

REQUEST FOR PROPOSAL



Infrastructure Master Plan

Closing Date and Time: Thursday October 5, 2023, 2:00 p.m. Local Time

Project Contact: Chris Coben, Director of Capital Works and Infrastructure

Date Issued: Tuesday August 29, 2023

Project Completion Date: Thursday February 27, 2025

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1. Project Overview

The City of Quesnel is seeking proposals from qualified individuals or firms to develop an Infrastructure Master Plan. To be considered for this project, proponents must propose an appropriate team of planners and engineers, present a methodology for completing the work, and demonstrate suitable knowledge and relevant historical experience. This Request for Proposal (RFP) describes the services sought by the City of Quesnel, the Proposal requirements, and sets out the City's RFP process, evaluation, and selection process.

The Infrastructure Master Plan will become the City's strategic document that sets growth-related goals, objectives, and priorities for municipal infrastructure related to water distribution, wastewater collection, and stormwater management, and transportation upgrades supporting the City's Official Plan.

The contractor will perform a systematic review of existing infrastructure information from the City in addition to their own assessments while focusing on priority development areas within Quesnel. The contractor will provide the City of Quesnel with the completed Infrastructure Master Plan at the end of the project. The Infrastructure Master Plan will be a resource for the City to equip staff, Council, and prospective developers with accurate and comprehensive information of the City's current infrastructure situation and capacity for future development. The priority goal of this master plan is to be a significant factor in moving forward with the priority development area opportunities and identify upgrades necessary to support growth in these areas.

Works must be completed by February 27, 2025.

2. Project Goals and Objectives

The intended project outcomes are to create a consolidated Infrastructure Master Plan which will include:

- Water System Modelling;
- Stormwater and Catchment System Modelling;
- Sanitary System Modelling;
- Traffic Plans for specific areas; and
- Identification of clean growth opportunities.

There is a need for new housing development in our community. Although the City and surrounding area's population is not statistically growing as per recent statistics, there are no rental vacancies, extremely limited serviced vacant lots on which to build, and limited desirable housing stock to buy. Seniors state that there is limited to no options for downsizing and young adults state that there is limited appropriate entry housing stock. Major employers in the community advise City Staff that their number one attraction and retention obstacle is suitable housing for individuals. As such the number one strategic goal of Council has been addition of new housing in the community.

Queries from developers have identified unknown capacity gaps with existing infrastructure which has created unknowns with respect to immediate development potential. The goal of the Infrastructure Master Plan will be to assist City staff to better direct investment inquiries, revise, and update capital reinvestment plans, identify infrastructure improvements required to facilitate future development in line with City strategic goals.

Described below are four priority sites that the City would like this infrastructure master plan to specifically address. See location maps folder at <https://ln5.sync.com/dl/41538e420/9wv237nm-zkp6p99d-avzfiyj8-6y4ruhv5>.

1. 11-acre former school site in the heart of downtown which has very few vacant lots. This site is currently being reviewed by the province in terms of the process for disposition. The goal will be to have this site available for mixed-residential development with several high-density residential buildings.
2. 9-acre West Quesnel site with contract of purchase from Northern Health for a 272-bed senior care facility bringing new jobs and spin-off services.
3. 22-acre parcel identified for new school construction and additional development. Discussions are expected to begin in the fall of 2023 regarding the infrastructure needs of this site for the school. Proximity to new school and existing neighbourhood make the remainder of this site attractive for future residential development in this area. High density residential zoning will be encouraged by municipal staff.

Of these three sites above, a sanitary model and capacity analysis is identified as the greatest unknown and priority for the project. Lift station records and other information as required can also be provided to the proponent to assist with the evaluation.

4. There has been significant development interest in the vacant commercial properties in South Quesnel. 20-acres of vacant land abuts the commercial frontage roads which remain undeveloped. A new fast-food restaurant and a new hotel are being proposed in this area. There is an additional 21-acres of land east of these properties that have had significant development interest in recent years and are to be assessed for future development potential including new residential developments. Traffic planning and stormwater management are identified as the greatest evaluation needs in this area.

Moving forward the City will prioritize opportunities for infrastructure expansion or upgrades that contribute to clean growth through reduced greenhouse gas and air-pollutant emissions, landscape solutions, improved waste management, reduced water use, advanced materials and bioproducts, and efficient energy use are to be identified. Where there is green field development, clean growth opportunities are to be identified through the implementation of green infrastructure and improved transportation systems including building in active transportation infrastructure.

