



City of Quesnel



Official Community Plan

CONSOLIDATED VERSION – FOR CONVENIENCE ONLY



2007



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TABLE OF CONTENTS

1.0 INTRODUCTION	1
1.1 THE OFFICIAL COMMUNITY PLAN	1
1.2 PURPOSE OF THE OFFICIAL COMMUNITY PLAN.....	2
1.3 WHAT A PLAN CAN AND CANNOT DO	2
1.4 THE STRUCTURE OF THIS OCP	2
1.5 THE PLANNING PROCESS.....	3
1.6 VISION, MISSION, AND VALUES	3
2.0 OCP MAP DESIGNATIONS.....	5
2.1 LAND USE DESIGNATIONS.....	5
2.2 FUTURE LAND USE	5
3.0 RESIDENTIAL	6
3.1 BACKGROUND.....	6
3.2 OBJECTIVES	6
3.3 POLICIES	7
3.3.1 <i>General</i>	7
3.3.2 <i>Country Residential</i>	8
3.3.3 <i>Low Density Single Family Residential</i>	9
3.3.4 <i>Low Density Two Family Residential</i>	10
3.3.5 <i>Medium Density Residential</i>	11
3.3.6 <i>High Density Residential</i>	13
3.3.7 <i>Secondary Suites</i>	15
3.3.8 <i>Special Needs/ Affordable Housing</i>	16
3.3.9 <i>Manufactured Home Parks</i>	16
4.0 NEIGHBOURHOODS.....	18
4.1 BACKGROUND.....	18
4.1.1 <i>General</i>	18
4.1.2 <i>Uplands</i>	18
4.1.3 <i>West Riverside</i>	19
4.1.4 <i>Riverview</i>	19
4.1.5 <i>North Quesnel</i>	19
4.1.6 <i>Johnston / Carson</i>	19
4.1.7 <i>Racing / Westland Road</i>	20
4.1.8 <i>South Hills</i>	20
4.2 OBJECTIVES	20



5.0 COMMERCIAL	21
5.1 BACKGROUND	21
5.1.1 <i>Downtown</i>	22
5.1.2 <i>Commercial-Residential Transition Area</i>	22
5.1.3 <i>West Quesnel Commercial</i>	22
5.1.4 <i>Highway and Service Commercial</i>	23
5.1.5 <i>South Quesnel Commercial</i>	23
5.2 OBJECTIVES	23
5.3 POLICIES	24
5.3.1 <i>Downtown</i>	24
5.3.2 <i>Commercial-Residential Transition Area</i>	26
5.3.3 <i>West Quesnel</i>	26
5.3.4 <i>North Fraser Drive Commercial</i>	27
5.3.5 <i>Highway and Service Commercial</i>	28
5.3.6 <i>South Quesnel Commercial</i>	29
5.3.7 <i>Recreation Commercial</i>	29
6.0 INDUSTRIAL	30
6.1 BACKGROUND	30
6.2 OBJECTIVES	31
6.3 POLICIES	31
7.0 INSTITUTIONAL	34
7.1 BACKGROUND	34
7.2 OBJECTIVES	34
7.3 POLICIES	35
8.0 AGRICULTURAL AND LARGE HOLDINGS	38
8.1 BACKGROUND	38
8.2 OBJECTIVES	38
8.3 POLICIES	38
8.3.1 <i>Agricultural Policies</i>	38
8.3.2 <i>Large Holdings Policies</i>	39
9.0 AIRPORT	41
9.1 BACKGROUND	41
9.2 OBJECTIVES	41
9.3 POLICIES	41
10.0 PARKS AND RECREATION	42
10.1 BACKGROUND	42



10.2	OBJECTIVES	42
10.3	POLICIES.....	43
11.0	NATURAL ENVIRONMENT	47
11.1	BACKGROUND.....	47
11.2	OBJECTIVES	47
11.3	POLICIES.....	47
11.3.1	<i>Natural Environment.....</i>	<i>47</i>
12.0	FLOODPLAIN, GEOTECHNICAL AREAS, AND HAZARDS	51
12.1	BACKGROUND.....	51
12.2	OBJECTIVES	51
12.3	POLICIES.....	52
13.0	SAND AND GRAVEL RESOURCES	53
13.1	BACKGROUND.....	53
13.2	OBJECTIVES	53
13.3	POLICIES.....	53
14.0	TRANSPORTATION	55
14.1	BACKGROUND.....	55
14.2	OBJECTIVES	55
14.3	POLICIES.....	56
14.3.1	<i>Roads.....</i>	<i>56</i>
14.3.2	<i>Public Transit.....</i>	<i>57</i>
14.3.3	<i>Pedestrian and Bicycle Routes.....</i>	<i>57</i>
14.3.4	<i>Rail.....</i>	<i>58</i>
14.3.5	<i>Air.....</i>	<i>58</i>
14.3.6	<i>Accessibility.....</i>	<i>58</i>
15.0	INFRASTRUCTURE	59
15.1	BACKGROUND.....	59
15.2	OBJECTIVES	59
15.3	POLICIES.....	60
15.3.1	<i>Infrastructure Reinvestment.....</i>	<i>60</i>
15.3.2	<i>Water.....</i>	<i>60</i>
15.3.3	<i>Wellhead Protection</i>	<i>61</i>
15.3.4	<i>Sewer.....</i>	<i>61</i>
15.3.5	<i>Drainage</i>	<i>62</i>
15.3.6	<i>Solid Waste.....</i>	<i>62</i>
15.3.7	<i>Street Lighting.....</i>	<i>62</i>
15.3.8	<i>Utility Corridors.....</i>	<i>63</i>



16.0 SOCIAL NEEDS, WELL BEING, AND DEVELOPMENT.....	64
16.1 BACKGROUND.....	64
16.2 OBJECTIVES	64
16.3 POLICIES.....	64
17.0 HERITAGE.....	67
17.1 BACKGROUND.....	67
17.2 OBJECTIVE.....	69
17.3 POLICIES.....	69
18.0 MUNICIPAL BOUNDARIES.....	70
18.1 BACKGROUND.....	70
18.2 OBJECTIVES	70
18.3 POLICIES.....	70
19.0 SMART DEVELOPMENT	71
19.1 BACKGROUND	71
19.2 OBJECTIVES	71
19.3 POLICIES	71
19.3.1 <i>Smart Growth</i>	71
19.3.2 <i>Climate Action</i>	72
19.3.3 <i>Energy Efficiency</i>	73
20.0 ECONOMIC DEVELOPMENT	74
20.1 BACKGROUND.....	74
20.1.1 <i>Employment</i>	74
20.1.2 <i>Local Employers</i>	75
20.1.3 <i>Economic Development Organizations and Initiatives</i>	75
20.2 OBJECTIVES	76
20.3 POLICIES	77
21.0 DEVELOPMENT PERMIT AREAS.....	79
21.1 BACKGROUND.....	79
21.2 CONDITIONS WHERE A DEVELOPMENT PERMIT IS NOT REQUIRED	79
21.3 MULTIPLE FAMILY DEVELOPMENT PERMIT AREA	80
21.3.1 <i>Category</i>	80
21.3.2 <i>Area</i>	80
21.3.3 <i>Justification</i>	80
21.3.4 <i>Guidelines</i>	80
21.4 DOWNTOWN CORE DEVELOPMENT PERMIT AREA	83
21.4.1 <i>Category</i>	83



21.4.2	Area.....	83
21.4.3	Justification.....	83
21.4.4	Guidelines.....	83
21.5	WEST QUESNEL DEVELOPMENT PERMIT AREA	84
21.5.1	Category	84
21.5.2	Area.....	84
21.5.3	Justification.....	84
21.5.4	Guidelines.....	84
21.6	HIGHWAY FRONTAGE DEVELOPMENT PERMIT AREA	86
21.6.1	Category	86
21.6.2	Area.....	86
21.6.3	Justification.....	87
21.6.4	Guidelines.....	87
21.7	RESIDENTIAL-COMMERCIAL TRANSITION AREA DEVELOPMENT PERMIT AREA	89
21.7.1	Category	89
21.7.2	Area.....	89
21.7.3	Justification.....	89
21.7.4	Exemptions.....	89
21.7.5	Guidelines.....	89
21.8	WATER CORRIDOR DEVELOPMENT PERMIT AREA.....	90
21.8.1	Category	90
21.8.2	Area.....	90
21.8.3	Justification.....	91
21.8.4	Guidelines.....	91
21.9	SOUTH QUESNEL HIGHWAY COMMERCIAL DEVELOPMENT PERMIT AREA.....	92
21.9.1	Category	92
21.9.2	Area.....	92
21.9.3	Justification.....	92
21.9.4	Guidelines.....	93
22.0	TEMPORARY COMMERCIAL AND INDUSTRIAL USE PERMITS.....	95
23.0	DEVELOPMENT APPROVAL INFORMATION.....	96
23.1	BACKGROUND.....	96
23.2	OBJECTIVE.....	96
23.3	POLICIES	96



1.1 THE OFFICIAL COMMUNITY PLAN

Official Community Plans (OCPs) are used as a policy tool by Municipal governments for land use planning. They provide certainty regarding the location and nature of community change to residents and land owners, and serve to guide Municipal Councils when making decisions about development, zoning, and services to accommodate growth. OCPs can improve local commercial, industrial and residential areas, and provide the assurance neighbourhoods need to retain attractive and stable living environments. The OCP can set out policies relating to social needs and development, as well as policies relating to the natural environment. OCP policies assist in guiding the decisions of the business and development interests of the community. OCPs should reflect a consensus of public opinion, which is utilized as a framework for future development, and should also contain strategies for managing future growth.

Official Community Plans are prepared and adopted within the statutory provisions of the *Local Government Act*. The *Local Government Act* prescribes the general content of the OCPs and sets out the process for adopting the plan.



1.2 PURPOSE OF THE OFFICIAL COMMUNITY PLAN

The OCP provides objectives and policies for the community of Quesnel. As a policy document, it sets out a land-use management strategy for Quesnel's growth.

The OCP is based on the resources and capabilities of the City of Quesnel and aims to meet the requirements, needs and aspirations of Quesnel's residents for the foreseeable future.

The OCP delineates Policy by which Quesnel Council and the public can evaluate development proposals to ensure manageable and economically beneficial growth. The OCP forms the basis for land use bylaws and capital expenditures, and is to be consistent with any applicable waste management plans, economic strategy plans and capital expenditure plans.

The OCP should be updated periodically to ensure that the document continues to reflect the long-range planning objectives of the Community as they change over time.

1.3 WHAT A PLAN CAN AND CANNOT DO

The required content of an OCP is set out in s.877 of the *Local Government Act*, which also outlines the framework for community goals, objectives and policies. The OCP must be flexible and adaptive to changes in the community. A reasonable planning horizon is 5 years in the short term and 15 to 20 years for longer term considerations.

The main purpose of the OCP is to provide a degree of certainty to Council and residents regarding the form and character of the community. The OCP can encourage senior levels of government to take action, but it cannot force action because it does not commit Council to specific expenditures. However, all bylaws and works must be consistent with the OCP.

The OCP reflects community values which have been determined through input from council and the general public. The OCP can achieve consensus; yet for some issues, the OCP represents a compromise between opposing viewpoints.

1.4 THE STRUCTURE OF THIS OCP

This OCP consists of two different components: one component contains the force and effect of the Bylaw; the other component is provided only for information and convenience. The sections that have the force and effect of the Bylaw are as follows:

- ◆ OCP Map Designations
- ◆ Objectives



- ◆ Policies
- ◆ Development Permit Areas
- ◆ Figures and Schedules

The sections that are provided only for information and convenience are as follows:

- ◆ Introduction
- ◆ Background Sections

1.5 THE PLANNING PROCESS

This OCP was prepared with public input through public meetings, as well as through input from staff and consultants. Council considered a wide range of sources in identifying the appropriate policies for this plan.

1.6 VISION, MISSION, AND VALUES

The City of Quesnel has established its Vision, Mission, Values and Principles to guide all of its actions and decisions. These form an important context for the Official Community Plan. As a guide for Council in making important decisions, the OCP is one of the tools for further enunciating the City's Vision, Mission, Values and Principles. For convenience, these directions are set out below.

Vision: The City of Quesnel will enhance the quality of life of the citizens of Quesnel by providing: equitable, sustainable, fiscally, responsible, physical and social infrastructure; and opportunities for diversified economic growth in a socially and environmentally responsible manner.

Mission: The City of Quesnel will provide its residents with outstanding quality of life in a vibrant, prosperous, diversified community, achieved through a process of public consultation and trust.

Values:

- | | |
|---------------------------------------|-------------------|
| ◆ Open Communication and Transparency | ◆ Integrity |
| ◆ Accountability | ◆ Honesty |
| ◆ Responsiveness | ◆ Fairness |
| ◆ Empowerment | ◆ Consistency |
| ◆ Mutual Trust and Respect | ◆ Approachability |
| ◆ Professionalism | ◆ Compassion |
| ◆ Teamwork | ◆ Tolerance |
| ◆ Creativity | |

Principles:



- ◆ Quality Municipal Services
- ◆ Responsive Government
- ◆ Cultural Diversity and Heritage
- ◆ Economic Vitality
- ◆ Active and Liveable Neighbourhoods
- ◆ Environmental Protection and Preservation
- ◆ Community Based Solutions
- ◆ Public Safety and Security

The direction set by the Vision, Mission, Values and Principles guides the Official Community Plan that follows.



2.1 LAND USE DESIGNATIONS

The future use and development of land within the City of Quesnel shall be consistent with the overall pattern of land use depicted on the Land Use Map (Schedule B), based on the following land use designations.

1. Agricultural (A)
2. Country Residential (CR)
3. Low Density Single Family Residential (SFR)
4. Low Density Two Family Residential (TFR)
5. Medium Density Residential (MR)
6. High Density Residential (HDR)
7. Downtown (D)
8. Residential-Commercial Transition Area (I)
9. West Quesnel Commercial Area (WC)
10. North Fraser Commercial (NFC)
11. Highway and Service Commercial (HSC)
12. Light Industrial (LI)
13. Heavy Industrial (HI)
14. Sand and Gravel Extraction (SG)
15. Airport (AP)
16. Institutional (IT)
17. Civic Precinct (CP)
18. Parks and Recreation (PR)
19. Natural Environment Areas (NE)
20. Large Holdings (LH)
21. Recreation Commercial (RC)



The general types of uses encouraged in each land use designation are explained in subsequent sections of this bylaw.

2.2 FUTURE LAND USE

Council recognizes that some existing land uses do not conform to the designations shown on the Land Use Map (Schedule B). The intent of Council is not to change the use of this land in the immediate future but to illustrate the preferred pattern of land use as redevelopment occurs while this OCP is in force.

3.1 BACKGROUND

Residential development within the City has traditionally focused around the area where the Quesnel River and the Fraser River meet. As a result, residential growth has filled in the area between the Quesnel and the Fraser, as well as along the sides of the rivers. Residential development is continuing to spread up the hillsides above the rivers. In order to service Quesnel efficiently with road, water and sewer infrastructure it is important that the City continues to evolve in a compact and logical way. To this end, the City will take up the challenge to continue to fill in existing vacant areas within the serviced areas of the City, while remaining sensitive to the character of each neighbourhood.

The City of Quesnel is home to a wide variety of housing forms ranging from large lot single family to three storey apartments. These housing forms are scattered throughout the community with the exception of several well established single family neighbourhoods. As growth occurs it will be important that the City respect the wishes of the residents, and continue to support residential areas that remain separated by sight and distance from heavy industrial areas within the community.

3.2 OBJECTIVES

Council's objectives are as follows:

- .1 Ensure that an adequate supply of land is designated for residential development for at least the next 5 years as required by the *Local Government Act*.
- .2 Encourage the retention and development of a full range of residential types, locations, densities, tenures and prices to accommodate various age groups and household compositions.
- .3 Manage residential growth in such a way that it minimizes negative environmental impacts and protects the existing quality of life.
- .4 Direct residential development to areas where it can be serviced efficiently and connected to existing City infrastructure without excessive cost to the rest of the City.
- .5 Encourage residential development that is generally compatible, in terms of built form, scale and character, with the existing neighbourhood.
- .6 Encourage a high standard of design and construction in residential subdivisions and buildings.
- .7 Preserve the physical separation between residential areas and industrial land uses.



3.3 POLICIES

3.3.1 General

Council's policies are as follows:

- .1 Direct residential development to areas designated for residential uses on the Land Use Map (Schedule B).
- .2 Accommodate residential development primarily within existing serviced areas, and encourage the infill and development of existing residential areas before designating new areas for residential development.
- .3 Direct new residential development to areas that have the level of servicing and community infrastructure appropriate for the density of development. For example, all forms of Residential development, except for Country Residential, require servicing with a community sewer system and a community water system.
- .4 Encourage an intensification of residential land use and density in the following areas:
 - ◆ Near established commercial and employment areas
 - ◆ Along major arterials
 - ◆ In areas where existing services can accommodate higher densities
 - ◆ Within other selected areas designated for multiple family development on the OCP Map
- .5 Permit Home Based Business in residential areas throughout the community provided that the business does not detract from the existing residential character of the area, is clearly incidental in size and use to the principal residential purpose of the dwelling, and meets all appropriate regulations.
- .6 Permit the use of single family residential dwellings for bed and breakfast operations provided that they are separately defined and regulated.
- .7 Encourage mixed-use residential and commercial development, with residential above first storey commercial uses within the Downtown Core and West Quesnel commercial areas.
- .8 Consider establishing additional landscaping and buffering between commercial and residential uses.



