

Official Community Plan 5 Year Monitoring Report

2011 – 2016



CITY OF PRINCE GEORGE

Table of Contents

Table of Contents	i
List of Figures	iii
Introduction	1
Summary of Indicators & Trends.....	6
1.0 Downtown Revitalization	13
1.1 Construction Value of Downtown Office Development.....	14
1.2 Construction Value of Downtown Retail, Restaurants and Services.....	15
2.0 Economy & Employment.....	17
2.1 Inventory of Light Industrial Land.....	18
2.2 Inventory of Vacant Heavy Industrial Land	21
2.3 Employment and Gross Domestic Product by Industry Sector	23
2.4 Number of New Business Licenses.....	26
3.0 Environment.....	27
3.1 Amount of Environmentally Sensitive Land.....	28
3.2 Solid Waste and Recycling Collection	29
3.3 Air Quality	31
3.4 Water Consumption	33
4.0 Social Development.....	34
4.1 Participation in Leisure Access Program & Aquatics	35
4.2 Access to Greenspace.....	37
4.3 Farmers' Market Nutrition Coupon Program	38
4.4 Number of Heritage Register Properties.....	40
5.0 Growth Management.....	41
5.1 Number of New Residential Units in Infill and Growth Priority Areas.....	42
5.2 Gains & Losses in Land Designated Rural	44
5.3 Gains & Losses in Land Designated Light Industrial.....	46
5.4 Gains & Losses in Land Designated Service Commercial	48
6.0 Housing.....	49
6.1 Number of New Residential Units by Housing Type	50
6.2 Number of Permitted Secondary Suites	52
6.3 Number of New Narrow Lot Houses.....	53
6.4 Number of New Visitable and Adaptable Units	55
6.5 Housing Affordability Index	57
7.0 Transportation	58
7.1 Capital Investment in Transportation Infrastructure.....	59
7.2 Number of Transit Rides	61
7.3 Location of Transit Stops	63
7.4 Crashes Involving Pedestrians	65
8.0 Urban Design	67
8.1 Scores from the City's Advisory Committee on Development Design	68

9.0 Implementation 69

9.1 Implementation of the OCP 70

9.2 Capital Projects identified within the OCP 72

Appendices 74

Appendix A: myPG Goals 75

Appendix B: Land Use Composition 76

Appendix C: Industry Sectors 77

Appendix D: Environmentally Sensitive Lands..... 79

Appendix E: Access to Greenspace 80

Appendix F: Growth Priority Areas 81

List of Figures

Figure 1: OCP Planning Process.....	1
Figure 2: Strategic Framework.....	2
Figure 3: Annual Infrastructure Funding Gap.....	3
Figure 4: Integrated Land Use Management	3
Figure 5: Population Projection (Source: Statistics Canada)	5
Figure 6: Population Change (Statistics Canada)	5
Figure 7: Overall gains and losses in land designations	7
Figure 8: Land Composition shown in 2011, 2017 and Future 2027	9
Figure 9: Value of Office Development.....	14
Figure 10: Value of Commercial Development	15
Figure 11: Light Industrial Land by Zone.....	18
Figure 12: Occupied vs. Vacant Light Industrial Land by Servicing	19
Figure 13: Total Light Industrial Lands.....	19
Figure 14: Total Area (in Hectares) of Available Land by Neighbourhoods.....	20
Figure 15: Inventory of Heavy Industrial Land	21
Figure 16: Heavy Industrial Land Servicing.....	22
Figure 17: Number of Jobs by Industry Sector	23
Figure 18: Gross Domestic Product (GDP) by Industry Sector	24
Figure 19: New Business Licenses.....	26
Figure 20: Total Sensitive Land	28
Figure 21: Garbage and Recycling Collection	29
Figure 22: Downsizing of Garbage Carts (2012-2016)	30
Figure 23: Annual Average of PM _{2.5} Concentrations	31
Figure 24: Annual Water Demand per Capita	33
Figure 25: Aquatic Facility Visits	35
Figure 26: Leisure Access Program Recipients.....	36
Figure 27: Coupon Program Allocations.....	38
Figure 28: New Residential Development by Growth Management Area	42
Figure 29: Change in Light Industrial Land Uses.....	46
Figure 30: New Dwellings Constructed Each Year by Housing Type	50
Figure 31: Building Permits Issued for Secondary Suites	52
Figure 32: Number of New Narrow Lots Homes (2011-2016)	53
Figure 33: Housing Affordability Index.....	57
Figure 34: Capital Investment in Transportation Infrastructure	59
Figure 35: Ration of Average Dollars invested in Vehicular and Active Transportation	60
Figure 36: Total Capital Investment in Vehicular and Active Transportation Networks	60
Figure 37: Annual Transit Ridership (2011-2016)	61
Figure 38: New Multiple Residential Developments within 250 m of Transit Service	63
Figure 39: Number of Crashes involving Pedestrians each Month (2011-2013)	65
Figure 40: Number of Pedestrian Crashes.....	66
Figure 41: Scores for New Development from Advisory Committee on Development Design	68
Figure 42: Overall Status of Implementation items in the OCP Part D.....	70
Figure 43: Status of Capital Projects identified in the OCP.....	72

Introduction

Purpose of this Report

The purpose of this Official Community Plan 5-Year Monitoring Report, 2017 is to provide a snapshot of progress towards implementing and achieving objectives and policies set on in the City of Prince George Official Community Plan Bylaw No. 8383, 2011 (OCP). This report represents the first comprehensive effort to set indicators to facilitate the monitoring of the current OCP. This report will inform potential changes that may be considered for the 5-year OCP update that is scheduled for 2017/18.

The OCP 5-Year Monitoring Report will be used to help identify emerging trends and issues that may have an impact on the OCP and to inform potential changes to the OCP and other policies, plans or practices.

What is an Official Community Plan?

The Official Community Plan (OCP) is one of the most important guiding bylaws for a community. The OCP was adopted by Council in 2012 after extensive public engagement, consultation and research. The OCP provides a long term vision for the community of Prince George for the next 15 years. Given the long term vision for the plan, and recognizing that community needs may change over time, there is a need for periodic monitoring to ensure that the OCP continues to reflect the goals of the community as it is implemented.

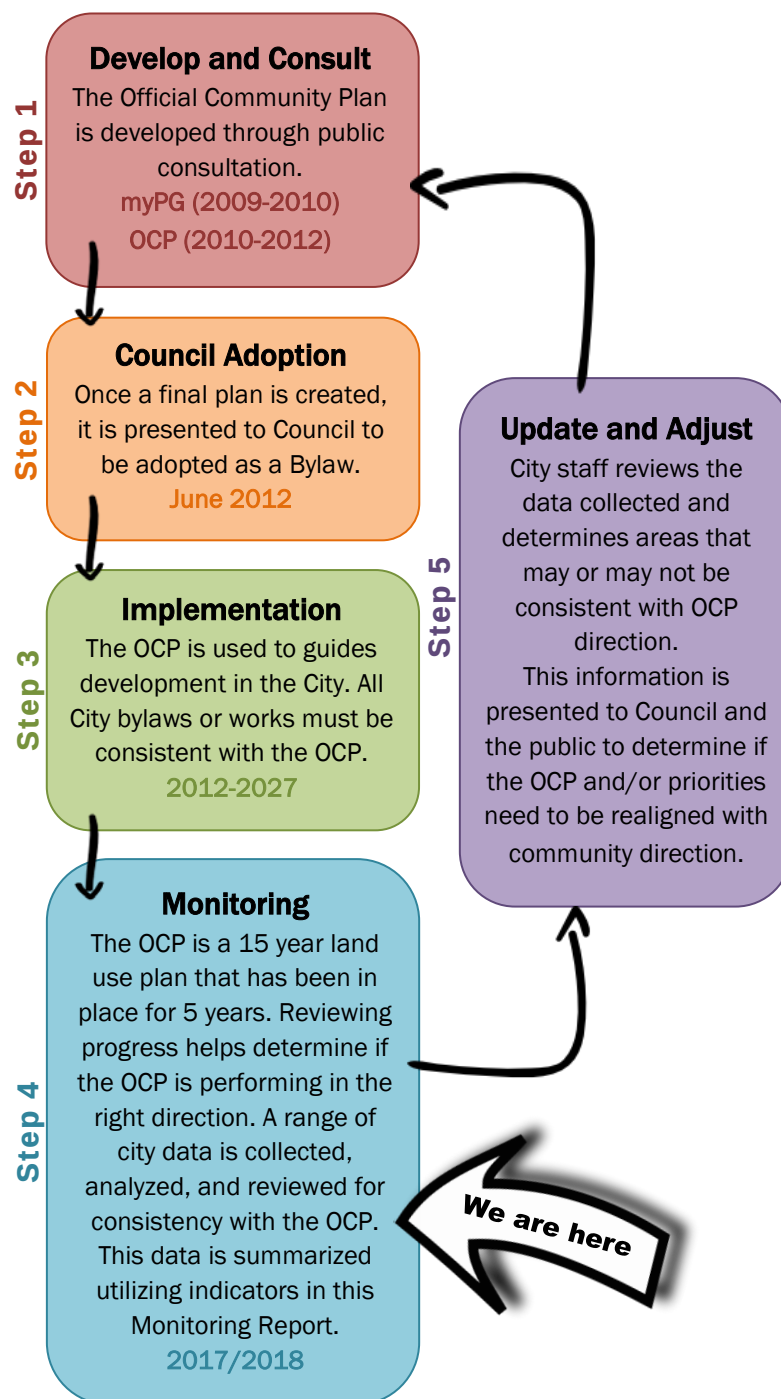


Figure 1: OCP Planning Process

The OCP serves to guide decisions on planning and land use management that can affect how people move, live, work and play. The *Local Government Act* requires that all future works and bylaws enacted by Council be consistent with the OCP; however the OCP is not intended to be a static document. The OCP may need to change to adapt to new trends and circumstances; the OCP can be amended through an amending bylaw (pursuant to provisions outlined in the *Local Government Act*) with appropriate public consultation and careful consideration of Council.

The OCP was designed to align with and activate the goals and priorities identified in the City's 2010 myPG Integrated Community Sustainability Plan (myPG). myPG lays out the community vision and goals for Prince George for the next 30 to 50 years. The myPG goals are enclosed in Appendix A: myPG Goals. The development of the myPG plan and its implementation is a community-wide responsibility including multiple organizations, governments and community members. The myPG plan was created after extensive public consultation, which was used to frame the visions and goals of the OCP. Public comments received through the myPG consultation process included:



- “Our vision is of a people friendly community where citizens are healthy and happy, served by excellent health, recreation and service facilities.”
- “A good place to live where people want to stay and be part of the community here.”
- “Higher density, pedestrian focused, well-defined neighbourhoods.”

The myPG and OCP guide the City's strategic framework for sustainability, future development and adaptation strategies for a resilient community. This framework includes strategies and policies including the City of Prince George's Council Goals & Corporate Work Plan, Sustainable Finance Guidelines (Section 8 – Capital Expenditure Plan coordinated with OCP), Asset Management Policy, and Strategic Asset Management Priorities and Work plan to ensure alignment.



Figure 2: Strategic Framework

The OCP provides direction for planning and land use management decisions in the City, whether they are city-initiated or private development related, and is critical in terms of setting the direction on managing our current assets, as well as how we make land use decisions to determine if new assets should be taken on. To ensure long-term fiscal management with effective asset management, it is important that our decisions to manage our growth consider the service delivery associated to an asset (i.e. life cycle operating & maintenance costs and the eventual replacement costs).

In this regard, with any amendment considered to the OCP, the Financial Plan must also be considered; the same goes for any bylaws enacted or works undertaken by Council after the adoption of an OCP must be consistent with the plan. Growth Management prioritization and policy direction is provided within the OCP; further detail on this is outlined in Section 5.0 of this Indicator Report.

Figure 3 displays the Annual Infrastructure Funding gap, which is monitored by the Asset Management team for all asset categories including roads, solid waste (including mobile equipment), waste water, sanitary sewer, storm sewer, fleet, sidewalks and walkways, civic facilities, parks & trails, street lights and district energy.

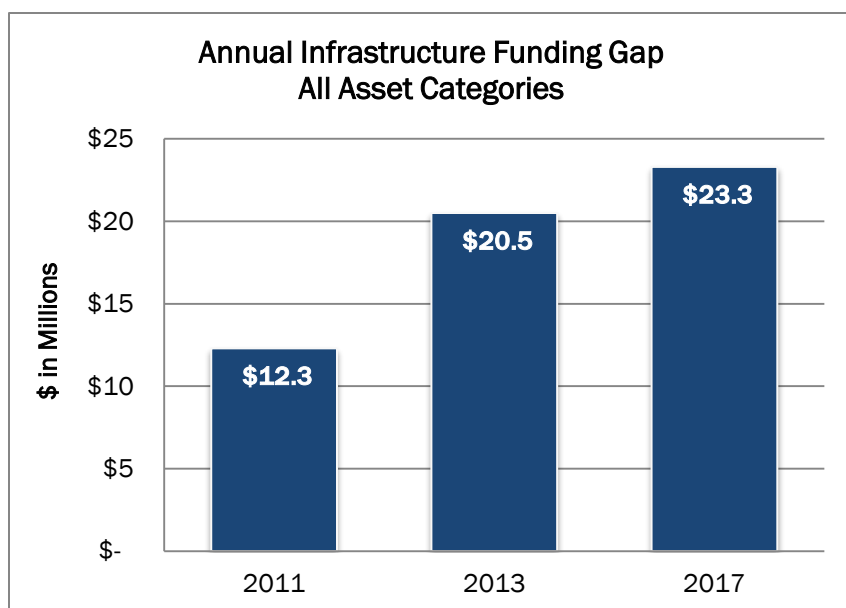


Figure 3: Annual Infrastructure Funding Gap

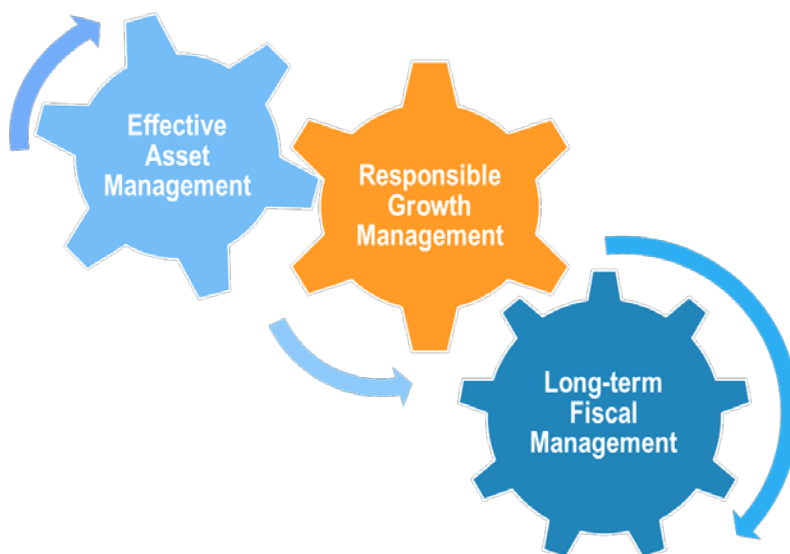


Figure 4: Integrated Land Use Management

Indicators, Methodology and Limitations

This report represents the first effort at measuring the progress for implementation for the OCP. Monitoring the OCP is based on measuring indicators that could reflect the achievement of OCP goals. Indicators were selected using the following criteria:

1. Data is from a reliable source and is readily available;
2. Data is collected on a regular basis; and
3. The indicator is reflective of progress towards achieving OCP goals, objectives and policy direction. However, some indicators may not be collected regularly and are noted.

Various departments were involved in the process of developing and collecting data for the list of indicators.

In addition, the Sustainable Community Development staff at the City of Prince George partnered with the University of Northern British Columbia's (UNBC) School of Environmental Planning to share ideas and discuss approaches for measuring the progress of OCP implementation. UNBC students enrolled in the Sustainable Communities course utilized Prince George as a case study and prepared monitoring plans for specific topic areas in the OCP. City staff attended the students' final presentation and their ideas were considered when developing the framework for this report.

Demographics

The Official Community Plan identified population projections up to 2025 at a range of rates (0.4%, 0.8% and 1.2%) to consider a few potential scenarios. The trend in Figure 5 below shows stable population growth in Prince George. The 2016 population count identifies 74,003 residents in Prince George, a 2.8% increase from 2011 census population. It should be noted that the data included in this monitoring report does not account for population change. Other limitations of the data will be described within each indicators section.

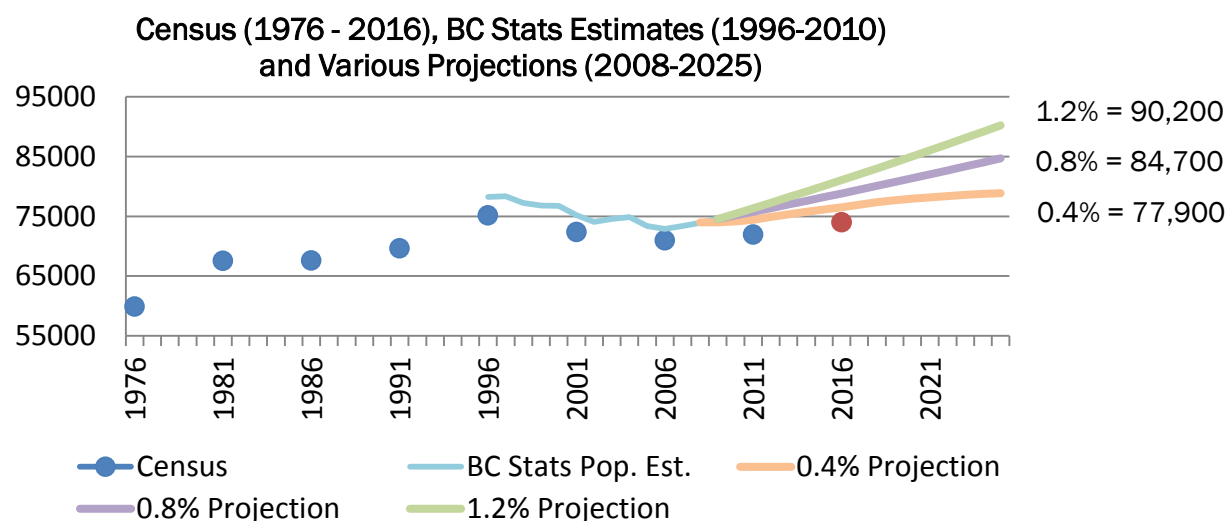


Figure 5: Population Projection (Source: Statistics Canada)

Figure 6 illustrates the population pyramid for Prince George in 2011 and 2016. This figure identifies that in 35% of the total population is 50 years or over in 2016, where we saw it at 32% in 2011. The population pyramid also identifies a stable 0-15 year cohort.

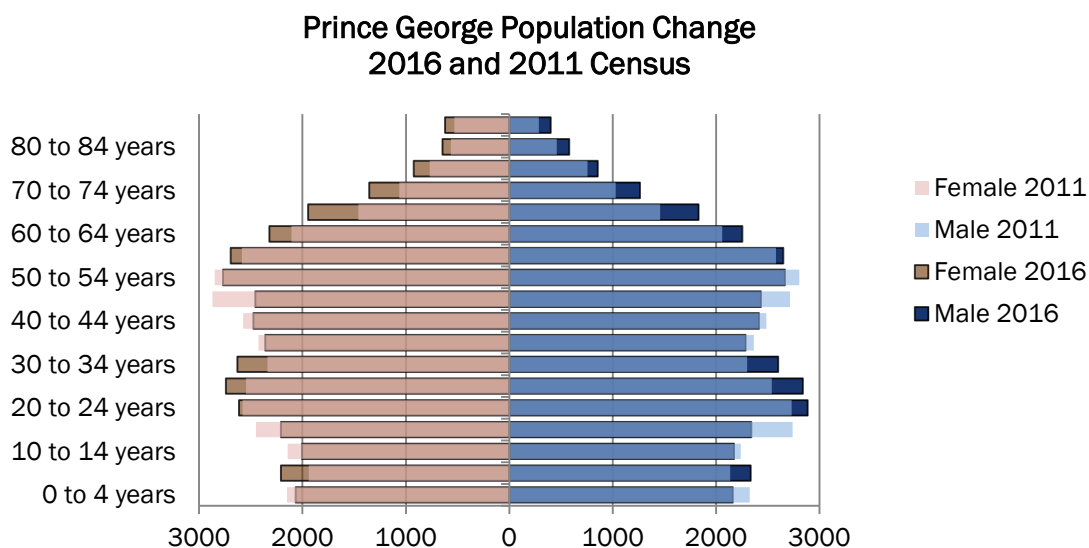


Figure 6: Population Change (Statistics Canada)

Summary of Indicators & Trends

OCP Indicators

This OCP Monitoring Report reviews 8 topic areas. Each topic area contains a number of indicators which aim to indicate how each topic area has been implemented. This OCP Monitoring Report is framed around the following key OCP topic areas:



Trends & Issues

This report presents data over a 5 year period (2011 – 2016 calendar years). Many of the OCP indicators do not yet show conclusive trends within this limited time frame. Additional data added in future years will allow more thorough analysis of trends as they develop.

Overall, the indicators selected for this review, show that targets are mostly being met. Some of the key areas where trends are beginning to emerge include:

- Prince George has diversified its economic drivers beyond primary industries (Indicator 2.3).
- Households have continued to increase the amount of garbage they produce (Indicator 3.2).
- Residential water users consume 78% of the total water consumed in the City – using more than industrial, commercial and institutional users combined (Indicator 3.4).
- The majority of Prince George residents (89%) reside within 400 m of a Park or Green Space (Indicator 4.3).
- The majority (87%) of new residential units constructed were located within a growth priority or infill area (Indicator 5.1).
- Amendments to the OCP resulted in significant gains to lands designated for light industrial uses and losses to lands designated for rural uses. Figure 7 demonstrates where land was gained and lost as a result of OCP amendments between 2011 and 2016 (Indicators 5.2 and 5.3).
- The development of new housing has increased in a variety of forms including secondary suites, narrow lot homes and multi-family housing options (Indicators 6.1, 6.2 and 6.3).
- Prince George continues to be an affordable place for home ownership (Indicator 6.5).
- The City continues to invest more in road networks for vehicles than it invests for green networks for active transportation by a ratio of 7:1 (Indicator 7.1).
- Nearly 50% of implementation items identified in the OCP are underway in some form (Design & Planning, In-Progress or Complete) (Indicator 9.1 and 9.2).



Figure 7: Overall gains and losses in land designations as a result of amendments to the OCP. Arrow widths demonstrate scale of land type gain or loss.

Changes in Land Use Composition

The intent of the Official Community Plan (OCP) is to establish a framework for planning and guide decisions on land use management within the City of Prince George. The Plan includes current and long term land use designations to provide direction on how the City of Prince George should grow, change, and develop over time. Land use composition is important because it assists in determining what the City's land base looks like; how much land has been allocated for different uses. Figure 8 on the next page provides three land use compositions at different time intervals, which works to capture how land use looks in the past, present and future:

- 2011 (past) – OCP Schedule B-5: Existing Land Use
- 2017 (present) – Zoning Class
- 2027 (future) – OCP Schedule B-6: Future Land Use

Over time, these graphs should provide a time-lapse of how land use has changed over the years within the City of Prince George identifying patterns in land use changes, or indicate that land use isn't changing dramatically.

Schedule B-5: Existing Land Use of the Official Community Plan provides a snapshot of land use in 2011 when the OCP was created, while Schedule B-6: Future Land Use provides an indication of how the community will change over time to implement the policies and objectives of the OCP. A snapshot of the current (2017) Zoning designation was collected using data from the City of Prince George. Together this information identifies how land is changing in the City of Prince George.

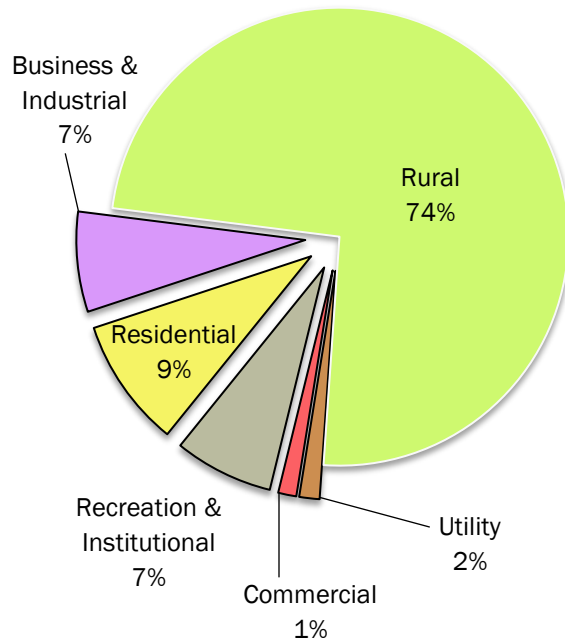
Land Use Composition can be influenced by sensitive features and hazardous lands. These limitations include:

- Groundwater development permit areas;
- Riparian development permit areas;
- Wildfire development permit areas;
- Floodplain areas;
- Areas with significant slopes (greater than 20% grade); and
- Lands within the Agricultural Land Reserve (ALR).

