

# OFFICIAL COMMUNITY PLAN

No. 1979

The City of Quesnel recognizes the long-standing and ongoing connection of the Southern Dakelh and Tsilhqot'in Peoples to this region; the Lhtako Dené, Nazko, Lhoosk'uz Dené, and ʔEsdilagh Nations. We are grateful to live, gather, and work in partnership with all Indigenous Peoples, First Nations, Métis, and Inuit, and we honour their cultures, histories, and contributions to our vibrant community.





**CITY OF QUESNEL  
BYLAW NO. 1979**

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

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**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. 1879;

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

1. This Bylaw may be cited as “The City of Quesnel Official Community Plan Bylaw No. 1979 of 2025”.
2. The following schedules form part of City of Quesnel Official Community Plan Bylaw No. 1979 of 2025 and are adopted as the Official Community Plan for the City of Quesnel:
  - a. Schedule “A” (Official Community Plan), plus
  - b. Schedule “B” (land use designations map), plus
  - c. Schedule “C” (major road network map), plus
  - d. Schedule “D” (infrastructure map) plus
  - e. Schedule “E1” (development permit areas map)
  - f. Schedule “E2” (multiple unit development permit area map), plus
  - g. Schedule “E3” (commercial development permit area map), plus
  - h. Schedule “E4” (hazard development permit area map), plus
  - i. Schedule “E5” (floodplain development permit area map), plus
  - j. Schedule “E6” (sensitive ecosystem development permit area map).
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 City of Quesnel Official Community Plan Bylaw No. 1879 of 2019 and all amendments thereto are repealed upon adoption of this Bylaw.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:
  - a. Cariboo Regional District;
  - b. School District 28;
  - c. Lhtako Dene Nation;
  - d. Nazko First Nation;
  - e. ?Esdilagh First Nation;
  - f. Lhoosk'uz Dene Nation; and
  - g. Metis Nation.

to be early and ongoing and to include referring the bylaw for comment on the 6<sup>th</sup> day of November, 2025.

The City of Quesnel Official Community Plan Bylaw No. 1979 of 2025 is hereby:

**READ A FIRST TIME** this 4<sup>th</sup> day of November, 2025.

**EXAMINED** pursuant to current Financial Plan and Solid Waste Management Plan on the 21<sup>st</sup> day of November, 2025.

**REFERRED** to the Provincial Agricultural Land Commission pursuant to Section 477(3)(b) of the Local Government Act for comment on the 6<sup>th</sup> day of November, 2025.

**READ A SECOND TIME** this [REDACTED] day of [REDACTED], 2025

**A PUBLIC HEARING** pursuant to Sections 477(3)(C) of the *Local Government Act* was held on the [REDACTED] day of [REDACTED], 2025.

**READ A THIRD TIME** this [redacted] day of [redacted], 2025

**FINALLY ADOPTED** by a Majority of Council this [redacted] day of [redacted], 2025.

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MAYOR  
Ron Paull

Corporate Officer  
Joel McKay

**Official Community  
Plan Bylaw No. 1979  
Schedule A**



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# **1. Introduction**

## 1. Introduction

### 1.1 Overview

The City of Quesnel has created this Official Community Plan to guide the City's growth and development towards 2045, serving as a comprehensive strategic framework required under the provincial [Local Government Act](#). This document establishes objectives and policies directing land use decisions, infrastructure investments, economic development, and community services while ensuring future bylaws align with the community's vision. It complements the intent of previous policies and other City plans and programs with broader policy direction to coordinate efforts by the City into the future.

### 1.2 What Is an Official Community Plan?

An Official Community Plan (OCP) is a long-term planning document that guides how a city will grow and change over the next 20–30 years. Required under the [Local Government Act](#), an OCP is a roadmap for the future of communities, showing where new homes, businesses, parks, and services should go, while also addressing important issues like attainable housing, transportation, environmental protection, and climate change. It also provides assurances about where growth will happen so strategic investments can be made that are efficient and minimize costs to the City.

When adopted, the OCP becomes a powerful tool that helps to guide major decisions in the community. While the City is not required to do everything in the OCP immediately, all new bylaws and decisions must align with the policies and direction in the Plan, ensuring the community develops in a coordinated way that reflects its shared goals.

*Previous page:*

*Construction of the Quesnel River Bridge, 1926–1927.  
Photo courtesy of Quesnel Museum & Archives*



## **2. Regional Context**

## 2. Regional Context

### 2.1 Overview

Located along Highway 97 at the confluence of the Quesnel and Fraser Rivers in the North Cariboo region of British Columbia, the city of Quesnel stands as a vital regional centre in the Cariboo Regional District (CRD). The city encompasses 35.4 km<sup>2</sup> and serves as home to approximately 10,238 residents in 2024 according to provincial estimates, while the broader CRD supports a population of 66,801. The size of Quesnel means that it is one of the largest urban centres between Prince George and Kamloops.

Quesnel lies 660 kilometres northeast of Vancouver (approximately one hour by air), 120 kilometres south of Prince George, and 120 kilometres north of Williams Lake. The region features a distinctive landscape of rolling terrain, dense forests, and numerous small lakes and wetlands. The city itself benefits from comprehensive transportation infrastructure including the Quesnel Airport general aviation airport and rail connections.

Forestry and natural resources have traditionally anchored Quesnel's economy. However, there have been ongoing transitions with the forestry sector, with recent mill closures in the city. As a result, the community has been working to diversify the local and regional economy to build local economic sustainability and a strong job base.

The mining sector is experiencing significant growth with the Cariboo Gold Project. Barkerville Gold Mines, owned by Osisko Development Corporation, received operating permits in late 2024 for this underground mine. Full-scale construction is expected to commence in the second half of 2025 with targeted completion by the end of 2027.

As Quesnel navigates economic transition, the city leverages its strategic location, robust infrastructure, and natural resource advantages while fostering economic diversification. The combination of established forestry operations, emerging mining projects, and a growing tourism sector positions Quesnel as a community that is balancing traditional industries with sustainable development initiatives for future growth.

### 2.2 Regional Policies

#### 2.2.1 Regional Growth Strategy

The Cariboo Regional District is not required to have an approved Regional Growth Strategy. Note that the City works in tandem with the CRD to ensure alignment between policies and cooperation on key issues in transportation, infrastructure, and services, and often collaborates on planning and policy projects to promote consistency in approaches.

#### 2.2.2 Quesnel Fringe Area OCP

The Quesnel Fringe Area Official Community Plan Bylaw No. 4844 was passed by the Cariboo Regional District in 2014. Based on an original Plan developed in 1985, this document includes policies covering areas close to the city and is intended to provide a clear understanding about

## 2. Regional Context

how the Regional District intends to collaborate on issues of importance. Topic areas in the Fringe Area OCP include:

- Planning strategies and growth projections
- Natural environment and Development Permit Areas
- Agricultural and resource land uses
- Residential land uses
- Commercial land uses
- Industrial land uses
- Quality of life policies
- Utilities planning
- Transportation planning
- Economic policies
- Plan implementation approaches

The Fringe Area OCP also has policies related to coordination between the CRD and the City of Quesnel to develop a region-wide strategy in different topic areas, including:

- Affordable housing
- Parks, recreation and open space
- Regional arts and culture
- Sustainability
- Climate adaptation
- Trail and road networks

This has been realized in part through joint studies on issues of regional importance, including:

- 2025 City of Quesnel and North Cariboo Childcare Inventory Update
- 2025 North Cariboo Housing Needs Assessment
- 2021 North Cariboo Senior Housing Gap Analysis
- 2020 City of Quesnel and North Cariboo Region Child Care Action Plan
- 2019 Cariboo Regional District and City of Quesnel Housing Needs Assessment, Gap Analysis and Action Plan
- 2017 North Cariboo Trails Inventory and Master Plan

These studies have been incorporated into City planning, including policies included in this Official Community Plan. Additionally, note that policies outlined identify areas for further cross-jurisdictional collaboration with the Cariboo Regional District.

An aerial photograph of a town, likely in a mountainous region, with a river winding through it. The image is overlaid with a semi-transparent dark blue filter. In the upper left corner, there is a white topographic map overlay showing contour lines. The town below features a mix of residential buildings, commercial structures, and green spaces, with a prominent bridge crossing the river in the lower left.

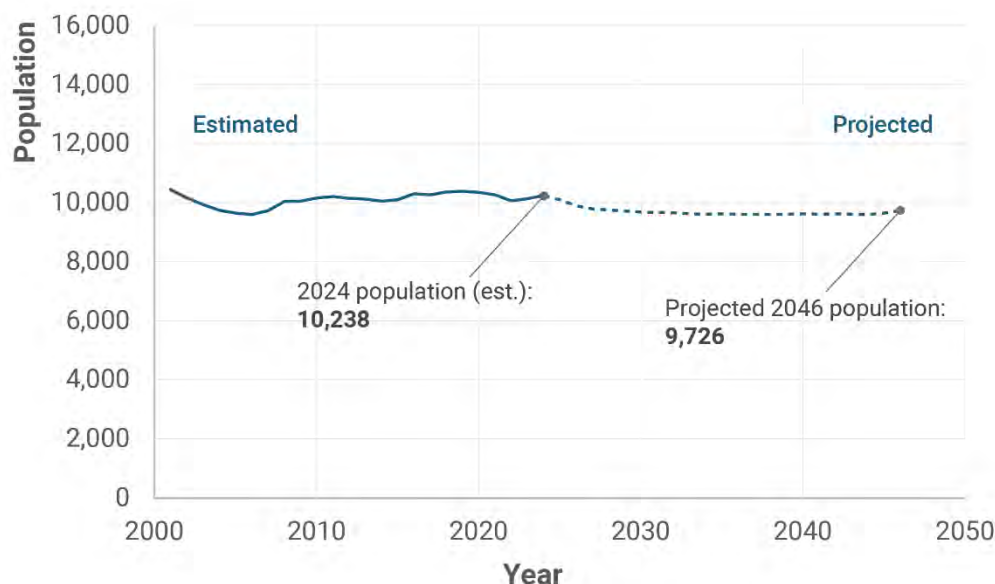
### **3. Community Profile and Projections**

### 3. Community Profile and Projections

## 3.1 Population and Households

Population figures for Quesnel from BC Stats are provided in Exhibit 1, including both estimates from 2001 to 2024, and projections to 2046:

**Exhibit 1. City of Quesnel Population, Estimated and Projected, 2001–2046.**



Source: BC Stats, 2025.

This figure highlights that the recent population of the city has remained relatively consistent. The 2021 Census population for Quesnel was 9,889, which was an increase of 0.1% from the 2016 Census population of 9,879. Estimates from BC Stats indicate a 2024 population of 10,238, with an average increase in population of about 0.2% from 2006 to 2024.

Projections from BC Stats highlights expected changes in the community, with an estimated population of 9,726 in 2046. This assumes a short-term decline of about 5% of population between 2024 and 2029, with relative stability in population numbers after that.

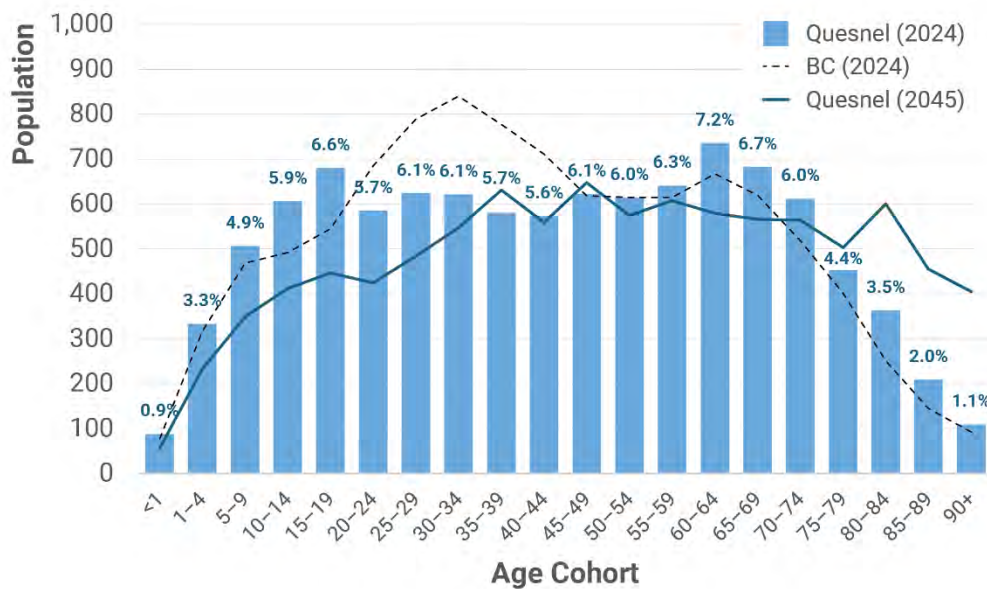
Population trends in Quesnel reflect economic transition across the community, particularly with forestry mill closures and the associated loss of industrial jobs. While ongoing economic shifts have affected population numbers, this has been balanced by in-migration from other new residents, including new workers in the community, remote workers, students, and others seeking quality of life and affordability available in a smaller community.

Note that the city is also a regional service centre for the Quesnel Fringe Area in the Cariboo Regional District and serves a population over twice this size, which creates additional demands for infrastructure and services. The Cariboo Regional District overall has also experienced population changes, with a decline in Census population from 65,659 in 2001 to 62,931 in 2021.

### 3. Community Profile and Projections

Estimated population age cohorts for Quesnel and BC are provided below in Exhibit 2:

**Exhibit 2. City of Quesnel and BC Age Cohorts (2024 and 2045).**



Source: BC Stats, 2025.

This information shows that the current distribution of population in Quesnel is relatively evenly distributed across the five-year age cohorts used above for the city itself, with a greater representation of children ages 19 and under and adults over 55 than in the province overall. Note that the population of residents 20–44 is substantially lower, highlighting that while families may be well-represented, there may be a gap in the availability of younger workers in the community.

The projections from BC Stats highlight a significant demographic shift over the next 20 years, however. The population of seniors 65 years and older is expected to increase by 665 residents, from about 24% to 32% of the total population. However, children 19 years or younger in the population will decrease by 718 from 22% to 16% of the total. This highlights the need to accommodate a broader range of housing options for seniors, as well as a need to develop strategies to attract younger workers and families to the community.

The following household data for Quesnel is provided below:

- Exhibit 3 presents the distribution of resident households by size from the 2021 Census.
- Exhibit 4 includes information on the median income of the city compared to province-wide median income in 2021.
- Exhibit 5 shows the total households in Quesnel in 2021 divided by housing tenure.

### 3. Community Profile and Projections

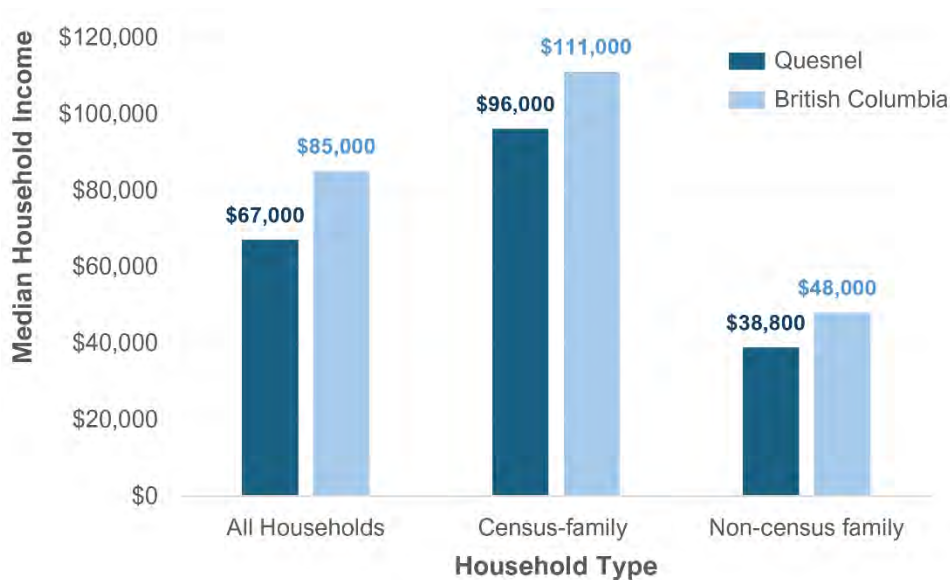
- Exhibit 6 outlines the distribution of households by income category in 2021, based on Area Median Household Income (AMHI).

**Exhibit 3. Households by Size, Quesnel, 2021.**



Source: Statistics Canada, 2021.

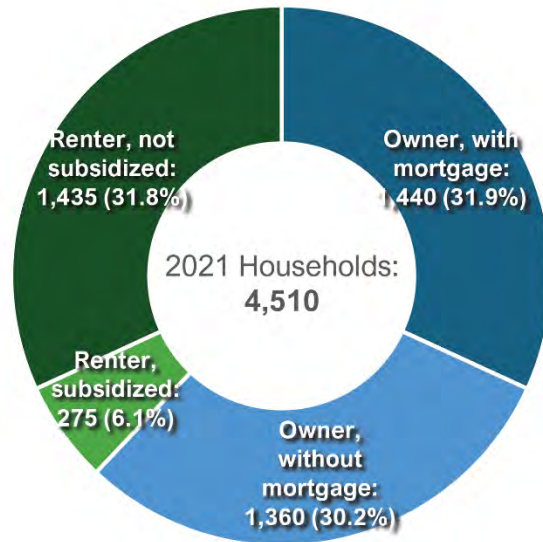
**Exhibit 4. Household income by household type, Quesnel and province, 2020.**



Source: Statistics Canada, 2021.

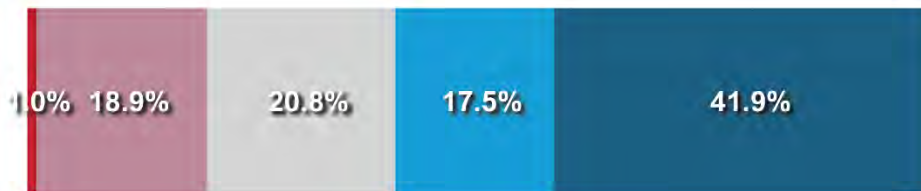
### 3. Community Profile and Projections

**Exhibit 5. Households by housing types, 2021.**



Source: Statistics Canada, 2021.

**Exhibit 6. Household income distribution and affordable rents by income category, 2020.**



Category	% of Households	2020 Household Income	2020 Afford. Housing Costs
Very Low Income (20% or less of AMHI)	1.0%	< \$13,500	<= \$338
Low Income (21% to 50% of AMHI)	18.9%	\$13,500–\$33,750	\$338–\$844
Moderate Income (51% to 80% of AMHI)	20.8%	\$33,750–\$54,000	\$844–\$1,350
Median Income (81% to 120% of AMHI)	17.5%	\$54,000–\$81,000	\$1,350–\$2,025
High Income (121% and more of AMHI)	41.9%	> \$81,000	>= \$2,026

Source: HART, 2025.

### 3. Community Profile and Projections



*Reaction Ferry, Cattle Drive, 1913–1914.  
Photo courtesy of Quesnel Museum & Archives*

This information highlights the following:

- **Local households most commonly include one or two members.** As shown in Exhibit 3, about 72% of all households include either one or two householders. This can be due to several reasons, primarily because of the ageing population in the city but also due to general declines in household sizes.
- **The local housing market is dominated by owner-occupied housing.** The tenure of households as shown in Exhibit 5 indicates that homeownership is dominant, with over 62% of homes owner occupied. There is a generally even split between homes owned outright (31.9%) versus those with mortgages (30.2%). Rentals represent about 38% of housing overall, with 6% of all housing as subsidized rental.
- **Estimates from 2020 suggest that over 40% of households are moderate income or less.** The 2020 median income for households in Quesnel was about \$67,000, with Census families earning a median of \$96,000 and non-Census families (individuals, roommates, etc.) earning a median of \$38,800. This is lower than the provincial median of \$85,000 and the Cariboo Regional District median of \$72,000, although the Cariboo median income for Census-family households was lower at \$92,000. When examining the distribution of household income in Exhibit 6, households of moderate income making 80% of Area Median Household Income (AMHI) or less amounted to 40.7% of the total in the city.

### 3. Community Profile and Projections

## 3.2 Housing and Housing Targets

The following charts provide key statistics about housing and housing targets in Quesnel:

- Exhibit 7 provides the distribution of housing types currently occupied in Quesnel in 2021. Note that the “semi-detached / attached” category includes semi-detached houses, row houses, duplex units, and other single-attached homes.
- Exhibit 8 includes the calculated five- and twenty-year housing targets based on estimates using the BC provincial methodology.<sup>1</sup>
- Exhibit 9 presents a summary of households identified to be in “core housing need”, divided by individual demographic characteristics.

A key component of this discussion is the concept of “core housing need”. Under the definitions provided by Statistics Canada,<sup>2</sup> the category of core housing need represents those private households that occupy housing that is inadequate, unsuitable, or unattainable, and would have to spend over 30% of its income to pay the median rent of alternative local housing. This includes both renters and homeowners with mortgages, but excludes certain households where the maintainer is in school.

As per the [Local Government Act](#), s.473(1)(a), the Plan must contain targets for housing needs over the next 20 years, which has been provided as part of the recent *2025 Cariboo Regional District – City of Quesnel Housing Needs Assessment* (which is included in Exhibit 8). These targets include the following components:

These targets include six separate components:

- **Extreme core housing need.** Extreme core housing need includes renters and owners with a mortgage that have regular monthly housing costs that exceed half of their income. This represents a significant cost burden on these households, and this component of the housing target represents attainable, accessible housing that can address this housing gap at more affordable levels.
- **Persons experiencing homelessness.** The overall housing target also includes the housing necessary to address the needs of people that are currently experiencing homelessness. This is determined at a regional level by the province, and the City is responsible for addressing a share of this total figure.
- **Suppressed household formation.** Because of constraints on the housing market, there are often people that desire to live separately but cannot find attainable, appropriate housing options. This would include such situations as young people looking to move out of their parents’ home, or people living as roommates because of the lack of available homes.

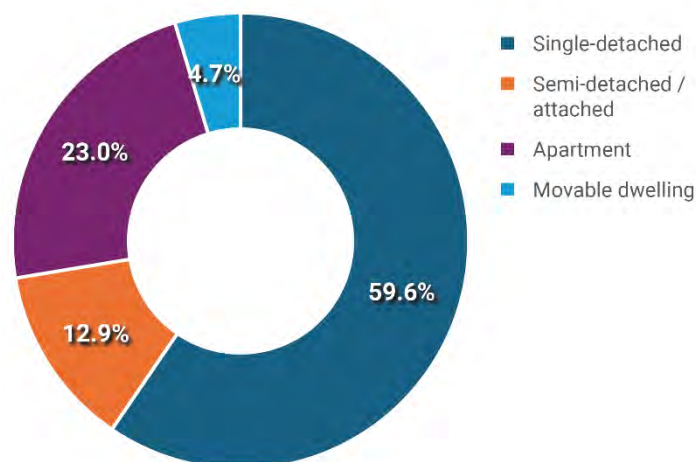
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<sup>1</sup> See the BC Ministry of Housing methodology provided in the [Guidelines for Housing Needs Reports – HNR Method Technical Guidance](#) document (June 2024).

<sup>2</sup> See [Dictionary, Census of Population, 2021 – “Core housing need”](#) for more details.

### 3. Community Profile and Projections

**Exhibit 7. Housing types occupied by households in Quesnel, 2021.**



Source: Statistics Canada, 2021.

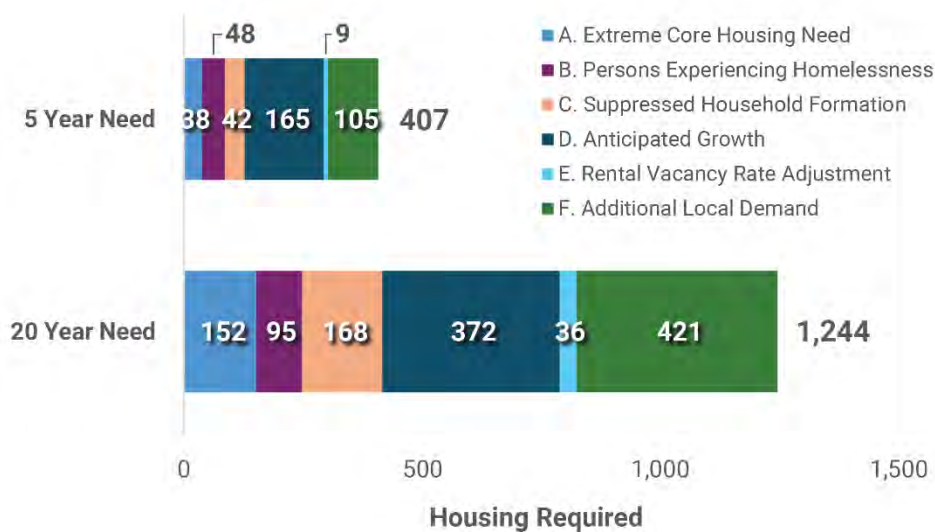
- **Anticipated housing growth.** Other housing demand may simply be due to new households in the community that will need housing. This can include people moving into the city from the outside, as well as younger people and families that are looking for a home of their own.
- **Vacancy rate adjustments.** In addition to these housing demands, there is also a need to ensure a healthy level of vacancy in the local market to allow it to function in the right way. This provides slack capacity to give people opportunities to find housing and it also can reduce the housing price pressures on renters and homeowners.
- **Demand buffer.** The final component of housing targets is to provide a “demand buffer” to address that some households may need certain characteristics (e.g., number of bedrooms, location, local amenities) for housing to be appropriate for them. This buffer considers that additional housing may be needed to ensure that these needs are met as well. The calculation relies on the ratio of housing price to housing density to determine an appropriate value for the city at large.

Based on this information, there are several considerations for housing policy in the Official Community Plan:

- **The current city housing stock is dominated by single-detached housing, which may need to shift to address expected future needs.** As shown in Exhibit 7, nearly 60% of housing in Quesnel is single-detached housing, which is largely expected given historical development patterns. However, available information suggests that this format may not be as appealing for downsizing seniors and younger adults that are looking for more attainable options. Future city action should continue to promote a more balanced mix of housing types to meet local market needs.

### 3. Community Profile and Projections

**Exhibit 8. Housing targets for Quesnel (5- and 20-year needs).**



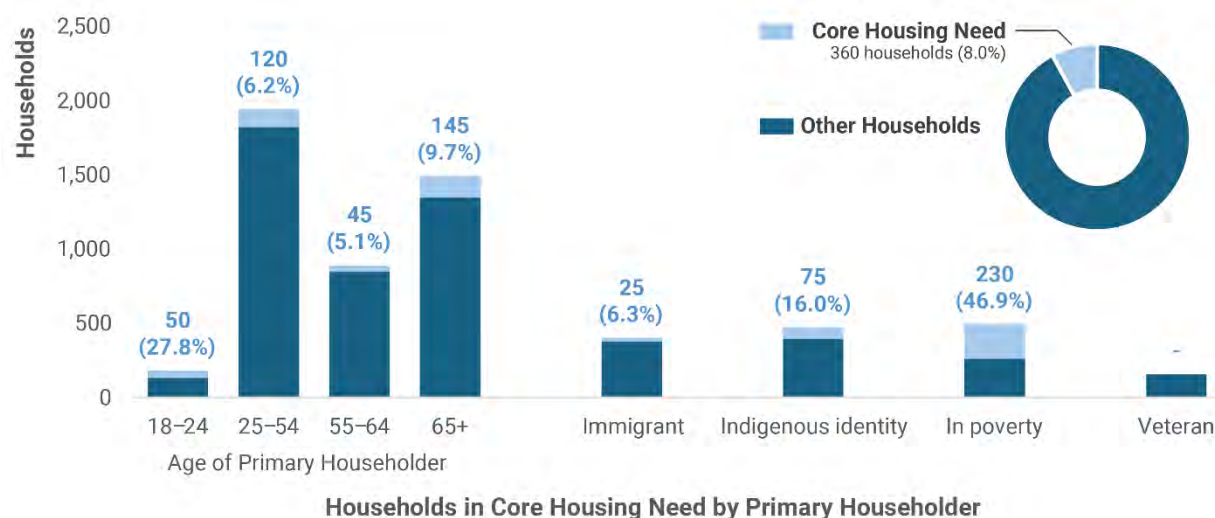
Category	Additional Housing	
	5 Year Need	20 Year Need
A. Extreme Core Housing Need	38	152
B. Persons Experiencing Homelessness	48	95
C. Suppressed Household Formation	42	168
D. Anticipated Growth	165	372
E. Rental Vacancy Rate Adjustment	9	36
F. Additional Local Demand	105	421
<b>Total Housing Units Needed</b>	<b>407</b>	<b>1,244</b>

Source: Urbanics, 2024; HART, 2024.

