

The built environment includes all the physical, constructed elements of the city: buildings, streets, parks, the utility infrastructure under the ground, and the uses and activities that take place within it. The plan begins with a discussion of the city's evolution through time: managing growth to the community's benefit. Specific policies for land use, housing, transportation, infrastructure, parks, and agriculture follow.

8.1 Growth management

Preamble

Growth management describes tools used to direct growth in ways that support community goals. To support economic development, housing, and provision of services, growth management policies maintain adequate inventories of land given growth projections.

Scope and Jurisdiction

The City can define urban/rural boundaries, development nodes & corridors, and phasing of development over time. For different areas, it can also guide the location, funding, and phasing of major public utilities and transportation. Finally, the City can set priorities for investment and incentives to encourage development and redevelopment.

Related Plans

Since the 1960's, there has been a trend towards more control of land use, with increasing emphasis on infill as far back as 1969. In 2001, the community supported "concentrated growth" over "dispersed growth", resulting in broad policies supporting infill. Finally, in 2010, the myPG Sustainability Plan set broad land use/transportation direction for the community, with a proposal to focus some 80% of long-term growth within the existing urban area. This OCP builds on this legacy by identifying specific actions to ensure the community's aim is achieved.

Context, Trends and Issues

As noted in Chapter 2, population projections suggest modest annual growth of about 0.4% - 0.8% average to 2025, translating into some 3,600 to 6,600 more housing units and a demand for 19 ha (47 acres) of commercial land. As with any prediction, these forecasts are uncertain, and real growth may be higher or lower. Past trends have seen growth concentrated on the outskirts of the urban area, drawing energy away from downtown and towards new centres, and increasing reliance on automobile transport and causing problems like high infrastructure maintenance costs, high accident-related costs, and obesity. The key issue for growth management is to focus growth closer to downtown and existing neighbourhood centres, within the context of what the market can deliver.

Objectives

- Objective 8.1.1 Contribute to downtown revitalization.
- Objective 8.1.2 Reduce development pressure on valuable resource lands and protect environmentally sensitive areas, hazard areas, green corridors, and steep slopes.
- Objective 8.1.3 Create land-use patterns that are supportive of convenient walking, cycling, and transit – to improve health, air quality, and climate mitigation efforts.
- Objective 8.1.4 Strengthen neighbourhoods and neighbourhood centres throughout the City.
- Objective 8.1.5 Minimize ongoing operating and replacement costs of infrastructure.
- Objective 8.1.6 Facilitate redevelopment and infill by removing barriers to this kind of growth.
- Objective 8.1.7 Enhance neighbourhood centres and downtown, making them better “people places” that are more pedestrian-oriented, attracting residents, businesses, and encouraging economic development.
- Objective 8.1.8 Encourage development and growth in the short and long term.
- Objective 8.1.9 Maintain school-age populations in existing catchments.
- Objective 8.1.10 Support adaptive management in case of growth rates higher or lower than forecast.
- Objective 8.1.11 Provide for limited rural residential living.
- Objective 8.1.12 Preserve forests, agricultural lands, soils, and environmental resources.
- Objective 8.1.13 Support a sustainable resource economy by maintaining access to non-renewable or sensitive natural resources within the City.
- Objective 8.1.14 To adapt to climate change, support rural uses of rural areas and encourage infill and compact development whenever possible to minimize new infrastructure construction. Cost savings can be reallocated to designing and building more climate resilient infrastructure.

Designation of Areas

The City's urban structure is described in Chapter 4.0 Concept and Strategies. The Growth Management Map focuses on areas having different growth management policies. The Map designates the following areas:

- Urban designations
 - Growth Priority Areas
 - Infill
 - Phase 1
 - Phase 2
- Future Urban
- Rural designations:
 - Rural Resource
 - Rural

These designations are described in subsequent sections of this chapter and are referenced in objectives and policy.

Policies

General

- 8.1.1 Through a combination of incentives, City investment, and regulations, the City will encourage growth within the Infill and Growth Priority areas, and discourage development elsewhere.
- 8.1.2 The City will affirm and strengthen the role Growth Priority Areas play in creating identity in the city by encouraging growth within them over growth elsewhere.
- 8.1.3 The City will allow and encourage mixed use development downtown, within local centres and along major streets.
- 8.1.4 The City recognizes that Lheidli T'enneh lands within City of Prince George will be excluded from City jurisdiction following ratification of a Treaty. At that time, the City will work with the Lheidli T'enneh to harmonize and agree on growth management and land use policy through a Comprehensive Master Agreement between the parties.
- 8.1.5 The City supports a strong urban/rural edge, following landmarks and topographical features. Generally, these include Parkridge Creek, the steep slopes west of Foothills Boulevard, the Fraser River on the east, and the wetlands and watershed of McMillan Creek to the north. In the Blackburn area, support agriculture through integration of urban and rural areas.
- 8.1.6 The City should plan on the basis of a forecast growth rate of 0.2 - 0.8%/year to 2025.

- 8.1.7 The City supports collaborative growth management with the Regional District of Fraser Fort George to manage the cumulative impacts of growth in and near the city on costs of utilities, roads, and other services and amenities.
- 8.1.8 The City supports the delivery of training to the local development community on infill and redevelopment to help remove barriers related to any lack of knowledge and experience. This training is recognized as a further opportunity to identify other barriers the City can help to overcome. The City does not support farmland subdivisions in the ALR or agriculturally valuable land that produce any parcels smaller than 15 ha (38 acre) parcels.
- 8.1.9 The City may identify agriculturally valuable lands outside the ALR and encourage their inclusion into the ALR. These lands should be considered for development permit areas to protect their agricultural viability, and should include the Blackburn area.

Infill Areas and Growth Priority Areas

- 8.1.10 The City will prioritize public investments to Growth Priority Areas, including capital investments in transit, biking/walking infrastructure, streetscape improvements, parks and other public open spaces, utility upgrades, communications and energy infrastructure (including district energy). Repairs and maintenance will also be prioritized in these areas, recognizing the need for adequate maintenance throughout the Urban Area.
- 8.1.11 To establish clear community preferences, increase certainty for redevelopment and infill projects, and establish detailed priorities for capital investments, the City will prioritize neighbourhood planning in and around Growth Priority areas. These plans will take a “complete community” approach, including situating the plan area in the context of the surrounding urban structure (Community Identity Map), and relating residential development and densities to the urban structure and to design principles for walkable communities.
- 8.1.12 The City will support utilities and drainage infrastructure extensions, upgrades and oversizing in Growth Priority Areas and the Infill Area by means of funding mechanisms available under the *Local Government Act*, including:
- the collection of development cost charges to fund projects necessary under the growth management plan;
 - latecomer agreements with developers;
 - development works agreements with developers;
 - local area service projects to serve re-development and new development in existing developed areas (where supported by local land owners);
 - opportunities for funding, when available, under applicable senior level government grant programs or other grant funding organizations; and

- opportunities for funding agreements, when applicable, under public-private partnerships.

Phase 1, Phase 2 and Future Urban

- 8.1.13 To provide for gradual expansion of the Urban Area, the City should phase and guide growth within these areas based on required servicing and with preference to locations adjacent to existing urban areas and close to identified Local Centres.
- 8.1.14 The City will consider updating existing neighbourhood plans in Phase 1, Phase 2 and Future Urban areas to identify a pattern of walkable neighbourhood commercial centres and support these with residential densities high enough to ensure viability.
- 8.1.15 The City will finance development in keeping with the principle that new development must pay its own way. Based on this principle, all infrastructure required to support development in Phase 1, Phase 2 and Future Urban areas will be funded in full by the developer.
- 8.1.16 The City will consider rezoning lands in the Future Urban to limit urban development and promote continued rural use.

Rural

This area functions as a transition between rural resource lands and urban areas, providing for rural residential and more active small-scale agriculture. It recognizes and affirms existing rural areas and activities. The rural designation is further divided as follows:

- Rural A: low-intensity rural and hobby farm use
- Rural B: moderate intensity rural residential use
- Rural C: higher intensity rural residential use

- 8.1.17 Through rural designations and policies, the City should provide for development that addresses a desire for a rural lifestyle. Encourage development that supports rural uses such as small farms, contracting, forestry and similar activities that make good use of the land and rural context. Provide for very limited development, including low-intensity residential use, hobby farms and similar uses.
- 8.1.18 Set a minimum parcel size of 4 ha (10 acres) in areas designated Rural A; a minimum parcel size of 2 ha (5 acres) in areas designated Rural B; and a minimum parcel size of 0.4 ha (1 acre), subject to adequate sewage treatment, in areas designated Rural C.
- 8.1.19 Growth in the Rural C designation shall be limited to infill of existing areas.
- 8.1.20 Do not provide City water, sanitary or storm services to rural areas, except where services already exist as of the adoption of this bylaw.

- 8.1.21 Allow low-intensity recreational and parks uses, with consideration to protecting steep slopes and views. These may include seasonal camp and recreation sites, golf courses, and nature parks.
- 8.1.22 The City will permit development of commercial centres in Rural C areas to serve rural population. Total commercial space in any individual Rural C area will be less than 2,000 square feet.

Rural Resource

This designation includes areas used for agriculture, forestry, and resource extraction activities that are important in the long-term health of the regional economy. It also encompasses natural open spaces, environmentally sensitive areas, and natural hazard areas in which development is restricted or prohibited.

- 8.1.23 Permit resource protection or resource use, such as agriculture, forestry, parks, and public utilities.
- 8.1.24 Permit single-family residential use, and limit the density to one unit per 15 ha.
- 8.1.25 The City will consider permitting agritourism uses ancillary to agricultural operations. These may include for example accommodations similar in scale to B&Bs, food sales, farm tours, and farm-based recreation.
- 8.1.26 The City will permit a minimum parcel size of 15 ha (30 acres).
- 8.1.27 Support ALR designations within the City's boundaries. Changes to the designation will be supported only if land is shown by a qualified professional to have limited agricultural suitability and where land use changes work to support food and agriculture systems (e.g. farmland dedications of equal or greater value for community trust and/or upgrades to farming or farmland infrastructure).
- 8.1.28 Direct incompatible land uses away from land identified with high agricultural capability.

8.2 Urban Form and Structure

Preamble

Urban form and structure describes the physical elements that give meaning to a place – making it special or unique, and that influence our emotions. For a community, a strong, healthy, visible form and structure contributes to pride of place, allowing people to talk about their city in terms like love, beauty, comfort, attraction, safety. Usually meaning is derived from a combination of natural, built, and cultural features.

Scope and Jurisdiction

The City can direct the location and density of different uses, and set standards for the siting, scale and density of buildings, parking, and landscaping. For uses other than low-density single family homes, it can also set guidelines for the character of development. Finally, the City can set standards for development of public spaces: road rights of way, parks, plazas, etc.

Related Plans

The City has made some recent efforts to strengthen its urban form and structure. Previous OCPs have confirmed key natural features as important natural heritage, and on-going work is being done to strengthen built heritage. The Downtown Concept Plan established strong design direction for downtown to support it as the centre of identity for Prince George. Finally, parks planning and engineering standards, and related work in neighbourhood plans have all contributed to Prince George's identity or directed its evolution.

Context, Trends and Issues

Public surveys conducted as part of developing this plan suggest that people identify with and highly value good shopping, natural beauty, and access to recreation. Peoples' homes and neighbourhoods are well-regarded, as were recreational facilities; by contrast, some neighbourhoods were felt to be unsafe and/or unattractive, and industrial areas, congested roads, and poorly maintained roads show where dissatisfaction is focused.

A supporting analysis of urban form and structure suggests that:

- Natural features are the primary shaper of the city;
- Downtown is a key part of the community's identity, both positively and negatively;
- Pulp mills are a key landmark and driver of identity;
- Because it is spread out, a challenge is to support a common identity while allowing distinct areas to flourish;
- Because there are few east-west streets, their design and health is critical to strengthening urban fabric;
- A pattern of strong landmarks exists from UNBC to the pulp mills;
- Intersections of major streets, coupled with retail districts (i.e. neighbourhood centres) are key opportunities to encourage more attractive spaces and to focus activity;
- With few exceptions (e.g. 4th Avenue and George St downtown), main streets are wide with few intersections, so they act as barriers to safe, comfortable pedestrian and cyclist movement, creating edges that divide the city rather than helping neighbourhoods integrate; and
- Outside of downtown, pedestrian-friendly streets and public spaces are few.

Given that much of the existing built environment is recently built and in good condition, it will be a challenge for the City to improve its urban design. Strong priorities for investment linked with growth management will be critical to success.

Relationship to the myPG sustainability plan:

The myPG plan identified Identity and Pride as one of the most important goals of the community. Investment in urban form and structure will directly influence this goal. A more attractive city

contributes to a sense of safety and is more attractive to business, especially sectors whose employees value great urban places.

Objectives

- Objective 8.2.1 Strengthen residents' connection with natural elements and urban landmarks and structural elements.
- Objective 8.2.2 Improve safety and security of urban places.
- Objective 8.2.3 Make the urban environment more comfortable and attractive through improved visual interest, smooth transitions between uses, incorporation of natural elements, and other approaches.
- Objective 8.2.4 Provide a variety of housing forms to meet diverse needs.

