



DISTRICT OF VANDERHOOF
OFFICIAL COMMUNITY PLAN
Bylaw No. 993, 2006

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1.0 INTRODUCTION

The *Local Government Act* provides that the District of Vanderhoof may adopt an **Official Community Plan** and specifies what a plan should contain. An official community plan is a general statement of the broad objectives and policies respecting the form and character of existing and proposed land use and servicing requirements.

The policies and plans are intended to provide direct guidance to municipal staff, the development industry, the general public, District Council and various regulatory agencies with respect to land use, development, re-development, servicing and transportation within the District of Vanderhoof.

The *Official Community Plan* deals with development in the long term and, as such, must be applied and interpreted with some flexibility. While providing certainty is a valid objective, official community plans should be periodically reviewed and updated to take into account changing circumstances and municipal preferences.

This *Plan* has been prepared, as an update to the 1999 *Official Community Plan*, under the direction of District Council and with opportunity for public participation. Adjacent municipalities and various government agencies also reviewed and commented during the planning process. As such, it reflects the vision for the District of Vanderhoof that the community at large shares.

The policies of this *Plan* are to be implemented through the collective action of the community, primarily through the decisions of District Council on matters such as zoning, subdivision, heritage preservation and capital expenditures.

2.0 POPULATION AND GROWTH TRENDS

In 1983, the District of Vanderhoof extended its boundaries to include the area north of the Nechako River. As a result, the historical census data represent an inflated population growth rate for the District itself. To effectively plan for the orderly development of the District of Vanderhoof, reasonable projections of future population and land use are required.

Several sources of population figures were considered. Based on BC Stats Intercensal B.C. Municipal and Regional District Population Estimates, the average annual growth rate for Vanderhoof between 1976 and 1991 was 2.7% and between 1991 and 1995 it was 1.7%. From 1995 to 2003, the population of Vanderhoof remained virtually the same, however BC Stats estimate an increase of 1.7% from 2003 to 2004.

Canada Census data show a 2.8% annual growth rate for the five-year period between 1986 and 1991 and an annual growth rate of 1.8% between 1991 and 1996. Their figures also show a stable population between 1996 and 2001.

For the past twenty-five years the annual population growth rate has ranged between zero and 2.8%. Therefore, a 2% average annual growth rate has been used as a reasonable population projection for the District of Vanderhoof. A 1% per year growth rate has been used to project the minimum expected population and a 3% annual growth rate was selected to project the maximum expected population. On this basis, the anticipated population for the District for the year 2024 is between 5655 (slow growth) and 8390 (rapid growth), with the projection of 6910 favoured.

TABLE 1: POPULATION PROJECTIONS BY FIVE YEAR INTERVALS			
2004 TO 2024			
YEAR	1% GROWTH/YR	2% GROWTH/YR	3% GROWTH/YR
2004	4649	4649	4649
2009	4886	5132	5388
2014	5130	5666	6245
2019	5386	6255	7238
2024	5655	6910	8390

Base estimate by BC Stats, Government of BC

The above projections provide a range of population levels that could be reasonably anticipated. However, it must be noted that many factors influence the projections, therefore these must be reviewed periodically to ensure reliability or to make changes.

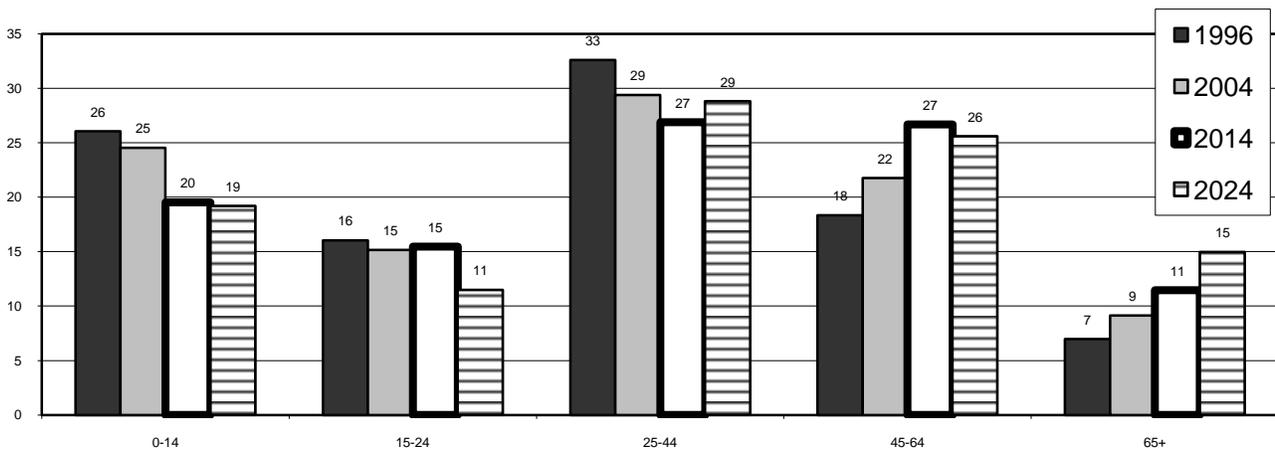
The District is experiencing a period of fairly significant growth. From 2003 to 2004 BC Stats estimated a population increase of 1.7%. Locally the feeling is that an even higher increase has occurred over the past year. Housing demand has increased as evidenced by rapidly escalating housing prices. This growth is anticipated to continue for the immediate future, while over the longer term an average annual growth rate of 2% is expected.

The current growth can be attributed to the strong forest based economy as well as the fact that the aging population is staying in the region. The Northern Health Authority projects a 35% increase in persons 65 years and older from 2003 to 2010.

BC Stats have provided population projections by age distribution for the Nechako Local Health Area. These figures include Vanderhoof, Fort St. James and several First Nations communities to the north and south. The District of Vanderhoof's share of the older population is higher than the surrounding rural areas. In 1996, 8% of the population of the District of Vanderhoof was over 65 years of age. In 2001 this rose to 10% and in 2004 the senior population was estimated at 13%.

The population profile of Vanderhoof is changing with a projected decline (as a percentage of the total population) in those under 25 and an increase in those over 45.

Figure 1: Nechako Health Area
Population Age Distribution – as a percentage of total



3.0 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 and are organized as follows:

- General Form and Character of Community Development and Land Use;
- Community Livability Objectives;
- Community Servicing Objectives;
- Environmental Objectives; and
- Economic Objectives.

