



Civic Precinct VISION



Sustainable
Communities



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1.0 BACKGROUND

1.1 HISTORY OF THE CIVIC PRECINCT

The Civic Precinct has long functioned as the primary node for municipal operations in the City of Abbotsford. Over the past 50 years this area has seen significant development to meet the needs of the growing City.

To date, the Civic Precinct has been built incrementally to meet the needs of the day. While this approach has sufficed, it has been done in isolation of a comprehensive vision for the area. This has resulted in challenges for existing facilities and the people who use them, as well as challenges related to future expansion and change of use within the Precinct. Below is a brief summary of development within the Civic Precinct area:

- In the 1960s and 70s the area was home to a municipal works yard, Matsqui City Hall and the Matsqui fairgrounds.
- In 1972, the courthouse was constructed for use as a courthouse and police headquarters.
- In 1978, Fire Hall #1 was constructed with minor additions and modifications over the years.
- In 1981, the School District 34 office was constructed.
- In 1982, the current City Hall building was constructed. Initially, only 50% of the floor space was occupied by the City and the rest was leased out.
- In 1987, the Police building was constructed with significant additions and modifications over the years.

- In 1992, the Matsqui Centennial Auditorium (MCA), fountains and thunderbird square were constructed.
- In 1994, the Clearbrook Library was constructed and recently underwent modifications to provide space for UFV on the lower floor.
- In 2008, The Reach was constructed with upgrades to the adjacent parking area.

More recently, there has been discussion around the potential for expansion to the Police building and replacement of the Provincial courthouse. As the city continues to grow, the need for on-going expansion and updates to the Civic Precinct will continue. This plan is intended to guide that growth and provide a blueprint for future development.

1.2 SUMMARY OF THE 2005 CIVIC PRECINCT PLAN

In 2005, a civic centre concept was completed (Appendix A). This study was the initial stage of what was intended to be a broader planning process that would eventually lead to the creation of a Civic Precinct Master Plan.



The 2005 concept plan outlined key opportunities and constraints and proposed two possible, high level approaches to accommodating future growth and development in the Civic Precinct. This work laid the foundation for future planning in the Civic Precinct and informed the development of this report.

1.3 PURPOSE

The Civic Precinct Final Report represents a vision and implementation framework for creating a high quality, iconic and transit-oriented civic centre in the City of Abbotsford.

Building off of the work completed in the 2005 Civic Centre Concept, the purpose of this report is to set out the broad vision, goals and planning/design directions for the Civic Precinct and provide a conceptual framework for desired future public and private development.

As the City of Abbotsford continues to grow, the need for on-going expansion and updates to the Civic Precinct will continue. The Civic Precinct Vision creates a framework to accommodate this growth in a coordinated and integrated manner. The Vision includes a set of

guiding principles and an illustrative design concept and guidelines to provide the foundation for future, more detailed planning and design.

1.4 UFV STUDENT WORK

Over the period of the Civic Precinct planning process, two classes from the Geography department at the University of the Fraser Valley (UFV) contributed to the vision developed in this document. The students from the Geography 360 and Geography 460 classes presented to City staff research with regards to civic precinct precedents in cities across North America and ideas on the conceptual redevelopment of the Central Green and Thunderbird Square. The City wishes to recognize the excellent projects that were submitted by UFV students.

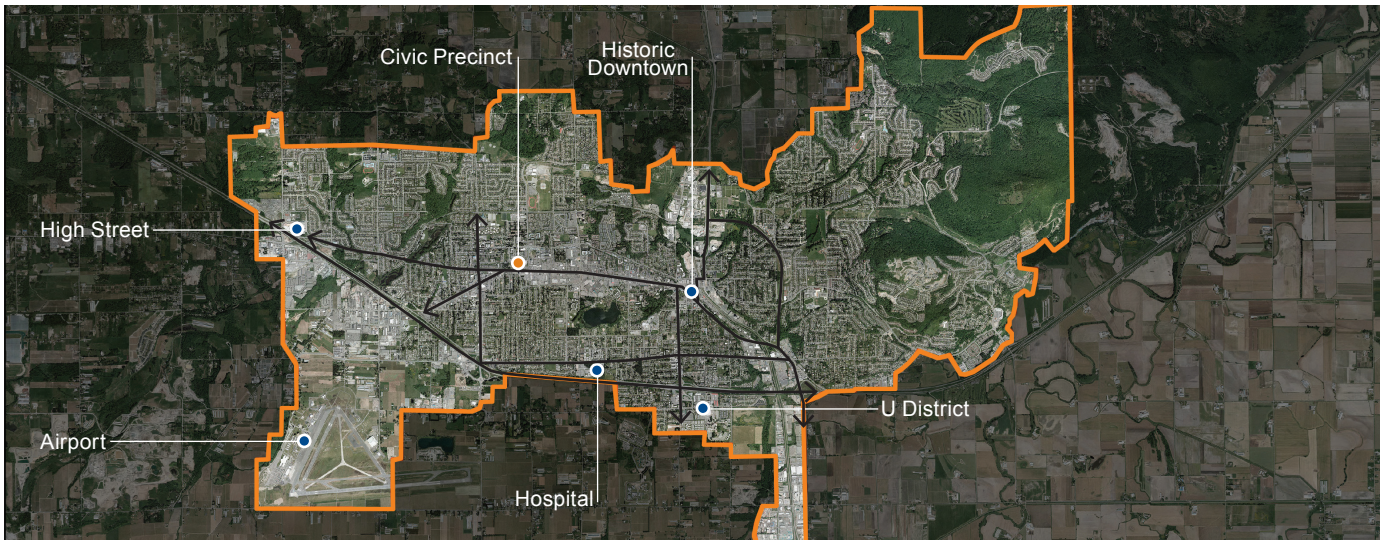


Figure 1: Major connections and urban area

2.0 CONTEXT & SITE

2.1 CONTEXT

The Civic Precinct is strategically located in the City of Abbotsford. It is situated in the heart of the urban area, at the western extent of the South Fraser Way in the city centre area. The Civic Precinct is located along a priority transit corridor that links the new High Street development, the Civic Precinct, the historic downtown and Abbotsford’s U District (home to the University of the Fraser Valley and the Abbotsford Entertainment and Sports Centre). The Civic Precinct is also well connected

to the new Abbotsford Regional Hospital and Cancer Centre.

The Civic Precinct plays an important role as an anchor and potential catalyst for future redevelopment along South Fraser Way. Its location at the western extent of the city centre makes it a natural gateway that can help to set the tone for the City Centre as a whole.