- .9 Ensure that residential development, except Country Residential, have paved driveways and parking lots.
- .10 New residential development within the specific areas may require geotechnical analysis to determine ground stability.
- .11 Continue working towards implementing a long-term sustainable program to address the West Quesnel land stability issue, with one of the goals being to allow residential development to proceed in the Uplands and Abbott Drive areas as soon as the situation is managed, and to preserve the long term viability of residential development in West Quesnel.
- .12 Ensure that residential buildings are finished on the outside before issuing an occupancy permit.
- .13 Where appropriate, encourage the preservation of existing vegetation such as significant trees or significant vegetation corridors along streams, ponds or steep slopes and ravines, when considering new residential development.
- .14 Any new residential development located in the Agricultural Land Reserve will require consultation with the Agricultural Land Commission.
- .15 Where residential development is proposed near forests and other areas subject to wildfire hazards, the City will encourage measures to reduce the wildfire risk, such as requiring fuel breaks around the perimeter of the subdivision, requiring a minimum of two access roads, requiring fire resistant techniques and materials in building design, and requiring water designed with adequate fire flows.

3.3.2 Country Residential

Country Residential development is primarily located at the north end of the Riverview neighbourhood overlooking the Fraser River, and in the Racing / Westland Road Area. Other areas designated Country Residential also exist within the Uplands and West Riverside neighbourhoods.

Council's policies are as follows:

- .1 Establish minimum parcel sizes ranging from 0.2 hectares to 2 hectares (about 0.5 acres to 5 acres) for those areas designated Country Residential.
- .2 Accommodate primarily single family residential uses, along with home based businesses, limited hobby farm uses, and accessory uses, in the Country Residential designation.



- .3 That properties designated Country Residential be located in areas having a limited range of urban services and amenities, located just outside existing urban development areas.
- .4 Country Residential Areas will be considered for re-designation to Low Density Residential when provided with urban services such as community water and community sewer.
- .5 Retain the large lot rural character in the northern part of the Riverview neighbourhood.
- .6 The rural character of the Racing / Westland Road neighbourhood will be retained through the Country residential designation, and a minimum parcel size of ½ acre will be retained for any parts of the area re-designated to Low Density Residential in the future.

3.3.3 Low Density Single Family Residential

The purpose of the Low Density Single Family Residential designation is to identify areas primarily suitable for single family dwellings. Within the Low Density Single Family Residential designation other non-residential land uses are also permitted upon rezoning to efficiently service the area, including home based businesses, bed and breakfast operations, small parks, small places of worship, and local convenience stores.

Council's policies are as follows:

- .1 Establish maximum densities ranging from 5 to 20 dwelling units per net hectare (about 2 to 8 units per net acre) for single family residential uses, which equates to minimum parcel sizes ranging from one half acre to one eighth acre.
- .2 Preserve and enhance the character of existing single family neighbourhoods in Quesnel.
- .3 Single family residential is the primary use accommodated in the Low Density Single Family Residential designation.
- .4 Consider other uses in the Low Density Single Family Residential designation including home based businesses, bed and breakfast operations, small parks, small places of worship, and small local commercial uses such as convenience stores.
- .5 When reviewing rezoning applications for small local commercial uses within the Low Density Single Family Residential designation, Council will consider the following guidelines:
 - ◆ The site must be at a scale similar to what is predominant in the existing neighbourhood
 - ◆ The site should be located at an intersection



- ◆ Adequate screening must be provided along property lines abutting residentially zoned land
- .6 Establish minimum parcel sizes of ½ acre (2024 sq. m) for the Low Density Single Family Residential designations in Racing Road / Westland Road and South Hills areas in order to preserve the large-lot rural atmosphere of the area.

3.3.4 Low Density Two Family Residential

The purpose of the Low Density Two Family Residential designation is to identify areas primarily suitable for single family dwellings and duplexes. Within the Low Density Two Family Residential designation other non-residential land uses are also permitted upon rezoning to efficiently service the area, including home based businesses, bed and breakfast operations, small parks, small places of worship, and local convenience stores.

Council's policies are as follows:

- .1 Establish maximum densities ranging from 20 to 40 dwelling units per net hectare (about 8 to 16 units per net acre) for duplex uses, in the Low Density Two Family Residential designation.
- .2 Single family and two-family residential is the primary use accommodated in the Low Density Two Family Residential designation.
- .3 Duplexes are allowed in areas already zoned for duplex use.
- .4 When reviewing applications to re-designate lands from the Low Density Single Family Residential designation to the Low Density Two Family Residential designation, Council will consider the overall neighbourhood character and consider restricting duplexes to areas that meet the following guidelines:
 - ◆ Areas within close proximity to multiple family, commercial or institutional uses
 - ◆ Areas that are mainly single family residential, but are undergoing redevelopment to higher density residential uses
- .5 Encourage duplexes to have a high standard of design in keeping with the character of the neighbourhood.
- .6 Consider other uses in the Low Density Two Family Residential designation including home based businesses, bed and breakfast operations, small parks, small places of worship, and small local commercial uses such as convenience stores.



- .7 When reviewing rezoning applications for small local commercial uses within the Low Density Two Family Residential designation, Council will consider the following guidelines:

- ◆ The site must be at a scale similar to what is predominant in the existing neighbourhood
- ◆ The site should be located at an intersection
- ◆ Adequate screening must be provided along property lines abutting residentially zoned land

3.3.5 Medium Density Residential

The purpose of the Medium Density Residential designation is to identify areas primarily suitable for triplexes, fourplexes, townhouses, apartments and other innovative forms of housing. Within the Medium Density Residential designation other non-residential land uses suitable to this designation are also permitted, including home based businesses, parks, and small places of worship. Institutional uses directly related to the housing, such as various levels of medical care, meals and other services, are also allowed.

Council's policies are as follows:

- .1 Establish maximum densities ranging from 40 to 90 dwelling units per net hectare (about 16 to 36 units per acre) and a range of parcel sizes in the Medium Density Residential designation.
- .2 To encourage development in areas designated Medium Density Residential that:
 - ◆ Remains sensitive to the immediate neighbourhood in terms of development density, scale, and massing
 - ◆ Preserves existing vegetation where appropriate and possible
 - ◆ Provides landscaping that enhances the character of the development
 - ◆ Retains and enhances the existing neighbourhood character
- .3 Require a high standard of building and site design for multiple-family development by designating the Development Permit areas set out in Section 18.
- .4 Establish a maximum height of 3 storeys or 12 metres in the Medium Density Residential Designation.
- .5 Consider re-designation of new areas to Medium Density Residential based on the following criteria:



- ◆ Where the proposed development will be compatible in character and scale with adjoining uses
 - ◆ Where separation can be achieved through adequate setback distances and landscaped buffers from existing or planned lower density housing
 - ◆ Near parks, recreational areas and facilities, commercial and employment areas or public/institutional facilities
 - ◆ On sites that afford direct and convenient vehicle access so as to avoid generating excessive traffic on local streets
 - ◆ On sites where adequate sewer and water services are available or can be provided by the developer
- .6 Encourage infill and redevelopment of existing areas designated as Medium Density Residential before designating new areas as Medium Density Residential.
- .7 In general, allow densities to increase the closer the development is to the Downtown Core or West Quesnel commercial area.
- .8 While the maximum density in the Medium Density Residential designation is 90 units per net hectare, Council will allow development of densities up to 120 dwelling units per net hectare if the area is already zoned to permit a maximum of 120 dwelling units per net hectare (currently the RM3 zone).
- .9 Council may consider applications to rezone new areas to allow densities up to 120 dwelling units per net hectare if the development meets the following criteria:
- ◆ Must be within a 5 minute walk (about 250 metres) of the Downtown Core or the West Quesnel commercial area
 - ◆ Must provide amenities that may include public gardens, public plazas, playground equipment, public art, pedestrian and bicycle facilities, and other amenities
 - ◆ Primary vehicular access to the development is from a major road that does not require travel through adjacent Low Density Residential areas
 - ◆ Provision of screened at-grade parking, under-building parking or underground parking
 - ◆ Provides a maximum of 3 storeys (or 12 metres in height) of residential use
 - ◆ The area is designated as a Development Permit Area for Multiple Family Residential



- .10 Consider other uses in the Medium Density Residential designation including home based businesses, small parks, small places of worship, and small local commercial uses such as convenience stores.
- .11 Consider small local commercial uses where they are located on the ground floor as an integral part of the medium density residential development.
- .12 The City wishes to see areas that are designated as Medium Density Residential, but currently used for single family residential, shift to Medium Density Residential use over time; but the City also recognizes that some areas will continue to be used for single family residential until demand exists for redevelopment to Medium Density Residential.
- .13 Institutional uses may be permitted, subject to zoning, in areas designated for Medium Density Residential with consideration of the following guidelines:
 - ◆ The size, scale, and scope of the proposed institutional uses are compatible with the character of the area
 - ◆ The proposed institutional uses will not have a negative impact including noise, unacceptable traffic generation or invasion of privacy on the adjacent residential use
 - ◆ The institutional uses are directly related to the residential use, including uses such as medical care, meal provision, exercise facilities, and daycare facilities

3.3.6 High Density Residential

The purpose of the High Density Residential designation is to identify areas primarily suitable for apartments and other innovative forms of housing. Within the High Density Residential designation other non-residential land uses suitable to this designation are also permitted, including home-based business, parks and small places of worship. Institutional uses directly related to the housing, such as various levels of medical care, meals and other services, are also allowed.

Council's policies are as follows:

- .1 Establish maximum densities ranging from 90 to 198 dwelling units per net hectare (about 36 to 80 units per acre) and a range of parcel sizes in the High Density Residential designation.
- .2 To encourage development in areas designated High Density Residential that:
 - ◆ Remains sensitive to the immediate neighbourhood in terms of development, density, scale and massing



- ◆ Preserves existing vegetation where appropriate and possible
 - ◆ Provides landscaping that enhances the character of the development and retains and enhances the existing neighbourhood character
- .3 Require a high standard of building and site design for multiple-family development by designating the Development Permit areas set out in Section 20.
 - .4 Establish a maximum height of 4 storeys or 16 metres in the High Density Residential Designation.
 - .5 Consider redesignation of new areas to High Density Residential based on the following criteria:
 - ◆ Where the proposed development will be compatible in character and scale with adjoining uses
 - ◆ Where separation can be achieved through adequate setback distances and landscaped buffers from existing or planned lower density housing
 - ◆ Near parks, recreational areas and facilities, commercial and employment areas or public/institutional facilities
 - ◆ On sites that afford direct and convenient vehicle access so as to avoid generating excessive traffic on local streets
 - ◆ On sites where adequate sewer and water services are available or can be provided by the developer
 - .6 Encourage infill and redevelopment of existing areas designated as High Density Residential before designating new areas as High Density Residential.
 - .7 In general, allow densities to increase the closer the development is to the Downtown Core or West Quesnel commercial areas.
 - .8 Council may consider applications to rezone new areas to allow densities up to 198 dwelling units per net hectare if the development meets the following criteria:
 - ◆ Must be within a 5 minute walk (about 250 metres) of the Downtown Core or the West Quesnel commercial area
 - ◆ Must provide amenities that may include public gardens, public plazas, playground equipment, public art, pedestrian and bicycle facilities, and other amenities



- ◆ Primary vehicular access to the development if from a major road that does not require travel through adjacent Low Density Residential areas
 - ◆ Provision of screened at-grade parking, under-building parking or underground parking
 - ◆ Provides a maximum of 4 storeys (or 16 metres in height) of residential use
 - ◆ The area is designated as a Development Permit Area for Multiple Family Residential
- .9 Consider small local commercial uses where they are located on the ground floor as an integral part of the high density residential development.
- .10 Institutional uses may be permitted, subject to zoning, in areas designated for High Density Residential with consideration of the following guidelines:
- ◆ The size, scale, and scope of the proposed institutional uses are compatible with the character of the area
 - ◆ The proposed institutional uses will not have a negative impact including noise, unacceptable traffic generation or invasion of privacy on the adjacent residential use
 - ◆ The institutional uses are directly related to the residential use, including uses such as medical care, meal provision, exercise facilities, and daycare facilities

3.3.7 Secondary Suites

Council's policies are as follows:

- .1 Retain a specific zone that permits secondary suites, and allow secondary suites within single detached dwellings upon following a rezoning process to permit the secondary suite.
- .2 Require that secondary suites meet the following requirements:
- ◆ The secondary suite is located within a single detached dwelling
 - ◆ No more than one secondary suite is permitted per single detached dwelling
 - ◆ The secondary suite is smaller than the primary dwelling unit
 - ◆ The secondary suite has its own cooking, sleeping and bathing facilities, and its own access
 - ◆ One extra parking space is required for the secondary suite



3.3.8 Special Needs/Affordable Housing

Council's policies are as follows:

- .1 Encourage a diversified range of housing types and tenures for people with varying income levels, age structures, different family sizes and housing preferences. Special housing needs for seniors are recognized and development of a variety of appropriate housing forms is encouraged.
- .2 Examine the implications of revising the Zoning Bylaw to permit secondary suites for people with special needs, in Low Density Single Family Residential designated areas subject to specific criteria.
- .3 Review the Zoning Bylaw to consider allowing higher multiple family densities in return for providing affordable or special needs housing.
- .4 Direct the following types of special needs housing to areas designated as Medium Density Residential:
 - ◆ Group homes
 - ◆ Extended care facilities
 - ◆ Retirement homes providing intermediate or extended care services;
 - ◆ Community care housing
 - ◆ Seniors and special needs housing
- .5 Support the development of affordable seniors housing in North Quesnel in order to take advantage of the location near the downtown, close to amenities.
- .6 Ensure that any special needs or affordable housing is designed to fit with the character of the neighbourhood.

3.3.9 Manufactured Home Parks

Council's policies are as follows:

- .1 Establish a range of maximum densities from 17 to 27 units per net hectare (about 7 to 11 units per net acre) for Manufactured Home Parks.
- .2 Recognize manufactured home parks as providing an important form of affordable housing.



- .3 Encourage a high standard of design through reviewing the City's existing Mobile Home Parks Bylaw.
- .4 Direct manufactured homes to manufactured home parks.



4.1 BACKGROUND

4.1.1 General

The City of Quesnel is comprised of several residential neighbourhoods:

- ◆ Uplands
- ◆ West Riverside
- ◆ Riverview
- ◆ North Quesnel
- ◆ Johnston / Carson
- ◆ Racing / Westland Road
- ◆ South Hills

The location of each of the neighbourhoods is shown on Figure 4.1.

Each area has its own unique issues, concerns and characteristics. Although this Official Community Plan does not include specific area plans for each neighbourhood, the OCP does recognize the unique character of each neighbourhood. This section of the OCP sets out background information specific to each neighbourhood and some general objectives associated with all the neighbourhoods in Quesnel.

4.1.2 Uplands

The Uplands neighbourhood includes the area accessed by Abbott Drive and Lewis Drive, located above Baker Creek and the West Quesnel commercial area. The area contains a mixture of primarily single family dwellings, along with a significant number of duplex, townhouse and apartment dwellings.

Residents appreciate the extensive green space and wildlife in



the area, and feel they have a quiet peaceful community.

Some new residential areas have been developed in Uplands, and a significant amount of undeveloped land exists above and within the area. A number of geotechnical studies have been conducted that indicate the presence of unstable ground conditions, which would need to be addressed prior to allowing further development occurs in the area.

4.1.3 West Riverside

The West Riverside area is generally the area located around Anderson / Marsh Drive, south of Baker Creek. It contains a diverse mixture of single family, duplex, townhouse, apartment, educational, commercial, and other uses. Residents indicate that they enjoy the diverse range of land uses, the proximity to the Fraser River and Baker Creek, walking trails, green spaces and other amenities. They also enjoy the multicultural mix in the community.

4.1.4 Riverview

The Riverview neighbourhood is located generally between Baker Creek and the Fraser River. It includes the area around the Riverview Elementary School and extends along both sides of North Fraser Drive.

Residents in the area like the interesting mixture of land uses, the proximity to amenities, the River Walk, the large trees and green spaces, and the relatively quiet uncrowded, family oriented nature of the area.

4.1.5 North Quesnel

The North Quesnel neighbourhood includes the area immediately north and east of the downtown, and south of the Two Mile Flat industrial area. The neighbourhood also includes the Downtown area.

Although the residential area is comprised of predominantly single detached dwellings, it contains a mixture of residential types, with some multiple family buildings, as well as a school and hospital. It also includes the rich variety of uses found in the downtown and the civic precinct.

Residents strongly appreciate the existing character of the neighbourhood. They like the trees and open spaces, the clean, quiet feel of the neighbourhood, and the proximity to the River Walk and other amenities. They like the single detached homes and the location and separation of multi-family buildings.

4.1.6 Johnston / Carson

The Johnston / Carson Neighbourhood is located immediately east of the Quesnel River and south of Highway 97.



