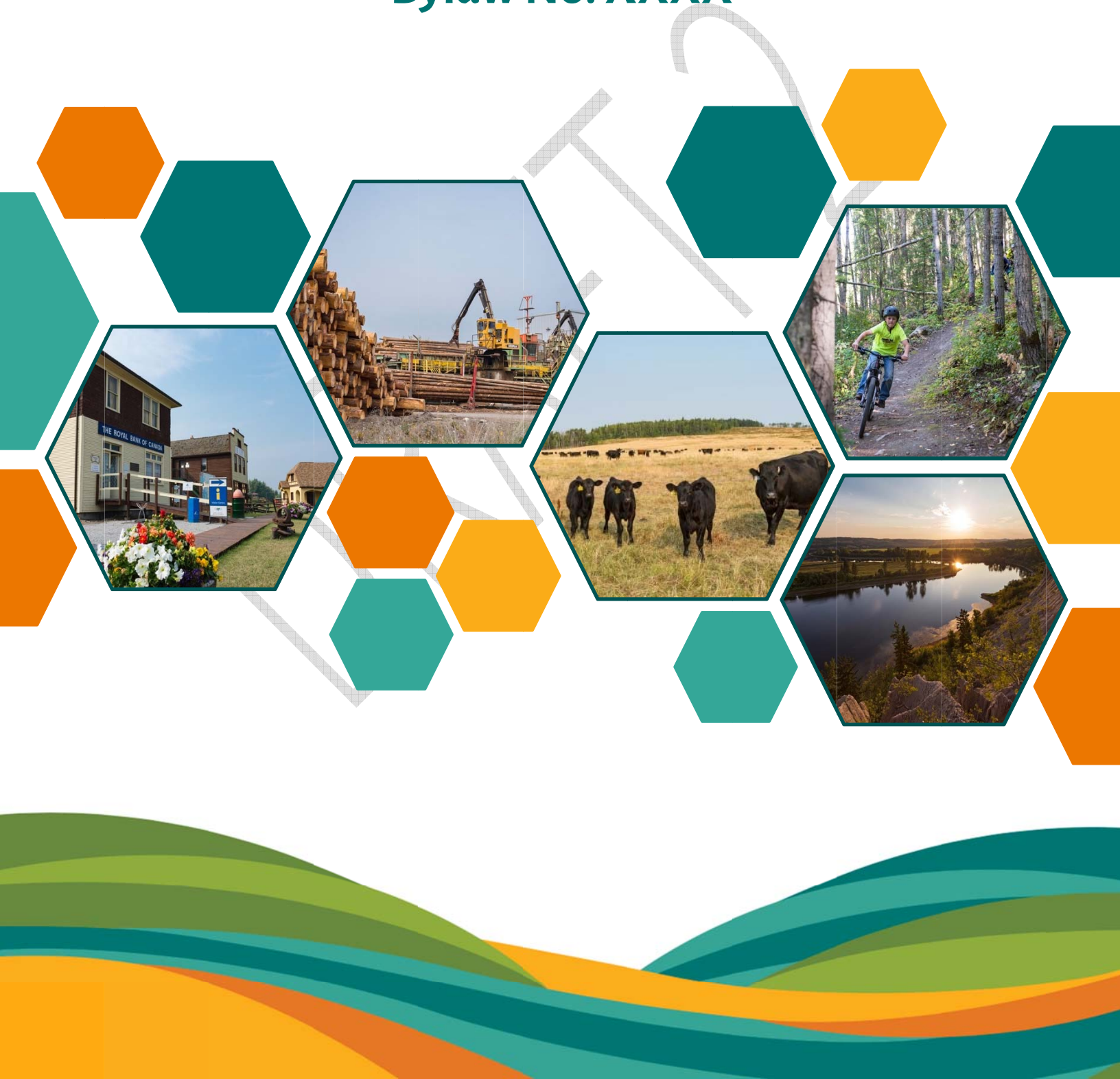


District of Vanderhoof

Official Community Plan

Bylaw No. XXXX



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ACKNOWLEDGEMENTS

The District of Vanderhoof acknowledges the lands within the Official Community Plan area to be within the ancestral lands of the Dakelh people including the Saik'uz First Nation and honors them as the original people on the land. We will endeavor to honor the land, be stewards for its sensitive environmental features and to respect the people whose history is tied to these lands

L&M Engineering Limited would also like to acknowledge the efforts, time and valuable input received from the District of Vanderhoof staff, general public and community stakeholders who have worked together to bring this plan to fruition. A project of this magnitude is very much a collaborative effort, with the contributions of community members forming the basis of this document.

District of Vanderhoof Council

Mayor Gerry Thiessen
Councillor Brian Frenkel
Councillor Cyndi Lauze
Councillor Kevin Moutray
Councillor John Murphy
Councillor Spencer Siemens
Councillor Ken Young

District Of Vanderhoof Staff

Lori Egli, Chief Administrative Officer
Kendra Kinsley, Corporate Officer
Darren Dyck, Building Inspector

L&M Engineering Limited

Ashley Elliott, MCIP, RPP, Planner
Ashley Thandi, BPI, Community Planner
Megan Hickey, BPI, Planning Technician

Community Stakeholders

Vanderhoof & Districts Co-Op
Vanderhoof Public Library
Nechako Valley Historical Society
Vanderhoof Airport Development Society
Advanced Millwright Services
Omineca Golf Course
Kinsmen Club
Vanderhoof Flying Club
College of New Caledonia
Nechako Environmental & Water Stewardship
Nechako Arts Council
Connexus
SD91 – Nechako Lakes
Vanderhoof Community Foundation
Vanderhoof Community Futures
Nechako Watershed Roundtable
Nechako Waste Reduction Society
Riverside Place Senior's Residence
Nechako Valley Secondary School
Evelyn Dickson Elementary School

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PART 1: INTRODUCTION





In this section you will find:

- 1. What is an Official Community Plan?**
- 2. How to Use This Official Community Plan**
- 3. Planning Process**
- 4. Community Vision**
- 5. Community Goals**
- 6. Community Objectives**

1 WHAT IS AN OFFICIAL COMMUNITY PLAN (OCP)?

An Official Community Plan (OCP) is a policy document used by local governments to set out the broad objectives and policies of their community for future land use. Once an OCP is adopted as a bylaw, the OCP becomes a binding document and all future land use decisions made by Council and District staff must be consistent with the objectives and policies that have been outlined in this plan unless otherwise supported by an amendment to the OCP in accordance with the *Local Government Act (LGA)*. As such, it is important that the OCP is reflective of the vision, goals and objectives of the community it is intended to represent. This OCP, along with the objectives, policies and schedules contained within it, will help guide growth and change by providing decision makers such as municipal staff, the development industry, the general public, District Council and regulatory agencies with a clear, shared vision of the community's future.

This OCP is a living document and should adapt to new trends that occur within the community as well as respond to changing economic, social, cultural, and demographic circumstances within the District. As such, following careful consideration by Council, the policies and land use designations in this plan may be revised through adoption of an amending bylaw following the provisions outlined within the *LGA*. Additional information about the implementation of this OCP can be found in Part 5.

1.1 Amending the Official Community Plan

Changes and unforeseen circumstances may necessitate amendments to either the policies or schedules that form part of this OCP following the procedures outlined in the *LGA*, including a requirement for public consultation. When considering amendments to the OCP, special consideration should be given to ensure that the changes both reflect and advance the overall community interest.

As part of the process when considering an amendment to this OCP, Council shall require an analysis of the desirability and impact of the proposed amendment in an effort to weigh the overall public interest against the individual interests behind land use applications that may be inconsistent with the OCP. This analysis should include:

- The relationship to other plans and plan policies;
- The compatibility with surrounding development in terms of land use function and scale of development;
- The impact on traffic and pedestrians;
- The relationship to and impacts on services such as water and sewage systems, public transit and other utilities and public facilities such as recreation, parks and schools;
- The effect on the stability, retention and rehabilitation of desirable existing uses and buildings;
- The retention or provision of affordable housing;
- The necessity and appropriateness of the proposed use in view of the stated intentions of the applicant; and
- The documented concerns and opinions of area residents and property owners regarding the application.

If refused, Council shall not reconsider an application to amend the plan for a period of one year unless the circumstances pertaining to the proposed amendment have changed significantly since the previous decision.

1.2 Local Government Act Requirements

Municipalities in British Columbia are given the authority to adopt an OCP in the *LGA*, which stipulates what must or may be included in an OCP. Provincial legislation also establishes adoption procedures for new or updated OCPs. This OCP has been prepared in compliance with the legislation.

The *LGA* is the legislative framework in British Columbia, which applies broadly to local governments in relation to matters such as incorporation and boundary changes, but also includes statutory requirements for municipal planning and land use powers. Within the *LGA*, the rules, regulations and procedural requirements for creating and amending OCPs are stated. Section 473 of the *LGA* outlines the required content of an OCP and states:



- (1) An official community plan must include statements and map designations for the area covered by the plan respecting the following:
 - (a) the approximate location, amount, type and density of residential development required to meet anticipated housing needs over a period of at least 5 years;
 - (b) the approximate location, amount and type of present and proposed commercial, industrial, institutional, agricultural, recreational and public utility land uses;
 - (c) the approximate location and area of sand and gravel deposits that are suitable for future sand and gravel extraction;
 - (d) restrictions on the use of land that is subject to hazardous conditions or that is environmentally sensitive to development;
 - (e) the approximate location and phasing of any major road, sewer and water systems;
 - (f) the approximate location and type of present and proposed public facilities, including schools, parks and waste treatment and disposal sites; and,
 - (g) other matters that may, in respect of any plan, be required or authorized by the minister.
- (2) An official community plan must include housing policies of the local government respecting affordable housing, rental housing and special needs housing.
- (3) An official community plan must include targets for the reduction of greenhouse gas emissions in the area covered by the plan, and policies and actions of the local government proposed with respect to achieving those targets.
- (4) In developing an official community plan, the local government must consider any applicable guidelines under section 582



Further defined within Section 474 of the LGA, OCPs may address the following:



- (a) policies of the local government relating to social needs, social well-being and social development;
- (b) a regional context statement, consistent with the rest of the plan, of how matters referred to in Section 429 (2) (a) to (c), and other matters dealt with in the plan, apply in a regional context;
- (c) policies of the local government respecting the maintenance and enhancement of farming on land in a farming area or in an area designated for agricultural use in the plan;
- (d) policies of the local government relating to the preservation, protection, restoration and enhancement of the natural environment, its ecosystems and biological diversity.



1.3 Official Community Plan Review & Update

An OCP will typically look twenty to thirty years into the future. This updated OCP has been designed to provide policy direction for the District of Vanderhoof until 2040. Although this plan is set to provide guidance for the next twenty years, it should be reviewed and updated in the next five to eight years in an effort to keep pace with the evolving circumstances occurring within the community. The previous OCP was last updated in 2014.

This OCP has been prepared to build upon and replace the previous 2014 Official Community Plan, under the direction of District Council and through an extensive public consultation process, which included District Staff, the public at large, and key community stakeholders. As such, this plan reflects the vision for the District of Vanderhoof that the community at large shares. Government agencies have also reviewed the draft plan and provided comments during the planning process. While many aspects of the 2014 OCP remain relevant, this new 2040 Official Community Plan incorporates an updated vision for the future of the community. This new OCP addresses pressures and opportunities the District is currently facing and is reflective of the extensive community consultation that took place during the OCP update process.

2 HOW TO USE THIS OFFICIAL COMMUNITY PLAN

2.1 Purpose of this Official Community Plan

This OCP is intended to be a guide for new development as well as improvements to existing developments. For District Staff and Council, the OCP will inform the decision-making process when reviewing new applications or when considering the allocation of municipal funds and when securing funding for new community projects. For the public and developers, the OCP is intended to guide new developments in a forward march toward reaching the 2040 Vision by providing background research including demographic and preference information as well as general community context to strengthen proposals and increase the acceptance and success of new developments within the community.

Key new features in this new OCP include:

- Food Security
- Housing
- Growth Management
- Asset Planning

This new OCP will:

- Enable the community to identify the key characteristic of Vanderhoof to be preserved or enhanced as well as preferable changes the community would like to see implemented;
- Provide an opportunity for the community to come together to develop and communicate a shared vision of what Vanderhoof should be in the future;
- Allow the District of Vanderhoof to meet the requirements of the current legislation; and
- Provide elected officials and Staff with a clear direction and a framework to implement other plans and policies throughout the community.

2.2 District of Vanderhoof Hierarchy of Planning Documents

Development within the District of Vanderhoof is guided by Bylaws that are approved by Council in accordance with the LGA. These Bylaws address different aspects of development and when they are considered within the hierarchy shown below in Figure 1, they can work together to ensure that approvals are made consistently and in accordance with appropriate municipal procedure. The hierarchy of planning documents within the District generally follows the following format:

Figure 1: Hierarchy of Municipal Planning Documents



2.3 Organization of this Official Community Plan

This OCP is divided into 6 parts:

Part 1: Introduction: Provides an introduction to the District of Vanderhoof's 2040 Official Community Plan. This section defines the OCP, explains the purpose of this updated plan, describes how the OCP conforms to provincial legislation, reflects on the public consultation process that led to the development of this plan, identifies how this plan is organized as well as specific actions necessary to implement this plan. Part 1 also shares the community vision, goals and objectives.

Part 2: Community Profile: Provides context with a summary of the history of Vanderhoof, as well as the current setting of the community. Additionally, information regarding the historical and projected populations of Vanderhoof, trends in housing, local demographics, the existing economic context, the Agricultural Land Reserve, and regional context of the community within the Regional District of Bulkley-Nechako are also provided.

Part 3: Planning for the Future: Describes the choices for the District's future. Topics and policies relating to quality of life, food security, agriculture, the environment, growth management, economic diversity, and natural hazard planning are discussed in this section.

Part 4: Policies & Development: Includes policies on key policy areas within the community.

Part 5: Implementation

Part 6: Schedules

3 PLANNING PROCESS

Council and staff at the District of Vanderhoof believe community involvement is essential to creating a successful, community-supported OCP. It is also a provincial requirement that the public be involved in the consultation process.

The process to create this new OCP included a four step process, which was designed at the outset of the project and provided a roadmap to creating this OCP in regard to the timeline, public consultation process, external reviews and Council approvals. Engagement with the public was prioritized early in the process as a foundational element to creating a comprehensive OCP that is truly representative of the District of Vanderhoof. The engagement strategy was designed to be innovative and inclusive, adaptive and transparent as well as intuitive and barrier free and followed the process outlined below:

Step One

This stage of the process identified the baseline data and community context for the OCP. During stage one, a review of existing Bylaws and initiatives was completed, in addition to the completion of important data analysis retrieved from Statistics Canada.

Once the community profile was reviewed and the population and demographic data was analyzed, preparation of the community consultation process could begin. During this stage, a presentation of the public engagement strategy was shared with District Council at the Committee of the Whole Meeting to ensure that

the direction of the draft OCP and upcoming public consultation process was consistent with the District's values and procedures.

Step Two

Public Survey: An online public survey was launched at the beginning of February 2020. A hardcopy was also made available at the District office for any residents that did not have access to the internet. A total of 76 responses were received during this period.

Public Open House #1: This first public open house was widely advertised and represented the primary “visioning” session for the project. Poster boards were available to the public to be reviewed at their leisure. The posters included information about the process and purpose of an Official Community Plan and Zoning Bylaw as well as some visioning boards where visitors were invited to write on the boards and share their opinions about a variety of aspects of the plan.

Stakeholder Interviews: A total of 35 stakeholders were identified through consultation with the District, a review of economic drivers in the community, active community service groups and service providers. For those stakeholders who were unavailable to meeting during the week of the public engagement marathon a separate stakeholder survey was made available.

Drop-In Consultation Hours: The scheduled times for drop-in were arranged so that they were at different times throughout the week and were posted on the District website to ensure that the most up to date information was available. The drop-in hours were different on each day of the week to make sure that regardless of work schedule, time commitments, family situation or ability there was an opportunity to participate. The drop-in hours were intended to maximize the flexibility for consultation to make it possible for people to participate regardless of their personal availability.

Targeted Roundtable Working Groups: The need to be flexible with engagement methods was recognized as an important strategy in order to reach as many members of the community as possible. In recognition of the fact that certain demographics are less likely to participate in traditional public engagement events due to access to transportation, availability or mobility issues, targeted roundtable working groups were identified as an alternative approach to reaching these key members of the community.

Riverside Place Senior's Residence: The intent of this roundtable was to identify the barriers for senior citizens to be able to access the community, to identify ways to make the community more livable for seniors, and how to make it better tomorrow based on the great things Vanderhoof had in the past.

Nechako Valley Secondary School: A self-directed roundtable workshop was held, where students were separated into two working groups. Within each group, a leader was elected to lead the process for the team and write their answers on the flip charts. One group focused on the current lifestyle in Vanderhoof while the second group focused on their vision for the future. Once discussions were complete, the two groups were brought together to discuss their answers and to contemplate the similarities and differences between their answers despite talking about now versus the future.

Public Open House #2: The second meeting was designed to share an understanding of the information received at the first public open house and via all other public input that had been received. The meeting shared poster boards that identified of the expressed Vision for the Official Community Plan as well as community objectives and sample policy recommendations to illustrate how public input shapes the long-range planning policy of the Official Community Plan.

Additional Consultation: The students at Evelyn Dickson Elementary School, serving over 250 Kindergarten-Grade 6 aged students, were also consulted. The older students were asked to draw their favourite thing about living in Vanderhoof, with a set of questions to identify what they like about Vanderhoof and their vision for the future. Colouring pages were used to create age-appropriate questionnaires for the younger students.

Step Three

Following the completion of the first draft, the draft OCP was shared with the community in multiple formats including, digitally through the District's website, hardcopies available at the District office and via email to residents who requested to be added to the group email list at the public open house and stakeholder interviews. Council was also provided with an opportunity to review the draft OCP and request changes prior to the external review process with upper levels of government, and other relevant agencies so that the 2nd draft could be completed.

Step Four

The final stage for this OCP was for the final draft to be reviewed by District Council for approval and adoption. A community-wide invitation was shared with the public so that they could attend a Public Hearing to express their support or concerns with the OCP as drafted. In recognition of the long-term importance of the OCP, it was salient to ensure that the OCP is truly reflective of the community's needs and that it is a comprehensive planning tool that will effectively guide future development toward the identified community vision.

4 COMMUNITY VISION

A vision statement articulates how a community sees itself in the future. During the week-long community engagement marathon in Vanderhoof, community members were asked to respond to open-ended questions intended to define the current state of Vanderhoof. As a result of the responses, the 20-year vision for the future of Vanderhoof was created. In 20 years, residents of the District of Vanderhoof hope to be able to say the following about their community:



Our District is a family friendly community that embraces the natural environment around us and provides a cultural and recreational hub for our residents.

We appreciate the small-town feel, natural beauty and opportunities provided for people throughout all of their life stages in our District.

We are committed to strengthening our community identity, improving accessibility and affordability, providing more opportunities to be active and broadening our economic diversity to keep people in our community.