These areas do not prohibit development, but limit development through mechanisms to promote the protection of natural features or protect development from hazardous conditions. When combined, these limitations cover 48% of the total land area within the City of Prince George.

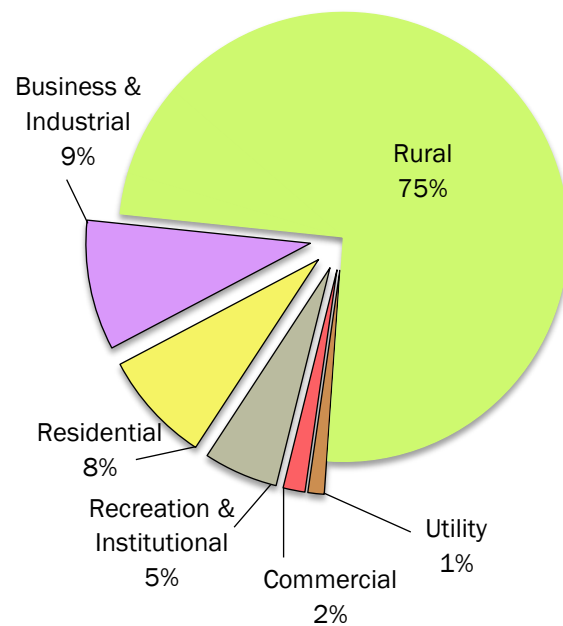
2011
(Past)

OCP Schedule B-5: Existing Land Use



2017
(Present)

Zoning Bylaw Schedule A



2027
(Future)

OCP Schedule B-6: Future Land Use

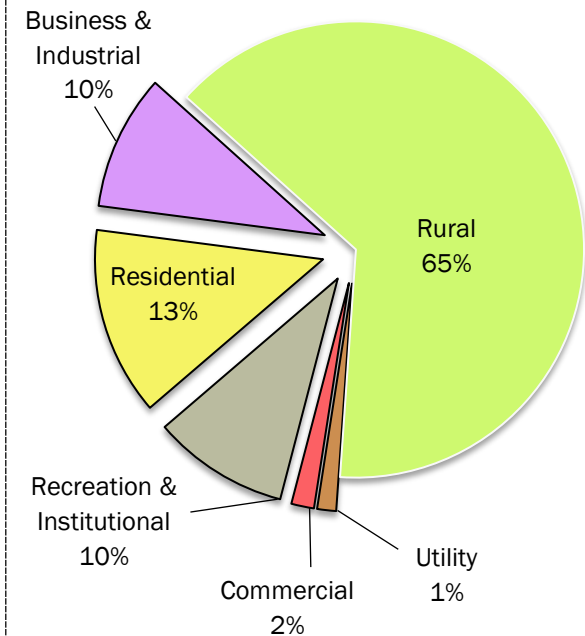


Figure 8: Land Composition shown in 2011, 2017 and Future 2027 (OCP Schedule B-5, Zoning Bylaw and Schedule B-6)

Indicators Snapshot

The following summarizes the performance of the OCP indicators that were selected for this monitoring report. Indicators receive their performance measurement based on how they have progressed in accordance with direction from the OCP. For example, if an indicator has not progressed in accordance with the OCP, it will receive a 'performing in the wrong direction'. Each indicator has received one of the following performance measurements:

Performing in the
right direction



Performing in the
wrong direction



Difference is minimal



Not enough
information



'Not enough information' indicates that an indicator may not have had enough information available, data was not collected each year, or the methodology used was not consistent, which did not make it possible to provide a fair performance measurement. Details are provided further within each indicator.

OCP Topic	OCP Indicators	Performance
1.0 Downtown Revitalization	1.1 Construction Value of Downtown Office Development	
	1.2 Construction Value of Downtown Retail, Restaurants and Services	
2.0 Economy and Employment	2.1 Inventory of Vacant Serviced Light Industrial Land	
	2.2 Inventory of Vacant Heavy Industrial Land	
	2.3 Employment & GDP By Industry Sector	
	2.4 Number of New Business Licenses	
3.0 Environment	3.1 Amount of Environmentally Sensitive Land	
	3.2 Solid Waste and Recycling Collection	
	3.3 Air Quality	
	3.4 Water Consumption	

SUMMARY OF INDICATORS AND TRENDS

OCP Topic	OCP Indicators	Performance
4.0 Social Development	4.1 Participation in Leisure Access Program & Aquatics	
	4.2 Access to Greenspace	
	4.3 Participation in Farmers' Market Nutrition Coupon Program	
	4.4 Number of Heritage Register Properties	
5.0 Growth Management	5.1 Number of New Residential Units in Infill and Growth Priority Areas	
	5.2 Gains & Losses in Land Designated Rural	
	5.3 Gains & Losses in Land Designated Light Industrial	
	5.4 Gains & Losses in Land Designated Service Commercial	
6.0 Housing	6.1 Number of New Residential Units by Housing Type	
	6.2 Number of Permitted Secondary Suites	
	6.3 Number of New Narrow Lot Houses	
	6.4 Number of New Visitable and Adaptable Units	
	6.5 Housing Affordability Index	
7.0 Transportation	7.1 Capital Investment in Transportation Infrastructure	
	7.2 Number of Transit Rides	
	7.3 Location of Transit Stops	
	7.4 Crashes Involving Pedestrians	
8.0 Urban Design	8.1 Scores from the City's Advisory Committee on Development Design	

How to Read this Report

This page details how to read the indicator pages of this report. There are multiple sections on each indicator page, which help to explain what the indicator is showing, and why that indicator is important.

1.0 DOWNTOWN REVITALIZATION

What Topic Area the indicator is in

1.1

Construction Value of Downtown Office Development

Indicator number and title of indicator

What is being measured?

This indicator measures the construction value of office development (new construction and renovations) within the downtown. This data is then compared to the construction value of office development in all areas outside of the downtown. The indicator is based on annual building permit issuances from the City of Prince George.

What is being measured?

- Details what the indicator is measuring
- Where the data came from

How are we doing?

✔ Performing in the right direction

This indicator is performing in the right direction because the OCP encourages office development primarily in the downtown, and restricting them outside of the downtown for the purpose of maintaining the downtown as the Central Business District for offices. As displayed on Figure 3, through years 2011 to 2016, the value of office development constructed in the downtown with less being constructed in other areas outside of the downtown, demonstrating the policy direction to focus on office development in the downtown is performing in the right direction.

Between 2011 and 2016, there was a total of \$77M invested in office development. Of the \$77M, \$63.2M was invested in the downtown and \$13.8M was invested in offices outside of the downtown. The RCMP Municipal Office and the Wood Innovation and Design Centre (\$18M) represent major projects that were made in the downtown in 2011 and 2013 respectively. Downtown office development in 2014 was largely due to the exterior façade improvements to all side streets (\$7M) and the construction of the BC Government Employees Union building.

How are we doing?

- Performance measurement is given, and an explanation is provided as to why that measurement was given.
- Performance measurements relate to what direction is given by OCP policy.
- The data presented is explained in text.
- Details are provided on the data presented.

Value of Office Development (New Construction & Renovation)

Year	Downtown (Millions)	Other Areas (Millions)
2011	24	2
2012	2	4
2013	18	2
2014	12	4
2015	3	1
2016	1	1

Why is this indicator important?

The OCP supports the downtown as the central office and business district by restricting the expansion of office space outside the downtown. Investing in office development in the downtown is a key strategy for downtown revitalization and can support retail sector business development including restaurants and shops in the downtown.

Why is this indicator important?

- Explains how the indicator is related to OCP Policy and Objectives.

OCP Monitoring Report 2017 | City of Prince George | Page 11
 Document Number 429892



1

Downtown Revitalization

Historically, the Prince George economy has been reliant on forestry sector activities. The economy has seen diversification over the past two decades. Increasing diversification in the local economy will ensure a more resilient community.

Continuing to place emphasis on investment in the downtown will assist in ensuring diversification is ongoing so Prince George can continue to transition from a single-industry economy to a diverse, urban centre.

“A downtown that functions as the civic and cultural centre of Prince George with thriving businesses and lively neighbourhoods, where people of all kinds come to visit, live and invest”

Vision of the Smart Growth on the Ground Downtown Plan, 2009

What's in this Section?

1.1

Construction Value of Downtown Office Development



1.2

Construction Value of Downtown Retail, Restaurants and Services



Supporting OCP Policies

OCP Objective 8.3.5

“Revitalize downtown as the commercial, cultural, and civic heart of the community”

OCP Objective 8.3.8

“Maintain downtown as the central business district and primary location for offices”

OCP Policy 5.1.7

“Promote a high-density core with mixed use commercial services. Encourage high-density residential, commercial, entertainment, government and administrative uses”

1.1

Construction Value of Downtown Office Development**What is being measured?**

This indicator measures the construction value of office development (both new construction and renovations) within the downtown. This data is then compared with the construction value of office development in all areas outside of the downtown. Data for this indicator is based on annual building permit issuances from the City of Prince George.

How are we doing?

Performing in the right direction

This indicator is performing in the right direction because the OCP encourages locating office uses primarily in the downtown, and restricting them outside of the downtown for the purpose of maintaining the downtown as the Central Business District and primary location for offices. As displayed on Figure 9, through years 2011 to 2016, there was significant office development constructed in the downtown with less being constructed outside of the downtown, demonstrating the policy direction to focus on office development in the downtown is performing in the right direction.

Between 2011 and 2016, there was a total of \$77M invested in office construction and renovation. Of the \$77M, \$63.2M was invested in the downtown and the remaining \$13.8M was invested in offices outside of the downtown. The RCMP Municipal Facility (\$23M) and the Wood Innovation and Design Centre (\$18M) represent major public investments that were made in the downtown in 2011 and 2013 respectively. Downtown development in 2014 was largely due to the exterior façade improvements to all sides of the RBC building (\$7M) and the construction of the BC Government Employees Union (\$4M).

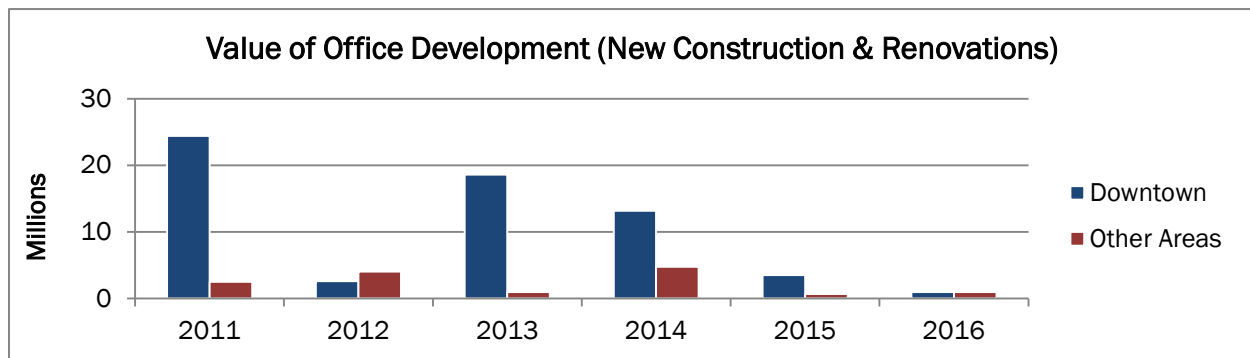


Figure 9: Value of Office Development

Why is this indicator important?

The OCP supports the downtown as the central office and business district and recommends restricting the expansion of office space outside the downtown. Investment in office development in the downtown is a key strategy for downtown revitalization, as office workers can support retail sector business development including restaurants, shops and services to the downtown.

1.2

Construction Value of Downtown Retail, Restaurants and Services**What is being measured?**

This indicator measures the construction value of commercial building permits in the downtown; excluding office uses (see section 1.1). This data is then compared to construction values for commercial building permits in all areas outside of the downtown. Data for this indicator is based on annual building permit issuances from the City of Prince George.

How are we doing?

Performing in the right direction

This indicator is performing in the right direction because the OCP and the Smart Growth on the Ground Downtown Plan envisions the downtown as a place where people live, work and visit. Enabling a variety of commercial uses assists in attracting people to the downtown. This is demonstrated in Figure 10, which displays \$22.8M being invested in the downtown, across the different commercial sectors. This represents 23% of total city-wide commercial investment.

Between 2011 and 2016, there was approximately \$97 million invested in retail, restaurants and services in Prince George. Of the \$97M, \$22.8M was invested in the downtown and \$74.4M was invested outside of the downtown area. These numbers do not include the Marriot or Best Western Hotels, as these building permits were issued in 2017.

The large amount of commercial development outside of the downtown includes commercial projects along Recplace Drive which represents major commercial projects occurring outside of the downtown. It is also important to consider that many downtown developments occur in the form of renovations to existing buildings, which have lower construction value than new construction that is more likely to occur outside of the downtown, on larger, vacant lots.

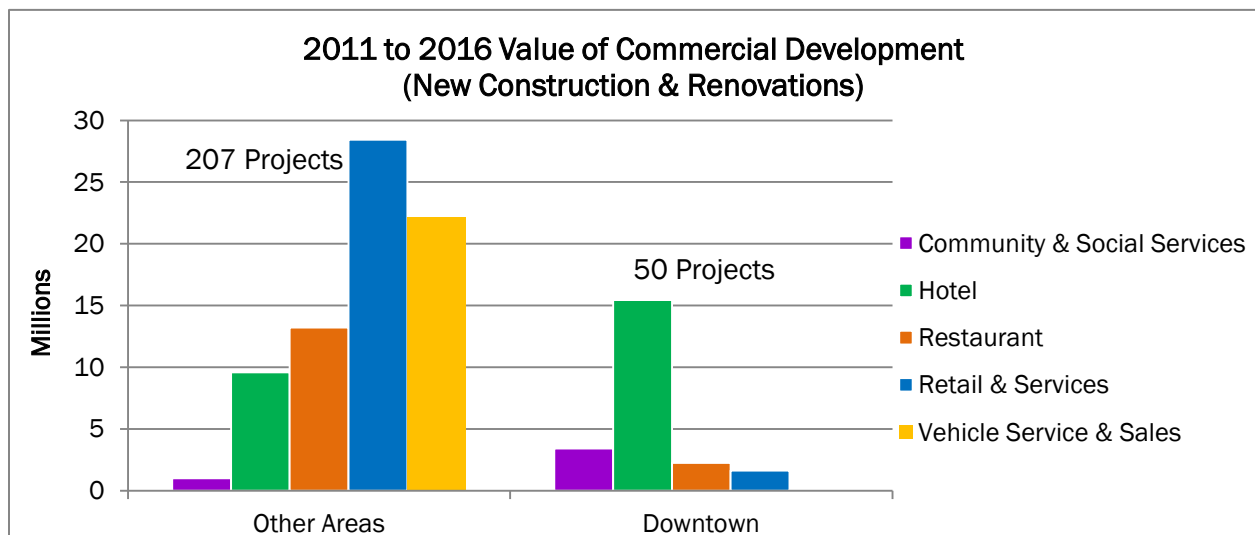


Figure 10: Value of Commercial Development

Why is this indicator important?

The OCP places a high importance on the revitalization of the downtown, as the commercial, cultural and civic heart of the community as well as being an attractive location for both businesses and residents. This indicator helps us understand the significant role the downtown plays as a commercial centre in comparison to other commercial areas.

DID YOU KNOW?

District Energy System

The District Energy System (located downtown on George Street) was completed in May 2012.

The biomass-based District Energy System (DES) provides heating for many key buildings in downtown Prince George, while reducing 1,900 plus tonnes of greenhouse gases per year. The system takes what was previously considered waste heat from the Lakeland sawmill, and transfers it via insulated piping to heat the downtown core of the City. The state of the art District Energy System provides economic and environmental benefits to the City of Prince George.





2

Economy & Employment

Land use planning decisions play a key role in shaping opportunities for economic development and investment. The way a community grows and develops is critical for ensuring that there is infrastructure, neighbourhoods and amenities that will attract people to live and stay in the community. The OCP may not directly impact employment rates and GDP, but the OCP supports economic development in the following specific ways:

- Identifying the need for various infrastructure investments (i.e. underground services and roads) that facilitate development and the movement of goods and people;
- Designating land for industrial and commercial development to meet projected industry growth; and
- Encouraging multi-modal streets that are safe and comfortable for all users.

What's in this Section?

2.1

Inventory of Light Industrial Land



2.2

Inventory of Vacant Heavy Industrial Land



2.3

Employment and Gross Domestic Product by Industry Sector



2.4

Number of New Business Licenses



“Support land use and planning that enhances Prince George as a sustainable, resilient, knowledge based, resource economy which is connected to the world”

OCP Objective 5.1.1

2.1 Inventory of Light Industrial Land

What is being measured?

This indicator measures land zoned for light industrial development (includes zones M1: Light Industrial, M2: General Industrial, M3: Business Industrial, and M4: Transitional Industrial). 2016 data is provided by the City of Prince George. This indicator closely relates to indicator 5.3: Gains and Losses in Land Designated Light Industrial.

There are three sections to this indicator: Inventory of Light Industrial Land by Zone; Serviced Light Industrial Land; and Vacant Light Industrial Land.

How are we doing?



Not enough information

This indicator does not have enough information because the data only presents a snapshot in time. It is not possible to attain data from 2011 and subsequent years. This data will be used as a starting point for future monitoring reports.

The OCP indicates that light industrial areas are intended to accommodate light industrial uses which have low noise and air emissions, based on Provincial Offsetting Guidelines. This can include: manufacturing, processing, household repair, research, broadcasting station, building & garden supply, minor truck or rail terminal, distribution, indoor minor recreation, warehousing, scientific & technical consulting, storage and distribution, and similar uses. The OCP identifies that this growth should be focused within existing urban areas, encouraging light industrial uses to be located within reasonable distances of existing services, adequate public transportation, ancillary services and local road-networks.

Inventory of Light Industrial Land by Zone

There are a total of approximately 835 ha of light industrial land within the City of Prince George. Light industrial development is permitted within four business and industrial zones under the current Zoning Bylaw (2007):

1. M1: Light Industrial;
2. M2: General Industrial;
3. M3: Business Industrial; and
4. M4: Transitional Industrial.

The M1 Light Industrial zone permits a mix of business and light industrial uses which are intended for contractor

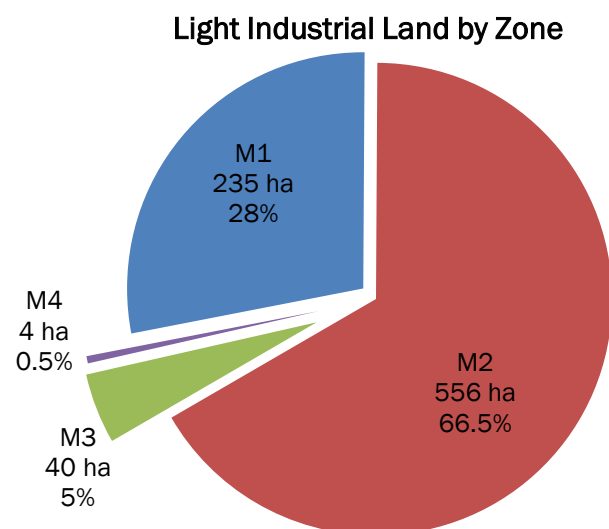


Figure 11: Light Industrial Land by Zone

uses, vehicle-related uses and other light industrial uses which may have moderate impacts on surrounding properties. Properties zoned as M2: General Industrial permit uses which may result in greater impacts on surrounding properties than M1: Light Industrial properties. The M2 zone includes heavier industrial uses such as wrecking yards. The M3: Business Industrial zone is intended to support business and light industrial uses that do not require outdoor uses, while the M4: Transitional Industrial zone is intended for areas in the Queensway East neighbourhood to provide a transition from commercial to industrial uses.

Inventory of Light Industrial Land by Servicing

Figure 12 displays the inventory of light industrial land, based on the servicing that is available onsite. The OCP distinctly provides policy direction to ensure areas designated for light industrial development are developed with full City water and sanitary sewer service. 64% of the light industrial land in the City of Prince George is fully serviced while approximately 34% has no city servicing.

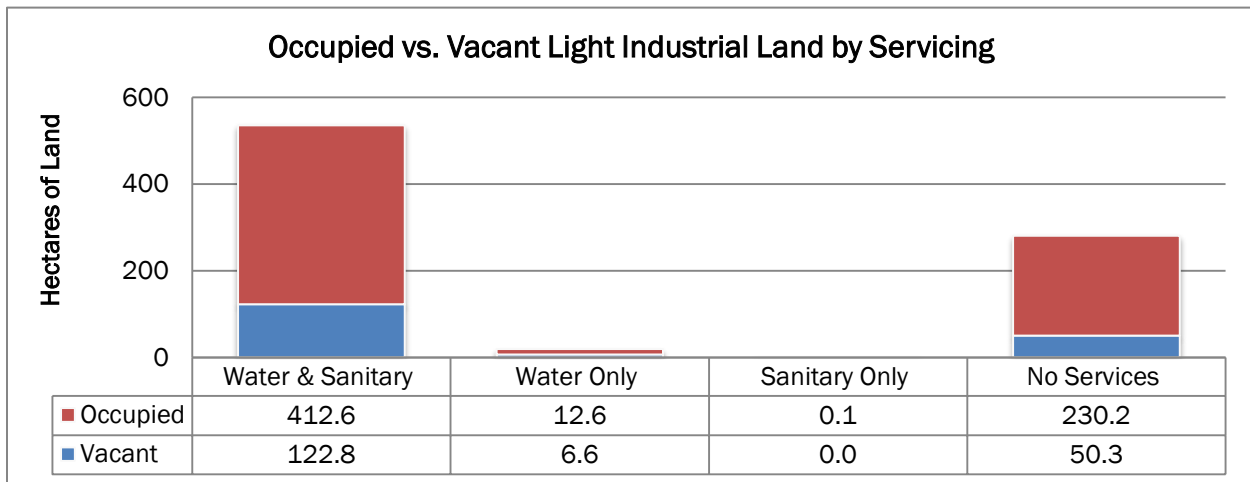


Figure 12: Occupied vs. Vacant Light Industrial Land by Servicing

Inventory of Light Industrial Land by Availability

Vacant land includes any land that currently has no buildings on it, is used for parking or storage (with the exception of salvage yards), or contains buildings that are not currently occupied.

There are approximately 179 ha of vacant light industrial land in the City of Prince George. Of the 179 ha of vacant land, approximately 123 ha (68%) have full city servicing available.

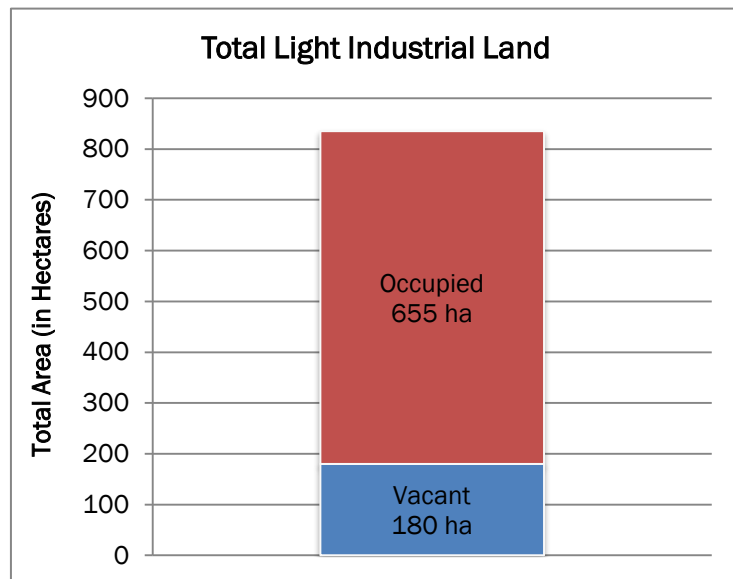


Figure 13: Total Light Industrial Land

Figure 14, shows the total amount of vacant light industrial land in the City by Neighbourhood. The majority of vacant industrial land in the City (68%) is within industrial areas supported by the OCP (Danson Industrial Park, BCR industrial area, and the Airport Light Industrial Plan Boundary Road area).

