with current policy. It is the intent of this project that the proposed vision and ideas in this Concept Plan will be included in any future policies or policy amendments. The drawings, maps and photographs included in this plan are illustrative in nature and should not be construed to in any way prohibit development opportunities that are otherwise consistent with the downtown vision, principles, and key concepts articulated in this plan.

This document marks the completion of the Concept Plan, but the beginning of the work.

The Keepers of the Vision

The Mayor’s Task Force for a Better Downtown is composed of the Mayor, City Councillors, leaders and representatives of various downtown interests. There are five working groups organized by themes, each of which has a select list of strategic objectives. These objectives are closely aligned with the Smart Growth on the Ground priorities developed during the engagement process.

Economic

- We have new market and non-market housing
- We have new significant amenities and activities that attract people to experience the downtown

Social

- People are not living on the street
- We have safe streets and places
- We have well connected and coordinated agencies, working together

Cultural

- We are proud of our downtown, day and night
- The downtown is a community focal point

Environmental

- Buildings and environment reflect common positive standards
- We have green spaces that are welcoming and connected to our parks, trails, and rivers
- We have leading edge four-season design

Infrastructure

- We have infrastructure that attracts investment
- We have a high speed fibre optic network
- We have a community energy system
- We have clean safe streets that work

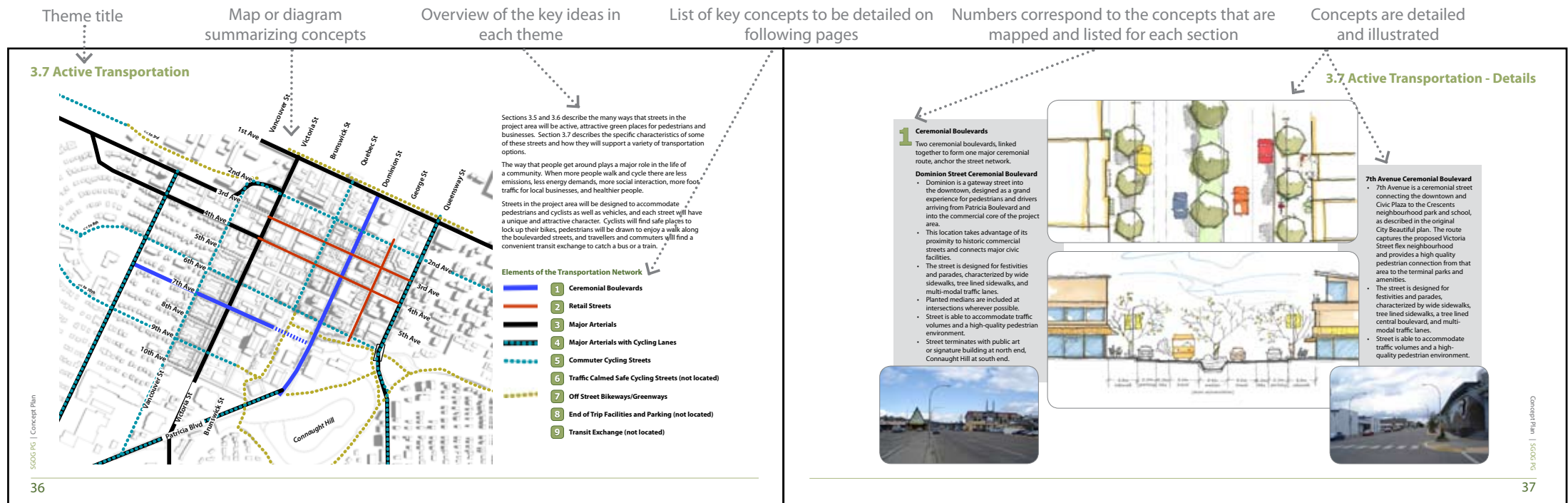
The charrette team recommends that the **Mayor’s Task Force for a Better Downtown** adopts this plan and carries the concepts forward in the following ways:

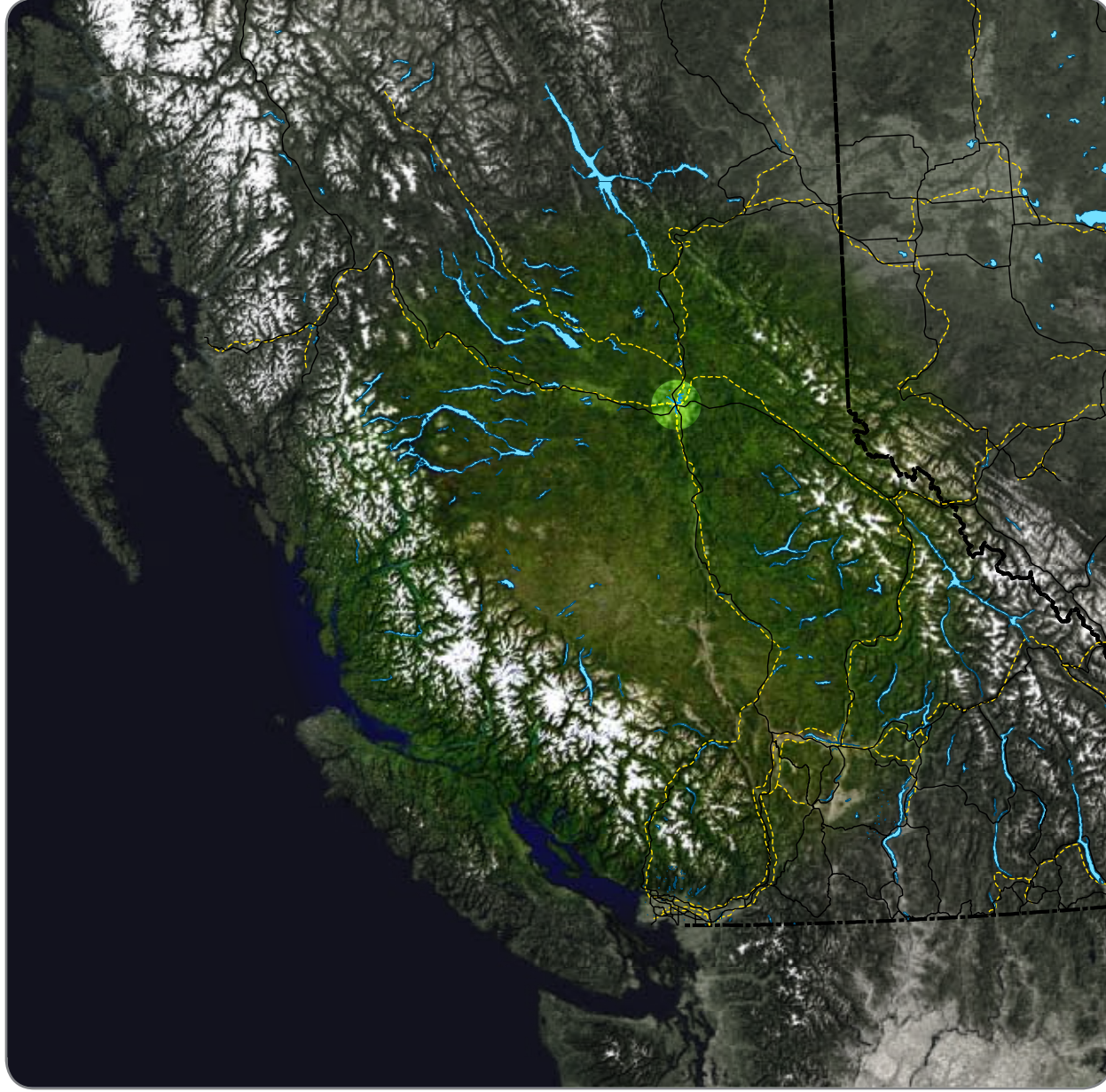
- Develop a communication plan.
- Develop an implementation plan that includes further engagement, monitoring, and reporting.
- Recommend further research or planning that will be necessary to ensure due diligence and plan implementation.
- Review and adopt new ideas that will contribute to the realization of this plan.
- Ensure that this plan is integrated into the forthcoming Integrated Community Sustainability Plan and Official Community Plan.
- Initiate a pilot development project in the project area that demonstrates a step forward in achieving this vision.

Sections 1.0 and 2.0 of this document introduce the Smart Growth on the Ground project and provide background information to the concepts that are detailed in Section 3.0. Section 4.0 describes the implementation plan for realizing these concepts.

Section 3.0 details the key concepts that frame the vision for downtown Prince George. It is organized into eight themes, listed at the right, which are structured as illustrated below.

SECTION AND TITLE	THEME
3.1 Beautiful City	The overall plan and key elements.
3.2 Resilient City	Strategies for making the project area ready for a new energy future.
3.3 Supportive City	Strategies for making the project area a welcoming, supportive, and inclusive place for everyone.
3.4 Civic City	Major projects relating to civic and institutional amenities.
3.5 Green City	Adding green to Parks, Green Spaces, Streets, and Buildings
3.6 Vibrant Public Realm	Making streets and parks great places to be.
3.7 Active Transportation	Traffic and circulation for cars, bikes, and people.
3.8 Catalyst Districts	Areas of the project area where new development creates great neighbourhoods.
3.9 Buildings That Work	The types of buildings and housing that would fit in those neighbourhoods.





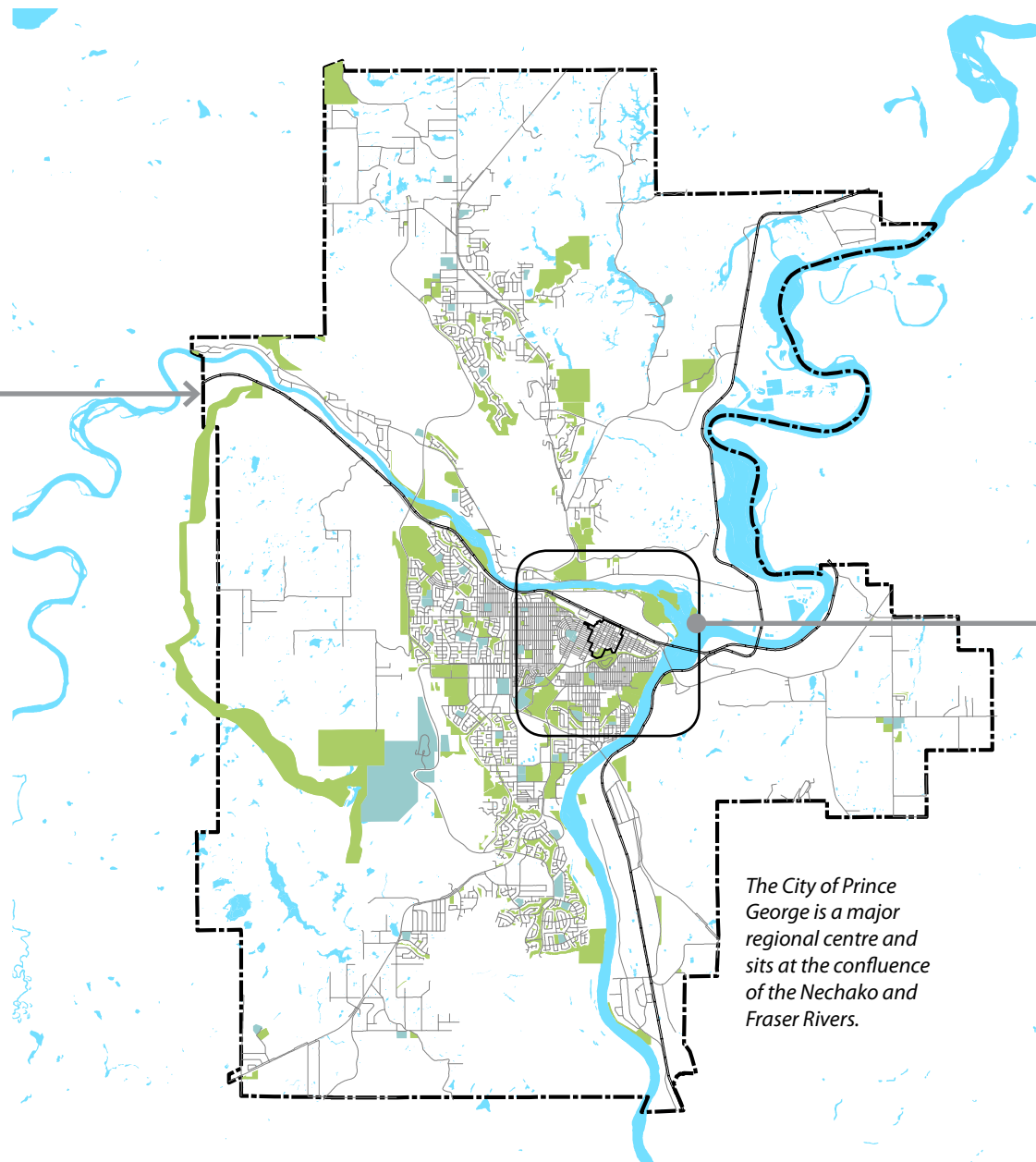
Prince George is near the geographic centre of British Columbia, and is at the intersection of major railways, roads, and rivers of Western Canada.

1.0 Prince George

The City of Prince George is situated near British Columbia's geographic centre and serves as the "Northern Capital" of BC. It is located on the Nechako Plateau between the Coast Mountains and the Rocky Mountains at the confluence of the Nechako and Fraser Rivers, and at the crossroads of Highway 97 and Highway 16.

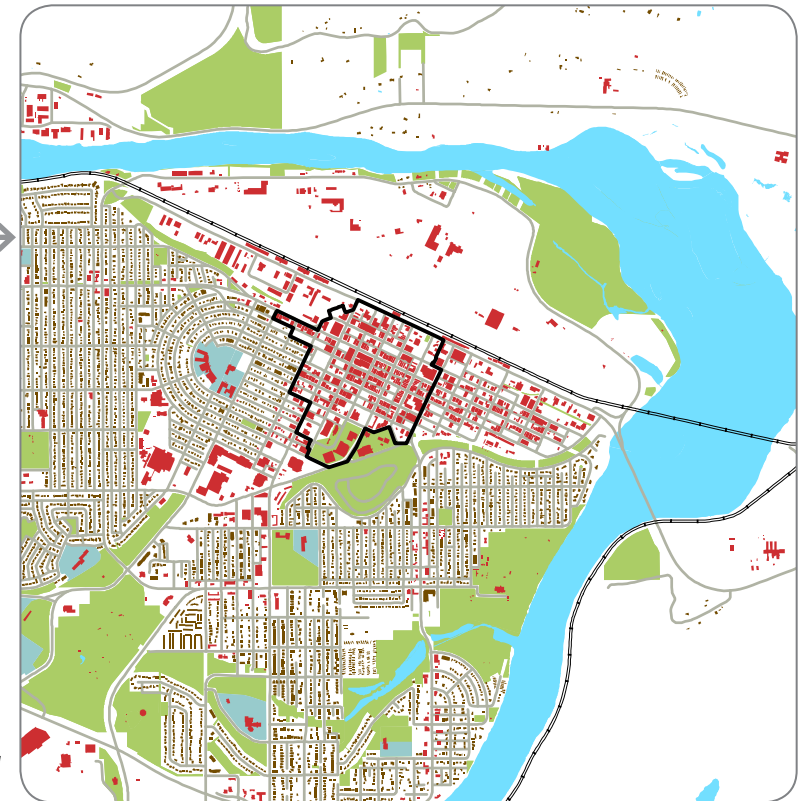
Prince George is located on the ancient homeland of the Lheidli T'enneh First Nation, and began as the Fort George trading post in 1807. Incorporated in 1915 after the construction of the Grand Trunk Pacific Railway, the City is now a major regional centre and home to approximately 74,000 people (BC Stats), 47 schools, the College of New Caledonia, the University of Northern BC, and a variety of industries.

This project focuses on the original railroad town site inside the current C1 Zone of downtown Prince George.

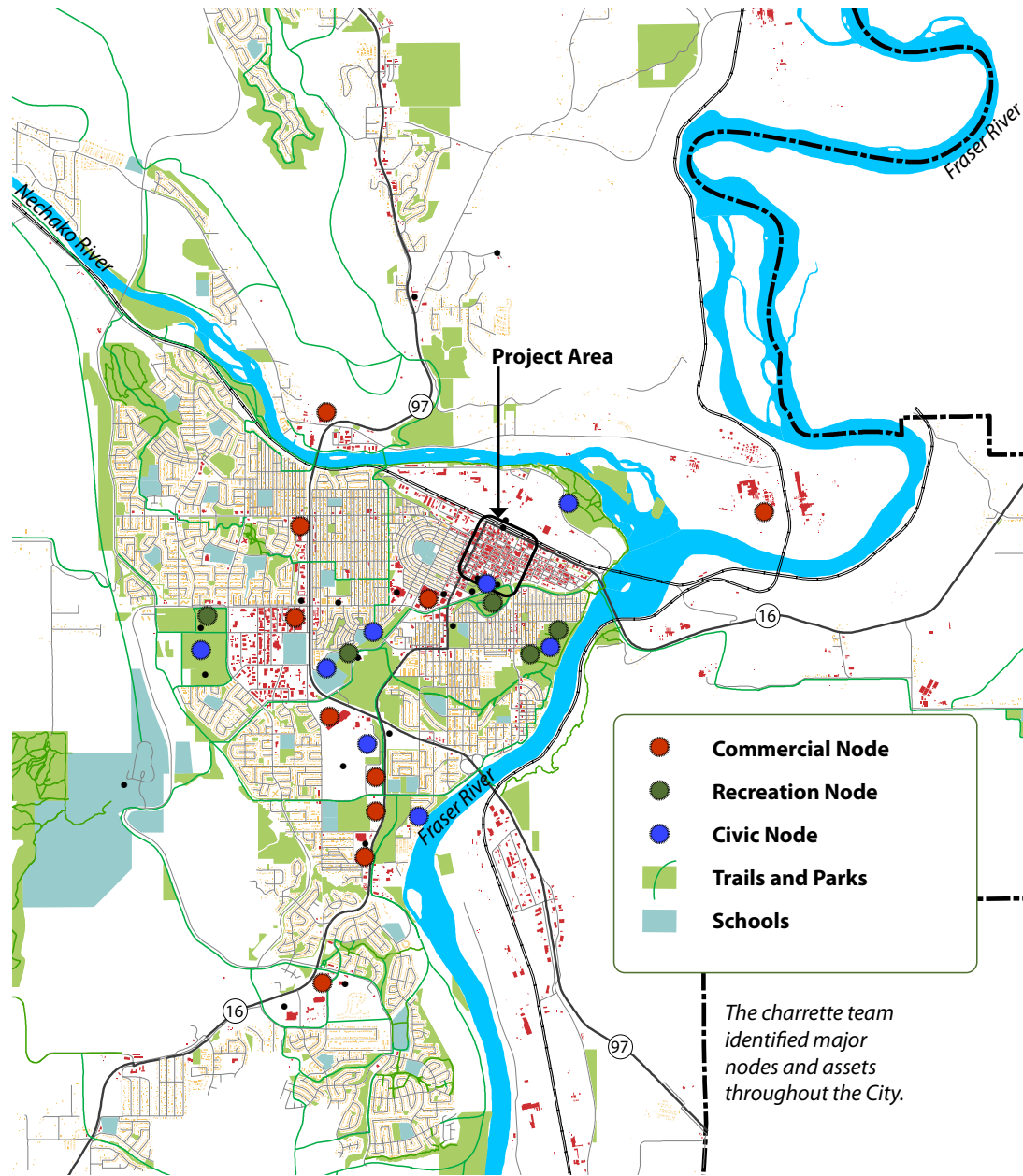


The City of Prince George is a major regional centre and sits at the confluence of the Nechako and Fraser Rivers.

The project area (outlined in black) is the City's central downtown district and original railroad town site.



1.1 Context



As the hub of northern BC’s resource economy, Prince George’s concerns are closely tied to global economics, energy resources, and climate, all of which are expected to or have already undergone significant changes. As a centre for industry and innovation, professional and government services, and higher education, Prince George is well positioned to be a leader in successfully adapting to the future.

Leadership at the policy and planning level has already been demonstrated. The City of Prince George has committed to participate in the Partners for Climate Protection (PCP) program of the Federation of Canadian Municipalities (FCM), and was one of fourteen communities to join the Community Action on Energy and Emissions initiative (CAEE) in 2007.

By proposing a revitalized, mixed-use downtown where people can live and work in a healthy, green environment, this project will be a key factor in the successful future of Prince George. Though past trends have led people and businesses away from the project area, new trends and incentives are emerging that could lead them back.

Prince George Snapshots:

Land Use

Two major highways have attracted a high proportion of regional commercial development, and residential areas are spread along those highways and throughout the valley that includes most of the city and downtown. Large industrial areas like the railyards occupy the floodplains along the rivers. These rivers are a significant natural asset for the community.

Housing

Housing stock in Prince George is predominately single-detached houses (62%), with less than 1% of all housing located in the project area. The demand for multi-family and attached housing types is expected to increase as the population ages and as the cost of single-family housing increases. Population forecasts indicate demand for an additional 1,800 residential units in the City by 2035. Locating these units in the downtown will be critical to revitalizing this neighbourhood.

Social Challenges

Drug use, violence, and homelessness are challenging to many people’s perception of the downtown. Through the SGOG engagement process, homeless people who were consulted reported feeling unsafe and unwelcome in the downtown. They indicated a need for more targeted support services, and suggested many ways that they would like to participate in the project area renewal effort.