3.1 GENERAL FORM AND CHARACTER OF COMMUNITY DEVELOPMENT AND LAND USE

Situated on valley bottom lands and slopes bordering the Nechako River, the District of Vanderhoof combines the attractions of a rural setting with the amenities and services of an established, moderate-sized community of over 4000 residents. The existing pattern of development has been largely influenced by several major features (the Nechako River, Highway 16 and the Canadian National rail line) and consists of the following elements:

- a relatively compact downtown core containing commercial and public/institutional uses;
- a highway commercial and light industrial corridor to the south of the downtown adjoining Highway 16;
- several suburban residential neighbourhoods surrounding the downtown core and highway corridor;
- extensive industrial areas located west along the CNR line and Highway 16; and
- an outlying fringe area of agricultural lands intermixed with pockets of rural residential development, open space and parks, scattered industrial sites and the Vanderhoof Municipal Airport.

Taking advantage of its setting, Vanderhoof offers a range of affordable housing types, locations and the attendant choices in residential lifestyles. Also available are a range of recreational and leisure activities for residents and visitors.

Council has established the following objectives to guide the form and character of future development as a means of enhancing and building upon the positive attributes of Vanderhoof:

- **Objective 3.1.1:** To promote the efficient allocation and use of land to achieve an orderly, economically serviced pattern of development.
- **Objective 3.1.2:** To ensure a sufficient supply of suitably zoned land within the District to accommodate existing and future residential, commercial, industrial, agricultural and public uses in a manner that minimizes conflicts between land uses.
- **Objective 3.1.3:** To provide for a variety of dwelling types and densities in appropriate locations to maintain the availability of housing and lifestyle choices.
- **Objective 3.1.4:** To promote re-development and infill housing on parcels in residential neighbourhoods that are complementary in scale and character with the existing community.
- **Objective 3.1.5:** To maintain and strengthen the downtown by encouraging commercial and traffic generating government/institutional uses to remain or locate in the core. While it is Council's objective to emphasize the downtown as the community's commercial focal point, Council will consider larger scale highway commercial and service commercial development along the Highway 16 corridor.
- **Objective 3.1.6:** To work towards the long-term beautification of the community. Particular attention will be paid to the commercial core and highway entry points as a means of enhancing the downtown.
- **Objective 3.1.7:** To enhance the community's heritage character by encouraging the preservation and restoration of historic sites and buildings.

3.2 COMMUNITY LIVABILITY OBJECTIVES

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

- **Objective 3.2.1:** To recognize and support the efforts of various cultural service organizations in helping to enrich the lives of residents.
- **Objective 3.2.2:** To support the provision of necessary services for the elderly of the community to keep them healthy and active for as long as possible.
- **Objective 3.2.3:** To support the efforts of recreational groups and organizations, recognizing that a healthy lifestyle is of key importance to a healthy community.
- **Objective 3.2.4:** To build our healthy and sustainable community by capitalizing on opportunities that enhance the community's economic, social and environmental attributes and the quality of life.

3.3 COMMUNITY SERVICING OBJECTIVES

The District of Vanderhoof provides a range of municipal services to properties and residents including community water and sewer, roads, drainage, fire protection, garbage collection, parks and recreation. In general, much of the municipality's existing infrastructure is considered adequate to serve current and expected population growth levels. The following are Council's objectives for maintaining and providing municipal services in order to meet the needs of Vanderhoof residents, while keeping within the financial capabilities of the District:

- **Objective 3.3.1:** To maintain and upgrade municipal services, as municipal finances permit, in a cost-effective manner in accordance with demand.
- **Objective 3.3.2:** To promote development in presently serviced areas and in new areas which can be logically serviced by the extension of roads and utilities to maintain a pattern of development that will not create financial burdens for the municipality.
- **Objective 3.3.3:** To recognize the need to extend sewer servicing to the Loop Road area subject to available finances and demand.

- **Objective 3.3.4:** To provide an efficient, safe and coordinated road system that will accommodate traffic volumes and ensure access to residential, commercial, industrial and outlying areas.
- **Objective 3.3.5:** To maintain and develop park land and recreational facilities to serve both residents and visitors, with particular emphasis on developing a trail network to link parks, recreational facilities and attractions and to acquire, in the long term, river frontage for use as open space and waterfowl refuge.
- **Objective 3.3.6:** To work with School District 91 and other interested community groups in arranging the joint use of public facilities, recreational programs and activities.

3.4 ENVIRONMENTAL OBJECTIVES

Vanderhoof's natural setting contributes much to the quality of life enjoyed by residents. Major natural features such as the Nechako River and the outlying rural and agricultural landscape are important environmental assets of the community. Council's objectives for the preservation of these areas, as well as ensuring that development is safeguarded from potential natural hazards, are as follows:

- **Objective 3.4.1:** To ensure future development is located and carried out with sensitivity for the natural environment.
- **Objective 3.4.2:** To encourage the preservation of farm and grazing lands within the Agricultural Land Reserve (ALR).
- **Objective 3.4.3:** To control development in areas that may be subject to slope instability or flooding and encourage the preservation of these areas for uses less susceptible to damage by hazards.
- **Objective 3.4.4:** To protect lands with high environmental values such as the lands bordering the Nechako River, Stony Creek, Murray Creek, Knight Creek, Neuco Creek, Balmer Creek, Martens Creek and other natural drainage channels 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 not to amend the designation of these lands into more intensive uses.

- **Objective 3.4.5:** To encourage initiatives to incorporate green design into our buildings and infrastructure to ensure a healthier and more sustainable community.

3.5 ECONOMIC OBJECTIVES

Council is committed to maintaining a positive business climate that would assist in the diversification of the local economy. The District's economic objectives will be further developed with the completion of an economic plan and through the structure of the economic development committee and an economic development officer.

- **Objective 3.5.1:** To establish a positive business climate that promotes and encourages the expansion of existing ventures and the development of new ones.
- **Objective 3.5.2:** To develop a strategy for the diversification of the local economy, recognizing a long standing dependence on the forest industry and the effects of the pine beetle.

4.0 POLICIES

This section contains the policies of Council which are intended to achieve the objectives set out in Section 3.0. The *Plan* policies are intended to guide future development, transportation and land use planning for the District of Vanderhoof. These policies outline in general terms the different types of land uses and physical services the community and its Council believe are appropriate for the future.

The *Plan* policies are intended to be used as criteria in evaluating new development proposals, rezonings, subdivisions, capital works and other municipal decisions. This will ensure that change and development are compatible with long term community objectives.