5 COMMUNITY GOALS

These goals were identified by the community through the public consultation process for the OCP and will guide the direction of the OCP in the following ways:

General Form & Character: To encourage quality design for new developments and façade improvements with a focus on improving the appearance of the Highway 16 Corridor, the commercial/retail district along Burrard Street and frequently visited public spaces.

***Goal:** An ideal or condition to be achieved, expressed as an end goal or aspiration*

Quality of Life: To promote a livable community by capitalizing on opportunities that enhances the community's economic, social, recreational and environmental attributes as well as the quality of life for residents.

Housing: To promote and encourage new housing starts that include a wide range of housing options and to encourage residential infill, seniors and rental housing to ensure that new or existing residents are able to reside in Vanderhoof regardless of age, financial resources or household compositions.

Growth Management: To prioritize new development in such a way as to provide for the logical extension of services in a cost-effective manner with a maintainable road network that provides for the convenient and efficient movement for all modes of transportation.

Environmental Protection & Sustainability: To promote and protect environmentally sensitive areas, the Nechako Watershed, and airshed as well as the ecosystems that live within them.

Local Economy: To develop a strategy that encourages further diversification of a resilient local economy.

6 COMMUNITY OBJECTIVES

The objectives of Council with regards to the future use, development and servicing of land within the District of Vanderhoof are set out in this section. These objectives set the basis for the policies contained in Part 5 of this document and are organized as follows:

- General Form & Character;
- Quality of Life;
- Housing;
- Growth Management;
- Environmental Protection & Sustainability;
- Agriculture; and
- Local Economy.

***Objective:** Means to achieve a goal or desired result (achievable, measurable and relevant)*

6.1 General Form & Character Objectives

This OCP establishes the following objectives to guide the form and character of future development as a means of enhancing and building upon the positive attributes and aesthetic value of Vanderhoof:

Objective To promote the allocation and use of land to achieve an orderly, efficiently serviced pattern of development.

Objective To ensure a sufficient supply of suitably zoned land within the District is available to accommodate both existing and future land uses in a manner that will minimize conflicts.

Objective To improve the ability for seniors and persons with mobility challenges to navigate the built form of Vanderhoof.

Objective To use available provincial and other incentives to develop a strategy to manage vacant and underused brownfield sites and the appearance of the Highway 16 Corridor.

Objective To encourage the preservation and restoration of historical sites and buildings within the District.

6.2 Quality of Life Objectives

The District of Vanderhoof provides opportunities for the well-being of all of its residents. The following are the community's objectives for maintaining and providing a livable community:

Objective To support various modes of transportation to improve health and air quality mitigation efforts.

Objective To improve the accessibility of frequently used public areas to encourage a more active lifestyle for residents.

Objective To promote the heritage and cultural values of the District by providing opportunities for creative self-expression, education and entertainment for residents and visitors.

Objective To work with School District 91 and other community groups with a goal of increasing community capacity for extracurricular activities and community programs.

Objective To encourage a more active community by providing signage throughout the community that highlights existing walking trails and bicycle paths.

Objective To work with social support agencies and other governments to ensure services are available for all those that are in need.

Objective To address the issues and challenges that seniors in the community encounter by supporting existing and future seniors' organizations and programming.

Objective To build a healthy and sustainable community by capitalizing on opportunities that enhances the community's economic, social and environmental attributes and the quality of life.

6.3 Housing Objectives

The District has established the following objectives to guide future housing development in Vanderhoof:

Objective To create a diverse mix of housing types, tenures, and densities to accommodate the various housing needs of existing and future residents.

Objective To promote and encourage new housing starts in the District to increase the availability of housing.

Objective To ensure sufficient quantity and quality of affordable, rental and special needs housing including but not limited to accessible and seniors housing.

Objective To encourage a range of safe and affordable housing options which meet the needs of individuals and families of varying income levels, age groups, and needs.

Objective To expand the availability and typology of housing to both attract and retain residents in the community.

Objective To encourage the development of a range of housing options for all ages and to offer options enabling seniors to “age in place”.

6.4 Growth Management Objectives

Council has established the following objectives to guide future growth in Vanderhoof:

Objective To ensure an adequate supply of suitable land is available to accommodate population growth in a managed, thoughtful manner.

Objective To promote development in presently serviced areas and in areas which can be efficiently serviced by the extension of roads and utilities to maintain a pattern of development that will not create undue financial burdens for the municipality.

Objective To ensure Vanderhoof delivers a broad range of community services to meet the needs of a diverse and evolving community in any potential growth scenario.

Objective To encourage the efficient and logical extensions of utility servicing within the incorporated boundaries of the District.

Objective To minimize the ongoing operating, maintenance and/or replacement costs of municipal roads, services and other infrastructure.

Objective To strengthen residential, commercial, and industrial districts by establishing growth priority areas.

Objective To prioritize that growth and investment in infrastructure is managed to ensure a consistent and affordable level of municipal services are provided to the community.

6.5 Environmental Protection & Sustainability Objectives

Council’s objectives for the preservation of sensitive natural features areas, as well as ensuring that development is safeguarded from potential natural hazards, are as follows:

Objective To reduce greenhouse gas emissions through provincial and federal funded initiatives available to the District of Vanderhoof.

Objective To encourage initiatives to incorporate green design into our buildings and infrastructure to ensure a healthier and more sustainable community. Such as encouraging the use of BC Energy Step Code in new construction.

Objective To encourage climate change adaptation in planning processes and support initiatives that will help reduce Green House Gas emissions (GHG) in the community and to be part of a “cleaner” energy future and be part of the national effort to achieve net zero emissions by 2050.

Objective To develop sustainable local food systems and create a sustainable community through the development of local food systems.

Objective To promote the growth and distribution of local agricultural products by supporting the Farmer’s Market and the Community Garden.

Objective Ensure protection of the natural environment through the use of Development Permit Areas to protect environmentally sensitive areas.

Objective Encourage appropriate design of development in order to avoid hazardous conditions including erosion, soil instability, landslides, and moderate or higher fire hazards.

Objective To protect lands with high environmental values such as the lands bordering the Nechako River, Stony Creek, and Murray Creek, and to promote non-intensive use of these areas for open space compatible with habitat values and for preservation as drainage channels. Because these areas have been identified as having high environmental values, it is the policy of Council to designate these areas as Development Permit Area.

6.6 Agriculture Objectives

Council’s objectives to support local agriculture are as follows:

Objective To encourage the preservation of farm and grazing lands within the Agricultural Land Reserve (ALR).

Objective To protect the economic viability of the agricultural sector of the community and encourage its improvement and expansion.

Objective To support the Agricultural Land Commission (ALC) in protecting agricultural land and agricultural opportunities within the District.

Objective To protect and encourage agricultural activities on land with agricultural potential, in particular on lands within the ALR.

6.7 Local Economy Objectives

Council’s objectives for the local economy are as follows:

Objective To facilitate the establishment and expansion of local businesses.

Objective To encourage local job creation and job training.

Objective To support the preparation of an economic development strategy to support and retain existing businesses and to attract new businesses and industries to the District.

Objective To encourage further diversification of a resilient local economy.

Objective To support the development of natural resource related industry.

Objective To recognize the contribution that agriculture makes to the local economy supporting the future growth and development of agriculture which is a necessary and sustainable economic driver.

Objective To support and promote the economic viability of the agriculture sector.

A photograph of a community event, likely a festival or fair, held outdoors on a grassy field. In the background, a band is performing on a stage under a large white canopy. Several flags, including the Canadian flag, are visible on poles behind the stage. In the foreground, a large group of people, including children and adults, are seated in folding chairs, facing the stage. The scene is set against a backdrop of tall evergreen trees and a blue sky with scattered clouds. A semi-transparent white rectangular box is overlaid on the upper portion of the image, containing the title text.

PART 2: COMMUNITY PROFILE

A child wearing a yellow shirt and a helmet is riding a mountain bike on a dirt trail in a forest. The trail is surrounded by tall trees and green foliage. In the background, another person is visible, also riding a bike. The scene is captured in a slightly blurred, action-oriented style.

In this section you will find:

- 1. Community History**
- 2. Life in Vanderhoof**
- 3. Current Demographic**
- 4. Population Projection**
- 5. Economic Context**
- 6. Housing**
- 7. Transportation**
- 8. Agriculture**
- 9. Regional District of Bulkley-Nechako**

1 COMMUNITY HISTORY

The District of Vanderhoof is nestled in the Nechako Valley of northwestern B.C. along the banks of the Nechako River with Sinkut Mountain as a backdrop to everyday life. The area was first inhabited by the Dakelh people with their ancestral lands encompassing an area of up to 10,000 square kilometres. The Saik'uz First Nation peoples reside in a community known as Stoney Creek on Reserve No.1, approximately 14 km south of the District of Vanderhoof, but their ancestral lands extend far beyond Reserve No. 1.

Vanderhoof was named for its founder, Herbert Vanderhoof of Chicago, who worked for the Grand Trunk Railroad hoping to lure settlers to the farmland rich region. The name Vanderhoof is Dutch for 'of the farm', which is appropriate considering that Vanderhoof was one of the first agricultural settlements in British Columbia. Vanderhoof is strategically located along Highway 16 with the Nechako River and the northern main line of the CNR running through the core of the District.

2 LIFE IN VANDERHOOF

The District Municipality of Vanderhoof is located in the heart of British Columbia on the Trans-Canada Highway (Yellowhead Route 16), approximately 620 km east of Prince Rupert and 98 km west of Prince George. Situated in the Stuart Nechako Region of British Columbia, Vanderhoof serves as a service center for the entire Nechako Valley. The District of Vanderhoof has the desirability of a rural setting with the amenities and services of an established community of over 4,400 residents.

Vanderhoof is a gateway to outdoor recreation that includes hiking, mountain biking, camping and ATVing. Vanderhoof offers something for everyone, be it recreational opportunities or accessibility to core services, there are many draws to the community. Residents enjoy short commutes to work and school, and appreciate a short road trip to access a wider range of retail and recreational opportunities in the Hub City of the north: Prince George. Throughout the years, the District of Vanderhoof has been able to retain the charm and small-town feel of bygone eras, including the Halloween pumpkin walk, a museum, the annual fall fair, a biennial air show and a downtown core.

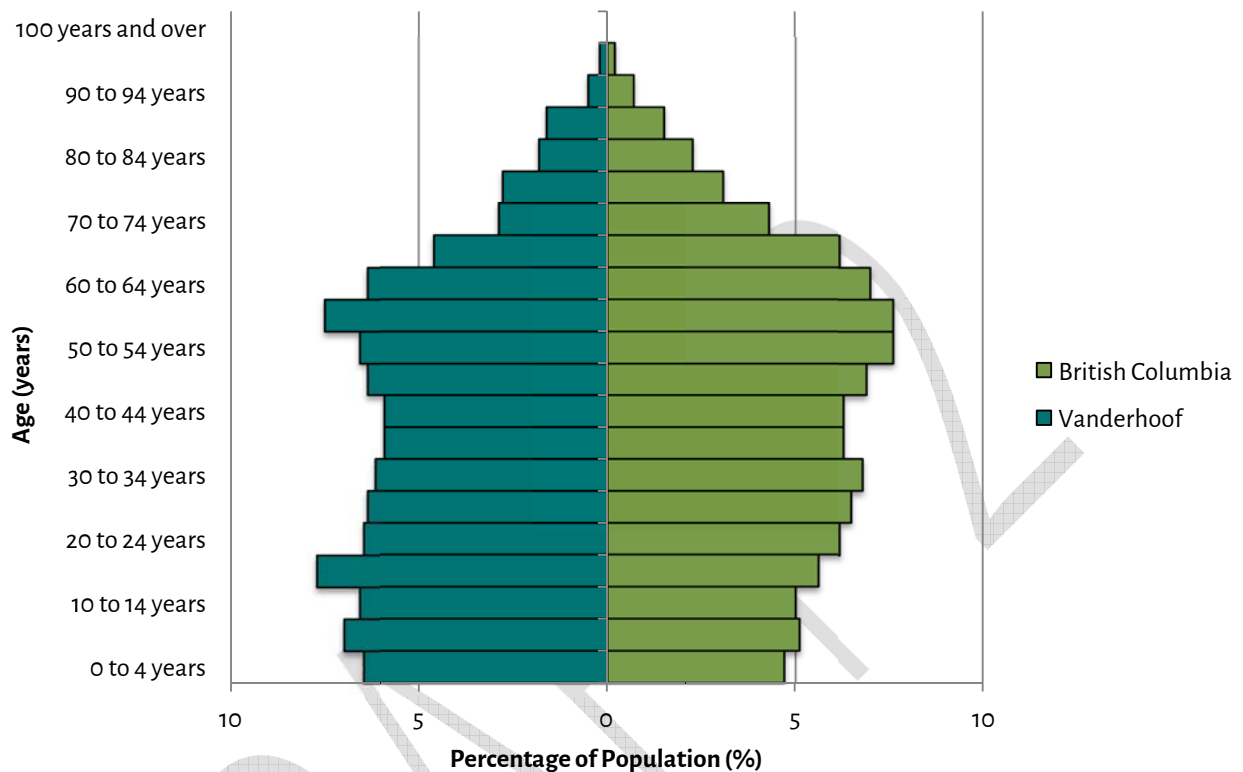
3 CURRENT DEMOGRAPHIC

According to the 2016 Statistics Canada Census, the District of Vanderhoof's population has declined by 0.9%, from 4,480 to 4,439 persons between the years 2011 to 2016.

The 2016 Canadian Census shows a population of 4,439 residents; 50% male, 50% female and shows 27.8% of the overall population as under the age of 19. With the provincial average for this age group at 20.4%, Vanderhoof is considered to be a young community. Additionally, the median age in Vanderhoof in 2016 was 37.5 years, while the median age for the province was at 43 years in 2016. Figure 2 below illustrates the various age groups in Vanderhoof and British Columbia.

The median age of Vanderhoof residents has increased from 36.0 in 2001 to 37.5 in the 2016 census. Despite the increase, Vanderhoof is still relatively young compared to the 2016 median age in BC of 43 and of the Regional District of Bulkley-Nechako at 41.1.

Figure 2: Population of Vanderhoof vs. British Columbia (2016)

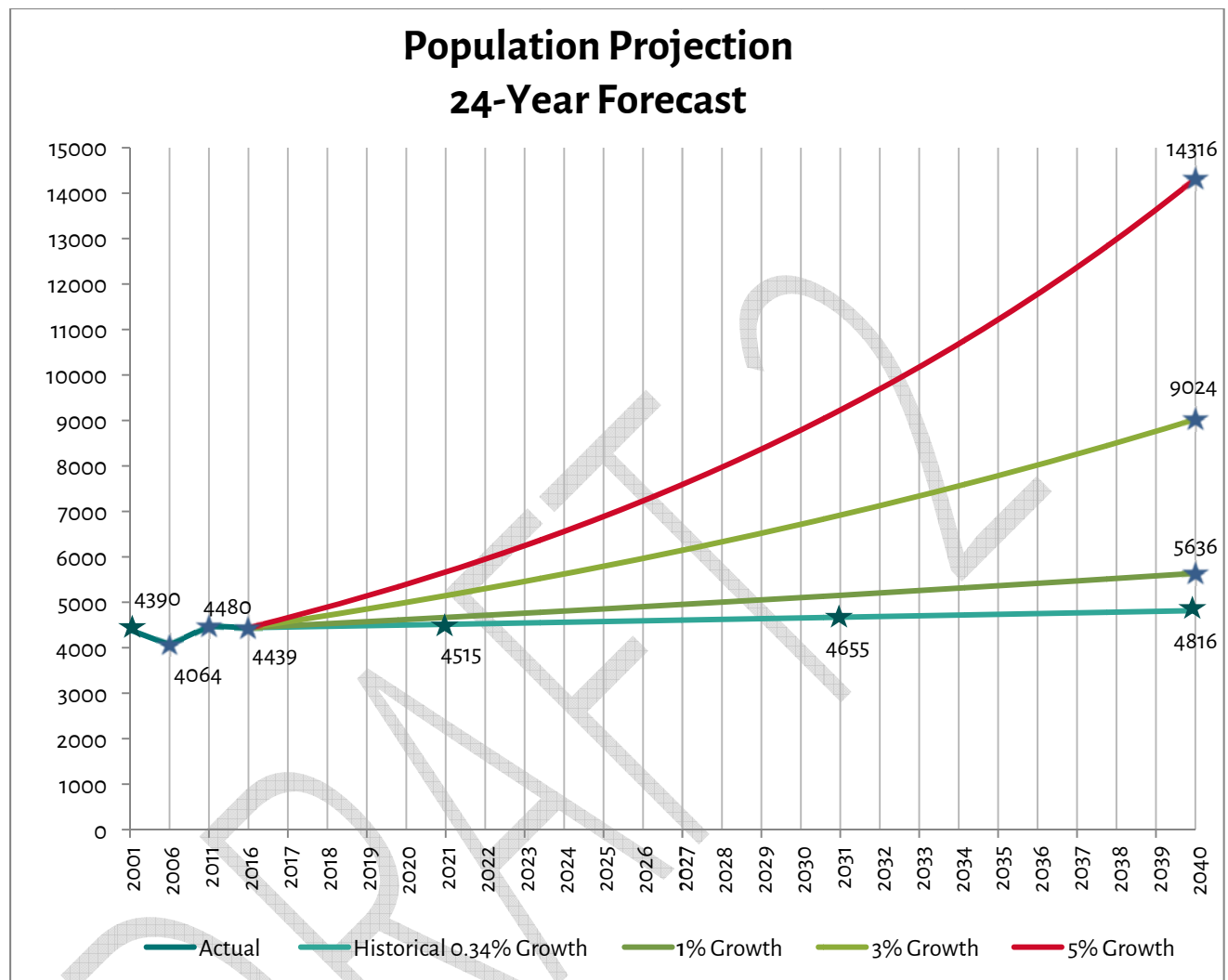


4 POPULATION PROJECTION

The Plan2040 OCP process included a review of population trends in order to identify a population projection to aid future infrastructure capacity planning processes and to support future land use decisions. The District of Vanderhoof has displayed a pattern of population growth and contraction, likely in response to changing economic conditions and resource development within the District and the surrounding areas, which is consistent with many northern communities that are heavily supported by the resource sector. Based on a historical average, the population projection displays a slight population increase of 0.38% over the next 20 years, which predicts a relatively stable population. Annual growth will vary, as it will depend on global and regional economic conditions. As a result, the projected population values are likely to react accordingly in response to new resource development such as mining and forestry or a diversified economic service sector.

Figure 3 below illustrates the population projection based on the historical average, as calculated by the labelled census data for the years 1996, 2001, 2006, 2011 and 2016. By contrast we have provided additional growth rate scenarios to indicate how the population projection would respond to low to moderate growth rates of 1%, 3% and 5%. Based on the historical average, the population may increase by 377 people, which could bring the total population to 4,816 by the year 2040, which is the 20 year time frame that forms the basic forecast period for this OCP. By comparison, the population could increase to 5,636 people, 9,024 people or 14,316 people for the same 20 year time-frame using the 1%, 3% and 5% growth scenarios respectively.

