



CONSOLIDATED FOR CONVENIENCE ONLY

OFFICIAL COMMUNITY PLAN NO. 1879

Updated July 20, 2021



AMENDMENTS TO CITY OF QUESNEL OFFICIAL COMMUNITY PLAN

NO. 1879 OF 2019

New Master Official Community Plan Bylaw No. 1879 – repeals No. 1630

- (1) Bylaw No. 1894 – amends Schedule B by designating LOT 1 BLOCK 1 DISTRICT LOT 704 CARIBOO DISTRICT PLAN 6719 as Institutional.

CITY OF QUESNEL

BYLAW NO. 1879

A bylaw to adopt a new Official Community Plan for the City of Quesnel

WHEREAS pursuant to Part 14 of the Local Government Act, a local government may, by bylaw, adopt a community plan as an official community plan;

AND WHEREAS the Council of the City of Quesnel has caused to be prepared in accordance with the Local Government Act, a new Official Community Plan, replacing the current Bylaw No. 1630;

NOW THEREFORE the Council of the City of Quesnel, in open meeting assembled, enacts as follows:

1. This Bylaw may be cited as “Quesnel Official Community Plan Designation Bylaw No. 1879 of 2019”.
2. Schedule “A” (Official Community Plan), plus
Schedule “B” (land use designations map), plus
Schedule “C” (major road network map), plus
Schedule “D” (infrastructure map) plus
Schedule “E1” (development permit areas map)
Schedule “E2” (multiple unit development permit area map), plus
Schedule “E3” (commercial development permit area map), plus
Schedule “E4” (hazard development permit area map), plus
Schedule “E5” (floodplain development permit area map), plus
Schedule “E6” (sensitive ecosystem development permit area map), plus
(a) made part of this Bylaw; and
(b) designated as the Official Community Plan of the City of Quesnel.
3. If any section, subsection, sentence, clause or phrase of this Bylaw is for any reason held to be invalid by the decision of any court of competent jurisdiction, the invalid portion shall be severed and the decision shall not affect the validity of the remainder.
4. City of Quesnel Official Community Plan Designation Bylaw No. 1630 of 2007 and all amendments thereto are repealed upon adoption of this Bylaw.

5. City of Quesnel has consulted with the boards of education for school district 28 and sought the input of the board of education on the following:
 - (a) the actual and anticipated needs for school facilities and support services in the school districts;
 - (b) the size, number and location of the sites anticipated to be required for the school facilities referred to in paragraph (a);
 - (c) the type of school anticipated to be required on the sites referred to in paragraph (b);
 - (d) when the school facilities and support services referred to in paragraph (a) are anticipated to be required;
 - (e) how the existing and proposed school facilities relate to existing or proposed community facilities in the area.
6. Council for the City of Quesnel has considered consultation and directed consultation with the following:
 - i) Board of the Cariboo Regional District;
 - ii) L'htako Dene;
 - iii) South Dakelh Nation Alliance;
 - iv) Nazko First Nation;
 - v) ?Esdilagh First Nation;
 - vi) Lhoosk'uz Dene Nation
 - iv) BC Housingto be early and ongoing and to include referring the bylaw for comment on the 6th day of November, 2019.
7. Quesnel Official Community Plan Designation Bylaw No. 1879 of 2019 is hereby:

READ A FIRST TIME THIS 5th day of November, 2019.

EXAMINED pursuant to current Financial Plan and Solid Waste Management Plan on the 6th day of November, 2019.

REFERRED to the Provincial Agricultural Land Commission pursuant to Section 477(3)(b) of the Local Government Act for comment on the 6th day of November, 2019.

READ A SECOND TIME THIS 26th day of November, 2019.

A PUBLIC HEARING pursuant to Sections 477(3)(C) of the Local Government Act was held on the 3rd day of December, 2019.

READ A THIRD TIME this 3rd day of December, 2019.

PASSED AND ADOPTED this 17th day of December, 2019.

MAYOR

CORPORATE ADMINISTRATOR

Schedule A

Official Community Plan Bylaw No. 1879



Contents

1.	Introduction	11
1.1.	Purpose of the Official Community Plan	11
1.2.	The Planning Process	12
2.	Regional Context	14
2.1.	Overview	14
2.2.	Geography and Climate	15
2.3.	Quesnel Fringe Area	15
3.	Community Profile and Projections	17
3.1.	Population and Demographics	17
3.2.	Housing	17
3.3.	Economic Development	18
3.4.	Projections	19
3.4.1.	Population	19
3.4.2.	Housing	20
3.5.	Growth Management and Sustainable Community Development	21
4.	City Vision	26
4.1.	Vision, Values and Principles	26
4.2.	A City of Neighbourhoods	26
4.3.	District Area Vision Statements	27
4.3.1.	West Village	27
4.3.2.	Downtown and North Quesnel	28
4.3.3.	Johnston, Carson Area and University	29
4.3.4.	Southern Gateway	30
4.3.5.	Northern Gateway	30
5.	Land Use Designation Policies	33
5.1.	Residential	33
5.1.1.	Objectives	34
5.1.2.	General Residential Policies	34
5.1.3.	Country Residential (CR)	36
5.1.4.	Low Density Single Detached Residential (SDR)	37
5.1.5.	Low Density Duplex Residential (DR)	37
5.1.6.	Medium Density Residential (MR)	38
5.1.7.	High Density Residential (HR)	39
5.1.8.	Manufactured Homes (MHP)	40
5.2.	Commercial	41
5.2.1.	Objectives	41
5.2.2.	General Commercial Policies	42
5.2.3.	Downtown (D)	42
5.2.4.	West Village and North Fraser Drive (WV)	44
5.2.5.	Northern Gateway Commercial (NG)	44
5.2.6.	Southern Gateway Commercial (SG)	44

5.3.	Industrial	45
5.3.1.	Objectives	45
5.3.2.	General Industrial Policies (P-1)	45
5.3.3.	Light Industrial (LI)	46
5.3.4.	Heavy Industrial (HI)	47
5.3.5.	Airport (AP)	47
5.3.6.	Sand and Gravel Extraction (SGX)	47
5.4.	Institutional	48
5.4.1.	Objectives	48
5.4.2.	General Institutional Policies (IT)	48
5.5.	Agriculture	50
5.5.1.	Objectives	50
5.5.2.	General Agricultural Lands Policies (A)	50
5.6.	Parks and Recreation	51
5.6.1.	Objectives	52
5.6.2.	General Parks and Recreation Policies (PR)	52
6.	General Policies	57
6.1.	Transportation	57
6.1.1.	Objectives	57
6.1.2.	Active Transportation	57
6.1.3.	Roads	58
6.1.4.	Public Transit	59
6.1.5.	Rail	59
6.1.6.	Air	59
6.1.7.	Parking	60
6.2.	Infrastructure	60
6.2.1.	Objectives	61
6.2.2.	Sustainability and Asset Management	61
6.2.3.	Water System	61
6.2.4.	Sewer System	62
6.2.5.	Stormwater Management	62
6.2.6.	Solid Waste Management	63
6.2.7.	Street Lighting	63
6.2.8.	Other Utilities	63
6.3.	Arts, Culture and Heritage	64
6.3.1.	Objectives	64
6.3.2.	Policies	64
6.4.	First Nations Collaboration	65
6.4.1.	Objectives	66
6.4.2.	Policies	66
6.5.	Health and Social Well-Being	68
6.5.1.	Objectives	68
6.5.2.	Health	69
6.5.3.	Social Infrastructure	69
6.5.4.	Inclusivity and Accessibility	70
6.5.5.	Civic Engagement	70
6.6.	Environment and Sustainability	70
6.6.1.	Objectives	71
6.6.2.	Natural Environment Areas	71

6.6.3.	Sustainability	73
6.6.4.	Climate Action	74
6.6.5.	FireSmart Guidelines	75
6.7.	Hazardous Areas	76
6.7.1.	Objectives	76
6.7.2.	Hillside Hazard	77
6.7.3.	Floodplain Hazard	78
7.	Development Permit Area Guidelines	80
7.1.	Multi-Unit Development Permit Area	80
7.1.1.	Category	80
7.1.2.	Area	80
7.1.3.	Justification	80
7.1.4.	Objective	80
7.1.5.	Application	80
7.1.6.	Exemptions	80
7.1.7.	Guidelines	81
7.2.	Commercial Development Permit Area	84
7.2.1.	Category	84
7.2.2.	Area	84
7.2.3.	Justification	84
7.2.4.	Objective	85
7.2.5.	Application	85
7.2.6.	Exemptions	85
7.2.7.	General Guidelines	85
7.2.8.	Area-Specific Guidelines	88
7.3.	Hillside Hazard Development Permit Area	91
7.3.1.	Category	91
7.3.2.	Area	91
7.3.3.	Justification	91
7.3.4.	Objective	92
7.3.5.	Application	92
7.3.6.	Exemptions	92
7.3.7.	Guidelines	93
7.4.	Floodplain Development Permit Area	95
7.4.1.	Category	95
7.4.2.	Area	95
7.4.3.	Justification	95
7.4.4.	Objective	95
7.4.5.	Application	95
7.4.6.	Exemptions	96
7.4.7.	Guidelines	96
7.5.	Sensitive Ecosystem Development Permit Area	97
7.5.1.	Category	97
7.5.2.	Area	97
7.5.3.	Justification	97
7.5.4.	Objective	97
7.5.5.	Application	97
7.5.6.	Exemptions	97

7.5.7.	Guidelines	98
8.	Implementation	101
8.1.1.	Implementation Objectives	101
8.1.2.	Plan Consistency	101
8.1.3.	Alignment with Financial Decision-Making.....	101
8.1.4.	Development Proposals and Decision-Making	102
8.1.5.	Official Community Plan Amendments	102
8.1.6.	Actions and Monitoring Progress.....	102
8.1.7.	Development Approvals Process.....	102



1.

Introduction

1. Introduction

The City of Quesnel has created this plan, the Official Community Plan, to guide the City's future growth and development towards the year 2030. It is a new plan for a changing City, informed by a rebranding strategy, strategic initiatives, and optimistic outlook.

Official Community Plans (OCPs) are used as a policy tool by Municipal governments for land use planning. They provide certainty regarding the location and nature of community change to residents and property owners, and guide Municipal Councils when making decisions about appropriate development, zoning, and services to accommodate projected and desired growth. OCPs can encourage and facilitate improvement to local commercial, industrial and residential areas, and provide the assurance neighbourhoods need to retain attractive and stable living environments.

Official Community Plans are prepared and adopted within the statutory provisions of the *Local Government Act*. The *Local Government Act* prescribes the general content of the OCPs and outlines the process for adopting the plan. As such, the OCP:

- Provides objectives and policies for the community of Quesnel. As a policy document, it sets out a land-use management strategy for Quesnel's anticipated change.
- Is based on the resources and capabilities of the City of Quesnel and aims to meet the requirements, needs and aspirations of Quesnel's residents for the foreseeable future.
- Delineates policy by which Quesnel Council and the public can evaluate development proposals to ensure manageable and socio-economically beneficial growth. The OCP forms the basis for land use bylaws and capital expenditures, and is to be consistent with any applicable waste management plans, economic development strategies and capital expenditure plans.
- Should be updated periodically to ensure that the document continues to reflect the long-range planning objectives of the community as they change over time.

The required content of an OCP is outlined in section 473 (1) to (3) of the *Local Government Act*, which also outlines the framework for community goals, objectives and policies. The OCP must be flexible and adaptive to changes in the community. A reasonable planning horizon is 5 years in the short term and 15 to 20 years for longer-term considerations.

1.1. Purpose of the Official Community Plan

The OCP should reflect current and anticipated community needs by integrating land use with social, cultural, economic, and environmental sustainability objectives, and creating a strategy for directing change and development while protecting and enhancing the community's quality of life. The OCP deals specifically with land use densities and aspirations; transportation; the reduction of greenhouse gas (GHG) emissions; environmentally sensitive area protection; infrastructure; parks and open spaces; present and future housing needs; public facilities; neighbourhood character; social services; economic development; general design guidelines for buildings and landscaping; and general guidance of development.

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

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

1.2. The Planning Process

The preparation of this updated OCP was guided by a variety of input sources, including:

- **Community Engagement:** a number of public open houses, pop-up events, surveys, and stakeholder meetings were conducted to receive input from the community directly. Strong turnout and involvement led to informed policies that reflect the collective voice of the community.
- **Technical Background and Studies:** staff knowledge and consultant expertise helped understand Quesnel today to evaluate different population and housing growth scenarios and development targets for the future. This critical understanding helped shape policies to guide appropriate land use mix and density thresholds of the future.
- **City Policies:** existing companion policies were reviewed and referenced throughout the process to ensure consistency with other elements of the community's vision, such as the *Parks, Green Spaces and Outdoor Recreation Master Plan*.
- **Council Direction:** Council played a substantial role in the process by providing direction, feedback and guidance at key decision-making milestones along the way.

An aerial photograph of a town and a winding river, overlaid with green topographic contour lines. The town is situated along the river, with a mix of residential and commercial buildings. The river flows from the top left towards the bottom right, with a bridge visible in the lower left. The surrounding landscape is a mix of forested areas and open fields. The overall color palette is warm, with orange and brown tones.

2.

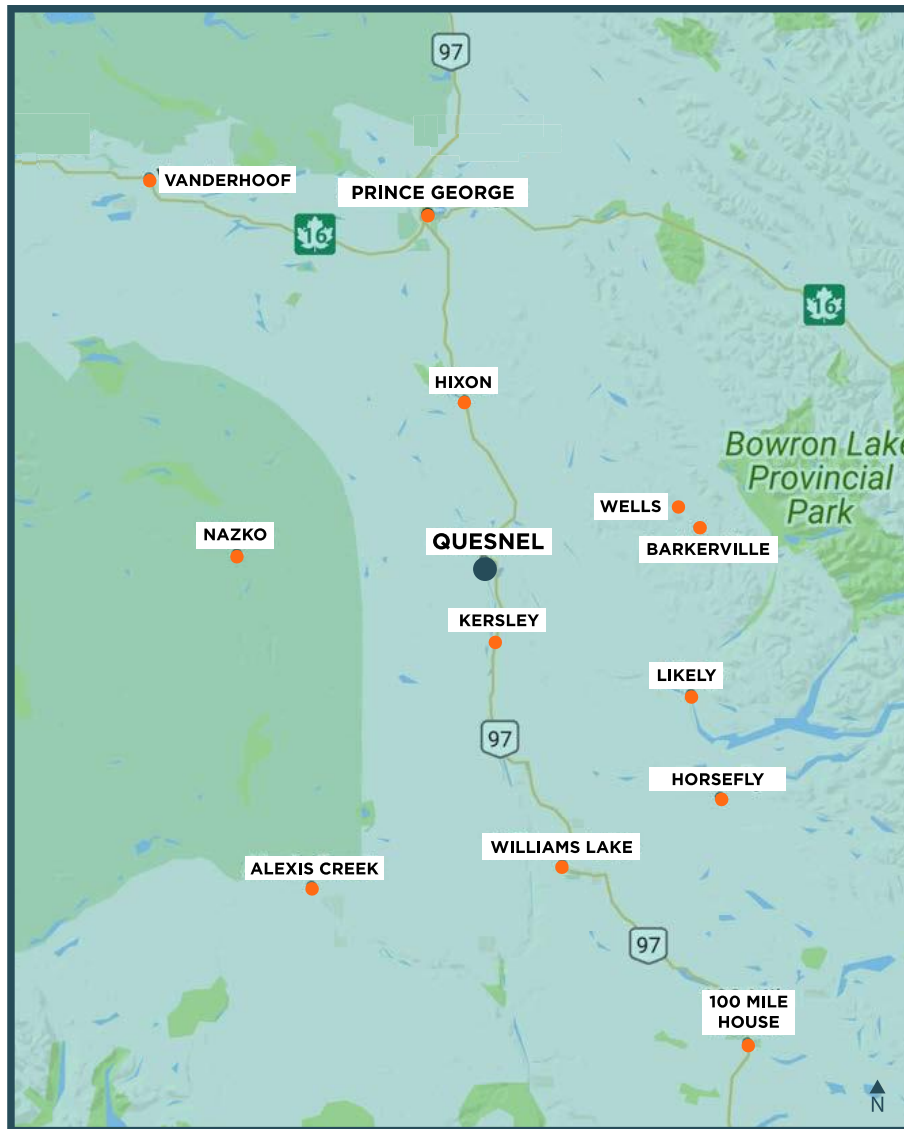
Regional Context

2. Regional Context

2.1. Overview

Where the Quesnel and Fraser Rivers meet in the North Cariboo region of British Columbia, Quesnel is a bustling community comprised of 35.4 km² and approximately 10,000 people (2.8/ha). There is an additional 13,000 people within the surrounding Quesnel Fringe Area that include portions of four electoral areas of the Cariboo Regional District.

Figure 1: Regional Context Map



Traditionally, Quesnel's resource sector, mainly forestry, and supporting services has dominated its thriving economy and continues to. In 2022, Barkerville is expected to open a new mine on a 50-year lifecycle expectancy that employs around 300 people. However, due to the transitioning forestry sector, as seen by recent mill closures in Quesnel, City officials are working to diversify Quesnel's

economy towards creating a more sustainable future. The exploration of new economic opportunities can be supported given that Quesnel is well connected by air, rail and highway as well as fibre optic/digital infrastructure to the rest of the province.

2.2. Geography and Climate

The City is located 660 km northeast of Vancouver (approximately 1 hour flight from Vancouver) and 120 km south of Prince George and 120 km north of Williams Lake along Highway 97, the main north-south thoroughfare of the Province. Forming part of the Fraser Plateau, Quesnel is west of the Cariboo Mountains, and the entire area offers an extensive view of gentle, rolling landscape covered in thick forests and pocketed with numerous small lakes, swamps and wetlands.

The local climate is generally humid continental and has significant snow accumulation during winter months, with warm summers and cold winters. Quesnel is a four season community.

2.3. Quesnel Fringe Area

In 2014, the Cariboo Regional District (CRD) updated the Quesnel Fringe Area OCP, building upon the policies and principles developed in the original 1985 plan, expanding the focus to be consistent with current legislation and a new community vision. The Fringe Area (OCP) provides a general statement of the policies of the CRD about the form and character of land uses and servicing requirements in the plan area. Furthermore, it provides an understanding of how the Regional District plans to work co-operatively with other jurisdictions, particularly the City of Quesnel; First Nations; provincial government agencies; developers and community groups. More specifically, the Fringe Area OCP has policy pertaining to the CRD for working with the City of Quesnel to develop a region-wide strategy including:

- a. Affordable Housing Strategy;
- b. Parks, Recreation and Open Space Plan;
- c. Regional Arts and Cultural Strategy;
- d. Sustainability initiatives
- e. Climate adaptation strategies; and
- f. Trail and Road Network Plan.

Policies outlined in the City's Official Community Plan also identify areas for cross-jurisdictional collaboration with the Cariboo Regional District.



3.

Community Profile and Projections

3. Community Profile and Projections

3.1. Population and Demographics

Since 2016, according to Census Canada, the City of Quesnel's population has remained relatively stable from 10,000 in 2011 to 9,885 in 2016.¹ The trend over recent history has included periods of slight population growth along with this period of slight population decline, typically these fluctuations are about 100 people plus or minus.

Quesnel's population shifts in recent years have been related to economic changes, at least partially brought on by forestry mill closures. A decrease in the high paying jobs associated with industry and a shifting economy has negatively impacted the population, while in-migration of new workers, new students, and entrepreneurs, and increasingly by those seeking lifestyle changes from larger centres, have positively offset those negative impacts.

The city is also a regional service centre for the Quesnel Fringe Area and serves a population over twice this size, which creates additional demands for infrastructure and services. The larger Cariboo Regional District has experienced a decrease in population from 13,960 in 2011 to 13,055 in 2016.

A significant proportion of Quesnel's population are seniors or of the "baby boomer" generation who are aging and as such the community will need to accommodate a larger number of seniors in the coming years. In 2016, one quarter of Quesnel's population was 65 years of age or older.

3.2. Housing

In 2016, the total housing stock was about 4,405. This is a modest 1.85% increase in households from 2011 to 2016. The size of individual households has slightly decreased from 2.3 people per household in 2011 to 2.2 in 2016. This indicates that the City is experiencing a demographic shift towards smaller household sizes, which can be expected to have an influence on the housing needs of the community.

The percentage of single-detached units over this time decreased slightly, from 62% of the total housing stock to 61%. With a moderate increase, more mobile homes were added to the housing stock over the past 10 years,, as well as row houses and apartments less than 5 storeys. See Table 1 for the full breakdown of dwelling types in Quesnel.

Table 1: Quesnel's Housing Mix (1991 – 2016)²

¹ *Housing Needs Assessment, Gap Analysis and Action Plan, 2019*

² *Housing Needs Assessment, Gap Analysis and Action Plan, 2019*

Quesnel Housing Stock	1991	1996	2001	2006	2011	2016
Single-detached house	1,865 (61%)	1,950 (59%)	2,825 (70%)	2,670 (68%)	2,660 (62%)	2,680 (61%)
Apartment; building that has five or more storeys	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Semi-detached house	115 (4%)	130 (4%)	90 (2%)	65 (2%)	145 (3%)	105 (2%)
Row house	170 (6%)	220 (7%)	210 (5%)	185 (5%)	210 (5%)	245 (6%)
Apartment; duplex	150 (5%)	180 (5%)	125 (3%)	120 (3%)	130 (3%)	195 (4%)
Apartment; building that has fewer than five storeys	615 (20%)	795 (24%)	650 (16%)	725 (19%)	850 (20%)	925 (21%)
Other single attached house	25 (1%)	10 (0%)	10 (0%)	40 (1%)	N/A	45 (1%)
Movable	95 (3%)	30 (1%)	120 (3%)	105 (3%)	N/A	210 (5%)
Other dwelling	N/A	N/A	N/A	N/A	330 (8%)	N/A
Total housing stock	3,035	3,315	4,030	3,910	4,325	4,405

These numbers highlight Quesnel's continued preference for single-detached housing. However, recent data suggest preferences may be changing due to demographic and life stage changes that result in increased preference for housing that supports downsizing or address mobility challenges that comes with aging.

The housing stock continues to age, which will create increased pressure for renovation or redevelopment. Sixty-three percent of the housing stock was built prior to 1980. Conversely, only 300 units, or 6%, were built between the years 2001 and 2016. According to the National Household Survey, roughly 9% of the housing stock is in need of major repairs, which is slightly above the provincial average of 6%. When compared to the provincial average, the housing stock in Quesnel is significantly older and in slightly more need of repair.

3.3. Economic Development

A healthy local economy is critical for the ongoing sustainability, growth and development of Quesnel. It is the core of a sustainable and developing community. The local economy provides the resources required for prosperity, including strong employment and a reliable municipal tax base to support infrastructure and services.

Quesnel is facing some unique economic challenges associated with the lingering effects of the Pine Beetle epidemic and new and ongoing softwood lumber tariffs placed on products shipped south to the United States. These could have a profound impact on the local forestry economy. In anticipation of the upcoming impacts, OCP policies have been designed to take action to address the challenge and provide for an investment ready economy that is diverse and attractive to entrepreneurs and young families looking for a community that provides a competitive advantage.

Presently, Quesnel remains to have a high dependence on the forestry sector, and stronger diversification into other sectors of the economy will be important for continued prosperity. The information below summarizes some of the economic indicators set out in background work undertaken as part of the planning process.

Table 2: Leading Employers by Employment Size for the Quesnel Region (2014)³

SECTOR	COMPANY	PRODUCT/SERVICE	EMPLOYMENT
Forestry	West Fraser Timber Co. Ltd.	Lumber/Pulp & Paper 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
Forestry	Dunkely	Lumber	120
Mining	Taseko Mines Ltd.	Copper/Gold	112
Forestry	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

The Quesnel Community and Economic Development Corporation was dissolved in 2016 and fully integrated into the City of Quesnel operations. As such, economic development strategies are more centralized and consistent with all community initiatives.

The economic development objectives of the municipality are:

- Attract and retain a diverse and growing population through the provision of local services, amenities, and a strong sense of place.
- Diversify the economic base by creating a positive business climate and encouraging innovation.
- Develop Quesnel as a destination for visitors with improved infrastructure, hosting capacity, and marketing.
- Quesnel's brand is based in nature and this should infuse and inspire all activities.
- Strengthen partnerships with First Nations through economic diversification and collaboration on strategic project development.

3.4. Projections

3.4.1. Population

Overall, the key driver of population growth in Quesnel is the level of net migration. Natural increase also plays a role, but in Quesnel's case, natural increase is close to zero. This leaves migration as the primary determinant of whether the population rises or falls in Quesnel.

³ Source: Quesnel Community and Economic Development Corporation, *Investment Ready Community Profile 2015*

Recent history has included periods of population growth as well as population decline, influenced by local and regional employment conditions and many other factors. Given this historical fluctuation pattern, it is unlikely the next decade will see a high growth rate. Growth, if any, is likely to remain more modest.

Net migration is the difference between the number of people that are moving into the community versus how many people are moving away.

Natural increase is the difference between births and deaths.

The 2019 Housing Needs Assessment, Gap Analysis & Action Plan identified the projected population growth from 9,885 in 2016 to 10,467 by 2031, or an estimated 36 people every year and a total of 542 new people. The projected population is shown in the table below.

Table 3: Population Projection for the City of Quesnel, 2016 - 2031⁴

Population	1991	1996	2001	2006	2011	2016	2021	2026	2031
Under 15 years	1,665 (20%)	1,905 (23%)	2,060 (20%)	1,685 (20%)	1,805 (18%)	1,665 (17%)	1,643 (16%)	1,597 (16%)	1,605 (15%)
15 to 64 years	6,265 (77%)	5,600 (66%)	6,745 (67%)	5,500 (64%)	6,550 (66%)	6,265 (63%)	6,041 (60%)	5,891 (57%)	5,805 (55%)
65 years and over	1,955 (24%)	945 (11%)	1,245 (12%)	1,400 (16%)	1,645 (16%)	1,955 (20%)	2,336 (23%)	2,773 (27%)	3,057 (29%)
Total	8,165	8,450	10,050	8,585	10,000	9,885	10,020	10,261	10,467

With the low growth projection, it can be anticipated that any growth can be accommodated within existing residential neighbourhoods through redevelopment or infill development (see Growth Management Strategy). Residents can expect that larger tracts of land in existing single-detached residential areas will continue to be subdivided to accommodate those seeking larger housing units, or older existing single-detached stock torn down and replaced with new stock. However, given the changing demographic and a shifting trend in housing choice, growth should also be directed to areas that can accommodate higher densities, and multi-unit housing options such as the Downtown and West Quesnel, to maximize and leverage existing municipal services. While the low growth projection will likely result in the future demand on services remaining constant, it is also likely the municipal tax base will remain constant, and it will be important to concentrate future development in areas that have existing infrastructure and services to maintain efficient service provision and financial sustainability.

3.4.2. Housing

The City is expected to display a growth in the 65 and older age cohort, which will require suitable housing be developed to meet community needs. There is also an increased demand for a variety of other housing types, such as multi-family housing, accessible units, and supportive living. As such, policies in the OCP respond to these changing demographics and housing demand towards providing more housing options throughout the city utilizing designated vacant and/or underutilized land. The Housing Needs Assessment, Gap Analysis and Action Plan (2019) completed an owner and renter housing growth projection for 2016 – 2031, as shown in the table below. The projection assumes about 101 new owner-households every five years or a total of 304 new owner-households from 2016-2031,

⁴ Source: Housing Needs Assessment, Gap Analysis and Action Plan, 2019

and about 46 new renter-households every five years or a total of 138 new rental households by 2031.

Table 4: Owner and Renter Household Growth Projections, 2016 - 2031

Owner-occupied	2016	2021	2026	2031	Average
Under 25 years	20	19	19	19	
25 to 34 years	255	270	289	281	
35 to 44 years	380	394	411	433	
45 to 54 years	500	425	390	412	
55 to 64 years	680	652	572	487	
65 to 74 years	555	649	700	676	
75 years and over	395	484	634	781	
	2,785	2,894	3,016	3,089	
Housing needs					
5 year period		109	123	73	101
Annual		22	25	15	21
Renter-occupied	2016	2021	2026	2031	Average
Under 25 years	180	174	170	172	
25 to 34 years	310	328	352	341	
35 to 44 years	240	249	260	274	
45 to 54 years	300	255	234	247	
55 to 64 years	255	245	215	183	
65 to 74 years	140	164	177	170	
75 years and over	180	220	289	356	
	1,605	1,635	1,696	1,743	
Housing needs					
5 year period		30	62	47	46
Annual		6	12	9	9

5

3.5. Growth Management and Sustainable Community Development

Growth Management

An Official Community Plan is intended to provide a general framework about future land use, development and services as well as strategize how future growth is managed. In 2019, the City retained Urbanics Consultants Ltd. to carry out a Housing Needs, Gap Analysis and Action Plan, which included future population projections. That data has been used to inform this Growth Management Scheme.