- The city will need an average of 62 net new homes per year to meet identified targets.** The five- and twenty-year housing targets provided in Exhibit 8 highlights that about 1,244 homes will need to be built over the next 20 years to meet identified housing demand, according to provincial calculations. This amounts to an increase of about 62 homes per year, across different types of housing.
- Additional support services may be required for certain components of the housing target.** Note that with respect to components A (Extreme Core Housing Need) and B (Persons Experiencing Homelessness), the City may need to coordinate additional wraparound services and other supports for residents of these facilities. This should be considered when developing appropriate housing for these residents.

### 3. Community Profile and Projections

**Exhibit 9. Households in core housing need by household characteristics, 2021.**



Source: Statistics Canada, 2021.

- Core housing needs differ across demographics, which should be considered in policy.** For core housing need, Exhibit 9 includes several individual demographic characteristics to highlight differences in need. Households in poverty present the highest sensitivity to housing need, with almost half of households included under core housing need. Other notable groups above the average include households where the maintainer is 18 to 24 years old (27.8%), has Indigenous identity (16.0%), or is above 65 (9.7%). Considering these factors in options for non-market housing can be important.
- Core housing needs are focused on one- and two-person households.** According to available information from Statistics Canada and HART, core housing needs in Quesnel are primarily with one- and two-person households, with individuals responsible for 87% of the core housing need. While affordable and attainable housing for families will be important to support overall, much of the core housing need will be with smaller housing types (studios to two-bedroom units).
- Additional housing investment may also be required to address the age and condition of existing homes.** Previous research based on the 2016 National Household Survey highlighted that about 63% of the housing stock in Quesnel was built before 1980. Data from the 2021 Census also highlights that about 9.9% of housing is in need of major repair in the city (versus the 5.6% provincial average). This suggests that in addition to building new homes, repairs and renovations to existing housing should also be considered and supported by the City.

### 3. Community Profile and Projections

## 3.3 Projections

Estimates of future population and household growth are essential for long-term land use planning. As noted in the previous section, there are also housing targets, which are based in part on estimates of future growth but include other needs for housing as part of the calculation.

There are two sources for the projections provided in this review:

- Projections drawn from growth estimates used in the 2025 Housing Needs Assessment.
- Projections from BC Stats for total population and households.

Note that the Housing Needs Assessment specifically focuses on households and not on population growth. In this case, BC Stats estimates of household sizes are used to calculate total estimated population.

The results from the two projections are summarized in the table in Exhibit 10. Under the 2025 HNA scenario, households would increase by about 8% over the next 20 years, while the BC Stats projections indicate that households would increase by 1.7% from 2024 to 2045 years.

Note that in both cases, household formation would be affected by projected changes in household size, with BC Stats estimating that household sizes in Quesnel will decline from 2.195 in 2023 to 2.004 in 2045.

One important consideration to make with these estimates is that they will be highly variable to local conditions, especially with respect to business activity in the city and region. This can be positive, such as with new jobs in mining and healthcare coming into the community, or it can put downward pressure on the local population, such as closure of forestry and wood product manufacturing operations. Some margin for significant variance from these projections should be made in planning, and they should be revised as part of the next required update in 2030.

**Exhibit 10. Projected Quesnel households and population, 2030 and 2045.**

	2025 HNA	2025 BC Stats
<b>Projected Households</b>		
2030	4,674	4,606
2045	4,960	4,778
<b>Projected Population</b>		
2030	9,862	9,685
2045	9,940	9,640

Source: BC Stats, 2025; Urbanics, 2025.

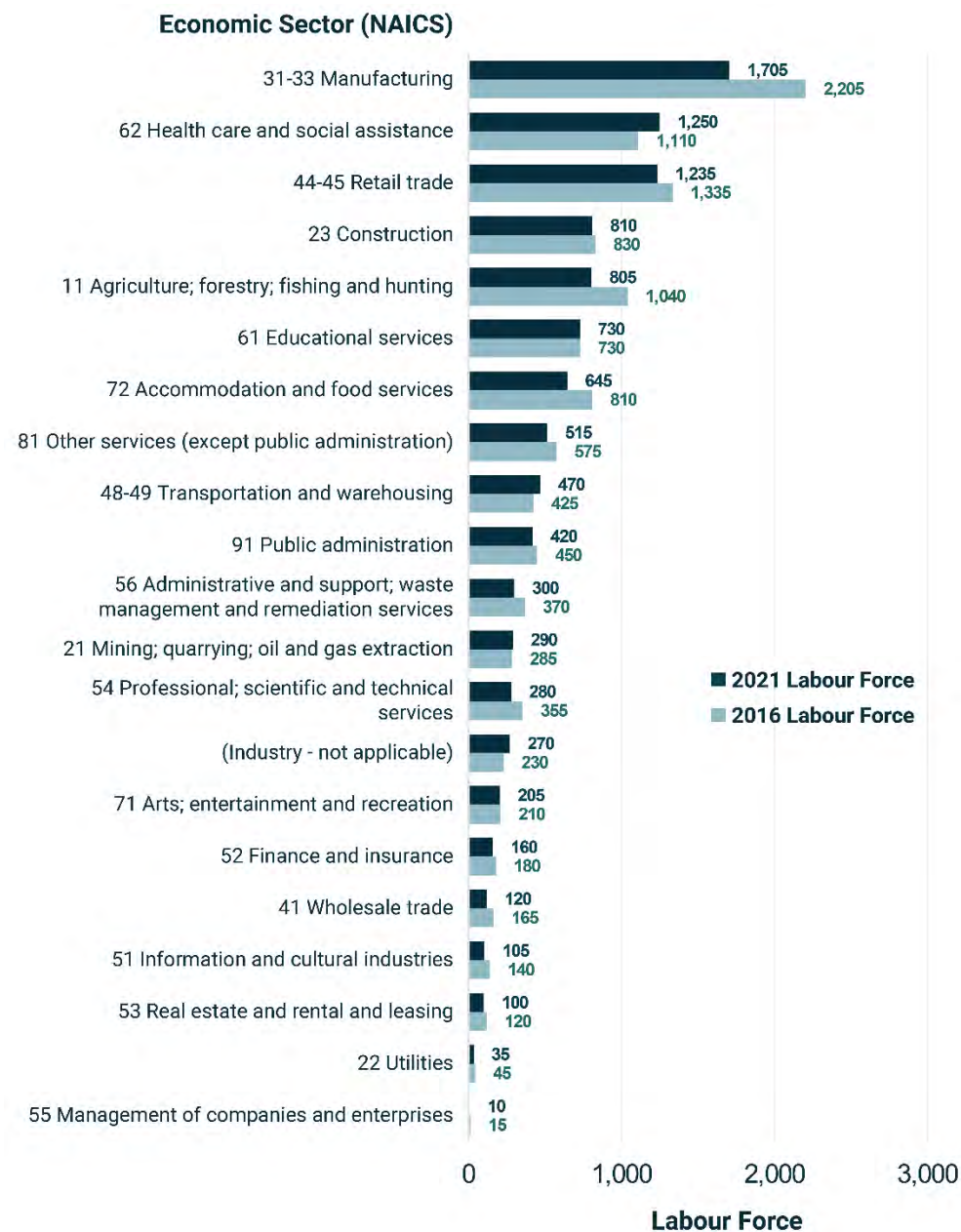
### 3. Community Profile and Projections

## 3.3 Economic Development

A healthy local economy for the city is critical for ongoing fiscal sustainability, growth, and development. This provides the resources required for prosperity, including strong employment and a reliable municipal tax base to support infrastructure and services.

Exhibit 11 below provides an overview of covered local employment in the labour force by sector in Quesnel for 2016 and 2021, the two most recent years available for employment data:

**Exhibit 11. City of Quesnel Labour Force by Economic Sector, 2016 and 2021.**



Source: Statistics Canada, 2016, 2021.

### 3. Community Profile and Projections

This information, sorted by employment in 2021, highlights that the dominant sectors in the local economy are in Manufacturing (16% of total employment), Health Care and Social Assistance (12%), and Retail Trade (12%). This highlights the role of Quesnel as a regional employment and service centre, with significant employment in wood product and paper manufacturing, as well as supporting services for the population of the region.

However, this also indicates the decline in employment in key sectors of the economy as well. Employment in Quesnel overall decreased by 10% between 2016 and 2021, declining from 11,620 in 2016 to 10,460 in 2021. Manufacturing, primarily with wood product and paper manufacturing, experienced a decrease of about 500 jobs by 2021, or about 23% of the 2016 workforce. There were also declines in forestry, retail, professional and technical services, accommodation and food services, and other sectors. Employment in healthcare and social assistance did increase by almost 13% during this period, however.

When determining the relative importance of different elements of the economy, providing a comparison between local and regional economies. Exhibit 12 provides a location quotient analysis between employment between Quesnel and BC (for values greater than 1):

**Exhibit 12. City of Quesnel Employment Location Quotients, 2016 and 2021.**

NAICS Code (Subsector)	Location Quotient	
	2016	2021
322 Paper manufacturing	13.0	15.4
321 Wood product manufacturing	13.0	12.5
113 Forestry and logging	5.8	7.2
212 Mining and quarrying (except oil and gas)	3.4	4.2
115 Support activities for agriculture and forestry	6.0	3.6
452 General merchandise stores	2.2	2.8
811 Repair and maintenance	2.3	2.1
484 Truck transportation	1.5	1.7
624 Social assistance	1.1	1.5
327 Non-metallic mineral product manufacturing	0.9	1.3
519 Other information services	0.0	1.2
491 Postal service	1.3	1.2
444 Building material and garden equipment and supplies dealers	1.1	1.2
237 Heavy and civil engineering construction	2.0	1.2
482 Rail transportation	0.5	1.2
622 Hospitals	1.0	1.1
447 Gasoline stations	1.0	1.1
445 Food and beverage stores	1.2	1.1
623 Nursing and residential care facilities	1.0	1.1
442 Furniture and home furnishings stores	0.8	1.0
611 Educational services	1.0	1.0

Sources: Statistics Canada, 2024; City of Quesnel, 2025.

### 3. Community Profile and Projections

In this table, a “location quotient” represents the relative difference between the proportion of employment in a given category in Quesnel versus in British Columbia as a whole. A value of 1 represents an employment category that has the same proportion of employment as the province overall, while a value of 2 would indicate that twice as many people as expected by the provincial average would be working in that category in Quesnel, and so forth.

These calculations highlight the dominance of paper and wood product manufacturing in Quesnel, with a substantially higher percentage of local employment than the provincial average, and other employment in forestry and different support activities having significant representation as well. The high proportion of employment in retail stores also indicates that the city does represent a service centre for the surrounding region.

Exhibit 13 provides data on the Quesnel labour force in 2021 categorized by occupation, with comparisons to overall breakdowns of the provincial workforce:

**Exhibit 13. City of Quesnel Labour Force by Occupation, 2021.**

Occupation Classification	Quesnel		BC
	Employment	%	%
Legislative and senior management occupations	55	1%	1%
Business; finance and administration occupations	1,065	10%	17%
Natural and applied sciences and related occupations	415	4%	8%
Health occupations	715	7%	7%
Occupations in education; law and social; community and government services	1,170	11%	12%
Occupations in art; culture; recreation and sport	155	1%	4%
Sales and service occupations	2,445	23%	25%
Trades; transport and equipment operators and related occupations	2,530	24%	18%
Natural resources; agriculture and related production occupations	780	7%	3%
Occupations in manufacturing and utilities	860	8%	3%
Occupation - not applicable	270	3%	2%
<b>Total</b>	<b>10,460</b>		

Sources: Statistics Canada, 2021; City of Quesnel, 2025.

Quesnel residents in 2021 were employed the most in the following occupations:

- Trades; transport and equipment operators and related occupations (24%)
- Sales and service occupations (23%)
- Occupations in education; law and social; community and government services (11%)
- Business; finance and administration occupations (10%)

Compared with provincial breakdowns, Quesnel has a higher proportion of employment in trades and transport, natural resources, and manufacturing occupations. However, there is a smaller proportion of workers in sciences; business, finance, and administration; and arts and culture.

### 3. Community Profile and Projections

Overall, Quesnel is facing some unique economic challenges associated with the long-term effects of the Pine Beetle epidemic and new and ongoing tariffs placed on wood products shipped to the United States. These will have a profound and long-term impact on the local forestry economy. Conversely, the rise of mining activities in the region will increase local employment in mining and related support services.



*Front and Carson, October 1914.  
Photo courtesy of Quesnel Museum & Archives*

Stronger diversification into other sectors of the economy will be important for continued prosperity.

The policies included in the OCP work to address these needs and challenges 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.

Major considerations for economic development to be incorporated into the OCP include the following:

- Attracting and retaining a diverse and growing population.
- Diversifying the economic base to build community resilience and a strong local employment base.
- Developing Quesnel as a destination for visitors through improved infrastructure, hosting capacity, and marketing.
- Integrating effective nature-based branding into communications and business activities.
- Strengthening partnerships with First Nations for economic diversification and implementation of strategic projects.

### 3. Community Profile and Projections

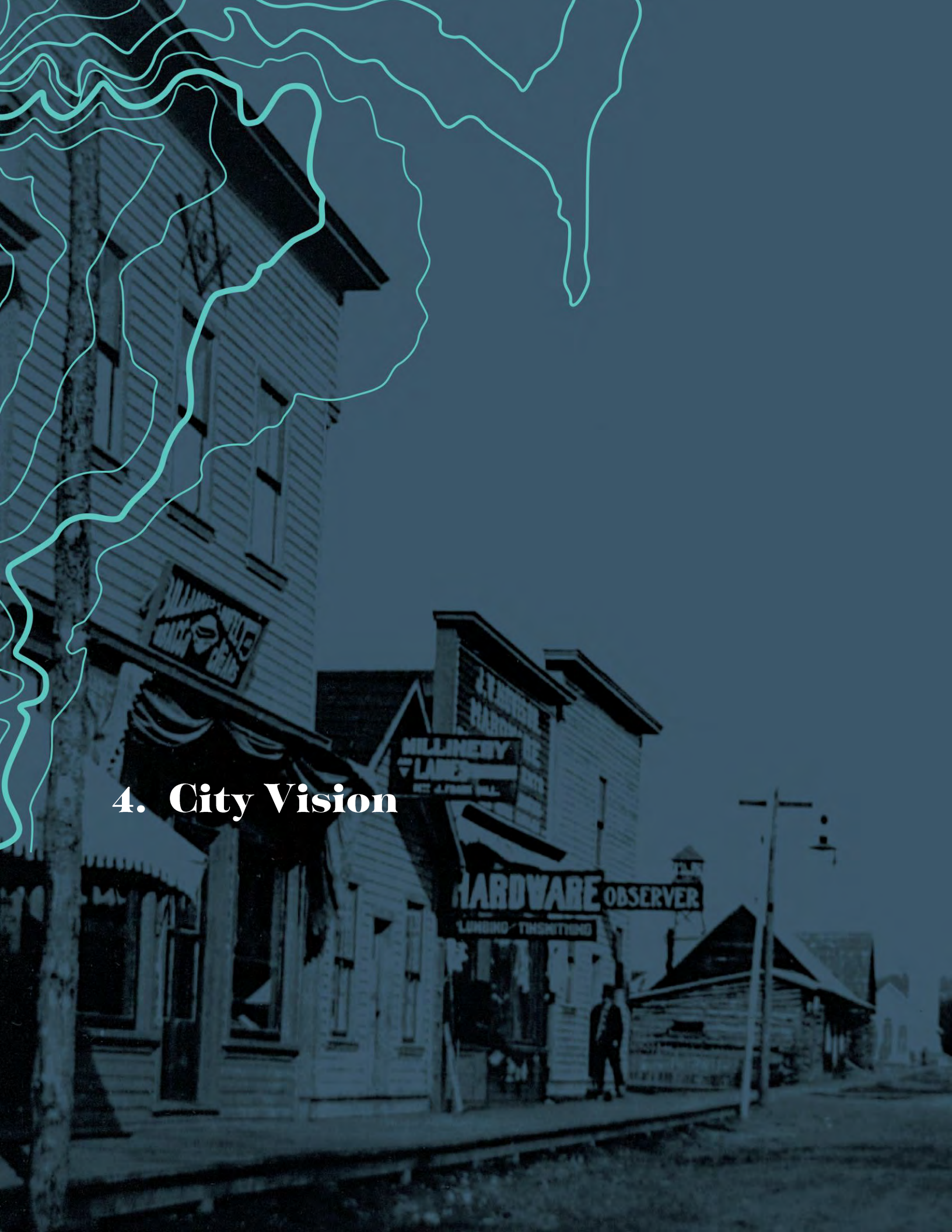
## 3.5 Sustainable Community Development

Looking ahead to the year 2045, 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, and 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. 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 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.



## 4. City Vision

## 4. City Vision

### 4.1 Overview

The City of Quesnel has established its Vision, Mission, Values and Strategic Priorities to guide its actions and decisions. These foundational elements form an important context for the Official Community Plan and create a comprehensive framework that ensures consistency and alignment across all City activities.

### 4.2 Community Vision

The community vision defines Quesnel as:

*A naturally vibrant, accessible, and innovative community.*

This vision statement embodies three interconnected aspirations that capture the essence of both what Quesnel is today and strives to be in the future:

- **"Naturally vibrant"** speaks to the community's deep connection to its stunning natural setting at the confluence of the Fraser and Quesnel Rivers, while celebrating the organic energy that flows from active neighbourhoods, cultural diversity, and economic vitality.
- **"Accessible"** reflects our commitment to inclusivity in ensuring that all residents regardless of age, ability, background, or economic circumstances can fully participate in community life and benefit from the opportunities the city provides.
- **"Innovative"** positions Quesnel as a forward-thinking community that embraces creativity, technological advancement, and proactive responses to challenges and opportunities, particularly as the city navigates economic diversification beyond its traditional resource-based economy.

### 4.3 Corporate Mission

The corporate Mission of the City is intended to support this Vision:

*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.*

This establishes the operational framework to realize the Vision for the city. Municipal operations must evolve to community needs and adapt quickly to changing circumstances, and effective municipal government must be agile, innovative, and proactive rather than merely reactive to challenges and opportunities.

Operations need to demonstrate fiscal prudence and responsible stewardship of taxpayer resources, ensuring that public services are delivered efficiently while maintaining quality and accessibility, balancing ambitious community goals with financial sustainability to achieve long-term success.

*Previous page:  
Carson Street, 1912.  
Photo courtesy of Quesnel Museum & Archives*

## 4. City Vision

### 4.4 Values

The City of Quesnel's Values represent the foundation and standards that guide Council and staff in municipal governance and service delivery. These provide direction for decision-making, ensuring that every action taken by the City reflects the community's commitment to principled leadership and responsible stewardship. They have been developed through consideration of community expectations and the demands for effective municipal governance to ensure consistency, integrity, and responsibility to the public.

The City's Values include:

- **Fiscal Prudence:** We will responsibly steward taxpayer dollars for the near and long-term benefit of the residents of Quesnel.
- **Proactive:** We will be forward-thinking, mitigating risks for the community as we become aware of them and planning for services, infrastructure and development with the future in mind.
- **Accountable:** We will focus on transparency wherever possible, and “making it right” when errors occur.
- **Responsive:** We will get back to people, be approachable, and remain present in the community.
- **Partnerships:** We will develop relationships that lead to meaningful collaborations that benefit the residents of Quesnel.
- **Respectful:** We will champion the diversity of our community, ensure inclusiveness, and treat one another as we would like to be treated.

## 4. City Vision

### 4.5 Strategic Priorities

The City's Strategic Priorities represent the commitments and areas of focus that define how the community aspires to develop and function. While the Values establish ethical standards, these elements serve as the thematic framework for the detailed policies and objectives contained within the Official Community Plan. They acknowledge Quesnel's unique position as a community in transition, navigating changes in a traditional resource-based economy while building on its natural assets, cultural heritage, and strategic location.

Overall, they are intended to highlight a truly vibrant, accessible, and innovative community across multiple dimensions of civic responsibilities, from the quality of municipal infrastructure to the celebration of cultural diversity, from environmental protection to economic opportunity. They serve as a framework to ensure that planning and policy decisions are evaluated not only for their immediate impacts but also for their contribution to the broader vision of a resilient, inclusive, and sustainable community.

The City's Strategic Priorities include:

- **Services and Infrastructure:** We will maintain and improve services and infrastructure.
- **Health and Safety:** We will prioritize community safety and the well-being of our residents.
- **Development and Resiliency:** We will maintain, grow, and diversify the community.
- **Governance and Strategy:** We will provide good governance to build a cohesive community.
- **Fiscal Sustainability:** We will continue to provide cost-effective services, manage limited resources, and invest in future governance capacity.



*St. Andrew's and St. John's, 1913–1914.  
Photo courtesy of Quesnel Museum & Archives*



## **5. Neighbourhoods**

## 5. Neighbourhoods

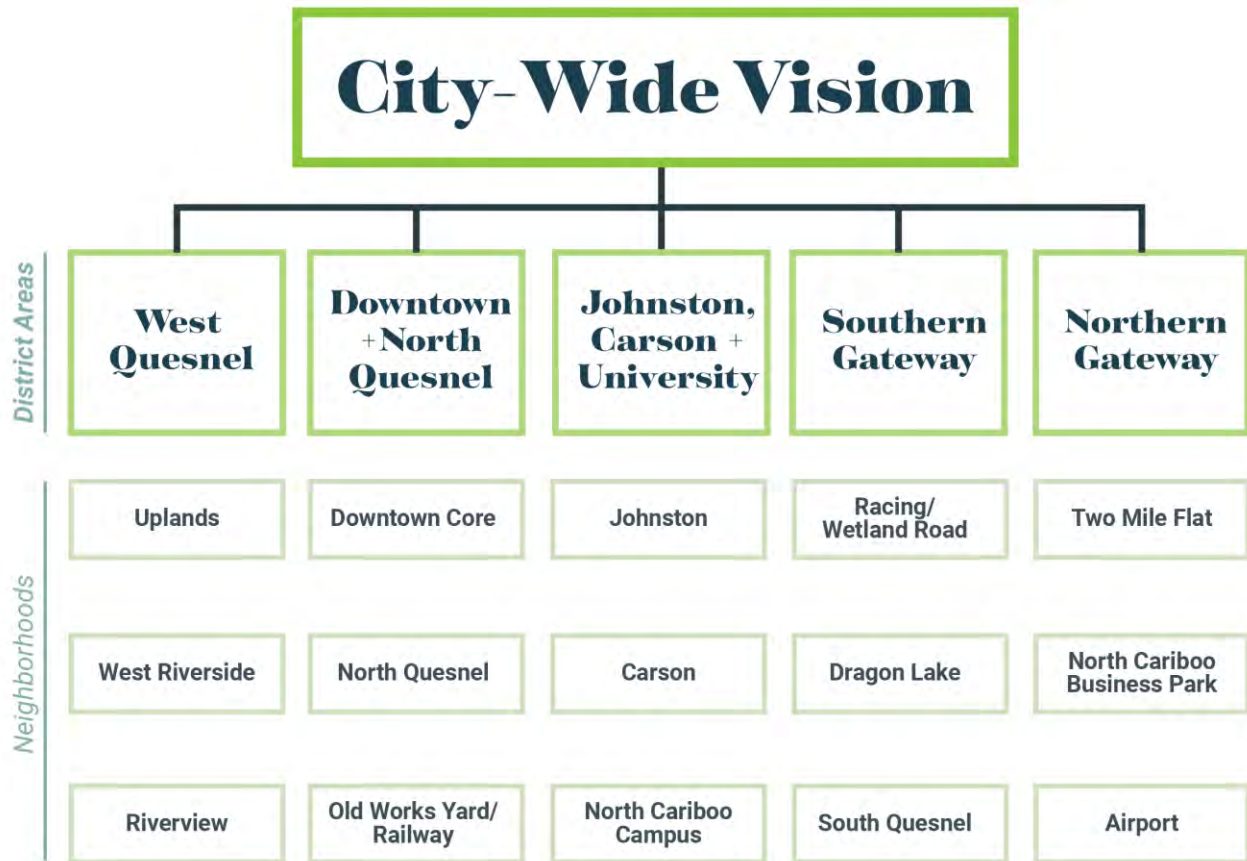
### 5.1 Overview

In addition to an overall Vision for Quesnel, policy and planning for the City needs to recognize that there are many districts and neighbourhoods that have unique character and distinct identities. These qualities make them interesting, sustainable, and livable, and contribute to the vitality of the broader community.

This section includes overall objectives for considering individual neighbourhoods, as well as descriptions of these areas and specific applicable policies to consider in addition to the broader OCP policies included in the other parts of this document.

Five areas are considered specifically under the OCP as districts requiring additional policy direction. The following districts and the neighbourhoods found within the city:

**Exhibit 14. City of Quesnel District Areas and Neighbourhoods.**



## 5. Neighbourhoods

### 5.2 Objectives

The Council's objectives for the district areas listed above include the following:

1. Recognize and build upon the unique character and identity of district areas and neighbourhoods.
2. Communicate and consult with residents and neighbourhood organizations such as business improvement associations about neighbourhood issues and opportunities.
3. Coordinate opportunities for communities to help implement the policies outlined in the OCP for specific district areas and neighbourhoods.

The following District Area Vision Statements are aspirational concepts as well as policies, and link to the broader goals identified in the OCP regarding the city overall. The detailed policies in subsequent sections of this OCP provide a more comprehensive framework for Council's review, evaluation and decision-making.

Future work by the City may focus on creating more detailed community plans for these district areas and neighbourhoods as needed to guide their development over time.

### 5.3 West Quesnel

The West Quesnel District encompasses the residential neighborhoods of Uplands, West Riverside, and Riverview, alongside commercial corridors on Marsh Drive, Anderson Drive, and North Fraser Drive Landing. Home to Voyageur Elementary, Riverview Elementary, and Correlieu Secondary School, the district hosts important community amenities, such as an indoor soccer facility, skate park, West Park Mall, Sugarloaf Dog Park, Sprout Kitchen, and the Aboriginal Friendship Centre. The iconic Moffat Bridge and the historic pedestrian footbridge provide seamless connections from West Quesnel to Downtown Quesnel and the Fraser River.