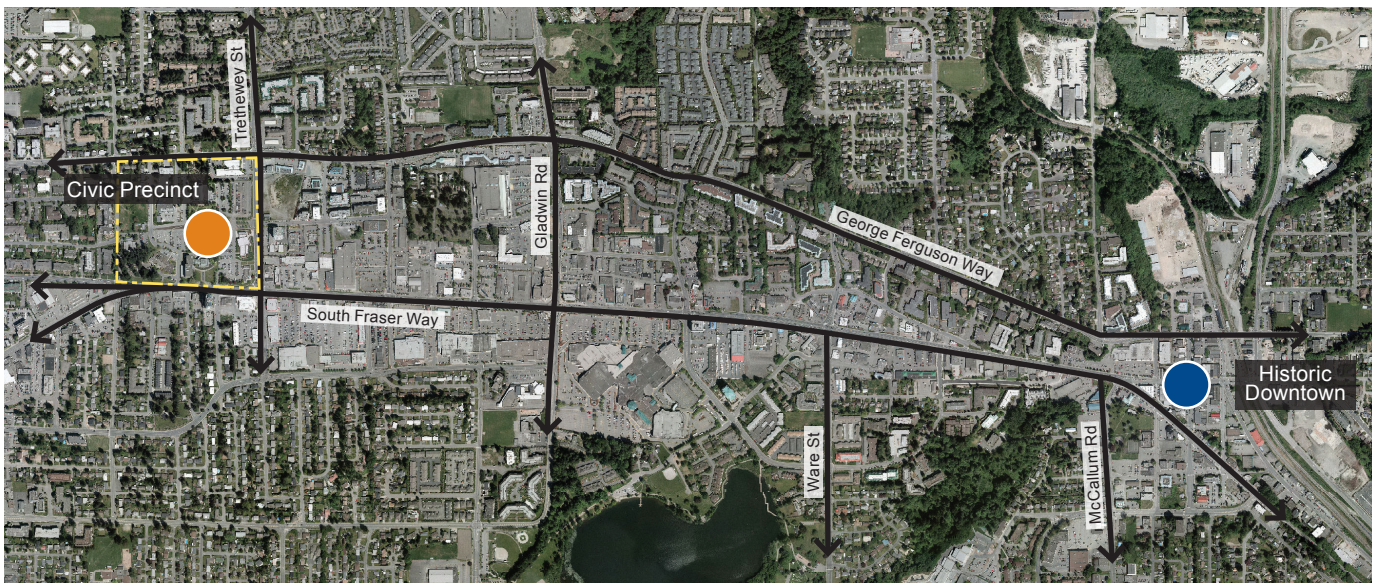


Figure 2: The South Fraser Way corridor

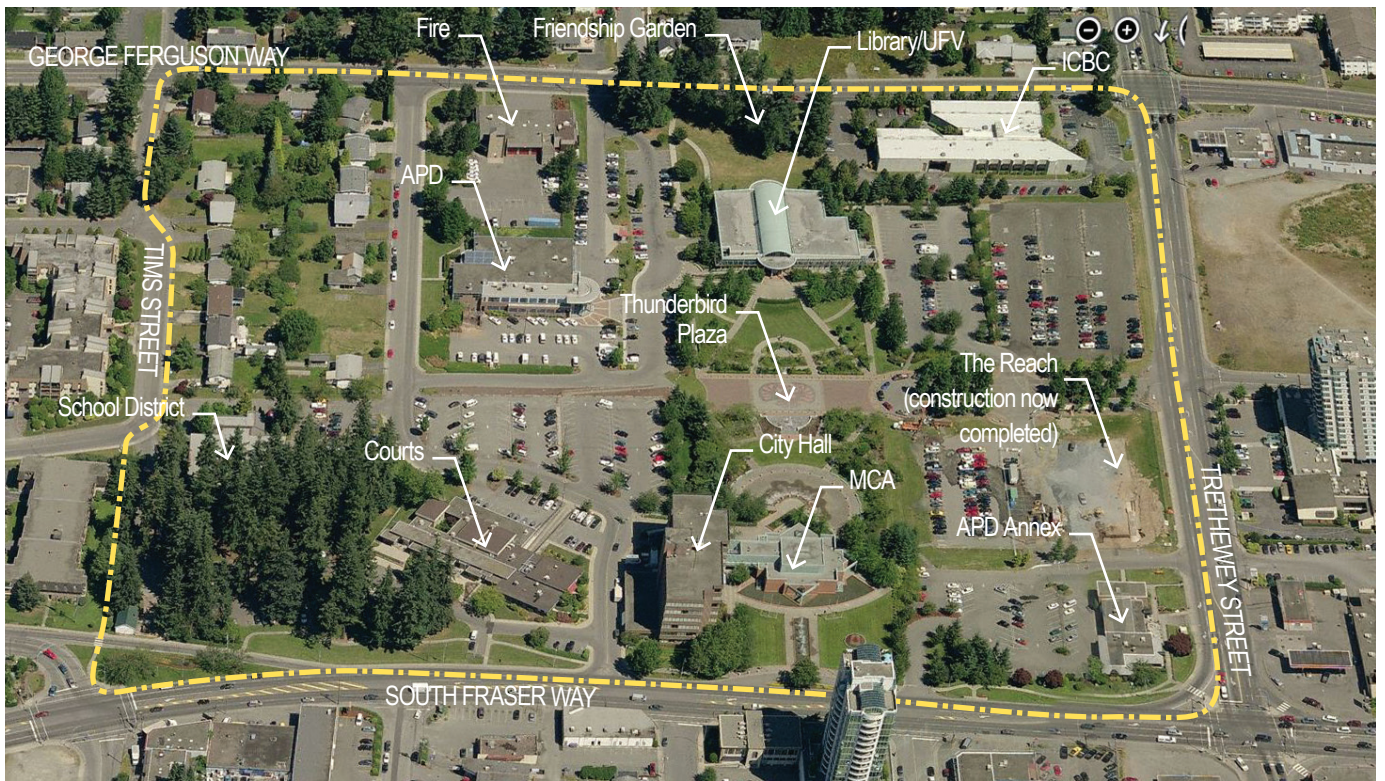


Figure 3: Aerial photograph of the Civic Precinct: A concentration of civic uses.

2.2 SITE DESCRIPTION

The Civic Precinct is generally bounded by South Fraser Way to the south, George Ferguson Way to the north, Trethewey Street to the east and Tims Street to the west. Existing buildings within the Civic Precinct include City Hall, Matsqui Centennial Auditorium (MCA), Provincial Courts, School District 34 administration offices, Police buildings, Fire Hall #1, Fraser Valley Regional Library/UFV (Clearbrook Centre) and The Reach Gallery Museum. Key open spaces include the International Friendship Garden, Spirit Square Gateway to the Civic Plaza and Thunderbird Plaza.

Immediate challenges within the Civic Precinct include pedestrian-vehicle conflicts in some areas resulting from the mix of public and emergency service uses, and poor integration of and access from parking and pedestrian areas to principal building entrances. A lack of activity past usual business hours, and under-utilized and disconnected pedestrian areas are other issues affecting the Precinct.

Today, some of the existing facilities in the Civic Precinct are at capacity, including the Police buildings. An expanded Police building would consolidate all police services into one building and provide adequate space for future growth of the Police Department. The Provincial courthouse building could also be replaced with a larger facility that would continue to function as a Provincial courthouse and could potentially include other compatible functions. Other uses within the Civic Precinct including City Hall, The Reach, and the School Board will likely require larger and/or updated facilities over the coming years.

2.3 EXISTING SITE CONDITIONS

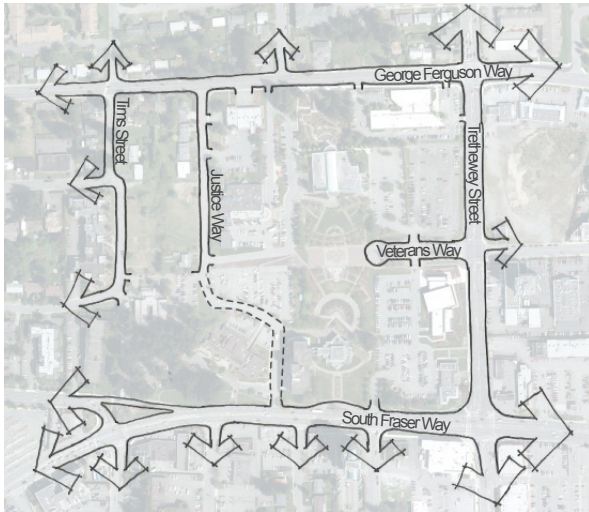


Figure 4: Civic Precinct street network



Figure 5: Building footprints and parking infrastructure

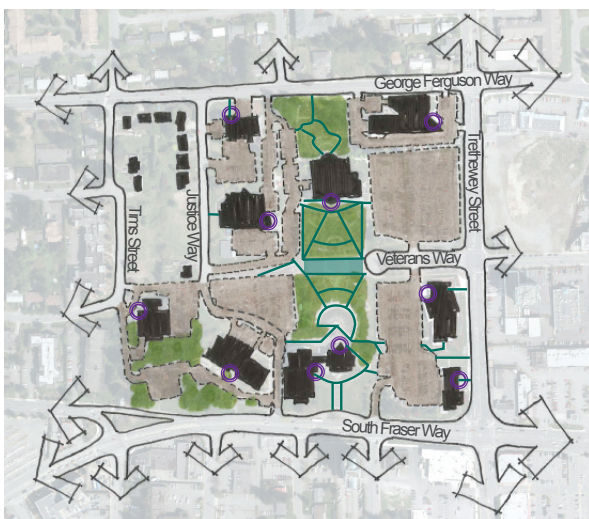


Figure 6: Parks, open space and pedestrian network

STREET NETWORK

The Civic Precinct is located within a large superblock bounded by several major streets. Justice Way and Veterans Way are the only two public rights of way entering the site. While Veterans Way terminates at the Central Green, Justice Way transitions into an informal connection to South Fraser Way. This condition impedes connectivity to the surrounding neighbourhood and provides barriers to movement within and through the Civic Precinct. The lack of through streets or clear pedestrian/bike routes means that there is less activity in the Civic Precinct, particularly after business hours.

BUILDINGS & PARKING

The Civic Precinct is home to a number of civic buildings that form a strong backbone for future development of the area into a vibrant civic centre. Currently these buildings are surrounded by large surface parking lots that in some cases impede pedestrian movement throughout the site. The spread out nature of the existing civic buildings means that it is difficult to reach a critical mass of activity that would support additional services in the Precinct and add to the overall safety and security of the area.

PEDESTRIAN NETWORK

The interior of the Civic Precinct is a large Central Green. While this provides opportunities for an amenity space in the Precinct, it also creates some confusion around which way buildings should face. Currently, some buildings face the Central Green and some face the street (as depicted by the purple symbols in Figure 6). In many cases, pedestrian connections from one building to another and to the Central Green are unclear or offer a more meandering route.

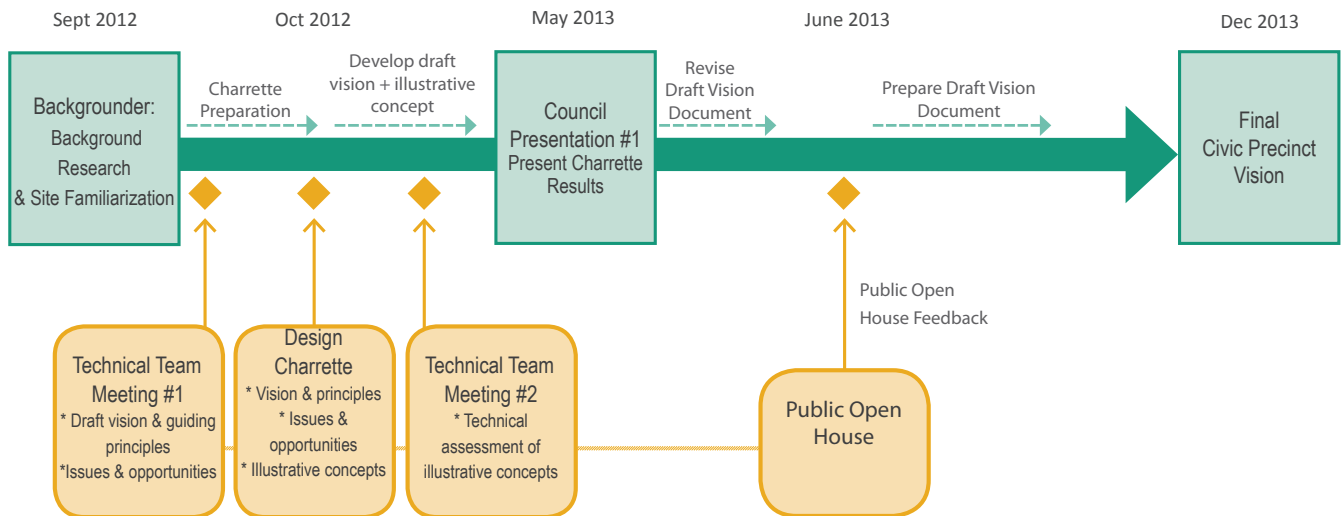


Figure 7: Civic Precinct planning process diagram

3.0 PROCESS

The Civic Precinct planning process included a range of public and stakeholder engagement opportunities to guide the development of a vision, set of guiding principles and an illustrative concept plan for the Civic Precinct.