Policies

Urban Structure

- 8.2.1 Use downtown, Highway 97 and Highway 16, the rivers, and prominent hills, cutbanks, and escarpments to define the structure and shape of the city. The City should develop land use and design policies to respond to and celebrate these structural elements.
- 8.2.2 Protect and strengthen key views to landmarks and defining natural features. Views may be strengthened by setting aside key viewpoints, and by framing views with buildings. Landmarks include City Hall, UNBC, and the industrial stacks at pulp mills on the Fraser River. Defining natural features include rivers, cutbanks, and steep hills like Connaught Park.
- 8.2.3 In city planning and implementation activities such as neighbourhood planning, street renewal, parks and open space planning, and others, affirm and support the urban structure shown in the Community Identity Map by prioritizing projects and planning efforts within priority growth areas.
- 8.2.4 Within neighbourhood centres, establish maximum block sizes of 1.5 ha when considering subdivision applications, and encourage mid-block connections in existing blocks to achieve the equivalent block size for pedestrian and cyclist movement.
- 8.2.5 Outside neighbourhood centres, set a maximum 1.5 ha block area except where it is impossible due to topography or other significant constraint. In such cases, strongly encourage trail connections to provide the same level of pedestrian connectivity.

Streets

For the purposes of this discussion, "streets" refers to the space bounded by building frontages, including the public right-of-way and private open space.

8.2.6 The City supports “great streets” principles to guide street design and private realm design. While these apply throughout the city, they are particularly important for development downtown and in local centres:

- Good urban design is premised on the principle that “community takes place on foot”. As such, streets should be places for people to walk leisurely or with a purpose, and should have a pleasing experiential and social dimension.
- Building frontages along urban streets are the strongest determinants of the character and quality of a neighbourhood or district. Continuous frontages create interesting and attractive walking environments while providing friendly and animated streetscapes.
- Streets should provide physical comfort. A sense of physical comfort derives from both a perceived sense of security and the design elements of the street and sidewalk.
- Streets require definition. Streets should have clear boundaries, or “walls”, that define an outdoor room. These “walls” are typically buildings but trees may also provide a sense of enclosure.
- Streets require transparency. Windows at eye level are inviting, engaging, sociable, and provide for natural surveillance, helping to create socially vibrant and active streets.
- Streets require qualities that engage the eye. Visual interest at the human scale adds to the experiential dimension and in particular, the identity of the street.

8.2.7 Strengthen Massey Drive as a key path between downtown and Pine Centre Mall. Add as many residents as possible along the corridor, and enhance the street as a pedestrian- and cyclist- oriented space.

8.2.8 The City supports Universal Design principles and guidelines in street and intersection design.

Built Form

8.2.9 Through development permit guidelines, ensure that all new development is compatible with existing neighbourhoods, promotes community goals, and enhances the built environment. Development Permit Guidelines are adopted in Part D for the following types of development and areas:

- Multi-family Residential;
- Commercial (including mixed-use);
- Industrial;
- Intensive Residential; and
- Downtown Revitalization.

8.2.10 With regard for safe vehicular sight lines, ensure that buildings at corners of major intersections (i.e. intersections between collectors and arterials) locate on both fronting

property lines, in order to create comfortable spaces for pedestrians at these intersections.

- 8.2.11 The City encourages retention of mature trees and shrubs in all infill and redevelopment projects.
- 8.2.12 The City encourages clustering of lots to preserve views, recreational features, or special environmental features.
- 8.2.13 Where clustering is permitted in Urban Areas, a 10% increase in density may be encouraged; in Rural Areas, no increase in density may be permitted.
- 8.2.14 To qualify as a cluster development, the area to be preserved must be protected by covenant or transfer of ownership.
- 8.2.15 Areas not developable (e.g. steep slopes, identified Environmentally Sensitive Areas, Flood Hazard Areas) are excluded from all density calculations.
- 8.2.16 Discourage and to the extent possible, restrict gated and exclusive communities.
- 8.2.17 Consider potential pilot projects to add quality and variety in housing forms.

Food Systems and Urban Agriculture

- 8.2.18 Development on the urban edge should consider integration of urban and agricultural uses and activities through design and layout.
- 8.2.19 Neighbourhood development projects with green space larger than 0.5 ha should be encouraged to integrate urban agriculture in their design and programming.
- 8.2.20 Require new multi-family residential development applications to consider a sustainable food system approach, for example providing growing space, providing community kitchen amenities and/or allocation of funds toward such community amenities.
- 8.2.21 Facilitate community gardens in Growth Priority Areas. The City will consider providing land, working with organizers for community gardens based on community interest and initiative, and designating a staff liaison to facilitate this role.
- 8.2.22 Ensure urban agriculture implementation does not conflict with Urban Interface Policies (human-bear conflict) and is consistent with Health and Safety regulations.
- 8.2.23 Allocate space within City parks, open space, school yards, rights-of-way, City owned facilities, surplus properties, and redevelopment parcels for growing and distributing/selling food. Prioritize vacant, underutilized or derelict sites as identified within the Downtown Concept Plan Public Works: Civic Improvements section.

8.3 Land Use

Preamble

Land Use describes the activities that take place in different locations in the city. It is closely linked to urban form, because different uses require different spaces, buildings and structures. It is also linked to growth management, which works to maintain adequate supplies of land for various uses.

Scope and Jurisdiction

The City can direct the location and density of different uses through zoning. It can separate uses, and it can mix them.

Related Plans

The City has updated its plans and regulations for different uses regularly. More recently, the Industrial Lands Strategy, the Downtown Concept Plan, a number of neighbourhood plans, and the zoning bylaw have been created or updated.

Context, Trends and Issues

Prince George's land use patterns and urban form developed primarily between the 1960's and 1980's, and are consequently shaped by the separation of uses and the resulting need to drive from place to place. As the mix of commercial uses changed around the turn of the century, the City responded with regional and arterial commercial designations which attempted to distinguish and locate uses like large format retail. Finally, the economy has transitioned from a single focus on industry to more diversity, and industrial activity has shifted.

These trends have created a need to re-orient land use policy for Prince George. The first aspect of this is a move to encourage mixed-use centres, including downtown. The second is a refinement of commercial land use designations to reduce competition between downtown and neighbourhoods on one hand, and regional and auto-oriented commercial on the other. Last, an expansion of industrial land to meet anticipated market demands is coupled with a refinement of policies to help improve air quality.

Relationship to the myPG sustainability plan

Land Use policies contribute to a number of myPG goals. Mixed use centres improve the access from housing to stores and services for seniors; and encourage more active transportation, improving health outcomes. In these centres, there is less need to drive, and it is easier to build feasible district energy systems in mixed use areas – helping reduce greenhouse gas emissions. Mixed-use centres are familiar to immigrants, who find them attractive, so they help secure employees for the growing economy.

Designations

The City's urban structure is described in Chapter 4.0 Concept and Strategies. The Future Land Use Map focuses on areas having different land use policies. The Map designates the following areas:

- Parks
- Open Space
- Downtown
- Neighbourhood Centres and Corridors
- Neighbourhoods
- Regional Commercial
- Service Commercial
- Commercial Recreation
- Community Facility
- Light Industrial
- Medium Industrial
- Heavy Industrial
- Rural A
- Rural B
- Rural C
- Rural Resource

These designations are referenced in objectives and policy in this chapter and elsewhere in this Part.

General

Objectives

- Objective 8.3.1 Strengthen downtown and neighbourhood centres with a compatible mix of uses and housing forms.
- Objective 8.3.2 Increase the efficiency of land use patterns and movement networks.
- Objective 8.3.3 Clarify distinctions between land uses, and focus land uses to the most appropriate locations.
- Objective 8.3.4 Increase the diversity of activities in Prince George, while managing critical impacts sensitively.

Policies

- 8.3.1 The City attaches a high priority to encouraging the development of downtown. As such, it will consider the effects on the downtown in the evaluation of all new commercial/retail policies or applications, resource allocation, and priorities.

- 8.3.2 The City supports redevelopment and/or adaptive re-use of surplus school sites. Uses compatible with surrounding uses, providing community services, or enabling later conversion back to school use are preferred. A triple-bottom line assessment of redevelopment options is desirable, incorporating consideration of potential long-term need for flexibility and adaptation.
- 8.3.3 The City will allow and encourage office uses downtown, and restrict them outside the downtown. Office uses outside the downtown should be limited to those professional services that are regularly used by individuals, for whom nearby access is important, such as medical and dental offices. Office development in Business Districts is not supported, except where the office use is ancillary to the primary use.
- 8.3.4 The City should provide for industrial growth and development by designating suitable lands in excess of anticipated needs to 2025, providing flexibility to adapt to changing market demands and conditions.
- 8.3.5 The City should focus light industrial growth within the urban area, encouraging intensification of all light industrial lands with existing services.
- 8.3.6 The City will focus commercial growth within the urban area, with an emphasis on Downtown, Local Centres, and Corridors to match residential growth directions.
- 8.3.7 The City supports home-based businesses in rural and urban areas, subject to zoning conditions to manage negative impacts.
- 8.3.8 Allow and encourage community greenhouses, and gardens and ensure that small-scale food production and storage buildings and structures (e.g. root cellars) are permitted in residential areas.

A Downtown Heart

The heart of the city, downtown functions as the civic and cultural centre of Prince George, containing key cultural, civic, and recreational amenities, offices, shopping, and accommodating significant housing. Buildings may be larger in scale, with a mix of towers and lower forms.

Objectives

- Objective 8.3.5 Revitalize downtown as the commercial, cultural, and civic heart of the community.
- Objective 8.3.6 Strengthen the sense of place and identity downtown, incorporating natural and cultural elements.
- Objective 8.3.7 Make the downtown more attractive to new residents and businesses.
- Objective 8.3.8 Maintain downtown as the central business district and primary location for offices.

Objective 8.3.9 Support a diverse, socially integrated population.

Policies

General

- 8.3.9 Connect downtown with the riverfront experience through strong park connections, incorporating a significant water feature if possible.
- 8.3.10 Provide public art and signage that connect viewers with unique elements of downtown's natural and cultural heritage, and reflects diverse cultures.
- 8.3.11 Support expression of First Nations identity and culture through building styles, art, signage, street and public space names, and through other similar means.
- 8.3.12 Support the Downtown Business Improvement Association in its efforts to promote and strengthen downtown.
- 8.3.13 Increase the area of parks with a minimum target of 10% of downtown as public parks and plazas.
- 8.3.14 Support provision of accessible facilities for diverse needs. These include supportive non-market housing, affordable market housing, social services, community kitchens, seniors' and family recreation, and similar services.

Built Form and Land Use

- 8.3.15 Support an intense mix of uses, including housing and a wide range of commercial, from business incubators through conventional office and retail, and related public and private services.
- 8.3.16 Maintain downtown as the primary entertainment and cultural centre of the city. All medium and large scale entertainment and cultural uses – including theatres, movie theatres, music venues, large meeting facilities, gaming, and spectator sports venues – should be located downtown.
- 8.3.17 Support large format retail outlets locating in the downtown.
- 8.3.18 Incorporate and advance food-related Projects and Plans in the Downtown Concept Plan, which include a year-round Farmer's Market and associated public marketplace, as well as the development of a Food security / Food Systems plan supported with food banks, community gardens, and community kitchen.
- 8.3.19 Through an adaptive learning process, develop and implement supportive policies for street vendors, buskers, outdoor social spaces (e.g. chess/checkers tables), etc.

- 8.3.20 Prioritize the downtown as the preferred location for festivals and encourage regular use of both indoor and outdoor spaces downtown for public events of all kinds.
- 8.3.21 Encourage extensive greening of buildings, such as rooftop gardens, patios, planters, and public spaces. Monitor progress and adjust programs to achieve a total equivalent imperviousness of 45%.
- 8.3.22 Explore the opportunity for a cutting-edge catalyst building project incorporating leading green design and shared facilities needed by residents and community organizations.
- 8.3.23 Encourage the visible use of local materials in construction, particularly wood.
- 8.3.24 Strongly encourage re-use, adaptation, and renovation of existing buildings, responding flexibly to creative proposals.
- 8.3.25 Allow for the following building forms, where an appropriate fit with neighbouring areas is made, and as further described in the Smart Growth on the Ground Downtown Prince George Concept Plan:
- Carriage house infill;
 - Courtyard townhomes;
 - Stacked townhomes;
 - Townhouse lofts;
 - 3-4 storey mixed use commercial/residential and retail/office;
 - Mid-rise residential, mixed-use, terraces, and townhouse courtyards and podium/point tower buildings, having 2-4 storey podiums to define a street wall, and higher elements stepped back to maintain a human scale at street level .
- 8.3.26 Encourage the following building forms, with reference to the Smart Growth on the Ground Downtown Prince George Concept Plan:
- River Park/Quebec Corners: Residential towers with 2-4 storey podiums providing a continuous streetwall. Podiums may consist of townhouses, residential amenity spaces, and/or retail spaces.
 - Market and Cultural Core: Infill and redevelopment in keeping with the scale of adjacent buildings, typically 2 storeys or less with retail frontage at grade, and apartments and/or offices above.
 - Vancouver/Victoria Flex/Transition: 3-4 storey mixed-use buildings facing Victoria, with retail at grade and residential above. Residential buildings behind, transitioning in scale to buildings envisioned in the Crescents Neighbourhood Plan and Residential Wood Innovation District study between Vancouver and Winnipeg.

Neighbourhood Centres and Corridors

Unique focal points throughout the city, neighbourhood centres provide local shops, services and similar amenities, with new housing in a mixed-use context. They have a town- or village-scale, with buildings less than 4 storeys high. Corridors are major links between these centres, running along major arterials and collectors. They function as key structural elements in the city and have similar scale to local centres.

Objectives

- Objective 8.3.10 Strengthen shopping areas as “people places” with strong pedestrian orientation, walkable amenities, and comfortable, safe open spaces.
- Objective 8.3.11 Increase the mix of uses, with an emphasis on adding residential uses within easy walking distance of daily needs and amenities.
- Objective 8.3.12 Support multi-generational, mixed-income communities.
- Objective 8.3.13 Act as an anchor and draw for the local community.
- Objective 8.3.14 Support more efficient energy and transportation systems.

