



Golf Course - Pine Centre  
Neighbourhood Plan

Prepared by:



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## 1.0 INTRODUCTION

*“As BC’s ‘Northern Capital’, the City of Prince George will be a vibrant, active and diverse community that provides a strong focal point and identity for the north, with a thriving economy that offers full opportunities for housing, education, employment, recreation and the cultural life of residents.”*

- Vision Statement from 2001 Official Community Plan

This document outlines our community planning vision for the redevelopment of the Prince George Golf and Curling Club and adjacent lands. The plan is a collaborative effort of the City of Prince George, the public and the consulting team assembled by the City of Prince George. The plan outlines a logical and responsible approach to the redevelopment of the plan area, including key factors to successful implementation and phasing in of the plan. Site360 has included imagery as a way to express a concept or idea or in some cases an example of the urban form that has been contemplated by the authors. Furthermore, a demonstration plan has been included as one possible way the plan area could be built out over time. It is anticipated that the complete build out of the plan may take up to 25 years or more.

### 1.1 Location and Historical Context

On November 5th, 2007, City of Prince George Municipal Council passed a resolution to:

- ▶ Prepare a neighbourhood plan for the Golf Course – Pine Centre area; and
- ▶ Include within the scope continued access to 18 hole par three golf.

The plan area is shown as the outlined area on Figure 1. It generally consists of the lands bounded by Westwood Drive, Ferry Avenue (including the Pine Valley Golf Course south of Ferry Ave.), Highway 97 and Highway 16. The total area for redevelopment consideration is 233 Acres or 94.3 Hectares. Early in 2010, it became evident that the most logical way to proceed under Council’s original mandate to retain access to an 18 hole par three course was to leave Pine Valley Golf Course in its current location. The existing golf course has therefore been retained in the land use plan in its current location.

Based on historical records, the land has been used for a variety of purposes since its original use by the Prince George Agricultural Association as the City fairgrounds. The

site was utilized as an airfield between 1929 and 1941 (including US Bomber aircraft usage). In addition, during the 1940's an army base (and associated network of bunkers and trails used as a training ground) was located in close proximity to the subject site.

Following the decommissioning of the airfield was the construction of many community amenities such as a curling rink, golf course, clubhouse, and a performing arts theatre and recreational facilities including soccer fields, baseball and softball fields, a radio-control car track, and a horseshoe pitch facility. More recently, the majority of the site has been utilized as golf course. The current Official Community Plan acknowledges the concentration of recreational uses in this area and includes a policy that if any of the City owned recreation sites are to be redeveloped, they are to be replaced with equal or better facilities.

## 1.2 Consulting Team

The City of Prince George has retained the services of a diverse consulting team to carefully plan for this neighbourhood redevelopment. The consulting team for this assignment consists of the following:

Planning / Urban Design:	Site360 Consulting Inc.
Civil Engineering:	McElhanney Consulting Services Ltd.
Land Traffic Study:	AECOM Ltd. and City of Prince George Engineering staff
Environmental:	McElhanney Consulting Services Ltd.
Economic Analysis:	Development Consulting Group Ltd.

## 1.3 Purpose

The purpose of this plan is to provide a land use planning framework for the redevelopment of the subject lands. The primary existing use of the Prince George Golf and Curling Club (golf) is intended to be relocated to a new site due to severe infestation of the Mountain Pine Beetle. The City of Prince George has significant interest in the plan area and therefore requires a neighbourhood plan to be completed prior to any transfers of the golf course lands (a condition controlled by covenant). As mentioned earlier, one of the original options was to relocate the par three, eighteen hole Pine Valley Golf Course to the Prince George Golf and Curling Club (PGGCC) lands. However, as the planning progressed, it became evident that the best way to address the original condition of Council to provide an eighteen hole par three golf course was to retain the existing Pine Valley Golf Course in its current location.

The City of Prince George currently has a registered Section 219 covenant interest in all of the PGGCC lands. The general terms of the covenant are that the PGGCC lands are to remain in recreational use. Therefore, the City controls the uses of the lands through both the zoning regulations and the existing restrictive covenant.

The plan has incorporated an inclusive range of land uses including commercial, residential, public recreation and park spaces. The plan has carefully created a new neighbourhood without including uses that would compete with the objectives of downtown redevelopment. Many sound planning principles will be similar between this plan and the Smart Growth on the Ground exercise conducted for the downtown precinct. However, the residential component will be less dense than what is proposed to be located downtown and the commercial uses should not be focused on professional office space that is key to the downtown core.

The overriding goals of this plan will be to create an inclusive, well planned neighbourhood that will be a source of pride within the City of Prince George. The future community will have a wide range of housing opportunities, a significant level of recreation and open space opportunities, economic diversity, an appealing urban aesthetic quality and a fit with the surrounding neighborhood. The goal is that the PGGCC Neighbourhood Plan will be a model in re-developing a mixed use neighbourhood within an urban area.

Within the land use planning framework, the plan provides general principles for vehicle and pedestrian networks, connectivity, infrastructure requirements, green space and urban design elements. These factors are all intended to provide a platform for more detailed and specific development applications and will also form the basis for an Official Community Plan (OCP) amending bylaw to acknowledge the plan within the OCP.

## **1.4 Planning Process**

This planning exercise commenced in January 2008 when the consultant team collaboratively established the following guiding principles:

- ▶ **Design Compact Pedestrian Friendly Neighbourhoods**
  - ▶ Provide a coherent neighbourhood pattern with interconnected streets to encourage walking and biking between neighbourhoods.
  - ▶ Site all buildings to address the public realm and promote approachable building design.
  
- ▶ **Foster a Healthy Vibrant and Diverse Community**
  - ▶ Encourage a variety of housing options for different age groups, incomes, and household sizes.

- ▶ Provide live/work options within neighbourhoods.
- ▶ Plan for “aging in place” for a maturing population.
- ▶ Accommodate a diversity of lifestyles and life stages.
- ▶ Creation of an Integrated Parks and Open Space Network
  - ▶ Public open spaces will be easily accessible from surrounding neighbourhoods.
  - ▶ Parks and open spaces will be designed to accommodate a wide variety of active and passive recreation opportunities.
  - ▶ Environmental responsibility will be a cornerstone of design for all parks and open spaces.
- ▶ Plan for Alternative Transportation and Network Compatibility
  - ▶ By creating a pedestrian friendly community with a linked system of streets and open spaces, we will encourage walking and cycling within the neighbourhood.
  - ▶ Establish a transit friendly street network and collector routes.
  - ▶ Provide live/work opportunities within the neighbourhood to reduce auto dependence.
  - ▶ Ensure compatibility with broader City-wide transportation corridors and initiatives.
- ▶ Promote an Economically Viable Mixed Use Neighbourhood
  - ▶ Design a neighbourhood to be an integral part of the community.
  - ▶ Support a neighbourhood with compatible land uses and densities to meet market demand.
  - ▶ Encourage local employment opportunities.
- ▶ Utilize Neighbourhood-Friendly Architecture and Landscape Approaches
  - ▶ Establish building forms, site planning principles and landscape standards appropriate to quality urban spaces thus avoiding the appearance that characterizes some ‘strip plaza’ type developments.
  - ▶ Provide appropriate buffering techniques between developments of dissimilar land uses through site planning, building design and landscaping elements.
  - ▶ Establish an urban streetscape defined by attractive buildings located close to the street edge within a landscaped setting.
  - ▶ Minimize the negative visual effect of extensive areas of surface parking visible from public views.
  - ▶ Control and organize outdoor display areas as positive streetscape elements and locate and screen outdoor storage from public views.

- ▶ Provide development which incorporates and integrates landscaping as a significant streetscape element.
- ▶ Integrate signage into the site plan, architecture and landscape design that provides effective communication without detracting from the landscape.

The consultant team developed a number of land use scenarios that were presented at a Public Information Meeting on May 8, 2008. These scenarios were refined after the public comments had been considered and were reviewed by the stakeholder group including representatives holding private land interests and the City of Prince George. The plan was then modified into four land use options and reviewed by McElhanney, the Ministry of Transportation and Infrastructure and the City of Prince George to determine road network and other off-site infrastructure impacts.

The planning process continued while the stakeholder groups reviewed and discussed the preliminary option for the land use plan. A final Draft Plan was presented to Prince George staff in mid-May 2010, and it was reviewed twice with Council at a June 7<sup>th</sup> regular meeting, and June 23<sup>rd</sup>, at a Committee of the Whole meeting.

Another public information meeting was held by City staff on July 26<sup>th</sup>, 2010. City staff also mailed out referral letters to neighbourhood stakeholders and made the plan available on the website with an online comment form available. Summaries of the input received are detailed in the Section 10. There were a few minor land use changes to accommodate direction from City staff including elimination of any single family housing in favour of low density town housing and a change in the configuration of the land that could potentially be added to the Pine Centre Mall site.

Concurrently with the adoption of the Neighbourhood Plan, it is anticipated that the City of Prince George will be able to conclude land negotiations to the point where the existing covenant can be released from titles of the PGGCC lands. This will allow the establishment of lands for current and future public use to be secured and the remainder of the lands to be freed up for current and long term re-development. It is intended that the City will secure or regulate adequate open space to satisfy all future re-development within the plan area. It will also allow the initial phases of development to occur without impacting the existing golf course, should the golf course need additional time to plan its relocation.

It is intended that the land use elements will be adopted into the Official Community Plan. Additionally, the plan includes a demonstration plan and urban design principles that can provide guidance in implementing responsible re-development. The intent is that this neighbourhood plan will be a good example of community building and sustainable land use practices and will guide future urban infill.



## 2.0 LAND USE SUMMARY

### 2.1 Existing Land Use Overview

The plan area is comprised of a range of commercial and public/semi-private recreational land uses. The Prince George Golf and Curling Club dominates the plan area. The existing land use is summarized in Figure 2 and Table 1.

Specific recreational facilities are described in further detail in Section 5 and key existing land uses are shown in Figure 1. Residential neighbourhoods are established to the west, south and east of the plan area. Pine Centre Mall, a Regional Commercial retail mall, is located at the north end of the plan area and shares a property boundary with the current Prince George Golf and Curling Club. Additional Regional Commercial has been developed along Highway 16 along the south-eastern edge of the plan area. There are also some neighbourhood commercial uses established at the northwest corner of Ferry Avenue and Westwood Drive.

South of Ferry Avenue, the existing Pine Valley Golf Course provides a municipal par three, eighteen hole golf course. East of the Pine Valley Golf Course are Peden Hill Elementary and John McInnis Jr. Secondary (SD# 57 - District Service Centre).

Table 1 Existing Land Use by Area

	Ha	Acres	%
Pine Valley Golf Course	15.5	38.3	16.4%
Prince George Golf and Curling Club	56.9	140.6	60.3%
PG Playhouse and PG Tennis Club Facilities	4.9	12.1	5.2%
691932 BC Ltd. (Roll-a-Dome)	0.9	2.2	1%
Pine Centre Mall – Shopping Centre	16.1	39.8	17.1%
<b>Totals</b>	<b>94.3</b>	<b>233</b>	<b>100.0%</b>

### 2.2 Proposed Land Use Overview

The focus of the proposed land uses was refined during the course of the plan preparation. The key element that has changed is the Pine Valley Golf Course will be retained where it currently exists. Previously, the eighteen hole par three course was going to be relocated within the general area that the current Prince George Golf and Curling Club eighteen hole course exists today. This would have also required the plan to examine redevelopment potential of the Pine Valley Golf Course lands.