The process included a review and summary of background material, public and stakeholder engagement events (including a Design Charrette) and qualitative assessment and refinement of the resulting principles and design concepts (Figure 1).

3.1 TECHNICAL TEAM

The Technical Team included representation from relevant City departments (including Planning, Parks and Engineering) and key stakeholder groups (including Police, Fire, The Reach and Clearbrook Library). Their mandate was to provide technical analysis and advice on the Charrette Report and flag any regulatory, technical and/or feasibility issues with the design concepts.

In the summer of 2013, the Draft Vision was presented to Council and City staff held a Public Open House to solicit comments and feedback on the draft vision, guiding principles and preliminary design concepts. This feedback was then incorporated into the Final Civic Precinct Vision Document.

3.2 DESIGN CHARRETTE

The Design Charrette was a key event in the overall planning process. The full day design workshop included a presentation of key background information, a discussion of precedents and best practices, and an integrated design workshop that culminated in the identification of site issues, opportunities and big ideas and preliminary site design concepts based on the collective knowledge and expertise of the participants.

Stakeholder groups that attended the Design Charrette included:

- » City of Abbotsford staff (Police, Fire, Planning, Parks and Engineering)
- » City Council
- » Fraser Valley Regional Library (Clearbrook)
- » University of the Fraser Valley (UFV)
- » The Reach Gallery Museum
- » Local Residents
- » Abbotsford Downtown Business Association
- » Abbotsford School District

Following the Design Charrette, the Project Team, in collaboration with the Technical Team, refined and synthesized the outcomes of the design workshop into a Civic Precinct Vision Charrette Report (Appendix A).



It is important to note that the site design concepts presented in this plan are conceptual in nature as a means of illustrating the vision and set of guiding principles for the Civic Precinct. As such, the illustrated vision is intended as a conceptual framework rather than a detailed master plan for the area.

4.0 THE VISION FOR THE CIVIC PRECINCT

The following vision statement and guiding principles were developed through the Civic Precinct public engagement process.

4.1 THE VISION STATEMENT

The Civic Precinct will be an attractive, vibrant, people-focused district strongly connected to the City Centre and other key community destinations through a safe and accessible multi-modal transportation network. It will be a hub for civic operations and a focal point for arts, culture and education. It will be a place for large gatherings, honouring and remembering Veterans,

arts and culture, concerts, farmers markets, children's play, healthy activities, eating, and quiet moments. The Civic Precinct will be an engine of the cultural and local economy, providing a clear message of where the City of Abbotsford has come from, and where it is going.

The implementation of the Civic Precinct vision will build on existing strengths (such as the Central Green and concentration of civic and cultural uses) through retrofit rather than wholesale redevelopment of buildings and open spaces. New development will focus on mixing and layering uses to improve efficiency and create a critical mass of people and activity to support a range of local services from cafes and restaurants to bookstores and art galleries.

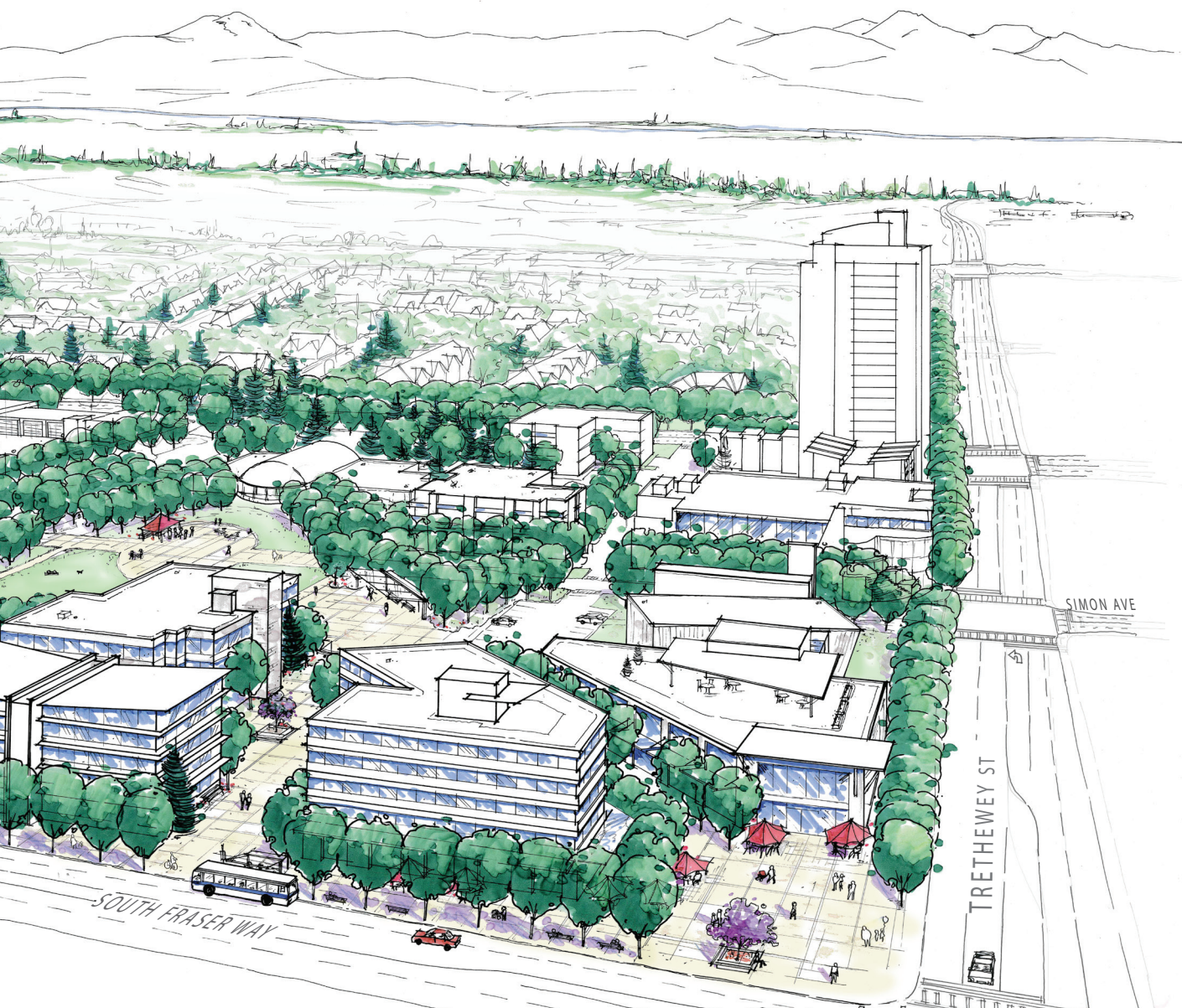


Figure 8: Conceptual 'birds eye' of the Civic Precinct

4.2 GUIDING PRINCIPLES

BUILD ON EXISTING STRENGTHS

Look for opportunities to build on existing strengths (such as the Central Green and the concentration of civic and cultural uses) through retrofit rather than wholesale redevelopment of buildings and open spaces.

CREATE REASONS TO COME & TO STAY

Incorporate a range of public outdoor amenities and activities that connect buildings, uses, and users to each other.

MIX & LAYER USES

Mix and layer uses to make more efficient use of buildings and open space and enhance activity throughout the day and evening in support of civic, arts and culture uses.

MITIGATE TRAFFIC IMPACTS

Maximize underground parking and separate emergency vehicles from pedestrian traffic within the Precinct. Create better pedestrian connections to adjacent areas and transit stops.

'GREEN', WALKABLE & TRANSIT-ORIENTED

Create safe and attractive open spaces that connect well with the larger City Centre areas and build to green standards (ie. LEED).

UNIQUE & IDENTIFIABLE

Create a sense of arrival and transition into the City Centre area.