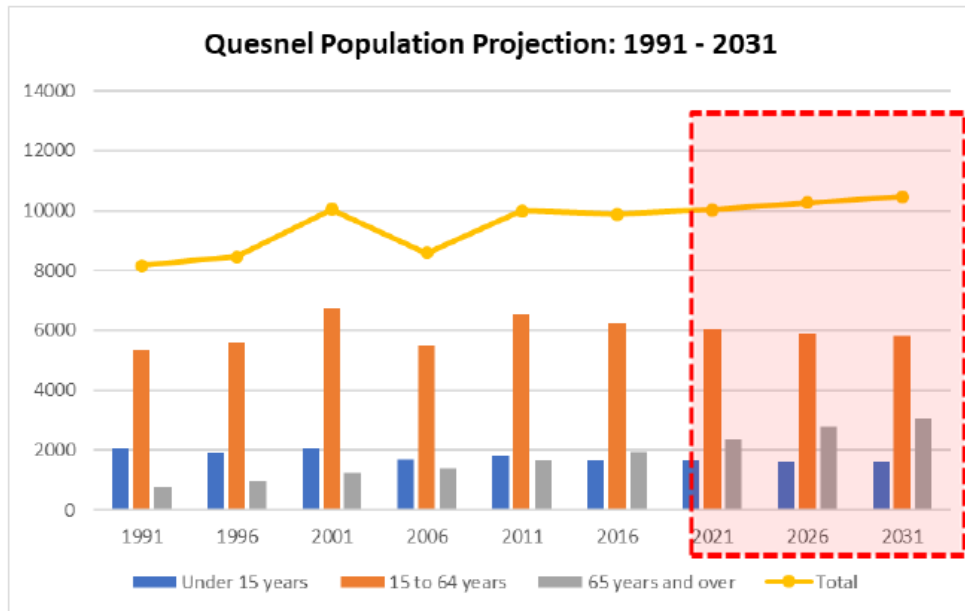
The City has a relatively small population center and displays moderate boom-bust cycles, it would be prudent to revisit these projections at least every 5 years. The City of Quesnel is expected to experience moderate population growth in the future, there are significant demographic changes including changing household sizes and an aging population. As such, the growth management strategy focuses on managing the balance between new residential projects with retention and redevelopment of older housing stock.

Projected Growth Scenario

⁵ Source: Housing Needs Assessment, Gap Analysis and Action Plan, 2019

The scenario projects a low growth rate 36 people every year during 2016-2031, or 582 new residents by 2031. The majority of the population increase is expected to be in the population aged 65 years and over, seen in the graph and table below.

Figure 2: Quesnel Population Projection, 1991 – 2031.



6

Table 5: Population Projection by Age Cohort, 2016 – 2031

Population	1991	1996	2001	2006	2011	2016	2021	2026	2031
Under 15 years	1,665 (20%)	1,905 (23%)	2,060 (20%)	1,685 (20%)	1,805 (18%)	1,665 (17%)	1,643 (16%)	1,597 (16%)	1,605 (15%)
15 to 64 years	6,265 (77%)	5,600 (66%)	6,745 (67%)	5,500 (64%)	6,550 (66%)	6,265 (63%)	6,041 (60%)	5,891 (57%)	5,805 (55%)
65 years and over	1,955 (24%)	945 (11%)	1,245 (12%)	1,400 (16%)	1,645 (16%)	1,955 (20%)	2,336 (23%)	2,773 (27%)	3,057 (29%)
Total	8,165	8,450	10,050	8,585	10,000	9,885	10,020	10,261	10,467

7

Assuming that household maintainer rates for each age cohort remains constant, the household projections show an increase of roughly 161 households every 5 years, or a total of 442 new households by 2031. The table below suggested that the City would add 304 new owner-households by 2031, and 138 new renter-households.

⁶ Source: Housing Needs Assessment, Gap Analysis and Action Plan, 2019

⁷ Source: Housing Needs Assessment, Gap Analysis and Action Plan, 2019

Table 6, Household Projection by Age Cohort, 2016 - 2031

Households	2016	2021	2026	2031	Average
Under 25 years	200	193	189	192	
25 to 34 years	565	597	641	622	
35 to 44 years	620	643	671	707	
45 to 54 years	800	681	624	659	
55 to 64 years	935	897	787	670	
65 to 74 years	695	813	877	846	
75 years and over	575	704	923	1,137	
	4,390	4,528	4,713	4,833	
Household growth					
5 year period		138	184	120	161
Annual		28	37	24	33

8

Under this scenario, the City can expect more medium and small single-family units for the middle-age households who are typically inclined towards homeownership, especially homes suitable for raising children. The aging demographic requires suitable housing be built due to a variety of needs. Independent elderly may need housing that is smaller, lower-maintenance units, with preference for greater access to certain amenities. On the other hand, elderly in need of assistance will require options such as supportive living and seniors housing

Sustainable Community Development

Looking ahead to the year 2031, there are many paths for Quesnel's future population. To achieve the growth scenario, Quesnel will need to sustain the current population as well as create more jobs and successfully recruit and retain young professionals to secure future growth. The strategy is dependent on the local economy, as well as how the City positions itself as a place for people to relocate to live, work, or retire.

With this level of growth, residents can expect that the land base currently designated for residential will be able to accommodate the housing units needed in the future through a combination of development of limited vacant land, infill development and redevelopment of underutilized and low density sites to medium and higher density housing projects in areas close to public transit, amenities and services. The projected population and housing demand does not warrant extension of the City's municipal boundary and as such there are no plans for rural area annexation at this time. It is also not financially feasible for the City to expand services outside the municipal boundary.

The Urban Rural Fringe Area, areas located within the Cariboo Regional District directly adjacent to the City of Quesnel boundaries including Kersley and Bouchie Lake, also play an important role in the growth management of the City. Rural households in these areas are aging, too, and some of these households may downsize and relocate to housing located within the City of Quesnel, should the

⁸ Source: Housing Needs Assessment, Gap Analysis and Action Plan, 2019

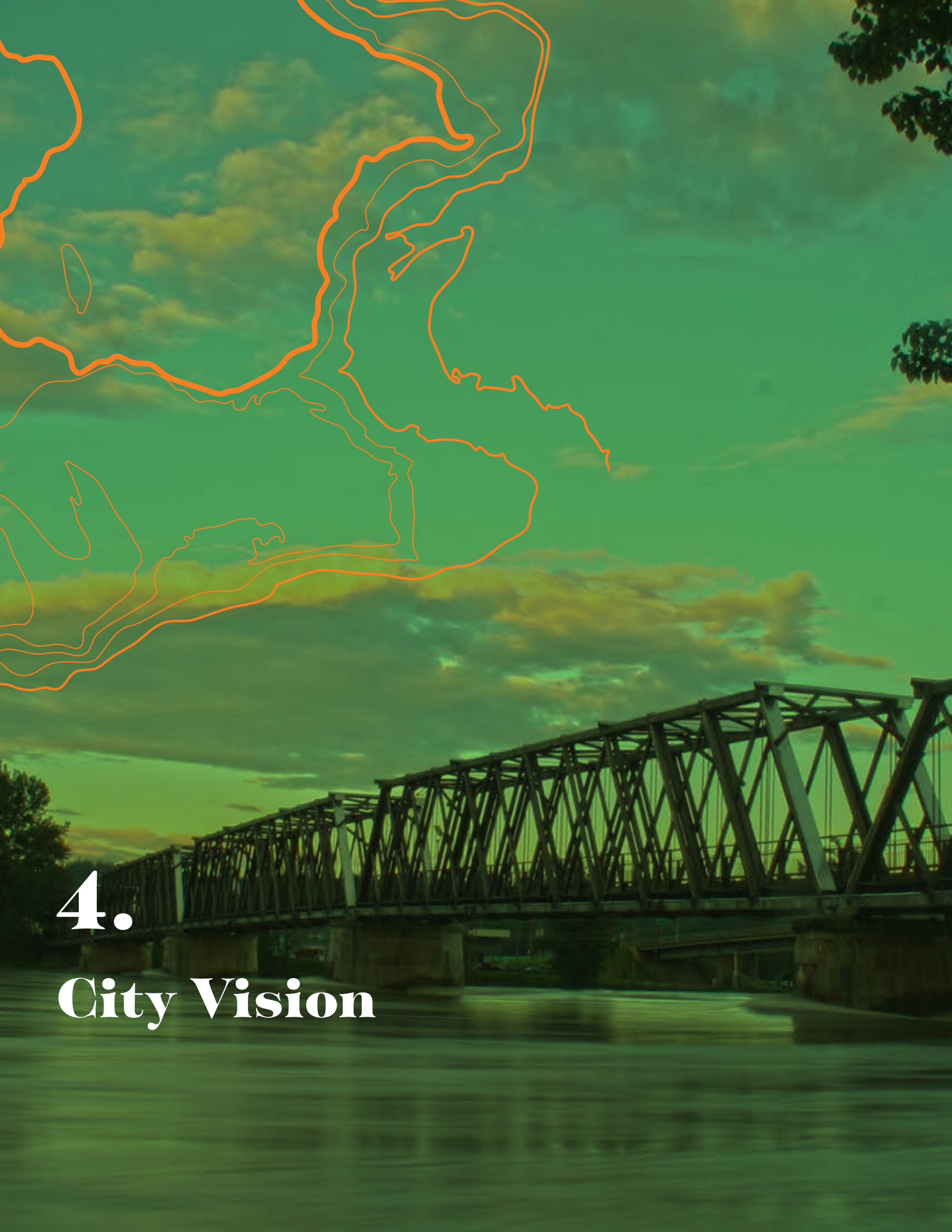
housing be available and suitable for them. Changing demographics in rural area may likely influence future growth of the city.

In addition, increasing fiscal pressures require the City to assess its short-term and long-term financial outlook. This includes the quality and lifespan of aging municipal infrastructure, the desire and availability to improve existing levels of service to meet the needs of changing demographics, and understanding the implications to the City's fixed land base. This is a key component for managing the city's growth.

Growth Management Objectives

In accordance to the *Local Government Act*, Council's growth management objectives are as follows:

1. Actively promote Quesnel as a place for newcomers to establish roots, businesses, families and/or retire.
2. Continue exploring economic diversification and resiliency strategies and tools, supporting existing and potential new industrials to thrive in Quesnel.
3. Implement the City's rebranding strategy to promote Quesnel with a positive image for people to live, work, visit, and invest.
4. Be resilient by preparing the City to adapt to impacts of a changing economy, environment and demographics.
5. Mitigate the mismatch of housing to household needs and prevent potential housing oversupply by monitoring the vacancy rates and absorption levels of the housing stock when reviewing proposed residential development projects.
6. Work closely with the Cariboo Regional District on shared service agreements to reduce urban sprawl and promote sustainable and livable development practices.
7. Ensure City services are delivered in a financially sustainable approach.
8. Ensure infrastructure decisions are based on a full life-cycle cost accounting perspective.
9. Ensure financial implications to growth and development within the City are anticipated.
10. Provide service and amenity delivery that align with the limited financial resources of the City.



4.

City Vision

4. City Vision

The City of Quesnel has established its Vision, Mission, Values and Principles to guide all of its actions and decisions. These form an important context for the Official Community Plan. As a guide for Council in making important decisions, the OCP is one of the tools for implementing the City's Vision.

4.1. Vision, Values and Principles

Community Vision: "A naturally vibrant, accessible, and innovative community."

Corporate Mission: The City of Quesnel delivers responsive, dynamic, and cost effective public services and programs, which serve as the foundation for a resilient and accessible community that retains and attracts residents, visitors, and investment.

Values

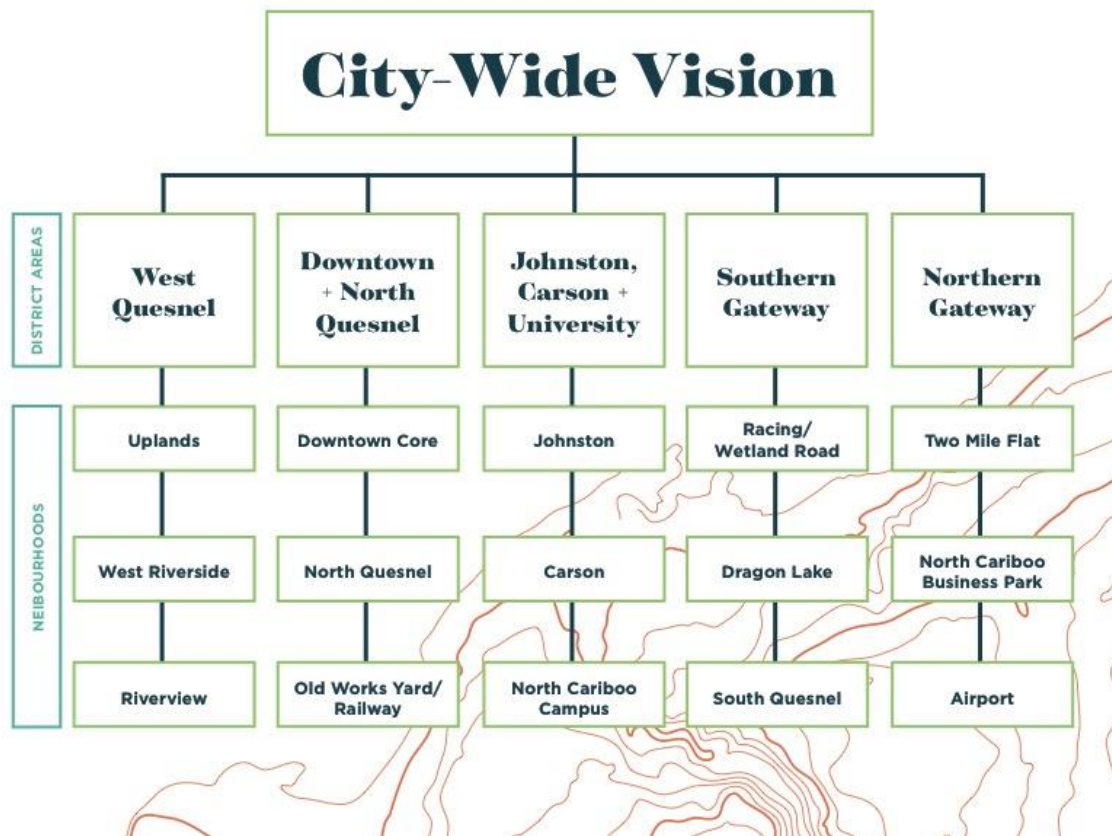
- Fiscal prudence
- Proactive planning
- Accountability
- Openness and transparency
- Responsiveness
- Partnerships
- Creativity and innovation
- Integrity and respect
- Fairness and inclusivity

Principles

- Sustainability in all areas of governance
- Proactive and innovative responses to transition challenges
- Open and responsive government
- Quality municipal services and infrastructure
- Cultural diversity and heritage
- Active and livable neighbourhoods
- Economic vitality
- Environmental protection and preservation
- Community based solutions
- Public safety and security
- An accessible and inclusive community

4.2. A City of Neighbourhoods

Quesnel's City-wide vision statement is further enhanced by major district areas and residential neighbourhoods, each demonstrating a unique character and distinct identity that makes Quesnel interesting, sustainable and livable.



Council's district area and neighbourhood objectives are as follows:

1. Recognize the unique character and enhance the identity of each district area and neighbourhood in Quesnel.
2. Maintain open communication between the business improvement associations, neighbourhood associations/groups, other special interest groups and the City.
3. Work with the community to implement the policies outlined in other sections of this OCP as they relate to each specific district area or neighbourhood.

The following District Area Vision Statements are not policies but rather high-level concepts that Council aspires to. Policies outlined in the following sections of this OCP provide more detail and the basis in which Council can review, evaluate and ultimately make decisions for the community.

4.3. District Area Vision Statements

4.3.1. West Village

The West Village District Area includes the residential neighbourhoods of Uplands, West Riverside and Riverview as well as the commercial areas along Marsh Drive and Anderson Drive and the North Fraser Drive Landing. This area contains three schools: Voyageur Elementary, Riverview Elementary and Correlieu Secondary School. Neighbourhood amenities and assets include the indoor soccer facility, skate park, West Park Mall and the Aboriginal Friendship Centre. West Quesnel is directly connected to the Downtown via the Moffat Bridge and historic pedestrian footbridge crossing the

Fraser River.

Council's vision for the West Village District Area are as follows:

1. Revitalize the North Fraser Drive Landing area into a vibrant, inclusive, and culturally-rich mixed-use area that provides a warm welcome to West Quesnel. Encourage a mix of businesses, shops, cafes, restaurants and art studios.
2. Encourage market, non-market and multi-generational housing options targeting youth, seniors, singles, couples and families.
3. Create a vibrant commercial shopping destination by concentrating commercial businesses at West Park Mall and surrounding parcels with enhanced streetscape, landscaping and public realm improvements. Encourage the relocation of auto-oriented business to the proposed auto mall in South Quesnel and repurpose lands into mixed-use residential and commercial buildings.
4. Retain commercial uses that anchor the intersection of Anderson Drive and Abbott Drive, while allowing the transitioning commercial sites along Anderson Drive towards Correlieu Secondary School into multi-unit residential projects.
5. Encourage the repurposing of auto-oriented businesses along Marsh Drive into medium density, mixed-use, multi-unit residential projects and/or live-work artist accommodation targeting singles and couples.
6. Provide a mix of housing options in residential neighbourhoods to meet the needs of singles, couples, families including seniors and youth. Continue to support the transition of sites from single detached to low-density multi-unit residential housing such as duplexes, triplexes, fourplexes and townhomes.
7. Develop a neighbourhood plan to develop Cariboo Field into a ground-oriented, multi-unit, family-friendly housing project, integrating both private and public outdoor amenity space.
8. Continue to support infill development in the West Riverside and Riverview neighbourhoods, including secondary suites and detached accessory dwelling units (carriage house or secondary dwelling) for singles, couples, single parent families, and downsizing seniors where appropriate.
9. Provide guidance to future development within the West Quesnel Land Stability Area through the Hillside Hazard Development Permit Area, to secure public safety and protect the integrity of structures and the environment.

4.3.2. Downtown and North Quesnel

The Downtown and North Quesnel District Area includes the residential neighbourhood of North Quesnel, the Downtown Core, the Railyard and the current site of the Public Works Yard. This area contains one school that was recently closed: Quesnel Junior High. Neighbourhood amenities and assets include the Provincial Government Building, City Hall, the new West Fraser Centre (arena), the Legion, G.R. Baker Memorial Hospital, Quesnel Primary Care Clinic, the Women's Memorial Monument and the largest share of the city's commercial building and activities including banks, hotels, restaurants, movie theatre, shops and cafes. The Downtown and North Quesnel is a peninsula surrounded by the Fraser River to the west and Quesnel River to the east, and has six bridges connecting vehicles, trains and pedestrians to the downtown.

Council's vision for the Downtown Core and North Quesnel District Area are as follows:

1. Continue concentration of government, institutions, office, financial, education, museums, theatres, arts and cultural facilities, small format commercial, shops, cafes, restaurants and hotels in the downtown and maintain a high standard of design and construction.
2. Showcase the West Fraser Centre (arena) by encouraging complementary uses surrounding the arena such as cafes and bistros. Make public realm improvements along Barlow Avenue to create an animated, safe and interesting pedestrian connector from Front Street and Reid Street to the West Fraser Centre (arena) and Lebourdais Park.
3. Enhance Carson Avenue as the gateway into the downtown to demonstrate Quesnel's fun and welcoming attributes. Encourage the relocation of auto-dealerships out of the downtown and repurpose sites into a cluster of craft uses. Anchored by Barkerville Brewery, these uses could include craft micro-breweries, urban winery, urban distillery, urban cidery, micro whiskey distillery, craft tea and coffee roasters, artisan food and lounge with integrated arts, culture and entertainment amenities.
4. Leverage the prominent location of the Helen Dixon Centre and incorporate complementary commercial uses such as an all seasons indoor/outdoor public market with integrated arts and cultural spaces.
5. Once relocated, repurpose the Public Works Yard into a temporary and seasonal use for pop-up shops and kiosks that will serve and attract local residents and Rocky Mountaineer visitors. Improve pedestrian connectivity of this area including working with BC Rail on an area concept.
6. Working collaboratively with First Nations and support the development of a First Nations cultural centre at the confluence of the Fraser and Quesnel Rivers.
7. Consider repurpose and redevelop the former school site (former Quesnel Junior High) with a multi-unit infill housing project. Support a mix of residential types and tenures, with a focus on targeting the seniors housing continuum from independent seniors housing to supportive seniors housing.
8. Continue to provide mix of housing options in residential neighbourhoods to meet the needs of singles, couples and seniors in North Quesnel, including carriage homes, single detached homes, and medium and high density residential areas that transition the housing scale between the Downtown and North Quesnel.
9. Retain the medium and high density residential transition area between downtown and North Quesnel targeting singles, couples and seniors.
10. Support infill and mixed-use residential developments in areas designated in the Downtown.

4.3.3. Johnston, Carson Area and University

The Johnston Neighbourhood, Carson Area and University includes the neighbourhoods of Johnston, Carson Subdivision and the North Cariboo Community Campus. This area has two schools: Carson Elementary School, and the post-secondary North Cariboo Campus that houses the College of New Caledonia and the University of Northern BC. Neighbourhood amenities and assets include the Quesnel and District Arts and Recreation Centre, Alex Fraser Grounds, Accessible Playground, and the West Fraser Timber Park.

Council's vision for the Johnston, Carson Area and University are as follows:

1. Retain the single-detached character of the Johnston Neighbourhood and Carson Subdivision, including permitting secondary suites where appropriate.
2. Leverage the clustering of post-secondary educational institutions and create a North Cariboo Community Campus District to plan for a campus neighbourhood with uses and activities that complement the university and enhances student life. Support multi-unit housing development that targets students, faculty and families along Nadeau Street between Nickel Ridge Avenue and Johnston Avenue.
3. Create a multi-use trail along the Quesnel River that connects West Fraser Timber Park, Johnston Bridge, the Quesnel River and the North Cariboo Campus Community.

4.3.4. Southern Gateway

The Southern Gateway includes the neighbourhoods of Racing / Westland Road, Dragon Lake and South Quesnel. There is one school in this area: Dragon Lake Elementary School. Neighbourhood amenities and assets include recreation at Dragon Lake, the Gold Pan Speedway (race tracks), and a major large format shopping cluster along Highway 97.

Council's vision for the Southern Gateway are as follows:

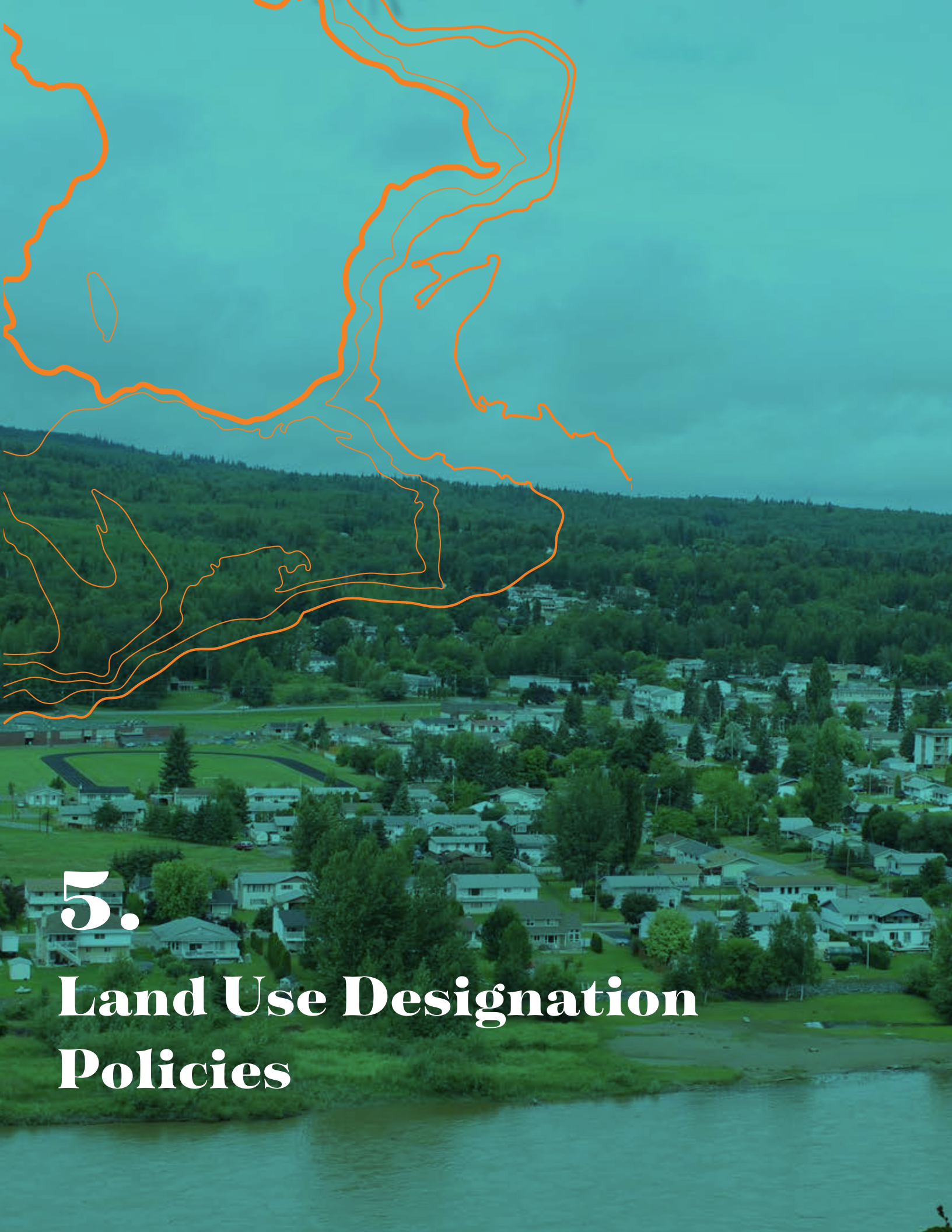
1. Formalize the Southern Gateway into Quesnel with enhanced streetscape, landscaping, public realm improvements and pedestrian connectivity. Welcome visitors to Quesnel with a feature intersection at Highway 97 and Maple Drive.
2. Develop an Agro-Health District on lands between Gook Road and the commercial area along Highway 97, and the adjacent open space area. Retain the existing lands within the Agricultural Land Reserve, and provide complementary uses where feasible such as horticulture, hops farms and production, medical marijuana facilities, cold storage facilities, agri-food processing, biotech and biomedical manufacturing, demonstration farms and greenhouses, nutraceuticals and flowers/sod.
3. Encourage the development of low to medium density, and encourage the development of a multi-unit housing project near Dragon Creek/Dragon Lake Elementary School targeting families and seniors.
4. Consider supporting multi-unit residential infill housing in the Southern Gateway Commercial Area, subject to pedestrian infrastructure is provided before or as part of the development application.
5. Support secondary suites and detached secondary dwellings in areas where servicing (sewer and water) exist when appropriate.
6. Secure a neighbourhood park to serve the Racing / Westland Road and Dragon Lake neighbourhoods, between Westland and Coach Road and Richardson Road and Quesnel Hydraulic Road, considering significant tree retention.
7. In South Quesnel and Dragon Lake area, convert Country Residential to Low Density Single Detached Residential to maintain the character while allowing for gentle densification.
8. Retain Country Residential and Low Density Single Detached Residential designated areas to main the rural character of the Racing / Westland neighbourhood area.

4.3.5. Northern Gateway

The Northern Gateway includes the neighbourhoods of Two Mile Flat, the North Cariboo Business Park, the Airport and surrounding industrial lands. This area has one private school: St. Ann's Elementary School. Assets in this area are largely the commercial and industrial operations including the Airport, West Fraser Mills, Quesnel River Pulp and Paper and Tolko. Cariboo Pulp and Paper forms part of this cluster of industries across the Fraser River along North Star Road.

Council's vision for the Northern Gateway are as follows:

1. Formalize the Northern Gateway into Quesnel with enhanced streetscape, landscaping, public realm improvements and cycling connectivity.
2. Improve the quality and appearance of commercial and light industrial development with a high standard of design and construction, including formalizing a business park along Quesnel-Hixon Road/Campbell Crescent and Carradice Road.
3. Diversify industrial activities including supporting for new and innovative manufacturing, green technologies, and agri-processing



5.