Policy Context

This project is the continuation of several forward-thinking initiatives including the Mayor’s Task Force for a Better Downtown and the City’s participation in Partners for Climate Protection program.

The ideas proposed in this document are relevant to several bylaws including the Official Community Plan (2001) and the Zoning Bylaw (2007). However, because this plan is not a regulatory document, the concepts presented here are not necessarily bound by any City policies, and in some cases may not harmonize with current policy.

It will be the ongoing responsibility of City Administration and Council to review the concepts presented here and enact or revise policies as they deem necessary to enable the realization of a vibrant and sustainable downtown.

In the very near term, the City will develop an Integrated Community Sustainability Plan (ICSP) and will be reviewing the Official Community Plan. This presents an immediate opportunity to integrate the Smart Growth on the Ground Downtown Prince George Concept Plan at the highest level of municipal policy, and would ensure that the vision presented here will be considered during the revision or creation of any subsequent policies.

Population

The current population of Prince George is approximately 74,000 people (BC Stats), with less than 200 living in the project area. Although Prince George has experienced slight depopulation in recent years, it has been less pronounced than that experienced in surrounding areas. The population is conservatively estimated to grow by 4,500 people over the next twenty-five years, though other estimates have projected considerably higher growth. The development of downtown Prince George may influence future growth.

Income and Affordability

Comparing the 2006 and 2001 Census profiles, median incomes in Prince George are higher than BC averages. There are fewer incidences of low-income families, rent and housing values have increased but are still far below the BC average, and unemployment rates are lower than the BC average.

Economy

Prince George is a hub for northern BC’s resource extraction industries. The global economy has recently created a slump in prices for many of northern BC’s primary exports, including wood products and metals, and the ongoing pine beetle infestation continues to negatively impact the forestry industry. Prince George, however, maintains many economic advantages as a regional hub for transportation, medical services, finance, trade, education, and government.

Climate

With cool summers and cold winters, snow might fall on Prince George from October to April, and there is snow on the ground for a third of the year. Average annual rainfall is 41 cm, and annual snowfall is 242 cm. Average summer temperatures range from 8 to 22 degrees Celsius, and average winter temperatures range from -17 to -8 degrees Celsius.

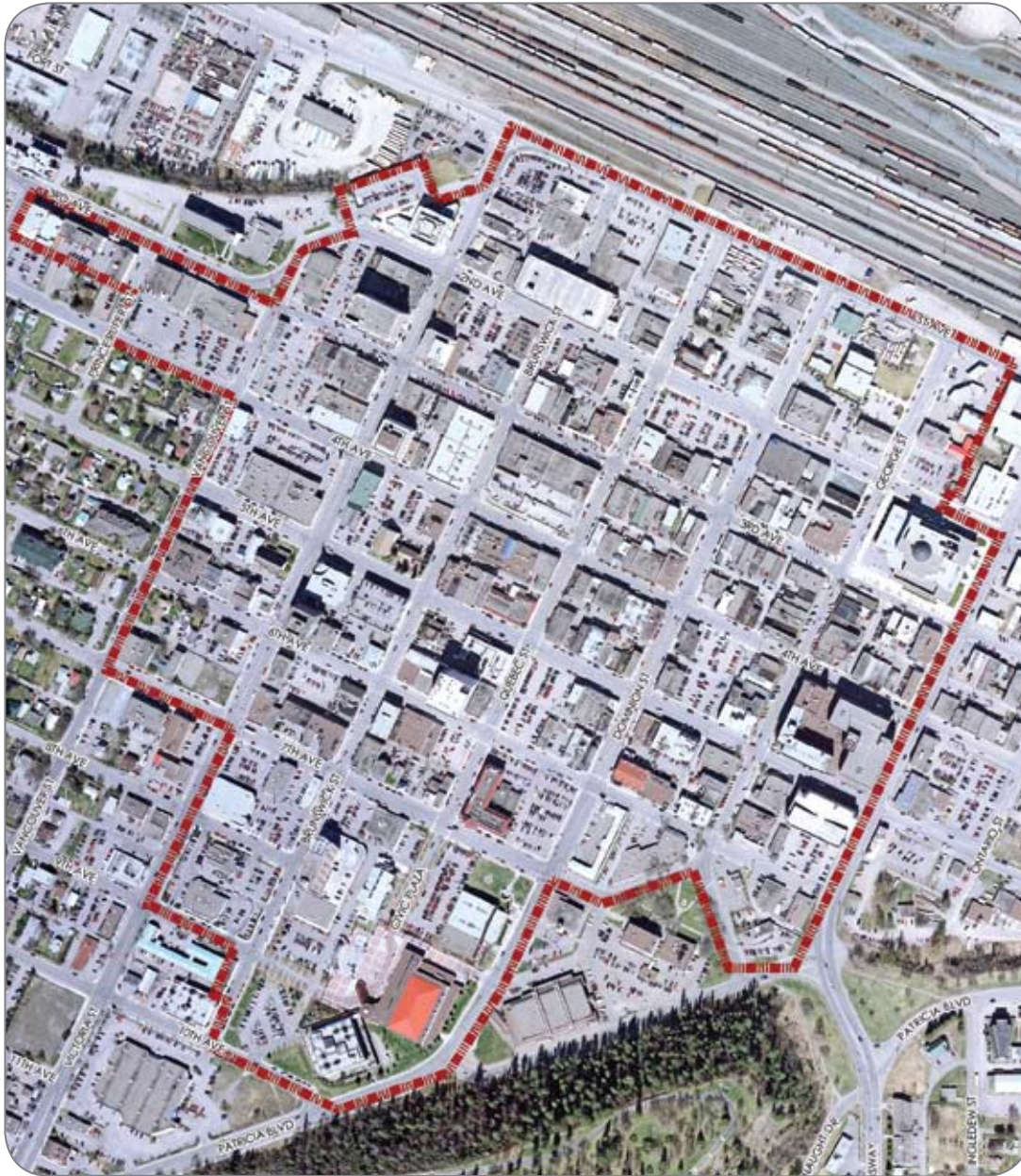
Air Quality

Although it has improved dramatically in the last twenty years, air quality and odour is a significant concern in the area and is often cited as a reason to avoid the downtown. The greatest air quality concern is particulate emissions from local industries (31%), vehicles and rail (20%), open air burning and residential heating (20%), and other sources such as fugitive dust emissions (24%).

Resilience

Climate change in Prince George will generally result in warmer, wetter winters, dryer summers. Temperatures and precipitation will increase, streamflow patterns will change, and there will be further implications on forest ecology. The City has demonstrated municipal leadership on this issue by signing the BC Climate Action Charter, establishing greenhouse gas reduction targets, and working towards a comprehensive Climate Change Adaptation Strategy.

1.2 Project Area



The project area is defined by the C1 Commercial Downtown Zone. This area is roughly bounded by 1st Ave to the north, Vancouver and Victoria Streets to the west, 10th Ave and 7th Ave to the south, and Dominion and Queensway Streets to the east. The overall concept as it is illustrated in Section 3.0 also includes the municipal buildings and streets adjacent to the Civic Plaza and Connaught Park, and the blocks between Victoria Street, 7th Ave, Vancouver Street, and 10th Ave.

This area is the central portion of the original town site as planned for the Grand Trunk Pacific Railway in 1912. The original City Beautiful plan included parks, squares, and buildings arranged along boulevards and at the terminus points of grand axes of streets. The grid of broad streets remain, and the City Beautiful's civic ideals are well realized in the Courthouse at 3rd Ave and George Street and the Civic Plaza at 7th Ave and Quebec Street. Much of this area, however, lacks the lush trees and vibrancy that may have once been envisioned, and many people view the area as an undesirable place to visit or do business.

With its central location, excellent civic amenities, and strong support from the community, the project area is ready for a visionary plan. In 1921, Daniel Burnham, the leader of the City Beautiful movement, said:

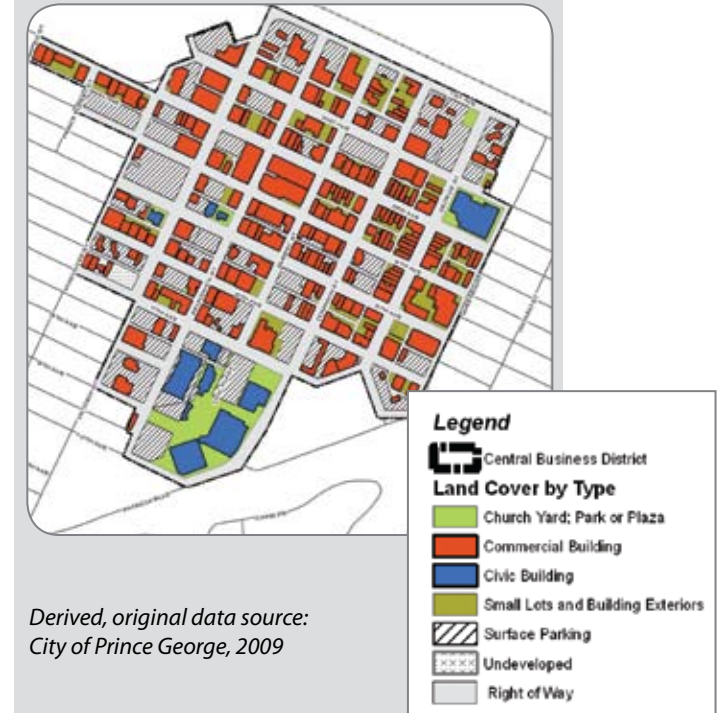
Make no little plans. They have no magic to stir men's blood and probably themselves will not be realized. Make big plans; aim high in hope and work, remembering that a noble, logical diagram once recorded will never die, but long after we are gone will be a living thing, asserting itself with ever-growing insistency. Remember that our sons and grandsons are going to do things that would stagger us.... Think big.

The project area (outlined in red) is the current C1 Zone of downtown Prince George.

Downtown Snapshots:

Land and Development

- Total project area: 53 ha
- Potential City-wide retail demand by 2035: 50,000 sqft (Altus Group, 2009)
- Reasons currently given for migration out of project area or development elsewhere: crime, pollution, construction costs, limited availability of high-quality office space. (Altus Group, 2009)
- Area of street right-of-ways: 40% of project area



Derived, original data source: City of Prince George, 2009

People and Housing

- City of Prince George's population living in Project Area: <1%
- Residential lots in project area: 1
- City-wide people per household: 2.5
- City-wide population growth projection for 2035: 4,500 (Altus Group, 2009)
- Potential city-wide housing demand by 2035: 1800 units



Data source: City of Prince George, 2009.

Circulation and Mobility

- 1st Ave, Victoria Street, and Queensway Street carry the highest traffic volumes.
- Project area land area given to parking: 21%
- Trips in the project area are by car: 69%
- Trips in the project area are on foot: 14%
- Trips in the project area are on public transit: 10%
- Trips in the project area are by cycling: 4%
- Seven bus routes serve the project area on nine of the thirteen through-streets in the project area.



City of Prince George, 2004. Accessed online at www.city.pg.bc.ca.

Most Valued Places (Purple)

- 3rd Ave, portions of 4th Ave, Connaught Park, Civic Plaza and buildings, Courthouse Farmer's Market, old churches and post office, George Street.

Least Valued Places (Brown)

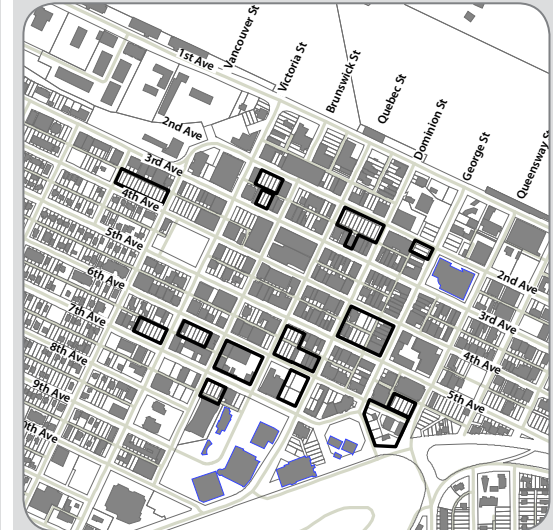
- 1st Ave and Railyards, derelict buildings and lots between 1st and 3rd Avenues, George Street.



This map derived from an exercise conducted at the SGOG Opening Forum on July 8, 2008.

Development Opportunities

- The locations shown were identified by charrette team members as having the greatest immediate potential for development. These are underdeveloped, vacant, or city-owned lots.



This map developed during the SGOG Charrette from May 12-15, 2009.

2009



2.0 Smart Growth on the Ground (SGOG)

Smart Growth on the Ground (SGOG) is an innovative program to change the way that development is done in British Columbia by creating built examples of smart growth. This unique program helps BC communities to prepare more sustainable neighbourhood plans—including strategic recommendations for alternative transportation, land use, urban design, and building design.

Through extensive community consultation, a multi-stakeholder collaborative design process, and the integration of targeted research specific to place, the SGOG process results in a future vision of a vibrant and sustainable community and direction to get there. Eight Smart Growth on the Ground Principles underpin the development of this vision.

SGOG is a partnership between Smart Growth BC, the Real Estate Institute of BC and the Design Centre for Sustainability at UBC. Since 2003, SGOG has worked with three partner communities: Maple Ridge, Squamish, and Oliver. Prince George is the fourth partner community—and the first northern community—to participate in the SGOG process.

Learn more at: www.sgog.bc.ca



The City of Prince George logo features a stylized tree icon above the text "CITY OF PRINCE GEORGE". The SmartGrowthBC logo shows a colorful illustration of a house, a person with a bicycle, and a large red watering can, with the text "SmartGrowthBC" below. The Design Centre for Sustainability logo includes a grid icon and the text "Design Centre for Sustainability" and "School of Architecture - Landscape Architecture THE UNIVERSITY OF BRITISH COLUMBIA". The Real Estate Institute of British Columbia logo features the letters "RI" in a black box and the text "The Real Estate Institute of British Columbia".

2.1 SGOG Principles

The following eight Principles are the framework for the **Smart Growth on the Ground** process:

Principle 1:

Each Community is Complete

In complete communities, people can live, shop, play, and even work close to home. Land and infrastructure (like roads and sewer lines) are used efficiently. A mix of uses in a neighbourhood results in housing and transportation choices, a strong property tax base, and vibrant places.



Principle 2:

Options to the Car are Emphasized

When there are choices for getting around, people can choose to walk, cycle, and take transit. Healthy options like walking and cycling are convenient and attractive. With lots of nearby people and jobs, transit is viable. Youth, seniors, and people with disabilities can be independent. Congestion, pollution, and the impacts of rising fuel prices are reduced.



Principle 3:

Work in Harmony With Natural Systems

Development can respect, maintain, and restore the natural functioning of the landscape (especially river systems and other special habitats). Development can cost less by using resources like water and energy more efficiently, and can preserve the environment for future generations to enjoy.



Principle 4:

Buildings and Infrastructure are Greener, Smarter, and Cheaper

Compared to typical development, buildings and infrastructure (like roads and energy systems) can reduce their impact to the environment. At the same time, greener buildings and infrastructure cost much less over the long term to municipalities, residents, and businesses.



Principle 5:

Housing Meets the Needs of the Whole Community

A variety of housing provides affordable and attractive choices for all the people who make up a community, like families, empty nesters, single parent families, childless couples, seniors on fixed income, students and recent graduates.



Principle 6:

Jobs are Close to Home

Growth in compact, complete neighbourhoods makes the best use of existing infrastructure and creates a strong, stable property tax base. The cost to build, maintain, and eventually replace new infrastructure is minimized. Many residents can find work close to home, and local businesses are supported by nearby consumers.



Principle 7:

The Spirit of Each Community is Honoured

Communities benefit from having a strong local identity and can build on existing assets. Vibrant neighbourhood and town centres draw people together, allow residents to find work, shopping, and other activities close to home, and provide a population base to support local businesses and transit.



Principle 8:

Everyone Has a Voice

The community belongs to those who live, work, and play there. Community members are engaged early and continuously in planning, design and development. This ensures that new growth responds to local needs and makes the community a better place.

2.2 SGOG Process Summary

The **Smart Growth on the Ground** process integrates best practices and research with community priorities and interests, seeking to match real constraints with achievable and innovative solutions. The process includes detailed research, a structured and creative method for soliciting community input, and an integrative design and planning event known as a “charrette.” The SGOG process in Prince George was designed to “Create opportunities for open dialogue among community members”—which was one of the priorities identified by participants. This process for SGOG Prince George is outlined below. Each aspect of the process is described in detail on the following pages.

2007

Community Selection

Prince George was selected as the fourth SGOG partner community in **2007**. The scope and definition for the project were developed in consultation with the three SGOG partners and the community.

November 2008

Priority Setting Workshops

A learning event on Climate Change and Housing was held on **November 26, 2008**. On **November 27, 2008**, a Priority Setting Workshop was held where participants used input collected at the Opening Forum to select specific areas of priority for the project area vision. Prioritized issues are on page 13.

May 2009

Design Brief

The outputs from the public engagement process, along with research findings, were synthesized to form the Design Brief. The Design Brief acts as a set of instructions to guide the work of the charrette team.

September 2009

Concept Plan

This document details the collaborative vision produced during the charrette. It consists of words, images, maps, land use suggestions, and policy ideas. You are now reading the Concept Plan. See Section 3.0 for details.



July 2008

Opening Forum

SGOG Prince George was officially launched on **July 8, 2008**. At this workshop community members were introduced to the project. Goals, visions and issue statements were developed and an asset mapping exercise was conducted. These visions are summarized on page 12, and the mapping results are on page 5.

March 2009

Target Setting Workshops

An integrated Learning Event and Target Setting Workshop was held on **March 4 and 5, 2009**. These workshops featured presentations from researchers, updates from parallel engagement processes, a target setting exercise, charrette team member selection and small table brainstorming sessions based on a specific topic. Targets are on page 13.

May 2009

Charrette

The Charrette was held **May 12-15, 2009**. This multi-stakeholder, time-limited design event produced the vision that is detailed in this document. Public reviews of the vision in-progress were held on **May 13** and **May 15, 2009**, allowing for input and comments from the general public during the event. Pages 14-15 describe the charrette in more detail.

2009 - Onward

Implementation

The Concept Plan and relevant policy documents are aligned, resulting in built projects that support the vision laid out in the Concept Plan. Implementation will be an ongoing effort stewarded by the Mayor’s Task Force for a Better Downtown. Section 4.0 outlines projects, policies and programs suggested to help implement the Concept Plan.

2.2 SGOG Process - Outreach

Smart Growth on the Ground offers a framework and process to communities to develop their vision for the future. Broad public engagement at the heart of this process, developing a vision that is context sensitive and desirable to the local community. Public engagement is conducted through the prioritizing of objectives, establishing the research agenda, setting targets, and identifying strategies. General education on smart growth issues and place-specific research supports this process.

This section describes some of the outreach activities that were conducted during the SGOG project in Prince George.

Public Workshops

Preparation for the SGOG charrette included five public workshops. At these workshops participants mapped important places, contributed visions for the downtown, discussed issues, brainstormed solutions, established priorities and set targets.

Two additional workshops held during the charrette enabled participants to comment on the development of the Concept Plan.

Over 500 people came out to these workshops.

UNBC Students

To reach out to students, SGOG worked with instructors of two Planning courses at UNBC.

Students from the UNBC course on Facilitation, Mediation and Public Process participated with the November Learning Event and Priority Setting Workshop as part of their curriculum. Students from this class hosted a pre-workshop screening of "An Inconvenient Truth," volunteered at the workshops, and designed and facilitated exercises to determine participant's Walk Score and Carbon Footprint.

Students from a UNBC Social Planning course contributed research on social housing for a Foundation Research Bulletin.



Community Organizations

To connect participants with local knowledge on specific issues, an Information Fair was included at the Opening Forum and the Priority Setting Workshops. Eight community organizations participated in the Opening Forum, and sixteen groups whose work focuses on climate change or housing topics participated in the Learning Event portion of the Priority Setting Workshops.



Youth Engagement

The **Imagine Prince George: 20/20 Youth Vision** (2008) helped Prince George youth consider the future of the area and develop a vision for what they wanted to see: "We have a shared vision about the future we want – it's one where the natural environment will get better and that [sic] the community will stick together as we work through the challenges." One of the youth who was involved in this process was also a charrette team member.

We Care About Where We Live

There was a strong desire to solicit input from the homeless population who call the downtown home. A parallel engagement process entitled **We Care About Where We Live** was designed to gather recommendations from this stakeholder group. Feedback from this process has been incorporated into the Concept Plan.

Results from this outreach process were presented to the charrette team during a special presentation.



Diverse Charrette Team

The charrette team is comprised of a diverse group of stakeholders and includes community members (see Appendix A) selected by the public during the Target Setting Workshops.

(Top) Community organizations participated in the Opening Forum in July 2008.

(Middle) UNBC student Alex Deevy facilitating a Walk Score Exercise at the Priority Setting Workshops in November 2008.

(Bottom) Participants from the Fraser Basin Council's **Imagine Prince George: 20/20 Youth Vision**

photo by Fraser Basin Council

Priorities

Principle 1: Each Community is Complete

- Identify and pursue development opportunities that support a vibrant and sustainable downtown.
- Provide space for urban agriculture and space for the support of local food.
- Offer a range of housing types and tenures.
- Achieve compact development through infill and redevelopment opportunities.

Principle 2: Options to the Car Are Emphasized

- Enhance the quality of public space and pedestrian environments.
- Address winter weather in alternative transportation planning.
- Design for pedestrian safety and security.
- Expand and enhance connectivity of pedestrian and cycling routes.
- Connect downtown with the waterfront.