Justice-associated uses: i.e. offices, education (criminology), administration - help to provide a buffer between residential uses fronting Tims St and the Fire/Police uses along Justice Way

Public Access

Potential Expansion

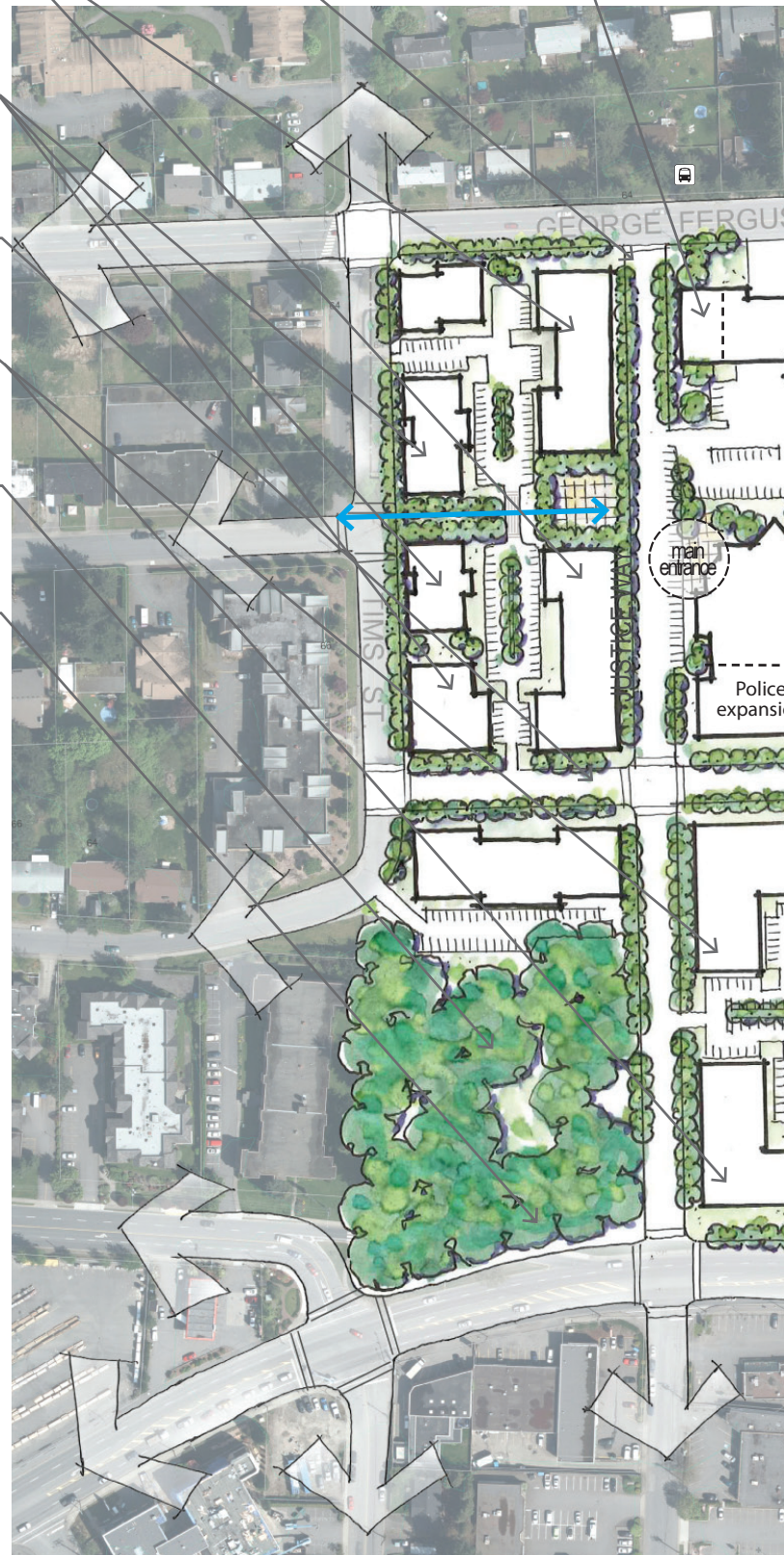
Residential uses

School District property with opportunity for residential development

Civic-associated uses: offices, civic expansion, provincial courts, mixed-use commercial (possibly new School District offices)

Enhanced park space: relocate surface parking to provide a high amenity green space for local residents and civic precinct users

Eliminate through lane and expand green space to South Fraser Way



5.0 CONCEPT PLAN

During the design charrette, participants were split into two groups and asked to come up with a conceptual plan for the Civic Precinct. The Illustrative Concept Plan represents a synthesis of the key ideas and big moves illustrated in these conceptual plans and refined throughout the Civic Precinct planning process in consultation with the Technical Team.

The Illustrative Concept Plan is just one example of how the design and planning principles developed through the Civic Precinct Planning process could express themselves in the studied site. Building use, form, location and orientation are conceptual in nature and are intended to establish a high level vision for the Civic Precinct to use as a general guide for future master planning and detailed design. A more detailed description of the several different Character Areas of the Illustrative Concept Plan can be found on the following page.

Figure 9: Illustrative Concept Plan



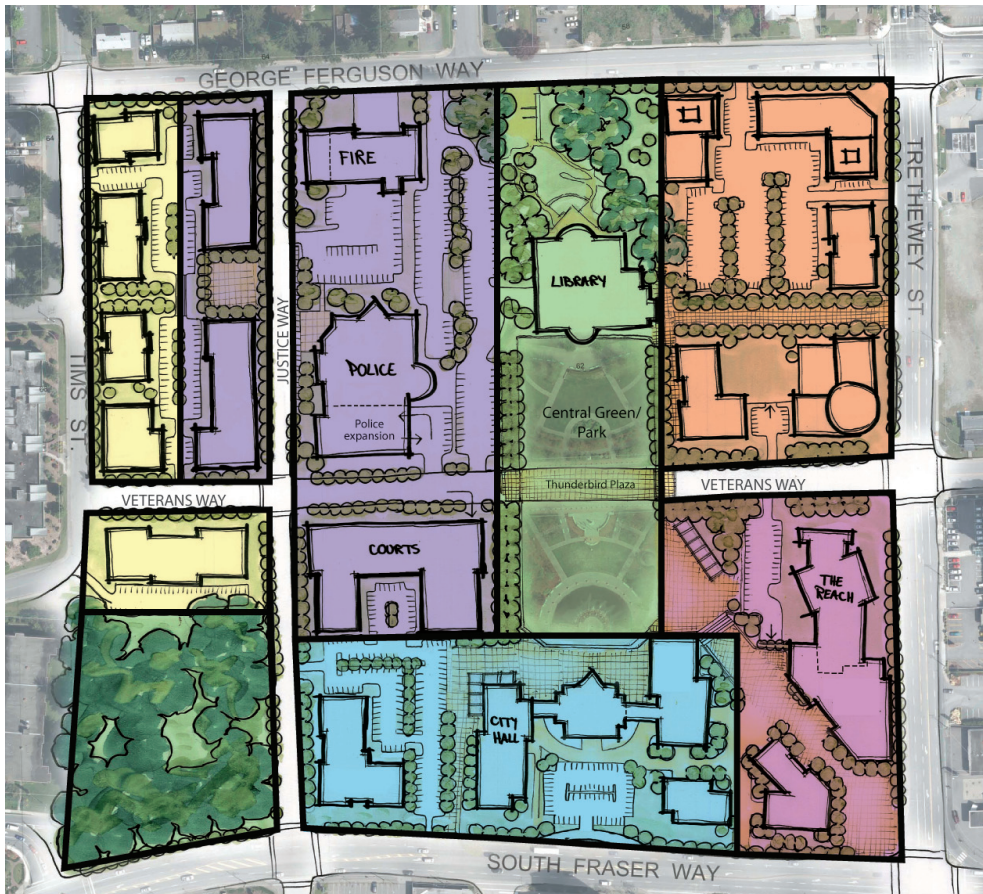
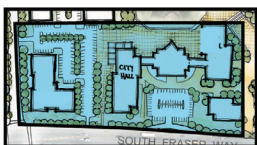


Figure 10: Character Area Plan

- Civic Complex
- Arts & Culture
- Mixed Use
- Parks & Open Space
- Justice Campus
- Residential

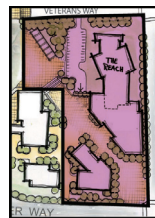
5.1 CHARACTER AREA PLAN

The Character Area Plan (Figure 10) presents an overview of the conceptual layout of land uses in the Civic Precinct. The diagram loosely divides the Civic Precinct into six Character Areas: a Civic Complex (blue); Arts and Culture (pink); Mixed Use (orange); Parks and Open Space (green); a Justice Campus (purple), and; a Residential component (yellow). These Character Areas all suggest unique features and elements helping to provide a vibrant whole.



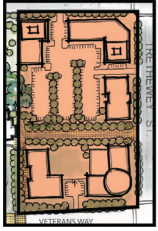
CIVIC COMPLEX

The Civic Complex would contain City Hall, the School District and civic-associated office uses as well as retail uses such as a coffee shop, cafeteria or restaurant. By mixing and layering these uses the Civic Precinct will have different activities spread out through longer portions of the day and night.



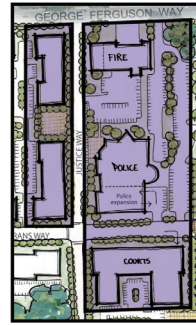
ARTS & CULTURE

The southeast corner contains a concentration of Arts and Culture uses. The intersection of Trethewey Street and South Fraser Way is an important gateway for the Civic Precinct. As such, the property should be redeveloped in the long term to include gateway features such as a landmark building with a strong presence on the street. In addition, the illustrative concept plan shows a large civic plaza with direct views into the heart of the Civic Precinct. This new configuration creates a unique and identifying development at this key location. Future expansion of The Reach will strive to create a better relationship to the street by building up to the property line on Trethewey street and orienting main building entrances on the street and/or civic plaza.