3. Background

The City of Quesnel was incorporated in 1921 and has a population of 9,879 within its city limits and serves the surrounding area of 13,000 additional people.

The city formed due to an amalgamation of two villages in 1957 and its current boundary is the result of approximately 16 boundary expansions over the years 1962, 1964, 1967, 1970, 1972, 1973, 1974, 1978, 1980, 1985, 1987, 1989, 1995, 1996, 1998, 2000. Many of these expansions took over previously unincorporated areas with limited services. The level of services in these areas is not consistent with some areas not benefiting from community systems. The most southwestern expansion that occurred in 1998/2000 relies on the Cariboo Regional District's (CRD) Red Bluff sanitary system. The CRD is currently completing a capacity study of this system. Water was extended to much of the area but there are some neighbourhoods in this area which opted out of community water extension.

SYSTEM OVERVIEW

Sewer and water main distance (in kilometres)

- 23 km storm sewers
- 77 km sanitary sewers
- 87 km water mains
- Total sewer and water main distance: 187 kilometres

See below link to the City's Official Community Plan Infrastructure Schedule.

[Schedule D Infrastructure \(quesnel.ca\)](https://www2.gov.bc.ca/gov/content/transportation-projects/other-transportation-projects/quesnel-north-south-interconnector)

DESCRIPTION OF WATER SYSTEM:

The City of Quesnel water system is comprised of 6 operating groundwater wells (main system), 8 reservoirs, 5 booster pump stations, 2 main PRV stations and approximately 100 km of water main. At present there is no treatment or disinfection provided to the City's water system. Approximately 3840 properties are connected to the City water system.

DESCRIPTION OF SANITARY SYSTEM:

The City collects and pre-treats on average 1,305,000 cubic meters of sewage effluent each year with a unique partnership with Cariboo Pulp Mill, in that the Mill treats the City's sewage, saving the City many thousands of dollars in not having to operate its own treatment plant. Approximately 2903 properties are connected to the City's sanitary sewer system. The details of the system of gravity and pressure mains, lift stations, and manhole data will be provided when the contract is awarded. Common concerns are a lack on invert elevations of manholes to assist in design of developments.

The Cariboo Regional District (CRD) operates the Red Bluff sewer system which affects City residents in services approximately 494 properties in South Quesnel. This system is also treated by the Cariboo Pulp Mill. The CRD is currently completing a capacity review for this system which will inform this Master Infrastructure Plan for the City.

DESCRIPTION OF ROAD NETWORK:

4.8 km of Highway 97 cuts through the community extending from the southeast to the north with a 90 degree turn in the downtown. A truck route is available that permits a small bypass option for vehicles travelling south but requires a merge with no merge lane. Options to develop a bypass option have been discussed by the City and Ministry of Transportation since the mid 1900s. A route has now received preliminary design but funding to advance beyond this phase has not been established. The future interconnector is beyond the scope of this project but should be considered when establishing any recommendations for moving forward with transportation planning.

<https://www2.gov.bc.ca/gov/content/transportation-projects/other-transportation-projects/quesnel-north-south-interconnector>

The South Quesnel Commercial area is plagued by frontage roads that are within highway right-of-way and have not benefited from a comprehensive design review. This area is anticipated to have the most significant commercial growth and additional multi-unit residential developments to support the work force in this area.

The downtown benefits from the original grid pattern development plan.

An active transportation plan update is currently being undertaken under a separate initiative. The results of this work may inform this consolidated plan.

DESCRIPTION OF DRAINAGE NETWORK:

The City drainage systems vary in each part of the community. South Quesnel consists of clay soils and open ditches, except a piped network in the commercial area. All South Quesnel drainage leads to Dragon Creek. There are two detention ponds in this area that slow the flows but there has been long concern regarding the increasing stormwater volumes entering this system and flowing down Dragon Creek into a residential neighbourhood. The creek in this area requires regular maintenance to remove sediment build up and decrease risk of flooding. The Dragon Creek Stormwater Management Plan was completed in 2003. Additional work recommended in the plan has not occurred.

North and West Quesnel have stormwater systems which discharge at various points into the Fraser and Quesnel Rivers as well as Baker Creek. Previous challenges in the North Quesnel drainage area which prompted a drainage study have been managed with upgrades to St. Laurent Ave. pipe upsizing.

