

CITY OF
PRINCE
GEORGE

OFFICIAL COMMUNITY PLAN

Bylaw No. 9525, 2025

CONSOLIDATED FOR CONVENIENCE
Revised: August 17, 2026

Official Community Plan Bylaw No. 9525, 2025
List of Amendments

AMENDING BYLAW NO.	ADOPTED DATE	SUBJECT PROPERTY	PURPOSE	SECTION(S)
9551, 2025	August 17, 2026	5310 Russman Road	That “Schedule 12. Future Land Use Plan”, be amended by re-designating a 21.1 hectares portion of District Lot 10223, Cariboo District, Except Plan 16496, from “Rural Resource” to “Rural”	Schedule 12
9617, 2026	June 22, 2026	8230 Peter Road	That “Schedule 12. Future Land Use Plan”, be amended by re-designating Lot A, District Lot 2424, Cariboo District, Plan 19109 from “Light Industrial” to “Small Scale Residential”	Schedule 12
9590, 2025	May 25, 2026	7955 Old Summit Lake Road	That "Schedule 12. Future Land Use Plan”, be amended by re-designating Lot 1, District Lot 4030, Cariboo District, Plan 30943 from “Rural Resource” to “Rural"	Schedule 12

CITY OF PRINCE GEORGE
BYLAW NO. 9525, 2025

A Bylaw of the City of Prince George to adopt an Official Community Plan.

WHEREAS the Council of the City of Prince George wishes to adopt a new official community plan by bylaw;

AND WHEREAS Council has considered providing consultation opportunities in accordance with Section 475 and 476 of the *Local Government Act*, and has provided the opportunities it considers appropriate;

AND WHEREAS after first reading of the Bylaw, Council considered the official community plan in conjunction with the current financial plan, waste management plans, the City of Prince George Strategic Framework for a Sustainable Prince George, and referred the official community plan to the Provincial Agricultural Land Commission for comment;

AND WHEREAS before third reading, a Public Hearing has been held in accordance with the *Local Government Act* and notice of such hearing was given as required by Bylaw;

NOW THEREFORE the Council of the City of Prince George, in open meeting assembled, **ENACTS AS FOLLOWS**:

1. Title

   This Bylaw may be cited for all purposes as "City of Prince George Official Community Plan Bylaw No. 9525, 2025".

2. Schedules

   The "City of Prince George Official Community Plan" attached hereto as "Schedule 1" and forming part of this bylaw is adopted as the official community plan of the City of Prince George and applies to all areas of the city.

3. Severability

   If any statement, section, sub-section, clause, sub-clause or phrase of this bylaw or the official community plan adopted by this bylaw is for any reason held to be invalid by a decision of a court of competent jurisdiction, the decision shall not affect the validity of the remaining portions of the bylaw and official community plan.

4. Repeal

The "City of Prince George Official Community Plan Bylaw No. 8383, 2011" and all amendments thereto are hereby repealed.

READ A FIRST TIME THIS 3RD DAY OF FEBRUARY , 2025.

First reading passed by a MAJORITY decision of Members of City Council present and eligible to vote.

READ A SECOND TIME THIS 24TH DAY OF FEBRUARY , 2025.

Second reading passed by a MAJORITY decision of Members of City Council present and eligible to vote.

SECOND READING RESCINDED THIS 3RD DAY OF SEPTEMBER , 2025, by a UNANIMOUS decision of Members of City Council present and eligible to vote.

AMENDED THIS 3RD DAY OF SEPTEMBER , 2025. by a UNANIMOUS decision of Members of City Council present and eligible to vote.

READ A SECOND TIME AS AMENDED THIS 3RD DAY OF SEPTEMBER , 2025. by a UNANIMOUS decision of all Member of City Council present and eligible to vote.

READ A THIRD TIME THIS 1ST DAY OF OCTOBER , 2025.

Third reading passed by a MAJORITY decision of Members of City Council present and eligible to vote.

ADOPTED THIS 20TH DAY OF OCTOBER , 2025, BY A MAJORITY DECISION OF ALL MEMBERS OF CITY COUNCIL PRESENT AND ELIGIBLE TO VOTE.

Simon Yu
MAYOR

Ethan Anderson
CORPORATE OFFICER

City of Prince George
Official Community Plan

Bylaw No. 9525, 2025



CITY OF PRINCE GEORGE

Land Acknowledgement

We respectfully acknowledge the unceded ancestral lands of the Lheidli T'enneh, on whose land we live, work and play.

Prince George is situated on the traditional territory of the Lheidli T'enneh and their traditional lands cover much of the area from present-day Prince George to the Rocky Mountains. The word "Lheidli" means "where the two rivers flow together" and "T'enneh" means "the People."

Strengthening our bond and working towards shared goals with the Lheidli T'enneh First Nation and urban Indigenous service providers are key focus areas in the City's 2023-2026 Strategic Plan. Building relationships through meaningful communication is a priority for Council during this term, along with developing a strategy to implement the United Nations Declaration on the Rights of Indigenous Peoples.



Commitment to Cooperation and Communication

This Official Community Plan (OCP or the Plan) will reinforce its commitment to ongoing cooperation and communication with Federal, Provincial, Regional and First Nations governments whose areas of jurisdiction overlap with or are adjacent to the City of Prince George. This approach is particularly important for the land use and planning objectives and policy found throughout this Plan, which have long lasting and far-reaching impacts on, not only on the geographical area of our community and matters under the City's jurisdiction, but also our neighbouring communities, the region and other forms of government.



Acknowledgements

The City of Prince George acknowledges the collective effort that went into drafting our new OCP. The OCP Review was a multi-year process that involved research, technical analysis and public engagement.

We heard from numerous residents, landowners, business owners and community groups across the city. We appreciate the time and care you put into sharing your personal stories and unique perspectives with us through workshops, roundtable discussions, online surveys, pop-up events, community open houses, emails, letters and other submissions. The goals, objectives and policies in our new OCP are stronger and more meaningful because of the high level of engagement demonstrated by our community.

The OCP Review was an opportunity to advance Truth and Reconciliation with Lheidli T'enneh First Nation and urban Indigenous members of the community. The City of Prince George is grateful for the valuable input provided by Lheidli T'enneh First Nation leadership, staff and members on whose land we live, work and play. Indigenous perspectives enriched this planning process and will continue to shape our community as we walk together on a path towards reconciliation.

All City of Prince George departments deserve a special thanks for spending countless hours reviewing the plan for content, assisting with communications, and providing meaningful engagement opportunities with our community. All the hard work is greatly appreciated.

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1.0An OCP Overview

1.1 Purpose, Scope and Duration

The OCP establishes a framework for planning and land use in the City of Prince George. The OCP gains its "official" status once Council has adopted it though enactment of a bylaw. The OCP applies to all areas within the City of Prince George's jurisdictional boundaries. It is used to guide decision-making and navigate change as Prince George continues to grow. The OCP identifies changes needed to other City plans, bylaws and regulations. It also prioritizes investments in assets and infrastructure, while being responsive and adaptable through monitoring and regular updates.

As a critical planning tool, Council, staff and citizens use the OCP to help make decisions on things such as where we locate housing, what our transportation priorities are, which lands we protect from development, how we protect development from hazards, and how we provide services for more sustainable development.

1.2 Intent, Application and Interpretation

The OCP is a high-level policy document to guide decisions on planning and land use management within the City. The OCP does not commit or authorize a municipality to proceed with any project specified in the Plan and does not have an immediate effect on property rights (i.e., existing zoning regulations continue to apply unless a separate zoning bylaw amendment is adopted). However, the OCP can have consequences that may increase the regulatory burden of development on a property (e.g., designation of development permit areas). The OCP may also assist decision-makers to determine what is in the public interest.

The *Local Government Act* tells us that all bylaws enacted or works undertaken by Council after adoption of the OCP must be consistent with the Plan. An OCP, however, is not intended to be a static document, and should adapt to new trends within society and respond to changing circumstances. At times, decision-makers may have to prioritize some directions over others, depending on the specific context, and it may not be possible to meet every policy in the OCP. In other cases, some policies may appear to conflict with one another. This will require flexibility for interpretation by City staff and Council to reconcile how a specific proposal, project, or application best meets the vision outlined in the growth management policies and land use designations.

The policies, schedules and maps in an OCP are not intended to function as a zoning map. Instead, the Plan depicts the long-term designation through schedules and maps tied to land use management and policy. The Zoning Bylaw and zoning maps, in contrast, permit, regulate and limit land use, density, buildings and other matters, and include significantly greater detail.

1.2.1 INTERPRETATION

An OCP amendment application is required when a development proposal does not conform to the land use designations of the OCP. Since all bylaws enacted or development proposals undertaken after adoption of the OCP must be consistent with the Plan, City staff are required to consider development proposals against land designations and policy direction in the OCP. Amendments to the OCP are carefully assessed, as each new development proposal should help contribute to the community achieving its vision and goals.

Where a property is only partially within a land use designation, or a development proposal conflicts with the existing OCP land use designation or specific OCP policies, the Authorized Person may require an OCP amendment for consistency with the goals, objectives and policies of the Plan. The Authorized Person may consider the following criteria to determine whether an OCP amendment is required:

- Lot location and size;
- Surrounding land uses, adjacent land use designations, or potential land use impacts;
- Road classifications, traffic, and parking;
- Topography or other natural features; and/or
- Development size, massing, and quality of design.

1.3 Structure of the Plan

The OCP is organized into the following key sections:

1.3.1 PLAN OVERVIEW

Section 1.0 orients readers to the Plan and how it relates to the City's other plans and policies. It focuses on the community's vision for the future and provides policy to achieve this vision. The vision statement is rooted in the values, priorities and aspirations shared by the community through multiple rounds of engagement. The Plan overview then gives readers a summary of the OCP's twelve (12) policy areas and their relevant objectives.

1.3.2 VISION

Section 2.0 defines our community's vision statement and five (5) long-term goals for Prince George.

1.3.3 GROWTH PROJECTIONS

Sections 3.0 provides a look at our community's current profile, whereas Section 4.0 provides projections for population growth, households and employment to 2050.

1.3.4 OBJECTIVES AND POLICIES

Section 5.0 details a summary of the Plans twelve (12) policy areas. Whereas Section 6.0 through Section 18.0, details each of the twelve (12) policy areas and objectives which indicate targets or outcomes to better enable the community to achieve its long-term goals.

Each set of objectives comes with its own set of policies (or guiding actions) to ensure the objectives are achieved. The objectives and policies work together to inform decision-making and effect change.

The OCP is meant to be read in its entirety, and no individual policy is intended to stand on its own. Together, the policies provide a comprehensive framework for moving Prince George towards its long-term vision and community goals.

1.3.5 IMPLEMENTATION

Section 19.0 details implementation of the Plan to ensure the City is moving towards its long-term vision and achieving its goals and objectives. In this section, a set of indicators and targets have been identified to monitor and track our progress towards achieving the goals and objectives of the OCP.

1.3.6 DEVELOPMENT PERMIT AREAS

Section 20.0 designates Development Permit Area locations that require special treatment for purposes including the protection of development from hazards, establishing objectives for form and character in specified circumstances, or revitalization of a commercial or industrial use area.

1.3.7 DEFINITIONS

Section 21.0 lists definitions for some of the terms used throughout the Plan.

2.0A Community's Vision To 2050

2.1 Confluence of the North: A Vision Statement

Our community is the "Gathering Place" of the north, specifically a confluence where people, cultures, regional economies, transportation, and river systems come together.

In 2050, the City of Prince George will be rich in cultural diversity, honour our heritage, and celebrate a high quality of life surrounded by natural beauty. Our community will have a vibrant urban core, and a diverse local economy that attracts new businesses, amenities, and emerging technologies. This community recognizes that to ensure resilience, we must collectively protect our environment, strategically invest in cost-effective infrastructure, and manage growth. This will assure us to be the "Gathering Place" and a confluence of the north.

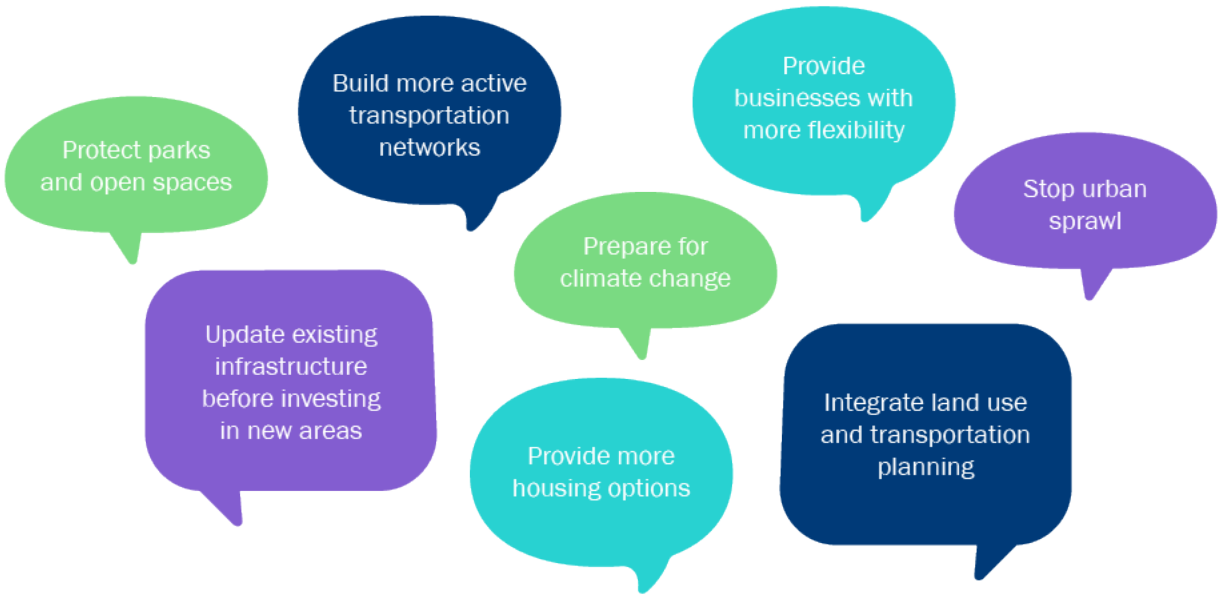


2.2 Our Community's Goals

To realize the community's 2025 vision statement, the OCP seeks to achieve five (5) long-term goals for Prince George. The proceeding objectives and policies outlined in this Plan align with these goals.

1. We have created complete communities that meet the daily needs of our residents and include a range and mix of housing options for all.

2. Our parks and open spaces are protected, enhanced and well connected by trails so they can be safely and comfortably enjoyed by the community.
3. We strategically invest in existing and cost-effective infrastructure, to best serve current and future generations as the city grows and develops.
4. The economy is strong and diverse, with flexible, mixed-use development supporting a range of thriving businesses.
5. We are an environmentally conscious and responsible City, with climate protection, mitigation and adaptation integrated into our approach to land use, servicing, development and transportation.



"What We Heard" During the OCP Consultation Process

2.3 Objectives and Policies

The OCP is divided into twelve (12) policy areas. Each policy area contains objectives which are specific targets or outcomes to better enable the community to achieve its long-term goals. Each set of objectives comes with its own set of policies (or guiding actions) to ensure the objectives are achieved. The objectives and policies work together to inform decision-making and effect change.

The OCP is meant to be read in its entirety, and no individual policy is intended to stand on its own. Together, the policies provide a comprehensive framework for moving Prince George towards its long-term vision and community goals.

2.4 Relationship to Other Plans and Policies

2.4.1 COMPLETE COMMUNITY LENS

The City of Prince George undertook a Complete Community Assessment in parallel to the OCP Review. The Complete Community Assessment is a new initiative by the Union for BC Municipalities to better understand the communities where we live and work. The Complete Community Assessment bolstered the planning process by offering more detailed data and analysis to support policy development.

Complete communities provide diverse housing to meet identified community needs and accommodate people at all stages of life. They provide a wide range of employment opportunities, amenities and services within a 15–20-minute walk.

As we transition to a more complete community, existing nodes will intensify as more housing, jobs, services/amenities, transit, and walking/biking infrastructure are added. In areas with service/amenity gaps, new neighbourhood serving nodes have been identified and designated in this Plan to guide land use changes, redevelopment, and revitalization gradually through long-term planning.

2.4.2 NEIGHBOURHOOD PLANS

Neighbourhood plans are created to guide development for specific areas of the city that are either intended to accommodate redevelopment, or to create a new neighbourhood. They typically provide a greater level of detail for land use, density, form, character and the phasing of development however they must remain consistent with policies and objectives laid out in the OCP.

2.4.3 MYPG SUSTAINABLITY PLAN

The Prince George Integrated Community Sustainability Plan (myPG Sustainability Plan) developed by the community in 2010 has provided significant guidance on the community's "objectives" for economic, environmental, social and land use development, and was utilized to frame the vision and goals of this Plan.

2.4.4 FINANCIAL PLAN

Each year, municipalities must adopt a five-year financial plan that includes capital and operating items by bylaw. Furthermore, Council must consider the financial plan prior to adopting the OCP. Key issues addressed within this Plan that may impact the financial health of the City include:

a) Avoiding urban sprawl and ensuring that development takes place where adequate infrastructure and services exist or can be provided in a timely, economic and efficient manner;
b) Neighbourhood designs minimize dependency on automobiles and encourage walking, cycling and efficient use of public transit;
c) Maintaining the integrity of a secure and productive resource base, including Agricultural Land Reserve and aggregate resources;
d) Economic development that supports the unique character of this community;
e) Reducing and preventing air, land and water pollution;
f) Providing adequate inventories of suitable resources for future settlement, including sufficient lands and amenities such as public facilities, waste management and disposal, and parks and recreation;
g) Settlement patterns that reduce the risk associated with hazards; and,
h) Planning for energy supply and promoting the efficient use, conservation and alternate forms of energy.

2.4.5 REGIONAL SOLID WASTE MANAGEMENT PLAN

The Foothills Boulevard Regional Landfill located in the northwest sector of the city on an 87-hectare parcel of land is operated by the Regional District of Fraser-Fort George and serves as a municipal solid waste landfill. The site is large enough to accommodate future expansion and should accommodate projected future population growth based on current solid waste projection trends. When the current landfill footprint at the Foothills Landfill site is filled to design capacity there will be a need to prepare a new footprint area for landfill operations. Current estimates forecast that this work will have to be completed by the year 2028. The Regional District of Fraser-Fort George is actively working on a lateral expansion (Cell 2) of the landfill. It is estimated that Cell 2 will be ready to receive municipal solid waste by Fall 2027.

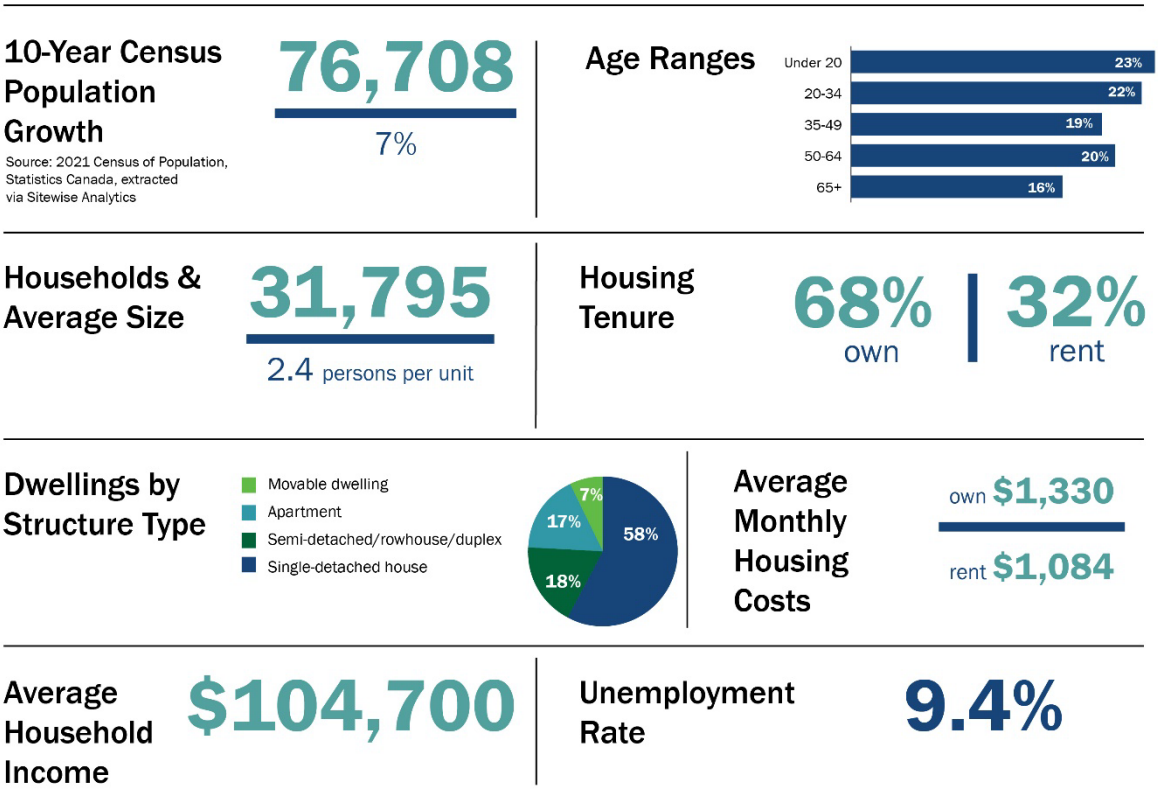
The most significant waste streams that the Foothills Boulevard Regional Landfill receives is organics food waste and demolition, land clearing and construction waste products. Currently, there are no major diversion programs in place.