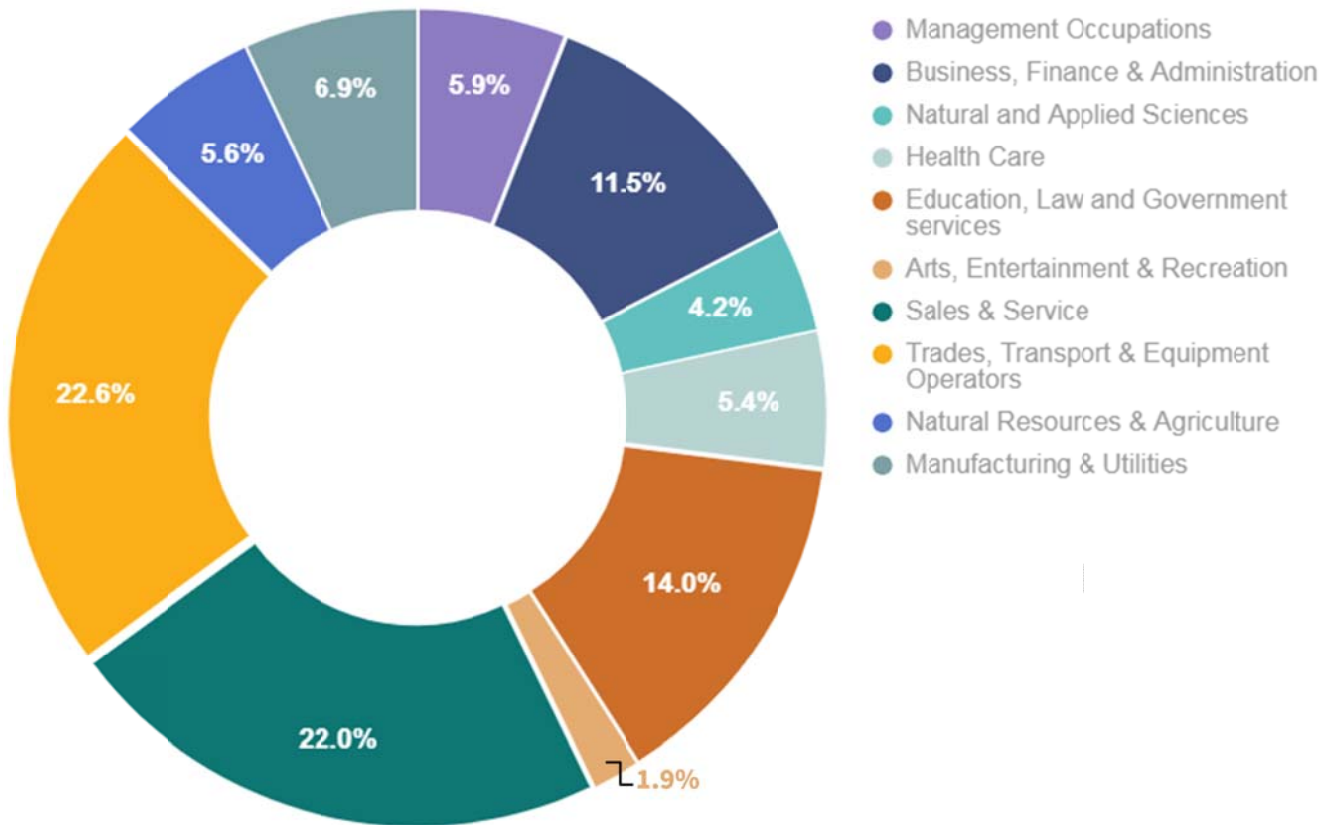
Figure 3: Population Projection



5 ECONOMIC CONTEXT

The municipality of Vanderhoof is the service, entertainment, and business center of Electoral Area F. As such, Vanderhoof affords its residents with a multitude of organizations that are available to encourage a prosperous community economically, culturally, environmentally and socially. As shown in Figure 4 below, since the 2016 Census, the economic sector has diversified from the traditional resource-based industries with the Trades, Transport & Equipment Operators and Sales & Service sectors nearly tied. The four main economic contributors are Trades, Transport & Equipment Operators, Sales & Service, Education, Law & Government Services and Business, Finance & Administration.

Figure 4: Employment by Major Sectors (2016)



The District has expressed an interest to expand resource operations, with a particular emphasis on the dedication of land for an industrial park, as well as redevelopment of brownfield sites, and a strengthened retail sector to provide more consumer options within the downtown core. The District has also expressed an interest in expanding opportunities for arts and cultural activities with display space that could be shared with other community organizations for hosting lectures, presentations or performances as this could create additional opportunities for revenue generation within the District.

6 HOUSING

A Housing Needs Assessment was carried out for the District in August of 2020. This section summarizes the key findings and recommendations of the report to for consistency between documents and to support the District's endeavor to address housing needs within the Municipal boundaries.

As of 2016, a significant proportion of the existing housing stock in the District of Vanderhoof is comprised of low density single family homes with a fairly high proportion of the homes consisting of an aging housing stock. The majority of housing within the District was constructed in 1960 or before. The District of Vanderhoof has indicated that a lack of new housing options currently exists, specifically affordable and accessible options. Residents have also expressed that the rental supply is low, and that it is difficult to attract new businesses and residents to the area due to an unavailable house supply that is further compounded by a lack of serviceable land for new subdivisions. In an effort to combat this, together with an Infrastructure

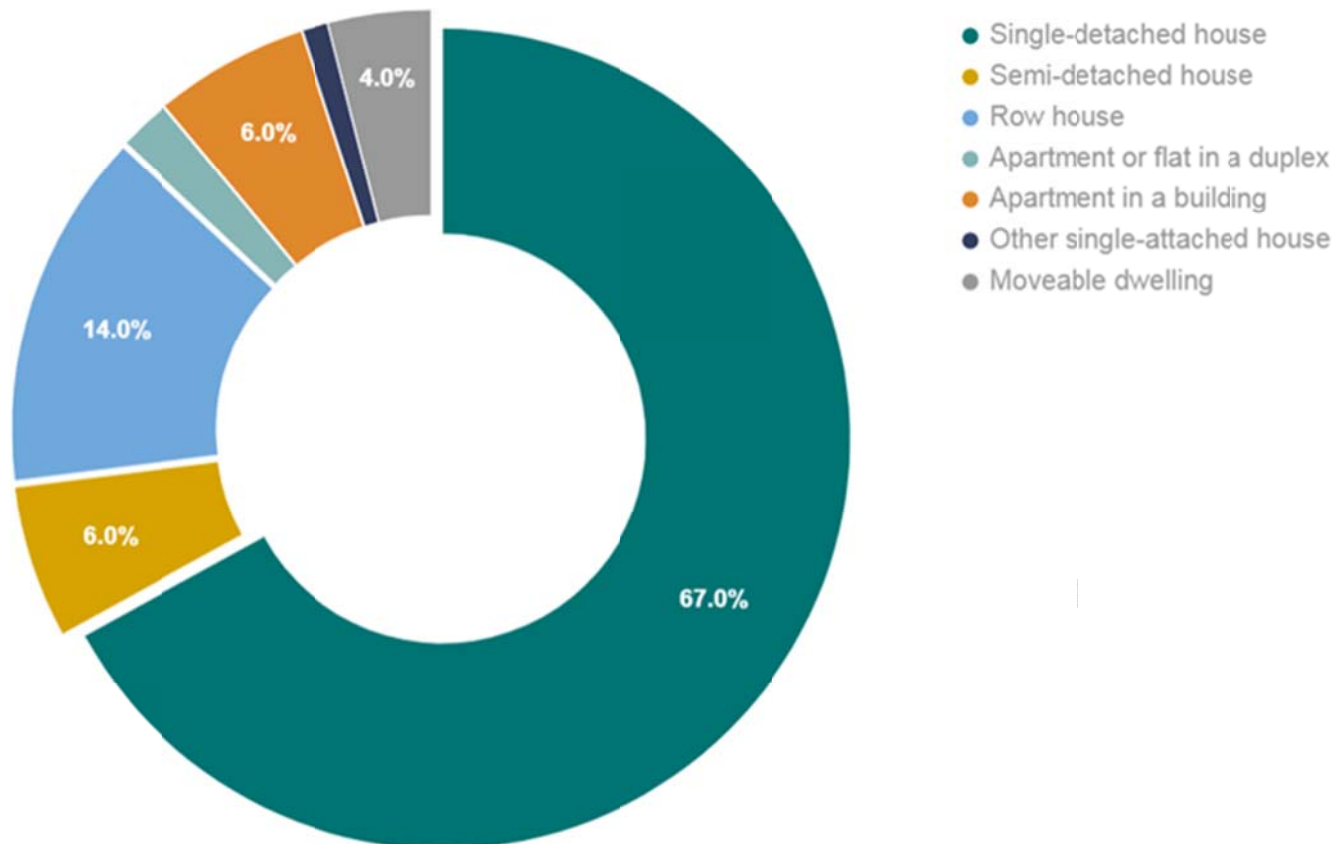
Phasing Strategy shown on Schedule 5, this OCP provides three hypothetical growth scenarios or population horizons to demonstrate potential benchmarks for future development. These population horizons have been determined to inform future infrastructure capacity planning in order to be able to more accurately plan infrastructure around the growing population. These population horizons are 4,500 people, 5,000 people, and 7,500 people. Table 1 – Calculating Residential Land Requirements by Growth Scenarios below illustrates how these population horizons can be used to calculate the approximate land area that will be required for housing at urban density. The 2016 Community Profile for Vanderhoof from Statistics Canada identifies that the average number of persons per household in Vanderhoof is 2.5. Using this average, an additional hectare of land is required for every 40 new residents when developing at an urban density of 12 dwelling units per hectare.

Table 1: Calculating Residential Land Requirements by Growth Scenarios

Population Increase	Average Persons per Dwelling	Required Dwelling Units	Average Density (units/ha)	Land Required
61 (4,500)	2.5	24	12	2 ha
500 (5,000)	2.5	200	12	17 ha
2500 (7,500)	2.5	1,000	12	83 ha
TOTAL (7,500)		1,224		102 ha

Ongoing and future industrial development such as TransCanada's Coastal GasLink project and the Artemis Gold Blackwater mine project could significantly impact the District's population and therefore the housing market. In order to accommodate a potential growth in population, the aging housing stock may need to be upgraded and/or replaced. The District has expressed a desire to work toward and support the emergence of a more diverse housing composition, as there is a relatively small proportion of other dwelling types currently in the District as demonstrated in Figure 5 below.

Figure 5: Occupied Private Dwellings by Type (2016)



7 TRANSPORTATION

The District of Vanderhoof is comprised of a small population within a relatively large geographic area. In addition to the separation between distinct areas in town, the District's topography includes steep slopes, a large river crossing and challenges for people with mobility issues or requiring the use of a mobility device such as a wheelchair, stroller, crutches etc. It comes as no surprise that single-occupancy motor vehicles are the primary mode of transportation in the District.

Further challenges exist for residents in need of transportation to and from medical or other appointments both in town and out of town to the larger Hub City in Prince George, B.C. The closure of the Greyhound Bus and limited opportunities for other forms of public transit out of town can make it difficult if a resident does not own their own vehicle. Public Transit options are limited to the following transit providers: The District of Vanderhoof provides a Community Bus that services the Vanderhoof Community and Saik'uz; the Regional District of Bulkley Nechako provides a Regional Transit System that services Smithers, Burns Lake, Vanderhoof and Prince George; and Northern Health provides a shuttle for residents requiring transportation to Prince George or South for medical appointments. Additionally, the Saik'uz First Nation operates a bus that runs through town and provides connections to and from Reserve No. 1. Taxi cabs are not currently available to provide local trips within the District. Pedestrians and cyclists also face barriers to transportation such as a lack of bike lanes and uninterrupted accessible sidewalks, especially in the winter months when snow is piled within the road right-of-ways.

The main road networks are categorized into the Highway 16 Corridor, Arterial Roads and Collector Roads as shown on Schedule 2- Roadways & Infrastructure. The Arterial Roads include Burrard Street, Northside Road, Loop Road/ Sackner Road, Nechako Avenue whereas the Collector Roads include Recreation Avenue, Stewart Street, Hospital Road, Derksen Road and MacDonald Road. To cross the Nechako Road, the Burrard Street Bridge is the main crossing. Northside Road connects residents to the hospital, the cemetery, Ominica Clinic, senior's residences, the College of New Caledonia, the airport, the golf course. Northside Road extends to the western District boundary and provides an alternative route to Fort St. James. Schedule 2 also shows future arterial and collector road extensions that should be considered when approving new developments in order to promote a safe, efficient and connected transportation network.

8 AGRICULTURE

Agriculture has contributed greatly to the settlement and development of the Vanderhoof area, which is known to be one of the earliest agricultural settlements in British Columbia. The agricultural land within and surrounding the District is known to have rich forage production, which has allowed for the development of livestock sectors that rely on forage availability. According to Statistics Canada, as of 2016, the predominant farm types within Area F of the Regional District of Bulkley-Nechako include: other crop farming (i.e. hay and fruit and vegetable combination farming); cattle ranching and farming; other animal production (i.e. horse and equine production, animal combination farming, and apiculture); and oilseed and grain farming.

Agriculture is an important part of our history, and should remain an important part of our future. The majority of agricultural land in Vanderhoof falls within the Agricultural Land Reserve (ALR). Approximately 35.94 square kilometers (65.5%) of land within the District of Vanderhoof's 54.83 square kilometer land base is designated within the Agricultural Land Reserve.

8.1 Agricultural Land Reserve

In response to a decreasing supply of prime agricultural land due to pressures from rapidly increasing urban settlement patterns and other non-compatible uses, the BC *Land Commission Act* was introduced by the provincial government in 1973. Under this Act, the Agricultural Land Commission (ALC) was established, with representatives appointed by the government to oversee the management of a new provincial land use zone: The Agricultural Land Reserve (ALR). ALR lands can be found throughout municipalities and regional districts across the province and continues to face pressure from development, as the most ideal farm land shares valuable attributes with other forms of development such as flat terrain, proximity to water sources, sunny exposure and well-draining soils. The ALC's mandate remains to protect British Columbia's agricultural land and to recognize agriculture as the priority use. Farming is encouraged while non-agricultural uses are carefully regulated. Properties located within the ALR are subject to the *Agricultural Land Commission Act (ALCA)* and Regulations.

Section 6 of the *Agricultural Land Commission Act* describes the purposes of the Agricultural Land Commission (ALC):



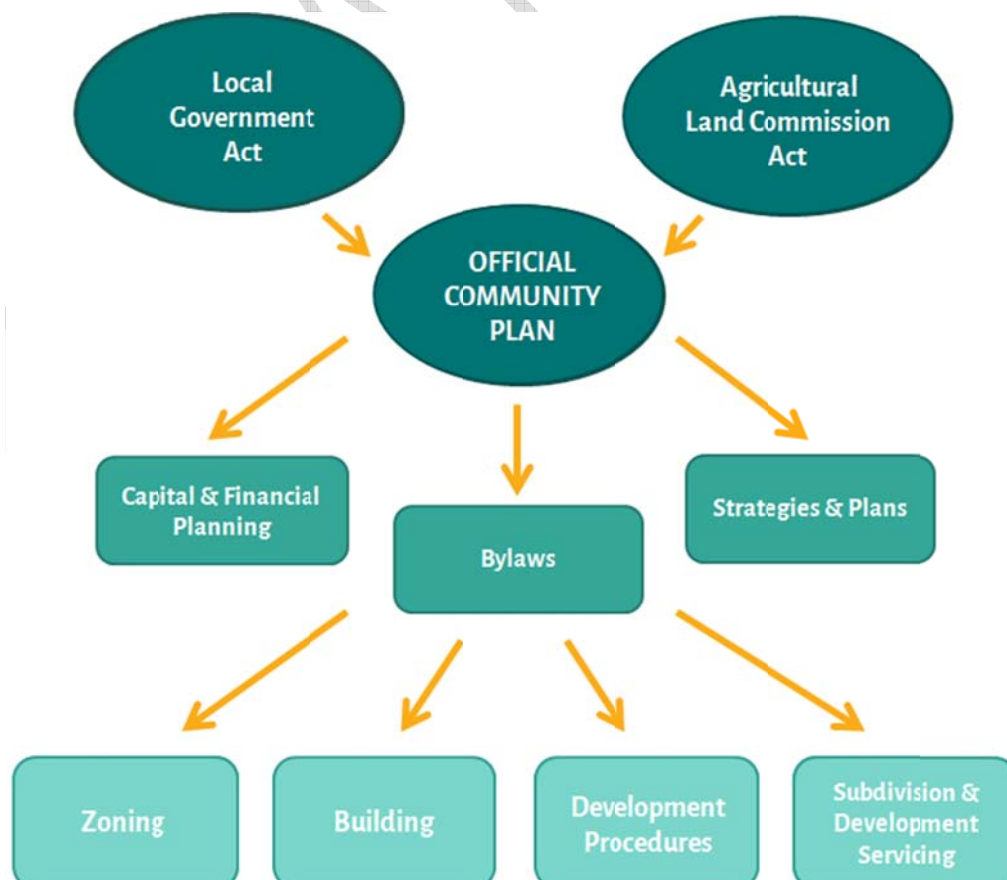
- 1) The following are the purposes of the commission:
 - a) to preserve the agricultural land reserve;
 - b) to encourage farming of land within the agricultural land reserve in collaboration with other communities of interest;

- c) to encourage local governments, first nations, the government and its agents to enable and accommodate farm use of land within the agricultural land reserve and uses compatible with agriculture in their plans, bylaws and policies.
- 2) The commission, to fulfill its purposes under subsection (1), must give priority to protecting and enhancing all of the following in exercising its powers and performing its duties under this Act:
- a) the size, integrity and continuity of the land base of the agricultural land reserve;
 - b) the use of the agricultural land reserve for farm use.



Today, the ALC remains an active steward for the responsible management of ALR lands. In 2019, Bill 52 was introduced, which created the Agricultural Land Reserve Use Regulation and brought into force new changes to the *Agricultural Land Commission Act*. Under the new Regulation, the ALC has the improved ability to meet their mandate to preserve agricultural lands within the province and to promote agricultural uses. Some of the notable changes under the new Regulation are the use of fill on ALR lands, limiting the size of residential homes to avoid mega mansions, limiting the number of outbuildings (including secondary dwellings) to avoid an over-proliferation of non-farm related structures, and preventing subdivisions that ultimately erode the province's overall average size of agricultural properties.