The area is comprised of primarily single family dwellings with some school, commercial and recreational facilities. The area also contains a significant amount of land available for new residential development. The residents like the proximity to downtown, the River Walk, the recreation centre and parks. They also like the quiet, established, friendly, secure, well treed, single family character of the area.

4.1.7 Racing / Westland Road

The Racing / Westland Road area is located north and south of Highway 97 generally between the intersections of Highway 97 with North Star Road and Quesnel-Hydraulic Road.

The area is comprised of single family homes, mobile home parks and larger residential acreages, as well as a limited number of commercial uses along the highway. The area also contains an automotive race track. Residents enjoy the rural atmosphere of this area.

4.1.8 South Hills

The South Hills area is generally located between the intersection of Quesnel-Hydraulic Road with Highway 97 and the eastern boundary of the City, just east of Powell Road.

The area is comprised of primarily single family homes on half-acre lots or larger acreages, with some undeveloped Crown land.

Residents like the large lots and the quiet, rural feeling, with its proximity to the lake and the surrounding natural environment. They particularly like the single family dwellings with the abundance of landscaping and the strong feeling of community.

4.2 OBJECTIVES

Council's Objectives are as follows:

- .1 Recognize the unique character of the different neighbourhoods in Quesnel.
- .2 Enhance the identity of existing neighbourhoods within Quesnel.
- .3 Maintain open communication between the neighbourhood associations and the City.
- .4 Recognize the specific interests that neighbourhood associations have in their areas, and continue to consider active neighbourhood associations as one of the sources of input regarding land use and development in specific neighbourhoods.
- .5 Work with the residents of each neighbourhood to implement the policies set out in other sections of this OCP as they relate to each specific neighbourhood.



5.1 BACKGROUND

Quesnel has an impressive array of commercial development for a City its size. The City has an attractive downtown, a range of commercial services and has benefited from private sector interest in new development. Much of this strength comes from the fact that the City's commercial enterprises serve many individuals, businesses, and industries outside of the City.

The City currently has three primary commercial areas: the Downtown, West Quesnel and South Quesnel. One challenge is to balance the type and amount of commercial use and development in each of these three areas. They all have unique characteristics and can work to occupy different market segments that fit with their character. The work of the three associations: Quesnel Downtown Association, West Quesnel Business Association and South Quesnel Business Association act to continue developing the character of the different areas. By working in harmony, these areas can enhance the long term viability of the commercial uses in the City.

In the past, existing businesses were under pressure from 'big box' retailing in larger centres such as Prince George. Recent changes, such as the addition of new major retailers to Quesnel, have acted to reduce the draw that retail facilities in larger centres such as Prince George have on residents. Still, existing business need to work hard to retain as much local and travel through spending as possible in the area.

Commercial development is of considerable value to the City. Commercial enterprises provide a range of services to both Quesnel and the surrounding region. It is a sector that provides a significant amount of employment. It is also a sector that is a large contributor toward property assessment revenue from which local government services are funded.



One way of planning for commercial development is to consider the role and function that different kinds of businesses have. For example, a warehouse is a vehicle-oriented use with larger land area requirements. A gift shop, in contrast, is a pedestrian-oriented use with smaller land area requirements. Planning policies should be developed to address the role and function of different commercial uses.

5.1.1 Downtown

Quesnel has one of the most attractive downtowns in Northern British Columbia. There are a variety of stores and businesses with generally solid occupancy. Beautification and revitalization efforts are underway such as the Four Corners Project, a component of the 2004 Downtown Development Plan. *The City of Quesnel Design Guidelines* were implemented in 1993 to encourage the Cariboo Classic Theme.

Strong planning policies for Downtown Quesnel can promote business retention and new development. As the focal point of the community, a healthy and vibrant downtown can boost morale and stimulate investment. When people think about Quesnel, their mind often turns to the downtown and riverfront areas. Policies in the OCP which continue to direct retail, office, food and beverage, entertainment and institutional uses can help create a positive experience that will strengthen existing businesses and encourage new commercial growth.

5.1.2 Commercial-Residential Transition Area

There are a number of properties at the north end of Downtown Quesnel that appear to be in transition from residential to commercial uses. While some small-scale commercial uses may be appropriate here, residents may object to medium to larger scale commercial uses such as a convenience store, laundromat or gas station. As there are many single family residential dwellings in the neighbourhood, an attempt should be made to minimize any negative impacts. Commercial uses that would, for example, bring a lot of noise or traffic, or operate late into the evening hours should be discouraged. In order to recognize the transitional nature of the area and in order to encourage small business opportunities, both residential and commercial uses should be accommodated in a way that minimizes impacts on the residential neighbourhood.

5.1.3 West Quesnel Commercial

West Quesnel contains an assortment of commercial businesses serving a number of different functions. Restaurants, garages, offices, a shopping mall and service commercial uses are all present. The eclectic nature of commercial businesses in West Quesnel is a benefit, but the appearance and standard of development has been a problem in the past. Recent improvements such as streetscape improvements at the west end of the bridge and the redesign and development of the West Park Mall have all helped to improve the image of West Quesnel in recent years. While the City can implement design guidelines through a development permit area to encourage good design in future development, existing property owners need to see the benefit of making improvements to existing properties to encourage more business activity.



The future role of the West Quesnel commercial area will need to be clarified to determine if it will have more of a neighbourhood orientation or a community wide orientation. Currently there may be proportionately more customers doing business in West Quesnel from the West Quesnel neighbourhood than destination customers from the entire City and North Cariboo Region. Apart from the mall property, commercial development in West Quesnel will probably not have as large land area requirements as higher profile highway arterials. New growth and redevelopment should be responsive to both the pedestrian and the motorist, with strong linkages to the Fraser River Bridge and the trail system. The North Fraser Drive Commercial area is an important component of the West Quesnel area and it contains a unique mixture of uses; the direction for this North Fraser Drive Commercial area will need to be clarified and developed over time.

5.1.4 Highway and Service Commercial

Highway commercial uses cater to people traveling by motorized vehicle. Highway commercial uses include service stations, tourist accommodation and high turnover restaurants. In Quesnel, most of these uses are found at the north and south entrances adjacent to Highway 97. To promote visual quality, efficient traffic movement and good planning principles, nodes of highway commercial activity are encouraged as opposed to elongated strip development. The City also wishes to encourage the Cariboo Regional District to promote high standards of design for highway commercial development located outside of the current City boundaries south along Highway 97.

Service commercial uses include such activities as automotive repair shops, building supply centres and storage facilities. Most of these uses are found near or adjacent to Highway 97 at the northern portion of the City. Future service commercial and light industrial uses should be directed to this area as it is close to heavy industrial uses and removed from existing residential areas.

5.1.5 South Quesnel Commercial

In recent years, a significant amount of new highway commercial development in Quesnel has occurred in the South Quesnel area. New construction of large department stores, automotive and household establishments, hotels, restaurants and retail facilities has dramatically changed the South Quesnel highway commercial area. This area is now an important and thriving commercial area of the City.

5.2 OBJECTIVES

Council's objectives are as follows:

- .1 To foster a range of commercial development to meet the needs of Quesnel residents and visitors.



- .2 To ensure that Downtown Quesnel is the major focal point in the North Cariboo for business, finance, government, advanced education, retail trade, services, tourist accommodation, recreation, culture and entertainment.
- .3 To designate an adequate amount of land for neighbourhood, service and highway commercial uses to serve the needs of area residents and businesses in a way that is consistent with good planning principles.

5.3 POLICIES

5.3.1 Downtown

Council's policies are as follows:

- .1 Direct business, finance, government, advanced education, retail trade, personal service, tourist accommodation, recreation, cultural entertainment and multi-family residential uses to those areas designated "Downtown" on Schedule B, the Land Use Map.
- .2 Promote, on a continuing basis throughout the Downtown:
 - ◆ Positive visual continuity and pedestrian interest at grade
 - ◆ The development of effective focal points of interest
 - ◆ The creation of prime street-end views
 - ◆ The appropriate design of pedestrian weather protection in high-traffic areas
 - ◆ The attractive development of building façades, use of signs, street furnishings and landscaping
 - ◆ The continued promotion of the Downtown Design Guidelines
- .3 Allow multi-family residential development within the Downtown Designation while maintaining ground floor commercial unless zoned C-3R.
- .4 Discourage office uses from locating in areas other than the Downtown area, except for small scale office uses in the West Quesnel area or ancillary office uses in conjunction with industrial enterprises.
- .5 Encourage stronger connections between the Downtown, the Riverfront Park and Trail, and West Quesnel.
- .6 Improve access to the downtown through various modes of transportation including walking, cycling, automobile and others.



- .7 Continue to improve the pedestrian environment in the downtown.
- .8 Continue to work towards improving the access, amount and availability of parking in the Downtown.
- .9 Identify measures and take steps towards encouraging tourists and other highway motorists to stop in the downtown area.
- .10 Enhance the visibility, impact and profile of the following intersections:
 - ◆ Carson and Reid
 - ◆ Carson and Front (Particularly the historic Hudson's Bay Building and the entrance to the Foot Bridge)
 - ◆ Vaughan and St. Laurent
- .11 Continue to provide areas for RV parking in locations that are highly visible from Highway 97, and close to the downtown area, such as the RV parking Loop.
- .12 Continue to work with BC Rail on the following ideas:
 - ◆ Completion of external renovations to the train station (possibly drawing on the Cariboo Classic Downtown Theme)
 - ◆ Improving the visual character of the rail yards
 - ◆ Possibly using underutilized parts of the rail right of way for other uses such as RV parking
 - ◆ Possibility of using the underutilized parts of the rail right of way for expansion of the riverfront trail into a riverfront park
- .13 Work towards the implementation of the Downtown Development Plan, and any future updates, to ensure the Downtown remains healthy and vibrant.
- .14 Recognize the important role that the Quesnel Downtown Association (QDA) plays in enhancing the downtown, and encourage the ongoing work of the QDA.



5.3.2 Commercial-Residential Transition Area

Council's policies are as follows:

- .1 Direct single family residential and small-scale commercial uses that are compatible in a residential setting to those areas designated "Residential-Commercial Transition Area" on Schedule B, the Land Use Map.
- .2 Limit commercial uses to those that do not pose any adverse impacts on surrounding residential properties such as noise, traffic and operating hours that extend late into the evening.
- .3 Promote re-use of properties in these areas for small-scale commercial development.
- .4 Encourage and promote a mix of residential and small-scale commercial services in areas designated as Commercial-Residential Transition Area which border the Downtown designation, where such uses are supported by residents and property owners.
- .5 Consider a mix of residential and small-scale commercial services in areas adjacent to the West Quesnel commercial area if demand exists for such uses and uses are supported by residents and property owners, subject to re-designation to the Commercial-Residential Transition area.
- .6 Encourage good design that retains the residential appearance for commercial buildings within the Residential-Commercial Transition Area that is in keeping with the predominantly residential character of the area.

5.3.3 West Quesnel

Council's policies are as follows:

- .1 Direct neighbourhood-oriented retail trade, personal service, service commercial, small scale office and multi-family residential uses to those areas designated "West Quesnel Commercial" on Schedule B, the Land Use Map.
- .2 Allow multi-family residential development within the West Quesnel Commercial designation provided that the ground floor contains commercial uses.
- .3 Establish general design guidelines for the West Quesnel Commercial area to promote good form and character in the immediate future as set out in Section 21.
- .4 Work in consultation with property owners and businesses in the West Quesnel Commercial area to establish more detailed design guidelines and a theme appropriate to the area.



- .5 Recognize the important role that the West Quesnel Business Association (WQBA) plays in enhancing the West Quesnel commercial area, and encourage the ongoing work of the WQBA.
- .6 Allow live-work uses, where people can live in the same building in which they work, within the West Quesnel Commercial Designation.
- .7 While working to prepare more detailed design guidelines, the city will work with property owners and businesses to prepare a West Quesnel Commercial Area Plan. The plan will need to address the West Quesnel commercial area, including the area along Marsh / Anderson Drive, as well the North Fraser Drive Commercial area along Elliot Street and near the foot bridge across the Fraser River. The plan should address the following issues:
 - ◆ The role and character of the West Quesnel Commercial Area
 - ◆ The mixture of uses that are appropriate in the area
 - ◆ The development of the Elliot Street area and the connections between this area, the downtown, and the commercial development along Marsh Drive
 - ◆ The commercialization of the Fraser River Foot Bridge and adjacent area
 - ◆ Signage, parking, traffic flows, pedestrian routes, urban design, landscaping and other issues

5.3.4 North Fraser Drive Commercial

Council's policies are as follows:

- .1 Encourage a mixture of commercial, residential, institutional, and recreational uses in the area designated as North Fraser Drive Commercial on Schedule 'B'. The uses should take advantage of the unique location along the Fraser River, adjacent to the West Quesnel Commercial Area and immediately across the river from the Downtown.
- .2 Retain the institutional uses in the area including the Child Development Centre, the Friendship Centre and Riverview School.
- .3 Allow primarily uses that serve the local Riverview, West Riverside, and Uplands areas, but also allow uses that serve the broader community if they are designed to fit well with the scale and mixture of uses in the North Fraser Drive area.
- .4 Encourage redevelopment of the existing single family residences to other uses.



- .5 Encourage mixed use developments with commercial uses on the ground floor and residential uses on the upper floors.
- .6 Consider a mixture of uses in the Elliot Street Area including multifamily residential, commercial and institutional.
- .7 Prepare a detailed area plan to guide the development of this area over the longer term.
- .8 Prepare a concept plan for revitalizing the Fraser River Foot Bridge and the areas at both ends of the Bridge.
- .9 Prevent additional industrial development from occurring in the Riverview neighbourhood and encourage existing industrial development to relocate.

5.3.5 Highway and Service Commercial

Council's policies are as follows:

- .1 Direct highway commercial and service commercial uses to those areas designated "Highway and Service Commercial" on Schedule B, the Land Use Map.
- .2 Continue to direct service commercial uses that require good access and larger areas of land, and service primarily business and industry to the north end of Quesnel in proximity to existing industrial uses.
- .3 Ensure that parcels designated Highway and Service Commercial are adequately buffered or screened from residential, recreational, and institutional uses.
- .4 Consider directing automobile oriented retail uses with large land area requirements such as home improvement centres to Highway and Service Commercial designated properties.
- .5 Discourage elongated highway strip development and encourage highway commercial development to be concentrated in nodes where possible.
- .6 Encourage landscaping and screening that presents an attractive appearance to motorists.
- .7 Work with the Ministry of Transportation to achieve good access management, consistent with transportation planning principles.
- .8 Ensure that freestanding signage that advertises uses on the site is not visually intrusive and is at a scale that is consistent with highway commercial uses.



- .9 Work closely with the Cariboo Regional District in reviewing applications for development of highway and service commercial uses near Quesnel, but outside of the City's boundaries.

5.3.6 South Quesnel Commercial

Council's policies are as follows:

- .1 Ensure the policies outlined in Section 5.3.5 are applied to the South Quesnel highway and service commercial area.
- .2 Apply the South Quesnel Highway Commercial Development Permit Area to new highway and service commercial areas as boundary expansion occurs to include more commercial areas in South Quesnel.
- .3 Ensure that highway and service commercial development located at the southern entrance to Quesnel creates a positive impression by designating the area as the South Quesnel Highway Commercial Development Permit Area.
- .4 Allow regional shopping centres in the highway and service commercial designation at the southern entrance to Quesnel. Regional shopping centres provide commercial uses that service Quesnel and the broader market region surrounding Quesnel. Regional shopping centres generally include retail uses and services oriented to the general public.
- .5 Recognize the important role that the South Quesnel Business Association (SQBA) plays in enhancing the South Quesnel Commercial area, and encourage the ongoing work of the SQBA.
- .6 As the South Quesnel Commercial area develops, ensure that adequate public infrastructure (e.g., roadways) is provided by developers.

5.3.7 Recreation Commercial

Council's policies are as follows:

- .1 Direct recreation commercial facilities such as golf courses, campsites, resorts, and other commercial uses associated with outdoor recreation to those areas designated as "Recreation Commercial" on Schedule B, the Land Use Map.
- .2 Ensure that Recreation Commercial uses are located where the uses will have a minimal negative impact on surrounding land uses.



6.1 BACKGROUND

Industry represents a critical component of the Quesnel economy. Industry provides employment and a diversified tax base in the City. The City of Quesnel has historically divided their industrial land uses into two categories, Light Industrial and Heavy Industrial, due to the externalities associated with these types of uses.

Light Industrial uses have less impact on the environment and adjacent uses, and they also include those uses which can occur within a building or structure. Due to their environmental impacts, the following uses are generally excluded from the Light Industrial designation:

- ◆ Wrecking and salvage operations
- ◆ Bulk loading and storage facilities
- ◆ Heavy equipment storage and repair
- ◆ Saw mills and pulp and paper production
- ◆ Stock yards
- ◆ Asphalt, cement and concrete plants

Heavy Industrial uses have specific infrastructure requirements, larger external impacts and require large parcels of land. These uses typically include:

- ◆ Material processing
- ◆ Fabricating and assembly
- ◆ Warehousing
- ◆ Transporting and cartage
- ◆ Wholesaling
- ◆ Servicing and repair
- ◆ Wrecking and salvage operations



- ◆ Heavy equipment sales
- ◆ Incidental office facilities

Quesnel is fortunate to have large amounts of industrial land identified and developed in the Two Mile and Three Mile Flat areas as well as along the Old Prince George Highway in the northern portion of the City. These are good locations because of rail or road access, adequate space, and fewer conflicts with adjacent land uses. In most cases, noxious or heavy industrial uses, such as pulp and paper facilities, are located in areas where visual and environmental impacts on adjacent uses are reduced.