The City continues to support the objectives of the Regional District of Fraser-Fort George's Solid Waste Management Plan.

3.0 Prince George Today: A Snapshot

The City of Prince George encompasses 329.37km^2 of land around the Nechako River and Fraser River. The municipal boundary has expanded fourteen (14) times since the City was incorporated in 1915. The single largest expansion occurred in 1975 resulting in an expansive community that includes neighbourhoods like Blackburn, College Heights and Hart Highlands that have unique geographies and characteristics.

Figure 1. Prince George Community Profile



4.0 Prince George Tomorrow: 2050 Projections

4.1 People

In 2024, the population of Prince George was estimated to be 85,316 (BC Stats Projected Populations). Using BC Stats Population Projections data, population growth in Prince George was projected to the year 2050. BC Stats population projections by age group (available up to the year 2046) were extrapolated to 2050, then combined to find the total projected population count.

Based on this projection, the population of Prince George is expected to increase by 25,620 people (30 percent), from 85,316 people in 2024 to 110,936 people in 2050, surpassing 100,000 in 2041. The projected population is shown in Figure 2.

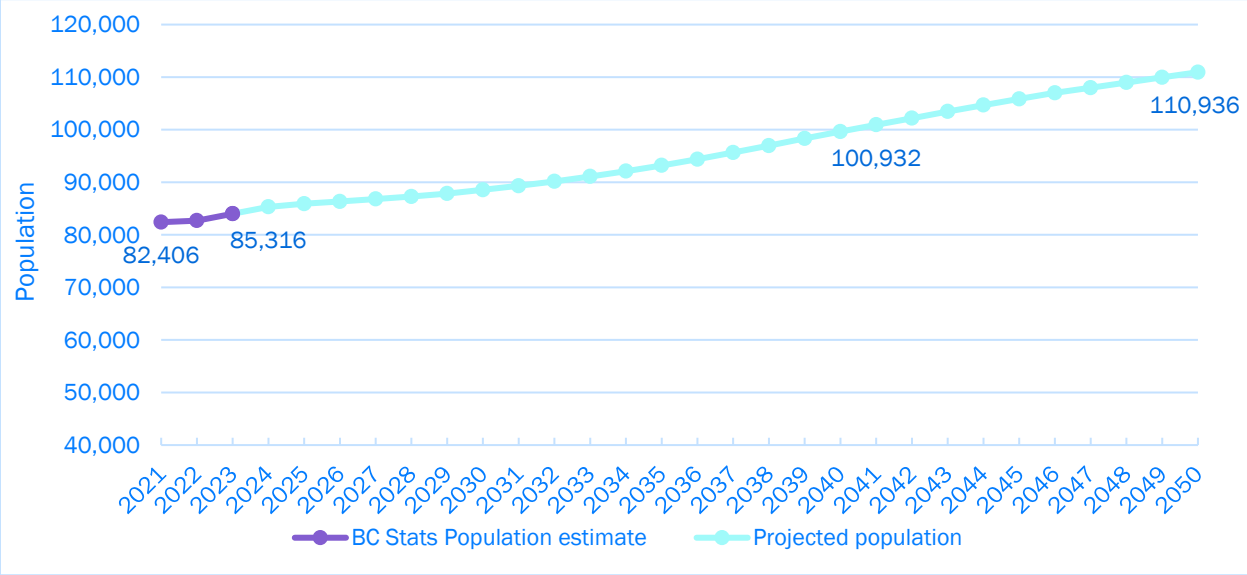


Figure 2. Projected Population

The age group projected to increase the most from 2024 to 2050 is age 34-59, with a projected growth of 77 percent (Table 1). This age group is projected to increase from 19 percent of the total population in 2024, to 26 percent of the total population in 2050. The number of under 20-year-olds is projected to decrease from 23 percent of the population in 2024, to 19 percent of the total population in 2050. In terms of the proportion of the total population, ages 20-34, 50-64, and 65+ are projected to remain relatively stable between 2024 and 2050 (Figure 2 and Figure 3).

	Under 20	20-34	35-49	50-64	65+
2024	19,749	20,632	16,300	14,619	14,016
2050	21,287	24,840	28,811	16,759	19,239
Growth	1,583 (8%)	4,208 (20%)	12,511 (77%)	2,140 (15%)	5,233 (37%)

Table 1. Projected Population Growth by Age Group

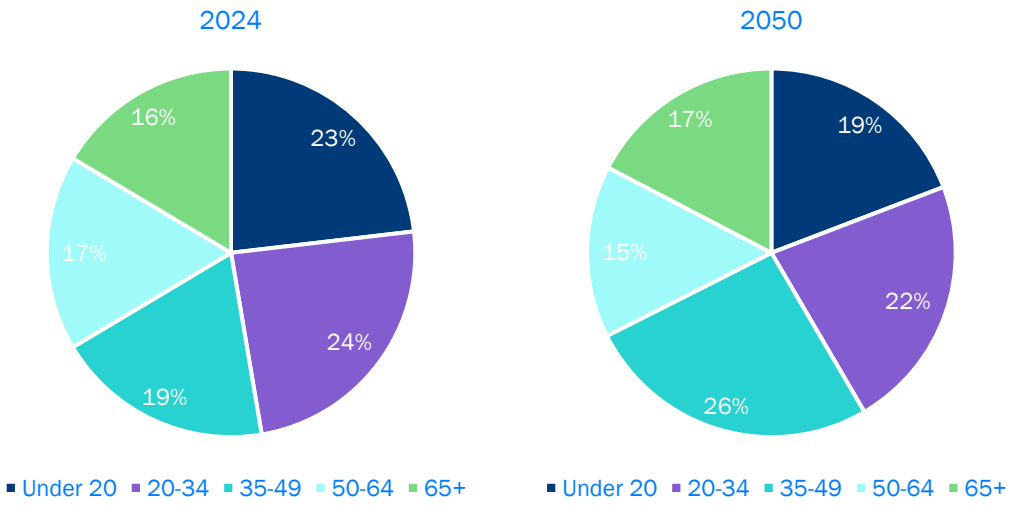


Figure 3. Proportion of the Total Population made up by Age Group

4.2 Households

There were 31,795 households in Prince George in 2021, based on the 2021 Census of Population (Statistics Canada), with an average household size of 2.4 persons per household. In 2024, the number of households was estimated to be 33,427 (BC Stats Household Estimates). This household estimate was based on the BC Stats Population Projections and forecasted average household size data (available up to 2046).

Using this data, the number of households in Prince George was further projected to 2050, assuming the average household size remains constant from 2046 onwards. Based on this projection, the number of households in Prince George is expected to increase by 10,683 (32 percent), from 33,427 households in 2024, to 44,110 households in 2050.

Based on the historic trend of renters' vs owners, the number of homeowners in Prince George is projected to increase by 29 percent from 2024 to 2050, compared to a projected 38 percent increase in renters. The projected number of owners, renters, and total households is shown in Figure 4.

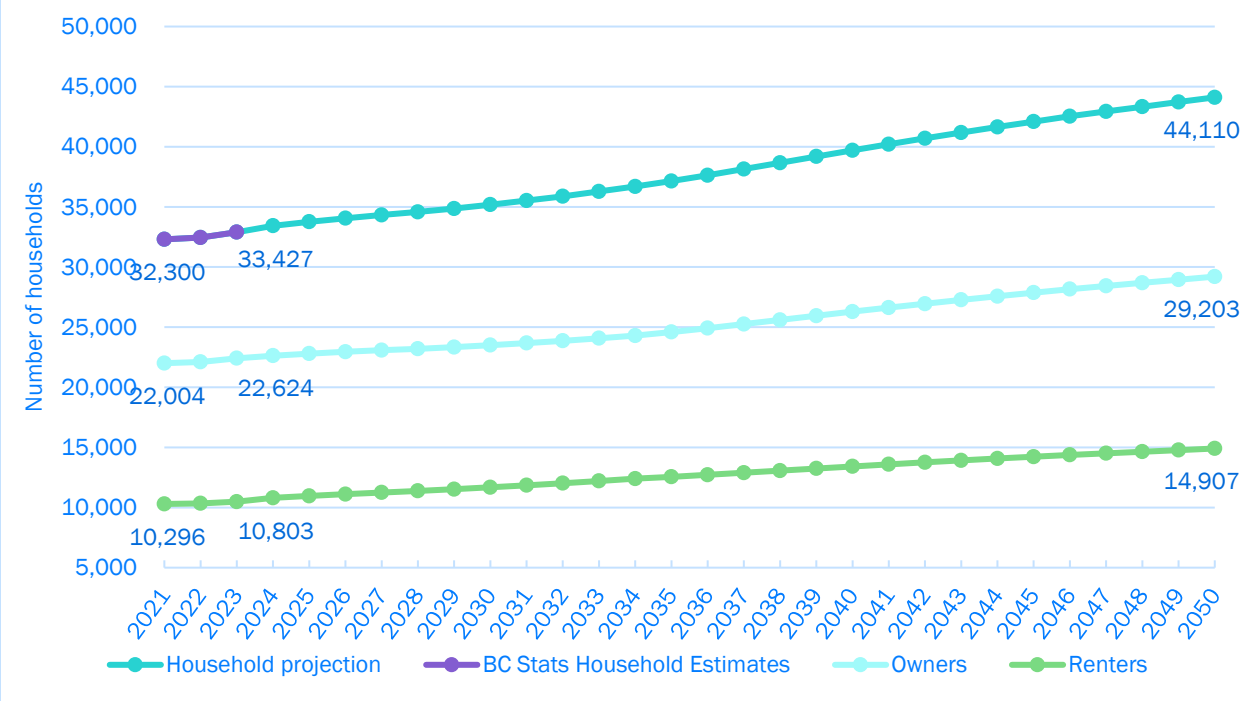


Figure 4. Projected Number of Owners, Renters and Total Households to 2050

4.3 Jobs

Projected employment in Prince George was estimated by examining data across the Municipal, Regional District, and Economic Region levels.

Economic Region level - Cariboo
Employment levels in the Cariboo Economic Region were drawn from BC's Labour Market Outlook: 2023 Edition (by the Minister of Post-Secondary Education and Future Skills). Projected employment numbers by sector from 2023 to 2033 were extrapolated to 2050.

Regional District level – Fraser-Fort George
Projected regional employment levels in the Regional District of Fraser-Fort George were then estimated using historic trends of employment growth, and the proportion of regional employment relative to the Cariboo Economic Region.

Municipal level - City of Prince George
Projected employment levels for each sector in the City of Prince George were then estimated based on the historic shares relative to the Regional District levels, according to Census labour data. The projected growth in employment for each sector is shown in Figure 5.

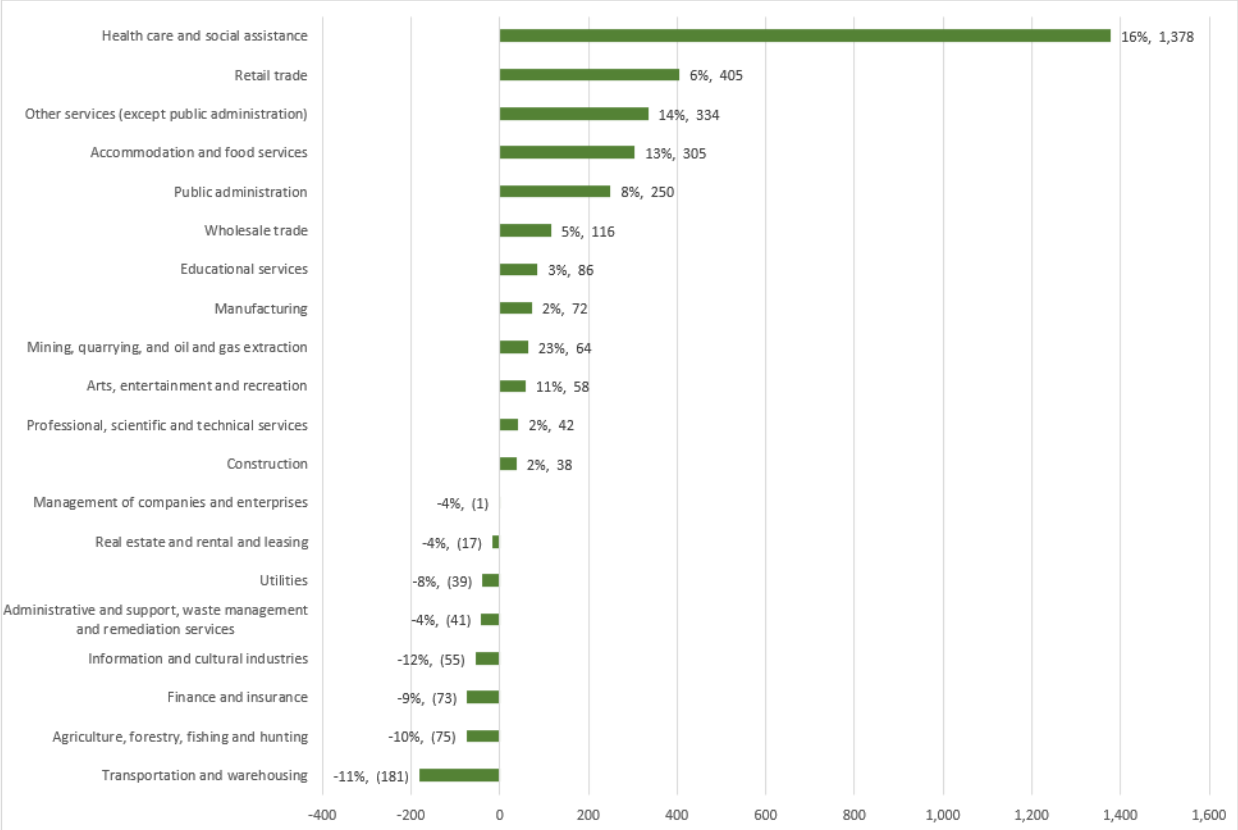


Figure 5. Employment Growth by Sector to 2050

Based on these employment projections, an additional 1,378 people are expected to be employed in the health care and social assistance sector by 2050, an increase of 16 percent from 2024. The retail trade, other services, and accommodation and food services sectors are also projected to see growth, with several hundred more people in jobs in these sectors by 2050. While smaller in number, the mining, quarrying, and oil and gas extraction sector is projected to grow by 23 percent from 2024 to 2050. The sectors projected to see the biggest declines in employment are agriculture, forestry, fishing and hunting (-10 percent), and transportation and warehousing (-11 percent).

Many of the predicted declines in employment are driven by the results projected in BC's Labour Market Outlook: 2023 Edition for the Cariboo Economic Region, in which Prince George is the biggest city. For example, the manufacturing sector, despite the Labour Market Outlook: 2023 Edition projecting a decline in the Cariboo Economic Region (and therefore a decline in the Regional District), the City's share of manufacturing relative to the Regional District share has been increasing from 2006 to 2021. As future shares are based on these historic trends, a slight increase in manufacturing employment is predicted from 2024 to 2050 in Prince George.

Employment levels are impacted by many complex and related factors, such as economic and political events and technological advancements within each sector. Future employment levels are therefore difficult to accurately predict long-term. Projections need to be regularly revised based on the latest economic and technological indicators relevant to different employment sectors.



5.0 Objectives: A Summary

The OCP is divided into 12 policy areas. Each policy area contains objectives that are specific targets or outcomes to better enable the community to achieve its long-term goals. The twelve (12) policy areas are:

1. Truth and Reconciliation
2. Growth Management
3. Housing
4. Economic Development
5. Infrastructure
6. Transportation and Mobility
7. Arts, Culture and Heritage
8. Parks and Recreation
9. Social Health and Wellbeing
10. Climate Change and Resilience
11. Natural Environment
12. Hazard Lands

The following provides a summary of the objectives put forth in the OCP.

5.1 Truth and Reconciliation

- Truth and Reconciliation with Lheidli T'enneh First Nation is advanced by acknowledging their history, rights and contributions.
- Advancing Truth and Reconciliation supports the creation of an inclusive and harmonious community for all residents.
- Lheidli T'enneh First Nation is engaged in ongoing and meaningful conversations about land use planning and development.

5.2 Growth Management

Growth Priority Areas

- The Urban Containment Boundary is maintained as the principal growth management tool to protect agricultural land, natural areas, and rural character while also focusing public and private investment on community services, parks, housing, transit, and other forms of sustainable infrastructure within Growth Priority Areas.
- Land use changes enable more complete communities where households within the Urban Containment Boundary are within a 15-20 minute walk (or 2 km) of key amenities that support daily living.

Future Development Areas

- Gradual and strategic growth is phased within the Urban Containment Boundary.

Rural Areas

- A compatible urban-rural interface stops urban sprawl to protect and support farmland and agricultural uses.
- Agricultural initiatives supplement the local food system.

5.3 Housing

- Diverse housing types and tenures create inclusive, affordable and complete communities.
- Housing needs identified in the most recent Housing Needs Report are satisfied.
- Strong partnerships support improvements to housing outcomes.

5.4 Economic Development

- Become a catalyst for a thriving economy in northern British Columbia.
- Complete communities allow businesses to succeed.
- Achieve a vibrant and strong economy with a diverse mix of businesses and industries.

5.5 Arts, Culture and Heritage

- Our diverse, inclusive and thriving arts and culture community is recognized.
- Strong relationships, volunteerism and participation contribute to community pride.
- Prince George's identity as a year round destination is showcased through its infrastructure, design, events and economy.
- Heritage resources are identified and preserved.
- Archaeological sites are identified and protected.

5.6 Infrastructure

- A sustainable service delivery approach is applied to reduce the lifecycle cost of designing, maintaining and renewing infrastructure through strategic and cost-effective investments.
- Infrastructure investment targeting Growth Priority Areas is prioritized.
- Natural assets are integrated into the City's approach to infrastructure management.

5.7 Transportation and Mobility

- The transportation system is environmentally, socially, culturally and economically sustainable.
- The city is connected by safe, comfortable and efficient active transportation networks.
- Urban streets are attractive to live, work and shop on.
- Achieve frequent transit service in Growth Priority Areas.
- The efficient and effective movement of goods and emergency services is maintained.

5.8 Parks and Recreation

- Parks, open spaces and wildlife corridors are protected, enhanced, and connected.
- Investments in parks and recreation infrastructure support active and healthy living objectives.
- Riparian areas, green corridors, and tree cover are protected and enhanced.

5.9 Social Health and Wellbeing

- The community is healthy and active.
- The community is safe, diverse and inclusive. Social interaction, physical activity, sense of place, and neighbourliness are actively promoted and supported.
- Social health and wellbeing programs and services are equitably accessible.
- Public health and safety are improved through urban planning and design.

5.10 Climate Action and Resilience

- The community is climate resilient to impacts on human safety, health and wellbeing.
- Climate change adaptation and mitigation minimizes negative climate-related impacts on human safety, health and well-being.
- There is collective awareness and understanding of climate change mitigation and adaptation.

5.11 Natural Environment

- The natural environment, biodiversity and habitats are maintained, restored and enhanced.
- The tree canopy is protected and enhanced to improve air quality, capture carbon dioxide, reduce heat island effects, support public health, and beautify the community.
- Environmentally sensitive areas are protected and restored from development and human activity.
- Local air pollution and people's exposure to air pollutants is reduced.
- The potential for human-animal interactions is reduced.
- Gravel resources are used and extracted prior to the redevelopment of gravel pits.

5.12 Hazard Lands

- Risk to public safety, property and infrastructure from natural hazards is reduced.

6.0 Truth and Reconciliation

The OCP Review was an opportunity to advance Truth and Reconciliation with Lheidli T'enneh First Nation. The following objectives and policies foster a respectful and collaborative relationship between the City of Prince George and Lheidli T'enneh First Nation by addressing injustices and creating mutual understanding and respect.

6.1.1 OBJECTIVE

Truth and Reconciliation with Lheidli T'enneh First Nation is advanced by acknowledging their history, rights and contributions.

6.1.2 POLICIES

a. Create a strategy to implement the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP).
b. Uphold the Memorandum of Understanding on Cooperation and Communication between the City of Prince George, the Regional District of Fraser-Fort George and Lheidli T'enneh signed on June 21, 2017, and amended on June 17, 2024.

6.1.3 OBJECTIVE

Advancing Truth and Reconciliation supports the creation of an inclusive and harmonious community for all residents.

6.1.4 POLICIES

a. Collaborate with Lheidli T'enneh First Nation to support initiatives that address social issues rooted from the residential school system, such as housing, transportation and food security. Ensure these efforts honour the traditions, knowledge, wisdom and governance of the Dakelh people.

6.1.5 OBJECTIVE

Lheidli T'enneh First Nation is engaged in ongoing and meaningful conversations about land use planning and development.

6.1.6 POLICIES

a. Maintain Lheidli T'enneh representation on committees involved in the future management, operation and site planning of Lheidli T'enneh Memorial Park and Exploration Place where adjacent activities may impact Ts'unk'ut (Lheidli T'enneh Cemetery).
b. Consider the needs of equity-seeking groups and strengthen relationships with urban Indigenous service providers.
c. Engage Lheidli T'enneh First Nation regularly in municipal decision-making, focusing on including voices that are seldom heard, members of equity-seeking groups, and those potentially impacted.

7.0Growth Management

Growth management designations allow the City of Prince George to make decisions about how the community should grow in ways that support our community goals. Growth is managed within the Urban Containment Boundary to secure an economy that is resilient in the long-term and a community that has a strong, coherent identity. By investing in and supporting our existing urban neighbourhoods, we can shift away from sprawl and instead grow in a way that embraces complete communities and sustainable infrastructure options.