Land Use Designation Policies

5. Land Use Designation Policies

The type and extent of land uses should be consistent with the fundamental approach and objectives of the Growth Management Strategy. To that end, the future use and development of land within the City of Quesnel shall be consistent with the overall pattern of land use depicted on the Land Use Map (Schedule B), based on the following land use designations:

- Country Residential (CR) *(Section 5.1.3)*
- Low Density Single Detached Residential (SDR) *(Section 5.1.4)*
- Low Density Duplex Residential (DR) *(Section 5.1.5)*
- Medium Density Residential (MR) *(Section 5.1.6)*
- High Density Residential (HR) *(Section 5.1.7)*
- Manufactured Home Parks (MHP) *(Section 5.1.8)*
- Downtown (D) *(Section 5.2.3)*
- West Village and North Fraser Drive (WV) *(Section 5.2.4)*
- Northern Gateway Commercial (NGC) *(Section 5.2.5)*
- Southern Gateway Commercial (SGC) *(Section 5.2.6)*
- Light Industrial (LI) *(Section 5.3.3)*
- Heavy Industrial (HI) *(Section 5.3.4)*
- Airport (AP) *(Section 5.3.5)*
- Sand and Gravel Extraction (SGX) *(Section 5.3.6)*
- Institutional (IT) *(Section 5.4.2)*
- Agriculture (A) *(Section 5.5.2)*
- Parks and Recreation (PR) *(Section 5.6.2)*

Objectives, policies and general types of uses encouraged in each land use designation are explained in subsequent sections of this bylaw.

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

5.1. Residential

Housing is an essential ingredient to attracting, retaining and sustaining the people who work and live in Quesnel. Housing needs are diverse across different household types, arrangements, income levels, and livability requirements. In Quesnel, demographics are changing with an aging population.. Quesnel is also looking to attract skilled workers, professionals and students to the city who also have housing needs.

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

Municipal policy can encourage a greater variety of housing options for residents by ensuring a diverse range of housing forms are supported in the community's residential neighbourhoods and mixed-use areas. This includes the full range of residential types, locations, densities, tenures and prices. Within this context, the current housing stock in Quesnel presents some specific challenges to the community as it looks to evolve and support a suitable mix of housing in all neighbourhoods to meet the needs of all households and become more compact and livable. Housing tenure and affordability also contribute to the well-being, inclusivity and diversity of neighbourhoods.

In 2019, the Cariboo Regional District in partnership with the City of Quesnel retained Urbanics Consultants Ltd. to create a Housing Needs Assessment, Gap Analysis and Action Plan for the community. The overall action items in the Plan are:

1. Address market-rate housing needs
2. Address non-market housing needs
3. Enhance supply of rental housing
4. Enhance housing affordability
5. Maintain the quality of the current housing stock
6. Facilitate development on vacant lands
7. Prepare for anticipated growth in population aged 65 years and over

5.1.1. Objectives

1. Ensure the development potential of residential land uses can accommodate the growth expectations of the City for the next 5 years, as per Section 473(1) of the *Local Government Act*.
2. Continue to work to provide a full range of housing types and tenures for current and future residents of all incomes, ages, household arrangements, lifestyles and abilities.
3. Manage residential growth that minimizes negative environmental impacts and protects the existing quality of life.
4. Direct residential development to areas where it can be serviced efficiently and connected to existing City infrastructure without excessive cost to the City.
5. Encourage residential development that is generally compatible, in terms of built form, scale and character, with the existing neighbourhood.
6. Encourage a high standard of design and construction in residential subdivisions and buildings.
7. Preserve the physical separation between residential areas and industrial land uses.

5.1.2. General Residential Policies

1. Direct new residential development to areas that have the level of servicing and community infrastructure appropriate for the density of development.
2. Accommodate residential development primarily within existing serviced areas, and encourage the infill and development of existing residential areas before designating new areas for residential development.
3. Direct residential development to areas designated for residential uses on the Land Use Map

(Schedule B).

4. Consider developing safety standards in rental housing.
5. Encourage the development of new purpose-built rental housing.
6. Support the development of a broad range of market and non-market housing options that are culturally appropriate, including for Aboriginal peoples, singles, couples, families, seniors and elders, students, faculty, persons with disabilities, and vulnerable populations, including multi-generational housing concepts and housing for youth
7. Promote innovative approaches and design to housing developments.
8. Continue to provide financial contributions and offer incentives for market rental and non-market housing development projects, where possible.
9. Support external groups, including non-profit housing societies, in the provision of rental and affordable housing projects.
10. Review and monitor Quesnel's housing needs and achievements regularly.
11. Encourage all residential subdivision developments and areas seeking land use redesignation to avoid cul-de-sac development patterns and incorporate a road grid system, where feasible.
 - Encourage an intensification of residential land use and density in the following areas near established commercial and employment areas.
 - Along major arterials.
 - In areas where existing services can accommodate higher densities.
 - Within other selected areas designated for multi-unit development on Schedule E2.
12. Support secondary suites within all single detached dwellings where appropriate due to site conditions.
13. Encourage carriage homes in low density neighbourhoods that have a lane grid development pattern, as appropriate.
14. Encourage secondary dwellings in low density, Country Residential areas, as appropriate.
15. Create a guide to building suites (secondary suites, carriage homes and secondary dwellings) to provide homeowners with an accessible reference on requirements and design expectations.
16. Support home based businesses in single detached dwellings throughout the city provided that the business does not detract from the existing residential character of the area, is clearly incidental in size and use to the principal residential dwelling, and meets all appropriate regulations.
17. Continue to encourage mixed-use residential and commercial development; with residential above first storey commercial uses within the Downtown and West Quesnel commercial areas. Caretaker dwellings units may be considered in other areas of the City, subject to the Zoning Bylaw.
18. Support gradual increased densities the closer housing developments are to the Downtown or West Commercial areas.
19. Ensure that the building bylaw includes adequate policy to ensure buildings are finished on the exterior and sites are properly graded before finalizing a building permit.

20. Where appropriate, encourage the preservation of existing vegetation such as significant trees or vegetation corridors along streams, ponds or steep slopes and ravines, when considering new residential development.

Special Needs / Affordable Housing

21. The provision of affordable housing shall be encouraged in the City.
22. Support and improve the quality of emergency shelter and transitional housing for people experiencing homelessness.
23. Encourage more supportive housing options for people who cannot live independently.
24. Continue to advocate and support more market, low end of market, and non-market housing options for independent seniors and single-income households.
25. Encourage a diverse range of housing types and tenures for people with varying income levels, age structures, different family sizes and housing preferences.
26. Ensure affordable and suitable housing is made available to, and secured for, vulnerable populations and people with special needs through the use of Housing Agreements on purpose-built projects.
27. Direct the following types of special needs housing to areas designated as Medium and High Density Residential:
 - Group homes.
 - Extended care facilities.
 - Retirement homes providing intermediate or extended care services.
 - Community care housing.
 - Seniors and special needs housing.
28. Support integrating small-scale group homes in Low Density Single Detached and Low Density Duplex Residential designations, where appropriate and subject to the *Community Care and Assisted Living Act*.
29. Support the development of affordable seniors housing in North Quesnel to leverage the location near the downtown and proximity to amenities and services.
30. Ensure that any special needs or affordable housing is designed to fit with the character of the neighbourhood.
31. Encourage the development of a Welcome House for newcomers, new immigrants and refugees to Quesnel at an accessible location either in Downtown, North Quesnel or West Quesnel.

5.1.3. Country Residential (CR)

The purpose of the Country Residential designation is to identify areas primarily suitable for rural, large lot single detached dwellings. Within the Country Residential designation other non-residential land

uses are also supported to efficiently service the area, including home based businesses, bed and breakfast operations, limited hobby farm uses and small parks.

1. Establish a maximum density of 10 dwelling units per net hectare (approximately 4 units per net acre) for single detached residential uses.
2. Accommodate primarily single detached residential uses, along with home based businesses, limited hobby farm uses, and secondary dwelling in the Country Residential designation.
3. That properties designated Country Residential be restricted to areas having a limited range of urban services and amenities, located just outside existing urban development areas.
4. Country Residential areas will be considered for re-designation to Low Density Single Detached Residential when provided with urban services such as community water and community sewer.

5.1.4. Low Density Single Detached Residential (SDR)

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

1. Establish maximum densities ranging from 5 to 20 dwelling units per net hectare (approximately 2 to 8 units per net acre) for single detached residential uses.
2. Enhance the character of existing single detached neighbourhoods in Quesnel.
3. Encourage the retention of the single detached residential uses while supporting gentle infill that fits the neighbourhood character, scale, and massing.
4. Support other uses in the Low Density Single Detached Residential designation including home based businesses, bed and breakfast operations, small parks, small places of worship, and small local commercial uses such as convenience stores.
5. When reviewing rezoning applications for small local commercial uses within the Low Density Single Detached Residential designation, Council will consider the following guidelines:
 - The site must be at a scale similar to what is predominant in the existing neighbourhood.
 - The site should be located at an intersection.
 - Adequate screening must be provided along property lines abutting residentially zoned land.

5.1.5. Low Density Duplex Residential (DR)

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

1. Establish maximum densities ranging from 20 to 40 dwelling units per net hectare (about 8 to

16 units per net acre) for low density uses.

2. Encourage the retention of the single detached and duplex residential uses while supporting gentle infill that fits the neighbourhood character, scale, and massing.
3. Support other uses in the Low Density Duplex Residential designation including home based businesses, bed and breakfast operations, small parks, small places of worship, and small local commercial uses such as convenience stores.
4. When reviewing applications to re-designate lands from the Low Density Single Detached Residential designation to the Low Density Duplex Residential designation, Council will consider the overall neighbourhood character and consider restricting duplexes to areas that meet the following guidelines:
 - The site must be at a scale similar to what is predominant in the existing neighbourhood.

5.1.6. Medium Density Residential (MR)

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

1. Establish maximum densities ranging from 40 to 90 dwelling units per net hectare (approximately 16 to 36 units per acre) for medium density uses.
2. Council may use discretion to support densities up to 120 dwelling units per net hectare if already zoned and/or:
 - Must be within a 5-minute walk (about 500 metres) of the Downtown or the West Quesnel commercial area.
 - Must provide amenities that may include public gardens, public plazas, playground equipment, public art, pedestrian and bicycle facilities, small parks and/or other amenities.
 - Primary vehicular access from a major road that does not require travel through adjacent Low Density Single Detached and Low Density Duplex Residential areas.
 - The area is designated as a Multi-Unit Development Permit.
3. Encourage development in areas designated Medium Density Residential that:
 - Remains sensitive to the immediate neighbourhood in terms of character, scale, and massing.
 - Provides landscaping that enhances the character of the development and meets the intent of the FireSmart guidelines.
4. Consider re-designation of new areas to Medium Density Residential based on the following criteria:
 - Where the proposed development will be compatible or enhance the character and scale of adjoining uses.

- Where separation can be achieved through adequate setback distances and landscaped buffers from existing or planned lower density housing.
 - Near transit, parks, recreational areas and facilities, commercial and employment areas or public/institutional facilities.
 - On sites that afford direct and convenient vehicle access so as to avoid generating excessive traffic on local streets.
 - On sites where adequate sewer and water services are available or can be provided by the developer.
5. Encourage infill and redevelopment of existing areas designated as Medium Density Residential before designating new areas as Medium Density Residential.
 6. Support other uses in the Medium Density Residential designation including home based businesses, small parks, small places of worship, and small local commercial uses such as convenience stores.
 7. Consider small local commercial uses where they are located on the ground floor as an integral part of mixed-use, medium density residential development.
 8. Encourage areas that are designated as Medium Density Residential, but currently used for single detached residential, transition to Medium Density Residential use over time, as demand warrants.
 9. Support institutional uses, subject to zoning, in areas designated for Medium Density Residential with consideration of the following guidelines:
 - The size, scale, and scope of the proposed institutional uses are compatible or enhances the character of the area.
 - The proposed institutional uses will not have a negative impact, including noise, excessive traffic generation or privacy infringements on the adjacent residential use.
 - The institutional uses are directly related to the residential use, including uses such as medical care, meal provision, exercise facilities, or daycare facilities.

5.1.7. High Density Residential (HR)

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

1. Establish maximum densities ranging from 90 to 198 dwelling units per net hectare (approximately 36 to 80 units per acre) for high density residential uses, and must:
 - Be within a 5 minute walk (about 500 metres) of the Downtown or the West Quesnel commercial area.
 - Provide amenities that may include public gardens, public plazas, playground equipment, public art, pedestrian and bicycle facilities, small parks and/or other amenities.

- Provide primary vehicular access from a major road that does not require travel through adjacent Low Density Single Detached and Low Density Duplex Residential areas.
 - Be designated as a Multi-Unit Development Permit Area.
2. Encourage development in areas designated High Density Residential that:
 - Remains sensitive to the immediate neighbourhood in terms of character, scale and massing.
 - Preserves existing mature vegetation where appropriate and possible.
 - Provides landscaping that enhances the character of the development and meets the intent of the FireSmart guidelines.
 3. Consider redesignation of new areas to High Density Residential based on the following criteria:
 - Where the proposed development will be compatible or enhances the character and scale of adjoining uses.
 - Where separation can be achieved through adequate setback distances and landscaped buffers from existing or planned lower density housing.
 - Near transit, parks, recreational areas and facilities, commercial and employment areas or public/institutional facilities.
 - On sites that afford direct and convenient vehicle access so as to avoid generating excessive traffic on local streets.
 - On sites where adequate sewer and water services are available or can be provided by the developer.
 4. Encourage infill and redevelopment of existing areas designated as High Density Residential before designating new areas as High Density Residential.
 5. Consider small local commercial uses where they are located on the ground floor as an integral part of mixed-use high density residential development.
 6. Support institutional uses, subject to zoning, in areas designated for High Density Residential with consideration of the following guidelines:
 - The size, scale, and scope of the proposed institutional uses are compatible or enhances the character of the area.
 - The proposed institutional uses will not have a negative impact including noise, excessive traffic generation or privacy infringements on the adjacent residential use.
 - The institutional uses are directly related to the residential use, including uses such as medical care, meal provision, exercise facilities, and daycare facilities.

5.1.8. Manufactured Homes (MHP)

1. Establish a range of maximum densities from 17 to 27 units per net hectare (approximately 7 to 11 units per net acre) for Manufactured Home Parks.

2. Support the provision of manufactured home parks as providing an important form of affordable housing in Quesnel.
3. Encourage a high standard of design through reviewing the City's existing Mobile Home Parks Bylaw.
4. Direct manufactured homes to established manufactured home parks.
5. Consider the allowance of mobile homes in the West Quesnel Land Stability Area where acceptable to the Building Inspector and services are accommodated.

5.2. Commercial

Quesnel has an impressive array of commercial development for a city its size. The City has an attractive downtown, a range of commercial services, and has benefited from private sector interest in new development. Much of this strength comes from the city's commercial enterprises serving many individuals, businesses, and industries locally as well as in the surrounding region.

Commercial uses are a key component of the city's urban fabric. With a large resource sector, supporting services, and a major transportation route (Highway 97), Quesnel has the opportunity to leverage its existing commercial infrastructure and repurpose and revitalize, where appropriate, towards its potential. It is also a sector that is a large contributor toward property assessment revenue from which local government services are funded.

There are four distinct commercial areas in the city in addition to commercial spaces located along Highway 97: the Downtown, West Quesnel / North Fraser Drive, South Quesnel and Highway 97 North. Each area has its own set of unique characteristics, challenges and opportunities. One challenge is to balance the type and amount of commercial use and development that can be supported by the market in each of these three areas. Each have unique characteristics and can work to occupy different market segments that fit with their character and commercial identity. The work of the three associations: Quesnel Downtown Association, West Quesnel Business Association and South Quesnel Business Association, continue to strategize and evolve their respective character of the different areas. By working collaboratively, these areas can enhance the long-term viability of the city-wide commercial stock.

The OCP is an opportunity to encourage a variety of commercial uses in the city that serve residents, visitors and industry while complementing adjacent uses and activities.

5.2.1. Objectives

1. Designate an adequate amount of land for neighbourhood, service and highway commercial uses to serve the needs of area residents, visitors, and businesses in a way that is consistent with good planning principles.
2. Encourage diverse types of commercial businesses and enterprises to meet the needs of Quesnel residents, visitors, and industries.
3. Ensure that the Downtown remains the major focal point in the North Cariboo for business, finance, government, retail trade, services, tourist accommodation, recreation, culture and entertainment.
4. Encourage attractive commercial gateways into the City that promotes a positive first impression to the travelling public.

5. Enhance the City's streetscapes, public realm, and user experience with innovative and attractive commercial development projects.
6. Promote more efficient use of commercial land and infrastructure.

5.2.2. General Commercial Policies

1. Direct commercial uses to those areas designated "Downtown," "West Village Commercial," and "Highway and Service Commercial" on Schedule B, the Land Use Map.
2. Encourage mixed-use development with ground floor commercial uses and residential units above in the Downtown and West Quesnel.
3. Support infill commercial development of existing commercial areas before re-designating vacant sites.
4. Support business associations to enhance each of Quesnel's commercial areas, and encourage the ongoing work of these groups.
5. Improve the visual impression, accessibility, and public realm amenities in commercial areas through guidelines established in the Downtown Core Development Permit Area, the West Quesnel Commercial Development Permit Area, the Southern Gateway Development Permit Area, and the Northern Gateway Development Permit Area.
6. Require a high standard of building and site design for development.
7. Improve the visual impression, accessibility, and public realm amenities in commercial areas.
8. Promote "Complete Community" practices in all commercial areas to improve the attractiveness of the area, pedestrian and cyclist safety, transit connections, and public realm amenities.
9. Encourage parklets on appropriate underutilized sites and surface parking lots near cafes, restaurants, shopping areas and places of employment.
10. Encourage the relocation and co-location of auto-dealerships to an automall in the Southern or Northern Gateway.
11. Encourage a mix of businesses and activities that reflect the multi-cultural assets of the community, including culinary and restaurant experiences.
12. Encourage youth focused amenities within commercial areas.

5.2.3. Downtown (D)

1. Promote, on a continuing basis throughout the Downtown:
 - Positive visual continuity and pedestrian interest at grade.
 - The development of effective focal points of interest.
 - The creation of attractive and interesting terminal vistas.
 - The appropriate design of pedestrian weather protection in high-traffic areas.
 - The attractive development of building façades, use of signs, street furniture and landscaping that meets the intent of the FireSmart guidelines
2. Discourage office uses from locating in areas other than the Downtown, except for small-scale

- office uses in the West Quesnel area or ancillary office uses in conjunction with industrial enterprises.
3. Continue to highlight Reid Street as the downtown focal point.
 4. Enhance St. Laurent Avenue and Barlow Avenue with public realm improvements.
 5. Enhance pedestrian and cycling connections between the Downtown, the Riverfront Park and Trail, and West Quesnel with improved road crossings, lighting, and seating.
 6. Identify measures and take steps towards encouraging tourists and other highway motorists to stop in the downtown.
 7. Encourage the re-envisioning of Carson Avenue as an animated and vibrant gateway to downtown Quesnel and promote uses and development that will enhance a positive first impression to the area.
 8. Continue to work with the Ministry of Transportation to enhance the safety and pedestrian experience of Carson Avenue, such as encouraging an oversized pedestrian boulevard with enhanced lighting and public realm features.
 9. Continue to work with the Ministry of Transportation to find appropriate alternative routes for truck traffic that minimizes noise, exhaust, and vibration in the downtown area.
 10. Encourage the development of a “Craft District” in those areas adjacent to Carson Avenue, between Reid Street and Vaughan Street, that encourages craft brewing, micro wineries, distilling, craft coffee roasters and tea, arts, culture, artisan food, entertainment amenities, and other complementary uses.
 11. Work with the School District to infill or redevelop parts or all of the Helen Dixon Centre site towards encouraging commercial uses including an all seasons indoor/outdoor public market with integrated arts and cultural spaces.
 12. Enhance the visibility, impact and profile by creating feature intersections at the following locations:
 - Carson Avenue and Reid Street.
 - Carson Avenue and Front Street (Particularly the historic Hudson’s Bay Building and the entrance to the Foot Bridge).
 - Vaughan Street and St. Laurent Avenue.
 13. Continue to provide areas for RV parking in locations that are visible from Highway 97, and close to the downtown area, such as the RV parking loop or near the Tourism Centre.
 14. Work with BC Rail on a Special Study Area that includes:
 - Improving the visual character of the rail yards.
 - Possibly using underutilized parts of the rail right of way for other uses such as RV parking.
 - Possibly using the underutilized parts of the rail right of way for expansion of the riverfront trail into a riverfront park.
 15. Work towards the implementation of the Downtown Development Plan, and any future updates, to ensure the Downtown remains healthy and vibrant.
 16. Encourage the development of an “Arena District” with complementary uses next to the West

- Fraser Centre arena by re-designating adjacent properties to promote commercial uses such as small-scale cafe or bistro.
17. Encourage public realm improvements along Barlow Avenue to create an animated, safe, and interesting pedestrian experience that connects Front Street and Reid Street with the “Arena District” and LeBourdais Park.
 18. Once relocated, repurpose the Public Works Yard into a temporary and seasonal use for pop-up shops and kiosks that will serve and attract local residents and Rocky Mountaineer visitors.
 19. Create and support opportunities in the downtown for culinary-oriented development.

5.2.4. West Village and North Fraser Drive (WV)

1. Collaborate with the West Quesnel Business Improvement Association to explore a unique commercial identity and commercial cluster for West Quesnel.
2. Encourage the concentration of commercial and retail uses at West Park Mall and adjacent parcels.
3. Retain the commercial uses that anchor the intersection of Abbott Drive and Anderson Drive, while supporting the repurposing of commercial sites along Anderson Drive towards Correlieu Secondary School to multi-unit residential projects.
4. Enhance the streetscape, landscape, safety amenities, and public realm amenities along Anderson Drive towards Abbott Drive.
5. Support live-work accommodation within the West Village Commercial Designation.
6. Encourage a mix of commercial, residential, institutional, and recreational uses in the area.
7. Explore opportunities to enhance West Village a welcoming and vibrant place with mixed-use developments, live-work units, small businesses, artist studios, galleries, restaurants, cafes, bistros, or other complementary uses.
8. Explore opportunities to improve connections and crossings between Baker Creek Park and the ice rink and community garden located on Lewis Drive.

5.2.5. Northern Gateway Commercial (NG)

1. Explore a unique commercial identity and commercial and industrial cluster for the Northern Gateway.
2. Work with the Ministry of Transportation to achieve good access management and pedestrian/cyclist safety that is consistent with best practices.

5.2.6. Southern Gateway Commercial (SG)

1. Collaborate with the South Quesnel Business Improvement Association to enhance the large format commercial cluster for the Southern Gateway.
2. Enhance the visibility, impact and profile of the Southern Gateway by creating a feature intersection at Highway 97 and Maple Drive.
3. Continue to direct service commercial uses that require adequate access and large areas of land, and service primarily the travelling public, regional consumers, businesses, and industry to the Southern Gateway Commercial Area.

4. Direct large format retail uses with large land area requirements such as home improvement centres to Highway and Service Commercial designated properties.
5. Support the establishment of an “Agro-Health District” with complementary commercial uses, such as farm-to-table culinary restaurant use.
6. Work closely with the Cariboo Regional District in reviewing applications for development of highway and service commercial uses near Quesnel, but outside of the City’s boundaries.
7. Encourage the realignment of internal road network to maximize efficiency, where possible.

5.3. Industrial

Industry represents a critical component of the Quesnel economy. Industry provides employment, and a diversified tax base and is a revenue generator for the City. The City of Quesnel has historically divided their industrial lands into two categories, Light Industrial and Heavy Industrial, given the externalities associated with these types of uses.

Light Industrial uses have less impact on the environment and adjacent uses, and also include activities that can occur within a building or structure. Heavy Industrial uses have specific infrastructure requirements, larger external impacts and require large parcels of land. The OCP provides guidance on future industrial uses with permitted uses outlined in the City’s Zoning Bylaw.

Quesnel is fortunate to have large amounts of designated industrial land within the Two Mile and Three Mile Flat areas as well as along Quesnel-Hixon Road in the northern portion of the city. The light industrial areas along Two Mile and three Mile Flat areas have been increasingly occupied by small business with heavier land uses to service the primary industry. Some industrial lands also exist to the south on Plywood Hill near Red Bluff. A significant amount of these lands are developed, however there is room to grow, expand and accommodate new and innovative industrial activities. These are prime locations because of rail and road access, adequate parcel size, proximity to water and sewer infrastructure, and fewer conflicts with adjacent land uses. In most cases, noxious or heavy industrial uses, such as pulp and paper industries, are located in areas where visual and environmental impacts on adjacent uses are minimized.

5.3.1. Objectives

1. Encourage industrial uses to locate within existing serviced industrial areas inside the municipal boundaries, where suitable and appropriate.
2. Facilitate industrial development by ensuring an adequate supply of industrial land to meet the needs of a variety of industries today and in the future.
3. Concentrate industries of similar types, service needs and characteristics within select areas of the city and protect such areas from encroachment by incompatible uses.

5.3.2. General Industrial Policies (P-1)

1. Improve the visual impression, accessibility, and public realm amenities where appropriate in industrial areas.
2. Continue to develop parts of the airport lands adjacent to Quesnel-Hixon Road for industrial use once there is demand for industrial lands of this type in the Airport area.
3. Confine any industrial development south of Dragon Creek to areas immediately adjacent to Plywood Road outside the designated floodplain and above the specified flood levels

prescribed by the Ministry of Environment.

4. Encourage infill and the development of serviced industrial lands before considering expansion into non-serviced industrial areas.
5. Encourage complementary industrial activities, uses, and businesses in existing industrial areas by encouraging mining supply and support related businesses, oil and gas support services, sporting-goods manufacturing, wood product manufacturing, and general manufacturing.
6. Encourage the creation of a Manufacturing Innovation District on vacant former sawmill sites adjacent to Highway 97 on Two Mile Flat.
7. Encourage the manufacturing and distribution of green technologies, building materials and renewable energy technologies, including but not limited to solar panels, wind turbines, and thermal energy systems.
8. Promote research and innovation to support the green economy and related sectors.
9. Support opportunities to develop agri-food processing facilities, including greenhouses, abattoirs, and meat processing, in appropriate locations in the city.
10. Require adequate screening between industrial uses and non-industrial uses and screening where industrial uses abut a major road as shown on the major road network map.
11. Encourage the development of increased transit, cycling, and pedestrian linkages via the parks and trail systems to connect workers from home, the downtown, and other areas of the city to major areas of employment. A specific cycling connection between North Quesnel, St Anns Elementary School and the Northern Gateway area is encouraged.
12. Examine the costs, feasibility, and benefits of providing a higher-level of infrastructure services, such as sewer and water, to industrial areas.
13. Initiate an Economic Development Strategy that focuses on research and identification of potential industrial and manufacturing sectors that could be encouraged and incentivized to establish in Quesnel.

5.3.3. Light Industrial (LI)

1. Encourage light industrial uses, which generally includes activities confined within a building or have a limited impact on adjacent uses, to locate in those areas designated “Light Industrial” on Schedule B, the Land Use Map.
2. Continue to support the operation and development or relocation, as appropriate, of older, established industrial uses within areas designated as Light Industrial to:
 - Accommodate rail oriented bulk storage, warehousing as well as light manufacturing activities associated with the BC Rail yards.
 - Accommodate existing City, School District, Provincial and private works yards and similar operations.
 - Provide opportunity for recreational vehicle storage, and mini-warehousing to serve area residents.
3. Redesignate the former Pinecrest Elementary School from institutional to a light industrial use.

5.3.4. Heavy Industrial (HI)

1. Direct heavy industrial uses to those areas designated “Heavy Industrial” on Schedule B, the Land Use Map.
2. Encourage heavy industrial uses with adverse effects on air quality to develop in locations where the prevailing wind direction and airshed characteristics reduce the potential for air contaminants to enter the Quesnel Bowl area.
3. Protect prime heavy industrial sites from encroachment by incompatible land uses including residential and retail commercial development.
4. Encourage heavy industrial uses with noxious characteristics and odors to locate or relocate to areas where required services are available, removed from residential, commercial and low impact industrial sites.

5.3.5. Airport (AP)

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

5.3.6. Sand and Gravel Extraction (SGX)

Sand and gravel is an essential resource available within the City of Quesnel municipal boundaries. Sand and gravel is used for a variety of products including road construction and building materials. As an aggregate, sand and gravel is an essential material for many industrial and utility processes in Quesnel.

Aggregates like sand and gravel eventually become depleted and no longer abundant for extraction. Without transitioning these former sites can lead to large holes that can fill with water and form dangerous quarry lakes and become unsightly. There are opportunities to repurpose these sites including conversion into heavy industrial uses or even recreational uses, sites for research, education, aquaculture, storage, and residential subdivisions.