Principle 3: Work in Harmony With Natural Systems

- Reduce water pollution, air pollution, light pollution, sewage production and other waste.
- Link park and open spaces with greenway corridors and trail development.
- Lower our community-wide carbon emissions in compliance with BC Climate Action Charter (becoming carbon neutral in municipal operations).
- Preserve, enhance, and capitalize on natural amenities.

Principle 4: Buildings and Infrastructure are Greener, Smarter, and Cheaper

- Incorporate green building practices into new building construction and existing building renovation.
- Increase tree canopy coverage (for pedestrian cover, stormwater management, carbon uptake, and design aesthetics).
- Encourage low carbon power generations options such as renewable energy and district energy systems.

Principle 5: Housing Meets the Needs of the Whole Community

- Mix housing with other uses on the same parcel and block (mixed-use developments commonly have residential uses located overtop of commercial uses).
- Provide housing options to enable people from a range of economic levels, ages, and abilities to reside in the same neighbourhood.
- Increase residential density in established areas.

Principle 6: Jobs are Close to Home

- Create a vibrant and safe downtown environment to encourage businesses to locate here, and attract customers.
- Support a diverse mix of local economic opportunities, including niche markets and tourism.
- Social agency location.

Principle 7: The Spirit of Each Community is Honoured

- Establish the downtown as the hub of activity.
- Cultivate a strong and unique sense of identity.
- Encourage evening and seasonal activities that cater to a broad demographic while benefiting the community.
- Support a diversity of arts and expression.

Principle 8: Everyone Has a Voice

- Create opportunities for open dialogue among community members.
- Design a vibrant public realm that promotes social interaction and inclusivity.
- Promote equitable access to education, training, and community events.
- Elders and youth should be actively involved in all stages of the design process.

Targets

1. Tree Canopy Cover: 22% of total project area
2. Total Impervious Area: 45% of total project area
3. Heating Demand Supplied by Local, Low-Carbon Energy (such as biomass, geoexchange, or solar): Target 75% of heating demand
4. Energy Intensity of Residential Buildings: 25-50% reduction from the Model National Energy Code for Buildings (0.36 - 0.24 gigajoules per square metre)
5. Historic Places Listed on the Community Heritage Register: 5 places per 1,000 people minimum
6. Population in Project area: 71% of projected population growth (20,000 people) is housed in the project area*
7. Residential Land Use in Project area: 40% of total project area
8. Strength of Urban Fabric: 10% of total project area devoted to surface parking
9. Parks and Plazas in the Project area: 10% of total project area
10. Transportation Mode Split of Project area Trips: Reduce project area trips made by car to 25% and increase alternative transportation modes (cycling, walking, and public transit) to 75%

The priorities and targets listed here were derived through the SGOG public workshops, and helped to instruct and direct the decisions of the charrette team.

* This target was informed by a population projection at the high end of the range in order to determine community appetite for downtown development that is of a significantly higher density than what currently exists. The target also sought to determine community preference for development in existing developed areas rather at the fringe. This target is not intended as a statement of capacity for development in the downtown, nor the feasibility of this in today's markets, but nor does it preclude such possibility. See page 5 for further information on population projections for Prince George and the project area.

2.2 SGOG Process - Charrette

The charrette is an intense, time-limited design event in which ideas and strategies are applied to the real constraints of the project area. Charrette team members were asked to collaborate to craft a vision for the project area for the year 2035, using the guiding principles and community-derived priorities.

The design charrette took place May 12th–15th, 2009. The charrette team had four days to consider solutions to a variety of challenges, using the Design Brief principles and priorities as a common framework. The Design Brief and Foundation Research Bulletins also provided the team with information on trends, issues, and best practices relating to prioritized issues.

The team was composed of local officials and City staff, community representatives, urban design and planning experts, and experts on related city development issues. The community representatives were selected by their peers during the SGOG engagement process. A full list of the charrette team participants is provided in Appendix A.

During the four-day charrette, small working groups convened to address specific topic areas. These topics were:

- Energy and Climate Change
- Streets, Transportation, and Public Realm
- Community Projects and Development Opportunities
- Housing and Redevelopment
- Social and Cultural Issues

The working groups reported back to the whole team for feedback, then continued to discuss and refine their ideas. This iterative process continued throughout the event.

Two public open house events (May 13th and May 15th) allowed other community members to provide feedback. The charrette team presented their ideas and received comments during these evening events, which were attended by 120 people and over 100 people respectively.

In general, there was a high level of support for the final concept and attendees were keen to see the next steps of implementing the plan.



A collage of the “hopes and dreams” presented by team members on the first day of the charrette.

2.2 SGOG Process - Charrette



Charrette team members consider each other's ideas.



A small working group discusses building types and urban form.



Participants attend to a presentation during the Final Review.



This team is checking lane widths to understand the potential for street renovations.



Participants at the Mid-Course Review open house post their comments and concerns.

2035



3.0 Concept Plan

The Smart Growth on the Ground Downtown Prince George Concept Plan represents a future scenario that best responds to the SGOG principles and the multiple priorities and challenges established by the SGOG public engagement and research process. This scenario was crafted by a team of local stakeholders, local officials, and urban development experts during a four-day charrette.

The scenario includes recommendations on the development of public amenities, streets, parks and open spaces, public realm programming, buildings and housing design, infrastructure, and social services. This section locates those recommendations wherever possible and illustrates their details.

A key overall strategy to renewing the downtown project area and realizing this vision is attracting people to live, work, and visit here. Some of the important attractors already exist—shops and services, civic amenities, and a grocery store just outside the project area. Others are proposed in this plan—arts and cultural facilities, more park spaces, vibrant tree-lined streets, markets and festivals, a prominent water feature and greenway connections to the nearby rivers. The increased population and foot traffic would then attract the commercial services to make the area even more convenient and desirable.

Two important factors underlie this strategy. One is a focus on creating a resilient downtown infrastructure that can adapt to climate change and fluctuations in global energy resources. The other is a strong emphasis on creating an inclusive community. Such a community engages all residents in decision-making and does not ignore or dislocate people in need. Instead, everyone will find a safe, comfortable and engaging place in which to participate in the life of downtown Prince George.

3.1 A Beautiful City

Concept Map



Section 3.1 describes the central concepts of this plan and outlines Sections 3.2 to 3.9, which describe the concepts in greater detail. The concepts include details that relate to urban design, transportation, social planning, public realm programming, and energy and climate change adaptation.

The plan illustrates a visionary concept to revitalize the project area and reconnect the downtown to the Fraser and Nechako Rivers. The area is envisioned as the urban centre of Prince George, with a high concentration of amenities, services, housing, jobs, and green spaces. Civic and cultural facilities anchor new residential areas, all of which are connected by a network of parks, green spaces, and beautiful green streets that become a winter wonderland every year. The central feature in this vision is a large park expansion of the existing Civic Plaza, and a greenway and water feature connection to the Fraser River. There is a renewed focus on aesthetics to build a beautiful city in consideration of the proximity to the rivers and the downtown's historical form and current function.

All these improvements combine to attract not just visitors to the project area, but also residents and businesses. Buildings and districts are renovated to be vibrant, energy efficient, and prepared for the future. All downtown residents, including the homeless and those in need of support, will find that the downtown is a safe, comfortable, exciting, and welcoming place to be.

Key Concepts

- 1 **Resilient City** (Section 3.2)
- 2 **Supportive City** (Section 3.3)
- 3 **Civic City** (Section 3.4)
- 4 **Green City** (Section 3.5)
- 5 **Vibrant Public Realm** (Section 3.6)
- 6 **Active Transportation** (Section 3.7)
- 7 **Catalyst Districts** (Section 3.8)
- 8 **Buildings That Work** (Section 3.9)

1 Smart, localized, resilient infrastructure (Section 3.2)

- Energy demand is reduced through building retrofit programs and new building efficiency strategies.
- Energy supply is local and resilient, coming from a variety of renewable sources and supplied through a District Energy System.
- The City demonstrates leadership through facility improvements and by creating a small energy District at the Civic Plaza.
- Engineering standards are revised to include more cost effective and adaptive street design details such as natural rainwater management.



2 Socially integrated and designed for everyone (Section 3.3)

- Youth, seniors, First Nations, and the homeless continue to be engaged in planning and projects.
- Development includes improved and expanded support facilities for the homeless and those needing support.
- Development includes affordable options for housing and businesses.
- Improvements include cultural references and stories of place told through signage and public art.

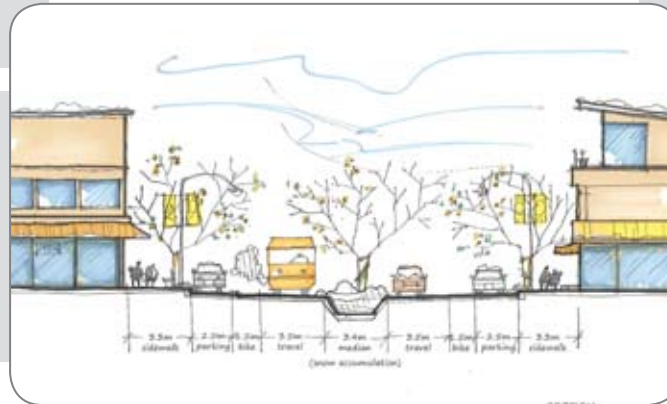


3 Expanded civic and cultural experience (Section 3.4)

- A new park extends from the Civic Plaza into downtown.
- An Arts Centre and other educational and cultural facilities are located in the project area.
- Generally improved quality of life with better air quality and street beautification.

4 A lush layer of green on buildings, streets, and parks (Section 3.5)

- New parks and a water feature connect to Patricia Boulevard greenway and to the river.
- Smaller parks are located within new developments and neighbourhoods.
- Temporary parks occupy vacant lots and edges of parking lots.
- Street beautification includes planters, boulevards, and street trees.
- Roof and patio gardens add green to street edges.



5 Vibrant, comfortable, and engaging streets and parks (Section 3.6)

- Sidewalk expansion allows room for an improved pedestrian experience.
- Street and building design creates winter shelter.
- Sidewalk activities include buskers, food carts, and games.
- Storefronts open up to the street.

6 Safe and convenient options for getting around (Section 3.7)

- Streets are redesigned to allow safe driving and more room for walking and cycling.
- Sidewalks are widened to encourage safer and more enjoyable walking.
- Sidewalks and buildings include safe bike parking.
- Transit routes serve downtown districts.
- Driving is safer and more interesting.

7 Unique, well-located districts (Section 3.8)

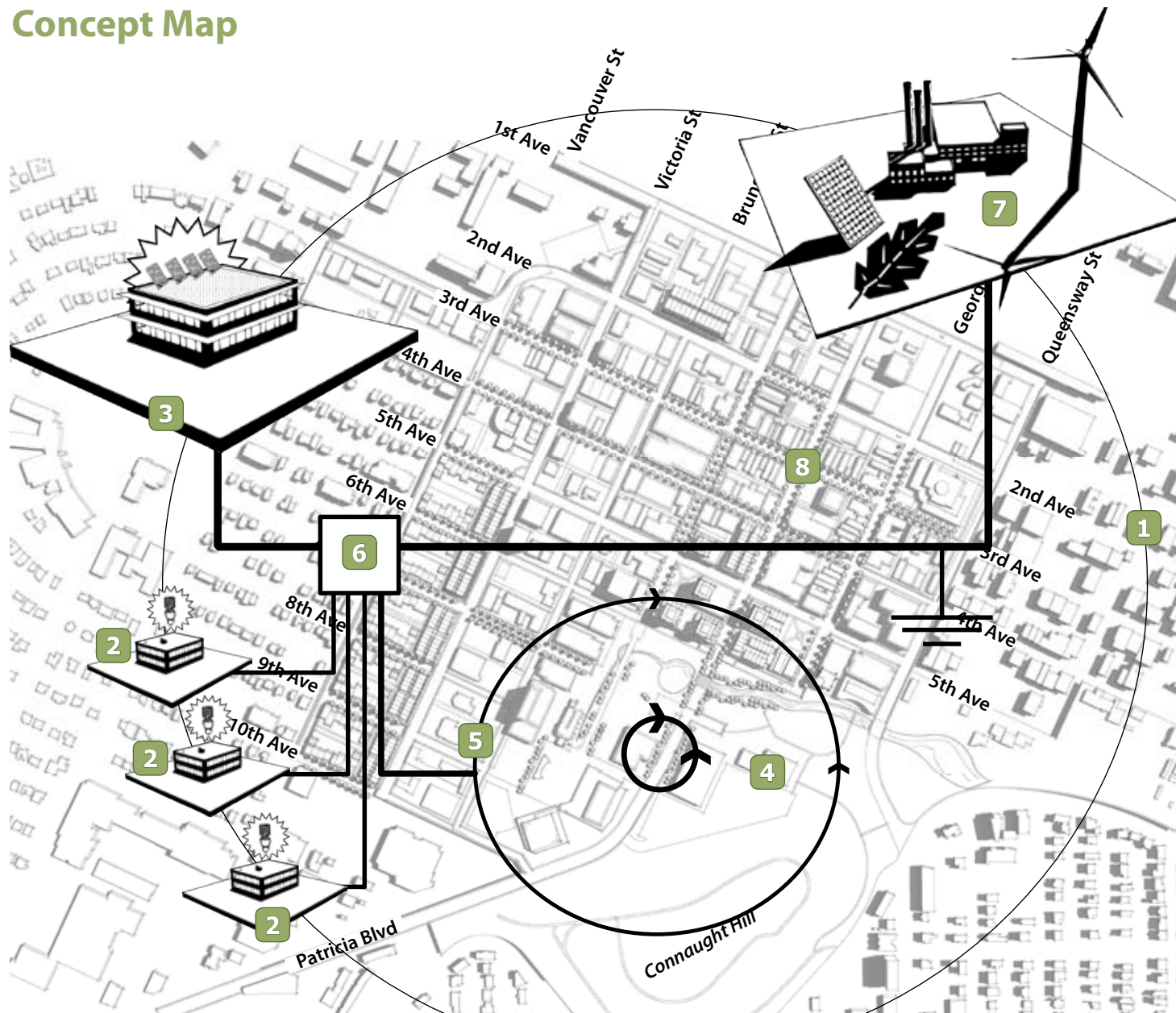
- Residential areas are located for convenient access to existing and planned amenities.
- Districts are designed to an appropriate scale - transitioning from existing adjacent residential areas to a more urban centre.
- Creativity and innovation in design are encouraged.

8 Buildings for living, working, and providing (Section 3.9)

- Buildings include flexible spaces for offices, retail, studios, or housing.
- Housing types vary from studio lofts and townhouses, to mid-rise and high-rise apartments.
- Housing tenure options include rental, subsidized, cooperative and market housing.
- Creative building renovations and adaptations are encouraged.

3.2 Resilient City

Concept Map



The City of Prince George, and in particular the project area, is envisioned as a leader and focal area for action on energy efficiency, integration of renewable energy technology, and resilience to climate change. This vision reflects a number of new trends that are anticipated for the region: increasing temperatures, increased precipitation, the imperative for reductions in greenhouse gas emissions, and the inherent risk of relying on global energy resources. Preparedness for these changes will not only put Prince George at the forefront of sustainable cities, but will ultimately save the city from costly retrofits or failures.

Adaptation and resilience strategies include energy demand reductions, energy supply diversification and localization, energy reclamation (e.g. waste heat capture), transportation demand reductions from creating more walkable and cyclable communities, and high-performance buildings and building renovations. The details of these strategies are outlined in Section 3.2, and many of them are also described throughout this document in Sections 3.1, and 3.3 to 3.9.

Key Concepts

- 1 Compact, Complete Community
- 2 Energy Demand Reductions
- 3 High-Performance and Adaptable New Buildings
- 4 Municipal Energy Leadership
- 5 Civic Plaza Catalyst Energy System
- 6 Downtown District Energy System
- 7 Mix of Clean and Renewable Energy Sources and Technologies
- 8 Public Realm, Building, and Site Design Strategies



2 Energy Demand Reductions

- Incentivized retrofits for small to medium buildings.
- Programmable thermostats.
- Insulated pipes.
- High efficiency boilers and water heaters.
- Occupancy-activated lighting.
- Windows that can be opened.
- Micro-controlled (room by room) HVAC systems.



1 Compact, Complete Community

- Reduces energy impacts.
- Residential development in the project area will change the overall mode-split for transportation. More trips will be made on foot and less will be made by car.
- Cycle facilities and cycle-friendly streets will shift transportation choices towards more cycling.
- The concentration of buildings makes district energy a more cost-effective energy option.
- Attached building forms increase energy performance by reducing surface area to interior volume ratios.



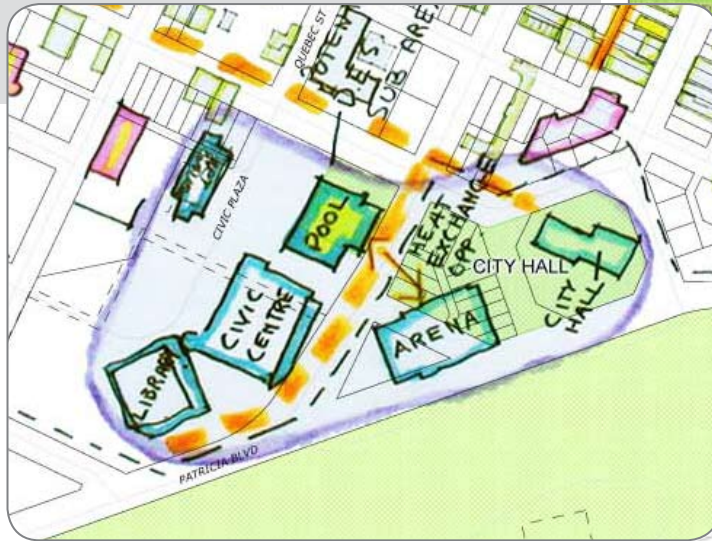
3 High Performance and Adaptable New Buildings

- New building energy efficiency and future-proofing (incentivized or required).
- Energy monitors.
- Occupancy sensors for heat and light.
- Build for easy utility adaptations (accessible wiring, plumbing).
- Pre-fit plumbing for District Energy System hookup.
- Pre-wire for alternative energy sources.
- Energy efficient building equipment and appliances.
- Heating systems designed to facilitate easy connection and efficient use of alternate sources like solar, geothermal or district energy.

3.2 Resilient City - Details

4 Municipal Energy Leadership

- Upgrade to fuel-efficient vehicle fleet.
- Audit and upgrade municipal buildings as pilot energy retrofit.
- Use LED streetlights and photovoltaic panels to power them.
- Install solar panels on municipal buildings.



5 Civic Plaza Catalyst Energy System

- Local system would provide energy and heat exchange within the Civic Plaza core area, to develop interest and capacity around the proposed downtown system.
- Create a Geo-Thermal Hub by exchanging waste heat from the ice arena with heating demands of other Civic Plaza buildings such as the pool.
- Use Connaught Hill as location for geothermal loops.



6 Downtown District Energy System

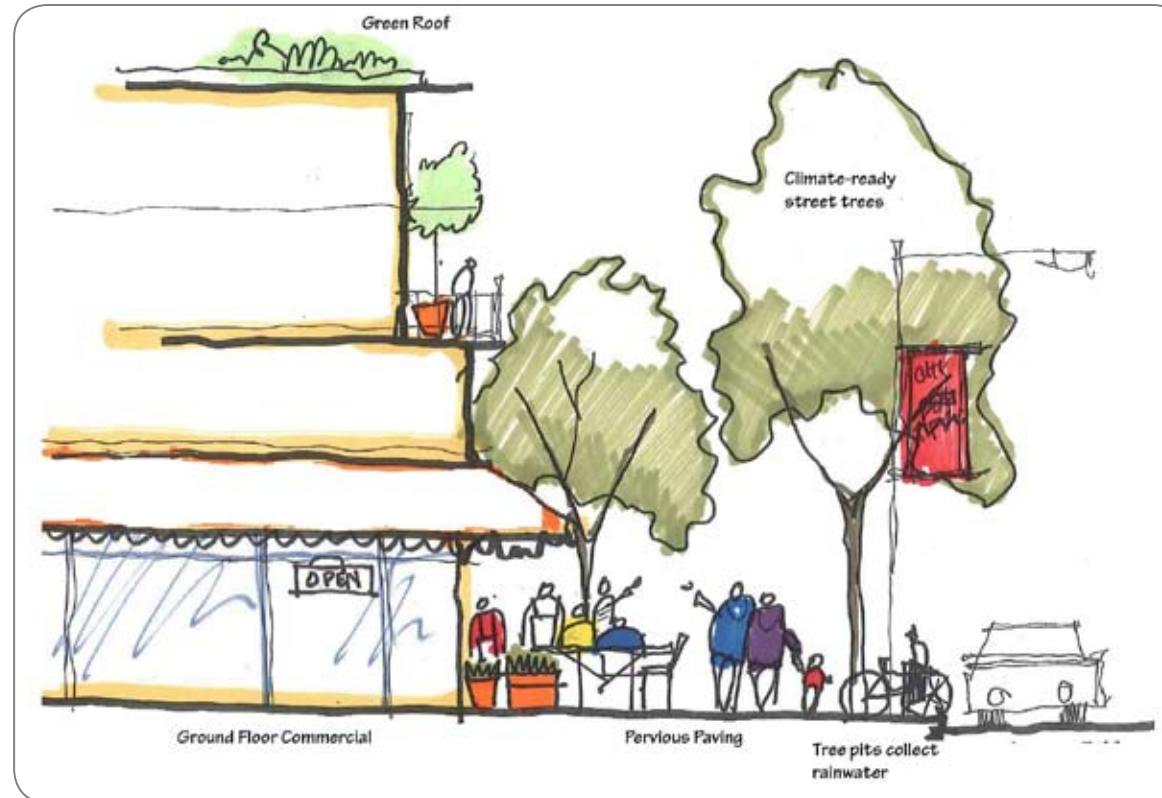
- System will not impact air quality.
- System should capture waste heat from nearby industry, and employ a variety of clean energy sources.
- New buildings should be pre-fit to connect with future system.
- Street repairs should also include pre-fitting (laying pipes) for future system.
- Encourage systems that are flexible and efficient to utilize various energy sources.