The spatial implications of these *Plan* policies are illustrated in the plans in Section 6.

4.1 GENERAL FORM AND CHARACTER OF DEVELOPMENT

- ***Policy 4.1.1 - Overall Land Use Pattern:*** Future land development within the District of Vanderhoof shall be consistent with the overall pattern of land use as designated on *Map 1: Land Use Plan*. The various land use designations delineated on this map are intended to give direction for future development.
- ***Policy 4.1.2 - Land to Accommodate Development:*** To ensure an adequate supply of land is available to meet development needs, Council intends to make every reasonable effort through the land use approval process to accommodate development initiatives that are consistent with municipal objectives.
- ***Policy 4.1.3 - Compatibility with Existing Community Character:*** While it is Council's intention to encourage and facilitate development, Council will ensure that new development is located and carried out in a manner that is compatible with the existing form and character of the community.

4.2 RESIDENTIAL LAND USE

An important attribute of Vanderhoof is the availability of a variety of housing types, densities and settings. The current housing stock continues to consist of predominantly single-family detached dwellings. Over the past ten years, single family housing has averaged approximately 70% to 75% of the housing, while multiple housing has averaged 25% to 30%. In the 2001 census, housing consisted of

76% single family, 12% semi-detached duplex and rowhouses, 6% apartments and 6% mobile dwellings. Average household size has decreased from 2.8 persons per household to 2.7.

To estimate the amount of land required for residential purposes at the 2% annual growth rate, the number of housing units were estimated using the average of +2.7 persons per household. **Table 2: Projected Housing Requirements at 2% Growth** outlines the projected population and housing types required in five year intervals. The single family housing is equivalent to the urban zoning classifications of R-1 and R-4; the suburban RS-1, RS-2, RS-3, RR-1 and RR-2; and multiple family R-2, R-3 and R-5.

TABLE 2: PROJECTED HOUSING REQUIREMENTS AT 2% GROWTH					
Year	Projected	Population	Housing Units Required		
	Population	(5 year total)	Total	(70%)Single	(30%)Multiple
				Family	Family
2004	4649	-			
2009	5132	483	179	125	54
2014	5666	534	198	139	59
2019	6255	589	218	153	65
2024	6906	651	241	169	72

These projections must be used cautiously as they are based on many assumptions including future population, housing density and occupancy rate. If any of these factors should change, the projections would have to be changed.

There are few serviced developable single family lots, few vacant multiple family units and no spaces available in the existing manufactured home parks to accommodate anticipated growth. While there is approximately a one year supply of vacant single family lots, infill within existing neighbourhoods must be encouraged. If this situation continues, no growth in new housing will occur, forcing potential new residents into illegal suites or to relocate elsewhere in the region.

Therefore, to accommodate a population increase of 483 persons in the next five years (to 2009), 179 housing units must be developed, 125 as single family lots and 54 as multiple family units. There is a good supply of vacant zoned multiple unit (R-3) land available to accommodate several years' growth but these parcels need to be serviced and developed.

Given the anticipated growth of the 65 and over population, there is an increasing need for retirement housing and services.

Several areas of zoned, unsubdivided single detached residential (R-1) land exist.

These areas are:

- north of the present Vanderview subdivision, private water and sewage services are possible;
- a small area west of Murray Creek, servicing is questionable;
- east of Riverview, serviceable but subject to restrictive covenant because it lies within the floodplain of the Nechako River; and
- south of the highway, a small area on Chilco Avenue, east of the school, but because of poor access, slope conditions, proximity to the highway and the shape of the parcel, it is doubtful whether this land could be developed for single family housing; and
- south of the downtown, west of Highway 16 (west of Brewster and Speedway), a large parcel (63 hectares) which is planned for a fully serviced residential development

These parcels will provide sufficient land for the anticipated medium range single family housing demand. However, additional land for future residential use will need to be allocated. Two areas appear to be better suited to development of serviced residential lots in keeping with the objective *“to promote the efficient allocation and use of land to achieve an orderly, economically serviced pattern of development”*. One area is east of Nechako Avenue at the top of the hill, adjacent to the 63 hectare property planned for development. This area is zoned RR-1 but may be costly to service. The second, in the Loop Road area, is presently zoned RR-1 and RS-1 and development would depend on the extension of the sanitary sewer collection system.

Sufficient suburban and rural residential land (RS-1, RS-2, RS-3, RR-1 and RR-2) has either been zoned, or zoned and subdivided to meet the demand for housing outside the urban core.

- ***Policy 4.2.1 - Residential Land Use:*** Lands designated for residential use, as indicated on the ***Map 1: Land Use Plan***, are considered adequate to meet housing development needs under anticipated community growth conditions. The areas designated for residential use are intended to accommodate a range of housing types including single detached and duplex dwellings, manufactured homes, row houses, apartments and special needs housing. As well, several other land uses that are considered appropriate within the residential designation are complementary public, institutional and small scale local/convenience commercial uses that serve residential neighbourhoods. Private schools will also

be considered in residential areas based on the locational criteria set out in Policy 4.6.4 (c) of Section 4.6.

- **Policy 4.2.2 - Residential Parcel Sizes:** Council will ensure that new residential development is compatible with the density and scale of adjacent residential development.
- **Policy 4.2.3 - Re-development and Infill Encouraged in Existing Residential Neighbourhoods:** It is Council's policy to encourage the re-development and infill of housing on parcels within established neighbourhoods in order to efficiently utilize existing servicing capacity and the community's residential land base.
- **Policy 4.2.4 - Staging of Residential Development:** Although it is Council's priority to encourage re-development of housing, Council will consider development proposals involving extensions to existing residential areas. To avoid a dispersed, "leap frog" pattern of development, Council will encourage contiguous expansion in the three existing residential neighbourhoods shown as Residential: Urban on *Map 1: Land Use Plan*.
- **Policy 4.2.5 - Manufactured home Dwellings:** To maintain the character and aesthetics of existing residential neighbourhoods, it is Council's policy to permit manufactured homes to be located as principal dwelling units only within manufactured home parks and 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). Double-wide manufactured home units on permanent foundations shall be permitted in all residential zones.
- **Policy 4.2.6 - Manufactured home Development Location Criteria:** 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:
 - a) Manufactured home park or subdivision projects are to be located with access to major roadways to minimize increased traffic volumes on local streets;
 - b) The proposed developments are to be compatible with surrounding land uses in terms of character, scale and density of development; and