4. Definitions

“Best Value” means the value placed upon quality, service, past performance, and price.

“Closing Date and Time” means Thursday October 5, 2023, at 2:00 p.m. (PT).

“CAO” means the Chief Administrative Officer of the City of Quesnel.

“Proponent” means a person, firm, or corporation having a direct contract with the City of Quesnel to provide the services outlined in the RFP.

“Contract” means a written agreement between the City of Quesnel and the Successful Proponent resulting from this RFP.

“City” means the City of Quesnel.

“Project” means the Infrastructure Master Plan;

“Proponent” means a party submitting a Proposal to this RFP.

“Proposal” shall mean the Proponent’s submission to the RFP.

“Proposal Review Committee” means the team of qualified staff appointed by the CAO (Chief Administrative Officer) to review and assess Proposals.

“RFP” means this Request for Proposal.

“Request for Proposal” includes the documents listed in the index of the Request for Proposal and any modifications thereof or additions thereto incorporated by addenda before the close of the RFP.

“Successful Proponent” means the Proponent submitting the most advantageous RFP as determined by the City of Quesnel.

5. Content of Proposal

5.1. APPLICABLE LAWS

The law applicable to this RFP shall be the law in effect in the Province of British Columbia. Except for an *appeal from a British Columbia Court to the Supreme Court of Canada, no action in respect to this RFP* shall be brought or maintained in any court other than in a court of the appropriate authority of the Province of BC.

In carrying out its obligations hereunder, the Proponent shall familiarize itself and comply with all applicable laws, bylaws, regulations, ordinances, codes, specifications, and requirements of all regulatory authorities, and shall obtain all necessary licenses, permits and registrations as may be required by law. Where there are two or more laws, ordinances, rules, regulations, or codes applicable to the Works, the more restrictive shall apply. All references in the RFP to statutes and regulations thereto and City bylaws shall be deemed to be the most recent amendments thereto or replacements thereof.

5.2. COPYRIGHT

All designs, drawings, concept drawings, specifications, digital, hard copies, web pages, internet pages, maps and plans commissioned by the City of Quesnel, shall remain the property of the City of Quesnel.

5.3. INCONSISTENCY BETWEEN PROVISIONS

In the case of any inconsistency or conflict between the provisions of the RFP, the provisions of such documents and addenda thereto will take precedence in governing in the following order: (1) addenda; (2) RFP; (3) Special Conditions; (4) Specifications; (5) Drawings; (6) Executed Form of RFP; (7) all other documents.

5.4. HEADINGS

Headings are for convenience only: headings and titles in the RFP are for convenience only and are not explanatory of the clauses with which they appear.

5.5. PAYMENT

Method of payment is governed by City policy as well as applicable federal and provincial law.

5.6. ENTIRE AGREEMENT

The RFP, accepted proposal, and City Contract represent the entire Agreement between the City and the Successful Proponent and supersede all prior negotiations, representations, or agreements either written or oral. The Contract may be amended only by written instrument agreed and executed by the Successful Proponent and the City.

6. Request for Proposals Process

6.1. NOT A TENDER CALL

This RFP is not a tender call, and the submission of any response to the RFP does not create a tender process. This is not an offer to contract by the City. A contract will be prepared by the City for the successful proponent's consideration and endorsement.

6.2. NO OBLIGATION TO PROCEED

Though the City fully intends to proceed through the RFP, the City is under no obligation to proceed to the purchase, or any other stage. The receipt by the City of any information (including any submissions, ideas, plans, drawings, models, or other materials communicated or exhibited by any intended Proponent or on its behalf), shall not impose any obligations on the City. There is no guarantee by the City, its officers,

employees, or agents that the process initiated by the issuance of this RFP will continue, or that this RFP process or any RFP process will result in a contract with the City.

6.3. ADDENDA AND SUBSEQUENT INFORMATION

Proponents are advised that all subsequent information regarding this RFP including any addendum will be posted on the City's website. Addenda may be issued up to 48 hours prior to the Closing Date and Closing Time. After this time, the RFP will be considered complete, and no further Addenda will be issued.

6.4. ELIGIBILITY

Proposals will not be evaluated if the Proponent's current or past corporate or other interest may, in the City's opinion, give rise to a conflict of interest in connection with the RFP.

