



Waterfront Plan

City of Quesnel

Quesnel



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Introduction

The City of Quesnel is located where three rivers meet - the mighty Fraser River, the Quesnel River, and Baker Creek. The place where these rivers flow together is the heart of the Lhtako Dene's and Carrier Nation's traditional territory. It is one of the longest continuously inhabited indigenous communities, with more than 10,000 people from many nations thriving here during pre-contact times. Traditional life was deeply interconnected with the rivers; even the name Lhtako refers to the rivers' confluence. During post contact times, Quesnel became a major supply centre for the Cariboo Gold Rush. The 20th century saw forestry emerge as the major industry of the area, with the rivers playing a key role in the transport of logs.

Despite the prominence of the rivers in Quesnel's geography and history, the City's built environment does not take full advantage of this asset. The only development on the 35+ kilometres of waterfront within the City is an intermittent walking trail and associated green space along portions of the rivers. These trails are well-used and highly valued by the community.

This project establishes a **Quesnel Waterfront Plan (QWP)** for eight kilometres of waterfront in the community's core. It is consistent with the Official Community Plan that identified the potential to capitalize on the community's unique location of rivers and creeks and using adjoining lands to create improved public access to and vibrant spaces along the waterfront. This project articulates a vision and illustrates a future plan for the riverfront that is based on realistic economic development opportunities.

Quesnel is known as a great community to drive through. The primary goal of this project is to change that perception so the City becomes known as a great place to stop and a destination in its own right. Imagine a riverfront with interesting boutique shopping, patio dining, and river recreation that also features a natural setting, a First Nations context, and post-contact history. Such opportunities could attract tourists and new development, and inspire current residents to be even more proud to call Quesnel home.

The Waterfront Plan presents an aspiration vision of a future where the rivers that define the community are accessible, enhanced, celebrated and integral to the economic success of the City. Realizing this vision will depend on effective partnerships, private stakeholder cooperation and the successful attraction of grant funding to support these initiatives.



Engagement

Communications and Engagement Plan

The Communications and Engagement Plan served as a guiding document for approaching stakeholders and the community in the preparation of the **QWP**. The City identified the following objectives in the community engagement and communication efforts for this project:

- ~ Stimulating high turnout and response rates for all engagement efforts
- ~ Receiving input from a broad cross-section of community members
- ~ Gathering insights from the community on how they use the waterfront areas today
- ~ Understanding how the community wants to see waterfront development occur
- ~ Reaching out to First Nations for input and feedback at each phase of the project
- ~ Sharing precedent projects to spark excitement and imagination with council and public
- ~ Building contextual awareness within the community to elevate the level of discourse
- ~ Identify market-supported and realistic entrepreneurial opportunities for the waterfront
- ~ Generate excitement with public and council about change while being sensitive to values and traditions
- ~ Communicate the multiplier effect of economic centers to existing commercial areas (the rising tide floats all boats)

Communication and Engagement Approach

The City's OCP, Strategic Plan, Parks, Green Spaces and Outdoor Recreation Master Plan, and the North Cariboo Trails Inventory and Master Plan were all prepared using extensive input from community members, which included feedback on future waterfront improvements. The community input gathered through those plans forms part of the foundation for community input into this waterfront planning process. The engagement identified and confirmed the community's aspirations and priorities for the Quesnel waterfront in the early stages of the project and gathered feedback on proposed concepts during subsequent phases.

Key Stakeholders

Main audiences/stakeholders for communication and engagement initiatives identified by the City included:

- ~ City Council
- ~ City Staff
- ~ Local interest groups
- ~ Quesnel Downtown Association
- ~ Hotel operators (Best Western, Billy Barker)
- ~ Front Street and North Fraser Drive business owners
- ~ West Quesnel BIA
- ~ Search and Rescue
- ~ Big Canyon Rafting
- ~ Quesnel Jetboat Adventures
- ~ Cariboo River Adventures (Doug Mooring)
- ~ Blackwater Paddlers
- ~ Skateboard Association (loosely organized)
- ~ Baker Creek Enhancement Society
- ~ Gold Panners (Quesnel river)
- ~ Friends of the Quesnel Museum
- ~ Northern Health Authority
- ~ First Nations
- ~ Lhtako Dene First Nation
- ~ Nazko First Nation
- ~ SDNA (as directed or via Lhtako and Nazko)
- ~ Quesnel Tillicum Society Native Friendship Centre
- ~ Private land owners within study area
- ~ BCR
- ~ Private land owners nearby study area

Key Messages

- ~ The City of Quesnel is committed to continuing to enhance the community in ways that build pride among residents of Quesnel and create a great destination.
- ~ The City is undertaking the **QWP** to articulate a vision, evaluate economic opportunities, prepare conceptual plans and an implementation framework for waterfront development over the short, intermediate and long terms.
- ~ The **QWP** will include the future of use of the waterfront land, a concept plan for Baker Creek Park, recommendations for overnight/day use RV parking near downtown while considering the new Lhtako Dene Cultural Centre at Ceal Tingley Park.
- ~ The community input gathered through previous planning exercises, High Water Week, and stakeholder interviews will form part of the foundation for the waterfront planning process.
- ~ Site opportunities and constraints will be identified and form part of the foundation for the waterfront planning process.
- ~ Community members will have an opportunity to review and provide feedback on the **Draft QWP**.
- ~ Community members will be invited to help the City prioritize the elements of the **QWP** and inform the implementation planning.

Measures of Success

The City identified the following measures to determine the effectiveness of the communications and engagement with stakeholders:

- ~ A good level of representation of community members and interested stakeholders, representing a diversity of interests and demographics, provide their feedback through the community survey and face-to-face engagement.
- ~ Community members report they understand the project and feel they had opportunity to provide input about the concepts for the Draft plan(s).
- ~ Quesnel City Council and staff are satisfied with the community feedback process and support the concept plans that are developed.
- ~ Champions of the project(s) have been identified.
- ~ City of Quesnel brand is carried through process, plan document and plan outcomes.

High Water Days

Several sessions were held on September 24th and 25th, 2018 as part of the community engagement process for the **QWP**. The aim of these sessions was to inform participants about the project, receive input from a large cross-section of the community, identify and confirm aspirations and priorities for the waterfront, and determine objectives and recommendations for the plan moving forward. The engagement opportunities included:

- ~ Four “walkshops” in which City staff and stakeholders were invited to tour each of the project sections
- ~ A visioning session with Mayor and Council
- ~ Two stakeholder visioning sessions
- ~ Two pop-up booths on the waterfront to engage everyday users
- ~ A public charette

Key input was gathered regarding opportunities and challenges for the waterfront, a vision and objectives for the **QWP**, and possible development activities and amenities. Input on each of these topics is summarized below (the engagement panels and full engagement summary can be found in Appendix A).

Opportunities for the Waterfront:

- ~ Improve access for all ages and abilities
- ~ Attract tourism
- ~ Restore cultural and historical assets
- ~ Conserve ecology and protect wildlife

Challenges for the Waterfront:

- ~ Adequate access and parking for vehicles, cyclists, water vessels, pedestrians
- ~ Flood management
- ~ Protection of cultural and environmental features
- ~ Noise and safety concerns



HORSES MUST NOT
EXCEED WALKING PACE

James Henry Johnson
Promoted to Major General
Walking Bridge Commission
1972

ATTENTION
THE AREA IS UNDER
VIDEO
SURVEILLANCE

NO
SMOKING

Vision for the Waterfront:

- ~ Conservation of ecosystems/biodiversity
- ~ Accessibility and safety
- ~ Celebration of and connection to natural, cultural, and historical assets
- ~ Recreational and tourism opportunities that better support downtown businesses / the local economy
- ~ Inclusive of all nations and traditional First Nation practices

Objectives to include in the QWP:

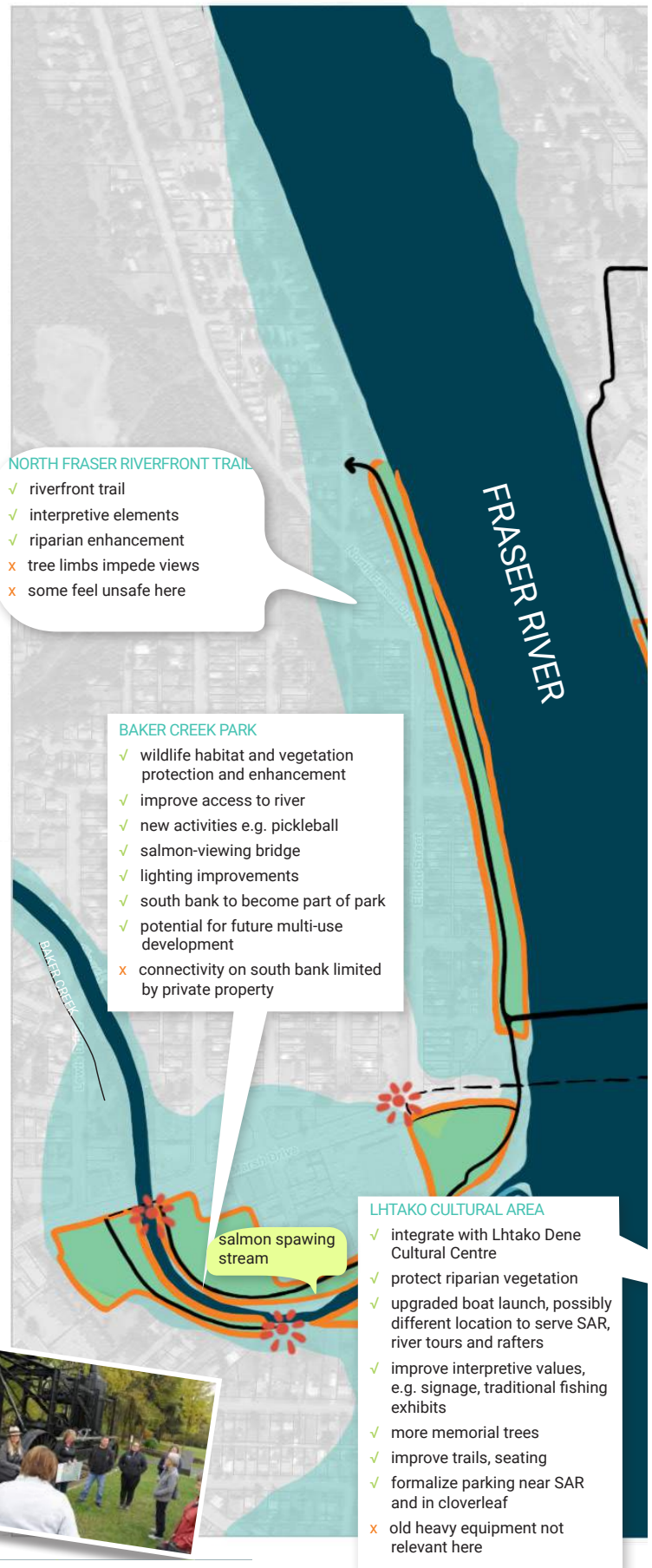
- ~ Protect habitats
- ~ Provide safe, secure, and respectful access to natural and waterfront areas
- ~ Provide education regarding cultural, environmental, and historical factors
- ~ Celebrate the three rivers and the layers of value to the community

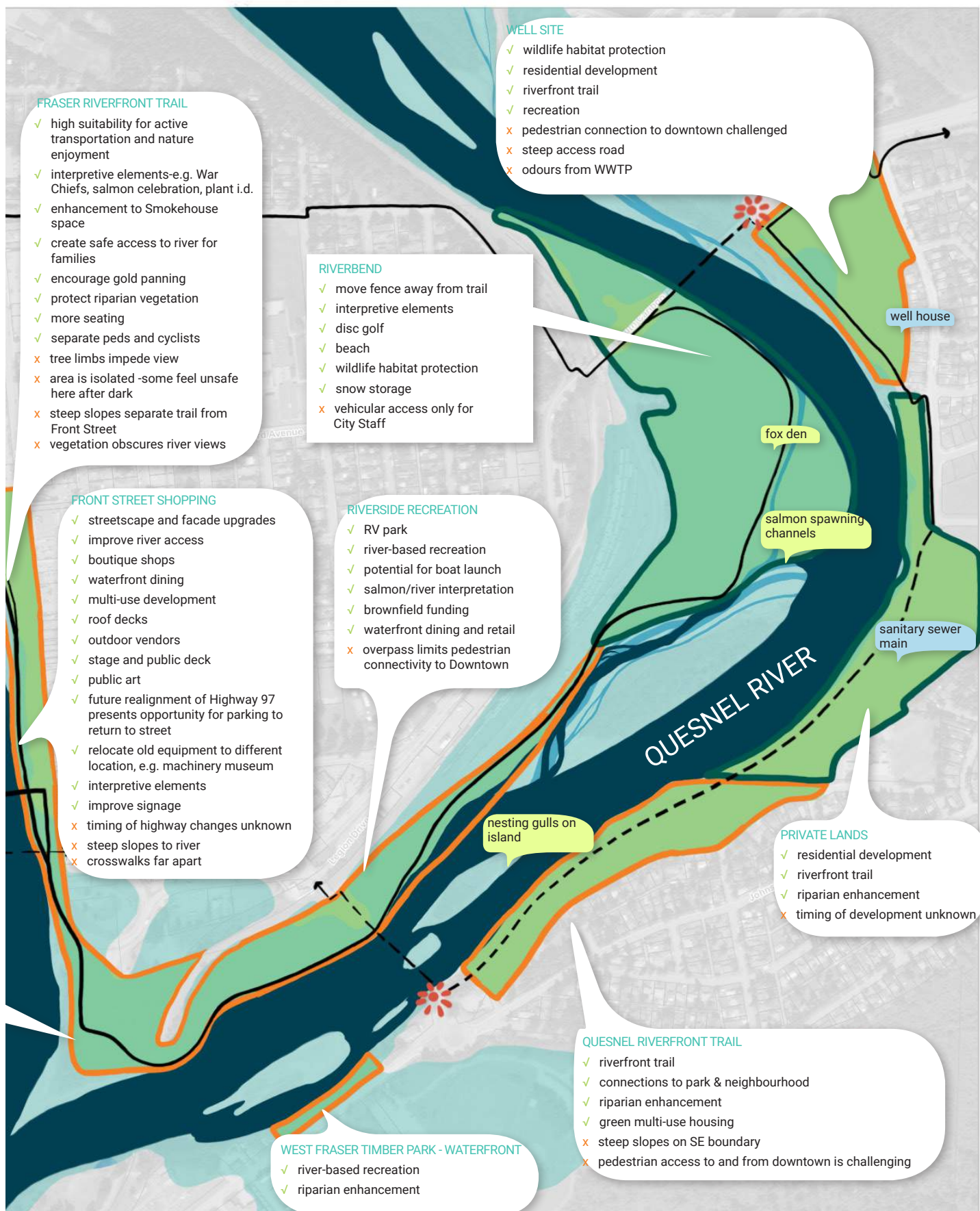
Waterfront Development Activities:

- ~ Arts, culture, and education – performances, festivals, and exhibits
- ~ Food and beverage opportunities
- ~ Tourist attractions
- ~ Recreation and sport opportunities

Waterfront Development Amenities:

- ~ Seating, walking, and parking opportunities (including overnight)
- ~ Restaurants
- ~ Viewpoints, signage, and gateway features
- ~ Gathering and performance spaces





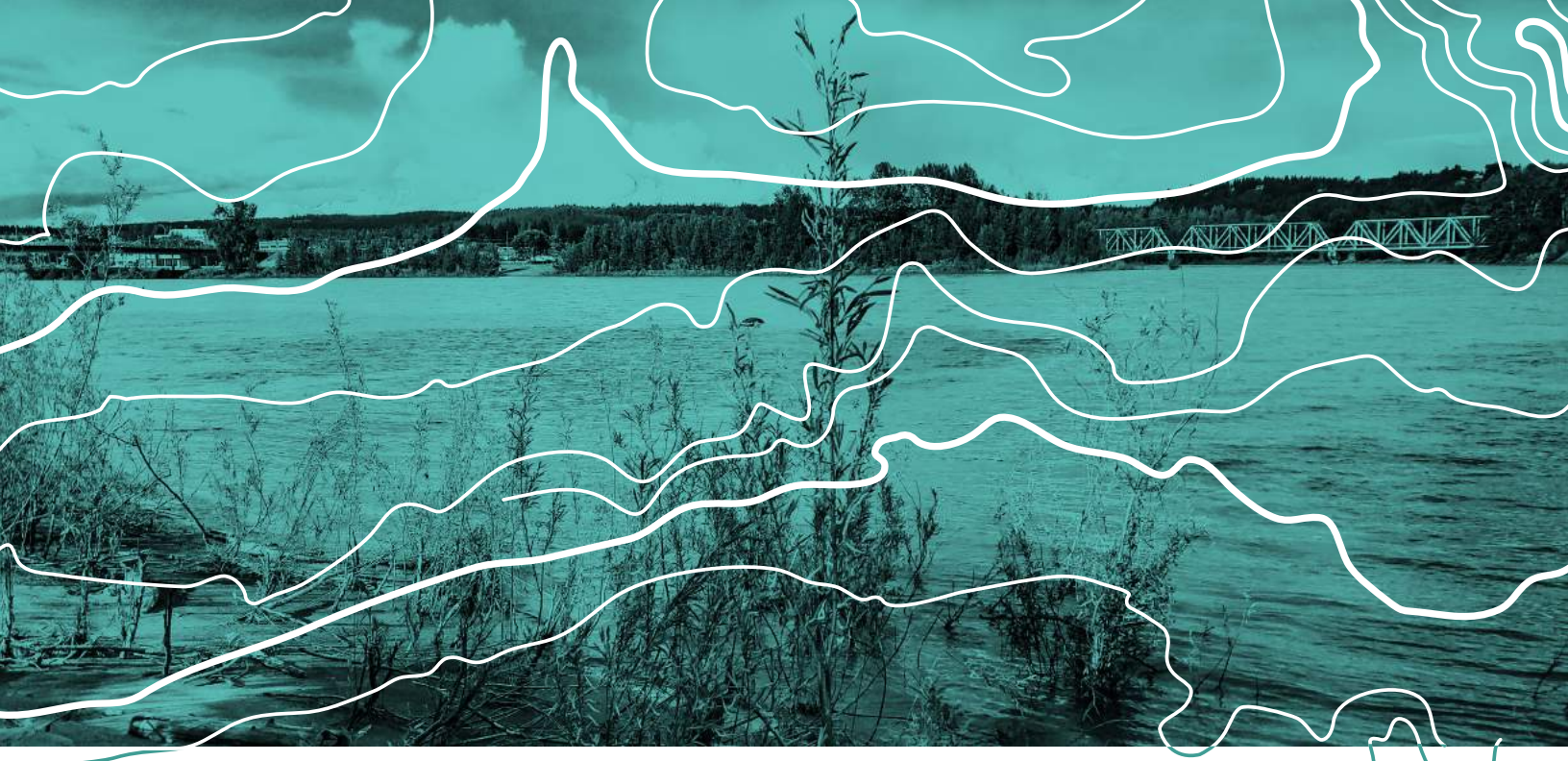


Spring 2019 Draft Plan Engagement

Upon preparation of the **Draft QWP**, six public engagement sessions took place on June 5th, 6th, and 7th, 2019 in order to obtain feedback from stakeholders and the public. There were also presentations made to the Lhtako Dene Chief and Council and the City of Quesnel Mayor and Council. An online survey was available from June 5th to 21st and received 81 responses. The engagement panels, complete engagement summary, and questionnaire form can be found in Appendix B.

Overall, session and survey participants supported the draft vision and guiding themes of the plan. Feedback was on each of the proposed precincts, and participants predominantly approved of the draft precinct plans. People particularly liked the proposed waterfront dining, viewpoints, RV camping opportunities, improved trail connectivity, and environmental improvement and protection measures. Key concerns included safety, substance abuse, and cost.





Waterfront Plan

Waterfront Guiding Statements

Vision

The rivers link us to nature, tie us to each other, and carry the stories of countless generations who have gathered here. The rivers are the foundation of our ecology, and the life blood of our community. The three rivers feed our spirits, nurture our traditions and challenge us to learn from our mistakes. The waterfront is a place for healing, for connecting, and for celebrating.

Waterfront Design Principles

- ~ Enhance inclusion and welcome everyone to the waterfront
- ~ Protect ecological integrity, and restore natural areas
- ~ Create safe and accessible natural areas
- ~ Increase opportunities for meaningful cross-cultural connections and traditional uses
- ~ Support year-round recreation and tourism opportunities
- ~ Connect and expand a well-managed trail network
- ~ Interpret and celebrate our cultural and ecological heritage
- ~ Build upon existing infrastructure, amenities and cultural resources

Guiding Themes

The themes below represent a synthesis of themes identified in previous policy documents that relate to the waterfront planning process. A detailed summary of the policy context can be found in Appendix D.



Destination Development

A destination city known to visitors to British Columbia and the Cariboo region



Liveability

A delightful place to live where residents enjoy amenities a sense of inclusion and healthy lifestyles



Resident Attraction

An attractive community to families looking for economic opportunity, natural spaces and affordability



Indigenous Culture

A place that celebrates and advocates for Indigenous Peoples



Innovative Recreation

A leader in adventure recreation



Celebration of Water

A place that sets a high standard for water stewardship and celebration

Market Opportunities

In September 2019, a market analysis was completed for the Quesnel waterfront in order to determine opportunities for future land uses and features that can improve the Quesnel waterfront experience for residents and visitors. Key findings from the analysis are listed below, and the complete report can be found in Appendix C.

Land Use and Built Form

Housing in Quesnel is predominantly made up of single-family homes – built during the 1940s, 1950s, and 1960s – and apartment buildings. Pre-retirees and seniors moving from elsewhere in BC form the core demographic of purchasers; however, there has recently been an influx of younger purchasing groups.

There is a growing pressure for affordable housing options, and there are currently three non-market subsidized projects underway - Elliott Street Supportive Housing, 452 MacLean Street, and Silver Manor. There is still a moderate need for more affordable, seniors, and non-market housing, and the City of Quesnel could consider exploring these opportunities as private-public partnerships.

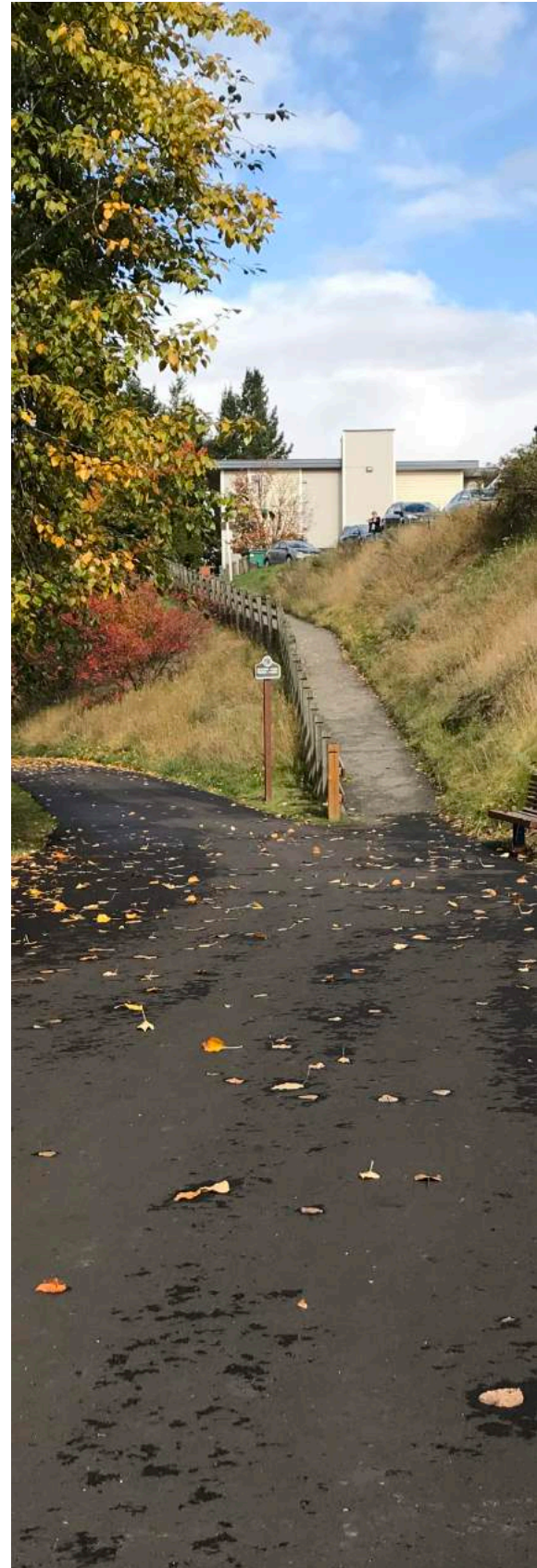
Although growth and demand are currently relatively low, there are opportunities for new single-family homes at the Well Site and Private Lands on the east side of the Quesnel River.

Tourism Opportunities

The analysis identified several key tourism opportunities for the City of Quesnel to capitalize on, including its location along Highway 97 (a major throughfare), its proximity to Barkerville Historic Town and the Bowron Lakes Canoe Circuit, and its history and natural environment. The analysis highlighted the need to advertise features and activities on online platforms and to provide more outdoor activity opportunities such as mountain biking and water sports.

Specific opportunities that were explored in the analysis included the potential for an RV park near the waterfront to encourage tourists to stay in downtown Quesnel. The costs provided for implementing an RV Park ranged from \$25,000 - \$45,000 per pad.

The analysis also outlined the opportunities that exist for providing more waterfront dining opportunities and potentially constructing a boutique motel/hostel close to the water.



Waterfront Context and Connectivity

Quesnel is located at the confluence of the Fraser and Quesnel Rivers and Baker Creek, in the northern half of the Fraser River Watershed. While the water plays a very important role in the City's history and geography, the only current development on the 35+ kilometres of waterfront within the City is segments of a walking trail and associated green space along some parts of the rivers.

This project aims to capitalize on Quesnel's unique location and connection to the rivers and creeks by proposing new connections, features, and amenities for eight kilometres of Quesnel's waterfront in the city's core.

There are several important cultural sites and environmental features in or near downtown Quesnel to which access could be improved through new trails or improved pedestrian crossings. There is also a significant amount of City-owned land that could be used for new amenities as well as a number of green spaces that could be enhanced. The rivers themselves present numerous recreation and aesthetic opportunities.



LEGEND



200 YEAR FLOOD PLAIN



RECREATION AMENITY



PUBLIC WASHROOM



CULTURAL / INTERPRETIVE AMENITY



RIVERFRONT TRAIL AND CONNECTIONS



RESIDENTIAL DEVELOPMENT OPPORTUNITY



WATERFRONT DINING OPPORTUNITY



IMPROVE PEDESTRIAN CONNECTION
(BRIDGE RENEWAL DEPENDENT)

Overall Approach

The overall waterfront concept map illustrates big moves of the QWP. The strategies listed below are applied throughout the QWP study area and are illustrated in more detail in the following precinct plans:







- ~ **Trail Renewal and Connectivity** - A long-term commitment to phased and incremental renewal of the riverfront trail will improve connectivity and accessibility throughout the public waterfront. Vehicular bridges in the study area are often zones where pedestrian and cycle connectivity is limited, and should be addressed in future renewal projects to support the overall vision of this plan.
- ~ **River Access** - People deeply want to connect with and experience water. That innate desire can be destructive to the riparian resources unless access has been properly provided. The QWP proposes numerous interventions at a variety of scales to improve and diversify the opportunities that the public will have to interact with the rivers.
- ~ **Riparian Restoration** - Any development or improvement that is enacted within the riparian area, will be subject to provincial and federal approval and will, at a minimum, require compensation planting of riparian species. This restoration compensation requirement is a win-win opportunity for enhancing and rehabilitating degraded areas of the waterfront where public access is not being encouraged.
- ~ **Water and Indigenous Celebration Monumentation** - The QWP proposes a series of stone monuments throughout the study area that celebrate the dynamic nature of the rivers as well as the Indigenous culture of the Lhtako Dene. In addition to illustrating the historic flood levels of the waterways, the monuments will feature engravings of native flora and fauna identified the Lhtako Dene language as well as English and Latin.
- ~ **Public Art** - As a highly-valued and used public space, the waterfront is an ideal location to site public art that is engaging, provocative, and elevates the user's experience and understanding of the "place"
- ~ **Places to Rest** - Integrating seating nodes along the waterfront will make the trails more accessible to seniors and individuals with mobility challenges by offering places to rest. They also create foci that encourage user interactions, reinforce the City's brand, and interpret local culture, history and ecology.
- ~ **We Understand, Sometimes You Gotta Go** - Recognizing that trail users and tourists do not wish to risk the humiliation of being discovered relieving themselves in the bushes along the rivers, not to mention the safety concerns that arise from human waste, the plan proposes public washrooms in several strategic locations throughout the study area to make experiencing the waterfront comfortable and safe.
- ~ **"Our Nature" Branding** - The QWP proposes a suite of ways to integrate the colours and graphic themes from the City's branding strategy into the built forms of the public waterfront. Throughout the study area, the character of the spaces is unified and consistent to reinforce a sense of place and the community's unique identity.
- ~ **Augmented Reality** - Visitors to the region as well as regular users of the waterfront can experience Quesnel's history and wildlife with their smart phones through an augmented reality platform. Historical photographs and more contemporary images of local fauna will provide the foundation for developing this application.
- ~ **Social Media Buzz** - Photo op sites in key nodes are identified throughout the study area in order to leverage the influence of social media in promoting Quesnel as a destination.

Waterfront Precincts

The **QWP** is divided into four precincts, each with its own unique character and design responses. The four precincts are outlined below.



LEGEND

-  200 YEAR FLOOD PLAIN
-  RIVERFRONT TRAIL AND CONNECTIONS
-  DOWNTOWN PRECINCT
-  RAILWAY PRECINCT
-  QUESNEL RIVER PRECINCT
-  WEST VILLAGE PRECINCT



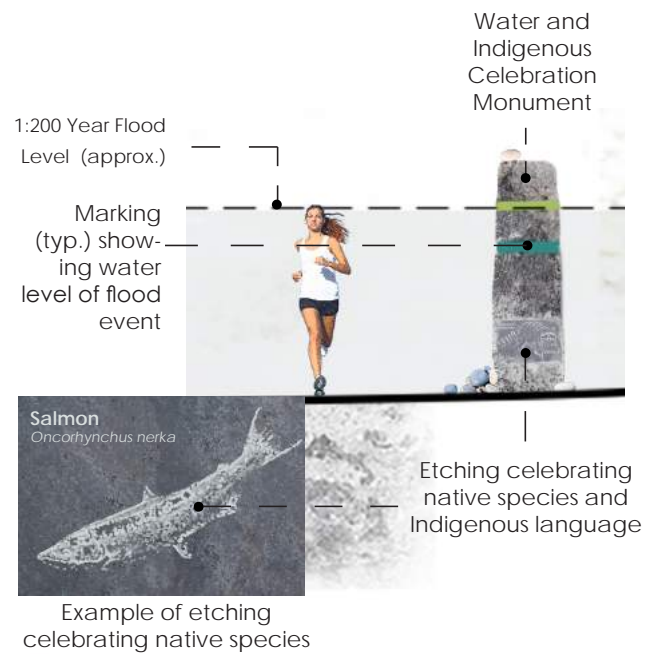
Downtown Precinct

The Downtown Precinct encompasses the east side of the Fraser River from Ceil Tingley Park north to St. Laurent Avenue along Highway 97. Two options are provided for the precinct - one that imagines the opportunities for the downtown waterfront with the highway remaining in the current location and another that shows what new opportunities emerge if the highway is realigned and Front Street returns to the City.

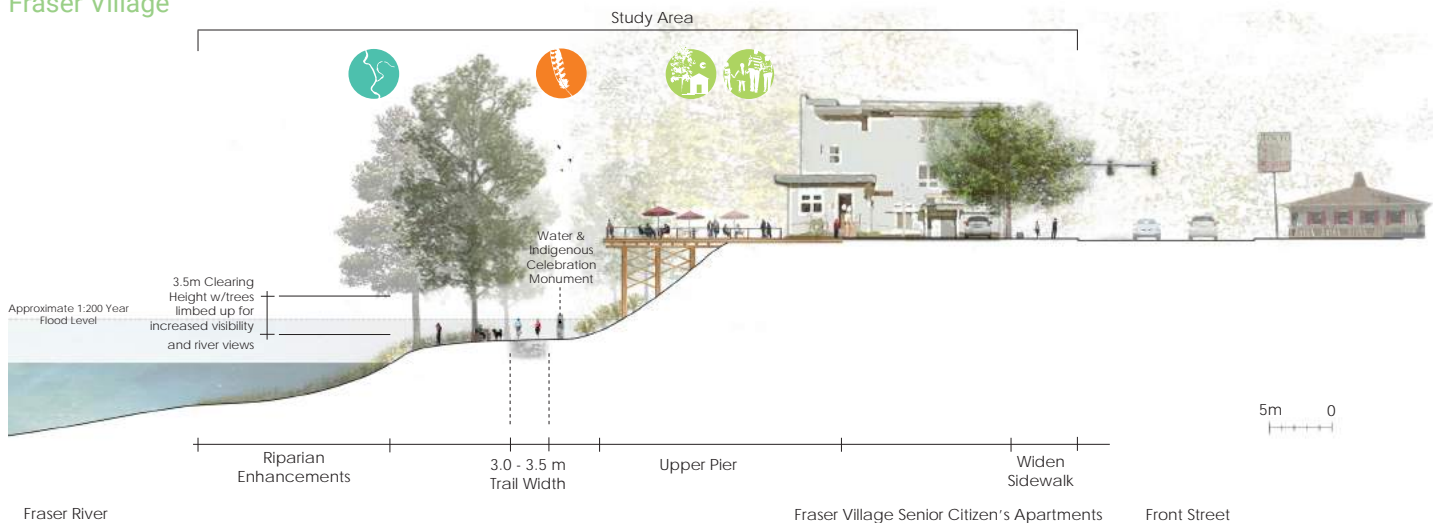
Pre Highway 97 Realignment

Trail lighting and elevated structures that enable more eyes on the trail will improve the safety of site users. Public art and augmented reality opportunities will enhance the experience of residents and visitors and allow them to become immersed in the history and culture of the waterfront and downtown. As a high-traffic node, this area will benefit from a public washroom at the pedestrian bridge as well as at the Lhtako Dene Cultural Centre.

Riparian enhancements and pier features will facilitate river access and protect and improve the environmental integrity of the site.



Fraser Village



Example of historic view of Front Street as seen through augmented reality



Downtown Precinct Pre Highway 97 Realignment

- ① FRASER VILLAGE TERRACE & OVERLOOK
- ② PARKING IMPROVEMENTS
- ③ RIVERFRONT TRAIL RENEWAL (LONG TERM)
- ④ PIER AND TERRACES
- ⑤ PUBLIC ART
- ⑥ STAIR CONNECTION TO VOYAGER ROCK
- ⑦ BOAT LAUNCH RENEWAL
- ⑧ LHTAKO DENE CULTURAL CENTRE
- ⑨ ENHANCED CROSSWALK
- ⑩ CONFLUENCE POINT LANDMARK
- ⑪ PUBLIC WASHROOM
- ⑫ AR LOCATION
- ⑬ PHOTO-OP LOCATION

TRAIL LIGHTING- THROUGHOUT PRECINCT



Voyager Rock

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Post-Realignment

Without the influence of the highway, Front Street will cease to be a barrier between the downtown and the river. Simple interventions like frequent crosswalks along Front Street and the reintroduction of on-street parking will improve pedestrian connectivity to the downtown and encourage economic activity and entrepreneurship. This new life on Front Street will support shops and restaurants on the east side as well as waterfront dining and food trucks on the west side of Front Street, culminating in a vibrant downtown waterfront.

The proposed lookout tower structure at the west end of Barlow Street creates a focal point and visual anchor for the corridor while effecting future renewal of the existing picnic shelter. This feature also provides vertical permeability from the Front Street elevation to the trail below drawing visitors to the waterfront and allowing them to experience the views from multiple perspectives.

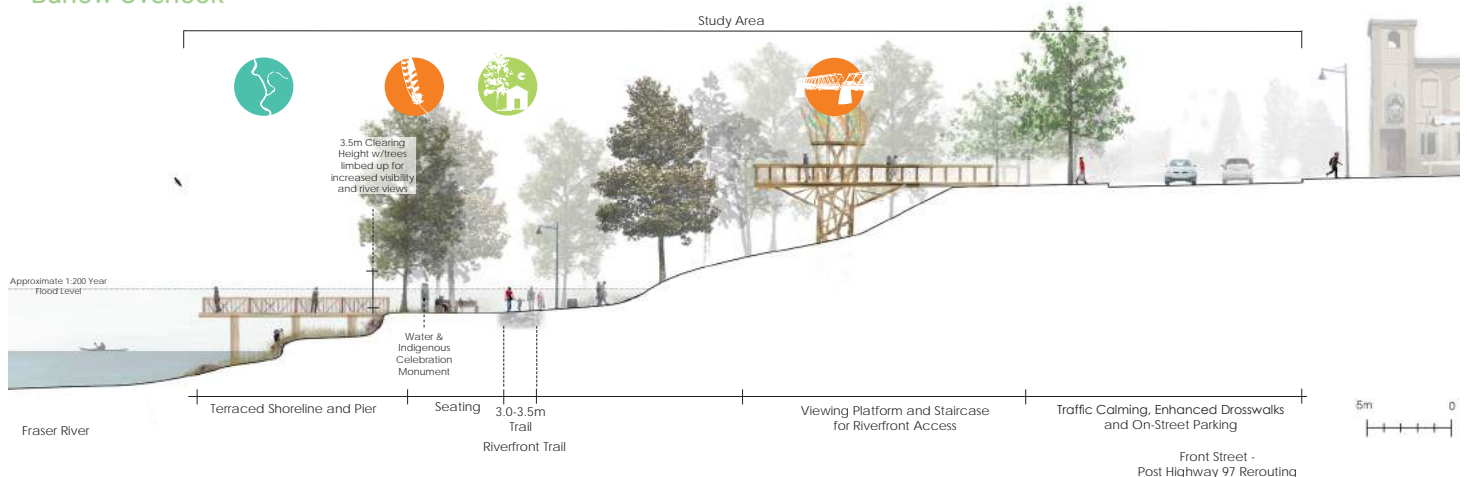


Barlow Avenue Tower visualization
Note actual tower design will reflect local character and features, and is to be determined in a future design exercise

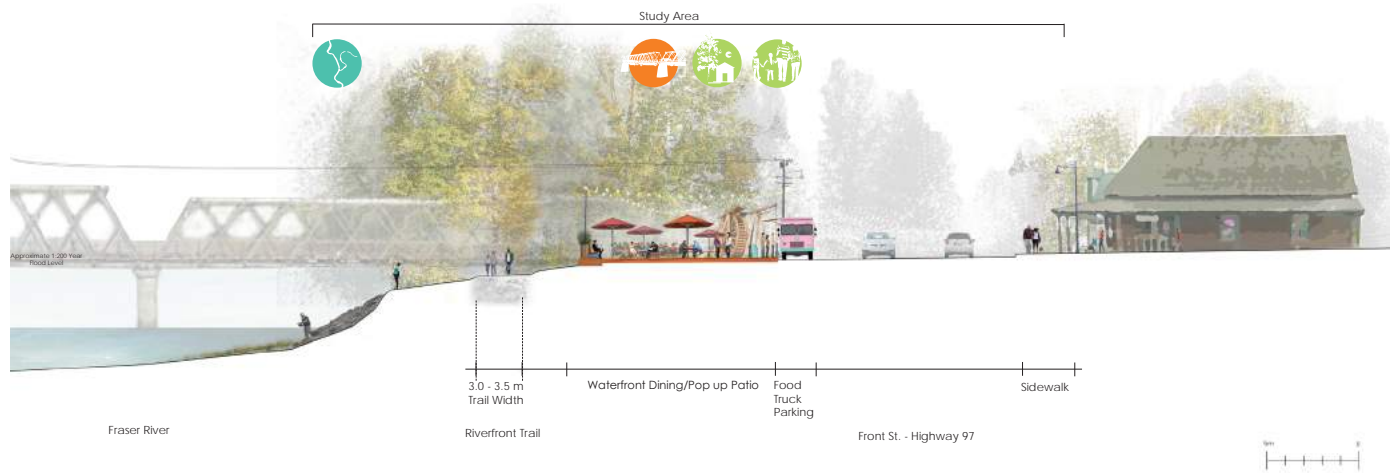


Example of historic view of stern wheeler landing in Ceil Tingley Park as seen through augmented reality

Barlow Overlook



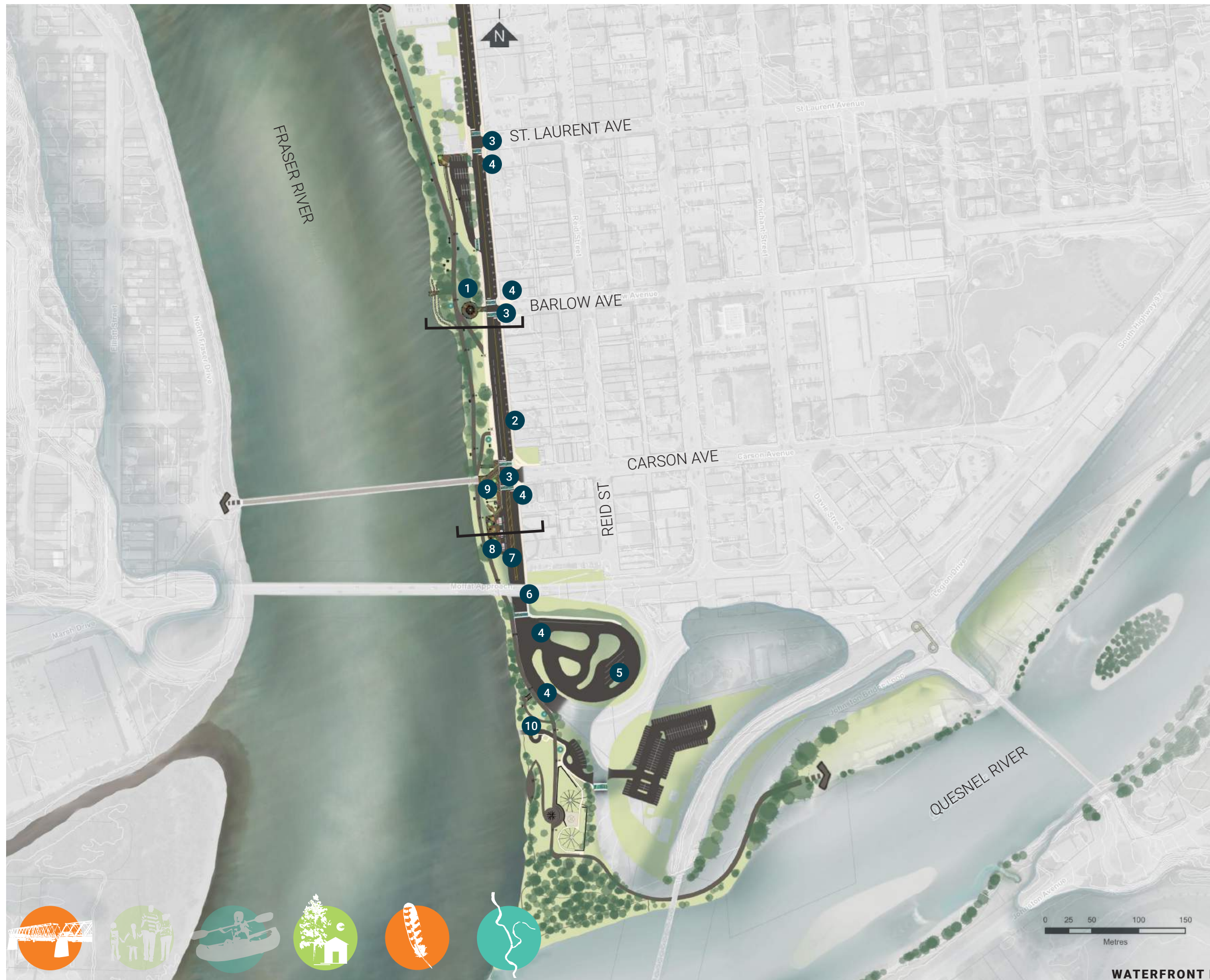
Heritage Corner



Visualization of waterfront dining deck near food truck zone



Example of historic view of pedestrian bridge during a cattle drive as seen through augmented reality



Downtown Precinct Post Highway 97 Realignment

- ① BARLOW OVERLOOK
- ② FRONT STREET PARKING
- ③ CALMED INTERSECTION
- ④ ENHANCED CROSSWALKS
- ⑤ PARKING IMPROVEMENTS
- ⑥ SIDEWALK CONNECTION TO DOWNTOWN
- ⑦ FOOD TRUCK PARKING
- ⑧ DINING AND PERFORMANCE BOARDWALK
- ⑨ BRIDGE LANDING RENEWAL
- ⑩ BOAT LAUNCH PIER

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Clover Leaf

Due to the parking requirements and challenges associated with the proposed Lhtako Dene Cultural Centre as well as a lack of RV parking within close proximity to downtown, particular attention is given to exploring solutions to these challenges.

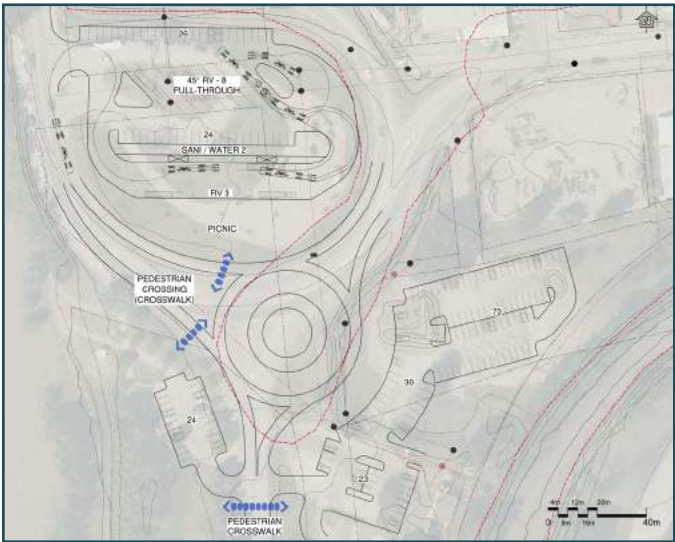
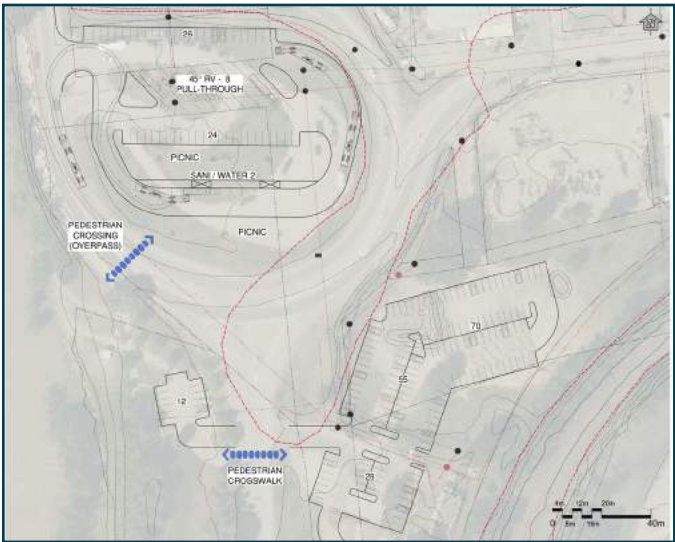
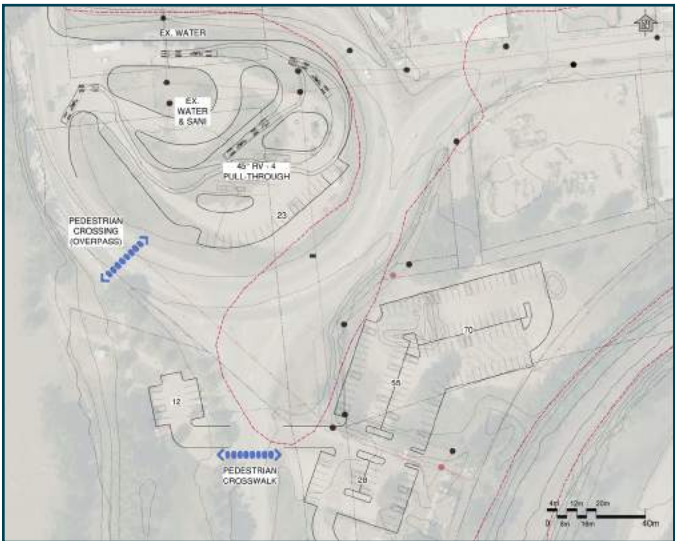
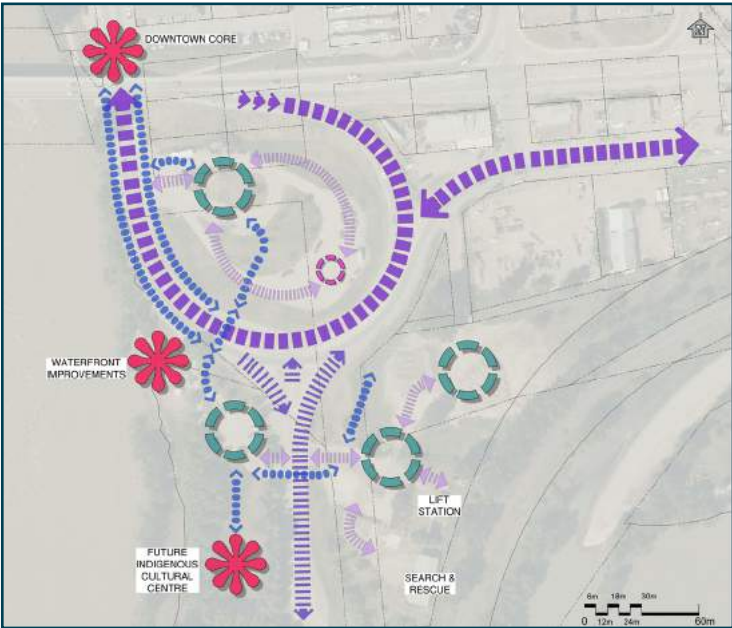
Several parking layout and configuration options were prepared for the parking within the off-ramp island and southwest of the island to provide for the additional space necessary to support the proposed future Indigenous Cultural Centre that is a component of the waterfront improvements.

The concepts for the clover-leaf propose this area continue to operate as a sanitary-dump facility, reconfigured to accommodate Class A RV parking, single-occupancy vehicle parking, and a picnic area.



Conceptual Layout and Circulation

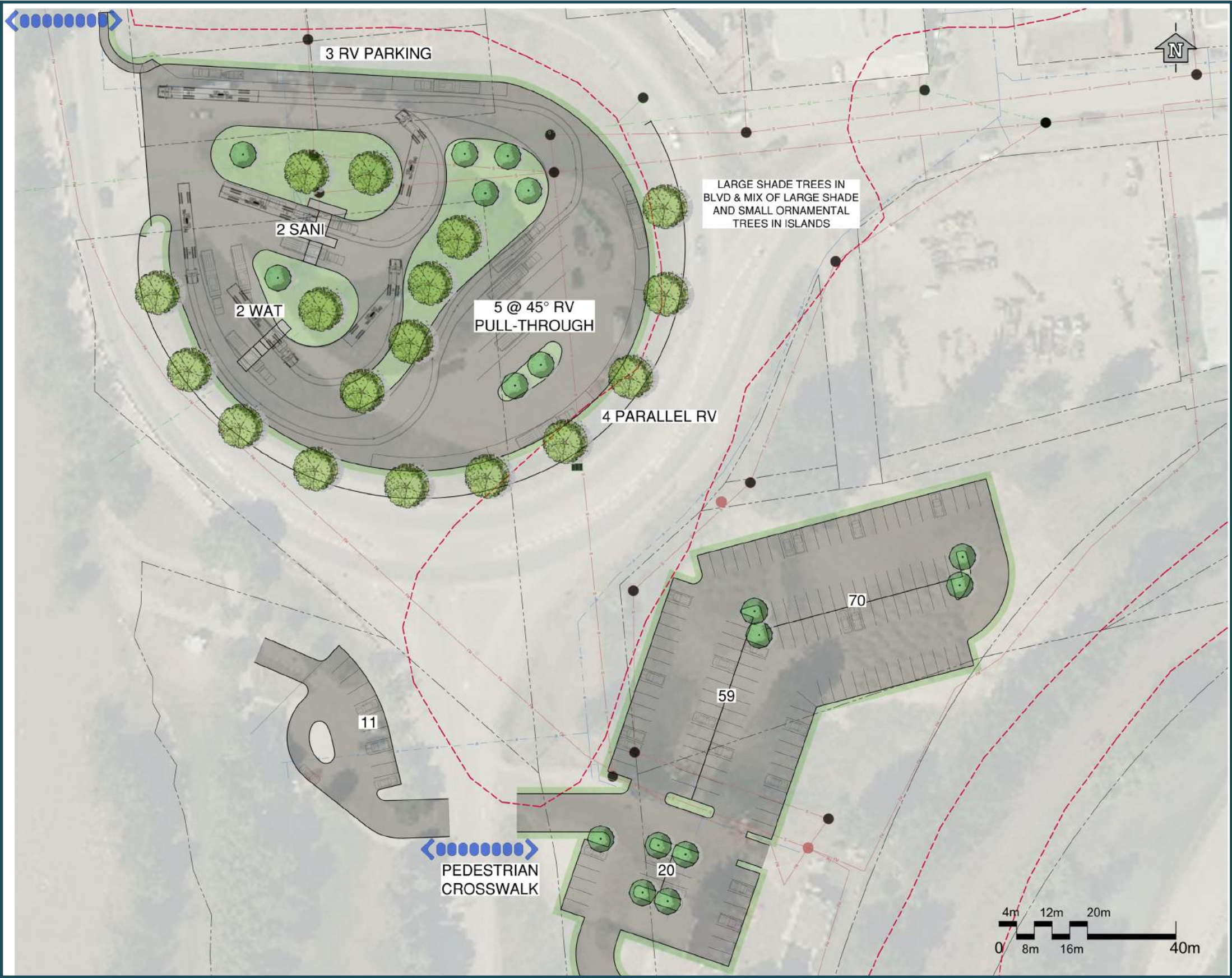
Layout and Circulation Configuration Options



CONCEPT GRAPHICS SCHEDULE

- INTERNAL VEHICULAR CIRCULATION
- Very Low Speed Vehicular Movement
- MAJOR VEHICULAR CIRCULATION
- High Speed Vehicular Route
- MINOR VEHICULAR CIRCULATION
- Low Speed Vehicular Route
- PEDESTRIAN CIRCULATION
- Pedestrian Movement Necessary to Access Desired or Proposed Destination
- DESTINATION POINT
- Existing or Proposed Feature or Destination for Public
- PARKING LOCATION
- Potential Parking Location
- SANITARY DUMP
- Potential Sanitary Dump Location

Preferred Layout and
Circulation Configuration



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Railway Precinct

The Railway Precinct extends along the northwest side of the Quesnel river to the Highway 97 bridge and encompasses the existing public works yard as well as the BCR lands in the bend of the river. The rail yard and tracks lie between the waterfront and the downtown, however there is an existing pedestrian overpass that provides a connection between these spaces.

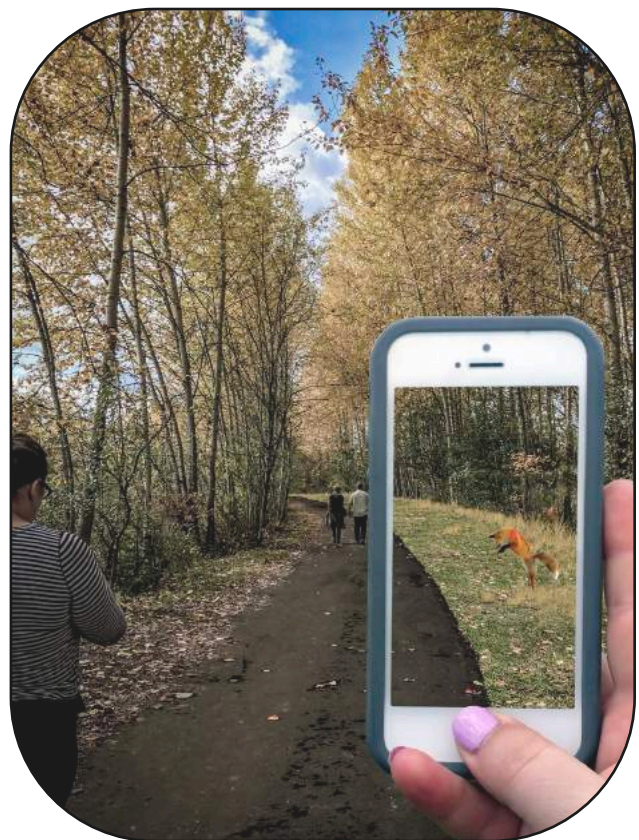
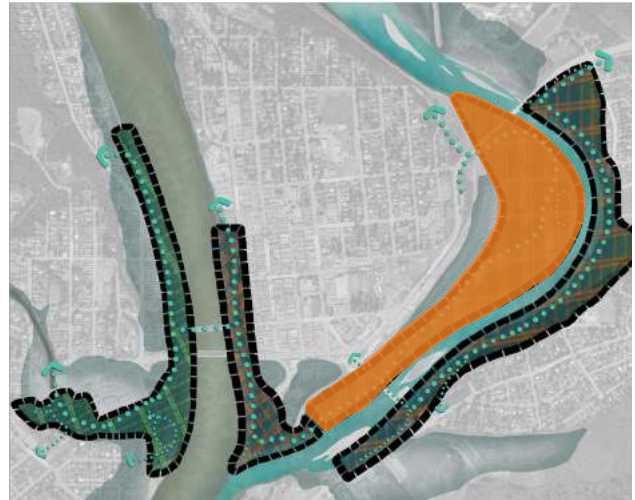
With the relocation of public works from this site, this plan proposes a recreation-focused space that includes a formalized paddler take-out, tent camping, RV camping, a faux beach, a gathering space, and river access points. There is also an opportunity to site a building near Legion Drive to house a hostel, a pub, and/or a café.

The channel north of the RV Park has the potential for enhancement with whitewater features like groins, rocks, and a standing wave. An existing beach along the edge of the river offers additional river access, picnics, or a spectator spot to watch paddlers.

Further north, the land that is owned by BC Rail is currently used for snow storage by the City. If the fence that separates this site from the trail was relocated to the edge of the railyard, in summer this area could be programmed for disc golf without interfering with winter snow-storage operations. This flexible programming allows for year-round use of the site and improves safety by encouraging more eyes on the area.