1. Identify aggregate resources and ensure that sources of aggregate remain available over the long term.
2. Prevent the encroachment of incompatible land uses until aggregate deposits have been fully recovered.
3. Encourage mining and reclamation techniques which allow for sustainable land reuse of these parcels in the future once the resources have been fully extracted and the site has been reclaimed, such as heavy industrial uses or recreation.
4. Support sand and gravel extraction on lands located in areas designated “Sand and Gravel (SGX)” on Schedule B, the Land Use Map.

5. Ensure that gravel extraction activities are adequately covered in the review and update of the Soil Removal Bylaw.
6. Encourage identified gravel resources to be extracted prior to development of these sites for other uses.
7. Prohibit the development of incompatible light industrial, commercial and residential uses in areas adjacent to lands designated Sand and Gravel until the resource has been fully removed.
8. Require adequate screening between sand and gravel extraction sites and adjacent uses, and where sand and gravel extraction sites abut a major/minor arterial or collector street as shown in the major street network map on Schedule C.

5.4. Institutional

Institutional land uses are generally dispersed throughout the municipality. The downtown contains the hospital, the Helen Dixon Centre, the Senior's Centre, and numerous government and administrative offices. Other community facilities, such as elementary and secondary schools, are outside downtown and located throughout the community. More recent new institutional uses include the expansion of the Dunrovin Park Lodge Care Facility.

The OCP recognizes the important contribution of institutional development to the socio-economic health of the community. Health, education, special government services and safety are some of the key contributors to economic diversification and expansion, as well as to the health, safety and quality of life of residents.

Future institutional needs may increase in relation to population changes and adapt to demographic changes. However, more efficient use of existing institutional lands should be required prior to consideration of additional facilities. As the population ages, demand for varying levels of health care, seniors' housing and other seniors' facilities will increase. Primary, middle and secondary schools will be accommodated in accordance with School District criteria. Proper planning should be in place to ensure that adequate sites and infrastructure are available.

5.4.1. Objectives

1. Adapt the institutional base in relation to Quesnel's anticipated demographic changes.
2. Encourage more efficient utilization of existing institutional lands and co-location of complimentary uses.
3. Ensure that school and institutional uses are located where they will best serve area residents.
4. Continue to support the location and development of government offices within the downtown core.
5. Enhance post-secondary amenities to attract and retain local and foreign students and faculty, provide access to advanced education and promote life-long learning.

5.4.2. General Institutional Policies (IT)

1. Institutional uses including schools, universities and colleges, hospitals, places of worship, other institutional facilities, the Seniors Centre, the Legion, First Nations Offices, Provincial

Government Offices, the Helen Dixon Centre, the civic plaza and other civic uses are accommodated in areas designated as 'Institutional' on Schedule B, the Land Use Map. Institutional uses may also be accommodated in other designations, as set out in the following policies.

2. Encourage government public service offices to locate in the Downtown, unless use is for employment services or have a social impact mandate associated with a particular neighbourhood in which case locating in areas demonstrating a need for service is supported.
3. Encourage financial institutions to locate in the Downtown.
4. Provide an appropriate level of emergency health, safety and fire services.
5. Encourage the concentration or co-location of institutional buildings and non-profit organizations, or on-site expansion, whenever feasible to enhance accessibility and convenience to the community and foster more efficient utilization of existing sites.
6. Consult with the School District to ensure school facilities are maintained in residential areas and in close proximity to the population. Future school sites shall be located in collaboration with the School District and in accordance to the Ministry of Education guidelines. Relocation or restructuring of schools and programs in various neighbourhoods meet community, neighbourhood and resident needs as well as the specific needs of the School District.
7. Continue to work with the School District to improve the out-of-school accessibility to school facilities by the community.
8. Work with the School District to identify the appropriate type, design, and character of uses for the infill or redevelopment of the Helen Dixon Centre site, such as the potential for an all seasons indoor/outdoor public market and integration of arts and cultural spaces. In general, encourage a mix of uses that leverages the prominent site and reinforces the role of the Downtown as the primary commercial and institutional centre in the city.
9. Encourage ancillary uses, such as student facilities and accommodations or special care facilities, at or in close proximity to the university, college and hospital.
10. Support small-scale institutions in designated Low Density Residential areas, subject to zoning.
11. Encourage GR Baker Memorial Hospital to continue to operate and maintain its presence in North Quesnel, along with its existing parking area and public open spaces.
12. Encourage larger scale institutions, such as health, medical and wellness institutions, community care housing, special needs housing, and similar facilities, to be located within the Downtown, Commercial and Medium Density Residential areas, subject to zoning, with consideration to the compatibility of the use within the respective area.
13. Support opportunities for private schools to be located in close proximity to residential neighbourhoods, or near the university, and areas that have sufficient urban infrastructure and services. A suitable school site must be evaluated based on the impacts on adjacent land uses from traffic generation, off-street parking demand, ancillary uses and hours of operation.
14. Undertake a special study for the "North Cariboo Community Campus District" in partnership with the College of New Caledonia and University of Northern British Columbia to comprehensively plan for a campus neighbourhood with uses and activities that complement the school and enhance student life.
15. Encourage student, faculty and family housing on lands located adjacent to the North Cariboo

Campus along Nadeau Street between Nickel Ridge and Johnston Avenue.

16. Support the appropriate location of places of worship, clubs, and lodges within the community by considering impacts on adjacent land uses, traffic generation, off-street parking demand, ancillary uses and hours of operation.
17. Work with local youth to identify appropriate facilities and youth-friendly amenities to serve their needs.
18. Consider supporting the development of a housing development project on the previous Quesnel Junior Secondary School site such as an age-friendly, seniors-oriented community and other demographics such as adult singles and couples, subject to a feasibility study and concept plan.

5.5. Agriculture

The City contains a number of important large agricultural areas, with most productive farmland falling under the Agricultural Land Reserve (ALR). The City will continue to support the Agricultural Land Commission and its policies while exploring opportunities to support local food systems and urban agriculture throughout the city.

Urban agriculture (also called urban farming or urban gardening) is the practice of growing, cultivating, and producing food for sale or distribution within a community. This may include, but is not limited to, the growing of produce, the raising of animals, or beekeeping. A growing body of research indicates that Urban Agriculture is an important component of the economic, social and ecological sustainability of communities. Local residents are increasingly experimenting with edible landscaping, and a growing trend in local businesses is cultivating organic and farm-to-table culinary experiences. With growing interests in local food security, many municipalities are exploring ways to incorporate urban agriculture into policy and regulations.

The Official Community Plan is an opportunity to develop policy for the local food system network. In addition, OCP policies can indicate the City's desire to invest in local food security, encouraging environmental best practices, and providing new economic opportunities for Quesnel residents.

5.5.1. Objectives

1. Continue to preserve viable farmland within the city.
2. Strengthen local food system infrastructure.
3. Create opportunities for increased urban agriculture on private and public lands.

5.5.2. General Agricultural Lands Policies (A)

1. Protect and retain land designated as Agricultural (A) , shown on Schedule B of the Land Use Map, including lands located within the Agricultural Land Reserve (ALR) and encourage continued farm use on agricultural lands.
2. Direct uses that may interfere with agricultural activities away from land that has high agricultural capability.
3. Encourage small, medium and large scale local and regional food production and processing.
4. Work closely with the Agricultural Land Commission in addressing future exclusions from the

Agricultural Land Reserve in areas designated for non-agricultural use.

Urban Agriculture

5. Support the continued development of a local food system that produces healthy, affordable, and environmentally sustainable food.
6. Support small scale local and regional food production and processing throughout the city.
7. Support the keeping of hens and honeybees on private land, subject to zoning.
8. Encourage local food systems through celebrating local food culture, cuisine, and indigenous and diverse cultural food traditions.
9. Continue to support local food economy initiatives such as the Farmer's Market.
10. Encourage opportunities for community gardens on vacant lands or underutilized park spaces throughout the city.
11. Encourage edible landscaping on residential parcels, while maintaining pest management and bear-aware best practices.
12. Encourage small scale food production and urban agriculture as a complementary activity on commercial properties as it relates to restaurants, bars, cafes, and bistros.
13. Explore expanded street food vending opportunities to animate the public realm and showcase local cuisine.
14. Explore expanding small-scale commercial urban agriculture by allowing greenhouses on appropriate highway commercial and light industrial lands.
15. Support community efforts and private sector initiatives to divert recoverable food from waste systems.
16. Promote household composting systems and explore opportunities to encourage organic waste diversion from multi-unit housing and commercial properties.
17. Encourage the development of an "Agro-Health District" that retains and complements agriculture lands with uses such as horticulture, hops farms and production, medical marijuana facilities, cold storage facilities, low-impact agri-food processing, biotech and biomedical manufacturing, demonstration farms and greenhouses, nutraceuticals and flowers/sod.
18. Encourage the establishment of a Centre for Agriculture.

5.6. Parks and Recreation

The City of Quesnel, and surrounding area, has a diverse system of recreational amenities, parks, trails and other natural spaces that provide significant recreational opportunities to residents and visitors alike. From formal soccer pitches, including the indoor soccer complex, and ball diamonds, to the Riverfront Walk, the newly built West Fraser Centre Arena, and the new accessible playground, Quesnel has much to offer the passive or active park user.

The City of Quesnel extends over approximately 3,940 ha; 1,500 ha of which is environmentally sensitive lands or natural forested areas. Of this, 61 ha are designated as City green spaces, and 72 ha within parkland, all of which collectively adds to the character and quality of the community.

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

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

Optimizing the existing park system, creating better trail linkages and promoting conservation of existing green spaces have all been identified as key opportunities in Quesnel's Parks, Green Spaces and Outdoor Recreation Master Plan, 2015 ("Master Plan"). OCP policies informed by these directives will enable the municipality to realize the Master Plan's sustainable vision for parks, trails, green spaces and outdoor recreational amenities.

5.6.1. Objectives

1. Maintain and develop a system of parks and trails, and to improve and increase recreation facilities to serve residents and visitors of Quesnel.
2. Provide opportunities for residents to engage in walking and cycling as alternative and convenient forms of transportation in Quesnel.
3. Promote and ensure the safe use of existing parks and natural areas.
4. Foster partnerships with communities and other agencies to provide Parks and Recreation services and facilities.
5. Consider the potential of trails and outdoor recreation for community economic development.
6. Maximize low investment, high yield amenity development.
7. Focus on an incremental approach to improvements, remaining pragmatic and staying aligned with community needs.

5.6.2. General Parks and Recreation Policies (PR)

1. Designate parks and outdoor recreation facilities as 'Parks and Recreation' on Schedule B the Land Use Map.
2. Continue to support a system of parks and recreational facilities that is age-friendly, accessible and affordable to all segments of the population, for both active and passive use, serving community, neighbourhood and local-area functions, and special-purpose uses such as riverfront and downtown parks.
3. Integrate parks and amenities within the economic development strategy for Quesnel and promote them to residents and tourists through an enhanced parks webpage and leisure guide.
4. Maintain existing vegetation in park areas wherever possible and appropriate.
5. Design planting areas with natural vegetation and low maintenance landscape needs, where possible.
6. Reflect and respect the natural and cultural history of Quesnel through interpretive signage and the preservation of cultural and natural sites of significance and the use of local materials in parks.

7. Develop and replace playgrounds over time and meet the needs of a range of ages and skill levels across the playground system. Ensure playground equipment in parks includes a mix of traditional play equipment and “nature play” experiences.
8. Encourage the sharing of fields, playgrounds and recreational facilities with School District No. 28.
9. Construct public restrooms in appropriate locations to serve park and recreational users.
10. Maintain and promote the off-leash dog-friendly park.
11. Work to enhance and protect access to the Quesnel River for future recreation opportunities.
12. In accordance with Section 510 of the *Local Government Act*, five percent of the land being subdivided in a residential area, or cash in lieu of the land, shall be dedicated to the City of Quesnel for parkland purposes. Cash in Lieu of land may be taken where:
 - The dedication of scattered public parks may be impractical.
 - A suitable site is not available within the proposed subdivision.
 - The proposed subdivision has adequate access to existing parkland.

Parks

13. Ensure that wherever possible parks are located in areas that are visually accessible by adjacent uses to facilitate the safe use of the park for a variety of activities throughout the day.
14. Ensure that parks are well maintained to facilitate a sense of community pride and discourage vandalism.
15. Evaluate the number, location and usage of park lands with a goal of creating premier park spaces to serve the community.
16. Preserve open space at Lebourdais Park and consider hosting existing and future community events at the site, including Quesnel Billy Barker days and Canada day celebrations.
17. Work with First Nations to establish a cultural centre, possibly located at the confluence of the Fraser and Quesnel Rivers.
18. Continue to work with local service clubs, neighbourhood associations, interest groups, local sports groups and other organizations to ensure facilities and parks are meeting the recreational needs of the community.

Sports Fields and Ball Diamonds

19. Modify the existing field reservation system for all field use to better record actual use and practices.
20. Develop a comprehensive Fees and Charges Policy addressing outdoor recreation facilities such as sports fields and ball diamonds, and private events in parks.

Trails

21. Continue to improve and expand on the River Walk by considering additional extensions, connections to other trails, interpretive features, and rest stops.
22. Collaborate with regional groups and the Regional District to ensure City trails connect to trails in the Fringe Area, and to key recreation destinations such as Dragon Mountain.

23. Work with property owners and residents to develop public lake access to Dragon Lake.
24. Develop a consistent signage system for trails. Post a trail map at all major trailheads, on the City website and in the Leisure Guide.
25. Improve trail safety at intersections between trails and high volume roads.
26. Improve the connection along Bowron Avenue from North Quesnel to the Women's Memorial Monument, such as lighting, paved sidewalk, landscaping and/or other safety features.
27. Support all-season use of trails through proper maintenance, where feasible.
28. Explore options of developing a community forest, with a designated trail system, potentially as part of an overall economic diversification strategy to encourage recreation on nearby crown land.
29. Formalize the road through Healy subdivision as a public trail through signage and promotion.
30. Expand the trail network through West Quesnel, including a loop trail, utilizing sidewalk and signage where a formal trail is not feasible, to the Quesnel Youth Soccer Complex.
31. Ensure well-marked trail connection to West Fraser Timber Park to Johnston Park and the Johnston Bridge.
32. Work with private landowners to develop a sanctioned trail along the Quesnel River. If this is not possible, create an on-road connection inland.
33. Work with private landowners to develop a sanctioned trail east from West Fraser Timber Park.
34. Complete the existing trail connection on North Star road by ensuring consistent sidewalk.
35. Recognizing the neighbourhood's rural character, integrate a shoulder/signage program on select roads in the South Hills neighbourhood, where possible. Ensure pedestrian connectivity from the mobile home park.
36. Work with Fortis and the Ministry of Transportation and Infrastructure to develop a more direct off-road trail connection from Carson subdivision to the Quesnel Bridge.

Partnerships

37. Continue promotion and cooperation with the Quesnel and District Sub Regional Recreation Commission, the Cariboo Regional District (CRD), School District #28, the BC Government and public and private voluntary associations in identifying and meeting park needs.
38. Consider reviewing the joint-use agreement with the Board of School Trustees (SD28) to give consideration to setting standards of maintenance, clarifying roles and responsibilities and consider approaching the CRD to participate in a future joint-use agreement if regional use of facilities is occurring.
39. Formalize an agreement with the CRD regarding the allocation of joint funding for City owned parks with a rationale for the amount of funding provided by the CRD.
40. Continue supporting stakeholder and community groups in event hosting.
41. Undertake periodic youth specific workshops to ensure sufficient youth programming and park amenities for those who are not engaged in traditional team sports.

42. Collaborate with the CRD on developing and promoting a regional bike system conducive to off-road and BMX users.



6. General Policies

6. General Policies

6.1. Transportation

An efficient and effective transportation network, coupled with suitable infrastructure provision, are critical elements in ensuring Quesnel's sustainable development and economic vitality. Policies contained within the OCP can help guide many of the crucial decisions related to transportation and infrastructure that help stimulate the economy, protect the environment, and promote vibrant and healthy communities. The local economy is highly reliant on a transportation system that moves people, goods and services to local, national and international destinations. Safe and efficient transportation systems are essential to Quesnel's continued economic growth and its ability to compete in a global economy.

It is important to note that in 2016 Quesnel completed an Active Transportation Plan to help promote and encourage alternative transportation choices for residents and to improve comfort, connectivity and accessibility for people of all ages and abilities. This plan addresses a key priority for the City, which is to reduce automobile dependence, increase physical activity levels, improve public health, reduce infrastructure demands, and create more livable and vibrant communities.

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

6.1.1. Objectives

1. To increase active transportation choices, awareness and education within the City and provide an accessible, sustainable, and efficient transportation system in Quesnel for all modes and users.
2. Improve walking and cycling opportunities by improving sidewalks and bike routes.
3. To provide a transportation network that ensures safe and efficient movement of goods and people within the city.
4. To encourage the use of public transit by continuing to work with BC Transit to improve the available transit service.
5. To minimize the impacts of Highway 97 and the rail line on the public.
6. To improve services at the Quesnel Regional Airport.
7. To ensure necessary parking is available in the city while promoting alternative forms of transportation.

6.1.2. Active Transportation

1. Support the Active Transportation Routes outlined the Active Transportation Plan (2016).

2. Encourage the use of biking and walking systems to lessen the impact of automobile and truck traffic, especially within the Downtown Core.
3. Provide short-term and long-term bicycle parking facilities on public lands.
4. Develop a signage program for cycle routes to provide information about the route itself and facilities and services, directions, potential hazards and rules and regulations.
5. Implement shared use signage and pavement markings to accommodate multiple modes of transportation within a single area (i.e. Share the Road sign).
6. Support the implementation of a “Safe Routes to School” program.
7. Adhere to the long-term pedestrian and bicycle network plans outlined in the City’s Active Transportation Plan (2016).
8. Support pedestrian enhancement in areas with high pedestrian activity, such as in the Downtown core through the addition of planters, patios, benches, and public art along the transportation routes.
9. Support the implementation of traffic calming techniques along the interface of roads and active transportation routes.
10. Increase the number of safe crossings as outlined in the Quesnel Active Transportation Plan (2016).
11. Encourage additional lighting and enhance natural surveillance (Crime Prevention Through Environmental Design, CPTED) along active transportation routes.
12. Explore further options for timely snow removal on public trails, sidewalks, and bicycle lanes throughout the city.
13. Develop and support active transportation education and awareness events and programs.

6.1.3. Roads

1. Recognize the Provincial Highways and Municipal Roads as shown in Schedule C, the Major Road Network Map.
2. Work with Ministry of Transportation and support the Alternate Routes identified in the Highway 97 Quesnel Transportation Plan (2017) to promote safety and efficiency, as follows:
 - A North-South Interconnector Route north of downtown.
 - A North-South Industrial Traffic Route with a new crossing over the Quesnel River.
 - An East-West Connector Route with a new crossing over the Fraser River.
3. Continue to work with the Ministry of Transportation on exploring an alternative Dangerous Goods Route.
4. Continue to work with the Ministry to address the safety challenges at Quesnel-Hydraulic Road and Racing Road.
5. Continue to implement a systematic and comprehensive program to manage and upkeep the road infrastructure.
6. Ensure developers pay for the extension and improvement of municipal roads to new developments.

7. Ensure new roads are built as complete streets with sidewalks, bike lanes, and lighting.
8. Continue to provide efficient snow removal for all streets within City boundaries, except for major highways for which the Ministry of Highways is responsible for.
9. Support and encourage beautification efforts along municipal roads and key alleyways to improve pedestrian and cycling connectivity (i.e. implementation of landscaping, benches, public art, garbage receptacles), specifically:
 - Between Front Street and Reid Street (Carson Avenue to St. Laurent Avenue).
 - Between Reid Street and McLean Street (from Carson Avenue to St. Laurent Avenue)
10. Ensure that streets within Urban Centres are accessible with wheelchair ramps, benches with shade, and sidewalks.
11. Encourage the adoption of traffic calming measures in residential neighbourhoods, such as narrower streets and road speed bumps.
12. Support the re-routing of industrial traffic away from residential areas.
13. Encourage measures to reduce traffic noise where major roads abut residential areas.

6.1.4. Public Transit

1. Support transit service that is inclusive of all users.
2. Continue to work with BC Transit to ensure reliable and useful public transportation that meets the needs of a changing community.
3. Support the regular review, modification and expansion of public transit services to meet the needs of Quesnel.
4. Work with BC Transit to identify priority areas for transit shelters and accessibility upgrades.

6.1.5. Rail

1. Continue to recognize the economic potential associated with Rocky Mountain Railroad overnight visitors.
2. Engage industrial or commercial based businesses that could benefit from rail transport to enhance the City's economy.
3. Encourage developers to follow the Guidelines for New Development in Proximity to Railway Operations (2013) when building near rail lines.
4. Maintain high standards for public safety along vehicular and pedestrian crossings of the rail line.
5. Work with CP Rail to explore means of addressing noise, safety and crossing opportunities for all modes of transportation, emergency situations, transportation of hazardous goods and the visual impacts of the railway right-of-way on the community.

6.1.6. Air

1. Ensure a safe and secure airport for the traveling public, corporate, medical, and private users and employees.
2. Continue to maintain reliable passenger and freight air services for Quesnel and the surrounding area.

3. Support the use of the Quesnel Airport Business Plan (2015) and its recommendations to determine the future direction of the Quesnel Airport.
4. Maintain and improve the Airport to ensure the long-term viability of the facility while recognizing it as an essential component for potential future economic investment.
5. Promote the Quesnel Airport as a regional asset to encourage the sharing of expenses with nearby regions.
6. Explore the use of Global Navigation Satellite System (GNSS) technology to improve the approach and departure capabilities at the Airport.
7. Market the Airport to flying clubs and for aero-tourism opportunities.
8. Attract a new Fixed Base Operation (FBO) commercial aviation operation and aircraft educational service to enhance and create a more comprehensive air service/ aviation facility to service the entire region.

6.1.7. Parking

1. Implement parking management programs that promote reduced car ownership, reduced car trips and increased use of active modes of transportation.
2. Consider completing a parking study for the downtown that considers transit opportunities, buses, bicycle infrastructure, pedestrian needs, and parking requirements to meet the needs of the current and future population.
3. Promote a safe and inviting downtown parking environment including the provision of bicycle and electric vehicle parking at key destinations.

6.2. Infrastructure

A component of effective infrastructure systems is appropriate asset maintenance and management, including water, sanitary sewer, stormwater management systems, general utilities, roads and solid waste management. A well maintained transportation and infrastructure system is essential for overall system sustainability, which ensures financial stability, safeguards current and future economic activity, and supports tourism. Infrastructure re-investment through a systematic and coordinated way should be addressed in OCP policies to ensure that City assets are maintained at a level that supports the delivery of appropriate and financially sustainable community services. These policies would be further supported and implemented through asset management plans. As stated in the Asset Management Policy, asset management plans are essential to the community priorities identified in the City of Quesnel's Integrated Community Sustainability Plan.

The City of Quesnel provides an extensive system of water pumping, treatment and distribution, which serves most of the developed urban areas of the City. The City also maintains an extensive system of sewage collection lines and pre-treats sewage prior to pumping to Cariboo Pulp & Paper for disposal. A separate Regional District sewage collection and pre-treatment system, called the Red Bluff / Dragon Lake System, serves the Racing / Westland Road area and the South Hills area. This system is operated by the Cariboo Regional District.

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



6.2.1. Objectives

1. To ensure water, sewer, and drainage systems, solid waste facilities, street lighting and other utilities are provided to support the good health of Quesnel residents.
2. To provide a sustainable water supply for the community.
3. To provide cost effective and safe drinking water supply to all homes.
4. To make efficient use of existing sewer services by directing growth to areas where sewage collection capacity already exists.
5. To reduce solid waste generation and support zero waste initiatives.
6. To encourage the public to compost waste to lengthen the lifespan of the City's landfill.
7. To maintain and improve the street lighting system throughout the City and especially within the Downtown Core.
8. To ensure regulatory requirements for utilities are being met.



6.2.2. Sustainability and Asset Management

1. Continue to identify, prioritize and schedule infrastructure investment and maintenance through asset management.
2. Direct residents to the City's Local Service Area policy with respect to requests to extend infrastructure to areas currently un-serviced.
3. Encourage more compact and efficient land use and servicing systems.
4. Review and potentially revise Development Cost Charges so as to encourage centrally located, denser forms of housing to be built in appropriate areas.
5. Encourage sprinkling and irrigation restrictions that are strictly imposed by the City from May to end of September.

6.2.3. Water System

1. Maintain and operate the water system as shown in Schedule D, the Infrastructure Map.
2. Protect the City's water supply through entire system management, including careful

designation of land uses and new land development.

3. Continue to ensure the delivery of safe drinking water through a water quality monitoring program.
4. Ensure that all new water installations meet the City's Development Servicing Bylaw requirements.
5. Encourage "infill development" prior to having to extend water services where no services currently exist.
6. For those areas where new development is supported, require developers to extend water distribution services at the developer's expense.
7. Drinking water services will not be extended beyond City boundaries. An exception for a single water service connection to the new Quesnel Junior School, to be located on Maple Drive, has been endorsed due to the community good of obtaining a new school in the community.
8. Encourage the adoption of "water smart" programs, education initiatives, and conservation practices to foster the sustainability of the City's water supply.
9. Due to extensive supply of the City's water emanating from wells, the City will undertake comprehensive studies to determine wellhead protection areas.
10. Ensure that land uses surrounding protection areas are controlled to reduce the risk of contamination.
11. Study and protect alternative municipal wellhead areas (water sources) to accommodate future population growth, expansion or replacement of existing well systems.

6.2.4. Sewer System

1. Maintain and operate City's sanitary sewer system as shown in Schedule D, the Infrastructure Map.
2. Ensure that developers extend sanitary sewer service to all new development within the City and require that all costs become the responsibility of the developer.
3. New sanitary sewer system construction must meet standards set out in the City's Development Servicing Bylaw.
4. Sanitary sewer services will not be extended beyond City boundaries.
5. Recognize Cariboo Pulp and Paper as the treatment facility for all sewage directed to the city sewer system following pre-treatment by the City.
6. Review and reconsider policy on the standards of infrastructure required in new developments, including the allowance of septic systems and lagoons in city limits during the Servicing Bylaw update.
7. Recognize the Cariboo Regional District as the owner and operator of the Red Bluff Sewer system that services the Southhills, Racing/Westland and Dragon Lake neighbourhoods and the need to consult and partner on development activities in this area.

6.2.5. Stormwater Management

1. Maintain and operate the City's storm drainage system as shown in Schedule D, the Infrastructure Map to formally identify and ensure the disposal of stormwater from existing

development lands.

2. Continue to work with the Cariboo Regional District regarding stormwater management planning where drainage basins cross jurisdictional boundaries.
3. Ensure new developments provide grading and drainage plans that retain storm water on-site where appropriate.
4. Prepare and implement a municipal bylaw to regulate the maintenance and/or alteration of stormwater systems (eg. rock pits) on private property.
5. Encourage the use of stormwater as a resource not to be wasted but captured and re-used for irrigation and recharging aquifers where appropriate.
6. Continue to review standards and best practices for new stormwater drainage system construction and discharge to receiving water bodies to address stormwater issues in Quesnel.
7. Consider undertaking the preparation of a Comprehensive Stormwater Management Plan or Master Drainage Plan for the City.
8. Continue to actively pursue residential tie-ins to the stormwater system in Uplands.

6.2.6. Solid Waste Management

1. Adhere to regional strategies for waste management to ensure the long-term viable use of the landfill.
2. Promote conservation and the reduction of waste through public educational and promotional campaigns.
3. Explore the use of new technology to minimize odours and other pollutants related to the landfill.
4. Investigate opportunities to increase the types of materials that can reused or recycled within the community encouraging business opportunities.
5. Support the pursuit of zero waste and full materials recovery initiatives.
6. Encourage residents to compost through education and incentives for composters to avoid organics being sent to landfill.

6.2.7. Street Lighting

1. Ensure the City's street lighting standards are being met in all new subdivisions.
2. Continue operating, maintaining and improving the street lighting system in existing areas of Quesnel.
3. Encourage development abutting alley ways to provide lighting to the alley.
4. Support the use of technology that supports "dark sky" principles for existing or new residential and commercial development areas.

6.2.8. Other Utilities

1. Continue to work with utility companies to ensure regulatory requirements are being met.
2. Discourage public or private utilities from being located in parks and natural open spaces.
3. Consider integrated utility corridors that will translate into construction and operational efficiencies and mitigate impact on public lands.

6.3. Arts, Culture and Heritage

The City of Quesnel is located within the traditional territory of the Lhtako Dene Nation and their presence since time immemorial is an essential foundation for expressing the community through arts, culture and heritage.

Quesnel's pioneering history also influences the heritage and artistic expression of the community including the fur trade, mining, farming and ranching, forestry, and tourism have all played important roles in the community's past development and most remain so today.