Figure 6: Role of the *Agricultural Land Commission Act*



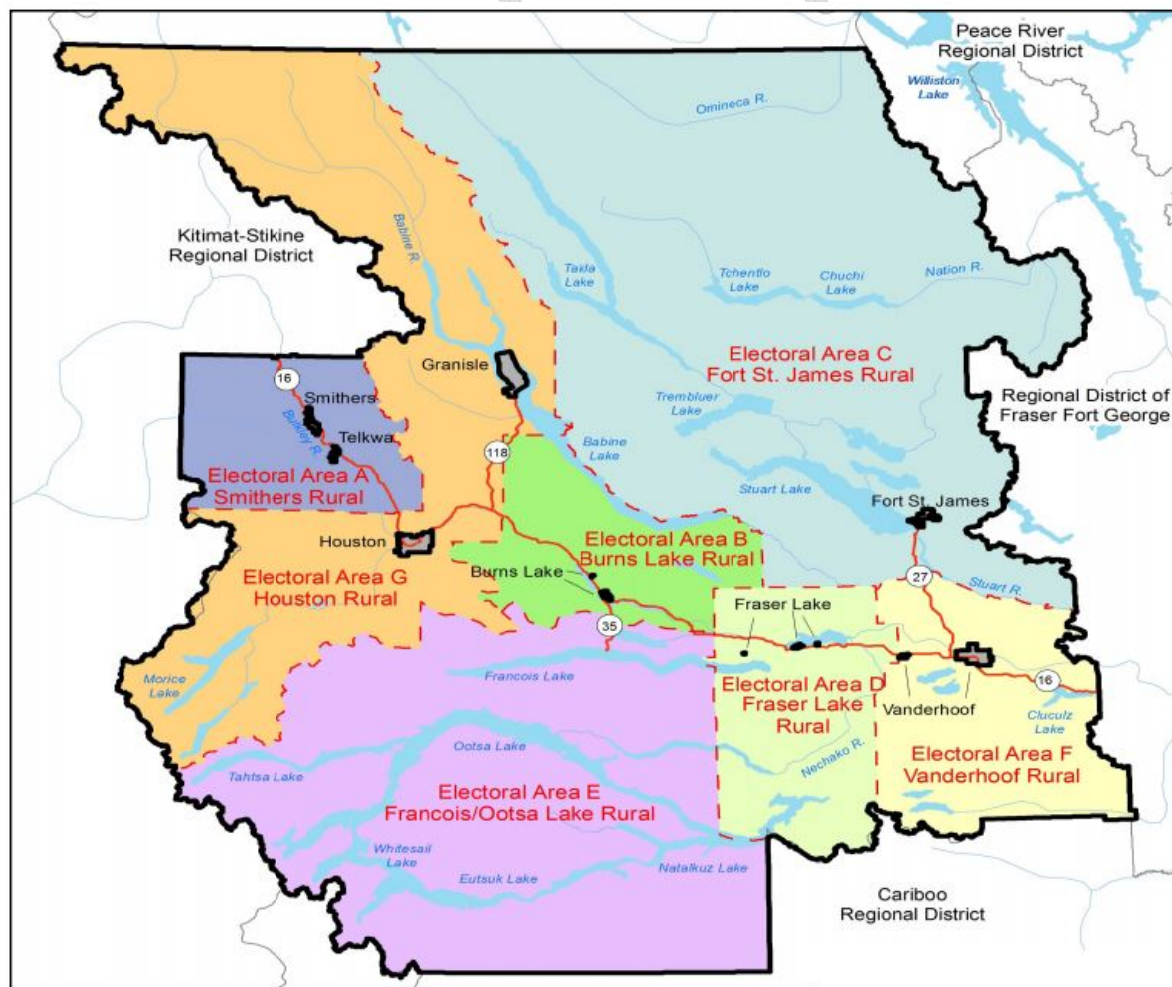
The *Agricultural Land Commission Act* outlines that within the hierarchy of planning bylaws, municipal bylaws must be consistent with the *Agricultural Land Commission Act*, lest it be rendered void and of having no force or effect. As such, this OCP strives to align its policies with the *Agricultural Land Commission Act* with respect to land use designations and their respective policies.

9 REGIONAL DISTRICT OF BULKLEY-NECHAKO

The Regional District of Bulkley-Nechako (RDBN) is located north of the Cariboo, in north central BC. The region covers approximately 73,361 square kilometers and according to Statistics Canada, has a population of 37,896. RDBN is comprised of eight member municipalities, seven electoral areas, and fourteen Indigenous territories.

Electoral Area F is the surrounding rural area and includes the unincorporated communities of Engen, Fort Fraser and Cluculz Lake. The area contains the main community of the Saik'uz First Nation at the Stony Creek Indian Reserve (Reserve No. 1) in addition to several other reserves. The Nazko Indian Band, Nadleh Whut'en First Nation and Nak'azdli Band also identify traditional lands within the area. Many residents from the surrounding rural communities use the services available in Vanderhoof. As a result, Vanderhoof supports approximately 10,000 people outside of the District boundary.

Figure 7: Map of the Regional District of Bulkley-Nechako

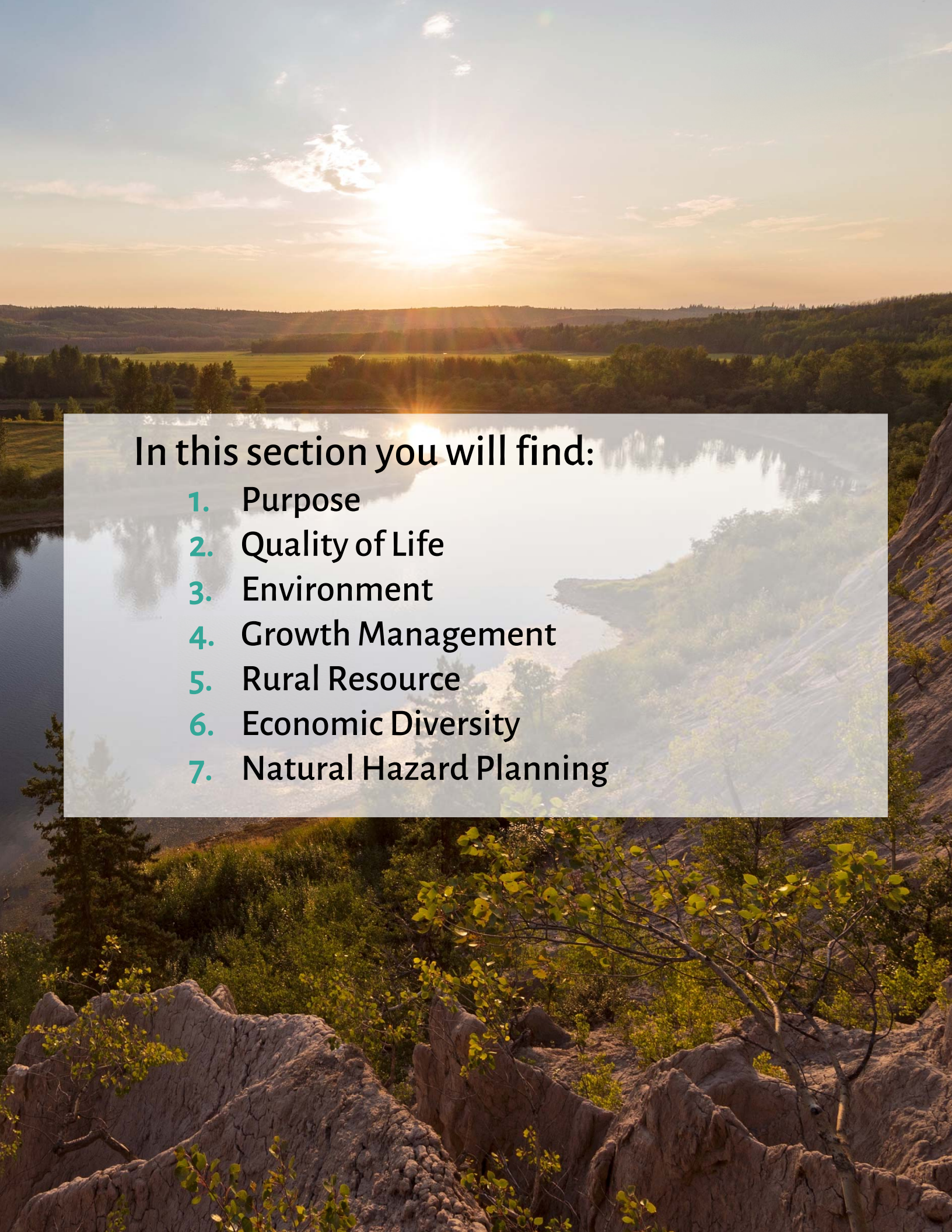


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PART 3: PLANNING FOR THE FUTURE





In this section you will find:

1. Purpose
2. Quality of Life
3. Environment
4. Growth Management
5. Rural Resource
6. Economic Diversity
7. Natural Hazard Planning

1 PURPOSE

The purpose of this section is to provide guidance for the District to understand the beneficial impacts of exploring new opportunities or perspectives and their individual contribution to the greater good for the community. This section is intended to build upon the existing community context identified in Part 2 and provide direction to work toward the realization of the goals and objectives identified in Part 1 of this OCP.

2 QUALITY OF LIFE

Quality of Life can be defined as a feeling an individual or community has with respect to its wellbeing, fulfillment or satisfaction. This feeling is based upon a number of external factors. These factors may include economic, social, artistic, cultural, health, psychological, and environmental matters.

2.1 Arts & Culture

Opportunities for self-expression, emotional stimulation through exposure to art displays, and community expression to visitors through statues and murals contribute to the overall quality of life for residents. Expression through the creation, sharing and viewing of artwork can be a healing, empowering and community building experience that adds value to any community and provides an opportunity to express community shared values, culture, and history with the visiting public.

Vanderhoof is the owner of a storied past due to its location within the ancestral hunting, gathering and cultural activities of the Saik'uz; the fur trade and transportation routes; followed by its settlement by Dutch farmers following the construction of the Canadian National Railway. As such, there is a vast supply of cultural richness to be honoured, shared and experienced. The community has taken steps to celebrate their past, including the museum, which has provided educational opportunities for visitors and residents to learn more about the history of the area. Recently, the Nechako Valley Historical Society created a book called *As the River Flows – Stories of Life Along the Nechako*, which was nominated for the Jeanne Clarke award and includes photos and stories of life in the area that dates back to the 1900s. Bridget Moran also wrote about life in the area that focuses on the Stoney Creek residents in a book named *Stoney Creek Woman*, which expresses the hardships, tragedies, courage and history of Mary John, a pioneering Carrier Native who lived at the Stoney Creek reserve. As an example of the healing power of expression through creativity, some members of the Saik'uz First Nation participated in a quilting exercise, where each person was invited to create a square that expressed their personal or witnessed experience in the harmful conditions of the Residential School system. Future opportunities for cultural self-expression should be considered in a shared public space that can be shared with all members of the Vanderhoof Community.

2.2 Community Pride

Vanderhoof has preserved the small-town feeling that many other communities have lost through generations of development and change. Friendly faces, locally owned businesses, safe streets and honest efforts to make Vanderhoof a better place through volunteerism are just a few of the ways that Vanderhoof has maintained this small-town feeling. The District is home to multiple religious places of worship, community events such as the fall-fair, the Halloween pumpkin -walk, parades and biennial air shows that provide outlets for residents to gather, socialize and feel proud to live in their community. These opportunities also act as a draw for outside visitors to the community, which supports the local economy. These community events are unique and should be continued and expanded where possible to support the continued small-town feeling that residents take pride in sharing.

2.3 Equity & Inclusion

Equity and inclusion is a continually evolving concept founded on human rights, which has different meanings to different people and does not discriminate between individuals or their culture, religious affiliations or their self-identity. This means that there are multiple ways that equity and inclusion can be supported in the community including, but not limited to: the provision of safe spaces such as gathering places; events led by and intended for people of specific orientations or interests; opportunities for self-expression through parades, murals etc.; and the purposeful removal of barriers to individuality that may be hidden behind racism, accessibility, homophobia, anti-religious rhetoric etc. During the public consultation process for this OCP, a lack of inclusivity was identified as one of the main challenges for living in Vanderhoof.

The goal is to promote a community that welcomes all its members regardless of cultural background, identity or religion and provides equal opportunities for participation in the decision making process on outcomes which can impact their lives. As communities change and grow, it is important to consider how minority groups may be ostracized or misrepresented in recognition of the idea that social inclusion for all residents contributes to the overall health, vigor and vibrancy of the community.

2.4 Recreation

Healthy communities provide opportunities for residents to recreate in a variety of ways, with varied difficulty levels and accessibility options. To this end, the District of Vanderhoof has supported the construction of a new community pool, skateboard park, dog park, the Integris community centre, art programs, recreational trails, mountain bike trails, air shows, and sports fields. In an effort to expand upon recreational opportunities, residents expressed an interest in the provision of an outdoor skating rink and toboggan track in the winter, more trails and greenspace as well as improved maintenance of existing trails and open areas.

2.5 Healthy Lifestyles

Healthy lifestyles at the community planning level means the provision of enough opportunities for residents to choose alternatives to saying home and relying solely on motor vehicles for transportation around the community. If this is to be achieved, the provision of such opportunities needs to occur in a way that ensures the opportunities are accessible, desirable and convenient enough for residents to actually use and benefit from them. Connecting to nature, having walkable amenities and outdoor recreation are all efforts that contribute to a healthy lifestyle, but they must employ accessible design with effective and intuitive signage and operation for them to attract new users in a continuous and sustainable way.

When considering new community amenities and developments, they should include accessible design, manageable operating costs to ensure they remain clean and usable, Crime Prevention Through Environmental Design strategies so that they are places where people feel safe, and that they are located within a reasonable distance from the people they are intended to serve. These combined efforts and design principles will help to create public spaces that contribute to a healthy lifestyle, encourage use and remain useable and sustainable into the future.

Active transportation planning is also an integral part of a healthy, livable community. Today, emphasis is placed on the importance of alternative modes of transportation due to the benefit to the environment with respect to GHG emission reductions and air pollution, as well as the contribution toward more active lifestyles and healthier communities as a whole. In any new public space design, Universal Design Guidelines should be considered to ensure the future public realm is accessible to people at any life stage or physical circumstance. The 7 Universal Design Principles have been identified as:

Table 2: Universal Design Guidelines

Universal Design Principle	Guidelines
1. Equitable Use	The design is useful for people with diverse abilities.
2. Flexibility in Use	The design accommodates a wide range of individual preferences and abilities
3. Simple and Intuitive Use	Use of the design is easy to understand regardless of the user's experience, knowledge, language skills, or current concentration level.
4. Perceptible Information	The design communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities
5. Tolerance for Error	The design minimizes hazards and the adverse consequences of accidental or unintended actions.
6. Low Physical Effort	The design can be used efficiently and comfortably and with a minimum of fatigue
7. Size and Space for Approach and Use	Appropriate size and space is provided for approach, reach, manipulation and use regardless of user's body size, posture or mobility

Further, Healthy Communities Design strives to make it easier for people of all abilities and ages to thrive in their communities and live a healthy, balanced, active and safe lifestyle. By encouraging increased pedestrian and recreational activity via the provision of safe and accessible alternatives, active lifestyles and a healthier overall community can be encouraged. The following guidelines are examples of how healthy communities design can strengthen the community planning process and encourage more active lifestyle for residents:

1. Provision of wide sidewalks and trails with crossings and signage to ensure safe and frequent use.
2. Landscaping along walking routes.
3. Quality streetscape design such as lighting, landscaping and sidewalks where appropriate.
4. Retention of natural features with sensitive and/or aesthetic qualities to promote recreational usage and environmental protection.

2.6 Food Security

Food security and access to local, healthy food is a growing concern locally, nationally, and internationally. Facilitating greater local production and access could help address increasing concerns regarding the security of our food supply, its quality and the environmental costs of a world-wide distribution system. A sustainable food system will help address the effects of climate change and other environmental concerns; help generate positive economic

Food Security: *The state of having reliable access to a sufficient quantity of affordable, nutritious food*

activity; help ensure an equitable delivery to residents; and help promote overall community health. The development of a sustainable local food system will enhance the social, ecological and economic well-being of the community and surrounding area. The District of Vanderhoof has its own role to play in promoting greater food self-sufficiency and ensuring food security for residents, which should be considered when approving applications that may improve or impede agricultural viability on the property or abutting property.

3 ENVIRONMENT

The District of Vanderhoof is situated in the heart of the Nechako Valley, is bisected by the Nechako River and features a distinct “bowl-shape” resulting from an extensive geological history of glacial activity. The Nechako River is home to the Nechako White Sturgeon, salmon and the Nechako River Migratory Bird Sanctuary; is subject to unnatural flow regimes; and requires protection of riparian and floodplain lands to ensure that the ecosystems and all the species that call the Nechako River home are protected. Further, given the District’s inverted weather patterns resulting from the “bowl-shaped” landscape, air quality is a continual environmental concern that requires monitoring and careful strategizing to work toward a cleaner air shed for the future. The District acknowledges the challenges with the air quality within the Vanderhoof air shed and is committed to advocate for the improvement of the air quality, specifically in addressing particle pollution (pm2.5) due to the known harmful impacts to public health.

3.1 Climate

In British Columbia, policy related to climate change is regulated by Bill 27, the *Green Communities Act*. The *Green Communities Act* amended the *LGA*, and introduced changes enabling local governments to address climate action in their communities. Among these changes is a requirement for local governments to have targets, policies and actions to reduce Greenhouse Gas (GHG) emissions in their Official Community Plans. In addition to the construction standards set out in the B.C. Building Code, the District may consider engaging with developers through the B.C. Step Code program to incentivize developers to exceed the mandatory minimums of the Building code to further reduce the impact to the environment through the energy-efficiency performance of new construction within the District.

The District of Vanderhoof is a signatory to the BC Climate Action Charter, and supports climate change adaptation, reduced carbon output and encourages waste reduction and recycling. The District supports the creation of an Emissions Inventory Reporting system to determine baseline emissions levels and to examine achievable targets, policies, and actions that they can implement to become carbon neutral. It is the desire of the District to reduce the municipality’s carbon footprint by applying for funding that will support this innovative.

The Climate Action Revenue Incentive Program has identified a series of actions to work toward the reduction of GHG Emissions, to improve air quality, to protect ecological integrity and to support a healthy community. These actions are listed below for reference and future implementation:

Building & Lighting Actions: Low carbon buildings benefit the community through minimizing energy consumption and utilizing renewable energy sources. Use of energy efficient lighting standards to illuminate public places also contributes to this end.

Energy Generation Actions: A transition to renewable or low-emission energy sources for heating, cooling and power supports large, long-term GHG emissions reductions. These efforts can be implemented in individual homes, throughout neighbourhoods via a district energy system or co-generations systems.

Greenspace Actions: Utilizing and preserving parks, greenways, community forests, urban agriculture, boulevards, riparian areas and other green spaces including remediated brownfield/contaminated sites to offset carbon emissions in the community.

Solid Waste Actions: Reduce, Reuse and Recycle as well as recover and manage the disposal of residual solid waste will impact environmental impacts to support environmental management efforts and work toward the reduction of municipal GHG emissions.

Transportation Actions: Taking steps to improve the transportation system in efficient ways that emphasize movement of people and goods while prioritizing alternative modes of transportation to the standard single-user motor vehicle.

