



**PEACE RIVER REGIONAL DISTRICT
DEVELOPMENT SERVICES
ZONING AMENDMENT REPORT
3rd Reading • Bylaw No. 1862, 2009
FILE NO. 59/2009**

Part 26 Participants.
Includes all except
Districts of Tumbler
Ridge and Taylor.

B-2a

OWNER: Frank Jadowski, Darren Clark, & Suzanne Allen **DATE:** October 14, 2009
AGENT: Frank Jadowski
AREA: Electoral Area C
LEGAL: 1) Parcel 1, Block 2, Plan PGP36709, Section 2, Township 84, Range 19, W6M, PRD; and
 2) Lot 11, Block 2, Plan 9723, Section 2, Township 84, Range 19, W6M, PRD
LOT SIZE: 1) 0.4 ha (1 ac)
 2) 0.4 ha (1 ac)
LOCATION: ~1.5 km west of the City of Fort St. John

PROPOSAL

To amend the uses allowed within the I-1 Zone (Light Industrial Zone) of PRRD Zoning Bylaw No. 1343, 2001 by adding “AUTOMOTIVE TOWING AND STORAGE”, where automotive towing and storage means “the use of land, buildings and structures involved in operating an automotive vehicle towing and storage business, where the salvage, wrecking or dismantling of automotive vehicles is prohibited”, in order to:

1. Accommodate an existing towing business operating under a temporary industrial use permit; and
2. Acknowledge towing operations as consistent with the other light industrial uses.

RECOMMENDATION: OPTION 1

THAT the Regional Board approve PRRD Zoning Amendment Bylaw No. 1862, 2009 for 3rd Reading as presented.

OPTIONS

- OPTION 1: THAT the Regional Board approve PRRD Zoning Amendment Bylaw No. 1862, 2009 for 3rd Reading as presented.
- OPTION 2: THAT the Regional Board refuse PRRD Zoning Amendment Bylaw No. 1862, 2009 for 3rd Reading.
- OPTION 3: THAT the Regional Board defeat PRRD Zoning Amendment Bylaw No. 1862, 2009 and;
 consider a new Amendment By-law where the “Automotive Towing and Storage” use be permitted only on the subject property and not within the entire I-1 zone.

LAND USE POLICIES AND REGULATIONS

OFFICIAL COMMUNITY PLAN (OCP): Service Industrial - Bylaw No. 820, 1993
ZONING: I-1 (Light Industrial), Bylaw No. 1343, 1996
AGRICULTURAL LAND RESERVE (ALR): Outside
BUILDING INSPECTION AREA: Within
COMPREHENSIVE DEVELOPMENT PLAN: Not within a designated area

BACKGROUND INFORMATION

Page 1 of 3

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Report prepared by: Timothy Donegan, Land Use Planner

Department Head

CAO

Oct 22 2009

Apr 22, 2009	Zoning Amendment Application received
Jun 03, 2009	Application referred to government agencies and municipalities
Jun 25, 2009	Regional Board tabled proposal without 1st & 2nd Reading
Aug 20, 2009	Notification for Public Information Meeting advertised in Northeast News
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Aug 27, 2009	Public Information Meeting at North Peace Cultural Centre, FSJ
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Oct 5, 2009	Public Hearing held at North Peace Cultural Centre, FSJ
Oct 7, 2009	Public Hearing held at Peace River Regional District, Dawson Creek
Oct 9, 2009	Public Hearing held at Chetwynd & District Recreation Centre, Chetwynd

COMMENTS AND OBSERVATIONS

APPLICANT: On October 8, 2009 the applicants were issued Temporary Industrial Use Permit #147/2009 for a 3-month term or until a resolution is issued regarding proposed Zoning Bylaw 1862, 2009.

The applicants are requesting a zoning amendment in order to continue the operation of the existing towing business. The applicants state the scope of their business will be limited to the storage of vehicles and the storage and/or limited sale of unclaimed vehicles, with no salvage, wrecking, parts or other vehicle sales occurring from the properties. Regarding sales, the applicants wish to recoup towing, storage, and legal fees by having unclaimed vehicles sold from the properties in accordance with the Warehouse Lien Act. Sales proceeds would be limited to the discharge of liens e.g. the recovery of towing, storage, and legal fees, with any surplus payable to ICBC or insurance companies. The applicants have stated that limited sales are essential for the recovery of towing, storage, and legal fees, as some vehicles are never claimed by their owners.

ALR: The subject properties are not with the ALR.

OCP:

Pursuant to the North Peace Official Community Plan By-law No. 820, 1993, the subject properties are designated as "Service Industrial" within the North Peace Official Community Plan (OCP) By-law No. 890, 1996, where industrial and related commercial activities are permitted, including trucking and storage. Therefore, an OCP amendment is not required.

ZONING: Pursuant to Peace River Regional District Zoning By-law No.1343, 2001, the subject properties are zoned I-1(Light Industrial Zone), where a towing business is not a permitted use. Therefore, this zoning amendment is required.

OTHER: The applicants are involved in an active Bylaw Enforcement Investigation No. 36/2008, where the conditions of TIUP No. 174/2007 are being violated. Specifically, vehicles are being sold and improperly stored (uncontained; unpermitted location) on Lot 11. On June 11, 2009 the applicants were notified of the permit violations and were presented possible options for compliance, including a zoning amendment. The applicants subsequently have made this zoning amendment application. The complaint which activated the bylaw enforcement investigation was made by a complainant from outside the immediate area.