The City of Quesnel will encourage industry to continue to locate alongside compatible uses inside the municipal boundary and to infill existing industrial areas.

6.2 OBJECTIVES

Council's objectives are as follows:

- .1 Encourage industrial uses to locate within existing serviced industrial areas inside the municipal boundaries where appropriate.
- .2 Facilitate industrial development by ensuring an adequate supply of industrial land that meets the needs of a variety of industries now and in the future.
- .3 Concentrate industries of similar types, service needs and characteristics within select areas of the community and protect such areas from encroachment by incompatible uses.
- .4 Encourage the gradual relocation of existing industries from inappropriate locations in order to eliminate land use conflicts.

6.3 POLICIES

Council's policies are as follows:

- .1 Encourage light industrial uses, which generally includes industrial uses that are conducted within a building or have a limited impact on adjacent uses, to locate in those areas designated "Light Industrial" on Schedule B, the Land Use Map.
- .2 Consider the ongoing input of the Quesnel Community and Economic Development Corporation in identifying potential industrial areas that can serve the requirements of industrial economic development in Quesnel.



- .3 Lands available for Sand and Gravel Extraction that are suitable for light industrial uses are designated as “Light Industrial” on Schedule B, the Land Use Map, to indicate the desired use after the sand and gravel resource has been fully extracted.
- .4 Some areas designated as Light Industrial do not clearly fit within the definition of light industry, however it is Council’s policy to allow the continued operation and development or relocation, as appropriate, of older, established industrial uses within areas designated as Light Industrial to:
 - ◆ Accommodate rail oriented bulk storage, warehousing as well as light manufacturing activities associated with the BC Rail yards
 - ◆ Accommodate existing City, School District, Provincial and private works yards and similar operations
 - ◆ Provide opportunity for recreational vehicle storage, mini-warehousing, and the like to serve area residents
- .5 Continue to develop parts of the airport lands adjacent to Quesnel-Hixon Road for industrial use once there is demand for industrial lands of this type in the Airport area.
- .6 Confine any industrial development south of Dragon Creek to areas immediately adjacent to Plywood Road outside the designated floodplain and above the specified flood levels prescribed by the Ministry of Environment.
- .7 Direct heavy industrial uses to those areas designated “Heavy Industrial” on Schedule B, the Land Use Map.
- .8 Heavy Industrial uses generally include material processing, fabricating and assembly, warehousing, transporting and cartage, wholesaling, servicing and repair, wrecking and salvage operations, heavy equipment sales and incidental office facilities.
- .9 Encourage heavy industrial uses with adverse effects on air quality to develop in locations where the prevailing wind direction and airshed characteristics reduce the potential for air contaminants to enter the Quesnel Bowl area.
- .10 Protect prime heavy industrial sites from encroachment by incompatible land uses including residential and retail commercial development.
- .11 Encourage heavy industrial uses with noxious characteristics, such as salvage and wrecking yards, to locate or relocate to areas where required services are available, removed from residential, commercial and higher standard industrial developments.



- .12 Lands available for Sand and Gravel Extraction that are suitable for heavy industrial uses are designated as “Heavy Industrial” on Schedule B, the Land Use Map, to indicate the desired use after the sand and gravel resource has been fully extracted.
- .13 Require adequate screening between industrial uses and non-industrial uses and screening where industrial uses abut a major road as shown in the major road network map.
- .14 Implement the Planting and Screening Plan along Highway 97 in order to enhance the visual impression of industrial areas from the highway.
- .15 Encourage the development of increased transit and pedestrian linkages via the parks and trail systems along the Fraser and Quesnel Rivers between residential areas and the industrial employment nodes in the north Quesnel industrial areas.
- .16 Examine the costs, feasibility, and benefits of providing a higher level of infrastructure services to industrial areas.



7.1 BACKGROUND

The City of Quesnel has a wide range of institutional land uses within its boundaries. The downtown core contains the hospital, the Skills Centre, the Senior's Centre and numerous government and administrative offices. Other community facilities such as elementary and secondary schools are located throughout the community.

One of the most recent new institutional land uses is the North Cariboo Community Campus (NCCC). The College of New Caledonia (CNC) partnered with the University of Northern British Columbia (UNBC), the Government of BC Ministry of Advanced Education and several community agencies including the City of Quesnel, Cariboo Regional District, and School District #28 (Quesnel) to build a new post-secondary education facility in Quesnel to house the programs and services provided by the College and UNBC. There are also plans underway to expand the Dunrovin Park Lodge Care Facility and develop additional assisted living facilities within the City.

Future institutional needs will increase with population growth. More efficient use of existing institutional lands will be required prior to consideration of additional facilities. As the population ages, demand for varying levels of health care, senior's housing and other senior's facilities will increase. Primary, middle and secondary schools will be accommodated in accordance with School District criteria, especially in developing neighbourhoods. Proper planning should be in place to ensure that adequate sites and infrastructure are available.

7.2 OBJECTIVES

Council's objectives are as follows:



- .1 Expand the institutional base in relationship to the community's growth and residential demand.
- .2 Encourage more efficient utilization of existing institutional lands.
- .3 Ensure that school and institutional uses are located where they will best serve the area residents.
- .4 Continue to support the location and development of government offices within the downtown core.

7.3 POLICIES

Council's policies are as follows:

- .1 Institutional uses including schools, universities and colleges, hospitals, major churches, recreational facilities, and other institutional facilities are accommodated in areas designated as 'Institutional' on Schedule 'B', the Land Use Map. Institutional uses may also be accommodated in other designations as set out in the policies below.
- .2 Institutional uses including the Seniors Centre, the Legion, First Nations Offices, Provincial Government Offices, the Helen Dixon Centre, the civic plaza and other civic uses are accommodated in the 'Civic Precinct' designation as set out on Schedule 'B', the Land Use Map.
- .3 Government offices will be encouraged to locate in the Downtown or in West Quesnel commercial areas, as well as in the Civic Precinct.
- .4 The concentration and grouping of institutional buildings or on-site expansion is encouraged whenever feasible in order to enhance accessibility and convenience to the community.
- .5 Consult with the School District No. 28 to give early consideration to new school sites when reviewing the development of new or expanded residential areas. School sites shall be located in collaboration with the School District and in accordance to the Ministry of Education guidelines.
- .6 Continue to work with the School District to improve the out-of-school accessibility to school facilities by the community.
- .7 Work with School District No. 28 to identify the appropriate type, design, and character of uses for the redevelopment of the Helen Dixon Centre; in general, encourage a use or mixture



of uses that takes advantage of the prominent site and reinforces the role of the Downtown as the primary commercial and institutional centre in the area.

- .8 Work with the School District to ensure that the relocation or restructuring of schools and programs in various neighbourhoods meet community, neighbourhood and resident needs as well as the specific needs of the School District.
- .9 Work with the neighbourhood and the School Board to identify the feasibility of establishing an appropriate student drop off area for Dragon Lake School.
- .10 Ancillary uses such as student facilities and accommodations or special care facilities are encouraged at the college and hospital.
- .11 Small scale institutions may be permitted in designated Low Density Residential areas subject to zoning.
- .12 Encourage the GR Baker Memorial to continue to operate and maintain its presence in North Quesnel, along with its existing parking area and public open spaces.
- .13 Larger scale institutions such as health/medical institutions, community care housing, special needs housing, and similar facilities are directed to the Downtown designation, the Commercial designations and Medium Density Residential designations subject to zoning, and consideration of the compatibility of the use with the area.
- .14 Provide opportunities for private schools to be located in areas with sufficient urban infrastructure and services in close proximity to residential development areas. A suitable school site must be evaluated based on the impacts on adjacent land uses from traffic generation, off-street parking demand, ancillary uses and hours of operation.
- .15 Support the appropriate location of churches, clubs, and lodges within the community by considering impacts on adjacent land uses, traffic generation, off-street parking demand, ancillary uses and hours of operation.
- .16 Support initiatives to provide special needs residential facilities throughout the community especially where access to various facilities, amenities and services is easily achieved.
- .17 Work with the youth in the community to identify appropriate facilities to serve their needs.
- .18 If the Quesnel Secondary School site becomes available, consider supporting the development of a variety of housing types and green space on this site.





8.1 BACKGROUND

The City of Quesnel does not contain substantial tracts of agriculturally productive land, however a number of important agricultural areas do exist:

- ◆ The area surrounding the airport
- ◆ The area west of the airport towards the Fraser River
- ◆ The area between South Hills and the Quesnel River

Most of the productive farmland within Quesnel is in the Agricultural Land Reserve and subject to the control of the Agricultural Land Commission. The City of Quesnel will continue to be a strong supporter of the Commission and its policies.



8.2 OBJECTIVES

Council's objectives are as follows:

- .1 To preserve viable farmland.
- .2 To maintain the integrity and prevent the fragmentation of farmland.
- .3 To support the economic use of farmland.

8.3 POLICIES

8.3.1 Agricultural Policies

Council's policies are as follows:

- .1 Encourage protection of land designated as Agricultural through support of the Agricultural Land Reserve (ALR) and encouragement of continued farm use on agricultural lands.



- .2 To provide, by appropriate zoning, for the preservation of existing and potentially productive farmland within the City.
- .3 Direct uses that may interfere with agricultural use away from land which has high agricultural capability.
- .4 Recognize that land within the Agricultural Land Reserve is limited to the specific uses set out in the *Agricultural Land Commission Act*. In general, those uses include agricultural uses, irrigation works, natural-state parks, and some non-agricultural land uses permitted on application to the Agricultural Land Commission.
- .5 Work closely with the Agricultural Land Commission in addressing future exclusions from the Agricultural Land Reserve in areas designated for non-agricultural use.
- .6 Decisions regarding an application to convert existing and potentially productive farmland to urban use will be based on the following:
 - ◆ The input of the Agricultural Land Commission
 - ◆ The soil capability of the land for agricultural purposes
 - ◆ The compatibility of any proposed urban use with adjacent agricultural land and activity
 - ◆ Demonstrated need
 - ◆ The lack of a suitable alternative location for the proposed use
- .7 Recognize that land in the Agricultural Land Reserve exists on the airport lands which are designated as Airport on Schedule 'B' the Land Use Map

8.3.2 Large Holdings Policies

Council's Policies are as follows:

- .1 Accommodate large parcels of non-ALR land within the 'Large Holdings' designation, shown on Schedule 'B' the Land Use Map.
- .2 The Large Holdings designation has a minimum parcel size of 4 hectares (about 10 acres).



.3 The Large Holding designation applies to the following lands:

- ◆ Lands that should remain rural in nature because it is subject to hazardous conditions such as steep slopes, flooding, or geotechnical hazards
- ◆ Lands that are located in areas that are somewhat removed from urban services, and are not currently appropriate for urban types of uses
- ◆ Lands that are currently used for large holdings types of uses, where Council would like to see those uses continue in the future

.4 The Large Holdings designation accommodates uses such as forestry, silviculture, agriculture, grazing, outdoor recreation, trails, and one dwelling if it can be located on a part of the site that is not subject to hazardous conditions.



9.1 BACKGROUND

The airport lands, which are located just north of downtown and in close proximity to the major industrial areas of the City, are considered to hold significant development potential. As air travel to and from Quesnel grows, demand for nearby land to support airport-related activities may also grow. There may also be potential for increased agricultural or light industrial uses on these lands. The City is currently in the process of developing detailed land use plans for the airport lands.



9.2 OBJECTIVES

Council's objectives are as follows:

- .1 To preserve and enhance airport operations.
- .2 To support the economic use of airport lands.

9.3 POLICIES

Council's policies are as follows:

- .1 Direct uses compatible with the airport to areas designated as 'Airport' on the Land Use Map (Schedule 'B').
- .2 Recognize that agricultural uses are permitted on land located within the Agricultural Land Reserve within the Airport designation.
- .3 Ensure that land uses adjacent to the airport do not impede airport operations.
- .4 Encourage land uses that complement and support airport operations on airport lands.
- .5 Work towards developing more detailed land use plans for the airport lands.

10.1 BACKGROUND

The City of Quesnel has a variety of parks and recreational opportunities within its boundaries. From formal soccer pitches, including the new indoor soccer complex, and ball diamonds, to the Twin Arenas, to the Riverfront Walk, to natural park areas, Quesnel has much to offer the passive or active park user.

As the community evolves it will become increasingly important to identify appropriate locations for park and recreational opportunities. Issues such as accessibility, maintenance, ownership, and programming will all be important.

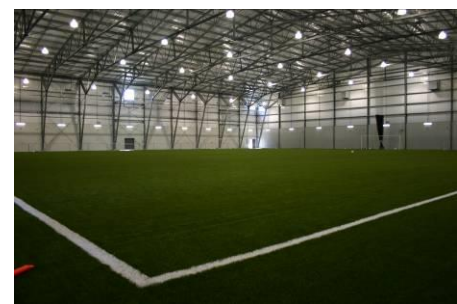
Parks are publicly owned lands, or lands the City wishes to acquire in the future for park use. They include playing fields, trail corridors, landscaped green open spaces, natural areas and other park areas.



10.2 OBJECTIVES

Council's objectives are as follows:

- .1 To maintain and develop a system of parks and trails, and to improve and increase recreation facilities to serve residents and visitors of Quesnel.
- .2 To encourage walking and cycling as major forms of transportation in Quesnel.
- .3 To promote and ensure the safe use of existing parks and natural areas.
- .4 To develop partnerships with the communities and other agencies in providing Parks and Recreation services and facilities.



10.3 POLICIES

Council's policies are as follows:

- .1 Designate parks and outdoor recreation facilities as 'Parks and Recreation' on Schedule 'B' the Land Use Map.
- .2 Examine means of using existing parks and recreational facilities more efficiently.
- .3 To work closely with neighbourhoods in Quesnel to identify and respond to particular parks and recreational facility needs.
- .4 Seek input and ideas from the residents of each neighbourhood regarding the development of parks in partnership with the City and the broader community.
- .5 Work with the community including local neighbourhood associations, interest groups, and sports and recreation groups to identify the parks and recreational needs of the community.
- .6 Conduct a community wide inventory and analysis of existing parks and recreational facilities to identify opportunities and gaps in service.
- .7 Consider preparing a community wide green spaces, parks and recreation master plan.
- .8 Until a community wide green spaces, parks and recreation master plan has been prepared and adopted, Council's policy is to work towards meeting the following standards:
 - ◆ Provide play lots for children's active and passive use, ranging in size from about $\frac{1}{4}$ acre to 1 acre, provided at a rate of about 1.5 acres per 1000 population
 - ◆ Provide neighbourhood parks for active and passive use located in each neighbourhood, usually in combination with elementary schools, ranging in size from about 1 to 3 acres, provided at a rate of about 2 acres per 1000 population
 - ◆ Provide community recreation parks for the general population for active use such as field sports, and recreation facilities, with a site area ranging from about 10 to 25 acres, provided at a rate of about 4 acres per 1000 population; and
 - ◆ Provide city parks serving the entire city for active and passive use, ranging in size from about 10 to 50 acres, and provided at a rate of about 5 acres per 1000 population
- .9 Continue to improve and expand on the River Walk by considering additional extensions, connections to other trails, interpretive features, and rest stops.



- .10 Work with property owners and residents to develop public lake access to Dragon Lake.
- .11 Research alternative funding sources for the construction and maintenance of additional walking and cycling trails within Quesnel.
- .12 Continue to promote the establishment of a trail network to connect residential areas with local parks, schools, commercial and employment areas.
- .13 Continue to work with local service clubs and other organizations to provide public facilities within parks.
- .14 Encourage the sharing of fields, playgrounds and recreational facilities with School District No. 28.
- .15 Continue to promote and maintain cooperation with the Quesnel and District Sub-Regional Recreation Commission, the Cariboo Regional District, School District No. 28, the Provincial Government and public and private voluntary associations in identifying and meeting park needs.
- .16 Continue to work with local sports and recreation groups to ensure facilities are meeting the demands of each organization.
- .17 Construct public restrooms in appropriate locations to serve park and recreational users.
- .18 Maintain existing vegetation in park areas wherever possible and appropriate.
- .19 Ensure that wherever possible parks are located in areas that are visually accessible by adjacent uses so as to facilitate the safe use of the park for a variety of activities throughout the day.
- .20 Consider developing parks as follows:
 - ◆ Acquire and develop a new Quesnel River Park adjacent to the Quesnel River Bridge
 - ◆ Acquire and develop a new Highway 97 North Rest area (Fraser River Overlook) about 220 m south of Hillborn Road, catering primarily to tourists and visitors
 - ◆ Acquire and develop an addition to Baker Creek Park at the creek's confluence with the Fraser River
 - ◆ Enhance and improve Cariboo Field
 - ◆ Develop the parkland the City has acquired in the South Hills area.