The proposed land uses are generally shown on Figure 2 and Table 2 and have been developed following the guiding principles that were established very early in the planning process. The plan successfully achieves the following goals;

- ▶ Retains the PGGCC Clubhouse and some of the parking area for future community recreation use.
- ▶ Provides adequate land to replace the existing tennis facilities at the PGGCC Clubhouse site should this become necessary.
- ▶ Provides a complete system of open space for the plan area that ensures all residents have easy access to a network of green spaces for pedestrian mobility, passive enjoyment of open space and active recreation space.
- ▶ Provides for additional Arterial and Regional Commercial lands that represent immediate and long term economic viability for the area.
- ▶ Provides for a range of multi-family residential dwellings including town houses, row houses, apartments, apartments in mixed use buildings, and seniors housing.
- ▶ Provides for all the principal elements for Building Healthy Communities.

The following table outlines the proposed major land uses within the study area. Dependant on the final specific designs of individual sites a range of associated parcel sizes has been shown.

*Table 2 Proposed Land Use by Area*

Land Use Components	Area (acres)	*Potential Range	
		Low (acres)	High (acres)
<b>Public/Recreation</b>			
Pine Valley Golf Course	38.3	38.3	38.3
Clubhouse	8.8	7.5	11.5
Park Space	18.8	15.0	20.1
<b>Subtotal Public/Recreation</b>	<b>65.9</b>		
<b>Commercial</b>			
Regional Commercial	29.6	29.8	32.0
Arterial Commercial	18.0	18.0	37.0
Pine Centre Mall (existing)	39.8	39.8	39.8
Pine Centre Mall (expansion)	8.3	5.0	10.0
Neighbourhood Commercial / Mixed Use	12.8	0.0	12.8
<b>Subtotal Commercial</b>	<b>108.5</b>		
<b>Residential</b>			
Townhousing	16.8	13.5	12.7
Multiple Family (low and medium density)	19.1	12.7	25.4
Seniors Housing	6	5.0	25.2
<b>Subtotal Residential</b>	<b>41.9</b>		
<b>Roads / ROW</b>	<b>16.8</b>	15.4	16.7
<b>TOTAL AREA</b>	<b>233.1</b>		

\* A low and high range of land use has been indicated in order to demonstrate flexibility and to provide a sensitivity analysis for servicing impacts. The first column represents the Plan as shown throughout this document. Although a range of areas for certain commercial uses are shown the total area dedicated to all commercial uses should not exceed 108.5 acres.

## 3.0 COMMERCIAL LAND USE

The general philosophy regarding the commercial land use designations within the plan is based on the following objectives:

- ▶ To provide for a logical continuation of the existing commercial land use patterns and those established by the OCP.
- ▶ To provide for an appropriate range of commercial services complimentary to the new residential neighbourhood being created.
- ▶ Provide a long term supply of appropriate land for regional commercial use
- ▶ To provide a sound economic profile for the redevelopment of the subject lands.

### 3.1 Regional Commercial

There are existing Regional Commercial land uses along Highway 16 and to the north end of the site at Pine Centre Mall. The developed land uses include a retail shopping mall; big box retail operations such as Real Canadian Super Store, The Brick, Costco, Winners, Future Shop and Jysk (see Neighbourhood Context and Figure 1 for some of these uses). There is also a large auto dealer and on the west side of Highway 16, a hotel and a large casino complex to the east.

The plan calls for an additional 29.6 acres of Regional Commercial lands along the northeastern portion of the plan area. About half of these lands are owned by the City as are the location of eight tennis courts operated by the Prince George Tennis Club, as well as the Prince George Playhouse, a City owned performing arts facility.

The use of these lands for Regional Commercial expansion is logical due to its location and exposure to Highway 16 and was generally recognized for Regional Commercial use by the 2001 OCP. The 2009 report by Development Consulting Group also supported this area as the most logical location to attract new Regional Commercial type users. The exposure to Highway traffic was also recognized by the traffic consultant as a key driver for the land use in this area.

However, the amount of land exceeds current and short term market absorption projections when considered in conjunction with the additional Regional Commercial identified in the plan as a potential area for expansion of the Pine Centre Mall. (Note: The expansion of Pine Centre Mall is currently supported by the OCP). The plan contemplates the Regional Commercial in the northwest portion of the plan area could support alternative sized commercial developments that may appeal to a more local or

community level commercial tenant, should they may not be required for an expansion of the mall itself.

In considering options for the expansion of Pine Centre Mall, the land indicated for potential expansion could accommodate an extension of the existing building to the west and south with an additional anchor tenant and room for multiple interior corridor tenants. The Figure 9: Demonstration Plan illustrates this option. Alternatively, the land could be used for a standalone tenant or as mentioned above, or it could be developed separately from Pine Centre Mall for neighbourhood commercial uses. For clarity, if this commercial site is not purchased by Pine Centre Mall, this plan accommodates the re-orientation of this area to provide stand alone commercial development, possibly attractive for supportive businesses to the senior demographic.

Should Pine Centre Mall physically expand the existing mall building onto this site, a relocated transit hub is appropriate and has been shown on the Demonstration Plan Figure 9. This location still provides good orientation to the mall but also provides for convenience to the future population within the plan area, including the seniors housing facility. Furthermore, any rezoning of lands to accommodate an expansion to the Pine Centre Mall as shown in this Plan should be conditional upon a driveway access (with a size and location consistent with the anticipated demand) from the expanded mall area to the proposed extension of Rec Place Road.

Regional Commercial uses tend to be dominated by large stand alone franchise outlets (a.k.a. Big Box). In many jurisdictions, there is significant debate about the impact that these types of retail outlets have on traditional retail areas and on their appearance, especially when coupled with large surface parking areas. While the impact on existing commercial is a matter for a separate study, the existing OCP acknowledges this trend and provides some direction for location of new outlets.

The 2009 report by the Development Consulting Group (see Appendix D) also identified the land designated as Regional Commercial as an appropriate location of a major auto mall. Given that the redevelopment of the lands within the plan area is currently projected to span the next twenty-five years, there is certainly a possibility the auto sector will rebound and this use may again be considered as an option for a portion of the Regional Commercial lands. Recent interest has been expressed for up to 2/3rds of the Regional Commercial lands.

The Regional Commercial designation does expand the amount of land considered under the current OCP for this type of land use. One of the goals of this plan is to provide a long term horizon for economic sustainability. The location of this portion of land suggests that Regional Commercial is the highest and best economic use, even if there is more than the current or short term market can absorb. Consideration should be given

to retaining the public use facilities on these lands until there is a viable relocation plan and viable redevelopment plan specific to these lands.

The Regional Commercial in this plan area is important to the long term supply of appropriate lands for this use. It should be emphasized that the commercial study done by the Development Consulting Group did not acknowledge any other area of Prince George for future growth of Regional Commercial (i.e. it was specific to the plan area). Therefore, caution and diligence need to be exercised in any future decisions to designate more lands for Regional Commercial in other parts of the City. Finally, it is appropriate to consider an additional hotel facility on either the regional or arterial commercial lands provided it is limited to no more than 150 rooms until there is more demand and provision of hotel facilities within the downtown core.

Further to section 5.10 of this Plan, a tourism centre is permitted within the area designated to regional commercial development. Finally, no-development is permitted near the intersection of Highways 16 and 97 as described in section 5.11.

### **3.2 Arterial Commercial**

Traditionally, Arterial Commercial lands have been designated along portions of Highway 97, Victoria Street, and several other smaller sites on major corridors. The plan designates 18.0 acres of Arterial Commercial on the northwest corner of Ferry Avenue and Rec. Place Drive that would entail approximately 500 metres of commercial frontage on Ferry Avenue and another 200 metres on Rec. Place Drive.

This area would be bisected by an internal collector road. Ideally, this land would be developed for several smaller tenants with an easily adaptable format. Given the amount of Regional Commercial lands already developed in the area and designated by this plan, larger single tenant, purpose built commercial facilities are not recommended for this portion of the plan area. This land use provides an important transition from the arterial frontage of Ferry Avenue into a mixed use and residential area. It is important that the nature of any development within this area does not have a significant “back door” facing any of the street or open space frontages.

As discussed in Section 6: Traffic Analysis, the Arterial Commercial designated lands fronting Ferry Avenue must be studied in more detail at the time of rezoning. The preliminary traffic modeling conducted for this plan indicates this land use may have to be tailored to lower trip generating uses in order to reduce traffic impacts at Ferry Avenue intersections.

Absorption of this arterial commercial land is anticipated over the next 25 or more years due to limited development potential with existing market conditions. Furthermore,

phasing policies tied to the infill of existing designated arterial commercial lands outside of the plan area is appropriate given current OCP policies for arterial commercial uses.

### **3.3 Neighbourhood Commercial Mixed-Use**

The plan includes a Mixed Use designation with the intention of having mixed commercial and residential buildings oriented towards a Central Green area and adjacent residential uses. Although it is likely these areas would be zoned commercial, emphasis on design must include the opportunity for residential uses above the first or second floor. The commercial uses at grade should be oriented to serving the daily or weekly needs of the local residents, focusing on retail and personal service establishments. There could be some second floor potential for small offices and clinics in this area, but care should be taken to ensure office space is only created for the immediate needs of the local neighbourhood, to be consistent with the local commercial use policies of the OCP.

It is important that the mixed use areas are designed to have the commercial uses oriented to pedestrian movements. This will be discussed in more detail in Section 11: Urban Design Principles; however it will be essential to consider a design where the commercial use abuts the street with the majority of the off-street parking provided beside or behind the commercial frontage.

## **4.0 RESIDENTIAL LAND USE**

### **4.1 Multiple Family - Town Housing**

The plan has designated three areas for town houses (maximum 25 units per ha and 2.5 storeys). The first area is in the southwest corner of the plan area, adjacent to the intersection of Ferry Avenue and Westwood Drive. A green space corridor has been preserved around the two ponds in this area which will provide a significant amenity for a portion of these townhouses to be oriented towards. It is anticipated the form of townhousing will be a conventional strata arrangement with clusters of up to six units. This is deemed to be a complementary use to the local commercial on the west side of Westwood Drive and the school site on the south side of Ferry Avenue.

The second area for townhouses is a street frontage facing the central green area at the eastern edge of the single/two family housing. This is a great opportunity for row housing with rear lane access. A zoning regulation could be created to allow for fee simple, zero lot line row housing which would provide a unique market opportunity. It would allow for the multiple family form of development with individual ownership and no need for stratification. The front or street side should be designed with a minimal front yard connected to a public sidewalk. Open space is to be provided by the Central Green on the opposite side of the street. These row housing units would serve as a transition to the park from the clustered town housing along Westwood Drive.

The third area for town housing is at the north end of the Central Green. These units are envisioned as cluster units that may be larger and slightly premium units. They could be built in smaller clusters (2-3 units) and should remain visually open to the park space around them.