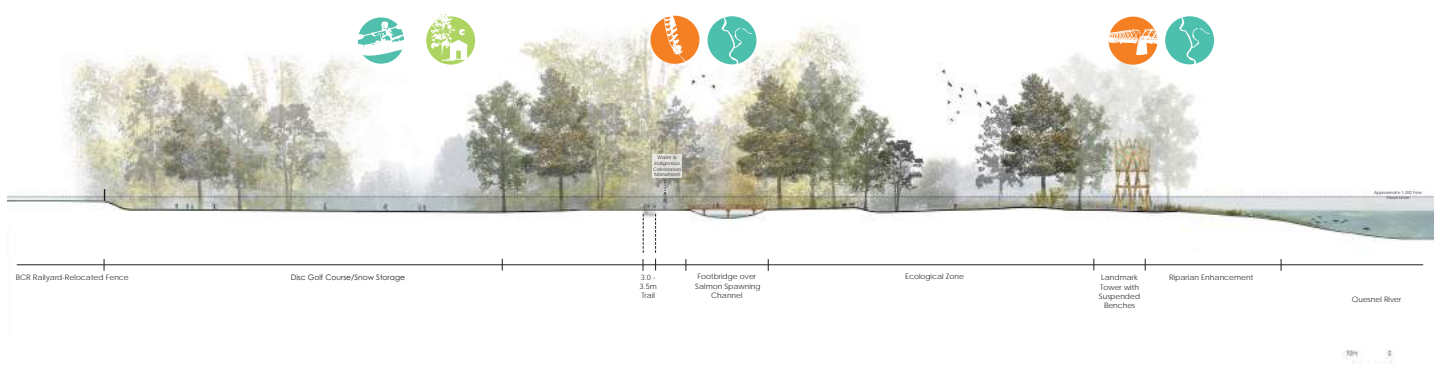
The channel east of the BC Rail land is an active salmon spawning channel, and the implementation of a bridge will allow people to observe the fish during spawning season and provide access to a landmark feature in the river bend.

Improvements to trail connectivity, lighting, and seating, and improvements to the appearance of existing features such as the railway overpass, will improve the safety of the site and encourage people to use it at all times of the day. They will also enhance the sense of place and character of the site and connect it to the rest of the city through common themes and features.



Example of wildlife viewing as seen through augmented reality

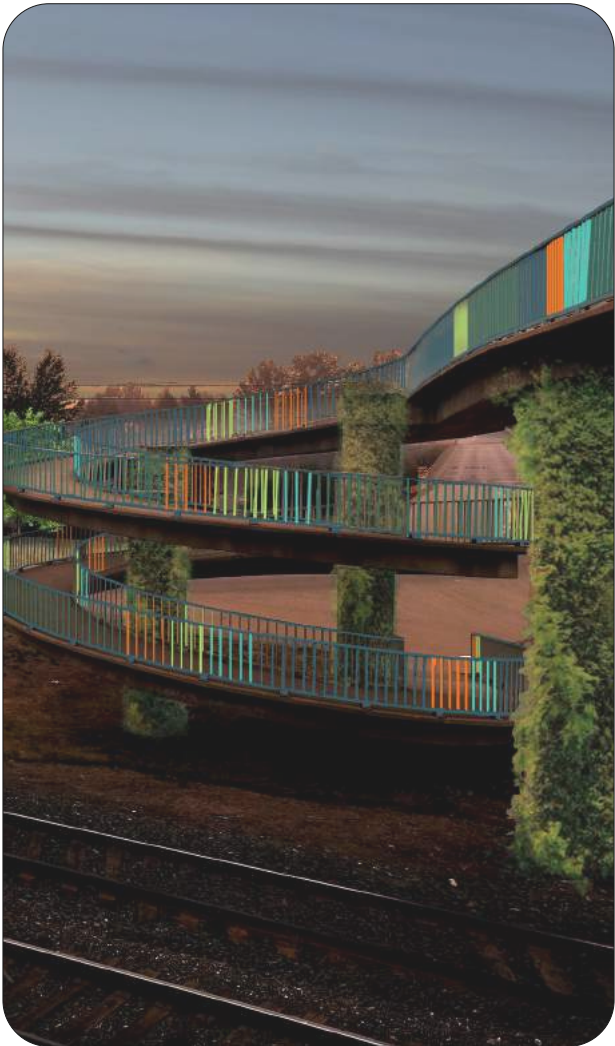
Riverbend Park



Railway Overpass



Visualization of landmark tower from south side of the Quesnel River (Carson Sub)



Visualization of branding colour renewal of existing railway overpass



Railway Precinct

- ① RIVERFRONT TRAIL RENEWAL (MEDIUM TERM)
- ② HOSTEL AND PUB WITH DINING DECK
- ③ PARKING AND BOAT LOADING ZONE
- ④ TENTING PADS (5)
- ⑤ TAKE-OUT EDDY AND TERRACES
- ⑥ QUESNEL RIVER INTERPRETIVE PIER
- ⑦ ENHANCED RIVERFRONT PROMENADE
- ⑧ PUBLIC ART
- ⑨ RV CAMPGROUND WITH SHOWERHOUSE
- ⑩ FAUX BEACH WITH UMBRELLAS AND HAMMOCKS
- ⑪ RIVERFRONT TERRACE LOCATION
- ⑫ BOARDWALK AND FIRE CIRCLE
- ⑬ LOW WATER BEACH AND POTENTIAL WHITEWATER FEATURE CHANNEL
- ⑭ SNOW STORAGE AND 9-HOLE DISC-GOLF COURSE
- ⑮ SPAWNING CHANNEL VIEWING BRIDGE
- ⑯ FOOT PATH LOOP
- ⑰ QUESNEL RIVERBEND LANDMARK
- ⑱ PHOTOLUMINESCENT AGGREGATE ASPHALT
- ⑲ ENHANCE RAILWAY OVERPASS
- ⑳ RELOCATE FENCE TO RAILYARD EDGE
- ㉑ AR LOCATION
- ㉒ PHOTO-OP LOCATION

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Whitewater Feature Enhancement



Visualization of surfing wave and a diverse paddling community of users



Visualization of surfing wave closure during salmon migration

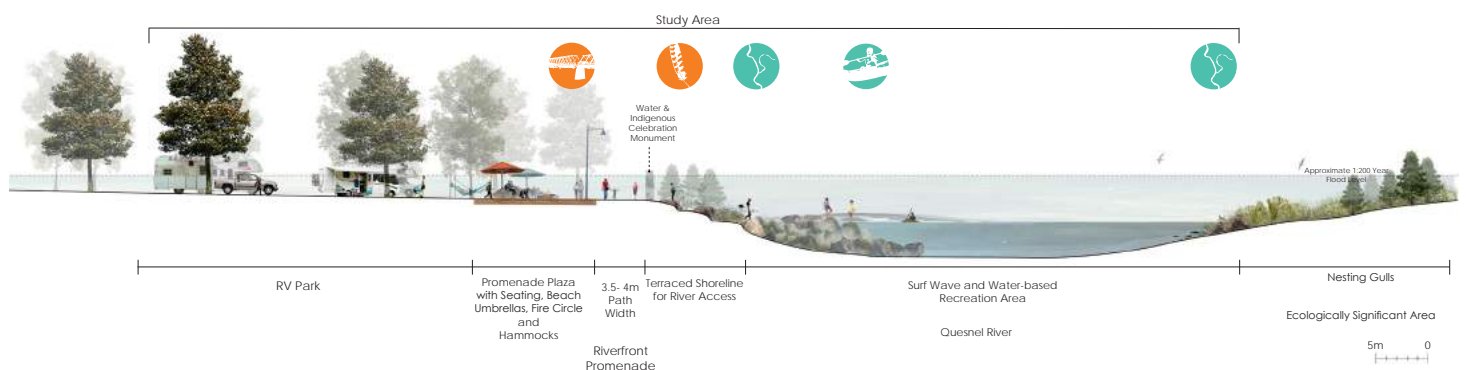
Note: Any modifications to the river channel including standing wave and whitewater technical features will be dependent on the outcomes of a future feasibility study, community partnerships, successful permitting from authorities, and grant funding.

Actual location of standing wave to be determined following further consultation and subject to approval authorities



Visualization of RV campground at the site of the existing public works yard

RV Campground



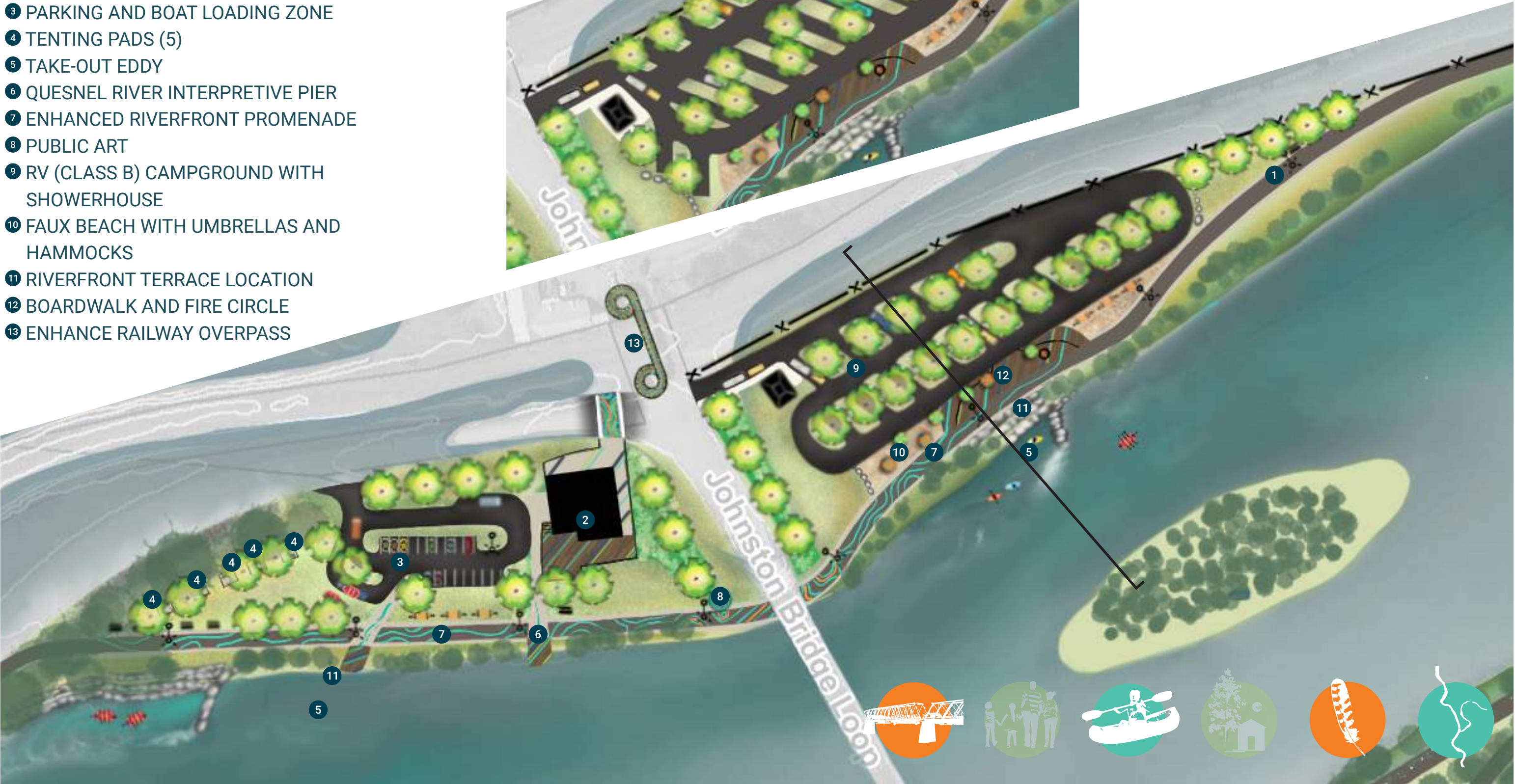
RV Campground

- 1 RIVERFRONT TRAIL RENEWAL (MEDIUM TERM)
- 2 HOSTEL AND PUB WITH DINING DECK
- 3 PARKING AND BOAT LOADING ZONE
- 4 TENTING PADS (5)
- 5 TAKE-OUT EDDY
- 6 QUESNEL RIVER INTERPRETIVE PIER
- 7 ENHANCED RIVERFRONT PROMENADE
- 8 PUBLIC ART
- 9 RV (CLASS B) CAMPGROUND WITH SHOWERHOUSE
- 10 FAUX BEACH WITH UMBRELLAS AND HAMMOCKS
- 11 RIVERFRONT TERRACE LOCATION
- 12 BOARDWALK AND FIRE CIRCLE
- 13 ENHANCE RAILWAY OVERPASS

RV Campground Layout Options



Note: Actual number of campsites and site circulation to be confirmed in preliminary design stage.



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Riverbend Seating Node



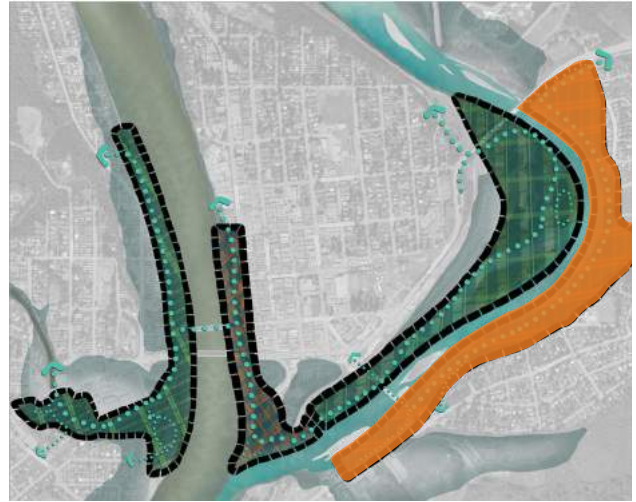
Riverbend-Photoluminescent Path



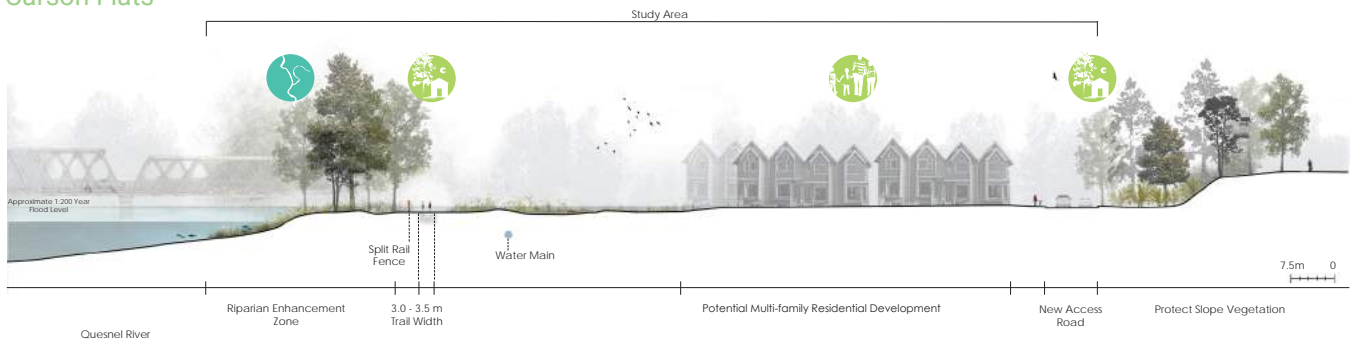
Quesnel River Precinct

The Quesnel River Precinct encompasses the southeast side of the Quesnel River from Highway 97 to the Johnston Bridge. The large City-owned parcel at the north of the site presents opportunities for some sensitive residential development as most of the site is above the floodplain.

Private lands to the west and south of Nadeau present an opportunity for a formalized trail connection to link to Johnston Park, West Fraser Timber Park and the Johnston Bridge. Protecting slope vegetation will reduce the risk of erosion of the river bank, and the potential future daylighting of Dragon Creek will improve the environmental integrity of the site. Enhancing crosswalks near the challenging crossing points near the Johnston Bridge and West Fraser Timber Park will improve the visibility and safety of pedestrians.



Carson Flats



Private Lands



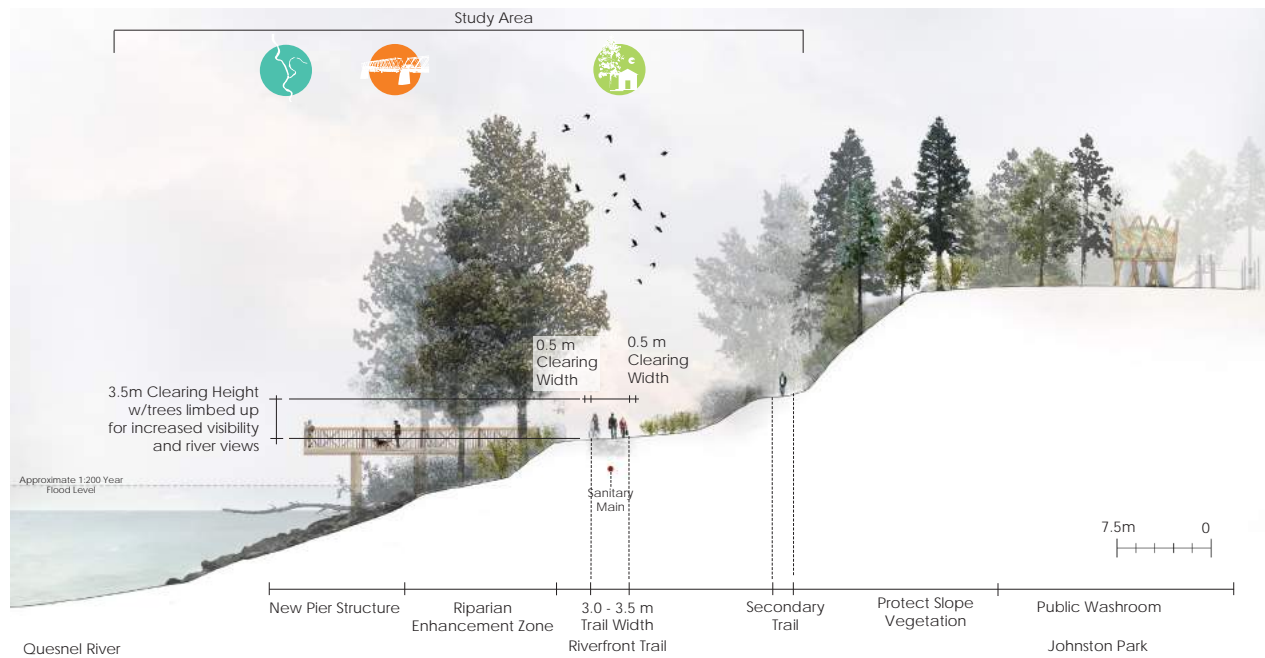


Quesnel River Precinct

- 1 RIVERFRONT TRAIL UPGRADES (SHORT TERM)
- 2 RESIDENTIAL DEVELOPMENT POTENTIAL
- 3 QUESNEL RIVER INTERPRETIVE PIER
- 4 MONITOR AND PROTECT RIVER BANK
- 5 REPLACE CHAINLINK WITH CEDAR FENCE
- 6 PHOTOLUMINESCENT AGGREGATE ASPHALT
- 7 PUBLIC ART
- 8 FORMALIZE PATH TO JOHNSTON PARK
- 9 STAIR CONNECTION TO JOHNSTON AVE
- 10 ENHANCED CROSSWALK
- 11 POSSIBLE FUTURE DAYLIGHTED MOUTH OF DRAGON CREEK
- 12 VEHICULAR ACCESS
- 13 AR LOCATION
- 14 PHOTO OP LOCATION
- 15 PUBLIC WASHROOM

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Johnston Park Connection



Enhanced Crosswalk - West Fraser Timber Park



Visualization of enhanced crosswalk connecting West Fraser Timber Park to the Quesnel River waterfront

West Village Precinct

The West Village Precinct extends from the mouth of Baker Creek along the west side of the Fraser River to Fuller Avenue.

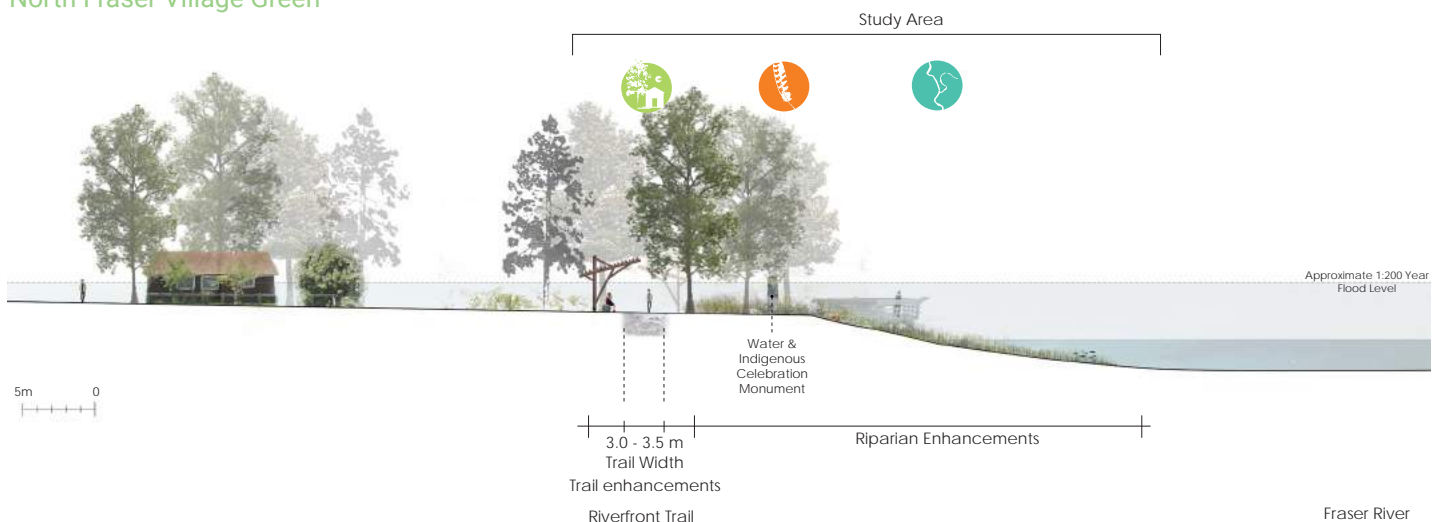
The **QWP** proposes improvements along North Fraser Drive that include enhanced crosswalks, riverfront trail upgrades, a large pier, and public art.

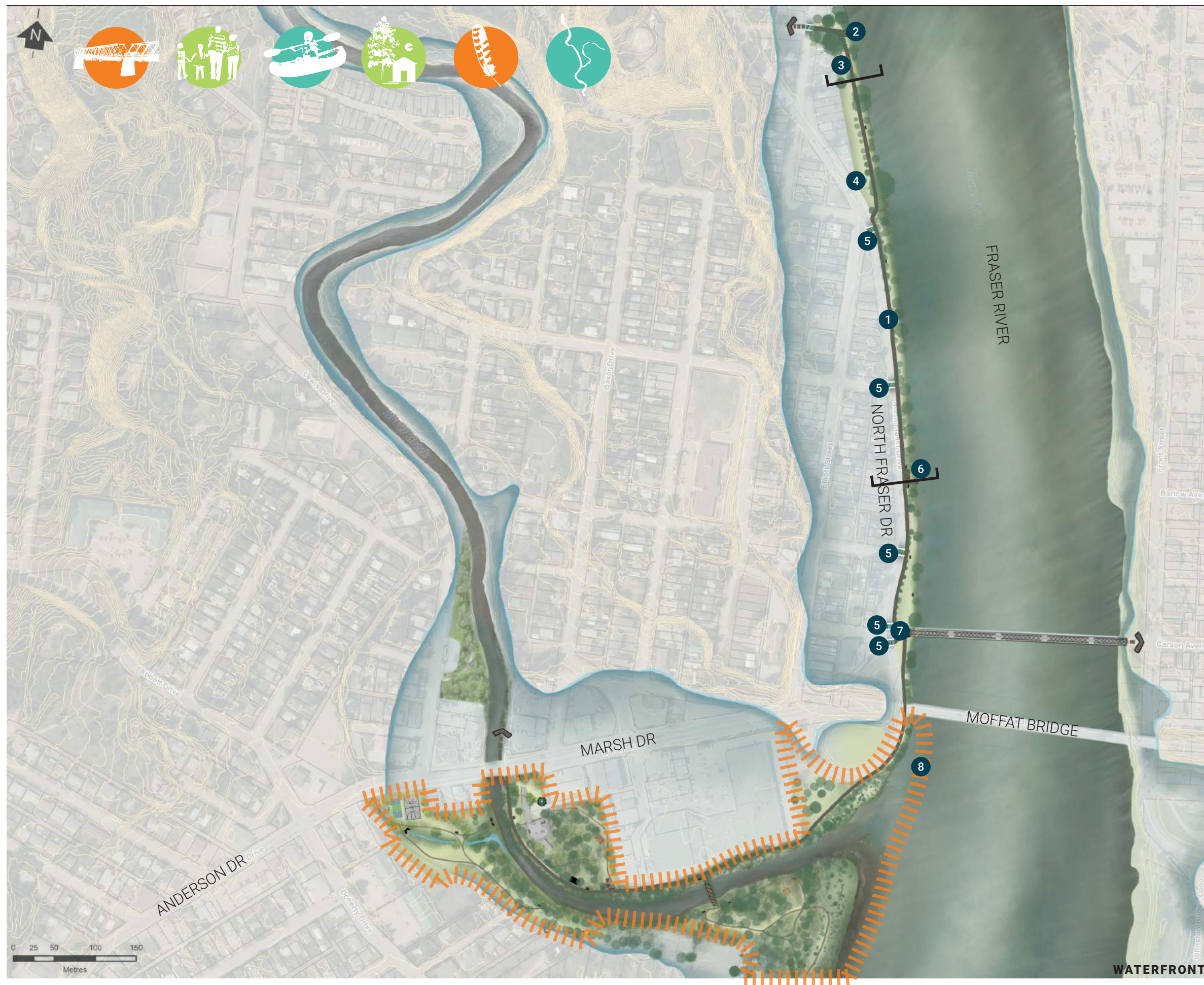
Baker Creek Park is an important outdoor recreation area, but access to the south side of the creek is limited and large parts of the park remain underused. The Baker Creek Park concepts proposes new recreation amenities such as a pickleball court and outdoor basketball court as well as a potential pump track across the creek from the existing skateboard park. A new bandshell and public washroom public will support performances and park events.

A foot bridge provides access to the proposed fire circle and nature trails on the south side of the creek to activate a currently underused section of the site. In addition to opening more of the park to users, this bridge will function as a viewing platform during salmon-spawning season. Wayfinding enhancements, interpretive signage ,and new seating areas will allow more people to use and appreciate the waterfront trail system.



North Fraser Village Green



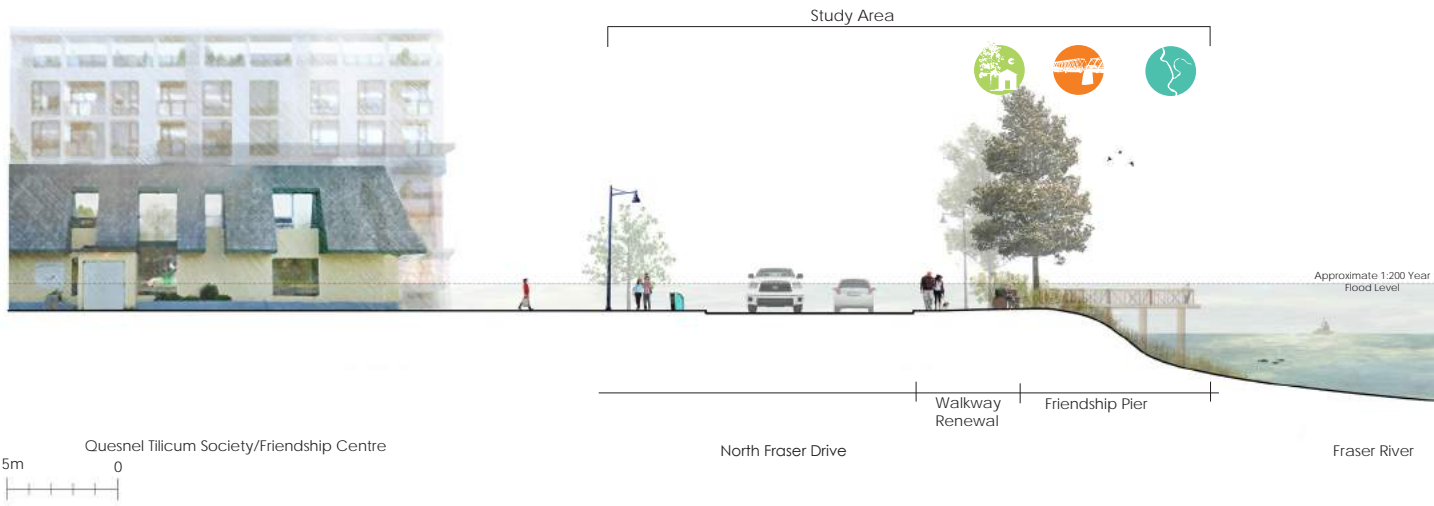


West Village Precinct

- ① RIVERFRONT TRAIL RENEWAL/UPGRADES (MEDIUM TERM)
- ② NORTH FRASER PIER RENEWAL (LONG TERM)
- ③ INTERPRETIVE KIOSK
- ④ PUBLIC ART
- ⑤ ENHANCED CROSSWALK
- ⑥ FRIENDSHIP PIER
- ⑦ INTERSECTION IMPROVEMENTS
- ⑧ BAKER CREEK PARK IMPROVEMENTS

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North Fraser Waterfront - Friendship Pier



Visualization of proposed pier near the Friendship Centre

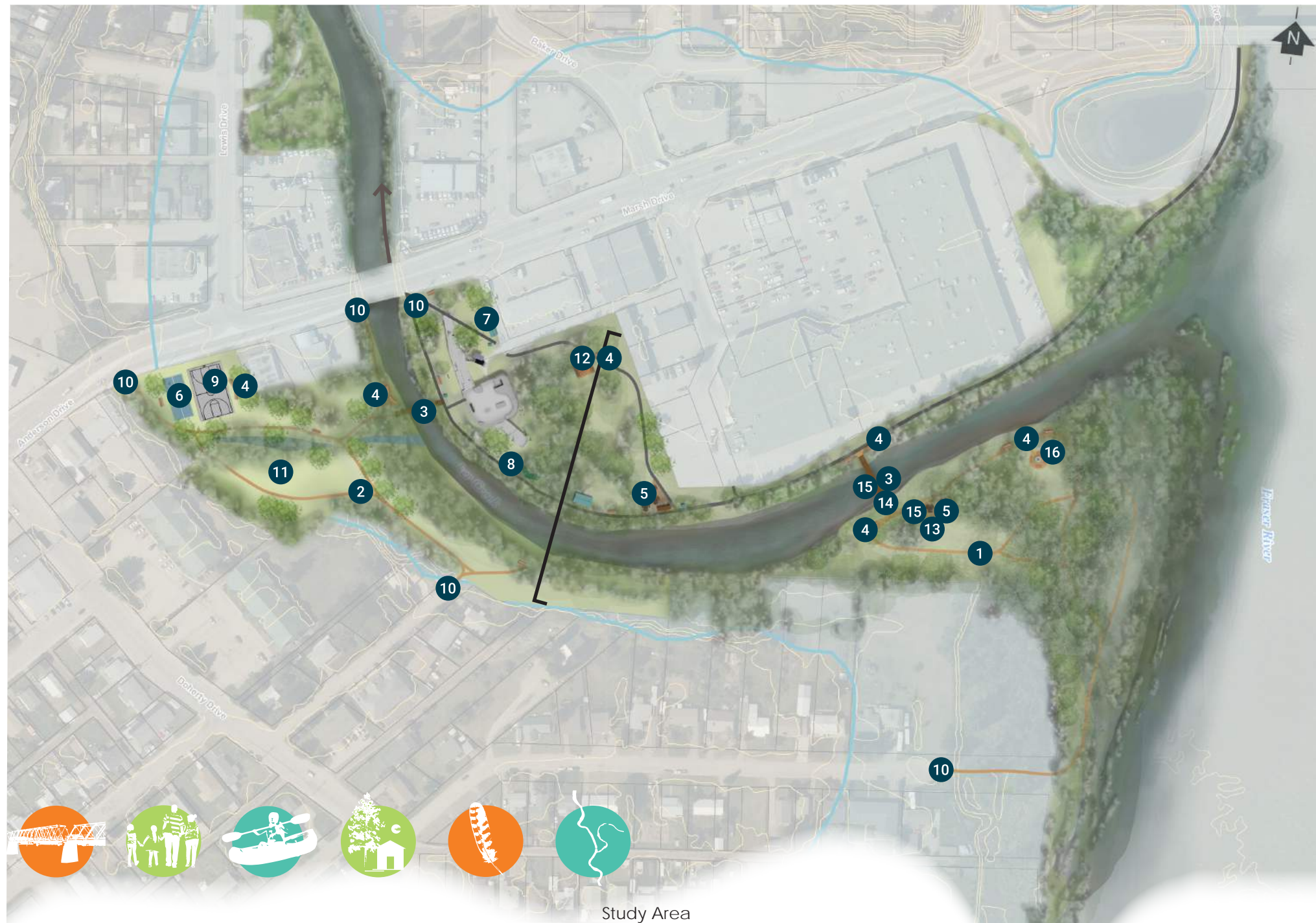
Baker Creek Park



Baker Creek Park - Event Bandshell



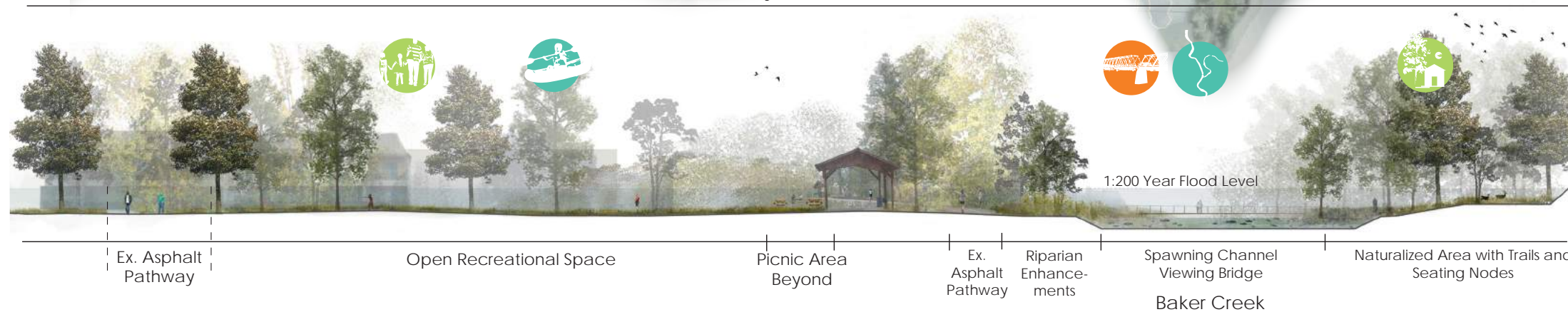
Visualization of a performance event in the bandshell in Baker Creek Park



Baker Creek Park

- ① NATURAL TRAIL UPGRADES
- ② PATHWAY UPGRADES
- ③ SPAWNING CHANNEL VIEWING BRIDGE AND ACTIVE TRANSPORTATION CONNECTION
- ④ SEATING NODE
- ⑤ PICNIC AREA (2)
- ⑥ PICKLEBALL COURT
- ⑦ PUBLIC WASHROOM
- ⑧ FEATURE PORCH SWING INSTALLATION
- ⑨ BASKETBALL COURT
- ⑩ WAYFINDING ENHANCEMENTS
- ⑪ POTENTIAL PUMP TRACK LOCATION
- ⑫ BANDSHELL AND ELECTRICAL SERVICE
- ⑬ SALMON FISHING INTERPRETIVE SITE
- ⑭ AR LOCATION
- ⑮ PHOTO OP LOCATION
- ⑯ FIRE CIRCLE

Note: Designated fire circle area will provide safer site for fires.



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Waterfront Implementation Plan

Costs and Phasing

The Waterfront Plan presents an aspirational vision for Quesnel's public waterfront. While it is unlikely that the entire plan will be fully realized, the proposed improvements can be discussed and considered within the context of the City's asset management and capital planning programs. In addition, many improvements presented in the plan will require partnerships with local community groups and will depend on the City's success attracting grant funding to Quesnel.

A capital cost estimate of the proposed improvements identified in the four precinct plans and Baker Creek Park is located in the following pages. Unit prices and quantities are presented for each item in 2019 dollars and have not been adjusted for inflation. A 40% contingency (50% of this for design and 50% for cost contingency) has been added to the estimated capital costs. The phasing plan presents an example of how the improvements could be achieved over 20 years in three phases. It is anticipated that the completion of the projects will unfold incrementally as partnerships emerge and funding become available.

Capital Cost Estimates

Issued October 2019

Downtown Precinct

ITEM	DESCRIPTION	UNIT	EST. QTY.	UNIT PRICE	ITEM TOTAL
1 Demolition	Demolition, removals and disposals	Allowance	1	\$15,000	\$15,000
2 Features					
2.1 Dining and performance boardwalk	Removals and site prep	LS	1	\$15,000	\$15,000
	Boardwalk - pile framing; thermally modified decking	m2	200	\$650	\$130,000
	Boardwalk dining plaza- thermally modified wood decking with railing	m2	470	\$1,000	\$470,000
	Deck furnishings (table, chairs, patio umbrella set)	Allowance	1	\$20,000	\$20,000
	Festival lighting allowance	Allowance	1	\$25,000	\$25,000
3 Riparian enhancements	General habitat restoration allowance (topsoil, planting, log placement)	m2	395	\$65	\$25,675
4 Buildings and Structures					
4.1 Fraser Village Overlook	Site prep	LS	1	\$15,000	\$15,000
	Boardwalk viewing platform - thermally modified wood decking	m2	160	\$1,800	\$288,000
	Deck furnishings (table, chairs, patio umbrella set, assume 3k per set, 5 sets)	LS	1	\$15,000	\$15,000
	Landscape restoration planting at base of overlook (topsoil and planting)	m2	100	\$65	\$6,500
4.2 Barlow Overlook	Custom view tower lookout, wooden structure	LS	1	\$280,000	\$280,000
4.3 Barlow pier	Fixed thermally-modified wood pier; pile framing	m2	140	\$1,800	\$252,000
4.4 Barlow terrace	Riprap / boulder placement, grading, landscape resoration	Allowance	1	\$30,000	\$30,000
5 Boat Launch					
5.1 Boat launch renewal	Replace concrete boat ramp allowance	m2	150	\$420	\$63,000

ITEM		DESCRIPTION	UNIT	EST. QTY.	UNIT PRICE	ITEM TOTAL
6	Wayfinding/ Landmarks					
	6.1 Water and Indigenous celebration monument	Boulder and materials, fabrication and installation, foundation	ea.	2	\$20,000	\$40,000
	6.2 Confluence Point Landmark	Design, materials, fabrication, installation, engineering	LS	1	\$30,000	\$30,000
	6.3 Augmented reality app and signage	AR app development and signage	Allowance	1	\$20,000	\$20,000
7	Pedestrian Circulation					
	7.1 Riverfront Trail renewal	Renewal to accessible 3m width asphalt pathway (assumes milling in place)	lin.m	1300	\$125	\$162,500
		Light fixtures (22m spacing)	lin.m.	1300	\$220	\$286,000
		Lighting electrical service and distribution	lin. m	1300	\$220	\$286,000
		Curved benches - Quesnel Std.	ea	8	\$5,100	\$40,800
		Straight benches w/back (1 per 100 lin. m of trail) - Quesnel Std.	ea.	13	\$4,600	\$59,800
		Waste receptacle (1 per 800 lin. m of trail) - Quesnel Std.	ea	2	\$3,500	\$7,000
	7.2 Bridge Landing renewal	Thermally modifed wooden decking with wooden railing	m2	340	\$1,200	\$408,000
		Curved benches - Quesnel Std.	ea	2	\$5,100	\$10,200
		Seat boulders - Quesnel Std.	ea	7	\$1,900	\$13,300
		Waste receptacle - Quesnel Std.	ea	1	\$3,500	\$3,500
	7.3 Enhanced Crosswalk	Pedestrian Crosswalk improvements (painting and signage)	m2	800	\$275	\$220,000
	7.4 Calmed Intersections	Removals and site prep	LS	1	\$50,000	\$50,000
		Concrete curb bump out construction	ea. bump out	6	\$30,000	\$180,000
	7.5 Stair connection to Voyager Rock	Staircase pressure-treated wood and aggregate - 3m wide with a railing	m2	25	\$650	\$16,250
	7.6 Sidewalk connection to Downtown	Site prep and removals	LS	1	\$25,000	\$25,000

ITEM	DESCRIPTION	UNIT	EST. QTY.	UNIT PRICE	ITEM TOTAL
8	Vehicular Circulation				
8.1	Fraser Village parking improvements	Site prep	LS	1	\$8,000
		Line painting	per stall	27	\$200
8.2	Food truck parking	Signage	per stall	4	\$1,000
8.3	Front Street parking	Line painting	per stall	60	\$200
9	Parking Improvements				
9.1	RV Sanil Dump and Cultural Center	As per Sani-loop cost estimate	allowance	1	\$593,000
	Subtotal (rounded)				\$4,130,925
	Allocated amount for public art				\$300,000
	Allocated design, approvals and contingency amount			40%	\$1,772,000
	TOTAL ESTIMATED COST				\$6,202,925

Railway Precinct

ITEM	DESCRIPTION	UNIT	EST. QTY.	UNIT PRICE	ITEM TOTAL
1 Demolition	Demolition, removals and disposals	Allowance	1	\$80,000	\$80,000
2 Buildings and Structures					
2.1 Hostel building	Removals and site prep	LS	1	\$30,000	\$30,000
	Foundation	m2	575	\$1,000	\$575,000
	Structure	m2	575	\$2,500	\$1,437,500
	Electrical - service, distribution and lighting	LS	1	\$30,000	\$30,000
	Concrete walkway	m2	500	\$130	\$65,000
2.2 Dining deck	Boardwalk dining plaza- thermally modified wood decking	m2	465	\$650	\$302,250
	Trees (around hostel, parking, and tent pad area)	ea	28	\$800	\$22,400
2.3 Spawning channel viewing bridge	Fixed thermally-modified wood decking; pile framing	m2	100	\$2,200	\$220,000
3 Pedestrian Circulation					
3.1 Riverfront trail renewal	Renewal of accessible 3m width asphalt pathway (assumes milling in-place)	lin.m	1600	\$125	\$200,000
	Photoluminescent aggregate	m2	2800	\$50	\$140,000
	Curved benches - Quesnel Std	ea	3	\$5,100	\$15,300
	Straight benches w/back (1 per 100 lin. m of trail) - Quesnel Std.	ea.	16	\$4,600	\$73,600
	Waste receptacle (1 per 800 lin. m of trail) - Quesnel Std.	ea	2	\$3,500	\$7,000
3.2 Foot path loop	Accessible 3m wide granular walkway	lin. m	500	\$180	\$90,000
3.3 Enhanced riverfront promenade	Decorative treatment to asphalt path	m2	1500	\$150	\$225,000
3.4 Enhanced railway overpass	Painting of railings	LS	1	\$30,000	\$30,000
	Planting, topsoil, irrigation (per pillar)	ea.	8	\$2,500	\$20,000
3.5 Relocate fence to railway edge	Removal and reinstallation (allowance priced at \$120/lin.m. x 1250 lin.m. of fence	Allowance	1	\$150,000	\$150,000

ITEM	DESCRIPTION	UNIT	EST. QTY.	UNIT PRICE	ITEM TOTAL
3.6 Enhanced Crosswalk	Pedestrian Crosswalk improvements (painting and signage)	m2	165	\$275	\$45,375
4 Vehicular Circulation					
4.1 Car parking lot and boat loading zone	Asphalt parking stalls	per stall	15	\$3,500	\$52,500
5 Wayfinding/Landmarks					
5.1 Quesnel Riverbend landmark	View tower w/suspended benches	LS	1	\$300,000	\$300,000
5.2 Water and Indigenous celebration monument	Boulder and materials, fabrication and installation, foundation	LS	2	\$20,000	\$40,000
5.3 Interpretive Signage and augmented reality app	AR app development and signage	Allowance	1	\$15,000	\$15,000
6 Riparian enhancements	General habitat restoration allowance (topsoil, planting, log placement)	m2	730	\$65	\$47,450
7 Features					
7.1 Quesnel River interpretive pier	Fixed thermally-modified wood pier; pile framing, including railing	m2	86	\$2,200	\$189,200
7.2 Faux Beach	Removals and site prep	LS	1	\$15,000	\$15,000
	Import Sand - ~300mm depth	m3	300	\$45	\$13,500
	Site furnishings (lounge chairs, umbrellas)	LS	1	\$10,000	\$10,000
7.3 Riverfront Terrace	riprap / boulder placement, grading, landscape resoration	Allowance	2	\$30,000	\$60,000
7.4 Boardwalk seating area	Boardwalk promenade- thermally modified wood decking	m2	500	\$1,000	\$500,000
	Cast iron fire pit	ea.	1	\$2,000	\$2,000
	Hammocks	ea.	3	\$3,500	\$10,500
	Waste receptacle - Quesnel Std.	ea	1	\$3,500	\$3,500
8 RV Campsite					
8.1 RV campground	Per site (campsites, roads, access, circulation, planting, water and power servicing, landscape restoration, grading)	ea.	15	\$46,000	\$690,000

ITEM	DESCRIPTION	UNIT	EST. QTY.	UNIT PRICE	ITEM TOTAL
8.2 Tent pads	Five wooden raised platforms (3mx3m size)	m2	45	\$850	\$38,250
8.3 Showerhouse and Washroom	Removals and site prep	Allowance	1	\$15,000	\$15,000
	Foundation	m2	90	\$1,200	\$108,000
	Structure	m2	90	\$3,000	\$270,000
	Electrical	LS	1	\$20,000	\$20,000
8.4 Trees	Deciduous trees	ea.	22	\$800	\$17,600
9 Recreation					
9.1 Disc golf course	Minor limbing/clearing; basket and tee box	per hole	9	\$4,500	\$40,500
9.2 Take out eddy	riprap, grading	Allowance	1	\$70,000	\$70,000
9.3 Low water beach	Straight benches w/back (1 per 100 lin. m of trail)	ea.	2	\$4,600	\$9,200
	Waste receptacle	ea	1	\$3,500	\$3,500
9.4 Whitewater feature channel	Channel design and construction	Allowance	1	\$1,500,000	\$1,500,000
	Subtotal (rounded)				\$7,799,000
	Allocated amount for public art				\$150,000
	Allocated design, approvals and contingency amount			40%	\$3,180,000
	TOTAL ESTIMATED COST				\$11,129,000

Quesnel River Precinct

ITEM	DESCRIPTION	UNIT	EST. QTY.	UNIT PRICE	ITEM TOTAL
1 Demolition	Demolition, removals and disposals	Allowance	1	\$15,000	\$15,000
2 Features					
2.1 Quesnel River interpretive pier	Fixed thermally-modified wood pier; pile framing, wooden railing	m2	85	\$2,200	\$187,000
2.2 Public washroom (Johnston park)	Accessible washroom - 2 stall (flush/ basin/septic @ 25m2) incl servicing	ea.	1	\$200,000	\$200,000
3 Pedestrian Circulation					
3.1 Riverfront trail upgrades	Photoluminescent aggregate	m2	2600	\$50	\$130,000
	Upgrade to accessible 3m width asphalt pathway	lin. m	2000	\$350	\$700,000
	Curved benches - Quesnel Std.	ea	3	\$5,100	\$15,300
	Straight benches w/back (1 per 100 lin. m of trail) - Quesnel Std.	ea.	20	\$4,600	\$92,000
	Waste receptacle (1 per 800 lin. m of trail) - Quesnel Std.	ea	3	\$3,500	\$10,500
3.2 Path at Johnston Park	Accessible 1.5m wide granular walkway	lin.m	230	\$180	\$41,400
3.3 Stair connection at Johnston Bridge	Staircase pressure-treated wood and aggregate - 3m wide with a railing	m2	25	\$650	\$16,250
3.4 Enhanced crosswalk	Pedestrian Crosswalk improvements (painting and signage)	m2	200	\$275	\$55,000
3.5 Replace chainlink fence with cedar fence	Removal and disposal of existing fence	lin.m.	400	\$80	\$32,000
	Cedar (split rail) fence	lin. m	400	\$250	\$100,000
4 Vehicular Circulation					
4.1 Vehicular access road	Asphalt road 7.3m width	lin. m	30	\$765	\$22,950
5 Wayfinding/ Landmarks					
5.1 Water and Indigenous celebration monument	Boulder and materials, fabrication and installation, foundation	ea.	2	\$20,000	\$40,000

ITEM		DESCRIPTION	UNIT	EST. QTY.	UNIT PRICE	ITEM TOTAL
6	Riparian enhancements					
	6.1 Protecting the riverbank	Riparian vegetation restoration allowance (topsoil, planting, and logs)	m2	3200	\$65	\$208,000
		Subtotal (rounded)				\$1,865,400
		Allocated amount for public art				\$80,000
		Allocated design, approvals and contingency amount			40%	\$778,000
		TOTAL ESTIMATED COST				\$2,723,400

West Village Precinct

ITEM	DESCRIPTION	UNIT	EST. QTY.	UNIT PRICE	ITEM TOTAL
1 Demolition	Demolition, removals and disposals	Allowance	1	\$15,000	\$15,000
2 Features					
2.1 North Fraser Pier renewal		Allowance	1	\$25,000	\$25,000
2.2 Friendship Pier	Fixed thermally-modified wood pier; pile framing, incl wooden railing	m2	180	\$2,200	\$396,000
	Curved benches - Quesnel Std.	ea	4	\$5,100	\$20,400
	Seat boulders - Quesnel Std.	ea	3	\$1,900	\$5,700
	Interpretive signage (small)	ea.	2	\$400	\$800
	Waste receptacle - Quesnel Std.	ea	1	\$3,500	\$3,500
3 Pedestrian Circulation					
3.1 Enhanced crosswalk	Pedestrian Crosswalk improvements (painting and signage)	m2	360	\$275	\$99,000
3.2 Riverfront Trail upgrades	Upgrades to accessible 4m width asphalt pathway	lin. m	900	\$380	\$342,000
	Curved benches - Quesnel Std.	ea	3	\$5,100	\$15,300
	Seat boulders - Quesnel Std.	ea	3	\$1,900	\$5,700
	Straight benches w/back (1 per 100 lin. m of trail) - Quesnel Std.	ea.	6	\$4,600	\$27,600
	Waste receptacle (1 per 800 lin. m of trail) - Quesnel Std.	ea	1	\$3,500	\$3,500
4 Wayfinding/ Landmarks					
4.1 Signage	Interpretive kiosk	ea.	1	\$3,000	\$3,000
4.2 Water and Indigenous celebration monument	Boulder and materials, fabrication and installation, foundation	ea	1	\$20,000	\$20,000
4.3 Augmented reality app and signage	AR app development and signage	Allowance	1	\$15,000	\$15,000
5 Riparian enhancements	General habitat restoration allowance (topsoil, planting, log placement)	m2	115	\$65	\$7,475

ITEM	DESCRIPTION	UNIT	EST. QTY.	UNIT PRICE	ITEM TOTAL
	Subtotal (rounded)				\$1,004,975
	Allocated amount for public art				\$90,000
	Allocated design, approvals and contingency amount			40%	\$438,000
	TOTAL ESTIMATED COST				\$1,532,975

Baker Creek Park

ITEM	DESCRIPTION	UNIT	EST. QTY.	UNIT PRICE	ITEM TOTAL
1 Demolition	Demolitions, removals and disposals	Allowance	1	\$15,000	\$15,000
2 Landscape Features					
2.1 Salmon fishing interpretive site	Interpretive kiosk	ea.	1	\$2,500	\$2,500
2.2 Spawning channel viewing bridge (2)	Thermally-modified wood bridge; pile framing, wooden railing	m2	175	\$2,200	\$385,000
2.3 Picnic area	Table pads (concrete)	ea.	5	\$1,250	\$6,250
	Picnic tables	ea.	5	\$2,500	\$12,500
2.4 Fire circle	Cast iron fire pit	ea.	1	\$900	\$900
	Seat logs	ea.	4	\$1,800	\$7,200
	Accessible granular pathway	m2	75	\$180	\$13,500
2.5 Feature porch swing installation	Custom swing design, materials, installation	LS	1	\$15,000	\$15,000
2.6 Trees	Shade trees	ea.	24	\$800	\$19,200
3 Buildings and Structures					
3.1 Public washroom	Accessible washroom - 2 stall (flush/ basin/septic @ 25m2) incl servicing	ea.	1	\$200,000	\$200,000
3.2 Bandshell and electrical services	Foundation	m2	75	\$1,250	\$93,750
	Structure	m2	75	\$2,500	\$187,500
	Electrical - service, distribution and lighting	LS	1	\$50,000	\$50,000
4 Pedestrian Circulation					
4.1 Natural trail upgrades	Trail from native soil - clearing, subgrade prep and compaction	m2	550	\$18	\$9,900
4.2 Pathway upgrades	Accessible site pathways (granular base and surfacing)	lin.m	480	\$180	\$86,400
	Renewal of accessible 3m width asphalt pathway (assumes milling in-place)	lin. m	480	\$125	\$60,000
	Drinking fountains including service connections	ea.	1	\$12,000	\$12,000

4.3	Seating nodes	Straight benches w/back - Quesnel Std.	ea.	11	\$4,600	\$50,600
		Curved benches - Quesnel Std.	ea	5	\$5,100	\$25,500
5	Wayfinding/ Landmarks					
5.1	Signage	Park signage - major map kiosk	ea.	1	\$2,500	\$2,500
		Park signage - minor directional or interpretive	ea.	6	\$500	\$3,000
5.2	Water and Indigenous celebration monument	Boulder and materials, fabrication and installation, foundation	ea	1	\$20,000	\$20,000
6	Riparian Enhancements	General habitat restoration allowance (topsoil and planting)	m2	300	\$65	\$19,500
7	Recreation					
7.1	Pickleball court	Court surface, nets, fencing, installation	ea.	1	\$190,000	\$190,000
7.2	Basketball court	Court surface, hoops, installation	ea.	1	\$150,000	\$150,000
7.3	Pump track	Concrete pump track course	Allowance	1	\$80,000	\$80,000
		Subtotal (rounded)				\$1,717,700
		Allocated amount for public art				\$50,000
		Allocated design, approvals and contingency amount			40%	\$707,000
		TOTAL ESTIMATED COST				\$2,474,700

GRAND TOTAL ESTIMATED COST						\$24,060,000
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Phasing Plan

Downtown Precinct

ITEM	DESCRIPTION	Allocated Budget	Phase 1		Phase 2		Phase 3	
			(1-5 years)		(5-10 years)		(11+ years)	
1 Demolition	Demolition, removals and disposals	\$15,000	30%	\$4,500	60%	\$9,000	10%	\$2,000
2 Features								
2.1 Dining and performance boardwalk	Removals and site prep	\$15,000	0%	\$0	0%	\$0	100%	\$15,000
	Boardwalk - pile framing; thermally modified decking	\$130,000	0%	\$0	0%	\$0	100%	\$130,000
	Boardwalk dining plaza- thermally modified wood decking with railing	\$470,000	0%	\$0	0%	\$0	100%	\$470,000
	Deck furnishings (table, chairs, patio umbrella set)	\$20,000	0%	\$0	0%	\$0	100%	\$20,000
	Festival lighting allowance	\$25,000	0%	\$0	0%	\$0	100%	\$25,000
3 Riparian enhancements	General habitat restoration allowance (topsoil, planting, log placement)	\$25,675	60%	\$15,400	30%	\$7,700	10%	\$3,000
4 Buildings and Structures								
4.1 Fraser Village Overlook	Site Prep	\$15,000	100%	\$15,000	0%	\$0	0%	\$0
	Boardwalk viewing platform - thermally modified wood decking	\$288,000	100%	\$288,000	0%	\$0	0%	\$0

ITEM	DESCRIPTION	Allocated Budget	Phase 1		Phase 2		Phase 3	
			(1-5 years)		(5-10 years)		(11+ years)	
	Deck furnishings (table, chairs, patio umbrella set, assume 1k per set, 5 sets)	\$15,000	100%	\$15,000	0%	\$0	0%	\$0
	Landscape restoration planting at base of overlook (topsoil and planting)	\$6,500	100%	\$6,500	0%	\$0	0%	\$0
4.2 Barlow Overlook	Custom view tower lookout, wooden structure	\$280,000	0%	\$0	0%	\$0	100%	\$280,000
4.3 Barlow pier	Fixed thermally-modified wood pier; pile framing	\$252,000	0%	\$0	100%	\$252,000	0%	\$0
4.4 Barlow terrace	Riprap / boulder placement, grading, landscape resoration	\$30,000	0%	\$0	100%	\$30,000	0%	\$0
5 Boat Launch								
5.1 Boat launch renewal	Replace concrete boat ramp allowance	\$63,000	0%	\$0	100%	\$63,000	0%	\$0
6 Wayfinding/ Landmarks								
6.1 Water and Indigenous celebration monument	Boulder and materials, fabrication and installation, foundation	\$40,000	60%	\$24,000	30%	\$12,000	10%	\$4,000
6.2 Confluence Point Landmark	Design, materials, fabrication, installation, engineering	\$30,000	0%	\$0	0%	\$0	100%	\$30,000
6.3 Augmented reality app and signage	AR app development and signage	\$20,000	60%	\$12,000	30%	\$6,000	10%	\$2,000

ITEM	DESCRIPTION	Allocated Budget	Phase 1		Phase 2		Phase 3	
			(1-5 years)		(5-10 years)		(11+ years)	
7 Pedestrian Circulation								
7.1 Riverfront Trail renewal	Renewal of accessible 3m width asphalt pathway	\$162,500	0%	\$0	0%	\$0	100%	\$163,000
	Light fixtures (22m spacing)	\$286,000	60%	\$171,600	40%	\$114,400	0%	\$0
	Lighting electrical service and distribution	\$286,000	60%	\$171,600	40%	\$114,400	0%	\$0
	Curved benches - Quesnel Std.	\$40,800	40%	\$16,300	40%	\$16,300	20%	\$8,000
	Straight benches w/back (1 per 100 lin. m of trail) - Quesnel Std.	\$59,800	40%	\$23,900	40%	\$23,900	20%	\$12,000
	Waste receptacle (1 per 800 lin. m of trail) - Quesnel Std.	\$7,000	40%	\$2,800	40%	\$2,800	20%	\$1,000
7.2 Bridge Landing renewal	Thermally modified wooden decking with wooden railing	\$408,000	0%	\$0	100%	\$408,000	0%	\$0
	Curved benches - Quesnel Std.	\$10,200	0%	\$0	100%	\$10,200	0%	\$0
	Seat boulders - Quesnel Std.	\$13,300	0%	\$0	100%	\$13,300	0%	\$0
	Waste receptacle - Quesnel Std.	\$3,500	0%	\$0	100%	\$3,500	0%	\$0
7.3 Enhanced Crosswalk	Pedestrian Crosswalk improvements (painting and signage)	\$220,000	20%	\$44,000	30%	\$66,000	50%	\$110,000
7.4 Calmed Intersections	Removals and site prep	\$50,000	0%	\$0	0%	\$0	100%	\$50,000
	Concrete curb bump out construction	\$180,000	0%	\$0	0%	\$0	100%	\$180,000