7 Mix of Clean and Renewable Energy Sources and Technologies

- For buildings and District Energy System.
- Solar PVs and hot water on building rooftops.
- Passive solar building heating.
- Geothermal
- Waste heat from nearby industry.
- Waste heat from sewage.
- Heat exchange with groundwater.
- Wind
- Biomass
- Compost

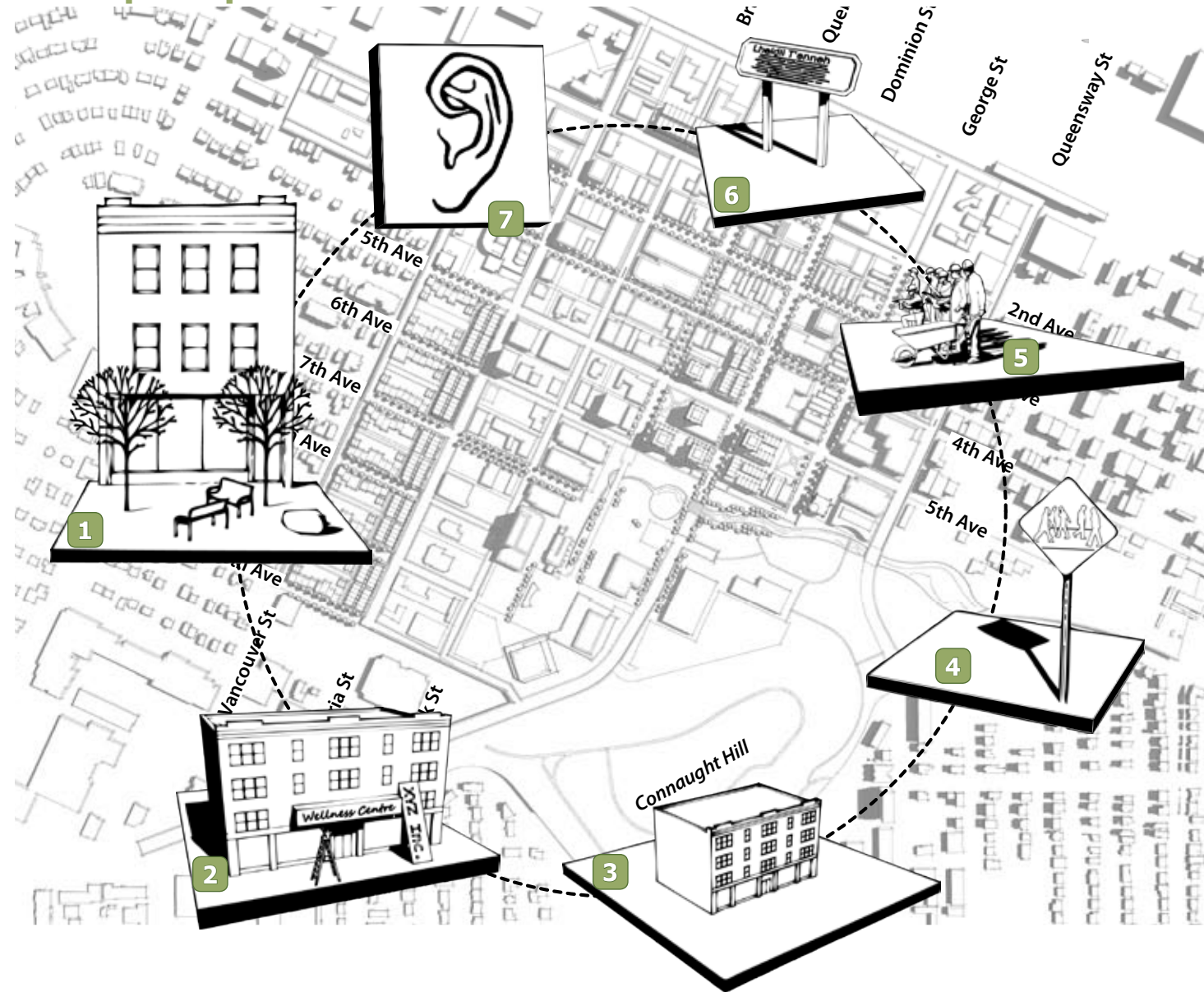


8 Public Realm, Building, and Site Design Strategies

- Green roofs, unit pavers, and rain gardens to distribute drainage infrastructure.
- Climate-tolerant species for planting and street trees, anticipating more precipitation and “less cold” average temperatures.
- Redesigned engineering standards to maximize rainwater infiltration and minimize freeze/thaw repairs.
- New buildings should include flood mitigation where necessary.

3.3 Supportive City

Concept Map



The downtown is a place where people gather and the diverse needs of people in the downtown are not overlooked. While many of the concepts described in Sections 3.4 to 3.9 intend to create a vibrant and livable community for all people, certain groups require specific needs that are addressed in this section. Youth, seniors, the homeless, and diverse cultures including local First Nations all have unique experiences of urban places. In Prince George’s downtown, these experiences are envisioned to be positive and supportive.

A key proposed concept is “Social Development Through Environmental Design.” This speaks to how the built environment can support the diverse needs of the population. No one is pushed out of the community. Instead, places are created where individuals with specific needs can feel welcome and safe. For seniors, these are places like a well lit restaurant, a heritage centre or senior’s college. For youth, these places are skate or bike parks, clubhouses, cafes and organized activities. For the homeless, these are safe places to rest and clean up, find support, and socialize without fear of harassment.

Above all, no specific ideas are imposed by this plan. Special efforts should be made to work with groups to understand their needs and how to support them. Everyone should have the opportunity to be part of the solution.

Key Concepts

- 1 Public Realm Design and Programming
- 2 Repurposed Buildings
- 3 Facilities for Diverse Needs
- 4 Safety
- 5 Enterprise and Employment
- 6 Cultural Identity and Expression
- 7 Engagement

1 Public Realm Design and Programming

- “Social Development Through Environmental Design.”
- Universally accessible buildings and sidewalks.
- Public art reflects diverse cultures and heritage.
- Parks and public areas are designed to feel and be safe, include seating and shelter, and include multi-seasonal activities for different interests (e.g. playgrounds, chess tables, and music performance areas).
- Interpretive signage describes history and culture of the area.

2 Repurposed Buildings

- New service facilities could be developed in older, existing building stock. Current examples are the Reconnect Youth Services building for youth at risk, and the former courthouse location of the Native Friendship Centre.

3 Facilities for Diverse Needs

- Supportive non-market housing such as social, transition, or shelter housing.
- Affordable market housing such as bachelor suites, etc.
- Job support / employment centre.
- Dayshelter with hangout space, showers and lockers.
- General services storefront to unify downtown support services.
- Services for families.
- Community kitchen to provide food and health education.
- Seniors activities including outdoor chess boards, seating areas, history/heritage centre, music and art spaces, and cafes.
- Recreation facilities for children and youth such as a bike park, a climbing wall, playgrounds, and water parks.
- Social facilities for youth such as a teen hangout.
- Cold-season recreation programming such as skating and sledding.
- Improved health and legal services, such as an integrated health centre.



photo by Norm Connolly



photo by Leo Herbert



(Top) Carving shed at Granville Island in Vancouver, BC features local craftspeople and shares local culture.

(Middle) Reconnect Youth Village in Prince George, BC offers a gathering place and services for youth, located in a repurposed building.

(Bottom) The “Signs of Lekwungen” public art in Victoria, BC indicates places and stories from the local First Nation.

4 Safety

- Increased presence of RCMP foot patrol.
- Increased levels of activity and “eyes on the street” through development and public realm programming, and CPTED.
- Route and destination choices for everyone - so that routes that feel unsafe may be avoided.
- Improved enforcement of building safety standards especially in low-income apartments and shelters (fire, maintenance, etc.).

5 Enterprise and Employment

- Small business incubators.
- Variety of commercial space types and sizes to improve affordability for new businesses.
- Sustainable employment strategy for the City.
- Job centre in a downtown storefront to support job seekers.
- Streets and Parks maintenance and cleanup jobs for homeless people to participate in.

6 Cultural Identity and Expression

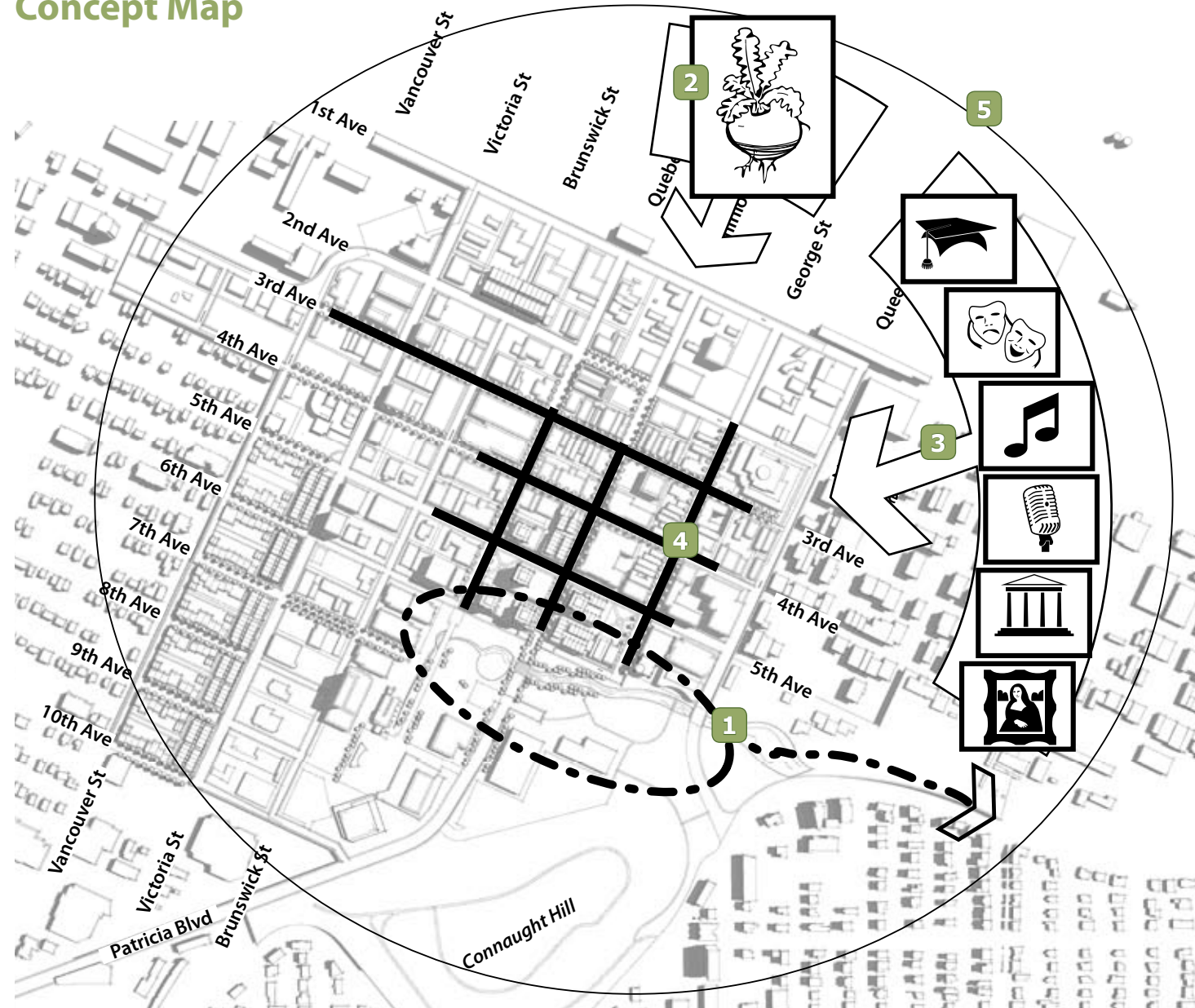
- Local First Nations building styles and art.
- Interpretive signs of history and local First Nation identity.
- Rename streets, parks, and landmarks with First Nation names.
- First Nation Artisan Centre (potential location at City works yard).
- Emphasized at the Tourist Info Centre and on tour maps.

7 Engagement

- Engage and review plans with typically marginalized groups such as youth and homeless.
- “Nothing About Us Without Us” = engage First Nations!
- Review Concept Plan and planning initiatives with local First Nations
- Include Urban Elders Group, Urban Aboriginal Strategy, Urban Aboriginal Working Group.

3.4 Civic City

Concept Map



Section 3.4 describes elements of the core concept of concentrating public amenities in the project area. This concept envisions that a concentration of amenities will be the key driver for other types of investment in the project area. These amenities include civic and cultural facilities, educational and health facilities, an expanded network of green open spaces, and an improved public realm.

The ideas and actions supporting this concept include the expansion or relocation of existing civic amenities. Also included are three types of projects: Major Projects such as the major civic or cultural facilities that could be located in the project area; Public Works that aim to improve the quality of life on the street and are broadly applied to the project area; Big Picture projects that require long-term planning and policy work.

Taken together, these actions will create the core experience of the future downtown—vibrant public realm with beautiful green streets, clean air, and a diversity of conveniences and activities for residents and visitors to the area.

Key Concepts

- 1** Expanded Park and Greenway
- 2** Public Marketplace
- 3** Major Projects: Civic and Cultural Amenities
- 4** Public Works: Civic Improvements
- 5** Planning and Policy work

1 Expanded Park and Greenway

- New park extends from the Civic Plaza into downtown
- Park and water feature connects downtown to Patricia Boulevard greenway and the Fraser River.



photo by David Hohenschau

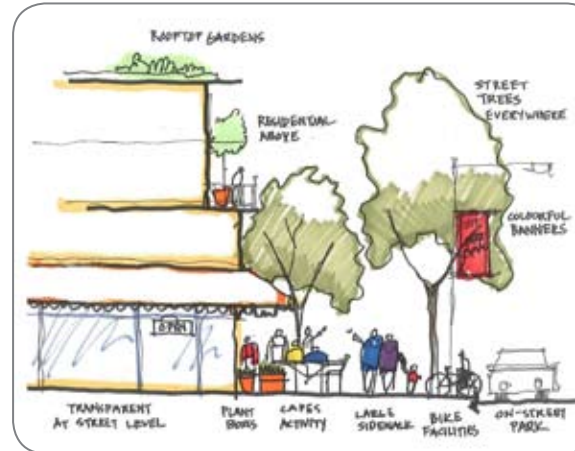


2 Public Market

- Year-round market accommodates the Farmer's Market and other events

3 Major Projects: Civic and Cultural Amenities

- Performing Arts Centre.
- UNBC Downtown Campus.
- CNC Downtown Campus.
- Health and Wellness Centre.
- Indoor/Outdoor Public Marketplace.
- Wood Innovation Centre.
- Grocery store.
- City square /central gathering place.
- Studios for art and other creative pursuits.
- Sidewalk restaurant City Hall/Connaught Hill.



4 Public Works: Civic Improvements

- Could be co-initiated by the City and local organizations.
- Beautifications such as flowers or banners.
- Temporary community gardens on vacant lots.
- Wall murals and public art by local artists.
- Hide-the-dumpsters program.
- Heritage walking tours.
- Daily street cleaning.
- Support/expand existing festivals and encourage new ones.
- Public washrooms.

5 Planning and Policy work

- Air Quality Improvement Plan.
- Food security / Food Systems plan.
- Affordable Housing Strategy.
- Green Building and Rooftop Garden policies.
- Urban Forest Master Plan.
- Street Tree Planting Program.
- Adaptive Reuse policies and incentives.

3.5 Green City

Concept Map



The public works described in Section 3.4 require many improvements to the landscape of the public realm that are detailed here in Section 3.5. Besides beautifying the streets and buildings, green urban landscapes provide many other benefits including shade and cooling, wind buffers, traffic control through lane definition, and rainwater management. Well chosen plant species should be ready for climate change and will help to moderate its effects.

In this Concept Plan, the forested hillside of Connaught Park sets the backdrop for a beautiful new water feature, park and expanded Civic Plaza. Extending from this core green space in all directions are tree-lined boulevards, streets and greenways. Gardens soften the edges and corners of buildings, crown the edges of rooftops, and extend into the street to help define intersections and parking lanes. New developments include open spaces and green rooftops, and a landscaped berm along 1st Ave creates a green shelf between the project area and the adjacent railyards.

Key Concepts

- 1 Civic Plaza and Park
- 2 Patricia Boulevard Greenway
- 3 Green Streets
- 4 Temporary Parks and Gardens
- 5 Green Edges
- 6 Street Gardens
- 7 Planted Buildings
- 8 New Developments
- 9 Landscaped Berm

1 Civic Plaza and Park

- Adds significant central green space to the downtown.
- Programming includes year-round activities such as outdoor ice skating.
- Park boundaries are conceptual and must respond to development and transportation considerations.
- Water features reference and connect to the rivers, and include both pond and river elements, in naturalized and urbanized design treatments.



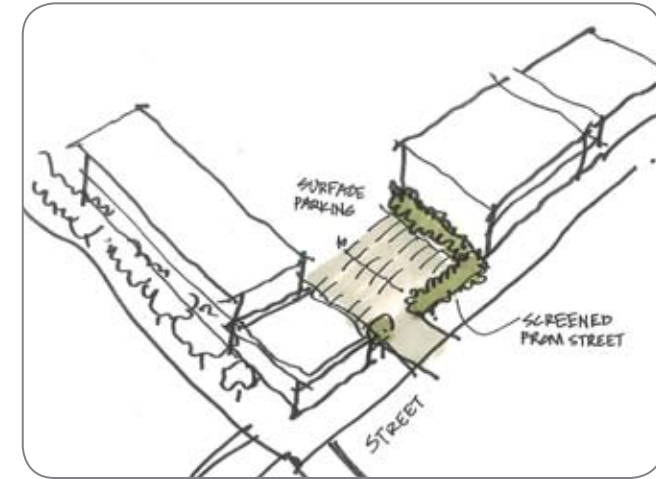
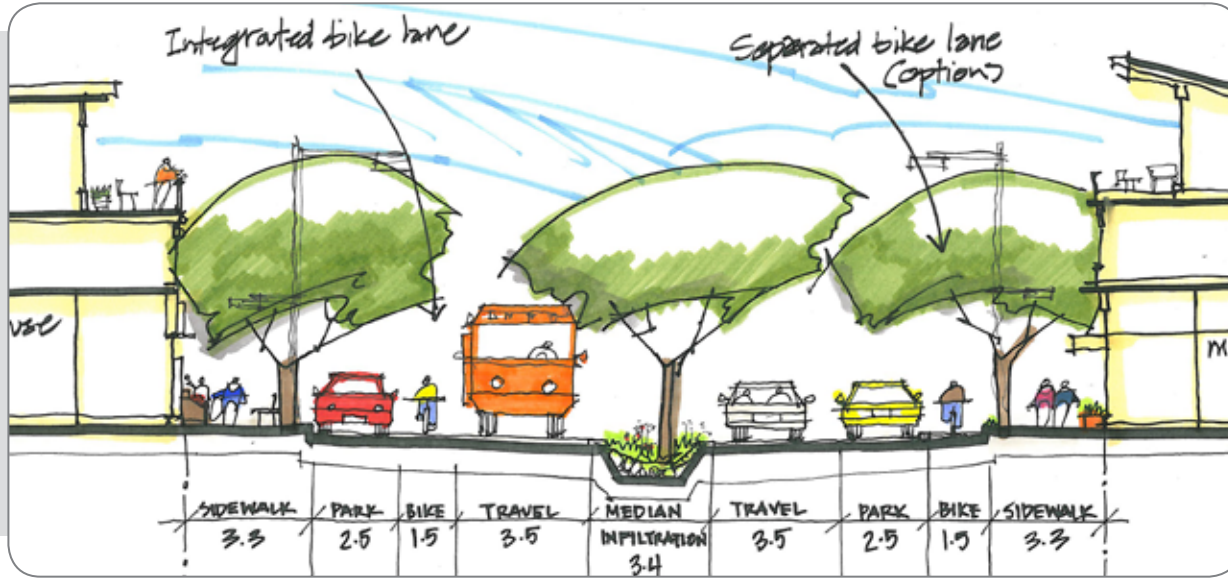
2 Patricia Boulevard Greenway

- Multi-purpose trail connects the downtown and Civic Plaza to the Fraser River. Connection is visual, physical, and spiritual.

3.5 Green City - Details

3 Green Streets

- Streets include planted, tree lined boulevards and sidewalks.
- Trees assist with air quality, and grow bigger when provided with more space.
- A Street Tree Planting Program could continue beyond the borders of the project area.