Policies

General

- 8.3.27 Encourage infill and redevelopment of existing vacant and underused sites, with an emphasis on enhancing the pedestrian experience.
- 8.3.28 Explore the potential to develop a central public open space in each neighbourhood centre. This space may be a redesigned street segment, a new space, or an adaptation of an existing open space such as a mall parking lot. The space should be strongly supported by a diversity of surrounding uses and activities, and should be located on one or more pedestrian, transit and cycling routes.

Built Form and Land Use

- 8.3.29 Allow a diverse range of building types, having maximum heights of 4 storeys and accommodating a mix of retail and residential uses.
- 8.3.30 Encourage diverse housing types, including apartments, row- and town-houses, cluster housing, multiplexes, carriage houses, and small-lot single-family houses.
- 8.3.31 Where housing types are mixed, ensure building sizes and scales are compatible.

- 8.3.32 Require development at the edge of the Neighbourhood Centre or Corridor to transition in scale and use to adjacent areas. Transitions across lanes are preferred to transitions across streets
- 8.3.33 Permit non-residential uses only adjacent arterial and collector streets, with the following exceptions:
- 8.3.34 Medical and dental offices may be considered adjacent the hospital on 13th Avenue between Winnipeg and Lethbridge streets. Built form should have a similar scale to adjacent single-family residential and minimize visual impacts of parking.
- 8.3.35 Minimal and specialized medical/dental and ancillary professional offices may be accommodated within the existing hospital; and expansion of medical/dental and ancillary office facilities in conjunction with the Phoenix Medical Centre is supported.
- 8.3.36 Allow small-scale entertainment and cultural uses as part of establishments integrated into Neighbourhood Centres. These include for example art galleries, bowling alleys, and restaurants and small pubs that may support regular music or cultural performances. Pubs in Neighbourhood Centres should be subject to the same restrictions on patron participation as restaurants.
- 8.3.37 Require all new retail space to be oriented to the street or a central public space, with parking on the street or at rear. Traditional 'strip' plazas with parking in front will not be permitted. All buildings on collectors and arterials should be sited at or close to the front lot line, where feasible.
- 8.3.38 Each Neighbourhood Centre should be planned to
- accommodate a full range of retail and service commercial uses, including grocery or anchor stores and a diversified mixture of basic and specialty retail and personal services;
 - accommodate up to 15,000 sq m (150,000 square feet) of commercial space;
 - be no more than 2-3 city blocks in length (300-400 m)); and
 - feature strong continuity of retail frontage.
 - No large format retail nor single retail stores larger than 5,000 sq m (55,000) square feet shall be permitted.

Streets

- 8.3.39 In Neighbourhood Centres, consider the potential for gathering places that make temporary use of major streets. Where such use is desirable, design streets to accommodate it easily.

Neighbourhoods

Neighbourhoods are primarily residential in nature, with associated schools and parks within them. They are typically small-scale, dominated by single-family and similar sized buildings.

Objectives

- Objective 8.3.15 Ensure change in existing neighbourhoods is in keeping with existing character and scale.
- Objective 8.3.16 Infill and redevelop vacant and underutilized sites to meet the anticipated needs of an aging population.
- Objective 8.3.17 Encourage pedestrian-oriented housing with strong relationship to the street.

Policies

General

- 8.3.40 Remove regulatory and other barriers to infill and redevelopment in existing neighbourhoods.
- 8.3.41 Develop a housing typology that meet the needs of Prince George seniors and that would be compatible with the scale and character of existing neighbourhoods.
- 8.3.42 Encourage and facilitate pilot housing projects to test and establish new housing types that fit within the Prince George context.
- 8.3.43 Encourage incremental, small-scale redevelopment whose immediate impacts are relatively minor.
- 8.3.44 Explore required upgrades to lanes to make them realistic primary access points for more intensive residential development.
- 8.3.45 Retain green spaces to ensure that residents continue to have good access to local recreation as populations increase.
- 8.3.46 Where development in a neighbourhood exceeds a rate of 5% conversion of existing lots per year, assess the impacts of change on neighbourhood transportation, amenities and other matters of concern to the community, and identify any actions needed to improve management of such change.

Built Form and Land Use

- 8.3.47 Maintain a similar scale of housing to that typical to existing neighbourhoods, by limiting the size of new buildings and encouraging ground-oriented multi-family forms.

- 8.3.48 Maintain character typical of existing neighbourhoods by encouraging any multi-unit development to be asymmetrical.
- 8.3.49 Permit local commercial nodes at intersections of collector and arterial streets. At these nodes:
- Permit retail, personal services, service-oriented office uses (insurance, real estate, medical/dental, travel), and food & beverage establishments intended to draw residents from surrounding neighbourhoods.
 - The scale should suit the surrounding neighbourhoods, with total gross floor area not to exceed 20,000 square feet, and no single use exceeding 7,500 square feet.
 - The City will support where feasible on-street parking in front of local commercial developments in lieu of off-street parking; if off-street parking is proposed, parking shall not be in front of the businesses in 'strip mall' type layout.
 - The City will encourage buildings to be built on or near the front property line.
- 8.3.50 The City will permit institutional uses, including schools, and parks and places of worship in Neighbourhoods. The size of places of worship should be similar to the predominant size of nearby buildings in order to ensure compatibility with their surroundings.

Business Districts

These districts are dominated by retail business, industry and/or institutions, and provide attractive, accessible areas for these uses.

Objectives

- Objective 8.3.18 Clearly distinguish commercial and business areas by use, scale, and physical orientation.
- Objective 8.3.19 Support on-going commercial and industrial growth by ensuring a long-term supply of Employment Lands.
- Objective 8.3.20 Minimize impacts on adjacent areas.
- Objective 8.3.21 Encourage a high standard of development in order to enhance and protect the surrounding urban and natural environment.
- Objective 8.3.22 Encourage use of currently serviced land and existing amenities such as transit access, road networks, rail lines, and utilities.
- Objective 8.3.23 Locate new heavy industrial uses outside of the Prince George airshed, preferably into areas designated for heavy industrial use by the Prince George Area Industrial Lands Profile (May 2008).

Policies

General

- 8.3.51 Provide for efficient vehicular access and strong traffic management for business districts, to ensure public safety and efficient movement of goods.
- 8.3.52 Air-quality issues are to be considered critical to any land use decision(s) relating to industrial development.
- 8.3.53 New or expanding industries with fine particulate air emissions shall follow the emission offsetting requirements established in the Provincial Guidance Document for Industrial Development in the Prince George Airshed.
- 8.3.54 Where industrial uses are located adjacent to residential areas, integration with residential areas is encouraged through pedestrian-oriented design and mitigation of off-site impacts. The City will encourage infill and the development of existing serviced industrial lands, including underutilized industrial land before considering expansion into designated areas with available un-serviced land.
- 8.3.55 The City will ensure that access to industrial development is designed so as to minimize conflict between industrial and nearby residential and retail traffic and uses.
- 8.3.56 Despite other policies in this Plan, asphalt plants, concrete batch plants, and similar uses are not permitted except where they already exist.
- 8.3.57 The City will develop a set of criteria for assessing applications for new asphalt plants, concrete batch plants, and similar uses, and will review and revise policies and regulations in light of these criteria.

Regional Commercial

Regional commercial areas are to be the focus of regional retail activity, with generally very large scale retail and auto-oriented shops.

- 8.3.58 Allow for both enclosed (malls) and stand alone structures (e.g. a large format retailer).
- 8.3.59 To encourage the regional focus of these designations, individual retail nodes are to be anchored by an anchor store with a gross floor area greater than 55,000 square feet. Individual retail nodes may accommodate up to 400,000 square feet or more of commercial space total.
- 8.3.60 Regional nodes are to be the sole location for the City's large-format retail stores greater than 55,000 square feet in size, except in cases where such uses can be scaled and integrated within the Downtown.

- 8.3.61 Permitted uses include a full range of retail and service commercial, including supermarkets, department stores, apparel, home furnishings, drug and cosmetics and other general merchandise stores, smaller scale retail, and personal services.
- 8.3.62 Proposals for mixed-use development and intensification at Regional commercial nodes shall be considered.
- 8.3.63 Regional nodes should be designed as transit friendly settings. They should be pedestrian-friendly, barrier-free and accessible.

Service Commercial

Service commercial areas are primarily auto-oriented commercial uses in highly accessible locations, including tourist-oriented uses and retailers that are accessed primarily by vehicle. Retail and service uses that can easily locate in a neighbourhood centre are not the focus of this designation.

- 8.3.64 Single commercial establishments larger than 25,000 square feet shall not be permitted.
- 8.3.65 Uses may include tourist accommodation and ancillary uses, and retailers that are accessed primarily by vehicle, such as lumber yards, smaller warehouse-style stores, and vehicle dealerships.

Commercial Recreation

Commercial recreation areas accommodate large outdoor recreational uses that support community and tourist use, can generate traffic impacts, and may include both public and private uses.

- 8.3.66 The City will support future commercial recreation uses throughout the city and in Rural designations provided other values identified throughout this plan are not negatively impacted. These uses include outdoor recreation such as golf courses, driving ranges and campgrounds.
- 8.3.67 Housing development is not permitted in this designation.

Community Facility

Community Facility areas provide for major public and private institutional and associated community facilities.

- 8.3.68 The City supports the on-going health and vitality of UNBC and recognizes it as a key mixed-use centre in the community.
- 8.3.69 The City will encourage UNBC to plan comprehensively for the campus needs and to consider broader community needs and linkages in so doing.
- 8.3.70 UNBC and the College of New Caledonia are strongly encouraged to locate off-campus facilities Downtown.

- 8.3.71 The City supports continued development and expansion of the Airport within the designated Airport area, but will discourage non Airport-related uses there.
- 8.3.72 The City will encourage airport-related industrial uses to locate near the airport.

Light Industrial

Light Industrial areas are intended to accommodate light industrial uses which have low air (less than 3 tonnes of particulate matter per year) and noise emissions. Light Industrial uses that may be permitted include: warehousing, storage and distribution, manufacturing, assembly and repair, computer and electronic manufacturing, and similar uses.

- 8.3.73 Light Industrial uses shall be located with adequate access to public transportation, ancillary services, and local road-networks to help facilitate the movement of people and goods.
- 8.3.74 Areas designated light industrial must be serviced with City water and sewer.
- 8.3.75 The City will permit uses such as manufacturing, processing, repair, research, distribution, and ancillary offices, sales and storage.
- 8.3.76 No outdoor storage is permitted in Light Industrial areas.
- 8.3.77 Retail uses shall generally be limited to:
- retail and food and beverage establishments serving the immediate industrial area and located on an arterial street; and
 - showrooms and sales areas in association with manufacturing, warehousing, and other permitted uses.
- 8.3.78 The physical design of Light Industrial developments along arterial streets should be complementary to the existing urban fabric, and should contribute to existing neighbourhood character.
- 8.3.79 The City will prohibit salvage and wrecking yards within 200 m of Boundary Road, on sites easily visible from Highway 97 and Highway 16, and within 300 m of a watercourse, body of water or environmentally sensitive area.
- 8.3.80 Zero to low noise or air emissions shall be created or be apparent from the outside of an enclosed building.
- 8.3.81 New or expanded light industrial businesses with air emissions (less than 3 tonnes fine particulate matter per year) may be located in lands with the appropriate zoning provided air dispersion modeling does not indicate significant local impacts to sensitive receptors such as residential areas, daycares, schools or hospitals.

Medium Industrial

Medium Industrial areas are intended to accommodate medium to heavy industrial uses which have low to moderate air (between 3 and 75 tonnes of fine particulate per year) and noise emissions. Medium Industrial uses that may be permitted include: modern (low emission) sawmills, and manufacturing.

- 8.3.82 Medium Industrial uses shall be located with adequate access to highways and rail lines to help facilitate the movement of people and goods.
- 8.3.83 Areas designated medium industrial may be serviced with City water and sewer.
- 8.3.84 The City will permit a wide range of industrial uses, except that uses having significant air emissions are not permitted.
- 8.3.85 The City will permit offices only when ancillary to the primary use.
- 8.3.86 Uncovered outdoor storage is permitted in Medium Industrial areas.
- 8.3.87 New or expanded medium industries shall be located outside of the CNR or northeast industrial areas and follow the Provincial offsetting guidelines.

Heavy Industrial

Heavy Industrial designated areas are intended to accommodate high impact, large scale industrial uses which have a high level of air (greater than 75 tonnes of fine particulate per year) and noise emissions. Heavy Industrial uses that may be permitted include: mining and extraction uses, primary metal manufacturing, petroleum refineries, asphalt and roofing material production, pulp mills, and extensive manufacturing.

Objectives

- Objective 8.3.24 In consultation with the Regional District of Fraser-Fort George, new Heavy Industry shall be located outside of the City of Prince George airshed and in areas identified in the Industrial Land Use Study.

Policies

- 8.3.88 The City will permit large industrial operations with significant noise and other impacts, such as pulp mills, large processing and manufacturing plants, and ancillary uses.
- 8.3.89 The City encourages collaboration between the City, the Regional District, and industry to reduce environmental impacts of these industries.
- 8.3.90 Existing heavy industries undergoing expansions or upgrades are strongly encouraged to use best available pollution control technologies and other measures to reduce air emissions.

8.4 Aggregate Resources

Preamble

Aggregate (e.g. sand and gravel) is an essential resource for our community. Aggregate is primarily used as a raw material for the construction of roads, sidewalks, buildings and other structures that are made of concrete, and for snow and ice control. However, aggregates are also essential components for many industrial and utility processes (e.g. drinking water and wastewater filtration).