ITEM	DESCRIPTION	Allocated Budget	Phase 1		Phase 2		Phase 3	
			(1-5 years)		(5-10 years)		(11+ years)	
7.5 Stair connection to Voyager Rock	Staircase pressure-treated wood and aggregate - 3m wide with a railing	\$16,250	100%	\$16,300	0%	\$0	0%	\$0
7.6 Sidewalk connection to Downtown	Site prep and removals	\$25,000	0%	\$0	0%	\$0	100%	\$25,000
8 Vehicular Circulation								
8.1 Fraser Village parking improvements	Site prep	\$8,000	100%	\$8,000	0%	\$0	0%	\$0
	Line painting	\$5,400	100%	\$5,400	0%	\$0	0%	\$0
8.2 Food truck parking	Signage	\$4,000	0%	\$0	0%	\$0	100%	\$4,000
8.3 Front Street parking	Line painting	\$12,000	0%	\$0	0%	\$0	100%	\$12,000
9 Parking improvements								
9.1 RV Sanil Dump and Cultural Center	As per Sani-loop cost estimate	\$593,000	55%	\$326,200	45%	\$266,900	0%	\$0
	Subtotal (rounded)	\$4,130,925		\$1,166,500		\$1,419,400		\$1,546,000
	Allocated amount for public art	\$300,000	40%	\$120,000	30%	\$90,000	30%	\$90,000
	40% Contingency	\$1,772,000		\$515,000		\$604,000		\$654,000
	TOTAL ESTIMATED COST	\$6,202,925		\$1,801,500		\$2,113,400		\$2,290,000

Railway Precinct

ITEM	DESCRIPTION	Allocated Budget	Phase 1		Phase 2		Phase 3	
			(1-5 years)		(5-10 years)		(11+ years)	
1 Demolition	Demolition, removals and disposals	\$80,000	100%	\$80,000	0%	\$0	0%	\$0
2 Buildings and Structures								
2.1 Hostel building	Removals and site prep	\$30,000	0%	\$0	100%	\$30,000	0%	\$0
	Foundation	\$575,000	0%	\$0	100%	\$575,000	0%	\$0
	Structure	\$1,437,500	0%	\$0	100%	\$1,437,500	0%	\$0
	Electrical - service, distribution and lighting	\$30,000	0%	\$0	100%	\$30,000	0%	\$0
	Concrete walkway	\$65,000	0%	\$0	100%	\$65,000	0%	\$0
2.2 Dining deck	Boardwalk dining plaza- thermally modified wood decking	\$302,250	0%	\$0	100%	\$302,300	0%	\$0
	Trees (around hostel, parking, and tent pad area)	\$22,400	0%	\$0	100%	\$22,400	0%	\$0
2.3 Spawning channel viewing bridge	Fixed thermally-modified wood decking; pile framing?	\$220,000	0%	\$0	0%	\$0	100%	\$220,000
3 Pedestrian Circulation								
3.1 Riverfront trail renewal	Renewal of accessible 3m width asphalt pathway	\$200,000	0%	\$0	30%	\$60,000	70%	\$140,000
	Photoluminescent aggregate	\$140,000	0%	\$0	50%	\$70,000	50%	\$70,000
	Curved benches - Quesnel Std	\$15,300	40%	\$6,100	40%	\$6,100	20%	\$3,000
	Straight benches w/back (1 per 100 lin. m of trail) - Quesnel Std.	\$73,600	40%	\$29,400	40%	\$29,400	20%	\$15,000

ITEM	DESCRIPTION	Allocated Budget	Phase 1		Phase 2		Phase 3	
			(1-5 years)		(5-10 years)		(11+ years)	
	Waste receptacle (1 per 800 lin. m of trail) - Quesnel Std.	\$7,000	40%	\$2,800	40%	\$2,800	20%	\$1,000
3.2 Foot path loop	Accessible 3m wide granular walkway	\$90,000	0%	\$0	50%	\$45,000	50%	\$45,000
3.3 Enhanced riverfront promenade	Decorative treatment to asphalt path	\$225,000	0%	\$0	100%	\$225,000	0%	\$0
3.4 Enhanced railway overpass	Painting of railings	\$30,000	100%	\$30,000	0%	\$0	0%	\$0
	Planting, topsoil, irrigation (per pillar)	\$20,000	0%	\$0	100%	\$20,000	0%	\$0
3.5 Relocate fence to railway edge	Removal and reinstallation (allowance priced at \$120/lin.m. x 1250 lin.m. of fence)	\$150,000	100%	\$150,000	0%	\$0	0%	\$0
3.6 Enhanced Crosswalk	Pedestrian Crosswalk improvements (painting and signage)	\$45,375	100%	\$45,400	0%	\$0	0%	\$0
4 Vehicular Circulation								
4.1 Car parking lot and boat loading zone	Asphalt parking stalls	\$52,500	0%	\$0	100%	\$52,500	0%	\$0
5 Wayfinding/ Landmarks								
5.1 Quesnel Riverbend landmark	View tower w/ suspended benches	\$300,000	0%	\$0	0%	\$0	100%	\$300,000
5.2 Water and Indigenous celebration monument	Boulder and materials, fabrication and installation, foundation	\$40,000	20%	\$8,000	50%	\$20,000	30%	\$12,000

ITEM	DESCRIPTION	Allocated Budget	Phase 1		Phase 2		Phase 3	
			(1-5 years)		(5-10 years)		(11+ years)	
5.3 Augmented reality app and signag	AR app development and signage	\$15,000	60%	\$9,000	30%	\$4,500	10%	\$2,000
6 Riparian enhancements	General habitat restoration allowance (topsoil, planting, log placement)	\$47,450	20%	\$9,500	60%	\$28,500	20%	\$9,000
7 Features								
7.1 Quesnel River interpretive pier	Fixed thermally-modified wood pier; pile framing, including railing	\$189,200	0%	\$0	100%	\$189,200	0%	\$0
7.2 Faux Beach	Removals and site prep	\$15,000	100%	\$15,000	0%	\$0	0%	\$0
	Import Sand - ~300mm depth	\$13,500	100%	\$13,500	0%	\$0	0%	\$0
	Site furnishings (lounge chairs, umbrellas)	\$10,000	100%	\$10,000	0%	\$0	0%	\$0
7.3 Riverfront Terrace	riprap / boulder placement, grading, landscape resoration	\$60,000	100%	\$60,000	0%	\$0	0%	\$0
7.4 Boardwalk seating area	Boardwalk promenade-thermally modified wood decking	\$500,000	100%	\$500,000	0%	\$0	0%	\$0
	Cast iron fire pit	\$2,000	0%	\$0	100%	\$2,000	0%	\$0
	Hammocks	\$10,500	0%	\$0	100%	\$10,500	0%	\$0
	Waste receptacle - Quesnel Std.	\$3,500	0%	\$0	100%	\$3,500	0%	\$0
8 RV Campsite								
8.1 RV campground	Per site (campsites, roads, access, circulation, planting, water and power servicing, landscape restoration, grading)	\$690,000	100%	\$690,000	0%	\$0	0%	\$0

ITEM	DESCRIPTION	Allocated Budget	Phase 1		Phase 2		Phase 3	
			(1-5 years)		(5-10 years)		(11+ years)	
8.2 Tent pads	Five wooden raised platforms (3mx3m size)	\$38,250	100%	\$38,300	0%	\$0	0%	\$0
8.3 Showerhouse and Washroom	Removals and site prep	\$15,000	100%	\$15,000	0%	\$0	0%	\$0
	Foundation	\$108,000	100%	\$108,000	0%	\$0	0%	\$0
	Structure	\$270,000	100%	\$270,000	0%	\$0	0%	\$0
	Electrical	\$20,000	100%	\$20,000	0%	\$0	0%	\$0
8.4 Trees	Deciduous trees	\$17,600	100%	\$17,600	0%	\$0	0%	\$0
9 Recreation								
9.1 Disc golf course	Minor limbing/clearing; basket and tee box	\$40,500	100%	\$40,500	0%	\$0	0%	\$0
9.2 Take out eddy	riprap, grading	\$70,000	20%	\$14,000	80%	\$56,000	0%	\$0
9.3 Low water beach	Straight benches w/back (1 per 100 lin. m of trail)	\$9,200	100%	\$9,200	0%	\$0	0%	\$0
	Waste receptacle	\$3,500	100%	\$3,500	0%	\$0	0%	\$0
9.4 Whitewater feature channel	Channel design and construction	\$1,500,000	10%	\$150,000	20%	\$300,000	70%	\$1,050,000
	Subtotal (rounded)	\$7,799,000		\$2,360,800		\$3,571,200		\$1,867,000
	Allocated amount for public art	\$150,000	20%	\$30,000	30%	\$45,000	50%	\$75,000
	40% Contingency	\$3,180,000		\$956,000		\$1,446,000		\$777,000
TOTAL ESTIMATED COST		\$11,129,000		\$3,346,800		\$5,062,200		\$2,719,000

Quesnel River Precinct

ITEM	DESCRIPTION	Allocated Budget	Phase 1		Phase 2		Phase 3	
			(1-5 years)		(5-10 years)		(11+ years)	
1 Demolition	Demolition, removals and disposals	\$15,000	60%	\$9,000	30%	\$4,500	10%	\$2,000
2 Features								
2.1 Quesnel River interpretive pier	Fixed thermally-modified wood pier; pile framing, wooden railing	\$187,000	0%	\$0	0%	\$0	100%	\$187,000
2.2 Public washroom (Johnston park).	Accessible washroom - 2 stall (flush/basin/septic @ 25m2) incl servicing	\$200,000	100%	\$200,000	0%	\$0	0%	\$0
3 Pedestrian Circulation								
3.1 Riverfront trail upgrades	Photoluminescent aggregate	\$130,000	0%	\$0	60%	\$78,000	40%	\$52,000
	Upgrade to accessible 3m width asphalt pathway	\$700,000	0%	\$0	60%	\$420,000	40%	\$280,000
	Curved benches - Quesnel Std.	\$15,300	40%	\$6,100	30%	\$4,600	30%	\$5,000
	Straight benches w/back (1 per 100 lin. m of trail) - Quesnel Std.	\$92,000	40%	\$36,800	30%	\$27,600	30%	\$28,000
	Waste receptacle (1 per 800 lin. m of trail) - Quesnel Std.	\$10,500	40%	\$4,200	30%	\$3,200	30%	\$3,000
3.2 Path at Johnston Park	Accessible 1.5m wide granular walkway	\$41,400	60%	\$24,800	30%	\$12,400	10%	\$4,000
3.3 Stair connection at Johnston Bridge	Staircase pressure-treated wood and aggregate - 3m wide with a railing	\$16,250	100%	\$16,300	0%	\$0	0%	\$0

ITEM	DESCRIPTION	Allocated Budget	Phase 1		Phase 2		Phase 3	
			(1-5 years)		(5-10 years)		(11+ years)	
3.4 Enhanced crosswalk	Pedestrian Crosswalk improvements (painting and signage)	\$55,000	100%	\$55,000	0%	\$0	0%	\$0
3.5 Replace chainlink fence with cedar fence	Removal and disposal of existing fence	\$32,000	0%	\$0	50%	\$16,000	50%	\$16,000
	Cedar (split rail) fence	\$100,000	0%	\$0	50%	\$50,000	50%	\$50,000
4 Vehicular Circulation								
4.1 Vehicular access road	Asphalt road 7.3m width	\$22,950	0%	\$0	50%	\$11,500	50%	\$11,000
5 Wayfinding/Landmarks								
5.1 Water and Indigenous celebration monument	Boulder and materials, fabrication and installation, foundation	\$40,000	60%	\$24,000	30%	\$12,000	10%	\$4,000
6 Riparian enhancements								
6.1 Protecting the riverbank	Riparian vegetation restoration allowance (topsoil, planting, and logs)	\$208,000	20%	\$41,600	50%	\$104,000	30%	\$62,000
	Subtotal (rounded)	\$1,865,400		\$417,800		\$743,800		\$704,000
	Allocated amount for public art	\$80,000	60%	\$48,000	30%	\$24,000	10%	\$8,000
	40% Contingency	\$778,000		\$186,000		\$307,000		\$285,000
	TOTAL ESTIMATED COST	\$2,723,400		\$651,800		\$1,074,800		\$997,000

West Village Precinct

ITEM	DESCRIPTION	Allocated Budget		Phase 1 (1-5 years)		Phase 2 (5-10 years)		Phase 3 (11+ years)
1 Demolition	Demolition, removals and disposals	\$15,000	60%	\$9,000	30%	\$4,500	10%	\$2,000
2 Features								
2.1 North Fraser Pier renewal		\$25,000	0%	\$0	0%	\$0	100%	\$25,000
2.2 Friendship Pier	Fixed thermally-modified wood pier; pile framing, incl wooden railing	\$396,000	100%	\$396,000	0%	\$0	0%	\$0
	Curved benches - Quesnel Std.	\$20,400	60%	\$12,200	30%	\$6,100	10%	\$2,000
	Seat boulders - Quesnel Std.	\$5,700	60%	\$3,400	30%	\$1,700	10%	\$1,000
	Interpretive signage (small)	\$800	100%	\$800	0%	\$0	0%	\$0
	Waste receptacle - Quesnel Std.	\$3,500	100%	\$3,500	0%	\$0	0%	\$0
3 Pedestrian Circulation								
3.1 Enhanced crosswalk	Pedestrian Crosswalk improvements (painting and signage)	\$99,000	60%	\$59,400	30%	\$29,700	10%	\$10,000
3.2 Riverfront Trail upgrades	Upgrades to accessible 4m width asphalt pathway	\$342,000	30%	\$102,600	60%	\$205,200	10%	\$34,000
	Curved benches - Quesnel Std.	\$15,300	30%	\$4,600	70%	\$10,700	0%	\$0
	Seat boulders - Quesnel Std.	\$5,700	30%	\$1,700	70%	\$4,000	0%	\$0
	Straight benches w/back (1 per 100 lin. m of trail) - Quesnel Std.	\$27,600	30%	\$8,300	70%	\$19,300	0%	\$0

ITEM	DESCRIPTION	Allocated Budget	Phase 1 (1-5 years)		Phase 2 (5-10 years)		Phase 3 (11+ years)		
	Waste receptacle (1 per 800 lin. m of trail) - Quesnel Std.	\$3,500	30%	\$1,100	70%	\$2,500	0%	\$0	
4	Wayfinding/ Landmarks								
4.1	Signage	Interpretive kiosk	\$3,000	0%	\$0	100%	\$3,000	0%	\$0
4.2	Water and Indigenous celebration monument	Boulder and materials, fabrication and installation, foundation	\$20,000	20%	\$4,000	60%	\$12,000	20%	\$4,000
4.3	Augmented reality app and signag	AR app development and signage	\$15,000	60%	\$9,000	40%	\$6,000	0%	\$0
5	Riparian enhancements	General habitat restoration allowance (topsoil, planting, log placement)	\$7,475	50%	\$3,700	0%	\$0	50%	\$4,000
	Subtotal (rounded)	\$1,004,975		\$619,300		\$304,700		\$82,000	
	Allocated amount for public art	\$90,000	20%	\$18,000	60%	\$54,000	20%	\$18,000	
	40% Contingency	\$438,000		\$255,000		\$143,000		\$40,000	
	TOTAL ESTIMATED COST	\$1,532,975		\$892,300		\$501,700		\$140,000	

Baker Creek Park

ITEM	DESCRIPTION	Allocated Budget		Phase 1 (1-5 years)		Phase 2 (5-10 years)		Phase 3 (11+ years)
1 Demolition	Demolitions, removals and disposals	\$15,000	60%	\$9,000	30%	\$4,500	10%	\$2,000
2 Landscape Features								
2.1 Salmon fishing interpretive site	Interpretive kiosk	\$2,500	0%	\$0	100%	\$2,500	0%	\$0
2.2 Spawning channel viewing bridge (2)	Thermally-modified wood bridge; pile framing, wooden railing	\$385,000	0%	\$0	100%	\$385,000	0%	\$0
2.3 Picnic area	Table pads (concrete)	\$6,250	100%	\$6,300	0%	\$0	0%	\$0
	Picnic tables	\$12,500	100%	\$12,500	0%	\$0	0%	\$0
2.4 Fire circle	Cast iron fire pit	\$900	0%	\$0	100%	\$900	0%	\$0
	Seat logs	\$7,200	0%	\$0	100%	\$7,200	0%	\$0
	Accessible granular pathway	\$13,500	0%	\$0	100%	\$13,500	0%	\$0
2.5 Feature porch swing installation	Custom swing design, materials, installation	\$15,000	100%	\$15,000	0%	\$0	0%	\$0
2.6 Trees	Shade trees	\$19,200	30%	\$5,800	40%	\$7,700	30%	\$6,000
3 Buildings and Structures								
3.1 Public washroom	Accessible washroom - 2 stall (flush/basin/septic @ 25m2) incl servicing	\$200,000	100%	\$200,000	0%	\$0	0%	\$0
3.2 Bandshell and electrical services	Foundation	\$93,750	0%	\$0	100%	\$93,800	0%	\$0
	Structure	\$187,500	0%	\$0	100%	\$187,500	0%	\$0
	Electrical - service, distribution and lighting	\$50,000	0%	\$0	100%	\$50,000	0%	\$0

ITEM	DESCRIPTION	Allocated Budget		Phase 1 (1-5 years)		Phase 2 (5-10 years)		Phase 3 (11+ years)
4 Pedestrian Circulation								
4.1 Natural trail upgrades	Trail from native soil - clearing, subgrade prep and compaction	\$9,900	60%	\$5,900	30%	\$3,000	10%	\$1,000
4.2 Pathway upgrades	Accessible site pathways (granular base and surfacing)	\$86,400	60%	\$51,800	30%	\$25,900	10%	\$9,000
	Renewal of accessible 3m width asphalt pathway (assumes milling in-place)	\$60,000	0%	\$0	0%	\$0	100%	\$60,000
	Drinking fountains including service connections	\$12,000	100%	\$12,000	0%	\$0	0%	\$0
4.3 Seating nodes	Straight benches w/back - Quesnel Std.	\$50,600	60%	\$30,400	40%	\$20,200	0%	\$0
	Curved benches - Quesnel Std.	\$25,500	60%	\$15,300	40%	\$10,200	0%	\$0
5 Wayfinding/Landmarks								
5.1 Signage	Park signage - major map kiosk	\$2,500	100%	\$2,500	0%	\$0	0%	\$0
	Park signage - minor directional or interpretive	\$3,000	100%	\$3,000	0%	\$0	0%	\$0
5.2 Water and Indigenous celebration monument	Boulder and materials, fabrication and installation, foundation	\$20,000	70%	\$14,000	30%	\$6,000	0%	\$0
6 Riparian Enhancements	General habitat restoration allowance (topsoil and planting)	\$19,500	30%	\$5,900	60%	\$11,700	10%	\$2,000

ITEM	DESCRIPTION	Allocated Budget		Phase 1 (1-5 years)		Phase 2 (5-10 years)		Phase 3 (11+ years)
7 Recreation								
7.1 Pickleball court	Court surface, nets, fencing, installation	\$190,000	100%	\$190,000	0%	\$0	0%	\$0
7.2 Basketball court	Court surface, hoops, installation	\$150,000	100%	\$150,000	0%	\$0	0%	\$0
7.3 Pump track	Concrete pump track course	\$80,000	0%	\$0	100%	\$80,000	0%	\$0
	Subtotal (rounded)	\$1,717,700		\$729,400		\$909,600		\$80,000
	Allocated amount for public art	\$50,000	60%	\$30,000	30%	\$15,000	10%	\$5,000
	40% Contingency	\$707,000		\$304,000		\$370,000		\$34,000
	TOTAL ESTIMATED COST	\$2,477,000		\$1,063,400		\$1,294,600		\$119,000

	Sub-total (Rounded)	\$24,063,200		\$7,756,000		\$10,047,000		\$6,265,000
	TOTAL IMPLEMENTATION COSTS	\$24,063,200		\$7,760,000		\$10,050,000		\$6,270,000

Funding and Partnering Opportunities

With a vision clearly in place, the City is well-positioned to attract grant funding to the community in order to realize the elements of the **QWP**. The table below outlines potential funding streams that may be accessed by the City to support the implementation plan.

Grant Name	Provider	Description	Website
Green Municipal Fund	FCM	Provides funding for municipal environmental initiatives that improve air, water, and soil, and reduce greenhouse gas emissions. GMF funding is available to all Canadian municipal governments and their partners for eligible projects. Funding is allocated in the following focus areas: sustainable neighbourhood and brownfields action plans; energy efficiency and recovery; transportation and fuel efficiency; water quality and conservation; waste management and diversion; and brownfields.	https://fcm.ca/home/programs/green-municipal-fund/what-we-fund.html
Municipalities for Climate Innovation	FCM	The Municipalities for Climate Innovation Program (MCIP) is a five-year, \$75-million program that helps municipalities prepare for, and adapt to, climate change, and to reduce emissions of greenhouse gases (GHGs). Delivered by the Federation of Canadian Municipalities (FCM) and funded by the Government of Canada, MCIP is available to all municipalities and their partners.	https://fcm.ca/home/programs/municipalities-for-climate-innovation-program/funding---municipalities-for-climate-innovation-program.htm
Climate Action Revenue Incentive Program (CARIP)	Ministry of Community, Sport and Cultural Development	The Climate Action Revenue Incentive Program (CARIP) is a conditional grant program that provides funding to BC Climate Action Charter (Charter) signatories equivalent to one hundred percent of the carbon taxes they pay directly. This funding supports local governments in their efforts to reduce greenhouse gas emissions and move forward on achieving their Charter goals.	https://www2.gov.bc.ca/gov/content/governments/local-governments

Economic Diversification Infrastructure	Northern Development Initiative Trust	<p>The Economic Diversification Infrastructure program provides up to \$250,000 in funding for municipalities, regional districts, First Nations and non-profit organizations in Northern Development's service area for projects that significantly strengthen the local economy via a major capital investment.</p> <p>The program specifically targets funding for public multi-use facilities or capital investments that drive revenue and job creation and provide a long-term asset for the community.</p> <p>Municipalities, regional districts, First Nations bands and registered non-profit organizations are eligible to apply to the program via Northern Development's four regional development accounts.</p>	https://www.northerndevelopment.bc.ca/funding-programs/community-development/economic-diversification-infrastructure/
Strategic Initiatives Fund	Northern Development Initiative Trust	The Strategic Initiatives Fund (SIF) is a proposal-based program that provides grant funding for strategic projects that are large in scale, regional in impact, enhance a community or multiple communities' ability to overcome economic challenges and will result in incremental capacity or strategic economic infrastructure within a local government or First Nation. The goal of the program is to support community-based projects that focus on long-term economic transformation and sustainability.	https://www.northerndevelopment.bc.ca/funding-programs/community-development/strategic-initiatives-fund/
Structural Flood Mitigation	UBCM	The intent of this funding stream is to support eligible applicants to prevent, eliminate or reduce the impacts of hazards through construction of structural flood mitigation projects. Ongoing operational costs are not eligible. The maximum eligible funding is \$750,000.	https://www.ubcm.ca/EN/main/funding/lgps/community-emergency-preparedness-fund/structural-flood-mitigation.html

Community, Culture and Recreation Infrastructure Program	Ministry of Municipal Affairs	<p>Eligible projects will support public infrastructure, defined as a tangible capital assets primarily for public use and benefit. To be eligible, projects must meet the following outcome.</p> <p>Improved access to and/or increased quality of cultural, recreational and/or community infrastructure for Canadians, including Indigenous peoples and vulnerable populations</p>	https://www2.gov.bc.ca/gov/content/transportation/funding-engagement-permits/funding-grants/investing-in-canada-infrastructure-program/community-culture-recreation
Community Works Fund (Federal Gas Tax program)	UBCM	<p>The Community Works Fund (CWF) is delivered to all local governments in British Columbia through a direct annual allocation to support local priorities. CWF is based on a per capita formula with a funding floor, and delivered twice annually. Local governments make local choices about which eligible projects to fund and report annually on these projects and their outcomes. The CWF program will deliver an estimated \$519 million over the first five years to local governments. Eligible investment categories include: local roads, bridges, highways, short-sea shipping, short-line rail, regional and local airports, broadband connectivity, public transit, drinking water, wastewater, solid waste, community energy systems, brownfield redevelopment, sport infrastructure, recreational infrastructure, cultural infrastructure, tourism infrastructure, disaster mitigation and capacity building</p>	http://www.ubcm.ca/EN/main/funding/renewed-gas-tax-agreement/community-works-fund.html
Green Municipal Fund	FCM	<p>Provides funding for municipal environmental initiatives that improve air, water, and soil, and reduce greenhouse gas emissions. GMF funding is available to all Canadian municipal governments and their partners for eligible projects. Funding is allocated in the following focus areas: sustainable neighbourhood and brownfields action plans; energy efficiency and recovery; transportation and fuel efficiency; water quality and conservation; waste management and diversion; and brownfields.</p>	https://fcm.ca/home/programs/green-municipal-fund/what-we-fund.htm

Green Municipal Fund	FCM	Provides funding for municipal environmental initiatives that improve air, water, and soil, and reduce greenhouse gas emissions. GMF funding is available to all Canadian municipal governments and their partners for eligible projects. Funding is allocated in the following focus areas: sustainable neighbourhood and brownfields action plans; energy efficiency and recovery; transportation and fuel efficiency; water quality and conservation; waste management and diversion; and brownfields.	https://fcm.ca/home/programs/green-municipal-fund/what-we-fund.htm
Northern Housing Incentive	Northern Development Initiative Trust	The Northern Housing Incentive program provides grant funding to local governments to create a 'Dollars to the Door' program that will enhance and support economic development by incentivizing private sector housing developments. The Northern Housing Incentive program is intended to incentivize the creation of new market-based housing units in communities across Northern B.C., which will, in turn, retain seniors and attract workforce and thereby increase business and employment opportunities.	https://www.civicinfo.bc.ca/grants?grantid=817

Regional Community to Community Forum Program	Union of BC Municipalities	<p>The goal of a Regional C2C Forum is increased understanding and improved overall relations between First Nations and local governments. Forum events are intended to provide a time and place for dialogue to build on opportunities, support reconciliation efforts, resolve issues of common responsibility, interest or concern, and/or to advance tangible outcomes.</p> <p>To qualify for funding, C2C Forums must include direct dialogue between elected officials and/or senior staff of neighbouring First Nations and local governments and work toward one or more of the following objectives:</p> <ul style="list-style-type: none"> ~ Strengthening relationships and fostering future co-operative action by building stronger links between First Nation and local government elected officials and senior staff ~ Advancing First Nations and local governments to more formal relationships through protocols, MOUs, service agreements and/or collaboration on plans or projects ~ Supporting local reconciliation efforts and shared capacity building ~ Developing or improving coordinated approaches to emergency preparation, mitigation, response and recovery 	https://www.ubcm.ca/EN/main/funding/lgps/community-to-community-forum.html
Age Friendly Communities	UBCM	The Age-friendly Communities program assists communities in BC to support aging populations by developing and implementing policies and plans, undertaking projects that enable seniors to age in place, and facilitating the creation of age-friendly communities.	https://www.ubcm.ca/EN/main/funding/lgps/age-friendly-communities.html

Partnerships with local service organizations, community groups and First Nations will be critical to building support and creating a sense of ownership of the facilities and assets in the **QWP**. The City may wish to explore Public-Private Partnerships (PPP) for some of the proposed facilities. Key strategic partnerships include:

- ~ Quesnel Downtown Association
- ~ West Quesnel BIA
- ~ Quesnel Search and Rescue
- ~ Big Canyon Rafting
- ~ Quesnel Jetboat Adventures
- ~ Cariboo River Adventures
- ~ Blackwater Paddlers
- ~ Baker Creek Enhancement Society
- ~ Gold Panners (Quesnel river)
- ~ Friends of the Quesnel Museum
- ~ Northern Health Authority
- ~ Rotary Club of Quesnel
- ~ Quesnel Lion's Club
- ~ Lhtako Dene First Nation
- ~ Nazko First Nation
- ~ SDNA (as directed or via Lhtako and Nazko)
- ~ Quesnel Tillicum Society Native Friendship Centre
- ~ Private land owners within study area

Next Steps

The next steps in implementing the **QWP** involve budgeting and acquiring partners to implement the proposed improvements, as follows:

- ~ Include short-term improvements in the City's 10-year capital plan
- ~ Initiate design development of short-term priority items as appropriate
- ~ Contact prospective partners in the community to obtain assistance with funding or services in kind
- ~ Share the **QWP** with the community to build support and excitement

The **QWP** has a proposed 20-year horizon. The Implementation Plan should be reviewed and updated annually along with a review of progress towards achieving objectives. The critical factor in implementing the **QWP** is to remain committed to the vision and guiding principles in all aspects of waterfront development.

A teal line art map of the San Francisco Bay Area is visible in the background. It shows the coastline of the bay, including the Golden Gate, the San Francisco Peninsula, and the East Bay. The map is composed of simple, continuous lines that define the major geographical features.

Appendix A

High Water Days Engagement Panels and Summary

Welcome to High Water Days

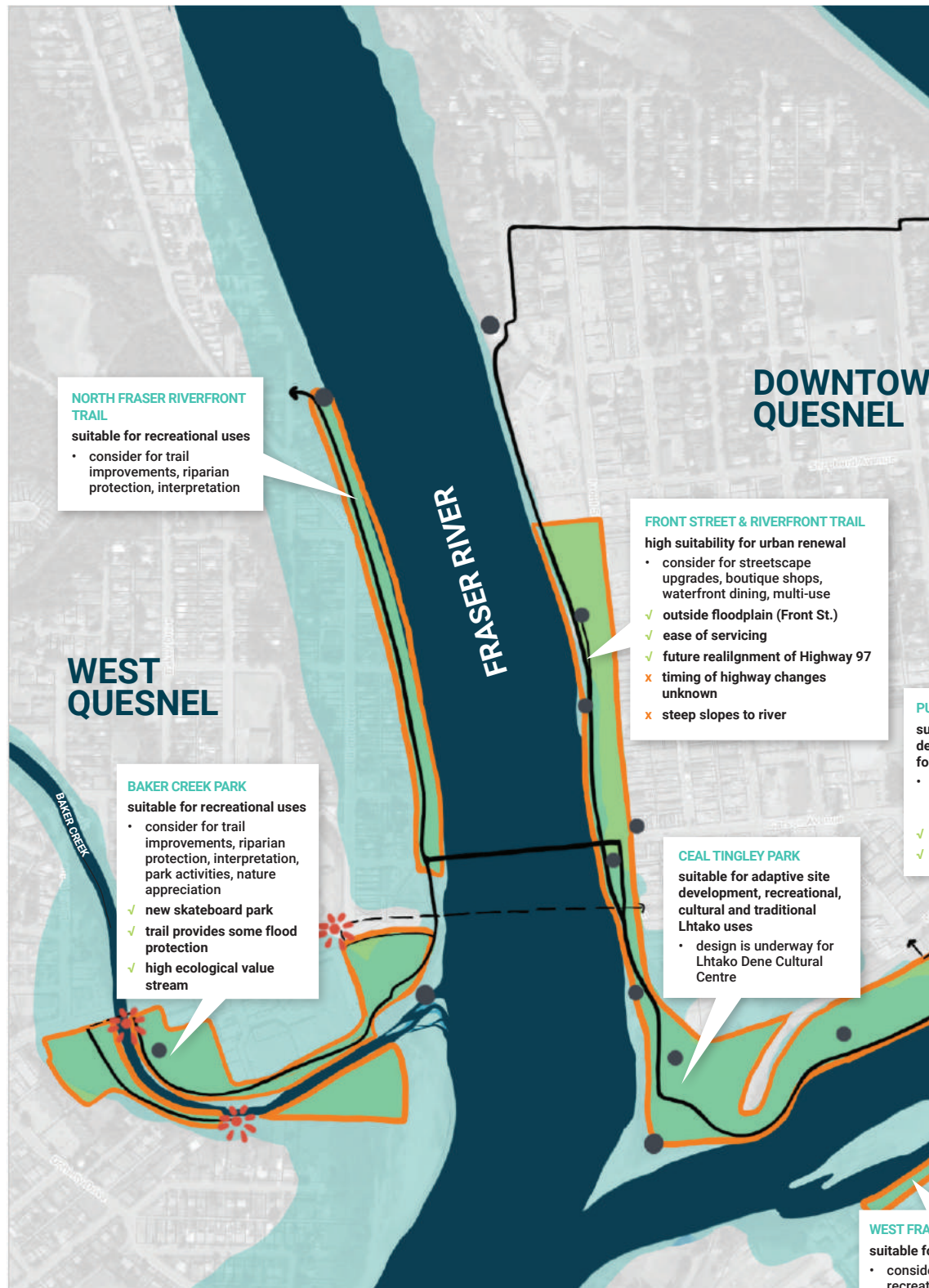


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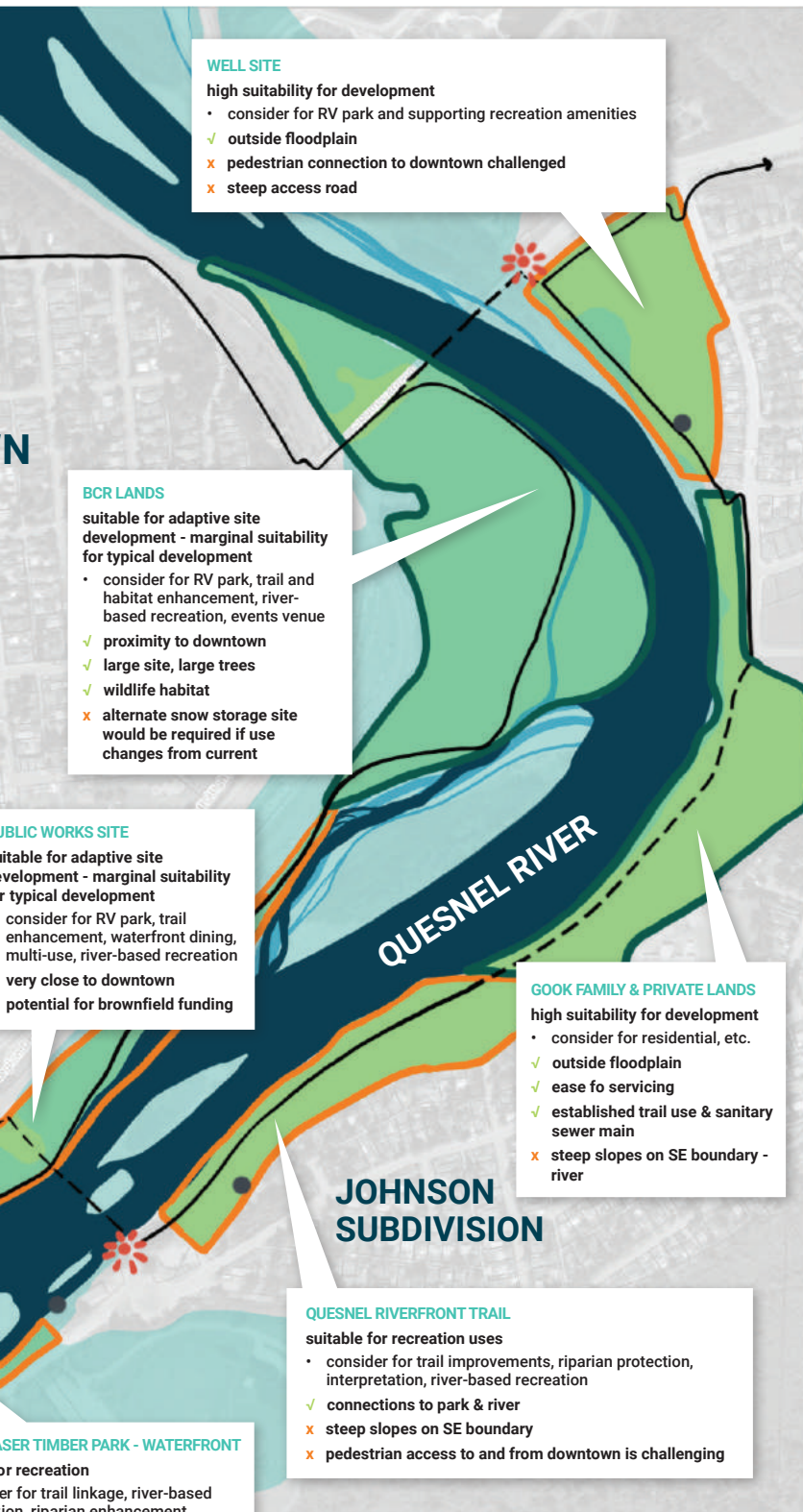
City of Quesnel Waterfront Plan Public engagement – Round 1











Context Map

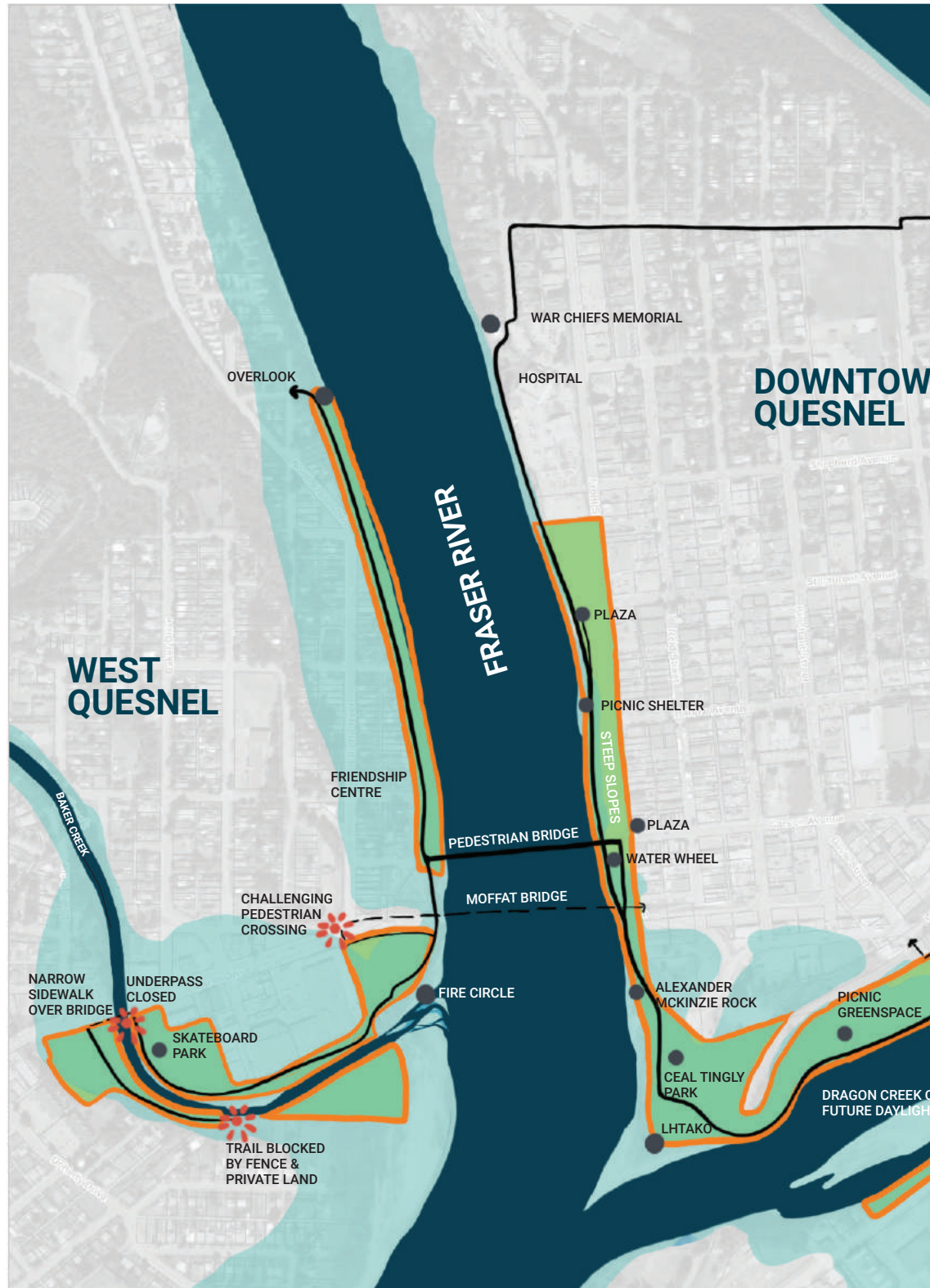


Quesnel











-  Riverfront Trail and Connections
-  Significant Site
-  Pedestrian Circulation Challenge
-  Flood Plain
-  River
-  Study Area
-  Private Land
-  Municipal Land

Context Map



Quesnel



-  Riverfront Trail and Connections
-  Significant Site
-  Pedestrian Circulation Challenge
-  Flood Plain
-  River
-  Study Area
-  Private Land
-  Municipal Land

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What do you like
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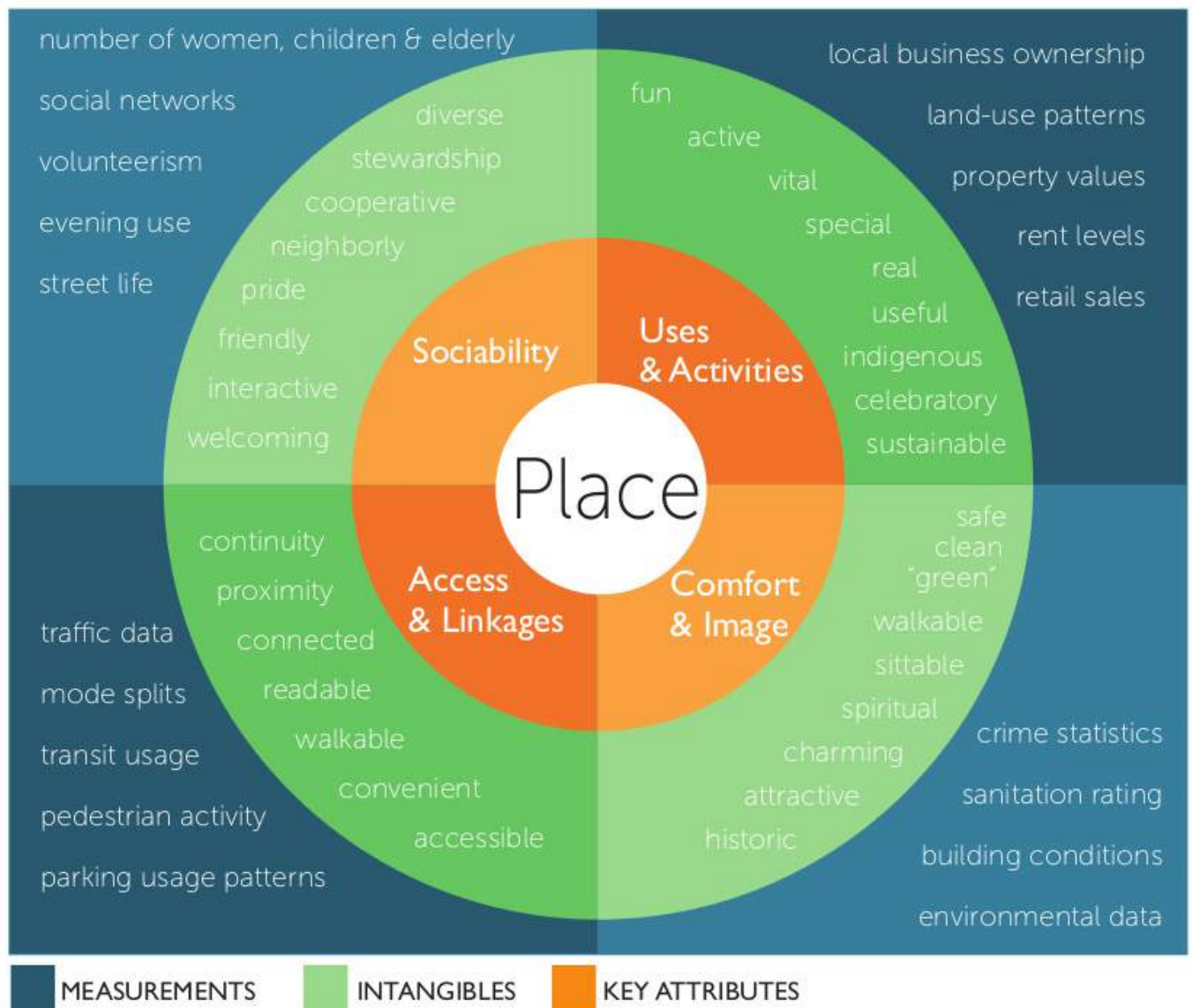
ke LEAST about
waterfront?

**What is most important
in the Quesnel W**

Quesnel

**for the City to consider
Waterfront Plan?**

Elements of Good



Quesnel

Good Public Space



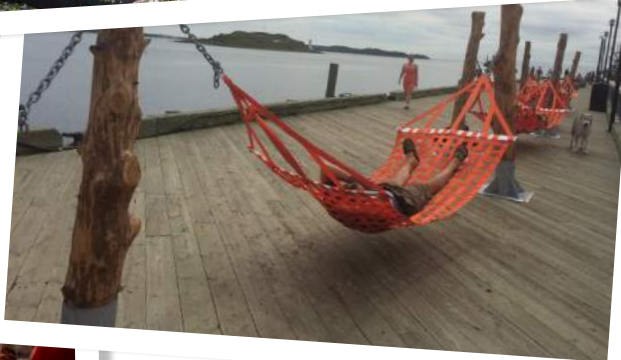
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Gathering/Program Water Access



Quesnel

Programmable Space & Activities



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Lookouts/ Shelter S



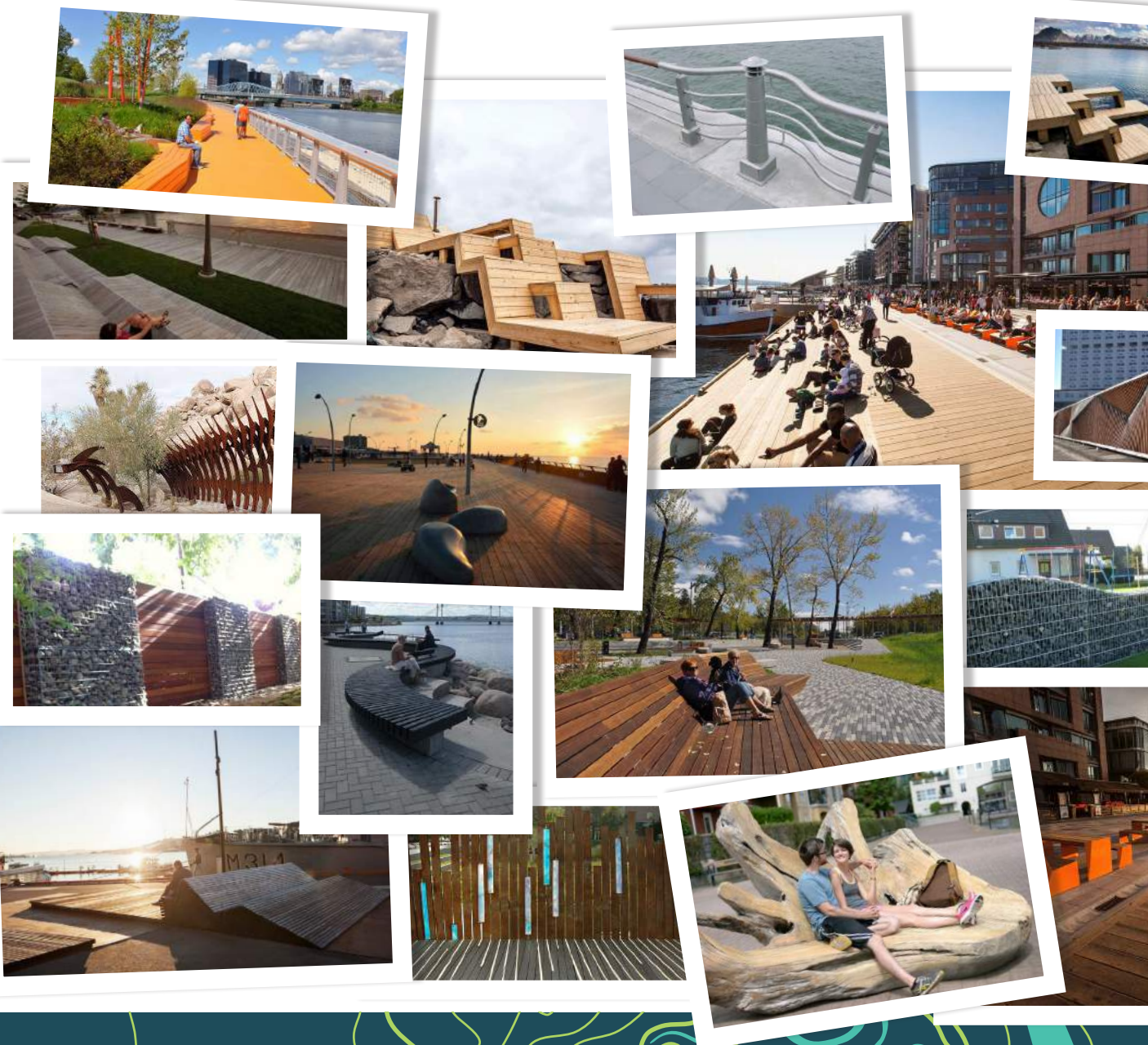
Quesnel

Viewpoints structures



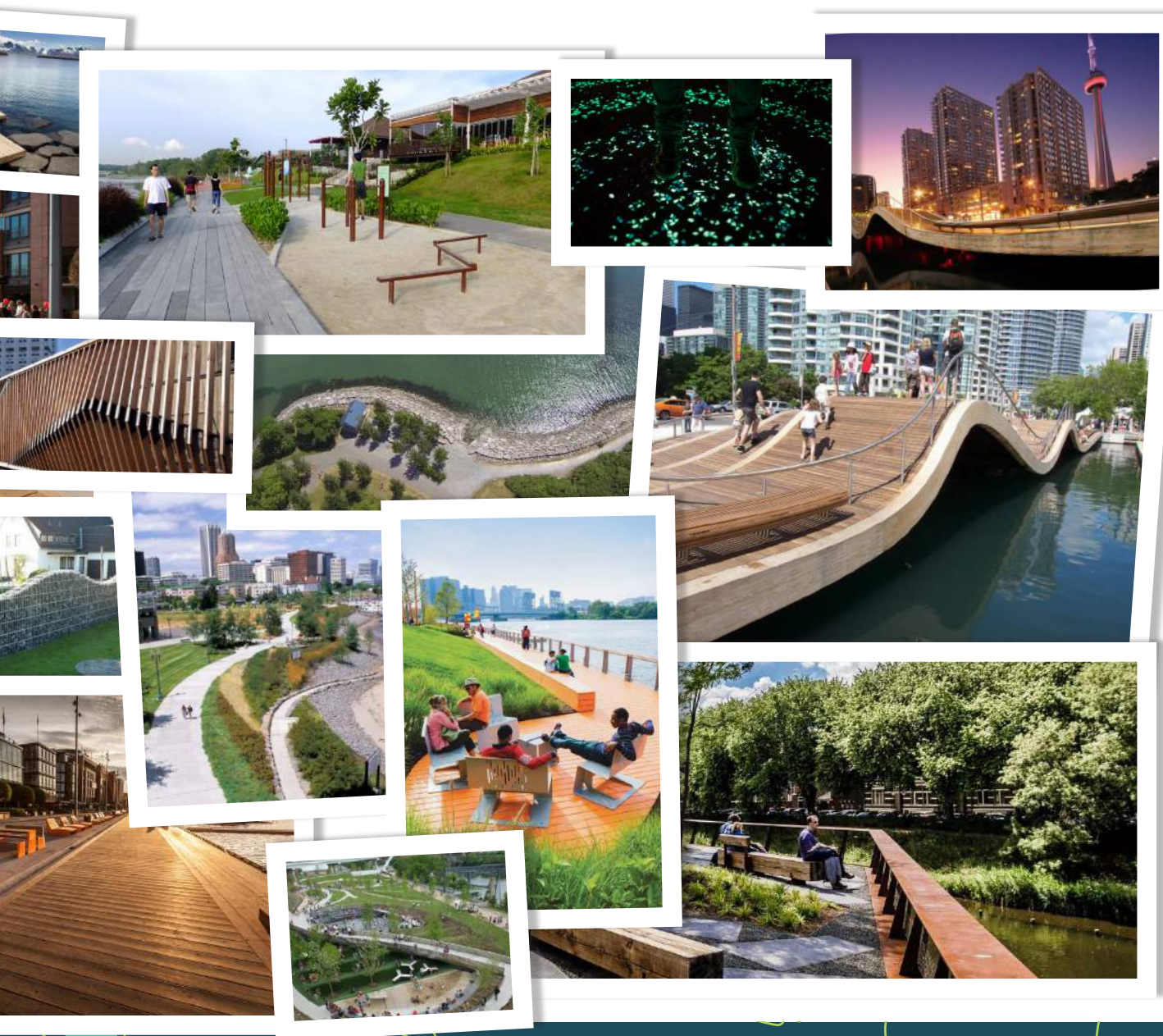
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Fencing/Rail Site Fun Walkways & Sur



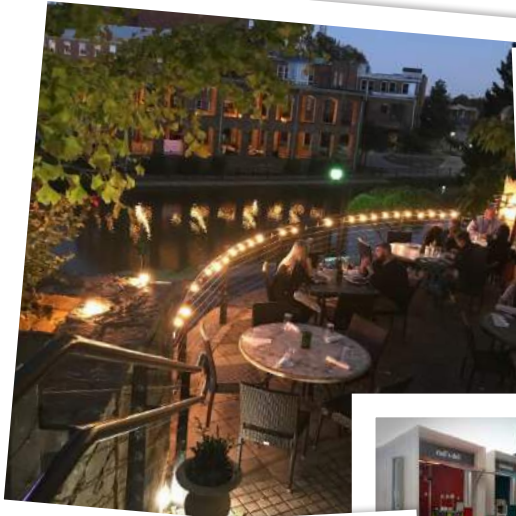
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RV Parks & Waterfront Park Boutique



Quesnel

Public Amenities Recreation and Dining and Retail



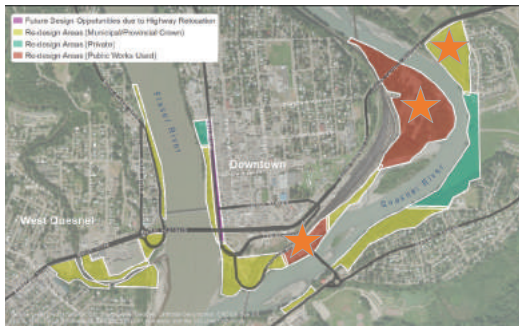
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RV Park Ma

Quesnel RV Park Opportunity

The inclusion of an RV park walkable to downtown is a clear gap in the Quesnel tourism market. An RV park closer to downtown is likely to play a vital role in drawing tourists/visitors to downtown Quesnel regardless of future transportation network changes. Also, an RV park could bolster amenity and tourist attractions in the City, such as linking the park to the proposed river front trail system as per the Active Transportation Plan (2016).

Potential locations as identified through initial planning stages: ★



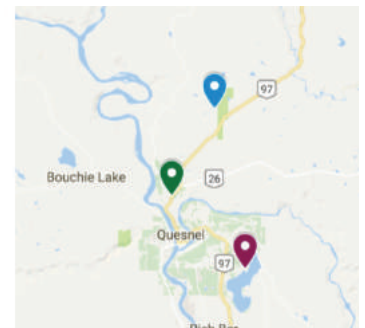
RV Parks in the Quesnel Area

A review of RV parks in the Quesnel area has been undertaken to better understand the competitive landscape and RV park trends. There are three RV parks in Quesnel area. Information on those RV parks is displayed below:

	Number of Sites	Size of RV Parks	Drive-time to Downtown Quesnel
Robert's Roost RV Park	75 pads & 2 trailers	2.9 hc (7.25 ac)	10 mins
Airport Inn Motel & RV Park	50 pads & 20 motel rooms	3.4 hc (8.5 ac)	2 mins
Lazy Daze Resort	30 pads, 5 cabins & campsites	2.1 hc (5.25 ac)	15 mins

RV Parks in Quesnel

- Robert's Roost RV Park - 3121 Gook Road, Quesnel - 10 minute drive time
- Airport Inn Motel & RV Park - 310 Hwy 97 North, Quesnel
- Lazy Daze Resort - 714 Ritchie Road, Quesnel - 15 minute drive time



Quesnel

Market Drivers

Summary of Competitive RV Park Review

- Reviewed 11 RV parks including 3 in Quesnel
- Average size of RV parks – 8 acres
- Average number of RV park sites – 61
- Additional offerings – camping sites, trailers, cabins and motels
- Months in operation – April to September w/ July to September being high season
- Most common amenities:
 - Hiking and walking trails
 - Playgrounds
 - Beach and/or water access
 - Fishing

When planning an RV park, it is important to consider the extent and quality of amenities that visitors expect and seek out. Expected amenities are baseline features, while other amenities can heighten the attraction of an RV park.

Key RV Amenities	
Expected	Sought After
30 amp power	Walking/hiking trails
Water/Sewer	Playground
Facilities Building	Convenience Store
Shelter	Water sports/activities
Wifi	Full hook-up



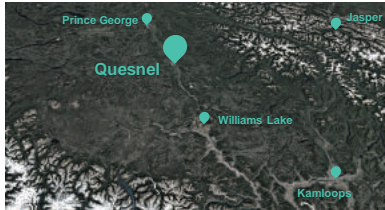
Questions related to the development of an RV park:

Which of the identified sites do you see as being most suitable for a new RV park within walking distance of Downtown and why?

Do you have any concerns with respect to accommodating a new RV park within walking distance of downtown?

What new features, attractions, or amenities do you think should be considered to attract new tourist activity and encourage RV park use?

Quesnel Market and

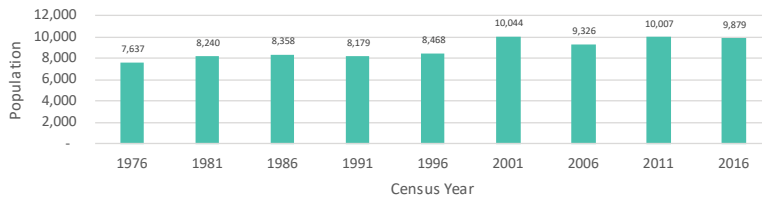


Quesnel Overview

Quesnel is in the heart of the Cariboo, nestled between Prince George and Williams Lake and is a magnet for history and outdoor pursuits. The town is well known for its role during the Cariboo Gold Rush and it is located at the scenic confluence of the Fraser and Quesnel Rivers.

Population – 9,879
Services area of close to 20,000

Demographics



Industry

The forest industry has been the main economic driver in Quesnel for many years. The forest industry has seen big challenges over the last couple of decades; this has impacted employment and growth in the town. While the industry is making strides to remake itself with efforts from the Forestry Think Tank project and new market areas like nurseries the City is looking to diversify the economy and to promote a more resilient industrial outlook for local workers.

- Employed Labour Force decreased between 2001 and 2016 from 57.7%-51.5 %
- Forest industry manufacturing still growing
- Health care industry is growing
- New opportunities related to tourism

Tourism Trends

Quesnel is located on Highway 97, the main north/south highway through BC. Many visitors travel through during the peak summer period looking for historical and outdoor recreation opportunities. Major attractions to the area include the Barkerville Historic Town and Bowron Lakes Canoe Circuit. There are also many nearby provincial parks and day use areas that promote a wide range of outdoor recreation activities.