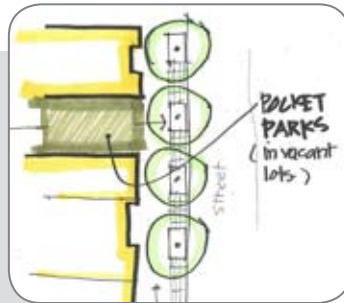


5 Green Edges

- Parking lots screened at the edges with trees.
- Landscaping captures and infiltrates stormwater.

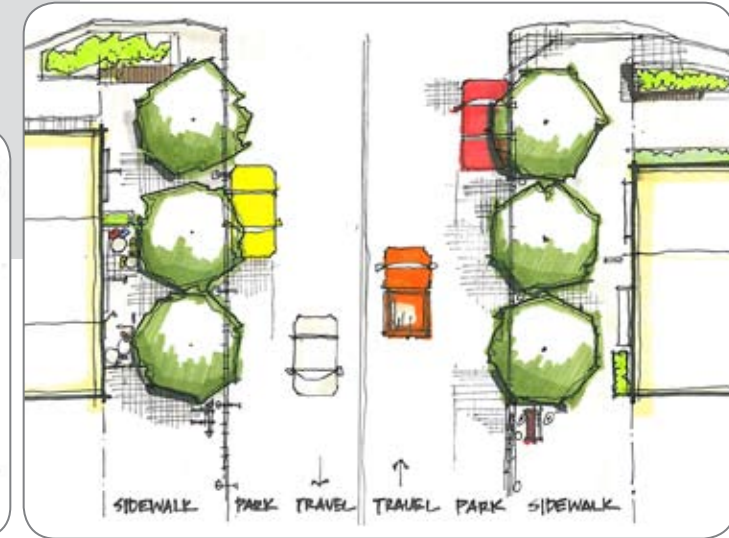
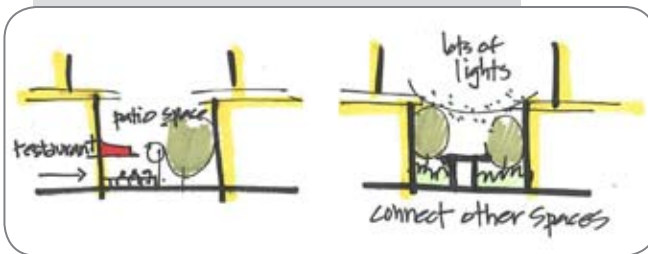
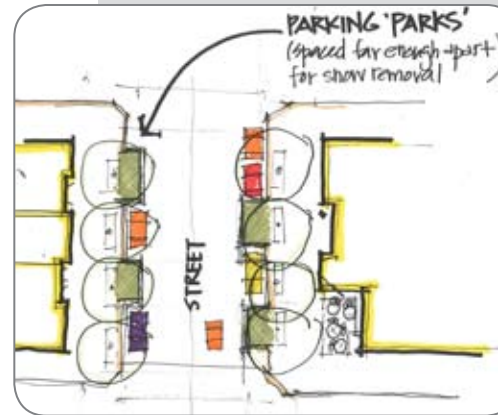
4 Temporary Parks and Gardens

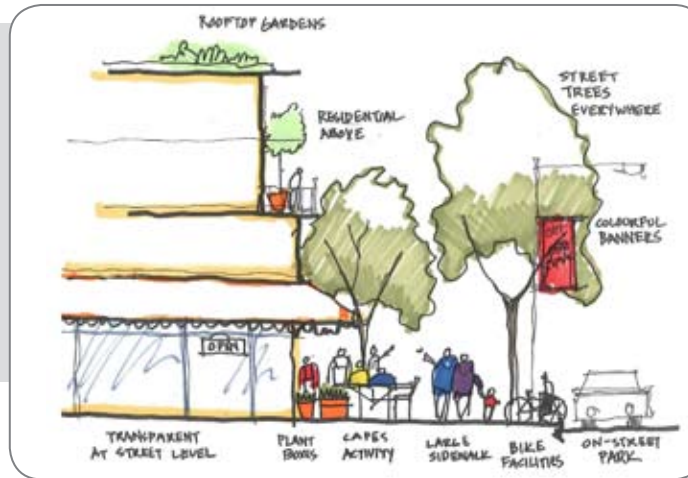
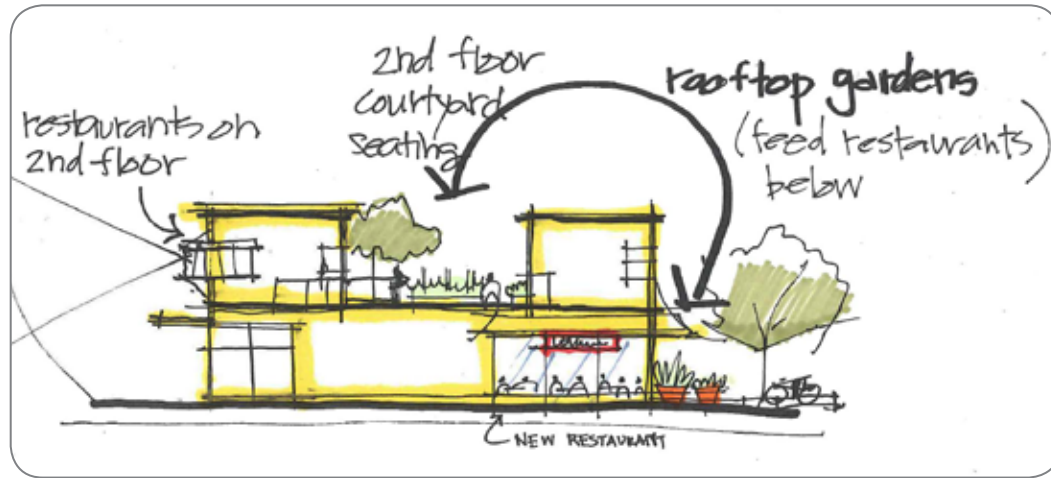
- Temporarily use vacant lots for community gardens, pocket parks, cafe seating, or mid-block passages to the next street.
- Planting such lots with vegetation helps to mitigate site pollution.



6 Street Gardens

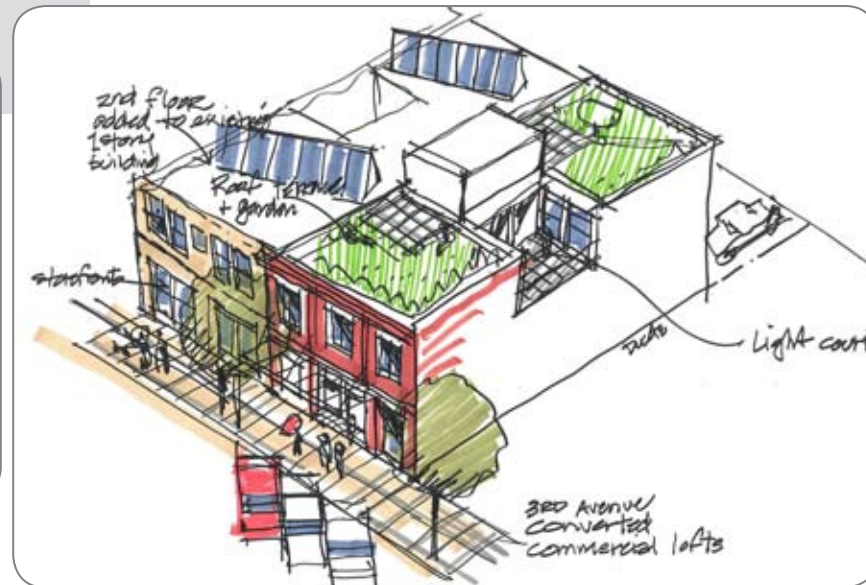
- Corner bulges and mid-block curb extensions.
- Include planted gardens for year-round interest and snow storage.





- 7 Planted Buildings**
- Buildings include planted roof edges, corners, and patios.
 - Plantings reduce stormwater, assist with cooling and heating loads, and provide opportunities for urban agriculture.

- 8 New Developments**
- Buildings include plazas, parks, green laneways, and rooftop gardens.



- 9 Landscaped berm**
- Along 1st Ave screens railyard from downtown.
 - Greenway runs adjacent.



3.6 Vibrant Public Realm

Concept Map



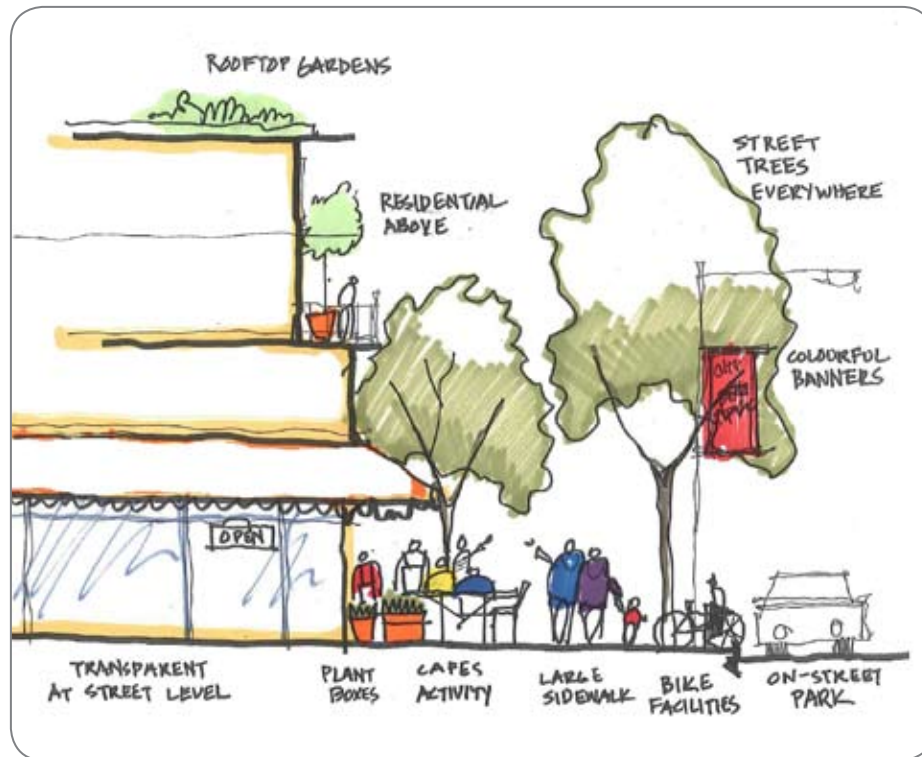
The project area is envisioned to have high quality public realm characterized by beautiful streets and parks and active, inclusive street life. Characteristics of the downtown that contribute to this experience are described in Section 3.6.

Streets in the downtown are vibrant, active, and attractive places to be. On retail streets, sidewalks are wide and lined with patios and shops that open out to the street. Public art and signs indicate the nearby rivers and tell stories about the history of the people and the land. A busy public marketplace attracts people from all over the area. In the winter, everyone turns out to enjoy the festivities and witness the winter displays, while buildings and sites are designed to provide a sunny shelter from the cold.

The streets and parks are also designed with all kinds of people in mind. Accessible sidewalks are the norm, and everyone can enjoy having a safe, comfortable place to sit and gather with friends.

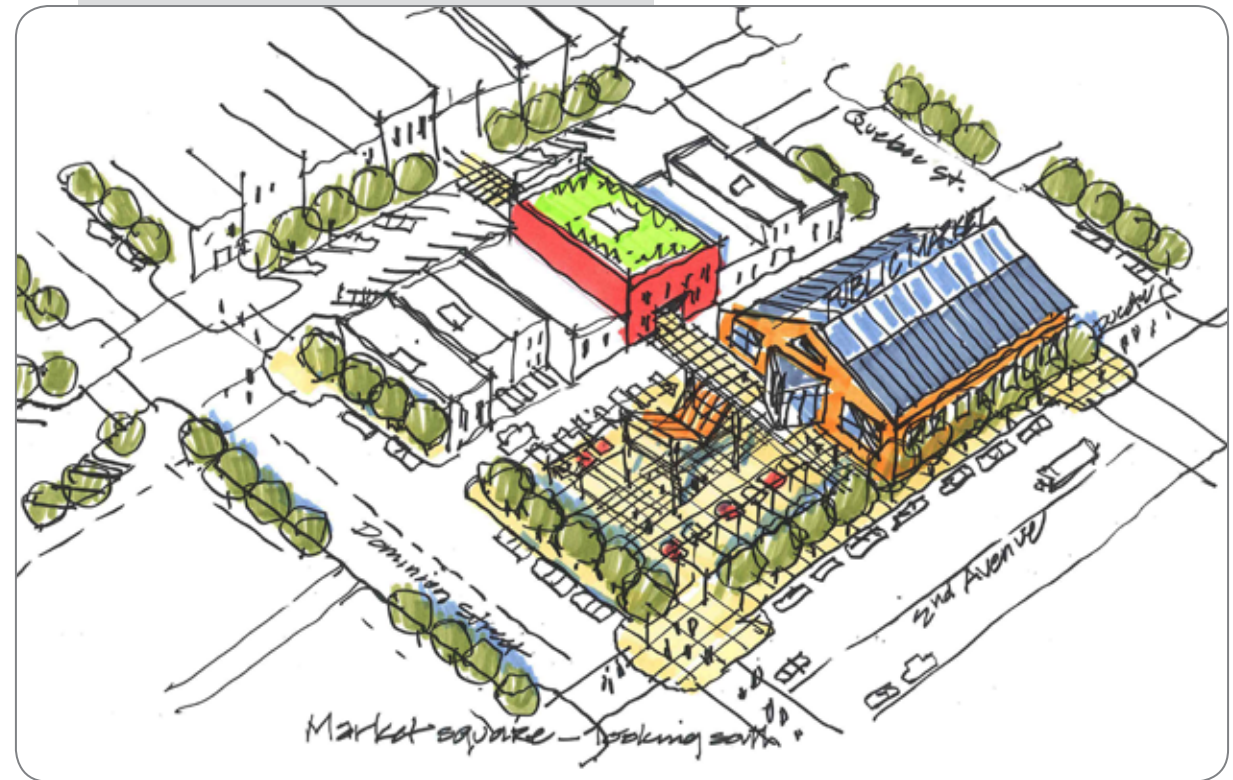
Key Concepts

- 1 Vibrant Retail Streetscape
- 2 Public Marketplace
- 3 Winter City Design
- 4 Public Art and Interpretive Signage
- 5 Accessible Design
- 6 Inclusive and Safe Design
- 7 Unifying Street Design Elements

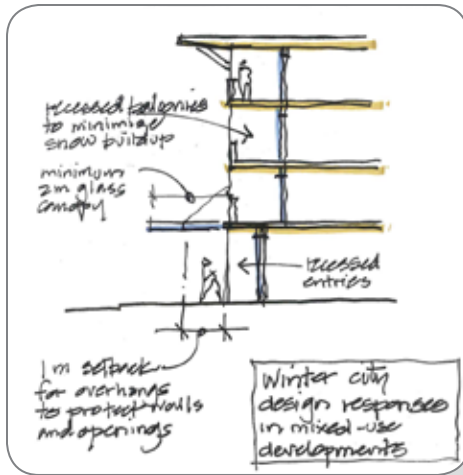


- 1 Vibrant Retail Streetscape**
- Retail frontages are transparent and open up to the sidewalk.
 - Upper floors include windows and balconies that overlook the street.
 - Wide sidewalks.
 - Sidewalk cafes, food carts, buskers.
 - Street furnishings include bike racks, seating, and public art.
 - Green building edges.
 - Sidewalks and Roadway at the same grade.
 - High quality, distinguishing paving materials.
 - Street trees.
 - Raised planters with multi-season interest.

- 2 Public Marketplace**
- Relocate the existing Farmer's Market to a permanent, year-round location with indoor and outdoor spaces.
 - Spaces and streets designed for buskers, seating and game tables, public art, sidewalk cafes and food vendors.
 - Food vendors encouraged to provide healthy and local foods.
 - Key destination for residents and visitors
 - Generates activity and brings shoppers to the area, benefitting all downtown merchants.



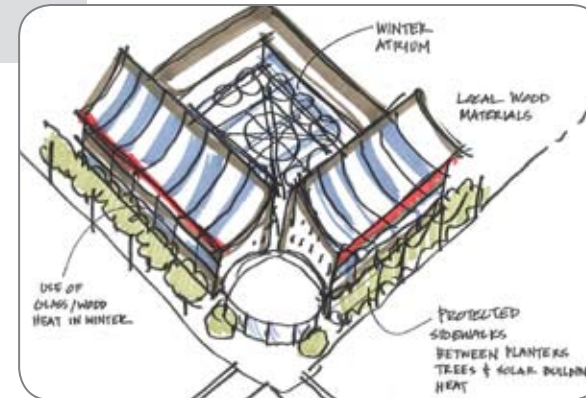
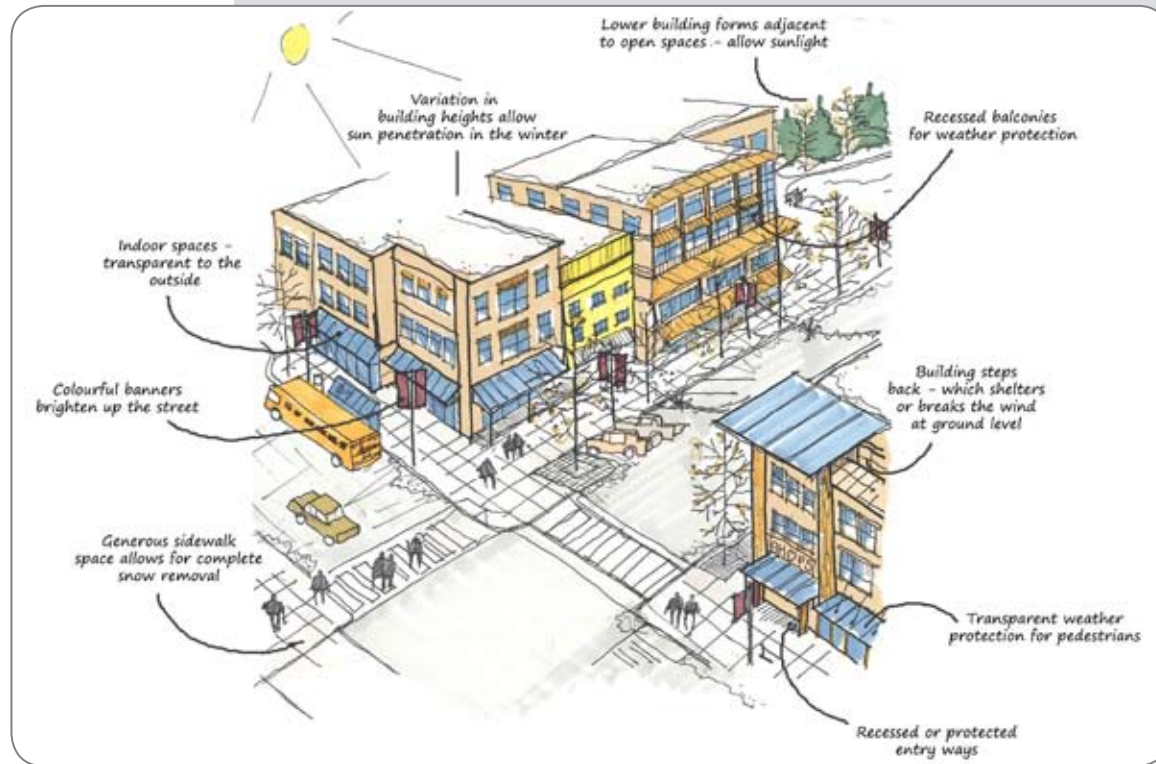
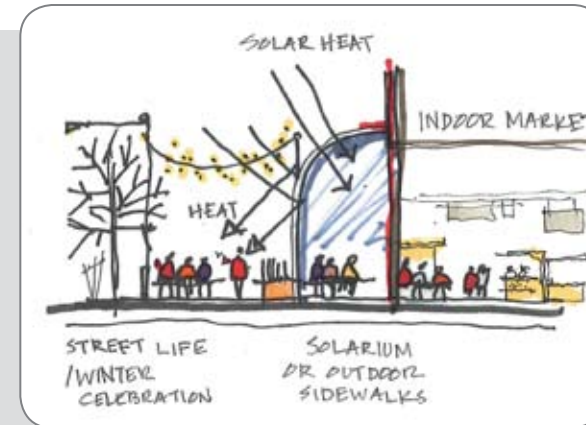
3.6 Vibrant Public Realm - Details



3

Winter City Design

- Glass building facades allow direct sunlight and daylight indoors.
- Solarium captures and reflects heat and can be used as garden spaces.
- Recessed balconies for weather protection.
- Protected entry ways and glass storefront canopies.
- Ice sculptures.
- Decorative lights and banners.
- Winter festival.
- Tobogganing and ice skating in the Civic Park.
- Snow melt system for sidewalks using waste heat.
- Snow storage and infiltration.
- Plant material is selected for multi-season interest (e.g. conifers, interesting tree bark and large ornamental grasses).