- .21 Consider making improvements to Johnston Park, including those suggested by the public such as: washrooms, drinking fountains, and doggie cleanup bag dispensers; however, land slippage issues will need to be addressed in the park before improvements are made.
- .22 Work with the residents of Racing / Westland Road, and the residents of South Hills, to study and identify the need for parks, playgrounds, recreation facilities, and trails in the area.
- .23 Work towards developing and connecting a trail system in the Racing / Westland Road area and South Hills area with the trail system in the rest of the City.
- .24 Ensure that parks are well maintained to facilitate a sense of community pride and discourage vandalism.
- .25 Establish a system of parks and recreational facilities that is accessible to all segments of the population, for both active and passive use, serving community, neighbourhood and local-area functions and special-purpose uses such as riverfront and downtown parks, that caters to all age and income groups and mobility levels, as well as tourists.
- .26 In accordance with Section 941 of the *Local Government Act*, five percent of the land being subdivided in a residential area, or cash in lieu of the land, shall be dedicated to the City of Quesnel for parkland purposes. Cash in Lieu of land may be taken where:
 - ◆ The dedication of scattered public parks may be impractical
 - ◆ A suitable site is not available within the proposed subdivision
 - ◆ The proposed subdivision has adequate access to existing parkland
- .27 The Land Use Map designates land for existing and future parkland as Parks and Recreation, and as such the City can determine if it will take land or cash for each subdivision.
- .28 Council reserves the right to determine the suitability of a proposed site for park purposes.
- .29 Consider involving local residents, neighbourhood groups and other community interests in park clean-up, vandalism watch, enhancement activities, event sponsorships, and capital improvements by establishing private-public partnership in parks program.
- .30 Consider creating a Development Cost Charge for the acquisition and improvement of parkland.
- .31 Work to enhance and protect access to the Quesnel river for future recreation opportunities.



- .32 Support the development of recreation facilities, including a Multi-Centre recreational complex.
- .33 Encourage the development of a Multi-Centre recreational complex in the Downtown area if feasible and appropriate.



11.1 BACKGROUND

The City of Quesnel is blessed with a dramatic natural setting that contributes to the unique character of the community. Although the vast wilderness of the Central Cariboo is easily accessible to the residents of Quesnel, the community has made it clear that natural areas within the City boundaries must be identified and preserved for their environmental, aesthetic and economic value.

In the past, development has left its mark on the natural areas within the community. It is critically important that as a community we move in a direction to ensure that the natural setting we all take pride in is preserved for our grandchildren to experience and enjoy.



11.2 OBJECTIVES

Council's objectives are as follows:

- .1 Identify, preserve and protect natural areas for environmental, aesthetic, amenity and economic value.
- .2 Enhance air quality within Quesnel.



11.3 POLICIES

11.3.1 Natural Environment

Council's policies are as follows:

- .1 Designate lands as 'Natural Environment' on Schedule 'B' the Land Use Map, where the lands should remain largely in their natural condition because they are located on floodplain areas, on steep slopes, in ravines, directly adjacent to creeks and rivers, in areas that are undevelopable, and in areas



that should be preserved because they provide important habitat.

- .2 The types of uses identified for Natural Environment areas include trails, interpretive facilities, habitat protection and restoration, habitat enhancement, dikes and erosion control works, fencing, signage, and other uses that do not result in unacceptable degradation of the natural environment within the area.
- .3 Consider increased involvement by local residents and other community groups in natural area improvements, clean-up, and enhancement activities, by establishing a Partnerships in Parks program.
- .4 Recognize the following areas as having environmental significance in Quesnel:
 - ◆ The banks of the Fraser River
 - ◆ The banks of the Quesnel River
 - ◆ The Quesnel River Flats
 - ◆ Baker Creek
 - ◆ Dragon Lake
 - ◆ Dragon Creek
 - ◆ Flamingo Marsh
- .5 Carry out a study to identify the boundaries and the level of significance of existing environmentally sensitive areas (i.e. wetlands, creeks, rivers, riparian areas, etc.) within Quesnel. The study should also make recommendations on suitable means of preservation and a process to preserve new sensitive areas, while considering the interests of the land owner, the Municipality, the residents, and the environmentally sensitive area.
- .6 Proceed with more accurate mapping of the natural boundaries of water bodies and their associated environmentally sensitive areas.
- .7 Ensure that existing undeveloped residential parcels located next to streams and water bodies can still accommodate a residence on the parcel, while providing reasonable protection for the riparian corridor of the stream.
- .8 The riparian area immediately adjacent to the natural boundary of water bodies are designated as Water Corridor Development Permit Areas. These areas will generally remain free of development and in their natural condition except for fencing, trails, and works or plantings to control erosion, protect banks, protect fisheries or otherwise preserve and enhance the natural



water course. The exact boundary will be set out in the development permit based on the area required to preserve the streamside habitat and the existing condition of the streamside area.

- .9 Maintain the green spaces in the Uplands, particularly the green spaces around Flamingo Marsh and along Baker Creek.
- .10 Examine the possibility of establishing a natural park and bird sanctuary extending from West Fraser Park to the Quesnel and District Recreation Centre.
- .11 Utilize professional advice, either through the Ministry of Environment or through qualified private professionals, in determining the exact boundaries of riparian areas.
- .12 Where accessibility to natural areas is encouraged, provide clear access points to discourage usage outside designated areas.
- .13 Provide clear signage to discourage inappropriate use of significant natural areas (i.e. dumping of garbage, all-terrain vehicle use, etc.).
- .14 Encourage developers to utilize the Land Development Guidelines for the Protection of Aquatic Habitat throughout the construction process to control erosion and preserve the riparian areas near streams, waterbodies and wetlands.
- .15 Consider Comprehensive Development Zones where the existing Zoning Bylaw does not provide the flexibility needed to respond appropriately to the site constraints.
- .16 Consider creating a Cluster Zone to facilitate the development of appropriate portions of a site in exchange for protection of sensitive areas on-site.
- .17 Consider using Density Bonusing to encourage protection of environmentally sensitive areas in exchange for additional development density.
- .18 Be proactive in mapping areas of environmental sensitivity so that future development can respect the importance of the area through appropriate design.
- .19 Continue to work closely with and support groups such as the Baker Creek Enhancement Society in protecting and rehabilitating the riparian zones within Quesnel.
- .20 As a member of the Quesnel Air Quality Roundtable, work to improve air quality by recognizing the Airshed Management Plan and considering the recommendations in making land use and community planning decisions.



- .21 Continue to work with existing industry in Quesnel to reduce negative air emission levels, and ensure that new industries are designed to avoid producing excessive levels and sizes of airborne particulate matter.
- .22 The City values environmental stewardship and will promote environmental stewardship in the activities of the municipality and in the community as a whole.
- .23 Employ best practices for the management of City infrastructure to minimize environmental risks.
- .24 Retain significant natural vegetation wherever possible and encourage additional tree planting in developing areas.
- .25 Work with the Cariboo Regional District to improve air quality, promote environmental protection, address geotechnical issues, and prevent fires.



12.1 BACKGROUND

Flooding in parts of Quesnel is a significant potential hazard during spring run-off because the Quesnel River, along with Baker Creek and Dragon Creek, all enter into the Fraser River just south of the bridge. Development located within the floodplain is recognized as being potentially hazardous due to the potential for flooding in the area. Prior to development, steps should be taken to address the flood hazard.

Some areas of Quesnel may be subject to geotechnical hazards. A number of reports have been conducted in the past that identify hazard areas with varying degrees of accuracy. The City is in the process of conducting additional investigations in order to identify more accurately the extent and type of the geotechnical hazards and the approach that should be taken to address the hazards. In particular, the city has initiated the West Quesnel Land Stability Program in order to implement appropriate solutions to bring the land movement to manageable levels in the Abbott Drive and Uplands areas of West Quesnel.



12.2 OBJECTIVES

Council's Objectives are as follows:

- .1 To prevent injury and loss of life, and to prevent or minimize property damage from flooding.
- .2 To identify geotechnical hazards and appropriate approaches for addressing geotechnical hazards.

12.3 POLICIES

Council's policies are as follows:

- .1 Recognize the floodplain of the Quesnel and Fraser Rivers as set out in the City of Quesnel Flood Protection Bylaw.
- .2 Discourage development on land that may be subject to flooding.
- .3 Recognize that the construction and siting of buildings and mobile homes to be used for habitation, business or the storage of goods damageable by flood waters shall be developed to those standards specified by the City of Quesnel Flood Protection Bylaw, if located in areas subject to flooding.
- .4 No use of land which is subject to damage or loss or which could result in loss of life should be permitted to locate in areas considered to be subject to flooding, unless flood protection measures have been taken.
- .5 Continue to provide, by bylaw, for the designation of floodplains and the specification of flood levels and setbacks from watercourses of any protective landfill or structural support systems.
- .6 To restrict land uses within identified flood-prone areas to those uses which are flood tolerant, including parks, recreation and other open space uses, providing that other uses may be considered if appropriate flood protection measures are taken.
- .7 Continue to enforce guidelines contained in the City's Building Bylaw to regulate development in areas experiencing geotechnical issues, such as the Uplands neighbourhood, until geotechnical issues are resolved.
- .8 Continue working towards implementing a long-term sustainable program to address the West Quesnel Land stability issue.
- .9 Work with the Cariboo Regional District to continue to investigate other areas that cross municipal boundaries and may be subject to geotechnical hazards in order to determine more accurately which areas are subject to geotechnical hazards and the type of geotechnical hazards that are present.
- .10 Identify the appropriate approaches the City should take in addressing the geotechnical hazard areas.
- .11 Continue to develop a Fire Interface Plan in co-operation with the Cariboo Regional District, Ministry of Forests, and other stakeholders to prevent fire hazards near developed areas.



13.1 BACKGROUND

There are numerous active and potential aggregate (sand and gravel) sites located in the City especially in and around the North Quesnel industrial areas. This Industry represents an important resource for the construction industry in the province and has been recognized accordingly by the Ministry of Transportation and the Ministry of Energy, Mines and Petroleum Resources. In order to fully explore and capture the resource aggregate deposits located within the municipal boundaries they must be identified and protected as outlined in the *Local Government Act*.



13.2 OBJECTIVES

Council's objectives are as follows:

- .1 Identify aggregate resources, and ensure that sources of aggregate resources remain available in the City over the long term.
- .2 Prevent the encroachment of incompatible land uses until aggregate deposits have been fully recovered.
- .3 Encourage mining and reclamation techniques which allow for reuse of these parcels in the future.

13.3 POLICIES

Council's policies are as follows:

- .1 Provide for and encourage sand and gravel extraction to occur in those areas designated "Sand and Gravel Extraction (SG)" on Schedule B, the Land Use Map.

- .2 Review the City of Quesnel Soil Removal Bylaw to ensure that it adequately guides gravel extraction activities.
 - .3 Protect selected sand and gravel resources for future sand and gravel extraction in those areas designated “Sand and Gravel” on Schedule B, the Land Use Map.
 - .4 Accommodate sand and gravel extraction involving production processes of any kind insofar as possible, in areas close to the extraction sites, provided that:
 - ◆ Such activities are not incompatible with existing residential or other development with respect to traffic, noise, waster discharges, or hours of operation
 - ◆ City water supply or sanitary sewerage is not required to be extended other than by immediately adjacent street connection
- Otherwise such activities will be required to locate in appropriate designated industrial areas, as provided by the Zoning Bylaw.
- .5 Prohibit the development of incompatible light industrial, commercial and residential uses in areas adjacent to lands designated Sand and Gravel Extraction until the resource has been fully removed.
 - .6 Require adequate screening between sand and gravel extraction sites and adjacent uses, and where sand and gravel extraction sites abut a major/minor arterial or collector street as shown in the major street network on Schedule B, the Land Use Map.



14.1 BACKGROUND

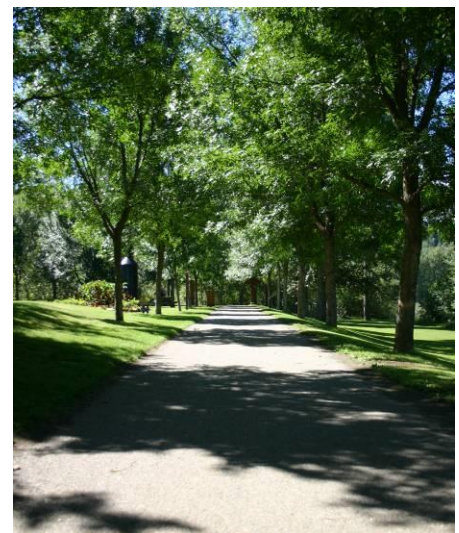
Transportation is about moving people and goods. The purpose of individual trips can be for work or pleasure and the length of trip can be a road trip to visit an aunt in Chilliwack or a walk down the block to visit a friend. Motor vehicle, rail, air, bicycle and foot are all modes of travel that an Official Community Plan can address. Transportation is integrally linked with land use planning, as each is an influencing factor on the other. A successful OCP is one that directs future transportation improvements in a way that is consistent with the community's objectives.

The City has seen changes and improvements to its transportation systems in recent years. The addition of a transit system provides residents with more transportation options. The City continues expand and build upon its trail system to provide recreational opportunities, and connections between residential areas and areas of employment or education. The Airport continues to provide service to Quesnel and the broader region. The addition of railway tourism operators stopping in Quesnel overnight allows the rail network to contribute to the local tourism economy. As part of the City's broader infrastructure reinvestment strategy, roads will be upgraded and maintained throughout the municipality. This ongoing work on many fronts works to ensure that Quesnel has an effective multimodal transportation system to serve residents, visitors, businesses, institutions and industry.

14.2 OBJECTIVES

Council's objectives are as follows:

1. Achieve a transportation network which will provide a satisfactory level of service in terms of safety, convenience and cost.



- .2 Encourage alternate forms of transportation such as public transit, walking and cycling.

14.3 POLICIES

14.3.1 Roads

Council's policies are as follows:

- .1 Designate major roads as shown on Schedule C, the Major Road Network Map.
- .2 Continue to work with the Ministry of Transportation with respect to the planning of future roads and highway corridors.
- .3 Continue to implement a road improvement program for roads within Quesnel.
- .4 Examine ways to reduce traffic volume, speed and shortcuts through residential areas in Quesnel, potentially through the use of traffic calming measures and other techniques.
- .5 Work with industrial operators to identify and consider the feasibility of encouraging industrial truck traffic to use alternate routes that do not extend through the Johnston/Carson residential area.
- .6 Work toward completing 'traffic calming' measures in residential neighbourhoods where these measures would be of benefit, and in neighbourhoods that express an interest in traffic calming.
- .7 Continue to work with the Ministry of Transportation to find a suitable alternative truck route for the City to promote safety and efficiency.
- .8 Once a truck route has been determined, re-evaluate Official Community Plan and Zoning designations within the vicinity of the truck route before construction begins.
- .9 Consider alternative design standards and neo-traditional planning principles (which include the use of a grid street network, lanes, boulevards and narrower streets) when the next update of the Subdivision and Development Servicing Bylaw is completed.
- .10 Investigate options for intersections and traffic lights that would enhance vehicular and pedestrian access to the Racing / Westland Road and South Hills area from Highway 97.
- .11 Study and consider installing a 4-way stop at the intersection of Bowron Avenue and Kinchant Street.



14.3.2 Public Transit

Council's policies are as follows:

- .1 Ensure regular review, modification and expansion of public transit as may be required from time to time in order to meet the needs of Quesnel and the surrounding area.
- .2 Continue to work with BC Transit and other partners to ensure sufficient and useful public transportation for the community.
- .3 Continue to give due consideration to the needs of youth, senior citizens and the physically challenged in the provision of public conventional and handyDART transit services.

14.3.3 Pedestrian and Bicycle Routes

Council's policies are as follows:

- .1 Provide for and encourage bicycle and pedestrian movement by developing an integrated system of safe and convenient sidewalks, pathways and trails.
- .2 Continue to implement a program of priority sidewalk construction within Quesnel.
- .3 Work towards improving the width and approaches on sidewalks in order to allow more efficient wheelchair access within Quesnel.
- .4 Consider extending sidewalks to service areas with particularly high volumes of pedestrian traffic including schools, recreational facilities, and commercial areas.
- .5 Continue the policy of requiring sidewalks in new development, except for along cul-de-sacs, as set out in the Subdivision and Development Servicing Bylaw.
- .6 Work towards establishing a bicycle and pedestrian trail network.
- .7 Continue to update, expand and implement the Bicycle Network Plan.
- .8 Consider widening sidewalks in the downtown and in other areas where there are high volumes of foot traffic.
- .9 Investigate a pathway connection between residential areas and industrial employment centres toward the north end of the City.



- .10 Investigate options for pedestrian access across Highway 97, particularly in the area near the intersection of with Quesnel Hydraulic Road.

14.3.4 Rail

Council's policies are as follows:

- .1 Encourage the further development of rail serviced industrial lands towards the north of the City.
- .2 Continue to build on the opportunities provided by the railway services to the City.