The value of aggregate is low and the weight is high, therefore transportation costs become the main driver of consumer cost. This means economic supplies of aggregate are located in close proximity to the consumers of the resource. Unfortunately, aggregate removal and deposit operations are often associated with negative impacts including:

- noise and vibration (i.e. equipment, processing, and blasting);
- traffic (i.e. busyness and road safety);
- air quality (i.e. dust, and other emissions related to asphalt and concrete manufacturing);
- drainage (i.e. erosion, sedimentation, flow regime change);
- water quality (i.e. groundwater risks); and
- aesthetics (i.e. loss of vegetation, disturbed landscapes, associated industrial activity).

The proximity of aggregate removal and deposit to urban areas often leads to conflict between aggregate businesses and local residents. Thus, aggregate removal and deposit needs to be regulated to mitigate the above-noted impacts, while aggregate resources require protection from sterilization due to encroachment by incompatible land uses and activities.

Prince George was built over a thick layer of sand, gravel, silt and glacial till which were deposited by melt waters from the last Ice Age. Plentiful aggregate in close proximity to the City has helped with the development and maintenance of our community's buildings and infrastructure. However, urban uses have expanded over and in close proximity to many of our key aggregate sources, while existing pits continue to be depleted.

Objectives

- Objective 8.4.1 Encourage responsible aggregate removal and deposit.
- Objective 8.4.2 Ensure an affordable and sustainable aggregate supply by protecting existing aggregate removal operations and areas of primary aggregate potential from encroachment by incompatible land uses.
- Objective 8.4.3 Actively encourage progressive reclamation of closed, abandoned and depleted aggregate removal or deposit sites or portions thereof.
- Objective 8.4.4 Continue to improve our knowledge of aggregate resources through by updating inventories of aggregate quantity, quality, operational status, and location.

Objective 8.4.5 Work toward a coordinated approach to aggregate removal and deposit regulation and permitting.

Objective 8.4.6 Work collaboratively with the Province, residents, and the aggregate industry to manage aggregate resources in the long term.

Designation of Areas

Interpretation

The attached Aggregate Potential Map provides guidelines for testing, evaluating and managing aggregate resources within Prince George. The Aggregate Potential Map provides first approximation estimates of broad, regional aggregate distribution based on soil and landform units within the Prince George area. The potential was assessed by compiling data pertaining to landform type, soil type, area, presence of pits, overburden thickness, gravel thickness and volume. Each factor was subdivided into several classes and ranked. The rankings were used to eliminate unfavourable polygons, and to subdivide the remainder into areas of primary, secondary or tertiary significance. (P.T. Bobrowsky, P.Geo, N.W.D. Massey, P.Geo., and A. Matheson, P.Geo. (1996); Aggregate Resource Potential of the Prince George Area, B.C. Ministry of Employment and Investment, Open File 1996-24.). The aggregate potential areas shown on the Aggregate Potential Map do not include historical potential areas that have been sterilized by urban settlement areas, groundwater protection areas, environmentally sensitive areas, parks or heritage conservation areas.

The attached Aggregate Resource Map is intended to provide clear direction for private developers, local residents, and Provincial & local governments regarding planning and development of aggregate resources in Prince George.

Aggregate Potential Areas

The attached Aggregate Potential Map indicates areas of primary, secondary, or tertiary potential for aggregate resources.

Aggregate Resource Areas

The attached Aggregate Resource Map indicates the approximate location and area of aggregate deposits that are suitable for removal. This map also includes the Aggregate reserves held by the Ministry of Transportation and Infrastructure.

Policies

General

- 8.4.1 Aggregate removal and deposit should only occur in accordance with the provisions of the Soil Removal and Deposit Bylaw including terms and conditions respecting:
- Hours of operation,
 - Processing,
 - Stockpiling,
 - Traffic and Access,
 - Stormwater and erosion control,
 - Aquifer protection
 - By-product and waste management,
 - Setbacks from residential uses,
 - Phasing,
 - Co-location of aggregate extraction with aggregate processing and manufacturing, and
 - Site layout to mitigate impacts such as noise, dust and visual quality.
- 8.4.2 Future urban land uses should not be permitted on lands indicated on the Aggregate Potential Map as having primary potential for aggregate resources, until the subject lands and lands within 500 m of the proposed development have been depleted of their aggregate resources.
- 8.4.3 Future urban land uses should be setback a minimum of 500 metres from lands shown in green on the Aggregate Resource Map.
- 8.4.4 Future aggregate removal and deposit should be prohibited from lands shown in red on the Aggregate Resource Map because aggregate operations are considered incompatible within: 1) 500 metres of existing and future urban settlement areas, 2) groundwater protection areas, 3) environmentally sensitive areas, 4) parks, and 5) heritage conservation areas, except:
- aggregate removal or deposit allowed without a permit or short term permit under the Soil Removal and Deposit Bylaw, and
 - aggregate removal or deposit allowed with a short term permit issued under the Soil Removal and Deposit Bylaw within the future urban settlement area.
- 8.4.5 Future aggregate removal and deposit should be restricted on lands shown in yellow on the Aggregate Resource Map because aggregate operations are generally considered inappropriate, except:
- aggregate removal or deposit allowed without a permit under the Soil Removal and Deposit Bylaw,

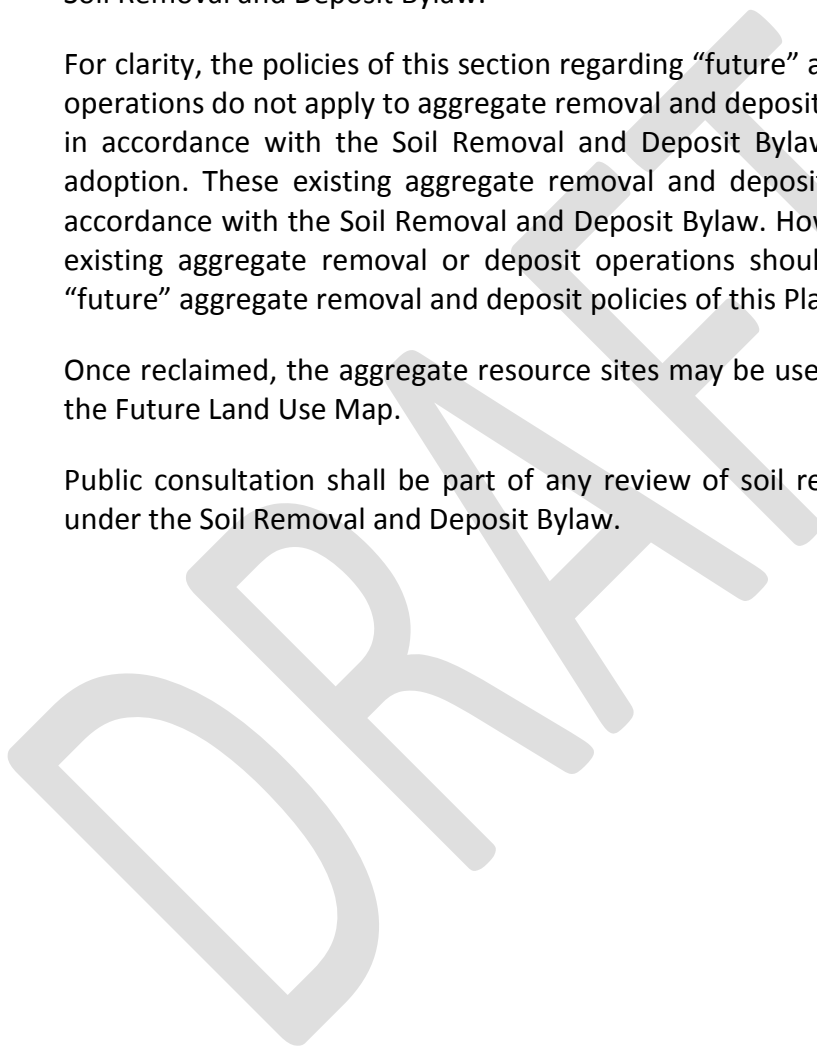
- where an aggregate removal or deposit impact assessment has been provided to the City demonstrating that the impacts can be practically alleviated and until adequate mitigation measures are in place, and
- aggregate removal or deposit allowed with a permit or short term permit issued under the Soil Removal and Deposit Bylaw within a future urban settlement area,

8.4.6 Future aggregate removal and deposit may be permitted on the lands shown in green on the Aggregate Resource Map with a permit or short term permit issued under the Soil Removal and Deposit Bylaw.

8.4.7 For clarity, the policies of this section regarding “future” aggregate removal and deposit operations do not apply to aggregate removal and deposit operations that are operating in accordance with the Soil Removal and Deposit Bylaw at the time of this bylaw’s adoption. These existing aggregate removal and deposit operations may continue in accordance with the Soil Removal and Deposit Bylaw. However, any expansion to these existing aggregate removal or deposit operations should be in accordance with the “future” aggregate removal and deposit policies of this Plan.

8.4.8 Once reclaimed, the aggregate resource sites may be used for the purposes defined by the Future Land Use Map.

8.4.9 Public consultation shall be part of any review of soil removal or deposit designation under the Soil Removal and Deposit Bylaw.



8.5 Public Utilities

Preamble

The quality of life City of Prince George residents enjoy can be attributed in part to having safe and reliable water supply, sewage disposal and storm water drainage systems.

As the community grows, more demand is placed on existing systems to serve new development. In many cases a growth component has been provided in the servicing infrastructure when first installed. However, depending on age and location of the infrastructure, growth demands may exceed the available capacity and upgrades are required.

As the provision of utility and drainage servicing is both a significant component of development costs and the ongoing cost to maintain the systems in the years that follow. With more awareness of and attention to the need to consider social and environmental aspects of serving community needs, economic realities are not the only component to be considered in the provision of utility and drainage infrastructure systems.

The policies derived in this section are reflective of these three aspects of sustainability in providing the community with water, sewer and drainage servicing.

Context, trends and issues

Water Supply and Distribution

The source of the City of Prince George's water supply is provided entirely from groundwater wells. Of the wells in continuous operation, three are large radial collector wells along the south bank of the Nechako River supply 95% of the City's water demand through a water distribution system that has expanded continuously over the last decade.

The City's water system provides for both domestic water demand and fire flow required for the land use served. Generally, the water system is a network of source wells, water mains, booster pump stations, reservoirs and pressure reducing valves. Transmission water supply mains convey water from the source wells to reservoirs and booster stations as water is distributed to customers within pressure zones. The boundaries of pressure zones are determined by elevation; pressure zones are interconnected by booster stations and pressure reducing valves.

Water storage reservoirs are sized to accommodate domestic and fire demand, with the construction of six new reservoirs in the last 2 decades, the provision of water storage has improved considerably.

Development activity in new "greenfield" areas is generally situated in higher elevations where new booster pump stations, pressure reducing valves and sometime reservoirs and needed. These

infrastructure demands add significant cost to development and increased operation and maintenance costs to the City.

Sewage Collection and Wastewater Treatment

The City's sewage collection system consists of a network of gravity sewer mains, force (pressure) mains and over thirty lift station pump stations. The City operates five wastewater treatment facilities, the largest being the Lansdowne Wastewater Treatment Facility that serves the Bowl, College Heights, University Heights and Nechako/Hart areas of the City. Areas east of the Fraser River are served by the Blackburn, BCR and Danson wastewater facilities and a small system serves the semi-rural residential area at the extreme southwest corner of the City.

The Lansdowne facility is operating at 75% capacity, which should provide for the expected growth of the next 15 years. The Blackburn facility has had concerns with high spring discharges due to inflow and infiltration from snowmelt runoff and needs storage expansion to mitigate this condition. The BCR system has sufficient capacity to accommodate growth within the BCR and some of the Airport Light Industrial development; there is room to expand the treatment facility in future, but will not likely be required within the next 15 years. To accommodate build-out development in their respective catchment areas, the Danson facility needs to be upgraded within the 15 year horizon as does the Western Acres facility.

The British Columbia Ministry of the Environment under the Municipal Sewage Regulations encourages local governments hold operating permits under the Waste Management Act to prepare liquid waste management plans. The City of Prince George currently does not have a liquid waste management plan.

A liquid waste management plan benefits a local government by outlining future wastewater treatment system upgrades needed for capacity expansion and streamlining the approval process for treatment system upgrades and effluent discharge. There is significant initial cost to prepare a liquid waste management plan and some ongoing cost for a maintaining and updating the plan including annual reports to the BC Ministry of the Environment.

In February 2009, the Canadian Council of Ministers of the Environment (CCME) endorsed a Canada-wide strategy for the Management of Municipal Wastewater Effluent. Environment Canada is implementing the strategy by proposing new regulations under the Fisheries Act. The new regulations are designed to establish national effluent quality standards that will reduce risks to human and environmental health. These regulations will impact future treatment facility expansion in the City of Prince of George as more stringent environmental requirements will trigger upgrades to meet the new standards when expansions are initiated.

Storm Water Drainage

The City provides drainage for its road infrastructure using open ditches or storm sewers, usually depending on the adjacent land use and proximity of development. Curbing is provided, where storm sewers exist in roads, at the low point of the edge of roads to provide a low point for surface water to collect and channelize storm water runoff toward drains (catchbasins) that help to mitigate flooding of the road surface and adjacent properties.

Storm sewers are installed at sufficient depth in new residential development to accommodate the connection of perimeter foundation sub-drains in fine-grained soils such as silts and clays. In new multiple-family, commercial, institutional and light industrial developments, storm sewers are provided for the connection of roof drains and parking lot drainage systems.

Storm sewers, storm drainage management facilities and open channel systems are designed using conventional urban hydrology practices from rainfall intensity data derived from Environment Canada records and design storm events. Storm sewer infrastructure was designed using 2-year and later 5-year return periods and the current practice is to use a 10-year return period to adapt to more severe events that appear to be more frequent, possibly due to climate change.