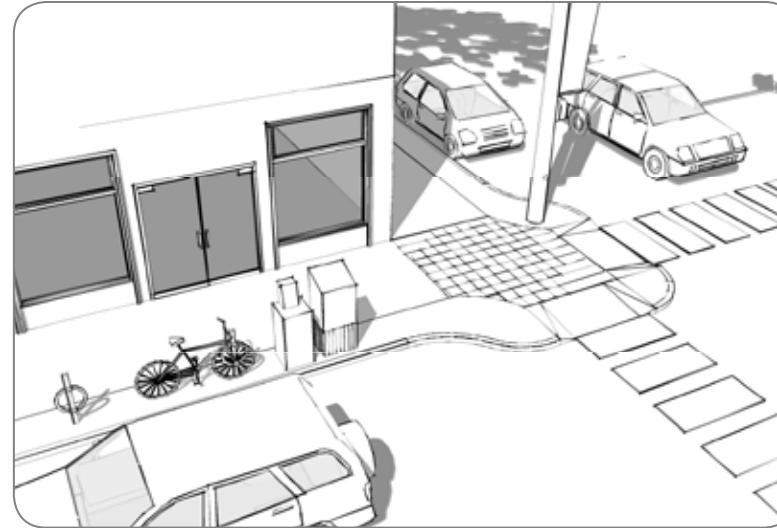
4 Public Art and Interpretive Signage

- Gateway features at key intersections leading into downtown.
- Local First Nations art, culture and heritage is featured.
- Refer to nearby rivers and the local natural environment.
- Special winter features include string lights and ice sculptures.
- Wayfinding signage to rivers, parks, shopping, amenities.
- Information kiosks.



6 Inclusive and Safe Design

- Parks include play areas for children (e.g. near library).
- Streets and parks include acceptable, safe outdoor hangout areas for youth, elders/seniors, homeless.
- Streets and parks include public art designed to be engaging for all community members.
- Safe access to storage, showers, phones, laundry, and employment support for the homeless.



5 Accessible Design

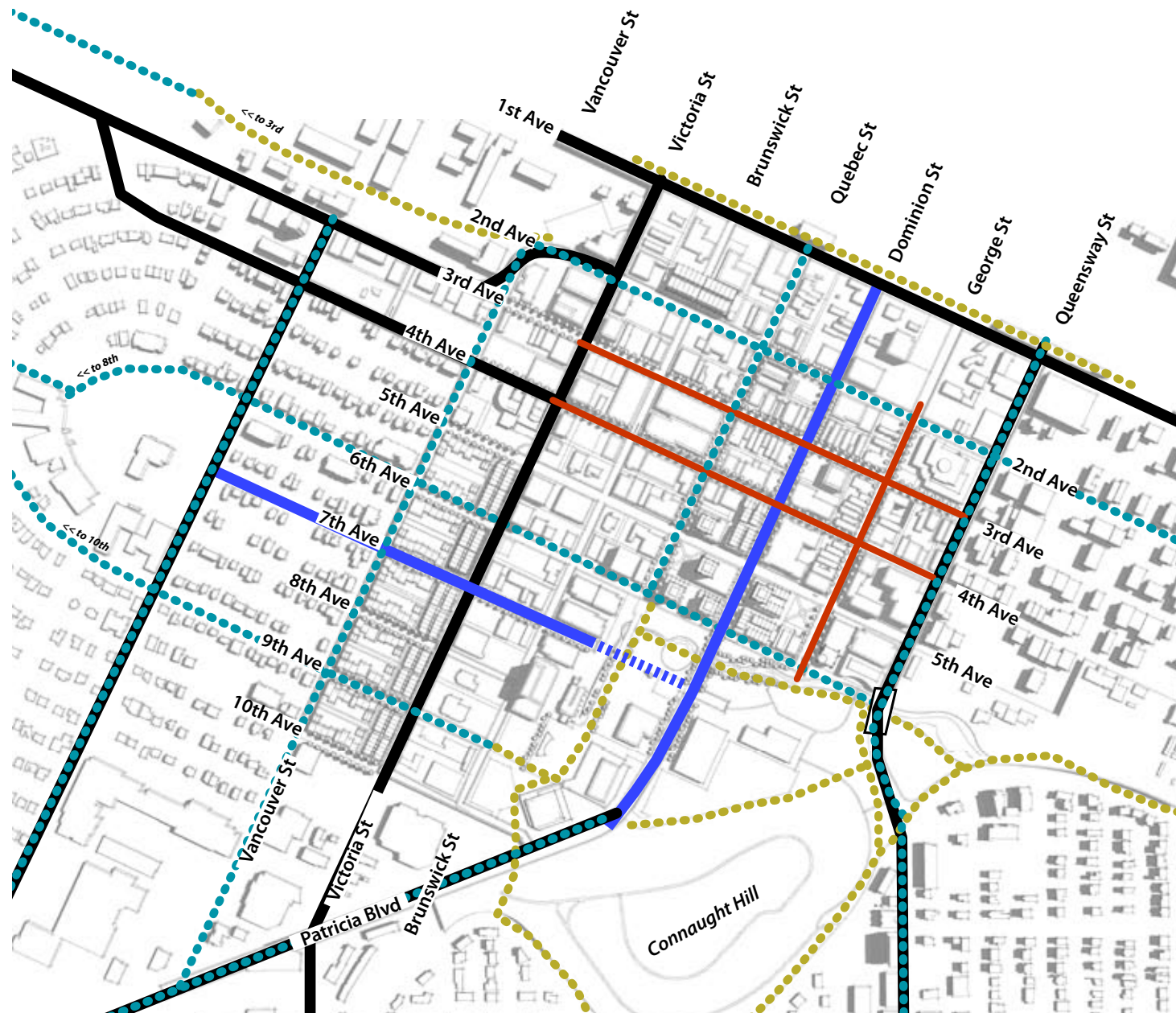
- No step, barrier-free building entrances.
- All-season accessible sidewalks for mobility challenged includes curb ramps at corners, minimum clear widths (1.5 m), maximum ramp slopes (8%), limited mid-block curb cuts, crosswalks.
- Material and auditory cues at crosswalks for vision and hearing challenged.

7 Unifying Street Design Elements

- Streetscape design within 2nd Ave, Quebec Street, 6th Ave, and George Street boundary includes consistent application of unit pavers.
- The use of colour to brighten the streetscape, particularly in winter.
- Consistent use of local materials, encouraging a sense of place.
- Street lighting of consistent scale and design.
- Lighting is particularly important in winter and for safety at night.



3.7 Active Transportation









Sections 3.5 and 3.6 describe the many ways that streets in the project area will be active, attractive green places for pedestrians and businesses. Section 3.7 describes the specific characteristics of some of these streets and how they will support a variety of transportation options.

The way that people get around plays a major role in the life of a community. When more people walk and cycle there are less emissions, less energy demands, more social interaction, more foot traffic for local businesses, and healthier people.

Streets in the project area will be designed to accommodate pedestrians and cyclists as well as vehicles, and each street will have a unique and attractive character. Cyclists will find safe places to lock up their bikes, pedestrians will be drawn to enjoy a walk along the boulevard streets, and travellers and commuters will find a convenient transit exchange to catch a bus or a train.

Key Concepts

-  **1 Ceremonial Boulevards**
-  **2 Retail Streets**
-  **3 Major Arterials**
-  **4 Major Arterials with Cycling Lanes**
-  **5 Commuter Cycling Streets**
-  **6 Traffic Calmed Safe Cycling Streets (not located)**
-  **7 Off Street Bikeways/Greenways**
- 8 End of Trip Facilities and Parking (not located)**
- 9 Transit Exchange (not located)**

1 Ceremonial Boulevards

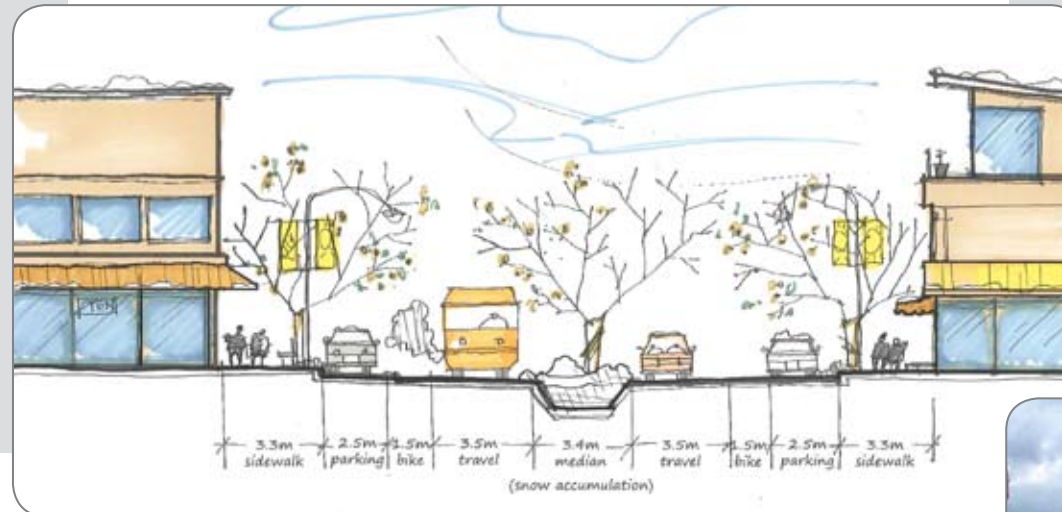
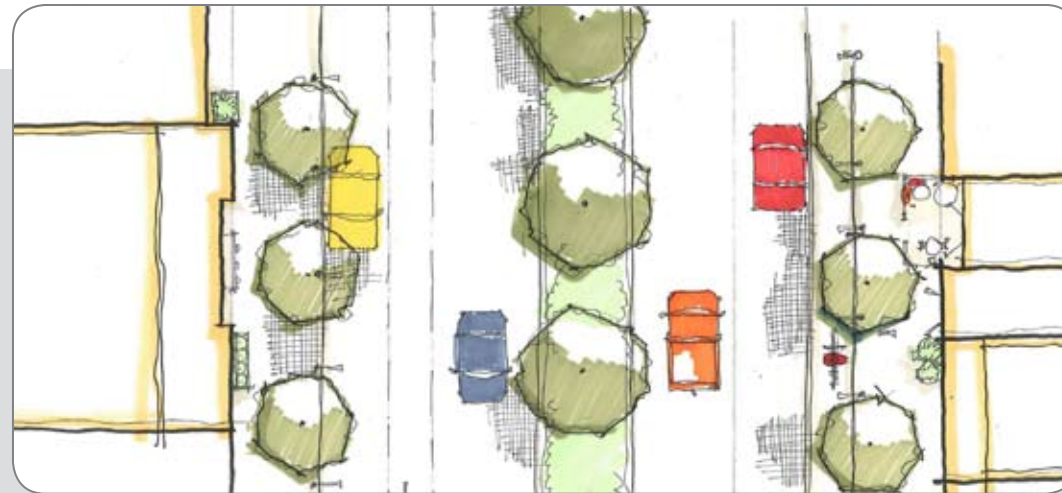
Two ceremonial boulevards, linked together to form one major ceremonial route, anchor the street network.

Dominion Street Ceremonial Boulevard

- Dominion is a gateway street into the downtown, designed as a grand experience for pedestrians and drivers arriving from Patricia Boulevard and into the commercial core of the project area.
- This location takes advantage of its proximity to historic commercial streets and connects major civic facilities.
- The street is designed for festivities and parades, characterized by wide sidewalks, tree lined sidewalks, and multi-modal traffic lanes.
- Planted medians are included at intersections wherever possible.
- Street is able to accommodate traffic volumes and a high-quality pedestrian environment.
- Street terminates with public art or signature building at north end, Connaught Hill at south end.



photo by Glenn Stankler



(Left) Dominion Street at 7th Ave, looking north (2009).
 (Right) 7th Ave at Quebec Street, looking west (2009).
 Both streets have ample width to accommodate the Ceremonial Boulevard profile described above.

7th Avenue Ceremonial Boulevard

- 7th Avenue is a ceremonial street connecting the downtown and Civic Plaza to the Crescents neighbourhood park and school, as described in the original City Beautiful plan. The route captures the proposed Victoria Street flex neighbourhood and provides a high quality pedestrian connection from that area to the terminal parks and amenities.
- The street is designed for festivities and parades, characterized by wide sidewalks, tree lined sidewalks, a tree lined central boulevard, and multi-modal traffic lanes.
- Street is able to accommodate traffic volumes and a high-quality pedestrian environment.



photo by Glenn Stankler

3.7 Active Transportation - Details

2 Retail/Commercial Streets / Market Streets

- George Street, 3rd Ave, and 4th Ave.
- These are pedestrian-friendly destination streets acting as secondary traffic routes between different parts of downtown.
- Characterized by a strong retail storefront street wall, wide sidewalks, tree lined sidewalks, and on-street parallel or diagonal parking. Similar to 3rd Avenue today.



4 Major Arterials with Cycling Lanes

- Winnipeg Street, Queensway Street, and Patricia Boulevard
- Designed as arterial roads leading vehicular and bus traffic into the downtown, with dedicated cycling lanes and cycling priorities at intersections.

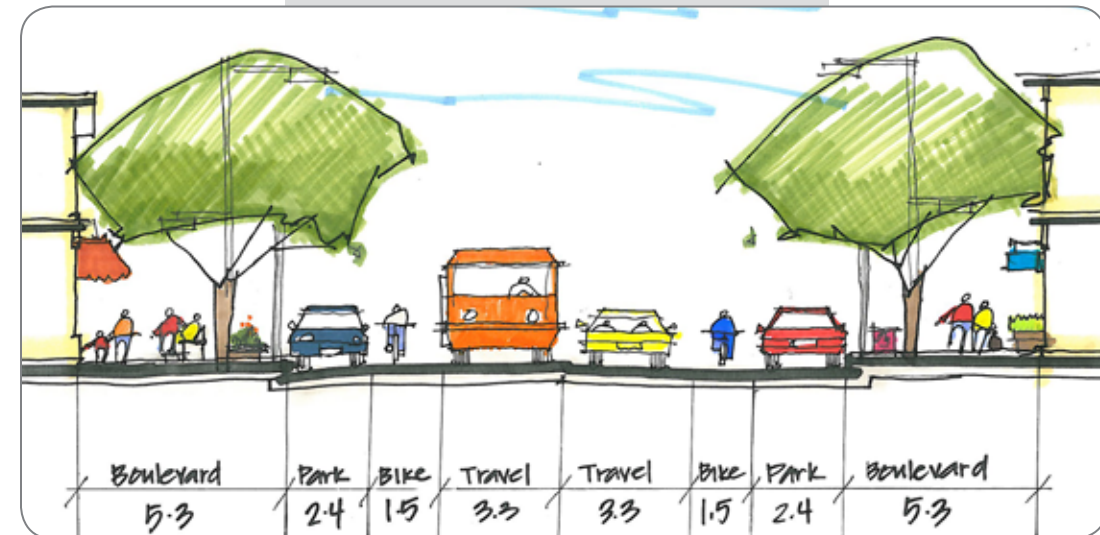
3 Major Arterials

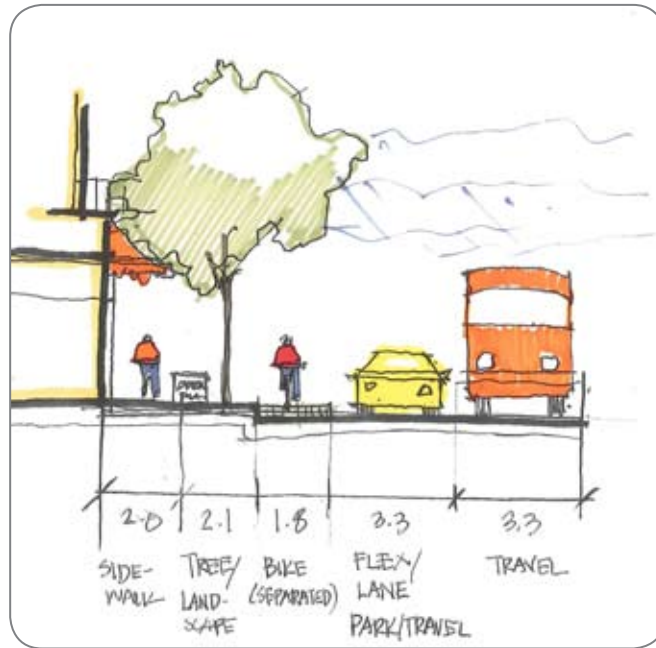
- 1st Ave, 3rd Ave, and 4th Ave west of Victoria Street.
- Designed as arterial roads leading vehicular and bus traffic into the downtown.



photo by Glenn Staniker

3rd Ave at Vancouver Street looking west (2009).





5 Commuter Cycling Streets

- These routes are designed to allow quick, convenient cycling routes for commuters.
- Characterize by designated, on-street bike lanes with bike-priority at intersections and cyclist activated signals.

6 Traffic Calmed Cycling Streets (not shown)

- These are local streets with traffic calming features to create a safe pedestrian and cycling environment

7 Off-Street Bikeways/Greenways

- Patricia Boulevard escarpment east from Queensway Street.
- 3rd Ave escarpment west from 2nd Ave and Vancouver Street.
- Multi-use trails connecting downtown to the rivers.
- Adjacent to landscaped berm.



8 End of Trip Facilities and Parking

- Short term on-street bike racks, especially on "Retail Streets" and near civic or cultural facilities.
- Long term (all day) off-street bike storage in buildings or in outdoor bike lockers, especially in residential and office buildings.



9 Transit Exchange (not shown)

- Located near the Civic Plaza with strong connections between park spaces and waiting areas.
- Location allows for connections between VIA rail, intercity buses, regional buses, cycling trips, and passenger drop-off.
- Facilities should include sheltered waiting area, passenger services, bus parking and turnarounds.

3.8 Catalyst Districts

Concept Map



Section 3.8 describes the general locations for development concepts in the project area. With relatively slow city-wide residential and commercial growth anticipated through 2035, the proposed development in the downtown project area seeks to capture as much growth as possible, concentrated to a few areas where development can leverage some existing value. Such value could include proximity to existing services and amenities, employment opportunities, existing retail services, or existing districts. The catalyst districts are all mixed use and encourage spaces to be highly flexible for a variety of potential uses, including retail, office, residential, social services, and cultural or civic uses. It is intended that new downtown development will help to draw significant growth to the City.

These areas are not themed, but they are consistent in their application of urban form and density relative to their location, and are compatible with adjacent plans. A centrally located, high-density area is proposed adjacent to the Civic Plaza and park. Between Victoria and Vancouver Streets, a low-rise townhouse and “Main Street” area complements the existing Crescents neighbourhood and creates a transition into the more urban downtown. Mixed-use infill development and adaptive reuse is encouraged in established commercial areas where smaller projects will complement the existing building scale and patterns.

The Civic Plaza and park, with Connaught Hill as a backdrop, sets the stage for providing cultural and civic amenities as well as green open spaces to attract investment in the downtown. The financial core area also brings value to the neighbourhoods where business co-location or housing/employment proximity is an important factor.

Key Areas

- 1 Civic Core District
- 2 River Park / Quebec Corners District
- 3 Market and Cultural Core District
- 4 Vancouver-Victoria Flex/Transition District
- 5 Financial Core District



1 Civic Core District

- This area expands on the existing Civic Plaza by adding new park space, a critical amenity to attract development in the project area.
- Greenways link the park and plaza to the Patricia Boulevard Greenway and the rivers.
- Landscape and water features in the park reference the nearby rivers and collect stormwater runoff.
- The area includes a transit exchange facility.



2 River Park / Quebec Corners District

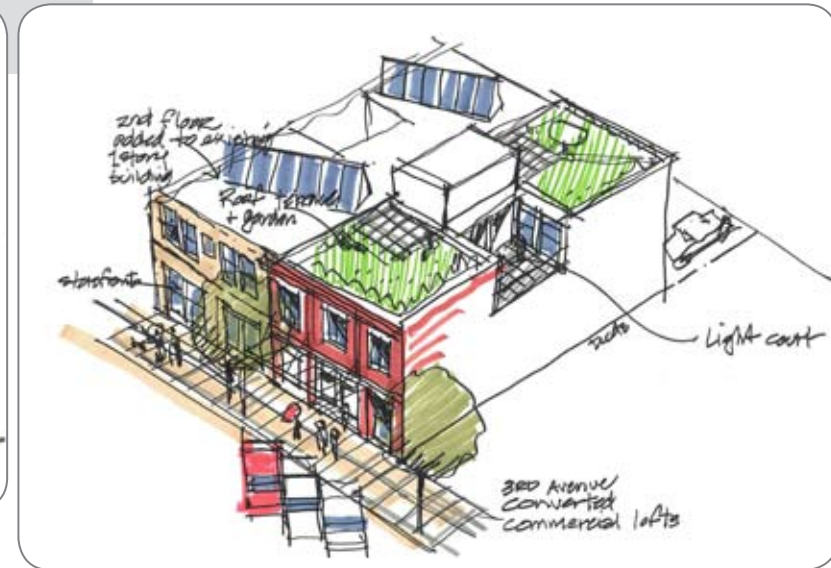
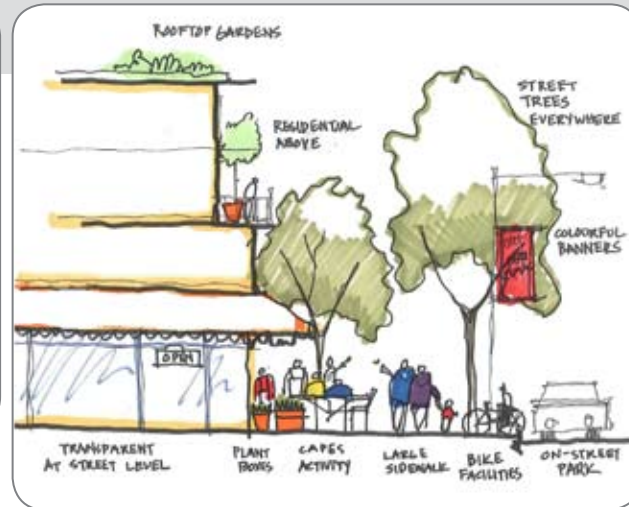
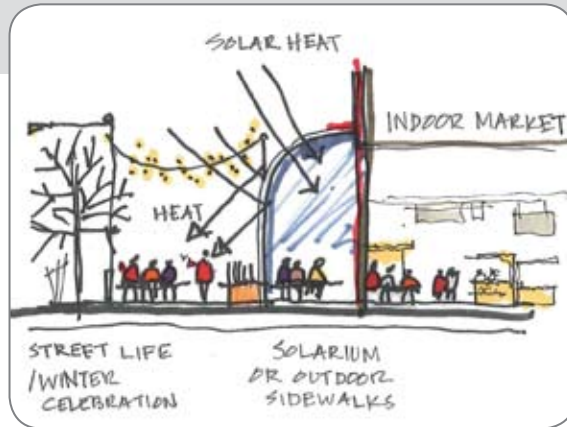
- This high density, mixed residential and commercial area surrounds the new park, engaging and animating the new green space and existing Civic Plaza area.
- Residents would have convenient access to the 3rd and 4th Ave retail areas.
- New development includes tower apartments and street-oriented commercial or townhouses.
- New development also includes smaller park areas, plazas, and open spaces.
- Cultural amenities are highly encouraged in this area where they would complement the park and new residences.