Similarly, people from many different cultural backgrounds continue to contribute to the richness and prosperity of the community. Other heritage resources such as historically and architecturally significant buildings, structures, landscapes and sites further enhance this rich history.

Quesnel has a number of arts and cultural assets that provide opportunities for residents to participate in the arts and to engage in the cultural life of the city. The instrumental benefits include the ability of arts, culture and heritage to contribute to the well-being of its citizens and economic development of the area. While resource and industrial development continues to drive employment in the region, arts, culture and heritage provide excellent opportunities to diversify the local economy. The cultural infrastructure of Quesnel is an important contributing factor in attracting visitors, workers and investment.

The City continues to enhance and maintain historical features and structures, as well as incorporate modern cultural expression into the community. This includes the restoration of the Fraser River Walking Bridge, and implementing the city-wide wall mural policy.

The opportunity exists for the City of Quesnel to leverage its existing artistic, cultural and heritage assets by creating, expanding and improving on successful initiatives and have these sectors become a significant point of pride for its residents and inspire visitors.

6.3.1. Objectives

1. Recognize Lhtako Dene Nation within the community heritage context.
2. Support arts and cultural expression, programs and initiatives.
3. Identify and protect arts, cultural and heritage assets.
4. Encourage heritage awareness and preservation.
5. Integrate the arts, culture and heritage sector with other sectors to enrich and build a stronger community.
6. Recognize community volunteers in the arts, culture and heritage sector.
7. Encourage a culture of artisan practice as an activity that fosters healthy living, well-being, hobby and fun for local residents.
8. Leverage the arts, culture and heritage sector for economic impact.
9. Incorporate public art into City projects, where appropriate.

6.3.2. Policies

1. When recognizing community heritage, start with the First Nations context and recognize

- Lhtatko Dene Nation.
2. Secure and maintain art, including First Nations art, in public places through Civic funding, voluntary provision by the private sector, and community initiatives.
 3. Support the preservation of natural features and structures that have significant cultural value.
 4. Support the preservation of buildings, structures and features with significant heritage value, through encouraging the success, recognition and promotion of the Heritage Register.
 5. Recognize the Heritage Strategic Plan as a tool for managing and promoting Quesnel's history and heritage.
 6. Develop a vision for arts, culture and heritage in the region, including a focus on cultural tourism, through the continued development of an Arts Policy, or through the development of an Art, Culture & Heritage Strategic Plan.
 7. Support the retention of the Helen Dixon Centre and promote it as a community asset. Consider integrating an arts and cultural component to the events held on the site, while also exploring opportunities to enhance through infill or redevelopment.
 8. Support the development of new arts and culture facilities to create local access to maker-space and performance space, and as part of a capital plan for visitor destination development, in partnership with senior levels of government, organizations and private developers.
 9. Promote program initiatives that support arts, culture, and heritage organizations and programs through advocacy, education, promotion, and communication.
 10. Continue to support and maintain partnerships with artists, organizations, community partners and volunteers through City cultural policies, planning and regulatory processes.
 11. Continue to support the city-wide wall mural art program.
 12. Support and enable local, non-profit groups to host festivals, celebrations and special events through services, incentives and regulations.
 13. Consider the creation of an arts, culture and theatre facility in the downtown.
 14. Support the feasibility study of and redevelopment of the Quesnel Recreation Centre and District Community Arts Council.
 15. Recognize that the Ministry of Sustainable Resource Management may require an Archaeological Impact Assessment as a condition of development.

6.4. First Nations Collaboration

First Nations peoples have inhabited the region since time immemorial and have strong and thriving cultural traditions and practices. At the same time, the legacy of colonization, including the impact of residential schools, have created unique conditions and challenges. Addressing these issues through dialogue and collaboration as part of First Nations reconciliation and recognition efforts is fundamentally important to the City and the OCP.

The City has begun this process by entering into a formal Memorandum of Understanding with the Lhtako Dene First Nation (Red Bluff Band) to recognize the traditional territory of the Lhtako Dene and establish the framework for government-to-government partnerships and communications. It is hoped that dialogue with Kluskus, Nazko, Esdilaq First Nations will begin in an effort to achieve similar

formal relationships.

While the OCP does not regulate land use or enact policies applying to First Nations, the Plan is an opportunity to implement reconciliation and recognition effort measures and establish the desire for a strong, co-operative relationship between the City and local First Nations to address land use issues of common concern.

6.4.1. Objectives

1. Collaborate with local First Nations on matters of mutual interest with the purpose of benefiting the environment, the community, the economy, and people.
2. Support First Nation recognition-based projects to strengthen mutual respect and ongoing relationships.

6.4.2. Policies

1. Support the continued development of a First Nations recognition framework for the City.
2. Seek opportunities to partner and collaborate with local First Nations on placemaking, development initiatives and other projects that acknowledge and celebrate traditional territory and cultural values.
3. Integrate traditional place names into local landmarks, destinations, civic properties, way-finding, and mapping in the City and recognize sites of traditional significance.
4. Explore opportunities to make the City a more welcoming and inclusive place for First Nations members of the community.
5. Support the development of a First Nations cultural centre, possibly located at the confluence of the Fraser and Quesnel Rivers.
6. Encourage First Nations culture representation in public art projects.

MEMORANDUM OF UNDERSTANDING

BETWEEN

AND

LHTAKO DENE NATION ("Lhtako")

THE CITY OF QUESNEL (the "City")
(each a "Party" and collectively the "Parties")

THIS MEMORANDUM OF UNDERSTANDING ("MOU") IS DATED FOR REFERENCE THE 20TH DAY OF JUNE, 2017.

WHEREAS:

- A. Lhtako and the City have a common interest in cooperative intergovernmental relations.
- B. Lhtako and the City have engaged in meaningful dialogue with a view towards seeking partnership opportunities based on mutual respect, recognition, and reconciliation.
- C. Lhtako and the City recognize that working together pursuant to a cooperative government-to-government relationship will facilitate the sharing of information, improve communications and establish substantial and worthwhile projects and procedures to promote cooperative relationship building.

NOW THEREFORE,

The Parties have entered into this Memorandum of Understanding dated June 20, 2017 (the "MOU"), to attest to their mutual commitment to promote cooperative relationship building.

PRINCIPLES

The Lhtako and the City will recognize the following principles in dealing with each other:

- That the Lhtako have occupied their traditional territory for millennia and continue to do so;
- Mutual respect for each Party's respective areas of jurisdictions;
- Mutual respect for each Party's mandates and policies and that this Memorandum does not fetter the individual mandates and policies of the Parties;
- Cooperation in the exchange, development and distribution of information that is relevant to the establishment and consolidation of the relationship between Parties;
- Collaborative actions in the development and implementation of meaningful projects of mutual interest; and
- Acknowledgement that good relations between neighbours are required for all citizens to benefit.

GENERAL OBJECTIVES

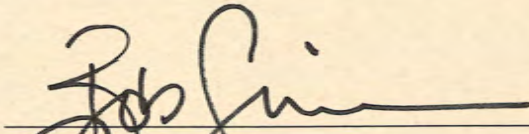
The Lhtako and the City have the following mutual objectives:

- Promote understanding of functions, responsibilities and interests of both Parties, both locally and in a province wide context, including participation in each other's events where possible;
- Provide opportunities for relationship building between Parties, such as through regular scheduled meetings, which allow dialogue between community leaders on areas of common interest. This may include economic development, natural resource management, efficient and affordable service delivery and cooperative land use planning where possible; and
- Encourage and promote effective methods of dispute resolution between the Parties.

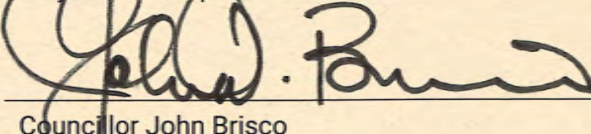
TERM AND TERMINATION

The Parties acknowledge and agree that this MOU will take effect upon the adoption of authorizing resolutions by the Council of the City and the Council of the Lhtako and will remain in effect unless terminated by either Party on at least thirty (30) days prior written notice to the other Party.

CITY OF QUESNEL:



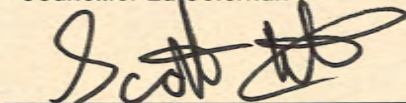
Mayor Bob Simpson



Councillor John Brisco



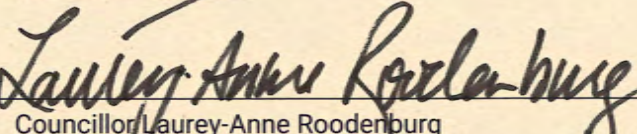
Councillor Ed Coleman



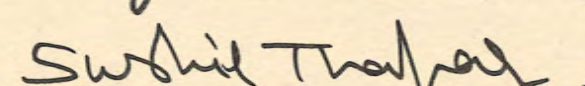
Councillor Scott Elliott



Councillor Ron Paull

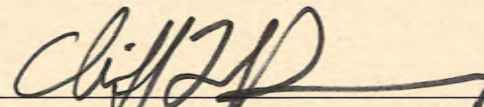


Councillor Laurey-Anne Roodenburg

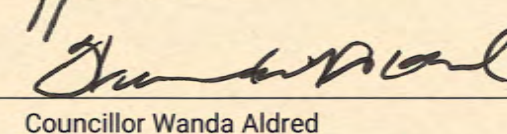


Councillor Sushil Thapar

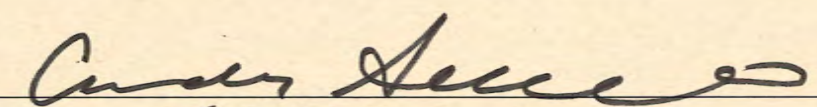
LHTAKO DENE NATION:



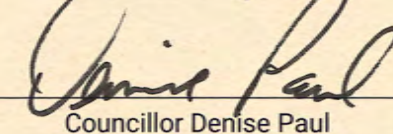
Chief Clifford Lebrun



Councillor Wanda Aldred



Councillor Cindy Aldred



Councillor Denise Paul

6.5. Health and Social Well-Being

A healthy community is one that has opportunities for residents to access the amenities necessary for physical, mental and social well-being. Physical features such as the built environment, recreation facilities and suitable housing can encourage healthier choices. In addition, “soft infrastructure” such as service networks, groups, non-profit societies and other social relationships help residents not only live, but also thrive in the community. This can include, but not limited to: active living and healthy eating; recreation; food security; health promotion and support services; disease and injury prevention; cultural health; and spiritual health.

The City of Quesnel has been actively moving towards creating a more healthy community and a focus on community and social well-being. As part of this effort, the City endorsed an Age Friendly Assessment and Action Plan that had a particular focus on the health and well-being of seniors. As the number of aging adults in Quesnel and surrounding region increases, creating an age-friendly community is necessary to support seniors to age in-place and to promote safety, inclusivity, independence, and accessibility for all residents. The Age Friendly Assessment and Action Plan outlines the needs and specific actions, timelines, resources, and partnerships for the City to facilitate the community moving towards becoming more age-friendly.

The strength of a community relies on the social well-being of all its members, which is tied to access to services and amenities in the community. An inclusive, age-friendly and accessible community is one where policies, services and structures related to the physical and social environment are designed to support people of all ages and abilities live safely, enjoy good health, and have opportunities for involvement.

An OCP can articulate and encourage the municipal role in the retention and creation of health and social well-being opportunities through land use and the built environment. This section focuses on addressing health needs and enhancing the well-being of Quesnel residents and visitors.

6.5.1. Objectives

1. Ensure all residents of Quesnel have equal access to public services to be able to flourish and live a healthy life.
2. Create a high quality of life in Quesnel where people can come to live, work, and play regardless of age, gender, ethnicity, religion, culture, income, sexual orientation, ability, and family status.
3. Foster a community that proactively addresses health issues and facilitates built environments that encourage healthy and active living.
4. Enhance the network of health-related amenities, facilities, and programs to promote wellness and meet the needs of all levels of mental and physical care, and reduce the chances of people experiencing social isolation.
5. Collaborate with other government agencies and groups to address issues related to community health and well-being.
6. Implement the actions outlined in the Age Friendly Assessment and Action Plan.
7. Implement the recommendations outlined in the Housing Needs Assessment, Gap Analysis and Action Plan.

6.5.2. Health

1. Support the enhancement of resident knowledge and access to health resources and activities.
2. Work closely with service providers to ensure access to health services for all residents.
3. Support local health service providers in ensuring sufficient, adequate, and accessible space and facilities for residents of all ages and abilities.
4. Work with BC Transit and the Ministry of Transportation to support safe and convenient access to health services by transit, active transportation (walking, cycling, scooters, wheelchairs), or by vehicle.
5. Ensure activities are accessible and affordable to all residents including vulnerable populations such as children, seniors, people with disabilities, new Canadians, persons with mental health issues and/or addictions, and persons experiencing homelessness.
6. Support the creation of a “Campus of Care” in North Quesnel to provide independent, semi-supported and supported housing and health care options for aging residents and those with limited mobility.
7. Support community partners in providing support services related to mental health, addictions, rural health care, and senior’s health care.
8. Support access to health, medical, and dental facilities and infrastructure and work closely with providers to ensure adequate health infrastructure is available to meet needs of residents.

6.5.3. Social Infrastructure

1. Continue to improve the quality of life in Quesnel through enhancement and expansion of community amenities in the area.
2. Seek opportunities to promote social interaction between different generations through the design and programming of public spaces, parks and public facilities.
3. Continue to encourage the expansion of educational opportunities, in the city, including post-secondary education, as a way of improving the quality of life in Quesnel.
4. Collaborate with the local school board to support community access for people of all ages, including lifelong learners, and support access to facilities for community activities.
5. Continue to encourage economic development in order to create more job opportunities and reduce unemployment in the area.
6. Investigate how the City could work with other agencies and organizations to minimize the impacts of poverty on the citizens of Quesnel.
7. Work with senior levels of government, community organizations, other non-profit groups, and the private sector to support the construction and maintenance of affordable housing.
8. Support opportunities for co-location or shared space arrangements of social service organizations such as non-profits and social enterprises.
9. Encourage the use of Crime Prevention through Environmental Design (CPTED) principles to reduce places of concealment and to decrease opportunities for crime.
10. Support ongoing consultation with the community to improve public safety and provide oversight and leadership for community safety, services and resources.

6.5.4. Inclusivity and Accessibility

1. Encourage and celebrate a community that is welcoming, inclusive and accepting of people with different backgrounds and lifestyles.
2. Support gender inclusive facilities and amenities.
3. Work to ensure full accessibility for people with mobility challenges in the design, construction, and improvement of public and private property, including facilities, street right-of-ways, parks, transit stops, and places of employment.
4. Encourage design features in new developments that will facilitate aging-in-place.
5. Use and build on the City's Active Transportation Plan and the Measure Up Quesnel Strategic Plan as tools for improving and promoting accessibility and inclusion in the Community.
6. Implement the City's Recruitment Strategy to attract professional people that are lacking in the community, and reference the successful doctor recruitment model.
7. Encourage the establishment of facilities, services, and amenities that meet the unique needs and issues of youth.

6.5.5. Civic Engagement

1. Support a "four seasons" approach to civic life through encouraging year round civic events and activities.
2. Actively encourage the participation of the public and stakeholders in planning for services, programs, and facilities.
3. Work with various community groups to celebrate the diversity of Quesnel and work to promote communication, cooperation, and harmony between all residents of different backgrounds.
4. Work to incorporate tools geared towards engaging "hard to reach" populations such as youth, persons with disabilities, and vulnerable populations.
5. Continue to work with community partners to promote a culture of volunteerism, community service, and neighbourliness.

6.6. Environment and Sustainability

Natural systems and healthy ecosystems provide valuable ecological functions and contribute to a healthy environment for residents and visitors. Environments that provide for clean air, soil, and water underlie our health and well-being and can attract people to live, work, retire, visit and invest in our city.

The City of Quesnel features a natural setting that contributes to the unique character of the community. The vast wilderness of the North Cariboo is easily accessible to the residents of Quesnel, and the natural areas within the City boundaries have been identified for the preservation of their environmental, aesthetic and economic value. This is important to ensure long-term community sustainability for future generations to experience and enjoy.

There is a strong sense of stewardship and desire to protect the environment. As such, OCP policies have been designed to reflect and envision Quesnel to:

- Increasingly create a healthier living environment in which the air is clean, drinking water is high quality, and all herbicides, pesticides and fertilizers are toxin and chemical free;
- Ensure industries are clean, and all facilities and services are transitioning to renewable energy sources and supplies, where possible;
- Ensure waste is minimized, all materials are used in closed loop approaches, and what waste is produced is used as a resource, where possible; and,
- Transition transportation systems to use more sustainable technologies.

6.6.1. Objectives

1. Identify, preserve and protect natural areas for environmental, aesthetic, amenity and economic value including but not limited to wetlands, riparian vegetation, mature trees, watercourses and native vegetation.
2. Plan and regulate new development in a manner that preserves and protects the physical and ecological integrity of environmentally sensitive areas.
3. Enhance air quality within Quesnel.
4. Preserve, protect and enhance the quality of water resources and reduce consumption of the water supply.
5. Encourage energy efficiency in the design of buildings and infrastructure.
6. Support efficient land-use patterns and design to significantly reduce energy use from transportation and buildings.
7. Encourage waste reduction, re-use and recycling.
8. Reduce and mitigate pollutants and other environmental impacts towards retaining, restoring and enhancing the natural environment.
9. Increase public awareness of the ecological and economic importance of Environmentally Sensitive Areas by providing opportunities for the public to enjoy and respect the land's sensitivity.
10. Enhance public stewardship of sensitive areas on private and public lands.

6.6.2. Natural Environment Areas

1. Provide clear development guidelines for safe and environmentally sensitive development.
2. Development in the Sensitive Ecosystem Development Permit Areas (Schedule E6), unless otherwise exempt, shall be accompanied by an Environmental Assessment (EA) prepared by a registered professional biologist (RPBio).
3. Developments should be planned, designed and constructed to avoid encroachment on sensitive ecosystems identified in an Environmental Assessment.
4. Adhere to the requirements for leave strips as outlined in the Zoning Bylaw, to protect the natural function of streams and rivers from development.
5. Encourage protection measures of riparian & wetland areas to provide habitat protection for fish and wildlife. All development within riparian & wetland area (refer to Schedule E6, sensitive ecosystem development permit area map) shall be undertaken in compliance with the provincial Riparian Areas Regulation.
6. Recognize, protect and preserve wetlands, including ponds, lakes, streams, and natural

- drainage courses through conservation covenants, development permit legislation, and environmental protection bylaws (*Environmental Management Act* and the *Riparian Areas Protection Act*).
7. Use the Sensitive Ecosystem Inventory, to identify and maintain environmentally sensitive areas, species at risk, and habitat linkages.
 8. Encourage the voluntary protection of environmentally sensitive areas.
 9. Consider increased involvement by local residents and other community groups in natural area improvements, clean-up, and enhancement activities, by establishing a Partnerships in Parks program.
 10. Recognize the following areas as having environmental significance in Quesnel:
 - The banks of the Fraser River
 - The banks of the Quesnel River
 - The Quesnel River Flats
 - Baker Creek
 - Dragon Lake
 - Dragon Creek
 - Flamingo Marsh
 - Timber Park
 - Tatchell Creek
 - Barlow Creek
 11. The riparian area immediately adjacent to the natural boundary of water bodies are designated as Sensitive Ecosystems Development Permit Area (Schedule E6). These areas will generally remain free of development and in their natural condition except for fencing, trails, and works or plantings to control erosion, protect banks, protect fisheries or otherwise preserve and enhance the natural watercourse. The exact boundary of the development permit is based on the area required to preserve the streamside habitat and the existing condition of the streamside area.
 12. Maintain the green spaces in Uplands, particularly the green spaces around Flamingo Marsh and along Baker Creek.
 13. Examine the possibility of establishing a natural park and bird sanctuary extending from West Fraser Timber Park to the Quesnel and District Recreation Centre.
 14. Where accessibility to natural areas is encouraged, provide clear access points to discourage usage outside designated areas.
 15. Provide clear signage to discourage inappropriate use of significant natural areas (i.e. dumping of garbage, all-terrain vehicle use, etc.).
 16. Encourage developers to utilize the Land Development Guidelines for the Protection of Aquatic Habitat throughout the construction process to control erosion and preserve the riparian areas near streams, water bodies and wetlands.
 17. Consider creating a Cluster Zone and Conservation Subdivisions to facilitate the development of appropriate portions of a site in exchange for protection of sensitive areas on-site.
 18. As a member of the Quesnel Air Quality Roundtable, work to improve air quality by

- implementing the Airshed Management Plan and considering the recommendations when making land use and community planning decisions.
19. Work with the Cariboo Regional District to improve air quality, promote environmental protection, address geotechnical issues, and prevent wildfires.
 20. Continue to work with existing industries in Quesnel to reduce negative air emission levels, and ensure that new industries are designed to avoid producing excessive levels and sizes of airborne particulate matter, or provide mitigating measures.
 21. Employ best practices for the management of City infrastructure to minimize environmental risks.
 22. Retain significant natural vegetation and mature trees, wherever possible, and encourage additional tree planting in developing areas.
 23. Preserve sensitive ecosystem areas, their living resources and connections between them in a natural condition and free of development to the maximum extent.
 24. Encourage preventative measures in new development plans that consider the natural environment. This can include, but is not limited to, the prevention of soil contamination, urban interface planning, hazardous conditions analysis, energy efficiency, etc.
 25. Enhance awareness of the importance and benefits of maintaining a healthy environment and environmentally sensitive areas through a variety of approaches, including opportunities for public participation in protection and restoration activities that create enjoyment and respect for the natural environment and sensitive areas.
 26. Development within the Sensitive Ecosystem Development Permit Area may be subject to further regulations imposed by the following municipal bylaws:
 - Subdivision & Servicing Bylaw.
 - Building Bylaw.
 - Zoning Bylaw.
 27. The municipality may be required to amend the above bylaws to conform with the adoption and implementation of the Sensitive Ecosystem Development Permit Area guidelines.

6.6.3. Sustainability

1. Incorporate energy efficient features into municipal facilities wherever feasible and work to ensure that energy conservation is practiced in municipal operations. Review building with wood and utilize other green initiatives.
2. Encourage architects, builders, and developers to use features that promote energy efficiency and conservation in building construction, such as LEED certified projects and passive construction techniques.
3. Encourage energy efficient, multiple transportation modes, as set out in other sections of this Plan dealing with pedestrian, cycling, and transit modes, and trails.
4. Encourage energy efficient forms of development through methods such as:
 - Energy efficient subdivision design.
 - Site planning including building orientation.
 - Energy efficient building design and materials.

- Water conservation and FireSmart guidelines in landscaping; access to multiple transportation modes such as transit and cycling.
 - Mixed-use forms of development.
 - Infill development.
5. Continue to encourage waste reduction, re-use and recycling through programs and initiatives, such as, the waste exchange and yard composting programs.
 6. Consider implementing a waste to resource program or initiative.
 7. Implement closed loop approaches to all materials to achieve a goal of zero-waste.
 8. Work with the government agencies and utility companies to encourage all sectors to practice energy conservation in the city.
 9. Encourage developers and landscapers to incorporate xeriscaping (drought resistant, low water requirement) concepts into development of landscape projects.
 10. Maintain, protect and enhance the water quality of Quesnel's aquifers and wells to provide residents with potable water.
 11. Update and implement the water conservation program.
 12. Protect and enhance water quality by continuing to engage in land use and system management practices that protect the long-term quality, integrity, and health of the City's water supply.
 13. Consider integrating rain collection and reuse in all City and private developments and renovations.
 14. Consider groundwater protection areas for the catchment area of the City's water supply wells.
 15. Prohibit, wherever possible, the discharge of unmanaged rainwater into watercourses and to reduce instances of point and non-point pollution sources that negatively affect water quality within watercourses.
 16. Promote and facilitate the remediation and redevelopment or reuse of brownfield sites.

6.6.4. Climate Action

1. Work towards a 40% reduction of greenhouse gas emissions below 2007 levels by 2030, 60% by 2040 and 80% by 2050 for the Community of Quesnel.
2. Work towards a 3.5% reduction in City Corporate annual greenhouse gas emissions for each of the years 2020, 2021 and 2022. With new targets for emissions reductions to be set in 2022 for future years.
3. Develop a climate change action plan for community wide emissions and the City of Quesnel's corporate greenhouse gas emissions to match the targets established for emission reductions.
4. Implement climate change relevant policies to achieve reduction of greenhouse gas emissions at the community and corporate levels as indicated in the climate action plan.

Forest impacts related to climate change include: fires; infestations; changing growth rates; and changing composition.

5. Take a leadership role in promoting education for community members and businesses on the link between urban design, transportation, food waste, water-use and greenhouse gas emissions.
6. Incorporate strategies to reduce greenhouse gas emissions when engaged in major infrastructure planning and design projects or new facilities.
7. Utilize an anti-idling bylaw to raise awareness around vehicle emissions.
8. Work towards implementing a community composting program for the organics currently being sent to landfill.
9. Promote climate change adaptation measures in order to minimize negative climate related impacts on infrastructure, human safety, health and well-being, resulting in a climate resilient community.
10. Consider climate change and its effects on environmental, economic and social conditions in forested and natural areas.

6.6.5. FireSmart Guidelines

1. Encourage new development to be constructed in accordance with the Quesnel and Area Community Wildfire Protection Plan (2017)
2. Where residential development is proposed, consideration must be given to the site design, landscape, building materials and structure to reduce the risk of wildfire.
3. Manage the fire hazard around public and private landfill.
4. Where open burning is necessary, promote its safe and efficient utilization in compliance with the Wildfire Act and Regulation, the Open Burning Smoke Control Regulation and local bylaws (including the most current version of the Fire Protection, Prevention, and Fire Services Bylaw).
5. Encourage households living in the Wildfire Interface Development Permit Area to complete the Home & Site Hazard Assessment in The Home Owners FireSmart Manual (B.C. Edition).

Site Design

6. No vegetation which supports fire spread may be planted within 10m of any proposed structure. Only small shrubbery or garden plants are permitted within 10m of any proposed structure.
7. Vegetation within 30m of all proposed structures should be pruned and thinned. Deadfall and other flammable materials should be removed.
8. Remaining trees within 30m of proposed structures should be spaced a minimum of 3m to 6m to prevent the fire from moving from crown to crown.
9. Lower branches must be trimmed up to a minimum 2.5m in height.
10. Vegetation should be cleared 3m back from power lines and propane tanks.
11. Where sensitive environmental features are identified, the importance of features must be weighed against the risk of wildfire prevention.

Building and structure

12. Fire resistant roofing materials such as metal, clay tile, asphalt shingles and treated wood

- must be used on all buildings.
13. Roofs should have a steep pitch to prevent the collection of tree debris or other combustible materials.
 14. Exterior wall materials must be constructed of fire resistant materials, such as, metal, brick, stucco, rock and concrete. Although less effective, heavy timbers or logs may also be used.
 15. Any outbuilding used to store wood should not be constructed within 10m of a dwelling unit. If the outbuilding must be located within 10m for a dwelling unit, it must also be constructed utilizing fire-resistant materials for the roof and exterior walls.
 16. Chimneys should have spark arrestors and be closed with 3mm non-combustible wire.
 17. Eaves and attic vents shall be screened using 3mm non-combustible wire to prevent entry of wind-blown embers.
 18. Outside stairways, decks, porches or balconies must be constructed with or sheathed in fire resistant materials.

Landscape

19. Evergreen tree and shrub species must not be planted within 10m of a dwelling unit. These species are highly combustible and promote intense fire activity.
20. Tree, shrub, herb and grass species that are drought tolerant and not highly combustible are encouraged to be used in site landscaping.
21. Implement a FireSmart Homeowners Manual and use it as a “best practice”.

6.7. Hazardous Areas

Hazardous areas include areas with hazardous conditions including floodplain and steep slopes (hillsides). The City of Quesnel has been and continues to be affected by sensitive building areas with hazardous conditions consisting of moderately or steep-sloped hillsides subject to gradual ground movement, particularly in West Quesnel. Subsurface ground movement on hillsides may pose hazardous to buildings, structures, infrastructure and other development located on or near these sites. Disturbed hillside areas may also be subject to erosion if not properly rehabilitated. In addition to protecting development from hazardous conditions, the policies and guidelines have been established to mitigate issues related to development.

Flooding is a significant potential hazard in parts of Quesnel, especially during spring run-off, because the Quesnel River, Baker Creek, and Dragon Creek all enter the Fraser River just south of the bridge. The City of Quesnel has the responsibility to protect its citizens from hazardous conditions by restricting development in hazard areas and to encourage the implementation of preventative measures prior to development to protect the public and infrastructure from damage sustained through flooding.

6.7.1. Objectives

1. To improve public awareness of hazardous hillside conditions.
2. To ensure that the proper precautions are taken before developing in hazardous hillsides.
3. To protect the integrity of structures and people who choose to develop on hazardous hillsides.