14.3.5 Air

Council's policies are as follows:

- .1 Provide a safe, secure airport for the traveling public, corporate, medical, and private users and employees.
- .2 Work to retain adequate and reliable scheduled passenger and freight air service that meets the needs of the community.
- .3 Work with various partners as required, to maintain and improve facilities, ensuring the long-term viability of the airport for both public and private users.
- .4 Work towards regional participation in the funding of the airport's operations.
- .5 Investigate and improve approach and departure capabilities through Global Navigation Satellite System (GNSS) technology.

14.3.6 Accessibility

Council's policies are as follows:

- .1 Recognize the Measure Up Quesnel Strategic Plan as a tool for improving all means of transportation for people with a disability, seniors and the general public.



15.1 BACKGROUND

The City of Quesnel provides an extensive system of water pumping, storage, treatment and distribution, which serves most of the developed urban areas of the City. The City also maintains an extensive system of sewage collection lines. The sewage treatment and disposal facilities are located at the Cariboo Pulp and Paper Plant, while a separate Regional District sewage collection and treatment system, called the Red Bluff / Dragon Lake System, serves the Racing / Westland Road area and the South Hills area. This system is operated by the City of Quesnel for the Regional District.

In addition, the City maintains a storm drainage system that is a combination of a piped underground system in some areas and a ditched system in other areas. The City also maintains a network of roadway infrastructure that comprises paved and gravel roads, streetlights, and pedestrian routes. Together with the Cariboo Regional District, the City works to provide solid waste disposal and recycling facilities for the residents of Quesnel.

15.2 OBJECTIVES

Council's objectives are as follows:

- .1 Ensure water, sewer, drainage systems, solid waste disposal facilities, and street lighting are provided to support the good health of Quesnel residents.
- .2 Ensure water, sewer, drainage systems, solid waste disposal facilities, and street lighting comply with the recognized need, servicing standards, and the ability of residents to pay.



15.3 POLICIES

15.3.1 Infrastructure Reinvestment

Council's policies are as follows:

- .1 Achieve a consistent and financially sustainable program for the repair and replacement of key infrastructure components to ensure that the City remains a vital and thriving community.
- .2 Support the development and implementation of a long-term program to ensure sustainable capital reinvestment.

15.3.2 Water

Council's policies are as follows:

- .1 Maintain and operate the City's water system as shown on Schedule D.
- .2 Maintain the City's water supply, storage and distribution system in order to serve existing development.
- .3 Require developers to extend the water distribution system to the new development and to pay their fair share for the expansion of the water supply and storage system.
- .4 Require new water system construction to meet recognized standards as set out in the City's Subdivision Servicing Bylaw.
- .5 Continue to investigate the feasibility, alternatives, and costs of extending City of Quesnel community water services to the Richards/Valhalla Road area, and continue to consult with residents on their desire to see community water in this area.
- .6 Continue to work with the Cariboo Regional District and the residents of the Red Bluff / Dragon Lake area currently located outside the City boundaries to discuss the feasibility, alternatives, and costs of extending City of Quesnel community water services to this area.
- .7 The City will not extend the municipal water system beyond the City boundaries; if areas outside the city boundaries wish to connect to the municipal system, the areas must become part of the City.



15.3.3 Wellhead Protection

Council's policies are as follows:

- .1 Define wellhead protection areas for municipal wells and control land uses for the protection areas in consideration of risks to the groundwater supplying the municipal well.
- .2 Understand and monitor the performance of the existing wells to ensure sustainable operation of the utility.
- .3 Protect alternative wellhead areas for future expansions and/or replacements of existing well systems.
- .4 Undertake comprehensive studies to define wellhead protection areas and develop source water protection and sustainability plans.
- .5 Regularly update studies and plans in consideration of on-going well performance and environmental monitoring.
- .6 Pass through By-law the limits of wellhead protection and land use controls in those areas.
- .7 Study new areas of possible alternative municipal wells in order to plan for growth.

15.3.4 Sewer

Council's policies are as follows:

- .1 Maintain and operate the City's sanitary sewer system as shown on Schedule D.
- .2 Maintain the City's sewage collection, treatment and disposal system in order to serve existing development.
- .3 Require developers to extend the sewage collection system to the new development and to pay their fair share for the expansion of the sewage treatment and disposal facilities.
- .4 Require new sewer system construction to meet recognized standards as set out in the City's Subdivision Servicing Bylaw.
- .5 The City will not extend the municipal sewer system beyond the City boundaries; if areas outside the city boundaries wish to connect to the municipal system, the areas must become part of the City.



15.3.5 Drainage

Council's policies are as follows:

- .1 Maintain and operate the City's storm drainage system as shown on Schedule D.
- .2 Maintain the City's drainage system in order to serve existing development.
- .3 Review the standards required for new storm drainage construction and discharge to receiving water bodies in order to identify changes required to address stormwater issues in Quesnel.
- .4 Identify an approach to address disposal of stormwater on private lands.
- .5 Prepare a comprehensive stormwater management plan that will set out projects, costs and priorities for improvements over several years.
- .6 Prepare a Master Drainage Plan to identify appropriate measures to improve drainage in areas where drainage is of particular concern or additional growth is anticipated.

15.3.6 Solid Waste

Council's policies are as follows:

- .1 Continue to work with the Cariboo Regional District to provide solid waste disposal facilities and programs for the City of Quesnel.
- .2 Continue to encourage the reduction, reuse and recycling of solid wastes.
- .3 Augment existing recycling depots and work with Neighbourhood Associations to identify if additional recycling depots are needed and to identify the feasibility of providing additional depots.
- .4 Consider various improvements to the landfill entrance such as improvements to vehicle access, installation of fencing, and provision of a weigh scale.

15.3.7 Street Lighting

Council's policies are as follows:

- .1 Continue to require a recognized standard of street lighting in new subdivisions.



- .2 Continue operating, maintaining and improving the street lighting system in existing areas of Quesnel.

15.3.8 Utility Corridors

Council's policy is as follows:

- .1 To recognize the importance of utility corridors through the Plan area and to work with utility companies to ensure uses and subdivision within the vicinity of the corridor are designed in such a manner as to reflect the regulatory requirements governing the utility company and the corridor.



16.1 BACKGROUND

The social needs and well being of the community has an impact on the long range planning for the City. The City recognized this interrelationship several years ago and introduced policies on social needs, well being and development into the Official Community Plan in 1999. The City also worked with the Institute for Social Research and Evaluation at the University of Northern British Columbia, which undertook a study entitled “Evaluation of Public Services and the Quality of Life in Quesnel” partly in response to the plan’s policies. The study was based on an extensive survey of Quesnel and area residents. Respondents frequently noted that the “best thing about living in Quesnel” was the friendliness of the people, the community’s size, its beauty, affordability, and proximity to outdoor recreational activities. Respondents also identified the riverfront trail system and city beautification as two of the most satisfying aspects of their lives. The highest levels of dissatisfaction were expressed over drug and alcohol abuse in the area, availability of public washrooms, air quality, regional road maintenance and repair, city road maintenance and repair, and downtown parking spaces. Respondents also wanted to reduce traffic congestion through the City. Some of these specific areas of satisfaction or dissatisfaction have been addressed in other sections of the OCP. This section of the OCP focuses on addressing social needs and enhancing the well being of Quesnel residents. To help address the community’s safety issues, the City has formed a Community Safety Committee, which works to increase safety and security in the City.

16.2 OBJECTIVES

Council’s objectives are as follows:

- .1 Continue working towards enhancing the quality of life in Quesnel.
- .2 Work with other government agencies and groups in the community to help address social issues.

16.3 POLICIES

Council’s policies are as follows:

- .1 Work with various community groups to celebrate the multicultural aspects of Quesnel and work to promote communication, cooperation and harmony between various ethnic groups.



- .2 Continue to improve the quality of life in Quesnel through enhancement and expansion of recreational opportunities in the area.
- .3 Continue to encourage the expansion of educational opportunities, such as through the development of a high standard of post secondary education in the City, as a way of improving the quality of life in Quesnel.
- .4 Continue to encourage economic development in order to create more job opportunities and reduce unemployment in the area.
- .5 Work with seniors groups and citizens, as well as government agencies and community groups in order to help plan for the housing services and facilities that will be required to meet the needs of an aging society.
- .6 Work towards helping improve the level of personal safety felt by all community members regardless of age, gender, income, or ethnic background.
- .7 Work with the RCMP, committees and community groups to improve the feeling of personal safety in specific areas of Quesnel including the foot bridge across the Fraser River, parts of the River Walk, and other critical areas identified through a process of citizen consultation.
- .8 Work with the RCMP to encourage residents and neighbourhoods to participate in a range of crime prevention programs such as:
 - ◆ Block Watch
 - ◆ Neighbourhood Watch
 - ◆ Citizens on Patrol
 - ◆ Crime Stoppers
- .9 Promote and support the Community Policing Access Centre in the Fire Hall in West Quesnel.
- .10 Consult with the RCMP before rezoning land or issuing permits for uses that primarily serve alcohol.
- .11 Work with the RCMP to become more informed about how crime can be prevented through building and landscaping design, and then encourage crime prevention through design techniques.



- .12 Work towards ensuring that buildings providing facilities and services that need to be accessed by people with disabilities are fully accessible.
- .13 Work with other organizations to develop a strategy to attract professional people that are lacking in the community such as nurses, teachers and doctors.
- .14 Investigate how the City could work with other agencies and organizations to minimize the impacts of poverty on the citizens of Quesnel.
- .15 Encourage access to opportunities and resources for all residents.
- .16 Promote participation in social planning.
- .17 Encourage and promote opportunities for learning, knowledge and skill development of all ages.
- .18 Encourage the establishment of facilities and services that meet the unique needs and issues of youth.
- .19 Encourage the provision of opportunities for knowledge and skill development of workers that match the local economy and the future needs of the local economy.
- .20 Encourage the provision and maintenance of affordable housing.
- .21 Recognize the Measure Up Quesnel Strategic Plan as a tool for improving and promoting accessibility and inclusion in the Community.



17.1 BACKGROUND

The first documented record of what is now Quesnel occurs in the chronicles of Alexander Mackenzie's 1793 journey across what was to become Canada. Along his whole journey, Mackenzie was guided by First Nations people, the Southern Carrier and Chilcotin First Nations, who have inhabited the Quesnel area for thousands of years. In 1808, Simon Fraser retraced some of Mackenzie's river journey while in search of the mouth of the Columbia River. It was he who named the Quesnel River after his first lieutenant Jules Maurice Quesnel. In the journals of both explorers, the future site of the City of Quesnel at the junction of the Quesnel and Fraser Rivers with Baker Creek flowing in from the west is well described.

In 1862, Billy Barker's rich claim on Williams Creek triggered the Cariboo Gold Rush and the boom town of Barkerville. Quesnel was strategically placed and gained importance during the 1860's as a communications and transportation hub, as a place to simply catch your breath, and as a supply depot for the miners in the gold fields.

At first, travel was on rivers and lakes by dugout and birchbark canoe and by land over aboriginal trails. The Cariboo Wagon Road was constructed through Quesnel to Barkerville by the fledgling colonial government in the 1860's. The appearance of sternwheelers made it possible to carry more supplies and gold seekers up the Fraser River. As more and more people recognized that life was good in the supply town of Quesnel, many settlers chose to stay in the area. Thus, Quesnel sustained continued growth in the years following the gold rush, while many other towns in the area were abandoned and left to crumble. Quesnel was called Quesnellemouth to distinguish it from Quesnel Forks, 60 miles up river. By 1870 it had been shortened to Quesnelle and around 1900 it became spelled the way we know it today.



Quesnel's history is colourful and exciting. Exploration and expansion, the fur trade, mining, farming and ranching, forestry, and tourism have all played important roles in the community's past development and most remain so today. Similarly, people from many different cultural backgrounds continue to contribute to the richness and prosperity of the community.

The Collins Overland Telegraph reached Quesnel in 1865, the first bridge spanned the Quesnel River in 1875, the first hospital was built in 1910, the first theatre in 1914. The railway arrived in 1921, Quesnel became a town in 1928 and a city in 1979. While the Quesnel of today is a vibrant city, boasting many more such "firsts", it is equally important that the many achievements from the past are not forgotten.

The Quesnel Museum is noted for its interesting artifacts, exciting displays and knowledgeable staff. The Quesnel Museum and Heritage Commission, a volunteer advisory body to the City of Quesnel, offers direction and energy to the task of ensuring that the cultural history and heritage of this region are preserved.

The city has undertaken numerous initiatives that recognize and conserve its heritage resources, including:

- ◆ Establishment of the Museum and Heritage Commission, pursuant to City Bylaw no. 1582
- ◆ Governance and funding of the Quesnel and District Museum and Archives
- ◆ Purchase and preservation of the former Hudson's Bay Company store
- ◆ Restoration of the Fraser River Walking Bridge
- ◆ Creation and maintenance of the North Quesnel Trail ("Riverfront Trail") and the West Side Trail
- ◆ Creation of Heritage Corner
- ◆ Purchase and installation of plaques on selected historic buildings
- ◆ Facilitation of a "Let's Get Organized" Heritage Workshop in 2004
- ◆ Facilitation and adoption of a Community Heritage Strategic Plan in 2005

Other organizations – schools, NGOs, community groups and individuals have also made important achievements in this respect. Some examples are:

- ◆ The creation and operation of the Antique Machinery Park by the Quesnel and District Heritage Association, with assistance from the City of Quesnel and School District 28
- ◆ Preservation of portions of the Telegraph Trail by the Telegraph Trail Society
- ◆ The Quesnel Heritage Inventory (2003) by Lorna Townsend and Julie Andow
- ◆ Promotion of traditional cultural practices and crafts (e.g. fiddling and quilting) by member groups of the Quesnel and District Community Arts Council



- ◆ Ongoing preservation of many aspects of the heritage of Barkerville and the Cariboo Gold Rush by the Friends of Barkerville Society and the more recently formed Friends of the Quesnel & District Museum & Archives Society
- ◆ The introduction of Aboriginal content in the school curriculum by School District 28

The community defines ‘heritage’ broadly as ‘that which we have inherited, value, believe in and wish to keep’. A Heritage Strategic Plan (March 2005) has made strategic recommendations for implementing, managing and promoting heritage in Quesnel.

17.2 OBJECTIVE

Council’s objective is as follows:

- .1 To work in cooperation with the broader Quesnel community to recognize and preserve significant heritage features, including archaeological sites of significance to local First Nations.

17.3 POLICIES

Council’s policies are as follows:

- .1 Support the preservation of features with significant heritage value.
- .2 Recognize the Heritage Strategic Plan as a tool for managing and promoting Quesnel’s history and heritage.
- .3 Ensure that “heritage” includes the tangible and intangible, the built and the natural, and the unique cultural aspects of Quesnel’s past.
- .4 Identify, recognize, and promote the preservation of heritage buildings, structures and features through the development of a Community Heritage Register.
- .5 Find ways to enhance our relationship with the City’s cultural groups to enhance cultural diversity and respect their heritage and culture in the area.
- .6 Respect local First Nations’ interests by encouraging the Crown to consult, in a meaningful way, with local First Nations to ensure that any new development on Crown lands within the City is properly evaluated in terms of potential impacts on First Nations’ traditional territory and lands of cultural significance.
- .7 Work towards the development of an Arts Policy.
- .8 Recognize that the Ministry of Sustainable Resource Management may require an Archaeological Impact Assessment as a condition of development.



18.1 BACKGROUND

The City of Quesnel expanded its boundaries to include the Racing / Westland Road and South Hills areas. The City expanded its boundaries in order to help the residents address critical water supply issues.

Residents living in the Red Bluff / Dragon Lake areas, directly south of the newly incorporated areas, as well as businesses located south along Highway 97, have expressed a desire to join the City as well. Water is the issue in these areas, where most residents are served by shallow domestic wells that are subject to low water quality, and insufficient flows to provide a solid level of fire protection.

The City wishes to continue working with residents to identify their level of desire to join the City.

18.2 OBJECTIVES

Council's objectives are as follows:

- .1 To consider expanding City boundaries based on the desire of residents and property owners to join the City, and the resources available to address the issues in an expansion area.

18.3 POLICIES

Council's policies are as follows:

- .1 Continue working with the residents and property owners of the Red Bluff / Dragon Lake area to identify the feasibility, options, and costs associated with addressing servicing issues and joining the City of Quesnel.
- .2 Continue working with the Cariboo Regional District to discuss boundary expansion issues and to cooperatively plan land uses and services in the Fringe Areas that may eventually become part of the City.
- .3 Require that an area become part of the City as a condition of the City extending municipal infrastructure to an area.
- .4 Work towards establishing the City's ultimate boundary (as shown on Schedule E) over time in cooperation with affected jurisdictions, residents, agencies and organizations to foster the creation of a connected and cohesive community.



19.1 BACKGROUND

Communities are faced with many challenges including adapting to climate change, renewing aging infrastructure, exploring alternative energy sources, affordable housing, transportation options, and changing demographics. Solutions are required to help communities develop in a comprehensive and integrated manner.

19.2 OBJECTIVES

Council's objective is as follows:

- .1 To ensure that growth and development in Quesnel is economically, environmentally, and socially sustainable.
- .2 To encourage energy efficiency in the design of buildings, infrastructure, and land uses.
- .3 To reduce community-wide greenhouse gas emissions through land use policy.