Quesnel Hotel Overview

- Most Hotels are Downtown
- Some downtown properties struggle to keep up with maintenance
- Potential Highway bypass is a risk to occupancy
- Internet bookings essential for business
- Visitor Center receives many requests for places to stay downtown

Mountain biking

- Mountain biking is becoming popular in the Cariboo
- Success in Williams Lake, 100 Mile House and Prince George has people visiting the area to go riding
- The Cariboo Mountain Bike Consortium promotes the activity in the region
- Destination BC supports more mountain biking



Major Developments in Quesnel	
Name	Description
Public Works Yard	A referendum will be held as part of the October 2018 municipal election to decide if the Public Works yard should be moved to a new location off the waterfront.
G.R. Baker Memorial Hospital	Hospital is nearing the end of its useful life despite recent upgrades in 2014. Negotiations on a new Hospital building are underway.
Potential Highway Works	Talks between the City and MOTI are proceeding to discuss potential highway upgrades or potential new configurations.
Elliott Street	BC Housing project to complete 32- units of independent supportive housing.
Silver Manor	30 one-bedroom units for seniors to be completed in 2018.
424 McLean Street	BC Housing project to complete 38- units of affordable housing.



Quesnel

and Tourism Trends

Common Requests from Visitors include:

- Places to stay/eat near downtown and the riverfront
- Kid friendly activities
- Hiking and walking paths
- Dog walking areas
- Historical (local/First Nations) tourism

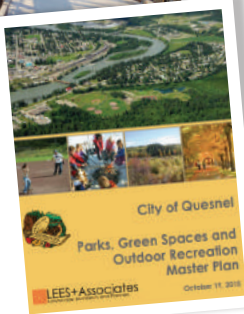
Tourism Opportunity Overview

- Majority of people visiting Cariboo area prefer camping and Rv-ing as their preferred accommodation format
- More than half of all visitors arrive during the July-September Season
- Top Cited Activities of interest in the Cariboo Region:
 - Boating
 - Fishing
 - Wildlife viewing and bird watching
 - National and provincial parks
 - Camping and RV-ing
 - Hiking and backpacking
 - Historical (Local/First Nations) Sites

Important tourism indicators

- 19% increase in visitors (2013-2015)
- 24% increase in visitor spending (2013-2015)
- 136% increase in visitors from the US (2013-2015)
- Long term visitor annual visitor growth has decreased since 2010

Need new attractions and activities to entice people to visit and stay in Quesnel



Active Transportation Plan (2016)

- Promote River walk
- Add more lighting
- River front pathway system has an important role in connecting active transportation over the rivers, especially the Fraser River Footbridge
- Improve bike access over bridges
- Improve Davie Street Railway Crossing connections to Johnson St. bridge and riverfront

Quesnel Parks, Green Spaces and Outdoor Recreation Master Plan (2015)

- Work to develop trail along Quesnel River
- Riverwalk trail among Quesnel's most valued park assets
- New Quesnel River Park adjacent to Quesnel River Bridge

Downtown Opportunity – Reid Street Revite (ongoing)

Current planning and design initiative to revitalize Reid Street and create a more vibrant downtown

Downtown Fraser River



Quesnel

Riverfront Precinct



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Downtown Quesnel



Quesnel

Riverfront Precinct



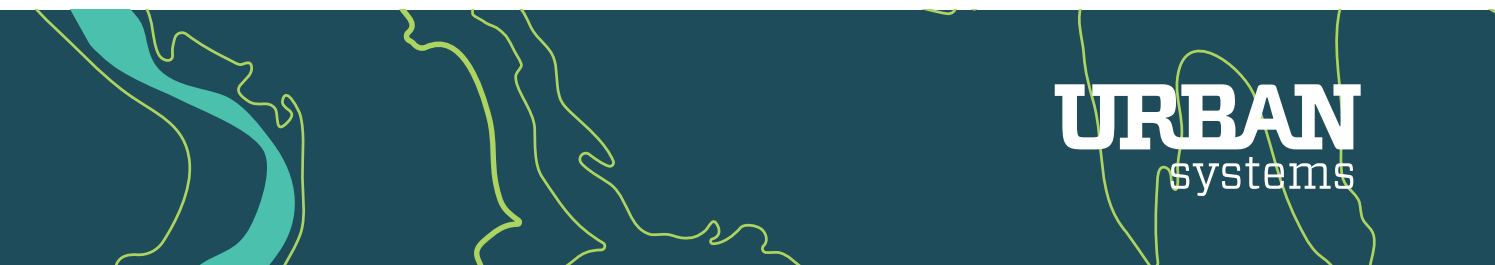
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North Fraser River



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East Quesnel River



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TELL US YOUR IDEAS



Quesnel

S, SHOW US WHERE!



CITY OF QUESNEL WATERFRONT PLAN

Summary of Input from Stakeholder Engagement Sessions

Community engagement sessions were held September 24th and 25th in Quesnel to gather input regarding the City of Quesnel Waterfront Plan (the QWP). The formats of the sessions included the following:

- walkshops, in-the-field tours of each portion of the study area to which City staff and stakeholders were invited
- a visioning session with City Mayor and Council
- stakeholder visioning sessions, a pop-up booth by the river to interact with everyday users, and a public charette

The intentions of the engagement sessions were to inform participants about the project, to receive input from a broad cross-section of community members by offering various ways to participate, to identify and confirm aspirations and priorities for the waterfront and to determine objectives and recommendations for the QWP as the planning process moves forward.

The information below summarizes input from the engagement sessions, with each bullet representing an idea put forth during information gathering for the topics on the left. The lists for the vision and objectives were prepared by synthesizing the input to reflect key themes for the waterfront overall. The unnumbered bullets are listed in general order of importance based on the number of times a topic or design value was mentioned.

Relevant Engagement Sessions:

1. Walkshops (4) - 10:00am to 5:15pm, Monday, September 24, 2018
2. Council Visioning Session – 6:00pm to 8pm, Monday, September 24, 2018
3. Stakeholder Visioning Sessions (2) – 10:00am to 3:00pm, Tuesday, September 25, 2018
4. Everyday Waterfront Users – 12:00pm to 1:00pm, Tuesday, September 25th, 2018
5. Public Charette – 5:00pm to 7:00pm, Tuesday, September 25th, 2018

Input Summary Table:

Opportunities for the Waterfront	<ul style="list-style-type: none"> • Improve access to the waterfront for all abilities and ages • Attract tourism with recreational and cultural opportunities and activities • Select and develop an optimal site for RV park use within easy walking distance of the downtown core • Restore cultural and historical assets (long-term); restore heritage centre • Protect cultural significance and traditional practices • Conserve ecology and protect wildlife • Retain (and create) natural quiet spaces • Create interpretive and education opportunities • Develop gathering space(s) for community events and performances • Create maintained trail and path systems that garners respect • Connect existing trails • Integrate Front Street with river amenities and improve facades • Leave some areas undisturbed and wild
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	<ul style="list-style-type: none"> • Create places to grab a coffee or share a meal along the river • Regard the river as an asset • Enhance modes of active transportation • Better sightlines to increase security
Challenges of the Waterfront	<ul style="list-style-type: none"> • Adequate access for vehicles, cyclists, water vessels, pedestrians • Day and overnight parking for locals and visitors, especially RVs • Flood management (an ongoing concern) • Management of recreational activities • Balancing conservation with park access • Enough signage and education regarding wildlife and heritage without making it too busy • Protection of key ecological sites • Protection of cultural practices and traditions • Interface with roadways and infrastructure; increased noise and safety concerns • Unappealing odors from industry and civil infrastructure nearby • Avoiding overdevelopment • Navigating steep sections of existing trails alignment
Vision for the Waterfront	<ul style="list-style-type: none"> • Conservation of ecosystems/biodiversity • Accessible and safe in all seasons for everyone • Connecting people to nature and each other • Balanced access and protection • Celebration of natural, cultural and historical assets • Recreational and tourism opportunities that better support downtown businesses / the local economy • Inclusive of all nations and traditional First Nation practices
Objectives to include in the Waterfront Plan	<ul style="list-style-type: none"> • Protect habitat (species, vegetation, river health) • Safe and accessible natural areas to include education where relevant (i.e. Bear safety) • Well-defined and managed trail network • Education-heritage, environmental, outreach • Manage for species diversity • Provide respectful recreation and tourism opportunities that help drive downtown visitation • Increase maintenance to existing infrastructure, amenities and cultural installations • Celebrate the three rivers and the layers of value to the community • Increase safe, secure and respectful access into waterfront areas
Waterfront Development-Activities	<ul style="list-style-type: none"> • Outdoor performances • Gold panning, education opportunity • Food and beverage (i.e. restaurant and café) opportunities • Arts and culture festivals and exhibits • Tourist viewing - Salmon and Sturgeon spawning

	<ul style="list-style-type: none"> • Tourist viewing – traditional fish drying and processing • Interpretive trail, medicinal plant identification • Disc golf course • Bike and other sports equipment rentals • White water sports - allow for sufficient access to boat launches • Group walking and running programs • Community Gardening • Cycling connections
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Waterfront Development-Amenities	<ul style="list-style-type: none"> • Covered seating areas, more seating opportunities for seniors • Parking for ease of access (Perhaps along Front Street), provide overflow parking • Tourist / RV parking and access with additional sani-dump area • RV Park – potentially located in a redeveloped Public Works Yard site • Washroom facilities with places to hang bags, coats – better maintenance of existing facilities • Restaurants with patios that provide views of the river(s) • All-seasons pathway along river with priority maintenance • Established trails through green spaces with accessible and safe connections • Dedicated bike and walking paths • Viewpoint Pier / Walk out bridges / Viewing tower • Interpretive signage and/or displays for cultural and historical assets/education (along river, at plazas, along bridge) • Gateway at park entrances / Access and directional signage • Incorporate kilometer marking for tourists and recreational users • Potable water drinking stations • Central gathering space • Performance stage • Lighting in key locations, especially isolated areas • Commercial vendor space • Food truck access/parking • Art installations • Dog Park • RV Overnight camping area • Visitor's Centre • Mixed-use development near Johnston subdivision, innovative product types • Doggy doo bag stations • Recycling stations • Community Garden plots • Provide steps into river • Proper takeout for paddlers
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<p>Waterfront Development- other input to consider</p>	<ul style="list-style-type: none"> • Restore or remove metal works, machinery etc. • Parking along Front Street if Hwy 97 is re-routed • Encourage facade upgrades (<i>buildings between Moffatt bridge and walking bridge</i>) • Camouflage fencing along trail opposite Sani-dump • Access point from river trail below Front St. – safety • Maintain Memorial Trees program, encourage participation • Tree management – beaver population • Maintain “wild” area at the confluence of Quesnel and Fraser Rivers • Continue to honor Ceal Tingley • Picnic Table area (<i>across from Rona and by Johnston bridge/current public works yard</i>) • Plant more native species • Maintain flood gates to deter access during flood events; concern with water quality • Add a bridge within lower 3kms of BCES • Opportunity to incorporate heritage – Chiefs Memorial @ Helipad • Opportunity to incorporate history of Sternwheeler (historically docked near Front Street) • Opportunity for naming plazas, trails – use prominent community members or Chiefs • Keep the history aspect of the Riverfront walk. • Consider Elks Hall - public event space, Opera • Better sightlines to increase security • Increase enforcement presence, bigger fines for those getting “out of hand” • Needle reduction • Establish trading for salmon and dry fish • Frank Slide Interpretive Centre • Interpretive content about the Lhtako Dene history • Volunteer recognition opportunities (signage, monument) • Are there alternative uses available for the Smokehouse? • No beer on the river
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The background of the page features a teal line art map of a coastal region, likely the San Francisco Bay Area, showing the coastline and major waterways. The map is rendered in a minimalist, line-art style.

Appendix B

Spring 2019 Draft Plan Engagement

Quesnel Waterfront Plan Engagement Summary

Introduction

The Quesnel Waterfront Plan establishes a design for 8 kilometers of Quesnel's waterfront in the community's core. The following engagement sessions displayed the waterfront draft plan to the community in six public sessions. The draft plan was displayed on boards where people could then place sticky notes with feedback. In addition to these sessions, the plan was also presented to Quesnel City Council on June 4th.

Engagement schedule:

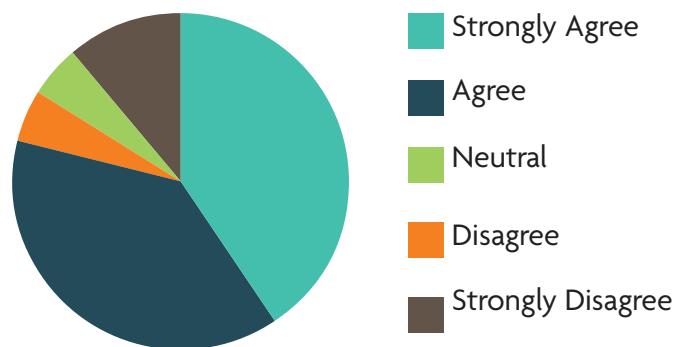
Wednesday, June 5th - 49 contacts
10:00am-1:30pm Spirit Centre Community drop-in
2:30-4:00pm Spirit Centre Community drop-in
4:30-6:00pm Ceal Tingley Park

Friday, June 7th - 14 contacts
Presentation to Lhtako Dene Chief and City council
Elder's walk from Friendship Centre to Ceal Tingley Park

Thursday, June 6th - 21 contacts
9:00-10:00am Friendship Centre
12:00-1:30pm Ceal Tingley Park
2:00-3:00pm Lhtako Dene Hall

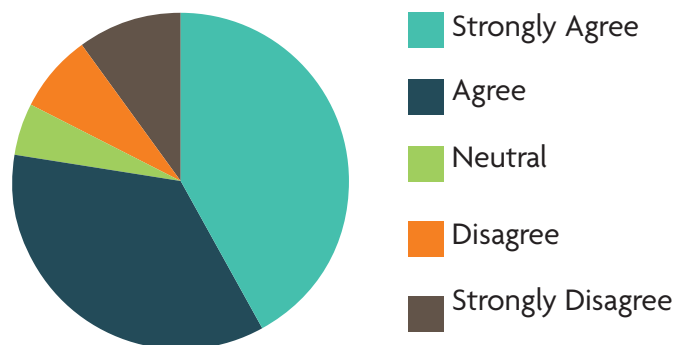
In addition to the above engagement sessions, an online survey was open from June 5th - June 21st to provide those who could not attend the sessions a chance to submit feedback. Both survey and engagement responses are condensed in the following analysis. Where original language is retain, text is in quotes and italics. See Appendix for original engagement and survey response data. The Quesnel Waterfront Plan presented guiding themes for the design and concept plans for five "precincts" or areas where design elements were focused around. Feedback is grouped by precinct.

"I support the draft vision and design guidelines."



Respondents: 81
The majority of respondents support the design guidelines (79%), 5% remained neutral, and 16% do not.

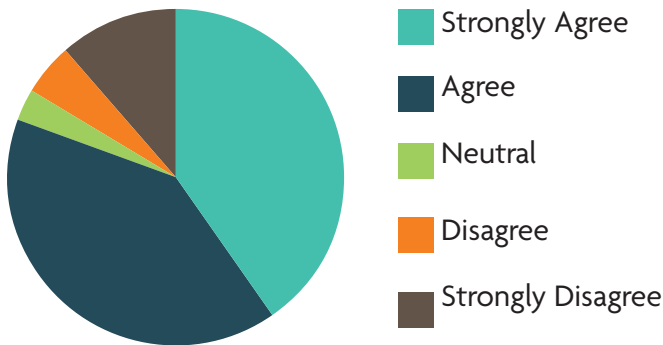
"I support the guiding themes."



Respondents: 81
Similarly to the previous question, the majority of respondents support the guiding themes (78%), 5% were neutral, and 17% do not support them.

Downtown Precinct Plan

“I support the Downtown Precinct draft concept plan”



Respondents: 62

The majority of respondents support the plan (81%) while 16% do not, and 3% are neutral.

What elements do you most agree with? Respondents: 37

Ranked elements from most to least mentions

1. Waterfront Dining
2. Piers/viewpoints
3. “All”
4. Accessibility, Destination Development, Safety and Lighting (tied)
5. “None”

What elements do you most disagree with? Respondents: 27

Ranked elements from most to least mentions

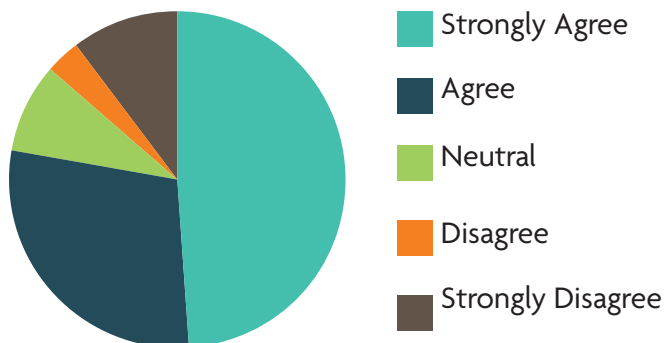
1. Safety concerns
2. Substance abuse concerns
3. Cost
4. “None”
5. “All”, Accessibility Concerns, Design on floodplain (tied)

People were most positive about making the riverfront a destination, and the possibilities that could provide for diversifying the economy. Design elements that make Quesnel a place to stay and enjoy, instead of just passing through were strongly supported. Respondents also gave positive feedback about the outdoor dining elements, and the viewpoints and piers, and increased safety measures such as lighting. There was also several comments about seeing more engagement with the history of the area, with art or a memorial.

Concerns over the proposed concept plan for this precinct were mostly related to cost and maintenance of design elements on a floodplain. Safety was another concern that was raised numerous times: *“I think certain areas of Front St, Reid St, and along the Riverfront Trail have become too dangerous to walk if you’re alone. Even with someone, we frequently avoid those areas because we don’t feel safe.”* A number of respondents also commented that the location of the Smokehouse Pier was questionable due to potential damage due to flooding and also safety issues at that area of the trail.

Railway Precinct Plan

“I support the Railway Precinct draft concept plan”



Respondents: 59

78% of respondents are in support of the Railway Precinct plan while 8.5% were neutral and 13.6% do not support it.

What elements do you agree with most? Respondents: 26

Ranked elements from most to least mentions

1. Water recreation/Shoreline improvements
2. Camping/RV
3. Hostel/Dining deck
4. “All”
5. Accessibility, “None”
6. Photoluminescent aggregate paving
7. Disc golf, Riverbend Park

What elements do you most disagree with? Respondents: 21

Ranked elements from most to least mentions

1. Environmental concerns regarding the railway, snow dump
2. Safety concerns regarding path lighting, and the river current beneath Johnstone bridge
3. Photoluminescent aggregate asphalt (mainly against it as a lighting strategy), Cost concerns
4. Increased river access, “All”, Trail improvements, Disc golf

Respondents were in favour of increased river access and recreation opportunities, including the whitewater rafting. They also were very positive about the camping and RV elements, as well as the hostel and outdoor dining.

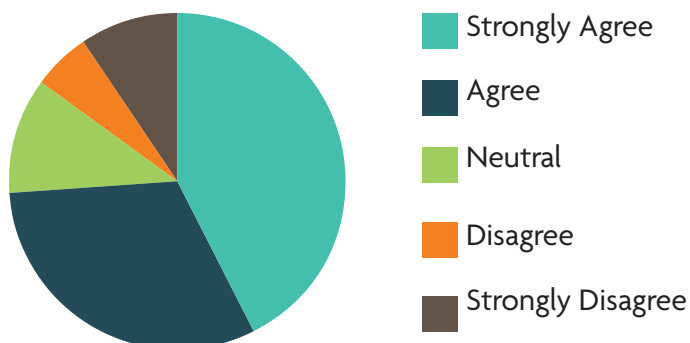
Several respondents offered suggestions:

- emergency phone stations on trails
- charging stations for scooters and wifi
- programming related to ecology, such as some kind of wildlife underwater camera to view fish/salmon spawning, an interpretive centre

Most respondents did not have specific elements that they disagreed with, they had concerns about issues such as the environment, and safety. Several people disagreed with dumping “contaminated” snow so close to the river. There was also a general desire for the story of the river to be told: *“Need to emphasize return to natural beauty of this incredible river...The story of the history of this river and how it has been abused and yet still remains a wild beautiful river needs to be told.”*

Quesnel River Precinct Plan

“I support the Quesnel River Precinct draft concept plan”



Respondents: 54

74% of respondents are in support of the Quesnel River Precinct plan while 11% were neutral and 15% do not support it.

What elements do you most agree with in this plan? Respondents: 22

Ranked elements from most to least mentions

1. Trail connectivity and improvements
2. Environmental improvements (especially daylighting Dragon Creek)
3. Shoreline elements and improvements, “None” (tied)
4. All, Viewing platforms/piers, Accessibility/connectivity improvements
5. Residential development

What elements do you most disagree with? Respondents: 18

Ranked elements from most to least mentions

1. “None”
2. Residential development (concerns about floodplain)
3. Accessibility concerns
4. Cost concerns
5. Environmental concerns (clearing riparian vegetation for trail development), Trail upgrades, “All”

Increasing connectivity between trail systems and trail upgrades were received very positively. Respondents were also enthusiastic about the improvements to Dragon Creek and wanted to see more: *“Restoring fish access to Dragon Creek is a fantastic idea...should be the focal point of the whole river front development plan but only mentioned and no details???”*

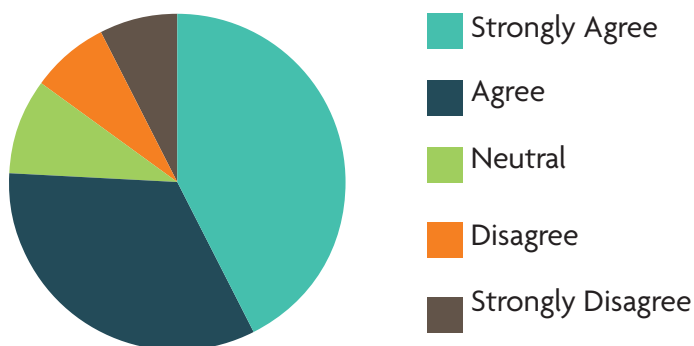
Requests for increased trail amenities such as more water fountains and washrooms along the trails were a common thread.

Most respondents did not disagree with any elements of this precinct draft plan. The most commonly cited concern was the possible residential development on a floodplain area. There were also concerns that the residential areas would be located on archeologically significant sites.

***Note: No residential development is proposed for the floodplain. Respondents with this concern have misunderstood the plan and context.**

West Village Precinct Plan

“I support the West Village Precinct draft concept plan”



Respondents: 54

The majority of respondents support the plan (76%) while 9% were neutral and 15% do not support it.

What elements do you most agree with? Respondents: 16

Ranked elements from most to least mentions

1. Friendship Centre improvements
2. “All”
3. Piers/lookouts
4. Baker Creek Park improvements
5. Shoreline enhancements, Trail enhancements, Accessibility enhancements, “None”

What elements do you most disagree with? Respondents: 15

Ranked elements from most to least mentions

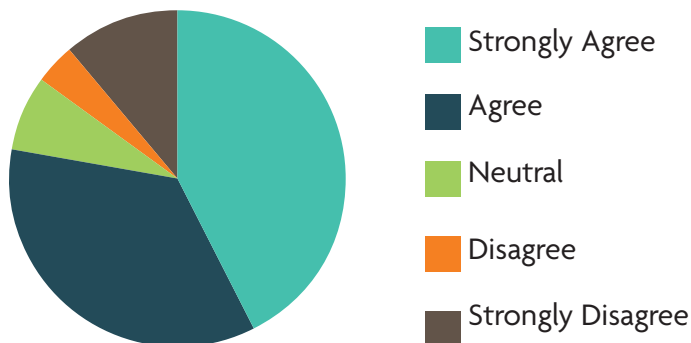
1. Safety concerns in remote areas
2. Substance abuse concerns
3. Piers/lookouts, “All”, Cost concerns

The improvements to the Friendship centre and pier were the most popular elements, followed by “All”. There was also numerous mentions to see some dining options, such a food trucks, coffee shops in this precinct.

Most of the comments about elements respondents disagreed with focused again on concerns of safety in this area, as well as the perception that the majority of the design is focused around downtown areas and they would like to see more done in West Quesnel.

Baker Creek Park Plan

“I support the Baker Creek draft concept plan”



Respondents: 54

78% Agree or strongly agree with the Baker Creek plan while 7% are neutral and 15% disagree or strongly disagree.

What elements do you most agree with? Respondents: 16

Ranked elements from most to least mentions

1. Salmon spawning channel viewing bridge
2. Indigenous cultural elements
3. “All”, “None”
4. Picnic areas

What elements do you most disagree with? Respondents: 10

Ranked elements from most to least mentions

1. Concerns over substance abuse, Safety concerns
2. Cost concerns
3. “All”, “None”, Indigenous cultural elements

The salmon spawning channel viewing bridge was the most popular element by a large margin. There were also suggestions to have farmer’s markets and arts and crafts markets at this location.

Respondents had concerns of the overall safety of this park, and how areas of the park seem isolated. The comments suggest that people would like to see safety measures such as lighting and security addressed.



Waterfront Plan (All)

“Overall, what elements of the concept options do you most agree with?”

Respondents: 34

Ranked elements from most to least mentions

1. Destination development, Shoreline enhancements (recreational and environmental)
2. Camping/RV
3. Environmental/riparian enhancements
4. Trail upgrades and improved connectivity
5. Safety improvements

Respondents were in strong support of elements that make Quesnel more inviting to tourists and locals, such as whitewater features, increased recreation opportunities, RV and camping, and improvements to the downtown area. There was a consensus that the waterfront areas have been underutilized and should now be the focal point.

“Overall, what elements of the concept options do you most disagree with?”

Respondents: 21

Ranked elements from most to least mentions

1. Cost
2. Environmental impacts of developing the waterfront
3. Safety concerns, developing residential on a floodplain, “None”

In this section respondents voiced concerns that areas of the concept plan are too remote and unsafe suggesting that there should be things like kiosks and markets etc to activate spaces. A few comments also expressed the desire to see more development outside the downtown core. Questions were raised about development taking place on archeologically significant areas, and whether or not an assessment of these areas was done.



Themes

Several common themes emerged through the engagement process:

Making Quesnel a destination - There was strong support for design elements that supported the guiding theme of making Quesnel a destination and a place that is inviting to tourists and locals alike.

Telling the story/history of Quesnel - Elements that showcased the history of Quesnel or had story telling elements were positively received, especially those regarding First Nations culture: *“ground [the] plan in ecological and archaeological studies to identify and preserve unique features”*. There seems to be an interest in exploring the cultural history and in memorialization.

Becoming a “river facing” city- Strong support was seen for design elements that celebrate the riverfront: *“I like focus/emphasis on natural flora/fauna, habitat, access to waterfront and water-based activities, cultural history, really ‘turning our face’ to the rivers...for so long, because of industrial priorities, we have turned our back on much of the exceptional waterfront that Quesnel enjoys.”*

Nature and environmental protection - Aspects of the concept plan that enhanced or protected the natural environment and beauty of the place were strongly supported. Respondents also voiced concern for protecting the riparian environment and ecologically sensitive areas along the river.

Safety - This was a concern that was raised with the majority of the concept plans, especially on the trails and parkland, and in quieter areas. Concerns for safety were frequently along with concerns about substance abuse and related activities.

Cost concerns - Many respondents wanted to make sure the benefits will make up for the cost of redeveloping the waterfront. There were also concerns about developing on a floodplain and related cost and maintenance issues.

Education and engaging youth - There was a desire to see youth and young people engaged with the process of the development of the waterfront, as well as for design and interpretive elements that can engage and educate.

Appendix - Verbatim Responses

Engagement Session Responses

The following survey data was collected during six public engagement sessions where panels showing the draft plan were displayed and participants were invited to take sticky notes and write their comments and feedback and place them on the boards. Responses were taken verbatim from the sticky notes. Text in parentheses used to describe if participants were indicating specific locations on the plans.

Engagement Summary Panel

- Bike lanes Anderson Dr, Front St, out to Correlieu
- Ask local teachers to engage their students on the plan

Introduction Panel

- Engage students; Allow for discovery and education
- Ongoing study to identify cultural values w/ Lhtako youth?
- Ground plan in ecological and archaeological studies to identify and preserve unique features
- What map layers do we have for ecological, soil types, hydrology, geomorph, provincial, RD, City)
- Cultural and Heritage assessment?
- Biophysical survey assessment, ecological classification

Downtown Precinct

Fraser Village and Heritage Corner:

- Protect parking for Fraser Village
- Ice cream carts, espresso carts
- Curate equip collection into industry groups in a way that makes sense
- No wharf is needed at launch, improve ramp – frequently load boat on s-side in eddy
- Safety concerns
- Firepit symbolic or real?
- Allowing commemoration for lives lost near bridge
- Public art/first nations carvings to inspire healing at the bridge; healing ceremony
- Unbuilt but not unknown

Barlow Overlook:

- Bike Rental
- RV Parking on Highway
- More opportunities for riverside commercial development: small café restaurant(s), small boutique retail, small 'pub'/brewery
- Cattle drive hooves prints
- Interp. Centre. Go. To. Place, Main fish migration info and hub. Cattle drive too.
- What happens to homeless folk – do they get pushed out? How do we remain welcoming

Railway Precinct

Riverbend Park:

- Raft adventures
- Whitewater features-only if it can be limited to season w/o adult fish

- Quesnel canyon better location for whitewater features (x2)
- Improvements to surfacing on either side (of Johnstone bridge). Access to transfer up to DT
- Screening w/natural and/or cultural sig. ie willow weaving
- Emergency phones
- Kilometer markers, maps/zones so people can identify their location
- Also camping/overflow here (indicating Riverbend park on map)
- Wayfinding to museum when developed

RV park:

- Kitimat municipal campground; is it profitable?
- Add interp. to this facility?
- Windows in piers – must be out and over
- Johnstone Bridge wider, interpretive bridge, camera/fish tower? Floverium (sp?) loop video of fish – nature centre campground
- Views under river level w/glass
- How does light - summer/fall - to determine lookout/view location
- Charging station for scooters and wifi

Quesnel River Precinct

Dragon's Mouth River Terrace:

- Improved signage for direction
- Multi-use ped-bike shared
- More washrooms along path/water fountain
- Potential burial sites (indicating potential residential development area along Nadeau St and adjacent to Highway 97 bridge)

Johnston Park Connection, Carson Flats, Private Lands:

- More spots for water/water refill
- Use local vendors, labour and contractors

West Village Precinct

- Books by Day Sherwood, Skyline, Reaction ferry-Telegraph Trail by Tim Horton's
- Prior to riverfront trail development, students conceptualized riverfront. Where is work/concepts?
- Add a folley (sp.) (or possibly trolley? Arrow indicating Baker Creek Park)
- Food truck area at Friendship Centre, larger dining deck
- Brickwork like seawall with water park, coffee shop, condos
- Not enough bike trails/commuter on west side. Better cxn (connection?) needed.
- More benches and tables

Baker Creek Park Concept

- Bear-aware signage
- Outdoor skating? Riverfront Trail?

- Recognize the work of the Baker Creek Enhancement Society in the interpretive area in Baker Creek
- Define side channel in naturalized area? - Baker Creek - Cost benefit – may re-channel on own
- Parking near skateboard park so folks can see their car
- Outdoor gym
- Fish-viewing bridge vs spawning
- Playground and public bathrooms (arrow indicating number 11 “potential pump track location”)
- Viewing may be better at Marsh/Anderson bridge
- Farmer’s market, arts and crafts market

Online Survey Responses

What elements of the draft concept do you most agree with?

Number of respondents: 37

11 : I like adding the viewing piers at the street level and the water level. Also the food trucks/picnic area is a great idea

39 : Better use of areas not currently able to be accessed or used in a relevant way.

40 : Love the use of the water, some neat ideas. Good to take advantage of what we have and hopefully it will help diversify our economy.

56 : Riparian areas, waterfront dining

64 : Vision, accessibility and excellent use of resources

66 : The Railway Waterfront & Quesnel River Waterfront

96 : putting parking back on Front street if the interchange goes through

104 : None

114 : Zilch. Stop spending money for God’s sake. We live in a dying resource community.

134 : Nothing

142 : Waterfront Dining/Popup Patio, and Lighting

154 : Getting rid of industrial junk has no meaning other than greed

191 : River tours ,restaurant with patio overlooking river

202 : All of it looks really appealing.

211 : All of them but the terraces are great

212 : Dining & performance boardwalk

270 : The friendship area is a great idea

328 : All of them

387 : Improvements to safety and lighting

412 : I really like the idea of the outdoor stage on front street...It makes me think of Bard on the Beach in Vancouver. I also agree that waterfront dining is very much needed.

420 : This is the most significant area for this whole waterfront re-development plan. Generally I agree with all of the suggestions however there are some important considerations. Unless the proposed Interconnector becomes a reality, this area will always remain a loud, dirty thoroughfare, making almost any activity along this corridor far less than enjoyable. The heavy truck traffic must be moved off of Front St., so that this area can return to being a true part of downtown Quesnel.

424 : Viewing piers and galleries along the embankment.

457 : The washrooms near the riverwalk, and more family oriented activities



470 : Accesibility

514 : dining and performance boardwalk, trail renewal, overlook areas

520 : Our town has nothing to offer.. no camping facilities, no easy access food facilities.. too many drug addicted people in sight

524 : Fraserview Terrace, Food truck area, boat launch renewal and the cultural center!

525 : Renewal (and consequent enhancement) of existing features

528 : Areas that encourage the public to wander, stay and enjoy, not just walk by.

529 : making the river front a destination

530 : Love all of it, especially the potential for Waterfront dining, food trucks and increased safety of the area

531 : Having more cafes on Front Street, over the rivers.

535 : All of it

538 : development along Front Street with waterfront cafes and decks

549 : Nice area

552 : The Barlow overlook, Fraser village overlook, and the pop up dining patio (providing the bypass is a go and traffic is reduced on front st)

554 : the shoreline piers

What elements do you most disagree with?

Number of respondents : 27

56 : How does this take into account the new development at the hospital. Also, need winter activities

64 : Unclear about the costs and timeline

66 : Downtown Waterfront - Lets develop other areas of Quesnel

96 : having viewing stations on the river

104 : All of them

114 : RV Parking

134 : All of it

142 : Location of Smokehouse Pier being susceptible to damage from yearly flooding.

154 : Complex infrastructure which may have costly maintenance. If the town continues to decline, boutiques and cafes along the river front won't mean much and probably won't last.

211 : I would be careful of the proximity to seasons house and the concentration of junkies in the area. This enhanced area needs to be safe and perceived safe.

212 : Lahtako culture centre

270 : Nothing

328 : Nothing

387 : Ensure less stairs and more wheelchair access and ramps.


412 : I currently won't visit the area near the walking bridge as I don't feel safe around the people that always loiter there. Perhaps improvements to the area will change how I feel about it, but I can't say for sure.

420 : The area proposed for the terrace behind (and beside) Fraser Village may, in fact be the actual site of the hanging of the Chilcotin Chiefs in 1864 (see book and articles written by Shaw Swanky for more information re: exact location) Generally I feel that this section of the riverfront should focus on community heritage and history....reaction ferry, Cariboo and Occidental Hotels, Heritage Corner, Walking Bridge etc. etc.

457 : Using heritage corner. It's close proximity to the seasons house makes that location extremely undesirable.

470 : None

505 : The downtown has received recent investment while West Quesnel has limited beautification and focused



work on economics. There is room to grow in West Quesnel and more comprehensive development should be taking place in West Quesnel before any additional upgrades happen on the east side of the river/downtown Quesnel.

520 : The idea of building facilities on the river banks is only for the rich to purchase

524 : Question whether piers may be easily damaged by floods?

528 : Removal of existing trees at Ceal Tingley? Love the old growth along the walk.

530 : Don't know how it could become safer. What about all the creepy people, addicts etc. down there.

531 : I think certain areas of Front St., Reid St., and along the Riverfront Trail have become dangerous to walk if you're alone. Even with someone, we frequently avoid those areas because we don't feel safe.

535 : None

549 : Giving the land to the natives

552 : I have concerns with putting much \$ into the smokehouse as that part of the trail is very used but abused

Railway Precinct

What elements of the draft concept do you most agree with?

Number of respondents : 26

11 : Adding the camping and moving the city works yard will make it an attractive place to stop

39 : Use of space. Under utilized at this time.

40 : Love the use of the water, some neat ideas. Good to take advantage of what we have and hopefully it will help diversify our economy.

56 : I like the new access to the river and the green areas

66 : All Areas around existing Public Works Building

96 : the sidewalks and crosswalk improvements

104 : None.

134 : None

142 : Hostel with Pub and Dining Deck, The potential for river usage to the community.

154 : RV camping is good

202 : Incredible ideas!

211 : Celebrating whitewater is awesome, do this write and this could open many recreational opportunities in Quesnel.

212 : RV park

387 : Making this area more desirable for walking

412 : Disc Golf!!! This has me very excited, and is something Quesnel really needs!


420 : It is hard to know what to do in this area, the public is not familiar with it because of its present industrial (railway) use...this area used to be a golf course so its recreational value could be reclaimed...The idea of RV/Trailer Park may be a good summer use but focus should be on rehabilitating the area's natural beauty...I like the whitewater park idea, it is an excellent area for a take-out.

424 : The proposed RV park, river access, and pedestrian bridge improvements

470 : Na

505 : If public works is relocated then the grounds should be taken care of and a parkway seems like the most logical use for it since the lands around it are contaminated. If there are options to sell the land for business that might be a more practical long term use and save the tax dollars on long term maintenance.

514 : pub and dining deck, beach, PHOTOLUMINESCENT AGGREGATE ASPHALT




524 : RV Park, Hostel, spawning channel view bridge, 9 hole disc golf, luminescent asphalt.
528 : A great place to play.
531 : I think the enhancements to our rail depot are due.
538 : campground, hostel, luminescent walkway
552 : I like the hostel and bar, as well as most of waterfront upgrades, the bridge out to the river bend is interesting as is the boardwalks, beach, and whitewater features.
554 : the white water feature & riverbend park

What elements do you most disagree with?

Number of respondents : 21

11 : adding the elements into the river will be a big change to the stream. Can we not just leave it alone for the salmon to find their way?
56 : Very concerned the city is competing with private RV parks and golf courses. Unclear as to railway's role and need for their approval.
66 : None!
96 : Making it easier to get down to the river.
104 : All the wasted money
134 : All
142 : The maintenance to the river usage features and other close proximity designs being costly to maintain and repair from yearly high water. Safety during high water season.
154 : As long as the hostel only accomodates those who possess a passport. A golf course and snow storage don't mix.
211 : Photo luminescent path, many people don't feel safe to walk at night because of the ever increasing junky problem in quesnel.
212 : Trail renewal
387 : Still walking by train siding which is very noisy at times and can have poor air quality. Save wildlife habitat!
408 : Please stop stock piling contaminated snow beside the river.
412 : The glowing path seems cool but might not get enough use to justify its cost. I personally wouldn't walk those paths at night for safety reasons.
420 : Need to emphasize return to natural beauty of this incredible river...one of the major Sockeye Salmon runs in B.C., The story of the history of this river and how it has been abused and yet still remains a wild beautiful river needs to be told
470 : Na
524 : Nothing really, I'm excited for the possibilities!
525 : Not so much "disagree"...just concern for safety - the river moves at quite a pace beneath the Johnston Bridge where many activities are imagined.
528 : Railyard at present has quite a smell, creosote and diesel. Quite noisy at times. My least favorite area on the riverwalk.
531 : I wish the City (and other BC municipalities would lobby hard for a return of the passenger train. We used to love going to Whistler/Vancouver via rail. Elderly people don't always drive. Train travel was lovely.
541 : maybe make railway stop storing creosote covered railway ties beside river walk trail...and stop stockpiling contaminated snow beside the river
552 : The placement of RV parking and camping seems undesirable due to the close proximity to the rail line as it



can be quite loud. I am sceptical that the fizbee golf will be used much and am worried that if it is still used as a snow dump it will need constant maintenance (gravel/sand build up)

Quesnel River Precinct

What elements of the draft concept do you most agree with?

Number of respondents : 22

11 : I agree with continuing the path so it doesn't just end at the end of the bridge. Also adding the section by the WFTP will be huge.

40 : Love the use of the water, some neat ideas. Good to take advantage of what we have and hopefully it will help diversify our economy.

56 : Overall greening of area and usage.

66 : FORMALIZE PATH TO JOHNSTON PARK & STAIR CONNECTION TO JOHNSTON AVE

96 : RV parking

134 : None

142 : The addition of Dragon's Mouth River Terrace area.

154 : upgraded pathways

202 : Great ideas!

211 : Viewing platforms

212 : Interpretive pier

387 : Looks nice

408 : Restoring fish access to Dragon Creek is a fantastic idea should be the focal point of the whole river front development plan but only mentioned and no details???

420 : I encourage the focus on the wildlife/nature focus on this section of the river. The small island just upstream of the Johnson Bridge is the northernmost breeding ground for the ring-billed gull in B.C.

424 : New residential developments - however, considering the floodplain, perhaps consider a "Galveston, TX" approach to building new residences.

470 : Na

520 : No

524 : Improved trails, washroom, access into subdivision

528 : great use of both sides of the river

531 : Use of the land that the City now dumps used gravel on and arena refuse should be restored. It isn't currently being valued as a place of natural beauty. We have the trail, yes, but not much park land.

538 : trail upgrades, day-lighting of Dragon Creek

554 : connection of the riverfront trail system

What elements do you most disagree with?

Number of respondents : 18

56 : Wonder why there is no off-shore fishing with wheelchair access. Confused about where and what is Dragon's Mouth

66 : None

96 : boat launch access



134 : All

154 : Making for residential. I suspect insurance costs would be high in a flood plain.

211 : None

212 : Short term trail upgrades

387 : Are maintenance costs taxpayers expense? Need to tighten the budget long term!

408 : Multi Family Residential in an area with significant Archeological Sites (remnant Pit Houses / old village site).
Clearing Riparian vegetation for trail development.

420 : There is no mention of the fact that the Cariboo Waggon Road, which entered Quenelle Mouth from the south and the Richbar/Red Bluff areas, crossed this river at this point using a small reaction ferry

470 : Na

505 : Concerned with pre-existing land slippage along the Quesnel river where plan is proposed and long term costs/use of the Johnston bridge. If the bridge wasn't there/decommissioned due to recent issues and weight changes for it would this plan still be something being considered.

520 : No

524 : Question building homes on 200 year flood plain

525 : Are there plans for a proper stairway from area 2 up to the bridge?

528 : None

538 : is the proposed residential development in flood plain?

541 : water park in river is ridiculous idea....did it come from our community????

West Village Precinct

What elements of the draft concept do you most agree with?

Number of respondents : 16

11 : I agree sprucing this up would be good. Adding a Friendship Pier should give the Friendship Centre a place to have some small events.

40 : Love the use of the water, some neat ideas. Good to take advantage of what we have and hopefully it will help diversify our economy.

56 : Good use of existing elements

66 : I will not be visiting West Village waterfront, as I don't go to West Quesnel now

96 : Beautifying the westside trail and Baker Creek park

134 : None

211 : Lookout platform

212 : Friendship pier

387 : Needs revitalization

420 : I'm glad that this area is included in the Plan...Alexander Mackenzie (1793) and Simon Fraser (1808) mention this area in their journals. The shopping centre and skateboard park overwhelm this area...a special effort needs to be made to focus on the natural history. The mouth of Baker Creek was also the site of the first canoe ferry across the Fraser River, operated by William (Billie) Boucher

470 : Friendship pier

514 : intersection improvements, friendship pier, Baker Creek park improvements

520 : Really ? The westside is known as low income, drug addicted, homeless, welfare area..Not True..

524 : Love the pier near the friendship center

531 : In general, it seems great.



552 : the bridges

What elements do you most disagree with?

Number of respondents : 15

56 : Should have some dining opportunities, even if just a kiosk or food cart

66 : I will not be visiting West Village waterfront, as I don't go to West Quesnel now

96 : viewing stations out over the river

134 : All

211 : Porch swing

212 : Baker creek park improvements

387 : Cost of this revitalization

408 : Bridge across Baker Creek will provide access for drug users to congregate in forest on other side of river....Salmon do not spawn in the first reach of Baker Creek.

420 : As mentioned above...this is a congested area, lots of vehicular traffic...maybe it would be best not to try and accomplish too much in this area

470 : Na

505 : There is not enough happening and the riverview hangout spots are just ill thought. Does anyone actually come over to West Quesnel to see what is happening and how much loitering takes place. We don't bother with the Riverfront trail on either side because we are afraid of being attacked. There is so much potential and yet the focus of this upgrade is really in downtown and with downtown happening first and then in the long term you'll think about it.

524 : Concerns about safety, crime.

528 : Do not upgrade until social housing is in place and the resources can keep area feeling safe for all.

531 : We aren't so familiar with the area across from the creek, but the creekland should be protected.

541 : pedestrian bridge bad idea...access to the natural area across from the Mall will encourage more drug use in an already problematic area. I also wonder if the homeowners have been consulted.

Baker Creek Park

What elements of the draft concept do you most agree with?

Number of respondents : 16

11 : Adding a salmon viewing bridge

40 : Love the use of the water, some neat ideas. Good to take advantage of what we have and hopefully it will help diversify our economy.

56 : Good use of existing elements

66 : I will not be visiting West Village waterfront, as I don't go to West Quesnel now

134 : None


154 : Spawning channel bridge

211 : None

387 : Needs improvements

420 : Baker Creek is beautiful, especially in the early spring....should emphasized this beauty, I like the idea of a spawning channel viewpoint....the congestion of this area and road traffic could pose problems. There would be private property issues as you travel up-stream

514 : Nazko cultural interpretive site, spawning channel viewing bridge, picnic area



524 : Bridge over Baker creek and access into subdivision. Nazko interpretive kiosk, picnic area. PICKLEBALL!
525 : Spawning channel viewing bridge
528 : spawning channels and viewing brigdes.
538 : Nazko cultural interpretive site, salmon viewing bridge
552 : bridges
554 : salmon viewing bridge

What elements do you most disagree with?

Number of respondents : 10

11 : This park is nice, but it is in a sad state. I don't go there often with my kids because there are needles and garbage in the park
56 : There are a lot of isolated areas. What about security, lighting, and other ways to keep walkers/runners safe
66 : I will not be visiting West Village waterfront, as I don't go to West Quesnel now
134 : All
211 : None
387 : Costs
505 : This is just a waste of money. Soccer is dying in our community and yet we have the best facility in the north -focus attention and opportunity there. Put a great trail around soccer outside, get on with the gymnastic development or something in this part of the community to make people actually have to drive into West Quesnel -helping the businesses of West Quesnel and the image of the "Village" area.
524 : Again, hoping security is considered..
528 : More indigenous culture centers. More areas of loitering with alcohol and drugs? Hard to patrol all areas
530 : Again, how do you make people feel safe with all the creepy people down there?

Overall, what elements of the concept options do you most agree with?

Number of respondents : 34


11 : This is a great step towards making Quesnel more tourist friendly. Let's give the tourists another reason to stop
39 : An update and restructure of these areas allows for better and safer usage of current trails and future development.
40 : Love the use of the water, some neat ideas. Good to take advantage of what we have and hopefully it will help diversify our economy.
56 : I like the connection between all the areas.
66 : Developing Johnson Sub and Railway Area,
79 : I love that the plan is so focused on making Quesnel more modern and inviting for locals and tourists
92 : Riparian Protection
96 : I like the idea of beautifying the trails, making walking spaces wider, rv park where city works yard is. I would like to see lighting on the riverwalk. Love the upgrade to the Wurly Gig bridge over the train track.
134 : None
142 : Adding social elements like RV sites, access to food and picnic areas.
154 : RV park and hostel and trail improvements
198 : the hostel and faux beach....I love the joining of the different cultures on this project, as one happy place to commune and celebrate each other.
211 : Waterfront development is great if its tied to recreational opportunities. Whitewater

212 : To improve downtown Q first to promote the centre of Q
 387 : Enhancement of lighting and security
 408 : Restoring fish access to Dragon Creek....
 412 : Disk Golf, the stage, and the waterfront dining would all be amazing and are vital parts of this project.
 420 : I like focus/emphasis on natural flora, fauna, habitat, access to waterfront and water-based activities, cultural history, really 'turning our face' to the rivers...for so long, because of industrial priorities, we have turned our back on much of the exceptional waterfront that Quesnel enjoys
 424 : The proposed RV park and river access for the current works yards.
 465 : I like the rv park as that will be more tourism which brings new monies to the community.
 502 : Accessibility to all residents and attraction for tourists; City beautification
 505 : I agree that the water front has always been under utilized and needs to be a focal point.
 514 : Keeping the waterfront accessible for people to enjoy and use. Upgrading the walking trail, the pub, camping, areas for people to enjoy the riverfront - picnic areas, boardwalk and eating area, etc.
 520 : I feel..... it is an election issue.... a cash grab to be re-elected
 524 : Beautification of the waterfronts in the core, utilizing this wonderful resource, and including and honouring our indigenous peoples.
 525 : The change of use of the existing Public Works yard to RV and recreational space
 528 : Finally some planning for the future!
 529 : I agree with the city investing in making Quesnel a destination
 530 : ,I love the whole concept if this can happen it will be amazing.
 531 : Trying to enhance the lands surrounding the rivers.
 538 : diversifying riverfront usage, improvements to attract tourists and benefit locals, more walkability, shift from industrial usage to human-nature interface.
 541 : The idea to restore fish passage to Dragon Creek is a great idea, however it was only mentioned briefly in the plan with no details on the drawings? A project like this would define Quesnel as Environmental Stewards and could be used as a focal point for our city brand as well as choosing Quesnel as a tourist destination. More details on this would be great.
 553 : I think it's a great idea.
 554 : riverbend park & whitewater feature

Overall, what elements of the concept options do you most disagree with?

Number of respondents : 21

11 : Adding the whitewater feature into the river.
 56 : I worry it's too eerie and remote in some areas. More action such as kiosks or other ways to keep more ppl there.
 66 : I don't disagree with anything, I would just prefer to see development in other areas outside the downtown core
 92 : Development in environmentally sensitive areas.
 96 : I don't like the idea of making the rivers more easily accessible. they are polluted enough already and making it easier for people to get to them, means more garbage in the rivers.
 134 : All
 142 : Water features for river use seems to have the potential of constant upkeep from highwaters. Safety of campers and valuables at RV sites and Tent sites from high crime and theft would be difficult.
 154 : With private residence in flood plain areas might be too costly to make viable
 211 : I would be cautious to insure that the people intended to use these facilities are safe to do so. The down-



town washrooms are clear example of people don't go there because it's a safe injection site. Not safe for kids, elderly, or tourists.

212 : West side improvements

387 : Many of the options will be very costly and who will really be able to use them!

408 : Disturbing Riparian areas for development. White water park concept is ridiculous idea.

412 : I'm not sure about the glowing pathways.

420 : I don't really disagree with any of the proposed elements....I am concerned about the impact of big truck traffic along Front Street....unless there is an interconnected, the truck traffic will undermine virtually all efforts

505 : Wrong time for our economically changing community. Don't waste the money on more planning for this.

We need to be right-sizing for the tax base that will exist. With millions in city tax being lost to industry changes Council must re-focus on essentials and then restart the conve

524 : As usual, question cost, and hopefully the benefit will outweigh and offset.

525 : Although not strictly speaking a waterfront element, we need a light-controlled crosswalk from the railway station to The Visitor Centre/Museum and Lebourdais Park

528 : Not many cons. It would be nit picking, so no disagreements.

538 : concerned about residential development in flood plains?

541 : The consultants seemed to miss out on the community consultation portion of this project...if announcing a walking tour on a work day and only politicians show up you need to develop a different strategy to engage the public. Also, a project like this needs to start with an environmental assessment of the waterfront areas so that sensitive areas can be identified and avoided...by deciding on what will go where and then considering environmental impacts is backward approach.

553 : None

Any other comments?

Number of respondents : 29

39 : n/a

56 : Important to work with local museum to ensure accuracy of information on presentation

64 : Love the vision

66 : I would like to know the proposed phases of each portion of the plan, timelines and projected costs.

79 : My only concern is the existing presence of the transients that populate these areas and the potential for damage to public property and/or contributing to these spaces not being utilized by the community as a whole due

to feeling unsafe, etc.

92 : Extremely high arch potential in all these development areas has not even been mention or addressed (major flaw in report). Second major flaw in report...done by out of town consultants (1 day public consultation that no one showed up for makes the plan not a local vision)

96 : there are lots of improvements that can be made. My main concern is protecting our rivers. I was in spirit square this morning and a lady was inquiring about kayak trips on the quesnel or maybe down the Fraser to WL. If they are guided trips and kept to a minimum of companies that could have access to the rivers ok. But once again the rivers need to be protected.


114 : Stop spending money on shit like this.

134 : Waste of tax payer dollars, why pay to upgrade so that more transients scare everyone

142 : I am excited to see the City grow our little city up.

154 : Keep up the good work and keep the surveys coming.

198 : I would like to see a riverboat restaurant if possible,, and a connection to gold and Barkerville ..love the idea



of a destination city. We truly are the beautiful jewel of highway 97, thanks for working together to make our city prouder

202 : It would be remiss for myself not to mention these beautiful ideas will require more policing. Overall, these are really great ideas for the community and very innovative with keeping the trails intact throughout the city. I can't wait to see how these unfold and develop!

211 : Good work

387 : Idea looks great on paper, but as a taxpayer I am tired of my taxes increasing every year and my services decreasing!

408 : Interesting that the consultant is not from Quesnel and really misses the overall beauty that we have in our existing waterfront.

412 : I hope that the significant costs of doing construction around the waterfront are accounted for. A lot of these areas may be archeological sites, like the area around baker creek, which require the BC Archaeology branch to step in.

420 : Thank you for your work

505 : This is another Kamloops looking plan that isn't taking into account the social problems that are mounting in our community and communities across the province. I appreciate the thought and this would be a great plan if our mills weren't closing. We need to be spending the kind of money that these plans will cost to implement and maintain into the creative economy and bring jobs and training in our community. And I ran out of space so I guess that is all.

514 : So many great ideas have been presented through this proposal. I am really excited to see what projects are able to be put into place, and excited that our beautiful riverfront space will be able to be enjoyed by people, rather than used for industry.

520 : We want a safe city, we want help for those that need it, but the cry baby enabling is insane..

524 : Just try to ensure good lighting throughout for our long winter months too, and security for users, tenters /campers in the core.

525 : I love the imagination and ambition expressed throughout.

528 : When do we start?

530 : Once it is developed, I would love to see bike rentals and electric scooters like you would find along similar waterfront trails. Also I think to we need to solicit hotels for more mid-range accommodations where people would enjoy their stay rather than an selection of old and tired motels. Solicitation of higher end pubs and restaurants to the area would also be helpful to encourage higher end tourists with money to spend.

531 : Just please address the lack of visible police presence along the current River Trail, Front St, Reid St because there should be security, but there doesn't appear to be. We know three people who were attacked along there, and it is very worrying.

538 : Great work. I love this plan!! I think it will be great for Quesnel.

541 : Have Archeological assessments been done ? Consulting with First Nations does not cover off the protection of Heritage sites...detailed arch assessments should have been completed prior to plan development.

554 : This is great chance to diversify and improve our city!

Draft Quesnel Waterfront Plan Open House Questionnaire



1. I support the draft vision and design guidelines.

Strongly Disagree ----- Disagree -----Neutral ----- Agree ----- Strongly Agree

2. I support the guiding themes.

Strongly Disagree ----- Disagree -----Neutral ----- Agree ----- Strongly Agree

3. I support the Downtown Precinct draft concept plan.

Strongly Disagree ----- Disagree -----Neutral ----- Agree ----- Strongly Agree

3a. What elements of the draft concept do you most agree with?

3b. What elements do you most disagree with?

4. I support the Railway Precinct draft concept plan.

Strongly Disagree ----- Disagree -----Neutral ----- Agree ----- Strongly Agree

4a. What elements of the draft concept do you most agree with?

4b. What elements do you most disagree with?

Draft Quesnel Waterfront Plan Open House Questionnaire



5. I support the Quesnel River Precinct draft concept plan

Strongly Disagree ----- Disagree -----Neutral ----- Agree ----- Strongly Agree

5a. What elements of the draft concept do you most agree with?

5b. What elements do you most disagree with?

6. I support the West Village Precinct draft concept plan

Strongly Disagree ----- Disagree -----Neutral ----- Agree ----- Strongly Agree

6a. What elements of the draft concept do you most agree with?

6b. What elements do you most disagree with?

7. I support the Baker Creek draft concept plan?

Strongly Disagree ----- Disagree -----Neutral ----- Agree ----- Strongly Agree

7a. What elements of the draft concept do you most agree with?

7b. What elements do you most disagree with?

Draft Quesnel Waterfront Plan Open House Questionnaire



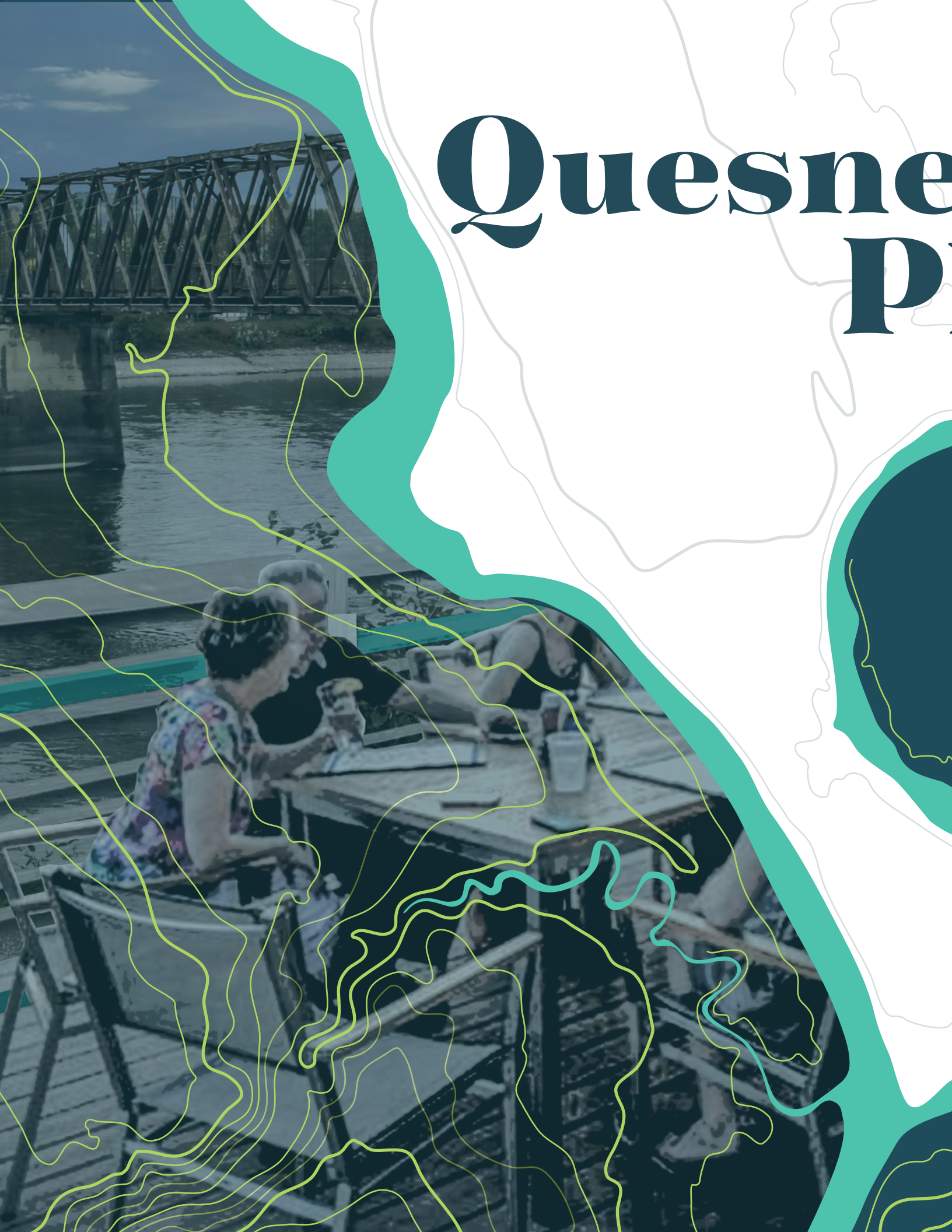
8. What elements of the concept options do you most agree with?