Significant rezoning applications which have occurred since 2011 to facilitate light industrial development include the rezoning of approximately 17 ha of land in the Boundary Road area, 12 ha of land along Otway Road, 15 ha in the Central Hart area.

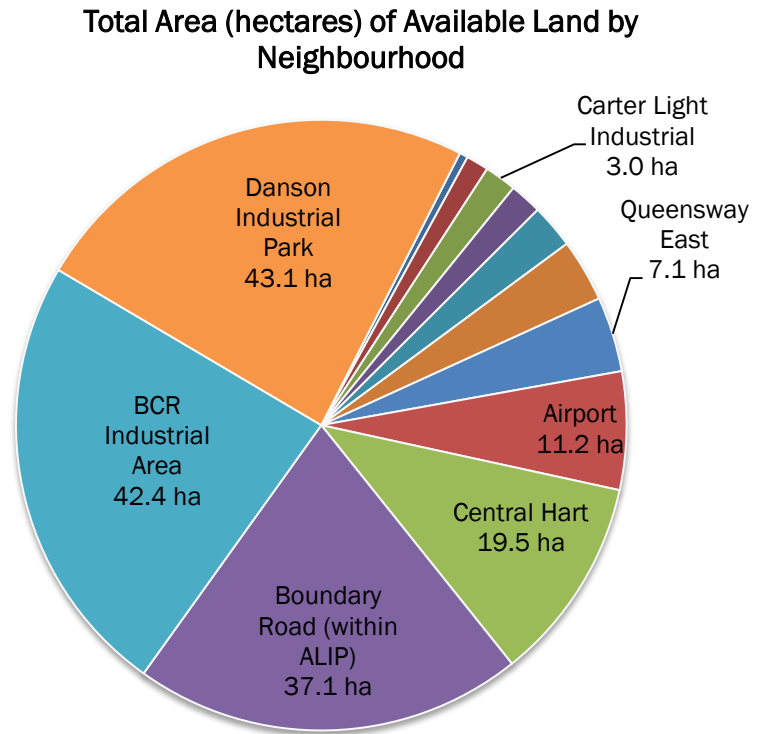


Figure 14: Total Area (in Hectares) of Available Land by Neighbourhood

Why is this indicator important?

The OCP balances the importance of the environment (air, water, and soil quality) with the strategic location of industry, while also discouraging industrial development that negatively affects the health and livability of the community. The OCP indicates that light industrial activities should be directed to fully serviced areas to ensure adequate access to public transportation, ancillary services, and local road-networks to help facilitate the movement of people and goods.

This indicator is important because it displays that there is currently land available for this land use within the City of Prince George. The OCP recognizes the importance of ensuring that light industrial uses are located within serviced areas of the City in an effort to ensure that storm water (and contaminants) are properly disposed of and do not enter the groundwater or surface water systems.

2.2

Inventory of Vacant Heavy Industrial Land

What is being measured?

This indicator measures the amount of vacant land that is zoned for heavy industrial development. Vacant land is considered any land that currently has no buildings on it, is used for parking or storage (with the exception of salvage yards), or contains buildings that are not currently occupied.

2016 data is provided by the City of Prince George and 2007 data is from the 2007 *OCP Review Background Paper #1 Industrial Land*, prepared by Eric Vance & Associates in association with McElhanney Consulting Services which informed the light industrial land use policy of the OCP. This indicator utilizes the data from 2007 because there was no other comprehensive data set available previous to 2016.

How are we doing?



Performing in the right direction

This indicator is performing in the right direction because the OCP indicates that the City should limit the expansion of heavy industrial lands within the City's airshed. The OCP recommends working with the Regional District of Fraser Fort George to located heavy industrial uses outside of the City's airshed and outside of the bowl area. The amount of heavy industrial land has remained consistent since 2007.

The OCP supports heavy industrial development without City services, as it is common for heavy industrial users to draw from a private water source and manage waste on-site with a large-scale, professional system. The amount of serviced (water and sanitary), vacant heavy industrial land decreased from 42 ha in 2007 to 20 ha in 2016, while the amount of heavy industrial land without services increased from 46 ha in 2007 to 66 ha in 2016.

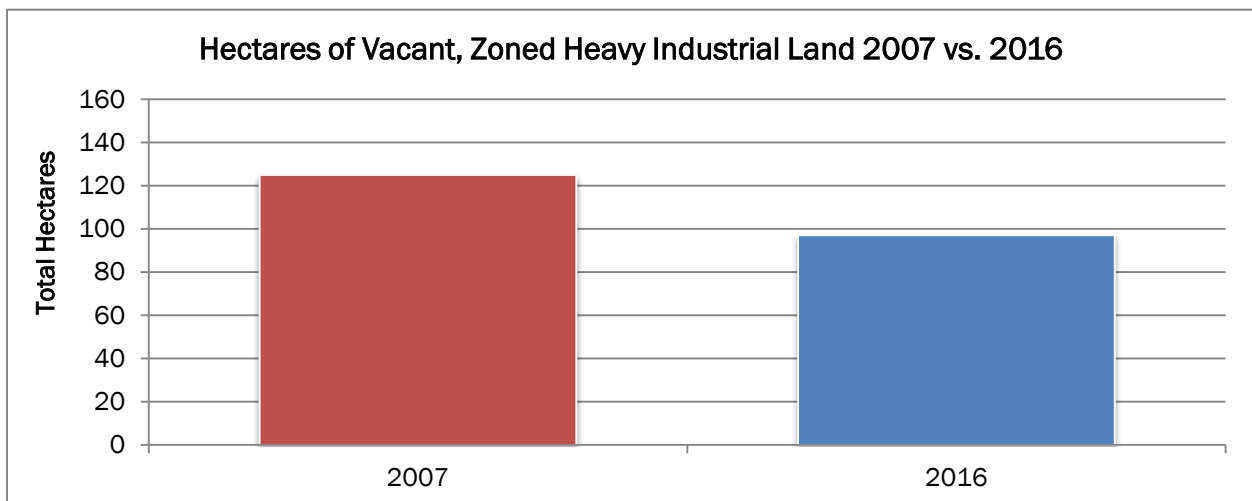


Figure 15: Inventory of Heavy Industrial Land

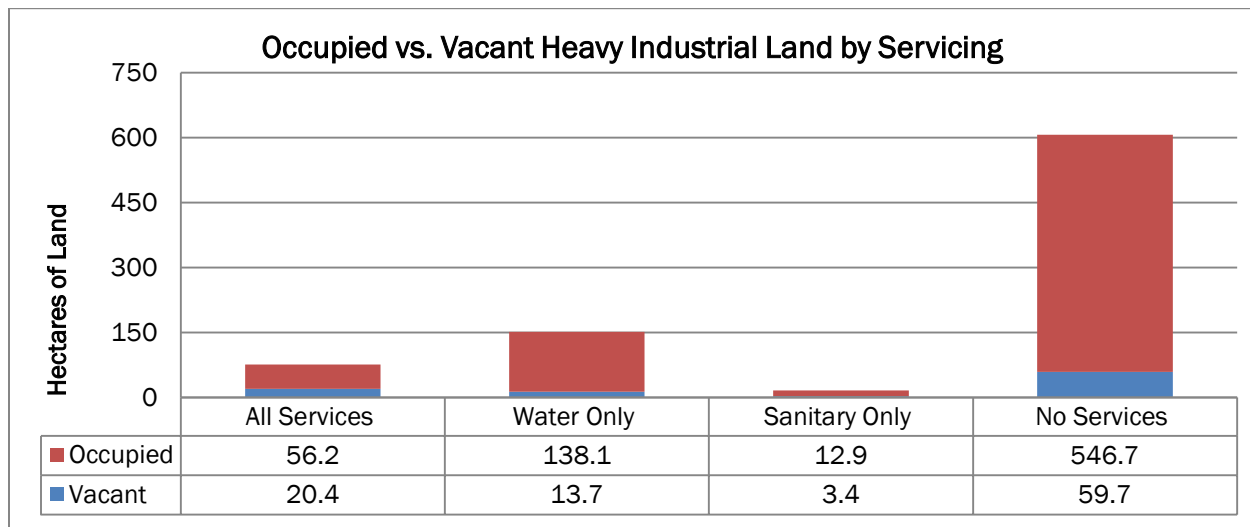


Figure 16: Heavy Industrial Land Servicing

Figure 16, above, displays the amount of Heavy Industrial Land (with M5: Heavy Industrial or M6: Special Heavy Industrial zoning) and the levels of servicing available. Most heavy industrial land is serviced on-site through the use of private wells and septic systems. Over 90% of the heavy industrial land in the City of Prince George has no servicing. The OCP supports on-site servicing of heavy industrial parcels.

Why is this indicator important?

The OCP recognizes that in order to develop a more resilient and diverse economy, the City should provide for industrial growth and development by ensuring there is a long term supply of employment and industrial lands. To ensure long term economic sustainability, the OCP identifies lands for industrial development while also discouraging industrial development that negatively affects the health and livability of the community to assure high standards for waste and effluent management, which can contain harmful pollutants, associated with industrial uses.



2.3 Employment and Gross Domestic Product by Industry Sector

What is being measured?

This indicator measures the number of jobs and Gross Domestic Product (GDP) for each industry sector in Prince George from 2012 to 2016. This indicator helps the City understand which sectors play an important role in providing jobs and economic growth, while also helping us gauge how diverse the Prince George economy is overall. Data is provided by the Conference Board of Canada's *2017 Mid-Sized Cities Economic Outlook Report*. For more information on what is included in each industry section, refer to Appendix C: Industry Sectors.

How are we doing?



Performing in the right direction

This indicator is performing in the right direction because the OCP identifies the importance of diversifying the local economy to help provide stability. Figure 17 demonstrates that jobs are adequately provided across many sectors, and there is not one primary industry supplying all of the jobs in the local economy.

The Prince George economy has traditionally been reliant on the Primary and Utility industry, with a large proportion of employment attributed to the forestry and wood products manufacturing services. Figure 17 assists in displaying that the diversification of the economy is continuing to occur. The largest employer in Prince George is Non-Commercial Services, which includes education and healthcare services (i.e. Northern Health Authority, UNBC, CNC, and SD57), followed by Wholesale and Retail Trade, and Personal Services.

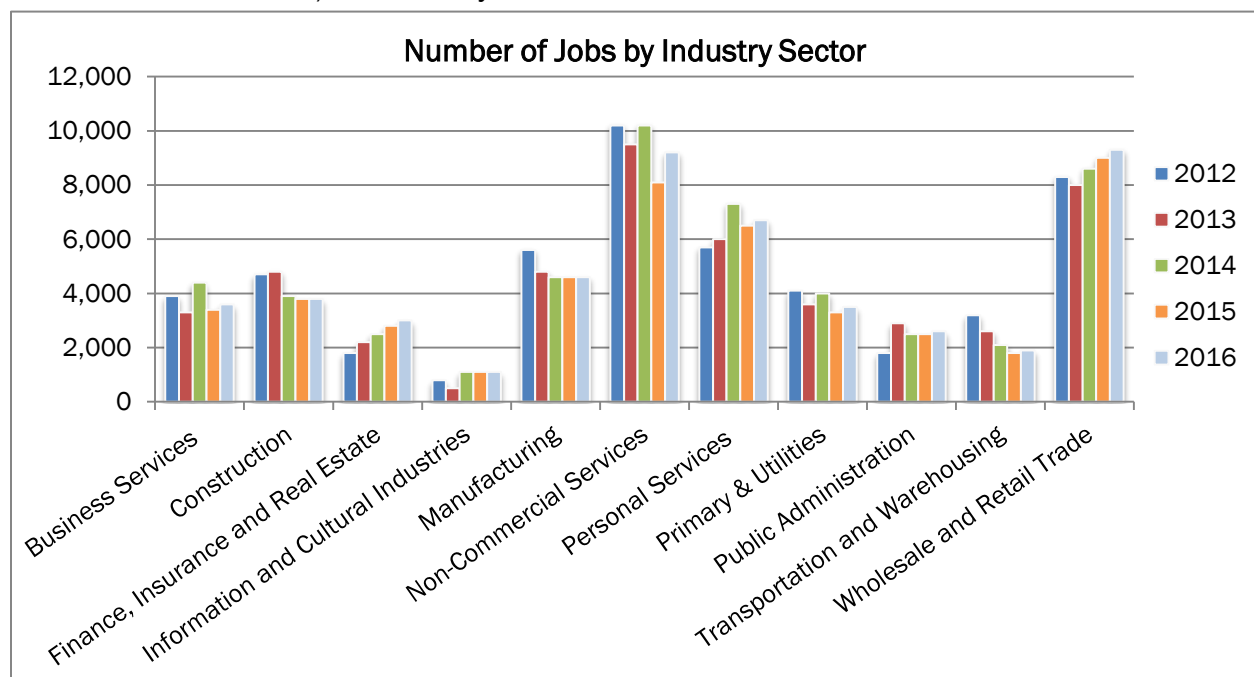


Figure 17: Number of Jobs by Industry Sector

The leading contributors to Gross Domestic Product (GDP) are the Primary & Utilities sector (which includes utilities, agriculture, forestry, fishing, mining and hunting) and the Finance, Insurance and Real Estate sector. Since 2012 Prince George has experienced both employment and GDP growth in the Finance, Real Estate sector as well as the Wholesale & Retail Trade sector. The Primary & Utilities sector saw an increase in GDP, while employment has remained relatively steady with a trend towards mild decline.

Overall, Prince George's economy has expanded at a steady pace for several years. Between 2012 and 2016, real GDP grew at an annual average rate of 2.2%. Although the primary and utilities sector remains the City's largest GDP producing industry, employment is not reliant on this sector.

DID YOU KNOW?

In 2016 Prince George was recognized by the Conference Board of Canada as the **fastest growing mid-sized city in Canada.**

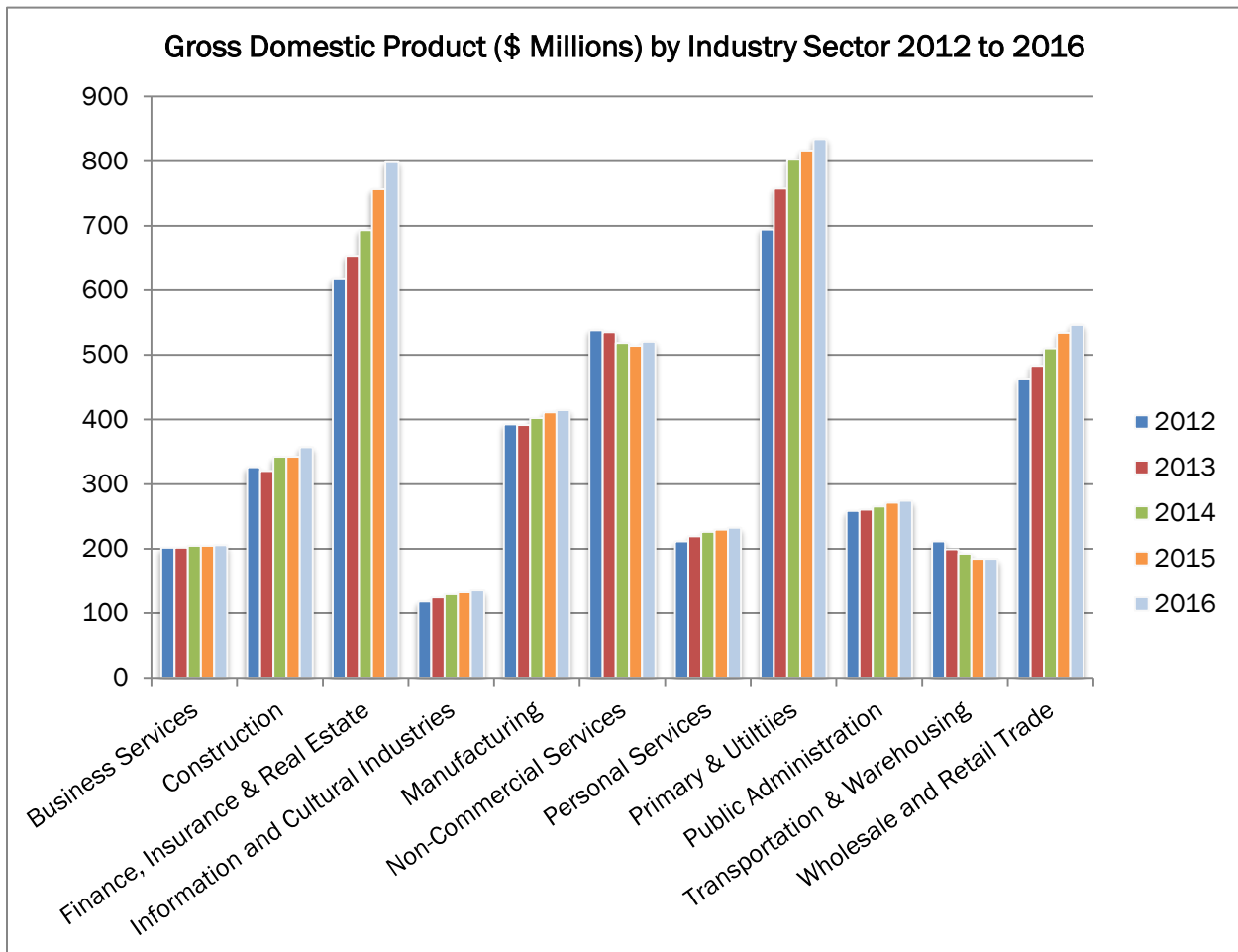


Figure 18: Gross Domestic Product (GDP) by Industry Sector

Why is this indicator important?

This indicator is important because Prince George is the ‘capital’ of BC’s North, acting as its administrative, business, educational and commercial centre. This role, coupled with its key location on global transportation routes and the resource base of the region, promises a robust economy over the long term. Increasing diversification in the local economy has already made the economy more resilient, stabilizing it through dramatic regional and global changes. The OCP and the myPG Sustainability Plan take a broad approach to ensure the continued economic prosperity, including business attraction and retention, diversification, regional integration, and other related efforts. More than that, the OCP and myPG integrate economic, social, environmental, and place-making strategies to support a community that is economically resilient over the long term.

DID YOU KNOW?

2015 Canada Winter Games

In 2015, Prince George hosted the Canada Winter Games, which brought more than 10,500 visitors to Prince George to participate in or watch the Games. There were 4,800 volunteers who came together from across British Columbia to support the 18-day, multi-sport event.

The total economic activity generated by the Games accounted for \$123.4 million in British Columbia and \$83.2 million in the Prince George area alone.



Photo Courtesy of Christine Nicholls

2.4 Number of New Business Licenses

What is being measured?

This indicator measures the number of new business licenses issued by the City of Prince George. This indicator does not include renewals of existing business licenses. Data is provided by the City of Prince George.

How are we doing?



Performing in the right direction

This indicator is performing in the right direction because the OCP indicates that to ensure continued economic prosperity the City should attract, retain, diversify and integrate businesses in Prince George. This indicator displays a consistent increase in new business licenses year after year, which demonstrates that new businesses are continuing to invest and locate within Prince George.

Figure 19 displays the number of new business licenses issued between 2012 and 2016. “New Business Licenses” include businesses that are new to Prince George, newly created, or changed location. Figure 19 also shows how many of the business licenses were issued for home based businesses.

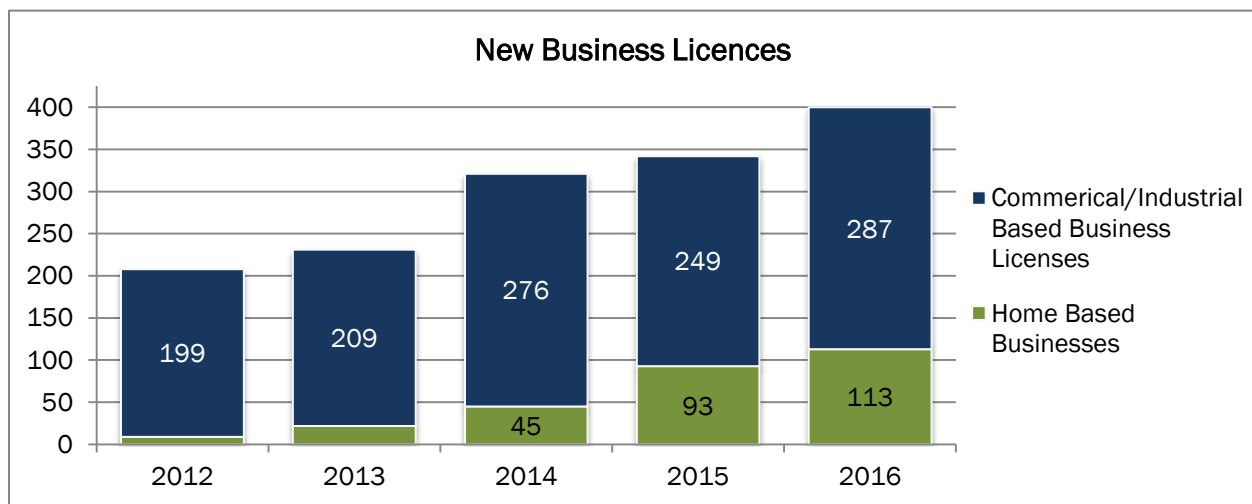


Figure 19: New Business Licenses

Why is this indicator important?

New businesses play a key role in providing opportunities for employment and economic growth. The OCP is supportive of creating complete communities, home-based businesses, and encouraging a vibrant economy. Business license statistics can assist in measuring economic growth in an area. This indicator allows the City to monitor how effective the City is in attracting new investment and business and gives the City an indication of how much “red tape” is in place for new businesses wishing to establish themselves in Prince George.



3

Environment

Residents have expressed the great value that the natural environment has in our community throughout the development of the myPG Sustainability Plan and the OCP (2011). Residents portrayed a strong sense of stewardship and desire to protect the environment, which is reflected within both plans.

Supporting OCP Policies

- | | |
|------------------------|---|
| OCP Objective
6.2.1 | “Preserve, protect and enhance the quality of water resources and reduce consumption of the water supply” |
| OCP Objective
6.4.2 | “Protect environmentally significant and sensitive areas, and the unique land features in our community” |

“The City should maintain the habitat, landscape connectivity, and ecosystem diversity needs of wildlife within the greater landscape context, where appropriate within municipal boundaries”

OCP Policy 6.4.7

What’s in this Section?

- | | | |
|------------|--|---|
| 3.1 | Amount of Environmentally Sensitive Land |  |
| 3.2 | Solid Waste and Recycling Collection |  |
| 3.3 | Air Quality |  |
| 3.4 | Water Consumption |  |

3.1

Amount of Environmentally Sensitive Land

What is being measured?

This indicator measures the amount of environmentally sensitive land (land which is designated in the OCP as a groundwater or riparian development permit area) and that is zoned Parks and Recreation (P1) or is a City-owned parcel. Data is provided by the City of Prince George.

How are we doing?

Not enough information

This indicator does not have enough information because the data only presents a snapshot in time. It is not possible to attain data from 2011 and subsequent years; therefore the data presented is from 2017 and will be used as a starting point for future monitoring reports.

The total area within the City of Prince George that is sensitive (located within a groundwater or riparian development permit area) is 3,186 ha (10%).

Appendix D: Environmentally Sensitive Lands, identifies this land on a map of the City of Prince George. Of this total area, 347 ha are zoned as Parks and Recreation or is a City-owned parcel. Those parcels of land zoned as park or city-owned have been assumed to be less likely to be developed with risk to the sensitive areas based on ownership or the restrictive nature of the uses permitted on P1 zoned parcels.

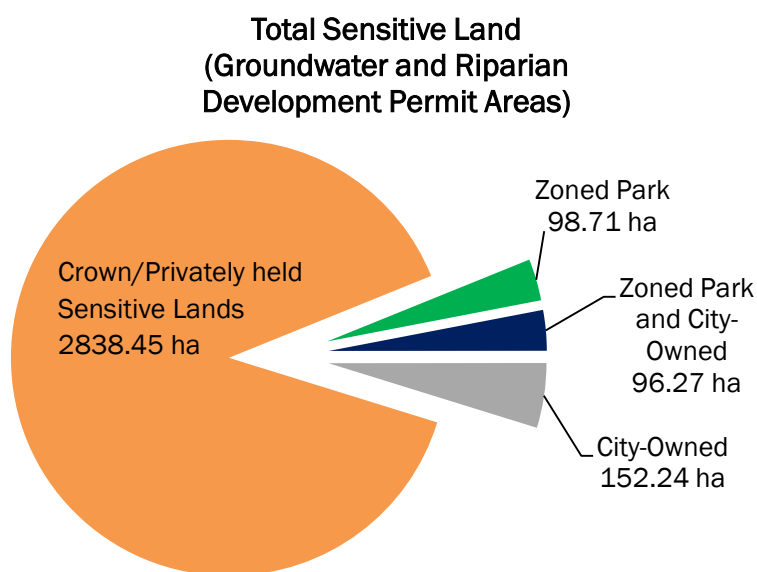


Figure 20: Total Sensitive Land

Why is this indicator important?