- c) Proposed development sites are to be either connected to municipal services or provide basic services on-site (i.e. water supply and sewage disposal).
- ***Policy 4.2.7 - Maximum Density of Multiple Unit Housing:*** 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. 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 4.2.8 - Overall Distribution of Multiple Unit Housing:*** While Council will consider multiple unit development proposals on sites outside of the downtown commercial core based on the locational criteria set out in Policies 4.2.9 and 4.2.10 below, Council will seek to avoid larger, medium and higher density residential enclaves that would substantially alter existing housing density patterns.
 - ***Policy 4.2.9 - Locational Criteria for Higher Density Apartment Development:*** Higher density residential development is permitted on parcels within the downtown or on other sites meeting the following locational criteria:
 - a) on a parcel where the proposed development will be compatible in character and scale with adjacent uses or where separation can be achieved through adequate setback distances or buffering from existing or planned lower density housing;
 - b) near parks, retail commercial activities or public/institutional facilities;
 - c) with convenient access to arterial roadways or direct access to major collector roads; and
 - d) on sites offering a unique location in terms of natural setting.
 - ***Policy 4.2.10 - Locational Criteria for Medium Density Housing:*** Within urban areas designated for residential use, Council will consider medium density rowhouse and townhouse proposals on parcels:
 - a) located centrally to neighbourhoods that are near recreation, education and commercial facilities within the area;
 - b) served by collector roadways that afford direct and convenient vehicle access so to avoid generating excessive traffic on local streets;
 - c) that would allow for a transition from lower to higher density housing; and

- d) that due to site constraints, may be prohibitively expensive to develop for lower density residential use.
- **Policy 4.2.11 - Special Needs and Community Housing:** Council will support the development of community housing facilities including group homes, senior citizen housing, 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 or on parcels outside the core that comply with the locational criteria for multiple housing set out above in Policies 4.2.9 and 4.2.10.
 - **Policy 4.2.12 - Affordable Housing:** The District will endeavor to provide affordable housing opportunities to meet the changing needs of residents at all stages of their life by providing a balanced housing stock capable of meeting the needs of various age groups, family types, lifestyles and income groups. This will be accomplished through the policies of this plan by preserving single detached neighbourhoods, by ensuring an ample supply of higher density housing areas and by expediting the development approval process.
 - **Policy 4.2.13 - Suburban and Rural Residential Development:** In recognition of the demand for housing outside of the urban core and the importance of suburban and rural housing in contributing to the overall character of the community, it is Council's policy to support suburban and rural residential development. To provide opportunities for development of these housing types, specific lands are designated on the **Map 1: Land Use Plan** 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.

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

- a) New suburban housing subdivisions should be located adjacent to rural arterial roadways to accommodate vehicle traffic;
- b) 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; and

- c) Urban services will not be extended or provided to existing or proposed subdivisions. Where local residents desire higher servicing standards, options for upgrading services will be considered as outlined in Policy 4.8.6 of Section 4.8.
- **Policy 4.2.14 - Planning of Residential Development:** Development of residential areas may be based on a *Neighbourhood Plan* prepared by the developer and approved by Council. The *Neighbourhood Plan*, when provided, shall describe:
 - a) the plan area and adjacent land uses indicating the integration of the proposed land uses with the existing land uses;
 - b) the sequence of subdivision and development for the area;
 - c) the density of population;
 - d) types and location of housing, including the general lot pattern;
 - e) location of transportation and pedestrian routes and public services and utilities;
 - f) provisions for and location of public parklands, pursuant to Section 941 of the *Local Government Act*;
 - g) preservation of environmentally sensitive areas; and
 - h) contain other matters as Council considers necessary.

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

- a) the title area(s) will be developed in one or more than one stage, requiring a series of subdivision applications;
 - b) the subdivision application(s) will create a substantial number of residential parcels or sites;
 - c) the proposed development will create a mixture of residential, institutional and/or commercial land uses;
 - d) the proposed developed will mix housing of differing types; and
 - e) storm water management and/or public utility systems are required.
- **Policy 4.2.15 - Buffering Between Development and Agricultural Land:** Buffering between new residential development and the adjacent agricultural land shall conform to the conditions specified in the Agricultural Land Commission *Landscape Buffer Specifications*.
 - **Policy 4.2.16 - Future Serviced Residential Development:** Additional land adjacent to existing residential development and suitable for servicing for single family development should be allocated for future residential development.

4.3 COMMERCIAL LAND USE

Two general types of commercial land use can be identified in the District: the downtown core and the Highway corridor.

Based on Vanderhoof's traditional function as the main service and retail centre for a region extending from Bednesti Lake to Fraser Lake and north to include the Fort St. James area, the downtown has developed as the primary commercial area. The Vanderhoof retail sector serves an estimated primary and secondary trade area population of 19,000.

The downtown accommodates a range of retail and service businesses, professional and government offices, churches and other public facilities. The downtown core is surrounded on the north by residential and park, on the east by government services buildings and educational facilities, on the south by the railway and on the west by residential. There is little vacant Retail Commercial (C-1) zoned land remaining for commercial development. More space is needed for service and retail commercial uses in the downtown area. Since the downtown core is surrounded by established land uses and compact development is generally desirable, new development should be encouraged to build to the maximum height allowed by the *Zoning Bylaw*.

This would allow service and retail outlets to locate on the ground level while offices could locate on the upper floors. Parking standards and procedures also need to be reconsidered as commercial development occurs.

Recently, commercial development has expanded from the traditional downtown core to include the Highway 16 corridor. Locations along the highway corridor provide greater visibility for businesses catering to highway and tourist traffic. Larger sites available along the highway strip are often more suitable for a variety of retail outlets serving the regional trade area population. The highway corridor commercial land caters to highway and tourist traffic, including vehicle services, restaurants, motels and other retail services. There appears to be sufficient Highway Commercial (C-2) zoned land south of the railway.

Vehicle oriented or service commercial development should be encouraged to locate in the highway commercial area. Site access and parking requirements must comply with the Ministry of Transportation regulations concerning controlled access highways.

- ***Policy 4.3.1 - Downtown as the Community and Commercial Focal Point:*** 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 ***OCP Map No. 1: Land Use Map***. 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 Bute Avenue to the east.

- **Policy 4.3.2 - Core Commercial Land Use:** 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, public, 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*. Development proposals for parcels within the commercial core area will be considered by Council 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.