3.8 Catalyst Districts - Details

3 Market and Cultural Core District

- This area, including 3rd Ave, 4th Ave, and George Street.
- Exhibits a strong, historic pattern of small scale retail shops facing the street. It also includes the recently renovated 3rd Ave streetscape and the Courthouse.
- Infill and redevelopment is encouraged that retains this scale and pattern and adds spaces for residential apartments and lofts, studio and creative spaces, and office and retail spaces.
- A new, permanent space for the Farmer's Market is proposed that would include an enclosed market area and plaza, possibly with mid-block gallery connecting it between blocks (depending on location).
- Social services and affordable housing are encouraged in this area.
- Cultural and civic facilities are highly encouraged in this area.





4 Vancouver-Victoria Flex/Transition District

- This area is adjacent to the Crescents residential neighbourhood, and an appropriate transition in building form from the downtown core to this mainly single family neighbourhood is achieved.
- Buildings here are 3-4 storey attached residential townhouses, with mixed commercial facing Victoria Street.
- New housing is located for its convenient access to many existing amenities and services such as parks, the Civic Plaza, a grocery store, and a school.
- Victoria acts as the “Main Street” for this new neighbourhood, with ground floor flex spaces designed to accommodate retail or other uses.
- Buildings are designed for work by including flexible spaces for home offices, ground floor retail, and offices.
- Green laneways within each block create linear parks and alternative walking and cycling routes for residents.



5 Financial Core District

- This area is characterized by the existing mid-rise office buildings and acts as an employment anchor for the downtown core.
- A new RCMP building is planned for the block facing Victoria between 4th Ave and 5th Ave.
- Improvements in this area include streetscape renovations to beautify the area and accommodate cyclists and pedestrians.

3.9 Buildings That Work

Concept Map



Section 3.9 describes the types of buildings that would be appropriate for or typical of certain areas. These do not exclude other building types, but should guide the scale and form of buildings in certain areas. All of these buildings include spaces to live and spaces to work, and overall each building and district should provide a variety of housing and employment options.

Housing choice is essential to a thriving community. Good neighbourhoods offer choices of housing types such as apartments and townhouses, and tenure choices such as rentals, fee-simple or strata ownership, and cooperative or subsidized ownership. Housing choice also refers to unit accessibility and visit-ability for seniors, those with disabilities, and general convenience. Buildings also feature adaptability for home-based employment or secondary-suite conversions.

Many buildings also include spaces to work. Retail commercial is usually at grade, with offices, studios, and other uses at grade or on the floors above. Again, opportunity and choice is an important factor in these kinds of spaces. Affordability can be built in to commercial spaces by designing shared spaces, smaller leasable spaces, and 2nd floor (or higher) commercial spaces.

The parking ratios provided in Section 3.9 and throughout the Concept Plan are subject to the application of Transportation Demand Management opportunities (e.g. active transportation, transit, parking management) with the intent of encouraging alternative forms of transportation.

All project area buildings will play a key role in supporting a resilient energy future. Section 3.2 describes this in more detail.

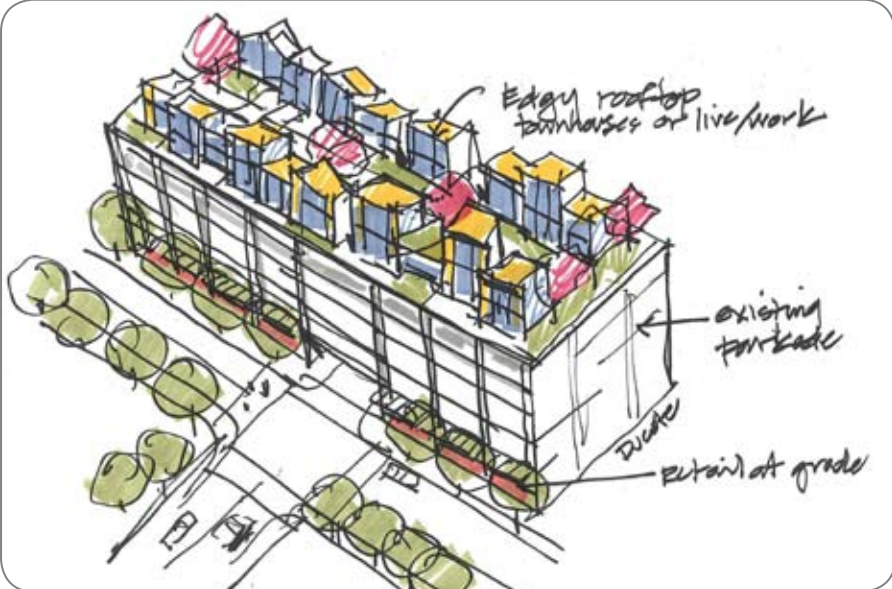
Building Types

- | | | | |
|---|-----------------------|----|---|
| 1 | 3rd Avenue Lofts | 8 | Mid-Rise Residential or Mixed Use |
| 2 | Adaptive Reuse | 9 | Mid-Rise Mixed Use and Townhouse Courtyards |
| 3 | Carriage House Infill | 10 | Mid-Rise Terraces |
| 4 | Courtyard Townhouse | 11 | Podium/Point Tower |
| 5 | Stacked Townhouse | | |
| 6 | Townhouse Lofts | | |
| 7 | 3-4 Storey Mixed Use | | |

The buildings shown on this page illustrate the concept of creative adaptation in the downtown core area. Many existing buildings could be renovated to accommodate residential spaces such as studio apartments and lofts, creative work and office spaces, or spaces for new social enterprises.

1 3rd Avenue Lofts

- This building type describes new buildings or existing building retrofits that incorporate affordable, creative living spaces within the 3rd Ave and 4th Ave retail areas.
- First floor flex space designed for commercial or creative use (studios, services, etc.).
- Small, affordable apartments and loft apartments above.
- Balconies and windows overlooking street and lane.
- Roofdecks, rooftop patios, and rooftop gardens.
- 2-4 storeys
- 25-50 dwellings/ha (10-20 dwellings/ac)
- No parking requirements.



2 Adaptive Reuse (example: Parkade Lofts)

- This building type describes creative adaptations of existing buildings that may currently be under-utilized in the downtown core area. These buildings could be renovated to accommodate other uses such as residences or studios, rooftop garden plots, or urban agriculture.
- The illustration is one example of a creative adaptation. This shows apartments built on the roof of an existing parkade.
- Buildings in general could also be renovated for social service uses, creative arts and studio spaces, or for new business models such as business incubators.

3.9 Buildings That Work - Details

3 Carriage House Infill

- Existing house in front.
- Carriage house over garage parking in back, separated by courtyard.
- Patios, balconies and windows overlooking street.
- 2-3 storeys
- 25-50 dwellings/ha (10-20 dwellings/ac)
- 1-1.25 parking ratio



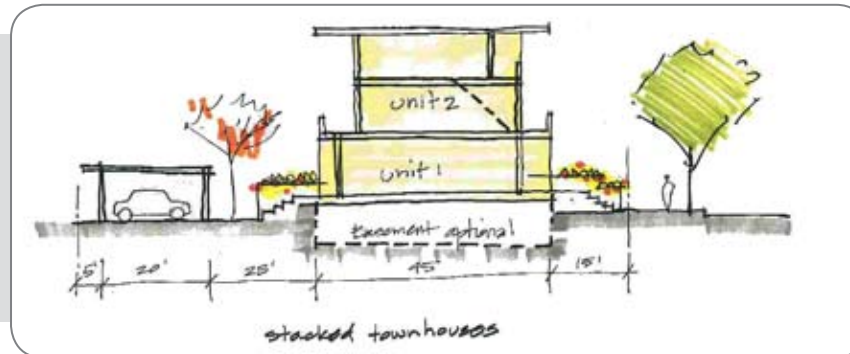
4 Courtyard Townhouse

- Street-oriented townhouses at grade.
- Townhouses over tucked-under parking in back, separated by courtyard.
- Patios, balconies and windows overlooking street.
- 2-3 storeys
- 40-62 dwellings/ha (16-25 dwellings/ac)
- 1-1.25 parking ratio



5 Stacked Townhouse

- Street-oriented townhouses at grade.
- Walk-up townhouses above.
- Parking in back.
- Patios, balconies and windows overlooking street and lane.
- 3-4 storeys
- 50-148 dwellings/ha (20-60 dwellings/ac)
- 1-1.25 parking ratio

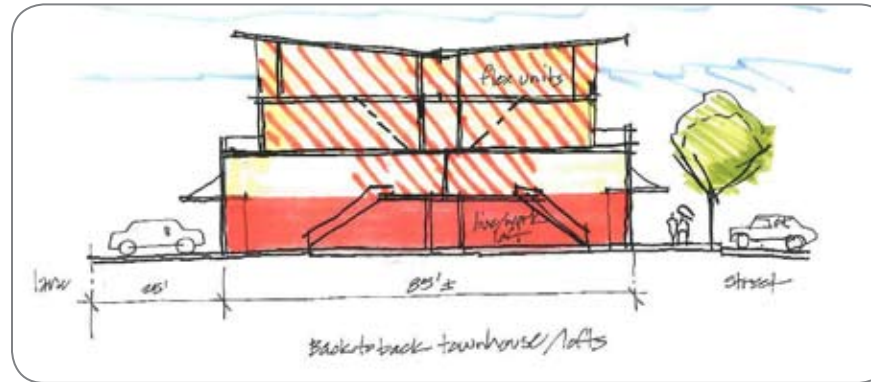


The group of buildings on this page would be appropriate to the Avenues between Vancouver and Victoria in the Victoria Flex/Transition area. These primarily residential buildings are ground-oriented, mid-density buildings that present a logical transition of density and building form from the adjacent Crescents neighbourhood into the more urban downtown core area. The buildings include adaptable design strategies to allow for home office conversions or secondary suite conversions, and are prepared to tie into the anticipated District Energy System.



3.9 Buildings That Work - Details

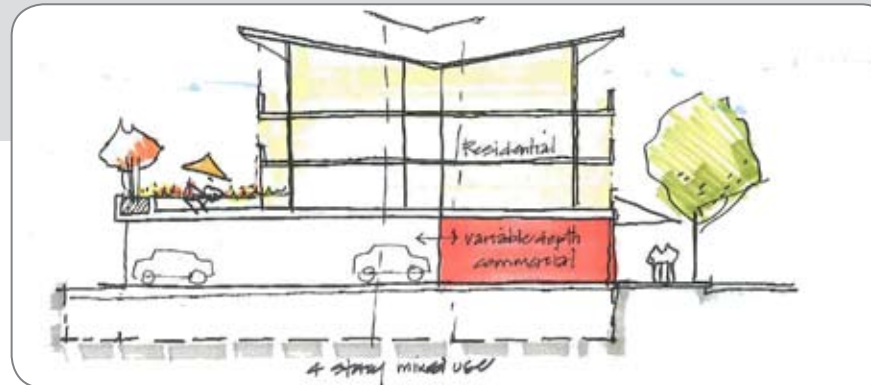
The buildings illustrated on this page would face Victoria Street in the Victoria Flex/Transition neighbourhood. The scale of the buildings continue the transition from residential neighbourhood to urban downtown. The ground floor spaces in these buildings are designed to be adaptable over time, accomodating commercial or residential uses so that building owners and occupants can easily respond to new possibilities.



- 6 Townhouse Lofts**
- First floor flex space designed for residential or commercial use.
 - Parking in back.
 - Apartments and townhouses above with highly adaptable spaces for future conversions.
 - Balconies and windows overlooking street and lane.
 - 3-4 storeys
 - 40-62 dwellings/ha (16-25 dwellings/ac)
 - 1-1.25 parking ratio



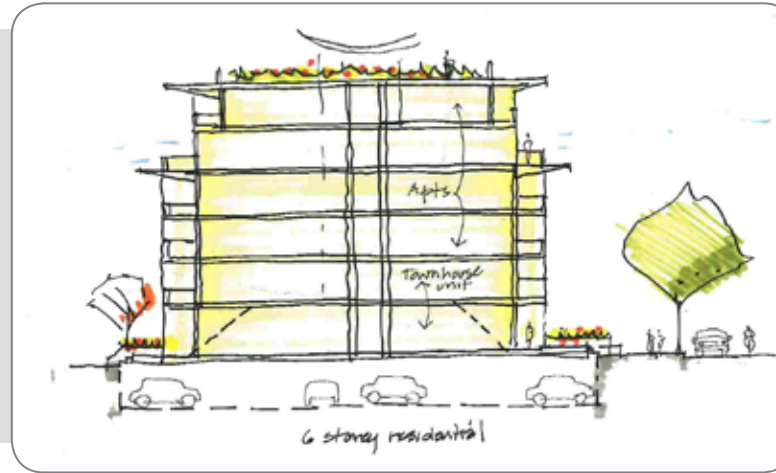
- 7 3-4 Storey Mixed Use**
- Commercial frontage at grade.
 - Parking in back.
 - Townhouses above.
 - Elevated courts, balconies and windows overlooking street.
 - 3-4 storeys
 - 74-136 dwellings/ha (30-55 dwellings/ac)
 - 1-1.25 parking ratio



3.9 Buildings That Work - Details

8 Mid-Rise Residential or Mixed Use

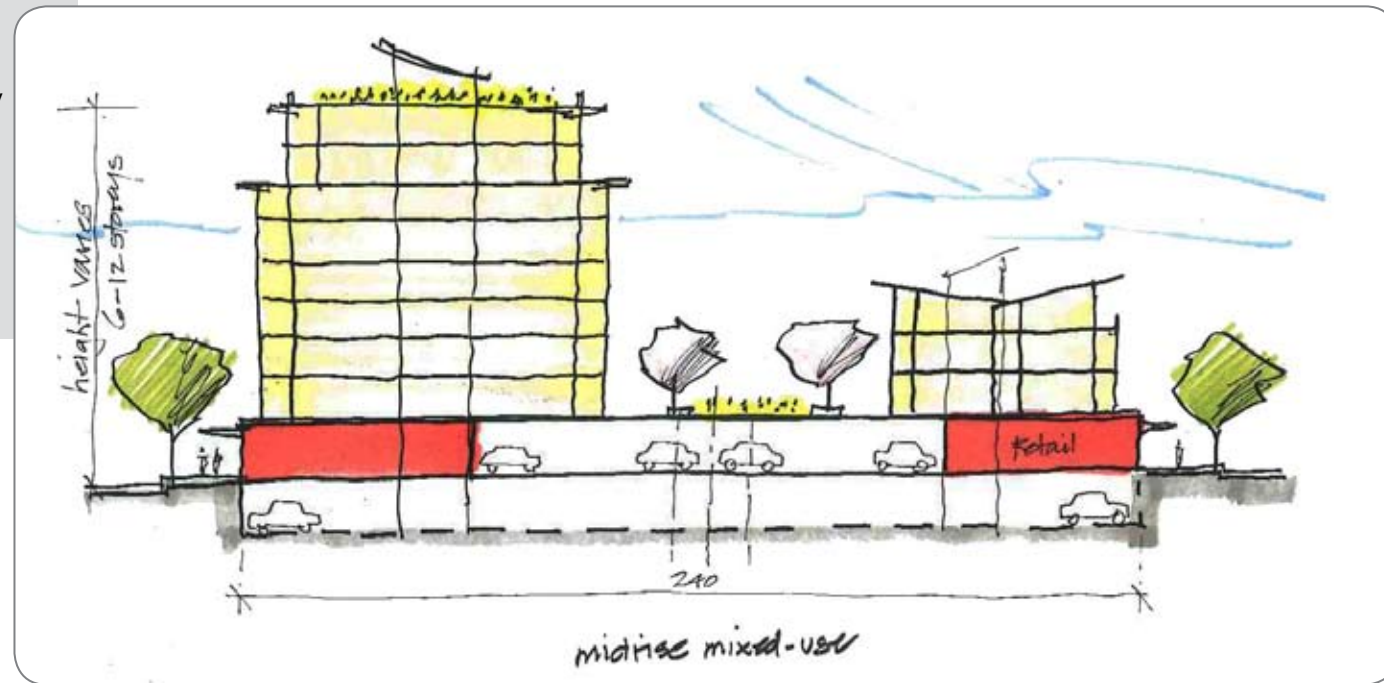
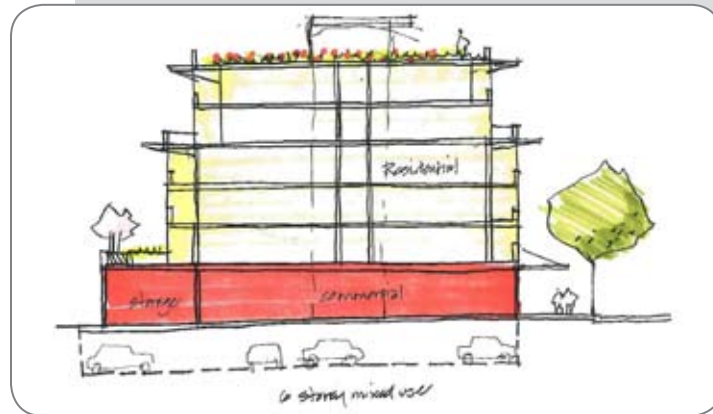
- Uses susceptible to flood damage (such as residential uses) are not appropriate below the flood construction level.
- Street-oriented residential or commercial frontage to sidewalk at grade.
- Structured parking below.
- Apartments above with highest floors stepping back from the street.
- Balconies and windows overlooking street.
- 6-12 storeys
- Up to 280 dwellings/ha (114 dwellings/ac)
- 1-1.25 Parking ratio



These buildings (pages 48-49) are located in the Quebec Corners neighbourhood, within the blocks surrounding the new park. The buildings are mid-rise apartment/office towers with ground-oriented commercial or residential spaces facing the street. These larger building forms complement the scale and value of the park area and form a residential urban core in the project area. Site and building design include amenity area and open spaces, as well as green roofs and infrastructure as described in sections 3.2 and 3.5. Some of this area is exposed to flood hazards, so building design includes risk management strategies such as elevating residential spaces above the ground floor.