9. What elements of the concept options do you most disagree with?

10. Any other comments?

Please provide your email address if you would like further communication about upcoming community engagement events and project updates. Your email address will be used and stored to comply with the British Columbia's Freedom of Information and Protection of Privacy Act (FIPPA).

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Introduction

WHAT IS THIS PLAN AND WHY ARE WE DOING IT?

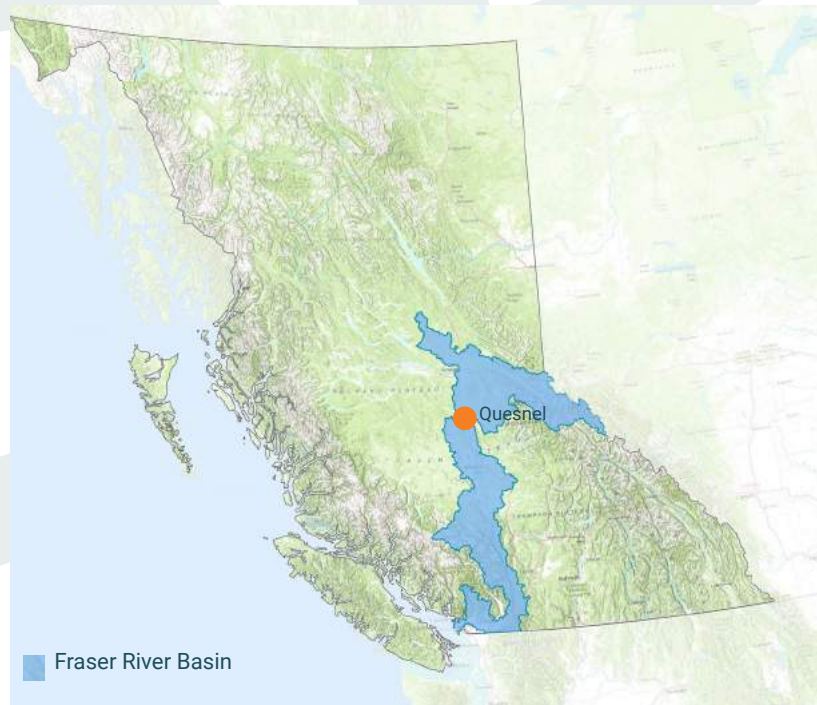
The City of Quesnel is located where three rivers meet - the mighty Fraser River, the Quesnel River, and Baker Creek. The place where these rivers flow together is the heart of the Lhtako Dene's and Carrier Nation's traditional territory. This area is one of the longest continuously inhabited indigenous communities with more than 10,000 people from many nations thriving here during pre-contact times. Traditional life was deeply interconnected with the rivers; even the name Lhtako refers to the rivers' confluence. During post contact times, Quesnel became a major supply centre for the Cariboo Gold Rush. The 20th century saw forestry emerge as the major industry of the area, with the rivers playing a key role in the transport of logs.

Despite the prominence of the rivers in Quesnel's geography and history, the City's built environment does not take full advantage of this asset. The only development on the 35+ kilometres of waterfront within the City is an intermittent walking trail and associated green space along portions of the rivers and Baker Creek which is well-used and highly valued by the community.

This project establishes a Waterfront Plan for 8 kilometres of Quesnel's waterfront in the community's core. It is consistent with the Official Community Plan that identified the potential to capitalize on the community's unique location of rivers and creeks combined with lands that can be better leveraged to create improved public access to and vibrant spaces along the waterfront. This project articulates a vision and illustrates a future plan for the riverfront that is based on realistic economic development opportunities.

Quesnel is known as a great community to drive through. The primary goal of this project is to change that perception so the City becomes known as a great place to stop and a destination in its own right. Imagine a riverfront with interesting boutique shopping, patio dining, and river recreation all within a natural setting, a First Nations context, and post-contact history. Such opportunities could attract tourists and new development, and inspire current residents to be even more proud to call Quesnel home.

PROJECT LOCATION



HOW WAS IT DEVELOPED?

The plan is based on multiple methods of consultation.

WHAT IS THE PLAN?

The following vision and goals are derived from the plan.

The Vision

The rivers are the heart of Quesnel, and we want to ensure that the community who have grown up here can continue to enjoy the waterfront and the riverfront from our new waterfront plan.

Waterfront Goals

- Enhance the waterfront
- Protect the environment
- Create safe spaces
- Increase public access
- Support local businesses
- Connect the community
- Interpret the history
- Build up the waterfront

Quesnel

HOW THE PLAN WAS PREPARED?

Based on the voices of the community. The study team hosted a major input phase in September of 2018 called High Water Days and used various methods to collect the perspectives of residents, businesses, First Nations, and many other stakeholders.

THE VISION?

The vision and waterfront design principles are based on what we heard from the community.

Waterfront is for Everyone.

Link us to nature, tie us to each other, and carry the stories of countless generations gathered here. The rivers are the foundation of our ecology, and the life blood of our community. The three rivers feed our spirits, nurture our traditions and challenge us to learn from our mistakes. The waterfront is a place for healing, for connecting, and for celebrating.

Waterfront Design Principles

- Include and welcome everyone to the waterfront
- Maintain ecological integrity, and restore natural areas
- Create safe and accessible natural areas
- Provide opportunities for meaningful cross-cultural connections and traditional uses
- Offer year-round recreation and tourism opportunities
- Maintain and expand a well-managed trail network
- Celebrate our cultural and ecological heritage
- Build on existing infrastructure, amenities and cultural resources

Please venture onwards to enjoy the following panels that describe what we heard from the community and the draft Waterfront Plan. Let us know if this captures your vision or if you have any other suggestions. If you want to learn more about the economic development opportunities, that document is located [here](#).

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Policy Context

OFFICIAL COMMUNITY PLAN - 2007

- Create strong connections between Downtown, Riverfront Park, and West Quesnel
- Encourage tourists and motorists to stop Downtown
- Provide areas for RV parking
- Work with BC Rail to use the rail right of ways for trail expansions and possibly a park on the river front.
- Improve and expand the River Walk by considering additional expansions, connections to other trails, interpretive features, and rest stops
- Continue to promote establishment of a trail network that will connect residential areas with local parks, schools, commercial and employment areas
- Consider developing the Quesnel River Park, Highway 97 North Rest Area, create an addition to Baker Creek Park at the creek's confluence with the Fraser River
- Support preservation of features with significant heritage value

OFFICIAL COMMUNITY PLAN - Quesnel 2030 (in-progress)

- Responsibly manage ecosystems, natural areas, parks and natural resources
- Protect designated riparian areas and areas of significant mature forests
- Manage future development with consideration of environmental impact
- Retain and maximize existing parks and recreation infrastructure
- Leverage trails and outdoor recreation for community economic development
- Protect and celebrate our past and our potential, including First Nations heritage and culture
- Engage in meaningful reconciliation and collaborate with local First Nations including recognizing First Nations heritage in civic properties and public spaces
- Expand, enhance and maintain walking and cycling connections
- Encourage economic diversity and resiliency through building on the area's natural resources and support emerging sectors

ECONOMIC DEVELOPMENT TRANSITION STRATEGY - 2018

- Develop Quesnel as a destination by focusing on key areas
- Create a thriving, linked waterfront area which generates greater tourism and visitor initiatives
- Pursue consistent trail standards and branding
- Ensure development of at least one iconic new trail
- Explore with Lhtako Dene Nation, Nazko First Nation, ?Esdilagh First Nation, and Kluskus First Nation their interest in developing specific tourism product in Quesnel
- Highlight indigenous tourism activities

Guiding Themes



Destination development

- a destination city known to visitors to British Columbia and the Cariboo region



Resident attraction

- an attractive community to families looking for economic opportunity, natural spaces and affordability



Innovative recreation

- a leader in adventure recreation

Quesnel

- Diversify the economic base by creating a positive business climate and encouraging innovation.
- Continue to refresh City signage and interpretive signs in accordance with the Brand Communication Plan
- Continue to look for opportunities to incorporate the Brand across the City as infrastructure is updated and replaced
- Foster a vibrant downtown precinct
- Encouraging new residential development

NORTH CARIBOO TRAILS INVENTORY AND MASTER PLAN - 2017

- Improve connections to downtown and connecting the river front trail to other trail systems
- Provide secure connections over private lands.
- Improve connection to West Fraser Timber Park
- Expand trail system around Baker Creek and the south side of Quesnel River
- Future development should address how to maximize trail development by working with tourism network

ACTIVE TRANSPORTATION PLAN- 2016

- Enhance and expand multi-use pathways such as the River Walk
- Provide signage and pavement markings on quiet streets that indicates roadways are shared with pedestrians and cyclists
- Expand and enhance bicycle network
- Improve walking and cycling access to existing bridges and overpasses
- Improve existing pedestrian and bicycle crossings at intersection locations
- Provide lighting along pathways, walking and bicycle routes where appropriate
- Consider CPTED design principles when designing and implementing new, or enhancing existing, active transportation facilities.
- Continue to support installation of public amenities such as planters, patios, benches and public art where appropriate, particularly along the city's downtown commercial streets

PARKS, GREEN SPACES AND OUTDOOR RECREATION MASTER PLAN- 2015

- Riverfront Trail is a widely used amenity and source of community pride for residents; valued for amenities, convenience, and community events; desire from public for increased maintenance, resurfacing, upgraded bathrooms and signage
- Trail connectivity improvements – report recommends working with private landowners to develop a sanctioned trail along the Quesnel River
- Development of a public RV park – report recommends that if the City chooses to develop a public RV park, consideration should be given to proximity to parks and outdoor event spaces to facilitate attendance at events
- Baker Creek Park improvements– report recommends assessing Baker Creek Skateboard Park for safety and undertake upgrades to ensure a broad range of skill levels and ages are served



Liveability

- a delightful place to live where residents enjoy amenities a sense of inclusion and healthy lifestyles



Indigenous culture

- a place that celebrates and advocates for Indigenous Peoples

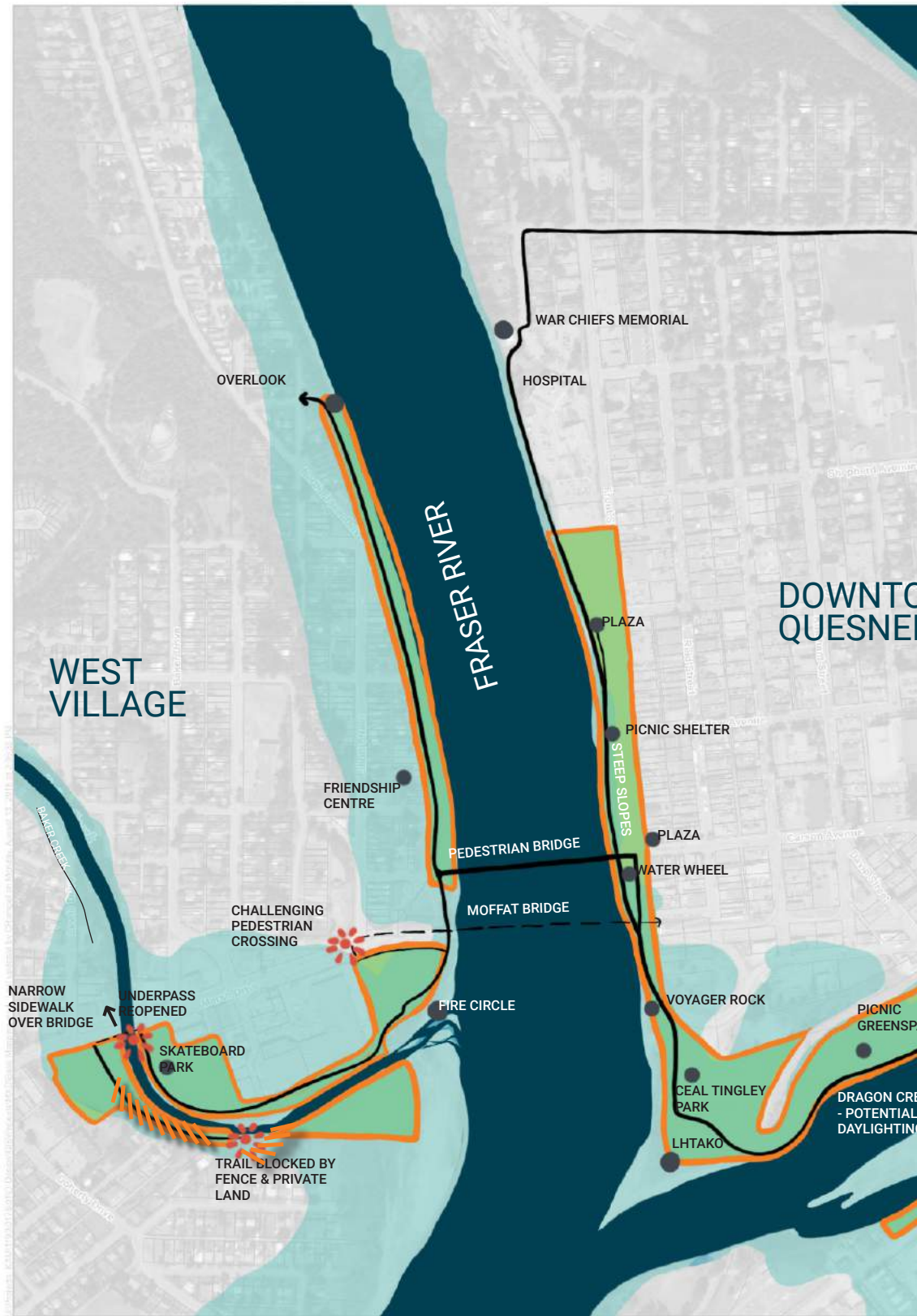


Celebration of water

- a place that sets a high standard for water stewardship and celebration

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Project Context



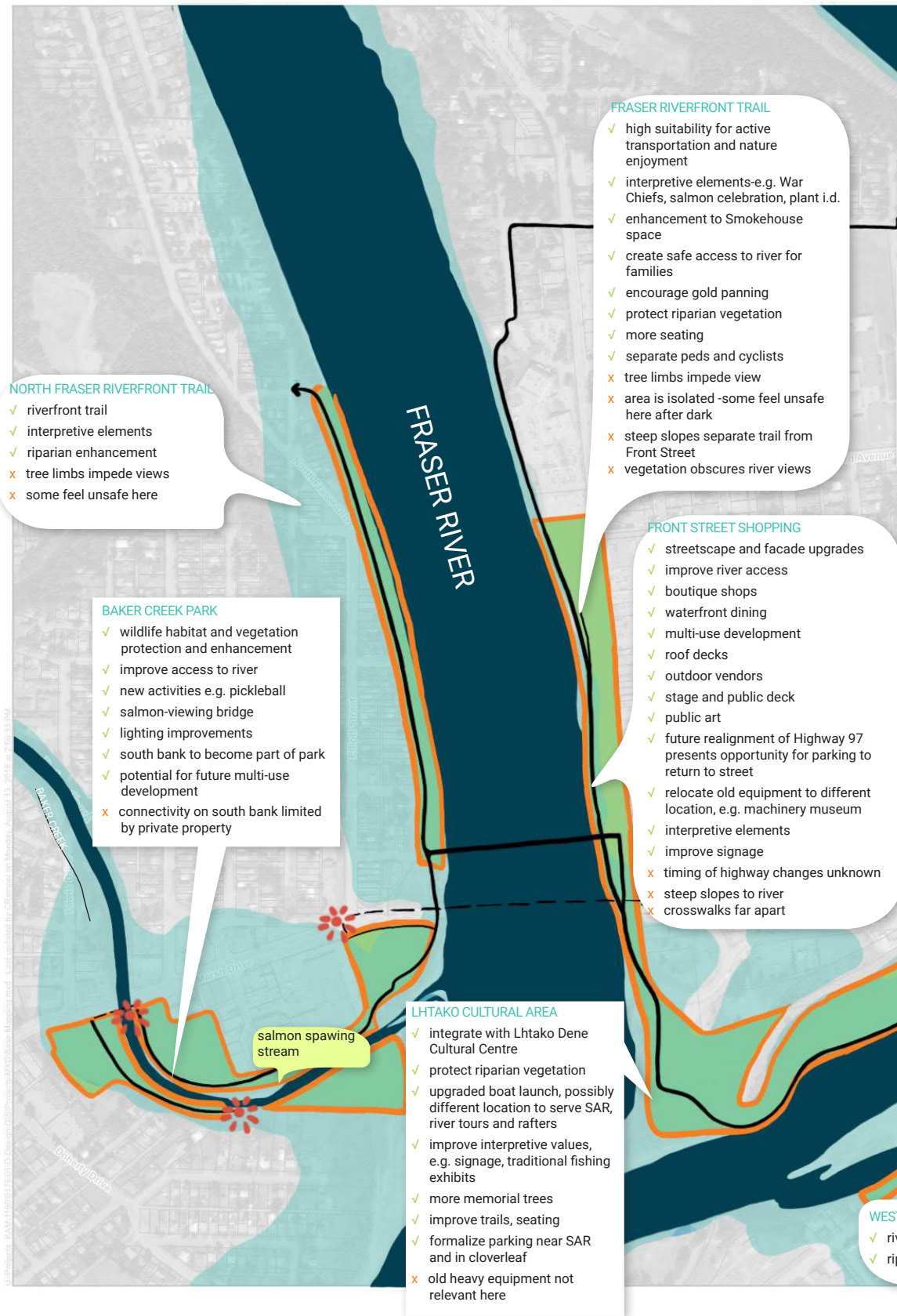
Quesnel

- Riverfront Trail
- Significant Site
- Pedestrian Circulation Challenge
- Flood Plain
- River
- Study Area
- Private Land
- Municipal Land
- High Erosion Potential



Engagement Summary

WHAT WE HEARD:



Quesnel



LEGEND

— Riverfront Trail and Connections

- - - Trail Connectivity Challenge



Pedestrian Circulation Challenge



Flood Plain



River



Study Area



Private Land



Municipal Land



Identified Opportunity



Identified Challenge



QUESNEL WATERFRONT

- Lhtako - where 3 rivers meet
- Riverfront Trail is well-used and highly valued by community
- last major flood in 1972
- rivers are home to important wildlife-especially salmon
- recreational gold panning permitted on rivers
- drug use on waterfront is common

OVERALL WATERFRONT OPPORTUNITIES

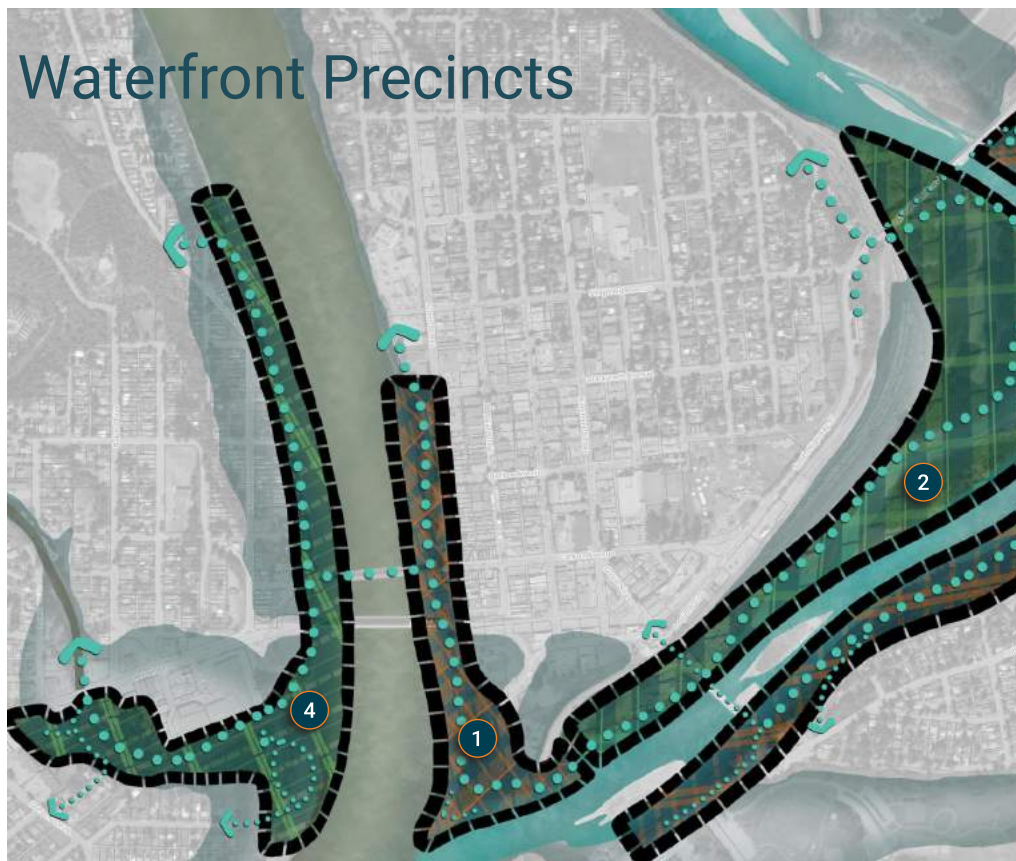
- ✓ amenities: benches/seating, washrooms, dog poo bags
- ✓ cultural and ecological interpretation
- ✓ wayfinding signage
- ✓ gold panning
- ✓ preserve riparian vegetation
- ✓ enhance riparian vegetation
- ✓ improve lighting
- ✓ increase parking



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Waterfront Concept

Waterfront Precincts



LEGEND



200 YEAR FLOOD PLAIN



RECREATION AMENITY



PUBLIC WASHROOM



CULTURAL / INTERPRETIVE AMENITY



RIVERFRONT TRAIL AND CONNECTIONS



RESIDENTIAL DEVELOPMENT OPPORTUNITY



WATERFRONT DINING OPPORTUNITY



IMPROVE PEDESTRIAN CONNECTION (BRIDGE RENEWAL D

Quesnel

LEGEND



200 YEAR FLOOD PLAIN



RIVERFRONT TRAIL AND CONNECTIONS



DOWNTOWN PRECINCT



RAILWAY PRECINCT

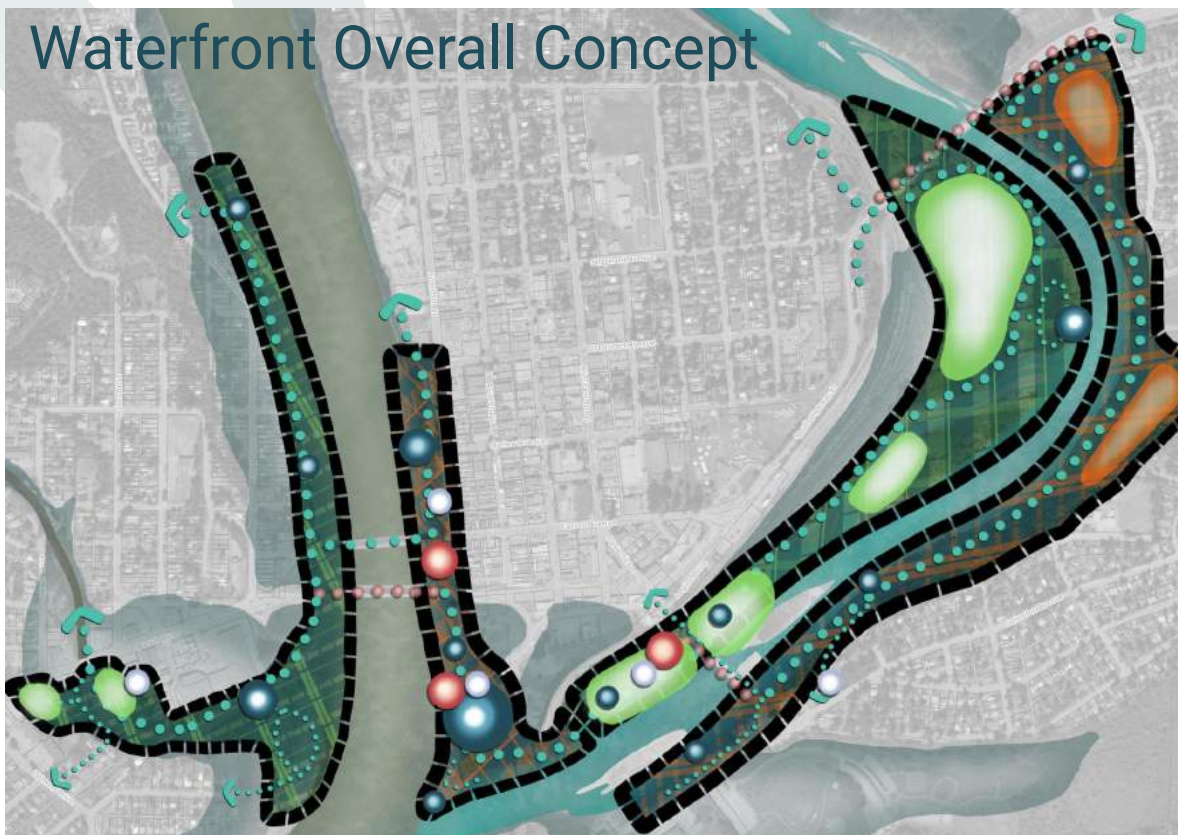


QUESNEL RIVER PRECINCT



WEST VILLAGE PRECINCT

Waterfront Overall Concept



DEPENDENT)

Downtown Precinct



Quesnel

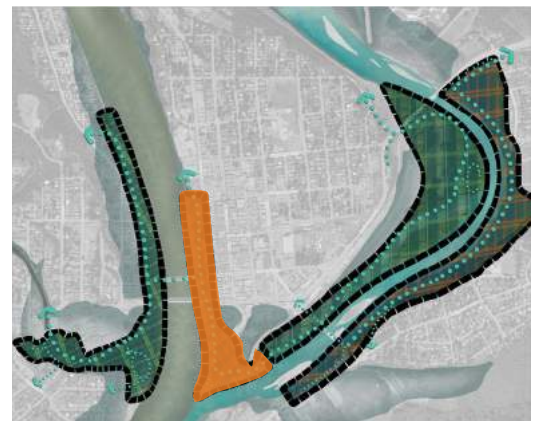


Downtown Waterfront

PRE- Highway Realignment

- ❶ FRASER VILLAGE TERRACE & OVERLOOK
- ❷ PARKING IMPROVEMENTS
- ❸ RIVERFRONT TRAIL RENEWAL (LONG TERM)
- ❹ PIER AND TERRACES
- ❺ PUBLIC ART
- ❻ STAIR CONNECTION TO VOYAGER ROCK
- ❼ BOAT LAUNCH RENEWAL
- ❽ LHTAKO DENE CULTURAL CENTRE
- ❾ ENHANCED CROSSWALK
- ❿ CONFLUENCE POINT LANDMARK
- ⓫ PUBLIC WASHROOM
- ⓬ AR LOCATION
- ⓭ PHOTO-OP LOCATION

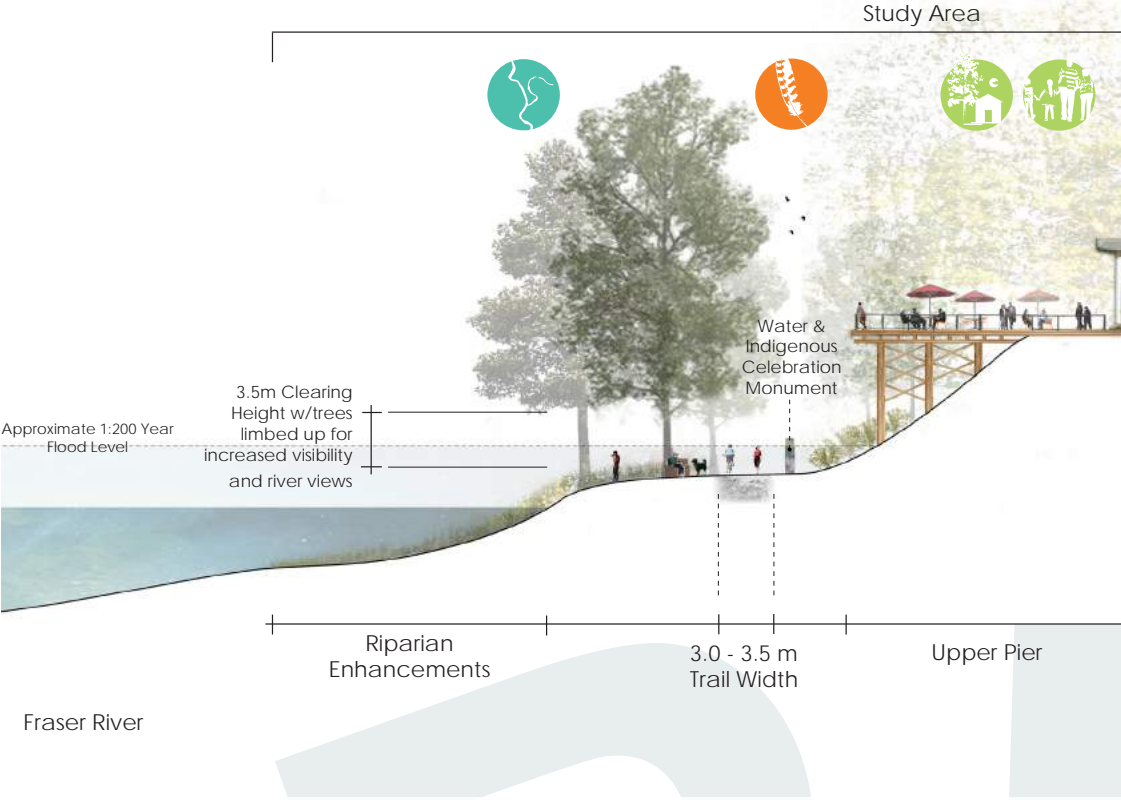
TRAIL LIGHTING- THROUGHOUT PRECINCT



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Fraser Village

Downtown Precinct



Quesnel

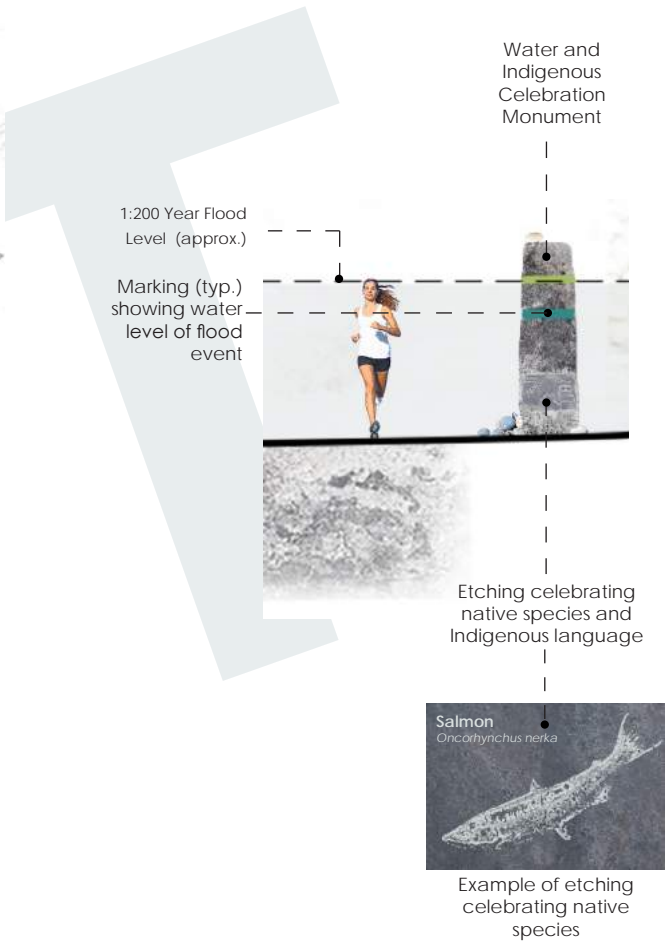


Widen Sidewalk

Fraser Village Senior Citizen's Apartments

Front Street

5m 0

 A scale bar with markings for 5m and 0m.


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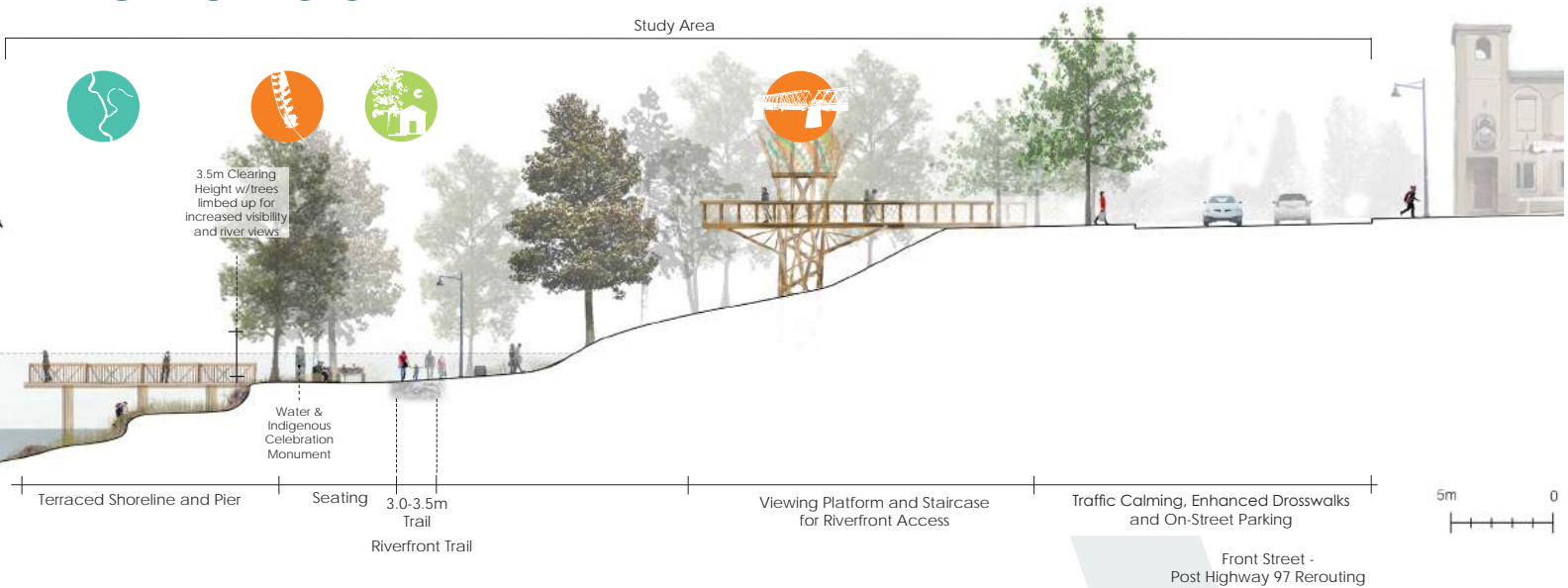
Downtown Precinct

Barlo



Quesnel

Barlow Overlook



Note: Tower feature visualization is conceptual only. Final design will reflect local character and features, and is to be determined.



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Heritage Corner

Downtown Precinct

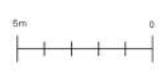


Quesnel



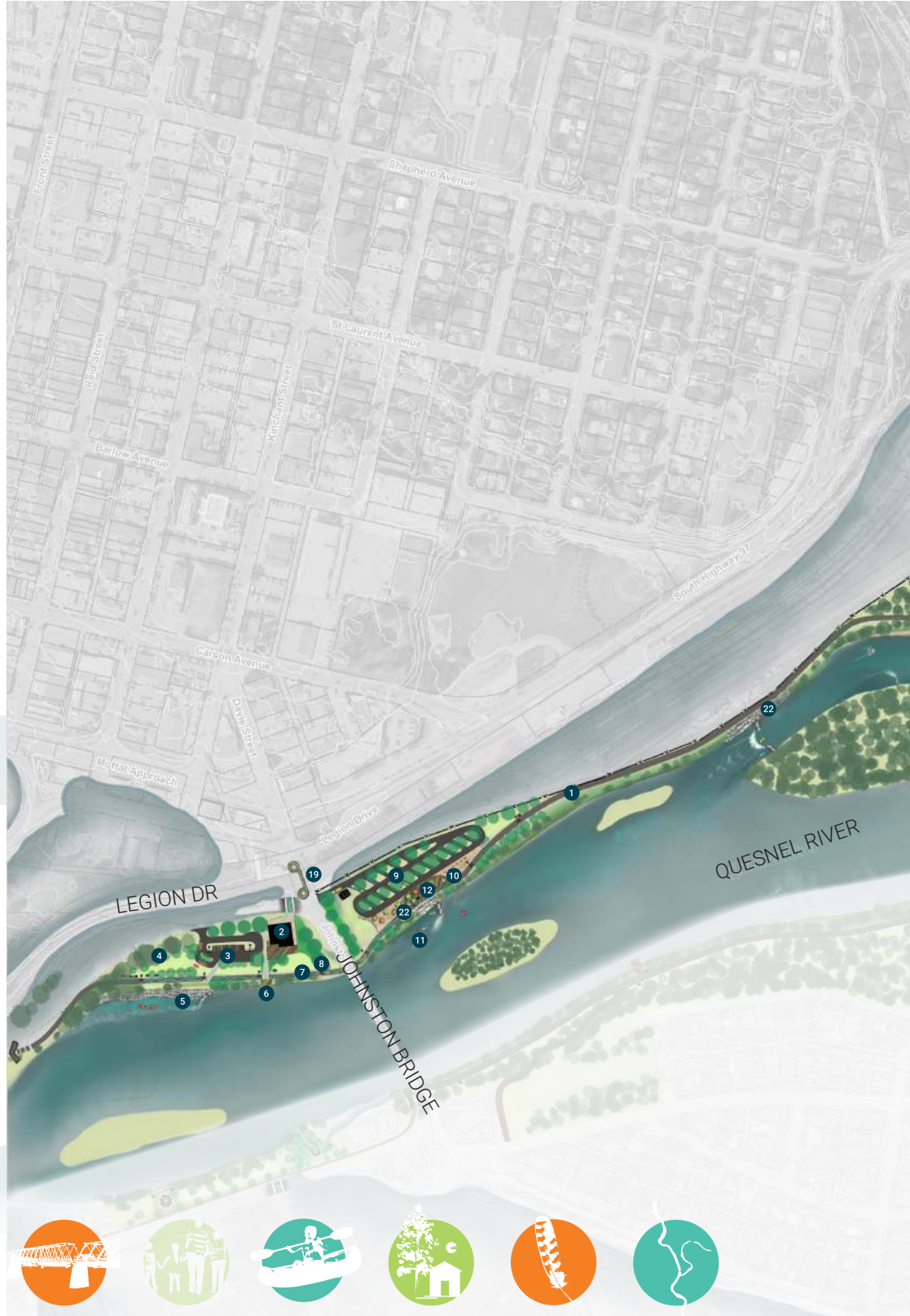
Radio Food Truck Parking Sidewalk

Front St. - Highway 97



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Railway Precinct

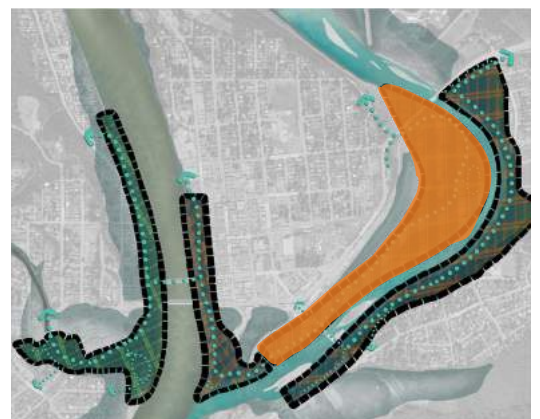


Quesnel

Railway Waterfront



- ❶ RIVERFRONT TRAIL RENEWAL (MEDIUM TERM)
- ❷ HOSTEL AND PUB WITH DINING DECK
- ❸ PARKING AND BOAT LOADING ZONE
- ❹ TENTING PADS (5)
- ❺ TAKE-OUT EDDY AND TERRACES
- ❻ QUESNEL RIVER INTERPRETIVE PIER
- ❼ ENHANCED RIVERFRONT PROMENADE
- ❽ PUBLIC ART
- ❾ RV CAMPGROUND WITH SHOWERHOUSE
- ❿ FAUX BEACH WITH UMBRELLAS AND HAMMOCKS
- ⓫ RIVERFRONT TERRACE LOCATION
- ⓬ BOARDWALK AND FIRE CIRCLE
- ⓭ LOW WATER BEACH AND POTENTIAL WHITEWATER FEATURE CHANNEL
- ⓮ SNOW STORAGE AND 9-HOLE DISC-GOLF COURSE
- ⓯ SPAWNING CHANNEL VIEWING BRIDGE
- ⓰ FOOT PATH LOOP
- ⓱ QUESNEL RIVERBEND LANDMARK
- ⓲ PHOTOLUMINESCENT AGGREGATE ASPHALT
- ⓳ ENHANCE RAILWAY OVERPASS
- ⓴ RELOCATE FENCE TO RAILYARD EDGE
- ⓵ AR LOCATION
- ⓶ PHOTO-OP LOCATION



Railway Precinct

RV Park

Advantages of former Public Works site for RV Park use

- Proximity to the Quesnel River
- Site is graded and serviced
- Walking distance to downtown
- Borders the Riverfront Trail
- Close to potential future home of the Lhtako Dene Cultural Centre
- A short distance from potential future on-river recreation opportunities

RV Campground Layout

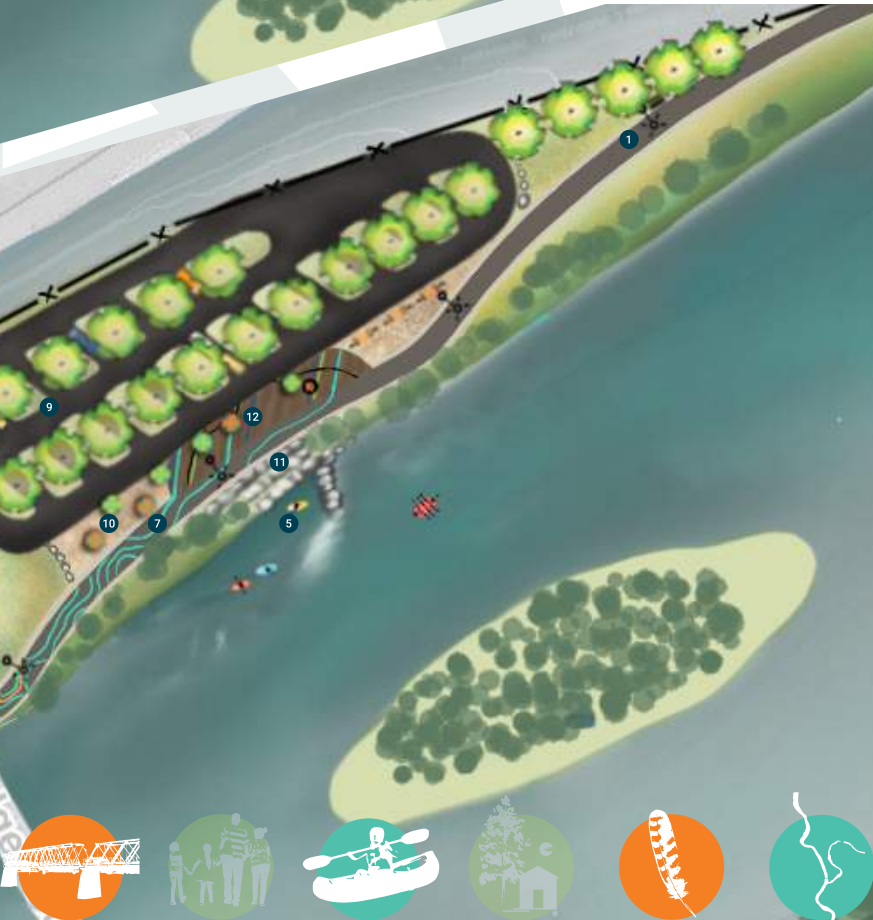


Quesnel

Layout Options



Note: Actual number of campsites and site circulation to be confirmed in preliminary design stage.



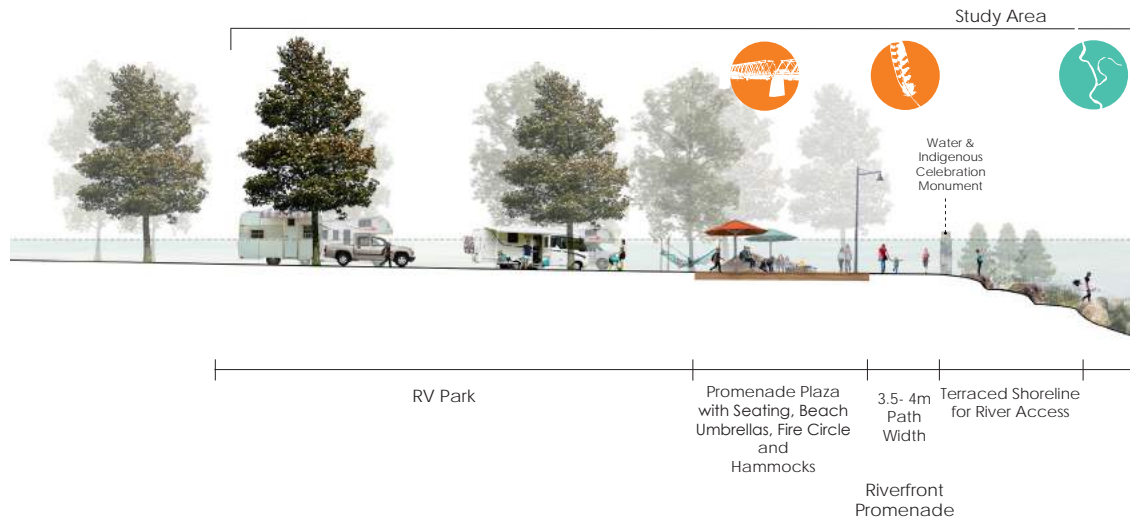
- ❶ RIVERFRONT TRAIL RENEWAL (MEDIUM TERM)
- ❷ HOSTEL AND PUB WITH DINING DECK
- ❸ PARKING AND BOAT LOADING ZONE
- ❹ TENTING PADS (5)
- ❺ TAKE-OUT EDDY
- ❻ QUESNEL RIVER INTERPRETIVE PIER
- ❼ ENHANCED RIVERFRONT PROMENADE
- ❽ PUBLIC ART
- ❾ RV CAMPGROUND WITH SHOWERHOUSE
- ❿ FAUX BEACH WITH UMBRELLAS AND HAMMOCKS
- ⓫ RIVERFRONT TERRACE LOCATION
- ⓬ BOARDWALK AND FIRE CIRCLE
- ⓭ ENHANCE RAILWAY OVERPASS



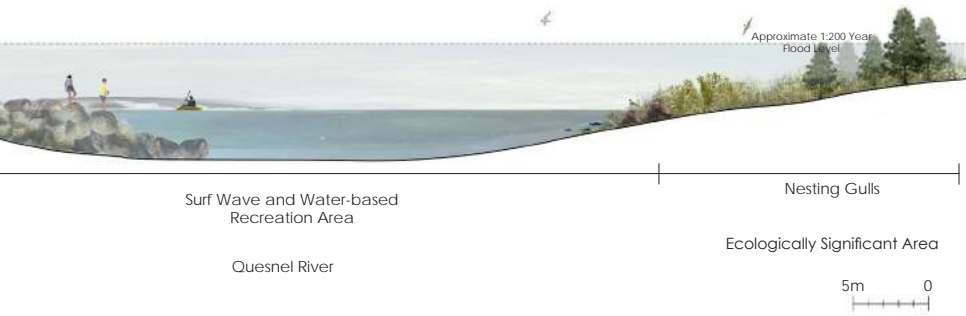
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Railway Precinct

RV Park



Quesnel



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Railway Precinct

Whitewater Feature Enhancement



Note: Location of standing wave to be determined following further consultation and subject to approval authorities

Quesnel



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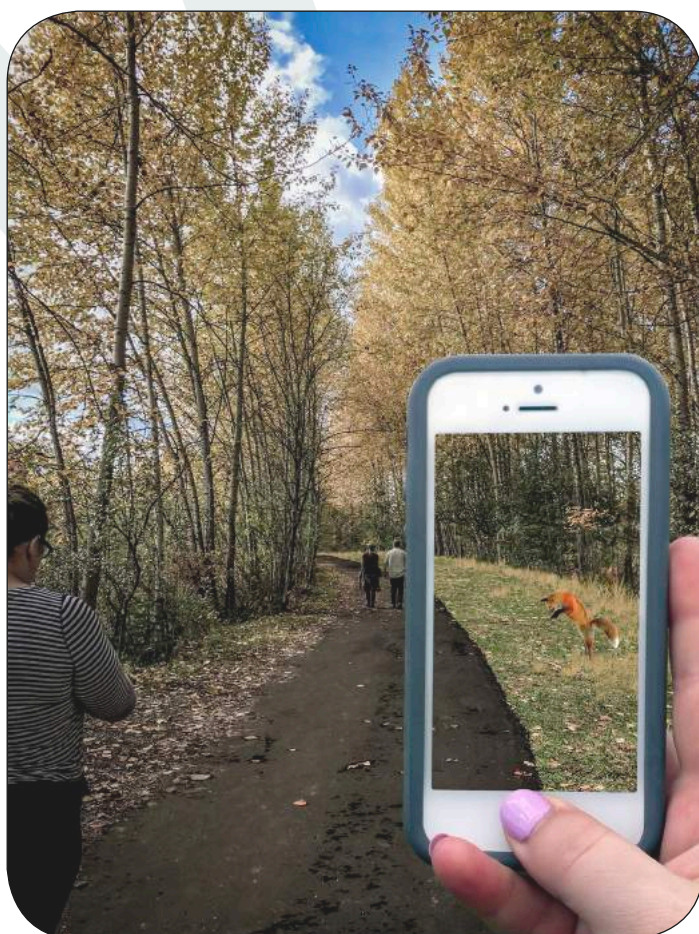
Railway Precinct

Riverbend Park



Note: Tower feature visualization is conceptual only. Final design will reflect local character and features, and is to be determined.