Private schools proposed in the downtown core will be reviewed based on the locational criteria set out in Policy 4.6.4 of Section 4.6.

- **Policy 4.3.3 - Commercial Re-development:** Re-development and increased density in the existing downtown core will be encouraged.
- **Policy 4.3.4 - New Commercial Development:** New commercial development in the downtown core should be encouraged to build to the maximum height allowed in the *Zoning Bylaw*.
- **Policy 4.3.5 - Office and Public/Institutional Uses in the Downtown:** In support of Policy 4.3.1 above, it is Council's intention to encourage public or institutional uses and commercial offices that act as pedestrian traffic generators to remain or locate in and around the downtown core.
- **Policy 4.3.6 - Enhancement of the Downtown:** To enhance the viability of the downtown, Council will respond to proposals from and work with downtown merchants to undertake measures aimed at upgrading the core area as a place of business. A number of actions may be considered including parking requirements, landscaping improvements of entry ways, installation of informational and directional signs and streetscape improvements (e.g. Downtown Revitalization).
- **Policy 4.3.7 - Highway Corridor Commercial Development:** While it is Council's intention to encourage commercial development to be focused on

downtown, certain commercial activities with the characteristics listed below will be permitted within those areas of the highway corridor designated for commercial use on *Map 1: Land Use Plan*. Distinct from the downtown commercial core, within the highway corridor, commercial uses will be considered that:

- a) are oriented to highway traffic and/or the tourist market;
 - b) cater to a regional customer market; and
 - c) may be unsuited to locate in the core due to site area, parking requirements or the involvement of extensive outdoor storage.
- ***Policy 4.3.8 - Highway Commercial Development Approval:*** Future highway commercial development shall comply with the Ministry of Transportation *Subdivision Policy and Procedures Manual, Parking and Trip Generation Rates Manual, TAC Manual and Site Impact Analysis Requirements Manual*.
 - ***Policy 4.3.9 - Truck Traffic Services/Facilities:*** Recognizing the existing problems created by trucks parking on the highway shoulder, restricted turning movements and incompatibility with other land uses, 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 4.3.10 - Truck Facility Location Criteria:*** To minimize potential detrimental impacts on other land uses, Council will encourage the development of truck service facilities in concentrated nodes on sites that offer:
 - a) adequate space for the maneuvering and parking of tractor-trailer vehicles;
 - b) convenient and safe access to and from Highway 16; and
 - c) sufficient area to provide landscape buffers from surrounding uses where appropriate.
 - ***Policy 4.3.11 - Highway Corridor Site Development Guidelines:*** Given the importance of the Highway 16 corridor in projecting an image of the community to passing traffic and the existing access, congestion and parking problems occurring in this area, Council will encourage future highway development to incorporate design elements that will:
 - a) minimize highway access points and use joint entry ways whenever possible;

- b) where site area permits, develop service roads that will provide direct access to individual businesses;
- c) provide low level landscaping along parcel frontages that will enhance the visual image of the Highway corridor;
- d) install screening and landscaping along parcel boundaries adjoining residential uses;
- e) minimize the visual clutter created by an array of signage along the highway by combining individual business signs on joint sign boards where appropriate and developing a general theme or style for signage; and
- f) develop highway commercial sites to a high standard including the provision of curbs, paved road shoulders and parking areas.

To complement these on-site, private sector development improvements, Council will encourage the Ministry of Transportation to integrate landscaping features whenever Highway upgrading projects are undertaken.

- ***Policy 4.3.12 - Convenience Commercial Development Outside the Downtown and Highway Corridor:*** While appropriate future commercial development is encouraged in the downtown core and along the highway corridor, Council may consider proposals for smaller scale local convenience commercial uses in other areas, taking into account:
 - a) the suitability of the site for the use proposed and its location relative to the neighbourhood market area;
 - b) the probable impact of the proposed development on surrounding land uses; and
 - c) concerns regarding vehicle access, parking, loading and the overall volume of traffic anticipated to be generated by the proposed use.
- ***Policy 4.3.13 - Home Based Business:*** Small scale and incubator business opportunities will be permitted in urban residential areas, provided 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 4.3.14 – Rural Home Based Business:*** Small scale and incubator business opportunities will be permitted in rural residential areas, provided it is a minor use of the home and/or contained within an accessory building, 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.

4.4 INDUSTRIAL LAND USE

Vanderhoof's industrial base, dependent primarily on the forestry sector, is well developed. Over the next ten years, it is anticipated that there will be an increase in both production and jobs in the forestry sector. Timber awards to value-added initiatives, expanding global markets and technology have boosted short term growth in the forestry sector. This boost is not expected to continue over the long term and the District of Vanderhoof is actively looking at diversification of the economy to mitigate any future loss of jobs in the forest sector.

As a location for industry, the community offers convenient access to major rail and highway routes and developable land. Heavy industry in the form of sawmill operations is concentrated in the west sector between the CNR line and Highway 16 and at Engen. Varied light industrial uses are located along the Highway corridor, in the west half of Section 3 and north of Highway 27 in Section 17. Excluding the Canfor-Plateau Division sawmill at Engen, approximately 37 ha of industrial land are currently utilized in the District. There is inadequate zoned industrial land for anticipated industrial growth. Additional industrial land is being designated west of the town centre along the south side of Highway 16. This land is within the Agricultural Land Reserve. However, should the land be required for industrial development, Council will support a request to the Land Commission for exclusion. Council's policies for supporting the existing industrial base and providing for the development of future industry are as follows:

- ***Policy 4.4.1 - Land for Industrial Development:*** To provide an adequate supply of land to accommodate future industrial development, Council has designated areas for industrial use as indicated on ***Map 1: Land Use Plan***. Two main areas have been identified for future industrial development:
 - a) lands to the south of Highway 16, west of the town centre; and
 - b) portions of the SE ¼, Section 17, Township 11 north of the Loop Road.
- ***Policy 4.4.2 - Locational Guidelines for Industrial Development:*** While reviewing industrial development proposals, Council will evaluate the proposed project based on the following criteria:
 - a) 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.
- b) that the proposed industrial activity and the vehicle traffic it generates will not have a detrimental impact on surrounding uses; and
- c) that the intended use will not create undesirable environmental impacts.
- **Policy 4.4.3 - Industrial Districts:** To accommodate a range of industrial operations, the District's *Zoning Bylaw* distinguishes between light and heavy industry. Areas zoned for heavy industry are intended for larger scale industrial uses requiring sizable sites, direct rail and/or highway access and that may entail extensive outdoor storage or create negative visual or environmental impacts. It is Council's intention to designate areas for this form of industry and prevent the encroachment of non-compatible land uses. The light industry zone is intended for smaller scale industrial operations that may locate along the Highway 16 corridor outside of the core without creating negative visual impacts.
 - **Policy 4.4.4 - Municipal Servicing Flexibility of Industrial Sites:** To allow flexibility for locating and servicing future industrial activities and ensure reasonable development costs, Council's policy is to permit different levels of site servicing. 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 heavy industrial operations in the fringe area or located at a distance from existing water and sewer trunk mains.
 - **Policy 4.4.5 - Airport-Related Industrial Development:** When warranted by economic development opportunities and market demand, Council will support increased airport industrial and service development and work in conjunction with Transport Canada and the Agricultural Land Commission (ALC) to facilitate the development of aviation-related industry.