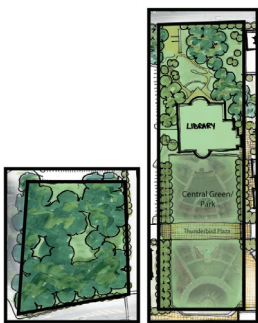
MIXED USE

The Mixed Use area in the northeast section would ideally include a substantial residential component that would add life and activity to the Civic Precinct outside of working hours and help to support a greater range of retail enterprises. This area could potentially include a hotel/convention centre that would provide additional meeting space for adjacent civic, education and cultural uses and would make the Civic Precinct a natural hub for conferences and large events. A mixture of underground and surface parking would ensure that parking requirements are met without the negative impacts of large, single-use, surface parking lots. Future development should create a strong pedestrian connection from Trethewey to the main entrance of the Clearbrook Library.



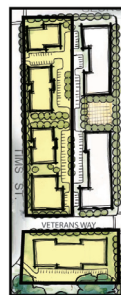
JUSTICE CAMPUS

The Justice Campus includes Fire and Police services and the Provincial Courts but could also include other uses such as the criminology program at UFV, administrative offices and/or court related uses. The Justice Campus remains in the northwest with separate access points for emergency vehicles and the public. Justice Way runs through the centre of the Justice Campus. A large public plaza is located between two of the Justice-related buildings to the west of Justice Way. This plaza connects to a pedestrian pathway linking Tims Street with the Civic Precinct. The Justice-associated buildings (including office, educational and administrative uses) act as a buffer between the residential development on Tims Street and the Fire and Police uses along Justice Way. The Police expansion will include provision of underground parking as will the development of new Justice Campus uses.



PARKS & OPEN SPACE

The Parks and Open Space are integral to the vision of a sustainable and attractive Civic Precinct. It will be important to maintain a hierarchy of public spaces, all catering to different uses and activities. Nonetheless, the Central Green remains a core element of the Civic Precinct. Where possible, buildings are oriented towards the green space to provide active edges and take advantage of views and amenities. This area has been identified for further design exploration to improve pedestrian connectivity and the overall use and function of the space. These design explorations should include more direct pedestrian connections and provisions for large gatherings and events.



RESIDENTIAL

The Residential section includes several multi-family complexes along Tims St, creating a complementary interface with the existing residential development across the street. Increasing the amount of residents in the Civic Precinct will help support the various amenities and transform the area into a safer, more vibrant neighbourhood.

5.2 APPLYING THE PRINCIPLES

The Illustrative Concept Plan represents a synthesis of the key ideas and big moves developed at, and subsequent to, the charrette. It is important to note that it represents just one possible example of how the design and planning principles could express themselves in the Civic Precinct. This is a high level, conceptual site design that is not intended to serve as a master plan for the Civic Precinct. Rather, land use and network structure, along with building form, location and orientation, are conceptual in nature and are intended as a general guide to inform future master planning and detailed design. The following is a description of how the illustrative concept plan addresses the guiding principles:

BUILD ON EXISTING STRENGTHS

The illustrative concept plan identifies existing greenspaces and buildings that are currently working well but could be retrofitted to work better. The Fire Hall, Police Station, City Hall, Library and The Reach are key buildings in the Civic Precinct that will likely be retrofitted, rather than redeveloped, to meet changing needs. The Central Green, Friendship Garden and grove of Douglas Fir trees are retained and enhanced to form the backbone of an interconnected network of greenspaces that will allow for a wide range of outdoor uses. The illustrative concept plan shows the Fire Hall and the Police Station retrofitted to accommodate future growth; the Library renovated to re-orient the main entrance to the east; and an expansion of City Hall and The Reach to create a stronger presence on South Fraser Way while enhancing key views and access to the interior of the site.

CREATE REASONS TO COME & REASONS TO STAY

An expanded mix of complimentary civic, cultural, employment, recreational and residential uses, integrated within the Precinct's public and open space network, are proposed to enhance activity throughout the day and evening. This includes compatible commercial and retail uses and services that could include cafes, pubs and restaurants, a range of supporting businesses and services, a hotel convention centre, offices and/or residential uses. Extending Justice Way and Veterans Way (for bicycles) as through streets in the Civic Precinct will bring more people through the area and add activity throughout the day and night. Public amenities along these two streets welcome people to stop and enjoy the space before moving on. An interconnected network of open spaces and clearly marked pathways provides opportunities for sitting, strolling and enjoying the Civic Precinct.

MIX & LAYER USES

The illustrative concept plan is fundamentally premised on expanding the mix of civic, arts, institutional and community uses. Further, incorporation of compatible residential and commercial uses are proposed to increase activity in and around the Precinct throughout the day and evening, and as a means of helping fund future public improvements within the Precinct.

MITIGATE TRAFFIC IMPACTS

The illustrative concept plan mitigates traffic impacts associated with circulation, access, and loading/delivery, along with integration of emergency service with general traffic (as shown in figure 11). Circulation within and through the Civic Precinct can be enhanced through the extension of Veterans Way to connect to Tims Street. Justice Way is extended to connect to South Fraser Way. Veterans Way could create an attractive alternative route to South Fraser Way or George Ferguson Way for pedestrians and bicyclists.

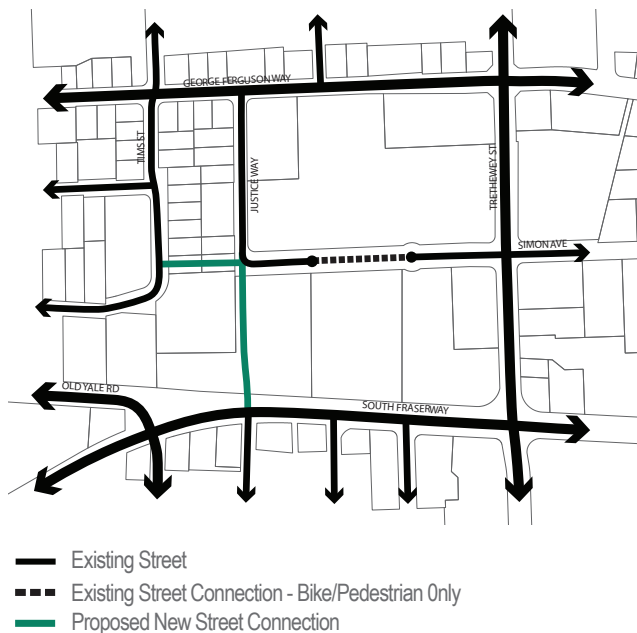


Figure 11: Existing and possible new street connections in the Civic Precinct



Figure 12: Civic Plaza: Character sketch at South Fraser Way and Trethewey Street

travelling to or through the Civic Precinct, with vehicle traffic restricted across the central green space. Large surface parking lots are replaced gradually over time by underground or structured parking as part of phased redevelopment of the Civic Precinct. To resolve conflicts between public and emergency vehicle traffic; public access to the parking area to the west of the Library is proposed to ultimately be restricted to police vehicles and deliveries to the library; Public parking for the library is proposed to be located to the east of the library, with direct access to a new library entrance re-oriented towards and with direct visual and physical access from the parking area to the east.

'GREEN', WALKABLE & TRANSIT-ORIENTED

The Civic Precinct vision is premised on enhancing the walkability and transit orientation of the area by seamlessly connecting different modes of active transportation and public transit to the internal pedestrian network within the Precinct. More compact and mixed use development supports transit servicing the Precinct and the potential for enhanced transit infrastructure such as an integrated transit exchange. Further, building location, design and orientation are based on interfacing directly and positively with open spaces to create a safe,

active and attractive public realm. This includes buildings and uses that front directly onto the surrounding street network, as well as onto plazas and pedestrian paths internal to the Precinct. A network of pedestrian paths both within and surrounding the Precinct are lined with a continuous canopy of street trees and connect buildings, parks, plazas, and other activity nodes within and adjacent to the Precinct.

UNIQUE & IDENTIFIABLE

The focus and concentration of civic, cultural and institutional uses, and the iconic nature of building design associated with these types of uses, will continue to create a unique physical identity for the Precinct. Adding to this unique identity is the formal civic plaza proposed at the southeast corner of the Precinct flanked by iconic, signature buildings. This creates a grand entrance into the Precinct along with strong visual and physical connections to internal buildings and open spaces but also to external sights (ie. Mount Baker). The established forested area to the southwest of the Precinct, along with the heavily landscaped Friendship Garden, the central green and the continuous canopy of street trees lining pedestrian paths throughout create a significant 'green anchor' in the community.

5.3 PARKING APPROACH

One of the key issues identified during the Civic Precinct planning process was the large amount of surface parking that currently exists on site. This surface parking represents a significant challenge to creating a safe, connected and cohesive Precinct. The general approach to parking demonstrated in the illustrative concept plan focuses on:

- › Limiting the extent of large, continuous surface parking lots (particularly immediately adjacent to public streets or important public open spaces).
- › Providing appropriate surface parking adjacent to main building entrances.
- › Using new development to introduce underground parking (particularly where the existing topography of the site lends itself to tuck-under parking).