The vision and policies for the West Quesnel include the following:

1. Promote the redevelopment of North Fraser Drive Landing as a vibrant, culturally rich mixed-use gateway featuring diverse businesses, shops, cafes, restaurants, and art studios.
2. Encourage diverse housing options including market, non-market, and multi-generational developments targeting all demographics from youth to seniors.
3. Support an ongoing transition of sites from single detached to low-density multi-unit residential housing such as duplexes, triplexes, fourplexes and townhomes.
4. Create a vibrant destination in West Quesnel with a mix of commercial and residential uses through enhanced streetscaping, public realm investments, and redevelopment of auto-oriented development.
5. Transition commercial sites along Marsh Drive and Anderson Drive towards Correlieu Secondary School into medium-density multi-unit residential and mixed-use developments, with options for live-work artist spaces.

## 5. Neighbourhoods

6. Support the commercial node at the intersection of Anderson Drive and Abbott Drive as a neighbourhood centre and anchor.
7. Encourage auto-oriented businesses to locate within an auto mall in South Quesnel.
8. Support the development of a long-term care facility on Cariboo Fields in partnership with Northern Health.
9. Support and encourage infill development for diverse household types in the West Riverside and Riverview neighbourhoods, including secondary suites and detached accessory dwelling units.
10. Provide guidance for allowable development in the West Quesnel Land Stability Area through Hillside Hazard Development Permit requirements to ensure public safety and environmental protection.
11. Coordinate revitalization for the North Fraser Drive Landing neighbourhood through the North Fraser Drive Landing Revitalization Plan.

### 5.4 Downtown and North Quesnel

The Downtown and North Quesnel District are at the heart of the community, encompassing the North Quesnel neighbourhood, the Downtown Core, the Railyard, and the Municipal Campground. Major civic landmarks are included in this area, such as the Provincial Government Building, City Hall, West Fraser Centre arena, the Legion, G.R. Baker Memorial Hospital, the Primary Care Clinic, and the Women's Memorial Monument.

Overall, the Downtown is a key commercial hub, and includes a major concentration of retail and services, such as banks, hotels, restaurants, the movie theatre, shops, and cafes. Its geography is flanked by the Fraser River to the west and Quesnel River to the east, and it connects to the broader city through six vital bridges serving vehicles, trains, and pedestrians.

Council's vision for the Downtown Core and North Quesnel District Area includes the following:

1. Concentrate government, institutional, office, educational, cultural, and small-format retail commercial uses downtown.
2. Maintain high design and construction standards with downtown development.
3. Encourage complementary uses close to the West Fraser Centre such as cafes and bistros while improving Barlow Avenue as an animated pedestrian connector to Lebourdais Park.
4. Enhance Carson Avenue as a gateway to Downtown through initiatives such as the Davie Street Revitalization Plan and promote a craft district in the area with micro-breweries, distilleries, artisan food and beverage production, and integrated arts venues.
5. Incorporate complementary commercial and community uses in areas close to the Helen Dixon Centre, such as an all-seasons indoor/outdoor public market with integrated arts and cultural spaces.

## 5. Neighbourhoods

6. Establish locations for temporary pop-up shops and kiosks to service events and tourism.
7. Support a First Nations cultural centre in the centre of the city.
8. Redevelop the former Quesnel Junior High site as a multi-unit infill housing project, with a focus on seniors housing options for independent and supportive housing.
9. Provide diverse housing options in North Quesnel neighbourhoods including carriage homes, single-detached homes, and medium to high-density developments for singles, couples, and seniors.
10. Manage medium- and high-density residential areas between downtown and North Quesnel as transition zones.
11. Support mixed-use residential / commercial infill in the Downtown.
12. Coordinate public streetscape investment through the Davie Street Revitalization Plan to ensure strong design elements in the gateway into the Downtown along the Cariboo Highway.

### 5.5 Johnston, Carson Area, and University

The Johnston, Carson, and University District area encompasses three neighbourhoods: the Johnston Neighbourhood, Carson Subdivision, and North Cariboo Community Campus. This area is strongly influenced by the presence of the North Cariboo Campus, which houses both the College of New Caledonia and University of Northern BC and provides for a hub for learning in the region. Other important community amenities are included in this neighbourhoods, such as the Carson Elementary School, the Quesnel and District Arts and Recreation Centre, Alex Fraser Grounds, Accessible Playground, and West Fraser Timber Park.

The vision for the Johnston, Carson Area and University includes the following:

1. Support the character of the Johnston Neighbourhood and Carson Subdivision and incorporate secondary suites and infill development in appropriate and thoughtful ways.
2. Coordinate a complete North Cariboo Community Campus District that complements the cluster of post-secondary institutions with campus-oriented uses, multi-unit housing, and supporting commercial and service offerings for students, faculty, and families along Nadeau Street.
3. Support a multi-use trail along the Quesnel River in this area that maintains connections with the North Cariboo Campus Community and individual neighbourhoods.

### 5.6 Southern Gateway

The Southern Gateway District encompasses three diverse neighbourhoods, Racing/Westland Road, Dragon Lake, and South Quesnel, which creates Quesnel's southern entrance. The district offers an impressive range of recreational opportunities that cater to both residents and visitors. Dragon Lake provides scenic waterfront recreation with fishing, boating, and camping,

## 5. Neighbourhoods

and the new South Quesnel Park provides a playground, green spaces, and trails. The race tracks at the Gold Pan Speedway support auto racing and motorsport events for the region. The district also serves as a major retail destination, featuring a comprehensive large-format shopping cluster positioned along Highway 97, making it a key commercial gateway and regional retail hub for travelers and the broader regional community.

The vision for the Southern Gateway includes the following:

1. Maintain a gateway into the city with enhanced streetscaping, landscaping, and pedestrian connectivity, including a welcoming intersection at Highway 97 and Maple Drive.
2. Promote the ongoing development of the Southern Gateway as a complete, mixed-use community that includes a range of housing types, regional retail and service businesses, amenities, and other activities.
3. Promote specialized commercial uses and clusters for local economic development related to food production and related industries as complementary to regional agricultural activities.
4. Encourage the development of multi-unit infill housing in the area supported by investments in pedestrian infrastructure.
5. Support secondary suites and detached secondary dwellings as options for increasing housing options and coordinate necessary servicing capacity to address these needs.
6. Promote infill of existing Country Residential areas in the South Quesnel and Dragon Lake areas to increase residential densities where serviced.
7. Support the rural character of the Racing / Westland neighbourhood area while allowing for opportunities for strategic intensification.
8. Encourage mixed-use residential projects in commercial areas in South Quesnel that maintain and support its status as a regional retail and service centre while providing healthy, attainable housing to support the community.

### 5.7 Northern Gateway

The Northern Gateway District encompasses Two Mile Flat, the North Cariboo Business Park, the Airport, and surrounding industrial lands, and plays an important role in Quesnel's industrial economy. This concentrated cluster of major commercial and industrial operations, anchored by critical infrastructure like the Quesnel Airport, positions the area as exceptionally competitive in the region for future economic development. While the current industrial ecosystem in the city is navigating transitions resulting from changes in economic conditions affecting key regional sectors, these lands remain strategically positioned to serve as a vital long-term centre of local and regional employment in manufacturing, resource extraction, logistics, transportation, and emerging support industries.

## 5. Neighbourhoods

The City's vision for the Northern Gateway includes the following:

1. Create a bold Northern Gateway entrance that welcomes visitors with entry features, enhanced streetscapes, green infrastructure, and cycling connections.
2. Improve the quality and appearance of commercial and light industrial development with high standard design and construction.
3. Maintain a business park along Quesnel-Hixon Road/Campbell Crescent and Carradice Road to attract and retain high-value industrial development.
4. Diversify the industrial base of Quesnel by actively supporting new manufacturing, green technology initiatives, and agri-processing activities in the North Gateway area.
5. Promote the Fuel Management Trails as an important community and tourist amenity in the area.



*Lhtako Dene community, 1902.  
Photo courtesy of Quesnel Museum & Archives*



## **6. Land Use Designation Policies**

## 6. Land Use Designation Policies

### 6.1 Introduction

Land uses within the City of Quesnel are managed under the Official Community Plan Land Use Map, provided as Schedule B of the OCP. The land uses under this plan are discussed in the following section, and are organized as follows:

- **Residential** designations identify neighbourhoods that provide a range of housing types to accommodate diverse community needs, from rural large-lot homes to high-density multi-unit housing. This can range from Country Residential areas that support rural living with limited services to Medium and High Density Residential areas that provide for a variety of multi-unit housing forms. Across all residential areas, compatible uses such as home-based businesses, parks, and neighbourhood-serving amenities may also be supported.
- **Commercial** designations indicate those areas that serve as major centres in the city for retail, service, and business activity. These locations meet the needs of residents, visitors, and regional industries both locally and across the region. They are primarily located along the Highway 97 corridor and are organized into four distinct districts: Downtown, Northern Gateway, West Quesnel/North Fraser Drive, and Southern Gateway. Note that these commercial areas may also accommodate compatible uses such as residential, institutional, recreational, and light industrial activities where appropriate.
- **Industrial** designations in Quesnel support a wide range of activities in manufacturing, warehouse, resource extraction, logistics, and comparable uses that contribute to the city's economic base. These activities can have a range of potential impacts to surrounding uses that may require management such as screening and separation for mitigation. Specific designations include lands that accommodate airport-related industrial activities and areas reserved for the extraction and processing of aggregate resources.
- **Institutional** designations in the Land Use Map identify lands with larger public and quasi-public facilities that provide essential community services, such as hospitals, schools, government offices, and cultural or recreational centres. Note that while this designation typically applies to larger facilities, smaller-scale institutional uses can be accommodated within residential and commercial areas.
- **Agricultural** designations in Quesnel apply primarily to productive farmland within the Agricultural Land Reserve (ALR), where agriculture is protected as a primary land use to support local food systems. Note that in addition to managing land use policies for traditional farming in these areas, this section also promotes urban agriculture, food security, and food-related solutions to sustainability across the city. Value-added agricultural activities such as food and beverage production, farm-to-table ventures, and agri-tourism are also highlighted for economic development.
- **Parks and Recreation** areas are public and semi-public spaces dedicated to recreation, leisure, and the enjoyment of natural environments, including parks, trails, sports fields, playgrounds, waterfront areas, and natural open spaces. These lands contribute to community well-being, environmental conservation, and local tourism. While some recreational facilities may fall under other designations (such as Institutional or Residential),

## 6. Land Use Designation Policies

the management and development of all parks and recreation spaces should align with this section and supporting plans and policies.

- **Large Holdings** areas are lands within the incorporated boundaries of the City that are not currently in use due to a lack of servicing, environmental constraints, or other site conditions. Limited uses are allowed in these areas, and these lands may transition into other active uses over time if site conditions change.



*Construction of airport runway, 1959.  
Photo courtesy of Quesnel Museum & Archives*

## 6. Land Use Designation Policies

### 6.2 Residential

#### 6.2.1 Overview

Residential land use designations designate areas which already have or should in the future accommodate residential development of various types. The residential designations are important for the Plan for several reasons:

- **Meeting the needs of residents for homes.** Above all, the housing provided in the city should meet the needs of current, potential, and future residents. This includes not only the general availability of homes for the community, but also homes that are safe, healthy, and appropriate for residents.
- **Supporting the local economy.** Providing accessible and attainable housing to support local and regional employers is essential in helping these businesses attract and retain staff. Housing policies that support diverse and accessible supplies of homes can reduce or prevent shortages that would impact community businesses.
- **Addressing changing community needs.** Ongoing demographic changes can make existing housing less suitable for residents. For example, a growing number of seniors are looking to stay in the community but downsize their existing home, and available housing may not meet their needs. The housing stock within the city will need to be responsive to these changes in demand over time.
- **Providing attainable housing options.** Challenges with housing affordability are found across the country, and Quesnel is no exception. Meeting local needs for housing, especially amongst people that may be sensitive to housing insecurity and homelessness, is also important. This can include both market and non-market housing options.
- **Supporting financial and community sustainability.** The City's budget supports substantial infrastructure and services for residential uses in Quesnel. Effective coordination of residential development patterns is essential for the City to use public funds efficiently and reduce short- and long-term costs for residents.
- **Supporting additional community uses.** While the focus of residential land uses is generally on housing, supporting community and institutional uses need to be accommodated within these areas as well. This can include healthcare, child day care, supportive housing, and other uses.

#### 6.2.2 Housing Targets

The Community Profile included in Chapter 3 based on the 2024 Cariboo Regional District – City of Quesnel Housing Needs Assessment provides a high-level set of targets for the city. This

## 6. Land Use Designation Policies

report estimates that a total of **407 housing units** will be needed over the next five years, and **1,244 units** within 20 years.<sup>3</sup>

These targets include six separate components:

- **Extreme core housing need.** Extreme core housing need includes renters and owners with a mortgage that have regular monthly housing costs that exceed half of their income. This represents a significant cost burden on these households, and this component of the housing target represents attainable, accessible housing that can address this housing gap at more affordable levels.
- **Persons experiencing homelessness.** The overall housing target also includes the housing necessary to address the needs of people that are currently experiencing homelessness. This is determined at a regional level by the province, and the City is responsible for addressing a share of this total figure.
- **Suppressed household formation.** Because of constraints on the housing market, there are often people that desire to live separately but cannot find attainable, appropriate housing options. This would include such situations as young people looking to move out of their parents' home, or people living as roommates because of the lack of available homes.
- **Anticipated housing growth.** Other housing demand may simply be due to new households in the community that will need housing. This can include people moving into the city from the outside, as well as younger people and families that are looking for a home of their own.
- **Vacancy rate adjustments.** In addition to meeting housing demand, it is important to maintain a healthy vacancy rate of around 3% in the local market. A balanced level of vacancy creates flexibility, allowing people greater opportunities to find suitable housing. It also helps ease pressure on housing prices, benefiting both renters and homeowners.
- **Demand buffer.** The final component of housing targets is to provide a “demand buffer” to address that some households may need certain characteristics (e.g., number of bedrooms, location, local amenities) for housing to be appropriate for them. This buffer considers that additional housing may be needed to ensure that these needs are met as well. The calculation relies on the ratio of housing price to housing density to determine an appropriate value for the city at large.

The housing targets for Quesnel are provided in Exhibit 15 below for the next five and 20 years and are divided according to the different components identified. (Note that the intermediate components are kept as decimals.) For more information, refer to the Community Profile and Projections included in Chapter 3.

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<sup>3</sup> Calculated using BC Ministry of Housing methodology as provided in the [Guidelines for Housing Needs Reports – HNR Method Technical Guidance](#) document (June 2024).

## 6. Land Use Designation Policies

### Exhibit 15. Housing Targets, City of Quesnel.

Target Component	Five-Year Target	20-Year Target
A. Extreme Core Housing Need	38.09	152.36
B. Persons Experiencing Homelessness	47.66	95.32
C. Suppressed Household Formation	42.04	168.17
D. Anticipated Growth	165.38	371.65
E. Rental Vacancy Rate Adjustment	8.88	35.51
F. Additional Local Demand	105.34	421.38
<b>TOTAL NET HOUSING GROWTH</b>	<b>407</b>	<b>1,244</b>

Source: City of Quesnel / Urbanics, 2024.

### 6.2.3 Residential Land Use Designations

The table provided in Exhibit 16 presents the five residential Land Use Areas included on the OCP Land Use Map. This includes the name and a description of the intent of these areas, as well as defines a maximum residential density for these areas. (Note that these densities may be achieved through density bonus options available in specific zones as outlined in the Zoning Bylaw.)

## 6. Land Use Designation Policies

### Exhibit 16. Residential Land Use Designations.

Land Use Area	Description	Maximum Residential Density
<b>Country Residential (CR)</b>	Country Residential areas are primarily suitable for rural, large lot residential development. Other compatible land uses may be allowed in these areas, including home based businesses, bed and breakfast operations, limited hobby farm uses and small parks. Country Residential areas have limited urban services and amenities, and are located just outside existing urban development areas.	Dependent on level of servicing.  (4 units per lot when serviced)
<b>Low Density Residential (LR)</b>	Low Density Residential areas are primarily suitable for residential uses of up to four units per lot, such as single-detached homes, duplexes, triplexes, fourplexes, and townhomes. Compatible land uses and community supportive uses may also be allowed in these areas, such as home-based businesses, bed and breakfast operations, small parks, small places of worship, and local convenience stores.	(4 units per lot)
<b>Medium Density Residential (MR)</b>	Medium Density Residential areas accommodate middle housing types, apartments, and other innovative forms of multi-unit housing. Other non-residential land uses suitable to these areas may also be permitted, including home-based businesses, community uses, and retail spaces within mixed-use residential projects. Institutional uses that provide services to the neighbourhood may also be permitted.	40–120 units / net ha (16–48 units / net acre)
<b>High Density Residential (HR)</b>	High Density Residential areas accommodate apartments and other innovative housing forms of multi-unit housing. Other non-residential land uses can be included in these areas, home-based business, parks, small places of worship, and commercial spaces within mixed-use projects. Institutional uses that provide services to the neighbourhood may also be permitted.	90–198 units / net ha (36–80 units / net acre)
<b>Mobile Home Park (MHP)</b>	Mobile Home Park areas accommodate modular and manufactured homes located on leasehold sites within a larger park development. These areas are intended to be preserved to support attainable housing options in the community.	17–27 units / net ha (7–11 units / net acre)

## 6. Land Use Designation Policies

### 6.2.4 Objectives

1. Support the development of 1,244 net housing units by 2045 to meet projected needs
2. Maintain sufficient residential development capacity in the city to meet projected 2045 housing needs.
3. Support housing types and tenures that meet the needs of current and future residents of all incomes, ages, household arrangements, lifestyles, and abilities.
4. Minimize environmental impacts resulting from residential development.
5. Protect and enhance quality of life in the management of residential development activities.
6. Encourage residential development in areas that can be efficiently serviced and connected to existing infrastructure to reduce costs.
7. Support a high standard of residential design and construction that is compatible with existing neighbourhoods.
8. Minimize the impacts of industrial land uses on residential areas.

### 6.2.5 General Residential Policies

1. Support the development of housing to meet identified needs, including:
  - a. **152 units** over the next 10 years for households in “extreme core housing need” which are paying more than 50% of their income on rent.
  - b. **95 units** over the next 20 years for people in the region experiencing homelessness or housing insecurity.
2. Support housing options that are culturally appropriate and meet specific needs for different populations, including Indigenous peoples, singles, couples, families, seniors and elders, students, persons with disabilities, and vulnerable populations.
3. Support multigenerational housing concepts and youth-supportive housing options.
4. Encourage the construction of housing necessary to meet the needs of employers in the city, including housing for medical professionals, faculty, and other community workers.
5. Allow home-based businesses as secondary uses in residential areas provided that these businesses do not present significant negative impacts to the neighbourhood.
6. Promote innovative approaches, designs, and technologies to meet housing needs in the city.
7. Review and monitor housing production and demand and provide regular reporting to Council.

## 6. Land Use Designation Policies

### 6.2.6 Residential Development

1. Promote residential development types in areas with the servicing and infrastructure that can support the development.
2. Prioritize residential infill and redevelopment projects in existing developed areas before designating new areas for residential development.
3. Encourage connectivity and street grids in residential developments and minimize cul-de-sac development patterns.
4. Encourage higher residential densities close to established commercial areas such as Downtown and the West Quesnel where existing and planned services and infrastructure can meet the needs of residents.
5. Encourage mixed-use development in commercial areas such as the Downtown and West Quesnel which have the services and infrastructure to support residential uses.
6. Allow caretaker units in commercial and industrial areas where available services and infrastructure may not support residential uses but are required for site operations.
7. Encourage the preservation of existing vegetation and trees in residential development projects, especially significant trees and vegetation corridors along streams, ponds, and steep slopes and ravines.
8. Encourage new housing development to comply with FireSmart guidelines and the Quesnel and Area Community Wildfire Protection Plan.

### 6.2.7 Rental Housing

1. Encourage the development of new purpose-built rental housing.
2. Allow multi-unit residential developments within commercial land use areas which are supported by appropriate servicing and infrastructure for housing.
3. Maintain safety standards for rental housing.
4. Provide incentives to meet demands for market and non-market rental housing development.

### 6.2.8 Secondary Suites and Accessory Units

1. Allow secondary suites within single-detached housing, duplexes, and townhomes that otherwise meet development requirements.
2. Allow carriage homes as secondary dwellings in lower density neighbourhoods with laneway access.
3. Allow secondary dwellings in lower density residential areas subject to development requirements.

## 6. Land Use Designation Policies

4. Continue to promote the use of standardized designs and approval of repeat designs to streamline process for secondary units.
5. Develop policies to allow short-term rentals in secondary suites and accessory units in alignment with provincial requirements.

### 6.2.9 Special Housing Needs

1. Encourage the development of attainable housing and supportive services to meet the needs identified in the City's housing targets, including:
  - a. **152 net units** to address "extreme core housing needs" where households are paying more than 50% of their income on rent.
  - b. **168 net units** to address "suppressed household formation" where individuals and households cannot access attainable, appropriate housing.
  - c. **95 net units** to address the City's share of regional homelessness estimates.
2. Provide financial contributions and other incentives to support non-market housing needs in the city.
3. Support efforts by external organizations such as non-profit housing societies to provide rental and attainable housing projects.
4. Support the provision of emergency shelters and transitional housing to meet the needs of people experiencing homelessness or housing insecurity.
5. Encourage supportive housing options for people with additional needs, such as mobility limitations.
6. Promote housing options for seniors, including both market and non-market housing as well as supportive housing types.
7. Use Housing Agreements with purpose-built projects where possible to ensure that long-term attainable housing is secured for vulnerable populations.
8. Encourage the location of special needs housing in medium- and high-density residential areas with supporting services and infrastructure, specifically:
  - a. Group homes.
  - b. Extended care facilities.
  - c. Retirement homes with care services.
  - d. Community care housing.
  - e. Seniors and special needs housing.
9. Allow for smaller-scale group homes and other care facilities in lower density residential areas where appropriate, subject to the [\*Community Care and Assisted Living Act\*](#).

## 6. Land Use Designation Policies

10. Ensure that special needs housing is subject to the same development requirements as comparable types of housing within the area.

### 6.2.10 Residential Land Use Designations

1. Incorporate the following residential land uses areas in the Official Community Plan Land Use Map:
  - a. **Country Residential (CR)** areas are primarily suitable for rural, large lot residential development. Other compatible land uses may be allowed in these areas, including home based businesses, bed and breakfast operations, limited hobby farm uses and small parks. Water and sewer servicing in these areas may be limited.
  - b. **Low Density Residential (LR)** areas are primarily suitable for residential uses of up to four units per lot, such as single-detached homes, duplexes, triplexes, fourplexes, and townhomes. Compatible land uses and community supportive uses may also be allowed in these areas, such as home-based businesses, bed and breakfast operations, small parks, small places of worship, and local convenience stores.
  - c. **Medium Density Residential (MR)** areas accommodate middle housing types, apartments, and other innovative forms of multi-unit housing. Other non-residential land uses suitable to these areas may also be permitted, including home-based businesses, community uses, and retail spaces within mixed-use residential projects. Institutional uses that provide services to the neighbourhood may also be permitted.
  - d. **High Density Residential (HR)** areas accommodate apartments and other innovative housing forms of multi-unit housing. Other non-residential land uses can be included in these areas, home-based business, parks, small places of worship, and commercial spaces within mixed-use projects. Institutional uses that provide services to the neighbourhood may also be permitted.
  - e. **Mobile Home Park (MHP)** areas accommodate mobile and manufactured homes located on leasehold sites within a larger park development, which may also include supporting retail and institutional uses. These areas are intended to be preserved to support attainable housing options in the community.
2. Restrict Country Residential designations to locations with a limited range of urban amenities and no community water or sewer service.
3. Encourage gentle infill housing in lower density residential areas that aligns with existing neighbourhood character, scale, and massing.
4. Prioritize infill and redevelopment of higher density residential areas over the designation of new higher density residential areas.
5. Accommodate other compatible uses within residential areas, including home based businesses, bed and breakfast operations, short-term rentals, small parks, small places of worship, and small local commercial uses (including ground-floor commercial uses in mixed-use developments).

## 6. Land Use Designation Policies

6. Allow for limited hobby farm uses in Country Residential areas.
7. Rezoning within residential areas in the Land Use Map should consider local conditions, including:
  - a. Availability of services and infrastructure.
  - b. Similarity to the scale of existing development in the neighbourhood.
  - c. Access to local amenities.
  - d. Options for screening, setbacks, and buffers to maintain land use compatibility.
  - e. Location at an intersection for local commercial uses.
  - f. Options to preserve trees and mature vegetation on site.
8. Allow for bonus residential density to be provided at the discretion of Council on sites that:
  - a. Are located within a 5-minute walk (about 500 metres) of the Downtown or the West Quesnel commercial area.
  - b. Provide amenities such as public gardens, public plazas, playground equipment, public art, pedestrian and bicycle facilities, small parks and/or other amenities.
  - c. Are within a Multi-Unit Development Permit Area.
9. Encourage multi-unit housing that:
  - a. Includes designs with character, scale, and massing that are responsive to neighbouring development.
  - b. Provides landscaping and screening that supports and enhances the quality of development.
  - c. Preserves mature trees and vegetation.
10. Support ground-level commercial uses as part of mixed-use projects in medium- and high-density residential areas.
11. Encourage redevelopment and infill projects in medium- and high-density residential areas to transition existing single-detached housing into denser housing types.
12. Support institutional uses within residential areas based on the following guidelines:
  - a. The size, scale, and scope of the institutional uses are compatible or enhances the character of the area.
  - b. The institutional uses will not have a significant negative impact through noise, excessive traffic generation, privacy infringements or other effects on the adjacent residential use.

## 6. Land Use Designation Policies

- c. The institutional uses are directly related to services for the neighbourhood and community.
13. Promote local childcare facilities in residential areas.

### 6.2.11 Mobile Homes

1. Support mobile home parks as an important source of attainable housing in Quesnel.
2. Ensure a high standard of design and construction for mobile homes through the Mobile Home Parks Bylaw.
3. Allow mobile homes to be placed in serviced areas where long-term land stability may present development challenges at the discretion of the City.

### 6.3 Commercial

#### 6.3.1 Overview

Quesnel provides a major commercial service hub for residents, businesses, and organizations both within the city and the broader North Cariboo region. The city is positioned well for this role as a centre for the regional resource-based economy and supporting businesses, as well as Highway 97 serving as a major regional transportation corridor. Overall, this role has meant that the city provides a diverse range of commercial development for its size, with an attractive downtown core, a broad selection of commercial services, and consistent private sector investment over time. This investment also supports the City's fiscal sustainability and provides major contributions to property assessment revenues.

With respect to the designations on the Land Use Map in Schedule B, commercial areas in the city are regulated according to four distinct commercial districts located along Highway 97. These districts are managed to focus on their roles as major commercial centres in the city, but they each have identities that also incorporate other land uses, including residential, institutional, recreational, and potentially even some light industrial activities.

These identified areas include:

- The **Downtown** includes the core downtown areas of the city, with the largest share of the city's commercial building and activities including banks, hotels, restaurants, movie theatre, shops and cafes. This area is also a major centre for government services and incorporates multi-unit residential development, including supportive senior housing.
- The **Northern Gateway Commercial** area includes the commercial land uses close to the North Quesnel neighbourhood along Highway 97. These uses largely include highway-oriented commercial uses and support services for nearby industrial activities.
- The **West Village / North Fraser Drive** area is the service centre for neighbourhoods of Uplands, West Riverside, and Riverview, consisting of commercial areas along Marsh Drive, Anderson Drive, and the North Fraser Drive Landing. This area includes the West Park Mall, a large neighbourhood shopping centre. Over the longer term, this area is envisioned to transition towards a mixed-use community with additional multi-unit residential and retail commercial development supported by local amenities.
- The **Southern Gateway Commercial** area is the commercial area along Highway 97 at the southern edge of the city. This anchors the broader neighbourhoods of Racing / Westland Road, Dragon Lake, and South Quesnel with supporting retail and services, and currently incorporates highway-oriented uses. Over time, this area is envisioned as a visual gateway into the community with improved streetscapes, landscaping, and public spaces. It is also expected to transition over time to incorporate more mixed-use and residential development.