4.5 AGRICULTURAL (ALR) LAND USE

Agriculture has traditionally played an important role in the development of Vanderhoof and is an integral part of the community's character. Based on the high agricultural capability of many of the lands in and around Vanderhoof, extensive areas have been designated as ALR. Community expansion, however, has sometimes resulted in development pressures and land use conflicts at the interface between

agricultural and other rural land uses. Land not specifically subdivided or in reserve for future expansion and which is suitable for agricultural is in the Agricultural Land Use Category. A portion of land along the south side of Highway 16 and along the CNR has been identified as Industrial. This land remains within the Land Reserve. However, the District is indicating it may be required for industrial land uses. At such time as the land is needed for industrial purposes, the District would support the request for exclusion from the Reserve.

Council's policies for preserving the municipality's agricultural land base, while also providing for various rural land uses, are set out below:

- ***Policy 4.5.1 - Agricultural Land Use Designations:*** The areas designated as agricultural are intended primarily for farming and ranching activities.
- ***Policy 4.5.2 - Preservation of the Agricultural Land Base:*** It is the policy of Council 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 ALC.
- ***Policy 4.5.3 - Land Use Compatibility Between Agricultural and Rural Activities:*** Recognizing that land use conflicts may arise between agricultural and other rural activities, it is Council's policy to work toward minimizing these conflicts by:
 - a) ensuring that where residential and other rural land uses are proposed adjacent to agricultural land, adequate setbacks are provided and that development is carried out in a manner with due regard for the agricultural operation and must comply with the standards for buffering in the Agricultural Land Commission *Landscape Buffer Specifications*; and
 - b) conversely, Council may utilize the District's *Zoning Bylaw* within the powers authorized under Provincial legislation of the *Farm Practices Protection (Right to Farm) Act* to ensure that agricultural operations adjacent to other rural land uses are compatible and do not pose negative impacts in terms of emissions, odors, noise or groundwater contamination.
- ***Policy 4.5.4 - Transportation and Utility Routing:*** It is Council's policy to ensure that, whenever possible, the routing of future rural roadways and utility lines avoid fragmenting agricultural lands by following alignments along section, boundary or property lines, road allowances or existing utility corridors. Utility and road rights-of-way across ALR lands will not proceed without the approval of the ALC.

4.6 INSTITUTIONAL AND PUBLIC USE

The majority of the institutional facilities are located east of the downtown core and adjacent to the Nechako River. Other schools, churches, social and cultural facilities are located throughout the District.

Sinkutview School, located north of the Nechako River, wishes to expand but because it is serviced by its own sewage lagoon system, is unable to expand. This will be dealt with in the Public Utilities and Roadway section.

- **Policy 4.6.1 - Map Designation:** Existing and proposed public use and institutional facilities are identified on *Map 1: Land Use Plan*. Pursuant to the *Local Government Act*, the location of public facilities including public schools, parks, the recreation centre and hospital are identified on the map as well.
- **Policy 4.6.2 - Monitoring the Use of Public Facilities:** It is the policy of Council to monitor the level of use of public, institutional, cultural and health facilities in the community. When the expansion of existing or development of new facilities are required, Council will work with senior government agencies and local groups to ensure that the needs for these services are met.
- **Policy 4.6.3 – Conservation Rearing Facility and Interpretive Centre:** Council supports the concept of a conservation rearing facility and interpretive centre on the Nechako River, north of St. Joseph’s School. This facility is for the protection, enhancement and renewal of the Nechako 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 white sturgeon recorded in recent history. Council will work with senior government agencies to facilitate this project.
- **Policy 4.6.4 - Locational Guidelines for Cultural and Institutional Facilities:** To provide direction for the location of future cultural and institutional facilities, Council has established the following locational guidelines:
 - a) Private Cultural Facilities: Clubs, lodges, meeting halls and similar private, cultural and social facilities will not be permitted within existing or future residential neighbourhoods. These types of facilities will be encouraged to locate:
 - in the commercial downtown core; or

- in rural areas of the municipality outside the ALR unless approved by the ALC, where the proposed facility is recreation/sports oriented or requires extensive site area.
- b) Churches: Existing churches within the downtown core add an important cultural element and contribute to the character of the community and therefore, are encouraged to remain in the downtown core. To serve residential growth in outlying neighbourhoods, new churches 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 church activities; and
 - where possible, adjacent to commercial land uses or school sites where combined off-street parking can be arranged with these facilities.
- c) Private Schools: Through the development approval process, Council will seek to ensure that private schools are located on sites compatible with adjacent land uses, either existing or proposed, and that concerns for traffic, parking and safe pedestrian movement are addressed. In reviewing proposals for establishing new private schools, Council will consider operational factors including:
- anticipated student population;
 - proximity to similar private schools;
 - walking distances and traffic routing required by the school;
 - building size requirements;
 - provision of adequate outdoor space;
 - provision of off-street parking and bus-loading areas; and
 - adjoining land uses, either existing or proposed.
- **Policy 4.6.5 - Church/Private School Combined Operations:** To ensure that proposed church/private school operations create positive impacts for the neighbourhoods in which they are located, Council will seek to establish discussions with organizations proposing to develop these types of facilities. In reviewing combined church/private school development proposals, Council will refer to the District's *Zoning Bylaw* and the regulations and standards of the Ministry of Education.

4.7 RECREATIONAL LAND USE

The District of Vanderhoof has the full range of recreation, sports and leisure facilities for the community including neighbourhood and district parks, open space, hiking trails and a bird sanctuary.