Prince George residents have identified that protecting the environment is a priority. As directed by the OCP, it is an objective of the City of Prince George to protect and enhance natural areas, including conserving or protecting areas that have significant natural habitat value and/or important wildlife corridors.



Solid Waste and Recycling Collection

What is being measured?

This indicator measures the amount of garbage and recyclables collected annually through the curbside collection between 2011 and 2016. This indicator divides the total kilograms (kg) of garbage and recyclables collected by the number of households receiving curbside services to estimate an average amount of waste collected per household. This indicator only measures those properties receiving curbside collection. Data is provided by the City of Prince George and Recycle B.C.

How are we doing?



Performing in the wrong direction

This indicator is performing in the wrong direction because the amount of household waste collected has been increasing since 2011. The OCP provides direction for the City to work to implement the objectives of the Regional District of Fraser-Fort George's Regional Solid Waste Management Plan (RSWMP). The RSWMP set a target to divert 50% of waste from the landfill by 2020. In 2016, approximately 684 kg of waste were collected per household within the City of Prince George. In order to achieve the targets set out in the RSWMP, waste reduction within the City of Prince George is required.

Average Annual Household Garbage and Recycling Collected

Curbside recycling collection began in 2014 by Multi-Material British Columbia (MMBC) and is collected bi-weekly on the same day as that zone's garbage day. In 2014, the total waste collected through curbside pick-up was comprised of 4% recyclables; this number grew to 11% in 2015 and 10.5% in 2016. Recycle B.C. highlighted that the accuracy of the data is limited because many households who receive curbside pick-up services do not put out recycling; this means that the actual amount of recyclables collected from participating households is likely much higher.

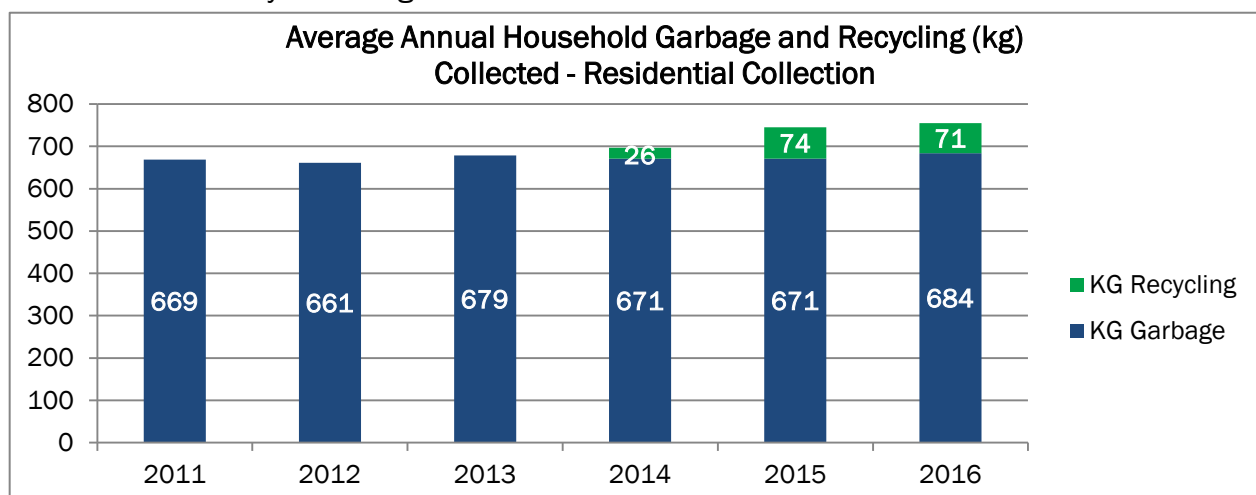


Figure 21: Garbage and Recycling Collection

Garbage Carts

The City of Prince George offers three sizes of garbage carts – small, medium and large. As an incentive to residents to reduce their generation of waste, the City offers downsizing of bins at no charge. Between 2012 and 2016, 1288 garbage carts were downsized. Most carts were downsized to small garbage carts. In the same time period, 928 carts have been upsized (nearly half have been from small to medium). Overall, the City has seen more downsizing than upsizing of garbage carts.

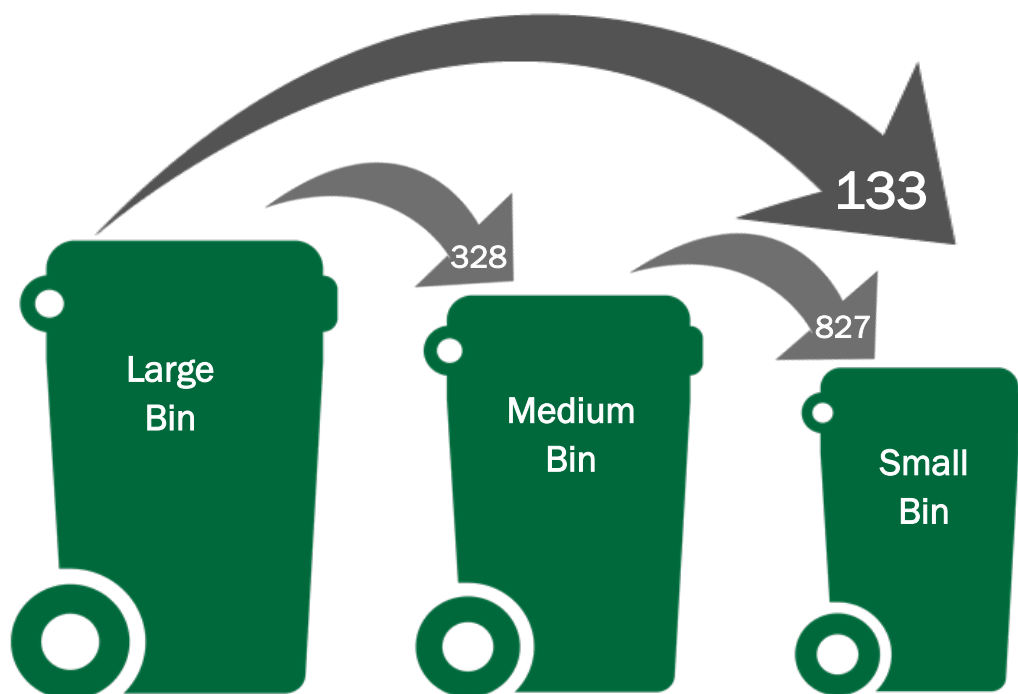


Figure 22: Downsizing of Garbage Carts (2012-2016)

Why is this indicator important?

The OCP provides policy direction to reduce the amount of solid waste being added to the landfill each year. While introducing curbside recycling throughout the City has been a step in the right direction, solid waste numbers are still relatively high and there was no significant change in the amount of solid waste when recycling was introduced. This data will be utilized for future reports to determine if recycling reduces the amount of solid waste added to the landfill in future years.



Air Quality

What is being measured?

This indicator measures the annual average concentration of fine particulate matter (PM) less than 2.5 μm in diameter ($\text{PM}_{2.5}$). Data for this indicator was provided by the Ministry of Environment and Climate Change Strategy and the Prince George Air Improvement Roundtable (PGAIR). PGAIR a multi-stakeholder, community non-profit society committed to researching, monitoring, recommending and implementing air quality improvements to the City of Prince George airshed.

How are we doing?



Difference is minimal

This indicator is demonstrating minimal difference in the data presented from 2011 to 2016. The OCP indicates that the City should work to improve air quality by reducing fine particulate matter levels, odour and other harmful pollutants in the Prince George airshed. The City of Prince George continues to play an active role on PGAIR and has been working towards air quality improvement through City initiatives, and encouraging all sectors to implement new technologies to reduce air pollutants.

PGAIR has set a goal of reducing $\text{PM}_{2.5}$ concentrations by having the annual average concentration not exceed 6 $\mu\text{g m}^{-3}$ by 2013, and 5 $\mu\text{g m}^{-3}$ by 2016. Although those $\text{PM}_{2.5}$ goals were not achieved, the data collected in this 5 year window, indicates a significant reduction in the annual average concentration of $\text{PM}_{2.5}$ within the Prince George airshed.

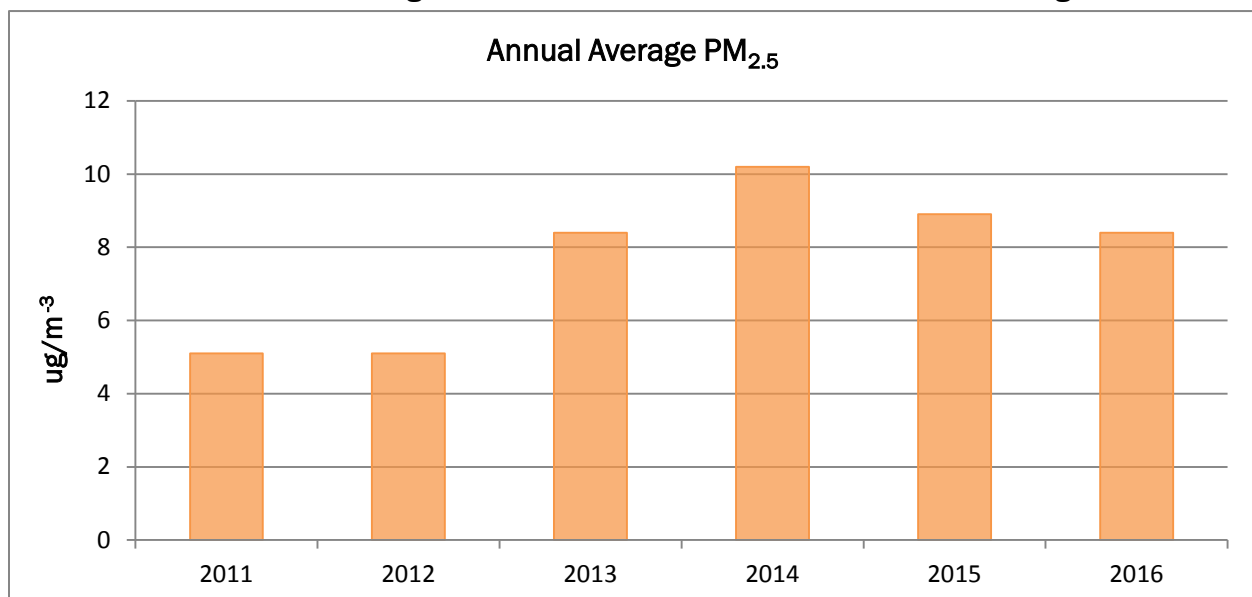


Figure 23: Annual Average of $\text{PM}_{2.5}$ Concentrations

Figure 23 identifies a lower annual average in 2013 to 2016. This change could be a result of changing measurement systems (in 2013, the measurement tool was replaced). Wildfire smoke can significantly increase the amount of PM_{2.5} in the air shed, 2014 was a particularly bad wildfire year and the high annual average could be attributed to this.

Why is this indicator important?

Prince George residents identified that improving air quality was a key item they wanted to see within the long term goals for the community. The OCP notes that our geography and weather conditions play key roles, sometimes causing air and pollutants to be trapped in the bowl and can occasionally trigger air quality advisories. Making significant reductions in pollutants, such as particulate matter, should require reductions from all sectors including residential, transportation, commercial and industrial and every individual has a role and responsibility to play. The OCP includes policies to improve air quality throughout many sections to ensure a holistic approach is taken, and to acknowledge that air quality is impacted throughout many sectors and that everyone, not only heavy industry, can make changes to improve air quality.

DID YOU KNOW?

Air Quality Standards

PGAIR is a multi-stakeholder, community non-profit society committed to researching, monitoring, recommending and implementing air quality improvements to the Prince George airshed. PGAIR sets air quality targets that are more stringent than the National and Provincial Standards. Below are the National and Provincial standards for PM_{2.5} concentration levels compared to PGAIR targets.

Canadian Ambient Air Quality Standard	2015 – 10 µg m ⁻³ 2020 – 8.8 µg m ⁻³
British Columbia Standard	2009 – 8 µg m ⁻³
PGAIR	2013 – 6 µg m ⁻³ 2016 – 5 µg m ⁻³



3.4

Water Consumption

What is being measured?

This indicator measures the litres of water consumed per capita per day (L/c/d), averaged over a calendar year, for both residential and Industrial, Commercial and Institutional (ICI) users. Data is provided by the City of Prince George (Water Conservation Plan, 2016).

How are we doing?



Difference is minimal

Between 2011 and 2016, there has not been a significant change in annual water demand per capita. Residential users are the greatest consumers of water within the City of Prince George. Since 2014, water demand has decreased by 18% for both residential and ICI users.

In 2012 the City's Water Conservation Program was eliminated, however, while this program was running, a 19% decrease in water consumption was observed (2006-2011). The City's volunteer water meter program was reinstated in January 2016, which allowed for the cost of one hundred residential water meters to be waived for single-family residential customers who were previously on a fixed rate. In 2017, the Water Conservation Public Education program started. This involves strategies for sprinkling restrictions, water metering, and a public education program to increase awareness of water conservation measures.

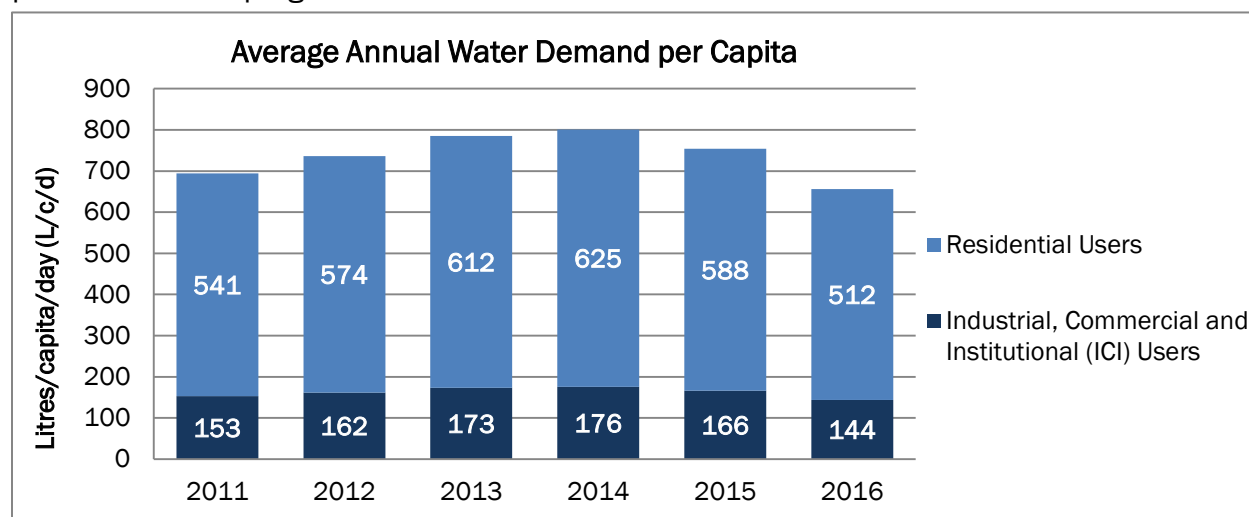


Figure 24: Annual Water Demand per Capita

Why is this indicator important?

The OCP and the City's Water Conservation Plan (2016) identify the need to reduce water consumption through a variety of management practices, regulations, awareness raising campaigns and policies. This indicator helps the City understand whether or not the City's programs are achieving the goals to reduce water consumption throughout the community.



4 Social Development

Social development is one of the three dimensions of overall sustainability – the other two being environmental sustainability and economic sustainability. Since the three are connected and supported by a healthy built environment, the City of Prince George can influence social development through the thoughtful application of policies and objectives.

Social development includes actively pursuing an inclusive community that values all of its members and helps them to meet their basic needs and encourages pride in the community.

Supporting OCP Policies

OCP Policy 7.3.3	“Encourage the social and physical environments where children live, learn and play to be more supportive of physical activity and healthy eating”
OCP Objective 7.4.8	“Build on the pride within the community to encourage strong relationships, encourage volunteerism and to motivate participation”

What’s in this Section?

4.1	Participation in Leisure Access Program & Aquatics	=
4.2	Access to Greenspace	✓
4.3	Farmers’ Market Nutrition Coupon Program	✓
4.4	Number of Heritage Register Properties	✓

“Encourage inclusive community participation in arts and culture that should ensure the social, environmental and economic sustainability of the community”

OCP Objective 7.1.1



4.1 Participation in Leisure Access Program & Aquatics

What is being measured?

This indicator measures the number of users accessing aquatics at City of Prince George facilities each year, and the annual enrollment for the Leisure Access Program (LAP). Data is provided by the City of Prince George.

How are we doing?



Difference is minimal

Between 2011 and 2016, both the Leisure Access Program enrollment and the number of visitors to the aquatic facilities remained relatively stable. There was not a dramatic decline or increase in enrollment and visitors, resulting in a right or wrong direction. These indicators are supported by OCP policy which identifies recreation and leisure as an important component of the health and wellness of an individual. Recreation and leisure are essential to an individual's well-being, by encouraging physical activity, fostering social connections and providing enjoyment for all ages and abilities.

Aquatic Facilities Visits

There are two City owned and operated aquatic facilities in Prince George; the Four Seasons Leisure Pool (located downtown), and the Prince George Aquatic Centre (located next to the CN Centre).

Between the years 2012 and 2016, the two aquatic facilities received just over 1.9 million visitors. The Prince George Aquatic Centre received almost twice as many visitors; however the Four Seasons Leisure Pool is primarily used for swimming instructions. 2014 saw the most visitors between 2012 and 2016, with 401,700 visitors.

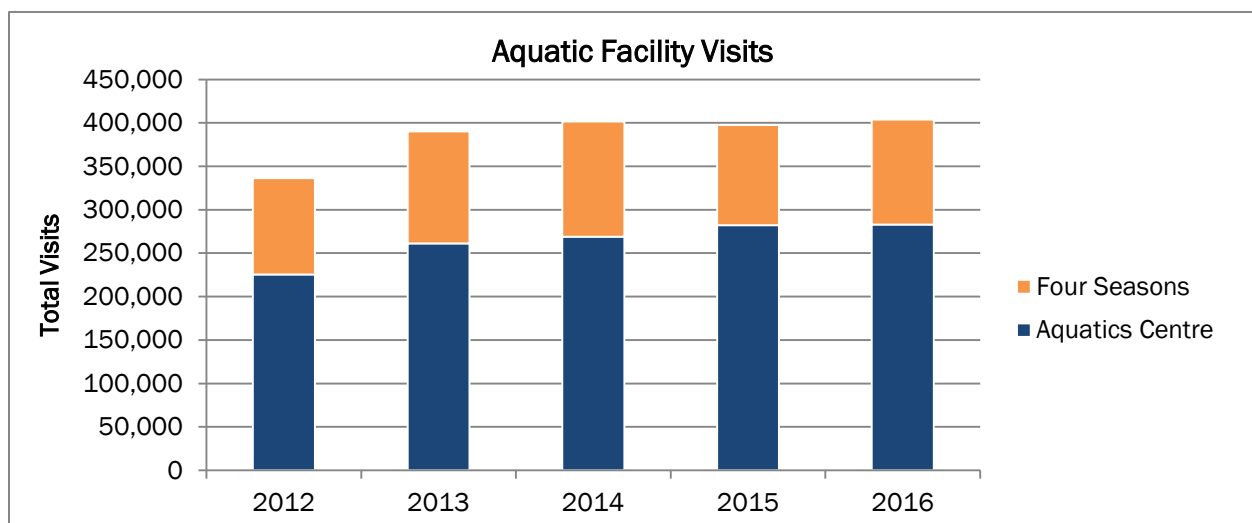


Figure 25: Aquatic Facility Visits

Leisure Access Program

Between 2011 and 2016, the Leisure Access Program was utilized by 15,846 residents. In 2011, the program saw the highest enrollment, with 2,796 users. 2012 had the lowest enrollment numbers with 2,514 users.

DID YOU KNOW?

The **Leisure Access Program (LAP)** is a subsidy program that provides opportunities for individuals with a limited income to participate in a variety of active recreation activities including swimming and skating. Program eligibility information can be found at princegeorge.ca

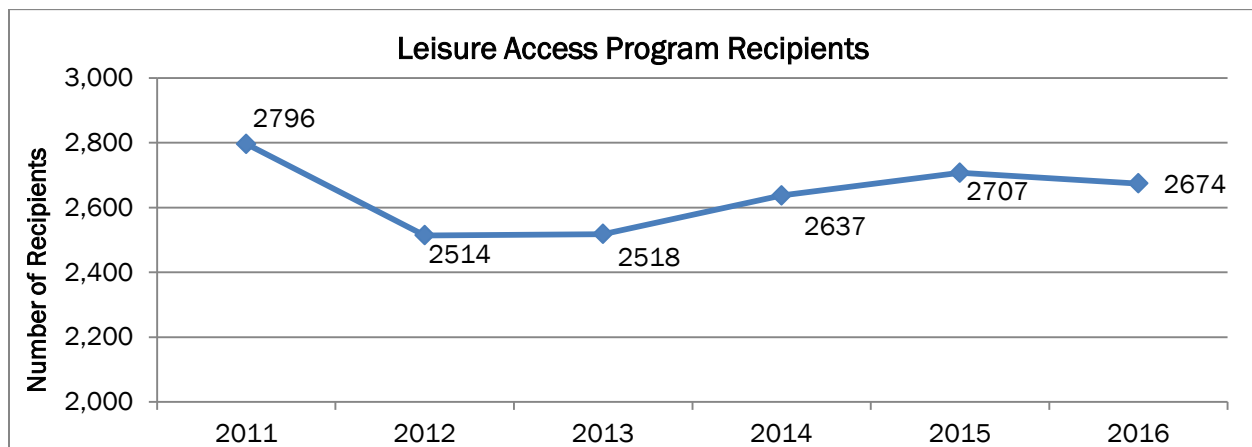


Figure 26: Leisure Access Program Recipients

Why is this indicator important?

This indicator is important because recreation engages people and builds social cohesion, generating healthy and inclusive communities. The public recreation and leisure delivery system plays a key role in the provision of services, as well as connecting, supporting, and coordinating community organizations and individuals in the provision of quality of life activities.

Additionally, the Leisure Access Program supports OCP direction to support and facilitate a wide variety of recreation and leisure options that provide opportunities for all residents to participate, regardless of demographics, economic or cultural background. The OCP also encourages measures to ensure that all citizens experience equal access to the unique experiences of urban places.

4.2

Access to Greenspace

What is being measured?

This indicator measures the number of residents who live within 400m of a parcel that is classified as a public Park or Open Space. For the purpose of this indicator, park and open space includes all public, municipal or district, active parks and green spaces within the City of Prince George. The Cranbrook Hill Greenway was included, although it is only partially within the City's boundary. Data is provided by the City of Prince George and 2011 Census Canada data.

How are we doing?

Performing in the right direction

This indicator is performing in the right direction because the OCP encourages creating access to public parks and green space for all residents to provide recreational opportunities that can be accessed without a vehicle. The indicator identifies that 89% of Prince George's residents live within 400m of a public park or green space. 400m is the equivalent to a 5-10min walk within your existing neighbourhood. The map associated with this indicator, which displays where the public parks and green spaces are located; with the 400m buffer zone is located in Appendix E: Growth Priority Areas.



The remaining 11% of the Prince George population who are not within 400m of parks are predominantly located in rural areas of the City. These rural areas contain larger lots than in urban areas, and therefore allow residents to have bigger yards, that often provide access to green space.

Why is this Indicator Important?

The OCP strives to create a healthy community where people have opportunities to stay active on a daily basis throughout all phases of life. The OCP acknowledges that the growing trend of sedentary work environments and automobile-focused community design has placed a greater importance upon parks and the built environment to provide opportunities for residents to lead active lifestyles.

Ensuring that residents have access to parks and green spaces will provide recreational opportunities that can be accessed without the use of a vehicle provides accessible recreational opportunities within the City. These can be safe places for people of all ages to play, socialize and recreate within a close distance to their home.