Since introducing design guidelines in 2001 for storm water management facilities, storm water detention ponds, dams, receiving open water, channels, and road networks are now designed to accommodate a 100-year return.

Storm sewers with curbing are installed throughout the Bowl, College Heights and new residential developments in the Nechako and Hart areas north of the Nechako River. A few commercial and light industrial areas in the BCR and Danson areas have storm sewers. There are, however, large areas in the Nechako and Hart where storm drainage is provided by ditches and swales (minor depressions between the edge of pavement and property line).

Two watershed drainage plans were completed in the past decade:

- Watershed Drainage Plans – Gladstone, Varsity and Trent Catchments, December 2002 for three drainage basins in the College Heights and future Ospika South Neighbourhood Plan areas,
- Hudson's Bay Slough Watershed Drainage Plan, January 2007 for the Cranbrook Hill, University of Northern British Columbia, west Bowl, central Bowl, Crescents, a portion of the Downtown, Gateway, and Hudson Bay Slough areas.

Within the last two decades, storm sewer infrastructure and drainage management facilities have received more attention from regulatory agencies administering the provincial Water Act and the federal Fisheries Act in the quality and volume of discharge conveyed by these facilities into receiving water courses. This has led to more demands on storm drainage facilities by introducing quality control features into manholes (sumps), and designing sediment removal and oil separators systems.

Currently, the industry practice is moving toward storm water management techniques that employ a "volume-based" methods rather than "rate-based methods". The objective is to use a low-impact development strategy. This strategy emphasizes conservation and use of on-site natural features, integrated with engineered, small-scale hydrologic controls to more closely mimic pre-development hydrology. The goal of low impact development is to prevent measurable harm to streams, lakes, wetlands and other natural aquatic systems from commercial, residential or industrial development sites.

Objectives

- Objective 8.5.1 Support the goals presented in the myPG Integrated Community Sustainability Plan by establishing relevant policies in the Official Community Plan.
- Objective 8.5.2 Identify the location and extent of planned future water, sewer and drainage systems improvements required to support development consistent with the growth management plan. The availability and capacity of existing water, sewer and storm drainage infrastructure that will connect to the improvements must be considered.
- Objective 8.5.3 Protect and promote the health and safety of the public, and the safety and integrity of public infrastructure.
- Objective 8.5.4 Reduce and/or effectively manage the impacts to the environment.

Designation of Areas

Water Service Infrastructure

The existing major water and sewer infrastructure facilities indicated on the maps titled “15 Year Water Network Improvements” and “15 Year Sewer and Wastewater Treatment Improvements”, show approximately the servicing areas for each facility.

Waste Water Treatment Facilities

Lands are required for the expansion of existing wastewater treatment facilities and for the future development of new wastewater facilities at locations indicated on the map titled “15 Year Sewer and Wastewater Treatment Improvements”.

Storm Water Runoff and Drainage

Lands are required for storm water detention ponds, wetlands, and snow management facilities at locations indicated the map titled “15 Year Storm Network Improvements”. Opportunities for sub-surface recharge or infiltration systems are also indicated.

Policies

General

- 8.5.1 The City will work to develop and maintain safe and efficient water and sanitary sewer utilities that will accommodate the growth management plan.
- 8.5.2 The City will work to develop storm water drainage facilities, consistent with the growth management plan, that in new development or re-development areas provide for:
1. the drainage of storm water and snow melt runoff from roadways to provide safe vehicle movement during summer and winter;

2. the relief of groundwater from residential, commercial, institutional and light industrial building foundations where soils are not free-drainage in new development areas;
3. the safe discharge of storm water during heavy rainfall events to mitigate flooding;
4. the abatement of sediments and deleterious substances from storm water and snow melt runoff; and
5. opportunities for the reduction of storm water runoff volumes conveyed through piping systems to the natural watercourses.

8.5.3 To adapt to climate change, future development of infrastructure should be designed to: account for projected precipitation and temperature changes; withstand more freeze-thaw cycles; and be more resilient to unexpected changes. The City should undertake further study to determine the local impacts of climate change on infrastructure.

Water and Sanitary Sewer Utilities, Drainage and Growth Management

8.5.4 Water and sanitary sewer utilities and drainage servicing required for all development, whether or not consistent with the growth management plan, shall:

1. be determined from:
 - neighbourhood plans approved by Council resolution;
 - water and sewer infrastructure servicing studies prepared by a qualified professional engineer; and,
 - storm water management plan(s) prepared by a qualified team of consisting of a professional engineer, environmental professional, and other professionals as required;
2. based on City design guidelines, standards, and other requirements adopted by bylaw, provide capacity sufficient for the proposed development and for future lands to be served beyond the proposed development; and,
3. meet all applicable servicing requirements regulated by the provincial and federal governments.

Water Supply and Distribution

8.5.5 The City will continue to expand the pumping capacity at wells PW 660, PW 605 and PW 601 and extend transmission capacity from these collector wells to accommodate the growth management strategy. It is recommended that:

- No new City-owned water supply wells be developed at other locations in the City to serve new development; and
- Existing City-owned wells within in the urban boundary will not be expanded, or will be de-commissioned from regular use, where provision can be made to extend transmission water mains from the water network supplied by the Nechako collector wells.

- 8.5.6 As there is a moderate to high risk of contamination from industrial or commercial activity on lands above the groundwater capture zones, it is recommended that the City:
- Restrict the expansion of industrial and commercial development within the capture zones of the Nechako collector wells;
 - Consider reducing or restricting industrial development expansion in capture zones for active City wells located in other areas of the City.
 - Conduct condition assessments of City-owned water supply, storage and distribution facilities to determine remaining service life and sufficiency to accommodate the growth management plan.
- 8.5.7 Where water infrastructure renewal is planned for the replacement of sub-standard or old infrastructure, new infrastructure shall be sized to accommodate new development or re-development in accordance with the growth management plan.
- 8.5.8 New water supply and distribution main network improvements, pump station upgrades, pressure reducing valve installations, and water reservoirs will be planned, designed, prioritized and constructed to accommodate future needs as defined in the growth management plan. The approximate location of significant water service improvements expected within the next 15 years are shown on the map titled “15 Year Water Network Improvements”, and include:
- Extension of water supply main from Boundary Road/ Highway 97 intersection to Danson Reservoir (PW827);
 - Extension of water main along Northwood Pulpmill Road from Aberdeen Road to Clubhouse Drive;
 - Extension of water main from Bear Road to Bunce Road;
 - Looping of water main from Heyer Road to Leland Road;
 - Extension of water main west on Chief Lake Road from near Sabayam Road to Foothills Boulevard;
 - Airport/Boundary Road water reservoir;
 - Upgrade of booster station at west end of Yellowhead (Hwy 16) Bridge (PW623);
 - Extension of water main along Malaspina/Cowart Road to connect with transmission supply main near Trent Dr and PW624;
 - New water well source for Western Acres; and,
 - The following water service projects as required for future development when demand warrants:
 - Extension of water main from Rec Place Road to Westwood Drive
 - Extension of water main along River Road from Foley Crescent to booster station PW623;
 - Pressure reducing valve with tie-in to transmission main from Hart water booster station (PW650) to Vellencher reservoir (PW817);
 - Installation of pressure reducing valves in Ospika South area between Pressure Zone 6 and 4 to serve areas below 700m elevation;
 - Water main extension along North Nechako Road west of Foothills Boulevard; and,

- Extension of water main eastward on Chief Lake Road from near Sabayam Road to Hwy 97.

Sewage Collection and Wastewater Treatment

8.5.9 Consider the impact of the proposed new regulations under Fisheries Act endorsed by the Canadian Council of the Ministers of the Environment (CCME) to City wastewater treatment facilities and prepare a review report that outlines measures necessary to implement the regulations as part of future facility upgrades.

8.5.10 New sanitary sewer and wastewater treatment, shall be planned, designed, prioritized and constructed to accommodate future needs as defined in the growth management plan. The approximate location of future sewer main extensions and upgrades, and wastewater treatment facility upgrades expected to be required within the next 15 years are shown on the map titled “15 Year Sewer and Wastewater Treatment Improvements”, and include:

- Extension of sewer trunk main from Boundary Road/ Highway 97 intersection to Pacific Street and lift station PW123;
- Upgrade of Blackburn Wastewater Treatment facility;
- Upgrade of Mackus Road lift station (PW115);
- Twinning of trunk sanitary sewer influent main on Vance/Cowart Road from Weibe Road to the Lansdowne Wastewater Treatment Facility;
- Expansion of effluent storage lagoon at Western Acres;
- Upgrade to Danson Wastewater Treatment facility;
- The following sewer main extensions, lift station upgrades and wastewater treatment facility upgrades as required for future development when demand warrants:
 - Extension of sewer trunk main parallel to Tyner Boulevard north of University Heights;
 - Extension of sewer trunk main from Southridge Ave to Park Driv
 - Sewer extension along Sintich Road from Hwy 97S to Penn Road;
 - Upgrade to lift station on Weisbrod Road (PW120)
 - Extension of sewer trunk main on North Nechako Road west of Foothills Boulevard.

Drainage and Storm Water

8.5.11 Any planning for stormwater drainage will take into consideration an ecosystem approach and prioritize watercourses for protection.

8.5.12 Consider and, where opportunities exist, implement low impact development and other storm runoff volume-based discharge reduction strategies for new development and re-development to reduce the requirement to increase existing storm sewer and drainage facilities.

8.5.13 Utilize available techniques, such as sensitivity analyses, to consider climate change impact on storm drainage facilities.

8.5.14 New storm drainage facilities, shall be planned, designed, prioritized and constructed to accommodate future needs as defined in the growth management plan. The approximate location future storm sewer main extensions and upgrades, storm detention facilities and groundwater recharge facilities expected to be required within the next 15 years are shown on the map titled "15 Year Storm Network Improvements", and include:

- Storm water detention ponds/wetland facilities for Gladstone Watershed, Fraser Bench Lands, University Heights and Airport Light Industrial Lands;
- Fraser Bench storm water outfall to Fraser River;
- Storm water recharge system upstream of Lansdowne Creek Discharge;
- Upgrade storm sewer to 1500mm dia. On Winnipeg Street/Massey Blvd. from 15th Ave. to 17th Ave.;
- The following storm water drainage facilities improvements or upgrades as required for future development when demand warrants:
 - Varsity Watershed storm water detention ponds and new storm sewers;
 - University Heights storm sewer trunk mains down escarpment;
 - Snow management facility(s) for new development;
 - Expansion of Shane Creek detention pond and downstream storm sewer mains;
 - Installation of 525mm dia. storm sewer diversion main on 10th Ave between Laurier Crescent and Burden Street;
 - Storm water detention facilities at Airport Hill Subdivision; and,
 - Outfall and storm sewer to Nechako River between Rustad Road and Stevens Drive.

8.6 Transportation

Preamble

A safe, accessible and efficient transportation system is critical to the health and vitality of a community. People need the ability to move around the City to access employment and services, whether by walking, cycling, driving, riding the bus, or using mobility aids. Furthermore, the economy depends on the efficient movement of goods to, from, and within the City. This section identifies the objectives and policies required to develop an effective transportation system.

Context, trends and issues

The history of Prince George has been closely linked to the development of its transportation system. Until the early twentieth century, the only transportation to the area was via trails, wagon roads, and the rivers. River travel was especially attractive, since Prince George is located at the confluence of the Nechako and Fraser Rivers. For this reason, riverboats effectively served Prince George between 1909 and 1921.

The Grant Trunk Pacific Railway connected to Prince George in 1914. This was followed by the completion of the Cariboo Highway in 1922, and the opening of the first Prince George Airport in 1928. In the 1940s, the Yellowhead Trans Canada Highway 16 connected to Prince George, and the City's first public transit was introduced. A second railway, the Pacific Great Eastern (later BC Rail), connected Prince George to Vancouver in the 1950s. With rapid expansion of the road network in the 1960s and 1970s, Prince George developed a robust transportation system that could easily move people and goods to, from and within the region.

Prince George remains an important transportation hub for northern British Columbia. The recent development of the Inland Port and construction of Boundary Road (Highway 97 to Highway 16) underscore the City's regional significance on the Asia-Pacific Corridor. However, a growing concern is the lack of effective infrastructure for pedestrians and cyclists. Both the Integrated Community Sustainability Plan ("myPG") and the Active Transportation Plan have identified these deficiencies, and include plans to improve the sustainability of transportation in Prince George.

Objectives

Objective 8.6.1 Identify the scope, location and phasing of planned future improvements to the transportation system that:

- Enable the safe and efficient movement of people and goods;
- Attract and facilitate new and diverse industry;
- Facilitate city growth and development in a sustainable, environmentally- and fiscally-responsible fashion;
- Reduce reliance on the personal automobile, while encouraging walking, cycling, and the efficient use of public transit; and

- Create an accessible and equitable transportation system for users of all levels of ability and income.

Objective 8.6.2 Protect and promote the health and safety of the traveling public, and the safety and integrity of public infrastructure, by:

- Identifying and addressing transportation safety and operational issues;
- Facilitating the use of active transportation modes and transit; and
- Routing the movement of Dangerous Goods away from densely populated and other sensitive areas.

Objective 8.6.3 Reduce and/or effectively manage the impacts to the environment by:

- Addressing issues with traffic congestion and delays, and by employing Transportation Demand Management tools;
- Improving the attractiveness of more sustainable transportation modes, with little or no Greenhouse Gas emissions; and
- Routing the movement of Dangerous Goods around environmentally-sensitive areas.

Objective 8.6.4 Improve public awareness and understanding of:

- Available transportation infrastructure and services; and
- Issues, opportunities, and priorities with the transportation system.