The floodplain of the Nechako River covers an extensive portion of the District. As these lands are subject to hazardous conditions, it is appropriate that those lands designated for agricultural, recreation and open space uses be continued in those designations.

- ***Policy 4.7.1 - Monitoring the Use of Parkland and Recreational Facilities:*** The level of use of existing parks and recreational facilities will be monitored and Council will take steps to provide additional park land and facilities in relation to future community growth.
- ***Policy 4.7.2 - Joint Use of Recreational Facilities:*** It is the policy of Council to work closely with the School District and interested community groups to arrange for the joint use and programming of facilities to meet the recreational needs of residents in a cost effective manner.
- ***Policy 4.7.3 - Park and Recreation Facility Hierarchy:*** 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/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 active sports and passive open space for the benefit of the entire District and surrounding area;
 - **Greenbelt/Open Space:** Intended to protect environmentally sensitive lands or areas unsuitable for development such as steep slopes or lands adjacent to watercourses for passive recreational use; and
 - **Trail Linkage System:** Intended to connect parklands, recreation facilities and open space areas by 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 4.7.4 - North Side Recreation Area:*** It is Council's policy to retain the existing golf course and fairgrounds at the north side recreation area and provide for the expansion of these facilities to the west in accordance with the recreation needs of the community.

- ***Policy 4.7.5 - Greenbelt and Open Space Preservation:*** It is the policy of Council to work towards protecting environmentally sensitive areas, such as creek and river banks, ravines, escarpments and the floodplain (as currently defined by the Ministry of Environment) wherever possible and retain these areas for greenbelts and open space. Where site conditions permit, Council will consider nature trails and areas; wildlife viewpoints; pedestrian, cycling and cross-country ski trails; picnic areas and campgrounds and natural or historic interpretive displays for these environmentally sensitive lands.
- ***Policy 4.7.6 - Provision of Parkland at Time of Subdivision:*** Pursuant to Section 941 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 policies of Council with respect to the provision of public parkland are as follows:
 - a) Where the proposed subdivision is not in close proximity to existing parks and a suitable site for public open space has been proposed, Council may require the dedication of not more than 5% of the parcel area for park use.
 - b) 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 may require payment of an amount not exceeding 5% of the market value of the property proposed for subdivision for the purpose of acquiring parkland to complete the open space and trail network system and as described in Policy 4.7.3 above.

4.8 PUBLIC UTILITIES AND ROADWAYS

Municipal services continue to be monitored, upgraded and maintained. It is Council's objective to provide required services in a staged manner consistent with development and financial capability.

- ***Policy 4.8.1 - Municipal Infrastructure Systems:*** It is the policy of Council to maintain and monitor the capacity of municipal infrastructure systems and carry out upgrading 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 ***Map 2: Public Utilities and Roadways.***
- ***Policy 4.8.2 - Road Network:*** The District shall maintain a hierarchical roadway system to service users and to provide a high degree of safe mobility. The

Ministry of Transportation plans to work with the District to update the major street network plan in the near future. At that time Map 2 may require amendment. Highway 16 is primarily intended to promote through traffic, with highway access encouraged via the internal road network and the major street intersections. Depending on traffic volumes, safety considerations and design limitations, direct access to Highway 16 may be restricted.

- ***Policy 4.8.3 - Municipal Roadway Upgrading:*** Council intends to continue the District's program of upgrading roads to ensure an efficient, safe and convenient roadway system.
- ***Policy 4.8.4 - Arterial Road Upgrading:*** It is Council's policy to develop Recreation Avenue, Victoria Street, 4th Street, Stewart Street from Church Avenue to Silversmith Avenue and from Silversmith Avenue to Highway 16 to arterial road standards.
- ***Policy 4.8.5 - Storm Drainage Plan:*** In conjunction with the District's long range roadway upgrading program, Council intends to undertake preparation of a comprehensive storm water drainage plan.
- ***Policy 4.8.6 - Provision and Financing of Municipal Servicing Extensions:*** Where development outside of serviced areas is proposed that would require extensions to municipal infrastructure, Council may enter into discussions around equitably sharing the costs of upgrading or extending municipal services. To provide for the extension of services, Council will require that the developer and property owners in the benefiting area contribute toward the costs of extending or upgrading infrastructure systems.
- ***Policy 4.8.7 - Solid Waste Disposal:*** It is the policy of Council to work in association with the Regional District of Bulkley-Nechako in the implementation of its Solid Waste Management Plan. This Plan lays out a strategy to reduce, reuse, recycle and compost the Region's waste.
- ***Policy 4.8.8 - Sanitary Sewer Extension:*** Council intends to undertake preparation of a plan to extend sanitary sewer services to the Loop Road area west of Burrard Street Bridge as development and finances permit.

4.9 ENVIRONMENTALLY SENSITIVE AND POTENTIAL HAZARD AREAS

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

In addition, the Nechako River watershed supports fish species such as chinook salmon, sockeye salmon and white sturgeon. The fisheries resource contained within the District of Vanderhoof is sensitive and should be protected.

A second issue is the delineation of steep slopes that are areas of potentially unstable soil conditions and pose a barrier to development. Slopes greater than 30% 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.

- ***Policy 4.9.1 - Use of Environmentally Sensitive and Potential Hazard Areas:*** Council shall discourage development of lands which may be environmentally sensitive or subject to potential natural hazards. As set out in Policy 4.7.5 of Section 4.7, the preferred use of these lands will include activities where damage to property or threat to human life would be minimized, such as parks, open space and resource enhancement.
- ***Policy 4.9.2 – Protection of Aquatic and Riparian Habitat:*** It is the policy of Council to conserve and protect productive fish and wildlife habitats from human disturbance. 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 white sturgeon ‘critically imperiled’. The Nechako Migratory Bird Sanctuary contains the only recorded spawning congregation of the white sturgeon in recent history. When any development is proposed that would impact watercourses and/or riparian habitat in the District, the following guidelines should be referred to:
 - a) *Land Development Guidelines for the Protection of Aquatic Habitat* co-published by Fisheries and Oceans Canada and the Ministry of Environment.