19.3 POLICIES

19.3.1 Smart Growth

Smart growth is an approach to growth and development that enhances the quality of life in communities, preserves the natural environment, and saves money over time. By promoting the development of compact, walkable neighbourhoods, and preserving environmental features, communities are able to grow in an economically, environmentally, and socially sustainable fashion.

Council's policies are as follows:

- .1 Minimize urban sprawl by encouraging development and redevelopment in existing urban areas.



- .2 Encourage neighbourhood and site-specific design that will improve the "walkability" of the community.
- .3 Support the development of mixed-use neighbourhoods.
- .4 Preserve open space and areas of environmental sensitivity.
- .5 Reduce automobile dependence by encouraging the use of alternative modes of transportation, including bicycles and public transit, in the community.
- .6 Encourage development and redevelopment in existing areas through innovative development approvals and development finance approaches.
- .7 Promote education of the public on the need for local production of food.
- .8 Adopt and implement a Sustainability Checklist based on the sustainable policies of this document (OCP) to act as a guide for all new developments.
- .9 Utilize Integrated Community Sustainability Planning to identify additional targets, actions and policies aimed at improving the sustainability of the community.

19.3.2 Climate Action

Council's policies are as follows:

- .1 Work towards meeting a 33% reduction of greenhouse gases below 2007 levels by 2020 and 80% by 2050.
- .2 Implement climate change relevant policies to achieve reduction of greenhouse gas emissions at the community and corporate levels.
- .3 Take a leadership role in promoting education for community members and businesses on the link between urban design, transportation, water-use and greenhouse gas production.
- .4 Incorporate strategies to reduce greenhouse gas emissions when engaged in major infrastructure planning and design projects or new facilities.
- .5 Utilize an anti-idling bylaw to raise awareness around vehicle emissions.
- .6 Implement a water conservation program.
- .7 Work towards implementing a community composting program.



19.3.3 Energy Efficiency

Council's policies are as follows:

- .1 Incorporate energy efficient features into municipal facilities wherever feasible, work to ensure that energy conservation is practiced in municipal operations and to review building with wood and utilize other green initiatives.
- .2 Encourage architects, builders and developers to use features that promote energy efficiency and conservation in building construction.
- .3 Encourage energy efficient, multiple transportation modes, as set out in other sections of this Plan dealing with pedestrian, cycling, transit modes, and trails.
- .4 Encourage energy efficient settlement patterns that reduce the length of vehicle trips, by using such methods as encouraging infill development, as set out in other sections of this Plan.
- .5 Encourage energy efficient forms of development through methods such as: energy efficient subdivision design; site planning including building orientation; energy efficient building design and materials; water conservation in landscaping; access to multiple transportation modes such as transit and cycling; and mixed-use forms of development.
- .6 Work with the government agencies and utility companies to encourage all sectors to practice energy conservation in the City.
- .7 Support and encourage energy efficiency in the Industrial Sector.



20.1 BACKGROUND

A healthy local economy is critical for the ongoing sustainability, growth and development of Quesnel. Without it, residents will not be able to support their livelihood, businesses suffer, and the community falters. The local economy is the lifeblood of a sustainable and developing community. It provides the resources required for prosperity, including strong employment and a solid city tax base to support infrastructure and services.

Quesnel is facing some unique economic challenges associated with the Pine Beetle epidemic, which will have a profound impact on the local forestry economy. In anticipation of the upcoming impacts, a number of organizations are taking action to address the challenge. As shown in the information below, Quesnel has a high dependence on the forestry sector, and stronger diversification into other sectors of the economy will be important for continued prosperity. The information below summarizes some of the economic indicators set out in background work undertaken as part of the planning process.

20.1.1 Employment

Forestry is by far the most important sector in the Quesnel areas both in terms of employment and community income, as logging and forest products accounts for 26% of employment in the City of Quesnel. In fact, about 2,200 families are directly dependent upon this sector for their livelihood. Local mills produce a wide variety of commodity and value-added products for the United States and overseas markets, including solid and fingerjoint dimensional lumber, laminated beams, plywood, medium density fiberboard, and pulp and paper products. The Annual Allowable Cut has been increased in an attempt to utilize the beetle killed wood before it decays and also to reduce the fuel available for fire.

Other important sectors include:

- ◆ Accommodation and food services, which accounts for 12.1% of the City's employment
- ◆ Retail, which accounts for 11.3% of employment
- ◆ Educational services, which accounts for 10.1% of the City's employment



20.1.2 Local Employers

Major employers in Quesnel consist of a mix of industrial and service firms and public sector service organizations. According to the Quesnel Community and Economic Development Corporation, the 12 largest employers in the Quesnel area account for about 25 percent of all jobs in the region (the Quesnel region includes Quesnel, Wells and Electoral Areas A, B, C, and I of the Cariboo Regional District). Forestry firms and public sector employees dominate the list, as shown in Table 20.1.

Table 20.1
Leading Employers by Employment Size for the Quesnel Region October 2004

Sector	Company	Product/Service	Employment
Public Sector	School District #28	Education	697
Manufacturing	Weldwood of Canada*	Lumber and plywood	696
Public Sector	GR Baker Memorial Hospital	Health Services	460
Manufacturing	West Fraser Timber Co. Ltd.*	Pulp and Fiberboard	440
Manufacturing	Total Logging Contractors	Forestry/Logging	330
Manufacturing	Canfor	Lumber, Plywood & Pulp	316
Manufacturing	Tolko Industries	Solid Wood Products	300
Manufacturing	Cariboo Pulp & Paper	Pulp & Paper	202
Manufacturing	Dunkley Lumber	Lumber	201 – 80 Quesnel
Public Sector	City of Quesnel	City Services	160
Retail	Wal-Mart	Retail Sales	160
Manufacturing	Quesnel River Pulp	Pulp	140
Manufacturing	C&C Wood Products	Forest Products	100
Retail	Save-On Foods	Retail Sales	87

* West Fraser Timber Co. Ltd. acquired Weldwood of Canada in December, 2004.

Source: Quesnel Community and Economic Development Corporation, *Quesnel and Area Community and Economic Profile 2005*

20.1.3 Economic Development Organizations and Initiatives

A number of organizations are actively involved in community development and economic development in the Quesnel area. Some of these organizations include:

- ◆ Cariboo-Chilcotin Beetle Action Coalition (CCBAC)
- ◆ Community Futures Development Corporation of the North Cariboo (CFDC)
- ◆ New Focus Society (NFS)
- ◆ Post Secondary Education Council (PSEC)



- ◆ Quesnel and District Chamber of Commerce
- ◆ Quesnel Child, Youth, and Family Network (The Network)
- ◆ Quesnel Employment Action Committee (QEAC)
- ◆ Quesnel Downtown Association (QDA)
- ◆ South Quesnel Business Association (SQBA)
- ◆ West Quesnel Business Association (WQBA)
- ◆ Wood Enterprise Centre

These organizations are doing their part to anticipate change, address impacts, and work towards improving the economy of Quesnel.

In addition to the ongoing work of various organizations, a number of initiatives have been completed or are under way that relate to economic development. Some of these initiatives include:

- ◆ The Quesnel Economic Action Plan
- ◆ The State of Our Community: Moving Sustainability Forward Report
- ◆ The Quesnel 2020 Project
- ◆ The Prosperity & Sustainability Report
- ◆ Communities in Bloom

This section of the Plan sets out Objectives and Policies of the City of Quesnel related to Economic Development. With several organizations involved, the City would like to ensure that it plays an appropriate role in working towards a strong and diverse economy in the Quesnel area.

20.2 OBJECTIVES

Council's Objectives are as follows:

- .1 To encourage a strong, resilient and diverse local economy.
- .2 To encourage economic diversification that will allow Quesnel to thrive and prosper through future economic challenges.
- .3 To play an important role in working with other organizations in fostering the ongoing economic development of Quesnel.
- .4 To encourage business and industry that is consistent with other community objectives.



20.3 POLICIES

Council's policies are as follows:

- .1 Encourage the retention of existing industries and businesses in the City.
- .2 Work towards ensuring that adequate lands are designated to accommodate the expansion of existing business and industry, and investment in new business and industry, that is appropriate for Quesnel.
- .3 Work with various organizations to address economic sustainability, economic diversification and adjustments, and issues associated with changes in the local forestry based economy due to the Pine Beetle infestation.
- .4 Promote a positive image of the City as a place for people to live, work and do business.
- .5 Ensure that the pursuit of economic development fits in a balanced way with the other objectives of the City.
- .6 Consider the long term financial health and sustainability of the municipality in making decisions that support economic development. Ensure that economic development initiatives are not pursued at the expense of solid municipal financial health and good long range planning.
- .7 As part of the diversification of the local economy, encourage the continued development of new educational facilities and programs in Quesnel.
- .8 Work with other organizations to promote tourism development in Quesnel and build on the potential associated with: capitalizing on rail travel; drawing on Highway 97 traffic; fostering destination visitation for events and meetings; taking advantage of the area's natural, cultural and heritage features; and cultivating other tourism opportunities.
- .9 Continue to promote the development and use of recreational and cultural facilities in Quesnel, such as the indoor soccer facility, the River Walk, and the proposed multi-centre, with one of the many benefits of these types of facilities being that they can help support economic development.
- .10 As part of a long term strategy for investment in infrastructure, ensure that the appropriate level of infrastructure is provided to support business and industry, in a fiscally responsible manner.



- .11 Support the ongoing vitality and development of the City's various commercial areas including Downtown Quesnel, West Quesnel and South Quesnel.
- .12 Continue to retain the large contiguous areas designated for industrial development in Quesnel to support the retention and development of industrial uses.
- .13 Recognize the importance of home based businesses and, as noted in the Residential section of the plan, permit home based businesses in residential areas provided they do not detract from the existing residential character of the areas.
- .14 Consider the need for sustainable economic growth over the long term when reviewing any major development proposal.



21.1 BACKGROUND

Pursuant to the *Local Government Act*, it is the policy of Council to designate certain areas of the City as Development Permit Areas and implement special conditions in the form of development guidelines. These designations and guidelines are used for the following reasons:

- ◆ Protection of the natural environment
- ◆ Protection of development from hazardous conditions
- ◆ Revitalization of an area in which a commercial use is permitted
- ◆ Establishment of definitive objectives and to treat form and character of commercial and multiple family residential development

In general, within a Development Permit Area, the owner needs to obtain a development permit before:

- ◆ Subdivision
- ◆ Construction, addition or alteration of a building or structure
- ◆ Land is altered in an environmentally sensitive area as designated under Section 919.1(1)(a) of the *Local Government Act*
- ◆ Land subject to hazardous conditions as designated under Section 919.1(1)(b) of the *Local Government Act* is altered

21.2 CONDITIONS WHERE A DEVELOPMENT PERMIT IS NOT REQUIRED

Development Permits are not required within the specified development permit areas under the following conditions:

- ◆ For internal alterations which do not affect the outer appearance of the building
- ◆ For replacement, upgrading or repair of roofing

Except in the Downtown Core Development Permit Area, Development permits are not required under the following conditions:



- ◆ For replacement upgrading or repair of the exterior cladding of a building
- ◆ For replacement upgrading or repair of signs
- ◆ For an alteration which is limited to the addition, replacement or alteration of doors, windows, or building trim

21.3 MULTIPLE FAMILY DEVELOPMENT PERMIT AREA

21.3.1 Category

The Multiple Family Development Permit Area is designated under Section 919.1(1)(f) (form and character of multiple family development) of the *Local Government Act*.

21.3.2 Area

All lands zoned for multiple family residential use are designated as Multiple Family Development Permit Area as illustrated on Map Schedule F1.

21.3.3 Justification

Most multiple family developments are located in areas next to major roadways, areas next to lower density residential use, and areas in transition from lower density residential to higher density residential uses. Because of their prominent scale and location, multiple family developments can have a significant visual impact on the surrounding area.

Good design guidelines can help ensure that the development enhances the surrounding area and contributes to the character of the neighbourhood.

The objective of this designation is to ensure that multiple family development is attractive and compatible with the surrounding area, as well as enhancing the overall character of Quesnel.

21.3.4 Guidelines

Development permits issued in this area shall be in accordance with the following guidelines:

Buildings and Structures

- .1 The siting, scale and massing of buildings should be consistent with adjacent development and prevailing neighbourhood character. Where larger multiple family developments meet single family residential developments, roof lines should slope down and building shapes should be stepped down to meet the height of the adjacent single family development.



- .2 Monolithic structures and long expanses of straight walls should be avoided. Second and third storeys should be stepped back, especially when adjacent to single storey developments.
- .3 Large buildings should be designed to create the impression of smaller units and less bulk by encouraging architectural treatments for roof systems, façade relief and variety between sections.
- .4 Sloping roof lines are encouraged.
- .5 Multiple family dwellings that look like rectangular boxes with flat roofs will not be accepted.
- .6 Materials such as brick, stucco, stone, natural stained or painted wood, or some combination of the above are encouraged.
- .7 Buildings clad entirely in vinyl siding are discouraged; if vinyl siding is used, it should be combined with significant amounts of other material in order to avoid expansive areas of featureless vinyl siding.
- .8 The maximum building height is three storeys or 12 metres. Three storey developments are encouraged to set back the third storey from roadways, lanes and lower density residential areas. These setbacks allow for usable outdoor space while retaining a sense of privacy for adjacent lower density residential uses.
- .9 Clustering and other creative spatial arrangements with common open areas and facilities are encouraged. These types of housing should be designed to promote visual quality and interest, efficient use of land and building materials, community interaction and amenities, and natural drainage and environmental management systems.
- .10 Defined spaces should be identified for waste containers.

Access and Parking

- .11 New development must provide safe and efficient vehicle entrances, exits and site circulation.
- .12 Sites should be designed to accommodate alternative modes of transportation, with provisions made onsite for sidewalks, bicycle and walking paths or lanes, and bicycle parking racks. Onsite transportation networks should connect to transportation networks off the site.
- .13 Large parking areas should be broken into smaller groups, with landscaping between the groups of parking.



- .14 Parking lots located at the side or rear of the principal building, rather than the front of the building, are encouraged.
- .15 Parking lots and access routes should be provided with asphalt, concrete, interlocking bricks or other hard surface. Gravel parking lots and access routes will not be accepted.

Screening and Landscaping

- .16 The site should be provided with landscaping in the following areas:
 - ◆ Along the property edge next to roadways
 - ◆ Between buildings and parking areas
 - ◆ Along on-site access roads
 - ◆ Along the sides of buildings
 - ◆ In other open space areas not required for parking, access roads or walkways
- .17 The site should be provided with supplementary screening in the form of fencing, hedging, planting, other screening materials or a combination of materials in the following areas:
 - ◆ Around outdoor storage areas
 - ◆ Around waste containers
 - ◆ Around heating and cooling equipment and other service areas
 - ◆ Between parking areas and the street
- .18 The landscaping components should be designed as part of a comprehensive landscaping plan that complements the building and the surrounding uses.
- .19 The inclusion of site amenities that improve pedestrian enjoyment and accessibility and the quality of the residential living space is encouraged. Amenities may include courtyards, gardens, playground equipment, pedestrian and bicycle routes.
- .20 Retention of significant existing vegetation is encouraged to enhance the urban environment and retain the existing character of the area. This is especially important when development occurs adjacent to established lower density residential areas.

Signage

- .21 The general character of signs should positively relate to the architectural character of the associated building.



- .22 Free standing signs should be low to the ground, externally lit or unlit, with a landscaped base.

Utility Servicing

- .23 All multiple family development should be connected to a community water system and a community sewer system.

Sequence and Timing

- .24 Sequence and timing will be considered for phased developments to encourage orderly development, identify priorities and facilitate completion of phases; in general initial phases should be near completion before subsequent phases are started.

21.4 DOWNTOWN CORE DEVELOPMENT PERMIT AREA

21.4.1 Category

Downtown Core Development Permit Area is designated under Section 919.1(1)(d) (revitalization of an area in which a commercial use is permitted) of the *Local Government Act*.

21.4.2 Area

The areas designated Downtown Core Development Permit Area are illustrated on Map Schedule F2.

21.4.3 Justification

The downtown core is the most important commercial area in the Quesnel region. The visual impression provided by the downtown core area, helps shape the community's identity. It is also extremely important from an economic perspective to provide a strong positive image to the tourists travelling Highway 97.

The objective of this designation is to enhance the quality, character, and image of Quesnel's downtown. The guidelines will ensure that a high standard of architectural and streetscape design are maintained. It is Council's objective to develop continuity and an overall improvement of the presentation of downtown Quesnel, while still providing flexibility for original and inspired design.

21.4.4 Guidelines

Development permits issued in this area shall be in accordance with the following guidelines:

- .1 *The City of Quesnel Design Guidelines (1992)* shall apply within the Downtown Core Development Permit Area.



- .2 Bicycle racks should be installed on the sidewalk in front of the development to allow cyclists to lock their bikes.

21.5 WEST QUESNEL DEVELOPMENT PERMIT AREA

21.5.1 Category

The West Quesnel Development Permit Area is designated under Section 919.1(1)(d) (revitalization of an area in which a commercial use is permitted) of the *Local Government Act*.

21.5.2 Area

The areas designated West Quesnel Development Permit Area are illustrated on Map Schedule F3.