Provided the overall, boundaries, areas and densities remain within the range specified in this Plan, and provided that the urban design criteria, access to the central green (i.e. units facing the central green) and active transportation infrastructure is maintained, alternative local road configurations may be accommodated for the town housing areas to maximize vehicular access and servicing efficiency.

### **4.2 Multiple Family – Low Density Apartments**

The plan designates two areas for lower density (maximum 60 units per ha and 3 storeys) apartment style development to the south of the proposed mall expansion. The density of these sites has been kept lower due to the proximity to the clustered town housing and the extent of the interface with the Central Green. The site closest to Westwood Drive has some potential for mixed use (commercial/residential) for the



portion fronting the road that connects Westwood Drive with the public rec-centre site. This is a specific use determination that can be made depending on the market conditions at the time of development. The viability for mixed-use will also be dependent on whether or not the Pine Centre Mall uses the opportunity to expand the mall onto the commercial lands to the north. If this land is developed for Neighbourhood Commercial instead of the Mall Expansion, it is not likely additional mixed use commercial would be viable in this location.

These two areas have been designated to have either road or public green space frontage on all sides. Lower or main floor units within these developments should be designed to capitalize on this by providing individual pedestrian entrances from the street or public green space. Although the land use designation indicates apartment style housing, row or town housing is also appropriate, especially at the periphery of these sites. Care should be taken when locating the main vehicle entries to these sites to minimize interference with the pedestrian networks.

### **4.3 Multiple Family – Medium Density Apartments**

The plan designates areas for slightly higher density (maximum 125 units per ha and 4 storeys) apartment style development on the east side of the Central Green. The Plan does not necessarily dictate how this land should be subdivided but does acknowledge the need for a green corridor midway between the Mixed Use site and a public Recreation Centre site. Similar principles should be applied here as to the lower density apartment style designation regarding individual pedestrian access, town housing around the periphery, and the potential for additional Mixed Use at the south end of this land designation.

### **4.4 Seniors Housing**

The plan designates land for specific seniors housing (maximum 60 units per ha and 3 storeys) on the west side of the public rec-centre site (existing PGGCC Clubhouse) and immediately south of Pine Centre Mall. This form of housing could be any form of multiple family housing up to lower density apartment style. This site is closest to the land uses most beneficial to seniors – the recreation facilities, access to the central green, and next to the Pine Centre Mall.

While one area has been selected for a senior's housing development due to its proximity to transit and amenities, this plan would support any of the town housing or multiple family areas to also include a senior's housing focus.

A generous and accessible walkway should be provided from the Pine Centre Mall to the senior housing site.

#### 4.5 Mixed Use – Residential

Where the plan indicates Mixed Use, it is intended that commercial uses be located on the ground floor with residential on the upper floors. However, further integration can also be explored in developing multiple family forms of housing with designated home office spaces at grade. In most cases, the most viable form will be one level of commercial tenancies with one or two levels of apartments above. These kinds of buildings lend themselves well to purpose built rental housing as stratification for individual ownership can be cumbersome (but certainly not onerous).

The placement of private open space for mixed use needs to be carefully considered as well. In some cases, decks or balconies will be more appropriate in the rear and in some cases they will be more appropriate at the front. In all cases, some basic elements will need to be provided such as separate entrances, designated residential parking, consideration for commercial deliveries and storage.

As mentioned earlier, the key design element for the commercial portion to be successful is to ensure that there is a strong pedestrian orientation to the front door of the commercial establishment.

#### 4.6 Housing and Population Projections

The land use designations for the plan area have been developed in conjunction with density allocations derived from the current Zoning Bylaw to prepare unit projections. The 2006 Census data for Prince George indicates that the average household size is 2.5 persons per unit. The projected full build out of the Plan area can therefore be expected to generate an approximate population of 2409 over the life of the Plan as shown in the following table.

*Table 3 Housing and Population Projections*

	Acres	Units	Persons Per Unit	Population
<b>Residential</b>				
Town Housing at 10 upa (25 uph)	16.8	168	2.5	420
Multiple Family (low) at 25 upa (60 uph)	12.4	310	2.5	775
Multiple Family (medium) at 50 upa (125 uph)	6.7	335	2.5	837
Seniors at 25 upa (60 uph)	6.0	150	1.5	225
Mixed Use residential portion at 10 upa	6.1	61	2.5	152
<b>Total Unit Projection</b>	<b>48</b>	<b>1024</b>		
<b>Total Area</b>				
<b>Total Population Projection</b>				<b>2409</b>

In 2009 the City of Prince George commissioned work by Urban Futures to examine census data and project growth scenarios for population and housing. Draft work by Urban Futures indicates that Prince George is likely to have demand for 5,468 new residential dwelling units between 2008 and 2038. The housing capacity (1,024 units) for the plan area represents 18.7% of this projected demand.

The Urban Futures work also suggests that Prince George’s Housing demand will grow more than the net population indicating that a large portion of the existing population will opt to change their household size, their style of housing, and their location of housing based on lifestyle or any combination of these events. As such, past trends where housing demand has grown at a more rapid rate than population growth is predicted to continue. However, the draft report suggests there are two different scenarios possible. One sees the single family demand remain more or less constant (Scenario 1) while the other favours an increase in the demand for multiple family dwellings (Scenario 2). The plan area represents the portions of the two different scenarios as shown in following table.

*Table 4 Cumulative and Comparative Growth Scenarios*

Housing Demand	Urban Futures Scenario 1	PGGCC Plan	Urban Futures Scenario 2	PGGCC Plan
Single Family	3007	0 0%	344	0 0%
Multiple Family (combined)	2461	1,024 41.6%	5124	1,024 20%

The Plan is therefore more aligned with the second growth scenario due to its concentration on the multiple form of housing. However, given that the plan is within the bowl area and so closely integrated with commercial and recreation uses, it is justifiable as an area where the City will want to see a higher percentage of growth occur as infill development. The Plan is therefore well positioned to answer either of the growth scenarios that arise.

## **5.0 PARKS AND RECREATION**

### **5.1 Introduction**

The site has long been a focal recreational destination for residents of the neighbourhood, the City and surrounding communities, and provides connections to other recreational amenities in surrounding neighbourhoods.

The existing Prince George Golf and Curling Club (PGGCC), encompassing approximately 141 acres (57 Ha.), has been a key element in Prince George's landscape for over 60 years. It has grown to include an 18 hole golf course with storm water ponds / water features, a driving range, a clubhouse with dining/lounge facilities, an 8-sheet curling rink, and 5 racquet courts. Unfortunately, the majority of the trees on the golf course were not spared from the Mountain Pine Beetle infestation that devastated pine trees throughout the region over the past several years. The PGGCC has initiated a relocation strategy that includes the redevelopment of its current location.

The plan addresses linear trails and neighbourhood parks that integrate into the proposed land use pattern and provide connectivity to the surrounding land uses. In terms of park contribution to the City-wide inventory as required by the Parks and Open Space Master Plan, the measurable contributions as illustrated in the Land Use Plan meet and exceed the requirements. This emphasis on various types of park space is in part due to the role the PGGCC golf course as a semi-public open space in the community.

### **5.2 Pedestrian Network**

A network of open spaces has been planned as shown on Figure 3. The open spaces will form an integral part of the overall pedestrian network that provides linkages within the site and to existing neighbourhoods and destinations. A sidewalk has been provided on the east side of Westwood Drive which will allow pedestrian movement along the Westwood Drive. Consideration should be given to offsetting this sidewalk from the curb to provide a more comfortable environment for pedestrians. This boulevard will also serve as a buffer between the housing forms and Westwood Drive.

There is another linear trail starting at the intersection of Ferry Avenue and Westwood Drive and crosses into the site on a diagonal to the main street grid. The trail will serve as an off street connection from the internal central green towards the existing schools and neighbourhood commercial to the south, west and north. This desire line also encompasses two of the existing ponds from the golf course, making this linear park an amenity feature for the adjacent town house complex. Opportunities to modify these

water features to improve habitat, create additional recreational opportunities, and/or provide rainwater drainage management must be explored and addressed at the site planning and development phase.

Two other linear trails are located in an east/west orientation to provide visual and physical connections from the periphery of the plan area into the Central Green. These two linear trails also ensure the low and medium density apartment housing has complete access to pedestrian routes of access.

Finally, on the periphery of the plan, there is a linear trail contemplated for the Highway 16 frontage between Pine Centre Mall and Ferry Avenue. It is also anticipated the commercial development at the corner of Ferry Avenue and Rec. Place Drive will incorporate adequate sidewalks along the commercial frontages to provide complete connectivity within the plan area.

All linear corridors need to be developed with CPTED (Crime Prevention Through Environmental Design) principles considered. Streetscape pedestrian routes will include a typical sidewalk with boulevard while open space pedestrian routes will be developed as off-street trails to Multi-use Trail standards. With both of these pedestrian route standards, lighting, line of sight, adequate width and proximity to other development are all important factors in the design.

### **5.3 Central Green / Neighbourhood Park**

The Central Green has been located within the plan area to be a focal point of this new neighbourhood and will be added into the Parks and Open Space Master Plan (POSMP) as a Neighbourhood Park. It is recommended that a detailed plan be created for the development of the central green area prior to any implementation of formal park uses. Also, refer to comments in Section 7: Infrastructure and Servicing with respect to potential utility services that could be accommodated within the Central Green area without detracting from the park value of this area.

The southern portion of the Central Green is framed by Commercial, Mixed Use and Multiple Family uses. The interface between the park and the other uses will be an urban interface and therefore, it can be expected that the southern portion of the Central Green could be designed with more formal open space elements. It is recommended a pedestrian crossing be located in an east/west orientation as shown on Figure 3. The portion of the Central Green north of this pedestrian crossing is anticipated to be less formal and more appropriate for non-programmed active use. All uses within the Central Green should be designed with consideration of CPTED Guidelines.

The Central Green forms a strong spine for the neighbourhood providing connectivity within and through the new neighbourhood as well as both formal and informal, passive and active open space opportunities. The current POSMP does not identify the area as being deficient in either neighbourhood parks. However, if this area was developed for the proposed residential uses without additions to the parks inventory, it would create a deficiency.

To determine adequacy of the neighbourhood park allocation in the plan, there are two factors to consider; 1) the per capita allocation of park space in the POSMP and, 2) the OCP policies for the replacement with equal or better recreation facilities. Based on the population projections from Table 3, the plan requires a minimum of 2.85 hectares (7.04 acres) of neighbourhood park space. In addition to this, there needs to be some acknowledgement the PGGCC will be relocating their golf course that occupies the majority of their 57 hectare (140 acre) site and there should be some level of green space replacement for the golf course lands.

The new neighbourhood park will be much more accessible to the general public and used for multiple purposes. The creation of the Central Green Neighbourhood Park at 5.3 hectares (13.2 acres) in size is therefore a reasonable response to provide a central multi-use neighbourhood park in replacement of a much larger but less useable green space. It is also recommended a play space be incorporated into a portion of the Central Green. The exact location can be determined as development opportunities are brought forward. Additional opportunities for the central green to be considered in the development of the plan are:

- ▶ Opportunities for community gardens should be considered for passive areas adjacent to the multi-family land use areas.
- ▶ Facilities and programming opportunities focused on seniors and youth including accessible design standards.
- ▶ Opportunities to retain existing pockets of natural landscape and to incorporate naturalization and habitat restoration for all new landscaped areas.