## 6. Land Use Designation Policies

These areas all offer opportunities to support a wide range of commercial uses in the city that serve residents, visitors, and industry while ensuring compatibility with surrounding uses and activities.

### 6.3.2 Objectives

1. Maintain the Downtown as a major service centre in the North Cariboo.
2. Ensure a sufficient supply of developable commercial land to meet the needs of residents, visitors, and businesses.
3. Attract and retain different types of commercial businesses to meet the needs of residents, visitors, and other local businesses.
4. Encourage the design and planning of commercial development that supports a strong public realm and streetscape.
5. Encourage commercial development that is efficient in the use of available land and infrastructure.

### 6.3.3 General Commercial Policies

1. Encourage commercial uses to locate as appropriate in the commercial areas identified in Schedule B, the Land Use Map.
2. Coordinate commercial development with the initiatives in the City's Economic Development Strategy.
3. Allow for mixed-use residential development with ground floor commercial uses in the Downtown and West Quesnel.
4. Support infill commercial development of existing commercial areas before re-designating vacant sites.
5. Support and encourage business associations representing the interests of each of Quesnel's commercial areas.
6. Maintain design guidelines to support the visual impression, accessibility, and public realm amenities in the following areas:
  - a. Downtown Core Development Permit Area
  - b. West Quesnel Commercial Development Permit Area
  - c. Southern Gateway Development Permit Area
  - d. Northern Gateway Development Permit Area
7. Encourage a high standard of building and site design with commercial development.
8. Improve the public amenities, aesthetics, and accessibility of commercial areas to support a strong public realm.

## 6. Land Use Designation Policies

9. Encourage all commercial areas to be “complete communities” that can support local needs through pedestrian and cyclist safety, access to goods and services, transit connections, and public realm amenities.
10. Encourage the development of an “automall” with car dealerships in the Southern or Northern Gateway.
11. Support businesses and activities that reflect the multicultural assets of the community.
12. Encourage amenities for youth in commercial areas.

### 6.3.4 Downtown

1. Maintain a Downtown Development Plan to provide more specific guidance for long-term planning and development and ensure the viability and health of this neighbourhood.
2. Promote attractive streetscapes in the Downtown through positive visual continuity, effective focal points of interest, and attractive and interesting terminal vistas, with a focus on Reid Street.
3. Support all-weather urban design for pedestrians in high-traffic areas.
4. Encourage the use of attractive building façades, signage, street furniture, and landscaping that meets the intent of the FireSmart guidelines in the Downtown.
5. Encourage office uses to locate in the Downtown, except for accessory office uses and small-scale office uses in the West Quesnel area.
6. Enhance the pedestrian and cycling connections between the Downtown and locations such as the Riverfront Park and Trail and West Quesnel through improved road crossings, lighting, and seating.
7. Coordinate approaches that encourage motorists using Highway 97 to stop in the downtown.
8. Present Carson Avenue as a distinct gateway to Downtown through streetscape designs, active uses, pedestrian access, and enhanced lighting.
9. Coordinate truck traffic routes in partnership with Provincial agencies to minimize noise, exhaust, and vibration in the Downtown.
10. Encourage craft production with restaurants or retail storefronts in Downtown, such as craft brewing, micro wineries, distilling, and craft coffee roasters.
11. Maintain feature intersections at key locations to serve as landmarks and aesthetically interesting public spaces, including at:
  - a. Carson Avenue and Reid Street.
  - b. Carson Avenue and Front Street.
  - c. Vaughan Street and St. Laurent Avenue.

## 6. Land Use Designation Policies

12. Support RV camping and parking areas close to Downtown that are accessible and visible from Highway 97 and appealing to tourists and visitors to Downtown.
13. Coordinate with BC Rail on management of the rail yards and rail rights of way for improving aesthetic and visual character and utilizing available space for parks or RV parking.
14. Encourage complementary commercial uses close to the West Fraser Centre Arena to meet the needs of users and attract more business activity to Downtown.
15. Maintain Barlow Avenue as an important and attractive pedestrian connection between Front Street / Reid Street and the Arena District / LeBourdais Park.
16. Allow for temporary and seasonal uses such as pop-up shops and kiosks in Downtown to meet the needs of local residents and visitors.

### 6.3.5 West Village and North Fraser Drive

1. Encourage the development of West Village as a complete and vibrant community with a combination of mixed-use, neighbourhood commercial, institutional, live-work, and higher-density residential uses.
2. Explore economic development opportunities and long-range planning to build upon the existing commercial cluster in the West Village and North Fraser Drive area.
3. Collaborate with the West Quesnel Business Improvement Association on efforts to improve the commercial district.
4. Encourage the clustering of commercial and retail uses near the West Park Mall as a major commercial node.
5. Support the redevelopment of commercial sites to mixed-use and multi-unit residential projects in appropriate locations, especially underutilized sites along Anderson Drive.
6. Enhance the streetscape along Anderson Drive through improvements to pedestrian and cycling infrastructure, landscaping, local amenities, and other elements.
7. Encourage live-work spaces for home occupation uses within the neighbourhood.
8. Improve pedestrian and cycling connections and crossings, especially between Baker Creek Park and community uses on Lewis Drive.

### 6.3.6 Northern Gateway Commercial

1. Explore economic development opportunities and long-range planning to build upon the existing commercial and industrial cluster in the Northern Gateway area.
2. Coordinate road and streetscape improvements in the Northern Gateway area to improve efficiency and increase access and safety for transit, pedestrians, and cyclists.

## 6. Land Use Designation Policies

### 6.3.7 Southern Gateway Commercial

1. Provide for gateway features such as a feature intersection, landscaping, streetscaping, and signage within the Southern Gateway.
2. Encourage clustering of larger format retail and service commercial development in the Southern Gateway that require highway access and large areas of land.
3. Collaborate with the South Quesnel Business Improvement Association on efforts to improve the commercial district.
4. Encourage mixed-use and multi-unit residential development that provides housing to meet local needs in appropriate locations supported by community amenities.
5. Promote specialized commercial uses and clusters for local economic development, including uses in food production and related industries.
6. Coordinate road and streetscape improvements in the Southern Gateway area to improve efficiency and increase access and safety for transit, pedestrians, and cyclists.
7. Coordinate with the Cariboo Regional District on the review of highway and service commercial development outside of Quesnel with potential impacts to the Southern Gateway area.

## 6. Land Use Designation Policies

### 6.4 Industrial

#### 6.4.1 Overview

Industrial activities are a key component of the Quesnel economy, providing employment, contributing to a diverse tax base, and encouraging support businesses and other economic activities. Quesnel benefits from an abundance of industrial land, notably in the Two Mile and Three Mile Flat areas, as well as along the Quesnel-Hixon Road in the city's northern region. The light industrial zones in these areas are increasingly being occupied by small businesses and heavier land uses that support the primary industries. Additional industrial land can be found south of the city, in the areas of North Star Road/Sword Road and on Plywood Hill near Red Bluff.

Although most of these lands are already developed, there is still room for growth, expansion, and the introduction of new and innovative industrial activities. Certain industrial areas of the city are highly desirable due to their rail and road access, large parcel sizes, proximity to essential water and sewer infrastructure, and minimal conflict with neighboring land uses. In most cases, heavier industries such as pulp and paper production are situated in locations that help mitigate visual and environmental impacts on surrounding areas.

The specific industrial land use areas designated on the Land Use Map in Schedule B are provided in Exhibit 17.

#### **Exhibit 17. Industrial Land Use Designations.**

<b>Land Use Area</b>	<b>Description</b>
<b>Light Industrial (LI)</b>	Light Industrial (LI) areas are locations suitable for industries that typically have minimal local impacts from noise, odour, traffic, or other environmental effects that could affect other nearby land uses. These activities are often compatible with residential and commercial areas, and do not require significant separation. Examples of typical light industrial uses include light manufacturing, warehousing, research, and flex space.
<b>Heavy Industrial (HI)</b>	Heavy Industrial (HI) areas are locations that involve larger-scale industrial operations with significant local environmental impacts related to noise, air quality, traffic, dedicated infrastructure, and other conditions. Because of the externalities related to these activities and their requirements for space, they typically require separation from residential and commercial areas.
<b>Airport (AP)</b>	Airport (AP) areas are locations close to the Quesnel Airport (YQZ) which are suitable for industrial and flex activities that are compatible with airport operations. Uses that can complement or rely on airport operations are encouraged to locate here.
<b>Sand and Gravel Extraction (SGX)</b>	Sand and Gravel Extraction (SGX) areas are sites with aggregate resources that include current, planned, and potential mining and processing operations for sand and gravel. Given the critical nature of these resources as inputs for construction and the need for long-term planning for reclamation after operations are completed, these areas require special consideration for protection and management.

## 6. Land Use Designation Policies

### 6.4.2 Objectives

1. Encourage industrial uses that require urban services to locate within municipal boundaries where suitable and appropriate.
2. Coordinate current and future needs for industrial land for a variety of business types.
3. Encourage the concentration of industries of similar types to meet service needs and protect these areas from encroachment by incompatible uses.
4. Support sand and gravel resources as a critical resource for the community and region.

### 6.4.3 General Industrial Policies

1. Encourage industrial uses to locate as appropriate in the industrial areas identified in Schedule B, the Land Use Map:
  - a. **Light Industrial (LI)** areas accommodate industrial uses which are generally confined within a building or otherwise have a limited impact on adjacent uses and activities. This includes rail-oriented bulk storage, storage facilities, warehousing, public works yards, and light manufacturing activities.
  - b. **Heavy Industrial (HI)** areas accommodate industrial uses which can pose nuisances through noxious characteristics, odors, noise, and air quality impacts, and should be separated from other land uses that may be affected.
  - c. **Airport (AP)** areas include the Quesnel Airport (YQZ) and locations close to the airport with uses that complement the airport but do not impact its operations.
  - d. **Sand and Gravel Extraction (SGX)** areas include locations with existing or planned extraction of sand and gravel resources.
2. Coordinate industrial development with the initiatives included in the City's Economic Development Strategy.
3. Maintain and improve aesthetics, accessibility, and local amenities in industrial areas.
4. Encourage infill and redevelopment of industrial lands before considering the expansion of servicing.
5. Require screening between industrial and non-industrial uses where the industrial use abuts a major road.
6. Encourage pedestrian, cycling, and transit connections to industrial employment opportunities.
7. Coordinate needs for worker accommodation for industrial activities, including facilities in industrial areas.
8. Coordinate the management of industrial land supplies with cost-effective infrastructure planning to ensure long-term needs are met for maintaining and expanding services.

## 6. Land Use Designation Policies

9. Protect prime industrial sites from encroachment by incompatible land uses such as residential and retail commercial development.
10. Encourage industrial uses with impacts from nuisances such as odour or noise to site in areas separated from residential, commercial, and lower-impact industrial uses.
11. Ensure that industrial development occurs outside designated floodplains and above specified flood levels prescribed by the Ministry of Environment.
12. Encourage industrial uses with air quality impacts to operate in locations where potential impacts to the Quesnel Bowl area are minimized.

### 6.4.4 Industrial Economic Development

1. Maintain an economic development strategy to encourage the attraction, retention, and expansion of industrial businesses in the city.
2. Encourage industrial uses that complement existing activities, such as support services for mining or value-added manufacturing.
3. Encourage local research, manufacturing, and distribution activities related to green technologies, such as renewable energy generation and sustainable building materials.
4. Support opportunities for value-added food production activities in the city, such as greenhouses and meat processing.

### 6.4.5 Airport

1. Encourage land uses in the Airport land use area that complement and support airport operations.
2. Ensure that land uses adjacent to the airport do not impede airport operations.
3. Accommodate agricultural uses within the Agricultural Land Reserve located within the Airport designation.
4. Develop a detailed land use plan for lands under the Airport designation to coordinate economic development opportunities and accommodate appropriate and compatible industrial land uses.

### 6.4.6 Sand and Gravel Extraction

1. Manage sand and gravel resources in the city to meet long-term needs.
2. Protect City owned property sources of sand and gravel for future use.
3. Encourage identified gravel resources to be extracted prior to development of these sites for other uses.
4. Prevent incompatible land uses from locating in areas impacted by sand and gravel extraction activities until these resources are recovered.

## 6. Land Use Designation Policies

5. Require screening of extraction sites from adjacent uses and abutting arterial and collector streets.
6. Encourage techniques to allow for the sustainable reclamation and reuse of areas used for sand and gravel extraction.
7. Ensure that sand and gravel resource protection and extraction activities are considered under relevant City policies and processes.

### 6.5 Institutional

#### 6.5.1 Overview

Institutional designation in Quesnel designate those areas where larger public and quasi-public facilities and uses are located or desired to provide services to the community. This includes hospitals, schools, government buildings, and community centres, as well as similar services that contribute to the social, cultural, and public health needs of the city and surrounding region. Uses in these areas can also include secondary supporting facilities, including offices and limited commercial activities related to the main institution on the site.

Note that this designation is typically used for larger uses. Residential and commercial areas are also expected to have smaller-scale institutional uses included, such as places of worship, community centres, and spaces for other community organizations.

Within the city, there are several major facilities identified under Institutional designations, including The College of New Caledonia and University of Northern British Columbia campus, GR Baker Memorial Hospital, the West Fraser Centre and Arena, the Helen Dixon Centre, and local secondary schools. Each of these uses will have distinctly different needs, but they present major community uses that are necessary and their infrastructure and planning needs may need to be considered individually.

The policies included in this section highlight how best to approach these uses. Note that many of the guiding policies may also be applied for institutional uses located in other land use areas.

#### 6.5.2 Objectives

1. Support institutional land uses that meet the current and future needs of Quesnel residents and the region.
2. Encourage the development of institutional uses that promote accessibility, the efficient use of land, and environmental resiliency.
3. Support institutional uses to locate in areas where they can best serve the community.
4. Leverage institutions in the community as drivers for economic development and retention of younger workers.

#### 6.5.3 General Institutional Policies

1. Encourage institutional uses to locate as appropriate in the commercial areas identified in Schedule B, the Land Use Map. These uses include but are not limited to:
  - a. Public and private schools.
  - b. Universities and colleges.
  - c. Hospitals.
  - d. Places of worship.

## 6. Land Use Designation Policies

- e. Government offices, including First Nations governments, Federal and Provincial agencies.
  - f. City-owned facilities.
  - g. Nonprofit and community organizations.
2. Allow institutional uses to be accommodated in other designations, especially smaller institutions intended to meet the needs of the local area.
  3. Encourage larger institutional uses to locate within the Downtown and Commercial and Medium Density Residential areas in compatible locations.
  4. Encourage the concentration and co-location of institutional uses to improve access and convenience and utilize existing sites more efficiently.
  5. Promote residential and commercial development close to institutional uses that can help to support these activities, such as student housing, care facilities, or medical offices.
  6. Encourage new institutional development to comply with FireSmart guidelines and the Quesnel and Area Community Wildfire Protection Plan.

### 6.5.4 Local Government Services

1. Maintain acceptable and appropriate levels of service for health, safety, and fire services.
2. Locate local government service offices in the Downtown, except in situations where a specific area or neighbourhood may require specific services.

### 6.5.5 Education Services

1. Coordinate with School District 28 on the location of school facilities, including future school sites, to meet community needs.
2. Work with School District 28 to improve accessibility to school facilities for the broader community.
3. Coordinate with School District 28 on short- and long-term planning for the Helen Dixon Centre site, with a preference for a mix of community uses that supports the Downtown.
4. Support private schools to locate close to residential neighbourhoods and the university in areas with sufficient infrastructure, transportation access, and services.
5. Provide a local plan for the North Cariboo Community Campus District to coordinate uses and activities that complement the school, enhance student life, and encourage supporting businesses and activities.
6. Encourage housing to support the needs students, faculty, and families close to the North Cariboo Campus.

## 6. Land Use Designation Policies

### 6.5.6 Healthcare and Community Services

1. Continue to support the GR Baker Memorial Hospital as a healthcare provider for North Quesnel.
2. Support places of worship, clubs, and lodges to locate on compatible sites within the community.
3. Identify appropriate facilities and amenities to serve youth in the community.
4. Support the development of the Quesnel Junior Secondary School site for housing that meets the needs of local seniors and other demographics.

## 6. Land Use Designation Policies

### 6.6 Agriculture

#### 6.6.1 Overview

Agricultural areas in Quesnel primarily include some larger areas of productive farmland protected within the Agricultural Land Reserve (ALR). These areas are provincially designated for agriculture as a primary use and ensures that systems of local food production are supported. The City supports the Agricultural Land Commission and its policies to strengthen the local food system and expand opportunities for both traditional and urban agriculture.

In addition to traditional forms of agriculture being maintained in the community, there is also an increasing role for urban agriculture. This can encompass activities such as growing produce, raising animals, and beekeeping on individual parcels outside of farms and agricultural areas. These uses can play an important role in enhancing food security, promoting sustainability, and supporting the local economy.

Additionally, there is growing public and commercial interest in value-added activities related to food and agriculture. This includes craft manufacturing of food and beverages, farm-to-table culinary experiences, and specialized production. Given the city's location and access to agricultural areas, these types of activities can present important economic development opportunities that can include additional retail and craft industrial activities as well.

#### 6.6.2 Objectives

1. Preserve viable productive farmland within the city.
2. Strengthen local food systems to support healthy, affordable, culturally appropriate, and environmentally sustainable food production.
3. Enable the growth of urban agriculture on private and public lands.
4. Celebrate local food culture, cuisine, and indigenous and diverse cultural food traditions.
5. Coordinate agricultural uses and related value-added activities for economic development.

#### 6.6.3 General Agricultural Lands Policies

1. Designate agricultural land as Agricultural (A) on Schedule B of the Land Use Map, including lands located within the Agricultural Land Reserve (ALR)
2. Restrict non-agricultural development and protect the long-term viability of designated agricultural lands.
3. Encourage continued farm use on agricultural lands.
4. Direct uses that may interfere with or experience nuisances from agricultural activities away from land that has high agricultural capability where possible.

## 6. Land Use Designation Policies

5. Address proposed exclusions from the Agricultural Land Reserve in areas designated for non-agricultural use in coordination with the Agricultural Land Commission.
6. Coordinate with First Nations on opportunities to promote Indigenous food security and sovereignty, including opportunities for sustainable food production, traditional food practices, and related local growth in agriculture and food production sectors.

### 6.6.4 Urban Agriculture

1. Support local and regional food production and processing throughout the city, including craft food and beverage production co-located with restaurants, bars, cafes, and bistros.
2. Enable the keeping of hens and honeybees on private land, subject to zoning.
3. Support local food economy initiatives such as the city's Farmers Market.
4. Enable the creation of community gardens on vacant lands or underutilized park spaces throughout the city.
5. Encourage edible landscaping in appropriate locations while maintaining pest management and bear-aware best practices.
6. Coordinate street food vending policies to enhance the public realm, showcase local cuisine, and support business development.
7. Support community and private sector efforts to divert recoverable food from solid waste systems.
8. Promote household composting systems and explore opportunities to encourage organic waste diversion from multi-unit housing and commercial properties.
9. Coordinate the development of an agro-health business cluster to complement agricultural lands with supporting value-added uses such as agricultural research, agri-food processing, biomedical manufacturing, demonstration farms, and retail uses.

## 6. Land Use Designation Policies

### 6.7 Parks and Recreation

#### 6.7.1 Overview

Parks and Recreation areas in Quesnel are locations dedicated as public and semi-public spaces for recreation, leisure, and the enjoyment of natural environments. The land use management of these areas needs to consider ongoing maintenance of major facilities, such as parks, sports fields, trails, natural open spaces, playgrounds, waterfront areas, and recreational facilities.

There are a wide range of facilities, amenities, parks, trails, and natural spaces in the city and surrounding area that provide significant recreational opportunities for both residents and visitors. Overall, the city includes about 1,500 hectares of environmentally sensitive or natural forested areas, including 61 hectares are designated as City green spaces and an additional 72 hectares as parkland. These spaces support local quality of life and present opportunities to support economic development and tourism.

Note that larger facilities such as the West Fraser Centre may be considered under the Institutional designation, as well as playfields and recreation spaces associated with local schools. Additionally, smaller spaces and trails may be used for parks and recreation but included under Residential or Commercial designations. However, the ongoing management of these spaces should consider the policies under this section.

In addition to these OCP policies, other plans and policies will also be relevant for management of these spaces. This includes:

- 2025 Active Transportation Plan.
- 2023 Trail Report and Strategy.
- 2020 Climate Action Plan.
- 2019 Waterfront Plan.
- 2015 Parks, Green Spaces and Outdoor Recreation Master Plan.

#### 6.7.2 Objectives

1. Maintain, improve, and expand the city's system of parks, trails, and recreation facilities to serve the needs of residents and visitors.
2. Prioritize walking and cycling as safe and convenient transportation in Quesnel.
3. Support user safety, health, and well-being within parks, natural areas, and recreational facilities.
4. Collaborate with other communities, agencies, organizations, and property owners to support local and regional parks and recreation resources.
5. Link parks, trails and recreation facilities with community economic development opportunities.
6. Ensure parks and recreation investments are financially sustainable.

## 6. Land Use Designation Policies

### 6.7.3 General Parks and Recreation Policies

1. Designate parks and outdoor recreation facilities as “Parks and Recreation” on Schedule B the Land Use Map.
2. Support a system of parks and recreational facilities that is age-friendly, accessible and affordable to all, for both active and passive use.
3. Promote the use of open spaces to host community events, such as Quesnel Billy Barker days and Canada Day celebrations.
4. Integrate parks, trails, and recreational amenities in economic development efforts.
5. Provide promotional materials for parks and recreational amenities for residents and tourists
6. Improve access to the Quesnel River for recreational opportunities
7. Maintain existing vegetation where possible and design planting areas with natural vegetation to minimize maintenance needs.
8. Encourage the development of parklets on appropriate underutilized sites and surface parking lots near cafes, restaurants, shopping areas and places of employment.
9. Provide interpretive signage and preserve cultural and natural sites of significance to reflect and respect the natural and cultural history of Quesnel.
10. Encourage the use of local materials in park facilities.
11. Provide well-maintained playgrounds that meet the needs of a range of ages and skill levels, and encourage a mix-of traditional play and natural experiences.
12. Maintain public restrooms and water fountains to meet the needs of park and recreational facility users.
13. Maintain and support off-leash dog-friendly park areas.
14. Support and improve health and safety in parks through design elements that provide visual access, encourage pedestrian use, and protect from the impacts of poor health quality.
15. Maintain and improve parks and recreational facilities to support neighbourhood pride and discourage vandalism.
16. Maintain field reservation systems to coordinate community use and provide records of activities for planning.
17. Coordinate consistent fees and charges for sports fields, recreation facilities, event space, and other uses.
18. Ensure that different types of recreational programming and amenities are available for youth, including activities in addition to traditional team sports.

## 6. Land Use Designation Policies

### 6.7.4 Facilities Planning

1. Require dedications of at least five percent of subdivisions in residential areas for parkland purposes.
2. Allow for payments in lieu of land dedication for parks if the proposed subdivision has adequate access to existing parkland and the land dedication would not be practical.
3. Maintain an inventory of the location and use of city parks and recreational facilities to support long-range planning.

### 6.7.5 Trails

1. Improve and expand the River Walk with additional extensions, trail connections, interpretive features, and rest stops.
2. Maintain a consistent system of signage and maps for city trails, including online resources for users.
3. Improve safety at intersections between trails and high-volume roads.
4. Support all-season use of trails through design and maintenance.

### 6.7.6 Partnerships

1. Coordinate with Quesnel and District Sub Regional Recreation Commission, the Cariboo Regional District (CRD), School District #28, the BC Government and public and private voluntary associations to identify and meet local park needs.
2. Explore partnerships with School District #28 to share facilities for community use, including fields, playgrounds, and recreational facilities, including options for cost-sharing for development, maintenance, and operations.
3. Coordinate with School District #28 and the CRD on the management and funding of regional facilities.
4. Explore approaches for funding support from the CRD for City-owned regional parks.
5. Coordinate with First Nations to establish and maintain cultural facilities and activities in the city.
6. Build and maintain relationships with local service clubs, neighbourhood associations, interest groups, local sports groups and other organizations to support facilities, parks, and programming that meet the needs of the community.
7. Collaborate with regional partners such as Quesnel and District Sub Regional Recreation Commission, the Cariboo Regional District (CRD), School District #28, the BC Government to encourage regional trail connections and multi-use pathway corridors as identified in the 2025 Active Transportation Plan.

## 6. Land Use Designation Policies

8. Coordinate with the Three Rivers Community Forest to improve and maintain the regional trail system.
9. Work with Fortis and the Ministry of Transportation and Transit on trail connections from Carson subdivision to the Quesnel Bridge.
10. Collaborate with the CRD on maintaining and improving the facilities of the Quesnel Bike Park, including connections with the Wonderland and Dragon Mountain trail networks.

## 6. Land Use Designation Policies

### 6.8 Large Holdings

#### 6.8.1 Overview

The Land Use Designation Map in Schedule B includes the designation of “Large Holdings”. These consist of tracts of rural land that have largely not been subdivided for active urban land uses due to lack of servicing, unsuitable site conditions, sensitive environmental resources, or other considerations. While these sites can accommodate agricultural activities, they are not included as part of the protected Agricultural Land Reserve.

Limited residential uses are allowed in these areas, but land under this designation may transition into other active and more intensive uses in the future if the site context changes.

#### 6.8.2 Objectives

1. Discourage development in areas that are unsuitable due to site conditions, local environmental resources, or the availability of servicing.
2. Disallow development to urban intensities for lands currently designated as Large Holdings unless there is insufficient development capacity available under urban land use designations within the city.
3. Permit an orderly transition of lands from Large Holdings to urban uses in ways that are financially and environmentally sustainable.

#### 6.8.3 Policies

1. Restrict uses in the Large Holdings areas as identified in Schedule B, the Land Use Map to recognize the availability and costs of servicing, needs for environmental protection, hazards from site stability, and other considerations.
2. Discourage the redesignation of lands designated as Large Holdings for urban uses unless there is a demonstrated lack of available land to accommodate projected land needs in the city and expected life-cycle costs of servicing would be minimized.
3. Allow for the redesignation of lands under Large Holdings only in cases where an Area Plan is developed that demonstrates approaches to servicing, hazard mitigation, and environmental protection, including all necessary mitigation to address public safety and fiscal sustainability.

## 6. Land Use Designation Policies

### 6.9 Temporary Uses

#### 6.9.1 Overview

Under the *Local Government Act* s. 492 and 493, the City may designate areas where Temporary Use Permits can be issued to authorize specific commercial and industrial uses for a limited duration that do not conform to the Zoning Bylaw. These permits allow Council to establish detailed conditions to manage these uses, including:

- Which buildings or structures may be used,
- The duration of the permit, and
- Additional requirements tailored to the specific use.

Temporary Use Permits are granted at Council discretion and remain valid only for the approved time period. They provide a flexible tool for short-term land uses but are not intended to replace the rezoning process for permanent changes to land use designation.

#### 6.9.2 Objectives

1. Provide flexibility for transitional or short-term uses that may not require a full rezoning process to enact a permanent change to development regulations.
2. Prevent conflicts between uses allowed under Temporary Use Permits and other neighbouring uses.
3. Ensure that short-term Temporary Use Permits are not used as a substitute for rezoning, especially in cases where input and feedback from the public should be received.