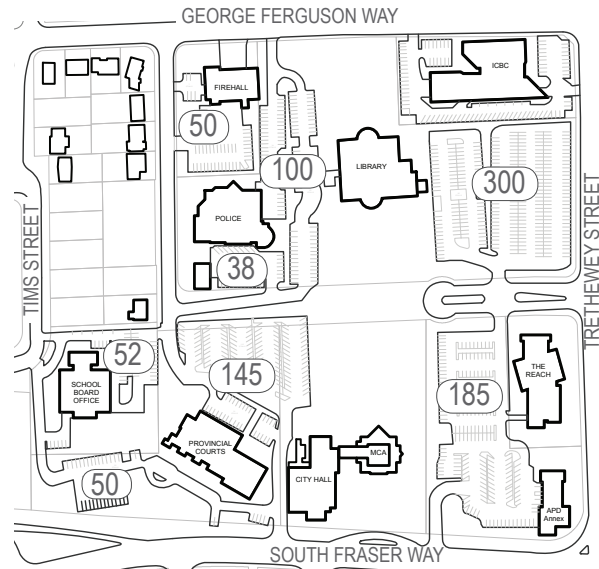


Figure 13: Existing parking (~920 stalls)

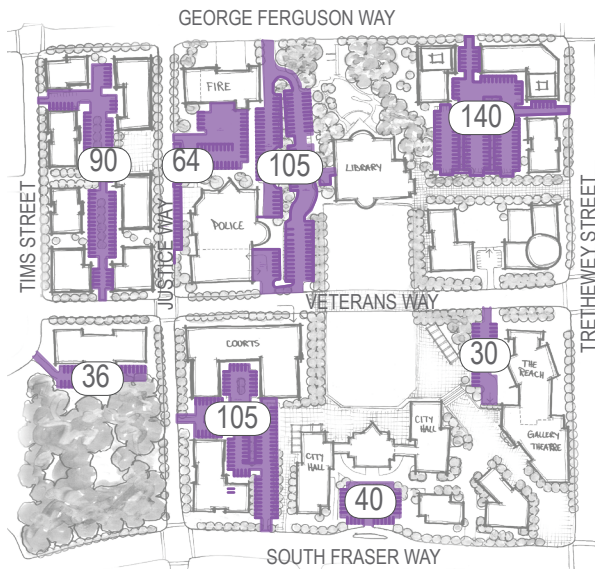


Figure 14: High level estimate of proposed surface parking (~610 stalls)

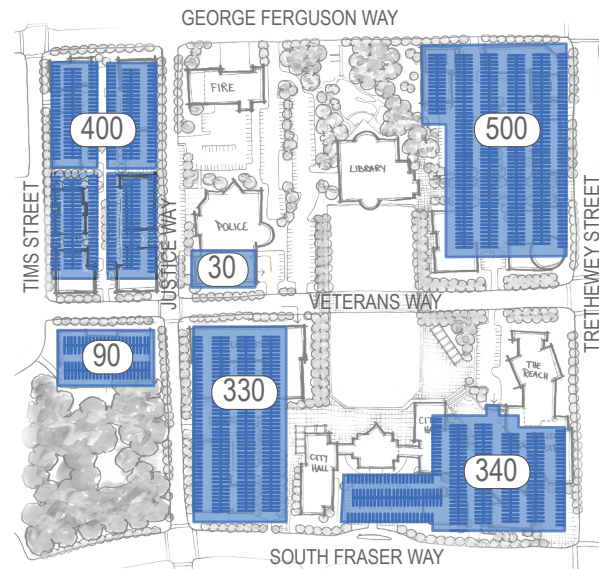


Figure 15: High level estimate of proposed underground parking (~1690 stalls)

A rough estimate of parking capacity for the preferred concept indicates approximately 2,300 parking stalls (~610 surface parking stalls and ~1690 underground parking stalls) compared to the approximately 920 surface parking stalls that exist in the Civic Precinct today. A significant number of additional parking stalls could be provided by allowing for on-street parking and more than one level of underground parking where possible.

6.0 CONCEPTUAL DESIGN GUIDELINES

Urban design is the comprehensive and cohesive combination of buildings, streets, and open space to create memorable public spaces. The essence of good design is determined by the relationship between the public and private realm. Buildings, streets, and other public open spaces scaled and designed for human comfort and use are essential to the creation of a functional, aesthetically rich and vibrant neighbourhood.

The general guidelines described below are conceptual in nature and will help achieve the guiding principles developed through the Civic Precinct Planning Process and will create a vibrant and accessible urban environment that promotes pedestrian activity and street life.

SITING & ORIENTATION

Site and orient buildings to overlook public streets, parks, walkways and communal spaces.

- » Use buildings and landscape to create positive outdoor space by giving it a distinct and definite shape (resembling an outdoor room) as shown in Figure 17.
- » Minimize the distance buildings are set back from streets and other public open spaces.
- » Site and design buildings to respond to specific site conditions and opportunities.
- » Define important intersections and open spaces with iconic buildings that front, reinforce and distinguish the intersection/ space.
- » Tuck buildings into sloping topography to ensure development connects with and transitions well between grades.

PARKING, SERVICING & ACCESS

Design attractive parking, servicing and access options that are well integrated with buildings and public space.

- » Where possible, provide structured, underground or “tuck-under” parking rather than off-street surface parking.
- » Where off-street surface parking is unavoidable, it should be located to the rear of the building and accessed from the lane or side street.

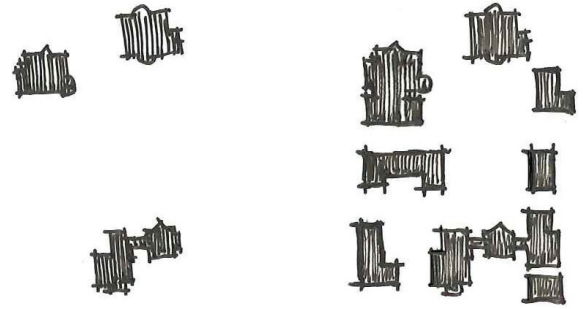


Figure 16: Buildings that create negative, leftover space (left)...buildings that create positive outdoor space (right).



Figure 17: Screen surface parking from streets using a trellis, landscaping, or climbing vines that maintain sitelines.



Figure 18: Access to underground parking should be architecturally integrated to minimize the visual impact.

- » If surface parking is located beside the building, screen these areas from sidewalks and other active open spaces using devices that provide a visual buffer while still allowing clear visibility into the parking areas to promote passive surveillance.
- » Any vehicular entrance and its associated components (doorways, ramps, etc.) should be architecturally integrated into the building so as to minimize the visual impact.
- » Incorporate pedestrian pathways and landscaping into surface parking areas. Pedestrian sidewalks should be incorporated into islands to minimize conflict with vehicles.
- » Locate public on-street parking at the curb to provide convenient and easy access to building entrances facing the street.

- » Bicycle parking should be located in a visible, active and well lighted area convenient to primary building access and bike routes.

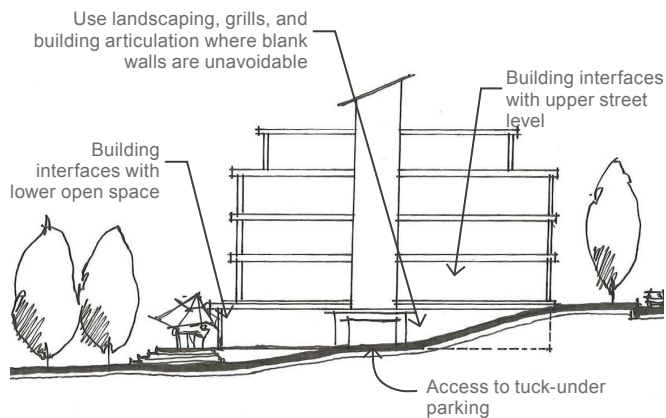


Figure 20: Use grade changes to provide tuck-under parking while maintaining active frontages adjacent to streets and public open spaces.