Quesnel



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Railway Precinct

Riverbend Seating Node



Riverbend-Photoluminescent

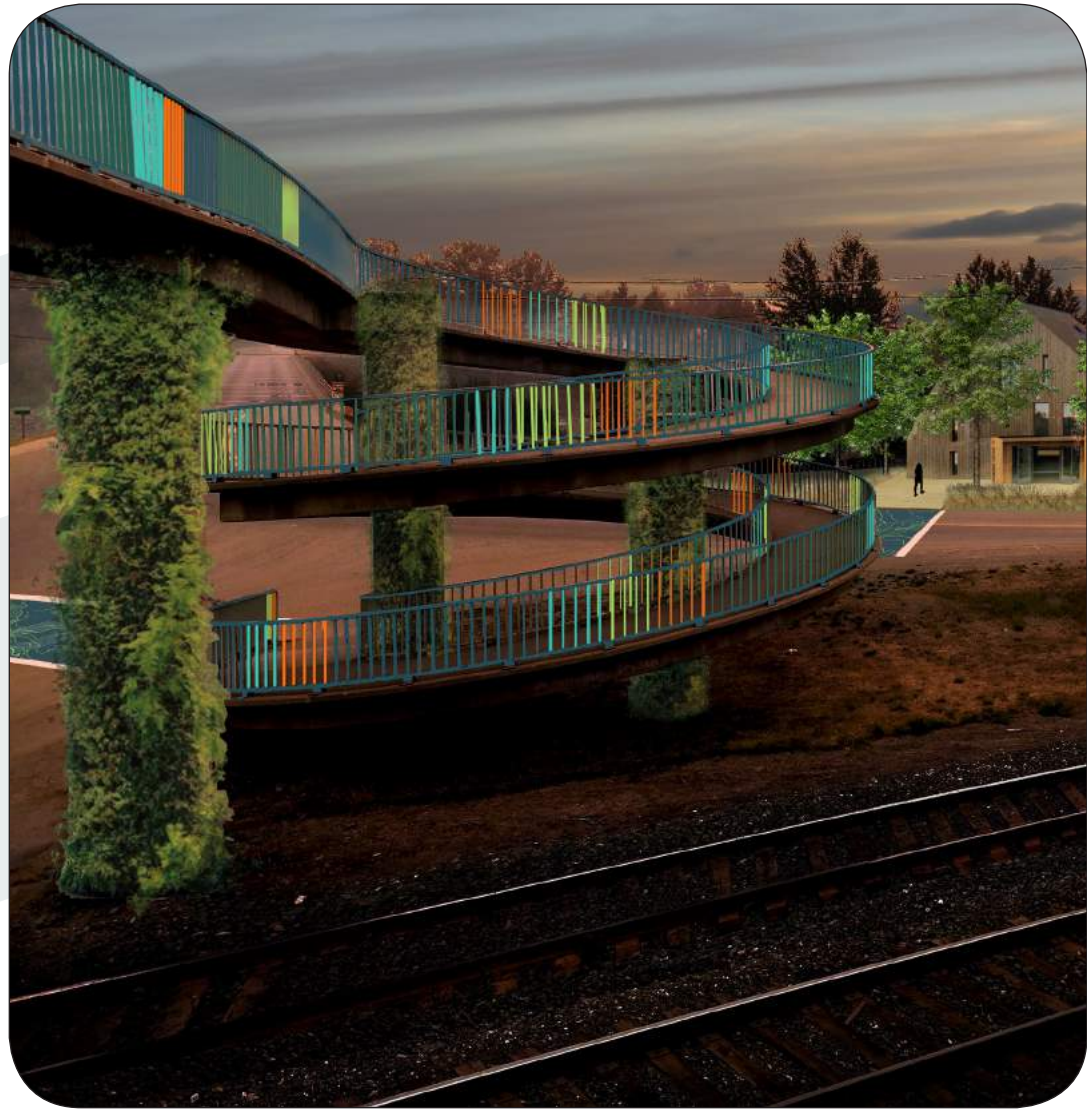


Quesnel

Railway Overpass



Path



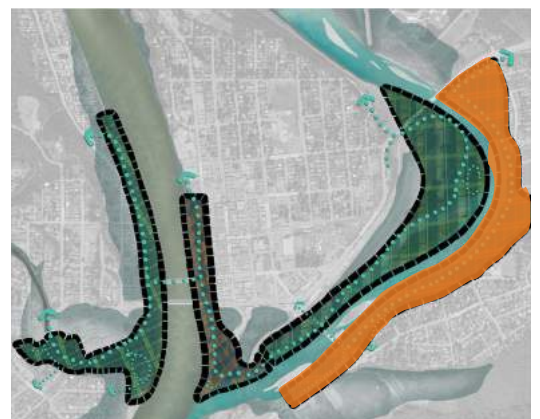
Quesnel Diver Precinct



Quesnel

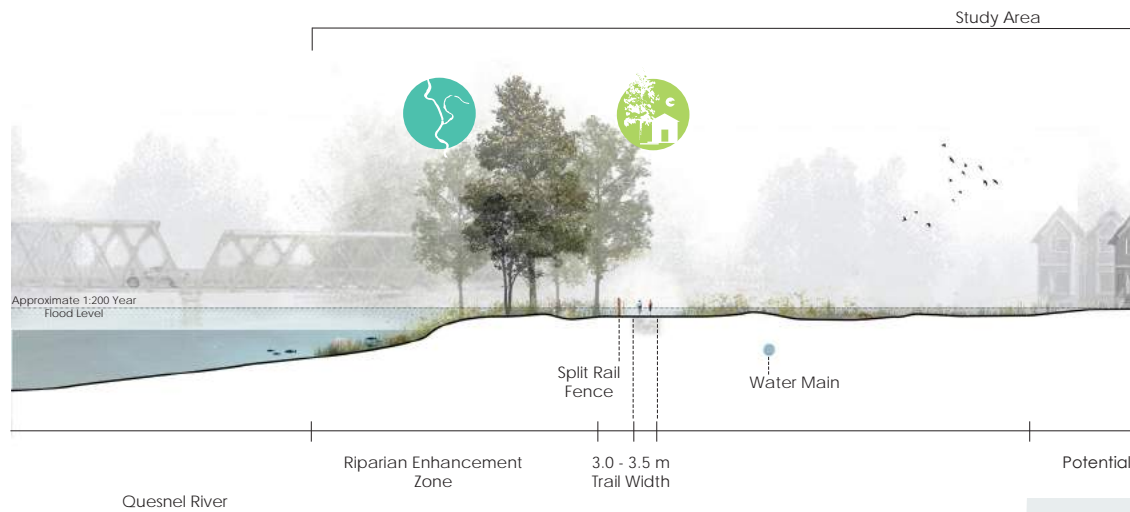
Quesnel River Waterfront

- ❶ RIVERFRONT TRAIL UPGRADES (SHORT TERM)
- ❷ RESIDENTIAL DEVELOPMENT POTENTIAL
- ❸ QUESNEL RIVER INTERPRETIVE PIER
- ❹ MONITOR AND PROTECT RIVER BANK
- ❺ REPLACE CHAINLINK WITH CEDAR FENCE
- ❻ PHOTOLUMINESCENT AGGREGATE ASPHALT
- ❼ PUBLIC ART
- ❽ FORMALIZE PATH TO JOHNSTON PARK
- ❾ STAIR CONNECTION TO JOHNSTON AVE
- ❿ ENHANCED CROSSWALK
- ⓫ POSSIBLE FUTURE DAYLIGHTED MOUTH OF DRAGON CREEK
- ⓬ VEHICULAR ACCESS
- ⓭ AR LOCATION
- ⓮ PHOTO OP LOCATION
- ⓯ PUBLIC WASHROOM

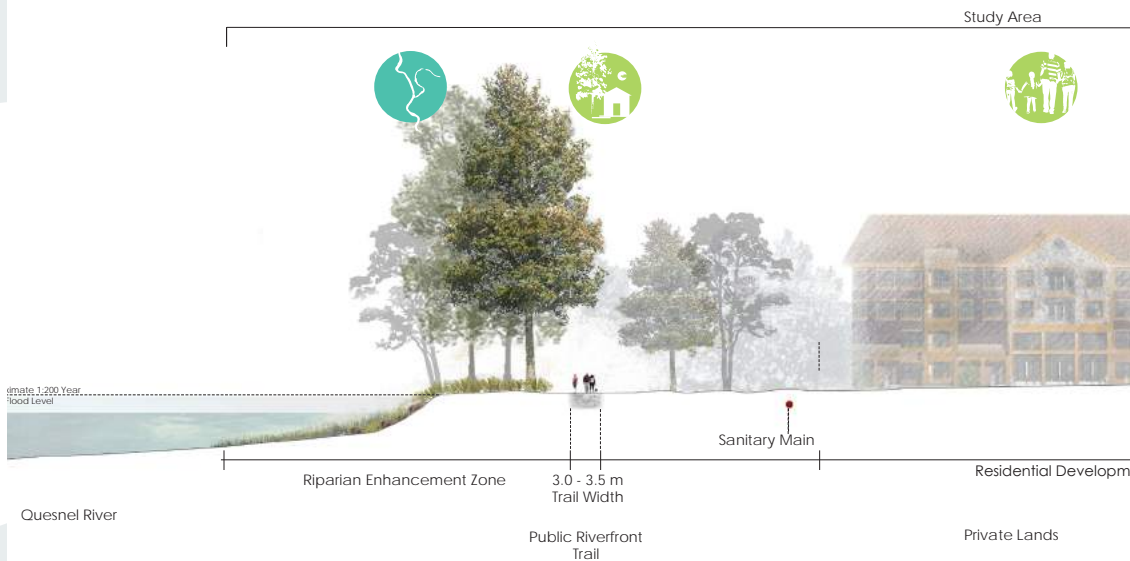


Quesnel Diver Precinct

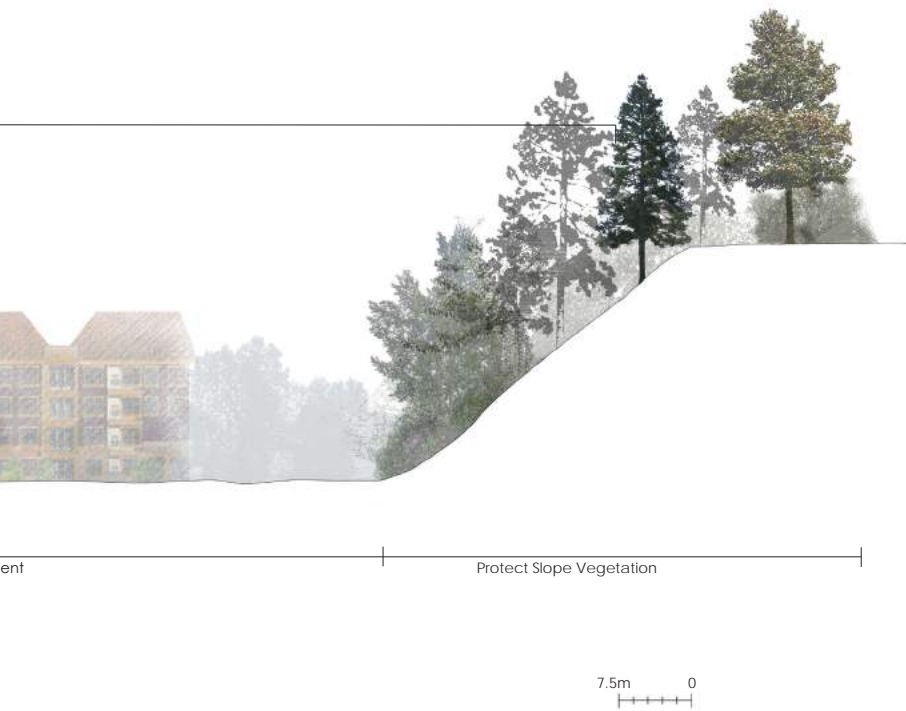
Carson Flats



Private Lands



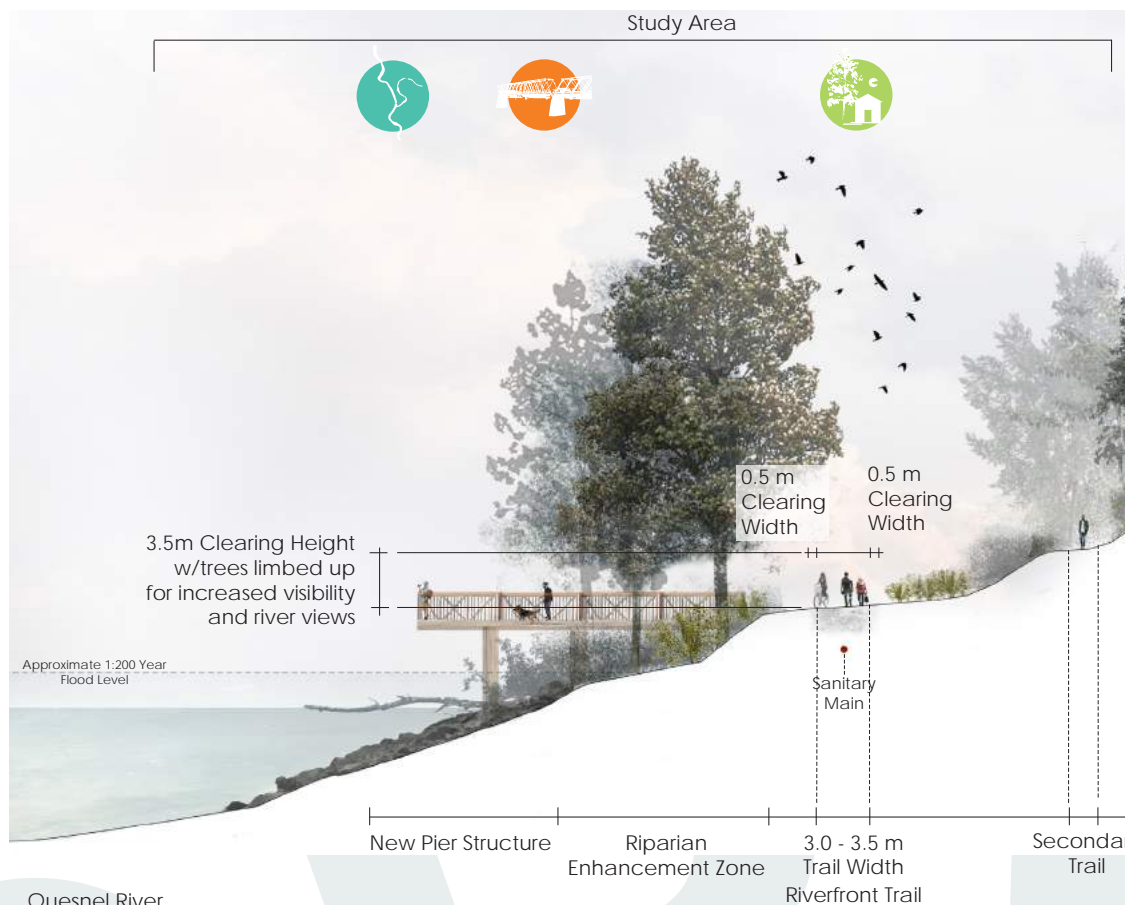
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Quesnel Diver Precinct

Johnston Park Connection



Enhanced Crosswalk - West Fra



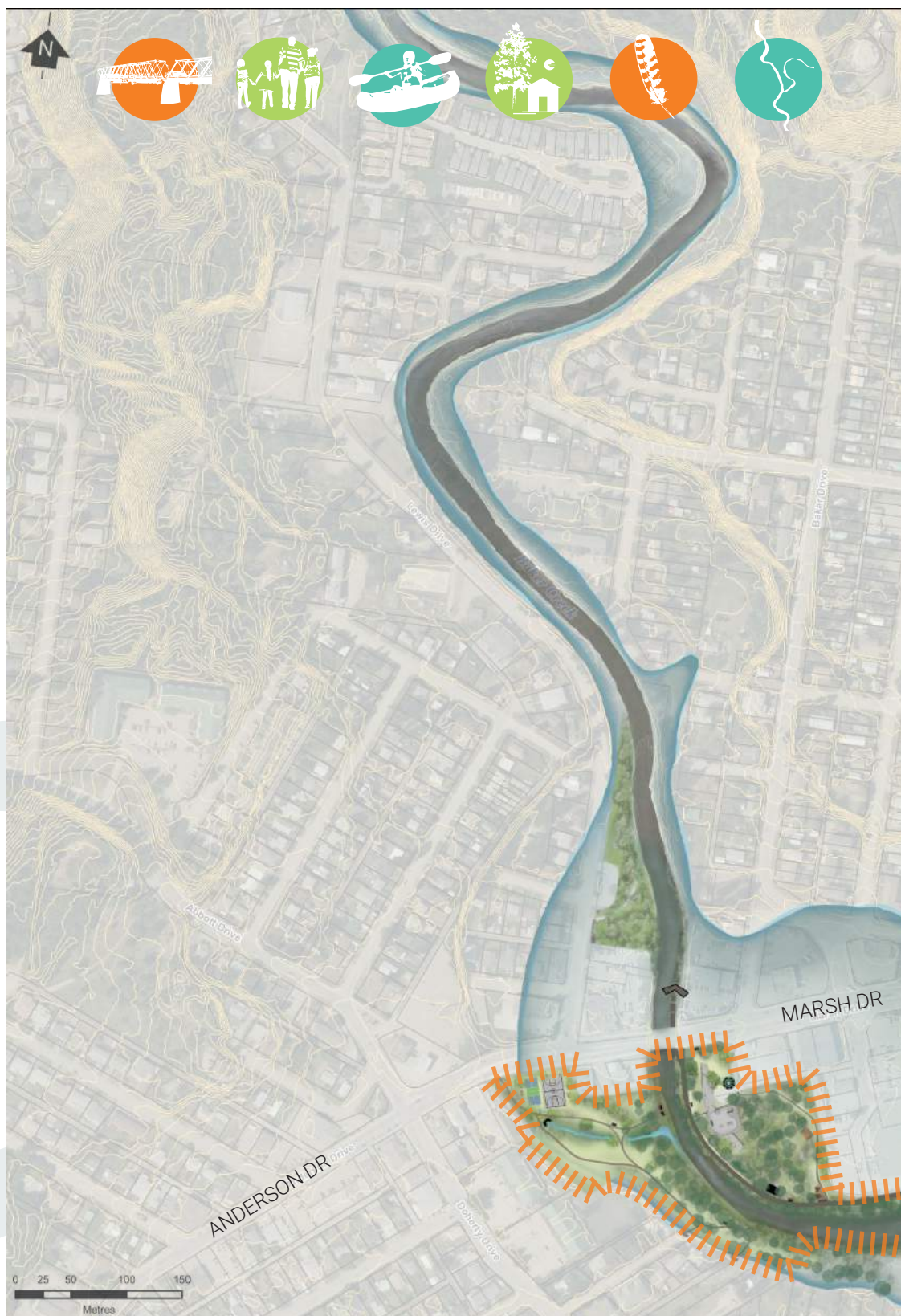
Quesnel



aser Timber Park



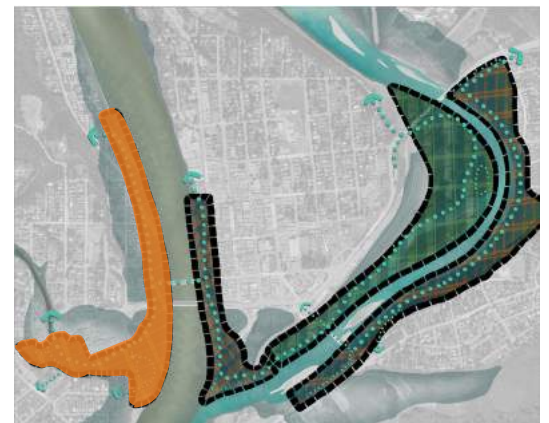
West Village Precinct



Quesnel

West Village Waterfront

- ❶ RIVERFRONT TRAIL RENEWAL/UPGRADES (MEDIUM TERM)
- ❷ NORTH FRASER PIER RENEWAL (LONG TERM)
- ❸ INTERPRETIVE KIOSK
- ❹ PUBLIC ART
- ❺ ENHANCED CROSSWALK
- ❻ FRIENDSHIP PIER
- ❼ INTERSECTION IMPROVEMENTS
- ❽ BAKER CREEK PARK IMPROVEMENTS



North Fraser Village Green

West Village Precinct

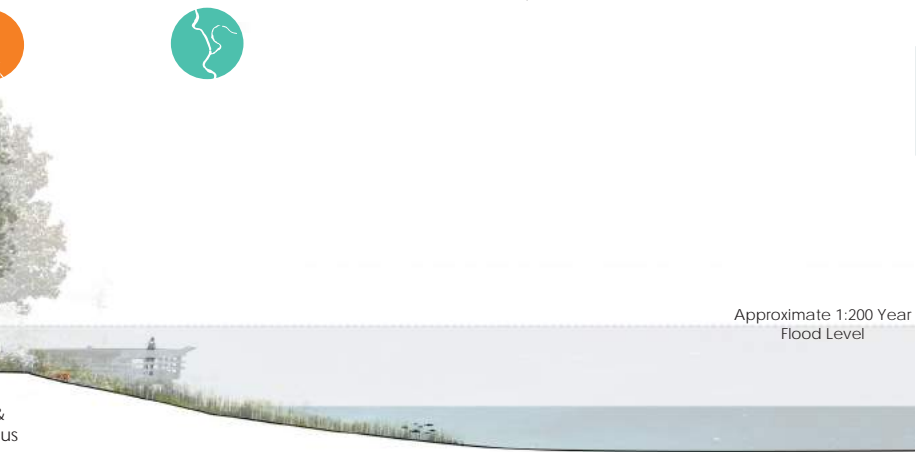


North Fraser Waterfront - Friend



Quesnel

Study Area



Riparian Enhancements

Fraser River

Friendship Pier

Study Area



Fraser Drive

Fraser River



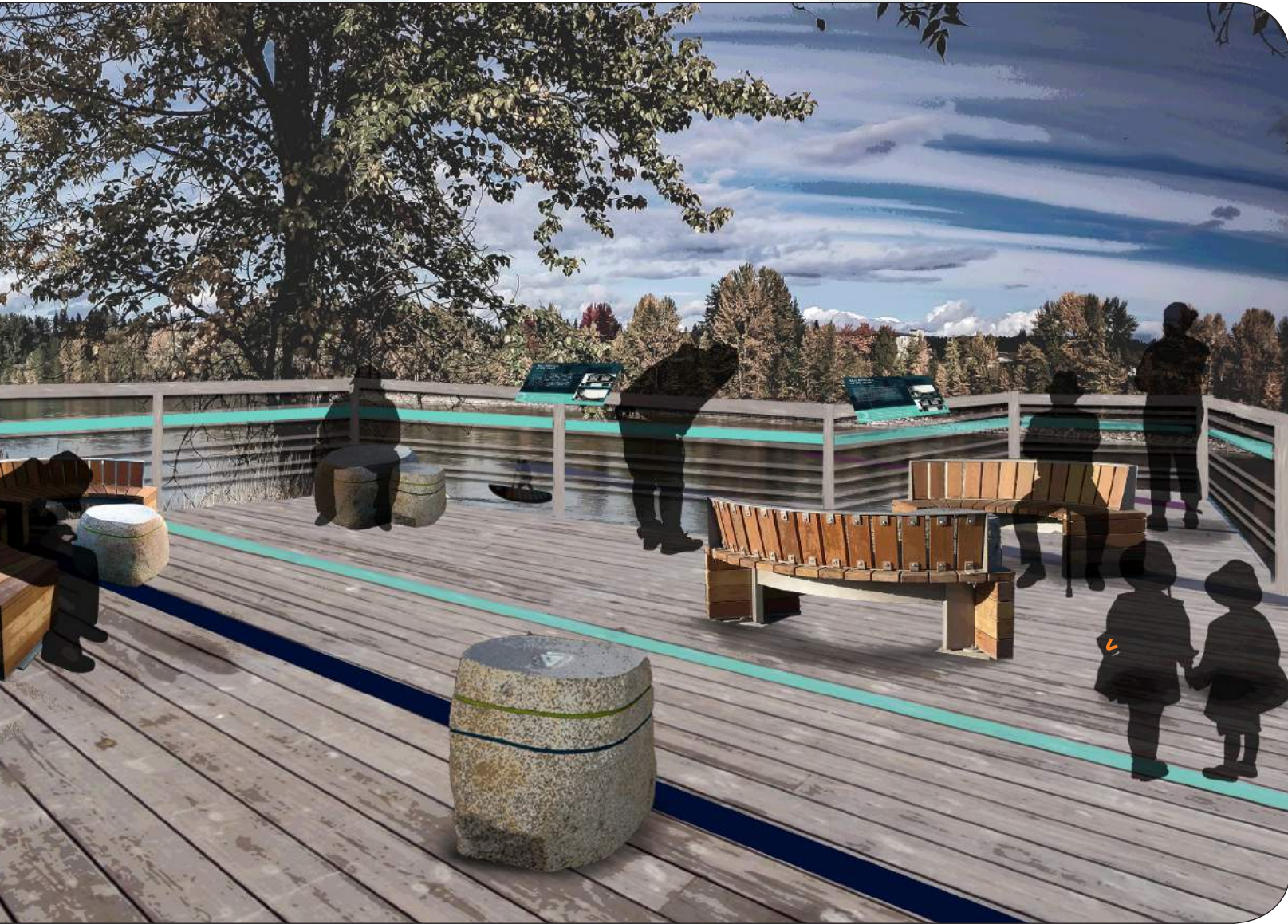
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West Village Precinct



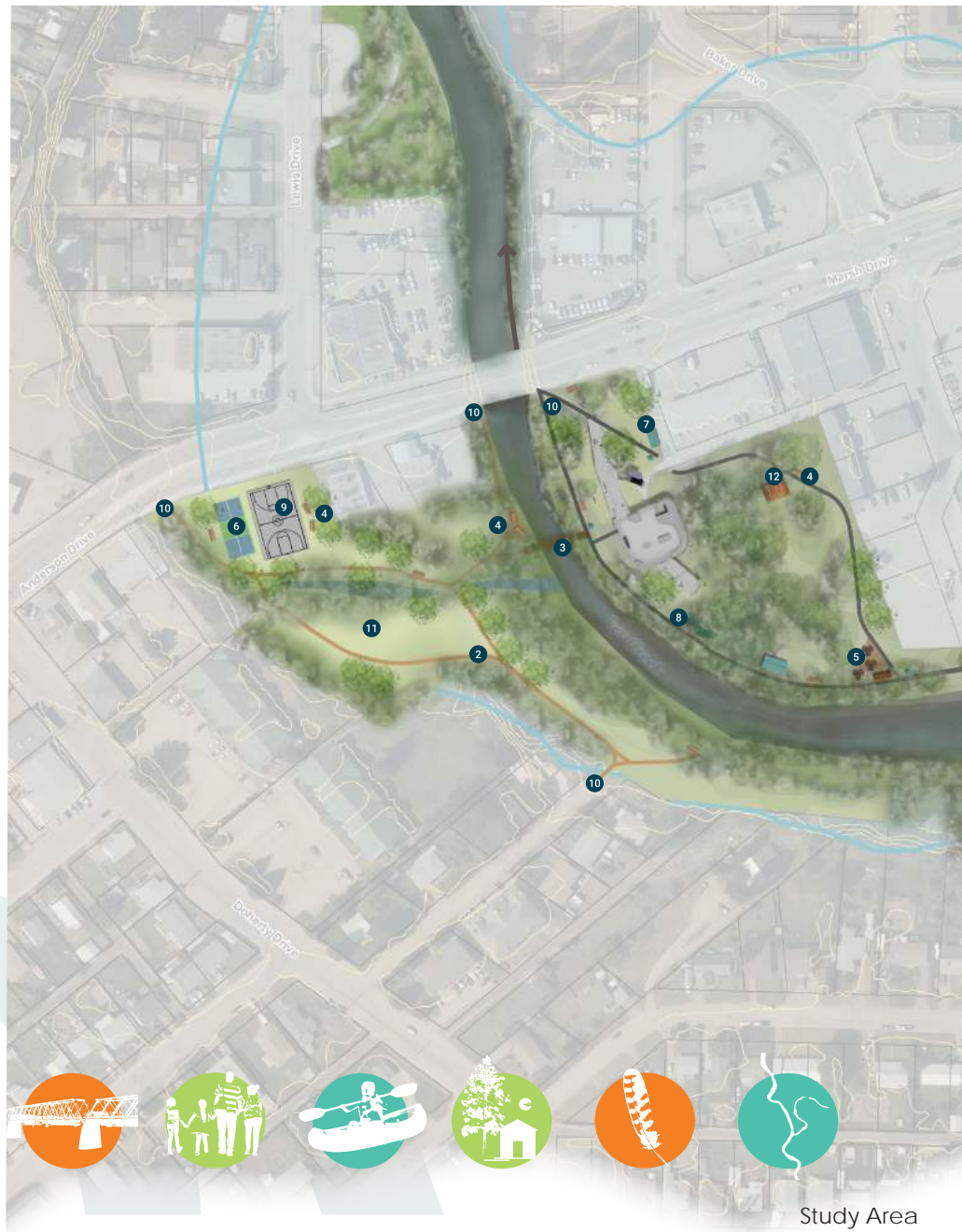
Quesnel

Friendship Pier



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Baker Creek Park Concept



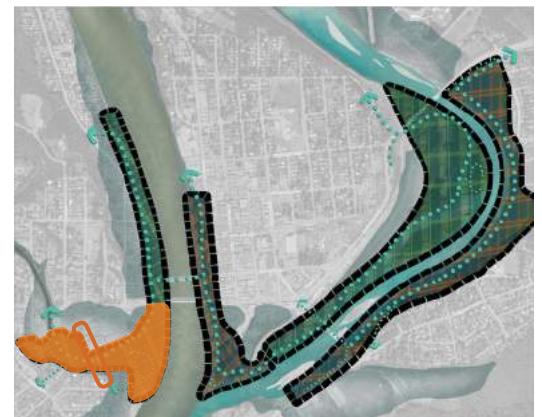
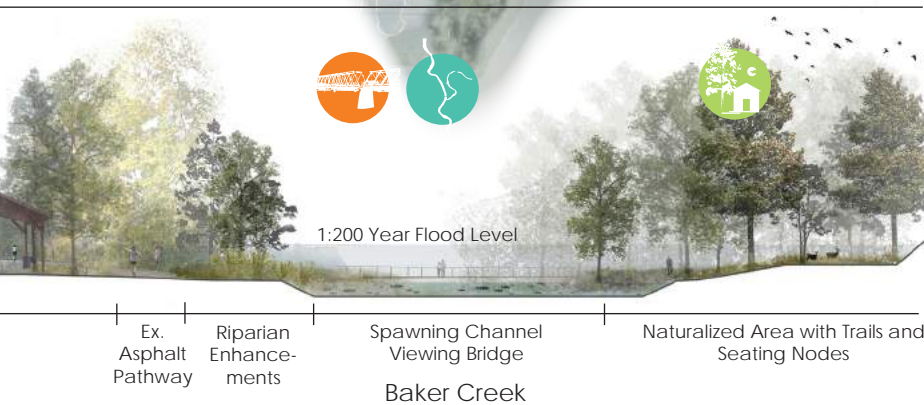
Quesnel



LEGEND

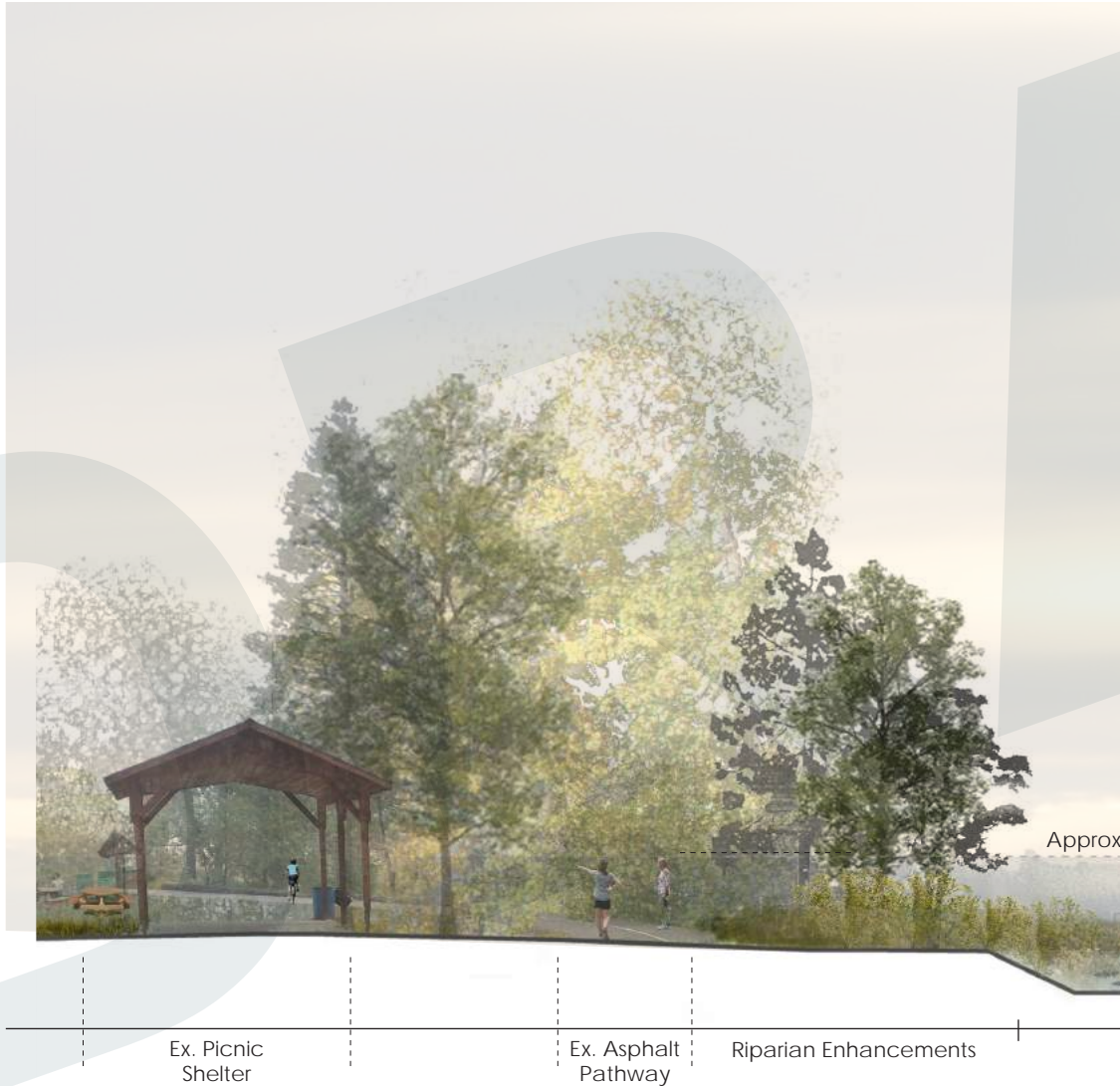
- ① NATURAL TRAIL UPGRADES
- ② PATHWAY UPGRADES
- ③ SPAWNING CHANNEL VIEWING BRIDGE AND ACTIVE TRANSPORTATION CONNECTION
- ④ SEATING NODE
- ⑤ PICNIC AREA (2)
- ⑥ PICKLEBALL COURT
- ⑦ PUBLIC WASHROOM
- ⑧ FEATURE PORCH SWING INSTALLATION
- ⑨ BASKETBALL COURT
- ⑩ WAYFINDING ENHANCEMENTS
- ⑪ POTENTIAL PUMP TRACK LOCATION
- ⑫ BANDSHELL AND ELECTRICAL SERVICE
- ⑬ SALMON FISHING INTERPRETIVE SITE
- ⑭ AR LOCATION
- ⑮ PHOTO OP LOCATION
- ⑯ FIRE CIRCLE

Note: Designated fire circle area will provide safer site for fires.



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Baker Creek Park Concept



Quesnel



Estimated 1:200 year Flood Level

Spawning Channel Viewing Bridge

Naturalized Area with Trails
and Seating Nodes

Baker Creek

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Baker Creek Park Concept



Quesnel

dshell



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systems

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A teal line art map of the United States is visible in the background, showing the outlines of the states.

Appendix C

Market Analysis Report



Quesnel Waterfront Market Analysis

Prepared for City of Quesnel

September, 2019

URBAIN
systems



1190.0175.01

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1 INTRODUCTION

Quesnel is nestled in the heart of the Cariboo Region between Prince George (120km north) and Williams Lake (120 km South). The town is well known for its historical connection to the Cariboo Goldrush which took place between 1860-1863. The town is located at the confluence of the Fraser and Quesnel Rivers. Most of the town is surrounded by water, and there is a total of six bridges that connect the downtown to the rest of the town and the surrounding areas. For Quesnel residents, interacting with the waterfront is a part of daily life. For visitors, the waterfront is a magnet for a stroll or a place to relax. The larger waterfront planning process, including this market assessment, present an opportunity to consider incorporating a number of land uses and features that can improve the Quesnel waterfront experience for residents and visitors alike.

DEMOGRAPHICS

As of 2016, Quesnel has a population of 9,879 people (**Figure 1**) and services an area of about 20,000 residents. Downward pressure on the forest industry has limited growth in recent years. As with many small towns, Quesnel has an aging population, with 48% of residents over the age of 45. The town's largest demographic is within the 5-19 year old cohort (18%), while the young adult (i.e. 20-24-year-old) cohort is the smallest. Many young people leave Quesnel after high school to pursue jobs or higher education in larger urban centres.

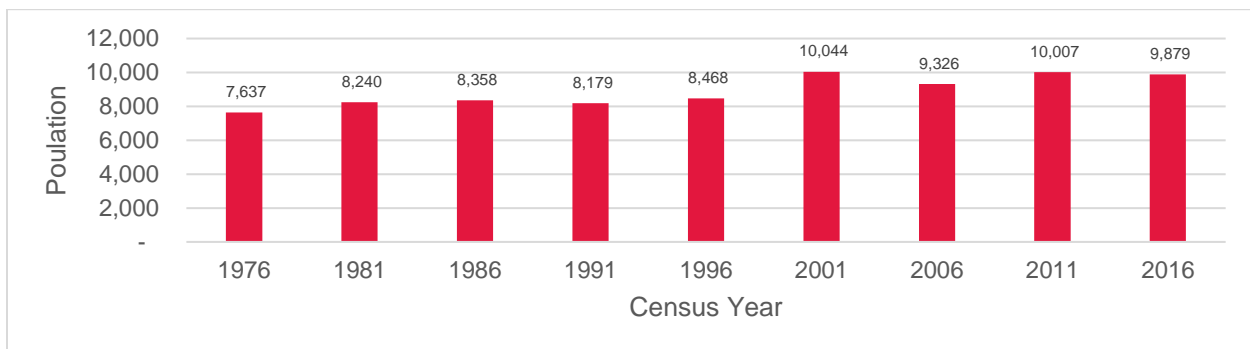


Figure 1 - Quesnel Population Trends – Source: Stats Canada

INDUSTRIAL OUTLOOK – EMPLOYMENT

Employment in Quesnel primarily revolves around forestry and other natural resource sectors. Over the last ten years, industries including construction, health care and social assistance have grown, accounting for a larger share of local jobs. Quesnel's unemployment rate improved between 2001 and 2016, decreasing from 13.8% to 10.7% (Statistics Canada).

Figure 2 displays the number of people employed by the industry sector in census years between 2011 and 2016. Over that period, the employed labour force decreased by 1,175. The goods-

producing industry sectors account for 39% of all jobs, while the service industry makes up the remaining 61%.

The service industry lost 765 jobs between 2001 and 2016. Specific sectors within the service industry that experienced the highest job losses were transportation and warehousing (225 jobs), educational services (325 jobs) and accommodation and food services (385 jobs). Over the same period, health care and social assistance sectors saw marginal increases (230 jobs).

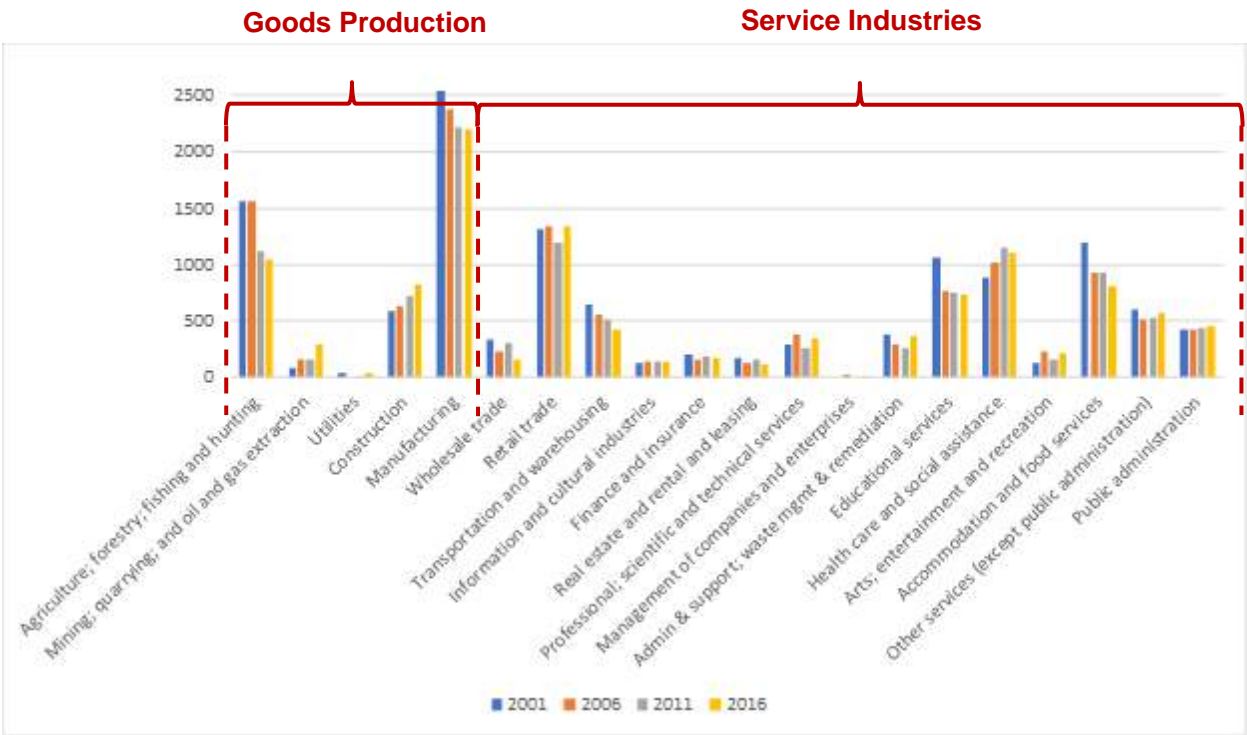


Figure 2 Quesnel Employment Trends – Source: Statistics Canada

Table 1 displays the largest employers (by workforce) in the greater Quesnel area. Forest companies account for two of the top four employers in Quesnel. West Fraser Timber and Tolko Industries employ a combined total of 1,443 people. Other major employers include Northern Health and School District No. 28.

Table 1 Quesnel Major Employers – Source: City of Quesnel Investment Ready Community Profile 2015

[https://www.quesnel.ca/sites/default/files/docs/business-services/quesnel_investment_ready_community_profile_-_november_2015.pdf]

Sector	Company	Product/Service	Employment
Forestry	West Fraser Timber Co. Ltd.	Lumber Products	1,441
Education	School District No. 28	Elementary/Secondary	586
Health	Northern Health	Health Service Coordination	400
Government	City of Quesnel	Municipal Services	181
Retail	Wal-Mart	Merchandise Variety	150
Mining	Taseko Mines Ltd.	Copper/Gold	112
Manufacturing	Clauson Logging	Logging Transport	100
Grocery	Save-On-Foods	Food/Merchandise	75
Manufacturing	C&C Wood Products	Wood Panelling	70
Grocery	Safeway	Food/Merchandise	80-90

POTENTIAL DEVELOPMENT SITE LOCATIONS

Several waterfront-oriented sites were identified at the outset of this study and, together, form the study area for this waterfront planning process and the subject market review.

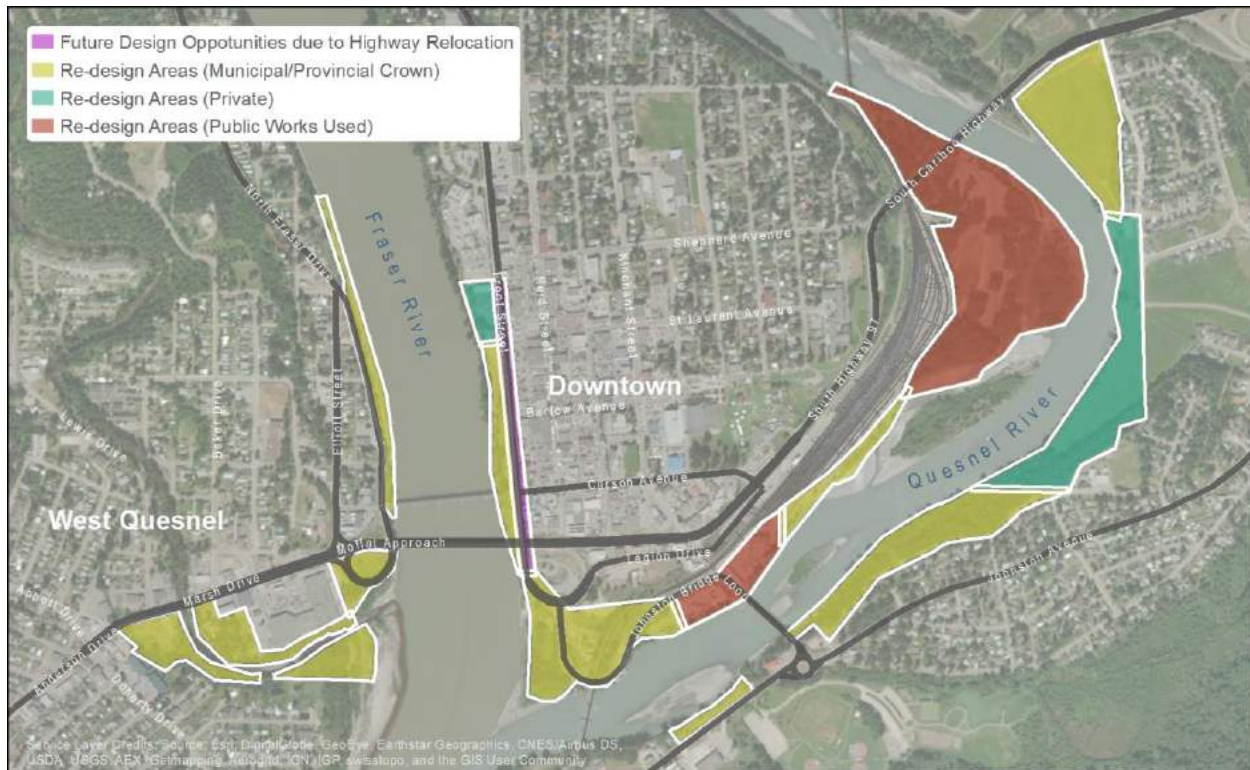


Figure 3 - Potential development site locations

The map above (**Figure 3**) outlines areas for potential redevelopment along the Quesnel Waterfront. There are 11 sites in total, with varying degrees of future potential depending on their ownership, current uses, physical and locational characteristics and market context. As described below, four categories describe the extent of potential opportunities for these sites:

Re-Design Areas (Municipal/Provincial Crown Ownership)

These sites are owned by the City of Quesnel or the Province and provide the greatest opportunity within the context of this plan, as they are under public control, are evenly distributed throughout the study area, and many of the identified parcels offer the size and capacity to accommodate a variety of potentially interesting and market-supportable uses.

Re-Design Areas (Private Ownership)

These are areas that would be re-developed privately. There is, for example, a privately-held apartment building on Front Street that may represent a longer-term redevelopment opportunity, as well as a greenfield area along the Quesnel River which is the subject of long-term plans for a new residential subdivision.

Re-Design Areas (Public Works)

These areas show where there may be an opportunity to redevelop following the relocation of the public works yard and opportunities for the potential use of lands currently owned by the BC Railway company.

Future Design Opportunities due to Highway relocation

Front Street may offer significant opportunities for future reconfiguration and redevelopment, should Highway 97 be re-routed as part of a project with the Ministry of Transportation and Infrastructure. Should this highway reconfiguration project be pursued, Highway 97 will no longer run along Front Street, which would remove certain development restrictions and provide an opportunity for more pedestrian-friendly design interventions and complementary forms of infill development supporting increased pedestrian activity.

1.1 PLANNING AND PROJECT CONTEXT

1.1.1 CITY OF QUESNEL

OFFICIAL COMMUNITY PLAN - 2007

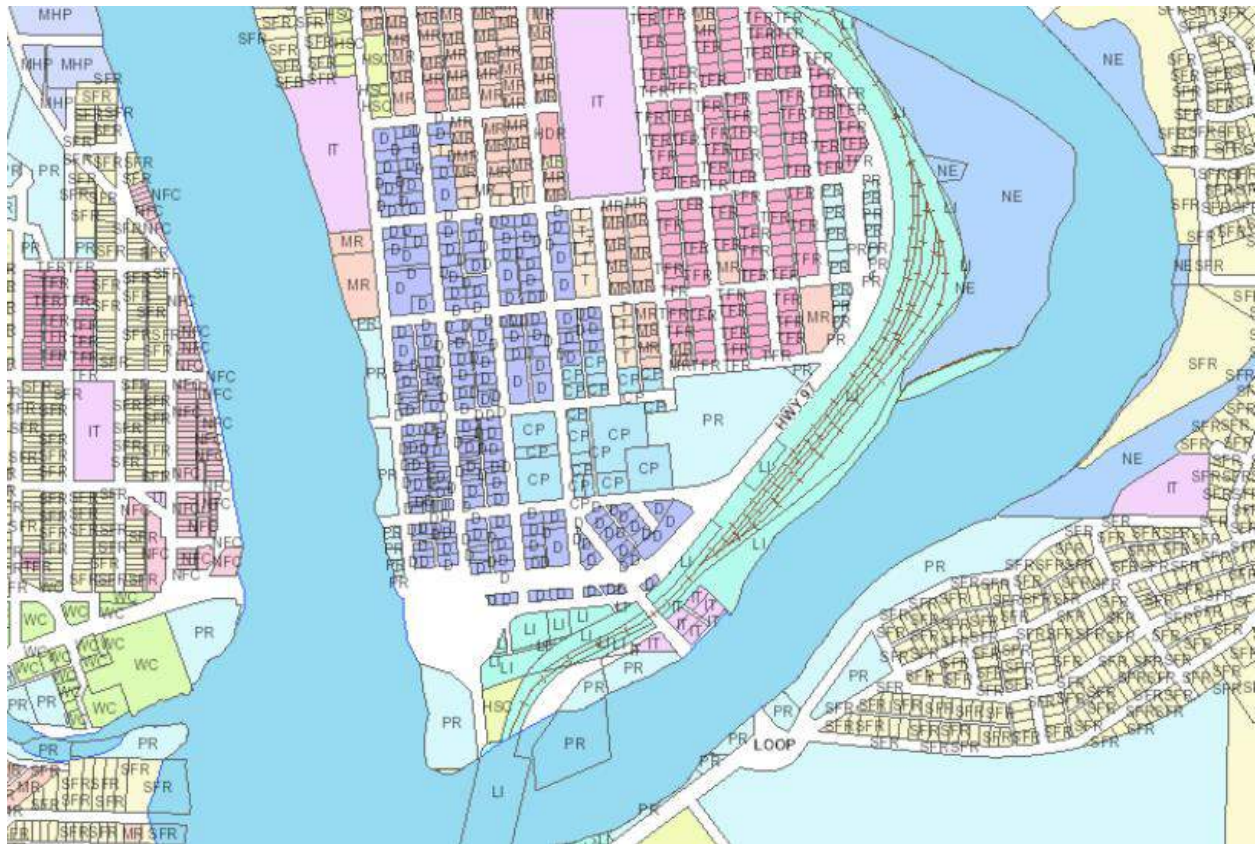


Figure 4 Quesnel Downtown OCP Designations (City of Quesnel, 2007)

The City of Quesnel is currently in the process of updating its Official Community Plan (OCP). The Quesnel 2030 plan will build on the vision and objectives outlined in the current OCP. Since completion of the 2007 OCP, the City has completed a number of important planning initiatives, including the Active Transportation Plan and the Quesnel Parks, Greenspaces and Outdoor Recreation Master Plan, that will help to shape the future for the community.

Current OCP land use designations are presented for reference in **Figure 4**.

Lands identified in the waterfront study area are designated as:

<i>Official Community Plan Designation</i>	<i>Description</i>
D – Downtown	Downtown Designated areas are intended to serve as a central core for Quesnel businesses and visitors. Downtown should provide high-quality design and streetscape that include focal point activity throughout.
PR – Parks and Recreation	Areas designated as Parks and Recreation are intended to add to Quesnel’s system of public recreation space and promote movement by walking and cycling. Parks and Recreation Spaces should be safe and promote partnerships with community organizations for programming and delivery of services.
LI – Light Industrial	Light industrial areas are intended to play an important role in providing jobs for Quesnel residents, at a scale that is compatible with surrounding uses closer to the town’s core. Light industrial activities exclude activities that create excessive noise, pollution or that pose a safety hazard to surrounding uses.
HSC – Highway and Service Commercial	These areas are intended to cater to large-format businesses and are oriented in a nodal, rather than strip commercial configuration. These areas should be screened or otherwise separated from residential, recreation and institutional uses.
IT - Institutional	Institutional areas are reserved for community services such as schools, health and government services. This designation promotes the continued and intensified goal of providing government services downtown.
NE – Natural Environmental Areas	Areas designated as Natural Environment are intended to preserve and protect the City’s natural assets and to act as an asset in enhancing air quality.
SFR – Low-Density Single Family Residential	This land use is intended for the development of single-family homes but is also available for compatible uses such as home-based businesses, neighbourhood convenience stores, places of worship and bed and breakfasts as long as they maintain a development scale similar to that of the existing neighbourhood.

DEVELOPMENT PERMIT AREAS 2007

Development permit areas establish guidelines for development form and character in designated areas. There are three development permit areas (DPAs) that fall within the Waterfront Development Plan boundaries, including the Water Corridor Development; Highway Frontage / Water Corridor; and Multiple Family / Water Corridor (**Figure 5**).

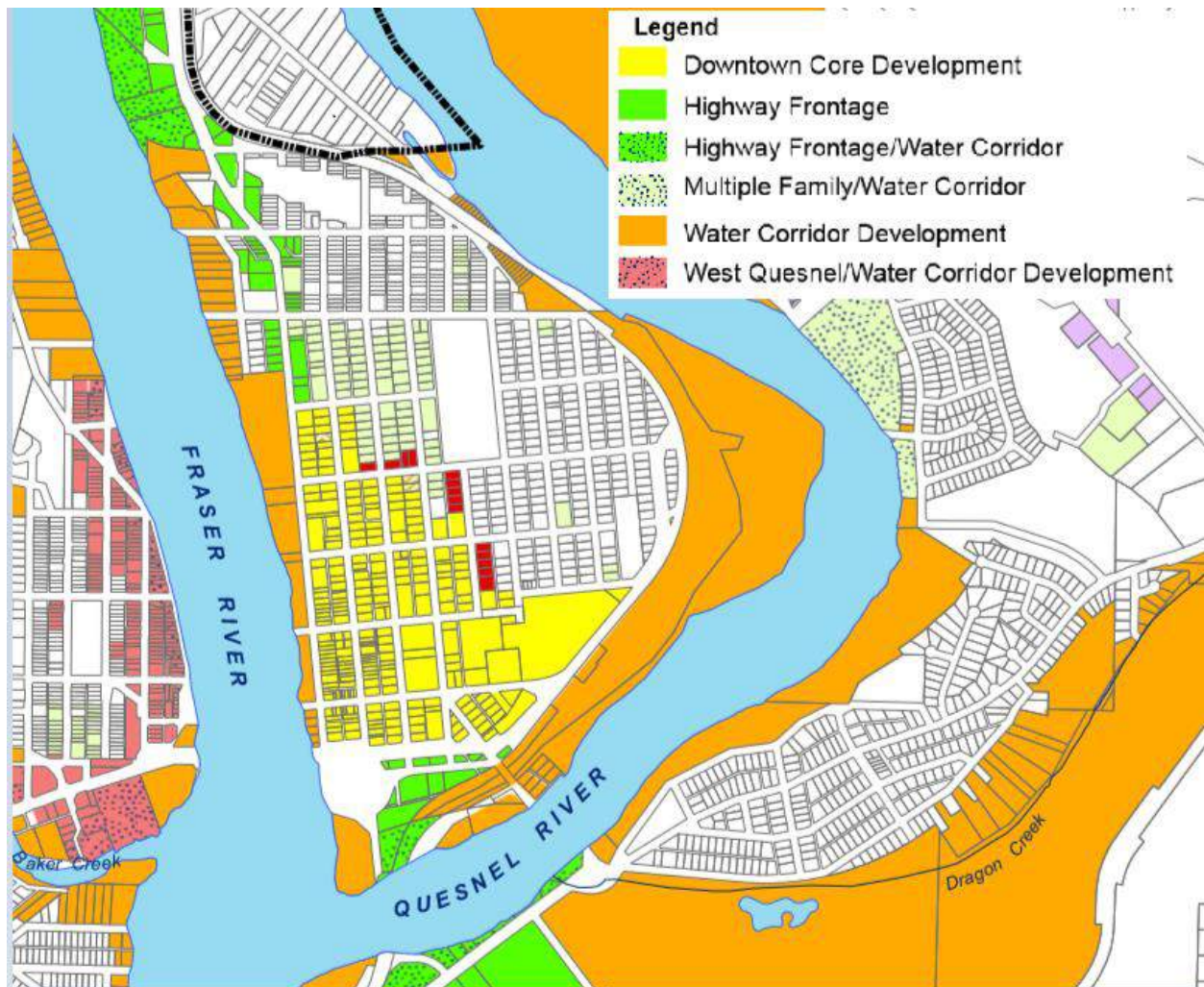


Figure 5 Quesnel development permit areas (City of Quesnel, 2007)

Waterfront Corridor DPA

The Waterfront Corridor DPA is the most critical development permit area for the waterfront plan area. The DPA covers a large portion of land on both the west and east banks of the Quesnel River, as well as the Fraser River, and works in tandem with other DPAs in the study area. The purpose of the Waterfront Corridor DPA is to minimize impacts to natural areas and to preserve significant natural features along the waterfront. Development within these areas will continue to be limited, and any future development considerations would require significant consultation with provincial and federal agencies.

The Waterfront Corridor DPA may be coupled with other DPAs to support unique waterfront environments such as the Highway Frontage and Multiple Family DPAs described below.

Highway Frontage DPA

The Highway Frontage DPA is intended to ensure that lands bordering the highway provide a positive first impression to people driving to, and through, the City of Quesnel. A small portion of the study area near the Johnston Bridge is affected by this DPA. New developments within these areas should use sloping rooflines and other architectural treatments to give the impression of smaller, more approachable buildings at a more pedestrian-friendly scale. Some portions of the study area are affected by both the highway frontage and the waterfront corridor DPAs.

Multiple Family DPA

The Multiple Family DPA is intended to ensure that new multiple family developments are attractive and compatible with their surroundings. Within the study area, the Multiple Family DPA covers a portion of land along the east bank of the Quesnel River. Development within this area should be compatible with the aesthetic and scale of the surrounding neighbourhood. Within the study area, the Multiple Family DPA is coupled with the Waterfront Corridor DPA, so additional development requirements will apply.

ZONING BYLAW NO. 1662, 2009

The Quesnel Zoning Bylaw is a framework of regulations that govern how land can be used, as prescribed by different zone definitions. Each zone is characterized by a specific set of rules governing what is allowed to be developed. Within the Downtown, there are several zones that apply to different areas that include a mix of commercial, light industrial, institutional, park and residential uses. Each of these specific zones are described below and shown in **Figure 6**:

<i>Zoning</i>	<i>Description</i>
C-1 Local Commercial -	Small-scale commercial for the downtown core.
C-4 Highway Commercial	Larger format commercial targeted to highway users.
M-1 Light Industrial	Small-scale industrial activity aimed at providing jobs including light manufacturing, artisanal goods or brewing.
P1 – Civic Assembly Public Institutional	Institutional space for health, education and government services.
P-2 Public Park and Open Space	Spaces intended for recreation and enjoyment by residents and visitors as well as the protection of the environment.
RS-1 Single Family Dwelling	Low-density residential housing with some accessory or compatible uses allowed.
RM-2 Multiple Family Residential	Medium density residential like small apartment buildings, duplexes or row houses.
CR-2 Rural Single and Duplex	Residences on larger rural lots. May have a single residence or a duplex dwelling.

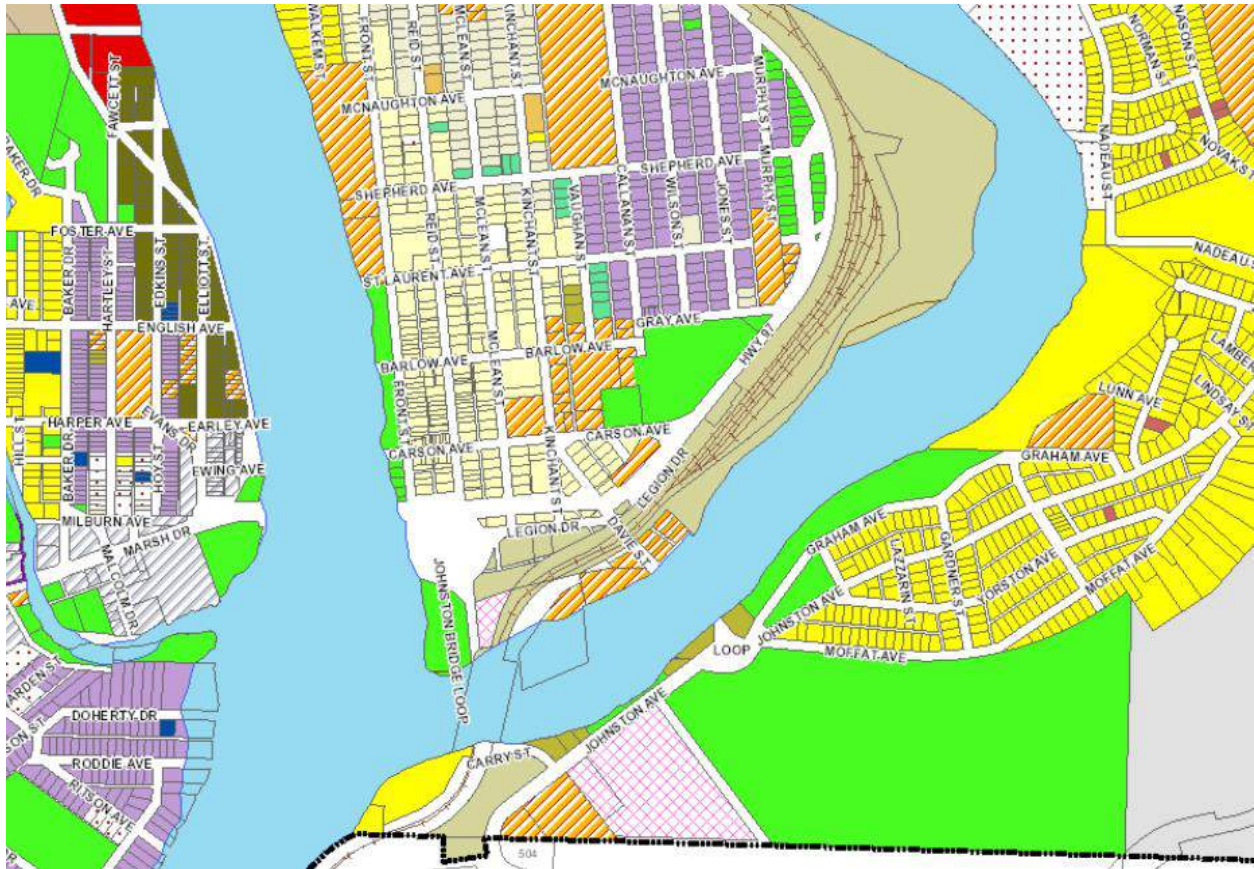


Figure 6 Quesnel Downtown Zoning Map (City of Quesnel, 2009)

QUESNEL FLOODPLAIN MANAGEMENT BYLAW, 2004

Quesnel's Floodplain Management bylaw was created in response to provincial floodplain legislation enacted in 2004. The bylaw outlines the 200-year floodplain - the area determined by the province to have a high likelihood of flooding, on average, once every 200 years. However, climate change impacts are resulting in more frequent flooding events, which is resulting in shorter-term floodplain management strategies. Quesnel's Floodplain Management bylaw also identifies mandated setbacks for properties that may be impacted by flooding. The floodplain management plan map (2007) is displayed below and identifies areas with a high likelihood of flooding in downtown Quesnel.

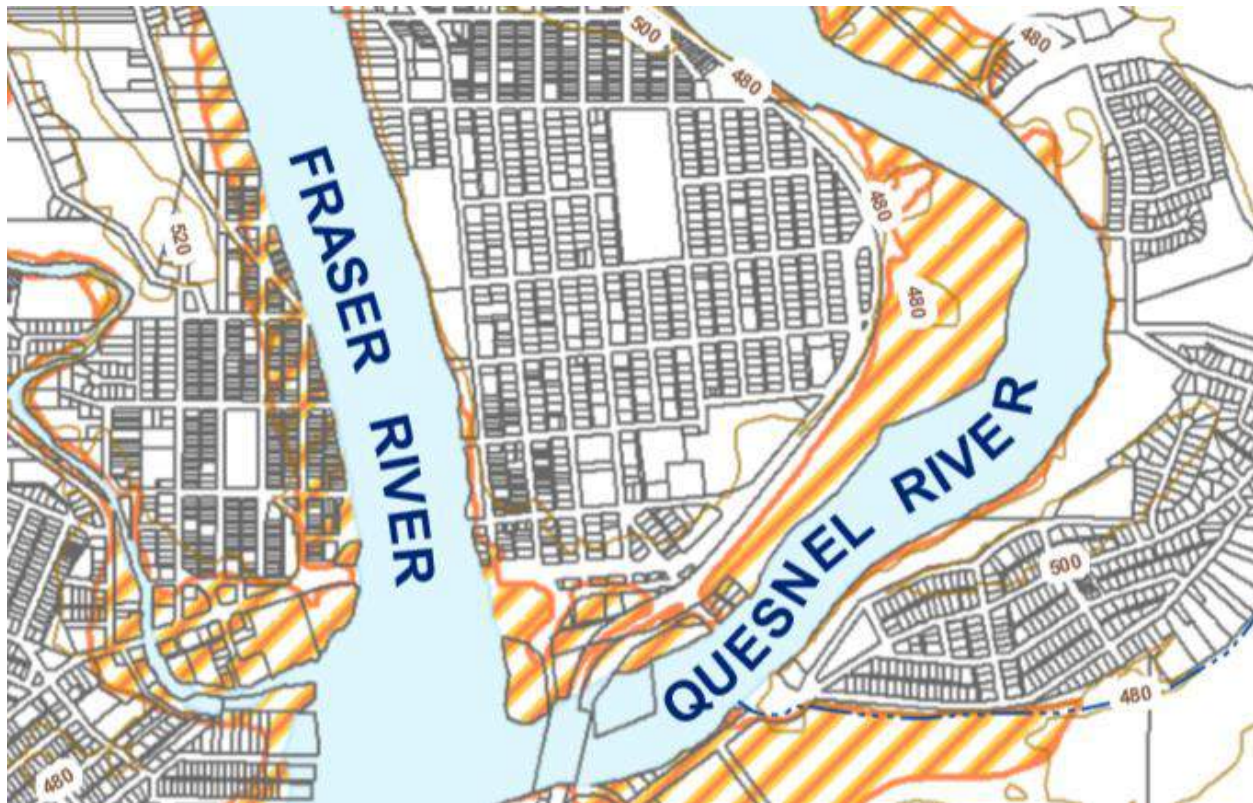


Figure 7 Floodplain delineation (City of Quesnel, 2004)

As shown in **Figure 7**, a significant portion of the study area is located within the affected floodplain. Within the floodplain, the public works yards and the search and rescue facility are the only public buildings that are affected. The remainder of the lands comprise natural, park, or other low intensity uses.