#### 6.9.3 Policies

1. As per Section 492 of the *Local Government Act*, the entire City of Quesnel is designated as an area in which Temporary Use Permits may be issued by Council.
2. Temporary Use Permits may be issued by Council to:
  - a. Allow a use on a specified property not currently allowed under the Zoning Bylaw.
  - b. Specify the conditions under which the Temporary Use may be allowed on a specified property, including the hours of use, appearance, and actions necessary for safety, environmental protection, and privacy.
  - c. Allow and regulate the construction of buildings and structures related to the Temporary Use.
  - d. Require the applicant or owners to remove buildings and restore the property to a specific condition when the use ends.
3. As a condition of issuing a Temporary Use Permit, Council may require mitigation measures for potential negative impacts, and the posting of a security bond to ensure compliance with conditions specified in the Permit.

## 6. Land Use Designation Policies

4. Council shall consider the issuance of Temporary Use Permits based on the details of the use and application, including:
  - a. The temporary or seasonal nature of the use;
  - b. The potential for negative impacts to the environment, including increased air emissions;
  - c. The potential for negative impacts to neighbouring land uses, including noise, light, vibration, aesthetics, and privacy;
  - d. Options for mitigating the impacts of the temporary use; and
  - e. Necessary review and approvals from provincial agencies, including the Ministry of Transportation and Transit.



## **7. General Policies**

### 7.1 Transportation

#### 7.1.1 Overview

The foundation for Quesnel's sustainable growth and economic competitiveness is a robust multimodal transportation network. The City's comprehensive transportation policies direct critical decisions that strengthen economic activity, enhance environmental stewardship, and foster liveable, inclusive neighbourhoods. Safe, reliable transportation infrastructure that supports the efficient movement of people, goods and services is essential to maintaining the city's economic edge in local, national, and international markets while supporting quality of life for all residents.

The City's 2025 Active Transportation Plan has focused on a shift towards sustainable mobility, setting targets for walking and cycling infrastructure for all users. This comprehensive strategy directly addresses key strategic priorities, including reductions in vehicular dependency, increases in physical activity and community health, minimization of infrastructure maintenance costs, and cultivation of walkable, accessible, and high-quality neighbourhoods.

Other systems, partnerships, and initiatives have significant impacts on the city as well:

- **Transit.** The partnership with BC Transit has supported ridership through enhanced routes and improved scheduling, and provides regular access for members of the community without access to motor vehicles.
- **Off-street trails.** Expansions to the trail network are linking residential neighbourhoods with employment centres, schools, and recreational destinations while offering scenic tourism experiences.
- **Air.** Quesnel Regional Airport maintains critical connections for business, medical transport, and regional access.
- **Rail.** Railway tourism has supported economic vitality in the hospitality sector, and ongoing access for industrial activities is an essential component for local businesses.
- **Roadways.** Through strategic infrastructure renewal programs, the City is systematically upgrading roadways to modern standards and maintaining them to keep them in good condition for the long term. The City is also a partner with the province with the management of Highway 97, the longest provincial highway in Canada that provides important linkages with northern communities.

These coordinated initiatives ensure the transportation network in Quesnel serves diverse needs, from daily commuters and commercial freight to tourists and emergency services.

#### 7.1.2 Objectives

1. Provide an accessible, sustainable, safe, and efficient transportation system for all modes and users.

## 7. General Policies

2. Encourage the integration of active transportation infrastructure such as sidewalks, multi-use pathways, and bike routes into new development and transportation projects.
3. Support the safe and efficient movement of goods and cargo.
4. Collaborate with BC Transit to enhance the quality, accessibility, and efficiency of public transit service to increase ridership and support a shift toward sustainable, multi-modal transportation.
5. Reduce the impacts of major transportation infrastructure such as Highway 97 and the rail line on the community by improving safety, access, and connectivity across these corridors.
6. Support the long-term viability of the Quesnel Regional Airport as a key access point to the community.
7. Balance the need for parking with sustainable, lower-impact transportation modes.

### 7.1.3 Active Transportation

1. Identify opportunities to implement the 2025 Active Transportation plan to develop a safe, inclusive, and accessible active transportation network that accommodates users of all ages and abilities, including pedestrians, cyclists, and mobility aid users.
2. Promote active transportation in areas such as the Downtown to reduce the impacts from vehicle traffic.
3. Encourage development of safe and secure short-term and long-term bicycle parking for all major public and private developments within the city.
4. Promote active transportation through education, marketing, and wayfinding that supports user awareness, etiquette, and wider use.
5. Implement a Safe Routes to School program.
6. Enhance pedestrian infrastructure and streetscape features in areas with high foot traffic, such as the Downtown Core.
7. Implement traffic calming at the interfaces of roads and active transportation routes.
8. Implement additional safe pedestrian and bicycle crossings, such as those identified in the 2025 Active Transportation Plan.
9. Maintain and improve personal safety on active transportation routes using lighting and other CPTED principles to increase natural surveillance.
10. Provide timely snow removal on public trails, sidewalks, and bicycle lanes throughout the city.

## 7. General Policies

### 7.1.4 Roads

1. Recognize the Provincial Highways and Municipal Roads as shown in Schedule C, the Major Road Network Map.
2. Encourage the provincial Minister of Transportation to identify and implement the Quesnel North-South Interconnector project to improve road safety and the efficiency of streets in the community, provide an alternate dangerous goods route, improve local air quality, and allow for the redevelopment of waterfront areas.
4. Maintain a systematic, comprehensive program to minimize the lifecycle costs of maintenance and preservation of road infrastructure.
5. Ensure municipal road extensions are paid by the land developer, if applicable.
6. Ensure new roads are built as complete streets with sidewalks, bike lanes, and lighting to City servicing standards.
7. Provide efficient snow removal for city streets.
8. Beautify streetscapes along municipal roads and key alleyways to improve connectivity, accessibility, and use, such as landscaping, benches, public art, and ramps.
9. Encourage traffic calming in residential neighbourhoods, such as narrower streets and speed bumps.
10. Minimize the impacts of industrial traffic and traffic noise on residential areas.

### 7.1.5 Public Transit

1. Support transit service that is inclusive and accessible to all users.
2. Work with BC Transit to ensure reliable and useful public transportation where services are aligned with expected growth and future needs.
3. Promote streetscape and infrastructure enhancements in the city that benefit the local transit system, including route optimization, better shelters, improved accessibility, and integrated connections to walking and cycling infrastructure.

### 7.1.6 Rail

1. Recognize and capitalize on the economic and business potential from Rocky Mountaineer passengers.
2. Coordinate with industrial and commercial businesses that may require rail transport to advocate for necessary services.
3. Encourage developments close to rail lines to meet the most recent version of the Guidelines for New Development in Proximity to Railway Operations from the Railway Association of Canada

## 7. General Policies

4. Maintain high standards for public safety for vehicular and pedestrian crossings along the rail line.
5. Partner with CN Rail to address impacts from the rail line right-of-way, including noise, safety with crossing opportunities, potential emergency situations, transportation of hazardous goods, wildfire mitigation and visual impacts.

### 7.1.7 Airport

1. Support the long-term viability of the Quesnel Regional Airport for community accessibility, services, and economic development.
2. Ensure that the Airport is a safe and secure airport for corporate, medical, and private users, the general traveling public, and its employees.
3. Support reliable passenger and freight air services with the Airport for Quesnel and the surrounding area.
4. Coordinate with regional partners to manage and support the Airport as a regional asset.
5. Maintain and improve the approach and departure capabilities of the Airport to support necessary operations.
6. Explore opportunities to expand community recreation and aero-tourism opportunities associated with the Airport.
7. Expand commercial aviation operations, educational services, and other activities at the Airport to support a more comprehensive air service facility for the region.
8. Collaborate with the BC Wildfire Service Zone office and compound located at the airport to support increased wildfire response for Quesnel and the region through ground and air support.

### 7.1.8 Parking

1. Implement parking management programs to reduce car ownership, reduce car trips and increase use of active transportation.
2. Conduct a transportation demand management study for the Downtown to evaluate parking requirements and provide strategies for achieving these goals.
3. Support a parking environment in Downtown that includes safe bicycle parking and electric vehicle charging at key locations.

## 7. General Policies

### 7.2 Infrastructure

#### 7.2.1 Overview

Effective infrastructure systems rely on proactive asset management and ongoing maintenance of key services. A well-maintained infrastructure network is vital for long-term sustainability, supporting financial resilience, economic growth, and tourism. To ensure City assets can continue to deliver reliable and affordable services to the community, infrastructure reinvestment must be addressed through coordinated, long-term planning within OCP policy. These policies are further supported by the City's Asset Management Policy (CF-9), which emphasizes the importance of asset management plans in advancing community priorities.

The City manages the following systems:

- **Potable water.** The City operates a comprehensive water system which as of 2024 consists of six groundwater production wells, seven reservoirs, 114 kilometres of water mains, 460 fire hydrants, and almost 4,000 service connections. This water system serves most of the developed urban areas.
- **Sewer.** The City manages a sanitary sewer system consisting of over 77 kilometres of sewer lines that collect wastewater and provide pre-treatment before sending it to the Cariboo Pulp & Paper Mill for final treatment and disposal. In addition, a separate system operated by the Cariboo Regional District—the Red Bluff / Dragon Lake System—provides sewer service to the South Hills neighbourhood and a limited portion of the Westland Road area.
- **Stormwater.** Stormwater is managed through a combination of 23 kilometres of underground pipes and additional open ditches across the city, providing treatment and drainage for surface runoff into surface waters in the area.
- **Solid waste management.** Solid waste disposal and recycling services are provided in partnership with the Cariboo Regional District, ensuring that residents have access to essential waste management infrastructure. The Quesnel Municipal Landfill, based on Carson Pit Road, provides regional waste disposal for the North Cariboo area and includes associated recycling and reuse centres. Five additional transfer stations in the region route solid waste to this landfill.

The City also manages the system of paved and gravel roads, street lighting, and pedestrian routes, which are addressed under the sections for Transportation (7.1) and Parks and Recreation (6.7).

Other infrastructure facilities are also in place to service the region, including electricity distribution, telecommunications, natural gas, and other systems. These infrastructure networks are managed by separate utility providers or companies, and the City is responsible for coordinating with these agencies to ensure that their planning is consistent with supporting expected local growth needs.

## 7. General Policies

### 7.2.2 Objectives

1. Ensure that water, sewer, drainage systems, solid waste management, street lighting, and utilities support the health, safety, and well-being of Quesnel residents with efficient and cost-effective services.
2. Protect and maintain a long-term, sustainable water supply for the community through conservation, planning, and system upgrades.
3. Deliver safe, affordable, and reliable drinking water to all serviced homes in a cost-effective way.
4. Support efficient use of existing sewer services by directing growth to areas where sewer infrastructure capacity already exists.
5. Reduce solid waste through diversion, reuse, and composting to support zero waste goals and extend landfill lifespan.
6. Maintain, upgrade, and expand the street lighting system in line with the Local Service Area policy to support safety, energy efficiency, and dark sky compliance, especially in high-use areas such as the Downtown Core.
7. Ensure all utility services meet regulatory standards and are planned with future growth in mind.

### 7.2.3 Sustainability and Asset Management Policies

1. Prioritize infrastructure investments under the City's Asset Management program, applying lifecycle costing, risk assessment, and service level analysis to ensure sustainable, data-informed decision-making.
2. Discourage requests to extend servicing to currently unserved areas unless financially sustainable over the full life cycle of the assets, except for servicing for the Quesnel Junior School and the Quesnel 1 Reserve (Lhtako Dene First Nation).
3. Promote compact, efficient, and cost-effective land use and servicing patterns that align with asset management principles of minimizing lifecycle costs and optimizing use of existing infrastructure.
4. Consider revisions to Development Cost Charges to support infill, mixed-use and higher-density housing in appropriate, centrally located areas, while ensuring cost recovery strategies ensure long-term asset maintenance, preservation, and replacement.
5. Support redevelopment of publicly-owned parcels in areas with existing infrastructure capacity, consistent with Asset Management objectives of maximizing service efficiency and limiting costly network expansion.
6. Coordinate with the Cariboo Regional District and provincial ministries such as the Ministry of Transportation and Transit on infrastructure projects that may impact shared corridors.

## 7. General Policies

7. Ensure the City's Asset Management program is integrated with the Official Plan, capital planning, long-term financial planning, and community planning processes to align service delivery with Council's strategic priorities and community expectations.

### 7.2.4 Water System

1. Maintain and operate the water system as shown in Schedule D, the Infrastructure Map.
2. Protect the City water supply through integrated system management and strategic land use planning.
3. Ensure the delivery of safe drinking water through a water quality monitoring program.
4. Ensure all new water installations meet the standards in the City Development Servicing Bylaw.
5. Prioritize infill development before considering water service extensions to areas that are not currently serviced.
6. Require developers to fund the extension of water distribution infrastructure in areas approved for new development.
7. Consider providing municipal water services beyond city boundaries only where a master servicing agreement is in place and there would be a clear benefit to the community.
8. Promote "Water Smart" programs, education, and conservation practices to support a sustainable water supply.
9. Identify and protect municipal wellhead protection areas.
10. Manage land uses surrounding wellhead protection areas to reduce the risk of contamination.
11. Identify, monitor, and protect aquifers and potential municipal wellheads to support future growth, system expansion, and replacement needs.
12. Maintain and enforce seasonal irrigation and sprinkling restrictions from May through September.
13. Promote water conservation through public education.

### 7.2.5 Sewer System

1. Maintain and operate the City sanitary sewer system as shown in Schedule D, the Infrastructure Map.
2. Require all new developments in the city to connect to the sanitary sewer system, with the costs of extending infrastructure the responsibility of the developer.
3. Ensure new sanitary sewer system construction meets performance standards, such as those set out in the City Development Servicing Bylaw.

## 7. General Policies

4. Consider providing extensions of municipal sewer services beyond city boundaries only where a master servicing agreement is in place and there would a clear benefit to the community.
5. Recognize the private enterprise of Cariboo Pulp and Paper as the treatment facility for all effluent and develop contingency plans for treatment.
6. Consider private septic or lagoon systems within City limits only under exceptional circumstances.
7. Coordinate with the Cariboo Regional District as the operator of the Red Bluff / Dragon Lake system to collaborate on land use and servicing decisions in affected neighbourhoods.

### 7.2.6 Stormwater Management

1. Maintain and manage the stormwater system as identified in Schedule D, the Infrastructure Map, to ensure effective drainage.
2. Coordinate with the Cariboo Regional District, the provincial Ministry of Transportation and Transit, local First Nations, and other agencies to support integrated stormwater management planning for drainage areas that cross jurisdictional boundaries.
3. Ensure grading and drainage plans for new developments are designed to retain stormwater on-site where feasible.
4. Maintain a Comprehensive Stormwater Management Plan that includes updated design standards, best practices for new systems, and regulations for the maintenance and alteration of private stormwater infrastructure.
5. Encourage the capture and use of stormwater for irrigation and aquifer recharge where appropriate.
6. Ensure that new stormwater drainage and discharge systems meet standards and best practices for surface water quality and quantity.
7. Pursue residential tie-ins to municipal stormwater systems, such as the stormwater system in Uplands.

### 7.2.7 Solid Waste Management

1. Ensure the long-term viable use of the regional landfill through adherence to regional strategies on solid waste management.
2. Promote conservation and the reduction of waste through public education on waste reduction, recycling, and reuse.
3. Minimize odours and other pollutants related to the landfill by exploring the use of new technology options.

## 7. General Policies

4. Identify new opportunities for local reuse and recycling businesses, especially for construction and organic materials
5. Support zero-waste and full materials recovery initiatives.
6. Promote safe and productive composting through education and incentives to reduce the amount of organic waste sent to the landfill.

### 7.2.8 Street Lighting

1. Ensure compliance with street lighting standards in all new subdivisions and redevelopment projects.
2. Maintain safe and effective street lighting in existing neighbourhoods through effective operation, maintenance, and improvements.
3. Require lighting in alleys adjacent to new development to improve safety and walkability where appropriate.
4. Encourage “dark sky” principles for residential and commercial areas of the city.

### 7.2.9 Other Utilities

1. Work with utility providers to meet regulatory requirements and align infrastructure capacity planning with current and future housing demands.
2. Discourage the siting of public or private utilities in parks and natural open spaces.
3. Promote integrated utility corridors that support co-location to reduce land disturbance and improve long-term maintenance access.

### 7.3 Arts, Culture, and Heritage

#### 7.3.1 Overview

The City of Quesnel stands at the intersection of Indigenous heritage and pioneering history. Located within traditional First Nations territories, our community honours an Indigenous presence stretching back time immemorial. This is a foundation that continues to shape how we understand and celebrate arts, culture, and heritage today.

Our rich history unfolds through distinct eras: fur traders and gold rush prospectors brought diverse traditions; agricultural pioneers and the forestry industry shaped our landscape and character; and modern tourism positions Quesnel as an authentic Northern BC cultural destination. This legacy is enriched by waves of immigration, from Chinese gold rush entrepreneurs to European settlers and recent arrivals from across the globe, each contributing unique traditions to our multicultural tapestry.

The heritage of Quesnel also lives in our physical landscape through Victorian homes, historic commercial buildings, and industrial structures, alongside culturally significant sites and traditional activities. Our commitment to preservation ensures these connections remain accessible while serving contemporary needs.

Today's cultural infrastructure in the city offers numerous opportunities for creative expression. Performing arts venues, galleries, music spaces, and workshops provide platforms for everything from traditional crafts to contemporary art. Festivals held throughout the year celebrate our diversity while fostering community connections. These cultural assets do more than enrich daily life—they drive economic development through creative industries, cultural tourism, and help attract skilled workers seeking vibrant communities.

The City has demonstrated ongoing cultural commitment through strategic initiatives like the Fraser River Walking Bridge restoration and our city-wide mural program, which has transformed public spaces while honouring our heritage. By building on these successes and fostering collaboration among cultural organizations, we can position arts, culture, and heritage as pillars of community identity and economic vitality, creating a cultural ecosystem where creativity flourishes and every resident can participate in Quesnel's ongoing story.

#### 7.3.2 Objectives

1. Encourage local artistic and cultural activities that support healthy living, well-being, and fulfillment for local residents.
2. Recognize local First Nations as part of the heritage of the Quesnel community.
3. Support artistic and cultural expression in the community through local programs and initiatives.
4. Promote and protect community artistic and cultural assets.
5. Promote awareness and preservation of local heritage assets and resources.

## 7. General Policies

6. Integrate the arts, culture and heritage sector with other sectors to enrich and build a stronger community.
7. Leverage the arts, culture and heritage sector for economic impact.
8. Support community volunteers in the arts, culture and heritage sector.

### 7.3.3 General Policies

1. When recognising community heritage, begin by understanding and honoring the long-standing presence and contributions of Indigenous communities of the Lhtako Dene Nation, Nazko First Nation, Lhoosk'uz Dené Nation, and ʔEsdilagh First Nation, who have stewarded this land since time immemorial.
2. Preserve and protect landscapes and structures with historical and cultural importance, ensuring these sites remain for future generations.
3. Recognize and preserve heritage buildings, structures, and features and through the Heritage Register.
4. Recognize the Heritage Strategic Plan as the primary tool for coordinating a strategic approach to heritage conservation, interpretation, and promotion.
5. Support compliance with requirements under the [Heritage Conservation Act](#) to protect archaeological resources as a condition of development.

### 7.3.4 Community Arts and Culture

1. Develop a comprehensive vision and strategic plan to support local arts, culture, and cultural tourism, with a focus on Quesnel's unique heritage.
2. Secure and maintain artwork, including First Nations art, in public places through a diversified and sustainable funding approach that includes City funding, voluntary support from the private sector, and community initiatives.
3. Promote initiatives and programmes that support arts, culture, and heritage organizations and their activities, recognizing their key role in community well-being and economic development.
4. Maintain strong collaborative partnerships with stakeholders in the arts sector through supportive cultural policies, planning and regulatory processes.
5. Support the city-wide wall mural art programme to reflect the diversity of Quesnel and enhance community identity while providing accessible opportunities for artistic expression.
6. Provide support and guidance to local non-profit organizations hosting festivals, celebrations, and special events that enrich community life and celebrate our shared heritage.

## 7. General Policies

### 7.3.5 Arts and Cultural Facilities

1. Support the development of new arts and cultural facilities to improve access for artists, performers, and creatives, attract visitors, and enhance the city's cultural appeal through partnerships with various stakeholders.
2. Retain the Helen Dixon Centre as a community asset, exploring opportunities for enhancing this resource with artistic and cultural elements while considering redevelopment options that align with its potential role in community.
3. Explore the development of an arts facility and district in the Downtown to accommodate cultural activities that promote urban vitality and community engagement.
4. Explore the redevelopment of the Quesnel and District Arts and Recreation Centre.

### 7.4 First Nations Collaboration

#### 7.4.1 Overview

First Nations peoples have inhabited the traditional territory that encompasses Quesnel since time immemorial, maintaining strong and thriving cultural traditions, governance systems, and deep connections to the land. The region is specifically situated on the traditional territory of the Lhtako Dene Nation, Nazko First Nation, ʔEsdilagh First Nation, and Lhoosk'uz Dene Nation. These Nations as well as persons and community of Metis Nation members live in the region. Correcting historical wrongs from the legacy of colonization and supporting efforts toward healing shape local policy considerations. The City has committed to meaningful reconciliation through dialogue, collaboration, and concrete action, with efforts beyond symbolic gestures that embrace substantive partnership-building. While this is a continuing journey requiring sustained effort, we hope that this can help to build important connections and lasting bonds that can benefit both the Nations and the City.

With respect to current partnerships, the City is working with three Nations as part of the Three Rivers Community Forest (TRCF). The TRCF is a partnership between the City of Quesnel and three First Nations to combine their efforts and manage 33,000 hectares of local forest land. This groundbreaking collaboration combines Indigenous traditional knowledge with modern forest practices to create safer, healthier forests while generating local jobs and keeping economic benefits within the communities. The five governments now share decision-making as neighbours and co-managers, proving that when communities unite with a shared vision, they can build a thriving, resilient future together.

Other partnership efforts include the creation of a memorandum of understanding with the Lhtako Dene First Nation to establish a framework for partnerships and communications, and the transformation of Lhtako Dene Park into a space that showcases First Nations culture and heritage. These projects exemplify the City's commitment to creating spaces that honour Indigenous history while fostering cultural understanding and respect. The City is committed to pursuing further partnerships and additional projects with all Nations in the region, including opportunities to support reconciliation with First Nations communities.

These policies serve as a vital framework for implementing reconciliation measures and establishing the foundation for strong, cooperative relationships. The Plan recognizes that addressing land use issues of mutual concern requires ongoing dialogue, shared decision-making, and respect for Indigenous knowledge systems and governance structures.

#### 7.4.2 Objectives

1. Foster meaningful reconciliation with Lhtako Dene Nation, Nazko First Nation, ʔEsdilagh First Nation, Lhoosk'uz Dene Nation and Metis through sustained dialogue, collaborative decision-making, and mutual respect for Indigenous rights.
2. Advance shared stewardship with partnerships that honour Indigenous knowledge systems and support local governance while addressing environmental protection, economic development, and community well-being.

## 7. General Policies

3. Support Indigenous-led initiatives by championing First Nations and Metis projects, cultural revitalization efforts, and community-driven priorities that strengthen Indigenous identity and intercultural understanding.

### 7.4.3 Reconciliation and Intergovernmental Relations

1. Advance reconciliation with First Nations through meaningful collaboration and recognition.
2. Establish formal partnership agreements with local First Nations through government-to-government relationships by building upon existing agreements and developing protocols for ongoing consultation and collaboration.
3. Promote economic reconciliation by supporting Indigenous-led economic development, promoting First Nations business opportunities, and building and maintaining partnerships such as the Three Rivers Community Forest.
4. Continue progress towards responding to the Truth and Reconciliation Calls to Action by completing a municipal 10-year progress update.

### 7.4.4 Culture, Heritage, and Social Connection

1. Honour First Nations and Metis by collaborating on efforts to protect sites of cultural significant and integrate ancestral names and other types of commemoration into municipal wayfinding and mapping.
2. Promote inclusive spaces for Indigenous members of the community and address discrimination and systemic barriers to civic participation.
3. Support the development of Indigenous cultural facilities and programming that highlight local First Nations and Metis, encourage intercultural dialogue, and provide venues for Indigenous-led cultural events, education, and community gatherings.
4. Welcome Indigenous participation in coordinating cultural, educational, and artistic events in the city and provide opportunities for contributions as part of public art, events, and other activities.
5. Collaborate with urban Indigenous organizations on matters of mutual interest for the purpose of benefiting Indigenous people living within the City of Quesnel.

### 7.4.5 Housing

1. Consider housing needs for Indigenous households in zoning and development regulations, including accommodations for larger family and multigenerational housing; supportive housing for elders and youth; and attainable housing for Indigenous households.

## 7. General Policies

2. Partner with First Nations and Indigenous organizations to address issues of Indigenous housing security and homelessness using approaches that respect world views and healing practices.

### 7.5 Health and Social Well-Being

#### 7.5.1 Overview

A healthy, thriving community provides opportunities for all residents to achieve physical, mental, and social wellness and happiness. In many respects, the design of the community, ranging from the availability of recreation to the housing options that local residents can access, will play a crucial role in healthy, happy, and productive lifestyles. Similarly, local social infrastructure is very important for cohesiveness and health. The networks of services, community organizations, non-profit societies, and interpersonal connections that are available in the community can help empower residents to flourish.

Altogether, elements such as these can support positive individual actions related to active living, healthy eating, recreation, food security, health promotion, support services, injury prevention, cultural wellness, and spiritual well-being. Quesnel continues to advance its commitment to community health and social well-being through strategic initiatives and partnerships.

Community resilience depends on the social well-being of every resident, which is intrinsically linked to accessible services and amenities. An inclusive, age-friendly, and accessible Quesnel ensures that policies, services, and structures within both physical and social environments support residents across all ages and abilities to live safely, maintain good health, and engage meaningfully in community life.

Several plans and reports have provided guidance to the City with respect to health and social well-being, including:

- 2018 Economic Development Transition Strategy Report.
- 2018 Safer Quesnel Report.
- 2018 Age-Friendly Assessment and Action Plan.
- 2019 and 2024 Housing Needs Assessments for the Cariboo Regional District and City of Quesnel.
- 2021 North Cariboo Senior Housing Gap Analysis.
- 2023 Quesnel Workforce Development Strategy.
- 2023 Quesnel Service and Housing Options Review for Vulnerable Populations.
- 2025 Active Transportation Plan.
- 2025–2029 Economic Development Strategy.
- 2025 Impact Assessment of Highway 97 Quesnel North-South Interconnector.

As part of this Official Community Plan, the City's role in preserving and expanding health and social well-being opportunities is outlined. Thoughtful land use planning and design, investment in community support, and coordination of community programs can all help to address local health needs and enhance quality of life for all who live in and visit Quesnel.

## 7. General Policies

### 7.5.2 Objectives

1. Provide equal access to essential public services and community resources to support all residents to thrive and maintain healthy, fulfilling lives.
2. Maintain a high quality of life in Quesnel that is inclusive, accessible, and welcoming for people from diverse backgrounds such as age, gender, ethnicity, religion, culture, income level, sexual orientation, ability status, and family status.
3. Promote community health through programmes, proactive planning, and design of built environments that support active living, wellness, and preventive health measures.
4. Strengthen the availability and accessibility of health-related amenities, facilities, and programs catering to various physical and mental wellness needs as well as needs for social connection.
5. Work in partnership with other government agencies, community organizations, and service providers to address health and well-being challenges in the community through coordinated strategies.
6. Advance initiatives to support residents across all stages of their lives, with particular attention to creating environments where people can age in place comfortably in Quesnel.
7. Address housing gaps and social service needs through strategic planning and implementation of evidence-based solutions.