7.1 Growth Priority Areas

Growth Priority Areas are the city's largest activity centres and corridors. They are characterized by the largest concentration of commercial and employment uses in the city, arts and cultural services, and offer a mix of residential densities and building forms. They offer the most walkable environments, have the best transit service and the greatest access to active transportation and daily needs amenities. Growth Priority Areas are identified in Schedule 1 – Growth Management.

7.1.1 OBJECTIVE

The Urban Containment Boundary is maintained as the principal growth management tool to protect agricultural land, natural areas, and rural character while also focusing public and private investment on community services, parks, housing, transit, and other forms of sustainable infrastructure within Growth Priority Areas.

7.1.2 POLICIES

a. Promote infill development as an effective way to protect natural areas and greenspaces, maximize investments in municipal infrastructure and services, and support transit.
b. Support infill development on vacant underutilized lots and brownfield sites in existing established urban areas with servicing available.
c. Facilitate temporary revitalization of vacant underutilized lots and brownfield sites in the short-term where temporary uses include, but are not limited to, community food or flower gardens, landscaped areas, markets, plazas, picnic areas and performance venues.
d. Discourage the expansion of the Urban Containment Boundary as shown on Schedule 1.
e. Prioritize infrastructure renewals and support infrastructure extensions, upgrades and oversizing in Growth Priority Areas by means of funding mechanisms available under the *Local Government Act*.
f. Collaborate with the Regional District of Fraser-Fort George to manage the cumulative impacts of growth within and around the city on costs of utilities, roads, as well as other services and amenities.

7.1.3 OBJECTIVE

Land use changes enable more complete communities where households within the Urban Containment Boundary are within a 15-20 minute walk (or 2 km) of key amenities that support daily living.

7.1.4 POLICIES

a. Recognize Downtown and Neighbourhood Centres and Corridors as Growth Priority Areas.
b. Support land use changes, growth and development within the Urban Containment Boundary where existing municipal infrastructure and services are located.
c. Plan for development in Growth Priority Areas by updating and/or creating neighbourhood plans.
d. Make the most efficient use of existing municipal infrastructure through infill development before considering greenfield areas.
e. Discourage development that would result in adjacent properties being unable to develop in a manner consistent with the objectives and policies of the OCP or relevant neighbourhood plans.

7.2 Future Development Areas

Future Development Areas are designated for future, gradual expansion within the Urban Containment Boundary. The City shall phase and guide growth within these areas based on required servicing and with preference to locations adjacent to existing Growth Priority Areas. New development in these areas are accompanied by a neighbourhood planning process. Infrastructure required to support new development in these areas are fully funded by the developer. Future Development Areas are identified in Schedule 1 – Growth Management.

7.2.1 OBJECTIVE

Gradual and strategic growth is phased within the Urban Containment Boundary.

7.2.2 POLICIES

a. Support controlled development in a phased or incremental manner that is consistent with the objectives and policies of the OCP and relevant neighbourhood plans.
b. Continue to bridge gaps between existing infrastructure and physical growth through phasing that is generally consistent with the growth management policies in the OCP.
c. Encourage a comprehensive neighbourhood planning process including lifecycle costing of infrastructure requirements for new development in Future Development Areas.
d. Infrastructure required to support new development in Future Development Areas must be fully funded by the developer.
e. Protect natural areas and ecological systems from urban sprawl by requiring applicable development approvals information.

7.3 Rural Areas

Rural Areas are designated for low density residential, agricultural and resource uses that are located outside of the Urban Containment Boundary. Due to their rural location, these areas may or may not have municipal services. However, some residential areas that have servicing or are signaled for servicing for health and safety reasons are also included in this designation. No further intensification would be supported in these locations, as doing so would increase interface issues with agricultural lands and place a greater burden on municipal infrastructure. Rural Areas are identified in Schedule 1 – Growth Management.

7.3.1 OBJECTIVE

A compatible urban-rural interface stops urban sprawl to protect and support farmland and agricultural uses.

7.3.2 POLICIES

a. Discourage further intensification of urban uses and densities on lands outside of the Urban Containment Boundary. Although small pockets of residential neighbourhoods are also included in these areas, they are not signaled for growth.
b. Consider land uses and policies of the Regional District of Fraser-Fort George, with respect to land uses that are in close proximity to the City boundaries.
c. Protect Rural Areas composed of agricultural lands and natural areas by discouraging non-agricultural uses from encroaching into areas actively used for farming and agricultural activity.
d. Discourage further subdivision (both infill and new multi-lot development) or development of properties outside of the Urban Containment Boundary that are urban in density and may warrant an urban level of servicing.
e. Complete a comprehensive neighbourhood planning process before considering expansive development in Rural Areas.
f. Prevent the expansion of urban servicing in Rural Areas except as required due to public health issues or for the protection of natural assets.

7.3.3 OBJECTIVE

Agricultural initiatives supplement the local food system.

7.3.4 POLICIES

a. Encourage buffers between Rural Areas and adjacent urban residential development as part of land use, development and subdivision proposals.
b. Support the development and operation of specialty crop farms to diversify farm production, increase economic development, increase local food production, and improve the economic viability of food production in the community.
c. Support agricultural and food systems planning to improve the current state of food systems and to encourage local food self-reliance.
d. Ensure that food and agricultural spaces are accessible to all people.
e. Ensure existing policies and bylaws help eliminate barriers to sustainable food and agriculture systems.

f. Support improvements to public transportation to make grocery stores and farmer's markets accessible to all residents.
g. Support food and agricultural opportunities in education and community facilities, parks and open spaces.
h. Support the development of community gardens and community kitchens.
i. Promote attractive agricultural and community gardens in highly visible public or semi-private spaces, ensuring balance with wildlife considerations.
j. Encourage collaboration among industries, such as forestry and agriculture, to foster innovation in local food production.
k. Encourage research and education on local food production and self-reliance.

8.0Housing

Prince George's housing stock is dominated by single detached housing forms. To respond to demand identified in the Housing Needs Report, Prince George will need to add more diversity to its housing stock including smaller units for one-person households, larger family-sized units, as well as rental and non-market housing options.

8.1.1 OBJECTIVE

Diverse housing types and tenures create inclusive, affordable and complete communities.

8.1.2 POLICIES

a. Comply with the Provincial Housing Target Order.
b. Publish a Housing Target Progress Report on the municipal webpage annually.
c. Promote a variety of housing forms and tenures in all residential areas to accommodate singles, families, seniors, multi-generational and extended families of all abilities, means and stages of life.
d. Ensure a diverse mix of medium density and high-density housing forms in Growth Priority Areas to support a variety of household types and sizes, income levels and life stages where residents can satisfy their daily needs by accessing transit, community amenities and services.
e. Encourage housing design that incorporates private open space, rooftops, gardens, greenspace and children's play areas to foster social connections, inclusion and intergenerational relationships.
f. Integrate universal design features and principles to create housing options for people of all ages and abilities, including those aging in place.
g. Support the creation of purpose-built rental, non-market, below-market, and special needs housing units.
h. Evaluate the economic viability of implementing planning and financial tools, including but not limited to, reduced parking standards, height or density bonusing, pre-zoning, fast-tracked land use or development permits, or waived permitting fees.

8.1.3 OBJECTIVE

Satisfy the housing needs identified in the most recent Housing Needs Report.

8.1.4 POLICIES

a. Consult the most recent Housing Needs Report when reviewing planning and development applications to ensure the community's housing needs are being met.
b. Review and update the Housing Needs Report every five (5) years and update the OCP with relevant objectives and policies to support housing initiatives.
c. Ensure the Housing Needs Report outlines the current and projected housing needs of the community over 20 years.

8.1.5 OBJECTIVE

Strong partnerships support improvements to housing outcomes.

8.1.6 POLICIES

a. Uphold the Memorandum of Understanding between the City of Prince George and the Ministry of Housing for Homeless Encampment Action Response Teams (HEART) and/or Homeless Encampment Response and Temporary Housing (HEARTH).
b. Permit temporary, modular housing on vacant and underutilized lands in proximity to transit, health care providers, mental health supports and/or community amenities to provide housing for people experiencing or at risk of homelessness.
c. Permit emergency housing support services like shelters Downtown.



9.0 Economic Development

The implementation of strategic economic development strategies sustains and enhances the economy and ensures long-term financial sustainability, while meeting social and environmental commitments. To support continued economic growth, the City of Prince George needs to maintain regional partnerships and collaborate with local economic development organizations and local area business improvement associations. This section identifies policies that will help build on existing capacity to support a sustainable and vibrant economy in Prince George.

9.1.1 OBJECTIVE

Become a catalyst for a thriving diverse economy in Northern British Columbia.

9.1.2 POLICIES

a. Leverage Prince George's geographic and logistical location serviced by road, rail and air to support regional economic development that benefits the community.
b. Encourage the expansion of the City's key sectors to support the community's economic growth

9.1.3 OBJECTIVE

Support land use decisions that encourage industrial and commercial infill that supports the complete communities initiative.

9.1.4 POLICIES

a. Encourage infill development of serviced industrial lands before approving expansions.
b. Encourage new businesses to occupy vacant underutilized property in the Urban Containment Boundary to make efficient use of existing infrastructure and facilitate complete communities.
c. Permit small retail and commercial businesses in residential areas to foster the creation of complete communities where residents can satisfy their daily needs.

9.1.5 OBJECTIVE

Achieve a vibrant and strong economy with a diverse mix of businesses and industries.

9.1.6 POLICIES

a. Attract new investment that will enhance and support local businesses and create and retain local, family-supporting jobs.
b. Support existing businesses to grow, diversify and enter new sectors and markets.
c. Continue to support local employers in their efforts to attract and retain key occupations.
d. Leverage foreign direct investment initiatives to support local key sector businesses.
e. Support the development of a local workforce that meets near-term demand and is prepared for emerging sectors.

10.0 Arts, Culture and Heritage

Arts, culture, and heritage opportunities encourage social interaction, contribute to community and economic development, and are an important part of our community's identity.

10.1.1 OBJECTIVE

Our diverse, inclusive and thriving arts and culture community is recognized.

10.1.2 POLICIES

a. Continue to promote the use of parks, civic buildings, and public spaces for public art, performances, festivals, and exhibitions.
b. Support culturally relevant and inclusive programs, services, and facilities that reflect the diversity of our community.
c. Promote opportunities for public education and storytelling on the contributions of Indigenous peoples, culture, and history.
d. Develop an arts and culture strategy to establish a vision and strategic directions to guide the development of resources and activities to advance the City's overarching social and economic development goals.
e. Incorporate public art in civic facilities, municipal parks, and open spaces.
f. Support the integration of public art in the design of public and private developments, with a focus on Growth Priority Areas.

10.1.3 OBJECTIVE

Strong relationships, volunteerism and participation contribute to community pride.

10.1.4 POLICIES

a. Participate in local and regional initiatives that positively promote the city and region as a year-round travel destination.
b. Foster a sense of safety and belonging through public art and cultural programming.

10.1.5 OBJECTIVE

Prince George's identity as a year round destination is showcased through its infrastructure, design, events and economy.

10.1.6 POLICIES

a. Improve and integrate a year round design in the development of buildings, public realm, and open spaces.
b. Encourage year round events, activities and festivals through community and business partnerships.
c. Support and participate in year round city celebrations.

10.1.7 OBJECTIVE

Heritage resources are identified and preserved.

10.1.8 POLICIES

a. Identify and preserve, where possible, heritage resources (i.e., archaeological sites, landscapes, properties, structures, and cemeteries) by way of heritage designations, heritage recognition, and the City's Heritage Register.
b. Promote Prince George's cultural and architectural history by educating the community.
c. Support the preservation and adaptive re-use of heritage buildings.
d. Engage and collaborate with Lheidli T'enneh First Nation to support First Nations culture and heritage.

10.1.9 OBJECTIVE

Archaeological sites are identified and protected.

10.1.10 POLICIES

a. Require an Archaeological Impact Assessment to be completed by a professional consulting archaeologist where potential conflicts have been identified between archaeological resources and a proposed development.
b. Collaborate and partner with Lheidli T'enneh First Nation to identify, protect, and maintain local archaeological sites and cultural identity.

The art is titled 'Talukw Bah Bedukaih/Dipping for Salmon' and was created as a collaboration between local artist Ray Desjarlais and their mother, Kym Gouchie.



11.0 Infrastructure

Infrastructure refers to the assets used to provide water, manage stormwater, collect and manage solid waste, and collect and treat wastewater. While infrastructure improvements will be required as the city grows, the strategic focus is within the Urban Containment Boundary and specifically Growth Priority Areas to minimize the need for new infrastructure and ensure fiscal responsibility. The City's water, sanitary sewer, and storm sewer systems are identified in Schedule 2 – Water System, Schedule 3 – Sanitary Sewer System, and Schedule 4 – Storm Sewer System.

11.1.1 OBJECTIVE

A sustainable service delivery approach is applied to reduce the lifecycle cost of designing, maintaining and renewing infrastructure through strategic and cost-effective investments.

11.1.2 POLICIES

a. Encourage the development of a more compact and efficient land use and servicing system that emphasizes higher densities, energy conservation, environmental sustainability, and fiscal responsibility.
b. Consider Amenity Cost Charges to recover a portion of the lifecycle cost of maintain and renewing infrastructure.
c. Regularly review Development Cost Charges to ensure new development fairly funds growth related infrastructure.
d. Consider the Sustainable Finance Policy, Capital Expenditure Plan, Operating budget and the most recent asset management strategy when planning for design, maintenance and renewal of infrastructure. Make decisions with a long-term lifecycle management perspective.
e. Regularly review the financial plan, the asset management strategy and related plans to ensure financially sustainable infrastructure investment decisions are made.
f. Update the existing infrastructure master plans to better inform municipal decision-making.

11.1.3 OBJECTIVE

Infrastructure investment targeting Growth Priority Areas is prioritized.

11.1.4 POLICIES

a. Maximize the capacity of existing infrastructure by encouraging infill development.
b. Prioritize infrastructure investments in Growth Priority Areas and established serviced areas over greenfield areas.
c. Coordinate new infrastructure projects with maintenance and renewal projects to improve resiliency, reduce overall area costs and minimize disruptions.

d. Consider the most recent master servicing plans, and neighbourhood plans and studies when reviewing land use and development applications to confirm infrastructure needs and priorities (parks, transportation, transit, active transportation networks, community facilities, etc.) that may be required.
e. Update master servicing plans to consider existing and projected land use needs over the lifetime of the plan (i.e., a 20-year housing supply).

11.1.5 OBJECTIVE

Natural assets are integrated into the City's approach to infrastructure management.

11.1.6 POLICIES

a. Continue to maintain and improve the quality of the storm water management system to enhance watershed function and increase climate resilience.
b. Support groundwater recharge with green and blue infrastructure to capture rainwater infiltration.
c. Minimize impervious surfaces and maximize infiltration where appropriate to reduce runoff while managing stormwater on-site to reduce negative impacts to water quality and quantity.
d. Apply best practices to land use management to prevent erosion and sedimentation during development and construction activities.
e. Support the development of diversion programs for organic food waste, or demolition, land clearing and construction waste products from entering the Foothills Boulevard Regional Landfill.



12.0 Transportation and Mobility

A well-functioning transportation network accommodates daily commuting, and lifestyle needs by providing a range of safe, efficient, affordable and accessible transportation options for people of all ages and abilities. Adapting to growth will require an increased emphasis on sustainable forms of transportation and mobility such as walking, cycling, transit and carpooling; supportive infrastructure like sidewalks and bike lanes; and policies that prioritize complete communities. The City's road, cycling and pedestrian networks are identified in Schedule 5 – Road Network, Schedule 6 – Cycling Network, and Schedule 7 – Pedestrian Network.

12.1.1 OBJECTIVE

Create an environmentally, socially, culturally and economically sustainable transportation system.

12.1.2 POLICIES

a. Prioritize updating the active transportation plan, informed by the population, household and employment forecasts as well as growth management policies of this Plan.
b. Create compact, complete communities that reduce the amount of time residents must travel to meet their daily needs.
c. Encourage electric vehicle charging stations in off-street parking plans for new multi-family residential, institutional and commercial developments.
d. Maximize capacity of the existing road network before investing in new roads.
e. Support traffic calming designs, cycle and pedestrian support, and ecologically sound stormwater management for complete street design.
f. Invest in more walking and cycling infrastructure along the Nechako River and Fraser River to improve connectivity between the riverfront parks and make the riverfront more accessible.

12.1.3 OBJECTIVE

Connect our city with safe, comfortable and efficient active transportation networks.

12.1.4 POLICIES

a. Design streets to accommodate various combinations of transportation modes recognizing the role streets play in supporting key transportation networks (e.g. active transportation, frequent transit). Designs should also prioritize efficient movement of people over vehicles to optimize future network capacity.
b. Seek opportunities to improve pedestrian and biking connectivity during the design and development review process of neighbourhoods such as, improvements to the sidewalk network, cul-de-sac walkways, and bike routes.

c. Prioritize connections to neighbourhood areas (i.e., parks, schools, transit stops and recreation facilities).
d. Identify public pathways that could enhance linear parks, multi-use pathways, parks, plazas, greenways or sidewalks to create continuous pedestrian and cycle networks as development progresses.
e. Design streets to be accessible with wheelchair ramps, accessible pedestrian signals at signalized intersections, tactile walking surface indicators, accessible curb ramps and other features to support all ages and abilities.

12.1.5 OBJECTIVE

Urban streets are attractive to live, work and shop on.

12.1.6 POLICIES

a. Design arterial and collector roads to reflect their land use context as walkable urban places, serving both as destinations and important public spaces.
b. Encourage improved pedestrian and biking connectivity during the design and development review process of neighbourhoods. Assess options to mitigate cut-through vehicle traffic using traffic calming, traffic diversion and other design options when considering development applications and infrastructure investments.
c. Prioritize streetscape design elements and activities that animate the pedestrian realm in the Downtown and Neighbourhood Centres and Corridors. Examples of these elements include event programming, temporary and mobile uses, and streetscape design.
d. Designate temporary pedestrian-only areas throughout the city for seasonal pop-up outdoor farmers markets.

12.1.7 OBJECTIVE

Achieve frequent transit service in Growth Priority Areas.

12.1.8 POLICIES

a. Collaborate with BC Transit to implement the transit service and infrastructure priorities of the Transit Future Action Plan, Transit Future Plan, or other relevant plans.
b. Encourage transit planning that integrates city's active transportation network with land use.
c. Support the development of transit-priority measures, such as bus lanes or queue-jumping lanes, along frequent transit corridors.
d. Promote BC Transit programs and events through municipal communications.

12.1.9 OBJECTIVE

Maintain efficient and effective movement of goods and emergency services.

12.1.10 POLICIES

a. Maintain, protect, and enhance the existing goods movement network to support economic development in the city and the region.
b. Ensure changes to the road and active transportation network continue to support industrial uses and distribution activities.
c. Route the movement of Dangerous Goods away from densely populated and environmentally sensitive areas.
d. Provide sufficient access for evacuation and fire control, including emergency response vehicles, within the transportation network.



13.0 Parks and Recreation

Prince George is home to 106 km of trails and over 1,500 hectares of parks and green spaces. Parks, open space, and recreational facilities contribute to the health and wellness of residents and visitors by providing a diversity of lifestyle choices, active and passive recreation opportunities, and strengthening of social networks by serving as key community gathering places. The City's parks, open spaces, and trails are shown in Schedule 8 – Parks and Open Spaces and Schedule 9 – Parks and Trails.

13.1.1 OBJECTIVE

Parks, open spaces and wildlife corridors are protected, enhanced, and connected.

13.1.2 POLICIES

a. Provide an equitable distribution of neighbourhood and community parks throughout the city through maintaining the existing inventory of parkland, investing in existing parks, and parkland acquisition at the time of new development in growing and underserved neighbourhoods.
b. Incorporate parks and open spaces as key focal points in Neighbourhood Centres and Corridors.
c. Ensure park needs are met by requiring all future parks and open space networks to be identified and confirmed through zoning prior to phased residential development.
d. Preserve parkland along waterfronts as public open space.
e. Locate linear trails adjacent to development to create wildfire fuel breaks, maintain natural areas, and to serve neighbourhoods.

13.1.3 OBJECTIVE

Investments in parks and recreation infrastructure support active and healthy living objectives.

13.1.4 POLICIES

a. Update the existing park strategy to better inform municipal decision-making.
b. Update the existing trail master plan to better inform municipal decision-making.
c. Encourage civic events in parks and open spaces.
d. Prioritize parks and open spaces in the design and development of new neighbourhoods and subdivisions.
e. Support temporary uses that activate vacant and underutilized parkland in ways that are consistent with the surrounding area.
f. Consider school sites that are to be disposed of for park acquisition.

13.1.5 OBJECTIVE

Riparian areas, green corridors, and tree cover are protected and enhanced.

13.1.6 POLICIES

a. Manage the impacts of public access in parks by developing trails that maximize public safety while minimizing human impact on ecologically sensitive areas by reducing width, modifying surfaces, and developing boardwalks.
b. Maximize the retention of existing vegetation and prioritize the planting of new vegetation through development approvals and major construction projects.
c. Encourage that development or significant redevelopment preserve, protect, restore, and enhance the natural environment (i.e., riparian and other sensitive ecosystems).