6.5. CONFLICT OF INTEREST

Any potential or perceived conflict of interest must be disclosed to the City in writing together with the proposal documents. Any conflict of interest identified will be considered and evaluated by the City. The City has the sole discretion to take the steps it deems necessary to resolve the conflict. If during the term of the Contract, a conflict or risk of conflict of interest arises, the Proponent will notify the City immediately, in writing, of that conflict or risk and take any steps that the City requires to resolve the conflict.

7. Pre-RFP Information and Evaluation

7.1. COST OF PREPARATION

Any cost incurred by the Proponent in the preparation of this Proposal will be borne solely by the Proponent.

7.2. INTENTION OF THE CITY

The Proponent that submits to the City the most advantageous Proposal and which represents the interests of the City, best overall, may be awarded the contract. The City reserves the right to accept or reject all or part of the RFP, however, the City is not precluded from negotiating with the Successful Proponent to modify its Proposal to best suit the needs of the City.

7.3. REJECTION OF PROPOSALS

The City reserves the right to reject, at the City's sole discretion, any, or all Proposals, without limiting the foregoing, any Proposal which:

- is incomplete, obscure, irregular, or unrealistic;
- has non-authorized (not initialled) erasures or corrections in the Proposal or any schedule thereto;
- omits or fails to include any one or more items in the Proposal for which a price is required by the RFP;
- fails to complete the information required by the RFP to be furnished with a Proposal; and /or
- fails to complete the information required whether the same purports to be completed or not.

Further, a Proposal may be rejected based on the Proponents past performance, financial capabilities, completion schedule and compliance with Federal, Provincial, and/or Municipal legislation. As it is the purpose of the City to obtain a Proposal most suitable to its interests and what it wishes to accomplish, the City has the right to waive any irregularity or insufficiency in any Proposal submitted and to accept the Proposal which is deemed to provide the best value to the City.

7.4. EVALUATION CRITERIA

Proposals will be checked against the mandatory criteria. Proposals not meeting all mandatory criteria will be rejected without further consideration. If all submissions do not meet the City's mandatory criteria, it shall remain the City's sole discretion to evaluate submissions and reject all or award to the Proponent with the highest overall ranking.

7.5. SCORED EVALUATION CRITERIA

Proposals meeting the mandatory requirements will be further evaluated based on predetermined criteria and weighting as detailed below:

7.5.1. EXPERIENCE – 35%

- Specialties or capabilities of the Proponent.
- Provide evidence of being able to successfully perform this work.
- Credentials of staff or subcontractors assigned to this project.
- Demonstrated experience with the development of Integrated Asset Management Plans.
- Strong record of accomplishment of integrating leading asset management principles across the broad range of services delivered by local governments.
- Relevant references included with submission and feedback received if contacted.

7.5.2. APPROACH AND METHODOLOGY – 45%

- Explanation of the approach and methodology to be used for modelling and ground proofing.
- Realistic approach to analyze the data and develop the plan.
- Identification of areas that will need further assessment beyond this plan.
- Explanation of the approach to work together with municipal staff to complete the project.
- Explanation of the approach for master plan development; integration with the Capital Reinvestment plan.

7.5.3. BUDGET & FEE – 10%

- Budget not to exceed \$500,000.00.
- How reasonable the budget is for each aspect of the proposal and the proposed fee for the work identified?
- The fee is competitive with regards to the project budget and other proposals received.
- Explanation of pricing for additional work that may result if the scope of the engagement is expanded and whether fee is competitive with regards to additional consulting (if required).
- The breakdown of the proposed fee/budget is explained in detail.

7.5.4. PROPOSAL SUBMISSION – 10%

- Completeness and clarity of the proposal.
- Quality of the proposal.
- Proposal should be 40 pages or less.

7.5.5. VALUE ADDED – 5% (bonus)

- Bonus points are awarded if it is clearly demonstrated that additional synergies unique to the proponent can bring additional value to the project.

	Points
Experience	35
Approach and Methodology	45
Budget & Fees	10
Proposal Submission	10
Value-added	5 (bonus)
Total	100 (5)

7.6. EVALUATION COMMITTEE

Evaluation of Proposals may be made by an Evaluation Committee formed by the City.

Awards will be made based on the best value offered, and the best value will be determined by the City. The quality of the service to be supplied, the conformity with the specifications, the suitability to requirements, guarantee clauses, and references shall all be taken into consideration.