21.5.3 Justification

The West Quesnel commercial area consists of a variety of uses in an assortment of building types, layouts and architectural styles. As a result, the function of the area as a single entity remains unclear. Design guidelines are needed to facilitate the creation of a commercial area that respects the character of the community, yet responds to the scale and uniqueness of the West Quesnel neighbourhood. More detailed design guidelines are required for this area. In the meantime, until the more detailed guidelines are prepared, the general guidelines will ensure that a minimum level of good design is established in West Quesnel.

The objective of the West Quesnel Development Permit Area is to improve the general form and character of the area, and to revitalize the area.

21.5.4 Guidelines

Development permits issued in this area shall be in accordance with the following guidelines:

Buildings and Structures

- .1 Buildings should be designed in a way that enhances the visual character of the commercial area.
- .2 The siting, scale and massing of buildings should be consistent with adjacent development.
- .3 Monolithic structures and long expanses of straight walls should be avoided.
- .4 The shape, siting, roof lines, architectural features and exterior finish should be sufficiently varied to create interest and avoid a monotonous appearance.



- .5 Large buildings should be designed to create the impression of smaller units and less bulk, by encouraging architectural treatments for roof systems, façade relief and variety between sections including building jogs and irregular faces.
- .6 Buildings should be designed to relate positively to pedestrians at street level.
- .7 Materials characteristic of Quesnel, such as smooth brick, stucco, stone, natural, stained or painted wood, or some combination of the above are encouraged.
- .8 The maximum building height is three storeys or 12 metres.
- .9 Building setbacks shall be consistent with the building setbacks of adjacent properties, in order to avoid having the new buildings set back significantly more or less than existing buildings

Access and Parking

- .10 New development must provide safe and efficient vehicle entrances, exits and site circulation.
- .11 Sites should be designed to accommodate alternative modes of transportation, with provisions made onsite for sidewalks, bicycle and walking paths or lanes, and bicycle parking racks. Onsite transportation networks should connect to transportation networks off the site.
- .12 Large parking areas should be broken into smaller groups, and the smaller groups should be separated with landscaping.
- .13 Parking lots located at the side or rear of the principal building are encouraged.
- .14 Bicycle racks should be installed on the sidewalk in front of the development to allow cyclists to lock their bikes.

Screening and Landscaping

- .15 The site should be provided with landscaping in the following areas:
 - ◆ Between buildings and parking areas
 - ◆ Along on-site access roads
 - ◆ In other open space areas not required for parking, access roads or walkways
- .16 The site should be provided with supplementary screening in the form of fencing, hedging, planting, other screening materials or a combination of materials in the following areas:



- ◆ Around outdoor storage areas
 - ◆ Around waste containers
 - ◆ Around heating and cooling equipment and other service areas
 - ◆ Between parking areas and the street;
 - ◆ Between the rear of commercial areas and any residential area
- .17 The inclusion of site amenities that improve pedestrian enjoyment and accessibility and the quality of the urban environment is encouraged. Amenities may include courtyards, gardens, pedestrian and bicycle routes.
- .18 The use of native plant species or species appropriate for Quesnel's climate is encouraged.
- .19 Landscaping should be maintained.

(Note that does not form part of this Bylaw: As per Section 925 of the *Local Government Act*, the City will require a security deposit for landscaping.)

Lighting

- .20 Developments should be designed to ensure that they do not produce a strong glaring light or reflection of that light beyond their lot lines.

Signage

- .21 Signage should complement the architectural style of the building and finish.
- .22 Externally lit signage is encouraged.

21.6 HIGHWAY FRONTAGE DEVELOPMENT PERMIT AREA

21.6.1 Category

The Highway Frontage Development Permit Area is designated under Section 919.1(1)(f) (establishment of objectives and the provision of guidelines for the form and character of commercial development) of the *Local Government Act*.

21.6.2 Area

All areas designated Highway Frontage Development Permit Area are illustrated on Map Schedule F4.



21.6.3 Justification

The Highway Frontage Development Permit Area primarily consists of highway and service commercial uses and light industrial uses located along the highway frontage. Because this area includes the north and east entrances into the City, it is important to provide a positive ‘first impression’ to visitors and residents alike.

The objectives of these guidelines are to improve the character and visual impression of development located along the highway.

21.6.4 Guidelines

Development permits issued in this area shall be in accordance with the following guidelines:

- .1 Monolithic structures and long expanses of straight walls should be avoided.
- .2 Large buildings should be designed to create the impression of smaller units and less bulk by encouraging architectural treatments for roof systems, façade relief and variety between sections.
- .3 Sloping roof lines are encouraged.
- .4 The building should include materials characteristic of Quesnel such as smooth facebrick, stucco, stone, natural stained or painted wood, or some combination of the above.
- .5 The maximum building height is three storeys or 12 metres.

Access and Parking

- .6 New development must provide safe and efficient vehicle entrances, exits and site circulation.
- .7 Large parking areas should be broken into smaller groups, and the smaller groups should be separated with landscaping.
- .8 Parking lots located at the side or rear of the principal building are encouraged.
- .9 Bicycle racks should be installed on the sidewalk in front of the development to allow cyclists to lock their bikes.

Screening and Landscaping

- .10 The site should be provided with landscaping in the following areas:



- ◆ Along the property edge next to roadways
 - ◆ Between buildings and parking areas
 - ◆ Along on-site access roads
 - ◆ Along the sides of buildings
 - ◆ In other open space areas not required for parking, access roads or walkways
- .11 The site should be provided with supplementary screening in the form of fencing, hedging, planting, other screening materials or a combination of materials in the following areas:
- ◆ Around outdoor storage areas
 - ◆ Around waste containers
 - ◆ Around heating and cooling equipment and other service areas
 - ◆ Between parking areas and the street
- .12 Retention of significant existing vegetation is encouraged to enhance the urban environment and retain the existing character of the area. This is especially important when development occurs adjacent to established lower density residential areas.
- .13 The use of native plant species or species appropriate for Quesnel's climate is encouraged.
- .14 Landscaping should be maintained.

(Note that does not form part of this Bylaw: As per Section 925 of the *Local Government Act*, the City will require a security deposit for landscaping.)

Signage

- .15 The general character of signs should positively relate to the architectural character of the associated building.
- .16 The scale of free standing signs should be consistent with the highway commercial use. The sign should have a landscaped base.



21.7 RESIDENTIAL-COMMERCIAL TRANSITION AREA DEVELOPMENT PERMIT AREA

21.7.1 Category

It is the policy of Council to designate as Residential-Commercial Transition Development Permit Area, under Section 919.1(1)(f) of the *Local Government Act* for the establishment of objectives and provision of guidelines for the form and character of commercial development.

21.7.2 Area

The Residential-Commercial Transition Development Permit Area is shown on Schedule F5.

21.7.3 Justification

The Residential-Commercial Transition Development Permit Area seeks to achieve a high standard of quality and land use compatibility for commercial development in a transitional neighbourhood on the edge of the City Centre. Land uses in this area are changing and any new commercial development or residential conversion to commercial use that takes place should be sensitive to existing single family residential dwelling units. The Development Permit Area seeks to allow commercial development that reflects the form and character of the existing area.

21.7.4 Exemptions

A Development Permit is not required for the following:

- .1 Single family residential dwelling.
- .2 The following minor alterations:
 - (a) Interior renovations;
 - (b) Exterior maintenance requiring only the repair or replacement of existing surface materials and colours;
 - (c) Changes to plant material in established landscape places;
 - (d) An alteration which is limited to the addition, replacement or alteration of doors, windows, building trim or roofs.

21.7.5 Guidelines

Development Permits should be issued in accordance with the following:



Design

- .1 All commercial developments should have individual access at grade oriented towards the street in keeping with the existing single family residential character of the area.
- .2 The use of pitched roofs, dormers, bay windows and sub-roofs should be encouraged reflecting the architectural character of the area.
- .3 The scale, massing, exterior finishing materials and front yard landscaping of development should reflect the character of the existing dwelling units in the area.

Landscaping

- .4 Development should include landscape planting in the front and side yards of the lot using natural materials such as grass, hedges and trees which reflects the existing landscaping of the surrounding area.
- .5 A combination of landscaping and fencing should be used to create distance, separation and buffering between adjacent parcels, especially when commercial uses abut residential dwelling units.
- .6 Garbage receptacles should be located in the rear yard of the development and landscaping and fencing should be used to screen these structures from view.
- .7 The use of native plant species or species appropriate for Quesnel's climate is encouraged.
- .8 Landscaping should be maintained.

(Note that does not form part of this Bylaw: As per Section 925 of the *Local Government Act*, the City will require a security deposit for landscaping.)

21.8 WATER CORRIDOR DEVELOPMENT PERMIT AREA

21.8.1 Category

The Water Corridor Development Permit Area is designated under Section 919.1(1)(a) (protection of the natural environment, its ecosystems and biological diversity) of the *Local Government Act*.

21.8.2 Area

All areas within designated Water Corridor Development Permit Area are illustrated on Map Schedule F6.



21.8.3 Justification

Several natural and environmentally sensitive areas exist in the City of Quesnel along the rivers, creeks, and other wetland areas. Although a full inventory of natural areas in Quesnel needs to be completed, a number of natural areas have already been identified including Baker Creek, Dragon Creek, Flamingo Marsh, the banks of the Fraser and Quesnel Rivers, Dragon Lake and Barlow Creek. As Quesnel continues to grow, it will become increasingly important to protect the known natural areas from negative impacts associated with development.

The objective of this development permit area designation is to minimize the impact of development on natural areas, preserve significant natural features, protect water courses and protect important areas of natural flora and fauna, and to provide access to natural areas.

21.8.4 Guidelines

The guidelines for development within the Water Corridor Development Permit Area are as follows:

- .1 The riparian area adjacent to the natural boundaries of a stream or water body should remain free of development and in its natural condition except for fencing, trails, and works or plantings to control erosion, protect banks, protect fisheries or otherwise preserve and enhance the natural water course. The exact boundary of the riparian area will be set out in the development permit based on the area required to preserve the streamside habitat.
- .2 In this section development includes subdivision, construction, addition, alteration, and land alteration, except for lands in the Agricultural Land Reserve. Within the ALR any farm operation as defined in the Farm Practices Protection Act (Right to Farm Act), or fence or pump required in connection with a farming operation is exempt from requiring a Development Permit;
- .3 For development within Water Corridor Development Permit Areas, consultation must occur with the appropriate provincial and federal agencies regarding the applicability of any fish and wildlife habitat regulations and guidelines, specifically the Department of Fisheries and Oceans' Land Development Guidelines for the Protection of Aquatic Habitat and the Ministry of Environment's Environmental Best Management Practices for Urban and Rural Land Development in British Columbia. Development permits may be considered for issuance when the City receives notification from those appropriate provincial and federal agencies, where required;
- .4 Development permit applications in Water Corridor Development Permit Areas may require an assessment report prepared by a Qualified Environmental Professional, to be submitted to the City and appropriate provincial and federal agencies. The assessment report will be conducted if development is proposed within 30 metres of the high water mark of a stream or



the top of a ravine bank of a stream. The definition of “stream” being the same as that of the BC *Fish Protection Act*;

- .5 The assessment report may include the potential impacts to habitat, the development of mitigation measures to avoid impacts of development to fish and fish habitat (particularly riparian habitat) and determine setbacks based on site conditions;
- .6 City Council may require a report from a registered professional that the required measures have been implemented as designed.
- .7 Where disturbance of designated natural areas is unavoidable to construct or repair road, water, sewer, drainage, gas, underground wiring or other infrastructure, the disturbed areas should be replanted with natural vegetation immediately after the construction or repair is complete.
- .8 The City or the Ministry of Environment may require vegetation or trees to be planted or retained in order to control erosion, protect banks or protect fisheries.

21.9 SOUTH QUESNEL HIGHWAY COMMERCIAL DEVELOPMENT PERMIT AREA

21.9.1 Category

The South Quesnel Highway Commercial Development Permit Area is designated under Section 919.1(1)(f) (establishment of objectives and the provision of guidelines for the form and character of commercial development) of the *Local Government Act*.

21.9.2 Area

All areas designated South Quesnel Highway Commercial Development Permit Area are illustrated on Map Schedule F7.

21.9.3 Justification

The South Quesnel Highway Commercial Development Permit Area consists of highway commercial uses located at the southern entrance to Quesnel. Commercial development and redevelopment in this area creates a strong first impression of Quesnel for motorists arriving from the south. It is important to ensure that the area is developed in a way that creates a positive impression, does not have a negative impact on adjacent uses, and provides for safe and effective access. The objectives of the guidelines are to ensure that visual character of existing commercial development is improved, safe access is provided, and new commercial development is of a high standard at the southern entrance to Quesnel.



21.9.4 Guidelines

- .1 Large buildings should be designed to create the impression of smaller units and less bulk by encouraging architectural treatments for roof systems, building jogs, façade features, variety between sections, and other methods.
- .2 Long expanses of straight walls should be avoided or designed to create the impression of different sections by using different exterior cladding for different parts, placing clusters of landscaping (including trees) along the wall, placing window features or entrance features along the wall, and other methods.
- .3 Sloping roof lines, or buildings designed to create the impression of sloping roof lines for part of the roof, are encouraged.

Access and Parking

- .4 New development must provide safe and efficient vehicle entrances, exits and site circulation.
- .5 Vehicle entrances and exits should be well defined with curb and gutter, landscaping, and signage.
- .6 Vehicle entrances and exits should be designed to function well with the Provincial Highway and the municipal road network and, toward that end, should be designed in accordance with Transportation Association of Canada Geometric Design Guides and should consider the Ministry of Transportation Site Impact Analysis requirements.
- .7 Large parking areas, with greater than 40 parking spaces, should be broken into smaller groups of parking spaces, and the smaller groups of parking spaces should be separated with landscaping, including trees.

Screening and Landscaping

- .8 The site should be provided with landscaping in the following areas:
 - ◆ Along the property edge next to roadways
 - ◆ Between buildings and parking areas
 - ◆ Between parking areas and the street
 - ◆ Along on-site access roads
 - ◆ Along the sides of buildings
 - ◆ In other open space areas not required for parking, access roads or walkways



- .9 The site should be provided with screening in the form of fencing, hedging, planting, other screening materials or a combination of materials that will provide an effective screen in the following areas:
- ◆ Around outdoor storage areas
 - ◆ Around waste containers
 - ◆ Around heating and cooling equipment and other service areas
 - ◆ Between the commercial development and residential development
- .10 Retention of significant existing vegetation is encouraged to enhance the urban environment and retain the existing character of the area. This is especially important when development occurs adjacent to established lower density residential areas.
- .11 The use of native plant species or species appropriate for Quesnel's climate is encouraged.
- .12 Landscaping should be maintained.

(Note that does not form part of this Bylaw: As per Section 925 of the *Local Government Act*, the City will require a security deposit for landscaping.)

Signage

- .13 The general character of signs should positively relate to the architectural character of the associated building.
- .14 Signs attached to the building surface and awning signs are more acceptable than free standing signs.
- .15 Roof top signs are discouraged.
- .16 Free standing signs should be limited to a maximum of two signs per development, where the signs provide a common location for advertising the uses in the development.
- .17 The scale of free standing signs should be consistent with the scale of the commercial use.
- .18 Free standing signs should have a landscaped base.



TEMPORARY COMMERCIAL AND INDUSTRIAL USE PERMITS

Section 22

The areas located within the following designations are designated for the issuance of Temporary Commercial and Industrial Use Permits:

- ◆ Downtown
- ◆ West Quesnel Commercial
- ◆ Highway and Service Commercial
- ◆ Light Industrial
- ◆ General Industrial
- ◆ Institutional



23.1 BACKGROUND

As per Section 920.1 of the *Local Government Act*, the City may require development approval information. This allows the City to collect information it feels is required to assess the suitability of a development application.

23.2 OBJECTIVE

Council's objective is as follows:

- .1 To ensure that appropriate studies and information are provided to the City prior to development, in order for the City to evaluate the impact of the development on the community.

23.3 POLICIES

Council's policies are as follows:

- .1 For the purpose of Section 920.1 of the *Local Government Act*, development approval information may be required under any of the following circumstances:
 - a) The development results in any of the following:
 - ◆ A change in Official Community Plan land use designation;
 - ◆ A change in zoning;
 - ◆ A requirement for a development permit;
 - ◆ A requirement for a temporary commercial or industrial use permit; or
 - b) The development may result in impacts on:
 - ◆ Transportation patterns and traffic flow;
 - ◆ Infrastructure including sewer, water, roads, drainage, street lighting, and other infrastructure;



- ◆ Public facilities such as schools and parks;
- ◆ Community services;
- ◆ The natural environment; or

c) The development could result in other impacts that may be of concern to the residents of Quesnel, City Staff or City Council.

.2 The types of studies the may be required include but are not limited to the following:

- ◆ Transportation impact studies;
- ◆ Infrastructure impact studies;
- ◆ Studies on the impacts on public facilities;
- ◆ Studies on the impacts on community services;
- ◆ Environmental impact studies;
- ◆ Studies that identify the impacts on other matters that are identified as a concern to the residents of Quesnel, City Staff or City Council.