14.0 Social Health and Wellbeing

Planning and land use decisions have a direct impact on the social health and wellbeing of a community. A resilient community is built and designed with health and safety considerations at the forefront and is supported by a mix of programs and services including community centres, recreation centres, libraries, art galleries, schools, childcare centres, places of worship etc. Investing in social health and wellbeing is important to the economic, environmental, and social prosperity and livelihood of our families and community. The City's community facilities are shown in Schedule 10 – Community Facilities.

14.1.1 OBJECTIVE

The community is healthy and active.

14.1.2 POLICIES

a. Support indoor and outdoor spaces for children, youth, families, and seniors to rest, gather and recreate in all neighbourhoods.
b. Consider the relationship between the built environment and the wellbeing of the community through design features.
c. Consider implementing an Amenity Cost Charge bylaw to collect funds for amenities, such as community centres, libraries, and daycares from new development that results in increased demand for services.

14.1.3 OBJECTIVE

The community is safe, diverse, and inclusive. Social interaction, physical activity, sense of place, and neighbourliness are actively promoted and supported.

14.1.4 POLICIES

a. Integrate social planning and land use planning to better address the social health, wellbeing and food security needs of the community.
b. Promote the creation of safe and accessible community spaces to foster social connections and sense of place, space, and belonging.
c. Co-locate programs and services like schools, childcare centres, libraries, and recreation centres to maximize infrastructure investments and enhance user convenience and access.

14.1.5 OBJECTIVE

Social health and wellbeing programs and services are equitably accessible.

14.1.6 POLICIES

a. Apply an equity, diversity, and inclusion lens when planning for the delivery of social health and wellbeing programs and services.
b. Locate social health and wellbeing programs and services close to transit and make them accessible by all transportation and mobility modes.
c. Encourage social health and wellbeing programs are accessible for those with mobility, hearing, vision, and neuro-atypical needs.
d. Encourage all civic buildings, community recreation facilities, and social health and wellbeing programs and services to be barrier free.
e. Consider subsidies for transit, program costs, and user fees to support equitable access and opportunities for social health and wellbeing programs and services.

14.1.7 OBJECTIVE

Public health and safety are improved through urban planning and design.

14.1.8 POLICIES

a. Incorporate principles of Crime Prevention through Environmental Design (CPTED) in the planning and design of parks, trails, recreational facilities, active transportation corridors, and community gathering places to create safer neighbourhoods.
b. Ensure effective and coordinated emergency response and support services are in place to prevent crime and increase community safety.



15.0 Climate Action and Resilience

Climate change is a shift in the average weather that a region experiences. This can include measurable changes in temperature, wind patterns, precipitation, and storm events over time. Natural, social, and economic systems are susceptible to the impacts of climate change, such as drought, wildfire, flooding and other extreme weather events, reduced air quality, and habitat loss. Prince George recognizes that now, more than ever before, our community needs to act to address climate change and become a climate resilient community.

15.1.1 OBJECTIVE

The community is climate resilient to impacts on human safety, health and wellbeing.

15.1.2 POLICIES

a. Design green and blue infrastructure, where feasible, to improve stormwater management, reduce heat island effects, and provide shaded, walkable corridors.
b. Create climate resiliency through land use design by:
    i. Protecting natural areas, urban forests, and habitats.
    ii. Increasing park space and tree canopy coverage.
    iii. Focusing growth in connected, walkable areas like Downtown and Neighbourhood Centres and Corridors.
    iv. Providing diverse transportation options to shift away from car dependency.
c. Encourage new developments to include xeriscaping that reduces outdoor residential water consumption.
d. Incorporate adaptation strategies into land use, building and infrastructure planning and design, emergency response measures, natural area management, and other services to create a more resilient community.

15.1.3 OBJECTIVE

Climate change adaptation and mitigation minimizes negative climate-related impacts on human safety, health and well-being.

15.1.4 POLICIES

a. Promote climate change adaptation in order to minimize negative climate related impacts on human safety, health and well being.
b. Prioritize climate resiliency in City operations by encouraging infrastructure development that minimizes the risk of negative climate – related impacts.
c. Support the expansion and use of low carbon fuels (e.g., electricity, hydrogen, etc.) as one way of reducing greenhouse gas emissions from the transportation sector.
d. Reduce corporate emissions according to the following targets:
    i. 5% reduction in emissions by 2025
    ii. 17% reduction in emissions by 2030
    iii. 50% reduction in emissions by 2040
    iv. 80% reduction in emissions by 2050

c. Encourage municipal and private sector connections to the City's downtown renewable energy system.
d. Reduce emissions in municipal facilities and fleets by exploring investments in lower-emissions energy sources (e.g. renewable diesel, hydrogen, electrification).
e. Encourage construction energy efficiency buildings for reduced energy consumption.
f. New development is encouraged to maintain adequate access to interface areas for maintenance by city and utility personnel/equipment as well as for fuel treatments and fire suppression activities.

15.1.5 OBJECTIVE

There is collective awareness and understanding of climate change mitigation and adaptation.

15.1.6 POLICIES

a. Monitor and report annually on progress towards achieving the City's greenhouse gas emissions targets.
b. Continuously work to accomplish climate related goals outlined within the OCP and Climate Forward Implementation Strategy. Review and update the Climate Forward Implementation Strategy every five (5) years based on progress, new scientific information and global equity objectives, and update the OCP with relevant objectives and policies.



16.0 Natural Environment

Prince George is a sustainable and resilient community where a healthy natural environment is recognized as paramount for ensuring social health and wellbeing, and economic vibrancy for current and future generations.

16.1.1 OBJECTIVE

The natural environment, biodiversity and habitats are maintained, restored, and enhanced.

16.1.2 POLICIES

a. Maintain, restore, and enhance ecological function and ecosystem connectivity through parks, open spaces, riparian areas and wildlife corridors.
b. Incorporate preventative measures in new development plans to protect the natural environment including urban interface planning, preventing soil contamination and erosion, and hazardous conditions analysis.

16.1.3 OBJECTIVE

The tree canopy is protected and enhanced to improve air quality, capture carbon dioxide, reduce heat island effects, support public health, and beautify the community.

16.1.4 POLICIES

a. Encourage retention of existing trees and vegetation through the development approval process including subdivisions and major construction projects.
b. Encourage the use of native tree and plant species that are well-adapted to northern climates with a preference for salt-tolerant, pest-resistant, and FireSmart species that are compatible with urban development.
c. Discourage planting of fruit bearing trees and vegetation where there is no intent to harvest.
d. Ensure development or redevelopment of brownfield sites incorporates environmentally sensitive remediation plans and considers the wide range of environmental impacts (i.e., energy, waste, air, water, land).

16.1.5 OBJECTIVE

Environmentally sensitive areas are protected and restored from development and human activity.

16.1.6 POLICIES

a. Maximize the retention and restoration of native vegetation in environmentally sensitive areas identified in Schedule 11 – Development Permit Areas wherever possible during site development to enhance ecosystem services, maintain biodiversity, reduce runoff, and control erosion.
b. Support the preservation of areas with culturally significant vegetation.

c. Discourage the use of chemical fertilizers, pesticides and herbicides for cosmetic purposes and instead promote the use of environmentally friendly alternatives to protect water resources and adjacent ecosystems.
d. Protect environmentally sensitive areas from adjacent land use impacts through setbacks, buffers, and development permit requirements.

16.1.7 OBJECTIVE

Local air pollution and people's exposure to air pollutants is reduced.

16.1.8 POLICIES

a. Collaborate with relevant agencies and organizations and take a proactive role to advance airshed research, education, best practices, technology and planning initiatives.
b. Promote land uses and settlement patterns that reduce reliance on motor vehicles.
c. Encourage new development to reduce exposure to exhaust pollutants from motor vehicles or traffic related air pollution. Consider routes, physical separation, or vegetation to filter pollutants from highways, land uses and activities that require idling (e.g., drive-thrus).
d. Encourage land uses that accommodate vulnerable populations (e.g., seniors, children, people with health challenges) to locate away from major point sources of air pollution, such as industry.
e. Review and update the Clean Air Bylaw as information, technology, practices and standards change and improve.

16.1.9 OBJECTIVE

The potential for human-animal interactions is reduced.

16.1.10 POLICIES

a. Support continued community education efforts about human-bear conflict mitigation.
b. Ensure waste, recycling, and composting is managed appropriately and made inaccessible to bears.

16.1.11 OBJECTIVE

Gravel resources are used and extracted prior to the redevelopment of gravel pits.

16.1.12 POLICIES

a. Discourage aggregate resource extraction that creates undue impacts like excessive truck traffic, safety, and road conditions on adjacent land uses.
b. Encourage reclamation and rehabilitation of closed, abandoned or depleted aggregate removal or deposit sites in accordance with provincial best management practices for future development consistent with the Future Land Use Plan objectives and policies of the OCP.
c. Recognize existing aggregate potential shown in Schedule 9 – Aggregate Resources. Where an area is designated as "conditional," additional measures may be required to

protect vegetation removal, and limit riparian encroachments, visual impacts, soil disturbance, or hydrological impacts.

17.0 Hazard Lands

The natural features that contribute to our city's beauty can also pose significant risk of natural hazards. The proximity of developed lands to rivers, forests, and steep slopes presents natural hazards (i.e., flooding, slope instability, landslides, and wildfire) for many areas of our community.

17.1.1 OBJECTIVE

Risk to public safety, property and infrastructure from natural hazards is reduced.

17.1.2 POLICIES

a. Maximize the retention of existing native vegetation during site development on steep slopes. Maintain slope stability, minimize erosion and runoff, and reduce visual and aesthetic impacts.
b. Prohibit development on hazardous lands unless the risk may be relieved through mitigation measures.
c. Require landowners to provide a report prepared by a qualified professional in accordance with the *Land Title Act, Community Charter, Local Government Act*, or other applicable legislation, where land is subject to, or could reasonably be expected to be subject to, hazardous conditions.
d. Prohibit parkland dedication of lands subject to natural hazards as part of the required five (5) percent for eligible subdivisions.
e. Encourage development of hazard lands that minimizes potential threats to public safety and property, such as agriculture, parks, or greenspace.
f. Encourage landowners to incorporate FireSmart practices on their properties.
g. Maintain adequate emergency services and facilities to safely and efficiently address interface fires until provincial services may be deployed.



18.0 Future Land Use Plan

The Future Land Use Plan is a powerful implementation tool because it shows where different land uses should be directed across the city. The Future Land Use Plan is meant to be reviewed alongside the OCP's twelve (12) policy areas, ensuring the OCP is read in its entirety. Land use designations are generalized in OCPs with more specific direction provided in Zoning Bylaws.

The Schedule 12 – Future Land Use Plan includes the following land use designations:

- Small Scale Residential
- Neighbourhood Centres and Corridors
- Transit Oriented Area
- Downtown
- Rural
- Rural Resource
- Parks and Open Space
- Commercial Recreation
- Highway Commercial
- Light Industrial
- Medium Industrial
- Heavy Industrial
- Civic and Institutional
- Airport
- Utility

An overview of each land use designation is provided on the following pages along with policies that are specific to the land use designation.

The myPG Sustainability Plan identifies Identity and Pride as one of the most important goals of the community. Investment in urban form and structure should directly influence this goal. A more attractive city contributes to a sense of safety and is more attractive to business, especially sectors whose employees value great urban places.

18.1 Small Scale Residential

The Small Scale Residential designation is intended to accommodate the city's lower density forms of housing, small scale multi-unit homes, and gentle residential densities in order to support and encourage infill development in all neighbourhoods. This designation provides flexibility in housing forms and may include single detached dwellings; manufactured housing; duplexes; row housing; accessory dwelling units; and secondary suites.

18.1.1 POLICIES

a. Provide gentle density housing options on lands designated Small Scale Residential on Schedule 12 – Future Land Use Plan. The density of the small scale residential designation may vary and be determined on a site specific basis with consideration for lot size, building form, surrounding land uses, existing neighbourhood character, servicing availability, traffic impacts, etc.
b. Permit heights up to 3-storeys to enable the flexibility needed to realize small scale and gently density residential development that promotes high-quality urban design that integrates with existing neighbourhood character.
c. Maintain a similar scale of housing typical to existing neighbourhoods, by limiting the size and scale of new buildings and encouraging ground-oriented residential forms.
d. Encourage asymmetrical housing design with varied and interesting facades, rooflines, entry points, balconies, and porches.
e. Support infill development compatible with existing land uses within Small Scale Residential areas to efficiently use existing municipal services and infrastructure.
f. Encourage and support more diverse housing options including the creation of purpose-built rental, non-market, and below-market housing.
g. Encourage new subdivisions and developments to create a comfortable suburban environment over the long term through increased connectivity with adjacent neighbourhoods, open green space, tree retention, street trees and better snow storage capacity.
h. Protect existing mature trees where possible and encourage the installation of street trees in an urban streetscape.
i. Encourage the development of private open space amenities as part of new multi-unit, gentle density housing.
j. Complete a comprehensive Zoning Bylaw review to consider lesser setbacks and parking regulations associated with the provincial small scale, multi-unit housing legislation.

18.2 Neighbourhood Centres and Corridors

The Neighbourhood Centres and Corridors designation aims to create complete, compact, diverse, and well-connected neighborhoods that contribute to the city's growth while maintaining a high quality of life. This vision is achieved through the integration of green spaces, pedestrian-friendly streets, and easy access to public transportation. This designation promotes sustainable development by reducing reliance on private vehicles and encouraging an active urban lifestyle. It supports a variety of housing forms, including but not limited to low-rise and mid-rise apartments, townhouses, and mixed-use developments. Buildings may range from 4 to 6 storeys, with higher densities allowed in proximity to transit hubs and commercial areas that provide essential amenities and services for daily needs.

18.2.1 POLICIES

a. Recognize Neighbourhood Centres and Corridors, as shown on Schedule 12 – Future Land Use Plan. Where this designation is located along arterial or major collector roads with strong transit connections, or in close proximity to a variety of amenities and services, development up to 6 storeys may be supported.
b. Support mixed-use development to enable complete communities.
c. Encourage a diverse range of commercial developments to improve employment opportunities, provide amenities that support frequent transit service, and enhance overall vibrancy in the area.
d. Permit stand-alone residential developments (i.e., row housing, apartments).
e. Require new developments and public realm enhancements to be pedestrian-oriented and include high-quality streetscape elements and landscaping.
f. Encourage new buildings to be oriented towards the street, minimize the use of large surface parking areas, and ensure that surface parking lots are located behind primary buildings.
g. Consider implementing flexible zoning, density bonusing, and reduced parking requirements in areas with strong transit connections and/or within close proximity to daily needs.
h. Fringe areas adjacent to Small Scale Residential are encouraged to set back the upper storeys of buildings, creating a gradual transition in scale to the neighboring properties.
i. Ensure that development thoughtfully addresses the interface with adjacent designations by considering design elements such as building siting, height, and massing to create a gradual transition in built form and scale. These elements may include step-like upper floors, effective screening and buffering of parking and refuse areas, and appropriate site lighting.
j. Protect existing mature trees whenever possible and encourage the planting of street trees in the urban streetscape.
k. Encourage consistent design standards for both on- and off-site infrastructure, such as sidewalks, street furniture, street trees, and public spaces.
l. Encourage pedestrian oriented design, amenity space, plazas, mini-parks, and other urban space opportunities in conjunction with new development.

m. Collaborate with the Ministry of Transportation and Transit to advance beautification efforts along Highway 16 and Highway 97, with consideration for the timing of other infrastructure improvements along the corridor.
n. Encourage new subdivisions and development to create a comfortable urban environment over the long-term through increased connectivity with adjacent neighbourhoods, open green space, tree retention, street trees, and better snow storage capacity.
o. Limit drive-thrus to areas surrounded by commercial development to reduce potential impacts on residential development.
p. Direct large format retail and other vehicle dependent commercial developments (e.g., drive-thrus or car washes) to Highway Commercial lands, ensuring that Neighbourhood Centres and Corridors remain focused on becoming the city's most walkable neighborhoods.



18.3 Transit Oriented Area

The Transit Oriented Area (TOAs) designation is intended to accommodate the creation of complete, liveable, and sustainable communities by building high-density, mixed-use development within walking distance of frequent transit. TOAs incorporate a variety of land uses, including residential, commercial and community amenities. To remove parking as a potential barrier to building more homes in TOAs, local governments are not able to require off-street residential parking spaces. This designation provides flexibility in housing forms and may include apartments and row housing.

This designation encourages a commercial component that may serve residential areas with clusters of local scale shopping, and services that support daily needs. This designation encourages mixed-use development. Commercial uses ancillary to residential development may include: restaurants; convenience stores; and personal services

18.3.1 POLICIES

a. Permit transit-oriented development on lands designated as TOAs on Schedule 12 – Future Land Use Plan.
b. Support growth and development in proximity to a TOA that supports the creation of a complete, liveable, and sustainable community by contributing a range of housing options, service commercial, retail, and community amenities like childcare spaces.
c. Support heights between 6-10 storeys and densities between 2.5-3.5 FAR in proximity to a TOA when the development is comprehensively zoned and includes the following:
    i. a range and mix of housing options including purpose-built rental, non-market, and below-market housing units.
    ii. a commercial component.
    iii. a community facility to support the social health and wellbeing of the community.

18.4 Downtown

The Downtown designation is intended to accommodate uses that will support the heart of the community. The Downtown is the community's gathering place functioning as a civic and cultural centre containing key cultural, civic, recreational amenities, offices, shopping, and accommodating high density residential uses.

The future of this area involves reimagining and rebuilding the spaces between established, well functioning areas with a diversity of buildings and animated public spaces to nourish a thriving Downtown. This designation supports a variety of uses and buildings may be larger in scale, with a mix of towers and lower forms.

18.4.1 POLICIES

a. Concentrate the tallest buildings and highest densities in areas designated Downtown on Schedule 12 – Future Land Use Plan.
b. Encourage a range of built forms and mix of housing tenures to help satisfy the community's housing needs as outlined in the most recent Housing Needs Report.
c. Permit mixed-use development with institutional, office, and residential components.
d. Direct large office developments to Downtown first as a preferred destination to support local businesses and revitalization of the area.
e. Encourage post-secondary institutions, along with their associated administrative uses, to locate off-campus in order to attract more visitors to the Downtown area.
f. Support the Downtown Business Improvement Association in its efforts to promote and strengthen downtown.
g. Encourage the reuse, renovation, and adaptation of existing buildings to support the growth of creative and emerging businesses.
h. Encourage greening of buildings, such as rooftop gardens, patios, planters, and public spaces.
i. Encourage public squares, plazas, mini-parks, and other urban space opportunities in conjunction with new development.
j. Encourage new buildings to be oriented towards the street, minimize the use of large surface parking areas, and ensure that surface parking lots are located behind primary buildings.
k. Ensure development addresses the interface with surrounding uses by thoughtfully considering design elements such as building siting, height, and massing to create a stepped transition in built form and scale. These elements may include step-like upper floors, effective screening and buffering of parking and refuse areas, and appropriate site lighting.
l. Provide clear and uniquely branded wayfinding infrastructure to orient visitors throughout Downtown and to connect them to the city's natural and cultural heritage.
m. Integrate natural and cultural elements into development and redevelopment to foster a sense of place and reinforce Prince George's identity as a City within a Forest.

n. Support year-round and seasonal markets Downtown.
o. Support entertainment and cultural uses like theatres, movie theatres, music venues, large meeting facilities, and gaming Downtown.
p. Consider policies for street vendors, buskers, pop-up markets, and other temporary uses and forms of entertainment.
q. Explore opportunities to leverage City-owned parcels to advance the revitalization goals of the Downtown.
r. Support the provision of accessible facilities for social services, community kitchens, seniors and family recreation, and similar services.
s. Encourage new residential developments to consider human scale and promote active transportation by offering secure bike storage, sidewalks, benches, landscaped outdoor amenity spaces, and well-lit, covered building entrances that foster a sense of safety and comfort.



18.5 Rural

The Rural designation is intended to serve as a transitional area between the Urban Containment Boundary and rural resource lands. It accommodates low-density development on larger lots while preserving open space and natural features. This designation encourages development that maintains a rural character and supports a rural lifestyle, such as small-scale agriculture and hobby farms, while limiting urban sprawl.

18.5.1 POLICIES

a. Encourage land uses that are compatible with rural uses such as agriculture and passive recreational uses on lands designated “Rural” on Schedule 12 – Future Land Use Plan. Lot sizes may vary depending on adjacent uses, ranging in lot sizes of one (1) to four (4) hectares in size.
b. Direct rural residential and small-scale agriculture uses to already developed areas.
c. Limit development in Rural areas to a scale, form, and density consistent with the intent for the Rural land use designation, and that is compatible with on-site services.
d. Discourage the extension or provision of new municipal water, sanitary, stormwater or other infrastructure to Rural areas. Make decisions with a long-term lifecycle management perspective.
e. Limit additional subdivisions in Rural areas subject to current zoning, available services and infrastructure, and area-specific constraints (e.g. topography, access, soils, etc.).
f. Assess the cumulative impacts of onsite sewerage systems in multi-lot subdivisions, as well as their overall effect within a given area, on drinking water supply, water table mounding, surface water quality, and groundwater contamination
g. Permit low-intensity recreational and park uses including, but not limited to, campgrounds and recreation sites, nature parks, golf courses and driving ranges.

18.6 Rural Resource

The Rural Resource designation is intended to accommodate lands used for agriculture, and forestry and resource extraction activities that are important in the long-term health of the regional economy. These areas are valued for their agricultural potential, forested lands, diverse natural environments, high biological diversity, and environmentally sensitive areas. The diversity of the natural environment remains today because of ongoing stewardship by residents and the implementation of growth management, environmental protection, and land use policies supporting the retention of rural, forested and environmentally sensitive lands.