## **5.4 Existing PGGCC Clubhouse**

The plan includes retention of the PGGCC clubhouse, curling rinks, a portion of the parking lot and additional land for future recreational programming. This site represents an opportunity for the community to retain existing facilities as well as provide opportunities for new facilities or expansion of existing ones. It is recommended the west half of the existing parking lot be retained which would provide for approximately 180 parking stalls with room for easy expansion of the lot. This should be sufficient for the current operation of the facility without the golf course. At such time in the future that

any new facilities are added or existing ones expanded, it is recommended a specific parking study be done to determine the appropriate number of parking stalls required for the given mix of recreational uses. It is anticipated as uses are improved or added to the facility, the seasonal nature of the multiple activities will help to off-set average parking demands.

## **5.5 Prince George Tennis Club**

There are 8 tennis courts located on City owned land at the corner of Rec Place Drive and Highway 16. The current OCP policies indicate that the land upon which these facilities are located can only redevelop “contingent on replacement of this area with equivalent or superior facilities”. It is anticipated these courts will be relocated near the existing PGGCC clubhouse and space has been allocated to accommodate the relocation to the northwest side of the clubhouse lands. A conceptual arrangement for the relocated tennis courts has been shown on the Demonstration Plan (Figure 9). It should be noted this arrangement has only been included to show there is adequate room for the relocation of existing facilities and should not be considered a commitment or requirement to relocate the tennis courts in this particular arrangement.

The PG Tennis Club has also indicated a desire to expand beyond the existing 8 courts. While the area shown on the Demonstration Plan (Figure 9) should be able to accommodate additional courts, this matter will be the subject of future detailed site planning. Although outdoor tennis has a fairly limited season, there are impacts associated with heavy use of outdoor courts such as noise and lights. The configuration of the tennis facilities should be considered such that they can be oriented along the northern boundary of the clubhouse site to minimize any impact to the proposed Seniors housing to the west.

## **5.6 Roll-A-Dome**

The Prince George Roll-A-Dome is a multi-use facility catering to a wide variety of sports such as ball hockey, lacrosse, soccer, wrestling and boxing, as well as special events including dances, concerts and birthday parties. It is anticipated that the owners may be interested in a higher and better use under the proposed plan and will either relocate or otherwise make the site available for commercial redevelopment. Although the facility has arguably provided community recreation opportunities in the past, it has done so as a private venture and is free to relocate or cease operations outside of any current City policy for replacement of recreational facilities. It is acknowledged that the eventual redevelopment of the Roll-A-Dome site will offer an aesthetic improvement to the plan area given the buildings age, orientation and proximity to Highway 97.



## **5.7 Prince George Playhouse**

The Prince George Playhouse is the premier performing arts centre in the City and also accommodates a variety of functions such as concerts, lectures, dance performances and weddings. The facility will remain in place until such time a viable relocation plan can be achieved to replace this facility in a downtown location. Any future dealings with the land that the Playhouse is situated on will ensure that it has access to adequate parking until such time as it is relocated. The retention and enhancement of the landscaping adjacent to this facility has been considered and addressed in this plan.

## **5.8 Sustainable Alternatives**

The network of open spaces in the plan area represents a significant opportunity for the City to pursue innovative and sustainable initiatives. The lands shown as open space should be created and retained as titled lots so that the City is not hampered by dedicated parkland if it chooses to pursue options that require subdivision of charge to be registered against the legal title of the open space areas.

Some of the open space is already used for stormwater management by the golf course. This use can be expanded to serve the redeveloped area and reduce the impact of the redevelopment on storm water infrastructure. There may be possibilities for common or district geothermal infrastructure in the central green park. There will be opportunities for re-vegetation to function as demonstration or research projects (i.e. alternative rainwater management – rain gardens). As noted previously there may also be an opportunity for community gardens.

The opportunities are abundant and will continue to evolve as sustainability practices develop and become more commonly used. The POSMP acknowledges that partnerships are an integral component to providing long term funding and operational solutions to the park plan. Sustainable alternatives may be a slight departure from traditional partnership arrangements for park purposes but should nonetheless be explored provided the functionality of the park space is always the primary consideration.

## **5.9 Implementation Strategies**

As mentioned in the introduction, the Central Green park space is a significant element within the plan area. It deserves to be reviewed as a separate detailed Park Planning exercise. This exercise would ideally be completed before any redevelopment occurs. Not only will this ensure the park is developed in the appropriate phases with the appropriate facilities and programmed space, it will also provide future development site a good level of surety about the surrounding land uses and attributes before they commit



to the development. Some of the key issues that should be addressed in the Central Green park plan are as follows:

- ▶ Cost/Work in kind sharing program for the development of the Central Green and connecting linear trail network between the City, future development, and other potential partners in parks.
- ▶ Focus on edge treatments. The success of urban parks relies very heavily on the edge treatment at the urban/park interface. The plan provides for a range of commercial, residential and mixed use developments along the edge of the central green which creates tremendous opportunities to create vibrant and interactive interface areas between the urban development and the park use.
- ▶ Standard boulevard and tree planting programs for the whole plan area that will provide integration of all open spaces within the plan.
- ▶ Opportunities for sustainable developments practices such as bio-swales and rain gardens.
- ▶ Clear parameters for consideration of infrastructure/utility functions such as a District Energy Plant could utilize ground based geothermal, centralized snow melt facility and heat recovery from the nearby wastewater treatment plant.

## **5.10 Tourism PG**

Tourism PG has an existing interest in an adjacent property at the intersection of Highways 97 and 16. Therefore, consultation with the Tourism PG Board is appropriate prior to Council's adoption of the plan. The Tourism PG Board adopted a Tourism PG Plan which includes a tactics and implementation plan that describes the need to analyze moving the visitor centres, with the analysis to be completed by the end of 2011 (Tactic #7). Ultimately the Golf Course – Pine Centre Neighbourhood may be one of the areas considered for a relocated visitor centre, that that would be subject to the future site selection analysis and any subsequent land negotiations. The land use policies of the plan support this eventuality, although no presumption is made that any of the lands in the plan area would satisfy the requirements of Tourism PG.

## 5.11 No Development Area

No development is permitted on the City owned land that is within the area identified as “No Development Area” as shown on the Map 1.



Map 1 – No Development Area

## 6.0 TRAFFIC ANALYSIS

As part of the evaluation of potential redevelopment of the PGGCC Lands and surrounding areas, AECOM Ltd. was engaged to prepare a Traffic Impact Study (see Appendix A), which provides analysis of the potential traffic impacts arising from the proposed concept plan. Components of this study included the evaluation of existing intersection traffic and road accesses, proposed trip generation based on land use, background traffic forecasts, and intersection analysis. In addition, existing service for alternative modes of transportation (pedestrians, bicyclists, and transit users) was examined. In order to determine peak vehicular traffic patterns and volumes, weekday morning and afternoon peak hours, as well as Saturday midday peak hours were used as analysis time frames. These results were analyzed using 2008 as a baseline study and 2023 as a fifteen-year horizon for anticipated full build-out of the site. Based on this analysis, four scenarios are offered, with corresponding 'Level of Service' (LOS - average vehicular delay at an intersection), required network changes and associated cost implications.

However, it should be noted that after preliminary iterations of the traffic study, the City of Prince George Engineering Department compiled their own analysis for the multiple land use option that were considered as part of the Plan process.

### 6.1 Existing Road Network

The road network in the study area is comprised of Highway 97, Highway 16, Massey Drive, Ferry Avenue, Range Road, Rec. Place Drive, Recreation Place and Pine Centre Frontage Road (see Figure 4). There are five existing signalized intersections; the remaining intersections are un-signalized two-way stop controls or yield controls. Most intersections are currently functioning well without significant delays and perform at LOS 'C' or better (between 20 and 35 second delay at signalized intersections and 15 to 25 second delay at un-signalized intersections) with a few exceptions that can be improved through enhanced timing modifications and relocated / enhanced intersection relocations. However, intersections with Hwy 16 are functioning at LOS 'D' or 'E' during the PM peak. These intersections cannot be improved with signal timing and are subject to review by the Ministry of Transportation and Infrastructure and the City.

### 6.2 Alternative Transportation

The study area is well serviced for a variety of alternative modes of transportation including pedestrians, bicyclists and transit users. There are a variety of bus service options to the site and surrounding areas (including many wheelchair-accessible transit

stops) ranging from conventional transit service provided by PG Transit as well as custom, Handy DART service provided by the Carefree Society. The existing Pine Centre Exchange is a central hub for many routes around the City. However, the redevelopment of the PGGCC Lands provides an opportunity to relocate this transit exchange, increasing accessibility to the proposed higher density residential areas, as well as the recreational facilities contained within the site (see Figure 9). Current City Transit Policy indicates transit service should be located within 150 m of seniors residences, 250 m of multi-family residences and 400 m for all other residential uses. This policy should be implemented as the redevelopment of the plan area occurs

There are also several commuter and recreational bicycle facilities within the study area including on-street cycling routes and multi-use cycling paths. In conjunction with redevelopment of the site, it is recommended that any new bicycle facilities are connected in a safe and efficient manner to the existing on-street network, and that these connections are terminated at an off-street destination or bicycle facility. Please note Figure 4 shows the general connectivity option for both vehicular traffic while Figure 3 denotes non-motorised (i.e. pedestrians and cyclists) traffic.

The area is accessible to a series of well developed multi-use paths, sidewalks, and off-street paths. There are marked crosswalks at all signalized intersections as well as additional mid-block crosswalks at select locations. In support of the City's desire to encourage and support walking as an essential and healthy transportation mode, the detailed site planning process should include a hierarchy of pedestrian facilities including sidewalks, walkways, and trails connecting to existing external pedestrian trail connections, as well as a cohesive internal pedestrian network plan. Consideration should be given to connecting residential areas with recreational and commercial areas, incorporating desire lines where possible.

### **6.3 Network Scenario Analysis (City of Prince George)**

In 2008, the City of Prince George commissioned a Traffic Impact Study for the proposed redevelopment of the Prince George Golf and Curling Club. The study focused on three (3) scenarios to accommodate the development traffic: (a) an internal connection to Westwood; (b) a grade separated link to Hwy 97; and (c) both improvements. The study concluded that the network required both improvements and numerous other off-site improvements to accommodate the development. In a subsequent meeting with the Ministry of Transportation and Infrastructure (MoTI), the grade-separated connection was not supported, and the Land Use Plan was revisited.

Five (5) land use plans were developed by City of Prince George planning staff, which formed the basis of this revised Traffic Impact Study. All of the scenarios and other reference materials are included in Appendix A.