4. To protect the natural character of the hillsides and promote forms of development that will minimize soil disturbances and maximize the retention of trees and vegetation.
5. To preserve the natural hillside character and avoid significant visual impact.
6. To promote a high standard of design, construction and FireSmart landscaping on hillsides.
7. To reduce the risk of injury, loss of life, and to prevent or minimize property damage due to flooding.

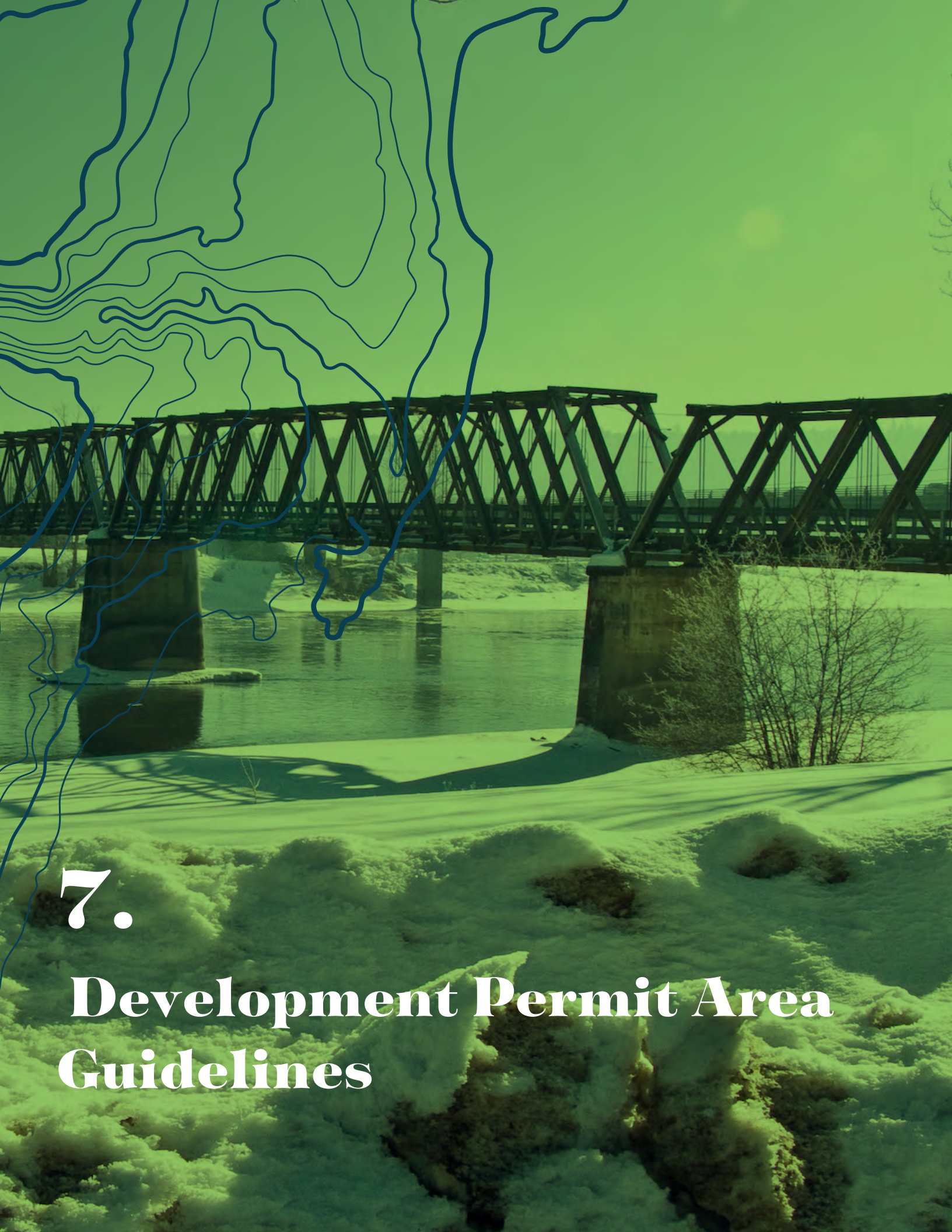
6.7.2. Hillside Hazard

1. Recognize the potentially hazardous building areas that are identified in Schedule E4, the Hazard Development Permit Area Map.
2. Continue to inform the public about the ongoing efforts to reduce and mitigate ground movement in the West Quesnel Land Stability Study Area.
3. Pursuant to section 488 of the *Local Government Act* applications for development in natural hazard areas may be required to provide a geotechnical assessment prepared by a professional engineer with expertise in this field that certifies that:
 - The land may be used safely for the intended development over the projected life of the development, considering adjacent land uses; and
 - Measures regarding the siting and design of structures or works, placement of fill, and maintenance or planting of vegetation, specified in the assessment, can and will be taken to ensure the development and its associated land uses are able to safely withstand the hazard.
4. Further development in the West Quesnel Land Stability Study Area will be considered only once ground movement has been slowed to a sustainable rate or stopped entirely.
5. Work with the Cariboo Regional District to continue to investigate and implement mitigation techniques for areas that cross municipal boundaries and may be subject to geotechnical hazards.
6. Before development can occur on hazardous hillsides, an assessment of the site must be undertaken and include the following:
 - Topographic Survey;
 - Geotechnical Assessment; and,
 - Environmental Assessment.
7. The site design for a development on hazardous hillsides must include a Grading and Subdivision Development Plan and consider the existing slope and soil type.
8. Development on hazardous hillsides requires the preparation of an Erosion Control Plan and obtaining a Soil Removal and Deposit Permit pursuant to the Soil Removal and Deposit Bylaw No. 1260, 1993 and the Soil Removal and Deposit Bylaw Amendment No. 1755.
9. Maintain the natural landscape of the hillside by keeping vegetation and tree removal to a minimum. If removal occurs, vegetation replacement should mimic the natural landscape.
10. Development of hazardous hillside areas and steep slopes may be subject to bylaws imposed by the Municipality, including the most current versions of:

- Subdivision & Servicing Bylaw.
 - Building Bylaw.
 - Quesnel Tree Protection Bylaw.
 - Soil Removal and Deposit Bylaw.
 - Solid Waste Collection & Disposal..
 - Sewer Regulation.
 - Zoning Bylaw.
11. As a result of the concern for hazardous hillside conditions, the municipality may be required to amend the above bylaws from time to time.

6.7.3. Floodplain Hazard

1. Recognize the Floodplain Development Permit Area, identified in Schedule E5, as a hazardous area due to risk of flooding private and public lands.
2. Conform to the Floodplain specifications and setback requirements as outlined in the City of Quesnel's Floodplain Management Bylaw No. 1187 and the guidelines identified in the Floodplain Development Permit Area.
3. Restrict land uses within the Floodplain Development Permit Area to those uses which are flood tolerant. This includes parks and trails, agricultural, recreation and other open space uses. Additional uses may be considered if appropriate flood protection measures are taken.
4. Any assessment of land designated in the Floodplain Development Permit Area should include the consideration of climate change and its potential impacts.
5. Where development is presently located in the Floodplain Development Permit Area or current zoning allows for new development in the Floodplain Development Permit Area, the future construction of, addition to, or alteration of a building or structure should be flood-proofed in accordance with Section 488 of the *Local Government Act*.
6. Development within the Floodplain Development Permit Area may be subject to further regulations imposed by the most current versions of the following municipal bylaws:
 - Floodplain Management Bylaw.
 - Subdivision & Servicing Bylaw.
 - Building Bylaw.
 - Zoning Bylaw.
7. The municipality may be required to amend the above bylaws to conform with the adoption and implementation of the Floodplain Development Permit Area guidelines.



7.

Development Permit Area Guidelines

7. Development Permit Area Guidelines

7.1. Multi-Unit Development Permit Area

7.1.1. Category

The Multi-Unit Development Permit Area is designated under Section 488 (1) (e) (establishments of objectives for the form and character of intensive residential development) of the *Local Government Act*.

7.1.2. Area

Unless exempted, all lands currently, or become, zoned for duplex, triplex, fourplex and multiple unit residential use are designated as Multi-Unit Development Permit Area as illustrated on Map Schedule E2.

7.1.3. Justification

Multi-unit development is projected to become increasingly more prevalent as the City densifies and provides more housing options to meet changing demographic needs. It is important that the form and character of this development enhance the livability of neighbourhoods while maintaining a level of attractiveness and compatibility with adjacent, less dense neighbourhoods, further enhancing the overall character of Quesnel.

7.1.4. Objective

The following guidelines are intended to encourage the construction of well-designed, attractive and livable developments that contribute to the existing distinctive character and identity of Quesnel. New Multi-Unit Residential development should seek to enhance the public realm and fit appropriately into the context of existing neighbourhoods by preserving the character of the surrounding area.

7.1.5. Application

A development permit is required prior to the following activities:

- (a) Subdivision (as defined in section 455 of the *Local Government Act*);
- (b) Construction of, addition to, or alteration of a building or other structure;
- (c) Alteration of land, such as the removal, disruption, or destruction of vegetation.

7.1.6. Exemptions

A Multi-Unit Development Permit will not be required for:

- (a) An alteration to a building that does not require the issuance of a building permit; or
- (b) Replacement, alteration or addition to a building such as new siding, roofing, doors, building trim, awnings, and/or windows where it does not negatively impact the overall form and character of the building and would not impact the existing landscape or access provisions; or
- (c) Interior renovations; or
- (d) Replacement of a building that has been destroyed by natural causes, in cases where the replacement building is identical to the original in size, form, character and location (i.e. utilize existing foundations).

7.1.7. Guidelines

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

Public Realm and Relationship to the Street

1. Promote interesting, pedestrian friendly streetscape design and pedestrian linkages.
2. Locate buildings to provide an effective street edge while respecting the established, desired streetscape.
3. Develop visual and physical connections between the public street and private buildings (e.g. patios and spill-out activity when incorporated into multi-use developments, views to and from active interior spaces, and awnings and canopies).
4. Design buildings with multiple street frontages to give equal emphasis to each frontage with respect to building massing, materials, details, and landscaping.
5. Design the spaces between buildings and street curbs as safe, convenient and interesting places for people. Enliven the public realm with attractive amenities such as seating, plantings, transit shelters, public art and water features.
6. Integrate site and design with existing significant natural features, topography and vegetation.
7. Site and building design shall incorporate Crime Prevention through Environmental Design (CPTED) principles to eliminate places of concealment and to reduce opportunities for crime.

Buildings and Structures

8. The siting, scale and massing of buildings should be consistent with existing adjacent development and prevailing neighbourhood character, and future land uses. Where larger multiple unit developments meet single-detached residential developments, roof lines should slope down and building shapes should be stepped down to meet the height of the adjacent single-detached development.
9. Design should include varied and interesting facades, including a variety of roof lines, roof cover over entry points, balconies and porches.
10. Monolithic structures and long expanses of straight walls using singular materials should be avoided.
11. Large buildings should be designed to create the impression of smaller units and less bulk by encouraging architectural treatments for roof systems, façade relief and variety between sections.
12. Sloping roof lines are encouraged.
13. Multi-unit dwellings that look like rectangular boxes with flat roofs will not be accepted.
14. Exterior building materials should be selected for their functional and aesthetic quality, and should exhibit qualities of workmanship, durability, longevity and ease of maintenance. Preference is given to wood, stone, brick, concrete (e.g. hardieplank), metal and glass.
15. If cultured stone is to be used on exteriors, it should be utilized as accents only and not the primary exterior building material.
16. Use materials in combination to create contrast, enhance human scale, and reduce the apparent bulk of a building.

17. Buildings clad entirely in vinyl siding are discouraged.
18. Three storey developments are encouraged to set back the second and third storey from roadways, lanes and lower density residential areas to mitigate the actual and perceived bulk of buildings. These setbacks allow for usable outdoor space while retaining a sense of privacy for adjacent lower density residential uses, such as patios.
19. Clustering and other creative spatial arrangements with common open areas and facilities are encouraged. These types of housing projects should be designed to promote visual quality and interest, efficient use of land and building materials, community interaction and amenities, and natural drainage and environmental management systems.
20. Respect and enhance the original character of an existing building when modifying its exterior.
21. Design developments with multiple buildings such that there is a sense of architectural unity or cohesiveness.
22. Include weather protection at main entrances and along frontages and adjacent sidewalks when building fronts multiple streets.
23. Defined spaces should be identified for waste containers.
24. Incorporate ground oriented units into residential buildings located along public streets.

Townhouses

25. Repeat and vary design elements, alternating them for adjacent units within a building cluster.
26. Recess garages into the building to restrict their prominence.
27. Locate community mailboxes in an accessible central location within a townhouse development and integrate them with the development's design.

Apartments

28. Minimize the bulk of mid-rise buildings with articulation, terracing, and variation of floor plans and façades. Connect architectural elements across the vertical length of the building from top to bottom.
29. Screen or enclose mechanical equipment and appurtenances on mid-rise rooftops.

Access, Circulation and Parking

30. New development must provide safe and efficient vehicle entrances, exits and site circulation.
31. Sites should be designed to accommodate alternative modes of transportation, with provisions made onsite for sidewalks, bicycle and walking paths or lanes, and bicycle parking racks. Onsite transportation networks should connect to transportation networks off the site.
32. Large surface parking areas should be broken into smaller groups, with landscaping between the groups of parking.
33. Surface parking lots located at the side or rear of the principal building, rather than the front of the building, are encouraged.
34. Parking lots and access routes should be provided with asphalt, concrete, interlocking bricks or other hard surface. Gravel parking lots and access routes will not be accepted.

35. Ensure building access that is universally accessible and available to those with mobility impairments.
36. Provide secured and weather protected bike parking in the form of a cage or locked room where bicycles can be fastened to a rack.

Screening, Landscaping and Exterior Lighting

37. The site should be provided with landscaping in the following areas:
 - Along the property edge next to roadways;
 - Between buildings and parking areas;
 - Along on-site access roads;
 - Along the sides of buildings; and,
 - In other open space areas not required for parking, access roads or walkways.
38. The site should be provided with supplementary screening in the form of fencing, hedging, planting, other screening materials or a combination of materials in the following areas:
 - Around outdoor storage areas and loading bays;
 - Around waste containers;
 - Blank walls;
 - Around heating and cooling equipment and other service areas; and,
 - Between parking areas and the street.
39. The landscaping components should be designed as part of a comprehensive landscaping plan that meets the intent of FireSmart guidelines and complements the building and the surrounding uses.
40. The inclusion of onsite amenities that improve pedestrian enjoyment, accessibility and the quality of the residential living space is encouraged. Amenities may include courtyards, gardens, playground equipment, pedestrian and bicycle routes.
41. Retention of existing mature vegetation is encouraged to enhance the urban environment and retain the existing character of the area. This is especially important when development occurs adjacent to established lower density residential areas.
42. Where appropriate, strategically plant native and drought tolerant trees, shrubs and other vegetation to protect from high winds and excessive heat.
43. Incorporate low impact stormwater management techniques, such as:
 - Minimizing impervious surfaces;
 - Using permeable surfaces for walkways;
 - Collecting rain water onsite in rain-barrels, retention ponds, or cisterns; and,
 - Include rock pits, bioswales, rain gardens, green roofs or a site source control.
44. Provide street trees, landscaping, lighting, and street furniture where appropriate to enhance the aesthetics and safety of the public realm.
45. Lights flanking doors or at entryways are encouraged, especially where light will fall on a sign.

Setback

46. New multi-unit developments should be setback from fronting streets to a depth no less than 80% of the setback of buildings on adjoining properties, subject to zoning.

Signage

47. The general character of signs should positively relate to the architectural character of the associated building, subject to the City's Sign Bylaw.

Utility Servicing

48. All multi-unit development should be connected to a community water system and a community sewer system.

Sequence and Timing

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

7.2. Commercial Development Permit Area

7.2.1. Category

The Commercial Development Permit Area is designated under Section 488 (1) (d) (revitalization of an area in which a commercial use is permitted) and (f) (establishment of objectives for the form and character of commercial, industrial or multi-family residential development) of the *Local Government Act*.

7.2.2. Area

Unless exempted, the areas designated Commercial Development Permit Area as illustrated on Map Schedule E3.

7.2.3. Justification

Commercial areas in the City of Quesnel are important gathering places for the community for business and social activities. These areas also create a “first impression” to travelers when they arrive in the City. As a result, the appearance and character of these areas has a direct link to the community's sense of identity and promotes Quesnel as a tourist-friendly destination with positive and attractive stores and amenities for residents and visitors alike. There are three key commercial areas included in this Development Permit Area: Downtown, West Quesnel, South Quesnel, and Northern Gateway.

The downtown core of Quesnel is the business, culture and service centre of the community. Because of the downtown's importance, most residents frequently visit downtown every day for either business or social activities. Therefore, the appearance and character of the area is tied to the community's sense of identity and pride.

The West Quesnel commercial area consists of a variety of uses in an assortment of building types, layouts and architectural styles. As a result, the function of the area as a single entity remains unclear.

Design guidelines are needed to facilitate the creation of a commercial area that respects the character of the community yet responds to the scale and uniqueness of the West Quesnel neighbourhood. Until more detailed design guidelines are prepared, the general guidelines in this Development Permit Area will ensure that a minimum level of good design is established in West Quesnel.

South Quesnel's commercial area consists of highway commercial uses located at the southern entrance to the city. Commercial development and redevelopment in this area creates a strong "first impression" of Quesnel to motorists arriving from the south. It is important to ensure that the area is developed in a way that creates a positive first impression, does not have negative impact on adjacent uses, and provides safe and convenient access.

The Northern Gateway Development Permit Area primarily consists of highway and service commercial uses and light industrial uses located along highway frontage in the north entrance to the city. Due to the location, it is important to provide a positive "first impression" to visitors and residents arriving from the north.

7.2.4. Objective

The objective for this area is to create a sense of place and vibrancy for the commercial areas of the City of Quesnel. Through encouraging continuity and improvements to the presentation of these areas, while also providing flexibility for original and inspired design, commercial spaces will be strengthened as exciting and vibrant places with an inviting and modern look and feel.

7.2.5. Application

A development permit is required prior to the following activities:

- (a) Subdivision (as defined in section 455 of the *Local Government Act*);
- (b) Construction of, addition to, or alteration of a building or other structure;
- (c) Alteration of land, such as the removal, disruption, or destruction of vegetation.

7.2.6. Exemptions

A Commercial Development Permit will not be required for:

- (a) An alteration to a building that does not require the issuance of a building permit; or
- (b) Replacement, alteration or addition to a building such as new siding, roofing, doors, building trim, awnings, and/or windows where it does not negatively impact the overall form and character of the building and would not impact the existing landscape or access provisions; or
- (c) Interior renovations; or
- (d) Replacement of a building that has been destroyed by natural causes, in cases where the replacement building is identical to the original in size, form, character and location (i.e. utilize existing foundations).

7.2.7. General Guidelines

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

Public Realm and Relationship to the Street

1. Promote interesting, pedestrian friendly streetscape design and pedestrian linkages.
2. Locate buildings to provide an effective street edge while respecting the established, desired streetscape.
3. Provide weather protection along building frontages wherever possible, including ramps and stairs. Properties within close proximity to the Fraser River, Quesnel River, or Baker Creek are encouraged to integrate visual and physical connections to the Riverfront Trail System.
4. Design buildings with multiple street frontages to give equal emphasis to each frontage with respect to building massing, materials, details, and landscaping.
5. Design the spaces between buildings, street curbs and carriages as safe, convenient and interesting places for people. Enliven the public realm with attractive amenities such as seating, plantings, lighting, transit shelters, public art and water features. Consider integrating amenities, lighting and colour into carriages to create visual interest and pedestrian friendly spaces.
6. Connect pedestrian spaces with elements such as tree colonnades, awnings or canopies to moderate the impact of rain, snow, and wind, particularly where pedestrian traffic is present or desired. Consider using colour and lighting on awnings to add interest and character on all types of buildings.
7. Integrate site and design with existing significant natural features, topography and vegetation.
8. Incorporate Crime Prevention through Environmental Design (CPTED) principles to eliminate places of concealment and to reduce opportunities for crime.

Buildings and Structures

9. The siting, scale and massing of buildings should be designed in a way that enhances the visual character of the commercial area while being consistent with adjacent development.
10. Where larger commercial developments meet low density single detached residential developments, roof lines should slope down and building shapes should be stepped down to meet the height of the adjacent single detached development.
11. Incorporate mid-block breezeways in large commercial development projects, where appropriate.
12. Design should include varied and interesting facades, including a variety of roof lines, roof cover over entry points, balconies and porches.
13. Monolithic structures and long expanses of straight walls using singular materials should be avoided. Second and third storeys should be stepped back, especially when adjacent to single storey developments or low density residential areas.
14. Large buildings should be designed to create the impression of smaller units and less bulk by

encouraging architectural treatments for roof systems, façade relief and variety between sections.

15. The building exterior may be complemented by additional trim or architectural details to avoid a plain “box-like” appearance. The visual appearance of a building may also be improved through extensive landscaping that meets the intent of the FireSmart guidelines.
16. Use materials in combination to create contrast, enhance human scale, and reduce the apparent bulk of a building.
17. If cultured stone is to be used on exteriors, it should be utilized as accents only and not the primary exterior building material.
18. Buildings clad entirely in vinyl siding are discouraged.
19. Design sites with multiple buildings such that there is a sense of architectural unity or cohesiveness.
20. Design buildings and access to address the functional needs of persons with disabilities including those who are mobility, visually and hearing impaired, and/or have reduced strength or dexterity. Buildings must all be universally accessible.
21. Locate storage, garbage, composting and recycling areas to the rear of buildings and not between any building and abutting streets. These areas should be screened with attractive, high quality materials and architectural treatments that are complementary with the associated building(s).

Access, Circulation and Parking

22. New development must provide safe and efficient vehicle entrances, exits and site circulation.
23. Sites should be designed to accommodate alternative modes of transportation, with provisions made onsite for sidewalks, bicycle and walking paths or lanes, and bicycle parking racks. Onsite transportation networks should connect to transportation networks off site.
24. Provide bicycle parking racks near a building entrance, in a highly visible location. For larger commercial developments consider secured, weather protected bike parking.
25. Large surface parking lots should be broken into smaller groups, with landscaping between the groups of parking.
26. Surface parking lots located at the side or rear of the principal building, rather than the front of the building, are encouraged.
27. Surface parking lots and access routes should be provided with asphalt, concrete, interlocking bricks or other hard surfaces. Gravel parking lots and access routes will not be accepted.

Screening, Landscaping and Exterior Lighting

28. The site should be provided with landscaping in the following areas:
 - Along the property edge next to roadways;

- Between buildings and parking areas;
 - Along onsite access roads;
 - Along the sides of buildings; and
 - In other open space areas not required for parking, access roads or walkways.
29. The site should be provided with supplementary screening in the form of fencing, hedging, planting, other screening materials or a combination of materials in the following areas:
- Around outdoor storage areas and loading bays;
 - Around waste containers;
 - Blank walls;
 - Around heating and cooling equipment and other service areas;
 - Between parking areas and the street; and
 - Between the rear of commercial areas and any residential area.
30. Should chain link fencing be used for security purposes, landscaping features and finishing details must be provided to reduce the negative visual impact for that part of the fence visible from the surrounding roads and any residential properties.
31. The inclusion of onsite amenities that improve pedestrian enjoyment and accessibility and the quality of the public spaces is encouraged. Amenities may include courtyards, gardens, sitting areas, flower baskets and planters, and parklets.
32. Retention of existing mature vegetation is encouraged to enhance the urban environment and retain the existing character of the area.
33. Where appropriate, strategically plant native and drought tolerant trees, shrubs and other vegetation to protect from high winds and excessive heat.
34. Select plant species that offer attractive seasonal characteristics such as colour or flowering. Native or non-invasive species that will create interesting landscapes year-round, including tall ornamental grasses, hardy trees or shrubs that have colourful bark in the winter are encouraged.
35. Lights flanking doors or at entryways are encouraged, especially where light will fall on a sign.
36. Developments should be designed to ensure that they do not produce a strong glaring light or reflection of light beyond their lot lines.

Sequence and Timing

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

7.2.8. Area-Specific Guidelines

Development permits issued in this area shall be in accordance with the following guidelines that apply to their location:

Downtown Core

Development permits issued in those commercial areas located in the downtown core, located on the peninsula between the Fraser and Quesnel Rivers and south of Gordon Avenue, shall be accordance to the following additional guidelines:

1. Design buildings that create pedestrian-friendly street frontages by incorporating design features that visually and physically connect building frontages to the street (i.e. windows, doorways, patios, paths to the street, landscaping along the street, etc.).
2. Exterior building materials should be selected for their functional and aesthetic quality, and should exhibit qualities of workmanship, durability, longevity and ease of maintenance. Examples such as wood (e.g. clapboard, shingles, board and batten), concrete (e.g. hardieplank), and glass are appropriate.
3. Exterior building colour palettes should be selected to create visual interest and support the vision of an exciting and welcoming downtown. In particular, building facade colour palettes should highlight pedestrian-scaled building massing and entrances, to improve visual interest of streets. Contrasting colours used to highlight architectural details (e.g. soffits, window and door trim) are encouraged. Matte finishes on products are preferred rather than high gloss finishes, as they are more inviting and attractive at the pedestrian scale.
4. To continue to reflect the historical character of the Downtown Core area, new development should respond to the context of local architecture while avoiding artificial “heritage” looks (such as faux brick or wood) with respect to materials. Other design features including dormers, bay windows, and sub-roofs are also encouraged to reflect the architectural character of the area.

West Quesnel

Development permits issued in those commercial areas located in West Quesnel, located on the west side of the Fraser River, shall be accordance to the following additional guidelines:

5. Design buildings that create pedestrian-friendly street frontages by incorporating design features that visually and physically connect building frontages to the street (i.e. windows, doorways, patios, paths to the street, landscaping along the street, etc.).
6. Exterior building materials should be selected for their functional and aesthetic quality, and should exhibit qualities of workmanship, durability, longevity and ease of maintenance. Examples such as concrete (e.g. hardieplank), metal and glass are appropriate.
7. Exterior building colours should be bright and bold to create visual interest and support the vision of a vibrant and welcoming neighbourhood. In particular, building facade colour palettes should highlight pedestrian-scaled building massing and entrances, to improve visual interest of streets. Contrasting colours used to highlight architectural details (e.g. soffits, window and door trim) are encouraged. Matte finishes on products are preferred rather than high gloss finishes, as they are more inviting and attractive at the pedestrian scale.
8. The general character of signs should positively relate to the architectural character of the associated building.
9. Freestanding signs should have a landscaped base.

South Quesnel

Development permits issued in those commercial areas located in South Quesnel, located on the east side of the Quesnel and Fraser Rivers, shall be accordance to the following additional guidelines:

10. Infill development on existing developed sites will be encouraged to locate adjacent to the street edge and sidewalk(s) to create positive visual interest and buffer parking areas.
11. New commercial sites should incorporate smaller buildings wrapped around the adjacent street edge and sidewalk(s) to better integrate the site with the public realm and make them more compatible with a pedestrian friendly environment.
12. Exterior building materials should be selected for their functional and aesthetic quality, and should exhibit qualities of workmanship, durability, longevity and ease of maintenance. Examples such as wood, stone, brick, concrete (e.g. hardieplank) metal and glass are appropriate.
13. To celebrate the agricultural history of the region and to enhance the visual characteristics of the southern entrance to the city, natural wood building materials and accents are encouraged on the exterior of buildings. Other design features including sloping roofs, dormers, gables, cupolas, board and batten, and exposed brick or stone wainscoting are also encouraged. Building materials that enhance the visual identity of the area are also encouraged on building faces that can be seen from Highway 97.
14. Exterior building colours should be warm and blend with the natural setting. Muted colours and earth tones are encouraged and bright colours are appropriate as accents on architectural features. Matte finishes on products are preferred rather than high gloss finishes, as they are more inviting and attractive at the pedestrian scale.
15. Vehicle entrances and exits should be designed to function well with the Provincial Highway and municipal road network and, toward that end, should be designed in accordance with Transportation Association of Canada Geometric Design Guides and should consider the Ministry of Transportation Site Impact Analysis requirements.
16. Any new development should take into consideration the impact on existing roadways and future development of the area. Intersection improvements or roadway re-alignments should be considered to improve traffic circulation.
17. Freestanding signs should have a landscaped base.

Northern Gateway

Development permits issued in those commercial areas located in Northern Gateway, located on the north side of the City of Quesnel boundary along Highway 97, shall be accordance to the following additional guidelines:

1. Exterior building materials should be selected for their functional and aesthetic quality, and should exhibit qualities of workmanship, durability, longevity and ease of maintenance. Examples such as wood, stone, concrete (e.g. hardieplank), metal and glass are appropriate.
2. To celebrate the history and design traditions of Quesnel and to enhance the visual

characteristics of the north entrance to the city, natural wood building materials and accents are encouraged on the exterior of buildings. Examples include horizontal or vertical wood siding, wood shakes and shingles, and wood timbers. Building materials that enhance the visual identity of the area are also encouraged on building faces that can be seen from Highway 97.