18.6.1 POLICIES

a. Permit resource protection or resource uses such as agriculture, forestry, parks, and utilities on lands designated Rural Resource on Schedule 12 – Future Land Use Plan. Lot sizes are typically 15 ha in size.
b. Protect lands designated ALR and ensure development is consistent with the provisions of the *Agricultural Land Commission Act.*
c. Support changes to the ALR designation only if a qualified professional identifies land to have limited agricultural production capacity and/or where land use changes could support established agricultural operations.
d. Permit agritourism uses (e.g., food sales, farm tours, farm-based recreation, and tourism accommodations) ancillary to agricultural operations.
e. Prohibit residential, commercial, and industrial growth in Rural Resource areas, except for resource extraction.
f. Direct incompatible land uses away from land identified with high agricultural capability.
g. Buffer farmland from urban development through setbacks and landscaping requirements.
h. Limit additional subdivisions in Rural Resource areas subject to current zoning, available services and infrastructure, and area-specific constraints (e.g. topography, access, soils, etc.).
i. Discourage subdivision of lands within the ALR and/or areas designated for agricultural use. City utilities and services will generally not be provided to these lands.

18.7 Parks and Open Space

The Parks and Open Space designation is intended to accommodate the network of parks and open spaces across the city. City parks and open spaces offer refuge and direct access to nature in an otherwise built environment. The provision of quality open space areas within a neighbourhood also creates an environment for residents to gather and strengthen community ties.

18.7.1 POLICIES

a. Maintain the parks and open space system on lands designated Parks and Open Space on Schedule 12 – Future Land Use Plan.
b. Create neighbourhoods where all residents are within walking distance to a park, trail, or open space where they can be physically active in nature.
c. Apply an equity, diversity, and inclusion lens when planning for the expansion of parks and open spaces to ensure the needs and interests of a broad range of residents are met.
d. Integrate a network of parks and trails throughout neighbourhoods at the time of subdivision.
e. Prioritize parks and open spaces in Growth Priority Areas and in underserved areas.
f. Invest in infrastructure and services to make parks and open spaces accessible year-round.
g. Support parks and open space in the Downtown including linkages and trail networks to the riverfront and surrounding parks and open spaces.
h. Identify opportunities to make the riverfront more accessible by expanding the parks and open space system and extending and/or creating new trails and connections.
i. Provide new types of parks and open spaces to respond to community needs and emerging trends such as fenced dog parks, mountain bike parks, pump tracks, walking tracks, accessible playgrounds, water parks, and skate parks etc. while remaining fiscally responsible.

18.8 Commercial Recreation

Lands designated for Commercial Recreation are intended to accommodate large outdoor recreational uses that support the community and tourists, can generate traffic impacts, and may include both public and private uses.

18.8.1 POLICIES

a. Permit commercial recreation uses within areas designated Commercial Recreation on Schedule 12 – Future Land Use Plan.
b. Permit outdoor recreational uses such as golf courses, driving ranges and campgrounds.
c. Limit residential uses to those that are complimentary to surrounding established commercial uses, such as caretaker dwellings.
d. Support commercial recreation uses throughout the city where the location, site configuration and adjacent uses are not negatively impacted, and are consistent with the values identified throughout this Plan.



18.9 Highway Commercial

Lands designated as Highway Commercial are intended to accommodate commercial uses that are intended for traveling public-oriented commercial uses in highly accessible locations. This includes tourist-oriented uses and retailers that are accessed primarily by vehicle. Retail and service uses preferred in Neighbourhood Centres and Corridors are not the focus of this designation.

18.9.1 POLICIES

a. Permit a mix of commercial uses on lands designated Highway Commercial on Schedule 12 – Future Land Use Plan.
b. Create a range of business and employment opportunities that serve local and regional residents and contribute to a strong and diverse economy.
c. Permit auto-oriented development such as large format retail uses, service centres, and drive-thru businesses.
d. Permit office and residential uses on upper storeys provided there are commercial uses at grade.
e. Collaborate with the Ministry of Transportation and Transit to advance beautification efforts along Highway 16 and Highway 97, with consideration for the timing of other infrastructure improvements along the corridor.
f. Encourage pedestrian-oriented, accessible design, including delineating pedestrian priority routes through parking lots.
g. Locate surface parking areas to the rear of buildings where possible.
h. Encourage improved design of commercial buildings given the high visibility of Highway Commercial areas and their exposure to major traffic routes.
i. Prioritize infill and redevelopment of underutilized commercial lands to create complete communities.
j. Ensure development addresses the interface with surrounding uses by carefully considering design elements such as building siting (i.e., street oriented), height, and massing to ensure a stepped transition in form and scale. These design elements can include upper floors that form a step-like wall; effective screening and buffering of parking and refuse areas; and site lighting.
k. Promote landscaping that focuses on the human scale, streetscape, street trees, and dividing parking areas with attention to adjacent non-commercial uses.

18.10 Light Industrial

Light Industrial lands are intended to accommodate light industrial uses which have low noise and air emissions based on Provincial Offsetting Guidelines. This may include, but is not limited to: manufacturing; processing, household repair, research, broadcasting studio, building & garden supply, minor truck or rail terminal, distribution, indoor minor recreation, warehousing, scientific & technical consulting, storage and distribution and similar uses.

This designation supports a diverse employment base by facilitating industrial conversion areas offering a mix of business, office, and light industrial uses suited to the surrounding area and adjacent to Neighborhoods Centres and Corridors.

18.10.1 POLICIES

a. Protect land for light industrial uses in areas designated Light Industrial on Schedule 12 – Future Land Use Plan.
b. Protect and intensify Light Industrial areas that have minimal to low impacts on adjacent and nearby properties.
c. Identify opportunities to expand Light Industrial lands over the long-term.
d. Require light industrial uses to be connected to municipal service infrastructure.
e. Encourage the intensification of light industrial uses to maximize the use of existing services and infrastructure.
f. Designate lands between Heavy Industrial or Medium Industrial and non-industrial areas as Light Industrial to encourage transitional uses in these areas.
g. Modernize and increase flexibility of land uses within Light Industrial areas adjacent to residential and commercial areas to permit a mix of compatible office and related business uses.
h. Encourage industrial developments and businesses to limit noise or air emissions that would be apparent from the outside of an enclosed building.
i. Ensure public access to sites is safe and comfortable by including lighting and sidewalks.
j. Require a high standard of development in Light Industrial areas, especially along the periphery of industrial areas to complement the surrounding areas.



18.11 Medium Industrial

Medium Industrial lands are intended to accommodate medium industrial uses that have low to moderate noise and air emissions based on the Provincial Offsetting Guidelines. Medium Industrial may have an impact beyond site boundaries and can include, but are not limited to: hydrogen production, cement processing, manufacturing, major truck or rail terminals, and wrecking yards.

This designation requires a larger land base, generates fewer trips for employees and customers, and may generate noise, vibration, or odours not suitable adjacent to Downtown and Neighbourhood Centres and Corridors.

18.11.1 POLICIES

a. Protect land for medium industrial uses in areas designated Medium Industrial on Schedule 12 – Future Land Use Plan.
b. Protect and intensify Medium Industrial areas for production, distribution, and repair activities that have low to moderate impacts on adjacent and nearby properties.
c. Locate medium industrial uses away from other non-industrial designations to minimize disturbances related to light, noise, traffic, dust, and air emissions.
d. Encourage development applications for medium industrial uses to identify and mitigate negative impacts on existing adjacent or nearby uses.
e. Support uses with low to moderate noise and air emissions based on Provincial Offsetting Guidelines.
f. Require a high standard of development in Medium Industrial areas that minimizes negative impacts associated with light, noise, traffic, dust and air emissions on the surrounding urban areas, highways, and natural environments.
g. Restrict medium industrial uses to locations with adequate access to highways and rail lines to facilitate the movement of goods and services.
h. Require medium industrial uses be connected to municipal service infrastructure.
i. Permit limited retail uses to meet the needs of employees.
j. Prohibit salvage and heavy wrecking yards within 200m of Boundary Road, on sites easily visible from Highway 97 and Highway 16, and within 300m of a watercourse, water body or environmentally sensitive area.

18.12 Heavy Industrial

Heavy Industrial lands are intended to accommodate heavy industrial uses that have high impact, large scale industrial uses with a significant level of noise and air emission based on the Provincial Offsetting Guidelines. Heavy Industrial uses have an impact beyond site boundaries and can include but are not limited to: mining and extraction uses, primary metal manufacturing, petroleum refineries, asphalt and roofing material production, pulp mills and extensive manufacturing.

This designation requires a significant land base, generates traffic, noise, vibration and odours that are not suitable adjacent to Downtown and Neighbourhood Centres and Corridors.

18.12.1 POLICIES

a. Protect land for heavy industrial uses in areas designated Heavy Industrial on Schedule 12 – Future Land Use Plan.
b. Protect and intensify Heavy Industrial areas for heavy production, processing, distribution, and similar activities that cannot take place elsewhere in the community.
c. Prohibit new industrial operations with significant noise and air quality impacts such as pulp mills, large processing and manufacturing plants, and ancillary uses inside the city's airshed.
d. Collaborate with the Regional District of Fraser-Fort George to locate new heavy industrial uses that may affect air quality beyond provincial thresholds outside the city's airshed.
e. Locate heavy industrial uses away from residential development to minimize disturbances related to light, noise, traffic, dust, and air emissions.
f. Require a high standard of development in Heavy Industrial Areas that minimizes negative impacts associated with light, noise, traffic, dust, and air emissions on the surrounding urban and natural environments.
g. Require development applications for heavy industrial uses to identify and mitigate negative impacts on existing adjacent or nearby uses.
h. Restrict heavy industrial uses to locations with adequate access to highways and rail lines to facilitate the movement of goods and services.

18.13 Civic and Institutional

The Civic and Institutional designation is intended to accommodate major public and private institutional and community facilities. This designation contributes to the individual wellbeing, foster community vibrancy and provides health and safety. These facilitates are typically identified as community centers, schools, clubs, religious assemblies, health services, and emergency services.

18.13.1 POLICIES

a. Permit a range and mix of community facilities to meet the social health and wellbeing needs of the community on lands designated Civic and Institutional on Schedule 12 – Future Land Use Plan.
b. Prioritize investment in existing community facilities. Only once community need warrants new community facilities, encourage new facilities to locate within Growth Priority Areas like Downtown and within Neighbourhood Centres and Corridors. New facility investments should consider community needs and lifecycle costs.
c. Collaborate with School District No. 57 to accommodate school closures, expansions and the selection of new school sites in ways that maximize existing resources and infrastructure.
d. Support the University of Northern British Columbia and the College of New Caledonia in implementing their campus master plans to ensure they achieve their long-term academic, residential and economic development goals that align with the goals and objectives of this Plan.
e. Encourage the Northern Health Authority to create a master plan to guide future growth and development of the University Hospital of Northern British Columbia. The master plan should consider pedestrian connectivity in and around the hospital campus, address vehicular traffic and parking challenges and recommend landscaping options to screen the hospital campus from adjacent residential uses.



18.14 Airport

The Airport designation is intended to accommodate the location of the Prince George International Airport and associated uses and activities. The airport functions as a critical transportation and logistics hub for economic activity at the local, regional and provincial scale.

18.14.1 POLICIES

a. Collaborate with the Prince George Airport Authority (PGAA) to implement the current airport master plan and drive economic growth in the region as it relates to uses in areas designated Airport on Schedule 12 – Future Land Use Plan.
b. The City recognizes the importance of the *Aeronautics Act* and should endeavor to advise land use applicants of the Airport Master Plan recommendations. This includes consideration to no new residential development and other sensitive land uses in areas near the airport about 30 Noise Exposure Forecast (NEF) as set out in the 2023 NEF maps (and as revised from time to time) within the Airport Master Plan's Figure 12-3.
c. Planning in and around the airport should occur in partnership between the City and the PGAA.
d. OCP implementation through municipal plans and bylaws (defined in 19.1.4) for the airport land use designation will be done in partnership with the PGAA.
e. Airport expansion and aircraft and airport associated facilities are to be confined primarily to the airport land use designation. Non-airport related uses are to be discouraged in this area.
f. Support the development of new airport passenger, visitor, and tourism related commercial development (e.g., terminal services, hotels, accessory retail).
g. Support the PGAA in the development of an inland freight distribution hub for high value of time products and expansion of the airport's emergency services role.
h. Recognize the airport as an important component of the city's intermodal logistics hub.
i. Support a second access road off Boundary Road to provide emergency access and enhance passenger satisfaction.
j. The Prince George Airport (YXS) is a member of the National Airports System (NAS), is regulated under the federal laws and governed by the PGAA. The transfer agreement and ground lease signed between Transport Canada and the PGAA grant the authority the responsibility for operation, management and development of YXS. With respect to land development, PGAA approves a Land Use Plan and Master Plan for land included in the OCP's airport land use designation.
k. Consider traffic and infrastructure implications as new accessory land uses are proposed within the Airport designation.
l. Maintain transportation routes adequate to support passenger and freight movement.
m. Encourage compatible land uses on lands adjacent to the airport.
n. Discourage noise sensitive development such as residential land uses in areas near the airport.

18.15 Utility

The Utility designation is intended to accommodate existing and future facilities that provide services to the community. The quality of life residents enjoy can be attributed in part to having a safe and reliable hydro, natural gas, water supply, sewage disposal and storm water drainage systems. This designation includes uses, but not limited to: landfill operations, hydro, natural gas and telephone installations, sewage treatment facilities, and sewer, water, and stormwater infrastructure.

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

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

18.15.1 POLICIES

a. Locate utility infrastructure and services in locations designated Utility on Schedule 12 – Future Land Use Plan.
b. Maximize the use of existing infrastructure and lands designated Utility before expanding services and infrastructure to new areas, consistent with growth management policies of this Plan.
c. Explore the use of green and blue infrastructure when planning new utility systems.
d. Consider the use of existing rights-of-way to allow low intensity non-motorized recreation in appropriate areas.
e. Collaborate with the Regional District of Fraser-Fort George to ensure adequate lands are identified to accommodate future phases of solid waste facilities.

18.16 Temporary Use Permits

A temporary use permit is a tool used to allow a short-term use that does not comply with the Zoning Bylaw. It may be used where a condition exists that warrants such a use for a brief period of time but does not warrant a permanent change to the land use designation or zoning bylaw. A temporary use permit may be issued for a period of up to three years and may be renewed once for an additional three years subject to Council approval.

18.16.1 POLICIES

a. Temporary use permit applications may be made for all land use designations.
b. Evaluate temporary use permit applications against the following conditions, in addition to regulations outlined in the Development Procedures Bylaw:
    i. demonstration that the proposed use is temporary or seasonal in nature, or that the intent of the application is to test the suitability of the use in the area prior to rezoning;
    ii. compatibility of the proposed use with adjacent land uses;
    iii. potential impact of the proposed use on the natural environment;
    iv. intensity of the proposed use;
    v. provision of adequate servicing that meets health requirements;
    vi. duration of the proposed use;
    vii. inability to conduct the proposed use on land elsewhere in the community;
    viii. review by the Ministry of Transportation and Transit with respect to access, egress, and other traffic impacts on Provincial highways, where required; and
    ix. relevant policies within other sections of this Plan.
c. Issue temporary use permits subject to conditions imposed by the municipality such as, but not limited to:
    i. the buildings or structures that may be used;
    ii. the period of applicability of the permit;
    iii. the area, duration, or timing of use; and
    iv. required site rehabilitation upon cessation of the use.

19.0 Implementation

The OCP must be reviewed and updated regularly to ensure the City is moving towards its long-term vision, and the goals and objectives of the Plan are achieved. Regular reviews and updates enable the City to respond to risks, opportunities and emerging trends to the benefit of the entire community. Regular reviews are most effective when they are part of an ongoing monitoring and reporting process of the OCP's progress.

19.1.1 OBJECTIVE

a. A robust OCP monitoring and evaluation process is in place to ensure the OCP is implemented successfully.
b. A comprehensive set of indicators are monitored and reported on annually.
c. Specific targets have been identified to better track our progress towards achieving the goals and objectives of the OCP.

19.1.2 POLICIES

a. Invest in resources to enable City staff to comprehensively monitor progress made on the OCP.
b. Support City staff with access to a shared database of information that is collectively assembled, mapped, and monitored across municipal departments to inform the OCP monitoring and reporting process.
c. Create a process to review and update the OCP every five years. This process should identify opportunities to remove, refine, and/or add policies and targets to the OCP.
d. Encourage that OCP goals and objectives are reviewed alongside budgeting cycles to ensure financial resources are allocated most effectively.

19.1.3 INDICATORS AND TARGETS

a. Establish an initial set of indicators to monitor and report. This initial set of indicators could include the following:

Goal	Indicators
Goal 1: We have created complete communities that meet the daily needs of our residents and include a range and mix of housing options for all.	• Percentage of approved development permits issued within the Growth Priority Areas. • Number of net new housing units by type and tenure. • BC Division's Vital Statistics.
Goal 2: Our parks and open spaces are protected, enhanced, and well connected by trails so they can be safely and comfortably enjoyed by all.	• Number of kilometers of rehabilitated trails and new trails constructed rehabilitated. • Value of park improvements made.

Goal 3: We strategically invest in existing and cost-effective infrastructure, to best serve current and future generations as the city grows and develops.	• Percentage of linear metres of new water, sewer and sanitary sewer pipes installed within Growth Priority Areas. • Number of kilometers of rehabilitated roads and new roadways constructed. • Number of kilometers of rehabilitated bike lanes and new bike lanes constructed. • Number of kilometers of rehabilitated sidewalks and new sidewalks constructed.
Goal 4: The economy is strong and diverse, with flexible, mixed-use development supporting a range of thriving businesses.	• Total number of commercial properties developed. • Total number of industrial properties developed. • Number of overall businesses licensed. • Business diversification snapshot from Statistics Canada.
Goal 5: We are an environmentally conscious and responsible City, with climate protection, mitigation and adaptation integrated into our approach to land use, servicing, development, and transportation.	• Total corporate energy emissions. • Number of new trees planted. • Number of electric charging stations installed at public locations. • Transit ridership levels.

b. Introduce new indicators to be reported on as resources (i.e., data, mapping, staff resources) become available to contribute to a robust monitoring process.
c. Update policies to include specific targets (where appropriate) in the next OCP Review.

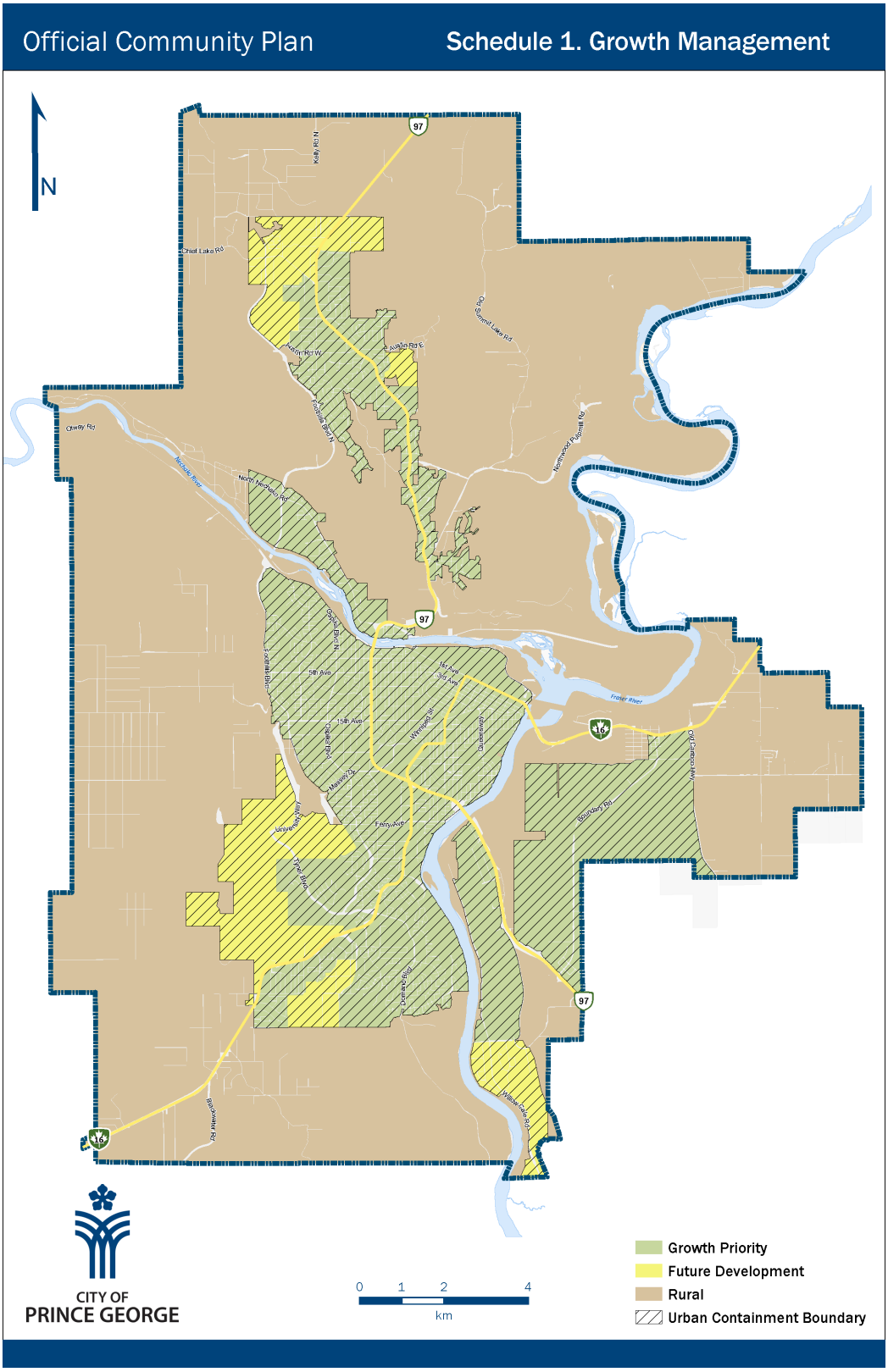
19.1.4 OCP IMPLEMENTATION

a. Review and update the following municipal plans and bylaw to ensure consistency between the OCP's objectives and policies, including but not limited to the following:
    i. Active Transportation Plan;
    ii. Development Cost Charge Bylaw;
    iii. Economic Development Strategy;
    iv. Master Servicing Plans;
    v. Neighbourhood Plans;
    vi. Parks Strategy;
    vii. Subdivision and Development Servicing Bylaw;
    viii. Tree Protection Bylaw; and
    ix. Zoning Bylaw.