Water & Wastewater Actions: Managing and reducing water consumption and wastewater.

3.2 Environmentally Sensitive Areas

Together with this OCP, the District recently updated the Zoning Bylaw to include new Development Permit Guidelines, which are intended to promote quality and consistent designs for a variety of development forms. Included in the Development Permit Areas is the Hazard Development Permit Area, which includes protecting riparian areas adjacent to the Nechako River and major streams. The purpose of this Development Permit is to ensure that these areas remain free from development to promote the protection of riparian areas for the long-term health of the District's natural water features.

Vanderhoof's natural setting greatly contributes to the quality of life enjoyed by residents. Residents feel that major natural features such as the Nechako River and surrounding wetlands are important community assets that should remain preserved and protected. The Nechako River and the creek corridors of Stony Creek and Murray Creek have been identified as environmentally sensitive areas. Environmentally sensitive areas are illustrated on Schedule 4 and include the Nechako River watershed, which supports fish species such as Chinook salmon, sockeye salmon and Nechako White Sturgeon. The Committee on the Status of Endangered Wildlife in Canada (COSEWIC) has designated the Nechako White Sturgeon 'Endangered' and the BC Conservation Data Centre has designated the Nechako White Sturgeon as 'critically imperiled'. The Nechako Migratory Bird Sanctuary contains the only recorded spawning congregation of the Nechako White Sturgeon in recent history.

3.3 Recycling & Solid Waste

The District is currently participating in a residential and household recycling program through the use of transfer stations, but the transfer stations are not permitted to be used to support any Industrial, Commercial Institutional (ICI) cardboard recycling. The District also participates in the "Pitch-in" program, where residents pick up trash and clean up the community. The barriers for expanding the recycling program to include ICI cardboard recycling include the lack of a global market for recycled products, the costs of transporting recycled materials to Prince George, and limitations of Recycle B.C. and private companies.

Moving forward, opportunities may exist to expand the recycling program in collaboration with the Regional District of Bulkley Nechako. In 2020, the Regional Board of Directors carried a motion to establish a pilot project to recycle 50% of residential and ICI cardboard in 3 years. If proven successful, future partnerships may help to address the lack of ICI recycling opportunities and strengthen the role of recycling in the District.

Waste management services are provided via the transfer station located in Vanderhoof on Dump Road, which is managed by the Regional District of Bulkley Nechako. In 2018, the Regional District released their 2018 Solid Waste Management Plan, which included the following 8 guiding principles:

1. Promote zero waste approaches and support a circular economy.
2. Promote the first 3 Rs (reduce, reuse and recycle).
3. Maximize beneficial use of waste materials and manage residuals appropriately.
4. Support polluter and user-pay approaches and manage incentives to maximize behaviour outcomes.
5. Prevent organics and recyclables from going into the garbage wherever practical.
6. Collaborate with other regional districts wherever possible.
7. Develop collaborative partnerships with interested parties to achieve regional targets set in plans.
8. Level the playing field within regions for private and public solid waste management facilities.

4 GROWTH MANAGEMENT

Growth Management seeks to redistribute growth and development and is a proactive response to growth pressures encouraging development to occur in a logical and sequential way, protecting and capitalizing on valued community assets. Tools used to manage growth may include the official community plan, zoning bylaws, municipal subdivision Bylaws and Temporary Use Permits. These forms of municipal land use and growth management policies are integral to achieving a community's vision and goals. Issues that growth management strategies generally attempt to address include:

- Encouraging efficient and full utilization of community and utility services;
- Managing public costs associated with development; and
- Maintaining the health of the environment

The District currently offers a range of residential, commercial and industrial land uses at various densities throughout the District. Residents would like to see the future development of these land uses planned in a logical and compact manner that encourages the efficient use of public infrastructure and reduces urban sprawl. This OCP considers the existing extent of municipal servicing infrastructure, the location of existing land uses and the built form as well as the community's preferences with respect to location of priority areas for development to establish an Infrastructure Phasing Strategy as shown on Schedule 5.

The Infrastructure Phasing Strategy identifies priority and infill development areas where compatible infill development is strongly supported, followed by areas where future expansion of services will be supported in a logical and sequential manner as identified by Phase 1 and Phase 2 on Schedule 5. This strategy is intended to manage the overall development, maintenance and provision of infrastructure services in an effort to maintain the overall operating costs at a manageable and cost-effective manner for the District. The Infrastructure Phasing Strategy is intended to be used by the District as a tool for planning the future extension of services through the following categories:

Priority Areas: Areas shown as Priority Areas are located at key intersections or blocks that are currently serviced with an existing built form in place. These areas would receive the strongest level of support for infill development as they serve an opportunity to act as a draw for the community, to become an important hub for the immediately surrounding area, or because they provide an important function for the community that deserves a focused and intentional revitalization such as the downtown core and the Highway 16 corridor.

Areas of Interest: These areas have been identified by Council and members of the public as areas where the densification of a specific type of use is desired such as the Highway 16 industrial park and the Brewster residential subdivision. These areas may require additional land use applications such as exclusions from the Agricultural Land Reserve, Rezoning or subdivision and may require significant capital investments for servicing or to remove other barriers for development.

Infill Areas: Areas identified for Infill, were selected based on the availability of existing services within the existing built-form footprint of the District. Densification within these areas would maximize the efficient-use of infrastructure, while reducing the operating and maintenance costs for the District.

Phase 1: Areas identified as Phase 1 are large blocks of undeveloped land that are adjacent to tie-ins for municipal servicing infrastructure. It is assumed that Phase 1 would need to be serviced first, which would then provide services to Phase 2 areas so that these areas can be developed in a cost effective and sequential approach.

Phase 2: Phase 2 areas are isolated parcels of underdeveloped land adjacent to properties identified as Phase 1 on the Infrastructure Phasing Strategy. The assumption is that Phase 2 lands are more costly to develop due to the high servicing costs associated with extending services. If, however, the adjacent Phase 1 lands are serviced first, then services would be extended toward the Phase 2 lands, which would then reduce the future development costs of developing the lands within the area identified as Phase 2.

Rural: Areas that are currently developed and zoned for Rural Residential and/or Rural land uses, where the District does not foresee the future extension of municipal services have been identified as Rural. This designation does not imply that the areas will never be developed, but that they are less of a priority due to the existence of functioning uses serviced by onsite servicing.

ALR: Any lands identified as Agricultural Land Reserve has been identified as ALR for the purposes of the Infrastructure Phasing Strategy to promote compliance with the *Agricultural Land Reserve Act*.

Airport: The airport has been provided with its own designation due to the multiple regulating authorities involved in the future redevelopment, expansion and/or administrative changes of the area.

5 RURAL RESOURCE

Resource extraction within a municipality has a tendency to occur in the fringe or rural areas, frequently overlap with agricultural land and have the potential to negatively impact surrounding rural residential or other incompatible land uses due to vibration, noise, industrial traffic, and fugitive dust. Despite these challenges, forestry and aggregate deposits are a necessary and important resource in the community. Sand and gravel are widely used in a variety of construction projects, road maintenance, snow and ice control as well as for other industrial uses.

In recognition of the important role aggregates play in the community the District supports the continued mining of aggregates in a responsible manner that respects the environment, surrounding property owners and agricultural land uses. Approvals of future removal applications should be considered in collaboration with designated Provincial approving authorities, including where necessary, the Ministry of Mines, the Ministry of Environment, and the Agricultural Land Commission. Applications within sensitive or hazard areas will also be required to submit a Hazard Development Permit to the District to ensure the operations do not pose a risk to human life or the sensitive natural features within the District. Sources of key aggregate deposits within the District have been identified on Schedule 2- Roadways and Infrastructure to provide clear direction

regarding the future of aggregate removal in the District for residents, developers, as well as local and provincial governments.

6 ECONOMIC DIVERSITY

The District of Vanderhoof is considered a young community, with the mean population age falling below provincial averages. This provides a unique opportunity with respect to economic development in order to ensure that there are adequate opportunities for training, employment, entertainment and tourism where workforce attraction and retention could be maximized. Limited opportunities for post-secondary education, training and employment are a challenge for Vanderhoof, which results in a loss of recently graduated young adults. While many youth expressed that they would like to eventually return to live in Vanderhoof, they would need to temporarily leave while they attend post-secondary institutions and gain life experience prior to settling down in Vanderhoof. This trend is positive that this age cohort plans to eventually return, but also presents a loss of a valuable, energetic and creative age group that could help to diversify the local economy in new and previously unexplored ways.

The District has expressed a strong desire for economic diversification, in terms of supporting the designation of land for a new industrial park, ensuring that space is available for purchase or lease of commercial and industrial space for new or existing businesses looking to expand, and promoting the Revitalization Tax Exemption program to attract all forms of new development within the District. The strength of the local economy will be tested in the coming years as resource extraction continues to advance technologically, which will result in a reduced work-force, changing economic climates and potentially a shift toward greener energy sources. As such, an Economic Development Strategy should be developed so that the District is prepared to address the following challenges:

- Marketing the District to attract and retain residents and businesses;
- Facilitating the diversification of the local economy through attraction of new forms of business;
- Advocating for increased workforce capacities;
- Assisting with site selection for new businesses; and
- Providing business support to find solutions to barriers for local businesses.

7 NATURAL HAZARD PLANNING

Vanderhoof's geographic location provides an abundance of aesthetic, recreational and lifestyle benefits. Natural hazards also exist in the form of steep slopes, a sizeable floodplain and exposure to vulnerability resulting from transportation routes that are susceptible to closure during times of natural disasters. Through the Development Permit Guidelines outlined in the Zoning Bylaw, and the provisions of the Floodplain Bylaw, the District has taken necessary steps to address and mitigate impacts of natural disasters for residents. Moving forward, a Natural Hazard Strategy should be considered to support the District with respect to food security, evacuation, interruption to transportation routes and other consequences of highway closure during a natural disaster event.

7.1 Steep slopes

Steep slopes are defined as slopes that are greater than 30% and are considered undevelopable for most British Columbia municipalities. However, other northern municipalities consider slopes greater than 20% to be unsuitable for building development unless a suitable building site can be established by a geotechnical engineering report. As steep slopes are commonly subject to potentially unstable soil conditions they pose a significant hazard to human life and a barrier to development if not managed correctly. For this reason, any

development on lands steeper than 20% should be avoided unless accompanied by a sealed geotechnical report prepared by a qualified professional, which confirms the suitability of the development and/or provides site-specific development recommendations prior to development approval.

7.2 Floodplain

The location of the District on the floodplain of the Nechako River is a major issue affecting the District. The 1:200 year floodplain, as defined by the Ministry of Environment and the District of Vanderhoof Floodplain Bylaw, affects the downtown area and restricts the expansion of residential development. The Provincial Flood Hazard Area Land Use Management Guidelines and the District's Floodplain Bylaw are intended to protect against the loss of life and minimize property damage, injury and trauma and therefore should be supported. Floodplain management is administered through the District's own Floodplain Bylaw.

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PART 4: LAND USES & DEVELOPMENT POLICIES





In this section you will find:

1. Purpose
2. Land Uses & Development Policies
3. Environmentally Sensitive & Hazard Areas Policies
4. Transportation Policies
5. Infrastructure Policies
6. Development Application Review

1 PURPOSE

The purpose of this section is to inform the Council and the District including all staff, residents, developers and investors with the policies that are intended to guide future development in the forward march toward making the goals and objectives identified in Part 1 of this OCP a reality. Vanderhoof has a healthy and diversified economy that is ready to take advantage of new and evolving market developments. Council is committed to maintaining a positive business climate that would promote the diversification of the local economy and recognizes the importance of incorporating the following policies into the decision-making process to meet that end.

2 LAND USES & DEVELOPMENT POLICIES

One of the primary purposes of an OCP is to identify appropriate future land uses to help guide decisions on rezoning and development. While current land uses are controlled by the District's zoning bylaw, the OCP defines future land uses of the community within the context of a broad vision established by the community.

2.1 Growth Management

Growth management plays an integral role in community planning as it strategies the future allocation, location and prioritization of new development so that an orderly, efficiently serviced pattern of development can be achieved. Expressed priorities include former commercial or industrial properties (brownfield sites), which may be idle or abandoned, and require environmental cleanup as well as a lack of large tracts of serviceable land to support new residential subdivisions.

Policy Concentrate new growth in already developed areas or areas identified for future growth

Policy Consider the impact of all new growth areas on existing services and facilities in the community.

Policy Encourage the Regional District of Bulkley-Nechako to ensure that the Area F Rural Vanderhoof Official Community Plan and its development regulations are consistent with the objectives and policies of this plan, and the desire to control the further proliferation of development in the fringe area bordering the District

Policy New development will contribute towards the costs of infrastructure capacity improvements that benefit the entire community through mechanisms such as development servicing agreements or other such tools.

Policy The District should work with adjacent governmental jurisdictions to ensure that growth adjacent to District boundaries occurs in a planned, complementary and sustainable manner.

Policy Where development outside of serviced areas are proposed that would require an extension or upgrade to municipal infrastructure, Council may enter into discussions around equitably sharing the costs of upgrading or extending municipal services. Where municipal funding is not available for those service upgrades or extensions, subject to provisions of the *Local Government Act*, the developer may be able to recover those costs through a latecomer agreement.

Policy Encourage the redevelopment and infill development within areas identified as Infill on Schedule 5 – Infrastructure Phasing Strategy to increase walkability and reduce vehicle dependency within the District.

Policy Prioritize the infill and redevelopment of existing vacant, unoccupied, undeveloped, or under-utilized residential areas before developing new lands. Council encourages the re-development and infill of housing on parcels within established neighbourhoods, particularly in the areas surrounding the downtown core – Recreation Avenue to Stoney Creek and 3rd Street to the Nechako River.

Policy Although it is Council's priority to encourage infill development in existing residential areas, Council will consider development proposals involving extensions to existing residential areas. To avoid a dispersed, "leap frog" pattern of development, Council will encourage phasing development as shown on Schedule 5-Infrastructure Phasing Strategy.

Policy Offer incentives for infill development, such as: modification of lot size, setbacks, or parking regulations; increasing maximum densities for infill; property tax abatement; or agreements for developing District-owned land.

Policy Access funding from the Federation of Canadian Municipalities (FCM) for brownfield planning, environmental assessments, remediation and redevelopment.

Policy Council will work with other levels of government to encourage redevelopment of abandoned brownfield sites. Tax incentives will be considered for development of brownfield sites.

2.2 Residential

The residential housing policies identified below are intended to work toward the provision of a diverse mix of housing types, tenures and densities to accommodate the various housing needs of existing and future residents. Policies are divided into general development policies and multiple-family housing policies to provide flexibility for development within different housing forms in an effort to more clearly address the unique challenges facing these forms of housing in the District.

2.2.1 General Development

Policy Establish diverse housing types within all neighbourhoods, increasing the range of options in terms of affordability, tenure, size, and type that support flexible housing options, including multigenerational living, varying income levels, varying household compositions, housing preferences, aging in place, and for those living with diverse abilities.

Policy Support neighbourhood retail and community amenities in as many existing neighbourhoods as possible in order to provide daily needs within walking distance.

Policy Direct residential development to areas near services and amenities such as the Downtown Core, and to areas accessible to community services and facilities including walkways, schools, transit and recreational areas.

Policy Direct new residential development to areas that have the level of servicing and community infrastructure appropriate for the density of development.

Policy New residential uses are not encouraged adjacent to incompatible land uses, such as airports and industrial uses for the health, safety and well-being of residents.

Policy Promote innovative approaches to housing design such as passive solar and energy efficiency.

Policy Incorporate age-friendly design that responds to the needs of older individuals and people with disabilities.

Policy Support the development of affordable seniors housing near within close proximity to existing amenities and services. District owned lands may be made available for the development of attainable, affordable housing and seniors housing.

Policy It is Council's policy to permit manufactured homes to be located as principal dwelling units only within manufactured home parks and manufactured home subdivisions (R-4 and R-5), certain suburban residential zones (RS-2 and RS-3), rural and agricultural zones (RR-1, RR-2 and A-1) and as caretaker dwellings in certain commercial and industrial zones (C-1, C-2, I-1 and I-2). Doublewide manufactured home units on permanent foundations shall be permitted in all residential zones.

Policy Council will consider proposals for manufactured home park or subdivision developments in response to the market demand for this form of housing. The following criteria are intended to guide in the location of future manufactured home park or subdivision development :

- Manufactured home park or subdivision projects are to be located with access to major roadways to minimize increased traffic volumes on local streets;
- The proposed developments are to be compatible with surrounding land uses in terms of character, scale and density of development; and
- Proposed development sites are to be either connected to municipal services or provide basic services onsite (i.e. water supply and sewage disposal).

Policy Council encourages the development of special needs and community housing facilities including group homes, non-profit public housing and cooperative housing to accommodate the specialized housing needs of particular residents. Community housing projects will be encouraged to locate within the general downtown area on sites providing proximity to commercial services and community and institutional facilities.

Policy Small scale and incubator business opportunities will be permitted in urban residential areas, provided the owner is living on the property, it is a minor use of the dwelling, is completely indoors, does not vary the residential character and appearance of the area and does not adversely affect the privacy, enjoyment and amenities of the area.

Policy Development of new residential areas greater than 40 hectares will be based on a Neighbourhood Plan prepared by the developer and approved by Council. The Neighbourhood Plan shall describe:

- The plan area and adjacent land uses indicating the integration of the proposed land uses with the existing land uses;
- The sequence of subdivision and development for the area;
- The density of population;
- Types and location of housing, including the general lot pattern;
- Location of transportation and pedestrian routes and public services and utilities;

- The provisions for and location of public parklands, pursuant to Section 510 of the *Local Government Act*;
- Preservation of environmentally sensitive areas; and
- Contain other matters as Council considers necessary.

A Neighbourhood Plan will be required if one or more of the following conditions apply:

- The title area(s) will be developed in more than one phase, requiring a series of subdivision applications;
- The subdivision application(s) will create a substantial number of residential parcels or sites;
- The proposed development will create a mix of residential densities, and/or a mix of land uses;
- The proposed developed will have a mix of housing types; and
- Stormwater management and/or public utility systems are required.

Policy To encourage convenience commercial development within residential neighbourhoods, Council may consider proposals for smaller scale local convenience commercial uses in other areas, taking into account:

- The suitability of the site for the use proposed and its location relative to the neighbourhood market area;
- The probable impact of the proposed development on surrounding land uses; and
- Concerns regarding vehicle access, parking, loading and the overall volume of traffic anticipated to be generated by the proposed use

2.2.2 Multiple-Family

Policy Require all new multiple family developments to submit a Development Permit to the District prior to development approval.

Policy Medium and higher density residential development is encouraged to develop in areas close to the downtown core; specifically the area between Stoney Creek and Recreation Avenue, and Third Street and the Nechako River.

Policy To provide for a range of dwelling types within the community, medium density rowhouse or townhouse projects and higher density apartment development will be permitted within the Urban and the Core Commercial designation. The maximum dwelling densities for these two forms of multiple-unit housing are to be 40 units/gross ha for Medium Density Rowhouse/Townhouses and 75 units/gross ha for Higher Density Apartments.