3. New commercial developments building setbacks should be generally consistent with the building setbacks of adjacent properties.
4. Freestanding signs should have a landscaped base.

7.3. Hillside Hazard Development Permit Area

7.3.1. Category

The Hillside Hazard Development Permit Area is designated under Section 488 (1) (b) (protection of development from hazardous conditions) of the *Local Government Act*.

7.3.2. Area

Unless exempted, the areas designated Hillside Hazard Development Permit Area as illustrated on Schedule E4.

7.3.3. Justification

The City of Quesnel has been, and continues to be, affected by sensitive building areas with hazardous conditions, one of which consists of moderately-sloped hillsides subject to gradual ground movement. Subsurface ground movement on hillsides may pose hazardous to buildings, structures, and other development located on or near these sites. Disturbed hillside areas may also be subject to erosion if not properly rehabilitated. In addition to protecting development from hazardous conditions, the following guidelines establish impact mitigation objectives of development. Due to the hazardous nature of hillside development in the City of Quesnel, a development permit is required.

In response to known geotechnical issues in the community, as in many areas of B.C, the City amended the Building Bylaw utilizing geotechnical mapping from the province to identify areas that require a geotechnical report and professional foundation design. Added to this area was the West Quesnel Land Stability Study Area.

West Quesnel Uplands Stability Study Area

The West Quesnel area has been a focus of concern for almost 20 years. It has been subject to ongoing ground movement that effects buildings and civic infrastructure, which in some cases can be significant.

The area of West Quesnel impacted by the ground movement includes an attractive, established residential community. About 940 parcels of land, 750 homes, one elementary school and several businesses are included in the study area.

The total value of the land, improvements, services and infrastructure in the West Quesnel study area exceeds \$100 million. West Quesnel is important to the economic and social viability of the City of Quesnel and is home to almost 25% of the City's population. Since 2006, the Provincial, Federal and

local governments have committed vast financial resources to the West Quesnel Stability Program. Numerous studies/reports and associated documents are available from the City of Quesnel to provide background to this matter in West Quesnel. Detailed information is also available to inform potential building in this hazard area, especially where extensions or additions to existing structures are being considered. Information on building in West Quesnel can be found on the City's website.

These following guidelines are therefore general in nature, but they provide legal sanction for the municipality to require adherence by all property owners and developers to use qualified professionals and undertake geotechnical and geohazard assessments for any consideration of construction or development in this area of Quesnel, or wherever the Hillside Hazard DPA is applied through the Official Community Plan in the City of Quesnel.

www.quesnel.ca/sites/default/files/docs/building-development/preparation_geotechnical_report.pdf

7.3.4. Objective

The following guidelines are necessary to protect future development from gradual ground movement and to preserve existing buildings and infrastructure. These guidelines can also help ensure the preservation of the natural landscape of hillsides through appropriate design and consideration for the visible landscape. While development is still possible in the Hillside Hazard Development Permit Area, future development will be subject to strict guidelines and the results of professional study as noted above.

7.3.5. Application

A development permit is required prior to the following activities:

- (a) Subdivision (as defined in section 455 of the *Local Government Act*);
- (b) Construction of, addition to, or alteration of a building or other structure; and,
- (c) Alteration of land, such as the removal, disruption, or destruction of vegetation or soils.

7.3.6. Exemptions

A Hillside Hazard Development Permit will not be required for:

- (a) The cutting of hazardous trees that present an immediate danger to the safety of persons or are likely to damage public or private property, as determined by a certified Arborist;
- (b) Actions and activities that are necessary to prevent immediate threats to life or property;
- (c) Projects where geotechnical and geohazard assessments are not required by the Chief Building Official due to the site having no signs of differential movement on or near that site and include only;
 - i) renovation of existing buildings where there is no expansion of the footprint of the existing principle building;
 - ii) accessory buildings where there is no human occupation; or
 - iii) mobile homes as long as they are built to CSA-Z240 mobile home specifications, subject to

Z240.10.1-08 site preparation and foundation requirements, and include flexible utility connections.

7.3.7. Guidelines

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

Assessing the Site

An assessment of the site for development must include:

1. A Topographic Survey to assess and plan the site in a manner that respects the slope and special features. If land is located in the Hillside Hazard Development Permit Area LiDAR must be flown and recorded, if LiDAR is not already provided for that area.
2. A Geotechnical Assessment to identify and avoid hazardous areas, to make the site safe for human use, and to maintain environmental quality. The City of Quesnel must be contacted to gain a complete understanding of what is required in the preparation of a Geotechnical Report. (See “Preparation of Geotechnical Report”, City of Quesnel Development Services Department). Also reference *Guideline #40 and #41 – Geotechnical*.
3. An Environmental Assessment to identify existing ecosystems and special natural and cultural features of a site.
4. The soil and rock characteristics that can enable re-use for construction as well as their depths and stability.

Site Design

Planning and development:

5. Show native slope, depth of topsoil/depth to rock, soil type on a Grading and Subdivision Development Plan.
6. Develop a land clearing and Tree Retention and Removal Plan.
7. Obtain a Soil Removal and Deposit Permit unless otherwise specifically permitted under the most current Soil Removal and Deposit Bylaw.
8. The municipality may place a covenant against any property within the Hillside Hazard Development Permit Area with a copy of an Engineer's Report indicating the conditions and limitations of building design allowable for that site. The covenant must save the City harmless should the development be damaged by the hazard identified.

Earthworks and Grading

Grading:

9. Avoid grading or alteration of key topographic features (e.g., knolls, ridgelines, talus slopes, bedrock outcrops, cliffs, and ravines) determined in the Geotechnical and Environmental Assessments.
10. Preserve any slopes greater than 30% as undisturbed unless roads are required to access developments.

11. Avoid grading that results in terrain forms that are not characteristic of the natural topography (i.e. flat, linear terraced benches with no undulations or irregularities).
12. Position driveways to minimize lot grading requirements and reduce the impact on adjoining properties.
13. Avoid significant or mass grading of hillsides for development (see Erosion Control below).

Erosion control:

14. An Erosion Control Plan is required for development within the Hillside Hazard Development Permit Area.
15. Re-vegetate exposed slopes as quickly as possible to prevent erosion and slope stability problems, even for temporary topsoil stockpiles.

Works and Services

Storm Water Management and Drainage:

16. Depending on the size, location, and complexity of the development site conditions, a Storm Water/ Drainage Management Plan may be required for the entire site and downstream drainage areas.
17. Water and Storm services are to be located under the street wherever possible and directed to City infrastructure.

Services and Utilities

18. Provide municipal services and utilities that minimize redundancy and provide cost efficient maintenance and future replacement through common trenching (where appropriate).
19. Services and utilities requiring underground piping must use of alternative and flexible piping materials to avoid leaks or cracking caused by gradual ground movements.

Aesthetics and Landscape Design

Although the priority intent of these Hillside DPA Guidelines is to protect development from unnecessary risk of hazards, an integral component of controlling quality development on hillsides can involve matters associated with how development is integrated into the natural environment. The following guidelines may be complementary to existing Bylaws of the City.

Vegetation removal and replacement:

20. Removal of trees and vegetation should be done in keeping with development construction phases.
21. Only clear necessary trees and vegetation to install services, meet site design as well as for the deployment of FireSmart principles.
22. Replace trees in a manner that helps to restore the natural character of the hillside site.
23. Arrange trees in natural groupings or clusters rather than in lines or formal arrangements.

24. Where vegetation has been removed from dry or south facing slopes, replant with appropriate vegetation (e.g. drought tolerant and fire-resistant species).

Landscaping:

25. Incorporate landscaping that is natural (native species) and blends in with any existing vegetation, minimizing large areas of formal landscaping.
26. Buildings and roads should be sited to preserve trees and natural vegetation where possible.
27. If removal of trees and other vegetation is necessary, plan revegetation that will not encroach on viewscales.
28. Incorporate landscaping that enhances the building design and its architectural elements.
29. Incorporate landscaping that meets the intent of FireSmart guidelines in section 5.14.2.3.
30. Minimize the impact of development by screening structures through the effective use of landscaping materials.

Building aesthetic:

31. Buildings must have a pitched roof, horizontal siding and be a minimum of 24 feet wide.

7.4. Floodplain Development Permit Area

7.4.1. Category

The Floodplain Development Permit Area is designated under Section 488 (1) (b) (protection of development from hazardous conditions) of the *Local Government Act*.

7.4.2. Area

Unless exempted, the Floodplain Development Permit Area applies to the area illustrated on Map Schedule E5.

7.4.3. Justification

The City of Quesnel has the responsibility to protect its citizens from hazardous conditions by restricting development in hazard areas. Flooding is a significant potential hazard in parts of Quesnel, especially during spring run-off, because the Quesnel River, Baker Creek, and Dragon Creek all enter the Fraser River just south of the bridge. A *Floodplain Development Permit Area* has been adopted to encourage the implementation of preventative measures prior to development to protect the public and infrastructure from damage sustained through flooding.

7.4.4. Objective

The following guidelines are necessary to encourage the implementation of preventative measures prior to development to protect the public and infrastructure from damage sustained through flooding. While development is still possible in the Floodplain Development Permit Area, future development will be subject to strict guidelines.

7.4.5. Application

A development permit is required prior to the following activities:

- (a) Subdivision (as defined in section 455 of the *Local Government Act*);
- (b) Construction of, addition to, or alteration of a building or other structure;
- (c) Alteration of land, such as the removal, disruption, or destruction of vegetation.

7.4.6. Exemptions

A Floodplain Development Permit will not be required for:

- (a) An alteration to a building that does not require the issuance of a building permit; or
- (b) Replacement, alteration or addition to a building such as new siding, roofing, doors, building trim, awnings, and/or windows where it does not negatively impact the overall form and character of the building and would not impact the existing landscape or access provisions; or
- (c) Actions and activities that are necessary to prevent immediate threats to life or property; or
- (d) Interior renovations.

7.4.7. Guidelines

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

General

1. New ground-oriented residential development is discouraged in the Floodplain Development Permit Area (Schedule E5). Any new residential development must be located above ground floor units (i.e. above commercial units in mixed-use development projects).
2. No development of lands designated in Schedule E5 is permitted without a Floodplain Development Permit.
3. All development of lands within the DPA must adhere to the City of Quesnel's Flood Management Bylaw (No. 1187) and BC Ministry of Environment Flood Hazard Management Guidelines (2004).
4. No building or part thereof shall be constructed, reconstructed, moved, altered or extended, nor shall any manufactured home or structure be located within the Floodplain Setback areas as outlined in the Floodplain Management Bylaw.
5. Where the Floodplain setback renders the property totally undevelopable, the setback may be reduced provided that a geotechnical report from a professional engineer certifies that the land may be used safely for the intended use.
6. Subdivision is discouraged unless the realignment of lot lines would improve building location and lessen the impact of flooding.
7. Consider the registration of a restrictive covenant to land within the Floodplain Development Permit Area, including the floodplain setback area, to save the City of Quesnel harmless from

any future flooding damage.

8. Filling of designated floodplain is discouraged, but where filling cannot be avoided, it will only be permitted if the drainage of other lands is not affected.
9. Where floodable lands are designated for other land uses, the construction and siting of buildings and mobile homes shall be flood-proofed and developed to those standards specified by the City of Quesnel Flood Management Bylaw.

7.5. Sensitive Ecosystem Development Permit Area

7.5.1. Category

The Sensitive Ecosystem Development Permit Area is designated under Section 488 (1) (a) (protection of the natural environment, its ecosystems and biological diversity) of the *Local Government Act*.

7.5.2. Area

Unless exempted, the areas designated Sensitive Ecosystem Development Permit Area as illustrated on Map Schedule E6.

7.5.3. Justification

The City of Quesnel is home to a variety of environmentally sensitive lands. Over one-third of the City is considered to be environmentally sensitive. This area is made up of mostly mature and old forests but also includes riparian and wetland areas (See ESA Schedule E6). These lands are designated in the Sensitive Ecosystem Development Permit Area because of their environmental significance as wildlife and aquatic habitat and their sensitivity to disturbance by development. Environmentally sensitive lands play a vital role in Quesnel's natural environment. The adoption of area specific guidelines is necessary to help protect these highly biodiverse ecosystems.

7.5.4. Objective

The following guidelines are necessary to help protect ecologically sensitive and highly biodiverse ecosystems in Quesnel. While development is still possible in the Sensitive Ecosystem Development Permit Area future development will be subject to strict guidelines.

7.5.5. Application

A development permit is required prior to the following activities:

- (a) Subdivision (as defined in section 455 of the *Local Government Act*);
- (b) Construction of, addition to, or alteration of a building or other structure;
- (c) Alteration of land, such as the removal, disruption, or destruction of vegetation.

7.5.6. Exemptions

A Sensitive Ecosystem Development Permit will not be required for:

- (a) An alteration to a building that does not require the issuance of a building permit; or

- (b) Replacement, alteration or addition to a building such as new siding, roofing, doors, building trim, awnings, and/or windows where it does not negatively impact the overall form and character of the building and would not impact the existing landscape or access provisions; or
- (c) Interior renovations; or
- (d) Actions and activities that are necessary to prevent immediate threats to life or property; or
- (e) Alterations to a parcel of land that has had an Environmental Assessment (EA) done, prepared by a Registered Professional Biologist (RPBio); or
- (f) Hazardous tree cutting or modifications, determined by a Certified Arborist, when effort is made to first mitigate potential hazards and utilize the tree for wildlife habitat values.

7.5.7. Guidelines

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

General

1. A monitoring report, as part of a Riparian Area Assessment, may be required (prepared by a Qualified Environmental Professional - QEP or RPBio) prior to, and any time up to two years after construction to ensure that the required conditions of the development permit have been met.
2. Septic fields are prohibited in Riparian Areas (Schedule E6).
3. The City may consider a Development Variance Permit to prevent or minimize encroachment into the Sensitive Ecosystem Development Permit Area. Variances may include, but are not limited to: building setbacks, site coverage, height, or parking requirements.

Riparian and Wetland Areas

4. Maintain normal riparian processes such as flooding, seasonal drawdown, and groundwater recharge.
5. Riparian and Wetland Areas (See outline “Riparian & Wetland Area” in the ESA Schedule E6) should remain free of development and in their natural condition except for fencing, trails, and works or plantings to control erosion, protect banks, protect fisheries or otherwise preserve and enhance the natural environment.
6. Where disturbance of designated environmentally sensitive lands is unavoidable, the disturbed areas should be replanted with natural vegetation immediately following the construction or repair.
7. Ensure that development activities do not negatively impact the quality of surface water.
8. Reduce impervious surfaces through use of permeable materials and techniques to improve absorption (e.g. gravel, pavers, grasscrete, grass field for overflow parking).
9. Manage and minimize livestock crossings and access to water.

10. The City and/or Ministry of Environment may require vegetation or trees to be planted to control erosion, protect banks or protect fisheries.
11. Development permit applications in the Sensitive Ecosystem Development Permit Area (ESA Schedule E6) may require an assessment report prepared by a Qualified Environmental Professional (QEP), to be submitted to the City and appropriate provincial and federal agencies, in accordance to the Water Sustainability Act and Riparian Areas Regulation under the Fish Protection Act. The assessment report may include:
 - Potential impacts to habitat.
 - Mitigation measures to avoid impacts of development to fish and fish habitat.
 - Appropriate setbacks based on site conditions.
12. Development on identified wetlands is prohibited unless effective mitigative measures can be implemented.
13. Avoid filling or draining of permanent or seasonally wet areas.
14. Maintain wetland vegetation and structure.
15. Conduct construction that involves disturbance of soil in such a manner as to avoid direct run-off into wetlands.
16. Avoid locating roads, driveways and utility corridors through wetland ecosystems; where crossings must be located within the ecosystem the crossing should, to the extent feasible:
 - Be narrow and perpendicular to a wetland ecosystem;
 - Share facilities;
 - Minimize impacts on water bodies;
 - Conform to topography to minimize cut and fill;
 - Not restrict the natural movement of surface and groundwater;
 - Have appropriate native vegetation planted on shoulders to provide screening and assist soil stability.
17. Establish buffers on public lands where possible.
18. Owners of land within Riparian and Wetland Areas are encouraged to dedicate or enter into a conservation covenant to protect the sensitive area.
19. Storm water drainage systems will be designed to cause minimal effect to the environmentally sensitive land.
20. Use constructed wetlands and detention ponds to slow the rate of runoff and improve the quality of rainwater through biofiltration.



8.

Implementation

8. Implementation

The Official Community Plan is a broad policy framework that guides planning and decision-making about the future of Quesnel and works in conjunction with other City plans and bylaws to achieve the vision of the community. Implementing the Official Community Plan requires financial planning provided through the municipal budget, as required by the *Local Government Act*. The City is challenged each year to create a municipal budget that balances the needs of the public while maintaining community services. This section of the Official Community Plan aims to outline a select number of policies the City has prioritized for implementation that considers the balance of needs, services and financial resources of the City.

8.1.1. Implementation Objectives

1. To ensure that all existing and future City plans, policies and bylaws are broadly consistent with the Official Community Plan.
2. To ensure that a clear and transparent rationale is provided for future Official Community Plan amendments.
3. To make progress towards the vision, objectives and policies of the Official Community Plan while adapting to changing conditions in the City.
4. To demonstrate clear and open decision-making to the public and stakeholders.

8.1.2. Plan Consistency

The City of Quesnel has many plans and bylaws to guide planning and development, public works, transportation, parks and recreation and environmental management. Most of these plans and bylaws already generally align with this Official Community Plan, including the Integrated Community Sustainability Plan (OurQuesnel, 2013), while others may require adjustments. The following plans and bylaws that should be reviewed and possibly updated include the following:

- Zoning Bylaw;
- Mobile Home Parks Bylaw;
- Development Servicing Bylaw;
- Soil Removal and Deposit Bylaw;
- Tree Removal Bylaw;
- Development Applications Procedure Bylaw; and,
- Cannabis Regulation Bylaw and Cannabis Business License Bylaw, subject to anticipated federal legislation updates.

8.1.3. Alignment with Financial Decision-Making

Financial sustainability is a core principal of planning for future change and development in the City. Considering long-range financial planning, the City seeks to meet the following policies:

1. All budget requests are reviewed for consistency with the vision, objectives and policies of the Official Community Plan.

2. Ensure infrastructure decisions are based on a full life-cycle cost accounting perspective.
3. Ensure financial implications to change and development within the City are anticipated.
4. Provide service delivery that align with the financial resources of the City.

8.1.4. Development Proposals and Decision-Making

All development proposals submitted to the City will be required to demonstrate how the proposal meets or aligns with the vision, objectives and policies of this Official Community Plan. City staff will provide its own review of proposals to evaluate its merits with respect to alignment with the Official Community Plan.

8.1.5. Official Community Plan Amendments

1. When an Official Community Plan amendment is considered by Council, the following should be considered in decision-making:
 - The objectives and policies in the Official Community Plan that support the amendment;
 - A rationale for consideration of the amendment in advance of staff review; and,
 - Development approval information, where appropriate.
2. City staff will review the proposal and prepare an information report to Council for consideration. Council may support or reject the Official Community Plan amendment application or direct staff to evaluate alternative solutions.

8.1.6. Actions and Monitoring Progress

1. The City will, subject to budget decisions, initiate and oversee implementation of policies and recommendations within this plan. All planning processes, programs and committees necessary for achieving the goals of this plan will be directed by Council.
2. City staff will reassess progress made after 5 years, and determine if a full Official Community Plan review is warranted or if existing policies remain relevant for another 3 to 5 years.
3. City staff will assess by preparing a summary report that includes:
 - Progress made towards objectives and policies;
 - Effectiveness in achieving objectives and policies through initiatives/projects;
 - Issues related to plan outcomes;
 - Adjustments to policies or practices to enhance achievement of implementation actions; and,
 - Lessons learned and opportunities to incorporate new knowledge into policy and practice.

8.1.7. Development Approvals Process

Section 485 of the *Local Government Act* authorizes the City to specify situations in which

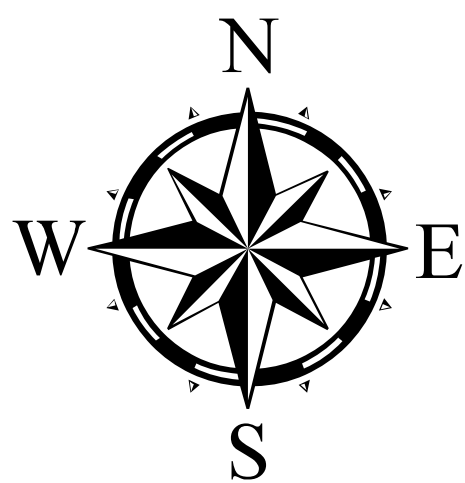
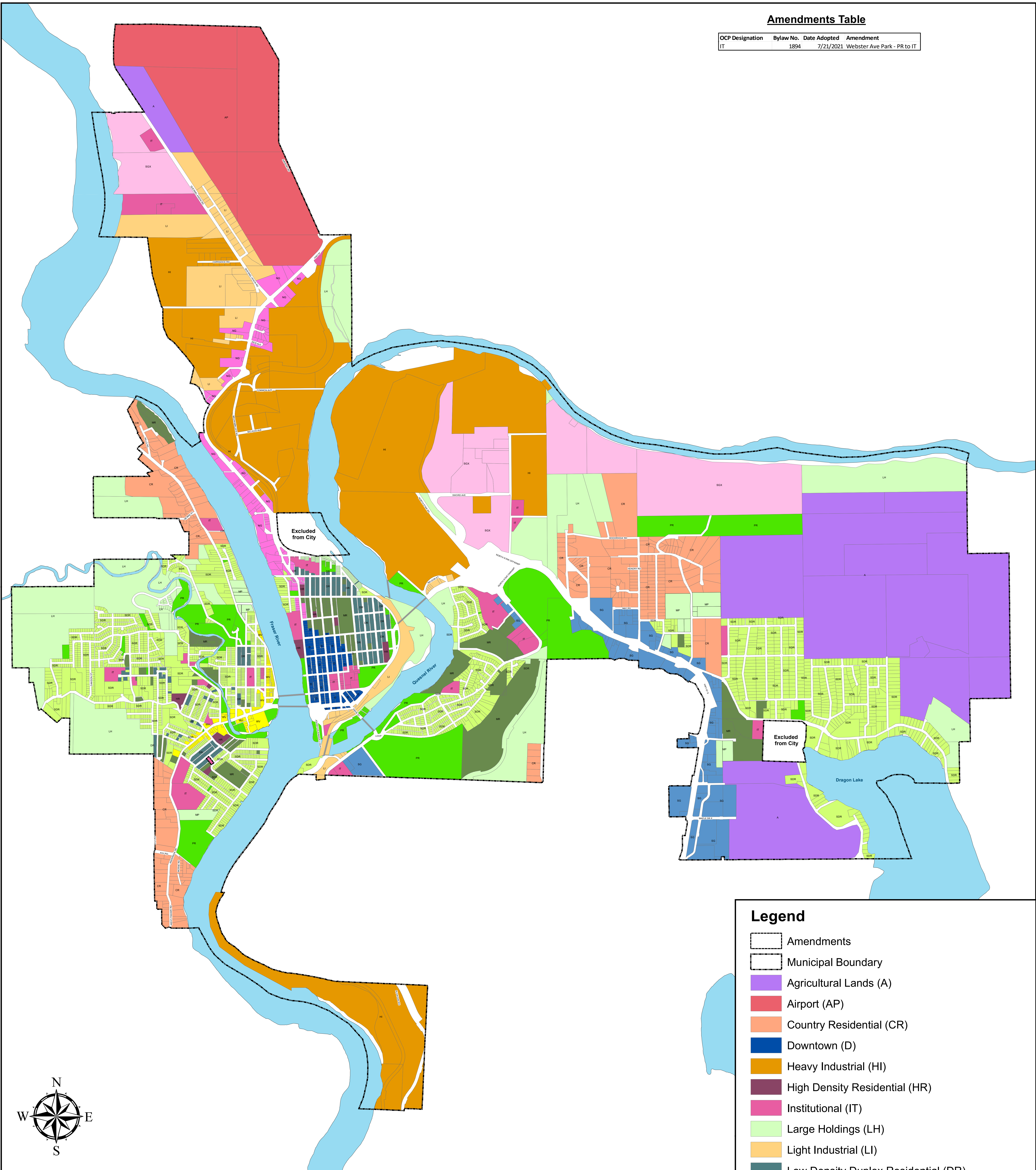
Development Approval Information may be required within its Official Community Plan. Development Approval Information can include studies and technical information that allow the City to evaluate a development and any potential impacts the development may have on the surrounding neighbourhood and the City as a whole. This information can also be used to ensure that new development meets the intended objectives and policies in the Official Community Plan and meets other City bylaws. Development Approval Information may be required for Official Community Plan amendments as well as development permit, temporary use permits, rezoning applications, and application for subdivision.

The types of Development Approval Information that may be requested by the City of Quesnel include, but are not limited to, the following and expected to be prepared by qualified registered professional(s):

- Geotechnical assessment;
- Flood Hazard assessment;
- Environmental assessment;
- Engineering studies identifying infrastructure impacts, requirements and potential upgrades;
- Traffic impact assessments;
- Hydrological assessment for stormwater management;
- Arborist report;
- Economic or market assessment including tax implications, public infrastructure costs, and demonstrated demand for development; and,
- Other studies to address any other issues as identified by Council.

Amendments Table

OCP Designation	Bylaw No.	Date Adopted	Amendment
IT	1894	7/21/2021	Webster Ave Park - PR to IT



Legend

- Amendments
- Municipal Boundary
- Agricultural Lands (A)
- Airport (AP)
- Country Residential (CR)
- Downtown (D)
- Heavy Industrial (HI)
- High Density Residential (HR)
- Institutional (IT)
- Large Holdings (LH)
- Light Industrial (LI)
- Low Density Duplex Residential (DR)
- Low Density Single Detached Residential (SDR)
- Manufactured Home Park (MP)
- Medium Density Residential (MR)
- Northern Gateway Commercial (NG)
- Parks and Recreation (PR)
- Sand and Gravel Extraction (SGX)
- Southern Gateway Commercial (SG)
- West Village and North Fraser Drive (WV)
- Parcels

CITY OF
Quesnel

**The City of Quesnel Official Community
Plan Bylaw No. 1879 of 2019**

**Schedule B
Land Use Designation Map**

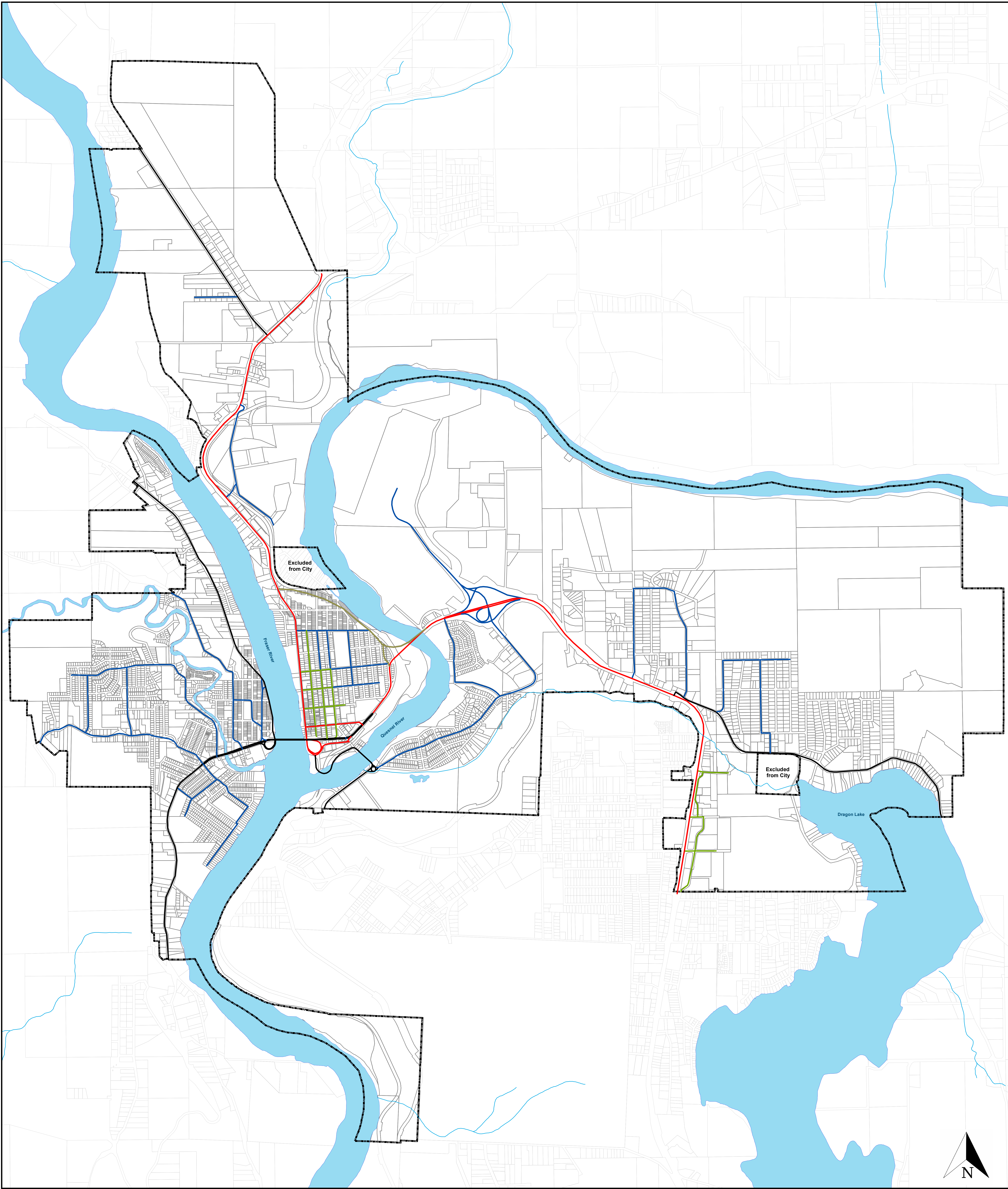
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Kilometers

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This is Schedule B (Land Use DesignationMap) as referred to in the City of Quesnel Official Community Plan Bylaw No. 1879 of 2019.