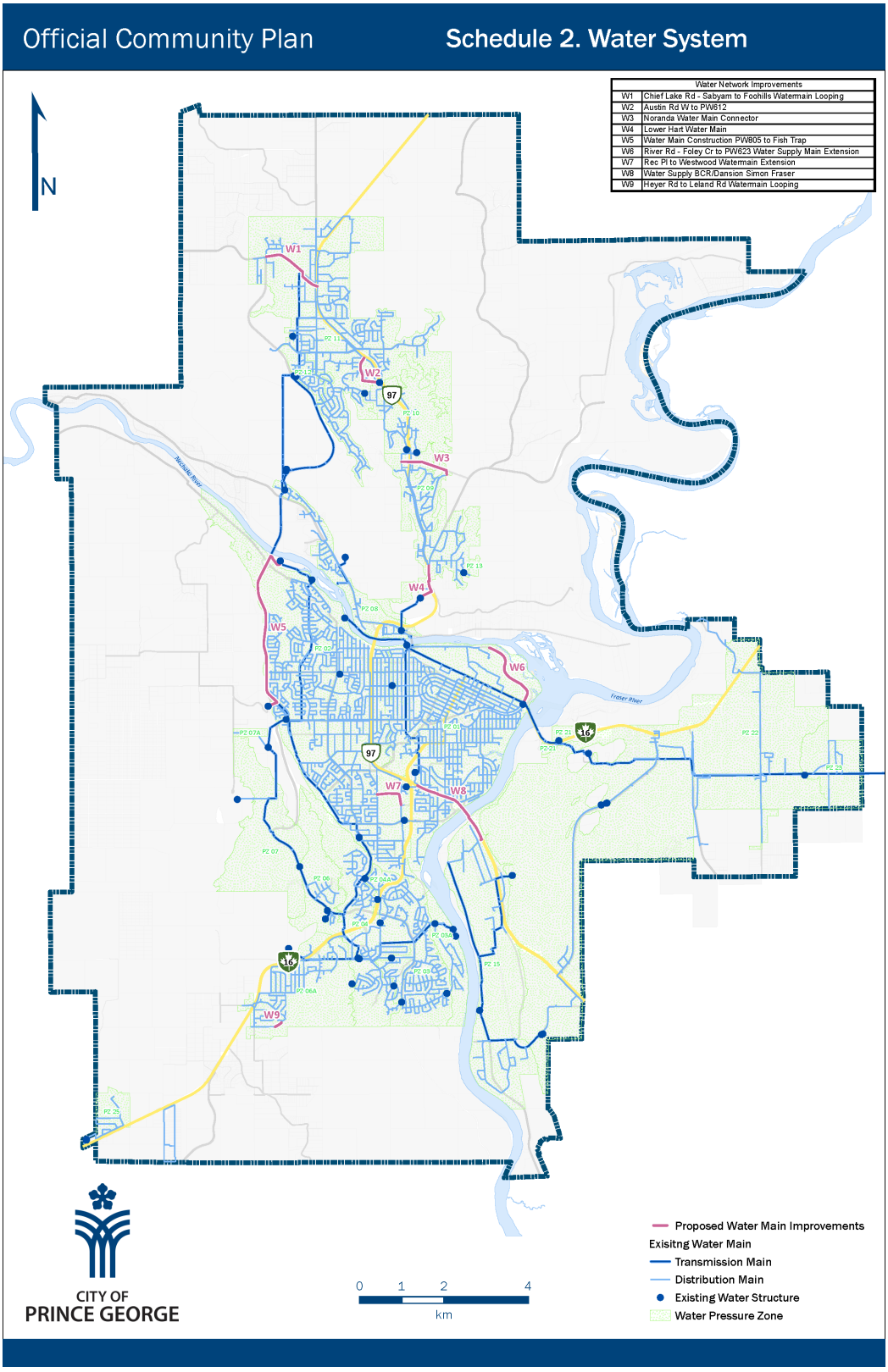
Appendix 1
Schedules

CITY OF PRINCE GEORGE

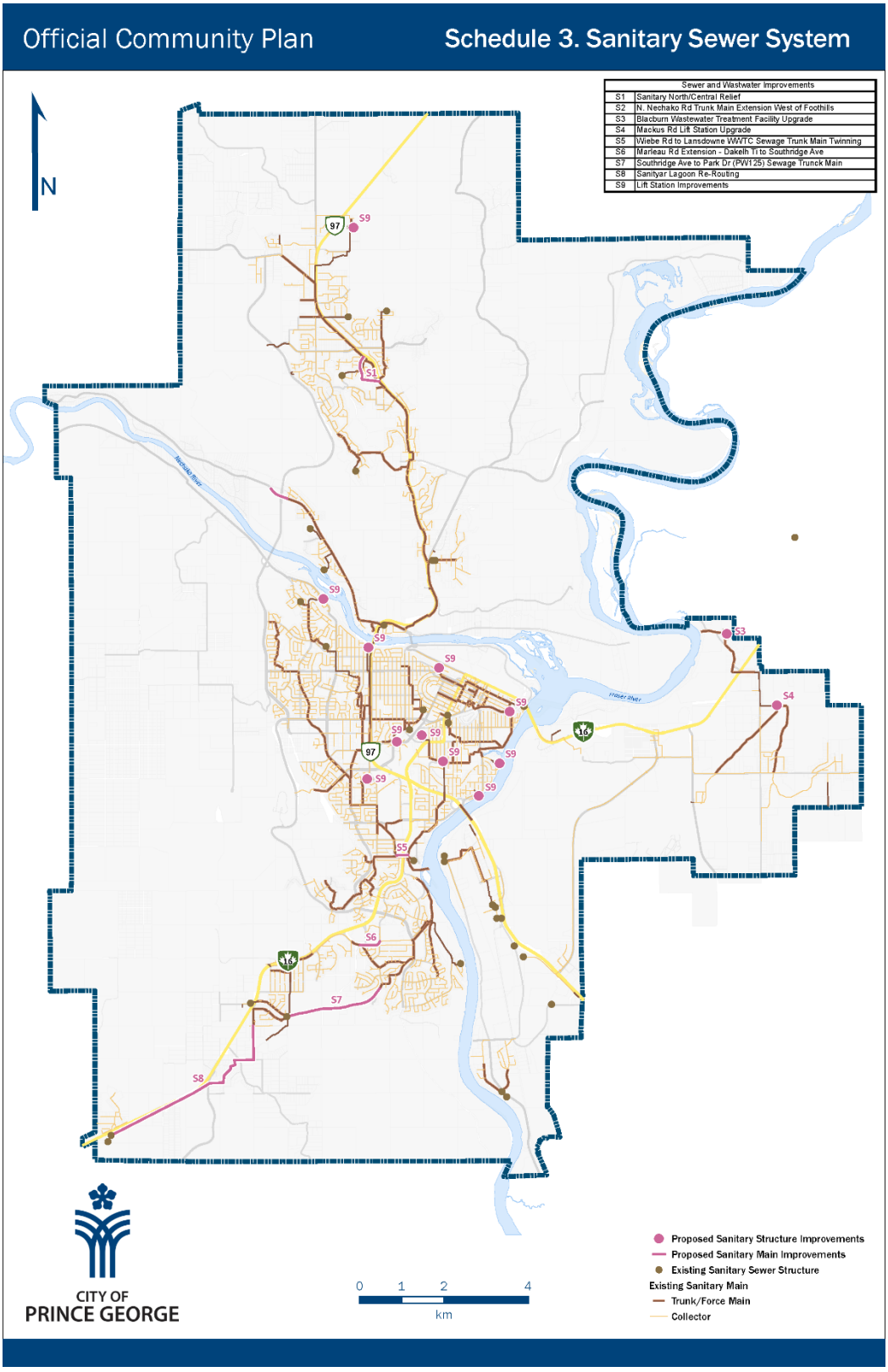
Schedule 1. Growth Management



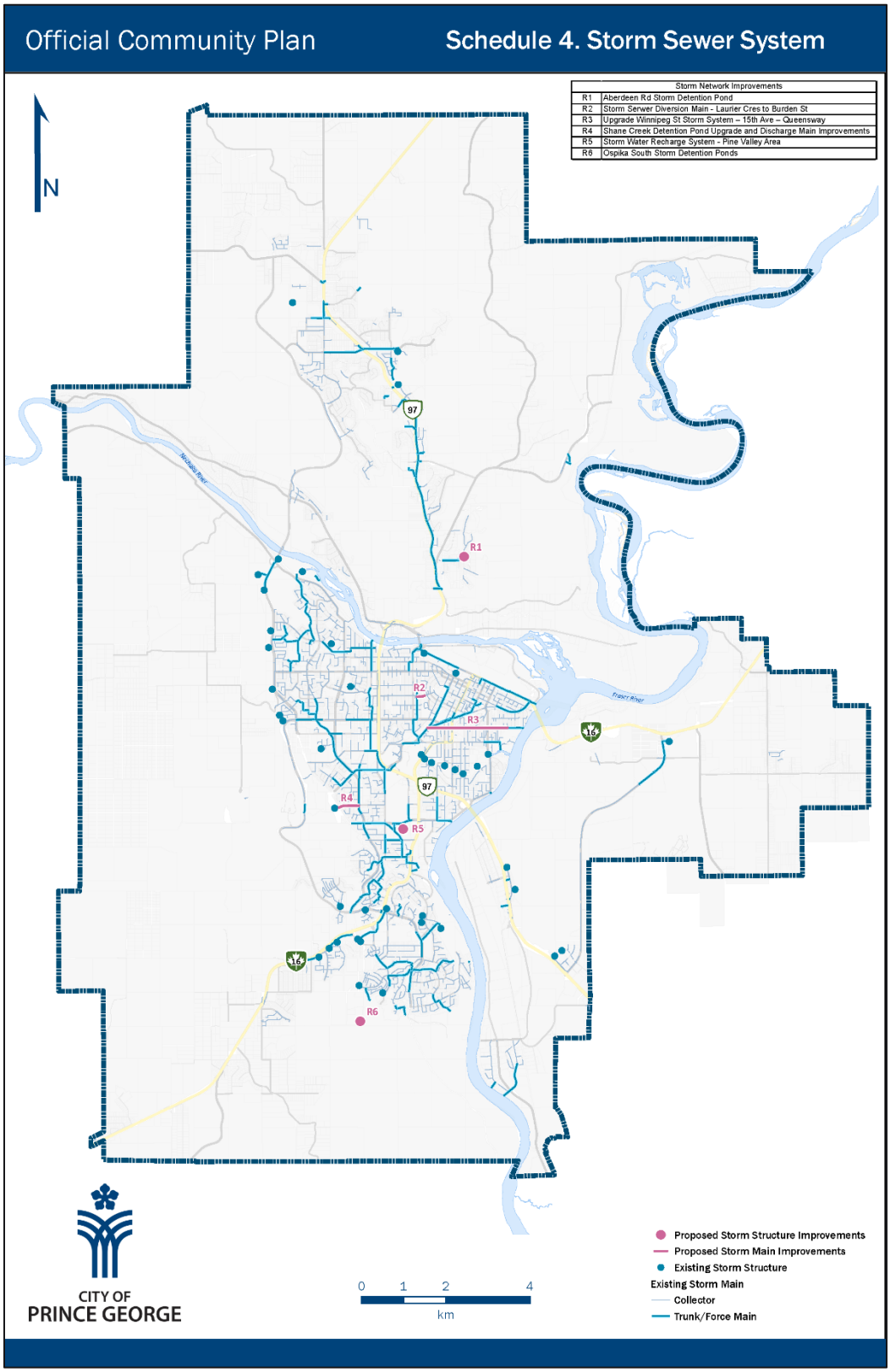
Schedule 2. Water System



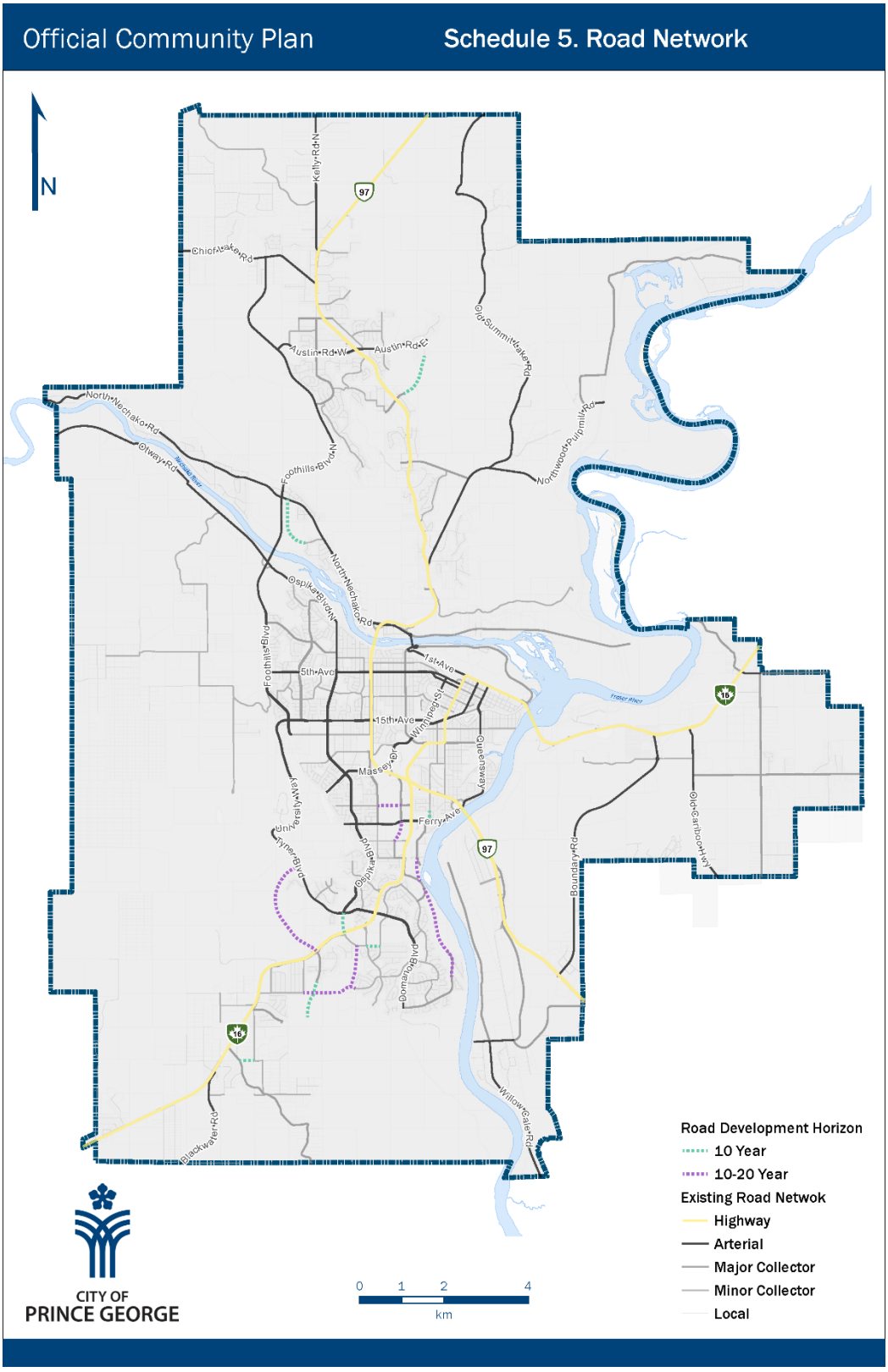
Schedule 3. Sanitary Sewer System



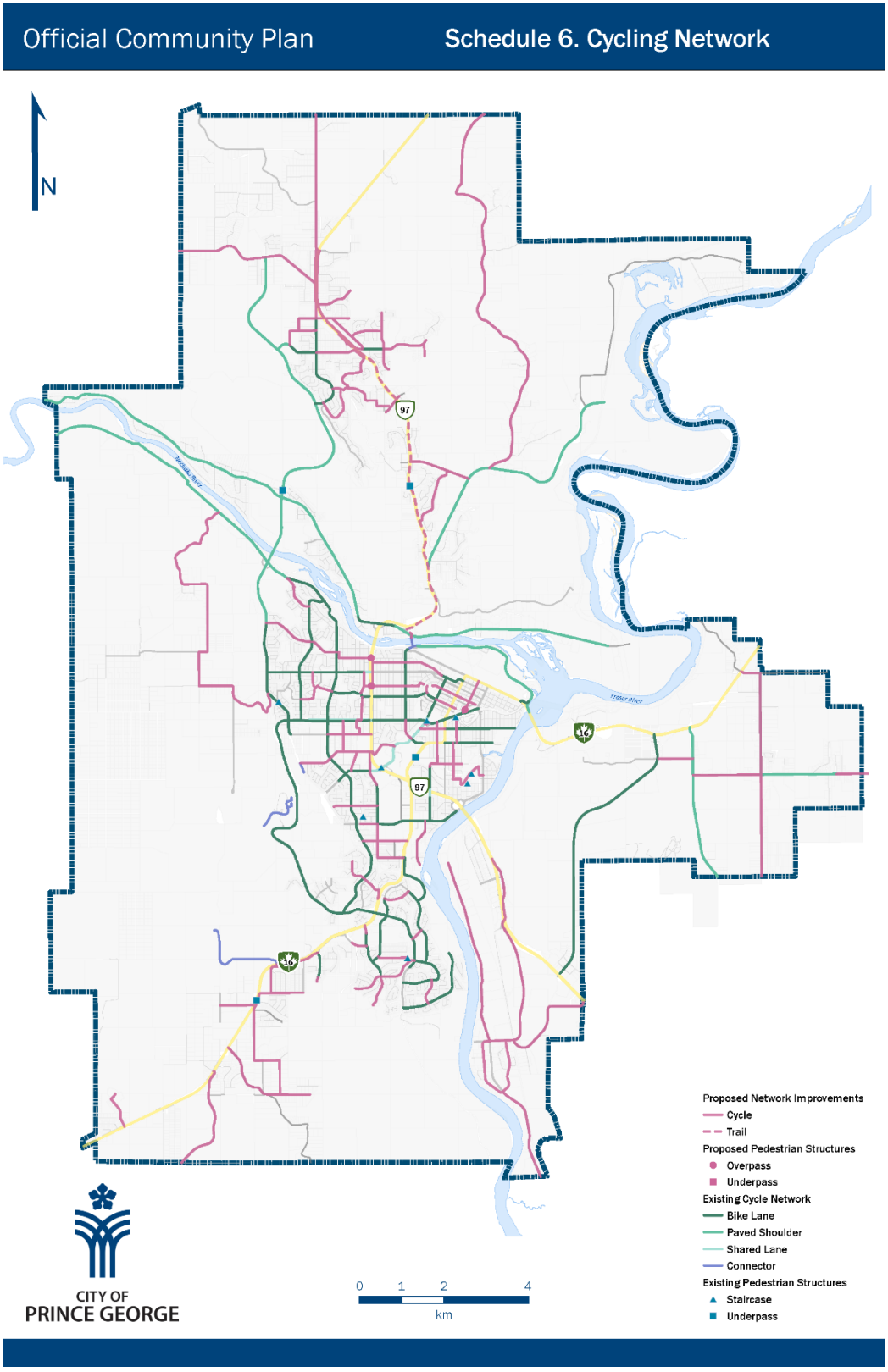
Schedule 4. Storm Sewer System



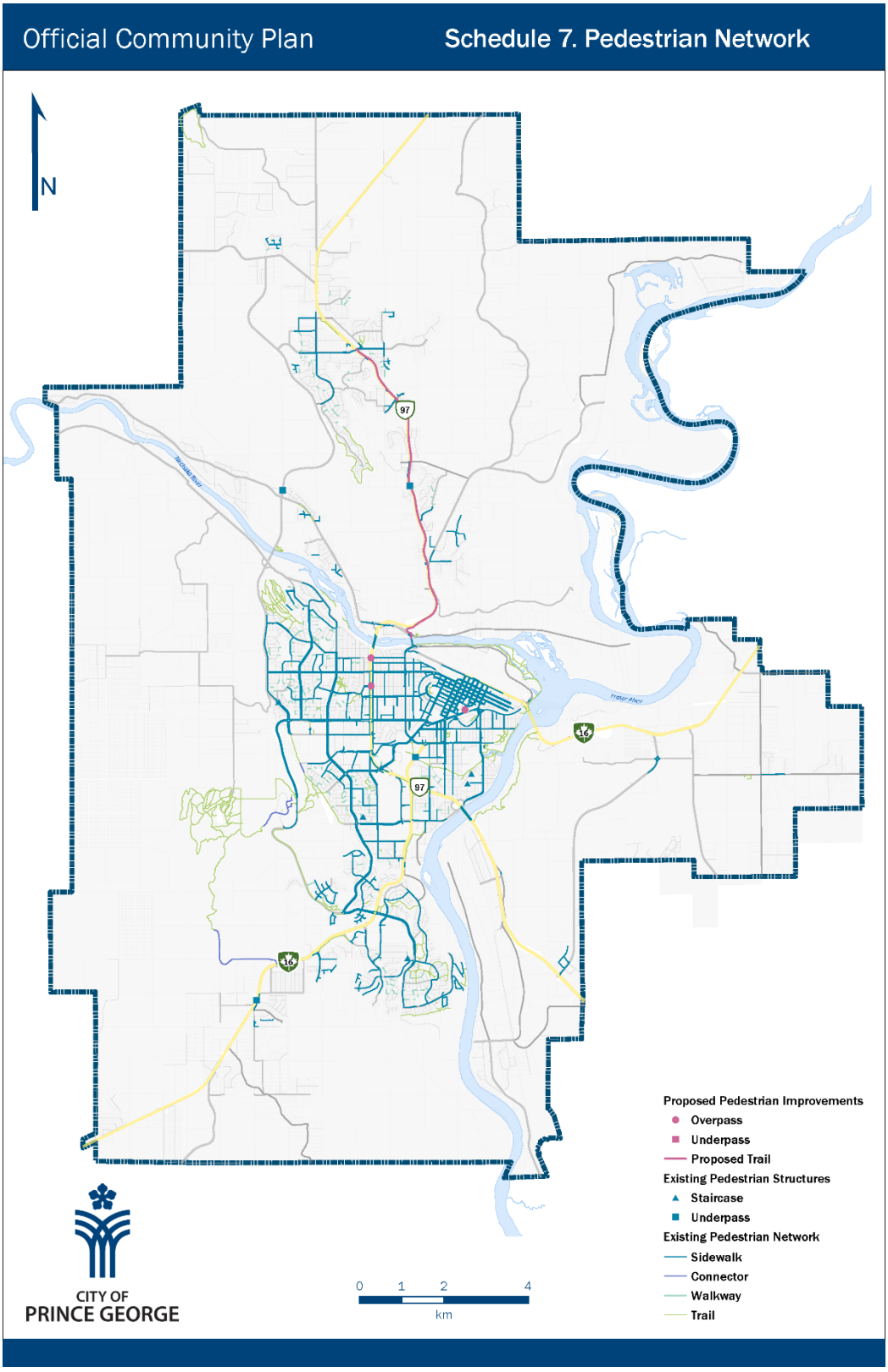
Schedule 5. Road Network



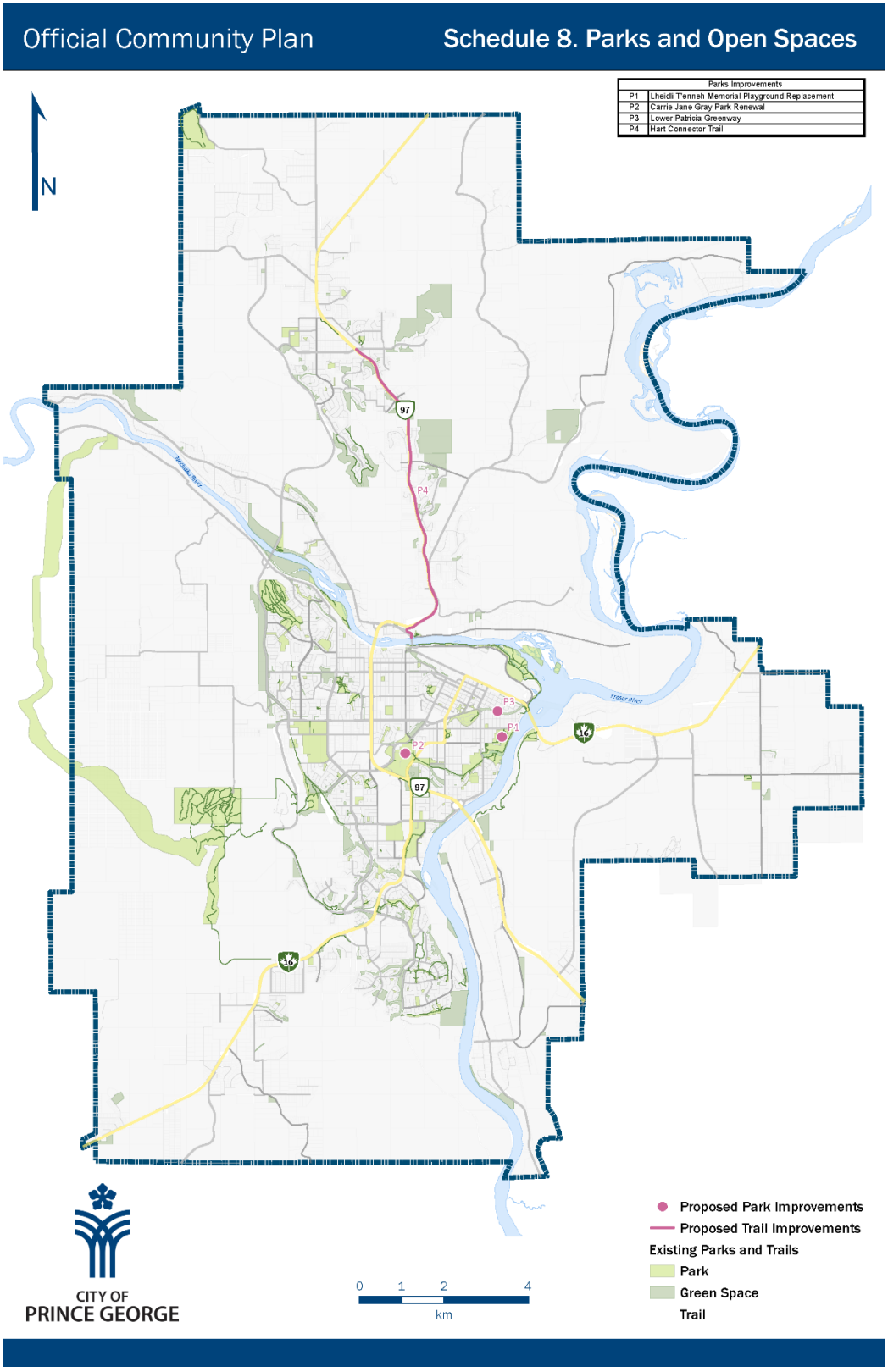
Schedule 6. Cycling Network



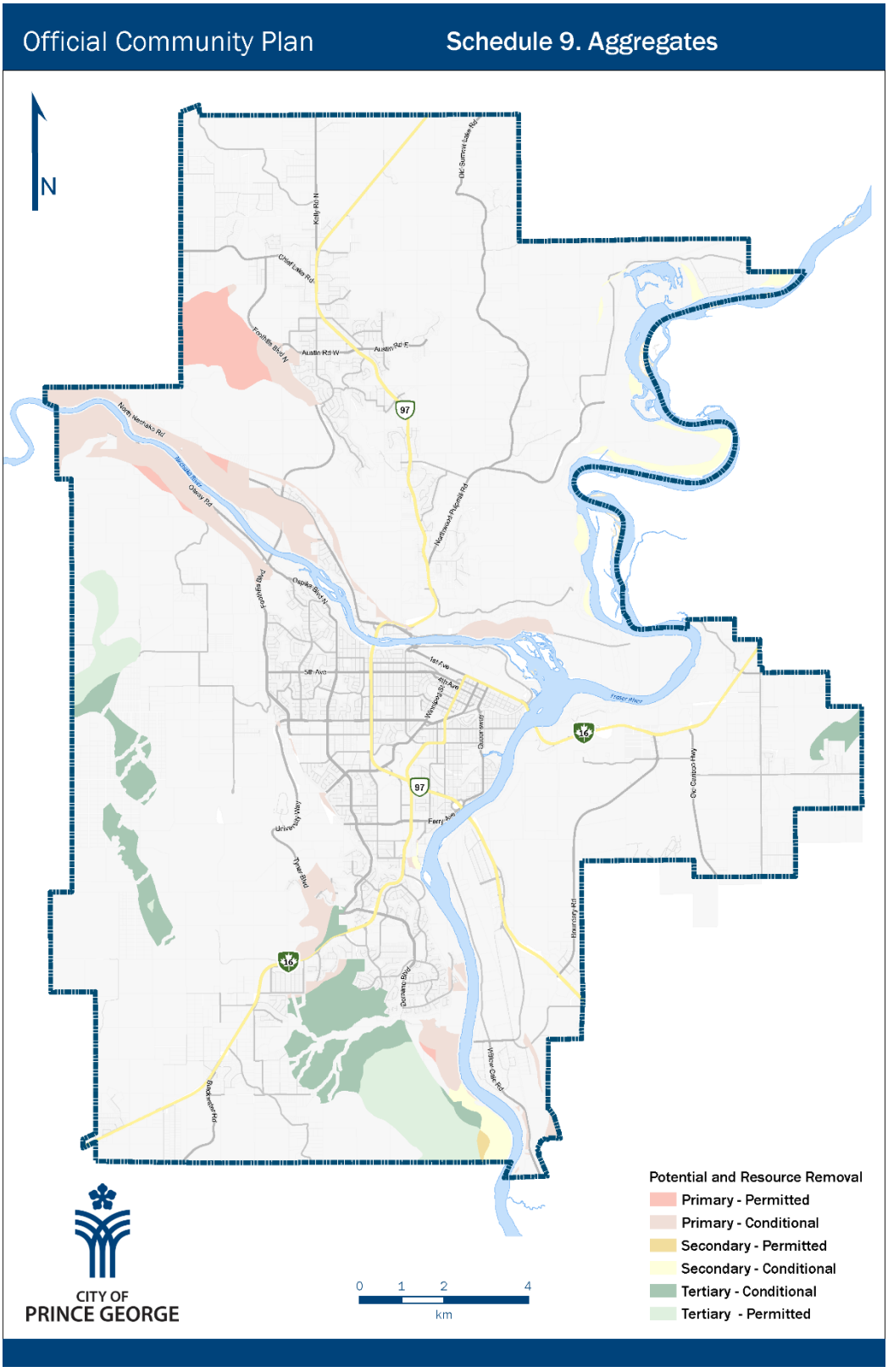
Schedule 7. Pedestrian Network



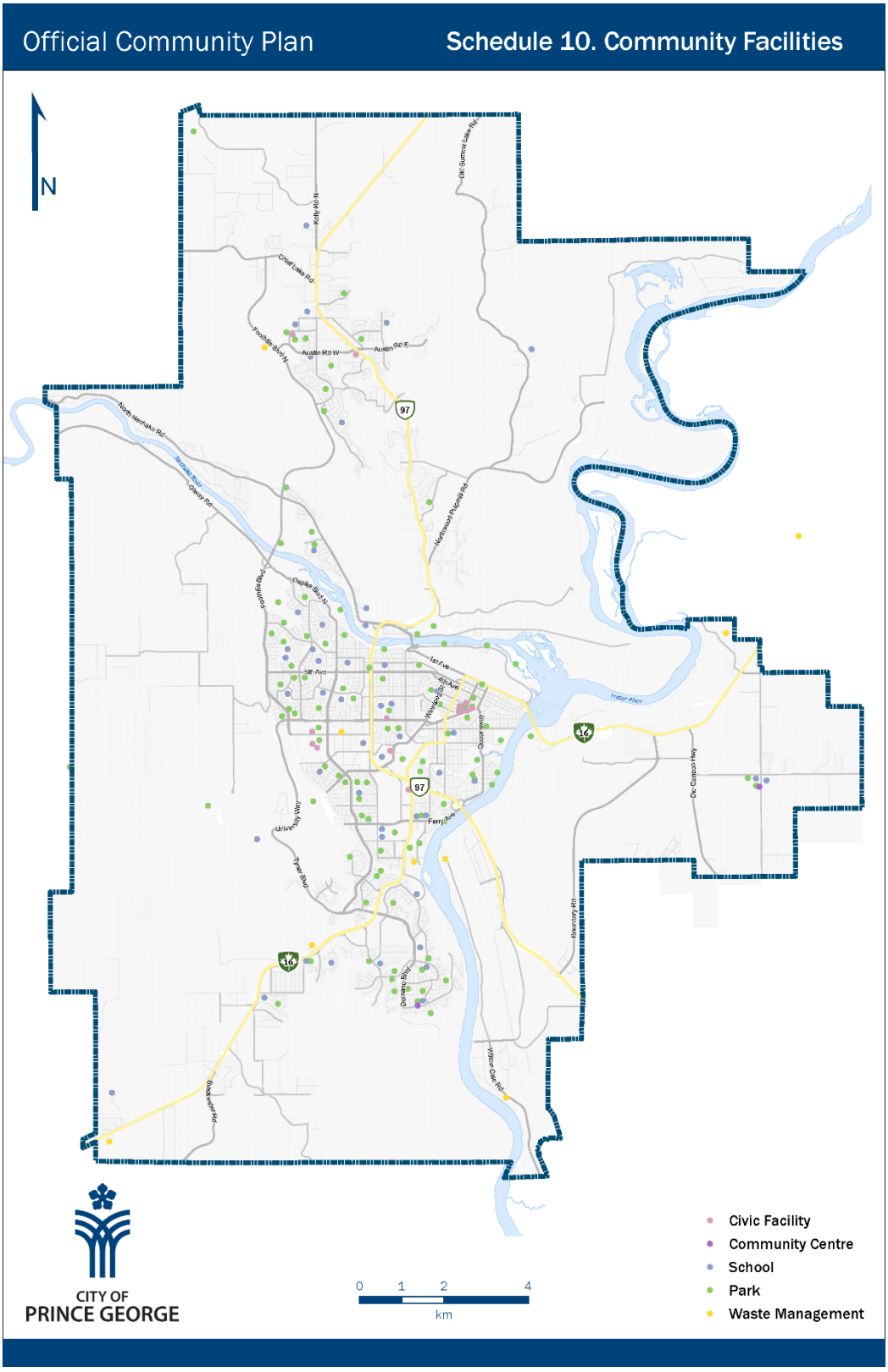
Schedule 8. Parks and Open Spaces



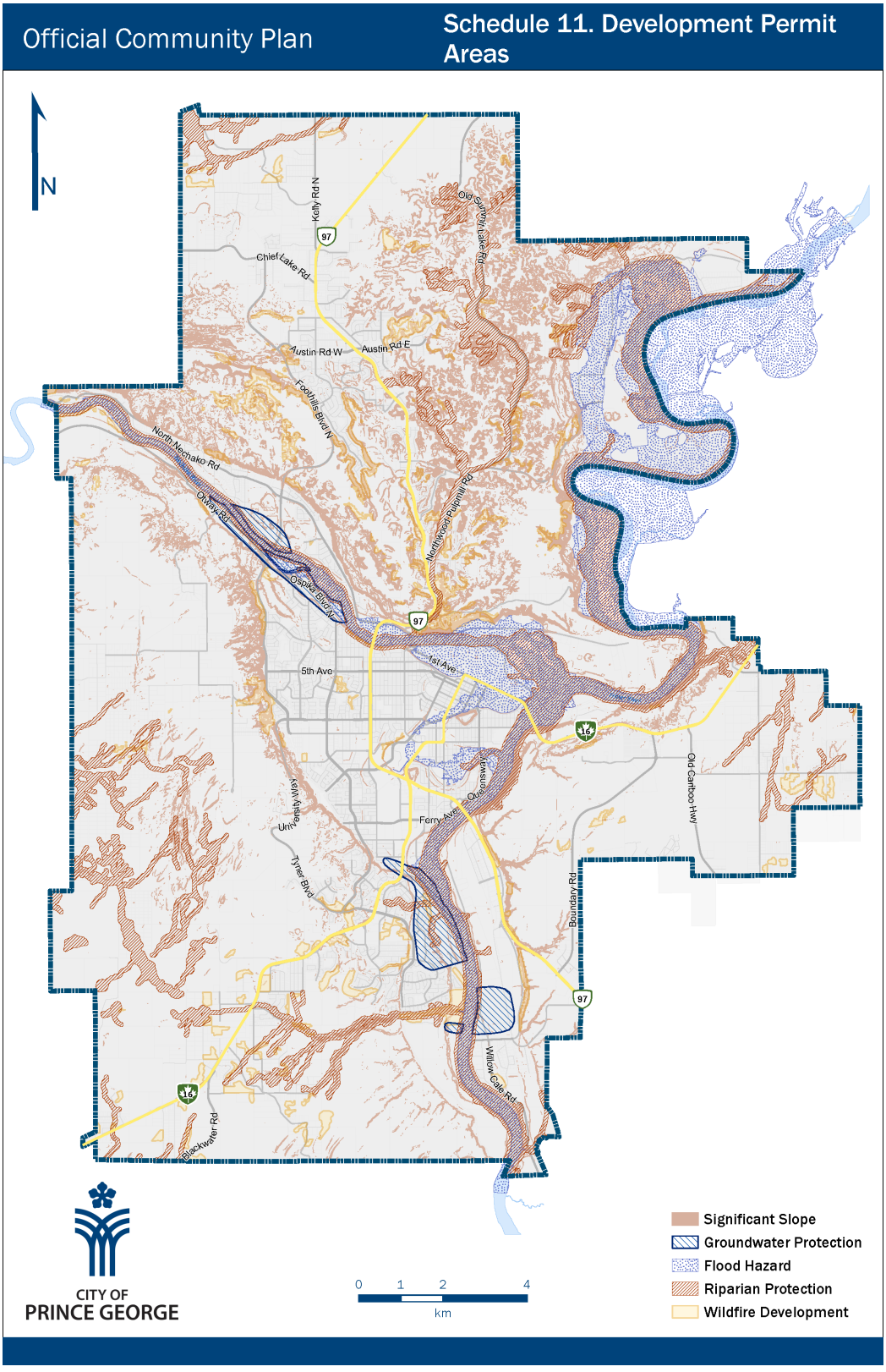
Schedule 9. Aggregates



Schedule 10. Communities Facilities

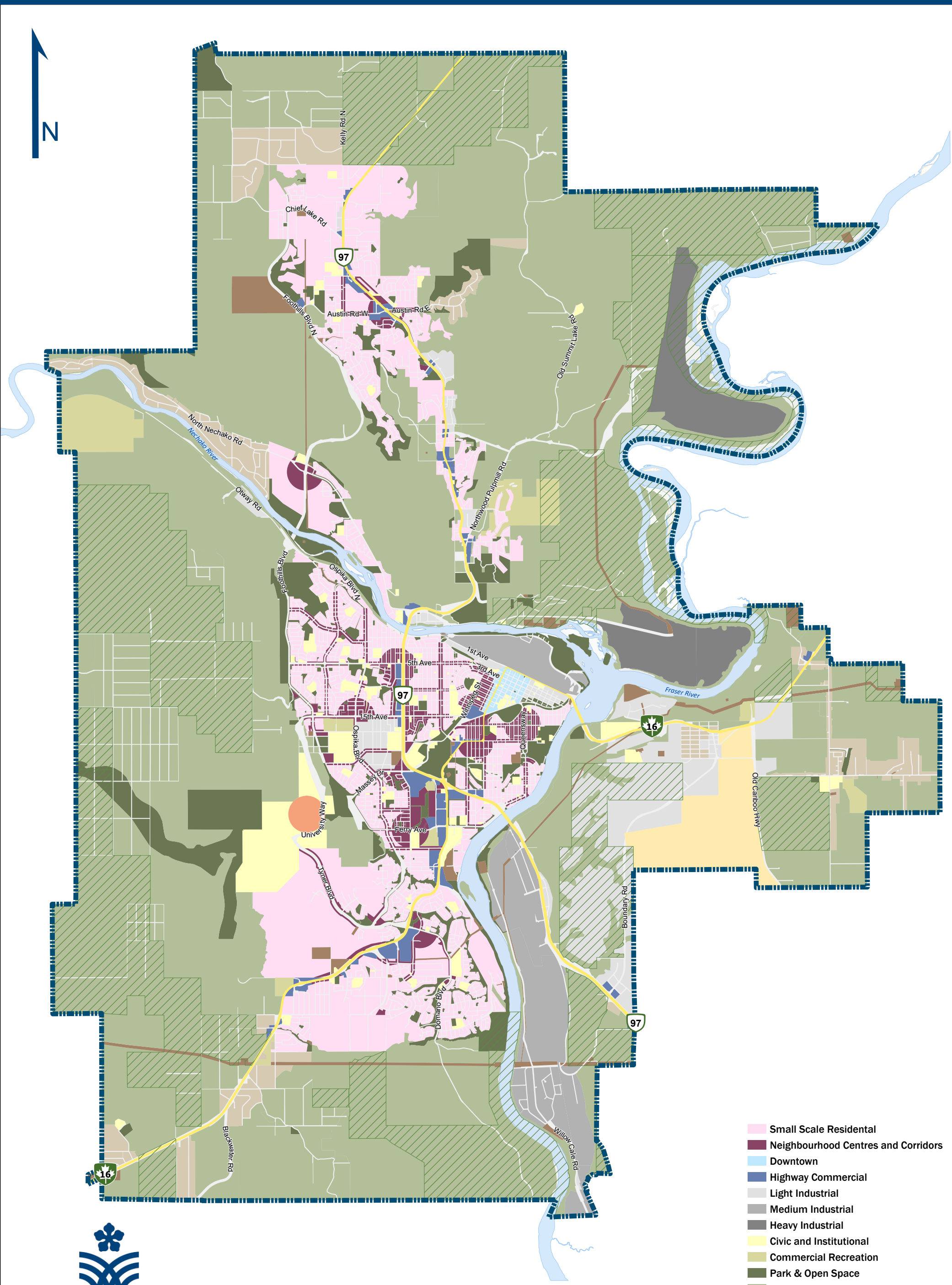


Schedule 11. Development Permit Areas



Official Community Plan

Schedule 12. Future Land Use Plan



CITY OF PRINCE GEORGE

Appendix 2
Development Permit Areas

CITY OF PRINCE GEORGE

20.0 Development Permit Areas

20.1 Guiding Legislation

Section 488 of the *Local Government Act* authorizes municipalities to designate Development Permit Areas in an Official Community Plan to achieve specific purposes. This Plan designates development permit areas for the following purposes pursuant to the *Local Government Act:*

a. protection of the natural environment, its ecosystems and biological diversity;
b. protection of development from hazardous conditions;
c. revitalization of an area in which a commercial use is permitted;
d. establishment of objectives for the form and character of intensive residential development; and
e. establishment of objectives for the form and character of commercial, industrial or multi-family residential development.