4.3 Farmers' Market Nutrition Coupon Program

What is being measured?

This indicator measures the intake of the British Columbia Association of Farmers' Markets (BCAFM) Nutrition Coupon Program. Data is provided by the BCAFM for 2012 to 2016. The program began in 2012; therefore data is not available for 2011.

How are we doing?



Performing in the right direction

This indicator is performing in the right direction because the OCP states the importance of increasing awareness of the importance of local food for our health and well-being. Access to local and healthy food at the neighbourhood level supports residents in making the healthy and easy choices while supporting local food systems. This is demonstrated through the BCFMA Coupon Program. Since 2012, there has been a slight increase in program uptake since first introduced to Prince George, as displayed in Figure 27.

The Nutrition Coupon Program began in 2012 through the BCAFM and is offered in Prince George to eligible residents. Each week, for 16 weeks (beginning in June of each year), 1 coupon booklet is distributed to each participant to use at their weekly farmers' market.

DID YOU KNOW?

The **Farmers' Market Nutrition Coupon Program (FMNCP)** is a program that provides coupon booklets to program participants (low-income families, pregnant mothers, or seniors) that can be redeemed at participating local farmers' markets. If you are interested in learning more about this program visit the [BCAFM Website](#)

Figure 27, below indicates how many coupon book allocations were offered in Prince George each year. An allocation represents 16 weeks of coupons, at \$15 a week for a household. In 2016, there were 102 allocations. That's a total of \$24,480 worth of coupons that were able to be used to purchase local products.

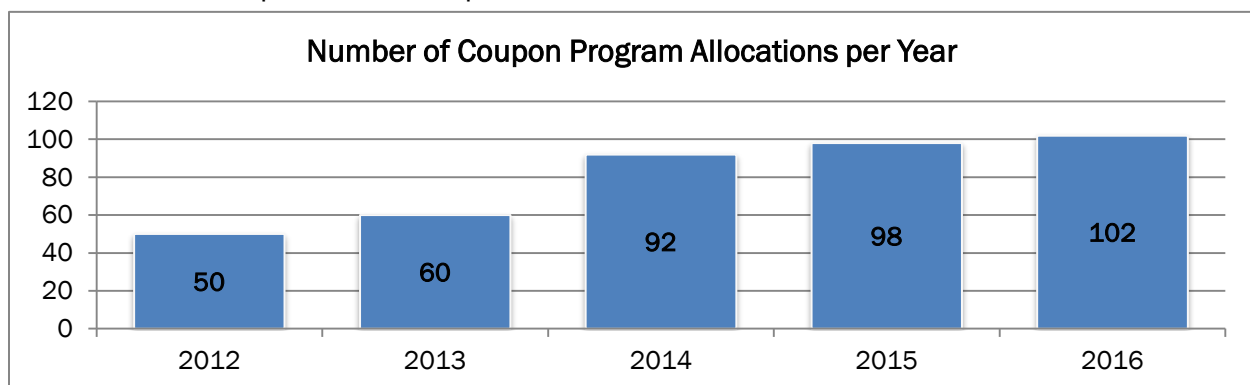


Figure 27: Coupon Program Allocations

Why is this indicator important?

Food and agriculture play an important role in a sustainable community by improving the environment, economy, health of our population and our community's overall well-being. Access to quality, local food is increasing in demand throughout much of North America due to the high cost of food, limited availability and a growing awareness of sustainable agriculture. This coupon program allows families and individuals who may not be able to afford healthy and quality grown products the opportunity to attend and purchase products at local markets, and support the local economy and farmers.

DID YOU KNOW?

The Prince George Farmers' Market

In 2010, the Prince George Farmers' Market Association began operating year round. The Farmers' Market continues to have vendors selling local goods and products including farmed produce, prepared food (i.e. baked goods, meats), and other non-food items such as household products and décor (i.e. soaps).



Photo Courtesy of the Prince George Farmers' Market

4.4

Number of Heritage Register Properties**What is being measured?**

The OCP identifies that the City should protect and foster the preservation of representative samples of natural and built heritage as well as build pride within the community to encourage strong relationships. This indicator measures the number of properties added to the City of Prince George's Heritage Register between 2011 and 2016. Data for this indicator is based on Council resolutions for additions of properties to the Heritage Register.

How are we doing?

Performing in the right direction

This indicator is moving in the right direction because the OCP identifies that the City should protect and foster the preservation of key landscapes and neighbourhoods within the City to work to preserve, protect, conserve, restore and promote awareness of built heritage.

A Heritage Register is an official listing of properties with heritage value. The Heritage Register allows the City to alert the property owner about the historical value of the property and allows the City to monitor alterations and does not allow a municipality to reject application to alter buildings. In 2007, the City of Prince George created a Heritage Register with four properties. Additions to the Heritage Register require a resolution by Council.



Photo Courtesy of Trelle Morrow

In 2016, the Prince George Heritage Commission proposed the addition of two properties to the Heritage Register. Council approved the addition of the Munro/Moffat House (153 Moffat Street) and the Pitman House (2387 McBride Crescent).

Why is this indicator important?

This indicator is important because the protection of heritage and educating the community about the historic significance of buildings, events and sites helps to build a legacy for future generations. Further to this, the Heritage Register provides the opportunity for residents to have built connections and relationships to the history of the community.



5 Growth Management

Growth management aims to focus growth closer to the downtown and locate new developments within existing neighbourhoods. This type of growth utilizes existing infrastructure services limiting the need to construct/install new infrastructure which dramatically reduces development costs and ongoing maintenance costs.

The OCP includes various growth management tools and prioritizes growth in infill and growth priority areas over growth elsewhere. Infill and growth priority areas can be found on the map attached as Appendix F: Growth Priority Areas; these include areas that generally have City services, roads, transit, and are in close proximity to shopping and commercial services.

Supporting OCP Policies

OCP Policy 8.1.10	“The City should prioritize public investment to Growth Priority Areas...”
OCP Policy 12.4.5	“The City should explore how to minimize off-site costs for infill and redevelopment, implementing appropriate options to the extent possible”

What’s in this Section?

5.1	Number of New Residential Units in Infill and Growth Priority Areas	✓
5.2	Gains & Losses in Land Designated Rural	✗
5.3	Gains & Losses in Land Designated Light Industrial	✗
5.4	Gains & Losses in Land Designated Service Commercial	=

“Reduce development pressure on valuable resource lands and protect environmentally sensitive areas, hazardous areas, green corridors, and significant slopes”

OCP Objective 8.1.2



5.1 Number of New Residential Units in Infill and Growth Priority Areas

What is being measured?

This indicator measures the number of new residential units constructed within Prince George between 2011 and 2016 and also identifies which Growth Management area they were constructed in (i.e. Growth Priority, Infill or Other Areas). Data for this indicator is based on annual building permit issuances from the City of Prince George.

How are we doing?



Performing in the right direction

This indicator is performing in the right direction because the OCP encourages new development to be located within areas identified as infill and growth priority. These areas are within established neighbourhoods which can greatly reduce infrastructure costs. Between 2011 and 2016, 87% of all new residential units were located within a Growth Priority or Infill area. 100% of the apartment units constructed were located in Growth Priority Areas; this is a positive trend demonstrating that apartment housing is being developed along corridors and commercial nodes that are already served by transit.

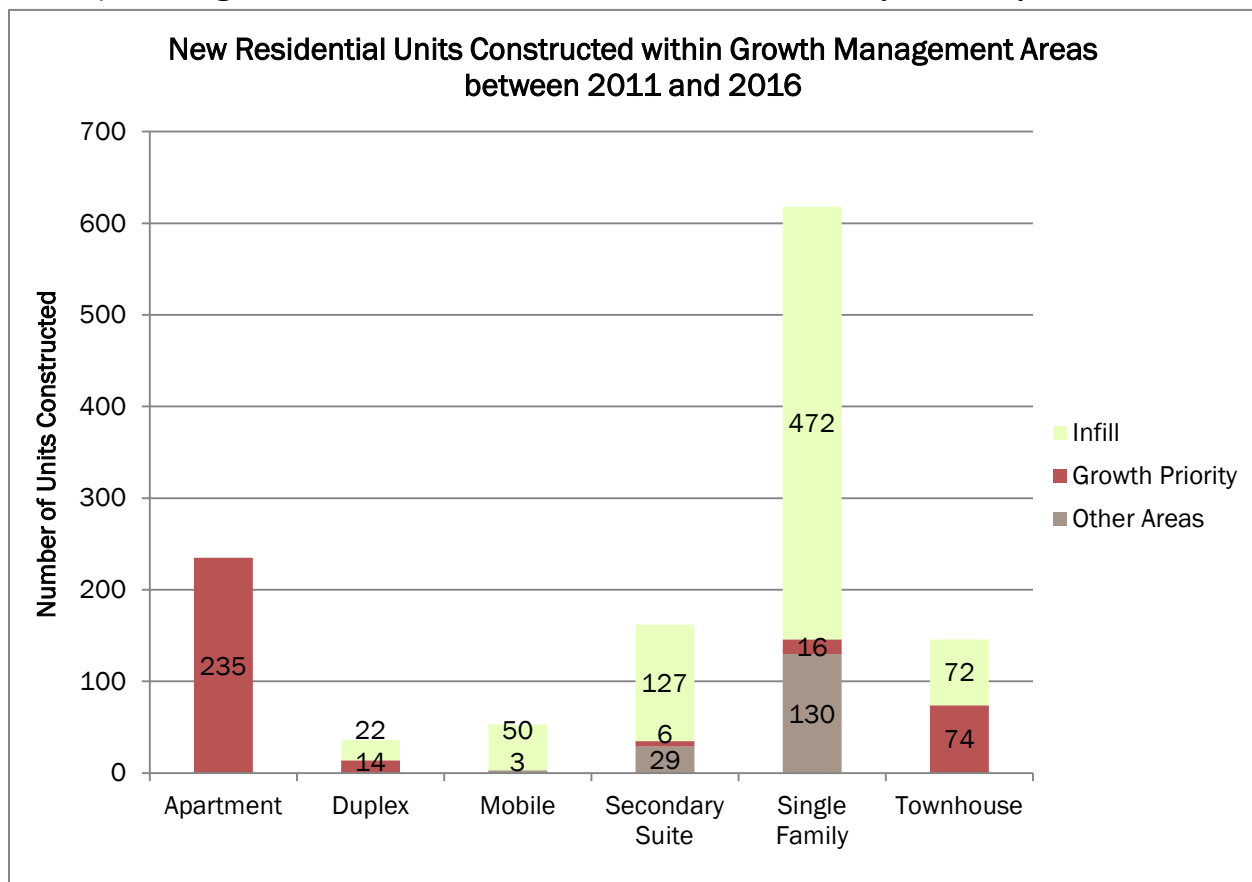


Figure 28: New Residential Development by Growth Management Area

The majority of single-family dwellings are located within Infill areas; this is consistent with OCP policy direction that directs low density residential to Infill areas. Of the 130 single-family units that were located in Other Areas, 58% (75 units) were located in Phase 1 & Future Growth areas and 42% (55 units) were located in rural areas.

Why is this indicator important?

This indicator is important because encouraging growth within established neighbourhoods can greatly reduce development costs by utilizing existing infrastructure. Established neighbourhoods often have the necessary infrastructure in place. Development in rural or future growth areas will often require the construction of new infrastructure which can dramatically increase costs. Prioritizing development within infill and growth priority areas reduces pressure to develop valuable resource lands and natural environments that are often located within rural areas and future growth areas.

DID YOU KNOW?

The Community Lifecycle Infrastructure Costing (CLIC) Tool

The Community Lifecycle Infrastructure Costing (CLIC) Tool helps Canadian cities make better long-term land-use decisions to help reduce infrastructure deficit. The CLIC Tool identifies that investing within infill areas significantly reduces infrastructure costs and ongoing maintenance costs.

For example, comparing a low-density sprawl development with a medium density infill (within existing neighbourhood) development:

- The cost for community services for low-density sprawl will cost 21% (\$1,141/year) more than medium density infill (annualized from 100 year lifecycle).
- For the homeowner, the cost difference is 16% (\$3,368/year) higher for low-density sprawl than medium density infill (costs include home energy, driving costs, vehicle collision, air pollution, climate change).



Lower-density sprawl



Higher-density infill

Photo Courtesy of Centre for Applied Transect Studies



Gains & Losses in Land Designated Rural

What is being measured?

This indicator measures how the inventory of land designated for rural uses within the OCP Schedule B-6: *Future Land Use* has changed between 2011 and 2016. Schedule B-6: *Future Land Use* includes the following designations for rural land uses: Rural A, B, C, D and Rural Resource. This indicator is based on OCP Schedule B-6: *Future Land Use* amendment applications that were approved by Council between 2011 and 2016.

How are we doing?



Performing in the wrong direction

This indicator is performing in the wrong direction because the OCP provides clear direction for retaining rural areas and providing for limited rural residential living that supports small farms, contracting, forestry and similar activities that made good use of land and rural context. Therefore, amendments which facilitate non-rural uses within rural areas should be limited and subject to careful consideration.

Gains & Losses in Hectares of Land Designated Rural		
Gains	Losses	Change
+ 1.1 ha	- 30.27 ha	- 29.17 ha

Of the 30 ha of rural land that was lost, 27 ha were amended to facilitate light industrial development (See Section 5.3). The OCP provides clear direction for encouraging light industrial development to be located within industrial districts that are serviced with City utilities (water, sewer) rather than rural areas which do not have existing city services. Of the 27 ha, 6.12 ha were to facilitate the development of the Boundary Road Global Logistics Park, which is supported by the OCP.

The 1.1 ha of gains in rural land are a result of minor boundary adjustments to better reflect the existing land uses and natural boundaries.

From 2011 to 2016, approximately 30 ha (74 acres) of land that was designated rural was re-designated to a non-rural use through an OCP amendment.

The OCP divides rural lands into the following designations:

1. Rural A (minimum 4 ha lots, or 9.88 ac),
2. Rural B (minimum 2 ha lots, or 4.94 ac),
3. Rural C (minimum 0.4 ha lots, or .98 ac),
4. Rural D (minimum 1 ha lots, or 2.47 ac), and
5. Rural Resource (minimum 15 ha lots, or 37.07 ac).

This breakdown of rural lands allows for a broad spectrum of rural land use intensities to serve as transitions between urban and rural land uses.

These five designations vary in rural intensity, and therefore from one rural designation to another can also result in a significant change. These amendments still represent changes to rural lands and neighbourhood context and should be considered carefully.

A significant amount of land was re-designated from one rural designation to another; 45 ha were amended from Rural B (2 ha lots) to Rural C (0.4 ha lots) to facilitate the development of more condensed, serviced lots. While this is a significant change in rural intensity, it is still within the rural designation and therefore is not considered as a loss to rural land.

Why is this indicator important?

The OCP encourages uses and development that support rural areas, such as farms, forestry and low-intensity residential uses and hobby farms. Retaining existing rural areas is important for maintaining the character of rural life and for protecting natural resources. By retaining rural areas for rural uses, the City achieves the goal of encouraging growth within existing neighbourhoods with existing services and amenities.

DID YOU KNOW?

Agricultural Land Reserve

The Agricultural Land Reserve (ALR) is a provincial zone in which agriculture is recognized as the priority use. Farming is encouraged and non-agricultural uses are restricted.

The ALR protects approximately 4.6 million hectares of agriculturally suitable land across British Columbia. Within Prince George, there is 7,300 hectares of land within the ALR, accounting for 25% of the total land within the City of Prince George.



5.3

Gains & Losses in Land Designated Light Industrial

What is being measured?

This indicator measures how the inventory of land designated for light industrial uses within the OCP Schedule B-6: *Future Land Use* has changed between 2011 and 2016. This indicator is based on OCP Schedule B-6: *Future Land Use* amendment applications that were approved by Council between 2011 and 2016.

How are we doing?



Performing in the wrong direction

This indicator is performing in the wrong direction because despite there being large tracts of designated, undeveloped light industrial land available, businesses are still pursuing rural land for light industrial development. The OCP states that the City should encourage industrial development to occur within existing, serviced light industrial areas before considering expansion into other areas with un-serviced lands.

Gains & Losses in Hectares of Land Designated Rural In OCP		
Gains	Losses	Change
+39.3	-0.5	+38.8

Between 2011 and 2016, the OCP was amended to facilitate an additional 39 ha (96 acres) of light industrial land. Of the 39 ha, 27 ha was previously a rural land use designation.

It is important to note that 12.2 ha were to accommodate the first phases of the Global Logistics Parks located on Boundary Road. Boundary Road is identified within the OCP as a designated area for light industrial activity. Therefore the 12.2 ha that was re-designated to facilitate light industrial uses on Boundary Road was supported through OCP policies.

The OCP indicates that the City has more than 725 ha of undeveloped industrial land available (more than should be needed over the next 15 years).

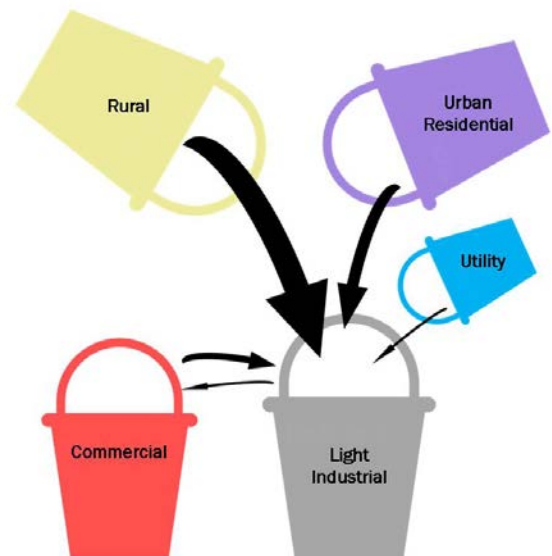


Figure 29: Change in Light Industrial Land Use

Why is this indicator important?

Although light industrial uses are an important economic driver, light industrial growth within rural areas may have adverse impacts on surrounding residents and land uses. The OCP Schedule B-6: *Future Land Use* allocates which areas should be designated for each type of future land use. Land use 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.

Schedule B-6: *Future Land Use* identifies a large area of land to be designated for light industrial uses; the Airport Light Industrial area along Boundary Road. This location for light industrial uses would be fully serviced with water and sewer, and is located outside of the City's airshed. This indicator is directly tied to Indicator 5.2: *Gains & Losses in Land Designated Rural*. Throughout the development of the OCP, the public emphasized the importance they place on ensuring there is available rural land, allowing a more rural lifestyle with larger lots.

DID YOU KNOW?

Airport Light Industrial Plan Area

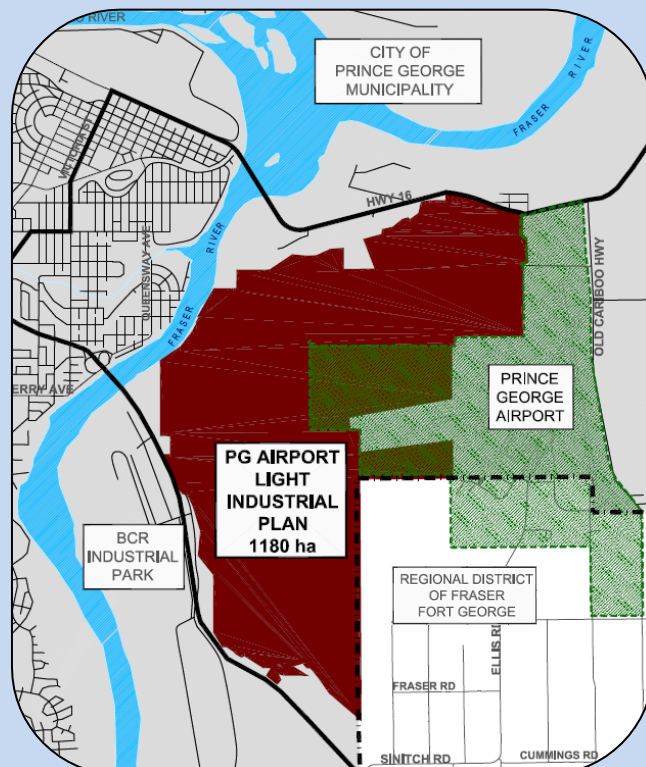
The Official Community Plan supports locating light industrial uses immediately west of the Airport within the Airport Light Industrial Plan (ALIP) area.

The vision of the ALIP area is to create a world class logistics park in the Northern Capital of British Columbia.

The ALIP area is recommended to achieve the following objectives of the Official Community Plan:

1. Foster improved design of industrial buildings
2. Provide an appropriate degree of landscaping for industrial sites, with special attention to the streetscape and adjacent non-industrial uses.

The ALIP area will be a fully serviced light industrial area that is supported by the OCP.





Gains & Losses in Land Designated Service Commercial

What is being measured?

This indicator measures how the inventory of land designated for service commercial uses within the OCP Schedule B-6: *Future Land Use* has changed between 2011 and 2016. The service commercial designation includes commercial uses that are located in accessible locations and are primarily accessed by a vehicle, but does not include large format retail (such as Costco and Wal-Mart). Examples include: commercial uses along the “Bypass”, R.V. sales, gas stations and tourist-oriented services. This indicator is based on OCP Schedule B-6: *Future Land Use* amendment applications that were approved by Council between 2011 and 2016.

How are we doing?



Difference is minimal

This indicator has had no significant change as the gains and losses of service commercial land are negligible.

Between 2011 and 2016 the City supported OCP amendments that facilitated the loss of 6.71 ha and a gain of 3.45 ha of land designated for service commercial uses. Of the 6.71 ha lost, 6 ha were re-designated to light industrial to facilitate a new development at the intersection of Boundary Road and Highway 97 South. The gain in 3.45 ha of service commercial land was predominantly a result of rezoning land along the Hart Highway (Highway 97 North) and Monterey Road to create a commercial node.

Gains & Losses in Hectares of Land Designated Rural		
Gains	Losses	Change
3.45	-6.71	-3.26

Why is this Indicator Important?

The OCP states that service commercial designations should not be expanded to outlying locations. The reason for limiting the expansion of service commercial is to ensure that investment is focused within existing commercial nodes where services are already in place and where re-investment will contribute to revitalization and reduced commercial vacancy rates. In addition to this, significant expansion of service commercial areas could create competition with downtown businesses and which may contradict the City’s downtown revitalization goals.



6

Housing

Housing is an integral part of a socially sustainable community. The OCP identifies that the existing housing stock offers few options for seniors and households with lower incomes to find affordable, adequate and suitable housing.

The OCP recognizes that other forms of government have the primary role in creating affordable and accessible housing and that the City should continue to play a facilitative role, using measures at its disposal.

Supporting OCP Policies

OCP Policy 7.5.2	“Support development of a full range of housing types and tenures so that people of all ages, income levels and abilities have housing choices throughout the community”
OCP Objective 7.5.6	“Incorporate visitable or adaptable features to ensure accessibility in new and existing housing to accommodate people with mobility challenges and to enable seniors to age in place”

“Secondary suites are supported as a means of creating affordable housing for both homeowners and renters within all single-family areas. The City should encourage all new single-family construction to be secondary suite-ready to ensure code conformity”

OCP Policy 7.5.11

What’s in this Section?

6.1	Number of New Residential Units by Housing Type	✓
6.2	Number of Permitted Secondary Suites	✓
6.3	Number of New Narrow Lot Houses	✓
6.4	Number of New Visitable and Adaptable Units	✓
6.5	Housing Affordability Index	✓

6.1

Number of New Residential Units by Housing Type

What is being measured?

This indicator measures the composition of new residential units by housing type that were constructed between 2011 and 2016. Housing types are categorized as townhouse, single family, secondary suite, mobile unit, duplex or apartment building. Data for this indicator is based on annual building permit issuances from the City of Prince George.

How are we doing?



Performing in the right direction

This indicator is performing in the right direction because the OCP encourages a wide range of housing types and tenures aimed so that people of all ages, income levels and abilities have housing choices throughout the community. The number of dwelling units by housing type is continuing to increase throughout Prince George.

Between 2011 and 2016, there were 1,250 units constructed in the City (average 208 per year). Although single family housing units makes up almost 50% (618 units) of those units, it is shown that in 2016 there was a jump in apartments units constructed. This is largely attributed to the Riverbend Seniors Housing Project, which was encouraged through the Multi-Family Housing Incentives Program (MFHI). The MFHI program was adopted in 2016 to provide revitalization tax exemptions (that may include reductions of development cost charges) to encourage a greater variety of multi-family housing in key growth areas.