### 7.5.3 Community Health

1. Support resident knowledge and access to health resources and activities through education and outreach initiatives.
2. Collaborate closely with service providers to ensure comprehensive access to health services for all residents.
3. Support local health service providers in maintaining sufficient, adequate, and accessible facilities for residents of all ages and abilities.
4. Partner with BC Transit and the Ministry of Transportation to ensure safe and convenient access to health services, including access via transit and active transportation.
5. Support a “campus of care” to provide independent and supportive housing and health care options for aging residents and those with limited mobility. to provide independent and supportive housing and health care options for aging residents and those with limited mobility.
6. Support community partners in delivering comprehensive support services related to mental health, addiction, rural health care, and seniors' health care.

## 7. General Policies

7. Support access to health, medical, and dental facilities and infrastructure while working closely with providers to ensure health infrastructure is available that meets resident needs.

### 7.5.4. Social Infrastructure

1. Enhance and expand community amenities, facilities, and public spaces that improve quality of life and promote intergenerational social interaction through thoughtful design and programming.
2. Encourage the expansion of educational opportunities in coordination with post-secondary institutions and the local school board to support community access to learning facilities for people of all ages.
3. Promote economic development that creates local employment opportunities, reduces unemployment, and encourages labour market participation.
4. Minimize the impacts of poverty on local residents through programmes coordinated in partnership with other agencies and organizations.
5. Partner with senior levels of government, community organizations, non-profit groups, and the private sector to support the construction, operation, and maintenance of affordable housing.
6. Implement recruitment strategies to boost community services and address gaps in the community, building upon successful recruitment programs such as the doctor recruitment model.
7. Work with the Cariboo Regional District and other partners to improve the capacity, access, and affordability of childcare, including through the implementation of initiatives from The City of Quesnel and North Cariboo Region Child Care Action Plan. This should include developing a joint target for childcare space.

### 7.5.5. Public Safety

1. Encourage the use of Crime Prevention through Environmental Design (CPTED) principles in public and private developments to address safety and crime concerns.
2. Provide ongoing community consultation to improve public safety and give direction for programs related to community safety, services, and resources.

### 7.5.6 Inlusivity and Accessibility

1. Develop and maintain inclusive programmes, facilities, and amenities that embrace diversity, support gender inclusivity, and encourage participation from people of different backgrounds and lifestyles.

## 7. General Policies

2. Encourage and improve accessibility for people with mobility challenges through the design, construction, and improvement of facilities, street rights-of-way, parks, transit stops, and places of employment.
3. Promote design features in new developments that allow residents to age in place.
4. Promote accessibility and inclusion throughout the community by supporting the goals and policies of the City's Active Transportation Plan and Accessibility Plan.
5. Encourage facilities, services, and amenities that address the unique needs and issues of youth.

### 7.5.7 Civic Engagement

1. Support year-round civic events and activities to present a "four seasons" approach when coordinating local amenities and civic engagement.
2. Actively encourage public and stakeholder participation in planning for services, programs, and facilities.
3. Partner with community groups to celebrate diversity and promote communication, cooperation, and harmony among all residents of different backgrounds.
4. Specifically engage populations on community issues that are traditionally difficult to engage, such as youth, persons with disabilities, and vulnerable populations.
5. Collaborate with community partners to promote a culture of volunteerism, community service, and neighbourliness.

### 7.6 Environment and Sustainability

#### 7.6.1 Overview

The natural environment of Quesnel and the broader region are a key component of community health, prosperity, and distinctive character. The pristine wilderness of the North Cariboo, the city's position at the confluence of the Fraser and Quesnel Rivers, and the rich ecosystems of the city and region are an irreplaceable natural heritage that needs thoughtful stewardship.

In many respects, clean air, water, and soil are not just environmental assets. For the community, they are also fundamental to local quality of life and are essential for attracting people to live, work, visit, and invest in the community. This Official Community Plan outlines the priorities of the City in preserving these natural systems while fostering sustainable growth that respects ecological boundaries and maintains environmental integrity for future generations.

As climate change impacts the landscape, many of risks associated with increasing heat, availability of water resources, and wildfires in the region will also change. Preparation for these effects as a city will help the community to be resilient against these concerns in the future.

Overall, these policies are intended to promote a future where Quesnel leads in environmental sustainability and climate action. This can include clean industries that transition to renewable energy, waste streams that become a resource through circular economy principles, and transportation systems that employ sustainable technologies. These kinds of transformations require coordinated efforts across all sectors, from energy-efficient building design and water conservation to habitat protection and wildfire resilience. However, the long-term social, economic, and environmental benefits can help the city become more environmentally, economically, and fiscally sustainable over time.

Integrating environmental considerations into every planning decision will require a framework that balances development needs with ecological preservation. By following these approaches, Quesnel can continue to be a healthy, resilient community that honours its natural setting while adapting to the challenges of climate change and other pressures.

#### 7.6.2 Objectives

1. Protect and enhance natural areas for their environmental, aesthetic, recreational, and economic values, including wetlands, riparian corridors, mature forest stands, watercourses, and native plant communities.
2. Manage development to protect environmentally sensitive areas through comprehensive planning and regulation that maintains ecological integrity and ecosystem function.
3. Improve air quality and reduce pollutant emissions in Quesnel.
4. Safeguard the quality and availability of potable water resources in the community.
5. Reduce energy consumption and greenhouse gas emissions by advancing energy efficiency in buildings and infrastructure.

## 7. General Policies

6. Create efficient and compact community design through integrated land-use planning, mixed-use developments, and reduced transportation demand to reduce energy use related to buildings and transportation.
7. Promote a circular economy by prioritizing waste reduction, reuse, recycling, and resource recovery initiatives.
8. Minimize environmental impacts to soil, surface water, and groundwater through pollution prevention, remediation of degraded areas, and restoration of natural ecosystems.
9. Protect lives, property, and community assets from wildfire by integrating FireSmart principles into land use planning, development, and emergency preparedness, while maintaining environmental values.
10. Build local environmental literacy through educational opportunities and accessible experiences demonstrating the value of sensitive areas and importance of local environmental systems.
11. Cultivate environmental stewardship through partnerships, incentives, and programs to empower residents, landowners, and organizations in protecting sensitive areas on public and private lands.

### 7.6.3 Environmental Protection

1. Provide clear development guidelines for safe and environmentally sensitive development.
2. Require developments to avoid encroachment on sensitive ecosystems.
3. Protect the natural functions and integrity of riparian and wetland areas and fish and wildlife habitat from development through both mandatory development permit requirements and voluntary programs.
4. Recognize the following riparian and wetland areas as environmentally significant areas in the city:
  - a. Fraser River.
  - b. Quesnel River.
  - c. Quesnel River Flats.
  - d. Baker Creek.
  - e. Dragon Lake.
  - f. Dragon Creek.
  - g. Flamingo Marsh.
  - h. Timber Park.

## 7. General Policies

- i. Tatchell Creek.
- j. Barlow Creek.
5. Use the Sensitive Ecosystem Inventory to highlight environmentally sensitive areas, species at risk, and habitat linkages in the city and region for policy action.
6. Designate riparian areas immediately adjacent to the natural boundaries of water bodies as Sensitive Ecosystems Development Permit Areas (see Schedule E6).
7. Retain areas within Sensitive Ecosystems Development Permit Areas as generally free of development and in natural condition, excluding fencing, trails, and works or plantings to control erosion, protect banks, protect fisheries or otherwise preserve and enhance the natural watercourse.
8. Encourage the protection of connections between identified sensitive ecosystems.
9. Require an environmental assessment for any development in Sensitive Ecosystems Development Permit Areas to identify areas required to preserve the streamside habitat and the existing condition of the streamside area.
10. Encourage the use of the Land Development Guidelines for the Protection of Aquatic Habitat for construction to control erosion and preserve the riparian areas near streams, water bodies, and wetlands.
11. Encourage the use of conservation covenants to protect and preserve riparian and wetland areas.
12. Provide options and incentives for clustering development to protect sensitive areas on the site of a development project.
13. Encourage voluntary environmental protections through conservation measures and preventative planning for new development to limit impacts to environmentally sensitive areas and other environmental systems.
14. Employ best practices for the management of City infrastructure to minimize environmental risks.
15. Promote and facilitate the remediation and redevelopment or reuse of brownfield sites.

### 7.6.4 Natural Areas

1. Establish designated access points for natural areas to direct public use away from sensitive ecological zones and prevent unauthorized activities.
2. Include interpretive and regulatory signage at key locations to educate users about environmental sensitivity and discourage inappropriate uses in sensitive natural areas, such as waste dumping, all-terrain vehicle use, and habitat disturbance.
3. Maintain healthy natural tree cover and vegetation in the city by retaining significant vegetation and mature trees and encouraging tree planting in developing areas.

## 7. General Policies

4. Support increased involvement by residents and community groups in natural area improvement, clean-up, and enhancement activities through programmes such as the Partnerships in Parks program.
5. Coordinate public education and engagement to highlight the ecological and economic benefits of environmentally sensitive areas and foster community environmental stewardship.
6. Protect and maintain green spaces within the Uplands neighbourhood, with a particular emphasis on maintaining the ecological integrity of areas surrounding Flamingo Marsh and along Baker Creek.

### 7.6.5 Air Quality

1. Participate in the Quesnel Air Quality Roundtable to advance regional air quality initiatives and coordinate community health protection strategies.
2. Integrate air quality considerations into land use planning decisions and development approvals.
3. Collaborate with the Cariboo Regional District to improve regional air quality.
4. Coordinate air emission reductions for existing industries and ensure new facilities are designed to reduce or mitigate air emissions releases.

### 7.6.6 Energy Efficiency

1. Integrate energy-efficient features and conservation practices into municipal facilities and operations, including the use of sustainable building methods.
2. Encourage energy-efficient development through thoughtful subdivision and site designs, mixed-use and infill development, and integration with sustainable transportation modes.
3. Promote energy efficiency and conservation in new construction by encouraging architects, builders, and developers to adopt techniques such as LEED certified projects and passive construction techniques.
4. Support energy-efficient transportation by developing infrastructure for walking, cycling, and public transit as outlined in the transportation section of this Plan.
5. Work with government agencies and utilities to encourage energy conservation in the city.

### 7.6.7 Waste Management

1. Promote waste reduction, reuse, and recycling through ongoing programs such as waste exchanges, yard waste composting, and other community initiatives.
2. Adopt closed-loop waste management systems to achieve zero waste through comprehensive reduction, reuse, recycling, and recovery practices.

## 7. General Policies

3. Explore composting solutions for organic waste.

### 7.6.8 Water Management

1. Promote xeriscaping principles and drought-resistant plantings in development and landscaping projects to reduce local water consumption.
2. Protect and maintain the quality of local aquifers and wells through land use and system management practices to ensure a safe and reliable supply of potable water for residents.
3. Promote a City water conservation program to encourage efficient water use across all sectors.
4. Coordinate rainwater collection and reuse systems for City facilities and encourage their adoption in private developments and renovations.
5. Implement measures to reduce point and non-point source pollution that degrades surface water quality, including prohibitions on the discharge of unmanaged rainwater into watercourses.

### 7.6.9 Climate Change

1. Coordinate a City climate change action plan to reduce community-wide and corporate greenhouse gas emissions.
2. Achieve community-wide greenhouse gas emission reductions of 40% below 2007 levels by 2030, 60% by 2040, and 80% by 2050.
3. Reduce City corporate greenhouse gas emissions by 40% between 2025 and 2040.
4. Lead community and business education initiatives about the connections between greenhouse gas emission and urban design, transportation, food systems, and water use.
5. Integrate greenhouse gas reduction strategies into all major City infrastructure planning, design projects, and facility development.
6. Enforce anti-idling bylaws to reduce vehicle emissions and raise public awareness.
7. Implement climate adaptation measures to protect infrastructure, public safety, health, and well-being, and improve community resilience to climate impacts.
8. Integrate considerations of the environmental, economic, and social impacts of climate change into the management of forested and natural areas.

### 7.6.10 Wildfire Safety

1. Adopt the FireSmart BC Homeowners Manual as the community standard for wildfire prevention best practices, and provide support for its use in the Quesnel context.

## 7. General Policies

2. Encourage all new development to incorporate FireSmart principles in accordance with the most current Quesnel and Area Community Wildfire Protection Plan.
3. Encourage residential development proposals to include assessments of site design, landscaping, building materials, and structural elements to minimize wildfire risk.
4. Regulate open burning activities to ensure compliance with the [\*Wildfire Act and Regulation\*](#), the [\*Open Burning Smoke Control Regulation\*](#), and applicable local bylaws, including the current version of the Fire Protection, Prevention, and Fire Services Bylaw.
5. Balance wildfire prevention measures with environmental protection by assessing the relative importance of sensitive environmental features against wildfire risk mitigation needs.

### 7.7 Hazardous Areas

#### 7.7.1 Overview

In Quesnel, several areas have been identified as hazardous to public safety and development due to environmental and geological conditions. These hazardous areas are characterized by challenging terrain and natural features that require careful management and planning consideration when coordinating future community growth.

The topography and geology of the city includes areas challenged with ancient deep seated landslides underlying slopes and hillside areas, with West Quesnel being affected. Moderately to steeply sloped hillsides are susceptible to gradual subsurface ground movement, creating potential hazards for buildings, structures, critical infrastructure, and other developments situated on or adjacent to these sensitive sites. This instability can be increased by development activities, and disturbed areas have additional risks from erosion when proper measures are not implemented. These factors mean that comprehensive policies and guidelines are needed not only to protect development in these areas but also to address and mitigate the impacts that development itself may have on slope stability and risks to other properties.

Flood hazards also represent significant concern for Quesnel, given the city's position at the confluence of multiple waterways. The convergence of the Quesnel River, Baker Creek, and Dragon Creek as they flow into the Fraser River just south of the Moffat Bridge creates conditions that are especially prone to flooding during spring run-off periods.

Recognizing these risks, the City has taken measures to protect its citizens through strategic land use planning to restrict development in flood-prone areas and mandate preventative measures. These actions are designed to safeguard both the public and essential infrastructure from potential damage, ensuring that new development proceeds with appropriate protections in place.

#### 7.7.2 Objectives

1. Increase public awareness of hazardous hillside conditions.
2. Ensure proper precautions are implemented before developing on hazardous hillsides.
3. Protect structural integrity and public safety in hillside developments.
4. Preserve natural hillside character and aesthetics while minimising soil disturbance and maximising tree and vegetation retention.
5. Promote high standards of design, construction, and FireSmart landscaping on hillsides to mitigate the effects of hazardous conditions.
6. Reduce risk of injury, loss of life, and property damage from flooding.

## 7. General Policies

### 7.7.3 Land Movement Hazards

1. Recognize the Hazard Development Permit Area, identified in Schedule E4, as a hazardous area due to risk of land movement .
2. Reduce and mitigate the impacts from ground movement in the West Quesnel Land Stability Study Area.
3. Keep the public informed on ongoing efforts to address ground movement and instability in West Quesnel.
4. Require comprehensive site assessments before allowing development on land movement hazardous properties, including a topographic survey and geotechnical and environmental assessments. These assessments shall certify that:
  - a. The land may be used safely for the intended development over its projected life, considering adjacent land uses.
  - b. Specified measures regarding siting and design of structures, placement of fill, vegetation, and other features can and will be taken to ensure safe development.
5. Restrict development in the West Quesnel Land Stability Study Area to temporary uses and other uses not at risk until ground movement no longer poses a hazard.
6. Work with the Cariboo Regional District to investigate and implement mitigation techniques for areas crossing municipal boundaries that may be subject to geotechnical hazards.
7. Require that site designs for development on hazardous sites consider the existing slope and soil types of the site as part of Grading Plans and Subdivision Plans.
8. Require an Erosion Control Plan and Soil Removal and Deposit Permit prior to development on hazardous hillsides.
9. Maintain the natural landscape of hillsides by minimizing vegetation loss and tree removal and providing replacement trees and vegetation that fit with the natural landscape.

### 7.7.4 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. Restrict land uses within the Floodplain Development Permit Area to flood-tolerant uses, including parks, trails, agricultural, recreation, and other open space uses, with additional uses considered with appropriate flood protection measures.
3. Maintain guidelines and regulations for setback requirements and other development restrictions for the Floodplain Development Permit Area to minimize risks to public safety as per bylaw.

## 7. General Policies

4. Require future construction, additions, and alterations of buildings and structures within the Floodplain Development Permit Area to be flood-proofed as per bylaw.

A scenic landscape featuring a river, a bridge, and a bench, overlaid with a cyan topographic map outline. The scene is captured in a dark, moody tone. In the foreground, a wooden bench sits on a concrete pad on a grassy bank. The middle ground shows a wide river with a large truss bridge crossing it. The background consists of a forested hillside under a cloudy sky. A cyan-colored topographic map outline is overlaid on the left side of the image, showing contour lines and a large irregular shape that encompasses the bench and part of the riverbank.

## **8. Development Permit Area Guidelines**

## 8. Development Permit Area Guidelines

### 8.1 Multi-Unit Development Permit Area

#### 8.1.1 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](#).

#### 8.1.2 Area

All lands that allow multiple unit residential uses are designated as the Multi-Unit Development Permit Area, as illustrated on Map Schedule E2.

#### 8.1.3 Justification

As multi-unit development will be more prevalent as the City densifies and provides more housing options to meet changing demographic needs, it is important to provide guidance on the form and character of this development. This can help to enhance the livability of these projects in new and existing neighbourhoods while maintaining compatibility with adjacent, less dense neighbourhoods. Overall, this can help to maintain and enhance the overall character of Quesnel.

#### 8.1.4 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 help enhance the public realm and accommodate the context of existing neighbourhoods to preserve the character of the surrounding area.

#### 8.1.5 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.

#### 8.1.6 Exemptions

A multi-unit residential development permit will not be required for:

- a. An alteration to a building that does not require the issuance of a building permit.
- 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

## 8. Development Permit Area Guidelines

impact the overall form and character of the building and would not impact the existing landscape or access provisions.

- c. Interior renovations.
- 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).

### 8.1.7 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 spaces between buildings and street curbs as safe, convenient and interesting places for people.
6. Enliven the public realm with attractive amenities such as seating, plantings, transit shelters, public art and water features.
7. Integrate site and design with existing significant natural features, topography and vegetation.
8. Site and building design shall incorporate Crime Prevention through Environmental Design (CPTED) principles to eliminate places of concealment and to reduce opportunities for crime.

#### Building and Structure Massing

9. The siting, scale and massing of buildings should be consistent with existing adjacent development and prevailing neighbourhood character, and future land uses.
10. 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.
11. Designs should include varied and interesting façades, including a variety of roof lines, roof cover over entry points, balconies and porches.

## 8. Development Permit Area Guidelines

12. Monolithic structures and long expanses of straight walls using singular materials should be avoided.
13. 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.
14. Sloping roof lines are encouraged, and flat roofs without stepbacks are not suitable.
15. Developments of three storeys or more are encouraged to set back upper storeys from roadways, lanes and lower density residential areas to mitigate the actual and perceived bulk of buildings, and retain a sense of privacy for neighbours.
16. New multi-unit developments should be set back from fronting streets to a depth no less than 80% of the setback of buildings on adjoining properties, subject to zoning.

### Building Materials and Character

17. Exterior building materials should be selected for their functional and aesthetic quality, and should exhibit qualities of workmanship, durability, longevity and ease of maintenance.
18. Wood, stone, brick, concrete (e.g. hardieplank), metal and glass are preferred external building materials for residential construction.
19. Use materials in combination to create contrast, enhance human scale, and reduce the apparent bulk of a building.
20. If cultured stone is to be used on exteriors, it should be utilized as accents only and not the primary exterior building material.
21. Buildings clad entirely in vinyl siding are discouraged.
22. Respect and enhance the original character of an existing building when modifying its exterior.

### Site Design

23. Design developments with multiple buildings such that there is a sense of architectural unity or cohesiveness.
24. Clustering and other creative spatial arrangements with common open areas and facilities are encouraged to promote visual quality and interest, efficient use of land and building materials, community interaction and amenities, and natural drainage and environmental management systems.
25. Include weather protection at main entrances and along frontages and adjacent sidewalks when building fronts multiple streets.
26. Defined spaces should be identified for waste containers.
27. Incorporate ground-oriented units into residential buildings located along public streets.

## 8. Development Permit Area Guidelines

### Townhouses

28. Repeat and vary design elements for townhouses, alternating them for adjacent units within a building cluster.
29. Recess garages into townhouse buildings to downplay their prominence.
30. Locate community mailboxes in an accessible central location within a townhouse development and integrate them with the development's design.

### Apartments

31. 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.
32. Screen or enclose mechanical equipment and appurtenances on mid-rise rooftops.

### Access, Circulation and Parking

33. New development must provide safe and efficient vehicle entrances, exits and site circulation.
34. 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.
35. Onsite transportation networks should connect to transportation networks off the site.
36. Large surface parking areas should be broken into smaller groups, with landscaping between the groups of parking.
37. Surface parking lots located at the side or rear of the principal building, rather than the front of the building, are encouraged.
38. 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.
39. Ensure building access that is universally accessible and available to those with mobility impairments.
40. 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

41. Provide landscaping in the following areas:
  - a. Along the property edge next to roadways.
  - b. Between buildings and parking areas.
  - c. Along on-site access roads.

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- d. Along the sides of buildings.
  - e. In other open space areas not required for parking, access roads or walkways.
42. Provide supplementary screening with fencing, hedging, planting, other screening materials or a combination of materials in the following areas:
- a. Around outdoor storage areas and loading bays.
  - b. Around waste containers.
  - c. Blank walls.
  - d. Around heating and cooling equipment and other service areas.
  - e. Between parking areas and the street.
43. Provide a comprehensive landscaping plan that meets the intent of FireSmart guidelines and complements the building and the surrounding uses.
44. Include onsite amenities that improve pedestrian enjoyment, accessibility and the quality of the residential living space, such as courtyards, gardens, playground equipment, pedestrian and bicycle routes.
45. Retain existing mature vegetation to enhance the urban environment and retain the existing character of the area, especially when development occurs adjacent to established lower density residential areas.
46. Where appropriate, strategically plant native and drought tolerant trees, shrubs and other vegetation to protect from high winds and excessive heat.
47. Incorporate low impact stormwater management techniques, such as:
- a. Minimizing impervious surfaces.
  - b. Using permeable surfaces for walkways.
  - c. Collecting rainwater onsite in rain-barrels, retention ponds, or cisterns.
  - d. Including rock pits, bioswales, rain gardens, green roofs or a site source control.
48. Provide street trees, landscaping, lighting, and street furniture where appropriate to enhance the aesthetics and safety of the public realm.
49. Light flanking doors and entryways, especially where signs will also be lit.

### Setbacks

50. 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.

## 8. Development Permit Area Guidelines

### Signage

51. 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

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

### Sequence and Timing

53. Phased developments will be considered to encourage orderly development, identify priorities, and facilitate completion of projects.
54. In general, the sequence and timing of initial phases should result in their completion before subsequent phases are started.

## 8. Development Permit Area Guidelines

### 8.2 Commercial Development Permit Area

#### 8.2.1 Category

The Commercial Development Permit Area is designated under the authority of 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](#).

#### 8.2.2 Area

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

#### 8.2.3 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 have 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 four key commercial areas included in this Development Permit Area:

- **Downtown.** 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 for business and social activities. Therefore, the appearance and character of the area are tied to the community's sense of identity and pride.
- **West Quesnel.** 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.** 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.
- **Northern Gateway.** The Northern Gateway area primarily consists of highway and service commercial uses and light industrial uses located along highway frontage in the north

## 8. Development Permit Area Guidelines

entrance to the city. Due to its location, it is important for good design in this area to give a positive first impression to visitors and residents arriving from the north.

### 8.2.4 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.

### 8.2.5 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.

### 8.2.6 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.
- 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.
- c. Interior renovations.
- 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).

### 8.2.7 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.

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4. 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.
5. Design buildings with multiple street frontages to give equal emphasis to each frontage with respect to building massing, materials, details, and landscaping.
6. Design the spaces between buildings, street curbs and carriages as safe, convenient and interesting places for people.
7. Enliven the public realm with attractive amenities such as seating, plantings, lighting, transit shelters, public art and water features.
8. Consider integrating amenities, lighting and colour into carriages to create visual interest and pedestrian friendly spaces.
9. 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.
10. Consider using colour and lighting on awnings to add interest and character on all types of buildings.
11. Integrate site and design with existing significant natural features, topography and vegetation.
12. Incorporate Crime Prevention through Environmental Design (CPTED) principles to eliminate places of concealment and to reduce opportunities for crime.

### Building and Structure Massing

13. 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.
14. 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.
15. Incorporate mid-block breezeways in large commercial development projects, where appropriate.
16. Second and third storeys should be stepped back, especially when adjacent to single storey developments or low-density residential areas.

### Building Materials and Character

17. Use materials in combination to create contrast, enhance human scale, and reduce the apparent bulk of a building.
18. Design should include varied and interesting facades, including a variety of roof lines, roof cover over entry points, balconies and porches.

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19. Monolithic structures and long expanses of straight walls using singular materials should be avoided.
20. 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.
21. The building exterior may be complemented by additional trim or architectural details to avoid a plain box-like appearance.
22. The visual appearance of a building may also be improved through extensive landscaping that meets the intent of the FireSmart guidelines.
23. If cultured stone is to be used on exteriors, it should be utilized as accents only and not the primary exterior building material.
24. Buildings clad entirely in vinyl siding are discouraged.
25. Design sites with multiple buildings such that there is a sense of architectural unity or cohesiveness.

### Building Operational Design

26. Buildings must all be universally accessible and buildings and access should be designed 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.
27. Locate storage, garbage, composting and recycling areas to the rear of buildings and not between any building and abutting streets, and screen these areas with attractive, high-quality materials and architectural treatments that are complementary with the associated building(s).

### Access, Circulation and Parking

28. New development must provide safe and efficient vehicle entrances, exits and site circulation.
29. 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.
30. Onsite transportation networks should connect to transportation networks off site.
31. Provide bicycle parking racks near a building entrance, in a highly visible location. For larger commercial developments consider secured, weather protected bike parking.
32. Large surface parking lots 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.

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34. 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

35. Provide landscaping in the following areas:
  - a. Along the property edge next to roadways.
  - b. Between buildings and parking areas.
  - c. Along onsite access roads.
  - d. Along the sides of buildings.
  - e. In other open space areas not required for parking, access roads or walkways.
36. Provide supplementary screening in the form of fencing, hedging, planting, other screening materials or a combination of materials in the following areas:
  - a. Around outdoor storage areas and loading bays.
  - b. Around waste containers.
  - c. Blank walls.
  - d. Around heating and cooling equipment and other service areas.
  - e. Between parking areas and the street.
  - f. Between the rear of commercial areas and any residential area.
37. 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.
38. Include onsite amenities that improve pedestrian enjoyment and accessibility and the quality of the public spaces, including courtyards, gardens, sitting areas, flower baskets and planters, and parklets.
39. Retain existing mature vegetation to enhance the urban environment and retain the existing character of the area.
40. Where appropriate, strategically plant native and drought tolerant trees, shrubs and other vegetation to protect from high winds and excessive heat.
41. 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.
42. Light flanking doors and entryways, especially where signs will also be lit.

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43. Design projects to ensure that they do not produce a strong glaring light or reflection of light beyond their lot lines.