9 Mid-Rise Mixed Use and Townhouse Courtyards

- Street-oriented commercial or residential frontage to sidewalk at grade
- Structured parking below and at grade in back
- Apartment tower and townhouses above separated by elevated courtyard
- Balconies and windows overlooking street
- 6-12 Storeys
- Up to 280 dwellings/ha (114 dwellings/ac)
- 1-1.25 Parking ratio



3.9 Buildings That Work - Details

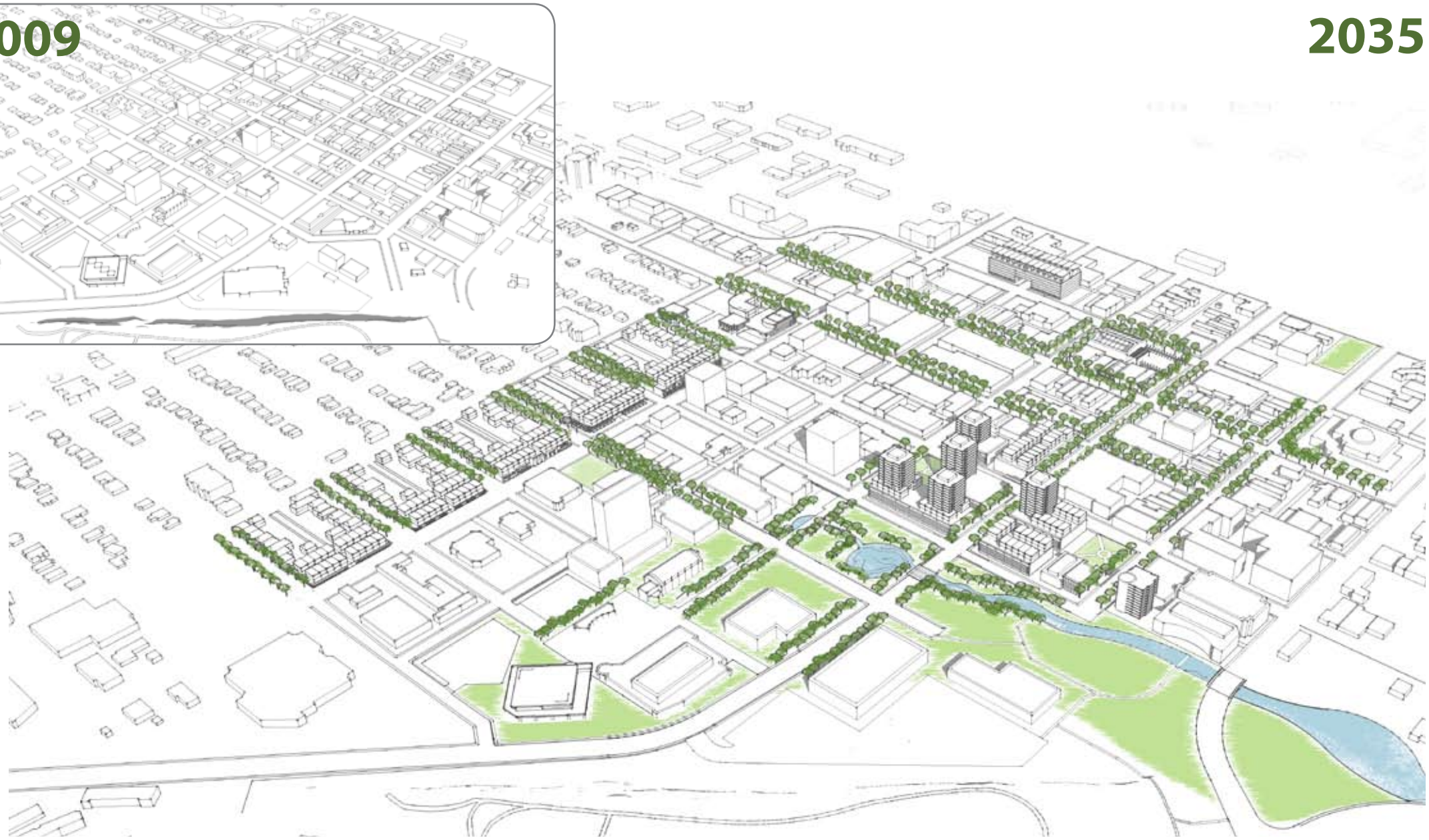


- 10 Mid-Rise Terraces**
- Street-oriented commercial or residential frontage to sidewalk at grade.
 - Structured parking below.
 - Apartments above with upper floors stepping back from the street.
 - Green roofs on lower terraces provide green space for residents.
 - Balconies and windows overlooking street.
 - 6-10 storeys
 - Up to 280 dwellings/ha (114 dwellings/ac)
 - 1-1.25 parking ratio

- 11 Podium/Point Tower**
- Street-oriented commercial or residential frontage to sidewalk at grade.
 - Structured parking below.
 - Slender apartment tower above.
 - Balconies and windows overlooking street.
 - Up to 20 storeys
 - Up to 370 dwellings/ha (150 dwellings/ac)
 - 1-1.25 Parking ratio

2009

2035



4.0 Implementation

A living concept for downtown, the Downtown Prince George Concept Plan presents a bold vision for the future of Prince George's downtown. The realization of this vision will require coordinated efforts both small and large, with leadership from the City and from local businesses and community organizations. The implementation activities outlined in this section are recommended as a starting point for the **Mayor's Task Force for a Better Downtown**, who will be the keepers of this vision and will need to further review and prioritize these plans.

This section outlines the actions that would be required to realize this vision. It includes policy actions, projects and programs, and major development projects. These actions were identified by the charrette team and by planning analysts. The activities are categorized by three groups:

4.1 Policies and Plans describe City planning activities such as strategic plans, policy development, and bylaw revisions.

4.2 Programs and Projects describe organizational activities that are not necessarily policy related. These could be initiated or managed by the City or by non-government organizations.

4.3 Major Projects and Amenities describe activities relating to investments in major new facilities or amenity improvements. These activities will require significant capital planning, property transactions, and/or private development interest.

4.1 Policies and Plans

Policy actions describe City planning activities such as strategic plans, policy development, and bylaw revisions. In every case these plans would require further consultation with stakeholders and the public. There is no order of priority intended in the following lists.

Policy or Policy Area	Actions / issues to engage
Project Area Amenities Implementation Plan	<ul style="list-style-type: none"> Analyze the utilization or disposal of city-owned properties. Acquire land for park expansion. Incentives to potential facility developers (UNBC, arts groups). Location analysis support for facility developers.
Integrated Community Sustainability Plan	<ul style="list-style-type: none"> Recognize SGOG Downtown Prince George Concept Plan. Prioritize SGOG Downtown Prince George Concept Plan items for implementation.
OCP Bylaw	<ul style="list-style-type: none"> Designate project area as a Local Area Plan and Revitalization Development Permit Area with revitalization design guidelines for form and character, GHG reduction, water and energy performance standards, and “wood first” guidelines. Identify policies for surrounding areas that affect the project area (air quality, energy sources, etc.). Include policies that specifically control the development of housing, commercial, or facilities outside of the project area that would detract from the project area or that would be better located in the project area. Review Growth Management Strategy.
Zoning Bylaw	<ul style="list-style-type: none"> Review and amend land uses and zoning areas. Review C1 zone.
Subdivision and Development Services Bylaw	<ul style="list-style-type: none"> Downtown standards for public works.
Development Incentives Strategy	<ul style="list-style-type: none"> Review development requirements and incentives with development community to establish incentives package for investors (e.g. Development Cost Charges, permitting and review process, Tax Increment Financing).
Active Transportation Plan	<ul style="list-style-type: none"> Identify actions to implement the Cycle Network Plan. Identify incentives for property owners to include end-of-trip facilities. Restrict parking in bike lanes and biking on sidewalks, etc. Develop transit initiatives.
City Engineering/Design Standards	<ul style="list-style-type: none"> Minimal accessibility standards for streets, parks, and public buildings. Mobility support cues such as paving textures and audible signals. Energy performance standards for buildings and street furnishings. Energy efficient and solar powered lighting standards. Pre-fitting for District Energy System during street repairs. Street types and bike lane standards per SGOG Downtown Prince George Concept Plan proposal. Consistency of design character.
Phased Development Agreement Policy	<ul style="list-style-type: none"> Develop policy and negotiate agreements.

4.1 Policies and Plans

Policy or Policy Area	Actions / issues to engage
City Centre Energy Plan / Climate Change Adaptation Plan	<ul style="list-style-type: none"> • Designate the project area as an “energy innovation zone.” • District Energy System plan. • Building adaptation strategy. • Refine and adopt integrated land use and energy model as planning tool. • New building energy/equipment requirements. • Review incentives to retrofit buildings with solar infrastructure, such as the use of a Local Area Services tax. • Climate Change Adaptation Strategy.
Parks and Open Space Master Plan	<ul style="list-style-type: none"> • Review in relation to green space proposed in SGOG Downtown Prince George Concept Plan. • Greening of vacant open spaces.
Air Quality Improvement plan	<ul style="list-style-type: none"> • Vehicle idling bylaw. • Emissions reduction strategy.
Food security / Food Systems plan	<ul style="list-style-type: none"> • Food bank support. • Community gardens. • Community kitchen.
Affordable Housing Strategy	<ul style="list-style-type: none"> • Inclusive zoning. • Incentives for developers. • Supportive housing. • Integrate into OCP.
Green Building and Rooftop Garden policy	<ul style="list-style-type: none"> • Green building standards, requirements, and incentives.
Urban Forest Master Plan	<ul style="list-style-type: none"> • Tree and plant species selection recommending a mix of climate-resilient species, including urban-tolerant and winter-interest species.
Adaptive Reuse policies and incentives	<ul style="list-style-type: none"> • Address potential regulatory barriers to building adaptations and repurposing of buildings.
City Centre Design and Performance Guidelines	<ul style="list-style-type: none"> • Include in the OCP or Local Area Plan for the project area. • Include energy performance guidelines and incentives. • Revitalization development permit guidelines.
Capital Planning	<ul style="list-style-type: none"> • City departments should review proposal and include appropriate items in capital plans.
City Works Yard review	<ul style="list-style-type: none"> • Conduct a study that reviews the options for future uses of this property, including the proposed First Nations Artisan Centre.

4.2 Programs and Projects

Program and Projects describe organizational activities that are not necessarily policy related, though many City activities would require approval in capital plan budgets. These could be initiated or managed by the City, through a public/private partnership, or by non-government organizations. There is no order of priority intended in the following lists.

Issue Area	Program/ project
General Plan Implementation	Communications and branding.
Public Realm Improvements	Paint the Town Red - sprucing up of downtown buildings and infrastructure (primarily with paint) and general clean up.
	Develop innovative snow melt techniques to reduce emissions and improve safety.
	Capture and recharge strategies for stormwater management.
	Adopt floodplain management and flood-proofing techniques.
	City sidewalk canopy removal or renovation.
	Facade improvements.
	Street signage and route maps for cycling and cycling safety.
	Expand existing Farmer’s Market to an indoor location/winter location.
	Use vacant lots for temporary community gardens.
	Wall murals and public art by local artists.
	Hide-the-dumpsters program.
	Heritage and cultural walking tours.
	Park and plazas as civil and safe places for people.
	“Guerilla” gardening.
	“Rhubarb Festival” to celebrate local foods.
Street maintenance and daily street cleaning.	
Hanging baskets and banners.	
Street Tree Planting Program.	

4.2 Programs and Projects

Issue Area	Program/ project
Housing and Building Improvements	Design support program for building/facade improvements and repurposing of buildings.
	Enable/allow small building renovations in adaptive reuse areas.
	Engage BC Housing to develop affordable housing options in the downtown.
	Support non-market housing such as cooperative, social, transition, and shelter housing.
	Encourage “wood first” in new projects through partnerships, education and incentives.
Energy	Energy outreach and education program with position for energy outreach coordinator. Help connect small businesses to energy retrofits rebates and installers.
	Building-specific design, equipment and renewable energy options to improve energy performance in new developments.
	Solar powered and LED light standards.
	Pilot solar roof project.
	Building energy retrofit program (programmable thermostats, pipe insulation, etc.).
	Building emissions retrofits to reduce air pollution.
	Heat exchange loop with arena and pool.
	Study energy source potential and feasibility for District Energy System and building retrofits.
Social and Cultural	Improve health, legal and other social services.
	Engage Lheidli T’enneh to understand appropriate ways of including local cultural identity through public art, naming, signage, or other means. Set up an oral history repository for seniors and youth.
	Consider installation of outdoor public washrooms.
	Conduct a Heritage Context Study.
	Safe and diverse outdoor spaces for all members of the community including seniors and youth.
	Sustainable employment strategy and support for new enterprise.
	Continue to engage the broad community on all issues.

4.3 Major Projects and Amenities

This list of major projects was developed by the charrette team to describe the many opportunities that may exist for bringing cultural, educational, and public realm amenities into the project area. The list includes new ideas and many that have been part of ongoing discussions. All of these projects will require significant capital planning, real estate transactions, and/or private development interest. Each project would require a location analysis, and could be prioritized by exploring the potential timing interest of private partners (i.e. does the partner intend to implement this idea next year, in five years, etc.), and the availability of suitable locations.

It will be important to consider these projects in tandem, as the potential impact of such major projects is significant and one project will likely affect another. A comprehensive plan that considers as many of these projects as are feasible is recommended. It is also recommended that such a plan be communicated to the development community to create certainty and spur growth in downtown Prince George.

Any locations for these projects specified in earlier sections of the Concept Plan are conceptual in nature; actual locations are subject to continued research and ongoing consultation. There is no order of priority intended in the following list.

Project
Expanded Civic Plaza and Patricia Boulevard Greenway (river connection and water feature)
Dominion Street and 7th Ave Ceremonial Boulevard improvements
Retail Street improvements
General street improvements
Cycle route intersection supports
District Energy System
Wood Innovation Centre
Student housing
Fibre Optic Network
Transit Exchange
Relocated Farmer's Market
Community Kitchen
First Nations Artisan Centre
Performing Arts Centre
UNBC Downtown Campus
CNC Downtown Campus
Integrated Health Centre
Grocery store
Library expansion

Resource	Title	Author(s)	Organization	Date	Location
Design Brief	Smart Growth On The Ground Prince George Design Brief	Amanda Mitchell, Shana Johnstone	Smart Growth BC	4.09	http://www.sgog.bc.ca/content.asp?contentID=141
Foundation Research Bulletins	Adapting To Climate Change In Prince George	Ian Picketts, Robin Chang	University of Northern British Columbia	4.09	http://www.sgog.bc.ca/uplo/PG_1_Climate_Change_Adaptation.pdf
	Heritage Conservation	Berdine Jonker	BC Heritage Branch, Ministry of Tourism, Culture and the Arts	4.09	http://www.sgog.bc.ca/uplo/PG_2_Heritage_Conservation.pdf
	Planning For Local Food	David J. Connell	University of Northern British Columbia	4.09	http://www.sgog.bc.ca/uplo/PG_3_Local_Food.pdf
	The Potential For Local Bioenergy In Low-Carbon Community Planning	David Flanders, Stephen R.J. Sheppard, and Juan A. Blanco	UBC Design Centre for Sustainability, University of British Columbia	4.09	http://www.sgog.bc.ca/uplo/PG_4_Bioenergy_Low-carbon.pdf
	Rainwater Management	Cynthia Girling, Lindsay C. Raftis, and Sheryl Webster	UBC Design Centre for Sustainability, University of British Columbia	4.09	http://www.sgog.bc.ca/uplo/PG_5_Rainwater_Management.pdf
	Residential Energy Characterization	Jessica Webster	CanmetENERGY, Natural Resources Canada	4.09	http://www.sgog.bc.ca/uplo/PG_6_%20Residential_Energy_Characterization.pdf
	Social Housing And The Challenge Of Nimbyism	Camellia Bhatti, Shannon McCabe, Nadia Nowak, Kerry Pateman	University of Northern British Columbia	4.09	http://www.sgog.bc.ca/uplo/PG_7_Social_Housing.pdf
	Urban Trees And Climate Change	Cynthia Girling, Sheryl Webster, Ana Macias	UBC Design Centre for Sustainability, University of British Columbia	4.09	http://www.sgog.bc.ca/uplo/PG_trees_climate_Girling.pdf
Supporting Research	Current Development Context And Opportunities	Bill Gosset	Altus Group	4.09	http://www.sgog.bc.ca/uplo/PG_development_opps_Altus.pdf
	We Care About Where We Live		Working Group on The Downtown Voices Group	6.09	http://www.sgog.bc.ca/content.asp?contentID=142
SGOG Prince George Events and Presentations	Opening Forum - Presentations			7.08.08	http://www.sgog.bc.ca/content.asp?contentID=139
	Learning Event: Climate Change And Housing - Presentations			11.26.08	http://www.sgog.bc.ca/content.asp?contentID=140
	Priority-Setting Workshop: What's Most Important? - Presentations			11.27.08	http://www.sgog.bc.ca/content.asp?contentID=139
	Learning Event And Target-Setting Workshop - Presentations			3.04.08	http://www.sgog.bc.ca/content.asp?contentID=140
Public Input Summaries	Information Fair Participants			12.08	http://www.sgog.bc.ca/uplo/Community%20Fair%20Participants.pdf
	Summary Of Priority-Setting Results			12.08	http://www.sgog.bc.ca/uplo/Priority%20Setting%20Results.pdf

Appendix A: The Charrette Team

	Name	Title	Organization	Role
Mayor and Councillors	Dan Rogers	Mayor	The City of Prince George	Mayor's Task Force for a Better Downtown
	Shari Green	City Councillor	The City of Prince George	Councillor
	Cameron Stolz	City Councillor	The City of Prince George	Councillor
City Staff	Dan Milburn	Manager of Long Range Planning	The City of Prince George	Long-Range Planning
	Laurie-Ann Kosec	Parks and Open Space Planner	The City of Prince George	Parks and Open Space
	Dave Dyer, PEng	Chief Engineer	The City of Prince George	Engineering
	Glenn Stanker, PEng	Transportation Engineer	The City of Prince George	Transportation
	Nelson Wight	Manager-Current Planning and Development	The City of Prince George	Current Planning and Development
	Chris Bone	Social Policy Facilitator	The City of Prince George	Social Policy
	Ian Wells	Manager, Real Estate Services	The City of Prince George	Real Estate Services
Regional Reps	Tim McEwan	President , CEO	Initiatives PG	Economic Development
	Sharon Cochran	Chair, Progress Board	Progress PG; PGRPACS	alternate
	Jennifer Ferries	Millar Addition Citizens Coalition	Millar Addition Citizens Coalition	Neighbourhood Assoc
	Kirk Gable	President	Downtown Prince George (BIA)	Business Improvement Association
	Cameron Chalmers	Director of Planning	District of Squamish	SGOG Learning Exchange, Squamish
Community and Committee Reps	Jovanka Djordjevich	Local Food Advocate	Community Gardens Prince George	Local food
	Roman Muntener	Director, Prince George Farmers' Market	Farmer's Market; Red Rooster Artisan Bakery; Concept Design Ltd	Downtown Farmers Market / business owner (outside of downtown)
	Manpreet Kaur Sidhu	Prince George's Youth of the Year 2009; Vice President	Prince George Sikh Youth Society	Youth Advocate
	Anne Hogan	Advisory Design Panel	PG Council of Seniors; Advisory Design Panel	Seniors / Advisory Design Panel
	Nicole LeBlanc	President, Prince George Cycling Club	PG Cycling Club	Cycling / Alternative Transportation
	Anne Martin	Chair, Communities in Bloom Committee	Botanical Garden; Winter Cities Committee; Communities in Bloom	Green space / Winter City
	Adam Humphrey	Environmental Planning Undergraduate	UNBC Student	Downtown resident
	Brad Gagnon	Business Owner	Zoe's Java House	Resident at large / DT business owner
	Nancy Harris	Community Liason, MUTN	Measuring Up the North; Accessibility A.C.	Resident at large / Universal Design
	Jo Graber	Chair	Community Heritage Commission; PGRPACS	Arts and Culture
Researchers/ Experts	Theresa Healy	Regional Mgr., Healthy Community Dev't	Northern Health	Health
	Murry Krause	Executive Director; City Councillor	Central Interior Native Health Society	Downtown Social Service Providers
	David Flanders	Researcher	Collaborative for Advanced Landscape Planning	District Energy/Biomass
	Jessica Webster	Community Energy Planning Analyst	NRCan	Residential energy efficiency
	Bill Gossett	Senior Valuation Consultant	Altus Group	Market opportunities
	Berdine Jonker	Regional Heritage Planner	BC Heritage Branch, MTCA	Heritage
	Adrian Partridge	Principal Consultant	Environ	Energy Management / Technology
Facilitators and Designers	Chih-ting Flora Lo	Associate	Environ	Energy Management / Technology
	Shana Johnstone	SGOG Team Member	Smart Growth BC	Facilitator
	Amanda Mitchell	SGOG Team Member	Smart Growth BC	Facilitator
	Jason Emmert	SGOG Team Member	Smart Growth BC	Facilitator
	Cam Brewer	SGOG Team Member	Smart Growth BC	Facilitator
	Brenda Southam	SGOG Team Member	Real Estate Institute of BC	Recorder
	David Hohenschau	SGOG Team Member	David Hohenschau Urban Design	Recorder
	Rob Barrs	SGOG Team Member	HB Lanarc	Facilitator
	Anne-Marie Whittaker	SGOG Team Member	HB Lanarc	Designer
	Doug Backhouse	SGOG Team Member	HB Lanarc	Designer
Additional Reps	Joaquin Karakas	SGOG Team Member	HB Lanarc	Designer
	Frank Ducote	SGOG Team Member	Frank Ducote Urban Design	Designer
	Billy Ng	SGOG Team Member	UNBC	3D Modelling
	Leo Hebert	Coordinator, Special Projects	Prince George Nechako Aboriginal Employment & Training Association (PGNAETA)	



photo by Rajinder Singh Sidhu

While the rewards of participating in a charrette are high, the sacrifices made are great. Participating in a charrette requires a great deal of thoughtfulness, deliberation, stress management, and time management. Everyone gives their valuable time and wisdom, and suffers through at least a few monologues and tense conversations.

If you see these people on the streets of downtown Prince George - say "THANK YOU!" for making such an effort.

Back rows, left to right: Frank Ducote, David Hohenschau, Leo Hebert, Chris Bone, Councillor Shari Green, Anne-Marie Whittaker, Sharon Cochran, Joaquin Karakas, Jessica Webster, Councillor Murray Krause, Doug Backhouse, Brad Gagnon, Kirk Gable, Manpreet Kaur Sidhu, Bill Gossett, Nicole LeBlanc, Adam Humphrey, Brenda Southam, Jovanka Djordjevich, Jason Emmert, Anne Hogan, Theresa Healy, Dave Dyer, Anne Martin, Amanda Mitchell, Nelson Wight

Front row kneeling, left to right: Jennifer Ferries, David Flanders, Billy Ng, Dan Milburn, Councillor Cameron Stolz, Mayor Dan Rogers, Shana Johnstone

In front: Rob Barrs

Not shown: Berdine Jonker, Laurie-Ann Kosec, Glenn Stanker, Ian Wells, Tim McEwan, Roman Muntener, Jo Graber, Nancy Harris, Cam Brewer, Cameron Chalmers

Smart Growth on the Ground Downtown Prince George Concept Plan
Produced by Smart Growth BC © August 2009

For more information about the
Smart Growth on the Ground project, go to:

www.sgog.bc.ca



For more information about Smart Growth BC
and the smart growth mandate go to:

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