Designation of Areas

Twenty Year Road Network Map

The Twenty Year Road Network Map reflects both the existing and planned future road links expected to be required to accommodate city growth and development within the next 20 years. The Map is based on EMME/3 transportation modeling and the Transportation Network Planning Study (AECOM, 2009). The links are classified into:

- Arterial Roads: intended for the movement of large volumes of people and goods between different areas of the city;
- Collector Roads: intended for the movement of people and goods between local roads and the arterial road network, while providing some degree of access to adjacent properties; and
- Local Roads: intended primarily to provide access to adjacent properties.

Major Roads Network Map

The Major Roads Map outlines the master plan for the arterial and major collector road network for Prince George, based on discussions with the Ministry of Transportation and Infrastructure (MoTI). Many of these links are planned for implementation well beyond the 20 year horizon.

Dangerous Goods Routes Map

The Dangerous Goods Routes Map is taken from the Dangerous Goods Route Study (Opus Hamilton, 2008), and the subsequent Transportation of Dangerous Goods Bylaw No. 8192 (2009). The Map shows which routes are designated for the movement of dangerous goods through the City. Trips beginning or ending outside the designated network must be via the closest and most direct route available.

Cycle Network Map

The Cycle Network Map is taken from the Active Transportation Plan (CPG, 2010), which in turn was based on the Cycle Network Plan (UMA, 2001). The Map shows existing and planned future facilities (both on and off-road) officially designated for cycle use, including shared lanes, bicycle lanes, and trails.

Pedestrian Network Map

The Pedestrian Network Map is taken from the Active Transportation Plan (CPG, 2010), which in turn was based on the Pedestrian Network Study (Hamilton Associates, 2004). The Map shows the existing and planned future pedestrian facilities, including sidewalks, walkways, and trails.

Policies

General

- 8.6.1 The City should encourage reduction of reliance on the private automobile through:
- Land development policies;
 - The development and promotion of the Active Transportation Network; and
 - Transportation Demand Management.
- 8.6.2 The City will encourage alternative modes of transportation by providing safe cycling and walking routes, public transit and car pooling.
- 8.6.3 The City will work to develop and maintain a safe and efficient transportation system that effectively accommodates the full range of transportation modes, with priorities generally being goods movement; pedestrians, cycling and transit; and private vehicles in that order.
- 8.6.4 The mobility and safety needs of cyclists and pedestrians of all abilities are important considerations in the City's policies, budget, planning, engineering, maintenance, and development decisions.

8.6.5 The City should cooperate with other transportation agencies and private companies to develop and manage the transportation system to meet the needs of residents, institutions, businesses, and industry.

Provincial Highways

8.6.6 The two provincial highways (Highway 16 and Highway 97) are critical corridors in the Prince George road network. Despite the large volume of local traffic using these corridors, the City recognizes that the Ministry intends these highways to be used for inter-regional and inter-provincial transportation.

8.6.7 The City recognizes that the development and maintenance of a strong parallel transportation network is necessary to support the viability of the provincial highways.

8.6.8 Direct property access to provincial highways should be discouraged wherever possible to help preserve the safety and integrity of the highways. Property access should instead be encouraged via the internal road network.

8.6.9 In Local Centres, the City will investigate ways to reduce the dominance of Highway 97 and Highway 16 west as barriers to pedestrian movement. With regard for vehicle safety and efficient movement, consider options for narrowing them visually, landscaping to provide visual refuge for pedestrians, moving frontage roads closer to the highway near intersections, removing “pork chop” right turns, and encouraging buildings closer to the highways along intersecting streets.

Road Network

8.6.10 The existing and planned road network should be functionally classified for purposes of planning, design, construction, maintenance, and accommodating new development. However, the City will also consider the context of current and planned future adjacent land uses in these decisions. The following generally describes the functional classification and contextual considerations:

- Arterial Roads are intended for the efficient movement of large volumes of people and goods within and through the city. Arterials should be designed to safely accommodate heavy truck traffic, motor vehicles, and transit service, in addition to cyclists and pedestrians. Direct property access should be discouraged on arterial roads wherever possible.
- Collector Roads are intended to connect between the arterial network and the adjacent neighbourhoods and districts. Collectors should be designed to safely accommodate motor vehicles, transit, cyclists, and pedestrians, and, to a lesser extent, heavy truck traffic. Direct property access may be provided, but in a planned and controlled fashion.
- Local Roads are intended to provide direct access to adjacent properties, and to connect to the arterial and collector road networks. Local roads should be designed

to accommodate vehicles, cyclists, and pedestrians, with little if any heavy truck traffic or transit service.

- Downtown and in Local Centres, designs should prioritize pedestrian and bicycle travel and transit use over car use on collectors and arterials. This includes strong consideration of reducing carriageway and lane widths, reducing turning radii at intersections, providing on-street parking, and inviting frequent intersections and safe pedestrian and bicycle crossing points.

8.6.11 To control the speed and volume of vehicular traffic, improve safety for vulnerable transportation modes, and/or to achieve neighbourhood planning goals, Minor Collector and Local Roads may be considered candidates for traffic calming or other alternative design measures. However, these measures should not be installed in such a way as to impede snow clearing or other street maintenance activities. Traffic calming is not generally considered appropriate on Arterial Roads.

8.6.12 The conversion of Second and Fourth Avenues to two-way traffic in Downtown Prince George is a priority. Both roads should be converted at the same time.

8.6.13 Downtown streets are candidates for design as “complete streets” with multiple functions: as “outdoor rooms”, as inviting cycling and pedestrian spaces, and to manage runoff and conserve energy. Changes may include, but not be limited to, the installation of widened sidewalks, sidewalk bulbs, median islands, traffic circles, bicycle lanes, boulevard trails, and landscaping, particularly as envisioned in the Smart Growth on the Ground (SGOG) Downtown Prince George Concept Plan.

8.6.14 New city roads shall be planned, designed, prioritized and constructed to accommodate future needs as defined in the Growth Management Plan. The approximate location and classification of future major road links expected to be required within the next 20 years are shown in the Twenty Year Road Network Map, and include:

- Boundary Road, Highway 16 East to Highway 97 South
- Boundary Road, Highway 97 South to Highway 16 West
- Foothills Boulevard southern extension, 18th Avenue to Ferry Avenue
- University Way extension, Tyner to Highway 16
- Ospika Boulevard extension, Tyner to Highway 16
- The following principal links for road continuity and service to future development sectors:
 - Airport Industrial Lands Connector, Highway 97 to Boundary Road
 - Willow Cale extension north to Highway 97
 - Malaspina extension north to Cowart Road
 - Lansdowne extension south to Cowart Road
 - Glen Lyon Road extension east to Domano and west to Highway 16
 - St Lawrence extension to Henry
 - Westgate Avenue extension north to Tyner Blvd, and south to Glen Lyon
 - The extension of Ospika Boulevard from Highway 16 West to Boundary Road (Parkridge Parkway)
 - Extension of Domano south to Boundary Road (Parkridge Parkway)

- Extension of Massey Drive from Foothills to Tyner Boulevard (desirable from a traffic perspective, but deserves further geotechnical review, given possible issues related to slope stability).
- Extension of Wiebe Road, Range to Rec Place
- Extension of Rec Place to Westwood

8.6.15 Major road links which are expected to be required beyond the 20 year horizon are shown in the Major Road Network Plan, which is generally taken from the Major Street Network Plan for Prince George.

Truck and Dangerous Goods Routes

8.6.16 The Transportation of Dangerous Goods Bylaw No. 8192 should be periodically revisited and amended as required to improve the regulations and the designated network. Amendments to the Bylaw require the approval of the Ministry of Transportation and Infrastructure.

8.6.17 Safety, mobility, and transportation infrastructure along designated routes should be maintained at a suitable level of service to minimize the risk and severity of incidents involving dangerous goods.

8.6.18 City emergency preparedness planning should be undertaken in consideration of the designated Dangerous Goods Routes and known truck routes.

8.6.19 The City should continue to consult and communicate with trucking industry representatives, dangerous goods carriers, and the public as required to provide education about the Bylaw, and identify and resolve issues as they arise.

8.6.20 A truck route study should be undertaken for Prince George, which will provide guidance on the designation and management of local truck routes to protect the safe and efficient movement of goods through and within the city. The study should also develop regulations for the movement and parking of heavy trucks and trailers on city roads.

8.6.21 When the new Boundary Road Connector (Highway 97 to Highway 16) is designated as a dangerous goods route, the Ministry of Transportation and Infrastructure should be requested to instate restrictions on the movement of dangerous goods on Highway 16, between Highway 97 and First Avenue, to reduce the risk of incidents involving dangerous goods through Downtown and the Gateway neighbourhood.

Transit System

8.6.22 Transit service should offer an attractive alternative to driving, with routes and schedules that are frequent, direct, safe, and convenient. However, transit service should continue to provide a basic level of mobility for seniors, youth, the disabled and others who may be dependent on transit.

- 8.6.23 Transit service should be focused on major activity centres and residential areas within the urban areas. Appropriate levels of transit service may be provided to other key destinations as and when required to serve known transit users in a cost-effective fashion.
- 8.6.24 The City should improve on-street passenger facilities, including the provision of bus benches, shelters, lighting, waste receptacles, and route/schedule information.
- 8.6.25 Persons with mobility difficulties should be provided with a range of transit options, including handyDART service, taxi programs, and fully accessible conventional transit vehicles and bus-stop infrastructure.
- 8.6.26 The City should improve fare options for passengers to encourage prepaid fares. These include, but are not limited to, such agreements as the “U-Pass” for post-secondary students, and “Pro-pass” for local businesses and industry.
- 8.6.27 Transit should be a key consideration in all city infrastructure projects and land development processes.
- 8.6.28 Transit service should connect to other transportation systems to allow passengers to conveniently connect to other modes, including custom transit services, intercity busing, and the cycling and pedestrian networks.
- 8.6.29 The City should continue to analyze ridership patterns and use key performance indicators to measure the operation of the transit service over time, and compare with benchmarks.
- 8.6.30 The City should ensure that efficient use is made of transit resources in order to maximize customer service and community benefits at an affordable cost to the public.
- 8.6.31 The City should continue to provide targeted educational and promotional initiatives to attract new ridership.
- 8.6.32 Work with BC Transit and the bus operator to fund enhancements to the transit exchange downtown. Explore the potential to enhance other key transit exchanges and to integrate them with the adjacent or nearby public realm.

Active Transportation

- 8.6.33 Sidewalks shall be provided on both sides of Arterial Roads, and on at least one side of all other roads.
- 8.6.34 Excess road capacity on arterial and collector roads may be re-allocated to the active transportation network through the removal of parking and traffic lanes, where volumes permit.

- 8.6.35 The City should revisit the policies for inspection and maintenance of the cycle and pedestrian networks to improve safety and functionality.
- 8.6.36 Designated cycle routes should be signed and marked as they develop.
- 8.6.37 New development and redevelopment should be designed to accommodate cycling through the provision of convenient and secure bicycle racks for visitors, and secure storage facilities for employees/residents.
- 8.6.38 The Pedestrian Network should be developed so as to be accessible to persons of all abilities through the provision of such devices as ramps, audible signals, and textured surfaces in the sidewalks.
- 8.6.39 Every building to which the public is invited should have a safe, accessible and convenient connection to the public pedestrian network. Building entrances should also have a safe buffer for pedestrians, physically separated from the areas designated for vehicles.
- 8.6.40 The City should include pedestrian and cycle volumes with all traffic counts to develop a database of walking and cycling demand.
- 8.6.41 The City should use educational and social marketing initiatives to (a) encourage the use of active transportation modes; (b) improve attitudes, understanding, and awareness of active transportation; and (c) teach people how to use and interact with cyclists and pedestrians in order to improve safety and reduce frustration.

Other Transportation Modes

- 8.6.42 The City should encourage long-term development of rail, inland port, and air travel opportunities by accommodating sufficient infrastructure for future needs.
- 8.6.43 The City should continue to support improvements to both air passenger and freight service, including terminal improvements and the provision of complementary air support services at the Prince George Airport.
- 8.6.44 Given the importance of rail service to industrial customers, provision for rail access to some of the principal industrial sites should be encouraged.
- 8.6.45 Consideration should be given to a long-term future passenger rail terminal near the downtown core by First Avenue, which consolidates passenger services for all railways.

Traffic Management and Safety

- 8.6.46 The City should periodically review the timing and phasing of traffic signals in an effort to reduce vehicle emissions due to congestion and delay.

8.6.47 When traffic signals are warranted or requiring substantial rehabilitation or redesign, roundabouts should be considered as an alternative due to their advantages in user safety, delay-reduction, emission reduction, and lower operational costs.

8.6.48 The City should periodically review local collision statistics to identify and make recommendations to address issues with road safety.

Parking

8.6.49 On-street parking should generally be discouraged on Arterial Roads to reduce parking conflicts, and create space for transit and cycle traffic. On-street parking should be controlled as required on Collector Roads.

8.6.50 In commercial areas, and particularly the Downtown, parking requirements should be reviewed with respect to:

- The extent to which parking is required, especially where alternative transportation modes are available, such as public transit and cycling;
- Shared parking between uses, with the intent of reducing the overall requirement for parking; and
- If, what, and where parking fees may be instated (both on and off-street) so as to increase parking turnover in areas of heavy demand, and to help shift commuters to more sustainable transportation modes like transit and cycling.

8.7 Parks and Open Space

Preamble

City parks and open space offer refuge and direct access to nature in an otherwise built environment. The provision of quality open space areas within a neighbourhood also create an environment for residents to gather and strengthen their community ties. As a result they are popular with all levels of the community for the various recreation or leisure opportunities they provide. A key attribute to the quality of life is the significant extent of parks and open space in the community and the linkages offered by trails to connect various parts of the City.