### Sequence and Timing

44. Phased developments will be considered to encourage orderly development, identify priorities, and facilitate completion of projects.
45. In general, the sequence and timing of initial phases should result in their completion before subsequent phases are started.

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### 8.2.8 Area-Specific Guidelines

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

#### Downtown

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 in 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 exhibit qualities of workmanship, durability, longevity and ease of maintenance. This includes wood (e.g. clapboard, shingles, board and batten), concrete (e.g. hardieplank), and glass.
3. Exterior building colour palettes should be selected to create visual interest and support the vision of an exciting and welcoming downtown.
4. Building facade colour palettes should highlight pedestrian-scaled building massing and entrances to improve visual interest of streets.
5. Contrasting colours used to highlight architectural details (e.g. soffits, window and door trim) are encouraged.
6. Matte finishes on products are preferred rather than high gloss finishes, as they are more inviting and attractive at the pedestrian scale.
7. 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.
8. 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 in accordance to the following additional guidelines:

9. 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.).

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10. Exterior building materials should be selected for their functional and aesthetic quality, and should exhibit qualities of workmanship, durability, longevity and ease of maintenance, such as concrete (e.g. hardieplank), metal and glass.
11. Exterior building colours should be bright and bold to create visual interest and support the vision of a vibrant and welcoming neighbourhood.
12. Building facade colour palettes should highlight pedestrian-scaled building massing and entrances, to improve visual interest of streets.
13. Contrasting colours used to highlight architectural details (e.g. soffits, window and door trim) are encouraged.
14. Matte finishes on products are preferred rather than high gloss finishes, as they are more inviting and attractive at the pedestrian scale.
15. The general character of signs should positively relate to the architectural character of the associated building.
16. 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:

17. 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.
18. 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.
19. 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.
20. 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 wainscotting are also encouraged.
21. Building materials that enhance the visual identity of the area are encouraged on building faces that can be seen from Highway 97.

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22. 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.
23. Matte finishes on products are preferred rather than high gloss finishes, as they are more inviting and attractive at the pedestrian scale.
24. 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.
25. 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.
26. 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:

27. Exterior building materials should be selected for their functional and aesthetic quality, and should exhibit qualities of workmanship, durability, longevity and ease of maintenance, such as wood, stone, concrete (e.g. hardieplank), metal and glass.
28. 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.
29. Building materials that enhance the visual identity of the area are also encouraged on building faces that can be seen from Highway 97.
30. New commercial developments building setbacks should be generally consistent with the building setbacks of adjacent properties.
31. Freestanding signs should have a landscaped base.

## 8. Development Permit Area Guidelines

### 8.3 Hillside Hazard Development Permit Area

#### 8.3.1 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](#).

#### 8.3.2 Area

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

#### 8.3.3 Justification

The City of Quesnel continues to be affected by sensitive building areas with hazardous conditions. One of the most significant effects is from 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 utilized geotechnical mapping from the province to identify areas that require a geotechnical report and professional foundation design and developed the West Quesnel Land Stability Study Area to manage these areas for hazardous conditions.

Although the priority intent of these Guidelines is to protect development from unnecessary risk of hazards, an integral component can also include controlling the quality of development on hillsides, especially with respect to how these projects are integrated into the natural environment.

##### *West Quesnel Uplands Stability Study Area*

The area of West Quesnel currently impacted by ground movement includes an established residential community in the Uplands area with about 940 parcels of land, 750 homes, one elementary school and several businesses included in the Study Area. The total value of the land, improvements, services and infrastructure in the West Quesnel study area exceeds \$100 million. Note that the West Quesnel area is also important to the economic and social viability of the City of Quesnel and is home to almost 25% of the City's population.

Ongoing ground movement has had significant effects on these buildings and supporting civic infrastructure, with the potential for structural damage over time. Note that soil movement and associated impacts may also change from year to year: in 2020, there was an average of 84 mm of ground movement, which has increased over the 13 mm yearly average between 2013 to 2019, and was likely linked to the high rainfall and snowfall amounts in 2019.

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Since 2006, the Provincial, Federal and local governments have committed vast financial resources to the West Quesnel Stability Program, which has involved maintaining de-watering infrastructure such as pumping wells, horizontal fans, and related facilities, as well as improved stormwater systems. This also includes ongoing monitoring and studies which have been developed by the City of Quesnel to provide background to this matter. Supporting information from the City is available to guide potential construction in this hazard area, especially if allowable extensions or additions to existing structures are being considered.

These guidelines should be considered best practices for development in areas with hillside hazards. However, there are also legal requirements for 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.

### 8.3.4 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.

### 8.3.5 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.
- c. Alteration of land, such as the removal, disruption, or destruction of vegetation or soils.

### 8.3.6 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.

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- 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 principal 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.

### 8.3.7 Guidelines

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

#### Assessing the Site

1. Provide 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. Provide 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. Provide an Environmental Assessment to identify existing ecosystems and special natural and cultural features of a site.
4. Evaluate the soil and rock characteristics that support re-use for construction, and their depth and stability.

#### Site Design and Planning

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 to address City liability for damage from the identified hazard.

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### Earthworks and 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.

### Storm Water Management and Drainage

16. A Storm Water/ Drainage Management Plan may be required for the entire site and downstream drainage areas, given the size, location, and complexity of the development site conditions.
17. Water and stormwater 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 alternative and flexible piping materials to minimize the risk of leaks or cracking caused by ground movement

### Vegetation Removal and Replacement

20. Removal of trees and vegetation should be coordinated with development construction phases.
21. Only clear trees and vegetation necessary to install services, address site design needs, and comply with FireSmart principles.

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22. Buildings and roads should be sited to preserve trees and natural vegetation where possible.
23. Replace trees in a manner that helps to restore the natural character of the hillside site.
24. If removal of trees and other vegetation is necessary, plan revegetation that will not encroach on viewscales.
25. Arrange trees in natural groupings or clusters rather than in lines or formal arrangements.
26. Where vegetation has been removed from dry or south facing slopes, replant with appropriate drought tolerant and fire-resistant species.

### Landscaping

27. Incorporate native species into landscaping to blend in with existing vegetation and minimize large areas of formal landscaping.
28. Incorporate landscaping that enhances the building design and its architectural elements.
29. Incorporate landscaping that meets the intent of FireSmart guidelines.
30. Minimize the impact of development by screening structures through the effective use of landscaping materials.

### Building Aesthetics

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

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### 8.4 Floodplain Development Permit Area

#### 8.4.1 Category

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

#### 8.4.2 Area

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

#### 8.4.3 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.

#### 8.4.4 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.

#### 8.4.5 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.

#### 8.4.6 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.
- 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

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impact the overall form and character of the building and would not impact the existing landscape or access provisions.

- c. Actions and activities that are necessary to prevent immediate threats to life or property.
- d. Interior renovations.

### 8.4.7 Guidelines

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

1. No development of lands designated in Schedule E5 is permitted without a Floodplain Development Permit.
2. New ground-oriented residential development is discouraged in the Floodplain Development Permit Area (Schedule E5).
3. New residential development must be located above ground floor uses, such as above commercial units in mixed-use development projects.
4. All development of lands within the DPA must adhere to the City of Quesnel's Flood Management Bylaw No. 1922 and BC Ministry of Environment Flood Hazard Management Guidelines as amended from time to time.
5. 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.
6. 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.
7. Subdivision is discouraged unless the realignment of lot lines would improve building location and lessen the impact of flooding.
8. Consider the registration of a restrictive covenant to lands within the Floodplain Development Permit Area, including the floodplain setback area, to manage City liability for future flooding damage.
9. Filling of designated floodplains is discouraged.
10. Where filling cannot be avoided on a designated floodplain, it will only be permitted if the drainage of other lands is not affected.
11. Where lands within the floodplain are designated for other land uses, the construction and siting of buildings and mobile homes shall be flood-proofed and developed to standards specified by the City of Quesnel Flood Management Bylaw.

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### 8.5 Sensitive Ecosystem Development Permit Area

#### 8.5.1 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](#).

#### 8.5.2 Area

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

#### 8.5.3 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.

#### 8.5.4 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.

#### 8.5.5 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.

#### 8.5.6 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.
- 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

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impact the overall form and character of the building and would not impact the existing landscape or access provisions.

- c. Interior renovations.
- d. Actions and activities that are necessary to prevent immediate threats to life or property.
- e. Alterations to a parcel of land that has had an Environmental Assessment (EA) done, prepared by a Registered Professional Biologist (RPBio).
- 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.

### 8.5.7 Guidelines

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

#### General

1. Riparian and Wetland Areas designated under the map in 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.
2. Maintain normal riparian processes such as flooding, seasonal drawdown, and groundwater recharge.

#### Management

3. Establish wetland and riparian buffers on public lands where possible.
4. Encourage owners of land within Riparian and Wetland Areas to dedicate land to the City or enter into a conservation covenant with the City to protect sensitive areas.
5. The City may consider a Development Variance Permit to prevent or minimize encroachment into the Sensitive Ecosystem Development Permit Area. These variances may include but are not limited to changes to building setbacks, site coverage, height, and parking requirements.

#### Assessment and Reporting

6. 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 should include:
  - a. Potential impacts to habitat.

## 8. Development Permit Area Guidelines

- b. Mitigation measures to avoid impacts of development to fish and fish habitat.
  - c. Appropriate setbacks based on site conditions.
7. A monitoring report may be required to be prepared by a QEP or RPBio as part of a Riparian Area Assessment up to two years after construction to ensure required conditions of the development permit have been met.

### Construction and Site Disturbance

- 8. Disturbed areas designated as environmentally sensitive should be replanted with natural vegetation immediately following the construction or repair.
- 9. Ensure that development activities do not negatively impact the quality of surface water.
- 10. Effective mitigation measures must be implemented for any development on identified wetlands.
- 11. Manage construction that disturb the soil to avoid erosion and direct runoff into wetlands.
- 12. Avoid filling or draining of permanent or seasonally wet areas.

### Impacts from Site Design and Use

- 13. Maintain wetland vegetation and structure.
- 14. Planting additional vegetation or trees may be required to control erosion, protect banks, or conserve fisheries.
- 15. Avoid locating crossings such as roads, driveways, and utility corridors in wetland ecosystems.
- 16. If crossings must be located within wetland ecosystems, the crossing should to the extent feasible:
  - a. Be narrow and perpendicular to a wetland ecosystem.
  - b. Share facilities.
  - c. Minimize impacts on water bodies.
  - d. Conform to topography to minimize cut and fill.
  - e. Not restrict the natural movement of surface and groundwater.
  - f. Have appropriate native vegetation planted on shoulders to provide screening and assist soil stability.
- 17. Reduce impervious surfaces from development through use of permeable materials and techniques to improve absorption, such as gravel, pavers, and grasscrete.
- 18. Septic fields are prohibited in Riparian Areas (Schedule E6).
- 19. Manage and minimize livestock crossings and access to water.

## 8. Development Permit Area Guidelines

20. Design storm water drainage systems to result in minimal effects to environmentally sensitive lands.
21. Use constructed wetlands, bioswales, and detention ponds to slow the rate of runoff and improve the quality of rainwater through biofiltration.



## 9. Implementation

## 9. Implementation

### 9.1 Overview

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.

### 9.2 Objectives

1. Make progress towards the Vision, objectives, and policies of the Official Community Plan while maintaining flexibility in addressing changing conditions in the city.
2. Ensure that City plans, policies, processes, and bylaws are consistent with the Official Community Plan.
3. Present clear and transparent rationale for Official Community Plan policies and all necessary amendments.
4. Provide for decision-making that is transparent and open to the public and relevant interests.

### 9.3 Plan Consistency and Alignment

1. Ensure that City plans and bylaws maintain consistency with the Official Community Plan, including the Zoning Bylaw.
2. Ensure that budget requests are reviewed for consistency with the vision, objectives and policies of the Official Community Plan.
3. Ensure decision-making incorporates a full life-cycle cost accounting perspective, especially for infrastructure decisions.
4. Ensure that long-term financial implications of expected growth and community change are planned and managed.
5. Align service delivery with the policies of the Official Community Plan and available financial resources.

### 9.4 Development Proposals and Approvals

1. Require all development proposals submitted to the City to demonstrate how the proposal aligns with the vision, objectives and policies of this Official Community Plan.

## 9. Implementation

2. Provide a staff review for all proposals to evaluate project benefits for the community and alignment with the Official Community Plan.
3. Require Development Approval Information as needed that is prepared by a qualified registered professional to support development permit applications approvals. This includes, but is not limited to:
  - a. Geotechnical assessments.
  - b. Flood Hazard assessments.
  - c. Environmental assessments.
  - d. Engineering studies identifying infrastructure impacts, requirements and potential upgrades.
  - e. Traffic impact assessments.
  - f. Hydrological assessments for stormwater management;
  - g. Arborist report;
  - h. Economic or market assessments including tax implications, public infrastructure costs, and demonstrated demand for development.
  - i. Other studies to address any other issues as identified by Council.

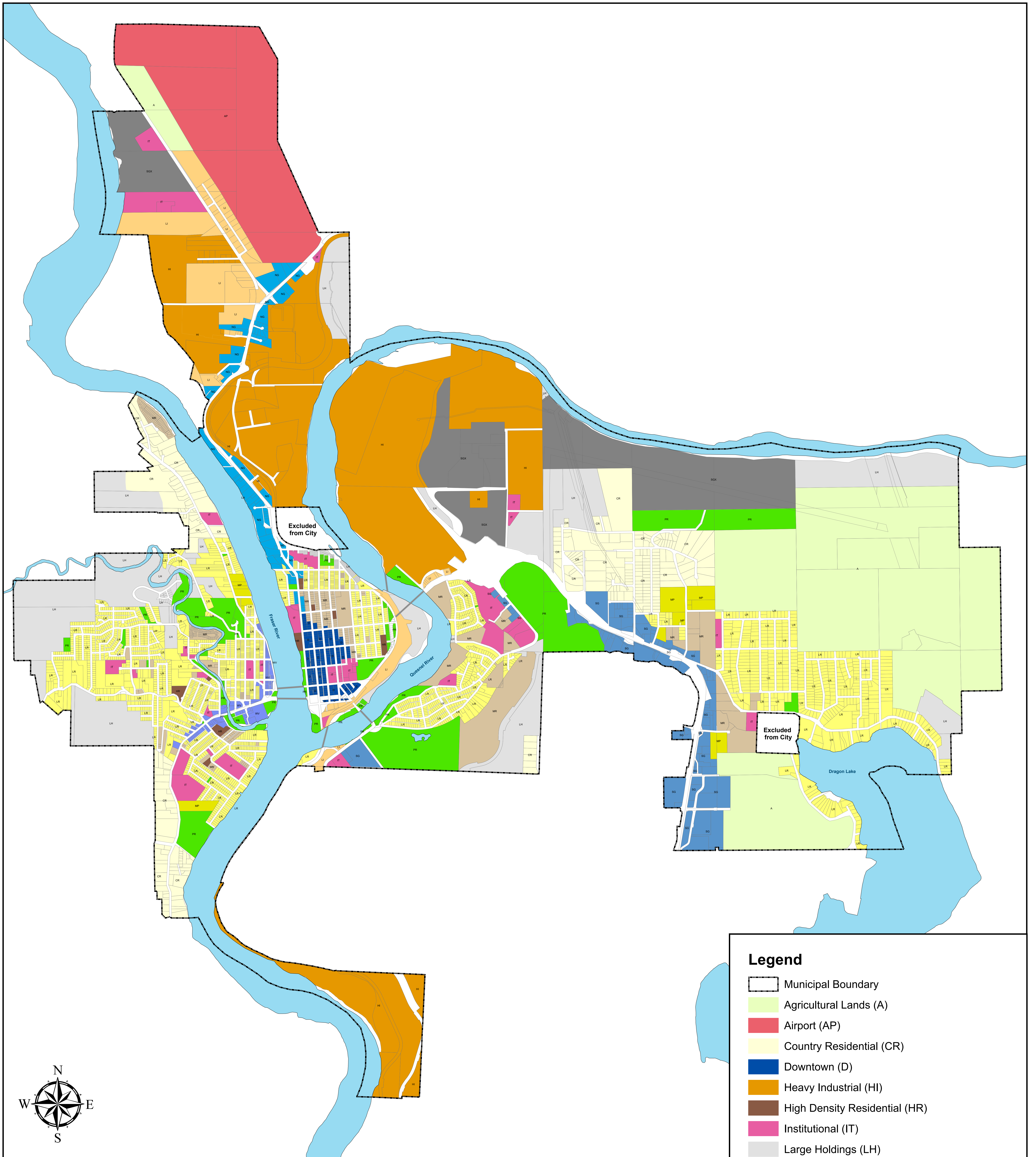
### 9.5 Official Community Plan Amendments

1. When an Official Community Plan amendment is considered by Council, they should consider the following in decision-making:
  - a. The objectives and policies in the Official Community Plan.
  - b. The rationale for considering the amendment.
  - c. Development approval information, where appropriate.
2. Official Community Plan amendments should be approved consistent with [s.477](#) of the [Local Government Act](#) and associated regulations as follows:
  - a. City staff shall provide a review and present an informational report to Council for consideration, which should include expected financial impacts.
  - b. Referrals shall be provided to First Nations, the Cariboo Regional District, provincial ministries, and other organizations as needed.
  - c. A public hearing and other necessary engagement shall be provided to allow residents and interested groups to comment on the proposed amendments.
  - d. Council shall vote on the amendment, or direct staff to evaluate and provide alternative solutions.



















## 9. Implementation

### 9.6 Monitoring and Review

1. Recognize that all processes, planning, and programs necessary to achieve the goals of this Plan will be directed by Council with the advice of appointed committees as needed.
2. Submit a revised Housing Needs Report to Council and the public in 2028, with additional revised reports provided every five years afterward. This shall include housing targets to meet community needs for the following five and twenty years.
3. Review and update The Official Community Plan after receiving a revised Housing Needs Report to amend housing targets and policies to meet identified needs.
4. Conduct a policy review upon receiving a Housing Needs Report to determine if additional City policies should be amended as part of a full review.
5. Provide regular reporting to Council regarding the Official Community Plan, including:
  - a. Progress made towards goals and policy implementation.
  - b. Effectiveness in achieving goals through new and existing initiatives and projects.
  - c. Issues related to plan outcomes.
  - d. Recommended adjustments to policies or practices to help achieve goals.
  - e. Lessons learned and opportunities to incorporate new knowledge into policy and practice.



**Legend**

-  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 Residential (LR)
-  Mobile Home Park
-  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)

**CITY OF**  
**Quesnel**

**The City of Quesnel Official Community  
Plan Bylaw No. 1979 of 2025**

**Schedule B  
Land Use Designation Map**



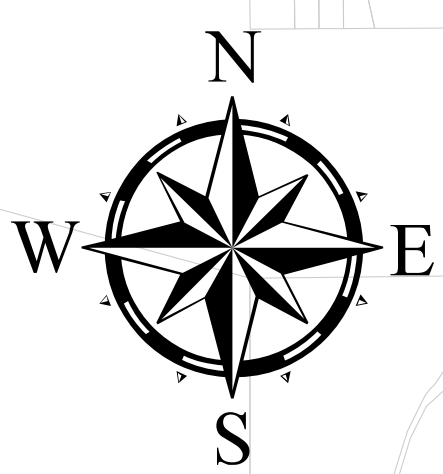
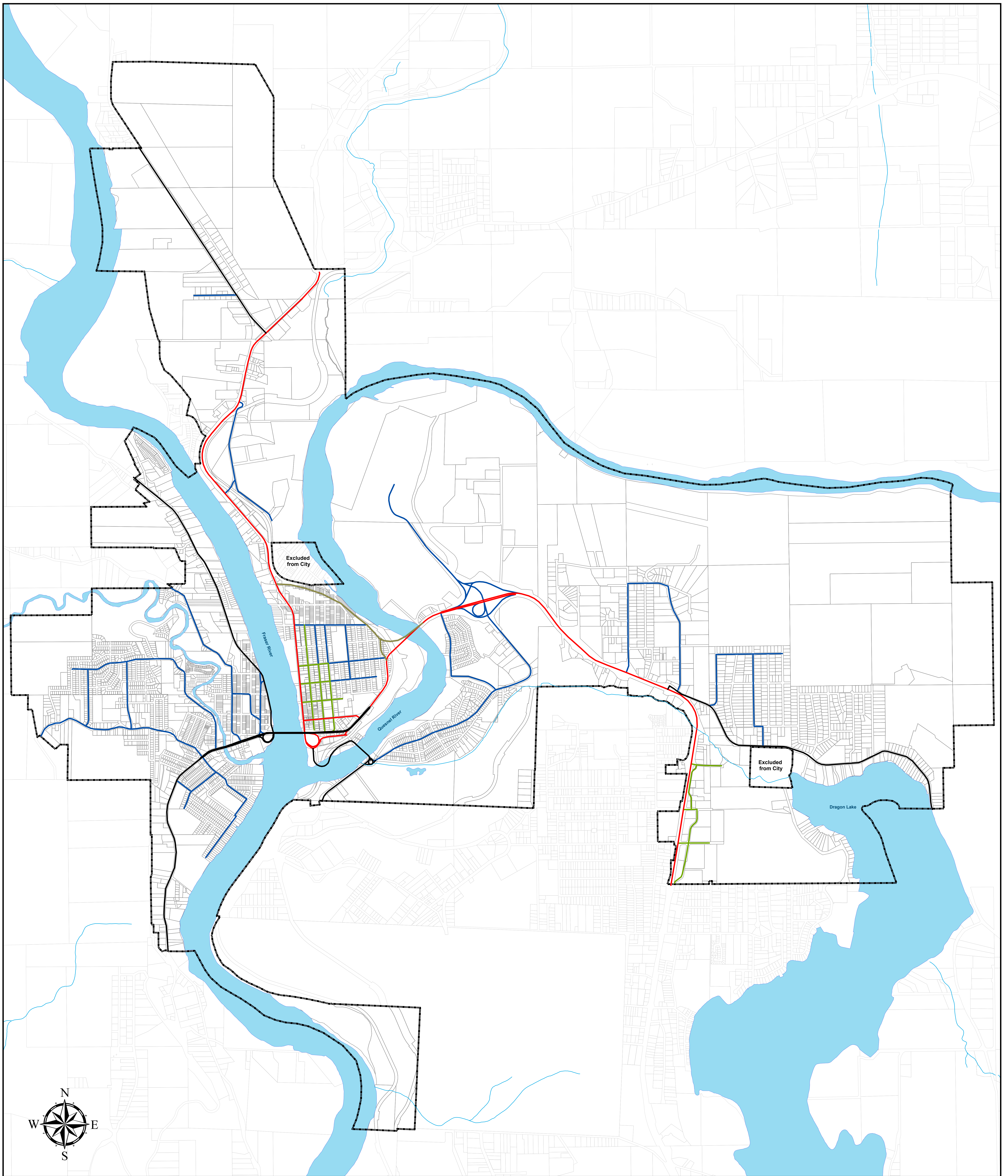
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UTM NAD 83 Zone 10N

This is Schedule B (Land Use Designation Map) as referred to in the City of Quesnel Official Community Plan Bylaw No. 1979 of 2025.

Certified a True Copy of Schedule B of Bylaw No. 1979 of 2025.

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Corporate Administrator



**Legend**

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

**The City of Quesnel Official Community Plan Bylaw No. 1979 of 2025**

**Schedule C Road Network Map**



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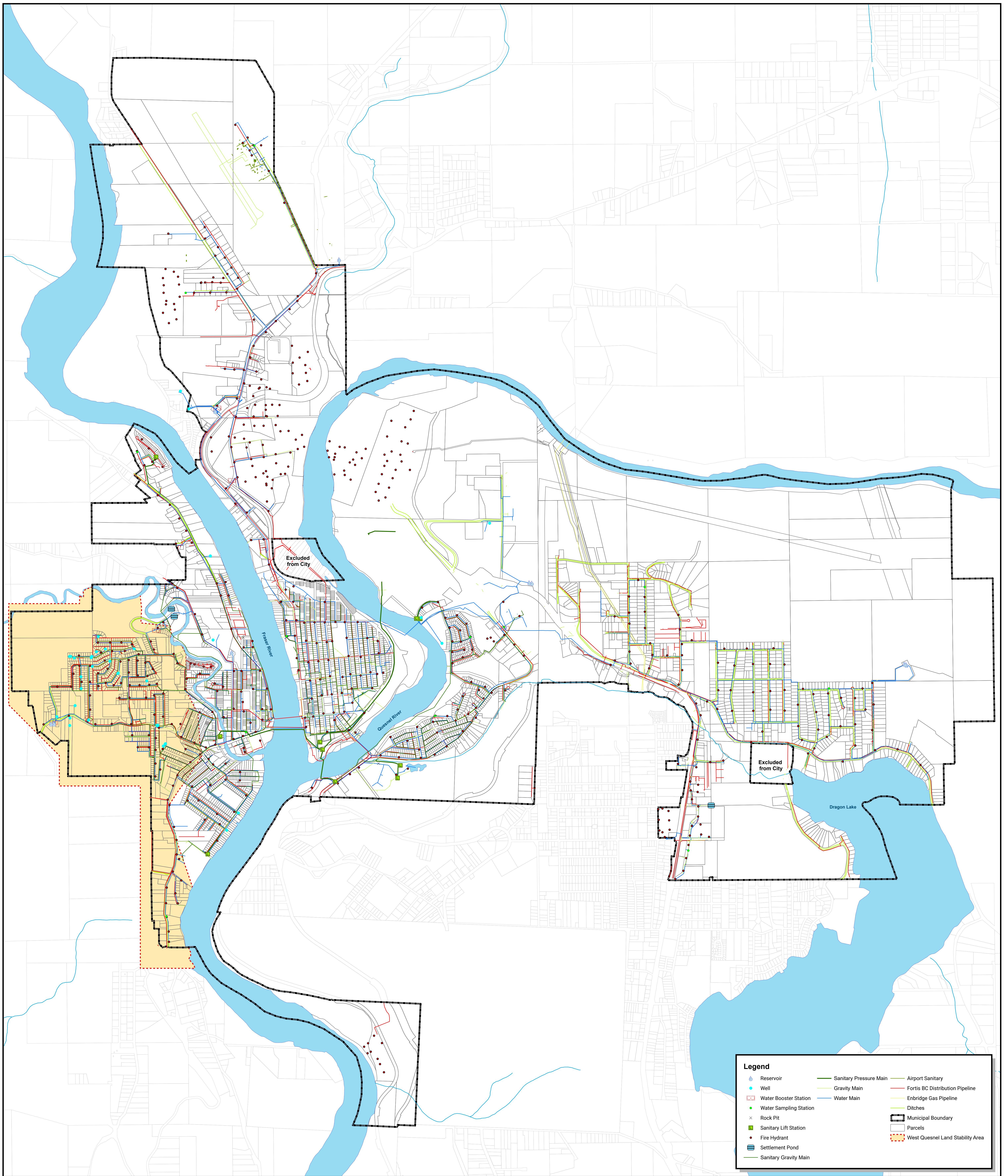
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**Quesnel**

This is Schedule C (Major Road Network Map) as referred to in the City of Quesnel Official Community Plan Bylaw No. 1979 of 2025.