### 6.3.1 Methodology

The study involved the following steps:

- ▶ Evaluating the existing traffic (counter in the previous study) at the 16 study intersections.
- ▶ Projecting the existing traffic volumes to the 15 year horizon, with assumed 1.5% growth rate.
- ▶ Dividing the area to be developed into 15 zones, and calculating the traffic generated in each zone under each of the four land use concepts.
- ▶ Reducing the generated traffic by trip reduction factors for internal trips (15%) and sustainable modes (5%). The commercial trips were furthermore divided into 33% pass-by trips, and 67% new trips and distributed separately.
- ▶ Assigning the generated traffic to each zone across the 16 study intersections.
- ▶ Evaluating the total traffic volumes for each of the four land use concepts using Version 7.0 of “Synchro” (traffic analysis software).
- ▶ Identifying the necessary improvements required to accommodate the development traffic for each concept.

### 6.3.2 Findings

The detailed list of improvements for each land use concept is attached, and discussed below:

- ▶ As the subject land is bound on two sides by arterial highways, a significant amount of trips will use these roads to access the site.
- ▶ Site access to the highways is restricted to a few locations to manage the operation and safety of highway traffic. One (1) additional access directly from the highway is beneficial to the site and also to the overall network by reducing circulating traffic on the highway. This access may be located at the original Rec Place access, restricted to right-in movements only.
- ▶ The traffic volume on Hwy 16 is approaching the warrant for six-laning. With traffic projections and development traffic, additional southbound through laning on Hwy 16 is necessary in the PM Peak Hour for all land use concepts to preserve an acceptable level of service. Additional northbound through laning may also be required to accommodate AM traffic.
- ▶ All concepts generally warrant additional turning lanes at major intersections north of Ferry Avenue. Only Concept 2 requires additional laning and traffic control along Range Road, due to the amount of development identified south of Ferry.



- ▶ Concept 2 requires the extension of Wiebe Road (Rec Place), between Ferry and Range, for access and circulation. The other concepts do not require this connection for development traffic, although background traffic would benefit by having this continuous link between the major shopping facilities. This reduces traffic on the highway and in front of the schools on Westwood, and reduces overall network travel time. The creation of this link would require the relocation of the main access to Superstore, in order to provide safe and functional intersection operation at Ferry/Wiebe/Rec Place.
- ▶ All five concepts contribute to the need to four-lane Westwood Drive, between Ferry and Pine Centre Mall. However, only Concept 3 generates sufficient traffic to warrant four-laning and additional traffic control now, due to unacceptable delays from the sidestreets. The other land use concepts should require the dedication of the necessary right-of-way to accommodate this widening in the future.
- ▶ The internal intersections work well under all scenarios as single-lane roundabouts.
- ▶ The intersections of Ferry/Rec Place and Ferry/Ryan would experience severe congestion under the first four land use concepts due to the intensity of the development of Parcel “I”. To accommodate this traffic, double left turn slots would be required at Ferry/Rec Place and a signal at Ferry/Ryan. Since both of these improvements would adversely impact the network operation, Parcel “I” should instead be reduced to 25% of its proposed intensity for these concepts.
- ▶ Under Concept 4, the congestion on Ferry Avenue is reduced, but the Ryan and Rec Place intersections still have unacceptable delays. These delays would be manageable if the intensity of Parcel “I” was reduced to 50%.
- ▶ The existing geometry of the intersection of 22nd/Westwood causes unnecessary queuing and delays for existing traffic, and would not be able to accommodate the additional development traffic attracted to this location. For this reason, a major realignment of this intersection would be necessary.
- ▶ Additional development traffic leaving the study area westbound on Ferry Avenue would likely cause signals to be warranted at the Ferry/Ospika intersection.

### 6.3.3 Further Study

This analysis is a planning-level study based on an evaluation of the PM Peak Hour traffic patterns. For completeness, an evaluation of the AM and Saturday scenarios should be undertaken prior to or concurrently with rezoning applications for the zone area. Also, when the nature and layout of the development is more specifically identified, the analysis should be updated to ensure the accuracy of the recommendations. The land use scenario that is presented is most consistent with Concept 1. The improvements triggered in this analysis are listed in the complete information from The City of Prince George Engineering listed in Appendix A2 include an

estimate of costs. The limitation on development that needs to be considered is for the Arterial Commercial development fronting Ferry Avenue. Uses with that land use designation may have to be restricted based on trip generation potential. This issue should be reviewed at such time as that land is being rezoned. Finally, after Public Meetings in July, 2010, the single family housing component was switched for town housing. This change has not been remodeled for impacts, but is not anticipated to create any significant change to the transportation demand outside of the plan area.

## **6.4 Costs**

The costs associated with the road network changes required to accommodate the PGGCC redevelopment will be significant regardless of which network scenario is chosen. In addition, there are many unknown variables that will affect the eventual cost of road improvements, such as utility and services relocation, property acquisition, etc. Regardless of which scenario is eventually pursued, the City may wish to stage the construction of the network improvements to help defer the costs over a longer time-frame.

## **6.5 Local Road Network**

The road network proposed for the Plan area is shown on Figure 4. The roads have been conceptually designed to include collector and local road standards. Sidewalks have been included based on City standards and have been located to minimize frontage on green spaces where off-street trails are present. It is anticipated that the green spaces will include off-street walkways (also suitable for cycling) that will compliment the road and sidewalk network. (See Figure 3)

It is recommended that consideration be given to providing wider sidewalks fronting the neighbourhood commercial where there is potential to create pedestrian oriented commercial and retail spaces at grade. Road design should consider situations where there is extended frontage on greenspace for the road carriageway to be shifted to one side in order to provide more room within the right of way on the opposite side for cycling and sidewalks, particularly on local roads.

Roads in the single family residential portion of the plan may also warrant special treatment, especially where rear lanes are provided. Parking pull outs and traffic calming measures should be considered in the initial design as these features will make the residential area more attractive.

## 7.0 INFRASTRUCTURE AND SERVICING

### 7.1 Approach

The redevelopment of the Prince George Golf and Curling Club (PGGCC) lands is expected to have a significantly greater impact on the existing infrastructure and servicing than the original land use. As such, the City of Prince George has engaged McElhanney Consulting Services Ltd. to conduct an assessment of the servicing requirements for this proposed redevelopment. The following items have been considered and analyzed as components of this assessment:

- ▶ Review sanitary system requirements for the proposed development.
- ▶ Review expected fire protection requirements and anticipated water demands.
- ▶ Review storm system requirements.
- ▶ Identify potential for development phasing.

In addition, existing City water, sewer and storm mains surround the site and are available to service the demands of the proposed development as well as off-site uses.

### 7.2 Site Conditions

The golf course lands by their very nature have very limited amounts of existing water, sanitary sewer and storm sewer mains in place. The existing infrastructure is likely undersized for the proposed development or is located in unsuitable locations. Therefore, existing mains within the development area will, in most cases, be ignored for the purpose of the assessment and will be assumed to be either abandoned or removed when the development work takes place. For a more detailed inventory of existing water, storm, and sanitary mains and PRV stations, refer to Appendix 'B' – Preliminary Servicing Assessment. Existing utilities are generally shown on Figure 5.

### 7.3 Design Populations

Servicing requirements are calculated in conformance with the City of Prince George's Design Guidelines which specify equivalent populations related to proposed land use. The relevant usages and corresponding equivalent population factors are:

Single Family Residential	75 persons/ hectare
Medium Density Residential	150 persons / hectare
Highway Commercial / Shopping Centre	60 persons / hectare



Based on the proposed Land Use Plan, an 'Equivalent Population Factor' of 90 persons per hectare has been used for the assessment. Based on the Demonstration Plan, three ranges of servicing requirements were derived – effectively a low, medium and high range of service demand levels based on projected population by land use categories. For a more detailed breakdown of the 'Equivalent Design Populations' used in the analysis and calculation of servicing requirements, refer to Appendix 'B' – Preliminary Servicing Assessment – Section 2.0.

## **7.4 Proposed Sanitary Sewer Servicing**

Sanitary sewer mains and force mains should have the capability of carrying peak sewage flow plus infiltration. Design gravity sewer main size requirements vary depending on factors such as pipe roughness and slope, and according to the City of Prince George Design Guidelines, pipes should maintain a flow velocity of 0.61 m/s. Where sewage pump stations are used, flow velocities in force mains should not exceed 3.1 m/s under ultimate flow conditions. The City provided McElhanney with projected capacities both under existing conditions and considering full build out of the particular service area.

There are a number of opportunities for connections to existing sewer mains surrounding the site. See Figure 6 for a plan of the conceptual sanitary sewer servicing for the plan area. The detail servicing review suggests that there are four primary connection points to existing sanitary sewer mains that can be made as development proceeds and one alternate connection at the Casino that could be utilised for some of the Regional Commercial development in the northeast of the site, but it would require a crossing of Highway 16. This connection is not necessary if some of the primary connection work is completed.

There is potential for existing capacity in the sanitary sewer network to be used by competing developments such as the Hart Highlands and University Heights. There are several factors that will influence which development gets access to the existing capacity and the entire issue will be affected by the proposed twinning of a 750 mm main that crosses Hwy 16 and a possible future diversion at University Heights. However, it is unlikely that all contributing developments would proceed at the same time or at all and there should be significant lead time based on the existing capacity of approximately 70 l/s to confirm off-site improvements that might be triggered by the combined development demands. At the time of any development applications for these areas of the City, a more detailed review of existing and future capacity will be required to ensure that the sanitary sewer system does not exceed capacity.

For a detailed summary of the Design Sanitary Sewage Flows Velocity and potential connections and upgrades, refer to Appendix 'B' – Preliminary Servicing Assessment – Section 3.0.

## **7.5 Proposed Water Main Extensions**

The water mains in the proposed development should be of sufficient size to deliver the required domestic and fire flows with as little loss in pressure as possible. The analysis presumed that there would be a minimum of two connections to the existing water distributions system within and adjacent to the plan area. McElhanney has assumed that the supply is available from the existing City system but has deferred detailed modelling to the City engineering staff. The remaining analysis concluded that there are some system requirements to accommodate redevelopment over and above a network of distribution mains in the proposed roads. These system requirements include the need to re-locate a length of water main that will be impacted by the Regional Commercial lands on the eastern side of the plan area and the replacement of a temporary PRV station to ensure that the entire plan area is upgraded into Pressure Zone 2 with limited interconnection to pressure Zone 1.

The recommended distribution system is outlined on Figure 7. It should be noted that the pipe sizes have been determined to service the redevelopment lands only. Factors such as the extent of looping and the number of interconnections with the existing distribution network will influence pipe sizes as will the need to convey water through the site.

Flow rates in the water mains are dependent on the overall distribution system network and the usage conditions being considered. Under fire flows, conditions could vary significantly depending on where the fire is taking place. The proposed mains should therefore be checked on the City's water model and the provision of fire flow will likely be the determining factor on determining water service requirements for a phased development plan.

For a detailed summary of the Design Flow Rates and Velocity Summary, refer to Appendix 'B' – Preliminary Servicing Assessment – Section 4.0.

## **7.6 Storm Water Management**

The plan area falls into two separate watersheds – The Hudson's Bay Slough watershed and the Peden Hill/University Heights watershed. The City of Prince George has completed storm water management plans for the Hudson's Bay Slough watershed located north of the PGGCC lands and is expected to undertake a storm water management plan for the Peden Hill/University Heights watershed.