Context, trends and issues

The Prince George Parks and Open Space System contains a variety of provisional standards resulting from varying periods of growth and expansion in the City. Parks and open space presently encompass 7.5% of the City's incorporated area. The City Natural Park classification contains the greatest proportion of parkland, which combined with the open space areas characterizes the community as a 'City in Nature'. Many of the beloved parks or open space areas such as Fort George Park, Cottonwood Island Park and the Heritage River Trail provide residents with direct access or views of the major rivers and cut banks. Other parks provide venues for passive leisure or for recreational use by the various sporting groups.

A number of emerging trends and issues are providing further direction for parkland provision in the community. The growing trend of sedentary or unhealthy lifestyle choices has placed a greater importance upon parks and the built environment to provide opportunities for the community to lead active lifestyles. The realities of aging recreation and leisure facilities, along with the evolution of specialized leisure interests and the growth of an aging population is requiring new infrastructure to meet these needs. The reduction of funding sources coupled with increased operational and capital costs, is requiring the City to seek partnerships wherever possible in order to meet community needs for parks and open spaces.

Park Classification	Ha	% of City Land (Inc. Area 32900 Ha)	Parkland Provisional Standard (ha/1,000)	Surplus/ Deficit (Ha)
City Aesthetic ¹	6.45	0.0%	N/A	N/A
City Athletic	79.57	0.2%	N/A	N/A
City Natural ²	907.92	2.8%	1.50	801.45
City Passive	45.73	0.1%	0.80	(11.05)
TOTAL CITY PARKS	1034.83	3.15%		
District	29.48	0.09%	1.00	(41.50)
TOTAL DISTRICT PARKS	29.48	0.09%		
Neighbourhood <2ha	79.15	0.24%	N/A	N/A
Neighbourhood >2ha	31.22	0.09%	N/A	N/A
Tot Lot	6.84	0.02%	N/A	N/A

TOTAL NEIGH/ TOT LOT PARKS	117.21	0.36%	1.20	32.03
TOTAL PARKLAND	1181.52	3.59%	5.30	721.29
Green Space ⁴	608.37	1.85%	N/A	N/A
Public (not City-owned)	60.09	0.18%	N/A	N/A
Schools	479.46	1.46%	N/A	N/A
Special Purpose ⁵	87.62	0.27%	N/A	N/A
TOTAL OPEN SPACE	1278.49	3.89%	N/A	N/A
TOTAL PUBLIC PARK & OPEN SPACE	2460.01	7.48%	N/A	N/A

Source: *Hectares of Parks & Open Space in 2008, POSMP*

Relationship to the ICSP (myPG) and other plans

Parks and Open Space policy supports a variety of ICSP society and environment goals by:

Society Goals:

- “Clear Identity and Pride” by providing a Park and Open Space System characterized by quality parks, significant natural areas, public riverfront access and trail systems.
- “Equitable Community” through accessible parks and open space that meet the various community needs.
- “Healthy and Active” by providing a wide range of parks and open space facilities and amenities that provide venues for active living.

Environment Goals:

- “Clean Air” through the significant tree canopy within the parks and open space.
- “Clean Water” supported by the natural vegetation and drainage patterns within natural parks and open space.
- “Green City, Green Practices” through the retention of natural areas and greenways.

Parks and Open Space policy is supported by such documents as the Prince George Parks and Open Space Master Plan (2008), The Prince George Centennial Trails Project (2008), Carrie Jane Gray Master Plan (2006), Exhibition Park Master Plan (1998), the City Wide Trail System Master Plan (1998) and the Parkland Acquisition Strategy (1994). More resources may be found in Section 9.0.

As required in Section 877(1)(f) of the *Local Government Act*, this Bylaw includes statements and map designations that outline the approximate type, location and phasing of park and open space areas within the community. In accordance with Section 849(2) of the *Act*, this Bylaw is intended to guide the growth of the community with respect to the preservation, creation and linkage of urban and rural open space with parks, as well as the protection of environmentally sensitive areas.

Objectives

- Objective 8.7.1 Provide quality open space areas within neighbourhoods to accommodate community gathering and the development of a sense of place.
- Objective 8.7.2 Acquire and develop parks and open space in locations which enhance the overall liveability and build upon the valued environmental and cultural resources of the community.
- Objective 8.7.3 Link parks and open space through greenway corridors and trail development, and provide public access to the riverfront areas.
- Objective 8.7.4 Develop and maintain parks and open space in a manner to create a ‘beautiful’ and pleasing urban environment.
- Objective 8.7.5 Recognize the value of our heritage, both built and natural, and work to preserve, conserve and promote awareness of this resource.
- Objective 8.7.6 Link parks and open space through greenway corridors and trail development, and provide public access to the riverfront areas.
- Objective 8.7.7 Embrace the environmental context by respecting existing ecosystems, biodiversity, natural features and views.
- Objective 8.7.8 Ensure that parks and open space are safe and secure.
- Objective 8.7.9 Manage existing natural resources and ecosystems for existing and future generations.
- Objective 8.7.10 Ensure that the Park and Open Space System, infrastructure, and features are accessible to the diverse age and ability levels.

Designation of Areas

Interpretation

The existing and proposed parks, open space and trails are illustrated in the ‘Parks and Trails Map’ at a broad, conceptual level. The proposed parks and open space locations are approximate and are subject to available opportunities and resources for acquisition and development.

Existing Parks and Open Space

The park classifications follow the Parks and Open Space System of City, District and Neighbourhood Parks. Open space designations include Green Space, Public and Special Purpose areas.

Proposed Parks and Open Space

These follow the Parkland Acquisition Policies outlined in this Section.

Policies

General

- 8.7.1 Provide quality play experiences and open green space within neighbourhoods to support community building through social cohesion.
- 8.7.2 Support the use of neighbourhood open spaces for community events and gathering.
- 8.7.3 The most recent edition of the Parks and Open Space Master Plan (2008) and Parkland Acquisition Strategy (1994) will serve as the general guide for future parkland acquisition, disbursement and facility development.
- 8.7.4 Parks and Open Space will be classified under the Parks and Open Space System that identifies three (3) broad levels of parkland provision that include City, District and Neighbourhood Parks. Open Space areas will be classified as Green Space, Schools & Public Parks, Special Purpose Areas and Trails.

City Parks

- 8.7.5 **City Parks** are meant to serve the community as a whole and may include passive and active leisure opportunities. These parks may have developed recreation facilities or exist to protect natural or aesthetically pleasing features. There are four (4) sub-classifications of City Park:
 - **City Aesthetic** parks are intended to provide a pleasing visual attraction and are typically located in the Downtown or at major city entrances. Parks within this classification are not size dependent.
 - **City Athletic** parks accommodate major tournament level play with high quality sports facilities in a large, central location within the community. The optimum size of 30Ha for this level of park classification has been achieved within the community, however the quality of facilities will require improvement with an increase in population.
 - **City Natural** parks preserve areas of significant natural beauty while preserving habitat and ecosystem functions. The parkland provisional standard for City Natural Park is 1.5Ha/1,000 residents.
 - **City Passive** parks are a showpiece and provide a visually pleasing impact within a passive park environment. The preferred size of City Passive Park is 12 to 20ha and the parkland provisional standard is 0.8Ha/1,000 residents.

District Park

- 8.7.6 **District Parks** are developed to accommodate recreational league play and provide passive leisure opportunities within a district that is defined as an area of over 8,000 residents. Ideally District Parks are located adjacent to secondary schools. The parkland provisional standard for District Park is 1.0Ha/1,000.

Neighbourhood Park and Tot Lots

- 8.7.7 **Neighbourhood Parks** are meant to provide passive leisure opportunities and serve a neighbourhood bounded by major roadways or other physical barriers. A size of 2ha is preferred for Neighbourhood Park and the parkland provisional standard for is 1.2Ha/1,000 residents.
- 8.7.8 **Tot Lot Parks** serve residents within a 400m radius of a medium or high density residential area with minimal open space. A size of 0.5ha is preferred for Tot Lot Park.
- 8.7.9 All new residential neighbourhoods should aim to meet the Neighbourhood Park standard where possible, as the Tot Lot Park standard provides limited opportunities to meet various leisure needs.

Open Space

- 8.7.10 **Open Space** encompasses a broad range of areas that include all the publically owned spaces such as those held for special use, protected environmental areas, buffer strips, boulevard landscapes, utility corridors school grounds, trails and other non-park classified areas. The **Open Space** category includes various sub-classifications:
- **Green Space** includes city-owned Greenbelt, buffer strips, undeveloped lands and natural areas.
 - **Special Purpose Areas** are typically developed for a single purpose use and are often sponsored by a community group or club.
 - **Schools and Public Parks** include public schools and regional district parkland within the City incorporated areas.
 - **Trails** are linear conduits providing direct access to park and open space areas.

Parkland Acquisition

- 8.7.11 Future parks and open space areas will be acquired and developed in locations generally indicated in Parks and Open Space Map. Parks and Trails, with an understanding that detailed locations will be determined at the planning or subdivision stage as appropriate.
- 8.7.12 As growth management areas develop, the City will aim to designate land for parks and open space in order to offset the increased densities.

- 8.7.13 Future parkland acquisition will generally meet one or more criteria that includes the provision of riverfront or waterfront access, significant natural or cultural features, provision of viewpoints or vistas, compatibility with adjacent land uses, suitability of local topography and location for the intended park use, and/or the provision of greenway linkages to dedicated parks and open space.
- 8.7.14 District parkland acquisition should include the acquisition of land within the PG West District to meet the deficiency. District parkland acquisition in the North Nechako/Hart District should also be considered if the district population increase significantly
- 8.7.15 Neighbourhood parkland acquisition should first meet the needs of residents not currently served to the parkland provision standard.
- 8.7.16 The preservation of natural parks and open space will include the acquisition and consideration of areas with wildlife or natural habitat values, significant tree stands or areas offering greenbelt corridors to other parks and open space.
- 8.7.17 Parkland acquisition should include riverfront open space with a consideration of safe and legitimate use to provide riverfront access, conserve or enhance riparian habitat or to mitigate flood hazards.
- 8.7.18 Greenway corridors should be acquired at a corridor width that supports and maintains the habitat and biodiversity functions.
- 8.7.19 Parkland acquisition should consider local heritage when acquiring parkland.
- 8.7.20 The city should review the School District No 57 surplus sites for parks and open space interests.

Parkland Acquired During Subdivision

- 8.7.21 At the time of subdivision, the City may take five percent (5%) of the developable subdivided land for future park development or take a cash-in-lieu equivalent of this five percent (5%) parkland dedication in accordance with the *Local Government Act*. The determination between land or cash-in-lieu and criteria for selection will be based upon the following:
- The priority for parkland dedication or acquisition will be placed upon lands that are suitable as **City, District** or **Neighbourhood**, park or where lands are in close proximity to designated park.
 - Lands that contain steep slopes, are environmentally sensitive or are subject to flooding or erosion, will not be acceptable as part of the five percent (5%) dedication although they may be pursued separately by the City for open space acquisition.
 - Small parcels less than 0.5Ha may not be acceptable for parkland dedication unless the City determines that the land will become an integral part of an existing park.

- 8.7.22 The five percent (5%) cash-in-lieu amount will be calculated from the total original parcel area, less the proposed roadways.
- 8.7.23 Funds obtained from cash-in-lieu may be utilized to acquire or develop future parkland.
- 8.7.24 Trails and walkways connecting parks, schools, streets and other destinations would not be included in the five percent (5%) dedication.

Parkland Development

- 8.7.25 Overall development of park and open space areas should follow park and open space standards and policies, incorporate CPTED principles, explore multiple use opportunities, aim to meet various age or mobility levels and consider the availability of ongoing operational funding.
- 8.7.26 The City should develop strategic management plans for major parks, pursue park development standards, and a develop policy for the naming of park and open space areas.
- 8.7.27 The development of parks and recreational amenities should meet the needs of areas with an identified high need and seek partnerships to achieve these goals.
- 8.7.28 Special interest facilities such as Fenced Dog Parks, Mountain Bike/Trick Bike Parks, Seniors Parks, Accessible Playgrounds, Water Parks and Skate Parks, amongst others should be pursued to meet the emerging trends for recreation and leisure facilities within parks and open spaces.
- 8.7.29 The development or upgrade of recreational facilities should be pursued in the Bowl area to alleviate the District Park need, given the limited inventory of available large tracts of land for acquisition. Neighbourhood Park development should occur in areas with a high need for Neighbourhood Park.

Development Cost Charges

- 8.7.30 Development cost charge funds may be used to fund the acquisition or development of parks and open spaces.
- 8.7.31 The City's Development and Cost Charge Bylaw should identify the category of parkland, specific park location for which the charge is located and the capital cost for which the charge is being collected. Where parkland dedication of cash-in-lieu is also required for the same park identified in the Development Cost Charge Bylaw, the developer shall provide the greater of the two charges.

Parkland Disbursement

- 8.7.32 Disbursement of parkland should be pursued if the role, function and ability of the parks or open space do not meet parkland standards.
- 8.7.33 A parkland disbursement policy should be adopted to ensure that all funds from the sale of parks and open space are utilized in full for parkland acquisition or development on a priority basis. The policy should include a parkland disbursement process that includes community consultation and a formal land use process.