Policy While Council specifically directs higher density residential development in areas close to the downtown core, zoning amendments will be considered on sites meeting the following criteria:

- Parcels where separation from adjacent uses can be achieved through adequate setback distances or buffering from existing or planned lower density housing;
- Near parks, retail commercial activities or public/institutional facilities;
- With convenient access to arterial roadways or direct access to major collector roads; and
- On sites offering a unique location in terms of natural setting.

2.2.3 Rural Residential

Policy Direct new rural residential development in a sequential manner first to areas adjacent to existing development to limit the impacts of sprawling residential development.

Policy Support agricultural uses on rural lands where possible.

Policy To provide opportunities for development of suburban and rural residential housing types, specific lands are designated on Schedule 1- Land Use for suburban residential use on parcels ranging from a minimum of 1672 m² to a maximum of 1.6 ha in size and rural residential use on parcels not less than 1.6 ha in size.

Policy The following criteria are intended as guidelines for the review of subdivision proposals in suburban and rural residential areas:

- New suburban housing subdivisions should be located adjacent to rural arterial roadways to accommodate vehicle traffic;
- Parcels proposed for residential development shall be:
 - Outside of the ALR;
 - Capable of providing on-site water supply and septic disposal as specified by the requirements of the Northern Health Region; and
 - Suitable for residential use and not restricted by site constraints such as steep or unstable slopes and potential flood hazards.

Policy Urban services will only be extended or provided to existing or proposed subdivisions on a case by case basis. When higher servicing standards on a lot previously serviced by onsite servicing is proposed, options for upgrading services will be considered through rezoning.

2.3 Commercial

The District of Vanderhoof strives to diversify and strengthen the local economy in recognition of the benefits of a resilient local economy for residents and visitors. This section provides policy support for Council as well as existing and new businesses to help the District achieve their goals and objectives of business retention and attraction to strengthen the local economy.

Policy Require all new commercial developments or façade improvements over 20% of the façade area to submit a Development Permit to the District prior to development approval.

Policy In order to strengthen the downtown and reinforce its role as the community focal point, Council will encourage future commercial development to locate within the core area designated for commercial use on Schedule 1- Land Use. The commercial core can be generally defined as the area bounded by the CNR right-of-way on the south, Lampitt Avenue to the west, Douglas Street to the north and Creasy Avenue to the east.

Policy As the centre of the community, the downtown is intended to accommodate a range of uses including retail, personal services, professional and government offices, churches, institutional and private cultural facilities. Provision is also made for shopping centre development within this designation. The specific location of various uses will be established under the District's Zoning Bylaw. Council will consider development proposals for parcels within the commercial core area through the re-zoning review process taking into account:

- Compatibility with adjoining uses;
- Overall impact on the structure and viability of the downtown;
- Vehicle traffic and pedestrian circulation; and
- Parking.

Policy Use financial incentives such as a Revitalization Tax Exemption and other Provincial and Federal programs to encourage redevelopment in the Downtown Core.

Policy Encourage mixed-use development with ground floor commercial uses and residential units above in the downtown core with an emphasis on commercial Priority Areas as identified on Schedule 5 – Infrastructure Phasing Strategy.

Policy Require a high standard of building and site design for development that supports complementary landscaping, and site design that supports parking and storage oriented to the rear of the lot, where possible.

Policy Commercial uses that do not service Light and Heavy Industrial uses should not be permitted in industrial areas to help maintain a sufficient long-term supply of well-located industrial land

Policy Encourage re-development and increased density in the existing downtown core.

Policy New commercial development in the downtown core should be encouraged to build to the maximum height allowed in the Zoning Bylaw.

Policy Implement a façade improvement program to incentivize aesthetic upgrades to downtown businesses in partnership with Northern Development Initiatives Trust in an effort to improve the downtown streetscape.

Policy To encourage property owners to make the downtown core commercial area more visually appealing to visitors and residents and to build civic pride, Council will consider incentive programs for private sector investment such as façade improvements and incentives for energy efficient retrofits and for new ‘green’ development.

Policy Require that all new commercial development be universally accessible so that businesses can be visited by people with diverse abilities and mobility levels. Such development controls could include a “no-step” front entrance, automatic door activation switches and aisles wide enough to accommodate a wheelchair or other mobility aid device.

2.4 Agriculture

Agriculture is recognized by the community as a necessary and sustainable economic driver. This section provides direction for property owners, farmers, Council and adjacent property owners to protect the economic viability of the agricultural sector while encouraging its improvement and expansion and to ensure compliance with the *Agricultural Land Commission Act*. Council has expressed their commitment to support the preservation and continued use of high quality agricultural land for crop production, livestock grazing and other farming activities. Council is supportive of the ALR as a means of preserving farmland and will permit only land uses within the ALR that conform to the policies of the Agricultural Land Commission (ALC).

2.4.1 General Agriculture

Policy Encourage agricultural operations on land designated as Agriculture as shown on Schedule 3.

Policy Continue to preserve viable farmland within the District.

Policy Encourage partnerships with the agriculture community, senior governments and private enterprise to promote the development of the agriculture sector.

Policy Buffering between new residential development and the adjacent agricultural land shall conform to the conditions specified in the Agricultural Land Commission Landscape Buffer Specifications. Further information and direction can be found in the Guide to Edge Planning published by the Ministry of Agriculture.

Policy Support the protection of land within the Agricultural Land Reserve and as expressed through the Agricultural Land Commission Act, its regulations, and general orders of the Commission.

Policy Permit a wide range of agricultural and complementary uses in the ALR and encourage value added activities that can improve farm viability.

Policy Plan for uses that are compatible with agriculture adjacent to the ALR boundary.

Policy The areas designated as agricultural are intended primarily for farming and ranching activities.

Policy Council supports and encourages diversity in agricultural business development.

2.4.2 Fringe Development

Policy Recognize and protect the needs and activities of farm operations when considering adjacent and nearby land uses.

Policy Direct uses that may interfere with agricultural activities away from land that has high agricultural capability.

2.4.3 Food Security

Policy Support small scale local and regional food production and processing throughout the District.

Policy Council supports the further development of community programs related to the production and distribution of food products, and improve access to healthy and affordable foods.

Policy Council supports the development of an educational program to promote awareness around food production.

Policy Council is committed to a more environmentally sustainable future and recognizes that initiatives to increase the access to locally grown food products are critical to this future. Policies include

- Supporting the development of the community garden(s);

- Promoting a local farmers market; and
- Supporting farm to table initiatives.

2.5 Industrial

Industrial development is a necessary part of any thriving economy, but it is incompatible with many other land uses such as residential, agricultural and environmentally sensitive areas. Thoughtful planning to provide adequate separate between land uses, landscape buffering and strategic site planning contribute to the overall success and impact that these uses can present for the District. The policies provided below are intended to ensure that the redevelopment or development of future industrial projects adds value and avoids conflict within the District.

2.5.1 General Industrial

Policy Require all new industrial developments or façade improvements over 20% of the façade area to submit a Development Permit to the District prior to development approval.

Policy To accommodate a range of industrial operations within the District in accordance with the Zoning Bylaw.

Policy Lands zoned for heavy industry are intended for larger scale industrial uses requiring sizable sites, direct rail and/or highway access and those that may entail extensive outdoor storage or create negative visual or environmental impacts.

Policy Ensure riparian and sensitive natural areas are protected during any expansion of Light and Heavy Industrial Uses.

Policy Facilitate industrial development by ensuring an adequate supply of industrial land to meet the needs of a variety of industries today and in the future. Council has designated areas for industrial use as indicated on Schedule 1- Land Use.

Policy While reviewing industrial development proposals, Council will evaluate the proposed project based on the following criteria:

- Proposed development sites should be:
 - Suitable for industrial use and not subject to potential hazardous conditions;
 - In close proximity to local highways and/or the CNR line; and
 - Physically separated from established residential, commercial and institutional areas.
- That the proposed industrial activity and the vehicle traffic it generates will not have a detrimental impact on surrounding uses; and
- That the intended use will not create undesirable environmental impacts

2.5.2 Light Industrial

Policy Lands zoned for light industry are intended for smaller scale industrial operations that may locate along the Highway 16 corridor outside of the core without creating negative visual impacts.

Policy Encourage light industrial uses to locate in those areas designated “Light Industry” on Schedule 1- Land Use

Policy Council may consider urban standard municipal servicing requirements for light industrial uses located adjacent to arterial roadways. Rural or partial servicing standards may be allowed for industrial operations in the fringe area or located at a distance from existing water and sewer trunk mains.

2.5.3 Heavy Industrial

Policy Direct heavy industrial uses to those areas designated “Heavy Industry” on Schedule 1- Land Use

Policy Without precluding the future development of other potential sand and gravel resources, known sand and gravel deposits that are presently developed or may be suitable for future sand and gravel extraction are delineated as “Sand and Gravel Resource” on Schedule 1- Land Use. Gravel extractions on parcels within the ALR shall require approval of the ALC.

2.6 Public Space & Institution

This section is intended to state support and preferences for the location, type and need for public space and institutional uses. These uses and public spaces are intended to contribute to the quality of life for residents by providing outlets where residents can express their creative, intellectual, cultural and health related activities. These policies should guide the development of new facilities or public spaces so that the District's Quality of Life objectives can be met including: to promote the heritage and cultural values of the District by providing opportunities for creative self-expression, education and entertainment for residents and visitors; to improve the accessibility of frequently used public areas to encourage a more active lifestyle for residents; and to address the issues and challenges that seniors in the community encounter by supporting existing and future seniors' organizations and programming.

2.6.1 General Development

Policy While it is preferred that new facilities are located within or near the downtown core, to serve residential growth in outlying neighbourhoods, new facilities should be located:

- Adjacent to major arterial or collector roadways to ensure convenient access and minimize traffic disruptions for surrounding residential areas;
- On sites of a sufficient size to accommodate adequate off-street parking as required by activities; and
- Where possible, adjacent to commercial land uses or school sites where combined off-street parking can be arranged with these facilities.

Policy Existing and proposed community facilities are identified on Schedule 1-Land Use. The designation is intended for a variety of public and private institutional uses as educational facilities, religious assemblies, cemeteries, health services, emergency services, airport and municipal facilities and building. Pursuant to the *Local Government Act*, the location of public facilities including public schools, parks, the recreation centre and hospital are identified on Schedule 1 as well.

Policy Council supports the development of a community social, recreational and educational hub or civic centre that would include a community space that could be shared between multiple organizations for the provision of arts and cultural space, performance space, space to host educational lectures and other related community events. Council's policy is to work with the community to ensure a new community space is provided and to ensure the facility will support the needs of the community.

Policy Require that all new public institution development be universally accessible so that these public spaces can be visited by people with diverse abilities and mobility levels. Such development controls could include a “no-step” front entrance, automatic door activation switches, aisles wide enough to accommodate a wheelchair or other mobility aid device, and a universally accessible washroom located on the ground floor.

Policy Support the creation of safe spaces in the community to encourage social connections where community members have easy access and are able to experience a sense of place, space, and belonging regardless of gender, race, sexual orientation/preferences or abilities.

Policy Support the establishment of a Visitor’s centre to share information about local businesses and tourism opportunities offered by the District, possibly in a stand-alone building along the Highway 16 corridor, or possibly continued in a shared space with the Museum, with improved hours of operation and access for visitors to the community.

2.6.2 Specific Use

Policy Places of religious assembly are an important component in the provision of community facilities for daycare, senior and youth programs, and other community needs. It is recognized that churches have available space that can fill an important need for community meetings and for business conferences. The District will encourage churches to participate in this expanded role and investigate mutually beneficial partnerships.

Policy The District has extensive health care services available in the community including the St. John Hospital with its acute care beds, emergency room, surgical, oncology and maternity services. The health services provided enhance Vanderhoof’s role as the regional hub and are an asset that attracts doctors and new residents. The District is committed to working with Northern Health to ensure necessary upgrading and maintenance of the facilities.

Policy Council will continue to support the Northern Medical Trust program and supports medical interns.

Policy Ensure that school and institutional uses are located where they will best serve area residents.

Policy Provide an appropriate level of emergency health, safety and fire services.

Policy The District provides fire protection services with a full time Fire Chief and paid-on-call firefighters. Police services are provided to the District through the Royal Canadian Mounted Police (RCMP). Assessment of community needs in terms of policing is done with ongoing consultation with the RCMP. Council’s protective service policies include:

- Advocating for adequate police coverage;
- Supporting volunteer efforts of the community in fire protection services, Search and Rescue and community based policing and crime prevention programs;
- Continuing to develop policy for fire inspection requirements and keep up to date with inspections; and
- Supporting RCMP community-based policing and crime prevention programs Council will meet on a quarterly basis with the RCMP detachment commander and annually with the superintendent. Council will also facilitate a discussion with other jurisdictions in the region to ensure the detachment size is adequate.

Policy School District No. 91 is responsible for the administration of elementary schools and high schools in the Vanderhoof area. In addition, there are French immersion, special education, continuing education and career preparation programs. Also the EBUS Academy program provides electronic access to education for students from outside of the region. The College of New Caledonia offers a variety of academic, general interest and trades training options to the community. To ensure the continued delivery of necessary and desired educational services in the community, Council's policies are:

- Encourage the establishment of community school facilities with School District No. 91, for such programs as after school care, recreation, youth/family activities and continuing adult education;
- In collaboration with CNC, Council will:
 - Work with industry to ensure there is a supply of qualified employees to meet their needs;
 - Consider how the need for student housing can be met; and
 - Work with local First Nations to enhance educational opportunities.

Policy: Council supports the ongoing operation of the conservation centre and development of the interpretative centre on the Nechako River, south of Burrard Avenue Bridge. This facility is for the protection, enhancement and renewal of the Nechako White Sturgeon and other fish species. The Nechako White Sturgeon has been designated to endangered status and the population is in a critical state of decline. The District of Vanderhoof is the site of the only recorded spawning congregation of the Nechako White Sturgeon recorded in recent history.

- Council will actively seek development of an interpretive centre as an educational centre and an attraction for tourists.
- Council will continue to support other government agencies in the operation of the conservation centre.

2.7 Parks & Recreation

Parks and recreational uses also contribute to the quality of life for residents. Exposure to nature, opportunities for exercise, civic pride and socialization are just some of the many benefits to be experienced through a successful park and recreation network.

2.7.1 General Development

Policy Require that all new public parks and recreational areas be universally accessible so that these public spaces can be visited by people with diverse abilities and mobility levels. Such development controls could include a "no-step" front entrance, automatic door activation switches, aisles wide enough to accommodate a wheelchair or other mobility aid device, a universally accessible washroom located on the ground floor, intuitive signage and wayfinding that is free of jargon, and paved pathways that can be easily navigated using a mobility device or by people with reduced mobile abilities.

Policy Consider implementing Crime Prevention through Environmental Design (CPTED) principles in the planning and design of parks, trails and recreational facilities.

Policy Expand the current systems of park and recreational and public places to ensure that they are safe, usable, accessible and attractive, with adequate places to rest and gather such as benches and covered places.

Policy Work with community groups and organizations to develop new and revitalize existing parks and recreational facilities and activities.

Policy Maintain and develop a system of parks and trails, and to improve and increase recreation facilities to serve residents and visitors of Vanderhoof.

Policy The use of existing parks and recreational facilities will be monitored, Council will take steps to provide additional parkland and facilities in relation to future community needs.

Policy It is Council's policy to support the continuation of the existing golf course and fairgrounds at the Northside recreation area.

Policy It is Council's policy to support the continuation of the Fall-Fair, the Halloween Pumpkin Walk, the air show, community parades and other similar opportunities for social gathering and civic pride.

2.7.2 Parks & Trails

Policy Encourage local clubs and associations to work with Provincial agencies, property owners and residents to enhance and maintain public access to recreational trails.

Policy Develop a consistent signage system for trails. Post a trail map at all major trailheads, on the City website and in the Leisure Guide.

Policy Support and encourage the development of public-private partnerships to create new parks and trails and/or existing ones (e.g. non-profit societies).

Policy To meet the full range of recreation, sports and leisure needs of community residents, Council will continue to work towards establishing a recreation facility and park system hierarchy consisting of the following elements:

Community Parks and School Grounds: Located in combination with public schools whenever possible, to serve both passive recreational needs and provide active sports facilities at the community and neighbourhood levels;

District Park Facilities: Presently located in the central core and in the area south of the airport. These larger scale parks and facilities are intended for open space for the benefit of the entire District and surrounding area;

Greenbelt: Intended to protect environmentally sensitive lands or areas unsuitable for development such as wetlands, steep slopes, or lands adjacent to watercourses for passive recreational use. Areas designated as being within the Environmentally Sensitive Development Permit Area will require approval; and

Trail Linkage System: Intended to connect parklands, recreation facilities and open space areas with a pedestrian trail network that may also be used for jogging, cycling and cross-country skiing. Wherever possible, this trail system should utilize shoreline park dedications, utility easements, crown lands and public rights-of-way.

Policy Council will work towards protecting environmentally sensitive areas, such as creek and riverbanks, ravines, escarpments and the floodplain (as currently defined by the Ministry of Environment) wherever possible, and to retain these areas for greenbelts. Where site conditions permit, and subject to Development Permit review, if required, Council will consider nature trails; wildlife viewpoints; pedestrian, cycling and cross-country ski trails; picnic areas and natural or historic signage for these environmentally sensitive lands.

Policy Pursuant to Section 510 of the *Local Government Act*, in the case of residential subdivisions where three or more lots are created and the smallest lot created is less than 2.0 ha in size, the owner of land being subdivided must provide parkland not to exceed 5% of the land being subdivided or pay an amount equal to the market value of the land. The policies of Council with respect to the provision of public parkland are as follows:

- Where the proposed subdivision is not in close proximity to existing parks and a suitable site for public park has been identified, Council will require the dedication of land in areas where the dedication of scattered public parks may be impractical or where a suitable site is not available within the proposed subdivision, Council will require payment of an amount not exceeding 5% of the market value of the property proposed for subdivision for the purpose of acquiring parkland.
- Parkland dedications that are subject to hazardous conditions or steep slopes will not be accepted as part of the 5% parkland dedication, although these may be pursued separately by the District for greenbelt acquisition.

2.7.3 Facilities

Policy Explore funding for expanding and improving community recreational facilities including applying for grants.

Policy Council will work closely with the School District and community groups to arrange for the joint use and programming of facilities to meet the recreational needs of residents in a cost effective manner.

2.8 Airport

The Vanderhoof Airport is recognized by the community as an important facility in the District. The Airport provides an important base for emergency services such as medivac and wildfire suppression operations, business operations and has the ability to provide opportunities for personal recreation use. The purpose of this section is to provide the District with the necessary support to ensure the longevity of this important land use in the District.

Policy Direct uses compatible with the airport to areas designated as 'Airport' on Schedule 5- Infrastructure Phasing Strategy

Policy Ensure that land uses adjacent to the airport do not impede airport operations

Policy Support land uses compatible with agriculture that will not interfere with airport activities to occur on vacant areas within the airport lands for compliance with the ALR.