- b) 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 4.9.3 - Sand and Gravel Resources:** 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 **Map 3: ALR and Environmentally Sensitive Areas**. Gravel extractions on parcels within the ALR shall require approval of the ALC.
 - **Policy 4.9.4 - Floodplain Management:** 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 4.9.5 - Development on Floodplain:** Council will implement a Floodplain Management Bylaw to establish procedures and regulations for buildings and structures in flood prone areas. The floodplain is generally outlined on Map 3: ALR and Environmentally Sensitive Areas. However, all flood prone lands may not be identified on this map due to the scale limitations.
 - **Policy 4.9.6 - Steep Slopes:** No building shall be permitted above or below potentially unstable land along watercourses or escarpments. Topographic slopes greater than 20% are considered unsuitable for building development unless a suitable building site can be established by a geotechnical report.
 - **Policy 4.9.7 – Environmental Impact:** The District may require an environmental impact assessment in order to evaluate major development or re-development proposals, particularly those in or adjacent to environmentally sensitive or unstable areas, contaminated sites or locations of potentially significant community impact.

4.10 HERITAGE RESOURCES

The Vanderhoof Heritage Museum has been established on the west side of the urban area along Highway 16 to celebrate and preserve local heritage. There are several period buildings that have been relocated to this Museum site, with restoration an ongoing project. Three buildings have been officially designated as heritage buildings (Old Royal Bank Building, Murray House and the Board of Trade building).

- ***Policy 4.10.1 - Heritage Resources:*** The District may continue to use its powers under the *Heritage Act* and the *Local Government Act* 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.

5.0 IMPLEMENTATION

Council's adoption of this *Official Community Plan* is one step in an ongoing process leading to the realization of the District of Vanderhoof's planning objectives. Summarized briefly in this section are several of the implementation tools available to Council to carry out the policies of the *OCP*.

5.1 ZONING BYLAW

Council intends to review the District's existing *Zoning Bylaw* to ensure that it is consistent with the direction and policies of this *Plan*, that the regulations and provisions of the *Zoning Bylaw* are consistent with the *Local Government Act*, the *Community Charter* and all other provincial legislation and that the *Zoning Bylaw* is streamlined and simplified for convenient use by Council, administration and the public.

5.2 SUBDIVISION BYLAW

Council will undertake a review of the District's *Subdivision and Development Servicing Bylaw No. 659, 1992* to maintain consistency with the new *OCP* and to the *Local Government Act*, as well as to ensure that development and servicing standards contained in the *Bylaw* are appropriate for the community.

5.3 FLOODPLAIN MANAGEMENT BYLAW

Council will enact a floodplain management bylaw to establish procedures and regulations for buildings and structures in flood prone areas.

5.4 COORDINATION

Effective implementation of this *Plan* will require the meaningful cooperation between all affected governments and agencies on matters such as servicing, land use and transportation for the overall betterment of the area.

5.5 PARTICIPATION

The District will provide formal and informal opportunities in the planning and approval processes relating to the physical development and the provision of services.

5.6 MONITORING

The District shall monitor the *Plan* to ensure that its policies and designations stay relevant to changing circumstances.

5.7 AMENDMENT

Changing and unforeseen circumstances may necessitate amendments to either the policies or maps in this *Official Community Plan* following the procedures outlined in the *Local Government Act*, including public consultation. Amendments may be made to advance the overall community interest.

Before considering an amendment to this *Plan*, the Council shall require an analysis of the desirability and impact of the proposed amendment. 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 owners regarding the application.

An application for plan amendment that has been refused shall not be reconsidered by Council for a period of one year unless the circumstances pertaining to the proposed amendment have changed significantly since the previous decision.

5.8 UPDATE OF THE OFFICIAL COMMUNITY PLAN

Under anticipated growth conditions, the new *OCP* should be effective in guiding growth and development in Vanderhoof for a five year period. Not later than 2011, the *OCP* should be comprehensively reviewed and updated to take account of current issues and reflect conditions at that time.

6.0 OFFICIAL COMMUNITY PLAN MAPS

The *Local Government Act* provides that, in addition to written policies, the *Official Community Plan* may contain maps showing the proposed land use and servicing requirements and indicate the areas where the special development requirements apply.

This *Official Community Plan* contains maps which illustrate the overall land use concept, public utilities and roadways, the ALR and environmentally sensitive areas. These maps should be interpreted only in the context of the written policies of the *Official Community Plan*. The *Zoning Bylaw* and its mapping are approved separately by Council and designate land use and regulations in a more detailed manner.

6.1 LAND USE PLAN

Map 1 shows the general area which is considered, in the long term, as being appropriate for those single detached housing, multiple housing, various kinds of commercial uses, institutional and parks and recreation. The *Zoning Bylaw* provides additional and more detailed designation of land uses that may be permitted within the broad areas outlined on **Map 1**.

6.2 PUBLIC UTILITIES AND ROADWAYS

The hierarchy of roads for the District of Vanderhoof is shown on **Map 2**. It designates highways and major network roadways as well as other major municipal roads. Other roadways are considered local roads. Municipal utilities are also shown on this map.

6.3 ALR AND ENVIRONMENTALLY SENSITIVE AREAS

The Agricultural Land Reserve (ALR), slopes exceeding 20% grade, the 1:200 year floodplain, sensitive water bodies and sand and gravel resources are shown on **Map 3**.

READINGS

OFFICIAL COMMUNITY PLAN

BYLAW NO. 993, 2006

WHEREAS: Section 876 of the *Local Government Act* allows a local government to adopt an Official Community Plan;

AND WHEREAS: the Municipal Council wishes to replace its *Official Community Plan Bylaw No. 831, 1999*;

AND WHEREAS: in accordance with the *Local Government Act*, a Public Hearing has been scheduled and other consultation opportunities were provided as considered appropriate by Council;

AND WHEREAS: this *Bylaw* has been reviewed in conjunction with the District's capital expenditure program and waste management plan;

NOW THEREFORE the Municipal Council of the District of Vanderhoof, in open meeting assembled, **ENACTS AS FOLLOWS:**

1. This *Bylaw* includes Schedule A which consists of the text and Maps 1, 2 and 3.
2. The *Official Community Plan Bylaw No. 831, 1999* and all amendments thereto are repealed when this *Bylaw No. 993, 2006* is adopted.
3. This *Bylaw* may be cited for all purposes as the "District of Vanderhoof Official Community Plan Bylaw No. 993, 2006."

READ A FIRST TIME THIS 14th DAY OF December, 2005.

READ A SECOND TIME THIS 14th DAY OF December, 2005.

PRESENTED TO A PUBLIC HEARING THIS 19th DAY OF January, 2006.

READ A THIRD TIME THIS 25th DAY OF January, 2006.

ADOPTED THIS 22nd DAY OF February, 2006.

MAYOR

CORPORATE OFFICER