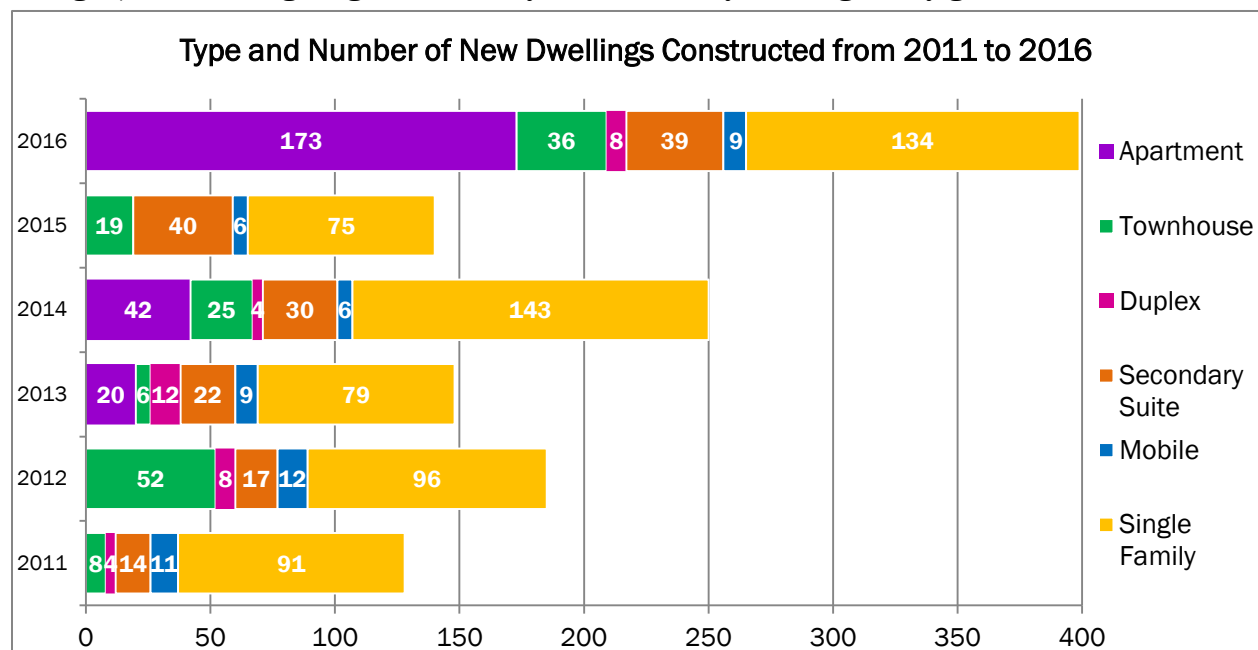


Figure 30: New Dwellings Constructed Each Year by Housing Type

Why is this indicator important?

The OCP encourages a wide range of housing types to support households of different income levels and different life stages. The increase in housing options throughout the City is an example of how the City is working towards preparing for demographic shifts in the population and supporting inclusivity within the community. As Prince George grows and its residents age, the City's role should be to ensure that housing supply matches those needs.

DID YOU KNOW?

The Millar Addition

The Millar Addition is primarily a residential area, located near Lheidli T'enneh Memorial Park, and is home to some of the City's oldest homes, some dating back to the early 1920's. This neighbourhood includes a large variety of housing types including single family, duplexes, townhouses, and medium density apartment buildings.





6.2 Number of Permitted Secondary Suites

What is being measured?

This indicator measures the number of building permits that were issued for secondary suites between 2011 and 2016. Data for this indicator is based on annual building permit issuances from the City of Prince George.

How are we doing?



Performing in the right direction

This indicator is performing in the right direction because the OCP encourages a mix of housing types and tenures; the construction of permitted secondary suites offers additional housing options within the City.

Between 2011 and 2016, there were a total of 162 permitted secondary suites that were issued building permits. The majority of these permits were issued in Infill areas (identified on Appendix F: Growth Priority Areas).

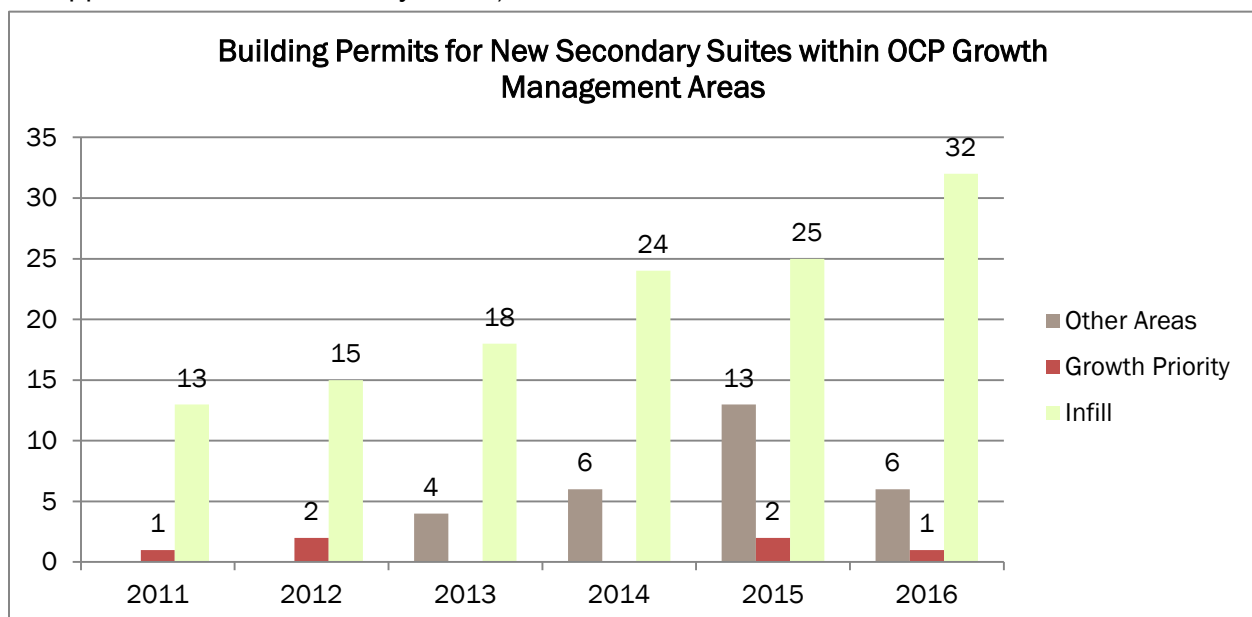


Figure 31: Building Permits Issued for Secondary Suites

Why is this indicator important?

The OCP encourages a wide range of housing types to accommodate people of different ages, life stages, incomes and abilities. The OCP identified that in 2010 the housing market consisted primarily of single-family homes on large lots, which is not always the suitable option for all occupants. It is recognized that the City plays a primary role in creating affordable and accessible housing options for households of different income and different life stages.

6.3

Number of New Narrow Lot Houses

What is being measured?

This indicator measures the number of new narrow lot houses that were constructed between 2011 and 2016. Data for this indicator is based on annual building permit issuances from the City of Prince George.

How are we doing?

Performing in the right direction

This indicator is performing in the right direction because the OCP strongly supports the introduction of new residential units into infill areas of the City. Narrow lot homes are a form of housing that increases density, while providing residents with a private dwelling, and the opportunity to achieve home ownership, in unique and visually appealing architectural designs. Figure 32 identifies the number of narrow lot homes which received building permits between 2011 and 2016. There is a clear increase following an amendment to the RS4: Urban Residential zone, which occurred in 2014 to pre-zone for this use, removing a regulatory barrier. The amendment supported OCP growth management objectives by making it easier for narrow lots homes to be constructed.

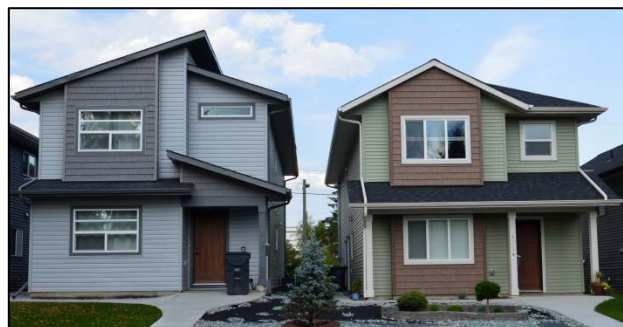
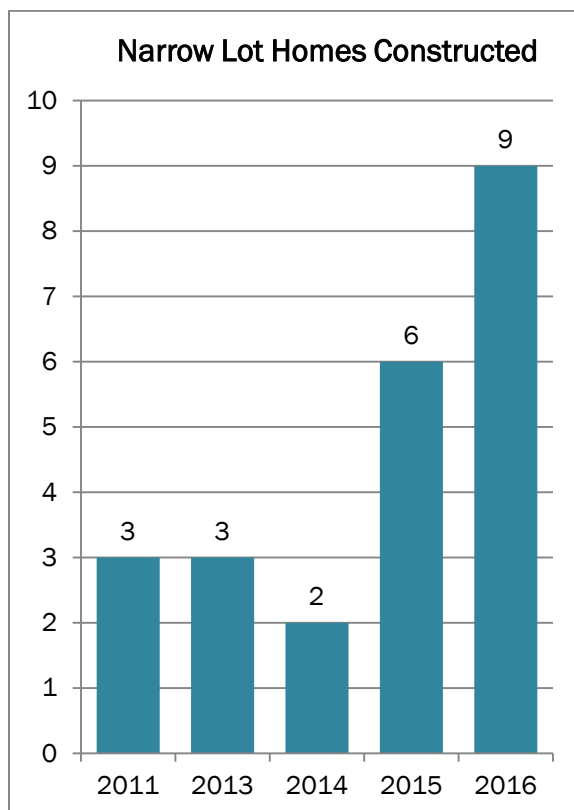


Figure 32: Number of New Narrow Lots Homes (2011-2016)

6.0 HOUSING

Between 2011 and 2016, there were 23 narrow lot homes constructed within the City of Prince George. The increase in narrow lot homes in 2014 can be partially attributed to the introduction of the RS4 zone in 2014, which makes it easier to construct narrow lot homes in the Crescents, the Millar Addition and Central Fort George.

Why is this indicator important?

The OCP includes policy direction that promotes infill development as a means to achieve reduced infrastructure costs (ongoing, maintenance, replacement); and encourage livable and adaptable units that are located close to amenities. The OCP also encourages the development of new housing forms, such as narrow lot and laneway housing.

DID YOU KNOW?

Narrow Lot Homes

In 2014, the City of Prince George adjusted the RS4: Urban Residential zone to accommodate the building of narrow lot homes on properties with frontages of 9 m or less. Although the regulatory barrier to rezone was removed, property owners wishing to construct a narrow lot home are required to attain a Development Permit. Development Permits are a process in place to ensure that new developments respect the form and character of the existing neighbourhood.



6.4

Number of New Visitable and Adaptable Units**What is being measured?**

This indicator measures the number of multi-family residential units that have been constructed to be 'visitable' or 'adaptable' units. Adaptable units include more accessibility features than a visitable unit, but are not 100% accessible or customized for individual needs. Data for this indicator is based on annual building permit issuances from the City of Prince George.

How are we doing?

Performing in the right direction

This indicator is performing in the right direction because the OCP provides policy direction for the City to utilize incentives and other means to encourage visitable and adaptable housing in neighbourhood centres and corridors. In 2016, the City adopted the Multi-Family Housing Incentives Program, which provides a tax incentive for multi-family developments that incorporate adaptable standards into 50% of the units.

The Multi-Family Housing Incentives Program achieves the goal of integrating accessibility features into multi-family housing; however, there are no programs in place to encourage these features in single and two-unit housing. The Riverbend Seniors Housing development is an example of a development that met the requirements of the Multi-Family Housing Incentives Program (See Riverbend Seniors Housing information on Page 55).

Through development permitting processes, the City encourages and promotes visitable and adaptable standards, but to date there has been little uptake from the development community to incorporate these standards, although many Canadian city populations have a large contingent where this stock will be required.

Why is this indicator important?

Incorporating visitable or adaptable features into new and existing housing assists in preparing the housing stock for the aging demographic, and those with mobility challenges. Features beyond no-step ground floor entrances, wider passage doors, and a ground floor bathroom can make units more accessible for all users and benefit a wide audience outside of those with mobility issues. Adaptable features can also benefit families emergency responders, with moving large items within a unit, or those who may have injuries resulting in mobility constraints (i.e. crutches, wheelchair, or limited movement).

A 'visitable' unit allows a person with a disability or mobility device

DID YOU KNOW?

to visit a home; they include a no-step entry, wider doors and hallways and a living areas and bathroom on the main floor.

An 'adaptable' unit can be easily adapted for person with a disability or mobility device to live in the unit.

Riverbend Seniors Housing

The Riverbend Seniors Housing development features 107 units, all of which are 100% accessible. Riverbend qualified for the Multi-Family Housing Incentives Program, which provides tax incentives for developments that incorporate accessible and visitable features to enable those with mobility issues to live or visit the units within the development. Examples of some of the accessible features incorporated into the units at Riverbend include (list includes requirements, as well as optional features of the Program):

- Doorways that are at least 36" (915 mm) wide;
- Auto door opening at the building entry;
- Doors in the path of travel must have a no or low profile threshold;
- All adaptable units must be accessed without requiring stairs;
- Hallways must be at least 48" (1220 mm) wide;
- Use lever-type door hardware to provide access to common areas;
- Provide a 59" (1500 mm) turning radius on one side of a double sized bed, in front of the toilet with the washroom door not crossing the turning circle, and within the kitchen;
- Faucets use lever-type sink faucets;
- Window mechanisms do not require tight grasping, pinching or twisting of the wrist;
- The kitchen provides a continuous counter between the stove and sink; and
- Light switches are located between 40" (1015 mm) and 44" (1120 mm) from the floor.



Large kitchen to allow for turning radius



Doors have a no or low profile threshold



Bathrooms are designed to accommodate many grab handles



Showers are no-step with grab handles



Wide hallways allow for two mobility devices to pass by

6.5

Housing Affordability Index

What is being measured?

This indicator measures the Housing Affordability Index (HAI), which represents the percentage of household income required to finance home ownership. Data is provided by the BC Northern Real Estate Board.

How are we doing?



Performing in the right direction



Map Courtesy of BC Northern Real Estate Board

This indicator is performing in the right direction because the OCP supports developing a full range of housing types and tenures so that people of all ages, income levels and abilities can have housing options throughout the community. This is achieved, as displayed in Figure 32. The percentage of income required to finance home ownership in Prince George has generally been around or below 30% with mild trend towards declining. The HAI is also relatively consistent with the HAI in northern B.C. (beginning at 100 Mile House and extending north); it remains significantly lower than Vancouver.

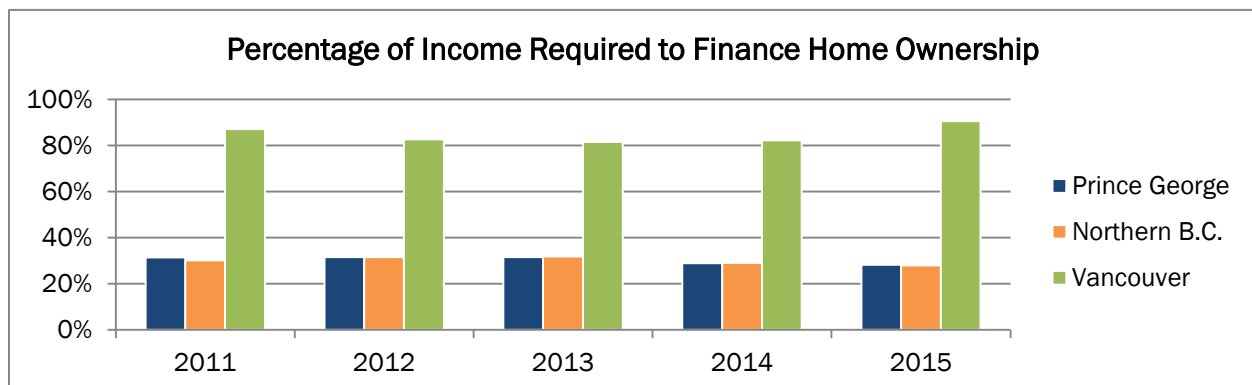


Figure 33: Housing Affordability Index

Why is this indicator important?

The OCP encourages developing a full range of housing types and tenures so that people of all ages, income levels and abilities have housing choices throughout the community. The OCP acknowledges that home ownership may not be an option or desire for everyone, but it is still important to ensure that home ownership remains affordable in order to attract and retain residents and contribute to a high quality of life.

DID YOU KNOW?

Between 2012 and 2016, the average housing price in Prince George increased by 19% from \$252,391 to \$297,185.



7 Transportation

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.

“The City should encourage the use of more sustainable modes of transportation by providing safe cycling and walking routes, public transit, and opportunities for carpooling”

OCP Policy 8.7.2

What's in this Section?

7.1	Capital Investment in Transportation Infrastructure	✓
7.2	Number of Transit Rides	=
7.3	Location of Transit Stops	✓
7.4	Crashes Involving Pedestrians	i

Supporting OCP Policies

OCP Policy 5.1.8	“Protect and enhance active transportation links to the broader community”
OCP Objective 8.1.3	“Create land-use patterns that are supportive of convenient walking, cycling and transit – to improve health, air quality, and climate change mitigation efforts”
OCP Policy 8.7.33	“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”

7.1

Capital Investment in Transportation Infrastructure

What is being measured?

This indicator measures the capital investment made to the existing transportation network for both active and vehicle infrastructure per year between 2011 and 2016. Data is provided by the City of Prince George. This data is limited to improvements made to the existing transportation network and does not include new road construction.

How are we doing?



Performing in the right direction

This indicator is performing in the right direction because the OCP indicates that the City should encourage more active transportation initiatives in order to promote and protect the health and safety of the traveling public and reduce the reliance on private automobile use. This is demonstrated through the ratio of capital investment spent on vehicle infrastructure compared to active transportation (See Figure 34).

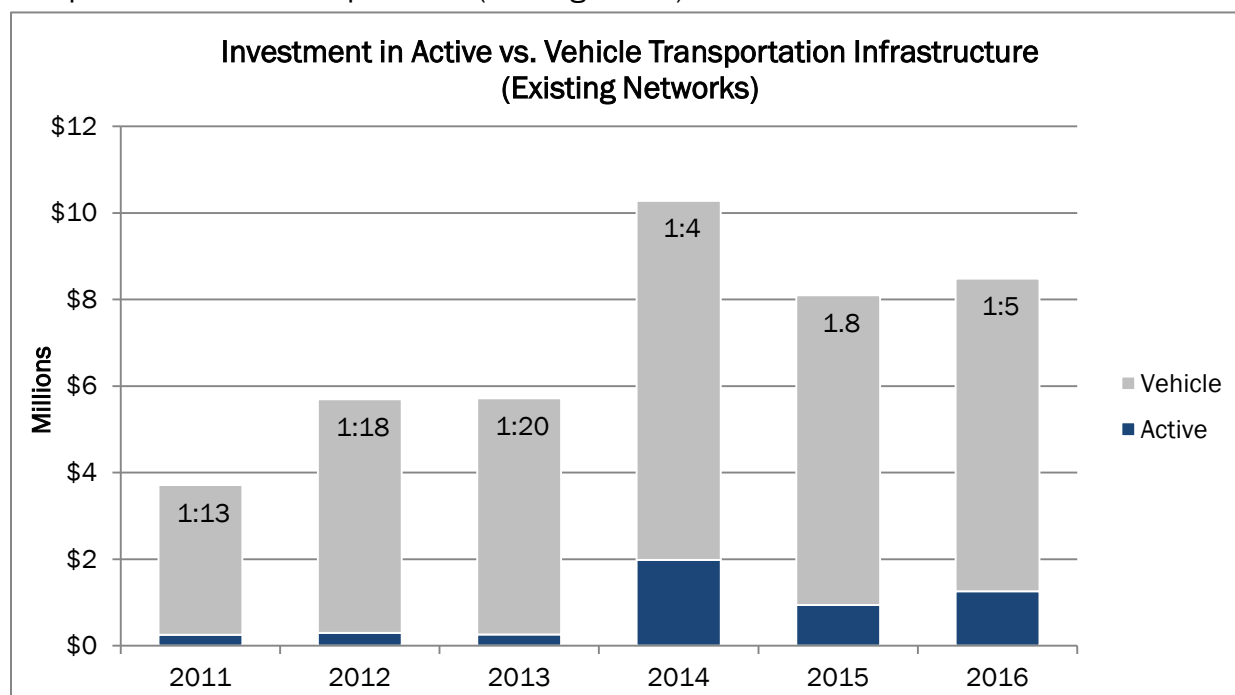


Figure 34: Capital Investment in Transportation Infrastructure

Figure 34 demonstrates significantly more capital investment made in vehicle infrastructure than active transportation. Between 2011 and 2016, 2014 was the year where the largest investment was made in active transportation, the total amount spent on vehicle infrastructure totaled just over \$8M; active transportation received just less than \$2M in improvements. Projects in 2014 included the road rehabilitation of Otway Road, (from Foothills Blvd to Tabor Blvd), and Tyner Blvd, (from Highway 16 to Ospika Blvd).

Figure 35, left, shows the average number of dollars spent on vehicle infrastructure per dollar spent on active transportation. In 2011, 2012 and 2013, more than 10 times as much capital was spent on improvements to the vehicle transportation network than the active transportation network. Since 2014, the ratio of active to vehicle transportation capital spent has decreased. In 2016, this changed to \$5 on vehicle infrastructure per \$1 on active transportation, showing greater balance in investment (1:5). On average, between 2011 and 2016, for every \$1 spent on active transportation improvements, \$7.40 was spent on vehicle transportation improvements.

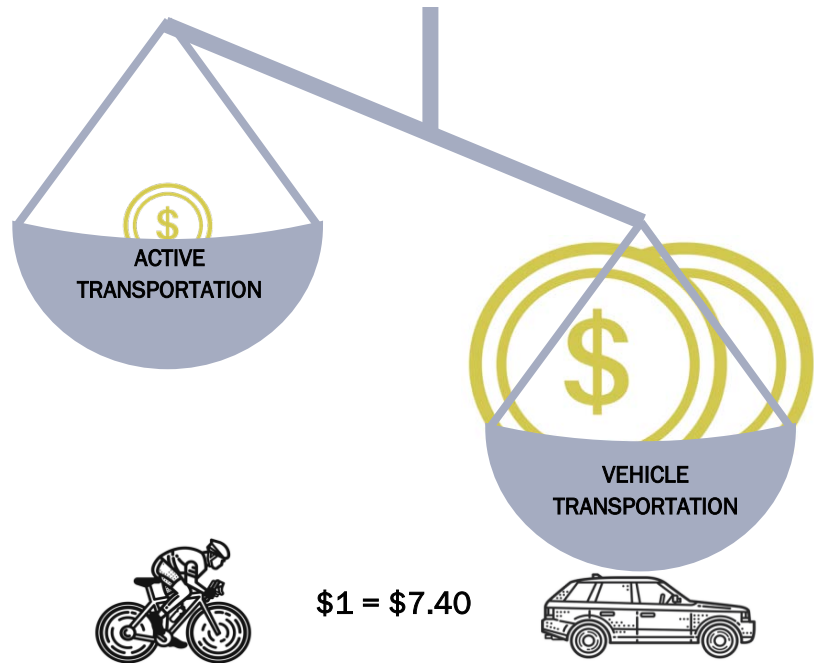


Figure 35: Ration of Average Dollars invested in Vehicular Transportation per \$1 invested in Active Transportation (2011-2016)

Why is this indicator important?

Prince George is an important transportation hub for northern British Columbia. Therefore maintaining a safe, accessible and efficient transportation system is critical to the health and vitality of the community. Creating pedestrian friendly connections and facilitating the movement of goods and people through Prince George are central focus points of the OCP and is achieved by investing in both vehicular and active infrastructure networks.

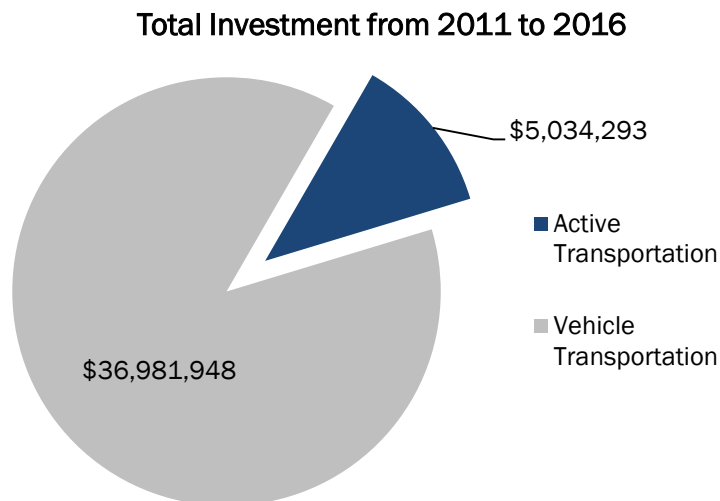


Figure 36: Total Capital Investment in Vehicular and Active Transportation Networks (2011-2016)

7.2

Number of Transit Rides

What is being measured?