7.7. CONFIDENTIALITY OF CITY'S INFORMATION

All Proponents and any other persons who, through this RFP process, gains access to the City's confidential financial information, are required to keep strictly confidential all information which in any way reveals confidential business, financial or investment details, programs, strategies, or plans learned through this RFP process. This requirement will continue with respect to such information learned by the Successful Proponent, if any, over the course of any contract for service which arises out this RFP process. Information pertaining to the City obtained by the Proponent because of participation in this process is confidential and must not be disclosed without written authorization of the City.

7.8. CLARIFICATION

The City reserves the right to seek Proposal clarification with the Proponents to assist in making evaluations.

The City reserves the right to:

- consider and analyze Proposal submissions;
- reject any Proposal it considers not in its best interest;
- to meet with the Proponents, either individually or collectively, to discuss the RFP and their submissions;
- after identifying the preferred Proponent, to negotiate any changes, amendments, or modifications with the preferred Proponent, without offering the other Proponents the right to amend their Proposals;
- to cancel the RFP at any time without incurring liability to any Proponent;
- to reject any or all Proposals;
- to accept any Proposal whether complete or not;
- not to accept the Proposal with the lowest fee; and/or
- to alter any aspects of the RFP in its sole discretion.

It is the nature of the RFP process that the RFP and/or the Proposal in response to the RFP will not constitute a binding Contract but will only form the basis for the Consulting Services Contract and does not mean that the Proposal is necessarily acceptable in the form submitted.

7.9. ACCEPTANCE OF PROPOSAL

The City shall not be obligated in any manner to any Proponent whatsoever until a written agreement has been duly executed relating to an approved Proposal. No act of the City other than written notice signed by the City's Corporate Officer shall constitute an acceptance of a Proposal. Such acceptance shall bind the Successful Proponent to execute in a manner satisfactory to the City.

7.10. NEGOTIATION DELAY

If a written Contract cannot be negotiated within 30 days of notification to the Successful Proponent, the City may, at its sole discretion at any time, thereafter, terminate negotiations with that Proponent and either negotiate a Contract with the next qualified Proponent or choose to terminate the RFP process and not enter into a Contract with any of the Proponents.

7.11. INQUIRIES AND CONTACT DURING THE RFP PROCESS

General inquiries related to this RFP are to be directed to:

Chris Coben, Director of Capital Works and Infrastructure
ccoben@quesnel.ca
Please use subject line: RFP Master Infrastructure Plan

Proponents shall carefully examine the RFP documents and shall fully inform themselves as to the intent, existing conditions and limitations which may affect their Proposal submission. No consideration will be given after submission of a Proposal to any claim that there was any misunderstanding with respect to the conditions imposed.

Proponents finding discrepancies or omissions in the Contract or RFP or having any doubts as to the meaning or intent of any provision should immediately notify the above-noted project contact.

If there are any changes, additions, deletions to the Proposal scope, conditions or closing date, an Addendum issued by the City will be posted on the City website (www.Quesnel.ca). All Addenda are to become part of the Proposal documents. Verbal discussion with City staff shall not become part of the RFP or modify the RFP unless confirmed by written Addendum.

Inquiries and responses will be recorded and may be distributed to all Proponents at the City's option. Questions will not be accepted or answered within 48 hours of the Closing date and time.

7.12. SUBMITTAL DEADLINE AND INSTRUCTIONS

Delivery of Proposals to Chris Coben @ ccoben@quesnel.ca will be acknowledged as received through a reply e-mail confirming receipt of the proposal, stating the full document has been received in a satisfactory format. This acknowledgement does not include any automatic replies from the receiving e-mail. The proponent is responsible for ensuring they receive confirmation of receipt. The City shall not, under any circumstances, be responsible for delays caused by failure the documents. All Proposals and any amendments thereto must be acknowledged as received prior to the closing date and time.

Proposals must be received by 2:00 p.m. (local Quesnel time) on Thursday, October 5, 2023, by:

Chris Coben, Director of Capital Works and Infrastructure at ccoben@quesnel.ca

SUBJECT LINE OF EMAIL MUST clearly state: 1) name of proponent and 2) program title.

7.13. AMENDMENTS TO PROPOSALS

A Proponent may amend or revoke a Proposal by giving written notice to the City delivered by e-mail to ccoben@quesnel.ca. Any amendments received after the Closing Date and Closing Time will not be considered and shall not affect a Proposal, as submitted.