Only a small portion of the northwest corner of the site in the vicinity of the Pine Centre Mall falls within the Hudson's Bay Slough watershed. This drainage plan is primarily served by a storm main flowing north in Westwood Drive but that water main is already beyond its design capacity. The bulk of the plan area drains to the Peden Hill/University Heights watershed for which there is no comprehensive storm water management plan. Any transported drainage ends up at Landsdowne Creek within this watershed which will likely face stringent environmental protection measures as a result of the pending plan. Therefore, the City's objective for the plan area is that there is no increase in post development storm runoff conditions. This will be challenging given that very little drainage leaves the plan area currently, as the majority of land is used as a golf course.

Existing storm sewers around the site have been in place for many years and were likely designed with the assumption that the PGGCC lands would remain in use as a golf course with extensive green areas. The site is relatively flat and the existing golf course has several ponds that likely are collection points for existing runoff on the site. Proposed developments will increase impervious areas that will generate increased storm runoff

The City's experience with other sites in the vicinity of the PGGCC lands indicates that existing soil in the area is highly permeable and storm water management techniques such as ground recharge may be possible. Geotechnical investigations are necessary to verify that ground recharge is feasible. Alternatively or in conjunction with ground recharge, surface systems such as rain gardens, bio-swales and grassed drainage swales would also provide opportunities for ground recharge of surface runoff as well as improving the quality of the storm water.

Recharge or detention facilities would permit smaller diameter pipe to be used in proposed storm sewer piping and reduce impacts on the City's existing storm sewer system. In order to accommodate the expected storm water generated by the proposed redevelopment, both private on-site facilities and communal facilities on public land should be considered. Some of the existing ponds that fall within future public lands may be able to be utilised as common facilities. Storm water re-use for common irrigation should also be considered.

Proposed storm water collection systems are shown on Figure 8. However, it should be noted that any connection to the water main in Westwood Drive should be carefully considered as it may trigger extensive upgrading. It is recommended that all sustainable and alternative options to conventional piped systems are examined to accommodate the minor and potentially major storm events.

For a detailed description of possible storm water management strategies, connection locations, storm flow calculations and pipe sizing, refer to Appendix 'B' – Preliminary Servicing Assessment – Section 5.0.

## 7.7 Conclusions

Based on the infrastructure and servicing analysis described above, the following conclusions have been reached:

- ▶ The existing ground has a slight grade from the north end of the site towards Ferry Avenue making the site amendable to gravity storm and sanitary servicing.
- ▶ Tie in locations for the development to existing City water, sanitary and storm sewer mains are available in Westwood Drive, Rec. Place Drive, Ferry Avenue and the casino site.
- ▶ The development is at the boundary of water Pressure Zone 1 and Pressure Zone 2.
- ▶ Extensions to existing watermains and sanitary sewer mains in the casino site could allow a limited amount of development adjacent to Highway 16 as a first phase. The casino site cannot accept stormwater and this development would require detention or recharge facilities to be located within the PGGCC lands.
- ▶ Phasing will be governed by the locations of connection points for gravity mains.
- ▶ Early phases of development may be competing with the University Heights development for sanitary sewer capacity in the existing trunk sewer on Vance Road.
- ▶ Later phases of the PGGCC development may be competing with developments in the north end of the city for sanitary sewer capacity in the trunk sewer along Westwood Drive.
- ▶ Development of the PGGCC lands will be affected by recommendations in the Water System Infrastructure Master Plan.
- ▶ The existing golf course may be contributing little or no runoff to existing storm sewers because of site conditions such as level topography and permeable soil.
- ▶ Existing storm sewers in Westwood Drive and Ferry Avenue/Rec. Place Drive are undersized for runoff generated by the proposed development.
- ▶ The existing soil at the site appears to be suitable for ground recharge of storm water runoff.

## 7.8 Recommendations

The following recommendations are proposed as part of the PGGCC lands redevelopment in relation to infrastructure and servicing:

### **7.8.1 Sanitary Sewer Servicing Recommendations**

- ▶ Confirm elevations and grades with a topographic survey.
- ▶ Sanitary sewer connections should be made to existing sewer mains in Westwood Drive, Ferry Avenue and Rec. Place Drive.
- ▶ At each phase of development, available sanitary sewer capacity should be checked to verify that it has not been taken up by developments in other parts of the city.
- ▶ The existing sanitary sewer trunk on Vance Road and Highway 16 should be upgraded when warranted by proposed development of the PGGCC lands and other developments such as University Heights.
- ▶ Sewage flow monitoring and a check of the City's sewer system model should be used to verify that sewage flows generated by the proposed development will not overload existing sewer mains downstream from the development.

### **7.8.2 Water Servicing Recommendations**

- ▶ The First phase of development should incorporate two connections to the existing water distribution system to provide looping for fire protection.
- ▶ Watermain installations for the Regional Commercial Area should incorporate a 300 mm loop main and a relocation of the pressure zone boundary as recommended in the Water System Infrastructure Master Plan.
- ▶ The existing 250 mm diameter watermain located in the Treasure Cove Casino site should be extended across Highway 16 to provide a new connection between Pressure Zone 1 and Pressure Zone 2.
- ▶ Watermain sizes and connection points should be verified with hydrant flow tests and a check of the City's water model.

### **7.8.3 Storm Sewer Servicing Recommendations**

- ▶ Confirm elevations and grades with a topographic survey.
- ▶ A geotechnical investigation should take place to verify the extent to which the site is suitable for ground recharge of stormwater runoff.
- ▶ Storm sewer piping should accommodate predevelopment flows only. Stormwater flows in excess of predevelopment flows should be directed to onsite systems.
- ▶ Parks, roadway boulevards and greenbelts should be utilized for recharge or detention of runoff wherever possible.
- ▶ Onsite management of stormwater runoff should be used to the fullest extent possible.

## **8.0 ENVIRONMENTAL REVIEW**

### **8.1 Overview**

At the request of the City of Prince George, a Phase One Environmental Report was performed on the PGGCC lands by McElhanney Consulting Services Ltd. (see Appendix C). A Phase One Environmental Assessment looks for indications of environmental problems by examining the history of use, reviewing the history of environmental compliance, and inspecting the site for signs of damage. Phase Two (and potentially Phase 3) Environmental Assessments are only required in the event that the Phase One investigation reveals a potential environmental problem.

The Phase One process included a search of title to identify historical ownership, a review of assessment inventory reports to identify past land sales, ownership, and general specifications of the constructed facilities, an extensive search for past aerial photography and newspaper records to identify development patterns, a well log search, and a site inspection. It should be noted that only bare land was assessed and hence the Prince George Playhouse, Golf and Curling Club Clubhouse and the Roll-A-Dome buildings and structures were not assessed.

### **8.2 Historical Record**

Based on historical records, the land has been used for a variety of purposes since its original use by the Prince George Agricultural Association as the City fairgrounds. The site was utilized as an airfield between 1929 and 1941 (including US Bomber aircraft usage), in which historical evidence of re-fuelling and maintenance increases the likelihood of soil contamination and buried or abandoned fuel tanks on the property.

In addition, during the 1940's an army base (and associated network of bunkers and trails used as a training ground) was located in close proximity to the subject site. There is a possibility that there are concrete bunkers and unexploded smoke shells on the property.

Following the decommissioning of the airfield was the construction of many community amenities such as a curling rink, golf course, clubhouse, and a performing arts theatre and recreational facilities such as soccer fields, baseball and softball fields, a radio-control car track, and a horseshoe pitch facility. More recently, the majority of the site has been utilized as golf course and the possibility of soil and water contamination due to fertilizer and pesticide storage and handling is elevated. Water bodies should be tested

for EPH and Fecal Coliforms and fertilizer / pesticide handling areas should be tested for soil contamination.

### **8.3 Site Conditions**

A site inspection was conducted on April 10, 2008. This inspection confirmed the use of a fertilizer and pesticide storage area on the property. In addition, two (2) active septic systems were located, as well as one unused system on the golf course. A thorough surface investigation was not performed due to the snow cover (0.5m depth) at the time of the inspection.

The property was also searched for active and inactive water wells. Two wells were found, one at the Pine Valley Golf Course clubhouse (at a depth of 136 feet) and one at the Golf and Curling Club clubhouse (at a depth of 268 feet with a static water level of 60 feet).

### **8.4 Conclusions and Recommendations**

The majority of the property has little potential for soil or groundwater contamination. A notable exception to this generalization is the area at the north end of the former airstrip, which has increased potential for soil contamination and buried fuel tanks. There are also three (3) known septic fields on the subject property. If any additional abandoned septic tanks are found, they should be decommissioned.

It is recommended that a Phase Two Environmental Assessment is conducted for a portion of the property, including the north end of the former airstrip as well as the ponds and fertilizer / pesticide handling areas on both golf courses. No further investigations are required for the remainder of the subject property.

For a more detailed description of the current and historic site environmental conditions and associated maps and figures, refer to Appendix C – Phase One Environmental Assessment.



## 9.0 ECONOMIC ANALYSIS

In order to determine the market potential for various land uses on the proposed development site, Development Consulting Group Ltd. was retained by the City of Prince George to prepare a Development Opportunity Analysis Report (see Appendix D) which was prepared by February 2008. This report explored the possibility of incorporating Auto Mall, Retail, Hotel, Residential, Golf Course, and other alternative land uses on the site, using a ten-year time frame as the baseline. Based on results of this analysis, two alternative development options (low absorption and high absorption) were proposed for the land uses studied.

### 9.1 Current Commercial Outlook

However, by July 2008, it became apparent that the large scale auto mall may not be a viable land use with the retraction of interest for further participation in the stakeholder negotiations by a significant national auto sales entity, although demand for a portion of the site is still apparent. Economic conditions deteriorated through 2008 and 2009 and by 2010, the focus had shifted to planning a more complete neighbourhood with a greater focus on various forms of residential housing. It also became apparent that the time frame for build out of the plan was at least 25 years.

The findings of the original report are listed in Appendix D as they speak to the fundamental approach to examining the potential land uses for the plan area. However, in light of more recent work that examines the retail outlook for the entire City, Prince George has a vast oversupply of commercial zoned but under-utilised or vacant land. The current demand for commercial (retail and service commercial) is estimated at 426,000 square feet for the next 25 years and although that could be accommodated by existing zoned and partially developed land, the draft recommendations are that “the demand for new commercial space should be used as an opportunity to strengthen, intensify and revitalise existing urban and inner suburban neighbourhoods around neighbourhood oriented commercial precincts.”

The amount of commercial land in the plan area can easily generate more than 1 million square feet of commercial space using a calculation of 40% lot coverage and all single storey development. Clearly, this is more than the current commercial space forecast for the next 25 years by the current commercial consultant.

As the two studies have been conducted by different commercial land use consultants, it is recommended that the two pieces of work are re-examined with the specific purpose of using all the same land use categories originally proposed by Development Consulting



Group Ltd. it can then be determined whether all of the intended uses for the plan area should be considered part of the 426,000 square feet of anticipated demand. It may be appropriate for the City to consider some medium range uses for their property that would not typically be considered highest and best use under the Regional Commercial designation to avoid adding to the market saturation (eg. temporary fairgrounds, special event RV parking, large scale storage).