In order for development to occur on lands captured within a designated Development Permit Area, a Development Permit is required. Guidelines describing the conditions or objectives for works or development have been established for each of the Development Permit Areas. Where land is subject to more than one Development Permit Area designation, a single development permit may be sufficient, however development permit application will be subject to the requirements of all applicable Development Permit Areas. All Development Permits shall be issued by the Authorized Person in accordance with the guidelines of all applicable Development Permit Areas.

20.2 Form & Character Development Permit Area

In support of the OCP, the Form and Character Development Permit Area guidelines are intended to achieve the following overarching objectives:

- Communicate the design expectations for residential, commercial, industrial, and mixed-use developments.
- Facilitate the fair and consistent application of design objectives.
- Foster design excellence and sustainability throughout the City by encouraging consistently high-quality, contextual, and attractive development.

Incorporating the Development Permit Guidelines into every development's design will encourage the creation of contextual and compatible architecture, high-quality pedestrian realms, sustainable and resilient design and will contribute to placemaking and design excellence. Unless exempted, a Development Permit must be approved for all properties within a Form and Character Development Permit Area before construction of, addition to, or alteration of a building or structure. Except where guiding policy is outlined in the sections below, Development Permit Guidelines shall be found in the City's Zoning Bylaw.

20.2.1 EXEMPTIONS

Where a site is designated within a Form and Character Development Permit Area, a Form and Character Development Permit is not required in the following circumstances:

a. Subdivision.
b. Temporary buildings and structures (e.g., construction trailers, temporary hoarding or scaffolding, temporary structures associated with a sidewalk/parking lot sale or café, and buildings and structures permitted by a Temporary Use Permit, or in accordance with the Zoning Bylaw.
c. Replacement, alteration or addition to a building such as new siding/paint, roofing, doors, building trim, awnings, canopies, and/or windows where it does not impact the overall form and character of the building and would not impact the existing landscape or access provisions, as determined by the Authorized Person.
d. Construction of, addition to, or alteration of a residential building that results in a single-detached, duplex, tri-plex or four-plex on a parcel where the development design meets the overall intent of the Small Scale Residential Development Permit guidelines, not including strata developments, as determined by the Authorized Person.
e. Construction of, addition to, or alteration of a building or structure involving only: interior renovation; repair or maintenance; façade improvement to an area less than 20% of the existing façade; an addition to a principal building less than 100 m^2; and construction of an accessory building.
f. Construction of, addition to, or alteration of a building or structure by the City, the federal or provincial governments, or their agents for construction or maintenance of works.
g. Replacement of a building that has been destroyed by natural causes, in cases where the replacement building is identical to the original in both form and location.

20.2.2 COMMERCIAL DESIGNATION

All lands designated Commercial Recreation or Highway Commercial in Schedule 12 – Future Land Use Plan or zoned as commercial properties in the Zoning Bylaw are designated within a Commercial Form and Character Development Permit Area. In mixed-use areas, only development proposals incorporating commercial development must consider these guidelines in addition to Multi-family Residential Development Permit policy and guidelines.

Objective

Commercial buildings play an important role in the function and economy of our city. They also present many opportunities to foster improved design and functionality given their high visibility; to enhance the pedestrian environment once motorists get out of their vehicles; and to improve landscaping to mitigate the environmental and visual impact of parking areas and buildings.

20.2.3 DOWNTOWN REVITALIZATION DESIGNATION

The lands designated as Downtown in Schedule 12 – Future Land Use Plan are designated as a Downtown Form and Character Development Permit Area to guide the form and character of downtown development.

Objective

The objectives for establishing this Development Permit Area are to encourage the revitalization of Downtown by emphasizing building and open space design to enhance pedestrian connectivity with active storefronts, continuous streetscapes, comfort, and safety to contribute to Downtown's unique identity and sense of place.

20.2.4 INDUSTRIAL DESIGNATION

The Carter Industrial area, Queensway East, Airport Light Industrial area, and any Industrial designated or zoned lands within 50 m of a Major Road (including Highways) shown on Schedule 12 – Future Land Use Plan are designated within an Industrial Form and Character Development Permit Area. Further exemptions to this designation include the following Major Roads: Industrial Way, Northwood Pulpmill Road, PG Pulpmill Road, Sintich Road, and Willow Cale Road.

Objective

Industrial buildings play an important role in the function and economy of the city. They also present many opportunities to improve design and functionality, including design elements that support transitional areas between industrial and commercial uses; improving landscaping to mitigate environmental and visual impact of parking areas and buildings; and mitigating negative impacts on neighbouring uses.

20.2.5 MULTI-FAMILY RESIDENTIAL DESIGNATION

All lands designated Neighbourhood Centres and Corridors, or Transit Oriented Area in Schedule 12 – Future Land Use Plan or zoned for medium and high-density development are designated within a Multi-family Residential Development Permit Area. In mixed-use areas, only development proposals incorporating residential development must consider these guidelines in addition to a Commercial Form and Character Development Permit Area.

Objective

The Medium and High-Density Residential Development Permit Area offers inviting and sustainable design strategies and elements that should be addressed in all new residential development in the city. Development should have a strong relationship to the street with active frontages, break up massing by providing vertical and horizontal articulation, and offer ample landscaping to mitigate environmental and visual impacts while providing useable open space for residents to enjoy.

20.2.6 SMALL SCALE RESIDENTIAL DESIGNATION

All lands designated Small Scale Residential in Schedule 12 – Future Land Use Plan or zoned for low density development are designated within a Small Scale Residential Development Permit Area.

Objective

The Small Scale Residential Development Permit Area offers gentle density housing options that intensify and renew neighbourhoods through infill development; ensures buildings contribute positively by retaining the character and scale of the existing, surrounding housing

mix; and encourages attractive pedestrian-oriented housing with a strong relationship to the street.

Guidelines

a. Encourage dwellings respect and compliment the surrounding streetscape, including roof design, elevation of entryway, exterior materials, building massing, and the proportion, size arrangement and detailing of windows.
b. Multi-unit dwellings shall be asymmetrically designed to create visual interest by offering distinct front entrances with clear visibility from the street, vertical and horizontal articulation to break up massing and incorporate character elements such as dormers, eaves brackets, varied rooflines, gables, hip and dormers.
c. Multi-unit dwellings on corner lots are encouraged to maintain street-fronting entries on each frontage.
d. Vehicle access and parking should be integrated sensitively so it is not the dominant aspect of the development and should be integrated to minimize impacts on fronting streets and adjacent public and private open spaces.
e. Exterior materials should offer texture to the building façade to avoid monotonous surfaces and wrap around all the sides of the dwelling.
f. Landscaping should retain existing significant vegetation and healthy mature trees where possible through flexible and innovative design. Where retention is not possible, incorporate the planting of mature trees on site to increase canopy and provide shading.

20.3 Hazardous Condition Development Permit Areas

Natural features that contribute to our city's beauty can also pose significant risk of natural hazards. The proximity of developed lands to rivers, forests, and steep slopes presents natural hazards (i.e., flooding, slope instability, landslides, and wildfire) for many areas of our community. These areas should be protected from development and guidelines are necessary to control the extent and siting of buildings and structures to minimize the potential risks.

Unless exempted, a Development Permit must be approved for all properties within a Hazardous Condition Development Permit Area before:

a. Construction of, addition to, or alteration of a building or structure;
b. Subdivision; or
c. Land alteration.

Except where guiding policy is outlined in the sections below, Development Permit Guidelines shall be found in the City's Zoning Bylaw.

20.3.1 EXEMPTIONS

Where a site is designated within a Hazardous Condition Development Permit Area, a Development Permit is not required in the following circumstances:

a. Subdivision involving only the moving of an interior lot line, where no additional lots are created.

b. Construction of, addition to, or alteration of a building or structure in accordance with the City of Prince George Flood Plain Regulation Bylaw.
c. Alteration of land, or construction of, addition to or alteration of a building or structure by the City, the federal or provincial governments, or their agents for surveying, construction, or maintenance of access or works; or to prevent, control, or reduce flooding, erosion or other immediate threats.
d. Alteration of land to restore or create the natural features, functions, or conditions of a watercourse in accordance with a plan previously approved by the City, or federal or provincial governments.
e. Alteration of land necessary for emergency removal of dangerous or hazardous trees or tree limbs in accordance with the Tree Protection Bylaw.
f. Construction of, addition to, or alteration of a building or structure involving only: interior renovation; repair or maintenance; façade improvement; construction of an accessory building; an addition to a principal building less than 100 m^2; or construction of an accessory building.

20.3.2 FLOOD HAZARD DESIGNATION

Lands subject to flooding, as shown on Schedule 11 – Development Permit Areas, are designated within a Flood Hazard Development Permit Area.

Objective

Flood hazard areas are areas of land adjacent to the Nechako and Fraser Rivers, creeks, and streams that can be expected to flood, on average, once every 200 years. The City wishes to reduce the risk of flood hazards by promoting settlement patterns that minimize the risk associated with hazardous conditions to:

- Protect against injury, suffering and the loss of life, and minimize loss of use, and property damage by prohibiting or regulating development on lands subject to hazardous conditions;
- Identify and alleviate hazardous conditions which restrict the use of land or pose a risk of injury or damage;
- Protect public infrastructure from hazardous conditions;
- Reduce or prevent negative impacts to air, soil, and water quality, the natural environment, its ecosystems, and biological diversity that may result from hazardous conditions;
- Inform hazard mitigation and emergency preparedness efforts; and
- Improve public awareness of hazardous conditions.

20.3.3 SIGNIFICANT SLOPES DESIGNATION

Lands with significant slopes, as shown on Schedule 11 – Development Permit Areas, are designated within a Significant Slopes Development Permit Area.

Objective

Significant slopes having a 20% grade or greater may be subject to bank instability, erosion, land slip, rock falls, subsidence, or avalanche. Development may in some cases be abated by

using appropriate precautionary measures as part of site and building design, construction, and long-term maintenance. This Development Permit Area is intended to minimize the risk to people and property from natural hazards; manage development and construction practices in natural hazard areas to protect structures from damage; provide stable and accessible building sites; and encourage tree retention.

Guidelines

a. Encourage development of lands with significant slopes be designed to lessen site disturbance and avoid areas of steeper slopes.
b. Maximize the retention of existing native vegetation during site development on steep slopes to enhance ecological services, minimize erosion and runoff, enhance ecological services and reduce visual and aesthetic impacts. Where vegetation may need to be removed for development or to reduce fuel loads, a geotechnical report prepared by a qualified professional shall be required.
c. Setback development from the top of ridgelines, cliffs and ravines to minimize the impact on environment and risk to development as determined by a qualified professional.
d. In areas of steep slopes, when necessary, design and construct retaining walls to minimize visual and aesthetic impacts and to reduce the impacts on existing adjoining neighbourhoods and the environment.

20.3.4 WILDFIRE HAZARD DESIGNATION

Lands subject to wildfire hazards, as shown on Schedule 11 – Development Permit Areas, are designated within a Wildfire Hazard Development Permit Area for the protection of development from wildfire hazards.

Objective

The City wishes to reduce the risk of wildfire and minimize the risk to people and property by establishing guidelines for development within the Wildfire Hazard Development Permit Area. By following the appropriate guidelines, landowners may reduce the risk of being negatively impacted by wildfire.

Guidelines

a. A qualified professional in fire protection shall be required to undertake an assessment of a proposed development site to determine the fire hazard and determine appropriate requirements (e.g., fire rated materials and clearing of debris) to reduce the risk of being negatively impacted by wildfire. The scope of the site assessment shall be determined by the Authorized Person.

20.4 Environmentally Sensitive Development Permit Areas

Environmentally Sensitive Areas are places that have special environmental attributes worthy of retention or special care. In support of the OCP, the Environmentally Sensitive Development Permit Area guidelines are intended to achieve the following overarching objectives:

- To protect well heads and aquifers from incompatible development.
- To maintain productive and diverse plant and wildlife habitat areas.

Unless exempted, a Development Permit must be approved for all properties within an Environmentally Sensitive Development Permit Area before:

a. Construction of, addition to, or alteration of a building or structure;
b. Subdivision; or
c. Land alteration.

Development Permit Guidelines shall be found in the City's Zoning Bylaw.

20.4.1 EXEMPTIONS

Where a site is designated within a Hazardous Condition Development Permit Area, a Development Permit is not required in the following circumstances:

a. Subdivision involving only the moving of an interior lot line, where no additional lots are created.
b. Temporary buildings and structures (e.g., construction trailers, temporary hoarding or scaffolding, temporary structures associated with a sidewalk/parking lot sale or café, and buildings and structures permitted by a Temporary Use Permit, or in accordance with the Zoning Bylaw.
c. Alteration of land, or construction of, addition to or alteration of a building or structure by the City, the federal or provincial governments, or their agents for surveying, construction, or maintenance of access or works; or to prevent, control, or reduce flooding, erosion or other immediate threats.
d. Alteration of land to restore or create the natural features, functions, or conditions of a watercourse in accordance with a plan previously approved by the City, or federal or provincial governments.
e. Alteration of land necessary for emergency removal of dangerous or hazardous trees or tree limbs in accordance with the Tree Protection Bylaw.
f. Construction of, addition to, or alteration of a building or structure involving only: interior renovation; repair or maintenance; façade improvement; construction of an accessory building; an addition to a principal building less than 100 m^2; or construction of an accessory building.
g. Replacement of a building that has been destroyed by natural causes, in cases where the replacement building is identical to the original in both form and location.

20.4.2 GROUNDWATER PROTECTION DESIGNATION

Lands identified for groundwater protection, as shown on Schedule 11 – Development Permit Areas, are designated within a Groundwater Protection Development Permit Area. Lands subject to this Development Permit Area include sites where one of the following uses is proposed: manufacturing, processing, sale, storage, or distribution of wood waste, agricultural waste, petroleum products, allied petroleum products, and waste or effluent as defined under the *Environmental Management Act*; or snow storage; waste management; wrecking yard; composting or burial of livestock, poultry or aquaculture products.

Objective

The City wishes to protect wellheads and aquifers from incompatible development that may lead to contamination of the City's potable water supply. By regulating development within capture zones, the City may reduce the potential risk of contamination.

20.4.3 RIPARIAN PROTECTION

Lands identified for riparian protection, as shown on Schedule 11 – Development Permit Areas, are designated as Riparian Protection Development Permit Areas.

Objective

Riparian areas are areas of land and vegetation adjacent to watercourses that provide a range of important functions, including fish and wildlife habitat, erosion and sediment control, flood protection, and overall stream bank stability. Riparian areas need to remain in an undisturbed state to provide these functions.



Appendix 3
Definitions

CITY OF PRINCE GEORGE

21.0 Definitions

The following terms have the meaning below:

Active Transportation Corridor: A corridor that is prioritized for safe and convenient use by human-powered (active) modes of transportation, such as walking and biking. Active Transportation Corridors can consist of independent pathways, or protected paths integrated into roads.

Aggregates: All types of quarry material such as sand, gravel and rock used to build and maintain roads, bridges, playing fields, buildings, water lines, sewer systems and other physical infrastructure.

Authorized Person: The person appointed by Council as head of the City department responsible for the land use planning function, or a person designated in writing by the head of the department responsible for the above-mentioned functions, to carry out any act or function under this Bylaw.

Below-Market Rental Housing: Housing with rental rates at or below the average prices found in the private rental market.

Blue Infrastructure: Sustainable urban and rural water infrastructure, including ponds, lakes, streams rivers and storm water drainage.

Brownfield: Development in previously developed areas that has been abandoned or underutilized, and may carry pollution, or a risk of pollution, from commercial or industrial use.

Complete Community: Communities, or areas within a community, that provide a diversity of housing to meet identified community needs, accommodate people at all stages of life, and provide a wider range of employment opportunities, amenities, and services within a 15–20-minute walk.

Crime Prevention through Environmental Design (CPTED): The physical aspects of urban and architectural design used to manage the built and natural environments to reduce crime (i.e. street lighting, building orientation).

Daily Needs: Essential services and amenities that residents require daily, such as grocery stores, healthcare facilities, and community parks.

Equity: Equity is the fair distribution of opportunities, power, and resources to meet the needs of all people, regardless of age, ability, gender, culture or background. To foster equity, local governments should redistribute the resources to those who need it most to reduce inequities.

Floor Area Ratio (FAR): Also known as Floor Space Ratio, the measurement of a building's floor area in relation to the size of the lot/parcel that the building is located on.

Frequent Transit: A bus must stop at least every 15 minutes, on average, between the hours of 7 a.m. and 7 p.m., Monday to Friday; or between the hours of 10 a.m. and 6 p.m., Saturday and Sunday.

Gentle Density: Housing types of similar scale to townhouses, row houses, and fourplexes referring to any form that slightly increases density between single detached homes and mid-rise apartments.

Greenfield: Development in previously undeveloped areas.

Green Infrastructure: Multi-functional green space and other green features (i.e., parks, open space, trees, sports fields, woods, private gardens, green roofs and walls), which can provide environmental benefits for communities and sustainable infrastructure.

Infill: Vacant or underutilized land in urban and built-up areas with existing infrastructure and servicing. Infill development often consists of building a new home on an empty lot; adding secondary suites or dwellings; replacing a single detached home with a two to six dwelling unit building; or subdividing an existing lot to allow for the construction of additional dwelling units.

Land Use Designation: a land use planning tool that influences the zoning regulations. The designation identifies types of development and activities supported within a designated area.

Mitigation: Actions taken during planning, design, construction and operation to alleviate potential adverse effects on natural habitats, and includes redesign or relocation of project components, timing of works, and methods of construction or operation which avoid or minimize changes to habitat attributes that affect its productive capacity.

Mixed-Use: A street located in a Neighbourhood Corridor, Centre or Downtown where both commercial and residential uses are supported at grade with primarily residential uses being supported above grade.

Non-market housing: Housing that is provided at affordable rates for low- to moderate-income households. It is typically funded or subsidized by government agencies, non-profit organizations, or other entities. Non-market housing can include supportive housing, co-operative housing, and affordable rental units, where the rent is geared to income, or otherwise kept affordable through subsidies, grants, or non-profit operations.

Purpose-built rental housing: Residential developments specifically designed and constructed to be rented out on a long-term basis.

Sensitive Ecosystem: One of the seven ecosystem types that are ecologically fragile or are rare in the provincial landscape and are relatively unmodified by human influences. They are generalized groupings of ecosystems that share many characteristics, particularly ecological sensitivities, ecological processes, rarity, and wildlife habitat values. They include wetlands, riparian areas, old forests, grasslands, broadleaf woodlands, coniferous woodlands, and sparsely vegetated areas.

Significant Slopes: Lands in their natural state that have a slope angle of 20 per cent or greater for a minimum horizontal distance of 10 meters.

Transit Oriented: Development that is carefully designed to maximize its proximity to nearby or adjacent transit service.

Transit Oriented Area (TOA): Areas within 400 metres of the University of Northern British Columbia Transit Exchanges where the City must adhere to minimum building heights and densities to provide a greater diversity of housing options near those key transit facilities. In Transit Oriented Areas, the City cannot regulate residential vehicle parking minimums, instead allowing the market to determine needed parking for new development.

Tree Canopy: The coverage of the canopy created by the urban forest, either across the entire City boundary or within a specific district or neighbourhood.

Universal design: The creation of spaces, products, and environments that are accessible and usable by all people, regardless of age or ability, without the need for adaptation.

Urban Containment Boundary: The boundary outside of which urban development is not supported. Land within the Urban Containment Boundary is expected to develop and redevelop to higher intensity uses to accommodate the anticipated growth of the community to 2050.

Urban Forest: The total collection of trees and their growing environments found within our communities and their surrounding areas. This can include treed environments in both public and privately owned lands and can be both cultivated and managed landscapes or completely natural areas. The urban forest refers to any tree within the City's boundary.

Xeriscaping: The practice of landscaping design that reduces or eliminates the need for irrigation.

Zone: a land use tool that identifies the regulation of the use of land and buildings.

Zoning Bylaw: The City of Prince George's Zoning Bylaw, as amended or replaced from time to time.