PARKS, GREEN SPACES AND OUTDOOR RECREATION MASTER PLAN (2015)

The Parks, Green Spaces and Outdoor Recreation Master Plan guides the management and protection of park, trail and green spaces and outdoor recreation amenities to 2025. The plan emphasizes the importance of the Riverfront Trail system and its role as both a recreation and active transportation corridor through Quesnel. One of the key recommendations of this plan was to consider the development of an Active Transportation Plan.

QUESNEL ACTIVE TRANSPORTATION PLAN (2016)

The Active Transportation Plan was completed in 2016 and guides the City's development of pedestrian and cycling infrastructure. The plan makes several recommendations to improve connectivity within the City to make it more comfortable and accessible for active transportation. The plan also provides a list of infrastructure projections, actions and policies for walking and cycling improvements across the city.

Quesnel has a well-established trail system - the River Walk Trail – which stretches 12 kilometres in length and provides connections throughout the City. The plan identifies the Johnston Bridge as a

priority for upgrades, which leads directly to the River Walk Trail in and out of downtown. The planned accessibility upgrades, lighting and new pathways, should provide improved access for people to enter the waterfront area.

AGE-FRIENDLY ASSESSMENT ACTION PLAN

The City of Quesnel recently initiated an Age-friendly Assessment Action Plan. The plan is part of the World Health Organization's initiative to make communities more welcoming for the elderly population. As part of the Action Plan, the City held community consultation sessions to identify areas requiring improvement in supporting the needs of an aging population. This plan outlines the importance of enhancing wayfinding systems and public spaces for seniors. Enhancing outdoor spaces and public buildings with aging citizens in mind can help to create more social inclusion, as well as supporting a safer and more efficient pedestrian network.

NORTH CARIBOO TRAILS INVENTORY AND MASTER PLAN 2017

The City recently commissioned a North Cariboo Trails Inventory Master Plan study to address an underutilized local amenity and related opportunities to further develop the local recreational tourism sector. The plan included an inventory, classification and assessment of the existing trail network as well as consultations with residents and trail stakeholders. A key recommendation of the plan was to ensure the provision of a high-quality trail system along the Quesnel Riverfront. The City and the CRD are currently working to implement some of the recommended projects in the study with funding in place for two destination mountain bike trail projects to be built in 2019.

1.1.2 ONGOING CITY INITIATIVES

The following programs are additional and ongoing City initiatives that may impact or influence the future development of Quesnel's waterfront. These programs can be leveraged to plan for new amenities and should be considered when exploring development options for specific areas.

1. Capital Reinvestment Program

The Capital Reinvestment Program ensures that infrastructure projects in Quesnel are built and maintained as needed. The program intends to ensure that future capital works are developed to be financially sustainable.

2. West Quesnel Land Stability Program

The West Quesnel area is experiencing the impacts of ongoing ground movement, including physical damage to both buildings and civic infrastructure. As such, the City is committed to developing and implementing measures to reduce movement. Started in 2006, the Province, Federal Government and Quesnel have committed significant financial contribution to the West Quesnel Land Stability Program. The program is ongoing and includes two stages - the first being implementation of monitoring stations and preventative measures and the second being

implementation of more comprehensive preventative measures. Lands within West Quesnel that fall within the study area will be affected by this program.

3. Playgrounds

In the 2016 Annual Report, Council approved the use of \$30,000 per year of Gas Tax funds for the planning and design work required to upgrade City playgrounds. The improvements will be ongoing, with the playgrounds in South Quesnel and LeBourdais Parks being the top priority. Future development of playgrounds within the study area may be eligible for this funding as well.

1.2 CURRENT MAJOR PROJECTS

The following section describes a number of major projects that are various stages of planning and development within the City of Quesnel. These projects have significant implications for a number of key waterfront areas.

1.2.1 QUESNEL HOSPITAL SITE

The G.R. Baker Memorial Hospital, at 543 Front Street on the Fraser River, is the main health care facility in Quesnel and an important facility for the North Cariboo area. The facility originally opened in 1955 and a new emergency wing was built in 1986. The most recent renovations were completed in 2014. Despite works to keep the building operational, it is approaching the end of its useful life, and options are being explored for its replacement in partnership with the province.

In spring 2019, the Province of British Columbia announced that the hospital would receive a \$27 million-dollar upgrade to its intensive care unit (ICU) and emergency departments. The project will replace the existing and outdated ICU and emergency departments with new facilities that are larger and contain the latest medical technology. The improvements increase the efficiency of care delivery and ensure that the hospital has the capacity to accommodate an expected increased of patient visits. The redevelopment of the G.R. Baker Memorial Hospital has been in the planning stages since 2014. Construction will begin in 2019 and is expected to be completed in 2021.

1.2.2

The City is building a new public works yard facility along Sword Avenue in northeast Quesnel. Quesnel's current public works operations are spread out over 11 different buildings throughout the city, including a key works yard near the Johnson Street bridge in the Waterfront Development Plan study area. A referendum was held during the 2018 municipal election to gain approval for an \$8.5 million loan to build the facility. The facility will function as a single public works yard, allowing the City to free up prime real estate along the downtown waterfront. The new yard will include critical public works functions such as utilities, carpentry, and mechanical functions, as well as stores, common areas and parks.

The relocation of the public works yard has the potential to open up a large portion of land near the waterfront, which could be repurposed for uses that can better leverage this attractive, high profile waterfront location.

1.2.3 HIGHWAY RE-DESIGN



Figure 8 Potential highway re-alignment project (Ministry of Transportation and Infrastructure, 2018)

The Ministry of Transportation and Infrastructure (MoTI) and the City of Quesnel are planning for a potential realignment of Highway 97 to relocate the highway corridor out of the City's downtown (**Figure 8**). The current plan is to divert the AR-1 North-South Interconnector out of Quesnel's downtown commercial district along Front Street to a roadway in the northwest section of downtown.

Once completed, the responsibility of maintaining the old highway alignment through downtown will shift to the City. Moving the highway off of Front Street will create a more welcoming downtown commercial district by removing heavy traffic such as logging and large delivery trucks, which create significant noise and safety concerns. The plan includes the replacement of the Quesnel River Bridge and railway bridge further up the river.

While the highway re-routing offers the potential to reimagine Front Street as a more pedestrian-friendly corridor, efforts will need to be made to ensure that future highway motorists are made aware of what the new Front Street has to offer, that directions are intuitive, and that future commercial development along the Front Street corridor supports and complements the primary commercial offerings located along pedestrian-friendly Reid Street.

1.2.4 HOUSING PROJECTS

Several housing projects are planned or under construction in the City of Quesnel at present. Many of the projects are being built in partnership with BC Housing and are focused on providing affordable, secure housing for people who are struggling with homelessness, lower income earners, and senior citizens. New housing projects near the waterfront will increase the number of residents living downtown and create more demand for goods and services near the waterfront.

Elliott Street Supportive Housing

The Elliott Street project is located on the 300 block of Elliott Street in West Quesnel. The project is being financed by BC Housing who will eventually own the project, with the Quesnel Shelter and Supports Society eventually managing the building. The project is currently at the OCP and zoning bylaw amendment stage before construction. Once the project is approved, it will consist of 30 self-contained units, with supportive housing and four units of support recovery. The project will also provide programming and amenity space for residents.

452 McLean Street

The 452 McLean Street project is in the final phase of construction, with move-in dates estimated to occur in January 2019. This project is funded by BC Housing and will be operated by Dakelh and Quesnel Community Housing Society. The completed project will have a total of 38-units in a 4-storey apartment building and contain a mix of studio, one-bedroom and two-bedroom units aimed at affordable and accessible housing markets. Dakelh Housing Society will manage the building as well as Lions' Silver Manor. Dakelh is an Aboriginal Housing Management Association. Tenants must qualify for affordable housing options. Residents will also be provided with supportive services such as one-on-one visits, tax planning, at-home visits and food programs.

Silver Manor

Silver Manor is a residency for independent seniors that is planned to open by the end of 2018 on the corner of McNaughton Avenue and Reid Street. There will be 30 one-bedroom units for independent seniors aimed at people requiring affordable housing with rents from 10 to 15 percent below market rents. BC Housing is the primary funder, and the project will be managed by Dakelh Housing Society on behalf of the Quesnel Lions Housing Society.

2 MARKET ANALYSIS

This section reviews current relevant trends in tourism, accommodation for RV Parks and Hotels, as well as retail and residential opportunities. This review is intended to provide insights into the bigger picture trends of how visitors are using the Cariboo Region and the City of Quesnel and how these patterns might translate into opportunities for the Quesnel waterfront. This market analysis includes the following sections:

- Tourism Trends and Opportunities
- RV Park Opportunity
- Hotel Opportunity
- Retail Food and Beverage Opportunity
- Residential Opportunity

2.1 TOURISM TRENDS AND OPPORTUNITIES

2.1.1 CURRENT STATUS AND VISITOR TRENDS

Like many towns in British Columbia, Quesnel is in a state of transition where industrial economies are less stable, and the importance of tourism is growing. Quesnel is located on Highway 97, which is the main north/south highway through BC. The tourism landscape of Quesnel is greatly linked to history and the natural environment, which is reflected in visitor materials designed with images of people exploring the area's rich past and vast wilderness. Major attractions to the area include the Barkerville Historic Town and Bowron Lakes Canoe Circuit.

Long distance circle touring driving routes are another important part of the tourism landscape in Quesnel. Quesnel is a destination along the way for famous touring routes that include the Alaska Highway Route and rail trips via the Rocky Mountaineer.

In recent years the increasing intensity of wildfires has had a major impact on visitor numbers to the City as well as tourism revenue in the region. The 2018 wildfire season resulted in evacuation alerts and thick smoke affecting Quesnel for weeks. Visitor numbers to the area dropped dramatically because of the fires. Safety and smoke considerations, as well as area closures from active fires, kept many potential visitors away. The 2017 fire season also had a big impact on Quesnel, and many businesses struggled because the highway into town was closed. Moving forward, Quesnel will need to boost their tourism marketing to remind visitors that Quesnel is still open for business and offers a wide range of recreation opportunities.

Wildfires are especially hard on Quesnel because summer is the City's busiest tourism season. **Figure 9** below shows monthly visitor volumes for 2017 in red while previous years' data is shown in grey. The figure shows that summer volumes have been declining, but that the 2017 volumes saw a larger

drop than years previous; this shows the magnitude of impact that the fire season has had on visitor volumes.

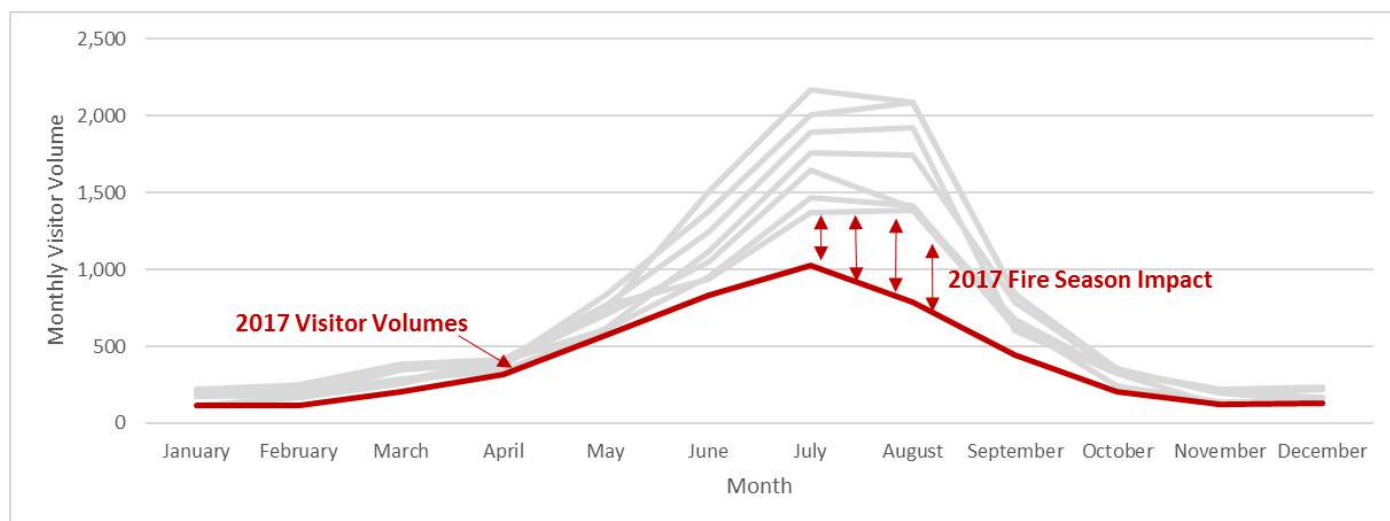


Figure 9 - Impact of recent fire seasons on visitor counts at the Quesnel visitor centre.

While intense fire seasons can help to explain recent declines, annual tourist numbers for the Quesnel Visitor Centre have been falling steadily since 2010 (**Figure 10**). Regional visitor statistics show the opposite trends (**Table 2**). The Chilton-Cariboo Visitor Region saw an overall increase in visitors of 9% between 2012 and 2016. During this period, there were large increases in the number of visitors from other parts of Canada and the United States. Visitor numbers over the same period from countries outside Canada and the US decreased by 21%.

The gap between local and regional visitor volumes (as tracked by Destination BC) indicates regional tourism growth potential that Quesnel has not been able to fully capitalize on, in large part due to wildfires, but also due to a lack of local tourist-oriented facilities (e.g. RV Park, First Nation cultural centres). Visitors travelling through the Highway 97 corridor would be more likely to stop in Quesnel again if the right mix of activities and opportunities were available. The advent of smartphones also makes it easier for people passing through to look up possible restaurants and activities on their own, meaning that it is possible that local counts do not fully account for all area visitors.

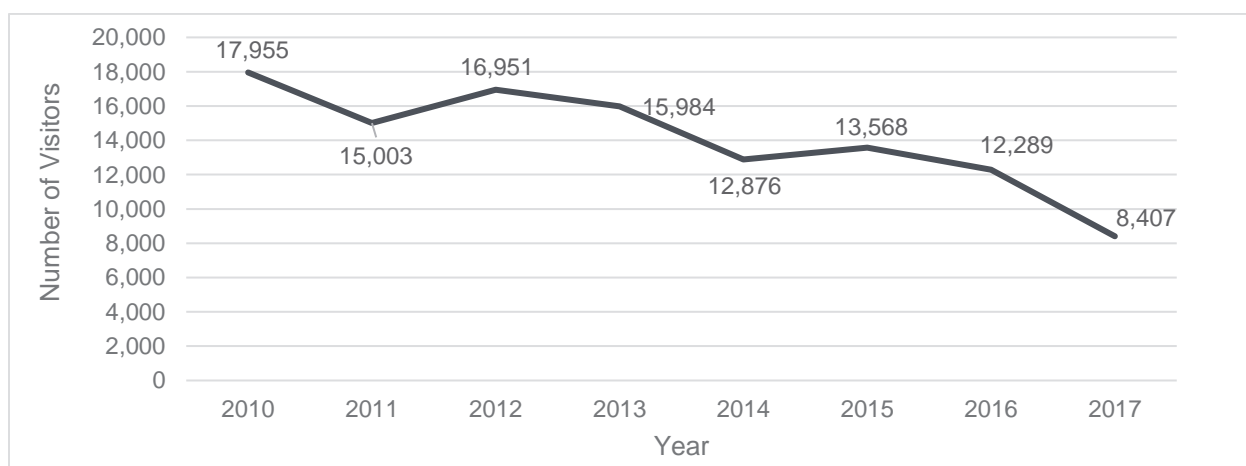


Figure 10 - Local visitor centre counts, Quesnel BC (DBC 2018)

Table 2 - Visitation trends for the Cariboo Chilcotin (Destination BC, 2017)

Visitors to Chilcotin-Cariboo	Visitor Numbers by Origin				
	All travellers	BC	Other Canada	US	Other Intl
2011-2012	484,000	370,000	34,000	42,000	38,000
2015-2016	528,000	384,000	62,000	53,000	30,000
Percent Change	9%	4%	82%	26%	-21%

2.1.2 ACTIVITY TRENDSACTIVITY TRENDS

People come to the Cariboo and Quesnel to participate in a wide range of activities. As mentioned, the top tourism draws for the immediate area are historical and outdoor tourism. Quesnel trades heavily on its role in the Cariboo Gold Rush and its proximity to the Barkerville Historic Town. The area is also very popular for people who want to explore the region's open wilderness, rivers and lakes. The top cited activities of interest in the Cariboo region in 2016 were:

1. Boating
2. Fishing
3. Wildlife viewing and bird watching
4. National and provincial parks
5. Camping and RV-ing
6. Hiking and backpacking
7. Historical (Local/First Nations) Sites

Common Requests from Visitors include:

- Places to stay/eat near downtown and the riverfront
- Kid friendly activities
- Hiking and walking paths
- Dog walking areas
- Historical (local/First Nations) tourism

Besides broader regional attractions, the visitor centre hears more specific and immediate requests from people stopping through. These requests are often for practical amenities like restaurants, a place to walk their dogs and stretch their legs (**Figure 11**). People driving through or stopping for the day or the afternoon are looking for things of interest for a couple of hours. The visitor centre is located at on Legion Drive (Cariboo Highway) in Lebourdais Park and is one of the first things that people see as they drive into downtown Quesnel on their way north. This area serves as a gateway not only to people driving into town but also to people arriving on the Rocky Mountaineer, which has its station on the south side of the street opposite the visitor centre.

Figure 11 - Common requests for things to do in downtown Quesnel.

ONLINE PRESENCE

The increasing prevalence of smartphones is changing the way travellers access information on their journeys. People can look up restaurant, activity and accommodation information from anywhere (provided there is cellular service) and make plans as they arrive in a town. Online platforms such as Trip Advisor or Yelp offer descriptions and reviews of all manner of attractions. These websites require business owners or local tourism agencies to add information to them to complete the picture of what their towns have to offer. Ensuring that these entries and profiles are up to date is crucial for attracting visitors because it makes it easy for people to discover activities and restaurants.

GOLD RUSH TOURISM AND BARKERVILLE HISTORIC TOWN

Although the majority of the Cariboo gold rush took place in the 1860s, it had a lasting impact on the culture of the region. This lasting imprint is evident in the styling of several businesses, and the names of streets and parks in Quesnel. The Barkerville Historic Town is another big draw to the area that allows visitors to immerse themselves in a preserved gold rush town. Barkerville is 85 kilometres to the east, but visitors inevitably pass through Quesnel before or after their visit.

ROCKY MOUNTAINEER

The Rocky Mountaineer is a luxury train trip vacation that offers several routes through BC and Alberta. The train stops in Quesnel during its Vancouver- Rocky Mountain trips. The station for the Rocky Mountaineer is located across the road from the Visitor Center. Visitors to Quesnel disembark from the train and spend the night in the city.

MOUNTAIN BIKING

Mountain Biking is a sport that is growing in popularity. New equipment, formally recognized and higher quality trails, as well as new navigation apps like TrailForks and Strava, have made the activity more appealing and accessible to new riders. Williams Lake and Prince George have become models for how mountain biking can begin to change the tourism outlook for towns in interior BC. Williams Lake is regularly held up as a model for the huge positive impact that the sport has had on tourism and the area's reputation as a riding destination. Destination BC is also a big promoter of mountain bike destinations as is the Cariboo Mountain Bike Consortium, which is an organization that promotes and advocates for mountain biking in the Cariboo.

Quesnel has some mountain bike activity and an active club that builds trails and promotes the local mountain bike scene. The landscape in and around Quesnel has the same open forests, and good riding surface and topography as Williams Lake or Prince George so there is an excellent opportunity to do more to evolve Quesnel as a mountain bike destination.

RV PARKS

The majority of people visiting the Cariboo area identify camping and Rv-ing as their preferred accommodation format. The Quesnel visitor centre has also reported that many RVers that pass through are looking for an opportunity to park somewhere near downtown, so they can enjoy what Quesnel has to offer. ,.

RIVER SURFING

River surfing is a growing sport and a unique way to create new activity along a riverfront. River surfers surf standing waves in rivers that are either naturally occurring or artificially created. Artificial river waves are created by introducing a drop in the river bed. Waves can be designed and shaped by the size and extent of the change in the river bed that is introduced and provide a constant and predictable feature. The Alberta Pipeline Project is an initiative that is exploring the possibility of creating an adjustable artificial river wave. Quesnel is at the confluence of the Fraser and Quesnel Rivers and might offer a unique opportunity as a new recreation and tourism amenity.

DISC GOLF

Disc golf is another sport that is growing in popularity. Disc golf, like traditional golf, is played over the course of 18 “holes” where participants throw weighted discs at special targets. Disc golf courses require little infrastructure and can be installed almost anywhere. Disc golf courses are often installed in existing city parks, and players can access them free of charge. Disc golf courses are easy and interesting amenities that appeal to residents and visitors alike.

INDIGENOUS TOURISM

The City of Quesnel is located within the traditional territory of the Lhtako Dene, Nazko, Lhoosk’uz and ?Esdilagh First Nations. Tourists are becoming more and more familiar and interested in First Nations culture in British Columbia and are beginning to ask for more opportunities to engage with local cultures. Businesses that offer cultural tours, artisan goods or foods have been very successful in other communities, and these offer an important opportunity to begin to tell a complete history of an area. The dominant cultural narrative in Quesnel is about the gold rush and the early days of western settlement in the region. By adding more opportunities to learn about First Nations culture, it may be possible to start to influence the historical narrative in Quesnel, making it more balanced and complete.

Cariboo Mountain Bike Consortium



The Cariboo Mountain Bike Consortium is a marketing group whose aim is to increase mountain bike activity in the Cariboo. Increasingly, the consortium is also promoting a broader assortment of activities with its #RidetheCariboo hashtag. Their website offers information on summer and winter activities beyond mountain biking. The Consortium offers marketing packages to businesses and potential partner organizations that include profiles on the consortium’s website or promotion at organized events.

Generating local interest for First Nations cultural tourism is reliant on having something for people to visit that is actively marketed and shared. The visitor centre does receive requests for this type of attraction or activity. However, there is little in the current market to fill this market interest. There are few opportunities to learn about First Nation Culture in Quesnel presently. However, Lhtako Dene and the City of Quesnel are actively exploring the possibility of developing a new cultural centre at Ceal Tingley Park just south of downtown. The new cultural centre is envisioned to house cultural artifacts but will also include performance and exhibit space.

2.1.3 OPPORTUNITY SUMMARY

There are excellent opportunities available to increase the tourism appeal of Quesnel. There is already a rich history associated with the Cariboo Gold Rush and First Nations peoples, and the city is a part of some major touring routes like the Alaska Highway and the Ice Field Parkway. Many of these travellers are looking for places that are easy to stop at, so they can get out and explore as they move along their journey. Having places for RV drivers to stop and explore downtown is critical.

Other travellers are looking for opportunities to experience the outdoors and be active. Places like Williams Lake and Prince George have jumpstarted the increasing popularity of mountain biking in the region, and activities like river surfing and disc golf can provide opportunities for people to explore growing sports.

Indigenous tourism is also growing in popularity. As part of the growing need for reconciliation with First Nations in Canada, more people are seeking to learn more about indigenous cultures. Having opportunities to learn and interact with First Nations culture is a key opportunity for Quesnel that is already being explored through the Lhtako Dene Cultural Centre project.

Advertising through online platforms is especially important for Quesnel. Recent years have brought devastating wildfires to the region and have disrupted peak season travel patterns. Prospective visitors need to know that Quesnel is still open for business, but Quesnel should also begin planning for the potential impacts of future fire seasons.

2.2 RV PARK OPPORTUNITY

This section describes the opportunity for a potential new RV park as part of the Waterfront Development Plan. This section includes a review of market trends in RV park development from a local perspective and explores campgrounds in the Chilcotin Cariboo region as well as industry-wide trends. Based on conversations with local tourism professionals, there is likely an opportunity to develop an RV park or RV day-use area somewhere in the Railway Precinct.

2.2.1 MARKET TRENDS

The RV industry is continually evolving as the size and specifications of RVs changes. As servicing requirements change, RV parks need to stay current and provide modern amenities like WIFI and electrical hookups to be able to attract repeat visitors.

A review of 14 RV parks in the Cariboo region found that 30-amp power hookups are commonly offered, with 50-amp power becoming increasingly available. Additionally, RV parks that offer diverse amenities and services were found to be in higher demand at both local and national levels. Moreover, RV pads that can accommodate RVs that are 40 feet or greater are becoming increasingly important as the average size of RVs increases.

Table 3 Common Amenities Offered at RV Parks in Western Canada

<i>Most Common Amenities</i>	<i>Western Canada</i>	<i>Cariboo Chilcotin</i>
Playground	54%	76%
Snack bar/Convenience store/Restaurant	44%	59%
Beach or Water Access	31%	59%
Community Shelter	44%	47%

Other amenities offered by RV parks also play an important role in attracting campground users. **Table 3** displays the most commonly offered amenities at RV parks throughout Western Canada and the Cariboo Chilcotin region. Similarly, **Figure 12** presents the most sought-after services and amenities at RV parks throughout Western Canada.



Figure 12 Services and Amenities in High Demand at Western Canada RV Parks (North American Camping Report, 2018)

RV Parks in the Cariboo typically contain approximately 44 sites spread over 2.8 hectares (7 acres) and operate an average of 8 months per year. Occupancy varies with the seasons, with summer (June to August) being the busiest, with occupancy ranging between 60% and 100%, while the shoulder season (April-May and September – October) reflects occupancy rates between 30% and 90%.

2.2.2 LOCAL COMPETITIVE RV PARK PROFILES

This section profiles local RV parks that would be competition for a new park on the Quesnel Waterfront. The benchmarks were chosen based on their relevance in terms of reflecting current RV park trends and their locations relative to Quesnel. The distribution of the RV Park Benchmarks is shown in **Figure 13** at right.

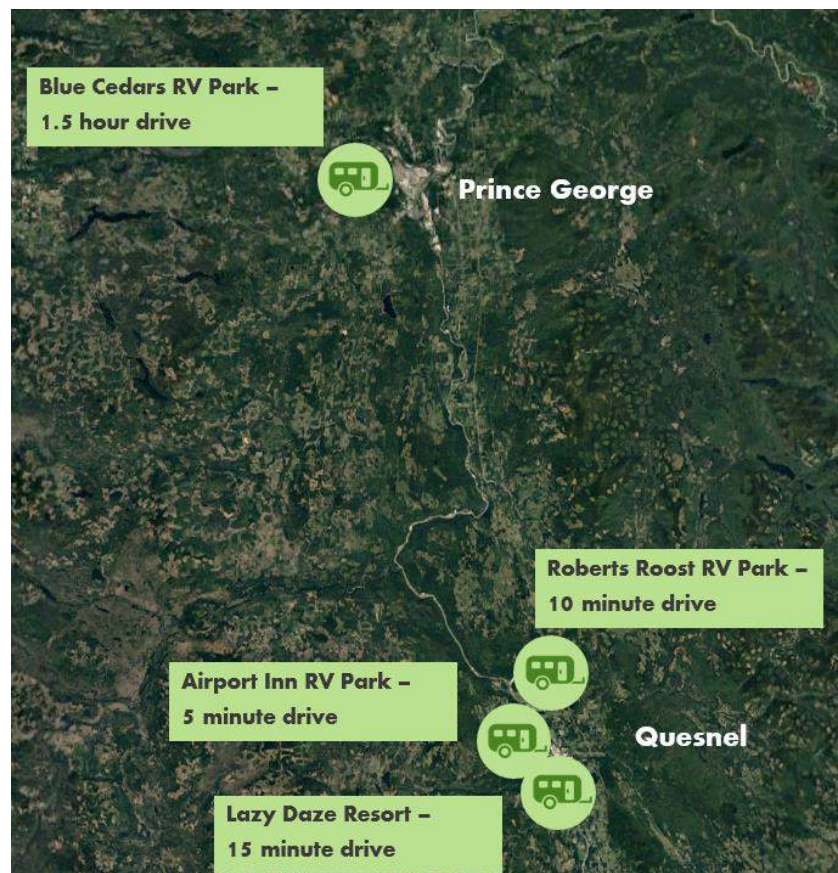
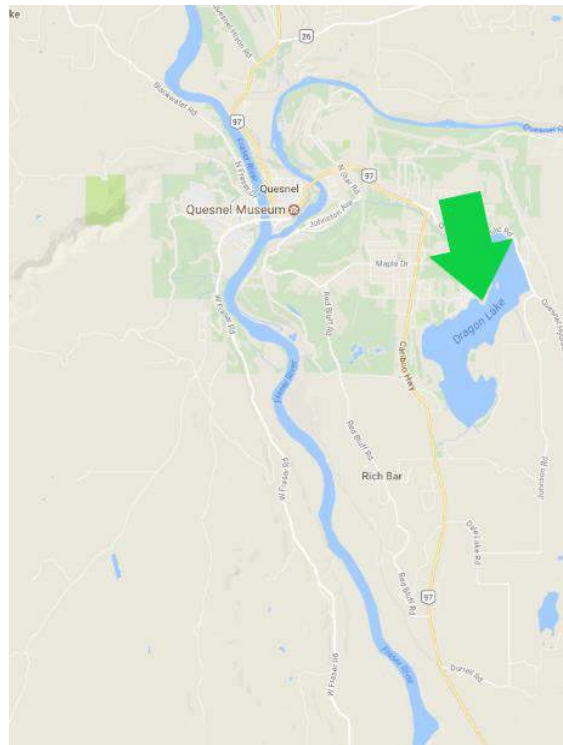


Figure 13 - RV Park Profile Location and Drive Times

ROBERT'S ROOST RV PARK

Robert's Roost RV Park is southeast of Quesnel on Dragon Lake. The Park offers a range of activities including pontoon boat rides, sports equipment rentals, a volleyball court, sun platforms and a beach. The main draw of the park is its location on the waterfront.

Address	3112 Gook Road, Quesnel
Number of Pads	75 RV pads & 2 trailers
Rental Rates	\$30-\$40 for RV pads \$125-\$130 for trailers
Season	May-October
Occupancy	N/A
Services	Amenities
Full hookup 30-amp power Sewer Water Cable Wireless Internet Pull through sites	Restaurant/store Pet area/playground Community shelter Beach access Boat launch Outdoor court Kayak, canoe, paddleboard rental



AIRPORT INN MOTEL & RV PARK

The Airport Inn is an urban RV park located in the northern part of Quesnel. The park includes 50 RV pads, tent sites and a 20-room motel. As the park is located on the Cariboo Highway close to the airport and the downtown area. The park also offers a free shuttle to and from the airport. Another notable feature is that it offers 50-amp power service, which is not included in most RV parks.

Address	97 N 3101, Quesnel
Number of pads	50 RV pads, 20 rooms & tent pads
Rental Rates	\$25-\$45 RV pads \$20-\$25 tent sites
Season	Year-round
Occupancy	Summer - 100% Offseason - 50%
Services	Amenities
Full hookup 15,30 & 50-amp power Sewer Water Cable Pull through sites Big rig access Free airport shuttle	Restaurant Playground Walking Trails Fishing



LAZY DAZE RESORT

Lazy Daze Resort is located north of Quesnel on Ten Mile Lake. The resort has 30 RV pads, five cabins, eight suites and tenting sites for rent. It has a diverse range of activities including walking trails, fishing, boating and swimming. Lazy Daze Resort markets as being close to Barkerville, which helps draw both local and foreign travellers to the park.

Address	714 Ritchie Road, Quesnel
Number of Pads	30 RV pads
Rental Rates	\$34 RV pads \$25 camping
Season	May-October
Occupancy	Summer - 95% Offseason - 80-85%
Services	Amenities
Full hookup 30-amp power Sewer Water Pull through sites Big rig access	Walking trails, Water access, Fishing, Swimming grid, Playground, Volleyball court, Horseshoes



BLUE CEDARS RV PARK AND CAMPGROUND

Blue Cedars RV Park and Campground is located in Prince George, 125 kilometres north of Quesnel. The park is located on Highway 16 and offers 100 RV pads, cabins, bunkhouses and trailers for rent. The park provides a range of service connection types with 59 full-service, 32 pull-thru sites with cable, 23 back-in sites with cable and 23 sites with water and power. Blue Cedars also has a playground, pool and walking trails.

Address	4433 Kimball Road, Prince George
Number of Pads	100 RV pads
Rental Rates	\$40 RV pads
Season	May-September
Occupancy	Summer - 90-95% Offseason - 50%
Services	Amenities
Full hookup 30-amp power Sewer Water Wireless internet	Convenience Store Laundry Pool Playground Walking trails



2.2.3 RV PARK BENCHMARK PROFILES

Each profile offers lessons that can be applied to the development of the RV park as part of the Waterfront Development Plan. The benchmarks were chosen based on their relevance in terms of reflecting current RV park trends and best practices. Select benchmarks were also chosen to illustrate how different RV parks and campgrounds interface with riverfront pathways to show how access, privacy and security are balanced. These benchmark RV Park projects indicate different design responses to this public trail interface. The challenges and advantages for each are summarized below:

Table 4 - RV park - Pathway Interface Options (USL, 2019)

RV Park - Pathway Interface Options		
Type	Advantage	Challenge
Chain-link Fence	<ul style="list-style-type: none">• Easy to install• Provides a clear barrier	<ul style="list-style-type: none">• Can be unattractive• Offers little privacy on its own
Low Split rail fencing	<ul style="list-style-type: none">• Provides an attractive delineation of space	<ul style="list-style-type: none">• Security is implied• Minimal privacy
6 ft Wood Panel Fence	<ul style="list-style-type: none">• Private and secure• Potentially attractive depending on fence design.	<ul style="list-style-type: none">• Casting shadows• Would obscure views of the river
Vegetative barrier	<ul style="list-style-type: none">• Gives a natural feeling to the park• Easy to implement• Provides an attractive delineation of space	<ul style="list-style-type: none">• Less secure• More maintenance

ROBERT SERVICE CAMPGROUND, WHITEHORSE, YK

The Robert Service Campground is a tent only site located near downtown Whitehorse. The campground is a simple design geared toward campers looking for a comfortable and quiet campsite within a short distance from town. The campground is located on the Yukon River Loop trail. The site offers group camping and day-use areas, and there are washrooms with showers.

Public Pathway Access

*This site was chosen for its proximity to the popular Yukon River Loop Trail that runs through the site. The River Pathway in Quesnel would pass right by the proposed RV Park site, and there were questions about security given the public walkway interface. There is no formal barrier between the campground and the pathway. However there is enough vegetation to serve as a buffer.

Address	120 Robert Service Way, Whitehorse, YK
Number of Pads	68 tenting pads
Rental Rates	\$26.30
Season	May-September
Services	Amenities
None	Secure storage, showers, BBQ pits.



NK'MIP CAMPGROUND, OSOYOOS, BC

The Nk'Mip RV park is one of the largest in the Okanagan, with over 350 sites that offer a variety of service types for RVs and tents. The park also has cabins for rent. It is located on the eastern shore of Lake Osoyoos, which is one of the warmest lakes in Canada. Downtown Osoyoos is minutes away, and there are a variety of tourism activities and attractions surrounding the park, which include the Nk'Mip Desert Cultural Centre, Spirit Ridge Winery, the Canyon Desert Golf Course and the Area 27 race track.

While the Nk'MIP Campground is not relevant in terms of sheer scale (being much larger than the Railway Precinct site could accommodate), it does offer some important lessons related to its mix of amenities and in the site's positioning relative to other nearby tourism amenities. These attractions include a cultural centre, a golf course and a winery. The new RV park at the Quesnel waterfront will also build on the activity generated by the riverfront pathway, its proximity to downtown and the planned cultural centre.

Address	8000 45 th Street, Osoyoos
Number of Pads	350+ RV pads, tent sites, etc
Rental Rates	\$33 – 60 (season dependant)
Season	May-October
Services	Amenities
Full hookup 30 - 50-amp power, Sewer, Water,	Convenience Store Laundry Pool Playground Walking Trails, Beach



BOW RIVERSEdge CAMPGROUND, COCHRANE AB

The Rivers Edge Campground is a full-service RV park located in Cochrane Alberta. The Campground is operated as a not-for-profit by the Lions and Rotary Clubs. All profits are re-invested into the community. As the name suggests, the campground is situated along the edge of the Bow River. The campground is conveniently located next to the Cochrane Sports centre, which makes it an ideal place to stay for people visiting for tournaments or other events.

Public Pathway Access

*This campground was chosen for its proximity to the riverfront trail. The campground is located on a paved multi-use pathway that links the sports centre to downtown. The campground is separated from the pathway by a chain-link fence and the RV pads back on the trail, so there is a limited interface between the two features. The limited interface minimizes security concerns between the two features.

Address	900 Griffin Rd E, Cochrane AB
Number of Pads	145 full-service RV pads
Rental Rates	\$45 - \$50 per night
Season	April - November
Services	Amenities
Water, sewer, power 30 – 50 amp and internet	River Pathway, Spray Park, sports centre adjacent.



SALISH SEASIDE RV HAVEN, ESQUIMALT BC

The Salish Seaside RV Haven is a full-service RV park in Esquimalt BC. The campground is located right on the Victoria harbour, roughly a 10-minute drive from downtown. Visitors can also access downtown via the Westbay Walkway or the harbour ferry. The campground is open year-round and offers full RV services.

Public Pathway Access

*This campground is located on the Westbay Walkway, which connects to a pathways system that winds through Victoria West to downtown Victoria. The walking route is very popular throughout the year. The campground is not physically separated from the pathway, but the campsites back onto it and are slightly raised above it to better delineate the space. This facilitates general wayfinding, as well as camper access to the water.

Address	445 Head Street, Victoria BC
Number of Pads	36 full-service RV pads
Rental Rates	\$59 – 93 per night (season dependent)
Season	Year Round
Services	Amenities
Water, sewer, power 20 – 50 amp and internet, showers	Waterfront pathway, oceanfront, bike rentals, propane fire pit rentals, hourly ferry service.



2.2.4 COST AND REVENUE DRIVERS

This section provides a high-level overview of the cost and revenue drivers associated with the development of a new RV park at the Railway Precinct.

COST DRIVERS

Cost drivers for a new RV park can broadly be broken up into start-up and operating costs. Start-up costs describe the equipment and new construction required to start a new RV park business. The operating costs describe ongoing (i.e. monthly/annual) expenses including maintenance, staffing and utility costs.

Start-Up

Start-up costs for an RV park are summarized on a per pad basis for simplicity. The per pad estimate is a good way of estimating the total cost for an RV park and allows estimates to be scaled with the size of new parks while including items like services, roads, and administration buildings. The Railway Precinct site is currently home to the Quesnel Public Works yard and already has utility hookups and flat topography, which will help with site preparation costs.

The level of service provided at an RV park can increase or decrease the costs of set up. For example, if each site has water, sanitary and 50-amp electrical hookups, the cost per pad will be higher than if basic power and water were offered only. However, having high-quality services does make the park more competitive.

Things that would affect the competitiveness of the RV park include the quality of amenities provided. The table below lists a range of common amenities, along with typical cost ranges.

Table 5 - Cost ranges for common RV Park Amenities¹

Amenity	Basic Estimate	Enhanced Estimate
Washroom Building with Showers	\$90,000	\$200,000
Administration Building	\$100,000	\$200,000
Picnic Tables (25 units)	\$12,500	\$37,500
Garbage Cans (10 units)	\$3,000	\$8,000
Trail Signage and Wayfinding	\$1,000	\$5,000
Wireless Internet	\$700	\$3,000
Playground	\$25,000	\$150,000

Depending on the options added to the new RV park and the suite of services offered at each site, the cost per pad can vary significantly. The table below shows how the difference in cost per pad can affect the overall cost of a new park.

¹ Basic and Enhanced estimates describe the total project cost for amenities at different quality levels. For example, the Basic washroom building estimate of \$90,000 describes a prefabricated ATCO building and the Enhanced estimate describes a permanent structure.

Table 6 – Start-up cost ranges per pad.

RV Park Market Positioning	Number of Pads	Cost Per Pad	Start up cost
Standard RV Park Parks that meet base expectations with a typical array of amenities and a focus on affordability.	20	\$25,000	\$500,000
Enhanced RV Park Parks that offer more amenities of higher quality with a focus on visitor comfort rather than cost.	20	\$45,000	\$900,000

Environmental Remediation

It is possible that the subject site may need to undergo some amount of environmental remediation before it can be used as an RV park. The subject site has been home to the Quesnel Public Works yard for many years. During this time, the site has served as equipment and material storage and was used for minor construction and repairs. These activities may have caused some amount of soil contamination which could require attention. It is recommended that a Stage 1 Preliminary Site Investigation be carried out by a Qualified Environmental Professional (QEP) to assess the site for possible contamination and to help prepare the site for construction.

Operating Costs

How the RV park's ongoing expenses balance with anticipated revenues will affect its long-term viability. Careful attention will need to be paid to staffing, utility, maintenance and supply costs. Maintenance costs will rise as the range and quality of amenities are increased.

The table below displays ranges for basic operating costs for a 20-site RV park. True costs for these items should be determined through a more detailed business planning exercise.

Table 7 - Basic operations costs for a 20 site RV park.

Expense Item	Typical Cost (Basic Service)
Administration Telephone service, website, office costs, etc.	\$10,000 - \$15,000
Utilities Gas, electricity, water	\$2,000 - \$5000
Staff Management, administration and maintenance staff. Estimated at 2.5 full-time equivalents annually.	\$65,000 - \$80,000
Maintenance Supplies, materials, contractors.	\$5,000 - \$10,000

REVENUE DRIVERS

Revenue drivers for the RV park include the number of sites, length of season, and the rates per night. Other important factors impacting revenue potential include the success of marketing campaigns, the extent of highway traffic, the number of campers in an area, the natural setting and overall attractiveness of the park. Campers also tend to favour sites that are quiet, treed and located near water. The Railway Precinct site borders the Quesnel River, which is an advantage, and the redevelopment process will present opportunities to design an attractive space for visitors.

Rates

It is important to set rates appropriately to attractive to visitors (i.e. provide good value relative to competitive offerings) while covering costs and providing a suitable return. Higher levels of service will mean that higher rates will be needed to cover costs. Most RV parks have rates that vary with the level of service offered. The table below shows the average rates charged for Standard an Enhanced services. Standard services may include 30-amp power, and water hook up while Enhanced services could include 50-amp power, water and a sewer hook up among other things. A new RV park on the Quesnel waterfront may be able to set its rates higher due to its proximity to downtown and the range of quality tourism amenities located within a relatively short distance.

Table 8 - Regional and suggested RV Park Rates

Rates			
RV parks	Tent	Standard Service	Enhanced Service
Roberts Roost RV Park, Quesnel	-	\$30	\$40
Airport Inn, Quesnel	\$20 - 25	\$25	\$45
Lazy Daze Resort, Quesnel	\$25	\$34	-
Blue Cedars RV Park, Prince George	-	\$40	-
Suggested Rates for Quesnel	\$20 - \$25	\$30 - \$35	\$40 - 50

Revenues Estimates

A Basic Revenue Scenario with three occupancy rates is presented below. This scenario assumes that the RV park will have 20 sites that will be available for an average of \$30 per night. The scenario also assumes that the park will be open from May 1st to September 30th (152 nights annually). Each of the assumptions for this scenario is based on an analysis of local parks and is intended to be competitive. The table shows how a decreasing occupancy rate can affect total revenues.

Table 9 - Base revenue scenario

Base Revenue Scenario				
Sites	Rates (Average)	Season	Occupancy	Potential Revenue
20	\$30	May to September	80%	\$72,960
20	\$30	May to September	70%	\$63,840
20	\$30	May to September	60%	\$54,720

The chart below illustrates how changes to the price, length of season and number of campsites can affect the total revenues of the RV park. The Base Scenario presented in the table above is first with changes to price, season and number of sites listed from left to right. Each scenario in the chart shows a different potential increase to the overall RV park revenue. However, an inverse change to these variables would have the opposite effect.

It is possible to generate higher revenues with an increase in the number of RV sites. However, the subject site is constrained and may only be able to accommodate 20 to 25 sites. Having a longer season could increase revenues, but this would need to be balanced against lower occupancy rates typical of the shoulder seasons (April and October) and overall operation costs. Occupancy may also be affected by external factors like wildfires, the price of gas or competing facilities.

Additional detailed business planning would be required to set the full scope of a new RV park at the Railway Precinct.

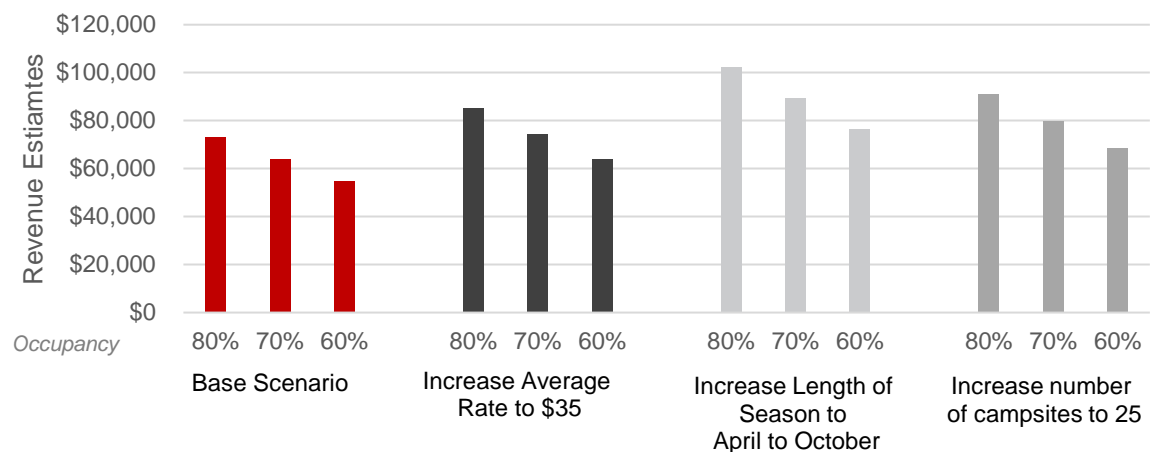


Figure 14 - Revenue scenarios

2.2.5 OPPORTUNITY SUMMARY

Quesnel is located along several scenic touring routes including the Alaska Highway and Northern BC, which bring many RVs and visitors through Quesnel each year. The Quesnel Visitor Centre has reported that visitors with RVs commonly ask for places to park their vehicles nearby, so they can get out and explore the city’s downtown and the waterfront. In addition to day parking, some visitors are looking for somewhere for a full-service RV campground where they can stay for a few nights.

The key challenges that Quesnel faces now are that there are few places for people to park RVs near the downtown and that if there were, there are currently relatively few activities or attractions available to retain a sustained interest. The development of an RV Park in Quesnel should be paired with the development of additional recreational activities, restaurants, shopping or cultural attractions near the downtown. Given the importance of the surrounding uses, the RV park opportunity should

be approached as an opportunity to support a larger tourism and business strategy for the downtown and not just as a project-specific revenue generator.

Urban Systems is aware that the relocation of public works functions was recently approved by council but that the exact timing is still yet to be determined. The opportunity for the new RV park will be dependant on the timing of the relocation of the public works functions at the current site. Additionally, the current site may need additional preparation and environmental remediation that could extend the timeline for developing a new park.

Table 10 lists some parameters and amenities that could guide the design of a future RV park near downtown Quesnel:

Table 10 - RV park opportunity summary

<i>RV Park Size</i>	<i>Essential Services for a New RV Park</i>	<i>Essential RV Park Amenities</i>
2.4 – 4 hectares (6 to 10 acres)	15, 30 and 50-amp power service	Picnic tables
20-25 RV pads plus tent sites	Restrooms and outhouse facility	Playground
Operation from April to October	Pull through RV pads	Water access
	Wireless internet	Community shelter
		Walking trails
		Access to downtown

2.3 HOTEL OPPORTUNITY

There may be an opportunity to add a new specialized, recreation-oriented hostel or other accommodation along the Quesnel waterfront. The Railway Precinct represents an intriguing potential opportunity for a new-to-market accommodation offering. This section provides a preliminary overview of the accommodation and hotel opportunity along the waterfront in Quesnel and examines:

- The current inventory of total hotel spaces available in the local market
- Trends in accommodation preferences from Destination BC data

2.3.1 CURRENT STATUS

HOTEL INVENTORY

The City of Quesnel currently has approximately 328 hotel rooms near the downtown waterfront. Many of these hotels struggle to keep up with maintenance and offer 2-3 star accommodations. There are no hostels available in Quesnel.

There are a few also a few Airbnb listings in the same area. However, the number is very low and will not be explored as part of this report. However, Airbnb properties are a growing trend and may have an impact on the Quesnel accommodation market in the coming years.

The largest hotels include:

- The Quality Inn – 83 rooms
- The Best Western Tower Inn – 63 rooms
- The Ramada Limited Quesnel – 46 rooms

These larger hotels provide a basic accommodation experience and a range of amenities that cater to business travellers and conferences. A visitor looking for a unique experience has limited options. Many accommodations are independently run and offer motels aimed at lower price points. Missing from the hotel mix in Quesnel is an affordable, modern recreation-oriented boutique hostel or motel. A new recreation-oriented hostel with modern amenities could be a welcomed addition to the hotel mix downtown and near the waterfront.

Most hotels downtown are located along Front and Reid streets in the commercial core. Existing hotels are set back from the waterfront and have few opportunities for guests to connect with the rivers, as shown in **Figure 15** and listed in **Table 11** below:

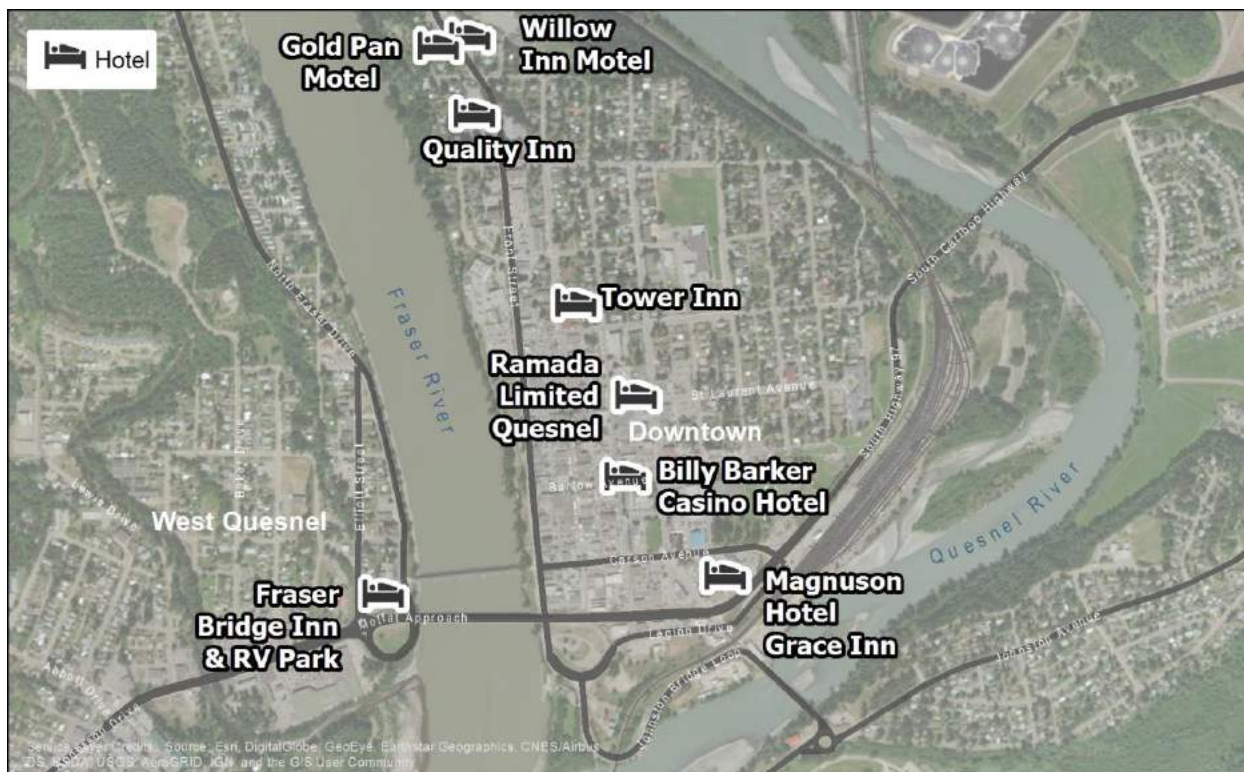


Figure 15 – Hotels relevant to the Waterfront Study Area

Table 11 - Hotels relevant to the Waterfront Study Area

Name	Address	Amenities	Rooms	Price
Airport Inn Motel & R V Park	3101 Hwy 97 North	Business Centre, RV Parking, Airport transfers	20	\$72 - \$80
Billy Barker Casino Hotel	308 McLean St	Banquette Room, Casino, Luxury Suites	40	\$109 - \$180
Fraser Bridge Inn & RV Park	100 Ewing Ave	RV Parking, Continental breakfast on request	25	\$50 - \$70
Gold Pan Motel	855 Front Street	Continental Breakfast	32	\$49 - \$75
Magnusson Hotel Grace Inn	530 Carson Avenue	Indoor pool, Continental breakfast	43	\$70 - \$90
Quality Inn	753 Front Street	Continental Breakfast, Laundry, Business Centre	83	\$100 - \$143
Ramada Limited Quesnel	383 St Laurent Ave	Spa, Pool, Breakfast, Meeting Rooms,	46	\$79 - \$100
Sylvan Motel	955 BC-97		15	\$65- \$70
Tower Inn	500 Reid Street	Banquette Room, Begbie's Bar and Bistro, Business Centre	63	\$116 - \$202
Willow Inn Motel	856 Front Street		25	\$59 - \$62

2.3.2 BENCHMARKS

Riding Fool – Cumberland, BC

<http://www.ridingfool.com/about/>

The Riding Fool is an example of a recreation-oriented bike-friendly hostel that could be successful near the Quesnel waterfront. It includes bike-oriented amenities with communal spaces for socializing. It is an affordable option for bike and active travellers.

Located in Cumberland on Vancouver Island, the Riding Fool caters to travellers, eco-tourists and cyclists. The hostel is located close to the Forbidden Plateau & Mt. Washington for recreational hiking, biking and skiing. Comox Lake is also nearby and provides opportunities for swimming and water activities. The hostel offers a number of day trips and outdoor activities.

Amenities include:



Figure 16 Riding Fool hostel, Cumberland, BC - <http://www.ridingfool.com/about/>

- Full common kitchen and BBQ
- Large common room with woodstove
- Free Wireless internet access
- Linens provided
- Slate pool table, dartboard, and free guitar
- Full knowledge of the surrounding area
- Maps available and trail knowledge of Cumberland, Forbidden Plateau, & Mt. Washington (24 min to lodge)
- Bike shop and cafe on premises
- Bike, ski and gear storage
- Bike wash station

Accommodation for a male and female shared dorm with six beds each is \$35 per person, per night. Private rooms range from \$76 to \$98.

Squamish Adventure Inn – Squamish, BC

<http://www.squamishhostel.com/>

The Squamish Adventure Inn is an example of the type of recreation-oriented hostel that could be supported near the Quesnel waterfront. The hostel has private and shared rooms and is located along the Sea to Sky Connector Trail on the Mamquam Blind Channel Inlet. Squamish is well known as the adventure sports capital of BC, and many people visit the area year-round for rock climbing, kite surfing, mountain biking and backcountry skiing. The hostel hosts regular group activities and has a relaxed communal atmosphere with regular potluck dinners in common areas.

Amenities include:

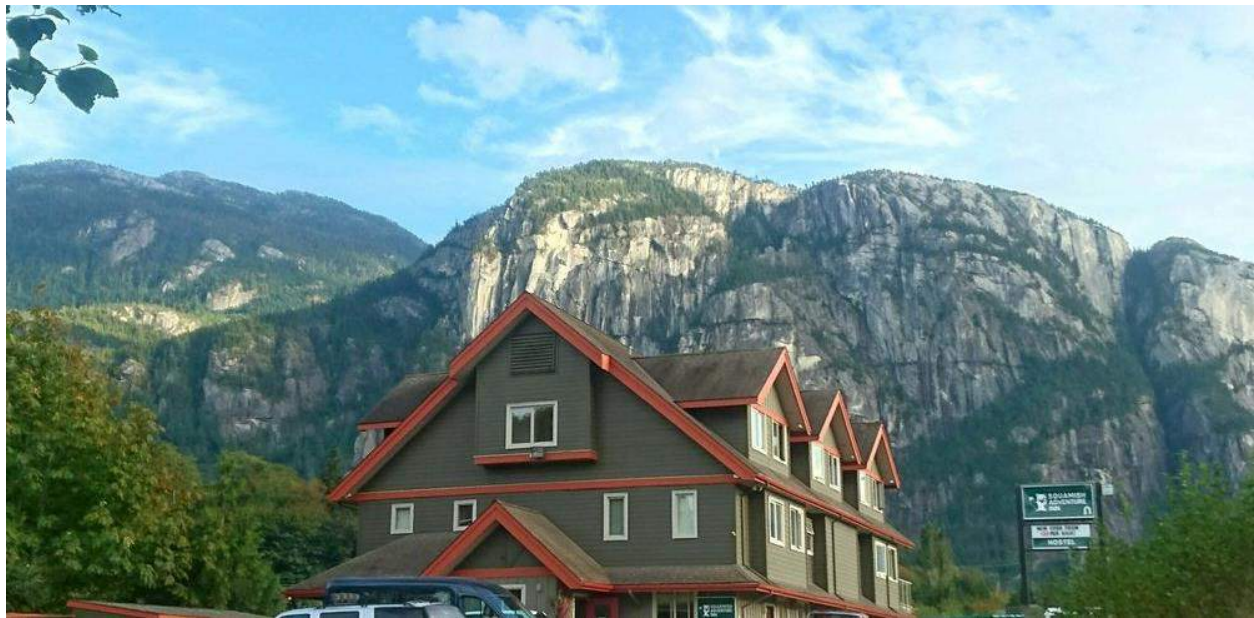


Figure 17 Squamish Adventure Inn Hostel, Squamish, BC - <http://www.squamishhostel.com/>

- Full common kitchen and BBQ
- Free Wireless internet access
- Linens provided
- Bike SUP and Kayak rentals available
- Group events and activities
- Potluck dinners
- Free parking Bike
- Bike, ski and gear storage
- Bike wash station
- Discounts and Promotions available

The Squamish Adventure Inn has several room types available that range from \$33 per night for dorm style accommodation to \$119 per night for a full suite with kitchenette.

Hotel Zed – Victoria, BC

<https://www.hotelzed.com/>

Zed Hotels were designed to be fun, unpretentious hotels with 'retro-chic' amenities such as comic books, vinyl records, typewriter stations, board games and rotary phone dials. They currently have locations in Victoria and Kelowna. Both locations have been retrofitted from pre-existing motels. The Victoria location is ten minutes from the downtown core. The hotel provides free shuttle services (in a VW van), or free bike or longboard rentals, including kids bikes and tandem bikes. The hotel also includes The Ruby restaurant, known for its rotisserie and breakfast menus.