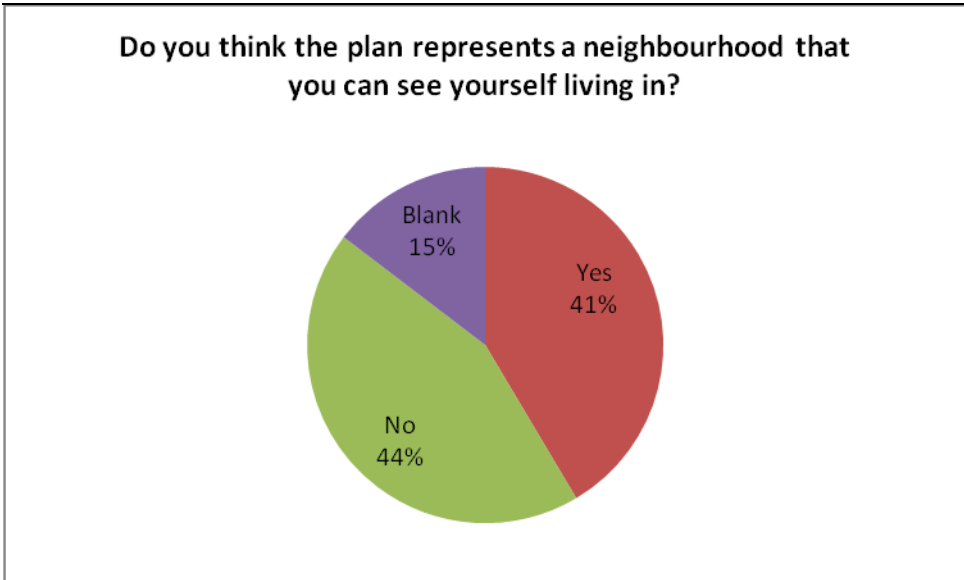
Regardless what the short term solution is for the commercial land uses in the plan area, the City has to consider a strategy to re-designate the abundance of under-utilised and vacant commercial land on a City-wide basis. It is also recommended that no new supply of Regional Commercial land be considered in other areas of the City in order to support the designations provided in this plan.

# 10.0 CONSULTATION PROCESS

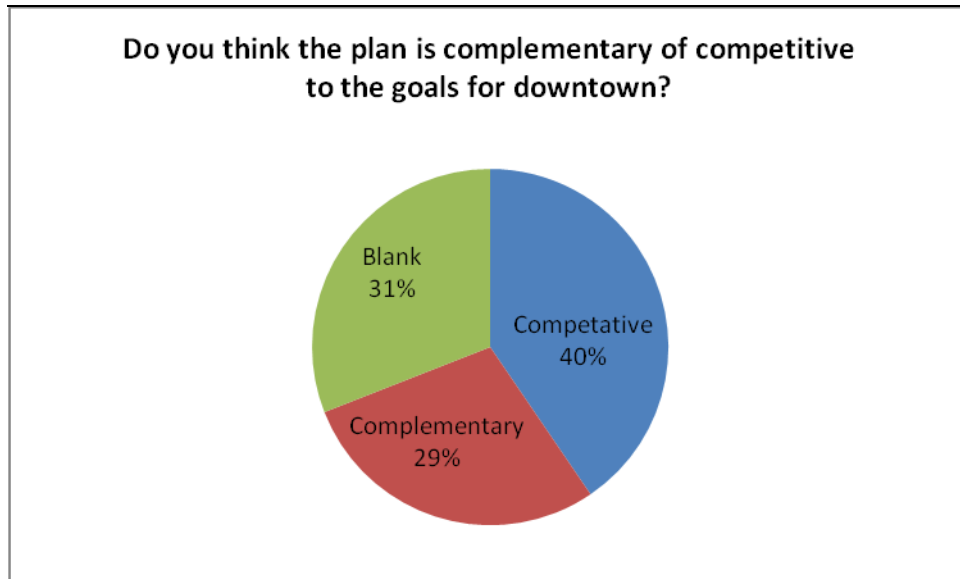
The earlier iteration of the plan was reviewed at a Public Open House held on May 8, 2008 at the PGGCC Clubhouse. Three land use concepts were shown along with character images and some preliminary content of the Plan document. Comment sheets were provided to those in attendance (estimated at 175) and 133 were returned to the consultant for analysis. The summary comments and Open House presentation booklet is listed in Appendix E. The response to this version of the plan resulted in 48.8% of those indicating a preference, choosing Option 2.

The current version of the plan was submitted to City staff in May 2010 and was reviewed twice by City Council in June 2010. Staff provided notification to area residents and made the plan available on their website along with a comment form. A public meeting was held on July 26<sup>th</sup> where additional comment forms were made available. In addition to providing space for respondents to add comments of their own, the comment form asked a number of questions. The questions and the generalized results are listed below.

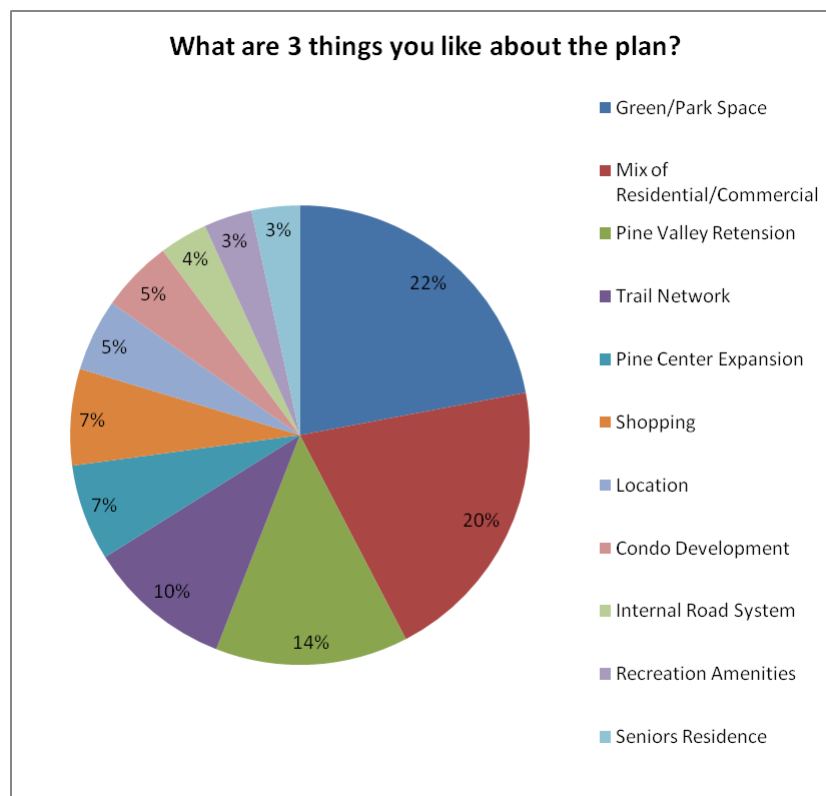
Question 1: Do you think the plan represents a neighbourhood that you could see yourself living in?



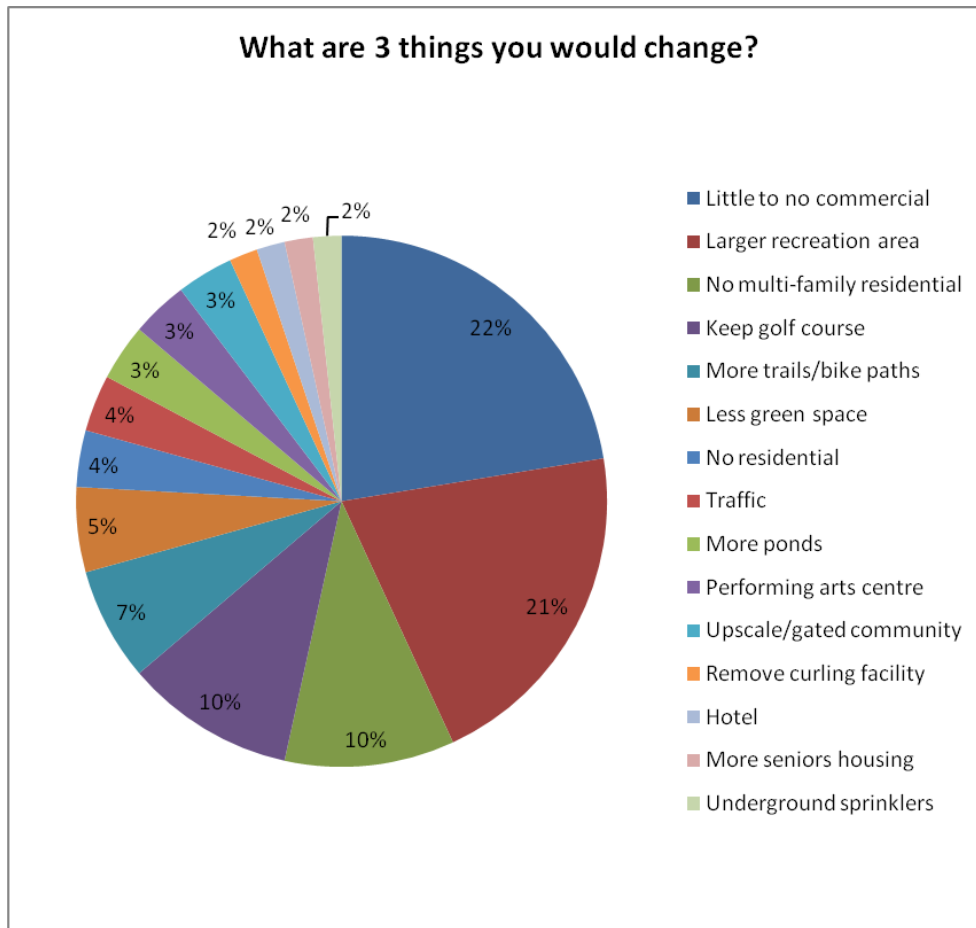
Question 2: Do you think the plan is complimentary or competitive to the goals for the downtown



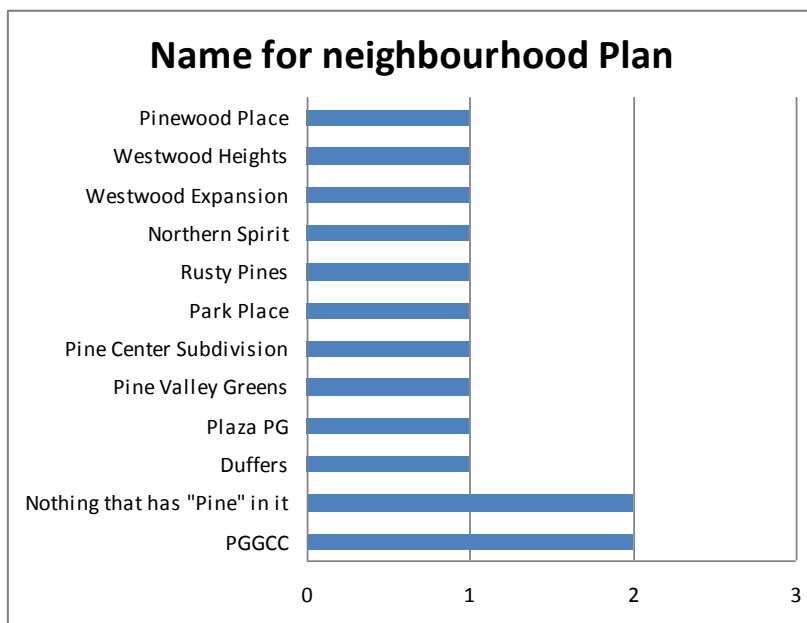
Question 3: What are three things you like about the plan?