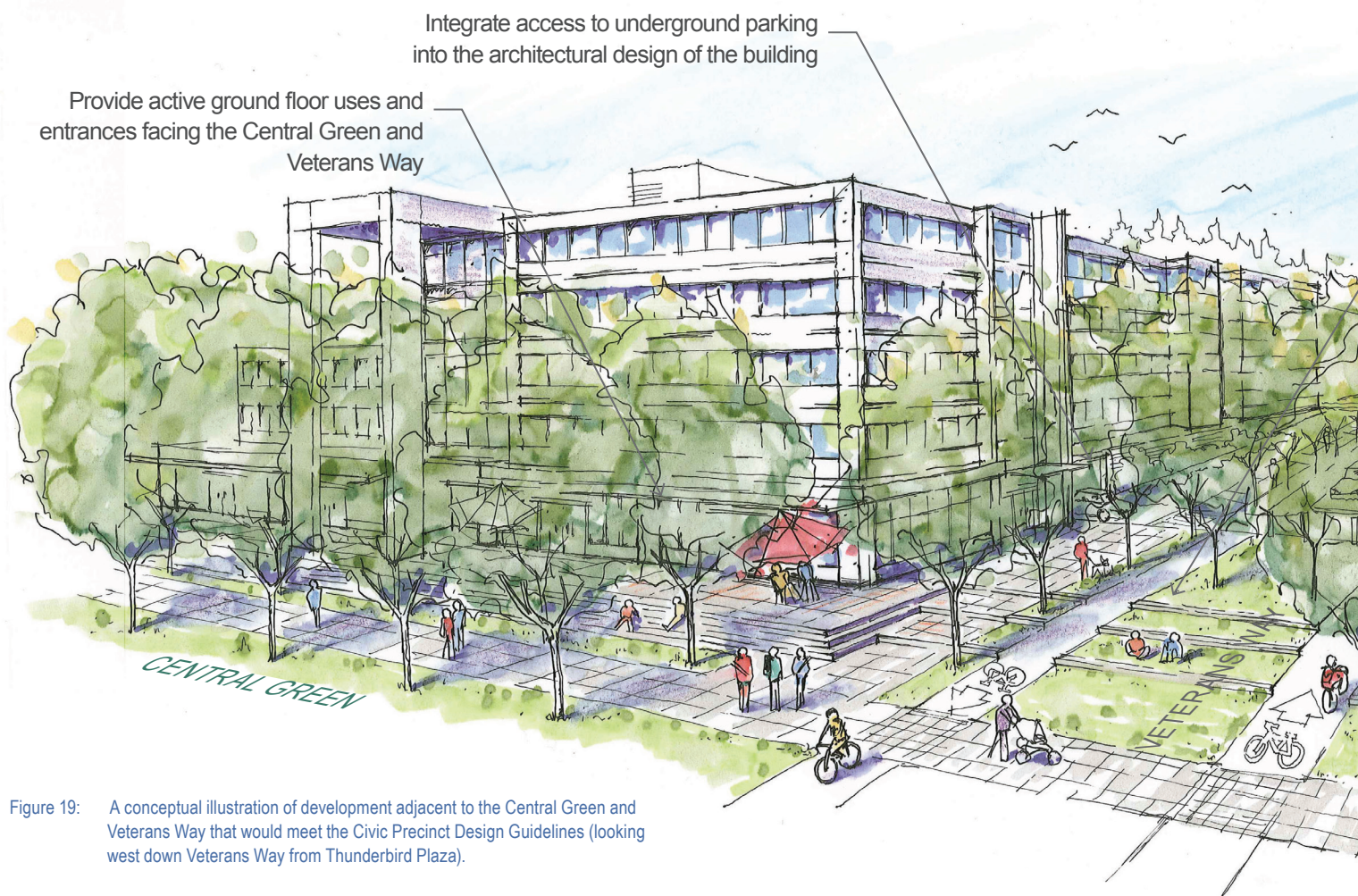


Figure 19: A conceptual illustration of development adjacent to the Central Green and Veterans Way that would meet the Civic Precinct Design Guidelines (looking west down Veterans Way from Thunderbird Plaza).

HEIGHT & MASSING

Design buildings to integrate with the surrounding neighbourhood.

- » Ensure building articulation breaks up the visual mass of large buildings to reduce their visual impact on the pedestrian realm and create variation along the street and/or open space.
- » High rise buildings should step back upper storeys.

Prioritize walking and biking along Veterans Way and provide flexible open space design to accommodate a range of activities



ACTIVE FRONTAGE

Design buildings to be welcoming and to encourage street vitality and safety.

- » Incorporate frequent entrances into commercial frontages facing the street or important public open spaces. Ensure that these are active entrances with glazing and with interesting architectural articulation.
- » Avoid expansive blank walls and retaining walls adjacent to public streets and key public open spaces (i.e. the Central Green or Friendship Garden). When blank walls and retaining walls are unavoidable, use design treatments to break up the visual impact such as:
 - » a vertical trellis with climbing vines or other plant materials.
 - » wall setbacks to provide room for planters.
 - » wall murals, mosaics or other artistic features.
 - » quality materials of different colours and textures.
 - » special lighting, canopies, awnings, horizontal trellises or other human-scale features.
- » Ensure prominent entrances are located adjacent to public streets.
- » On corner sites, develop street-facing frontages for both streets and design front elevations with pronounced entrances oriented to the corner and/or primary streets.
- » Maintain site lines from inside the buildings to public open space to allow for casual surveillance of the street and sidewalk.

WEATHER PROTECTION

Design buildings to be pedestrian friendly in various climates.

- » Provide continuous weather protection along building frontages immediately adjacent to public streets, sidewalks or open space.
- » Ensure that the depth, height and angle of weather protection is adequate to protect pedestrians from rain or snow that may be blown by the wind.

- » Where sloping sidewalks occur, break up awnings and canopies into modules, and terrace them down to follow the profile of the street.
- » Encourage the use of transparent materials for weather protection to allow light to penetrate to the sidewalk or pedestrian area.

SAFETY, SECURITY & ACCESSIBILITY

Design the built environment to ensure it is safe, secure and accessible for all of its users.

- » Ensure the design of new development increases “eyes on the street with the placement of windows, balconies and street-level uses, and allows for casual surveillance of parks, open spaces, and children’s play areas.



Figure 21: In Abbotsford’s climate, transparent material provides protection from the rain while still allowing sunlight to reach the sidewalk.

Active ground floor uses and entrances face the public plaza and create activity around the edges of the space

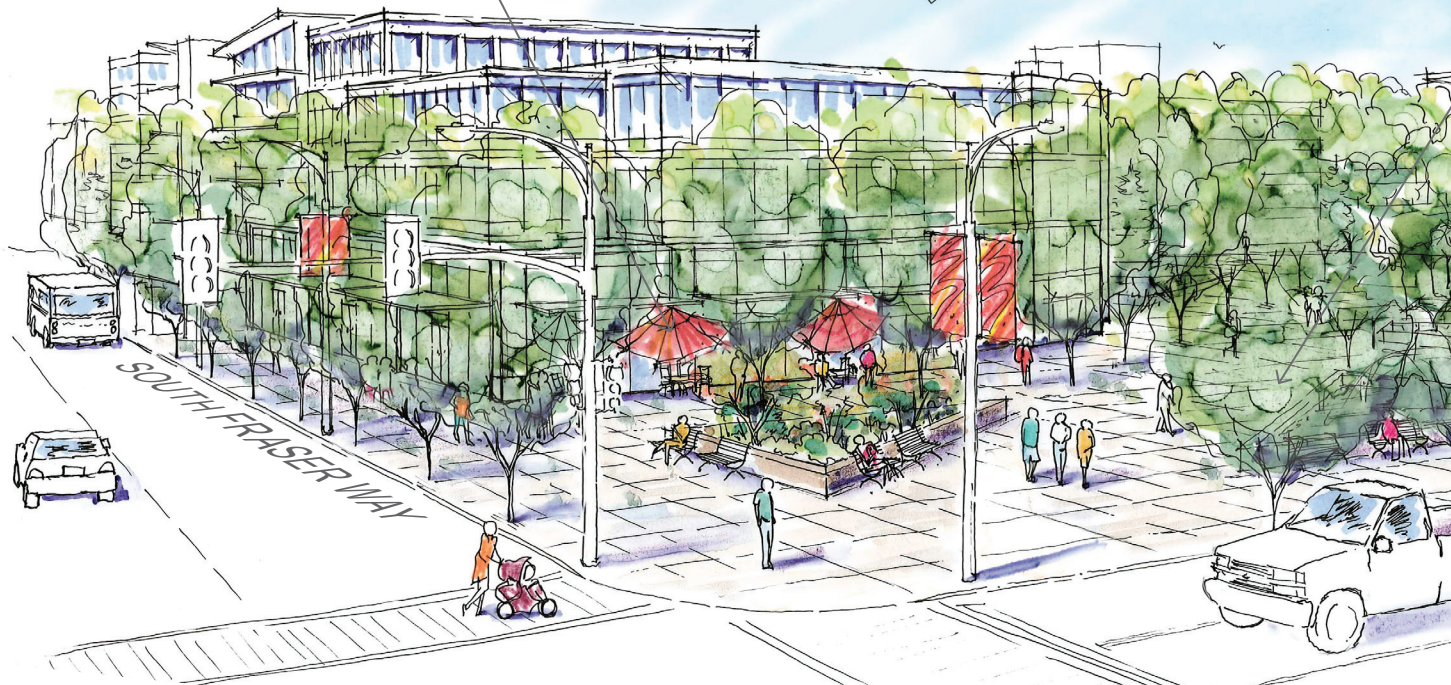


Figure 22: Conceptual illustration of proposed public plaza at the corner of South Fraser Way and Trethewey Street. Development fronting the plaza defines and activates the space while maintaining direct physical and visual connections to the Central Green. The redesigned streetscape minimizes pedestrian crossing distances and slows fast moving traffic.

- » Avoid blank, windowless walls that do not permit the observation of public streets and open spaces.
- » Provide adequate lighting along streets, public open spaces and at entrances to enhance the sense of personal safety and security.
- » Design parking areas to allow natural surveillance by retaining sight lines to public sidewalks and/or building entrances.
- » Ensure all pedestrian routes including those leading to building entrances are direct, level, obstacle-free, easily identifiable and clearly separated from vehicular routes.