This indicator measures the number of transit rides each academic year (September to September). Data for this indicator is provided by BC Transit, the University of Northern British Columbia (UNBC) and the College of New Caledonia (CNC).

U-PASS is a bus pass that gives all UNBC and CNC students' unlimited access on all Prince George Transit routes during a four-month semester. The U-Pass is included in semester fees, which are mandatory for all UNBC and CNC students.

How are we doing?



Difference is minimal

The number of transit rides between 2011 and 2016 does not identify a significant change. From 2011 to 2013 there was a slight increase in transit rides, but from 2014 to 2016 transit rides decreased. The decrease in transit rides could be attributed to the fare increase in 2014 and declining enrollment at UNBC and CNC (as students make up a large portion of transit riders). Transit rides then saw an increase again in 2016/17.

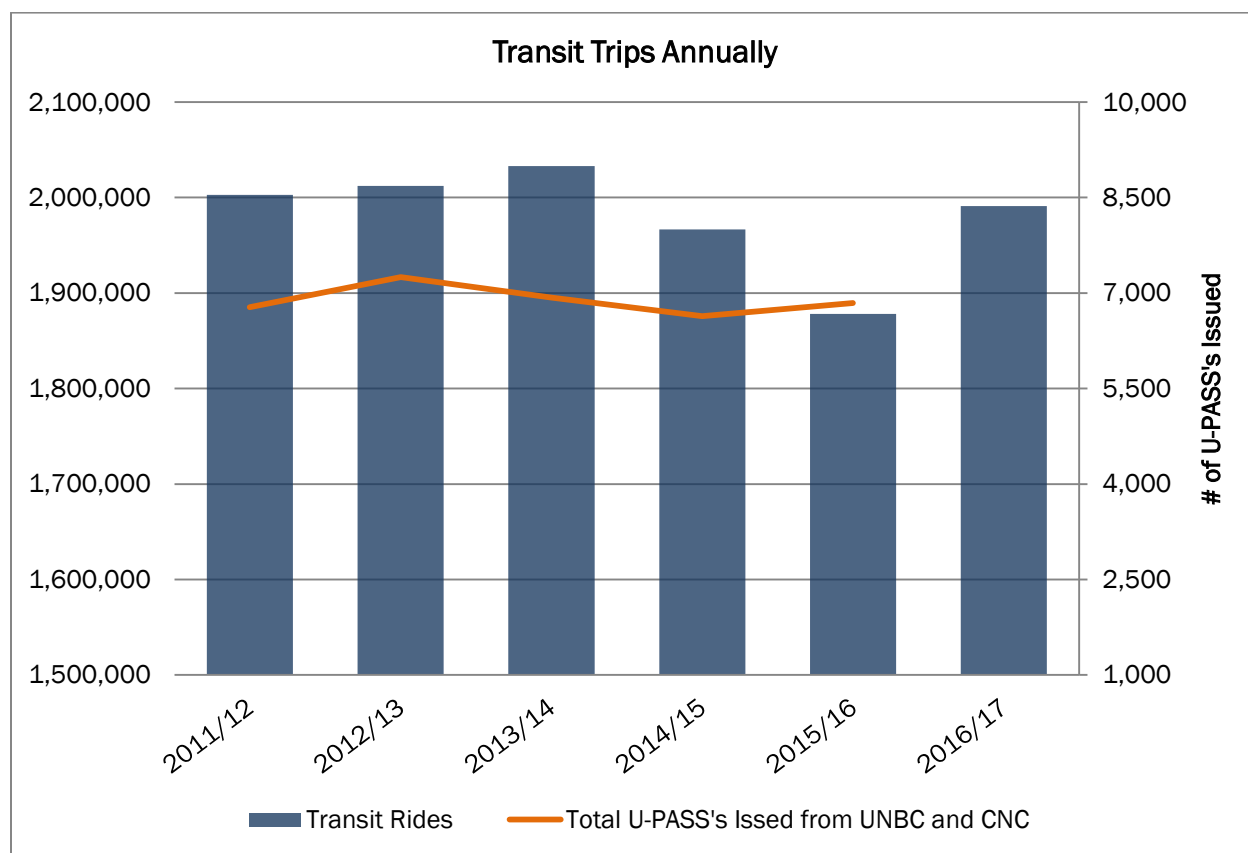


Figure 37: Annual Transit Ridership (2011-2016)

Why is this indicator important?

The OCP does not provide a target for increasing transit rides; however, the OCP encourages that new land use patterns support the use of transit as an attractive alternative to driving. The OCP also directs the City to invest in improvements for transit service and transit infrastructure, and to prioritize those investments (capital and repairs/maintenance) within Growth Priority and Infill areas.

DID YOU KNOW?

UNBC Students Pave the Way

Students from UNBC helped make public transit in Prince George free of charge during the 2015 Canada Winter Games. Their project, entitled UNBC Students Pave the Way, was an initiative run by students with the goal of reducing traffic and air pollution during the Games, by encouraging more people to take transit. To accomplish this, the students raised more than \$37,000 to cover the anticipated revenue lost by making public transit free during the Games period.



7.3

Location of Transit Stops

What is being measured?

This indicator measures the number of transit stops available within 250 m of multi-family residential properties which were issued a building permit between 2011 and 2016. This data is provided by the City of Prince George and BC Transit.

How are we doing?



Performing in the right direction

Between 2011 and 2016, 345 multi-family units (townhome or apartment units) were constructed in the City of Prince George. The 345 units were constructed on 8 properties throughout the city; 6 of these developments were located within 250 m of a transit stop. These 6 projects account for 310 of the units constructed between 2011 and 2016. Therefore, 90% of multi-family units constructed within 250 m of a transit stop. Further, of those units within 250 m of a transit stop, over 80% of developments were located near transit stops that had access to 4 or more different transit routes.

Proximity of Multi-Family Development Units to Transit Service

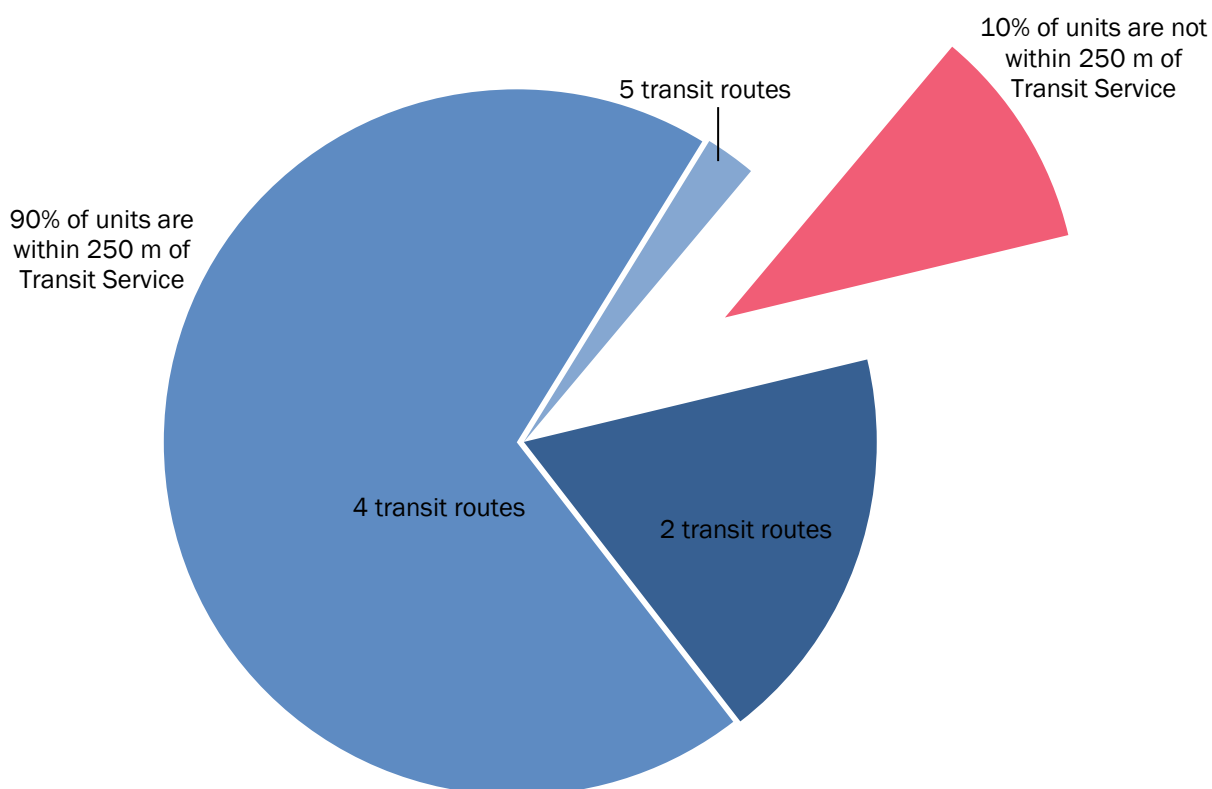


Figure 38: New Multiple Residential Developments within 250 m of Transit Service

Why is this indicator important?

The OCP provides targeted transit coverage for all future medium and high-density residential developments, which targets transit stops to be within 250 m of these residential locations. As development continues to occur within the City, it is important to locate high density residential buildings close to existing transit corridors and routes.

The OCP encourages promoting transit as an attractive alternative to driving, by providing routes and schedules that are frequent, direct, safe and convenient for all users. Locating all future multi-family developments within 250 m of existing transit stops provides those residents with an alternative to driving. This initiative goes hand-in-hand with designing transit stops to be pedestrian friendly and develop pedestrian connections from transit stops to commercial and residential nodes so that transit users can safely access their destinations.

DID YOU KNOW?

BC Transit

There are a total of 505 bus stop locations within the City of Prince George and 73 of these bus stops have benches. There are 14 bus routes that operate, moving people to and from areas including the Hart, Downtown, College Heights, UNBC and everywhere in-between.



7.4

Crashes Involving Pedestrians

What is being measured?

This indicator measures crashes involving pedestrians within the City of Prince George. Data is provided by the Insurance Corporation of British Columbia (ICBC). The data does not include every crash that occurs; rather it only crashes where enough information was available for a claim to be made are included. ICBC was only able to provide data for 2011 to 2013, due to an internal process change in how claim information is collected; therefore this indicator has not been fully assessed for the 5-year period. Data for 2014-2016 will be made available by ICBC in the first quarter of 2018.

How are we doing?



Not enough information

This indicator does not have enough information because the information available does not fully represent the five-year time span that this report attempts to capture. The information is presented for information only.

The month of October consistently had more crashes than any other month. Possible causes for this could include: day light savings time creating darker mornings and evenings, or drivers who do not have appropriately seasoned tires for the changing weather. According to an ICBC survey, 34 per cent of B.C. drivers admit that the time shift does affect them and make them feel less alert. Studies show that the switch to Daylight Savings Time can have a dramatic effect on disrupting our regular sleep cycle as it puts us out of sync with our circadian rhythm.

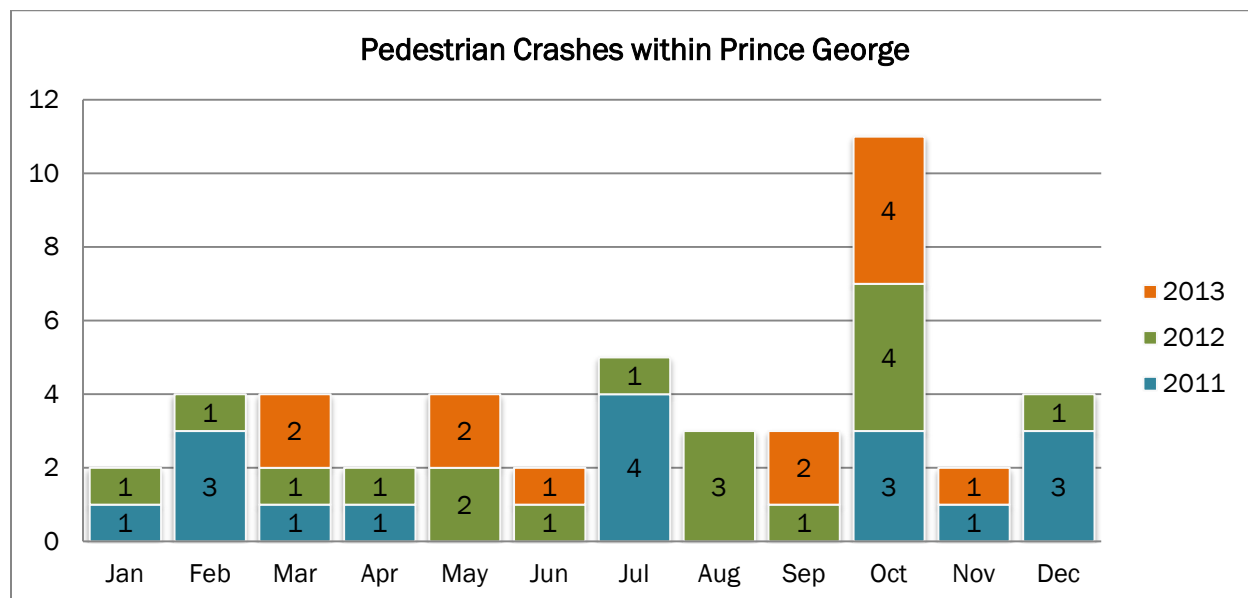


Figure 39: Number of Crashes Involving Pedestrians each Month (2011-2013)

Between 2011 and 2013, there were a total of 46 crashes involving pedestrians, as indicated in Figure 40. 2013 saw a decrease of approximately 30% (5 less crashes than the previous year).

Why is this indicator important?

The OCP strongly supports alternative modes of transportation, including walking, cycling, and transit. The City can directly influence the safety of streets for active transportation by investing in infrastructure (such as sidewalks, lighting, snow removal, benches, etc.) that make our streets more pedestrian-friendly. Analyzing pedestrian crash information assists the City in assessing the safety of pedestrians on the streets.

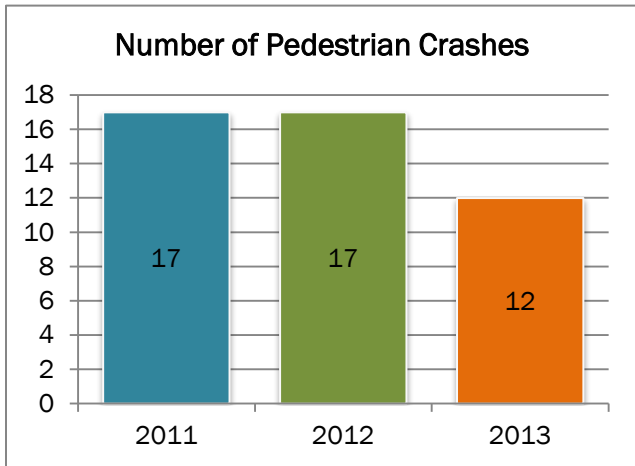


Figure 40: Number of Pedestrian Crashes

DID YOU KNOW?

Pedestrian Improvements Downtown

In 2014, improvements were made to a stretch of 4th Ave in the downtown, between Brunswick Street and George Street. These improvements included installing curb extensions (bulb-outs) on corners and installing planters. Curb extensions improve safety at crossings by shortening crossing distances and enhancing pedestrian visibility.





8

Urban Design

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 of love, beauty, comfort, attraction and safety.

Residents see Prince George as a “winter city” with enticing recreational and cultural attributes, and specific needs for shelter, transportation, and therefore built form. A more attractive city contributes to a sense of safety and is more attractive to business, especially sectors whose employees value great urban places.

What’s in this Section?

8.1

Scores from the City’s Advisory Committee on Development Design



Supporting OCP Policies

OCP Objective 8.2.1	“Strengthen residents’ connection with natural elements and urban landmarks and structural elements”
OCP Objective 8.2.2	“Improve safety and security of urban places”

“Through development permit guidelines, the City should ensure that all new development is compatible with existing neighbourhoods, promotes community goals, reflects local identity, aligns with design guidelines and recommendations within Neighbourhood and Area Plans, and enhances the built environment...”

OCP Policy 8.2.10

8.1

Scores from the City's Advisory Committee on Development Design

What is being measured?

The City's Advisory Committee on Development Design evaluates proposals for new downtown, commercial, multi-family and industrial developments to ensure that development meets a high standard of design. Since 2014, the Committee has been scoring each development based on a range of criteria, including: aesthetics, accessibility, climate sensitive design, landscaping, crime prevention design and overall design. This indicator measures the average scores calculated from 2014 to 2016. Data is provided by the City of Prince George.

How are we doing?

Not enough information

This indicator does not enough information because the Advisory Committee on Development Design scoring system has only been in place for 3 years (since 2014). Additionally, members of the committee change, bringing different expertise to the committee which could influence the scores.

The average scores for each type of development have not differed significantly since 2014. In future monitoring reports this information will serve as a baseline for future OCP Monitoring Reports. At this time, there is not enough data available to draw a clear trend from the data presented.

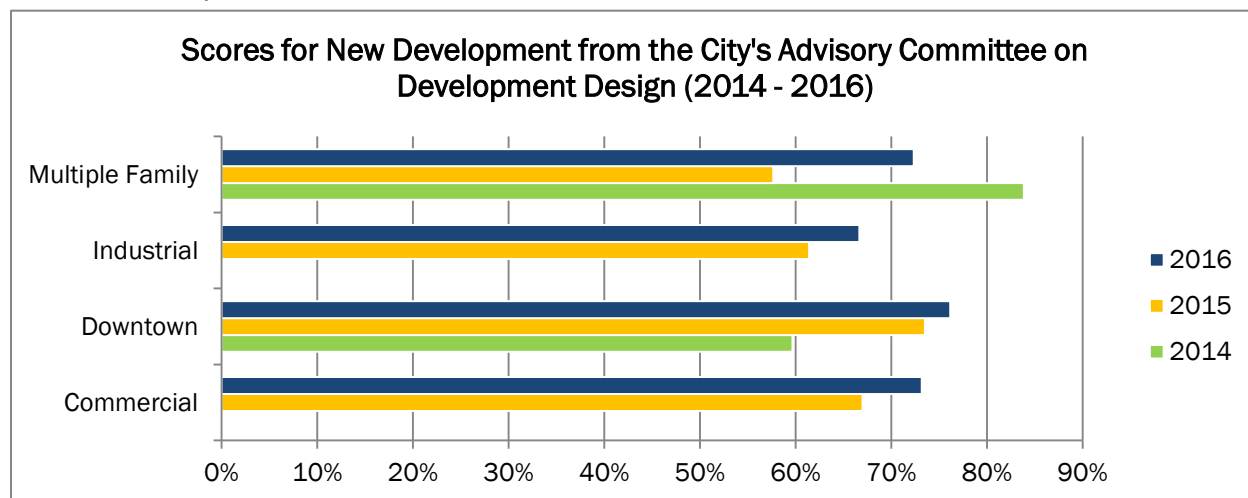


Figure 41: Scores for New Development from Advisory Committee on Development Design

Why is this indicator important?

The OCP encourages urban design that creates interesting, safe, identifiable and comfortable places. Good urban design is necessary for both City-led and market-led projects and can greatly affect people's experience of and connection to Prince George.



9

Implementation

Part D of the Official Community Plan (OCP) details implementation measures for the Plan. Part D establishes Development Permit Areas, sets content and guidelines for Neighbourhood Plan development, includes policies for acquisition and disposal of City Land, policies related to incentives and enforcement and identifies projects which include bylaw updates and capital improvements.

Throughout the development of this OCP monitoring report, staff from various departments in the City were asked to provide a status update on items listed in the OCP. The statuses were simplified into the 5 categories described below:

	Continuous	The policy does not have an end date; the policy is constantly applied in day to day operations.
	Complete	The policy or project has been completed.
	In Progress	The policy has an end date, and work has been done to implement this item.
	Design & Planning	The project is in the design and preparation phase.
	Not Started	This project or policy has not yet been started or may not be necessary due to changing demands and technologies.
	Development Driven	The implementation of this policy or project is driven by development.

This Section of the OCP Monitoring Report provides an overview of overall implementation of the OCP and capital project implementation to date.

DID YOU KNOW?

Implementation Status

We are 5 years into the OCP (a 15 year plan), and 49% of projects identified in the OCP are either underway or completed.

9.1

Implementation of the OCP

The *Local Government Act* explains that all bylaws enacted or works undertaken by Council after adoption of the Official Community Plan must be consistent. An Official Community Plan, however, is not intended to be a static document, but should adapt to new trends within society and respond to changing circumstances.

Part D of the OCP details strategies and projects which will assist with the implementation of the land use and growth management strategies identified throughout the OCP. These implementation strategies relate to the creation and review of policies, procedures, studies and bylaws as well as identifying capital projects which will support OCP objectives. There are 288 implementation items being measured in this section.

How are we doing?

Within Part D of the OCP there are policies related to;

- Neighbourhood Plan Development;
- Acquisition and Disposal of City Land;
- Incentives and Enforcement;
- Plans, Policies, Studies and Bylaws; and,
- Capital Projects.

The OCP, as adopted in 2011, contained 288 implementation items to align City work and projects with the vision of the OCP. For the purposes of this monitoring report, each implementation item was reviewed and assigned a status to identify the progress towards this item being completed. Descriptions of each status are detailed at the beginning Section 9: Implementation of this report.

Implementation Status:

	Continuous
	Complete
	In Progress
	Design & Planning
	Not Started
	Development Driven

All Implementation Items of the OCP - Status

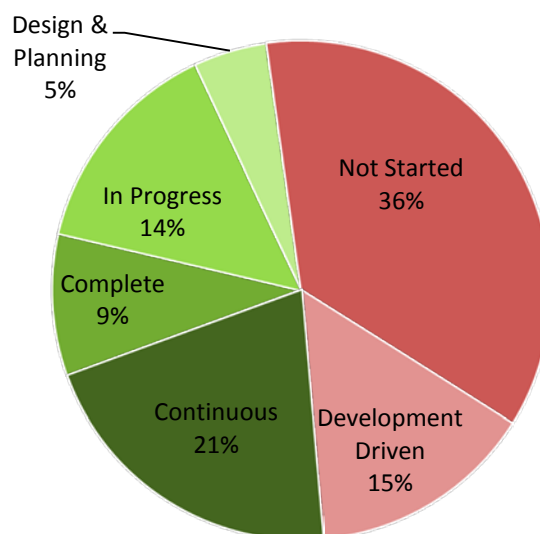


Figure 42: Overall Status of Implementation items in the OCP Part D

OCP Implementation Trends

- 49% of the implementation actions are underway in some capacity (9% complete, 14% in-progress, 5% design & planning phase).
- 40% of the implementation items related to Plans, Studies, Policies and Bylaws are underway.
- Policies within the Incentives & Enforcements and City Land Acquisition & Disposal, 87% of Built Environment policies are underway, 58% of Environmental policies are underway, and 9% of Social Development policies underway.

OCP Implementation Highlights

The OCP identified three studies and plans related to Fire Services. All have been completed. This includes the Fire Master Plan which involved a Standards of Response Coverage Study. In 2017, the relocation of a new Fire Hall Number 1 was approved which supports the Fire Master Plan. Fire Services also undertook a review of the Fire Protection and Fireworks Bylaw which addresses standing dead trees and fire hazards. The City's Fire Underwriters study was also completed which evaluated the city's fire risk and fire protection levels. (Policies 13.2.8, 13.2.9, and 13.4.30)



The OCP identified the need to undertake a Community Recreation Services Plan to identify goals, priorities and strategies for community recreation facilities and programs (Policy 13.4.21). This item has been completed and approved by Council in 2014 and further implemented through various strategies including the Parks Strategy, Community Association Strategy, and indoor and outdoor facility condition assessments.

encourages the planting of trees on private and public land. This item (Policy 13.5.5) is being implemented through a Tree Day event in September of each year and through the Zoning Bylaw regulations which require trees to be planted for new development projects.

Policy 12.4.3 states that the City should encourage high performance buildings through incentives and education. In 2016, the City of Prince George adopted the Multi-Family Housing Incentives Bylaw which requires the use of low-environmental impact fixtures and features in building construction.