Question 4: What are three things you would change?



Question 5: Do you have a name suggestion for the plan area?



Based on the results of the comment forms, there were no clear directions to make major revisions to the plans. The changes that were made to the plan were the change of the single family housing to town house style housing and a reconfiguration of the land that could potentially be added to the Pine Centre Mall site. This latter change required reconfiguration of the clubhouse site and the seniors housing site but there were not significant changes to land areas. These two changes were directed by the City based on input by two of the stakeholder groups. Other changes were also suggested but they were not implemented because they would have resulted in more commercial lands. The feedback from City staff, Council and the public does not support any additional commercial land use in the plan area from what is already shown. Although, public input indicates that many people prefer the land not be developed for either commercial or residential purposes, and instead be retained for park/recreation purposes, the viability of this sites redevelopment would be questioned. As it is the recommended Plan attempts to strike a balance between the desires of the community, and the ability of the community to acquire park/recreation lands in this area.

## 11.0 URBAN DESIGN PRINCIPLES

The purpose of this section is to provide some general principles that should be incorporated into Development Permit Guidelines or Subdivision Guidelines that will be applied to development applications within the Plan Area. They are not intended to be exhaustive but rather to capture the planning intent that was put into the Demonstration Plan as shown in Figure 9.

It is recommended that all commercial and multiple family areas are subject to development permit guidelines to be prepared during, or prior to, the rezoning stage to ensure the principles of this plan area implemented.

All cleared areas must be fully developed, or fully landscaped within 2 years of being cleared. Security may be required to guarantee this occurs with any development approval. The intent of this policy is to ensure that large undeveloped areas do not become a nuisance management problem (e.g. dust, visual quality etc.).

### 11.1 Regional Commercial

Regional Commercial uses will likely be dominated by single use buildings or activities such as the warehouse style sales (big box) and auto dealers that currently dominate the development along Hwy 16. Despite trends to reduce this type of development, it is unlikely that there is another land use for the highway frontage that will provide better land economics for the redevelopment of the plan area. However, the form of this development does not need to be completely dictated by its function.

It is recommended that a consistent standard for a landscaped screen be implemented concurrently with development along the Hwy 16 frontage as shown in Figure 10. The intent is to provide aesthetically pleasing landscaping without precluding some commercial exposure to the highway. Additional design principles are as follows:

- ▶ Ensure all sides of large buildings are finished with architectural details (not simply painted features) and that no building elevations are left as blank walls.
- ▶ “Buildings as signs” are to be discouraged. Corporate identity can be maintained without turning the entire building into a corporate poster. Even utilitarian buildings can be designed to provide visual interest aside from corporate branding.
- ▶ Free standing signs may be adjacent to the required landscaped areas, but should not be incorporated in such areas, or between the landscaped areas and the boulevard.

- ▶ All regional commercial uses should be screened from the adjacent Highway 16 and 97 right of way by a fully landscaped berm. Limited interactive display areas may be integrated with the landscaped area provided it does not exceed 10% of any lot's frontage.
- ▶ Incorporate minimum landscaping requirements for all parking lots that exceed 50 parking stalls.
- ▶ Parking lots should incorporate dedicated pedestrian routes incorporated with landscaped areas. Due consideration must be given to snow clearing and storage practices.
- ▶ Consider loading bays parallel to building faces such that simple screening of these areas is possible.
- ▶ Signage should be limited to a single message per business and should be arranged to have a maximum of one grouping of signs per road frontage.

## 11.2 Arterial Commercial

The portion of the plan area designated as Arterial Commercial can be seen as a transitional land use between the Regional Commercial uses on the Hwy 16 frontage to the existing and future residential uses. Buildings should be arranged to have a close relationship to the street such that not all of the street frontage is dominated by parking. Uses and tenant sizes can be varied and may be specified at the rezoning stage due to the need to be cognizant of trip generation rates as per Section 6: Traffic Analysis recommendations. There is a higher likelihood that development in this land use category will generate more pedestrian visits than the Regional Commercial uses. Focus on the pedestrian environment and experience for elements such as store front design and access through the parking lots should be given additional consideration. Some further design principles:

- ▶ Incorporate minimum landscaping requirements for all parking lots that exceed 50 parking stalls.
- ▶ Parking lots should incorporate dedicated pedestrian routes incorporated with landscaped areas. Due consideration must be given to snow clearing and storage practises.
- ▶ Pedestrian routes should consider logical connections to public sidewalks such that the broader pedestrian network is effectively extended through the site.
- ▶ Consider loading bays parallel to building faces such that simple screening of these areas is possible.
- ▶ Building façades should be designed to a pedestrian scale. After all, even for visitors who drive to the site will move between stores by foot.

- ▶ Buildings facing Ferry Avenue and the new internal road should be placed close to the street with no intervening parking. This creates a more vibrant streetscape.
- ▶ Signature large scale restaurants or other commercial uses that are entertainment oriented should be allowed to have plaza space within the site for outdoor seating or gathering. These spaces should be clearly separated from traffic areas to provide a safe pedestrian environment.

### **11.3 Neighbourhood Commercial / Mixed Use**

Neighbourhood Commercial uses are those that serve the day-to-day needs of the local residents. While parking is still required, it should be de-emphasized and the focus of building and tenant space design should be clearly oriented to the pedestrian scale. Promoting residential spaces above the commercial is a great way to provide vitality to the area and re-enforces the nature of neighbourhood commercial serving the local population.

Design principles:

- ▶ Building facades should be the predominant feature at the street frontage.
- ▶ Access to and provision of parking needs to be well designed and safe but should be secondary to the built form.
- ▶ For mixed use developments, separate and secure access to residential units should be provided.
- ▶ Building setbacks should be restricted to what is appropriate to create a wider than normal pedestrian space at grade along commercial frontages (i.e. to create a plaza effect).

### **11.4 Multiple Family – Town Housing**

There are three forms of townhouses shown on the Demonstration Plan. The area closest to Ferry and Westwood is contemplated as a cluster town house development that will be oriented around the existing ponds that can be retained and enhanced from the current golf course design. The ponds have been enlarged to increase the potential for storm water management functions as they are located in one of the lowest portions of the plan area. The town homes located to the northwest side of the central green are similar cluster town homes but the amenity feature is the central green rather than the ponds.

This type of design necessitates vehicle parking on the same side of the building as the front doors. The rhythm and pattern of driveways should maximise cohesive landscaping opportunities on this elevation of the buildings. Useable open space will be



provided on the rear side of the town homes where some views of the ponds will be available.

The second type of town homes shown are along the west side of the central green. These are shown on the Demonstration Plan as traditional row housing with access to a rear lane for vehicle parking. These units can be located quite close to the street and can rely on the significant park space across the street for useable open space. This form of development can be developed on a fee simple ownership basis should the City determine that a suitable zoning regulation be appropriate for this use.

Architectural details for row housing need to be coherent and integrated but do not necessarily have to be repetitive. Some variation between facades is encouraged to project the fact that these are individual units.

The third form of town housing is shown just north of the single family housing. It is a row housing format without the benefit of a rear lane. There is a linear park along the south side which could be developed as a park frontage with the main pedestrian entry oriented to the linear trail rather than the driveway.

## **11.5 Multiple Family – Medium Density Apartments**

The two areas shown for this type of land use are intended to accommodate three to four storey apartment style buildings. A significant portion of the required parking has been shown at grade for these sites but underground parking is encouraged where financially feasible. The Demonstration Plan indicates that a significant portion of these buildings could accommodate individual at grade access for the main floor units. Typical design principles that should be incorporated into these buildings;

- ▶ Architecturally significant main pedestrian entry.
- ▶ Provision of balconies.
- ▶ Appropriate window details and exterior finishes to provide horizontal and vertical details to create a balanced exterior building design.
- ▶ Varied roof forms such as gables, dormers, and varied pitch sections help to break up the mass of large roofs.

## **11.6 Seniors Housing**

The Seniors Housing is shown in two forms. One is similar to the apartment style housing which should incorporate similar design principles. The second is two clusters of bungalows. These are similar to single detached housing but are part of the larger

senior's complex and can rely on some or all of the services provided in the apartment style building. Parking is centralized so that the bungalows are accessed by connected walkways and share common green space amongst the units.

## **11.7 Linear Trails and Central Green**

The network of linear trails and the central green are a prominent feature of the plan that can unify all of the various forms of development. As such, it is imperative that these features are properly designed and constructed. In Section 5: Parks and Recreation, it is recommended that a detailed park planning exercise be completed, ideally before any redevelopment occurs.

## 12.0 IMPLEMENTATION

The success of this plan relies on many variables that are beyond the control of the City of Prince George, such as private land negotiations and market conditions. However, there are some particular steps that should be followed to increase the chance of success for this plan.

- ▶ Completion of recommended Phase 2 Environmental Assessment as per the McElhanney Environmental Assessment report.
- ▶ Appropriate OCP and any other bylaw or policy amendments to be formalized. These should address, at minimum, the following policy directions;
  - Amendments to the OCP to acknowledge the proposed land use changes within the plan area, and the introduction of specific development permit designation, objectives and special conditions.
  - Amendments to the relevant Parks, Transportation and Servicing plans to acknowledge potential redevelopment of plan area.
  - Review of relevant financial documents including Development Costs Charges, Servicing Area Bylaws, etc.
  - Consideration of future policy for cost sharing of infrastructure costs and park development costs with developers as part of redevelopment of the plan area.
  - Policy guidance for park space to be shared use with utility infrastructure, district energy partners, demonstration landscaping partners, etc.
  - Limitation of future regional commercial land uses outside of the plan area.
  - Consultation with Tourism PG regarding possible relocation to the plan area.
  - Consultation with Pine Centre Mall to determine if there is potential for their expansion to require the additional land in the northwest portion of the site.
  - Policy direction for possible re-location to the transit hub to the northwest portion of the plan area to occur at an appropriate threshold of redevelopment.
- ▶ Creation of a new identity for Plan Area. The Golf Course - Pine Centre Neighbourhood Plan is a working title for this plan at best. The name will lose relevance after the golf course moves and there is little likelihood that any pine trees will remain. It is recommended that a naming process be considered with public input

to create a name for the plan area that will be memorable and marketable for the redeveloped neighbourhood in the future.

- ▶ The preparation of a detailed Parks Master Plan that will include specific landscape design standards, potential cost sharing and opportunities for joint-use partnerships.
- ▶ Dedication of roads and right of ways to create block plans for development parcels and public lands. If this is done prior to zoning, there should not be the need for servicing commitments at this stage.
- ▶ Detailed servicing plans, complete with phasing strategy need to be considered prior to or concurrently with the first rezoning application. It is imperative that a comprehensive approach be implemented prior to any redevelopment opportunities being approved within the plan area. The components of this plan have laid the groundwork for the main issues to be addressed.
- ▶ Individual development applications for development parcels within the plan area.