Trails

- 8.7.34 The most recent edition of the Trail Master Plan (1998) will serve as the general guide for acquiring lands and developing trails as proposed in the master plan. Additional trail networks and strategies would be considered as outlined in the Centennial Trails Project (2008) or other trail sources with the goal of:
- Serving as many people as possible with a priority on ease of access,
 - Providing continuous trail linkages to existing public open spaces and major destinations, and
 - Directing trails through particular areas of historical or bio-physical interest.
- 8.7.35 The Trail hierarchy responds to the level of trail use, needs of user groups and physical characteristics of the trail. There are three (3) standards of trail classifications:
- **Multi-Use Trail** is a wide, hard-surfaced granular or asphalt surface connecting to or through parks and open space.
 - **Boulevard Trail** is a Multi-Use Trail located along road right-of-way and incorporated in lieu of sidewalks where posted speeds generally exceed 60km/hr.
 - **Minor Trail** provides access to natural areas with minimal maintenance and some limited accessibility for the general public. There are four (4) sub-types that include:
 - 1) Local Trails: 2m granular surface, maintained seasonally
 - 2) Rustic Trails: 1m natural surface, maintained seasonally
 - 3) Equestrian Trails: 1m granular/earthen surface
 - 4) Mountain Biking Trails: <1m natural surface, maintained to the International Mountain Biking Association

8.8 Community Facilities

There are a number of Community Facilities within the City offering a wide range of uses, and this designation is intended for a variety of public and private institutional-type uses. Examples within this designation include municipal facilities and buildings, schools, educational facilities, religious assemblies, clubs, cemeteries, community care facilities, health services, emergency services, airport, correctional services, transportation depot, and library & exhibits. It may also overlap with parks and recreational uses; however, additional objectives and policies related to Parks and Open Space found within this plan.

The myPG Sustainability Plan identifies the importance of existing and proposed Community Facilities, institutions and their related services and amenities such as a Cancer Centre, neighbourhood centres, community gardens, etc. It further identifies our community-wide need to find new and innovative ways to provide and maintain facilities for these purposes which include an increasing role for citizens and business owners to become more involved through partnerships and coordinated activities.

Schools

A number of educational opportunities exist within the Plan area. This section is specific to the Community Facility use; whereas, commercial policies within section 8.3 should also be referred to when considering commercial education. The types of educational land use that may be located within the City are to be controlled through Zoning Bylaw regulations, or other designated legislation. Existing schools and some proposed schools, such as those identified in Neighbourhood Plans, are designated as Community Facilities on Map.

Post-Secondary

The City accommodates two major post-secondary institutions – University of Northern British Columbia (UNBC) and the College of New Caledonia (CNC). These institutions offer a range of programs within the City and throughout the region. They have significant linkages to our community and are particularly accessible to local and region residents but also draw nationally and abroad. This plan encourages some post secondary uses to be housed in the Downtown area, including administrative offices and various supporting amenities there.

Elementary & Secondary

In 2011 School District No. 57, Prince George (SD57) has 25 elementary schools and 5 secondary schools within the City and also provide Learning Alternatives programs and Choice School programs. SD57 in partnership with School District # 93 (Conseil Scolaire Francophone), offer Francophone courses and programs to students at Duchess Park Secondary and at Ecole Elementaire Franco-Nord. Ecole Lac de Bois provides French Immersion opportunities for elementary aged children. The SD57 District Sustainability Report 2010 identified a decline in student enrollment within the district by 12 % from

2005/06 to 2009/10. This decline in student enrollment, along with a number of factors, led to the SD57 to close, and in some cases, amalgamate some schools.

In addition, seven private schools are located in the City and are primarily used for educational and religious assembly opportunities.

These school sites provide the surrounding residential areas with amenity opportunities for residential neighbourhoods due to the large recreational fields and open space it provides, as well as the shared after hours uses of the buildings. This should be factored into consideration when establishing uses within existing open or closed school sites, or when considering new sites. This Plan identifies the shared responsibility for planning for community facilities, for example the City with its long-term plan knowledge can provide useful information to the school district. Similarly there is an opportunity for the schools to plan their sites in accord with potential residential design goals, transportation and walkway links, and with respect to shared open space and neighbourhood facilities.

Hospital

The City's hospital site is located in close proximity to the Downtown; it not only serves the City's immediate population, but provides a regional referral serving to a population of approximately 200,000 in the North Central B.C. region. A number of changes and development has occurred at this location over the years, including upgrades and expansion of the main hospital, becoming a clinical education and training site, Regional Cancer Care Centre, Cancer Lodge, development of a parkade to accommodate the increased use of this site. The Crescents Neighbourhood Plan identifies the need to further examine long term expansion of this site by way of a Hospital Master Plan which should consider site and building design and the connections throughout. Intermediate or extended care facilities for seniors or special needs residents are to be directed to the area designated Community Facilities and are encouraged to be located near the hospital site. Any expansion beyond existing designation will need to be evaluated in relation to neighbourhood impact in relation to the Crescents Neighbourhood Plan.

Airport

The airport was exchanged from a federally operated airport to a locally operated airport in 2003, and the City and the Prince George Airport Authority (PGAA) entered into an Accord on June 29, 2004 with the common objective for the well being of the region. The Prince George Airport 2005-2030 Final Report (Airport Master Plan), dated November 2007 was developed for future development of the airport regarding land use, facilities and services required to ensure it meets its strategic objectives and to accommodate the expected levels of traffic to the year 2030. Aviation, in Canada is regulated through the authority of the federal government. The *Aeronautics Act* gives the Minister of Transport the power to enact regulations affecting noise from aircraft and airports.

It is important to note that restrictions on heights of buildings, structures and objects (including natural growth) on regulated lands, and to protect aircraft from potential hazards

such as bird strikes and electronic signal interference are regulated under federal authority, nevertheless should be considered in land use planning decisions in and around the airport in consultation with the Prince George Airport Authority.

Emergency Service Providers

There are essential services within the City that contribute to the goal of a safe community which can include Ambulance, Fire, Police, emergency response programs, and other forms of rescue services including related communications. The City will continue to work closely with emergency service providers to ensure capital investments (i.e. locate emergency service facilities and infrastructure) are planned in accordance with projected population growth and appropriate land use siting criteria.

Other Community Facilities uses

There are a variety of other community facilities throughout the city that serve various purposes, such as cultural facilities, community centres, religious assembly, and correctional services.

Objectives

- Objective 8.8.1 Direct public investments such as institutions, facilities, parks, public realm improvements to existing centres, with an emphasis on Downtown locations.
- Objective 8.8.2 Cooperate in fostering growth of current and new institutions where such uses are accessible to the broader community and scaled appropriately to ensure compatibility with neighbourhood character.
- Objective 8.8.3 Community Facilities will be efficient and strive to include sustainable alternatives and technologies.
- Objective 8.8.4 Plan for multi-use activities at school sites and integrate these into the neighbourhood fabric.
- Objective 8.8.5 Support emergency service providers in the provision of their services and assist in planning for expansion of those services as necessary.

Policies

- 8.8.1 Most institutional and associated facilities are defined on the Future Land Use Map by the classification Community Facilities.
- 8.8.2 To encourage alternative and active modes of transportation, provisions should be made in new and existing Community Facility developments to accommodate visitors such as bicycle racks, end-of trip facilities and secure storage.

- 8.8.3 The City will continue to work towards enhancing the physical linkages throughout the community between Community Facilities.
- 8.8.4 Where possible, encourage partnerships between community facility uses and the surrounding neighbourhood for the preservation and provision of community uses including park or public open space and indoor facilities.
- 8.8.5 That the rezoning of existing public school sites to allow for non-community facility uses should be supported where the proposed use would result in: setting aside sufficient publicly-accessible open space, or the provision of other significant neighbourhood public amenities as per Section 904 or 905.1 of the Local Government Act.
- 8.8.6 Encourage joint use or multi-function facilities, when possible to increase public use and enhance facility programming. Compatible uses might include the continuing education programs, community health services and community recreational programs.
- 8.8.7 The City will lead by catalyzing redevelopment initiatives utilizing development opportunity sites to assure it is meeting the community needs for:
- Affordable Housing
 - Community Facilities and areas deficient in community amenities
 - Open space areas for neighbourhoods where open space is identified within the Parks and Open Space Master Plan as deficient
- 8.8.8 The City will coordinate with Community Partners and Citizens to the development of a community and social health centre as a sustainability facility within the downtown.
- 8.8.9 The City will enter into partnerships with Federal and/or Provincial agencies and/or the private sector to incorporate required public facility development or redevelopment projects.
- 8.8.10 Encourage government services and civic facilities, including schools, to remain and/or locate within the Downtown/City Centre, in close proximity to public transit, and to incorporate site design that complements street level activity, accessibility and safety.
- 8.8.11 Encourage joint use or multi-function facilities, when possible to increase public use and enhance facility programming. Compatible uses might include the continuing education programs, community health services and community recreational programs.
- 8.8.12 Ensure development or redevelopment of Community Facility sites consider the wide-range of environmental impacts (energy, and waste, air, water, and land impacts) the end-use may have.
- 8.8.13 Situate public recreational facilities, including neighbourhood halls, in close proximity to other community services and facilities, commercial nodes and public transit routes.

8.8.14 The City will utilize the framing principles, process and concepts within the Smart Growth on the Ground Downtown Prince George Concept Plan to guide institutional and public facility planning and development within the downtown. These include, but are not limited to:

- Support for an Arts Centre and other educational and cultural facilities to be located within the downtown
- Demonstrate Municipal Energy leadership
- Catalyze Major Projects for Civic and Cultural Amenities
- Facilitate Public Realm Improvements
- Incorporate Winter City Design

8.8.15 The City will continue to encourage Northern Health to consider a Master Plan for the University Hospital of Northern British Columbia as identified within the Crescents Neighbourhood Plan. Acquisition of large parcels of land to accommodate future expansion should be considered and shall consider parking or loading areas and the maintenance of landscaping and screening from adjacent residential type uses.

Airport Development

The City recognizes the Airport as a major transportation facility in our community that plays an important role for the Region.

8.8.16 Airport expansion and aircraft and airport associated facilities are to be confined primarily to the airport area illustrated as Community Facilities Map. Non-airport related uses are to be discouraged in this area.

8.8.17 Supporting light industrial use can be situated within the Airport Light Industrial Plan area immediately west of the airport.

8.8.18 Planning in and around the airport area should occur in partnership with the City and the Prince George Airport Authority as identified within the Accord and the Airport Master Plan.

8.8.19 The City recognizes the importance Aeronautics Act and will endeavor to advise land use applicants of the Airport Master Plan recommendations. This includes consideration to no new residential development and other sensitive land uses in areas near the airport above 30 Noise Exposure Forecast (NEF) as set out on the 2023 NEF maps (and as revised from time to time) within the Airport Master Plan's Figure 12-3.

Civic Facilities

8.8.20 Civic buildings represent a major contribution to the overall fabric of the city. Buildings should preferably be situated on the frontages of public squares, major streets, or similar public access locations, where visibility is enhanced and buildings can be

designed to offer an anchor to related and support uses (including commercial and office facilities).

- 8.8.21 The City will continue to support the ongoing development of its wood culture by integrating the City's Wood First Resolution in civic building and construction projects.
- 8.8.22 The City will assure that any construction or major renovation of all civic buildings will be undertaken with initial and ongoing participation by the City's Accessibility Advisory Committee to assure accessible design and full compliance through engineering, architectural, and construction phases. As per the Assurance of Barrier-Free Access Policy.
- 8.8.23 The City will include the promotion and development of public art in its own facilities and grounds and encourage the development of public art in other community facilities. As per the Arts Policy and the Public Art Policy
- 8.8.24 The City will utilize the Energy Efficiency and Greenhouse Gas Reduction Policy as a framework to develop and implement programs and procedures to meet ongoing and new energy conservation and greenhouse gas reduction and efficiency challenges within its existing and proposed corporate facilities.
- 8.8.25 Encourage green building strategies for all new development to reduce the use and waste of water and energy resources and to reduce greenhouse gas (GHG) emissions.

Schools

- 8.8.26 Promote existing and proposed schools as multi-purpose centres for local neighbourhood activities in addition to serving as schools.
- 8.8.27 Coordinate the planning and development of park land and adjacent existing and proposed school sites that share open space and facilities to ensure these sites are safe, accessible, efficiently used and maintained, and provide a focus for neighbourhoods and communities.
- 8.8.28 The City will coordinate with Community Partners (public sector, private sector and non-profit groups) to support the provision of neighbourhood appropriate facilities and services within closed school sites while maintaining the opportunity to return them to school use. Consideration should be given to their use as a municipal agricultural reserve system or to meet neighbourhood recreational needs.
- 8.8.29 Council recognizes the role School District 57 plays in planning for future school sites. Prior to developing new residential areas The City and School District will work together to determine the need for and location of future school lands, addressing trends in school enrolments, and integrating the use of school lands and facilities into the recreational and cultural fabric of the community.

Relationship Between Post Secondary Institutions and the Community

- 8.8.30 The City recognizes the importance of our Post-secondary institutions and will continue to foster a close relationship amongst them, the City, and the community.
- 8.8.31 Council is supportive of initiatives by the University of Northern B.C. (UNBC) to expand its campus as included within UNBC's Master Plan, and to allow for university associated economic development objectives (e.g. research institutions and businesses) which have a direct link to the research capacity at the university, such as its academic and learning infrastructure.
- 8.8.32 Where new development occurs within the UNBC lands as illustrated on the Future Land Use Map, such uses must include provision for major road links, associated utility infrastructure, and for significant green space to preserve an attractive overall campus environment. Planning should be undertaken in collaboration with the City.
- 8.8.33 The University and the College are strongly encouraged to locate off-campus in the city centre, including administrative offices and various supporting amenities.

Other Community Facilities uses

- 8.8.34 Established correction services are illustrated as Community Facilities on the Existing and Future Land Use Maps. Minor expansion or redevelopment in these locations is compatible with this Plan.
- 8.8.35 Other government facility uses such as hospital facilities, administrative buildings, cultural facilities including performing arts centres are preferably located in the downtown. No specific designation is required.
- 8.8.36 Religious Assembly can be located in any Plan designation but should be sited generally in accord with the criteria for medium density multi-family housing, as the impacts and siting requirements are similar.