9.2

Capital Projects Identified within the OCP

Capital Projects are identified throughout the OCP and in the schedules attached as part of the bylaw. The capital projects which are identified are high level actions which support the growth management objectives of the OCP. These projects have been categorized into 5 categories;

- Storm Infrastructure;
- Sewer & Wastewater;
- Water Supply;
- Transportation Network; and,
- Trails.

How are we doing?

Storm, Sewer and Water projects are identified on 15 year horizons or as future projects. There are no targeted timelines set for trails. The Transportation Plan identifies a 15-year transportation network and a 100-year transportation network. Due to the extended timeline, the 100-year transportation network objectives were not included in the analysis of capital projects in this report.

The OCP, as adopted in 2011, contained 86 capital items to align City projects with the vision of the OCP. For the purposes of this monitoring report, each capital project listed was reviewed and assigned a status to identify the progress towards completion. Descriptions of each status are detailed at the beginning Section 9: Implementation of this report.

Implementation Status:

- Complete
- In Progress
- Design & Planning
- Not Started
- Development Driven

Capital Project Implementation - Status

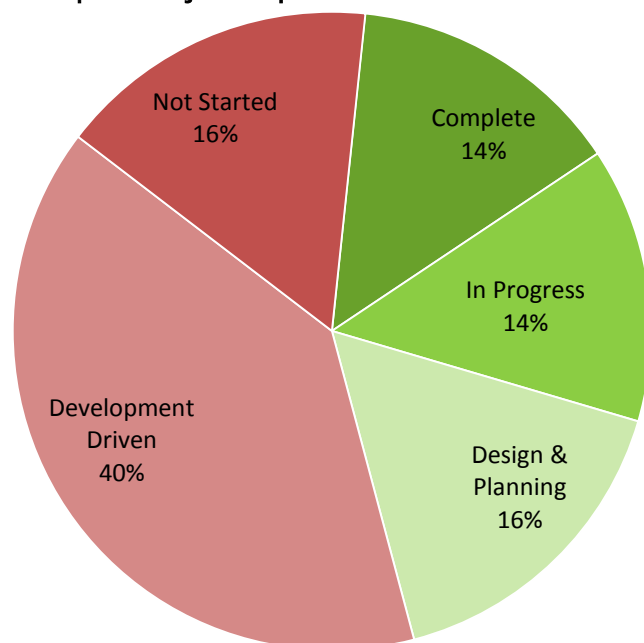


Figure 43: Status of Capital Projects identified in the OCP

Capital Trends

- 42% of all projects are underway, be it that they are completed (e.g. Boundary Road), currently in progress (e.g. Sewer Trunk main on North Nechako) or in Design and Planning Phase.
- 56% of projects are not started. Of those projects, 84% (11 out of 13) will not be started until such time as development warrants them.
- 60% of water projects identified are underway.
- There are 11 Trail projects identified in the OCP, 8 of the 11 have not been started or are development driven.
- Of the 10% of completed projects, the majority are water projects (40% of all completed projects).

Capital Highlights

As part of an initiative between UNBC and the Province of British Columbia, the UNBC Connector Trail System provides a trail network connecting UNBC and Ospika Boulevard (Trails). The UNBC Connector Trail system joins into Ginters Meadow where in 2016, the City paved trails to increase accessibility of the trail system.

The construction of Boundary Road (connecting Highway 16 East with Highway 97 South) was an identified project which has been completed (15-year Transportation Network). The area is proposed for light industrial uses.

A number of Water, Sanitary and Storm projects have been completed including, water main looping on Aberdeen and Clubhouse Road, Pump Station upgrades, and the construction of the Varsity watershed storm water detention pond.



Appendices

Appendix A: myPG Goals.....	75
Appendix B: Land Use Composition	76
Appendix C: Industry Sectors	77
Appendix D: Environmentally Sensitive Lands.....	79
Appendix E: Access to Greenspace.....	80
Appendix F: Growth Priority Areas.....	81



Strong Relationships. Strong Team. Citizens as Partners.

Social Development



Affordable, Accessible Housing

Prince George has eliminated homelessness and offers all of its citizen's accessible, affordable and safe housing.

Clear Identity and Pride

Citizens of Prince George share a clear identity that the community can be proud of, with a strong downtown and connection to its rivers and natural surroundings.

Cultural Richness

Citizens enjoy a rich cultural life, with more events, facilities, education and community involvement in the arts.

Equity and Inclusion

People of all backgrounds, ethnicities, and income levels can access services that help to meet their needs and improve their quality of life.

Health and Wellness

Prince George is a community that encourages and supports health and wellness.

Safe Environment

Prince George is a community where all citizens feel safe.

Supportive and Engaged Community With Strong Neighbourhoods

Prince George is a friendly and engaged community with strong social connections that recognizes, celebrates, and protects neighbourhood identities.

Environment



Clean Air

Citizens enjoy clean air.

Clean Water

Waterways and the water supply are protected and consumption is reduced.

Green City, Green Practices

Prince George is a green city with healthy habitat and forests, and a strong environmental consciousness, led by government and local organizations that demonstrate sustainable practices.

Green Energy

Prince George is a green energy leader.

Reduce Carbon Emissions and Adapt for Climate Change

Prince George has reduced carbon emissions and dependence on fossil fuels, and is prepared for climate change.

Reduced Waste

Prince George has reduced solid waste production and landfilling.

Economic Development



Diversified Economy

Prince George is a sustainable knowledge-based resource economy, connected to the world, able to respond well to changing global trends.

Vibrant Economy

Prince George is the primary education, business, health care, and supply and services centre supporting economic growth in Northern BC. Our local economy has a vibrant downtown, a growing population, competitive and resilient businesses, diversified resource development, and is an education and research centre.

Employment Diversity and Accessibility

Prince George is a city with many employment and investment opportunities that suit the diversity and aspirations of its residents, and offers a variety of research, training and educational programs to ensure residents can access these opportunities.

International Connections

Prince George is a global city, with a growing population of immigrants and international students, and a well-established reputation as an international transportation hub on Canada's Northern Gateway.

Sustainable Business

Prince George is home to a highly competitive business climate that supports sustainable development within the region.

City Government



Sustainable Infrastructure

The City manages the procurement, construction, maintenance, rehabilitation, and replacement of its physical assets considering lifecycle cost, risk, and service level continuity.

Sustainable Fiscal Management

The City will be financially sustainable, with the revenue resources required to support its plans and infrastructure and provide services that citizens and businesses need.

Organizational Excellence

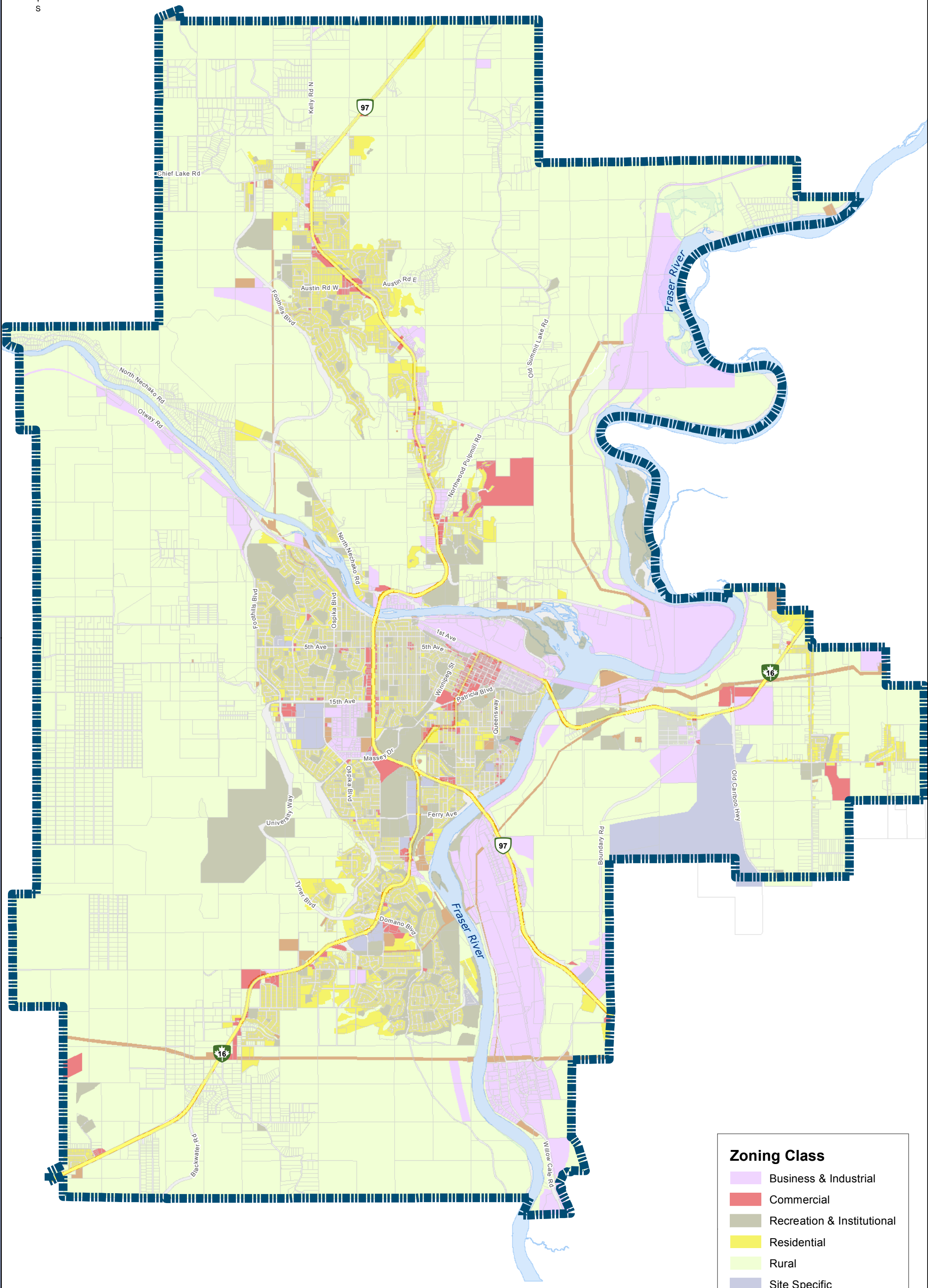
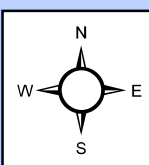
The City is a responsive, cost effective, people centered service delivery organization that understands customer needs and strives to exceed the expectations of those it serves.

Healthy Workplace

The City fosters and supports an environment that encourages employees to reach their full potential, involves its employees in addressing issues related to well-being, and ensures that the barriers that prevent employees from efficiently doing their best work are identified and addressed.

Effective Governance

The City works cooperatively with its partners in the government, education, health, and business sectors, and with the Lheidli T'enneh and other aboriginal organizations.



Zoning Class

- Business & Industrial
- Commercial
- Recreation & Institutional
- Residential
- Rural
- Site Specific
- Utility

0 500 1,000 1,500 2,000 Meters

Coordinate System: NAD 1983 UTM Zone 10N
Projection: Transverse Mercator
Datum: North American 1983

Appendix B: Land Use Composition

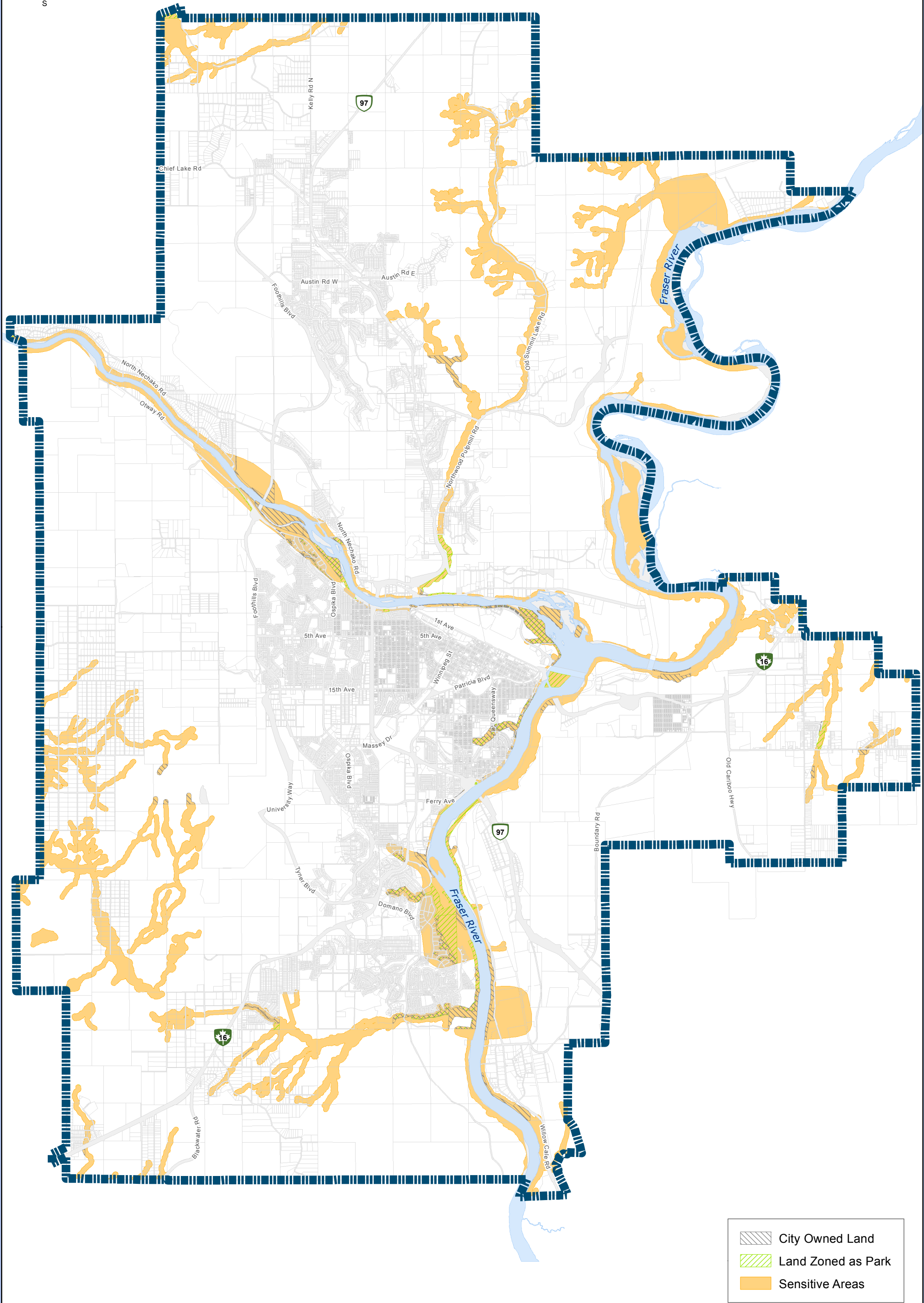
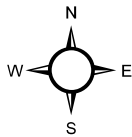


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Appendix C: Industry Sectors

The Conference Board of Canada uses industry sectors as defined by the North American Industry Classification System (NAICS) Code. The Conference Board groups together similar industry sectors to create 11 industry sectors. The NAICS is an industry classification system developed by the statistical agencies of Canada, Mexico and the United States. Created against the background of the North American Free Trade Agreement, it is designed to provide common definitions of the industrial structure of the three countries and a common statistical framework to facilitate the analysis of the three economies.

Conference Board of Canada Industry Sector	NAICS Code	NAICS Sector
Business Services	54	Professional, Scientific and Technical Services
	55	Management of Companies and Enterprises
	56	Administrative and Support, Waste Management and Remediation Services
Construction	23	Construction
Finance, Insurance and Real Estate	52	Finance and Insurance
	53	Real Estate and Rental and Leasing
Information and Cultural Industries	51	Information and Cultural Industries
Manufacturing	31-33	Manufacturing
Non-Commercial Services	61	Educational Services
	62	Health Care and Social Assistance
Personal Services	71	Arts, Entertainment and Recreation
	72	Accommodation and Food Services
	81	Other Services (except Public Administration)
Primary and Utilities	11	Agriculture, Forestry, Fishing and Hunting
	21	Mining, Quarrying, and Oil and Gas Extraction
	22	Utilities
Public Administration	91	Public Administration
Transportation and Warehousing	48-49	Transportation and Warehousing
Wholesale and Retail Trade	41	Wholesale Trade
	44-45	Retail Trade



0 500 1,000 1,500 2,000 Meters

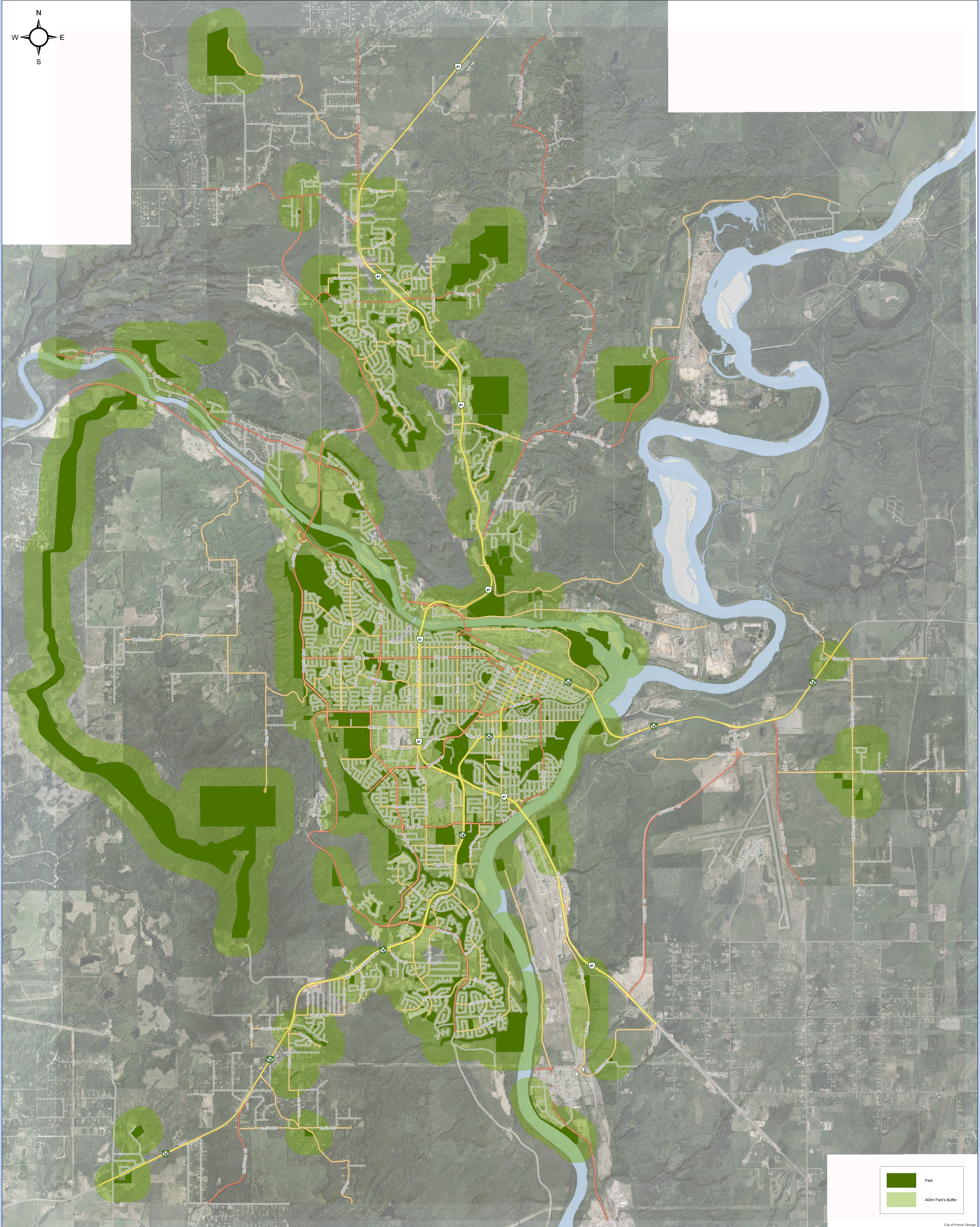
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Projection: Transverse Mercator
Datum: North American 1983

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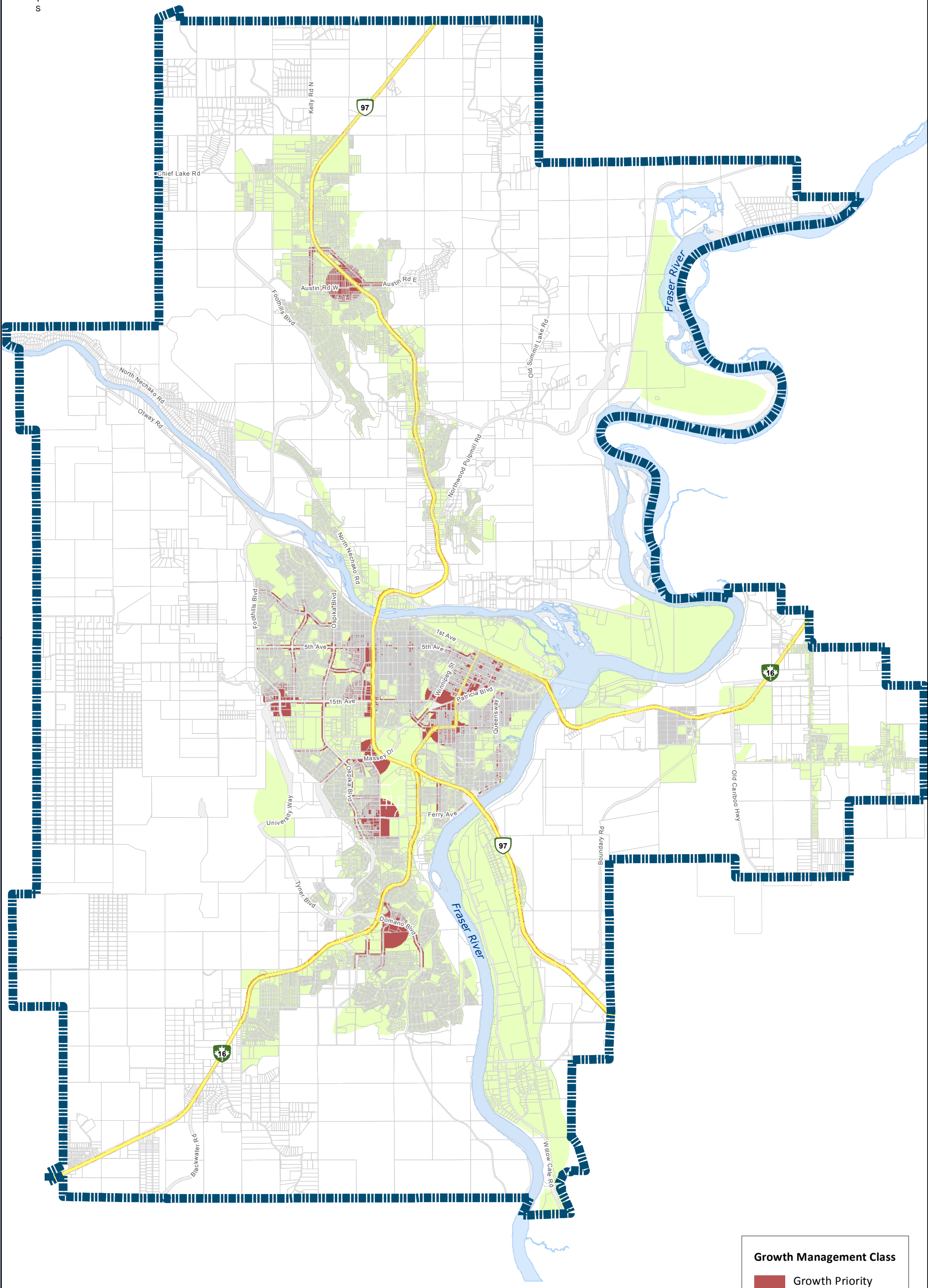
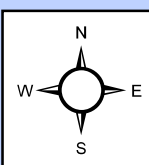
Appendix B: Environmentally Sensitive Land



CITY OF PRINCE GEORGE
Geographic Information Systems Group



Appendix E: Access to Greenspace



Growth Management Class

- Growth Priority
- Infill

0 500 1,000 1,500 2,000 Meters

Coordinate System: NAD 1983 UTM Zone 10N
Projection: Transverse Mercator
Datum: North American 1983

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Appendix F: Growth Priority Areas