Policy To facilitate airport related economic development opportunities, Council has worked with the ALC to successfully exclude a portion of the airport lands for aviation related uses. It is Council's policy to undertake appropriate development and marketing of airport property for aviation related use.

Policy Council is considering airport runway expansion efforts to enable the landing of larger aircraft such as the Bombardier Q400.

2.9 Heritage & Culture

The District is rich in heritage resources, with cultural history which dates back to time immemorial for the people of the Saik'uz First Nation and includes the fur trade, the establishment of the CN Railway followed by early settlers who established in the Nechako Valley, in part, due to its fertile and agriculturally viable lands. Preserve the history and culture is an important part of community planning and the policies in this section are intended to support this end.

The District may continue to use its powers under the *Heritage Act* and the *LGA* to protect the District's heritage. This may include acquiring, conserving and developing heritage sites; gaining knowledge about the community's history and heritage; increasing public awareness, understanding and appreciation of heritage and other activities to conserve the historical, cultural, aesthetic, scientific and educational value of its heritage.

Policy Celebrate and further develop Vanderhoof's cultural identity.

Policy Create a public space where events such as cultural festivals can be held.

Policy Support the development of a new multi-use cultural/arts/performing arts community facility in the District.

Policy Encourage cultural expression through events public art, and other means that reflect diverse community interests and needs.

Policy Continue the support of the museum and the individuals who celebrate the history and heritage of Vanderhoof.

Policy Encourage community arts and cultural facilities to locate in the downtown core or adjacent to commercial and higher density residential uses.

Policy Promote local arts and cultural activities through appropriate means such as the District newsletter and electronic media.

Policy Continue to provide access to municipal facilities such as the portable stage, stands and washrooms.

Policy Promote local artisans through use of local art in municipal facilities where possible.

3 ENVIRONMENTALLY SENSITIVE & HAZARD AREAS POLICIES

This section is intended to provide policies to support the preservation, protection and, if necessary, the remediation of sensitive natural features within the District. In recognition of the important role that water systems, wetlands, forests, and other sensitive ecosystems play within the District as well as their susceptibility to interference from individuals, natural disasters and the built form, it is necessary to ensure these areas are protected.

Policy Development should be directed in such a manner to preserve large areas of open space, significant features and environmentally sensitive lands.

Policy Work with the development community and community stakeholders such as watershed stewardship group and environmental groups to identify opportunities to enhance biodiversity at all levels.

Policy Protect environmentally sensitive areas identified in the OCP through the use of Development Permits.

Policy Ensure all new development and infrastructure occurs with minimal impact or disturbance to Nechako River, Stony Creek, and Murray Creek, and other identified watercourses. Leave strips and other impacted areas shall be rehabilitated using indigenous plants and trees.

Policy Protect and enhance wetlands and riparian zones through the implementation of Development Permit Area Guidelines, public education and stewardship programs.

Policy To conserve and protect productive fish and wildlife habitats from human disturbance.

Policy When any development is proposed that would impact watercourses and/or riparian habitat in the District, the following guidelines should be referred to:

- Land Development Guidelines for the Protection of Aquatic Habitat co-published by Fisheries and Oceans Canada and the Ministry of Environment.
- Provincial Ministry of Environment Best Management Practices documents such as the Standards and Best Practices for Instream Works and the Environmental Best Management Practices for Urban and Rural Development.

Policy To discourage development of lands, which may be environmentally sensitive or subject to potential natural hazards.

Policy To support initiatives for the reduction of particulate matter (PM_{2.5}) within the District of Vanderhoof airshed.

Policy Lands identified as environmentally sensitive may support activities where damage to property or threat to human life would be minimized, such as parks, open space and resource enhancement as determined on a case by case analysis.

Policy Require all areas with slopes greater than 30% to be investigated as hazardous, environmentally and visually sensitive lands and a no-build/no-disturb covenant considered as part of the zoning, subdivision or building approval process.

Policy Direct development away from lands that may have pose a potential natural hazard, soil instability, or have been identified as hazardous by the District, or other agencies having jurisdiction.

Policy Discourage development on floodable lands. If development occurs on floodable lands, it is to be flood-proofed to standards set out by the Province of British Columbia.

Policy To protect against the loss of life and to minimize property damage associated with flooding events, Council will encourage agricultural, park and outdoor recreation uses on flood prone lands. In particular, the designation of additional residential land uses, beyond those already established, will be discouraged from the floodplain. Council supports the objectives of the Provincial Flood Hazard Area Land Use Management Guidelines.

Policy The District has established a Floodplain Management Bylaw which establishes procedures and regulations for buildings and structures in flood prone areas. The floodplain is generally outlined on Schedule 4- Environmental and Hazard Areas. However, all flood prone lands may not be identified on this Schedule due to the scale limitations.

Policy Work with the Ministries of Forests, Lands, Natural Resource Operations and Rural Development and the Ministry of Environment to take action to help reduce the risk of wildfire in the community.

Policy Where a property contains forested land or borders forest land the developer will be required to undertake a fire hazard risk assessment at the time of submitting a rezoning application or subdivision application. The assessment will provide a recommended mitigation strategy, which will be submitted to the District and the Ministry of Forests, Lands, Natural Resource Operations and Rural Development.

4 TRANSPORTATION POLICIES

The policies contained within this section are intended to support the District and provide guidance for development to ensure the goals related to transportation including the road network, the Highway 16 corridor and alternative modes of transportation can be reasonably achieved. Policy recommendations in this section are intended to guide the long-term construction, maintenance, and improvements to these imperative networks and systems within Vanderhoof.

Policy Council will pursue the possibility of developing a Transportation Master Plan that endeavors to address the following components:

- Overall Road Network Plan
- Movement of Goods Plan
- Cycle Network Plan
- Pedestrian Network Plan
- Transit Strategy

4.1 Highway 16 Corridor

The Highway Corridor area provides visitors to the community with their first and last impression of the community as they drive through Vanderhoof. Besides simply providing goods and services to the traveling public, the Highway Corridor area is also an important aesthetic gateway to the community.

Policy To serve the travelling customer, commercial activities with the characteristics listed below will be permitted within those areas of the highway corridor designated for commercial use on Schedule 1- Land Use. Distinct from the downtown commercial core, within the highway corridor, commercial uses will be considered that:

- Are oriented to highway traffic and/or the tourist market;

- Cater to a regional customer market; and
- Require larger site areas due to parking requirements.

Policy Highway commercial development requires approval by the Ministry of Transportation and Infrastructure and must comply with the Subdivision Policy and Procedures Manual, Parking and Trip Generation Rates Manual, TAC Manual and Site Impact Analysis Requirements Manual.

Policy Council will support the development of special facilities catering to truck traffic including a truck pull-out and rest area and a truck stop facility offering meals, accommodation, fuel and related services.

Policy Council will pursue the possibility of developing a Plan for the beautification of the highway from Derksen Road to Campbell Road. The District encourages future highway development to incorporate design elements that will:

- Provide low level landscaping along parcel frontages that will enhance the visual image of the Highway corridor and protect sight lines;
- Install screening and landscaping along parcel boundaries adjoining residential uses; and
- Highway commercial sites should be developed to a high standard including the provision of curbs, paved road shoulders and parking areas.

Policy Council will encourage the integration of approved landscaping features whenever Highway upgrading projects are undertaken.

Policy Administration will require that new commercial and/or industrial development applications or façade improvements involving more than 20% of the existing façade include a Development Permit Application to promote a high quality of design along the Highway 16 Corridor.

4.2 Dangerous Goods Routes

A dangerous goods route (DGR) is a roadway designated for the transport of dangerous materials. Carriers of dangerous goods are permitted to travel only by routes designated as a DGR, except for the purposes of obtaining or delivering dangerous goods to a site by the most direct route to or from the destination.

Dangerous Goods are defined as any product, substance, or organism that may constitute a hazard to the environment, property, or the general public. Dangerous Goods may include explosives, flammable liquids, and poisonous substances.

Policy Implement a Transport of Dangerous Goods Bylaw following approval from Ministry of Transportation and Infrastructure.

Policy Support a Dangerous Goods Route Study to be completed in order to recommend a designated road network and a bylaw for regulating the transport of dangerous goods in Vanderhoof.

Policy Work with the District to designate routes and times for dangerous goods movement.

Policy That truck routes be designed and improved to accommodate the transportation of hazardous goods in a safe manner.

Policy Support the continued development and use of the rail system for the transportation of bulk commodities.

Policy That the District, in consultation with businesses in Vanderhoof, work to ensure the efficient movement of goods.

4.3 Public Transit

Public Transit in Vanderhoof is limited to the District of Vanderhoof community bus and a shuttle that is available to seniors, which operates with a limited schedule to provide transportation to and from the Vanderhoof Hospital, doctor appointments, community events and the grocery store. A public transportation system will be an important part of a future plan to improve the mobility options of residents of Vanderhoof and to reduce the dependency on single-occupancy automobiles. This future plan should include options to provide transportation in and around Vanderhoof as well as between surrounding communities such as Prince George, Fraser Lake and Fort St. James.

Policy Community Transit: Council supports the need for a community transportation system (shuttle, existing buses, handi-dart) and will work with community groups and other levels of government to develop transportation options.

Policy Maintain Existing Service: Council is committed to working with agencies that provide regional transportation bus services as they provide a critical service to the community.

4.4 Pedestrian Networks

Pedestrian networks are an important part of a balanced, active and healthy community. In addition to providing access between community amenities, they also provide opportunities for socialization, exercise, community engagement and entertainment.

Policy Create a wayfinding system that is easy to understand and navigate for pedestrians, cyclists, and transit users.

Policy Work with partners to develop path and trail networks using both on-street and off-street routes to create non-motorized vehicle connections throughout the community and surrounding area.

Policy Commit to implementing Universal Design Guidelines and Healthy Communities Guidelines in new capital projects or improvement initiatives to improve accessibility and quality of the overall pedestrian network.

Policy Investigate partnerships and sources of funding to assist in implementation of pathway networks.

4.5 Bicycle Routes & Trail Networks

The benefits of a safe and intuitive cycle network include safer road networks, socialization, healthier communities, and increased patronage at local businesses. To maximize opportunities for cycle enthusiasts in a community a social marketing strategy inclusive of clear and comprehensible signage and wayfinding is key. When considering new investment of cycling infrastructure the District will also need to consider the seasonal barriers of use, user interest and safety of the proposed network. In order to promote a viable mode of

transport, secure bike storage, clear signage, widened bike lanes and/or demarcated areas to be shared between bikes and motor vehicles must be prioritized.

Policy Encourage Active Living: Continue to expand and encourage development of trails, bicycle paths, sidewalks and bike racks.

Policy Support the construction of a new paved pedestrian pathway through Riverside Park.

Policy Prepare a bicycle master plan with the aim of providing safe and convenient connections, including Service Centre and Industrial areas, which may be either integrated with or separated from roads to support cycling as a viable and attractive mode of transport.

5 INFRASTRUCTURE POLICIES

Public Infrastructure in many cases is invisible to the public eye, but is none-the-less one of the most important aspects of community management as it has the ability to impact the health, safety, cleanliness, quality of life and operating costs of any community. Included under the umbrella of public infrastructure includes municipal services such as sanitary sewer, storm water, and drinking water as well as roads, bike lanes, sidewalks, streetlights etc.

5.1 Asset Planning

Communities are turning to asset management as a process for aligning priorities, making informed service delivery decisions, and building financial capacity to renew, operate and maintain infrastructure. Appropriate management ensures that the District of Vanderhoof can continue to provide efficient and effective services, effectively manage risks and provide taxpayers with the best value for money. Asset management will help the District focus on making informed decisions related to risk, cost and services with the goal of protecting the integrity of core services and infrastructure.

A significant proportion of District infrastructure has reached, or will be reaching, the end of its service life over the next few decades. Major investment will be required to maintain existing levels of service, meet regulatory requirements for public health and to support future growth of the community.

Policy To maintain and monitor the capacity and condition of municipal infrastructure and carry out upgrades to these systems in accordance with future demand, as municipal finances permit. Pursuant to the *Local Government Act*, the general location of major existing and anticipated infrastructure services, including roads, community water and sanitary sewer systems, are identified on Schedule 2- Roadways and Infrastructure.

Policy Apply life-cycle costing approach when determining the cost of infrastructure and servicing in new developments.

Policy Complete a life cycle analysis of infrastructure to assess the capital and operating costs of alternative investment options for a given project. Assessment of need, supply and demand strategies should be considered.

5.2 Roads

The District of Vanderhoof road network is comprised of Highway 16, arterial, collector and local road standards. This hierarchical road network is important for determining minimum standards for development and planning to control speeds, parking, and uses permitted within the roadway as well as to limit sprawl that may make the network difficult to maintain. As these roads are utilized by a variety of pedestrians, motor vehicles, non-motorized vehicles and mobility devices it is important to be strategic when designing new or upgrading existing roadways to ensure that they remain safe and efficient for all users.

Policy The District shall maintain a hierarchical roadway system to service users and to provide a high degree of safe mobility. The proposed network plan as reflected on Schedule 2- Roadways and Infrastructure has been discussed with the Ministry of Transportation and Infrastructure.

Policy Council intends to continue the District's program of upgrading roads to ensure an efficient, safe and convenient roadway system as shown on Schedule 2- Roadways and Infrastructure.

Policy Applications involving the construction of new roadways within the District must comply with the Subdivision Policy and Procedures Manual, Parking and Trip Generation Rates Manual, TAC Manual and Site Impact Analysis Requirements Manual.

5.3 Municipal Infrastructure

As discussed in Part 3 and, infrastructure planning should occur in a logical and sequential manner as identified in the Infrastructure Phasing Strategy. This strategy is intended to guide future development decisions for residential or other land uses that require municipal services in recognition of the knowledge that an efficient and effective infrastructure design is vitally important for the community to function

Policy New development applications must include an analysis of their impacts on nearby sanitary lift stations to ensure these lift stations are upgraded as needed to prevent exceeding their capacity as a result of the development at full build-out.

Policy Council supports new infrastructure expansion projects that would create new serviceable residential subdivision developments to address the low housing stock of owner-occupied and rental housing.

Policy To focus on renewal and/or rehabilitation of existing infrastructure to attract investment and ensure a high quality of life for residents that aligns with affordable taxation revenues.

Policy To focus on supporting development within Priority Areas and Infill Areas as shown on Schedule 5 - Infrastructure Phasing Strategy to maximize the use of existing infrastructure while simultaneously promoting cost-effective strategies for service upgrades and operating costs.

Policy The District should prioritize public investments into growth priority areas, including capital investments in transit, utility upgrades and energy infrastructure. Repairs and maintenance should also be prioritized in these areas.

Policy New development will contribute towards the costs of infrastructure capacity improvements that benefit the entire community through development servicing agreements, amenity negotiations and comprehensive development agreements, or other such tools.

6 DEVELOPMENT APPLICATION REVIEW

6.1 Development Permit Areas

Section 488 of the *LGA* allows Official Community Plans to designate Development Permit Areas to be established for the purpose of, among other subjects:

- protecting the natural environment, its ecosystems and biological diversity;
- protecting development from hazardous conditions;
- establishing objectives for the form and character of intensive residential development;
- establishing objectives for the form and character of commercial, industrial or multifamily residential development

Development Permits (DPs) are intended to provide guidance for new development within a Development Permit Area (DPA) and include special development guidelines for areas where the District of Vanderhoof seeks to meet specific objectives. The District requires a DP to be issued in areas of the community that have been established by this plan as a DPA. DPAs are clearly defined and have guidelines to identify the way in which new developments are to address the uniqueness of a particular area. Generally, a DP will be required prior to a subdivision, alteration of land, the disturbance of soil or vegetation, or the construction of or addition to a building or structure within the DPA. A DP may vary the regulations of a bylaw where it can be shown that the public interest will benefit from the resulting modifications. DPs may not, however, vary the use or density of the land or any flood proofing requirement.

The District of Vanderhoof has identified a number of DPAs that it feels are important to apply additional development guidelines to. Development Permit Areas are identified as follows:

Hazard Development Permit Area: Areas identified within 15m from the natural boundary of the Nechako River and its primary tributaries as shown on Schedule 4- Environmental and Hazard Areas.

Commercial Development Permit Area: Commercial development applications involving new construction projects, façade improvement projects that include the alteration of more than 20% of the original façade, or additions to the principal building that are greater than 100m².

Industrial Development Permit Area: Industrial development applications involving new construction projects, façade improvement projects that include the alteration to more than 20% of the original façade, or additions to the principal building that are greater than 100m².

Multi-Family Development Permit Area: Multi-family development applications involving new construction projects, façade improvement projects that include the alteration to more than 20% of the original façade, or additions to the principal building that are greater than 100m².

Specific guidelines for the implementation of Development Permit Areas can be found in Part 7 of the District of Vanderhoof Zoning Bylaw

6.2 Temporary Use Permits

In accordance with Part 14, Division 8, of the *LGA*, an Official Community Plan may designate areas where Council may consider allowing temporary uses, and may specify general conditions regarding the issuance of

TUPs in those areas. Temporary residential, commercial or industrial use permits may be issued throughout the Official Community Plan Area pursuant to Section 493.

Temporary Use Permits (TUPs) allow a use of land, on a temporary basis, not otherwise permitted in the Zoning Bylaw. Within these areas, Council may, by resolution, issue a TUP and specify the conditions under which the temporary use be carried on. TUPs may be issued for a period up to three years and may be renewed once, subject to Council approval or by the Chief Administrative Officer, if eligible for delegated approval. Upon the expiration of a TUP, the permitted uses revert to those outlined in the District of Vanderhoof Zoning Bylaw.

A TUP on lands in the Agricultural Land Reserve will require the approval of the Agricultural Land Commission.

The District of Vanderhoof has identified specific guidelines for the issuance of Temporary Use Permits on a site specific basis. These guidelines can be found in Part 4 of the District of Vanderhoof Zoning Bylaw.

PART 5: IMPLEMENTATION



The image shows the interior of a cafe or bakery. In the foreground, there are several round wooden tables with dark wooden chairs that have black upholstered seats. The floor is made of light-colored square tiles. In the background, there is a service counter with a glass display case containing various pastries and breads. Behind the counter, a person is visible working. The walls are light green, and the ceiling is made of horizontal wooden planks with several recessed lights. There are shelves above the counter holding various items like jars and containers. A chalkboard menu is visible on the left wall, and another menu is on the right wall. A Coca-Cola sign is also present.

In this section you will find:

1. Implementation of this Official Community Plan

1 IMPLEMENTATION OF THIS OFFICIAL COMMUNITY PLAN

This OCP has been prepared in accordance with the LGA, the values expressed by the community and by the priorities identified by the District. The goals, objectives, and policies within this OCP are intended to provide a clear path forward for decision-makers, residents, and developers with regards to how the District of Vanderhoof will look and feel 20 years into the future. Although the OCP is a future-oriented document, it does not provide all of the tools required for implementing the plan. As the guiding policy document for the District, the content within this OCP will be consulted throughout all future rezoning, financial and capital projects planning, subdivision phasing and priority setting to ensure conformity with the established vision of the greater community of Vanderhoof. The purpose of this section is to outline tools available to the District of Vanderhoof to implement the plan as well as the policies contained within.