An amendment or revocation must be delivered by an authorised signatory of the Proponent.

If a proposal amendment is not acknowledged as received by the City, it is the proponent's responsibility to contact the City to ensure the amendment is received before the Closing Date and Closing Time. The City shall not be liable to any Proponent for any reason if an email is not properly received.

8. Proposal Preparation

Please follow the following format for proposal submissions:

Title page showing proponent's contact information.

Methods: Detailed description of proposed methodology as per section 4 above.

Timeline: Proposed timeline of project. (Project must be complete by February 27, 2025)

Budget: Proposed budget and proposed fee schedule tied to deliverables and timelines.

Personnel: A complete listing of all personnel that will be involved in the project, a brief description of their background, their role in the project, and descriptions of similar relevant work completed. Samples of similar relevant research and references are preferred.

9. Additional Terms

9.1. Business License

The successful proponent must possess a City of Quesnel business license and will be required to provide evidence of same at contract start.

9.2. WorkSafeBC

The proponent must be registered and remain in good standing, throughout the terms of this contract with WorkSafeBC and will be needed to provide evidence of the same at contract start.

10. Insurance Protection and Damage

The proponent shall, at their own expense, provide and maintain to the Municipality until the completion of the contract the following insurance in a form acceptable to the Municipality with an insurer licensed in British Columbia:

Commercial General Liability \$2,000,000.00

Automobile Liability Insurance \$2,000,000.00

The proponent shall be responsible for any deductibles or reimbursement clauses within the policy.

The proponent shall be responsible for ensuring that their insurance policy covers.

11. Reference Documents/Materials

The following is a list of City of Quesnel engineering studies and documents related to City infrastructure currently inventoried. Some of these documents are only available in hard copy but are provided for information. Links to the City's website where posted are provided and a cloud link with the electronic documents is provided for those not on the website.

SYNC: <https://ln5.sync.com/dl/41538e420/9wv237nm-zkp6p99d-avzfiyj8-6y4ruhv5>

- Capital Reinvestment Integrated Capital Plan (2019) **SYNC**
- City Water and Sewer Servicing Study (2013) [City of Quesnel](#)
- Sanitary Sewer Study (1994–Capacity-Stanley Engineering) - Hard Copy
- North Quesnel Sanitary Sewer Assessment (2015) **SYNC**
- Sanitary Invert Report **SYNC**
- City of Quesnel Water Master Plan (2014) **SYNC**
- Water Conservation Strategy [Water Conservation \(quesnel.ca\)](#)
- Annual Drinking Water Report 2022 [Microsoft Word - Drinking Water System Annual Report 2022 Template DRAFT \(quesnel.ca\)](#)
- City Wide Stormwater Management Study (1994) - Hard Copy
- Abbott Heights Master Drainage Plan (1998) - Hard Copy
- Two Mile Flat Drainage Overview (2003) - Hard Copy
- North Quesnel Drainage Study (2008) **SYNC**
- Dragon Creek Stormwater Management Plan (2004) **SYNC**
- Road Study (1997) Hard Copy
- Highway 97 Quesnel Transportation Study (2016) **SYNC**

Other Related Plans

- Flood Hazard and Floodplain Mapping (2020) [Flood Hazard Study \(quesnel.ca\)](#)
- Parks, Green Spaces, and Outdoor Recreation Master Plan (2015)
[2015_parks_and_green_spaces_and_outdoor_recreation_master_plan.pdf \(quesnel.ca\)](#)
- Active Transportation Plan (2016) **UPDATE IN PROGRESS**
[2016_quesnel_active_transportation_plan.pdf](#)
- Official Community Plan (2019) -CONSOLIDATED City of Quesnel | OCP No.1879, 2019 Consolidated [City of Quesnel | OCP No.1879, 2019 Consolidated](#)
- Development Servicing Standards Bylaw Development [Servicing Standards | City of Quesnel](#)

Other Resources available:

- GIS
- AutoCAD
- LIDAR 2018/2021
- Orthophotos 2018/2021
- Utility Day Use Maps
- Lift Station Records

There are additional plans that contribute information and data incorporated within these studies inclusive of wellhead protection, water conservation, aquifer monitoring, Dragon Lake Dam water release

structure operations, leak detection, and annual inspections of roads, dikes, sidewalks, streetlights, bridges, water, sanitary, and drainage systems etc.