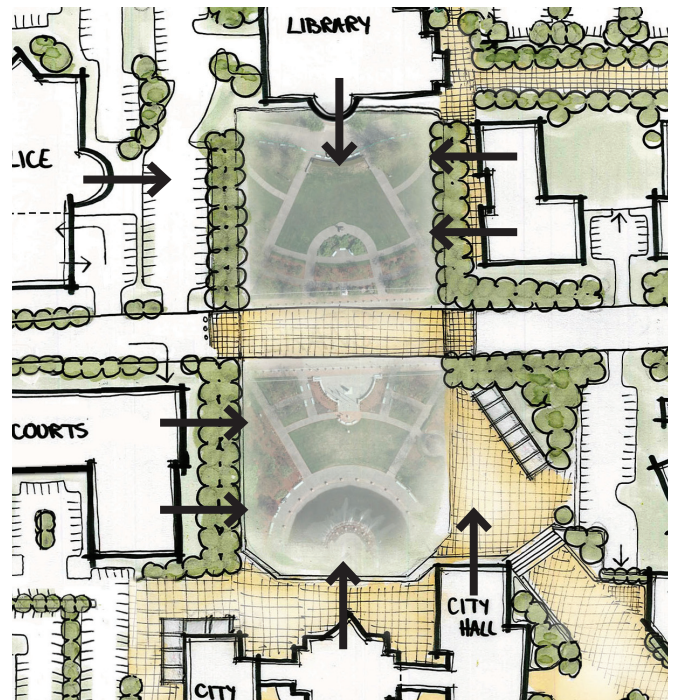


Figure 23: Buildings should be designed and oriented to encourage casual surveillance and “eyes on the street”

Continuous, tightly spaced street tree plantings help to define the edges of the plaza and create the feeling of an outdoor room

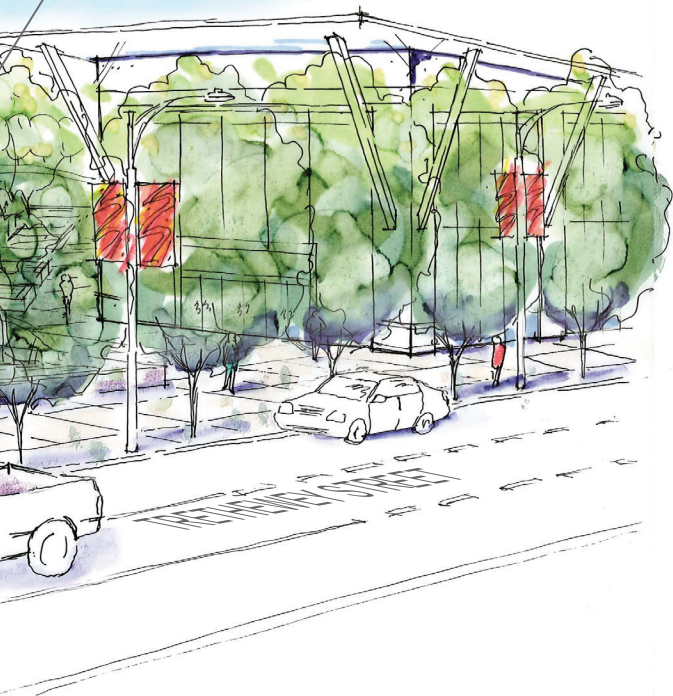


Figure 24: Street fronting buildings, continuous street trees, appropriate weather protection, and sidewalk cafes all contribute to an attractive and welcoming public realm.



Figure 25: Art as well as a place to sit in the public realm,



Figure 26: Pedestrian-scaled lighting ensures key public open spaces are well lit at night while minimizing light pollution and glaring light sources.



Figure 27: Pedestrian-scaled lighting ensures key public open spaces are well lit at night while minimizing light pollution and glaring light sources.

STREETS & SIDEWALKS

Design streets and sidewalks to encourage a safe, attractive and vibrant pedestrian experience.

- » Provide a continuous planting of street trees along both sides of all public streets in accordance with the Development Bylaw.
- » Provide crosswalks at all key pedestrian crossings to increase driver awareness. Use of special paving materials would add visual interest.
- » Curb to curb widths of local streets should be as narrow as practical to accommodate expected traffic and services.
- » Incorporate corner bulges into streetscape design to enhance pedestrian crossings and provide space for landscaping, stormwater management, seating and public art.
- » Cafes are permitted and encouraged on public sidewalks in commercial and cultural areas.
- » Ensure a continuous public sidewalk on both sides of the street throughout the Civic Precinct area.
- » Provide street furnishings, including transit shelters, benches, lighting, and waste receptacles to enhance the public realm.

LANDSCAPING & LIGHTING

Ensure landscaping and lighting are appropriately used to enhance the safety, placemaking attributes and ecological functions of the public realm.

- » Pedestrian-oriented lighting should be provided throughout the Civic Precinct, particularly in key public open spaces.
- » Illuminate building facades and features by providing architectural lighting on the face of commercial and office buildings and at the main entrances to multi-family residential buildings to help create a sense of safety and intimate space around the building.
- » Light paths and entry areas sufficiently to ensure pedestrian comfort and safety while avoiding visible, glaring light sources.
- » Use landscaping to create a positive interface between buildings and streets by using

perennials, shrubs, and trees to soften buildings where appropriate.

- » Use hard landscape features such as terraced retaining walls and planters to transition between grades.
- » Use native or adaptive plant species to enhance ecological function and reduce the need for external inputs such as additional watering and fertilizers.
- » Irrigate landscape material during plant establishment.
- » Existing healthy trees should be preserved wherever possible.

STORMWATER

Manage stormwater in an efficient, aesthetic and sustainable manner.

- » Maximize the vegetation canopy cover on site and conserve as much existing vegetation and undisturbed soil as possible.
- » Direct overland flooding from impermeable surfaces to infiltration areas such as planted areas, bioswales, infiltration trenches and rain gardens and minimize the use of catch basins and storm drains.
- » Where possible, disconnect impervious areas (such as roofs and parking lots) from the storm sewer system and have them drain into an on-site infiltration system.
- » Incorporate green roofs where possible to slow and reduce stormwater run-off.



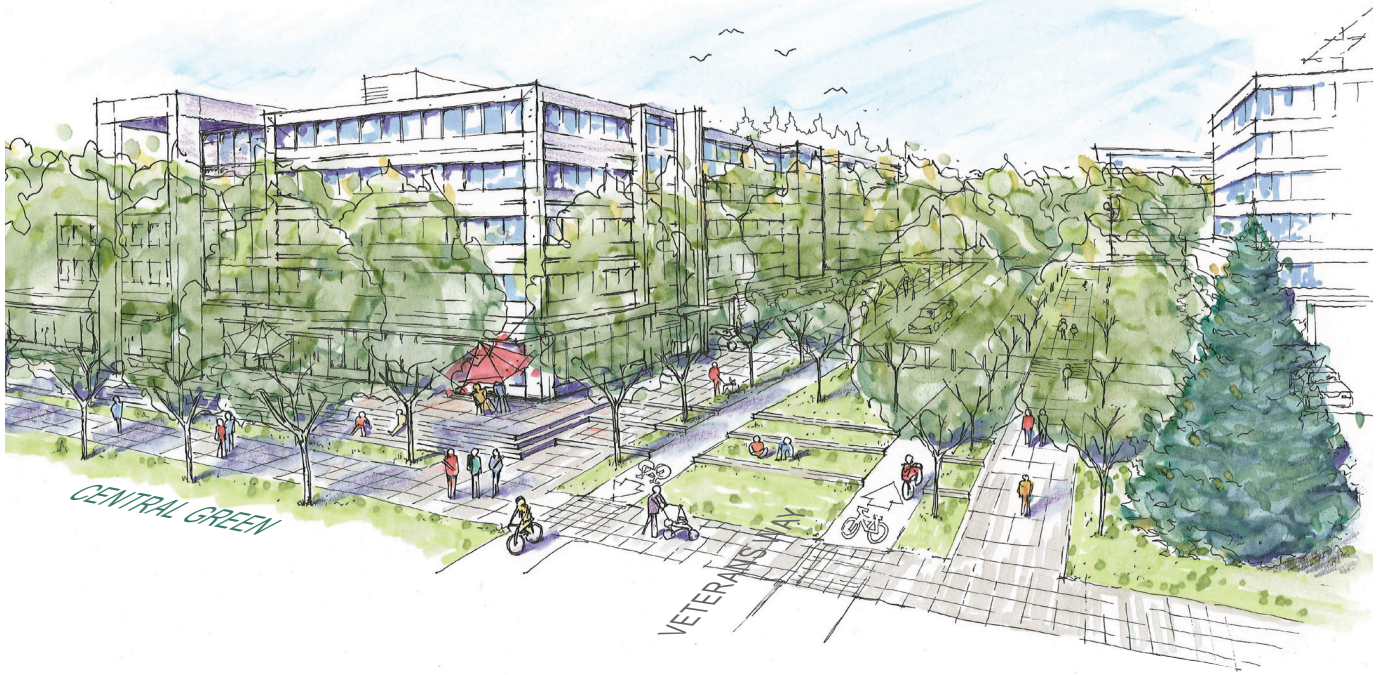
Figure 28: Capturing water from downspouts and rooftops can be incorporated into public art



Figure 29: Stormwater infiltration as a amenity



Figure 30: Weirs and check-dams help to slow the flow of water and facilitate infiltration



7.0 IMPLEMENTATION

The material presented in this report represents a long term vision for the Civic Precinct. The implementation of this vision will occur gradually over time through phased, incremental redevelopment. Many of the concepts and approaches described by the Illustrative Concept Plan are big moves requiring significant capital, multiple partners and innovative funding strategies. Implementing this vision will require further and ongoing stakeholder engagement, robust and detailed market, engineering, geotechnical, infrastructure, and other technical assessments, as well as more detailed planning and design.

This vision should be used as the guiding framework for redevelopment when the City or other property owners in the Civic Precinct have the funds necessary and are interested in expanding or renovating. The Conceptual Design Guidelines included in Section 6.0 of this report should be used to guide the form, character and ecological function of future development in the Civic Precinct.

Ultimately, this vision will help the Civic Precinct unfold into a more vibrant, connected and sustainable amenity for the entire community to enjoy.



APPENDIX

APPENDIX A: 2005 CIVIC PRECINCT PLAN AND CIVIC PRECINCT CHARRETTE REPORT



City of Abbotsford

Planning & Development Services

32315 South Fraser Way

Abbotsford, British Columbia, V2T 1W7

Canada

T: +1 (604) 864 - 5510