The following content is not listed in order of priority. The order of implementation of the following actions will be a product of yearly budget constraints and staff resources.

1.1 Monitoring & Reporting

This Official Community Plan helps guide decisions regarding planning and land use management, by providing a clear vision for the District of Vanderhoof's future growth with community goals, objectives and policies. Monitoring progress on implementation will help the District to gauge its success in achieving the community vision. The District should monitor the plan, to ensure that policies stay relevant to changing circumstances. Monitoring should be kept relatively simple and be readily understood by the public.

1.2 Zoning Bylaw

The Zoning Bylaw is one of the principal tools used to implement Official Community Plan land use plans and policies. It regulates and provides for permitted uses, densities, and building siting on individual lots. The Zoning Bylaw must be regularly updated in order to ensure consistency with the Official Community Plan. If existing zoning is inconsistent with the OCP land use designation, the zoning may continue, but any subsequent rezoning must be consistent with the applicable land use designation.

1.3 Subdivision & Development Servicing Bylaw

The subdivision and development servicing bylaw sets out planning and engineering standards to be followed in conjunction with new subdivision and development. Road construction, sidewalks, lighting, utilities and hydro are some of the elements that this bylaw addresses.

The District will consider installing additional, attractive signage along Highway 16 and at the entrance of the townsite.

1.4 Regional Growth Strategy

The District will support the Regional District of Bulkley-Nechako in the development of a Regional Growth Strategy.

1.5 Council Policies

District Council may, by resolution, adopt policies in various subject areas affecting the implementation of the Official Community Plan.

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PART 6: SCHEDULES





In this section you will find:

Schedule **1**: Land Use

Schedule **2**: Roadways & Infrastructure

Schedule **3**: Agricultural Land Reserve

Schedule **4**: Environmental & Hazard Areas

Schedule **5**: Infrastructure Phasing Strategy

OCP SCHEDULE 1: LANDUSE

LEGEND

CITY BOUNDARY

LANDUSE LEGEND

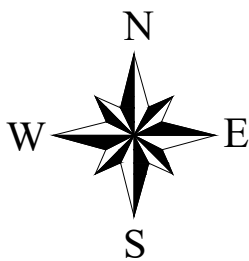
- AGRICULTURE
- CORE COMMERCIAL
- INDUSTRIAL
- PUBLIC USE AND PARKS
- RURAL HOLDING
- SUBURBAN RESIDENTIAL
- RESIDENTIAL
- IR LANDS

UTILITIES

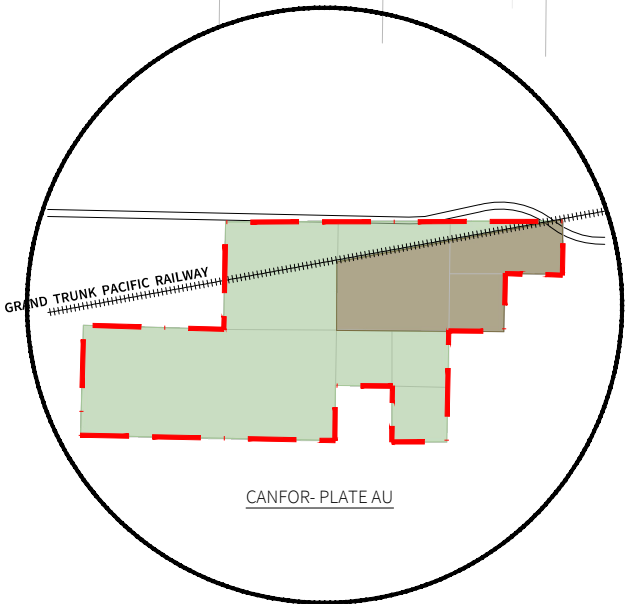
SAND AND GRAVEL RESOURCE

PUBLIC INSTITUTIONS

- AIRPORT
- CEMETERY
- CHURCH
- MUNICIPAL BUILDING
- COURT HOUSE
- NECHAKO WHITE STURGEON CONSERVATION CENTRE
- HOSPITAL
- VISITOR CENTER
- MEDICAL
- FIRE STATION
- POLICE STATION
- LONG TERM CARE
- COLLEGE
- SCHOOL
- LIBRARY
- MUSEUM
- POST OFFICE
- INTEGRIS COMMUNITY CENTRE
- AQUATIC CENTRE
- ARENA



TO CANFOR-PLATEAU



CANFOR-PLATEAU

TO PRINCE GEORGE

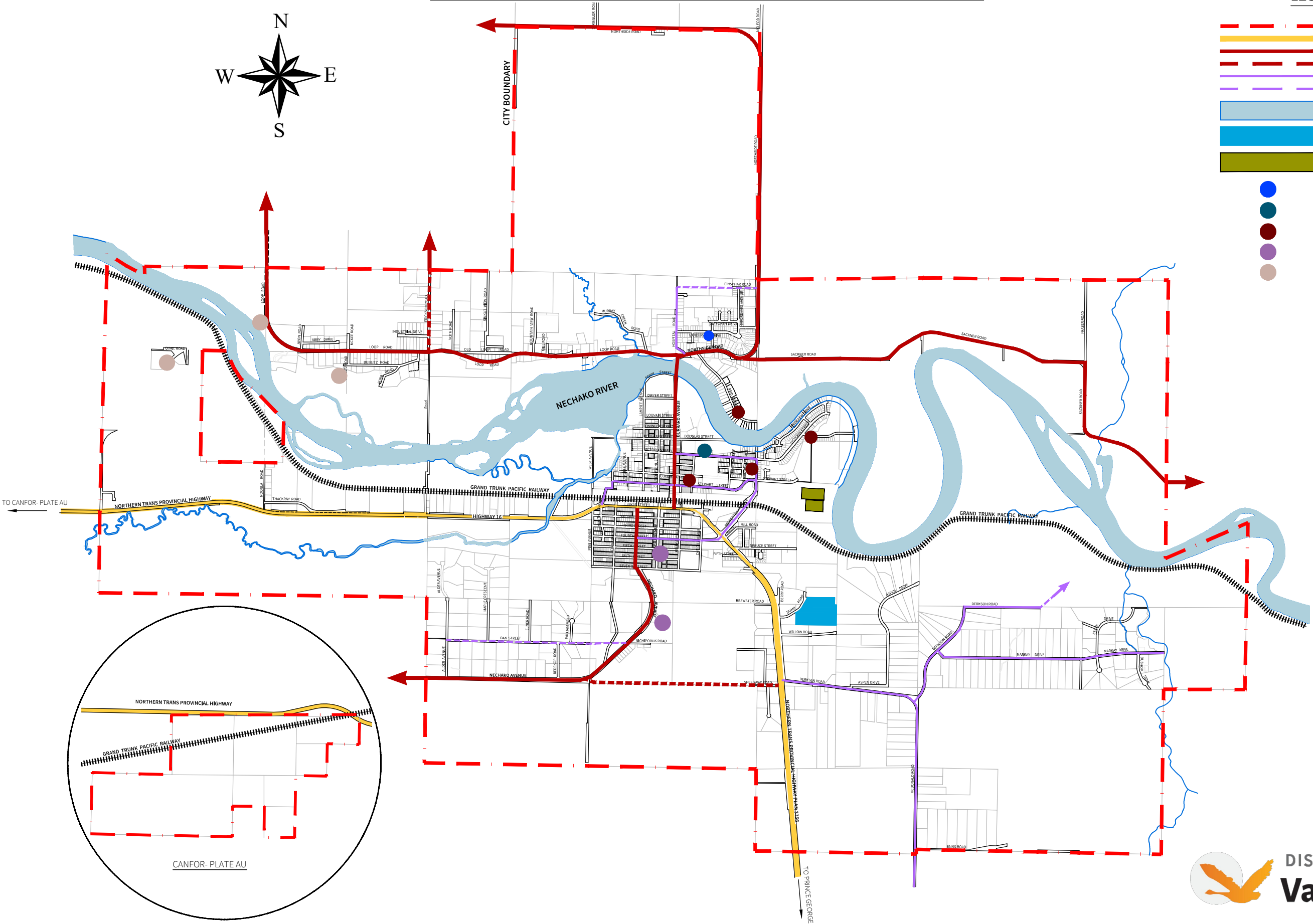


DISTRICT OF Vanderhoof

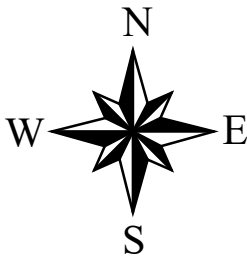
OCP SCHEDULE 2:ROADWAYS AND INFRASTRUCTURE

LEGEND

- CITY BOUNDARY
- HIGHWAY
- ARTERIAL
- PROPOSED ARTERIAL
- COLLECTOR
- PROPOSED COLLECTOR
- NECHAKO RIVER
- SOLID WASTE TRANSFER STATION
- MUNICIPAL LAGOONS
- NORTHSIDE WATER
- WATER WELL
- SEWER LIFT STATION
- RESERVOIR
- SAND AND GRAVEL RESOURCE

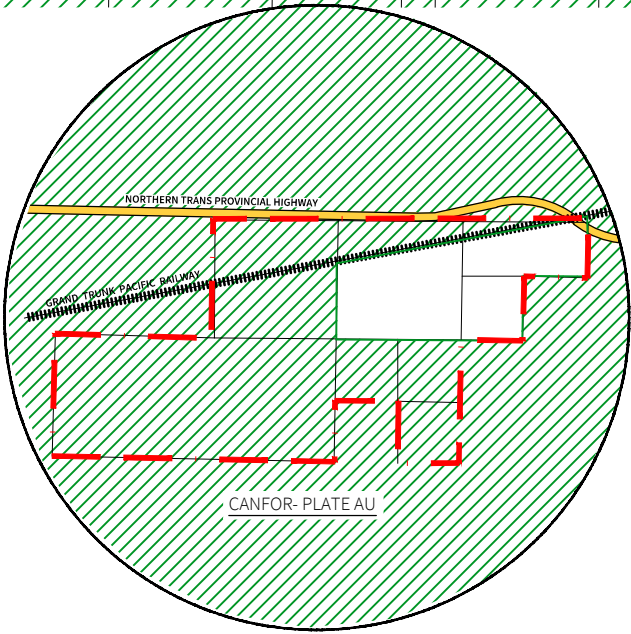
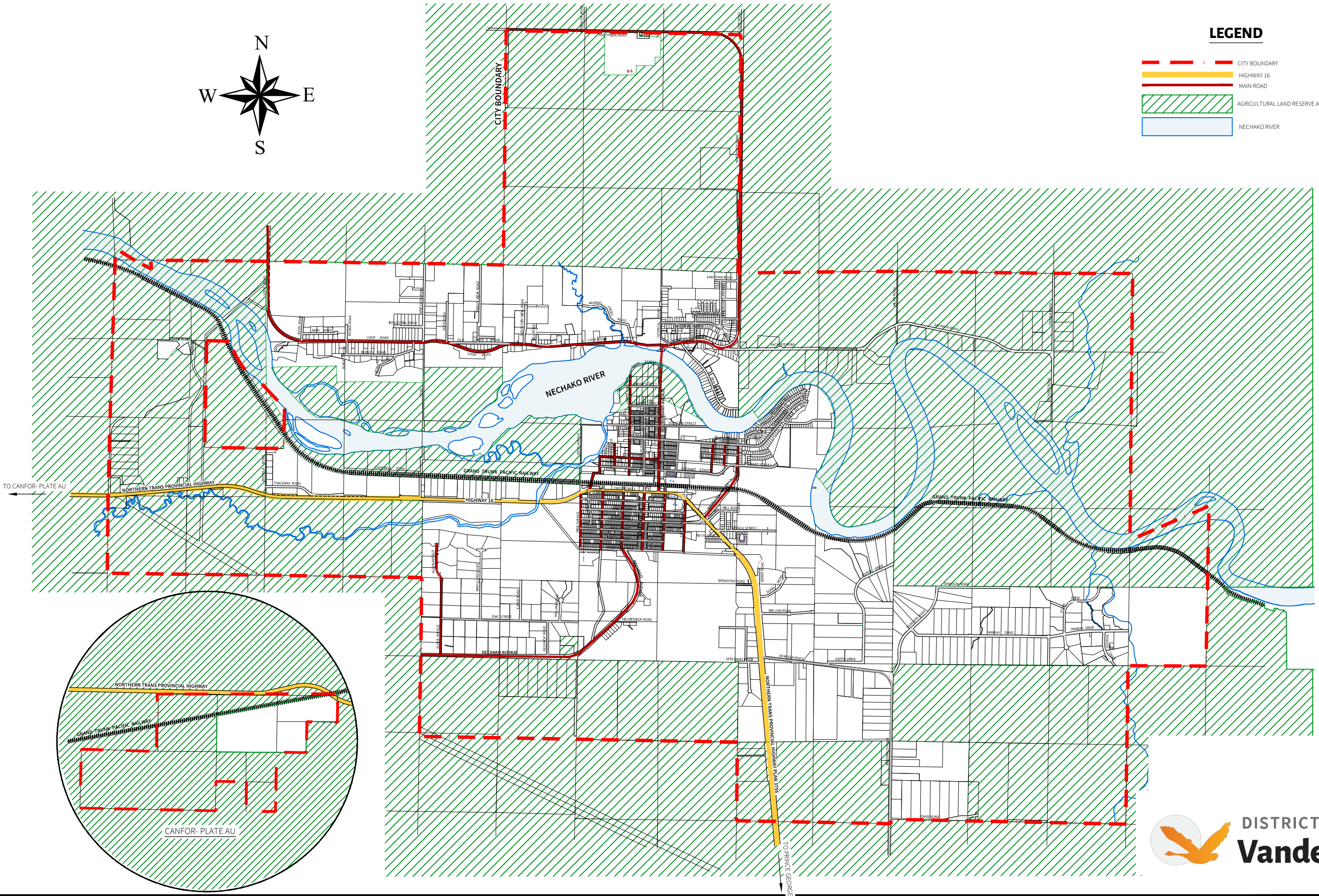


OCP SCHEDULE 3: AGRICULTURAL LAND RESERVE

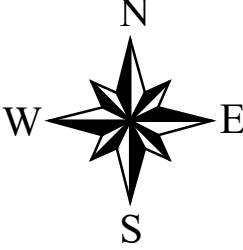


LEGEND

- CITY BOUNDARY
- HIGHWAY 16
- MAIN ROAD
- AGRICULTURAL LAND RESERVE AREA
- NECHAKO RIVER

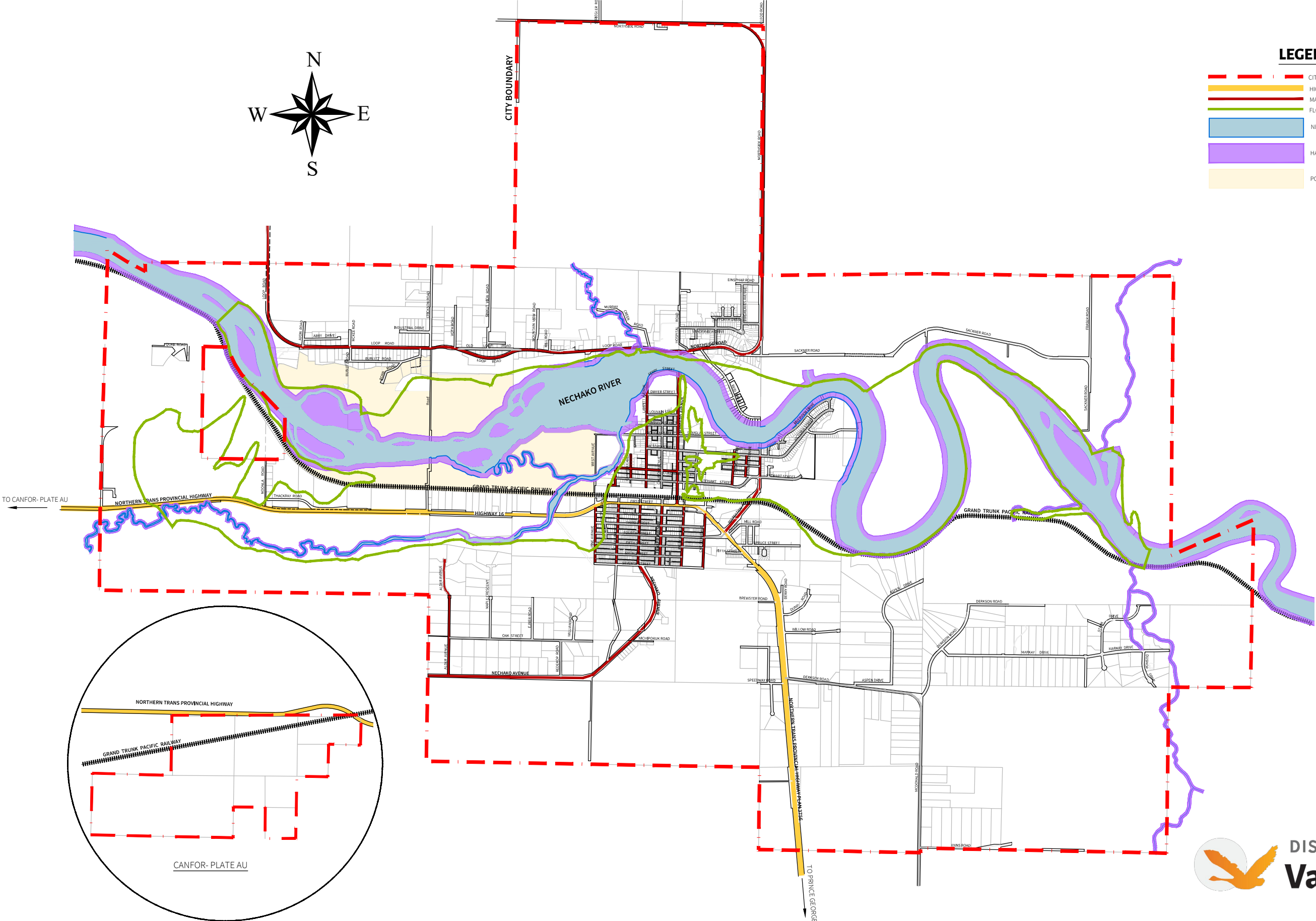


OCP SCHEDULE 4: ENVIRONMENTAL AND HAZARD AREAS



LEGEND

-
- CITY BOUNDARY
 HIGHWAY 16
 MAIN ROAD
 FLOOD PLAIN
 NECHAKO RIVER
 HAZARD DEVELOPMENT PERMIT AREA
 POTENTIAL LAND SLIDE AREA



OCP SCHEDULE 5: INFRASTRUCTURE PHASING STRATEGY