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Corporate Administrator



**Legend**

◆ Reservoir	— Sanitary Pressure Main	— Airport Sanitary
● Well	— Gravity Main	— Fortis BC Distribution Pipeline
□ Water Booster Station	— Water Main	— Enbridge Gas Pipeline
● Water Sampling Station	— Sanitary Gravity Main	— Ditches
× Rock Pit		— Municipal Boundary
■ Sanitary Lift Station		— Parcels
● Fire Hydrant		— West Quesnel Land Stability Area
▭ Settlement Pond		

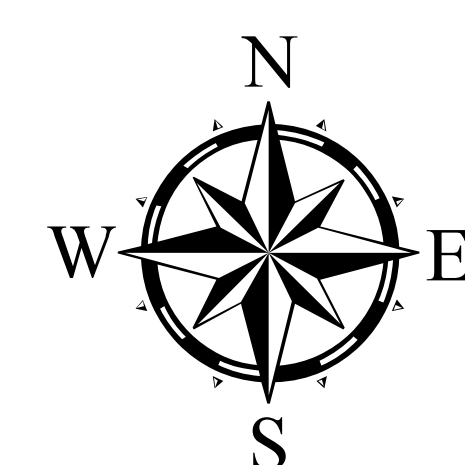
**The City of Quesnel Official Community Plan Bylaw No. 1979 of 2025**

**Schedule D Infrastructure Map**



1:12,363

UTM NAD 83 Zone 10N

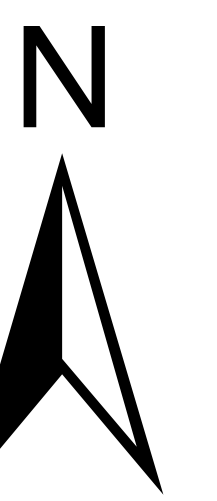
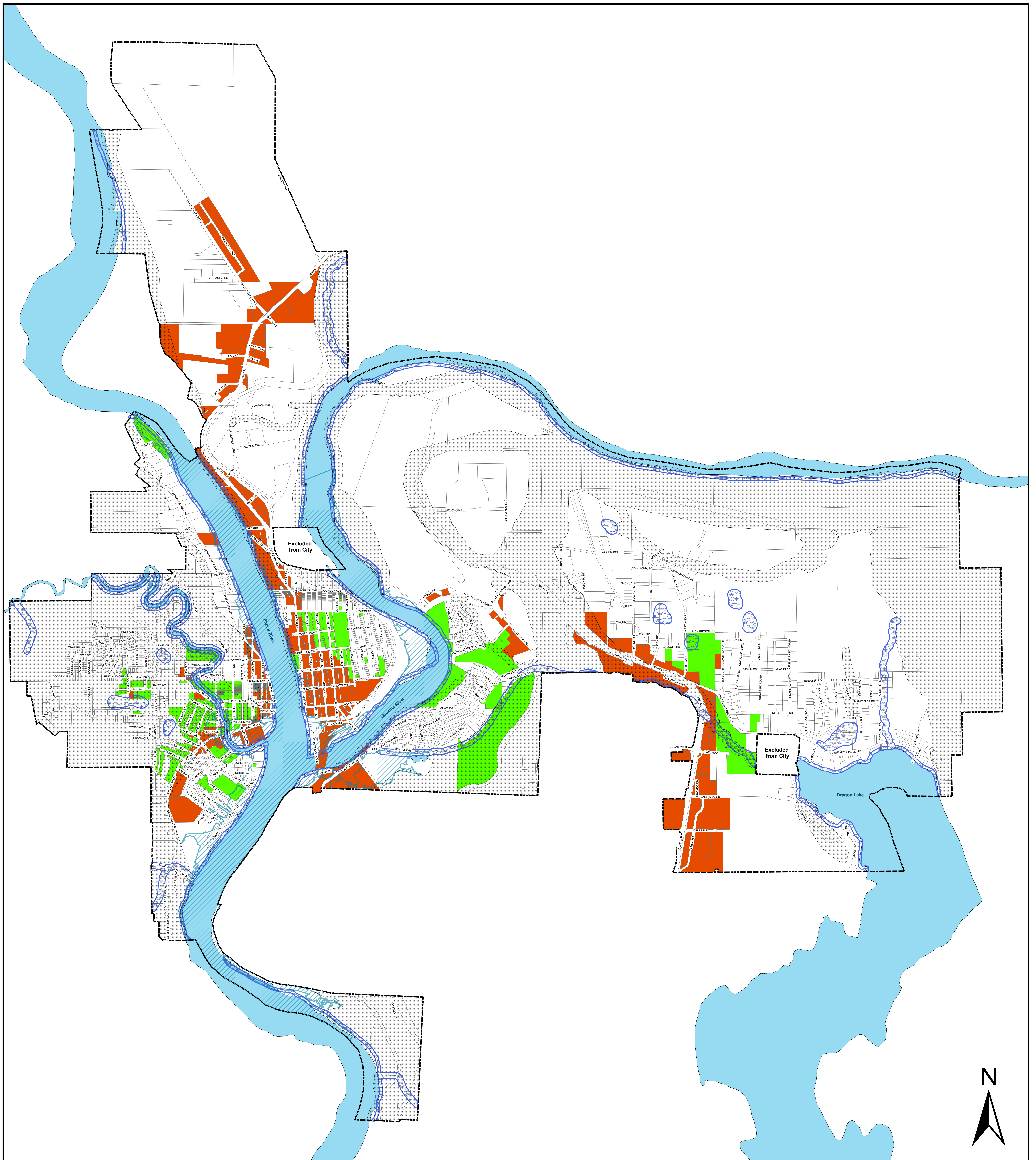


Produced by:  
Development Services Department

This is Schedule D (Infrastructure Map) as referred to in the City of Quesnel Official Community Plan Bylaw No. 1979 of 2025.

Certified a True Copy of Schedule D of Bylaw No. 1979 of 2025.

Corporate Administrator



**Legend**

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

**The City of Quesnel Official Community Plan Bylaw No. 1979 of 2025**

**Schedule E1 Development Permit Areas**



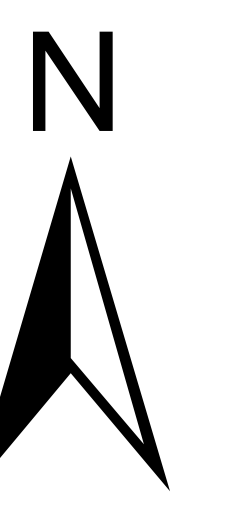
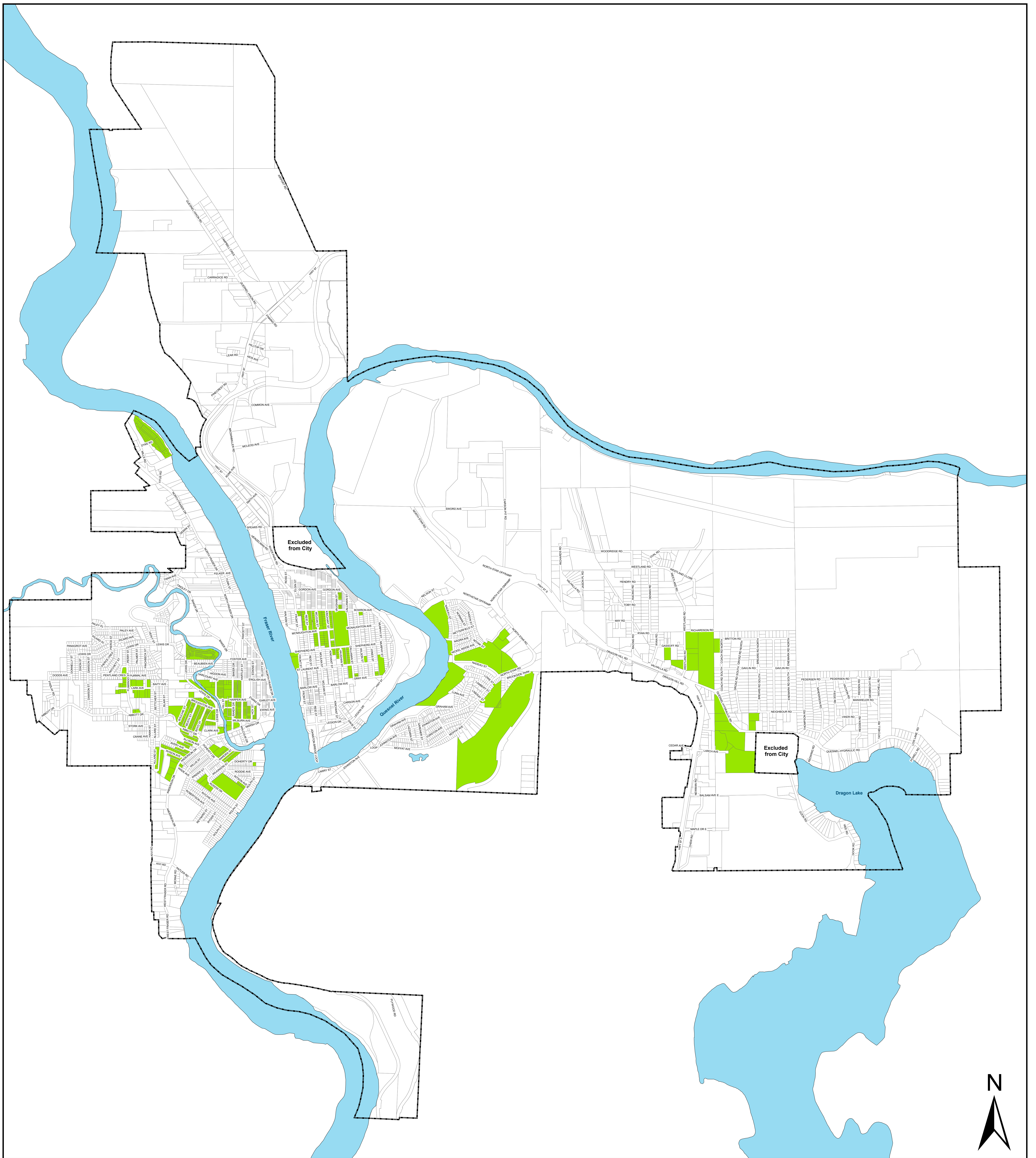
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This is Schedule E1 (Development Permit Areas) as referred to in the City of Quesnel Official Community Plan Bylaw No. 1979 of 2025.

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Corporate Administrator



**Legend**

-  Parcels
-  Multiple Unit
-  Municipal Boundary

**The City of Quesnel Official Community Plan Bylaw No. 1979 of 2025**

**Schedule E2  
Multiple Unit Development Permit Area**

0.5 0.25 0 0.5 1  
Kilometers

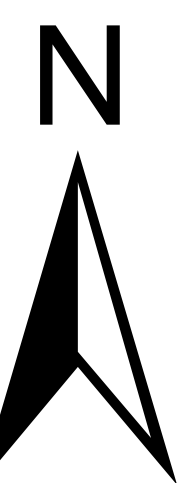
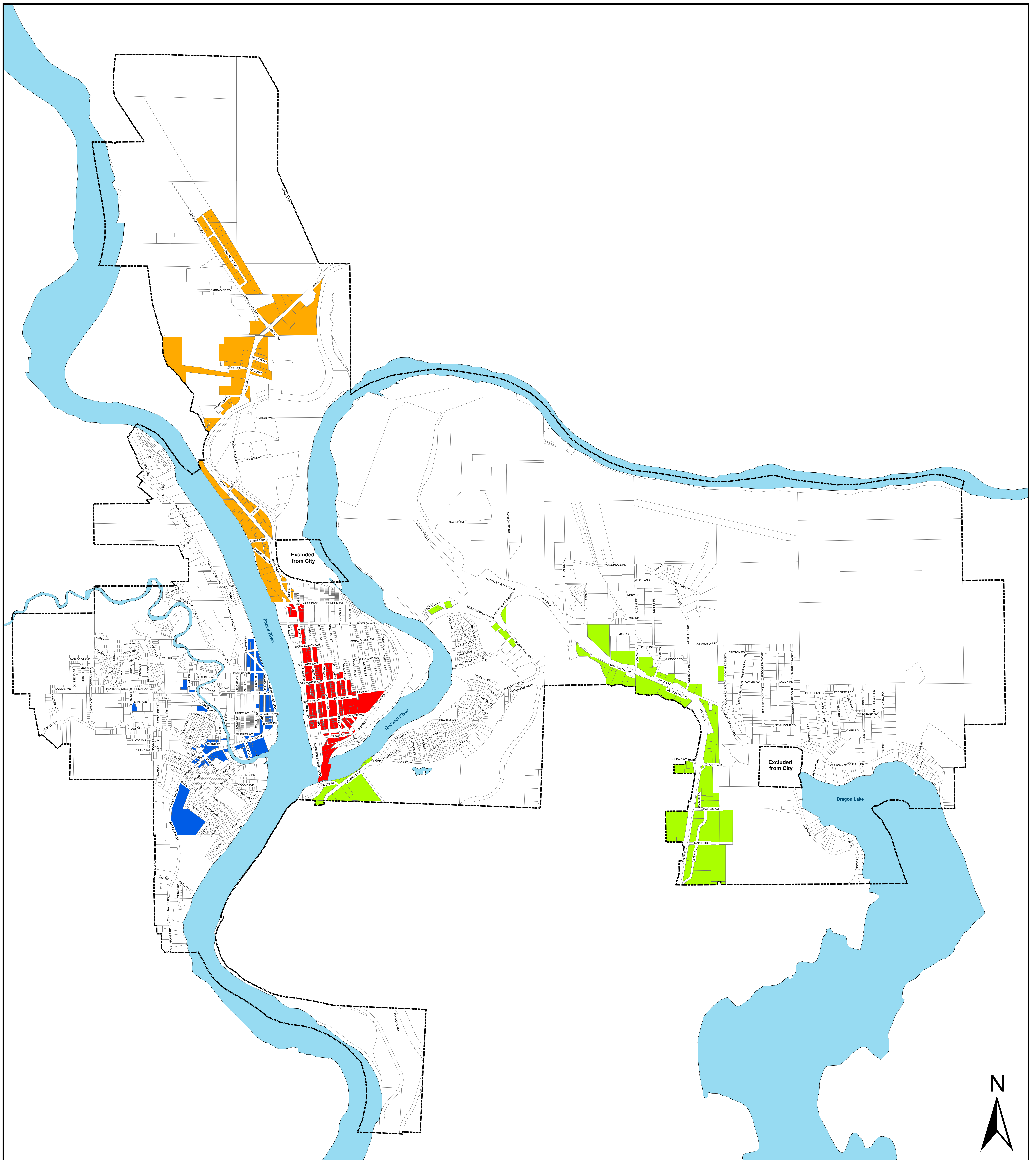
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**CITY OF Quesnel**

This is Schedule E2 (Multiple Unit) as referred to in the City of Quesnel Official Community Plan Bylaw No. 1979 of 2025.

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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. 1979 of 2025**

**Schedule E3  
Commercial Development Permit Area**



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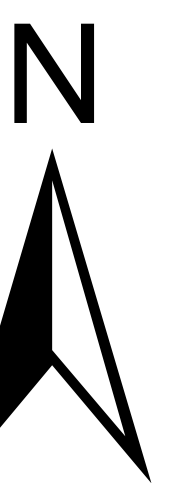
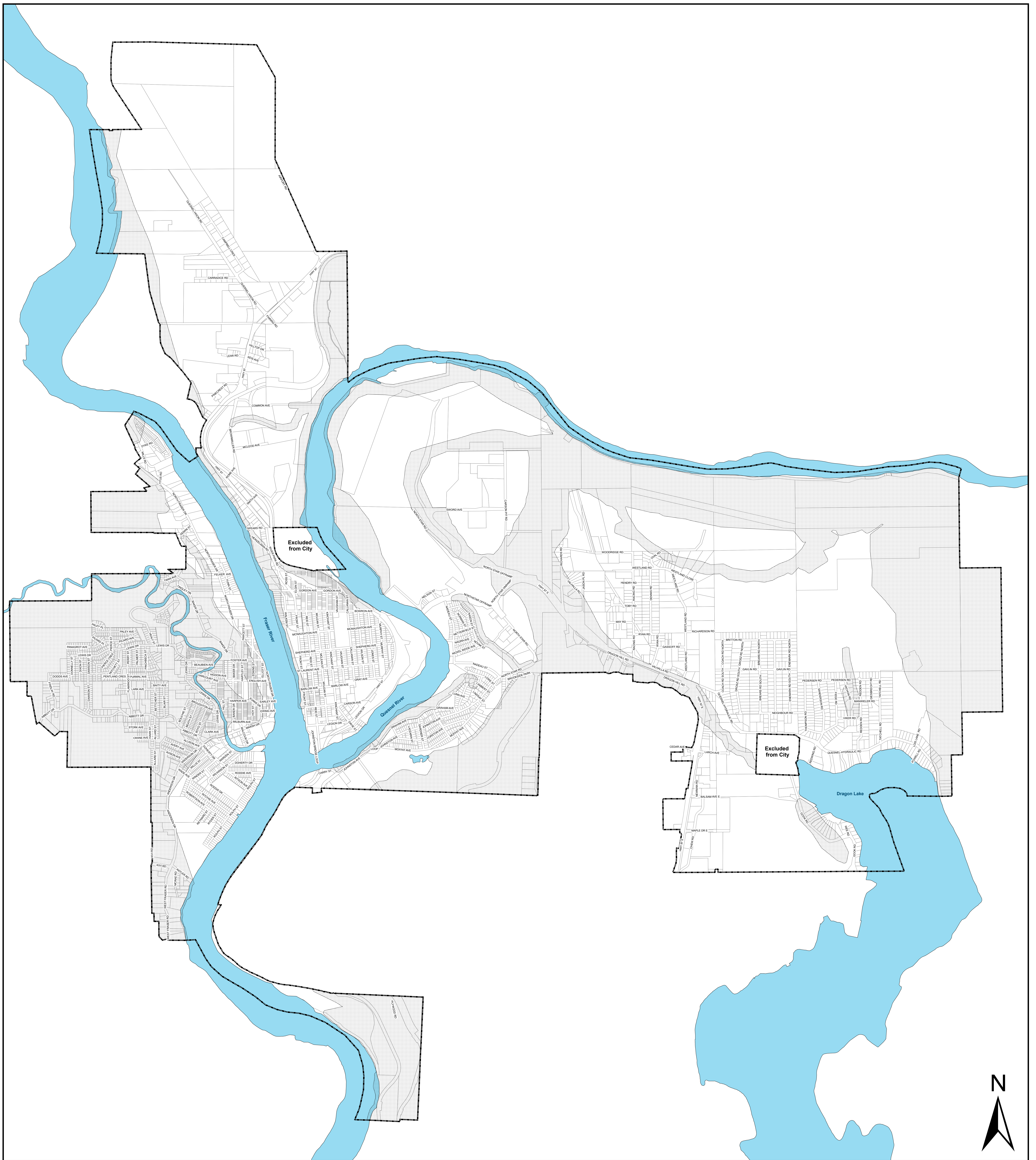
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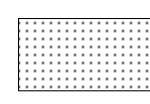


This is Schedule E3 (Commercial) as referred to in the City of Quesnel Official Community Plan Bylaw No. 1979 of 2025.

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\_\_\_\_\_  
Corporate Administrator




**Legend**

-  Hillside Hazard Area
-  Municipal Boundary
-  Parcels

**The City of Qesnel Official Community Plan Bylaw No. 1979 of 2025**

**Schedule E4  
Hillside Hazard Development Permit Area**



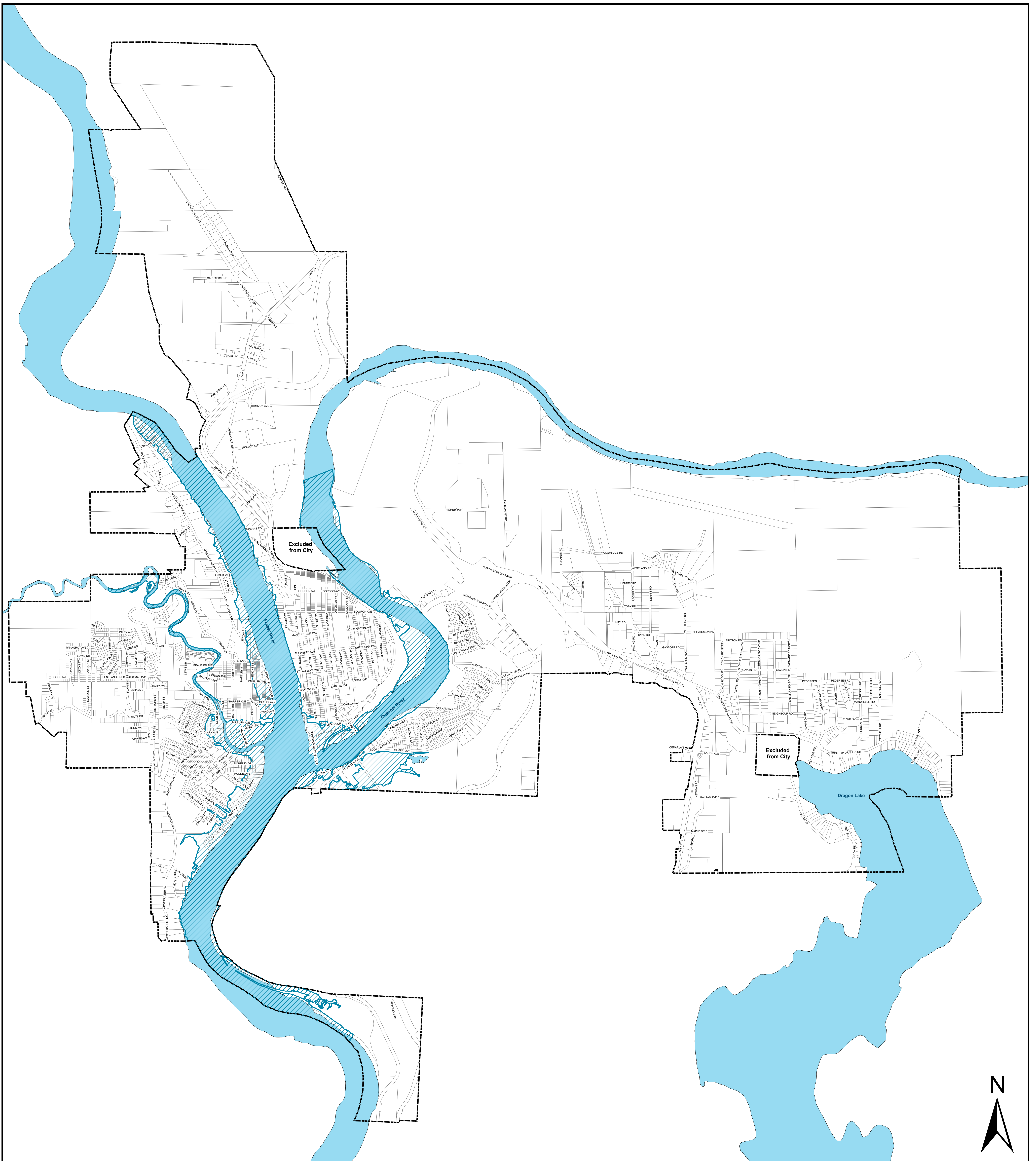
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**CITY OF Qesnel**




This is Schedule E4 (Hillside Hazard Area) as referred to in the City of Qesnel Official Community Plan Bylaw No. 1979 of 2025.

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\_\_\_\_\_  
Corporate Administrator



**Legend**

-  Municipal Boundary
-  Floodplain
-  Parcels

**The City of Quesnel Official Community Plan Bylaw No. 1979 of 2025**

**Schedule E5  
Floodplain Development Permit Area**

0.5 0.25 0 0.5 1  
Kilometers

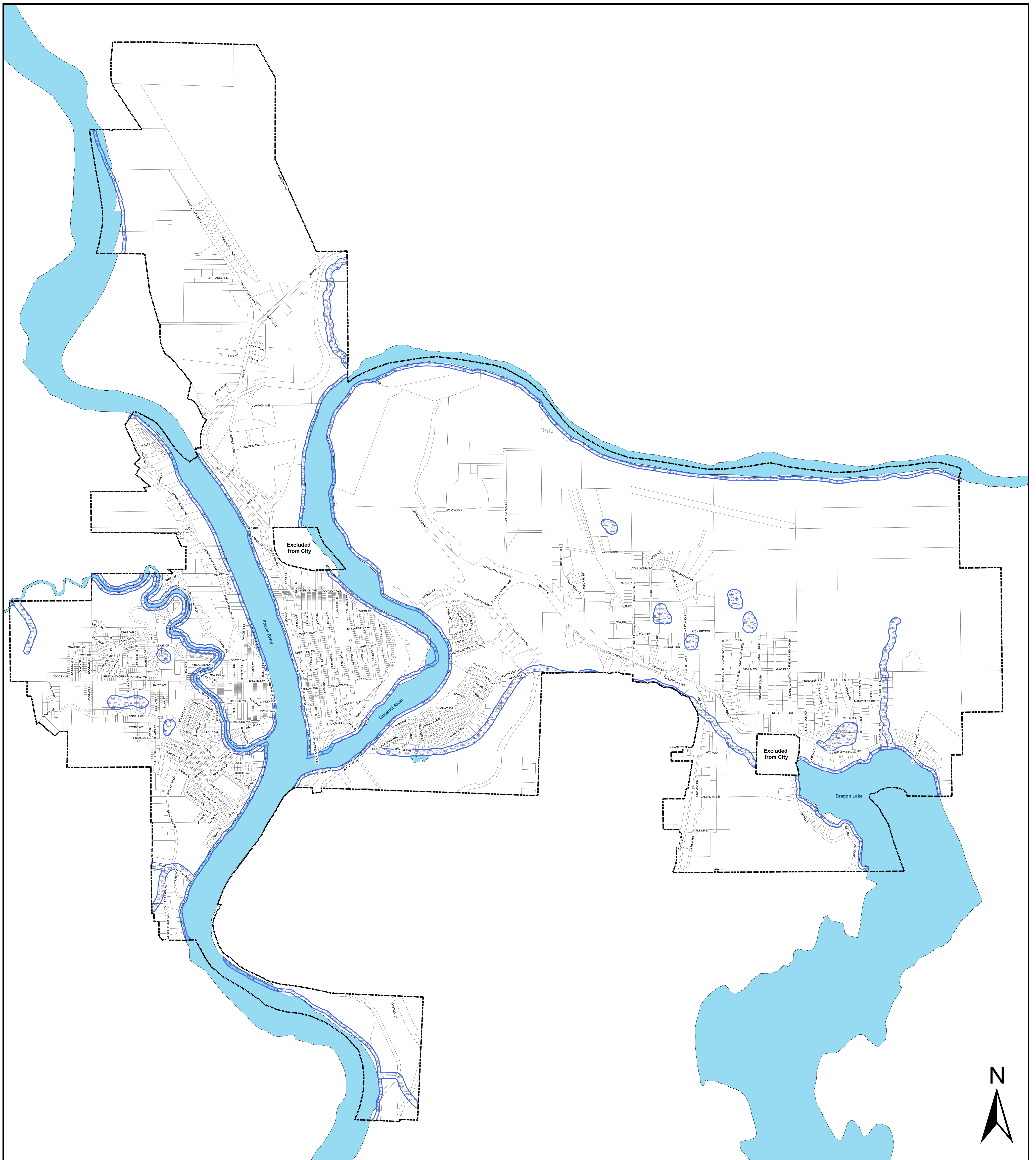
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This is Schedule E5 (Floodplain) as referred to in the City of Quesnel Official Community Plan Bylaw No. 1979 of 2025.

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\_\_\_\_\_  
Corporate Administrator



**Legend**

- Parcels
- Sensitive Ecosystem
- Municipal Boundary

**The City of Quesnel Official Community Plan Bylaw No. 1979 of 2025**

**Schedule E6 Sensitive Ecosystem Development Permit Area**

1:12,363 UTM NAD 83 Zone 10N

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Corporate Administrator