Figure 18 - Hotel Zed, Victoria, BC - <https://www.hotelzed.com/>

Hotel Zed is an interesting model for recreation-oriented accommodation. Their hotels are located near parks or pathway infrastructure, and they encourage people to arrive by active mode. The Victoria location is a block away from the famous Galloping Goose Trail which connects the downtown to the Swartz Bay ferry terminal. In addition, the hotel has bike wash and repair facilities and allows guests to keep their bikes in their room for added security.

Amenities specifically include:

- Free VW van shuttle service
- Pool, hot tub and waterslide
- Ping pong lounge and Wii terminals
- Free bike rentals (incl. kids and tandem)
- Free longboards and penny board rentals
- Comic books in every room
- Pet-friendly
- Typewrite and vinyl listening stations
- Bike friendly (can bring to your room)
- Laundry

Prices based on double occupancy range from \$109 to \$259 per night depending on the season. Prices based on four-person occupancy range from \$139 to \$329 per night depending on the season.

Hotel Zed has been included for comparison because of the way it incorporates recreation and other unique elements into its business model. Hotel Zed retrofits out of operation motels and transforms them into fun and funky accommodations, geared towards active young adults.

2.3.3 HOTEL MARKET OPPORTUNITY

Destination BC is the province's tourism marketing agency which keeps statistics on visitor behaviour. According to annual regional profiles of the Cariboo Chilcotin tourism region, it is possible to track the popularity of different accommodation types by visitor origin. Most visitors to the Cariboo Chilcotin region are BC residents passing through on business or visiting family. By analyzing these visitor numbers and their preferred accommodation types, it is possible to see where opportunities are.

Table 6 below shows that hotels have become much more popular with all visitors in recent years. BC residents and international visitors especially have shown increasing interest in this type of accommodation. Over the same period, motel popularity saw an 89% increase in interest amongst US residents. Other fixed-roof accommodations (typically vacation rentals, cabins or other specialty accommodation) showed a huge surge in popularity by international visitors (295%). It must be noted that visitor numbers for motels and other fixed-roof accommodation were not available for the 2011-2012 period.

Visitors seeking fixed roof accommodation are looking for interesting, modern recreation focused accommodation like motels, hostels or other specialty accommodations. These accommodation types saw the greatest increases in popularity between 2012 and 2016.

Table 12 - Changes in accommodation preference DBC 2017.

Accommodation Type	Accommodation Stays by Visitor Origin				
	Year	BC	Other Canada	US	Other Intl
Hotel	2011-2012	14800	2380	2100	4940
	2015-2016	38400	3100	2650	11100
	% Change	159%	30%	26%	125%
Motel	2011-2012	11100	-	4200	3800
	2015-2016	7680	4960	7950	1800
	% Change	-31%	-	89%	-53%
Other Fixed Roof	2011-2012	18500	-	7140	1140
	2015-2016	19200	4960	3180	4500
	% Change	4%	-	-55%	295%

Visitors from the United States and other countries tend to spend more on accommodation than BC residents. US Residents over the 2016-2017 period spent an average of \$299 per night while BC resident visitors spent an average of \$99 per night.

This data is focused at the regional level, but it does provide insight into Quesnel's local accommodation market. As a key community along Highway 97, Quesnel may also be able to capitalize on a modest seemingly increased demand for higher quality accommodations for visitors.

2.3.4 OPPORTUNITY SUMMARY

Downtown Quesnel's fixed-roof accommodation offerings are primarily characterized by mid-range hotels and motels. Accommodations at both the high and low end of the spectrum are absent from the market. Accommodation trends in other parts of the province point to an increase in the popularity of funky, modern motels and recreation-oriented hostels. This is a missing sector that could be a successful piece of the Waterfront Plan. A new recreation-oriented specialty hostel near the waterfront could offer views and access to the riverfront, something that is rare amongst existing accommodation providers in downtown Quesnel. The success of a new recreation-oriented hostel would be dependant on expanding recreation-oriented amenities and activities such as disc golf, river surfing, mountain biking or other outdoor recreation activities.

2.4 RETAIL FOOD AND BEVERAGE OPPORTUNITY

This section provides a high-level review of local retail food offerings in Quesnel, including restaurants and grocery stores. Based on a review of current offerings the last section describes potential opportunities for this sector in the context of the Waterfront Development Plan.

2.4.1 CURRENT STATUS

RESTAURANTS

The City of Quesnel has a varied supply of full-service and quick-service restaurants and cafés. The highest concentration of restaurants is located in the southwest portion of downtown along Reid Street and Front Street and along Anderson Drive on the west side of the Fraser River.

Downtown Quesnel's restaurant mix mainly consists of independent operators. Some chain operators exist and are primarily quick-service restaurants like Dairy Queen, Starbucks or Subway. Outside of the downtown core along Anderson Drive, a similar mix of restaurants exists.

The map and tables below show the information and distribution of restaurants in the downtown and the waterfront study area.



Figure 19 Restaurants and cafes in downtown Quesnel.

Table 13 - Cafe, restaurant and quick service restaurant inventory in the Waterfront study area.

Café		
No.	Name	Address
C1	Granville's Coffee	383 Reid St, Quesnel, BC V2J 2C7
C2	Quesnel Bakery	468 Reid St, Quesnel, BC V2J 2M6
C3	Books and Company	371 Reid St, Quesnel, BC V2J 2M5

Full-Service Restaurant		
No.	Name	Address
FSR1	River Rock Pub and Steakhouse	290 Hoy St N, Quesnel, BC V2J 1X1
FSR2	Ginza Smoke House	121 Barlow Ave, Quesnel, BC V2J 2B8
FSR3	Bliss the Ultimate Grill	462 Anderson Dr, Quesnel, BC V2J 1G2
FSR4	Golden Bamboo Restaurant	130 Barlow Ave, Quesnel, BC V2J 2B7
FSR5	Chicanos Mexican Restaurant	269 Barlow Ave, Quesnel, BC V2J 1E4
FSR6	Pure Spice	252 Reid St, Quesnel, BC V2J 2M2
FSR7	Mini Japan	394 Front St, Quesnel, BC V2J 2K3
FSR8	Mr Mikes Steakhouse Casual	450 Reid St, Quesnel, BC V2J 2M6
FSR9	Ulysses Restaurant	122 Barlow Ave, Quesnel, BC V2J 2B7
FSR10	Cariboo Hotel	254 Front St, Quesnel, BC V2J 2K4
FSR11	The Occidental	228 Front St, Quesnel, BC V2J 2K2

Quick Service Restaurant		
No.	Name	Address
QSR1	Starbucks	445 Reid St, Safeway Grocery Store, Quesnel, BC V2J 2M7
QSR2	Tim Hortons	382 Front St, Quesnel, BC V2J 2K3
QSR3	Domino's	155 Malcolm Dr Unit #103, Quesnel, BC V2J 3K2
QSR4	Subway	464 Reid St, Quesnel, BC V2J 2M6
QSR5	Quiznos	426 Reid St, Quesnel, BC V2J 2M6
QSR6	Pizza Hut	333 Reid St, Quesnel, BC V2J 2M5
QSR7	Dairy Queen Grill & Chill	275 St Laurent Ave, Quesnel, BC V2J 2C8
QSR8	Panago Pizza	263 Barlow Ave, Quesnel, BC V2J 2B9

GROCERY

Downtown Quesnel has a mix of convenience stores and specialty grocers that are supplemented with two large chain grocery stores. Safeway is the grocery anchor for downtown, and there is a Save-on-Foods in West Park Mall on the west side of the river. Most other retail food operators are located along Reid Street downtown.

The map and tables below present information on the distribution and details of convenience stores, supermarkets and specialty grocers in the downtown and the waterfront study area.



Figure 20 Supermarkets, specialty grocery and convenience stores in downtown Quesnel.

Table 14 - Supermarkets, specialty grocery and convenience store inventory in the Waterfront study area

<i>Supermarket</i>		
<i>No.</i>	<i>Name</i>	<i>Address</i>
G1	Safeway Quesnel	445 Reid St, Quesnel, BC V2J 2M7
G2	Save-On-Foods	155 Malcolm Dr #7, Quesnel, BC V2J 3K2

<i>Specialty Grocery</i>		
<i>No.</i>	<i>Name</i>	<i>Address</i>
SG1	Aroma Foods Market & Deli	440 Anderson Dr, Quesnel, BC V2J 1G2
SG2	J & D Meat & Groceries	435 Elliott St, Quesnel, BC V2J 1Y6
SG3	Long Table Grocery	141 Marsh Dr, Quesnel, BC V2J 1E8
SG4	Green Tree Health & Wellness	355 Reid St, Quesnel, BC V2J 2M5
SG5	Quesnel Bakery	468 Reid St, Quesnel, BC V2J 2M6
SG6	Karin's Delicatessen & Imports	436 Reid St, Quesnel, BC V2J 2M6

<i>Convenience Store</i>		
<i>No.</i>	<i>Name</i>	<i>Address</i>
CS1	Mac's	285 Anderson Dr, Quesnel, BC V2J 3K4
CS2	Shoppers Drug Mart	225 St Laurent Ave, Quesnel, BC V2J 2C8
CS3	Chevron	243 Carson Ave, Quesnel, BC V2J 2B2
CS4	Petro-Canada	205 McLean St, Quesnel, BC V2J 3N8
CS5	Huskey	498 Front St, Quesnel, BC V2J 2K5

2.4.2 OPPORTUNITY SUMMARY

Residents and visitors to Quesnel currently have very limited high quality options for waterfront dining. Quesnel is at the confluence of two major rivers that have a huge influence on daily life in Quesnel. From a restaurant and specialty retail perspective, interaction with the rivers is quite under-stated, even though most residents must pass over one of the city's six bridges for one reason or another daily. At present, there are no restaurants in downtown Quesnel that successfully leverage water views. These types of restaurants are very popular in centres of all sizes and can be an important way of activating waterfront space and supporting trail usage. There is a major opportunity for a new signature restaurant or café along the Quesnel waterfront that offers views and patio spaces to patrons.

Additionally, there may be an opportunity to expand Quesnel's specialty food offerings downtown. As activity in the downtown increases as a result of the improvements to Reid street or new activities related to the waterfront plan, there may be more demand for specialty foods and groceries from visitors or downtown residents.

2.5 RESIDENTIAL OPPORTUNITY

This section explores the potential for additional residential space as part of the Waterfront Development Plan. This section examines historical housing activity and current market trends and provides an overview of the residential housing opportunity.

2.5.1 CURRENT STATUS

Housing in Quesnel is mainly composed of single-family homes and apartment buildings. In keeping with national trends, Quesnel faces growing pressures in its housing market related to affordability and supply. The residential market in Quesnel is characterized by stronger demand for affordable housing options compared to other regions in B.C. A large portion of the current housing stock is composed of single-family homes built in the 1940s, 1950s and 1970s. Key demographics of purchasers include pre-retirees and seniors who are relocating from other regions in Canada. Young families and couples are not as active, as they typically move elsewhere in their 20s and 30s. However, there has been an influx of younger purchasing groups seeking affordable housing options.

Single-family homes are popular housing because of their relative affordability and large supply. Other forms of housing, such as secondary suites and stratified apartment buildings, are also popular with Quesnel residents. New housing types such as townhouses and condominiums could be successful in the downtown area if more of these options existed. Townhouses and condos could generate interest by providing amenities and services, which would benefit the pre-retiree and senior market segments. However, current construction and development costs would make market condominiums too expensive for the local market.

MARKET BEHAVIOUR

Quesnel's residential market has been static over the past ten years as population growth has been stagnant. However, the BC Northern Real Estate Board tracked 449 sales in August 2018 in the Northern BC region (includes Quesnel), a 17.2% increase since August 2017 and the highest amount since 2007. Three non-market subsidized housing projects are currently progressing that include Elliott Street Supportive Housing, 452 MacLean Street and Silver Manor.

The Canadian Mortgage and Housing Corporation (CMHC) produced a Senior Housing 2018 report that states that the vacancy rate for seniors independent living in North-Central BC decreased from 4.5% in 2017 to 2.9% in 2018. As Quesnel's population ages, more seniors housing will be needed to meet demand.

HOUSING STARTS AND HOUSING COMPLETIONS

Historic housing start and completion data provide insight into past development activity. **Figure 18** illustrates the number of housing starts completes in the City of Quesnel per year since 1990, which

are the number of houses that finished construction and the number of housing units that began construction in a given year. The figure shows significant growth in the mid to late 1990s with the most starts and completes in 1996 (113/111 respectively) and another growth curve towards 2008 (68 starts/24 completes). Since the global recession in 2008 / 2009, the number of units has seemingly stabilized at around 25 combined starts and completes per year. Since 2006 the average housing price has risen from \$140,272 to \$208,046 in 2016.

In Quesnel, there has been an average of 15 single-family home starts and completions since 2017. Rowhouse and apartment development has been sporadic. Spikes in rowhouse activity occurred in the 1990s and between 2013 and 2017. 2017 saw a spike in apartment building construction with 68 units (BC Housing projects).

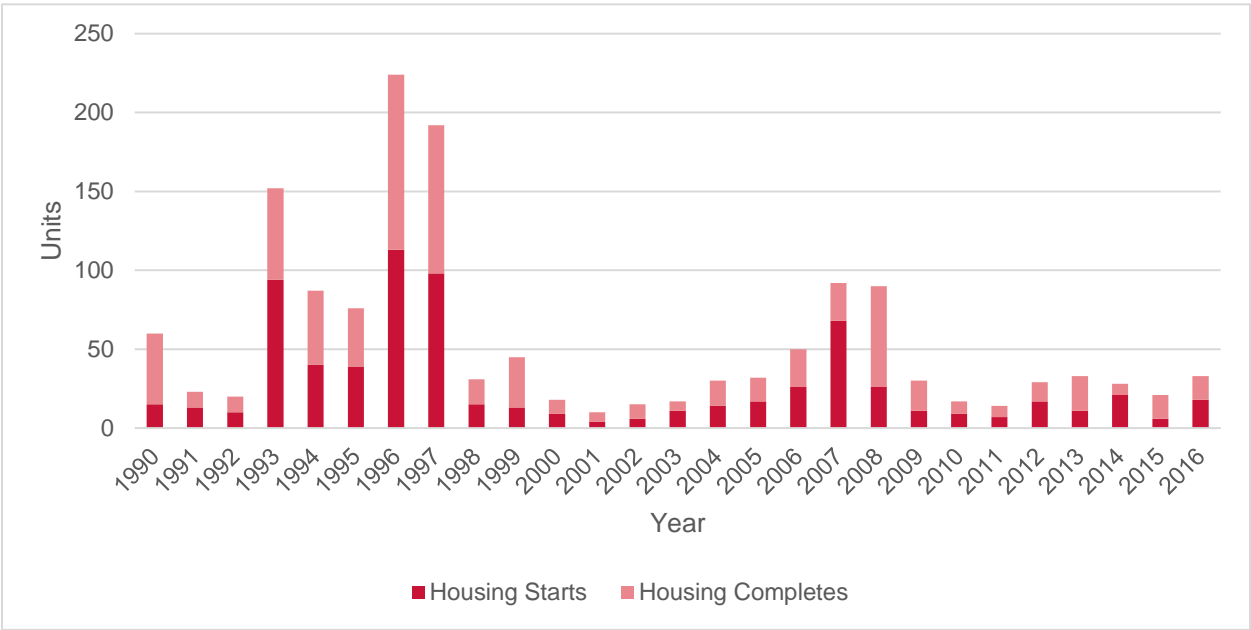


Figure 21 - Housing starts and completes 1990-2016 - Source: CMHC

HOUSING RENTAL RATES AND VACANCY RATES

In Quesnel, 36.7% of residents are renters, and this portion of the population has seen dramatic changes in the last ten years. Rents rose 19.5% from \$535 in 2008 to \$639 in 2016. At the same time, vacancy rates have fallen from 7.2% in 2008 to 3.2% in 2016. Housing supply has lagged in recent years contributing to an overall decrease in affordability and supply.

CMHC records the average vacancy and rental rates for each region of Canada. **Figure 19** presents the average vacancy and rental rates for all housing types in the Quesnel area. The average rental rate for all types of housing has steadily increased since 2005. The average rental rate for all types of residential housing is \$654 as of 2017.

The vacancy rate fluctuated dramatically between 1990 and 2017, reaching a high of 31.8% in 1999. Since then the vacancy rate has decreased steadily except for a slight increase between 2007 and 2013. As of 2017, the vacancy rate was 3.4%.

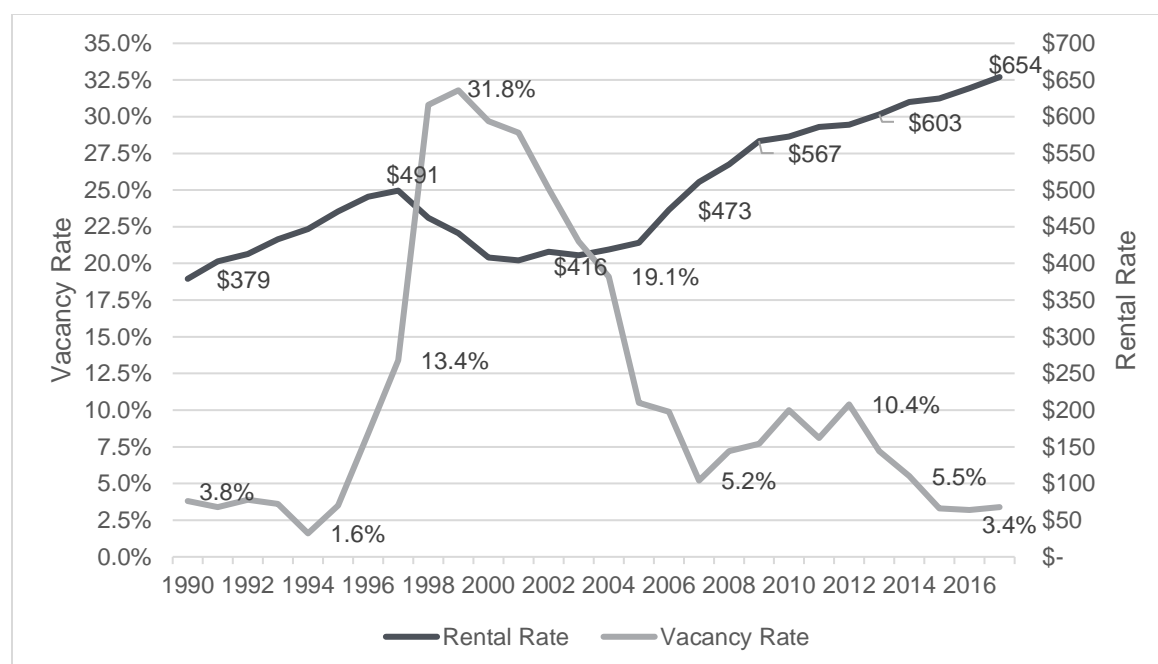


Figure 22 Quesnel Rental and Vacancy Rates – Source: Canadian Mortgage and Housing Corporation

RESIDENTIAL LISTINGS

Current residential listings (as of October 2018) were reviewed to better understand the housing market in Quesnel. The review revealed 65 single-family, mobile home, apartment, duplex and fourplex home listings.

Table 9 displays a summary of the residential listings from October 2018. The most commonly listed housing type is single-family dwellings (52) with an average asking price of \$280,694. Other dwelling types showed fewer listings. The asking prices for mobile homes and apartments ranged between \$76,633 and \$118,717. Duplexes and fourplexes had higher asking prices but had fewer listings.

	<i>All Classes</i>	<i>Single Family</i>	<i>Mobile Homes</i>	<i>Apartments</i>	<i>Duplexes</i>	<i>Fourplexes</i>
Listings	65	52	6	3	2	2
Average Price	\$258,280	\$280,694	\$118,717	\$75,633	\$274,000	\$352,450
Average Livable Space (sq. ft.)	2,125	2,244	1,248	88	2,550	3,144

Table 15 - Quesnel Residential Listings – Source: Multiple Listing Services

2.5.2 OPPORTUNITY SUMMARY

There has been modest growth in the demand for new residential units in Quesnel in recent years. However, Quesnel is starting to experience similar housing pressures to other parts of the province as rents rise, vacancy rates fall, and few new units are built. In addition, prices for new homes are growing out of reach for many residents. These trends have the greatest effect on Quesnel's most vulnerable residents. The City is developing a Housing Strategy that will explore the demand for both market and supportive housing types.

Although growth and demand are relatively low, the location and type of potential future new residences is clear. Opportunities for new single-family houses are apparent at the Well Site and the Private Lands on the east side of the Quesnel River.

There is a moderate need for more affordable, seniors and non-market housing options. Quesnel could consider exploring the provision of new affordable housing projects as private-public partnerships.

Depending on the outcome of the Highway 97 Re-Alignment project that is currently underway, there may also be an opportunity to add additional seniors housing along Front Street should the highway be aligned to bypass the downtown.

3 SITE-SPECIFIC RECOMMENDATIONS

3.1 WELL SITE



Figure 23 Well site overview

The Well Site is located just south of Highway 97 on the eastern shore of the Quesnel River. The site is vacant but is bordered by single-family houses on its south eastern side. Directly north of the site is a wastewater treatment plant which is a source of unpleasant odours that affect the Well Site from time to time. The presence of these odours and a stagnant housing market are primary limitations for development on the Well Site property. Until other opportunities become viable, the site is a prime location for extended portions of the River Walk. If residential demand increases in future, it may be possible to develop single-family residential lots along the north eastern side of the property. These residents will still be affected by the odours of the wastewater treatment plant to the north, so these properties would likely achieve lower values. However, by finishing the row of housing on Nadeau Street, it would have the effect of completing the row of housing along the street.

3.2 RIVERBEND DISTRICT



Figure 24 Riverbend District overview

The Riverbend District is a large site on the western bank of the Quesnel River that is largely covered in a forest of balsam poplar trees. Highway 97 runs through the site, and there are few other amenities. Much of the site is within the floodplain of the Quesnel River and floods regularly, which limits the options for permanent structures. The City of Quesnel leases the site from the BC Rail company, and it is used by the Public Works Department primarily for snow storage in the winter months.

Opportunities for new development are limited by the floodplain, access and the City's intention to retain the site for snow storage, so its primary use is unlikely to change. The key opportunity for the Riverbend District is summer focused recreation. The quiet forested site is a prime location for new connections to the Riverfront Trail which could wind through the site. The installation of a disc golf course on the site would be another welcome use. Disc golf is a low impact activity that would offer something new to the recreation mix in Quesnel. Disc golf courses are relatively easy to lay out and install, and they require little maintenance and little to no clearing. In the offseason, goal baskets can be stored until they are needed again in the summer.

3.3 RAILWAY PRECINCT



Figure 25 Railway Precinct overview

The Railway Precinct is just south of downtown on the Quesnel River. The site is currently used as a Public Works Yard that is planned for relocation to an alternate site which will free the property for development. The site is on the south side of the railway tracks and the highway but is connected to the downtown via a pedestrian bridge and road access along Davie Street and the Johnston Bridge Loop. This area is also on the opposite side of the street from the Quesnel Visitor Center, which is already an entry point for many people travelling through the City. The Rocky Mountaineer train station is also located here.

This site is an ideal location for a recreation hub which could include an RV park and day use area, river surfing, extensions to the River Walk, equipment rentals. The Quesnel Visitor Centre has communicated that there is significant demand from people with RVs for a place to camp or park near to downtown. This site's proximity to the river, the Visitor Centre and the downtown make it a logical place to provide this amenity.

The Quesnel River at this spot may also provide a good opportunity to create a standing wave for river surfing. Were a new wave to be created in the Quesnel River, the Railway Precinct would be a good place to offer lessons and equipment rentals for the sport.

Finally, there may also be an opportunity to explore a recreation-oriented hostel in this District. There are no accommodations in Quesnel that cater to visitors looking for an inexpensive, funky place to

stay. These types of accommodations can attract people who are cycle touring, mountain biking, hiking or canoeing in the area.

3.4 PRIVATE LANDS

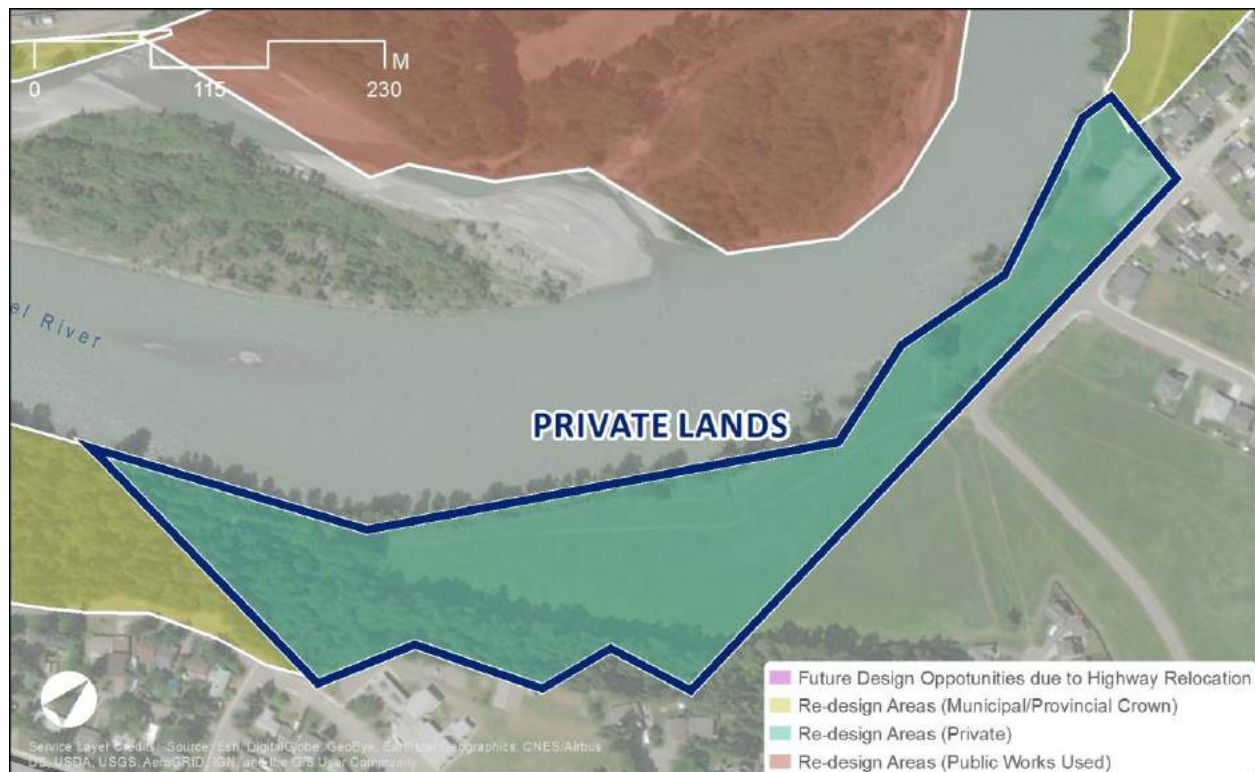


Figure 26 Private Lands overview

The Private Lands District is a privately held riverfront property on the south side of the Quesnel River near the Carlson Estates. The primary opportunity for this site is to develop multi-family homes over the medium to long-term. If there is sufficient demand in the future, this site may have some opportunity for condos or town homes. The site can take advantage of existing road and utility services that border the site. Demand for single-family housing is low in Quesnel at present, so this site would only be developed as demand builds in the future.

Besides long-term housing development, this site provides an opportunity to extend the Riverfront Trail to connect neighbourhoods on the south side of the Quesnel River. Some form of riparian enhancement measures would also be welcome here as a way to improve the site and the health of the riverfront habitat.

3.5 QUESNEL RIVERFRONT TRAIL

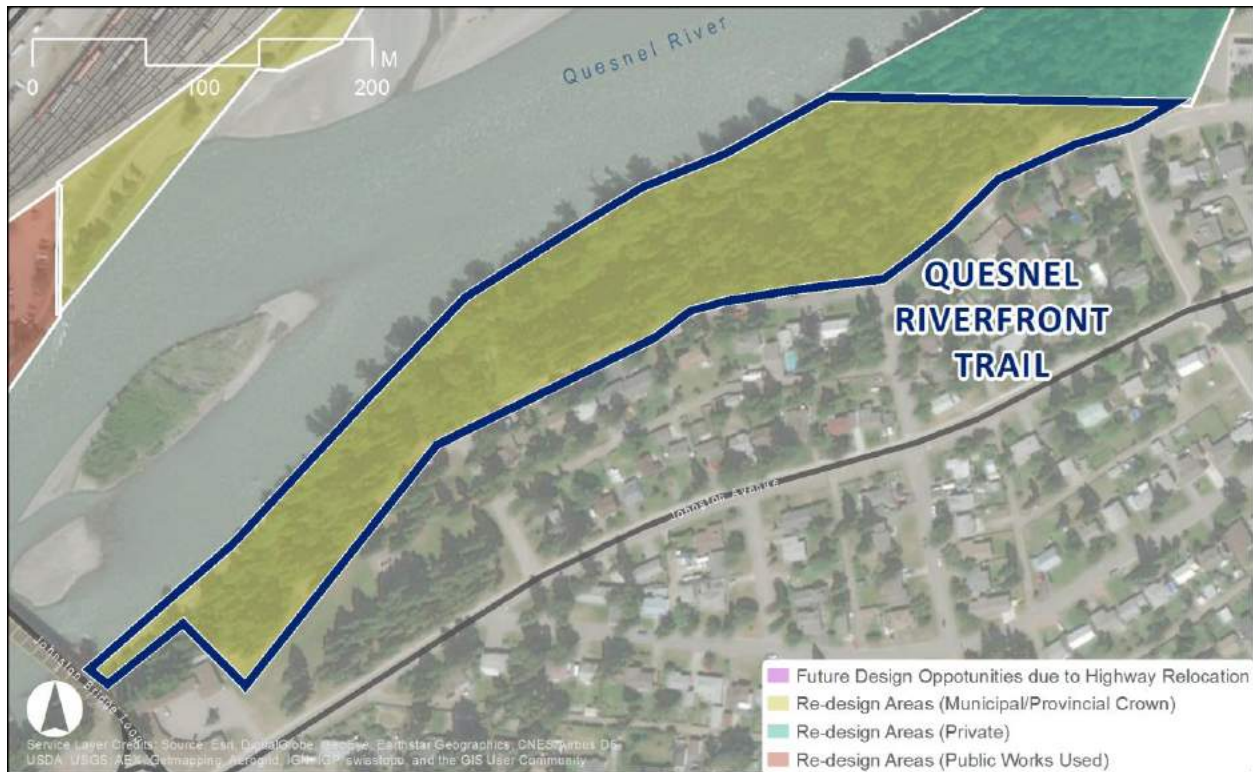


Figure 27 Quesnel Riverfront Trail overview

The Quesnel Riverfront Trail District is an elongated site on the south side of the Quesnel River. This site provides an opportunity to formalize the Riverfront Trail on the south side of the river. A formalized Riverfront Trail along the Quesnel river would provide an excellent recreation and transportation amenity to neighbourhoods in south Quesnel.

Pedestrian access to downtown from this site is challenging, but improved connections to downtown from here should be explored. Should the Public Works yard on the north side be redeveloped as a recreation district, there may be an opportunity to improve pedestrian connections to the Front Street bridge from the Riverfront Trail.

3.6 WEST FRASER TIMBER PARK



Figure 28 - West Fraser Timber Park - Waterfront overview

The West Fraser Timber Park – Waterfront District is another opportunity to improve river-oriented recreation. The site would be another opportunity to formalize and extend the Riverfront Trail on the south side of the Quesnel River, which would enhance connections of neighbourhoods in south Quesnel and add a significant recreation amenity were it to be developed along the entire south shore. The site presents additional seasonal opportunities as a fishing beach when the water is low. New projects for riparian enhancement could also be welcome here as a way to improve the health of the environment, maintain bank stability and improve the area’s aesthetics.

3.7 LHTAKO CULTURAL DISTRICT



Figure 29 Lhtako Cultural District overview

The Lhtako Cultural District is a key location for creating activity along the waterfront in Quesnel. The opportunity for this site is related to the already underway project to create a new First Nations cultural centre. The new cultural centre would provide a place to learn about the indigenous history of the Lhtako Dene people and create a hub for visitors. The new cultural centre may include a restaurant or café and be connected to the Riverfront Trail system. The cultural centre presents an opportunity to further integrate the downtown and the riverfront by adding more activity and interest to the area.

There is also a boat launch in this district that presents another opportunity to generate more activity along the waterfront. At present, the primary users for the boat launch are Search and Rescue and people on fishing trips. The boat launch has very few amenities and could be upgraded to serve Search and Rescue's needs better and provide more opportunity for public use.

3.8 FRONT STREET SHOPPING DISTRICT



Figure 30 Front Street Shopping District overview

The Front Street Shopping District presents several opportunities to improve the character of the Quesnel Waterfront. However, the success and likelihood of the major opportunities along Front Street are somewhat dependant on the outcome of the highway relocation project. The Ministry of Transportation and Infrastructure and the City are exploring the possibility of realigning the highway out of downtown Quesnel. Should this project be completed, it would reduce traffic along Front Street in a way that would make it more attractive for development that may include new businesses and shopping. The character of new businesses along Front Street should be developed to complement the high street character of Reid Street and not as a competing commercial corridor.

Another opportunity for the Front Street Shopping District is to further develop the mix and character of affordable and seniors housing. Although the demand for new residential units in Quesnel is low at present, the types of housing that are in greatest demand are for affordable and senior-oriented apartments. As there is demand, new affordable and seniors housing developments should be explored along Front Street. Possible formats for new housing along Front Street could include forming Private Public Partnerships or supporting mixed-use developments that include commercial, service and residential elements. New housing here would increase the downtown population and could work towards supporting new resident-oriented commercial along the corridor.

3.9 FRASER RIVERFRONT TRAIL DISTRICT

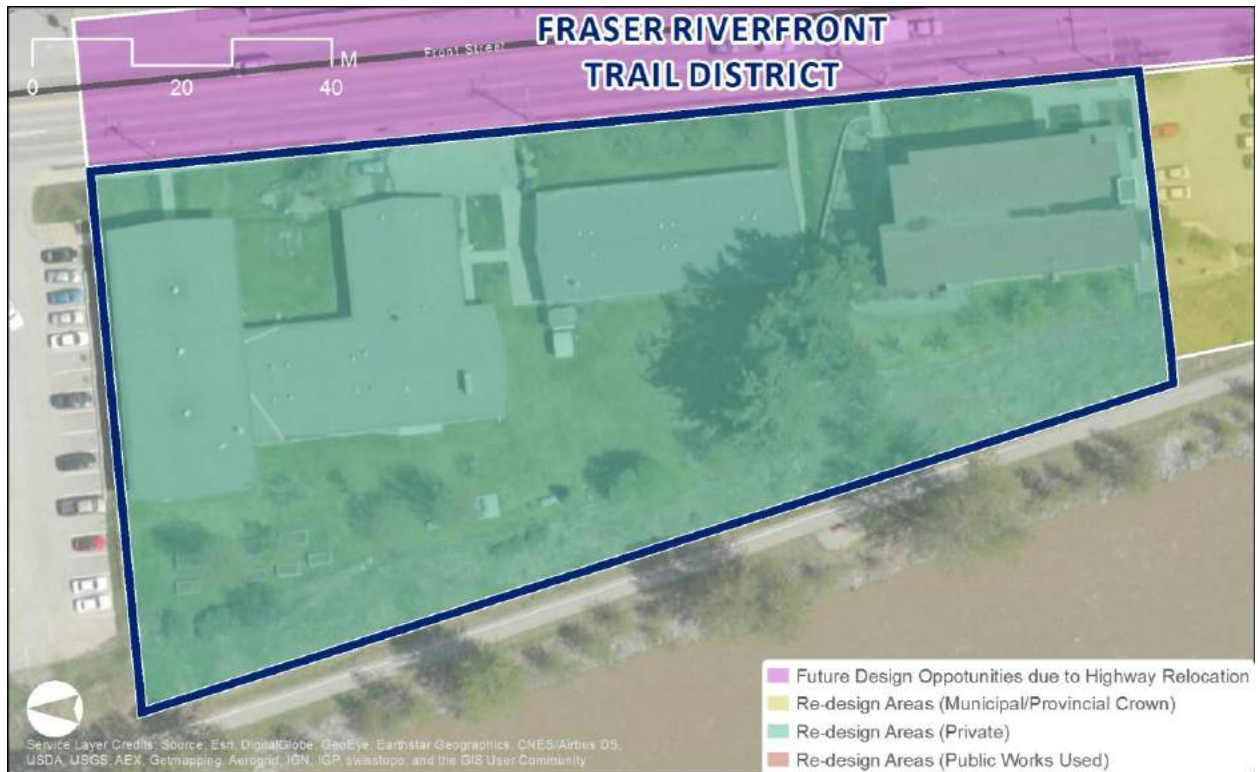


Figure 31 Fraser Riverfront Trail District overview

The Fraser Riverfront Trail District is a key area along the Quesnel waterfront. The Riverfront Trail in this area is already a well-used and enjoyed recreation and transportation amenity. The opportunity in this area is to continue to improve the Riverfront Trail and amenities adjacent to it. This area is one of the most accessible river access points to the downtown core. Improving connections to the downtown and adding new family and visitor-oriented amenities would help create activity and interest in the space. As the Quesnel waterfront develops, new amenities should be added to the Riverfront Trail to make it more attractive, comfortable and safe. Trimming trees along this stretch would improve views of the river and adding more seating, interpretive elements or public art could make it livelier.

3.10 NORTH FRASER RIVERFRONT TRAIL DISTRICT



Figure 32 North Fraser Riverfront Trail District overview

The North Fraser Riverfront Trail District is an elongated site on the west side of the Fraser River opposite of Downtown Quesnel. North Fraser Drive is an important corridor for connecting neighbourhoods on the west side of Quesnel. The South end of this district connects to the Quesnel Fraser River Footbridge. The primary opportunity along this narrow corridor is to improve the Riverfront Trail to provide an enhanced recreation and transportation amenity to residents of the west side and visitors. Possible enhancements include adding a multi-use pathway, additional seating, public art and interpretive elements and pruning existing trees to improve river views. The pedestrian bridge is a key link to downtown and extending the Riverfront Trail north from the bridge would extend the riverfront experience for pathway users.

There may also be an opportunity to add a new riverfront restaurant or café at the south end of this district near the pedestrian bridge. This site would create an excellent waterfront dining experience that is unavailable in Quesnel at present.

3.11 BAKER CREEK PARK



Figure 33 Baker Creek Park overview

The Baker Creek Park District is made up of several properties that border Baker Creek on the west side of the Fraser River opposite downtown Quesnel. This area is characterized mainly by the existing West Park Mall which includes a Save-On-Foods grocery store, a gas station and several other retailers.

There are two main opportunities for this district play off of its existing strengths. First, properties closer to Marsh Drive may be good candidates for mixed-use redevelopment that could provide a mix of services and help activate the area by adding a commercial, office or affordable residential space.

Second, Baker Creek Park presents an opportunity to improve the connection with the riverfront and to enhance the riparian area. At present, there are few amenities and little access through the park to the Fraser River. Upgrading the Riverfront Trail system to better connect to the Fraser River would prove an improved experience for both users of the park and the trail system.

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A teal line art map of the United States is positioned in the background, spanning the entire page. The map is minimalist, showing only the outlines of the states and major water bodies.

Appendix D

Policy Context

Project Context

Policy Context

2018 Strategic Plan

Strategic Plan, 2018

Link: <https://www.quesnel.ca/sites/default/files/uploads/reports/2018-strategic-plan.pdf>

This document lays out the key strategic goals for the City.

Strategic goals for 2018 that inform or relate to the **QWP** include:

- ~ Focus on multi-use trail development utilizing Quesnel as the starting/stopping point to drive tourism to new clientele (Action 3.3)
- ~ Continue to maximize access to funds through Northern Development Initiative Trust, Cariboo Strong and BC Rural Dividend (3.4)
- ~ Continue to implement the City brand through resident recruitment, marketing and way-finding initiatives (Action 3.6)
- ~ Develop and document the Economic Transition Strategy for the City of Quesnel (Action 3.7)
- ~ Plan waterfront development including a First Nations cultural center (Action 3.8.1)
- ~ Continue the signage strategy (3.8.3)
- ~ Continue with the City's First Nations recognition and engagement initiative (Action 5.1)
- ~ Rebuild the Skateboard Park and Patchett Street Park in 2018 (6.5.1)

All of these strategic goals help inform and identify the need for the **QWP**. A comprehensive plan will identify strategies to help the City stimulate economic growth, integrate improved recreation amenities, celebrate cultural heritage, and successfully implement cohesive branding.

Age-Friendly Assessment and Action Plan, 2018

Link: https://www.quesnel.ca/sites/default/files/uploads/reports/quesnel_age-friendly_assesment_and_action_plan_-_final_-_council_june_26_2018.pdf

This report presents the result of an age-friendly needs assessment completed in June 2018. Areas of assessment included: outdoor spaces and public buildings; transportation; housing; social participation and recreation; respect and social inclusion; communication and information; and community and health services.

AGE-FRIENDLY ASSESSMENT AND ACTION PLAN 2018

Key findings and priorities that inform or relate to the QWP include:

1. Increasing access to resting places in walking areas, specifically along the River Walk path – many of the seating arrangements currently require that pedestrians leave the paved path to access the seats; the uneven ground between the seats and the path poses a barrier for those with mobility issues. Report recommendations include planning for additional seating in new construction and revitalization plans.
2. Improving access to public washrooms and crosswalk safety, especially in the downtown core – to increase confidence of seniors to walk in the downtown core, thereby using services and frequenting businesses. Report recommendations include extending the crosswalk timing at Front Street intersections, encouraging downtown businesses to make washrooms available as part of an age-friendly business program and planning for additional washrooms in public areas.



The waterfront redevelopment plan considers the needs of seniors and how specific design features can be used to assist those with mobility needs and ensure that they are able to access a range of services, amenities, and businesses.

City of Quesnel Brand Strategy

Re-branding Initiative (Community Identity Project), 2017

Link: <https://www.quesnel.ca/city-hall/major-initiatives/re-branding-initiative>

This initiative began in February 2016 and was endorsed by council In January 2017. In partnership with consulting agencies, the City developed: brand strategy, visual identify and tone of voice, brand guidelines, messaging matrix, and a brand communications plan.

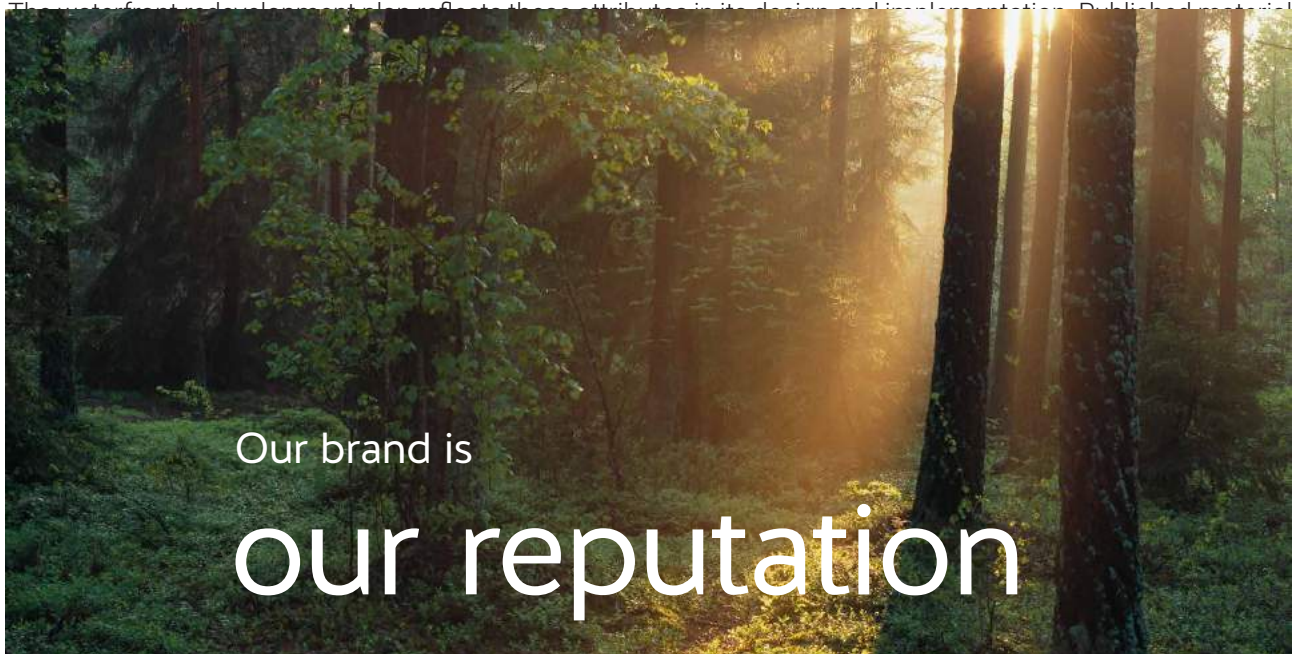
Key priorities identified include:

- ~ Six target audiences: local residents, part-time workers/ residents, business owners, tourists, prospective residents, potential businesses
- ~ Quesnel's identifying attributes: sustainable, accessible, trail-blazing and fun
- ~ Quesnel's promise: to enable opportunities for a thriving community
- ~ Quesnel's purpose: to enrich life through a balance of natural opportunity
- ~ Quesnel's spirit: naturally courageous (nourished by nature, fuelled by courage)

Quesnel's brand emphasizes its connection to the community and to the land, including a rich First Nation history and close proximity to natural landscapes. It aims to strike balance between emphasizing its close-knit, small-town culture and future-focused mindset towards creativity and innovation. The City has already updated its website to the new branding and has begun infusing this into its wayfinding and placemaking initiative.

Our brand is

our reputation



North Cariboo Trails Inventory and Master Plan, 2017

Link: https://www.quesnel.ca/sites/default/files/docs/city-services/quesnel_trails_master_plan_final.pdf

This report outlines a strategy for the expansion and management of the regional trail system. There are approximately 350km of trails within a 20km radius of Quesnel. This plan reviews policy context, assesses the existing trail network, details resident concerns, and identifies a prioritized list of recommended improvements.

Key findings and priorities that inform or relate to the QWP include:

- ~ Quesnel Riverfront Trails are primarily used by pedestrians and cyclists and offer accessible paved pathways; 91% of those surveyed used the trails and 93% are satisfied
- ~ Challenges include: private connections, flooding, access to RV park
- ~ Recommended short term improvements: connect the trail system to the RV parking on Legion Drive; improve connections to downtown; secure connections over private land
- ~ Recommended long term improvements: improve connection to West Fraser Timber Park; expand trail system around Baker Creek and south side of Quesnel River; add lighting for nighttime use of trail; address flooding issues; connect Riverfront Trails to other trail systems
- ~ Tourism target markets are defined according to the Explorer Quotient system (segmented into cultural explorers, free spirits, authentic experiencers) and Adventure Travel Trade Traveler Types (segmented into grazers, adventurers, and enthusiasts)



The **QWP** considers existing and future trail networks in its land use assessment. This report supports connections to the trail systems east (West Fraser Timber Park) and west (Abbott Hill, Pinnacles Park) to create a 'hub-and-spoke' network with the Downtown Riverfront system. It also suggests potential to acquire land for trail expansion along Baker Creek and south of Quesnel River. The City and Cariboo Regional District have been successful in getting recent grant funding for trail development.

The plan also addresses how to maximize value of trail development by working with the tourism network (e.g., Tourism Quesnel, Destination British Columbia) and addressing gaps in visitor amenities and services.

NORTH CARIBOO TRAILS INVENTORY AND MASTER PLAN

Parks, Green Spaces and Outdoor Recreation Master Plan

Parks, Green Spaces and Outdoor Recreation Master Plan, 2015

Link: https://www.quesnel.ca/sites/default/files/uploads/reports/2015_parks_and_green_spaces_and_outdoor_recreation_master_plan.pdf

This plan provides guidance towards the management and protection of parks, trails, green spaces and outdoor amenities over a 10-year period. The plan sets directives to guide policy development and provides recommendations with associated provision of capital and ongoing funding requirements. It does not address specific site plans.

Key findings and priorities that inform or relate to the QWP include:

- ~ Riverfront Trail is a widely used amenity and source of community pride for residents; valued for amenities, convenience, and community events; desire from public for increased maintenance, resurfacing, upgraded bathrooms and signage
- ~ Trail connectivity improvements – report recommends working with private landowners to develop a sanctioned trail along the Quesnel River
- ~ Development of a public RV park – report recommends that if the City chooses to develop a public RV park, consideration should be given to proximity to parks and outdoor event spaces to facilitate attendance at events



- ~ Baker Creek Park improvements– report recommends assessing Baker Creek Skateboard Park for safety and undertake upgrades to ensure a broad range of skill levels and ages are served

The **QWP** considers existing parks, green spaces, and trails in its land use assessment. Particularly, the Riverfront Trail is recognized as a well-loved outdoor amenity that needs to be properly maintained and connected. This report also highlights possible improvements to RV parking and the Bear Creek Park skate park.

Official Community Plan, Bylaw No. 1630, 2007 (consolidated)

Link: https://www.quesnel.ca/sites/default/files/uploads/reports/offical_community_plan_-_2007.pdf

The OCP update is currently underway in Quesnel.

The OCP provides the long-term vision and objectives for the community and sets out a land-use management strategy for Quesnel's growth.

Policies that inform or relate to the **QWP** include:

Downtown policies:

- ~ Encourage stronger connections between the Downtown, Riverfront Park and Trail, and West Quesnel (5.3.1.5)
- ~ Identify measures and take steps towards encouraging tourists and other highway motorists to stop in the downtown area (5.3.1.9)
- ~ 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 (5.3.1.11)
- ~ Continue to work with BC Rail on the following ideas: 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 (5.3.1.12)
- ~ Consider developing the following parks including: acquiring and developing Quesnel River Park Adjacent to the Quesnel River Bridge; acquire and develop a new Highway 97 North Rest Area (Fraser River Overlook) about 220m 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 (10.3.20)
- ~ Work to enhance and protect access to the Quesnel river for future recreation opportunities (10.3.31)

Heritage and culture policies:

- ~ Support the preservation of features with significant heritage value (17.3.1)
- ~ Economic development policies:
- ~ 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 (20.3.8)
- ~ 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 (20.3.9)

Industrial policies:

- ~ 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 (6.3.15)

Parks and recreation policies:

- ~ Continue to improve and expand the River Walk by considering additional extensions, connections to other trails, interpretive features, and rest stops (10.3.9)
- ~ Continue to promote the establishment of a trail network to connect residential areas with local parks, schools, commercial and employment areas (10.3.12)

Related Projects

Wayfinding and Place-making Project, 2018 (in progress)

Link to workshop slides: https://www.quesnel.ca/sites/default/files/docs/city-services/coq_wayfindingplacemaking_workshoppresentation.pdf

The City of Quesnel worked with consultant group Cygnus to prepare a Sign Strategy and to generate ideas for placemaking in Quesnel. A series of workshops were held on February 20, 2018 to gather input. Following this, a community survey was made available online.

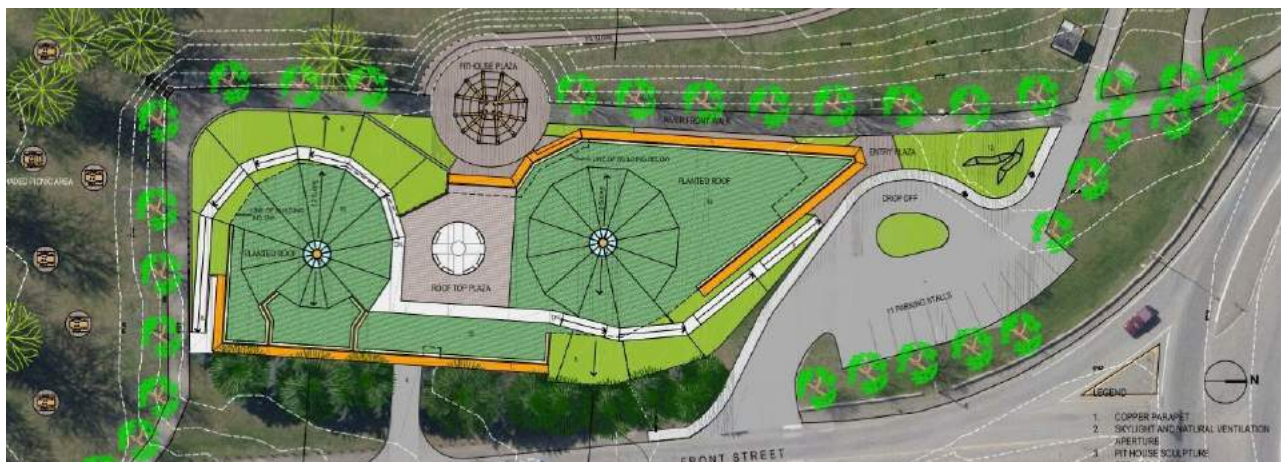
The engagement process identified Quesnel's iconic structures, landmarks and spaces of gathering as they relate to locals and visitors. The **QWP** integrates this community feedback and spotlights these prominent areas.

Next steps:

- ~ Draft Recommendations Report to be reviewed by community stakeholders
- ~ Draft designs developed for various sign types
- ~ Community Open House (Date TBD)
- ~ Final report and report to Council

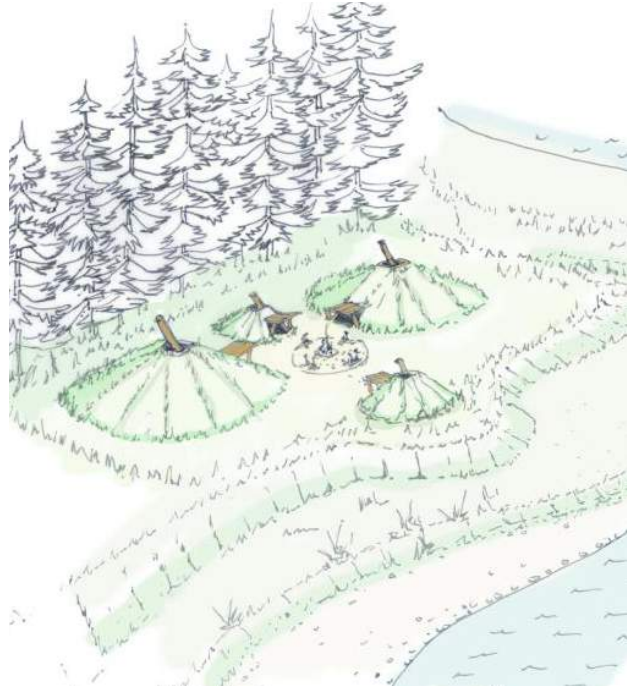
Lhtako Cultural Centre Project, 2019

Lhtako Dene Nation and the City of Quesnel have a joint vision for a unique First Nations cultural centre to be located on the Ceal Tingley Park property. The proposed facility is intended to serve, first and foremost, as a showcase of Lhtako Dene's rich cultural heritage (including artifacts currently held by the UBC's Museum of Anthropology) and historical connection to Quesnel and the local landscape, and as an interactive centre that connects guests and visitors directly to the Lhtako Dene community, as ambassadors of their continually evolving culture.



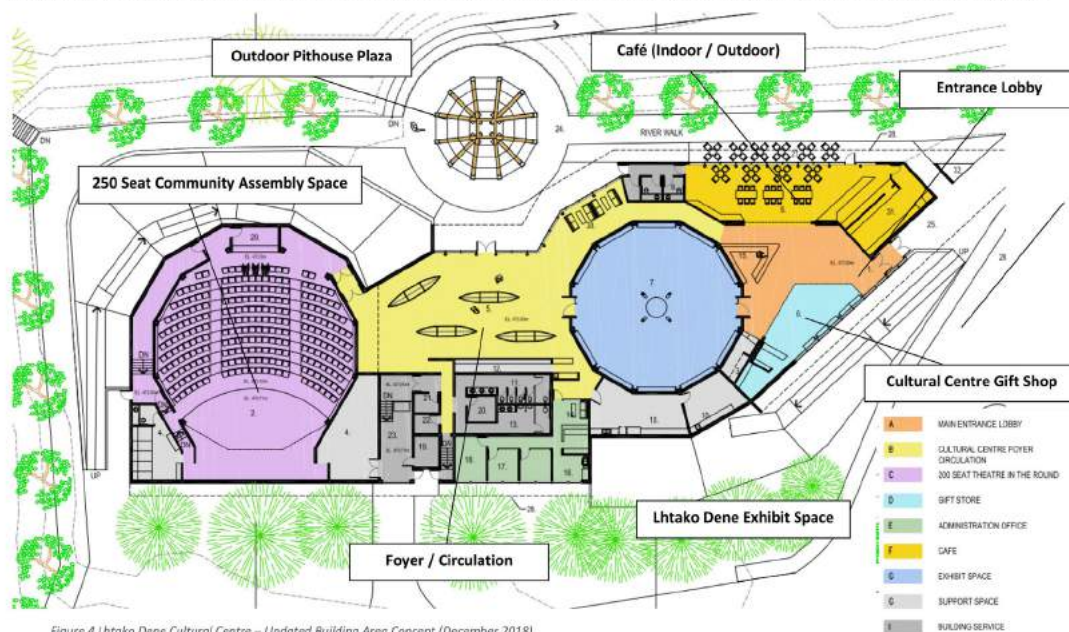
Key features of the facility include:

- ~ Pithouse-inspired design that leverages its natural physical and historical context
- ~ Circular exhibition space, primarily for display of Lhtako Dene cultural artifacts currently being stored at UBC's Museum of Anthropology (with additional cultural display space)
- ~ Large circular space with a central stage and seating for 250 visitors, for use as a shared community assembly space and event space
- ~ Circular gift shop, featuring art and other Lhtako Dene cultural merchandise
- ~ Café, offering on-site food and beverage service for visiting guests (for the cultural centre and related events), with both indoor and outdoor patio components;
- ~ Internal multi-functional exhibition/hall space connecting the above cultural centre elements, with room for additional 3-D displays and pieces
- ~ Outdoor circular plaza and gathering space, echoing the pithouse-inspired building design
- ~ Rooftop deck/patio space, for the use and enjoyment of guests and visitors
- ~ Office / operational function space
- ~ Primary vehicular drop-off at the north end of Ceal Tingley Park, with a 16-stall surface parking lot



Lhtako Dene Cultural Centre – Updated Building Area Concept (December 2018)

The updated building concept shown below highlights the reconfigured Lhtako Dene Cultural Centre, with the active functions flanking the entrance lobby.



Reid Street Revitalization

The City of Quesnel has recently completed a downtown revitalization of four of the City's downtown blocks. This project was triggered by a failing AC watermain under Reid Street that provides service to each building.

The new streetscape was designed with input from the public through multiple information sessions. The project included a new watermain with service replacements to each building face; new storm infrastructure for all four City blocks including challenging overland flood routes and shallow storm main installation; the new streetscape that reflects the City's brand, improves accessibility, and creates pleasant public gathering space with creative seating and drought-tolerant plantings. Many site elements, including furnishings, lighting, surface treatments, and plantings, from this project are appropriate to be integrated throughout the waterfront study area.