Certified a True Copy of Schedule B of Bylaw No. 1879 of 2019.

Corporate Administrator



Legend

- Proposed Interconnector
- Collector
- Commercial
- Major Arterial
- Municipal Arterial
- Parcels
- Municipal Boundary

The City of Quesnel Official Community Plan Bylaw No. 1879 of 2019

Schedule C Road Network Map



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UTM NAD 83 Zone 10N

CITY OF
Quesnel

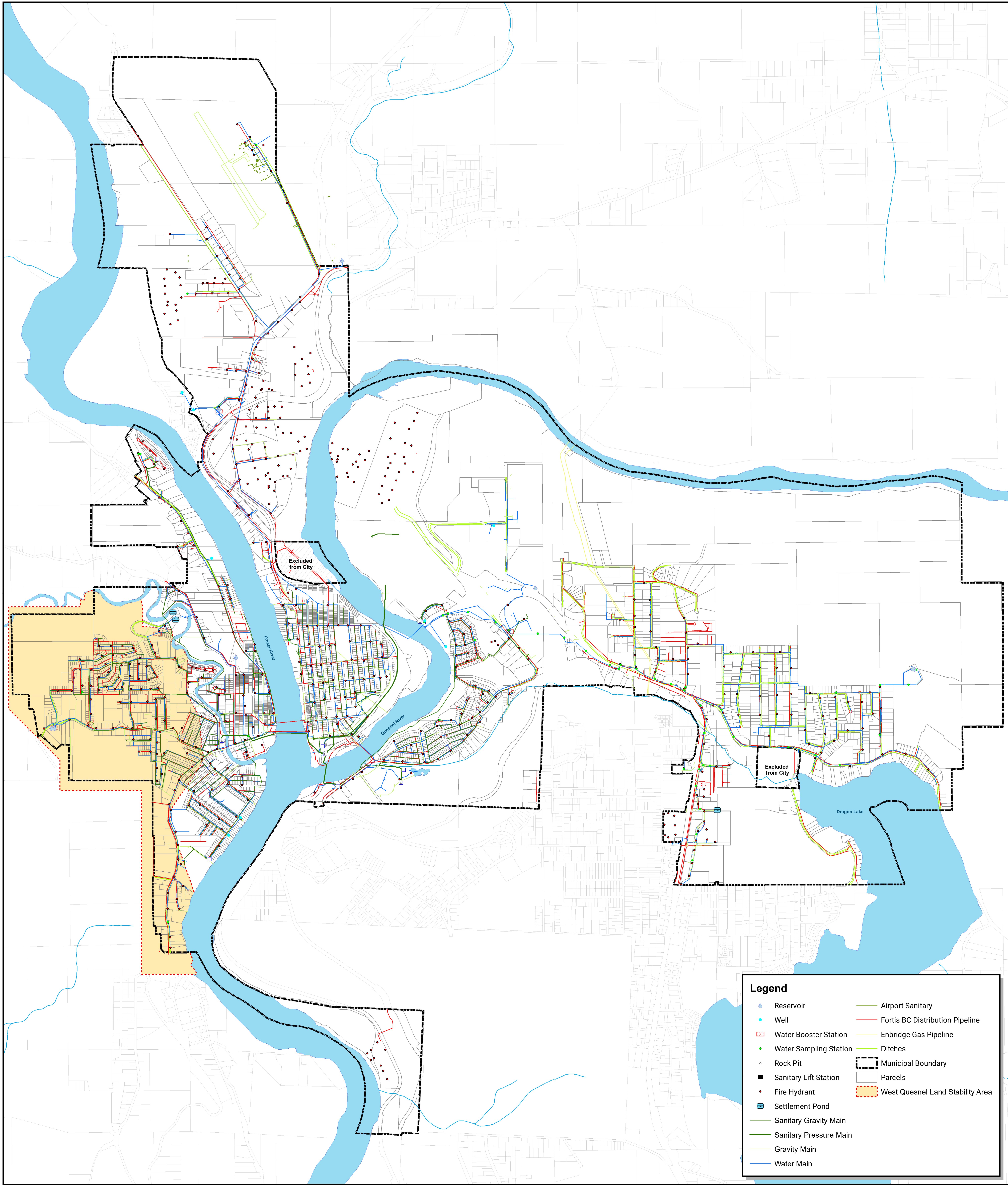


Produced by: Development Services Department

This is Schedule C (Major Road Network Map) as referred to in the City of Quesnel Official Community Plan Bylaw No. 1879 of 2019.

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Corporate Administrator



**The City of Quesnel Official Community
Plan Bylaw No. 1879 of 2019**

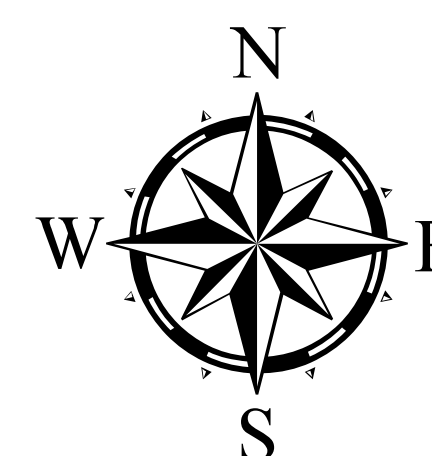
Schedule D Infrastructure Map



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UTM NAD 83 Zone 10N

**CITY OF
Quesnel**

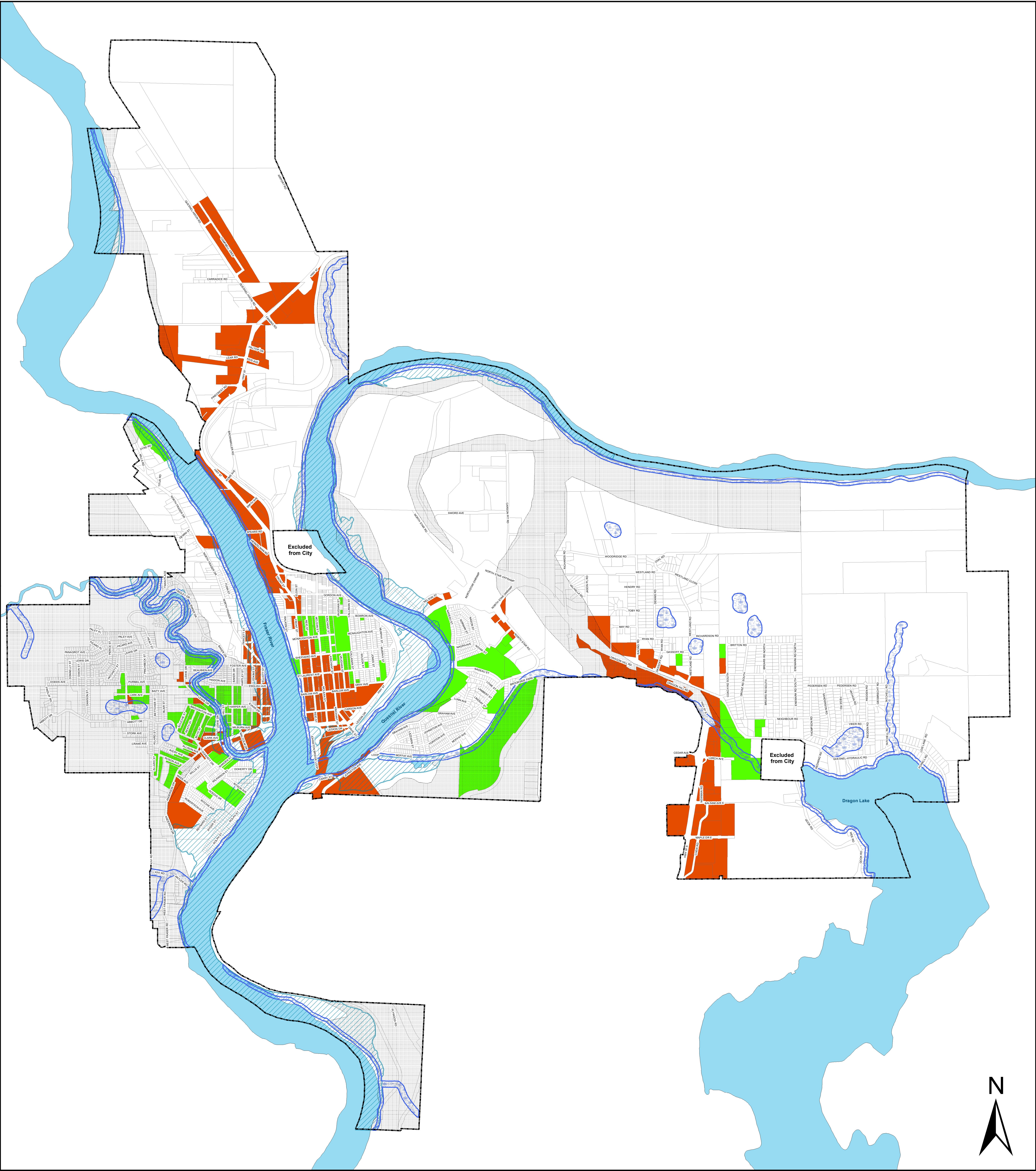


Produced by:
Development Services Department

This is Schedule D (Infrastructure
Map) as referred to in the City
of Quesnel Official Community
Plan Bylaw No. 1879 of 2019.

Certified a True Copy of Schedule D
of Bylaw No. 1879 of 2019.

Corporate Administrator



Legend

- | | |
|--|---|
|  Hazard |  Parcels |
|  Commercial |  Municipal Boundary |
|  Multiple Unit |  Sensitive Ecosystem |
|  Floodplain | |

The City of Quesnel Official Community Plan Bylaw No. 1879 of 2019

Schedule E1 Development Permit Areas



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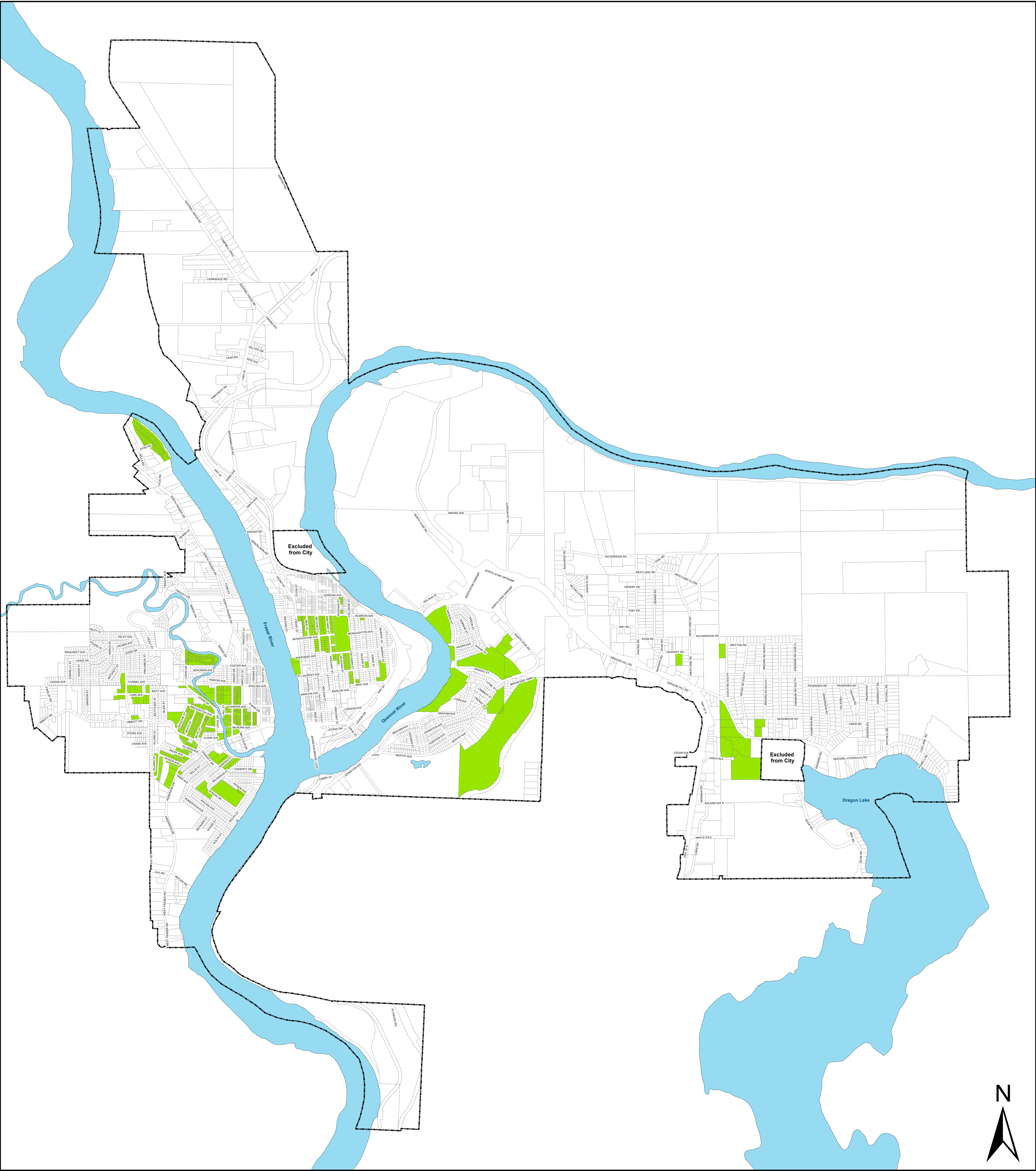
UTM NAD 83 Zone 10N

CITY OF
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This is Schedule E1 (Development Permit Areas) as referred to in the City of Quesnel Official Community Plan Bylaw No. 1879 of 2019.

Certified a True Copy of Schedule E1 of Bylaw No. 1879 of 2019.

Corporate Administrator



Legend

- Parcels
- Multiple Unit
- Municipal Boundary

The City of Quesnel Official Community Plan Bylaw No. 1879 of 2019

Schedule E2
Multiple Unit Development Permit Area

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Kilometers

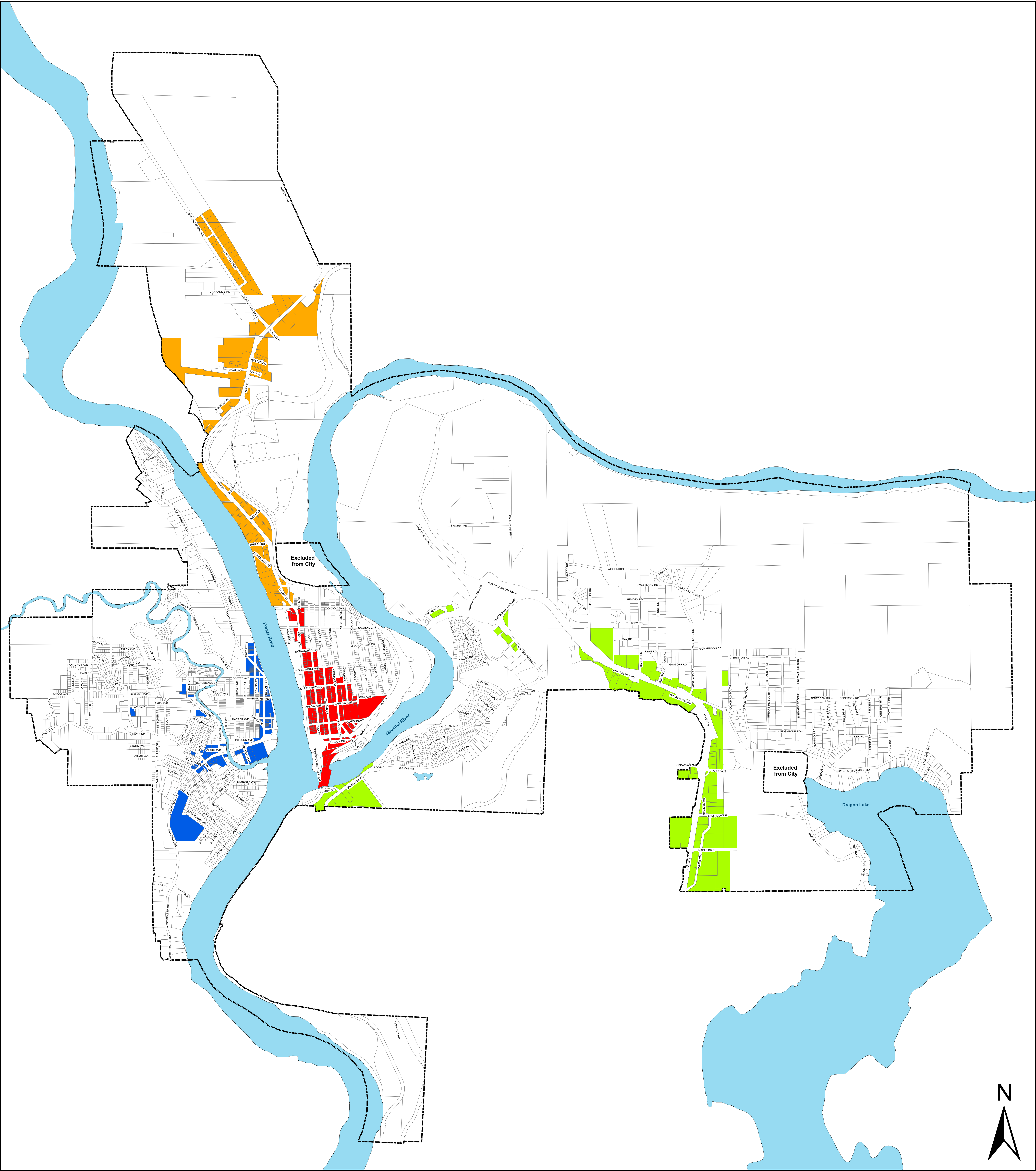
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This is Schedule E2 (Multiple Unit) as referred to in the City of Quesnel Official Community Plan Bylaw No. 1879 of 2019.

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Corporate Administrator



Legend

Parcels

Municipal Boundary

Area Specific Guideline Areas

Downtown Core

Northern Gateway

South Quesnel

West Quesnel

The City of Quesnel Official Community Plan Bylaw No. 1879 of 2019

Schedule E3
Commercial Development Permit Area

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Kilometers

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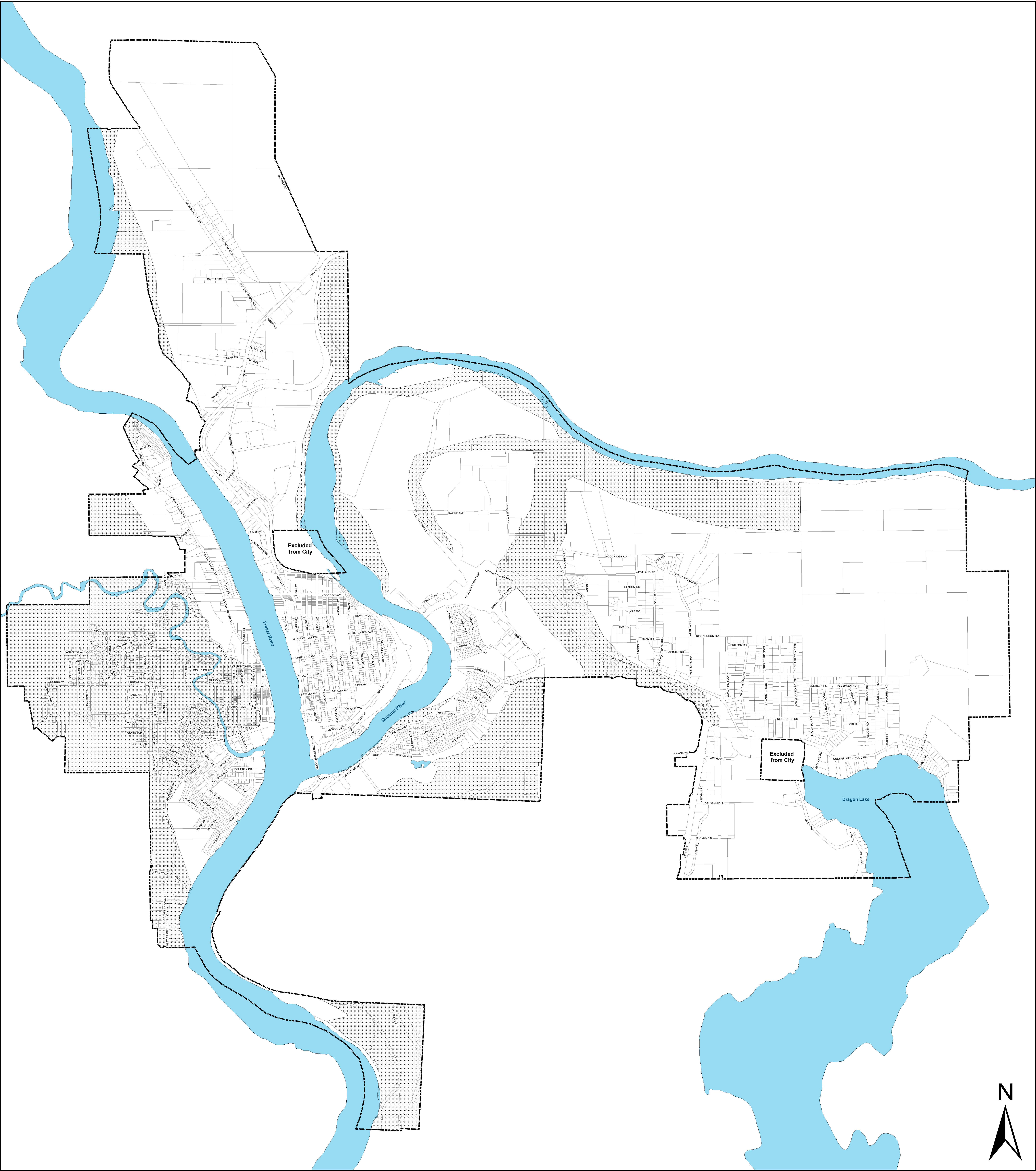
CITY OF

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This is Schedule E3 (Commercial) as referred to in the City of Quesnel Official Community Plan Bylaw No. 1879 of 2019.

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Corporate Administrator



Legend

- Municipal Boundary
- Hazard
- Parcels

The City of Quesnel Official Community Plan Bylaw No. 1879 of 2019

**Schedule E4
Hazard Development Permit Area**

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Kilometers

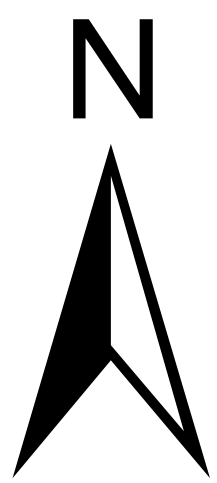
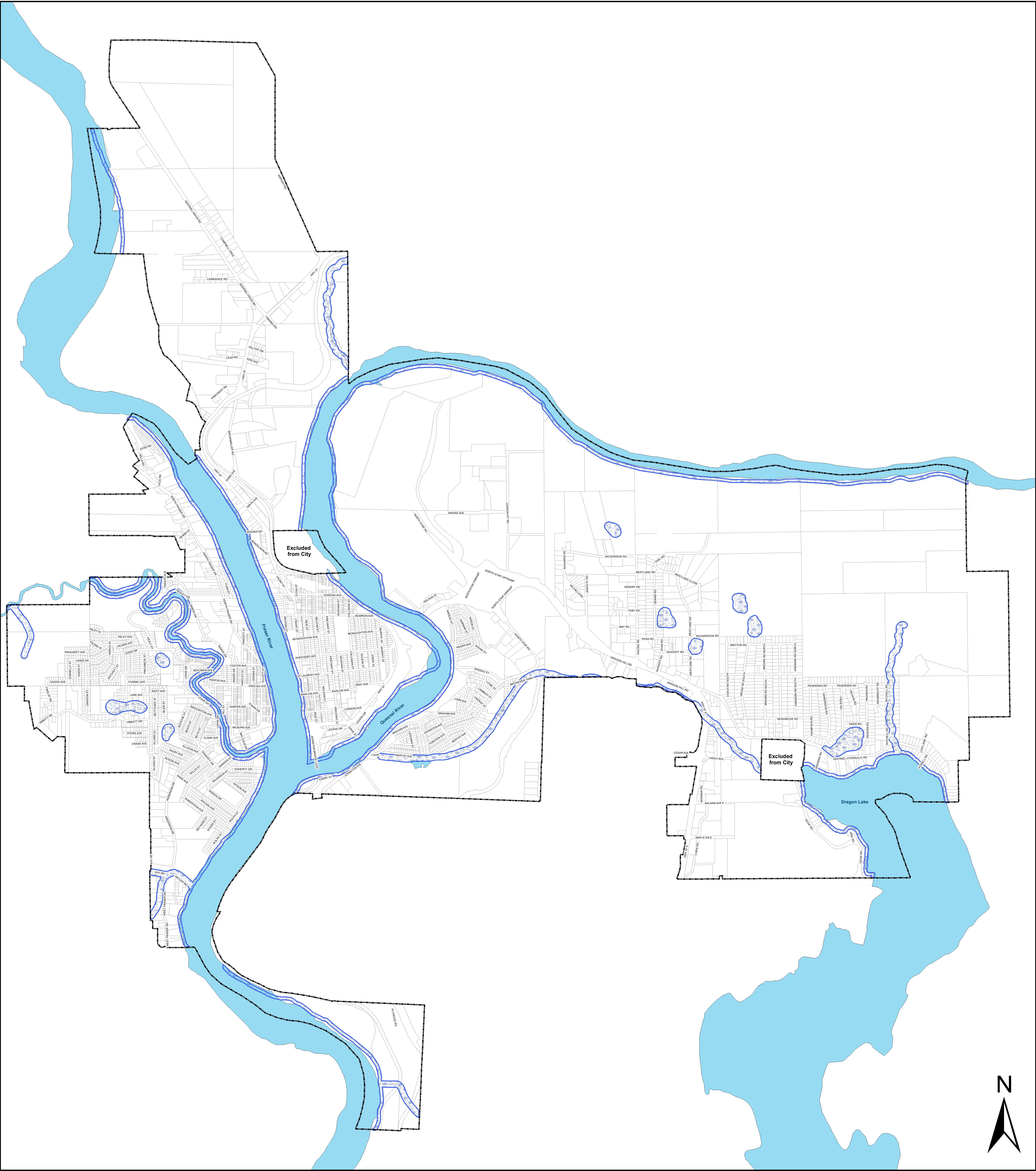
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This is Schedule E4 (Hazard Area) as referred to in the City of Quesnel Official Community Plan Bylaw No. 1879 of 2019.

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Corporate Administrator



Legend

- Parcels
- Sensitive Ecosystem
- Municipal Boundary

The City of Quesnel Official Community Plan Bylaw No. 1879 of 2019

Schedule E6 Sensitive Ecosystem Development Permit Area



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UTM NAD 83 Zone 10N

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Quesnel

This is Schedule E6 (Sensitive Ecosystem) as referred to in the City of Quesnel Official Community Plan Bylaw No. 1879 of 2019.

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Corporate Administrator