IMPACT ANALYSIS

CONTEXT: The proposed use would be consistent with neighbouring light industrial uses, which include sandblasting, piling & anchoring, hotline servicing, water services, and trucking. Many of the residential lots in the area appear to have home-based trucking businesses. No complaints have been received from immediate area businesses or residents.

TRAFFIC: During regular business hours, the amount of traffic generated from the proposed industrial use is unlikely to be noticed due to the already existing industrial uses in the area. This proposal could potentially increase the level of off-hour and weekend traffic. However, the current towing business has been in operation for almost two years and staff have received no complaints regarding traffic problems.

COMMENTS RECEIVED FROM MUNICIPALITIES AND PROVINCIAL AGENCIES

District of Hudson's Hope	Interests unaffected by By-law
City of Dawson Creek	Interests unaffected by By-law
Village of Pouce Coupe	Interests unaffected by By-law
City of Fort St. John	Recommended as long as "disposal" does not refer to auto wrecking for salvage.
Ministry of Transportation	No concerns as long as vehicles do not overflow onto the road right-of-way
Northern Health Authority	Proposed lots must be able to connect to Charlie Lake Sewer. Ensure the following is complied with: Subdivision Regulations under Local Service Act, Sewerage System Regulations.

Note: No responses received from Ministry of Environment or School District #60

PUBLIC HEARING

A public hearing was held pursuant to the Local Government Act on October 5, 7, and 9, 2009. Notification was mailed to residents on September 16, 2009 and published in the September 22 & 23, 2009 editions of the Alaska Highway News, the October 1 and 2 editions of the Dawson Creek Daily News, and the Oct 2, 2009 edition of the Chetwynd Echo. The Public Hearing minutes are attached.



PEACE RIVER REGIONAL DISTRICT

B-2a

Public Hearing Minutes

Proposed Zoning Amendment By-law No.'s 1862, 2009

Date: October 5, 2009

Time: 7:00 pm

Place: North Peace Cultural Centre, Fort St. John

Director:

Arthur Hadland (Meeting Chair), Director of Electoral Area "C"

Staff:

Debbie Kunz, Planner

Timothy Donegan, Planner

Public:

1. Rory Henderson, 9989 79th Ave
2. John Locher, South of FSJ
3. Dennis Scheck, Old Fort Rd.
4. Ron Wagner, FSJ
5. Fred Trace, Taylor
6. Carl Fedderly, 5977 Baldonnel Rd.
7. Marty Baker, 11404 109 St., FSJ
8. Robert Dettling, 12247 Cottonwood Ave.
9. Yvonne Dettling, 12247 Cottonwood Ave.
10. Jim Large, (no address provided)
11. Kelly J. Baker, 12249 Pacific Ave.
12. Heather Large, 6795 Hwy 97 N, Baldonnel
13. Kelly Large, 6795 Hwy 97 N, Baldonnel
14. Victor Brandl, 12346 242 Road, Grandhaven
15. Joann Fedderly, 13044 Wright Rd., Charlie Lake
16. Bob Fedderly, 13044 Wright Rd., Charlie Lake
17. Bruce Ross, Westview St., FSJ
18. Cam Stewart, 13261 Aspen Ridge
19. Lisa Stewart, 13261 Aspen Ridge
20. Jim Bell, 7729 98th Street, FSJ
21. Rebekah Bell, 7729 98th Street, FSJ
22. Karen Goodings, (Director of Area "B")
23. Frank Jadowski (co-applicant)
24. Darren Clark (co-applicant)
25. Suzanne Allen (co-applicant)

1. CALL TO ORDER

- The Chair called the meeting to order at 7:03 P.M.

2. STATEMENT OF PUBLIC HEARING

- The Chair welcomed the public and read the "Statement of Public Hearing".

3. INTRODUCTION TO PROPOSAL

- Timothy Donegan (TD) briefly described the proposal as follows:

APPLICANT: Frank Jadowski, Darren Clark, & Suzanne Allen

AGENT: n/a
LEGAL: 1) Parcel 1, Block 2, Plan PGP36709, Section 2, Township 84, Range 19, W6M, PRD; and
2) Lot 11, Block 2, Plan 9723, Section 2, Township 84, Range 19, W6M, PRD

PROPOSAL: To amend the uses allowed within the I-1 Zone (Light Industrial Zone) of PRRD Zoning Bylaw No. 1343, 2001 by adding “AUTOMOTIVE TOWING AND STORAGE”, where “automotive towing and storage means a use providing for the towing and storage of automotive vehicles where the salvage, wrecking, or dismantling of automotive vehicles is prohibited, in order to:

1. Accommodate an existing towing business operating under a temporary industrial use permit; and
2. Acknowledge towing operations as consistent with the other light industrial uses in the I-1 zone.

4. SUMMARY OF APPLICATION PROCEDURE

- TD briefly described the OCP and Zoning Amendment process to date:

Apr 22, 2009	Zoning Amendment Application received
Jun 03, 2009	Application referred to government agencies and municipalities
Jun 25, 2009	Regional Board tabled proposal without 1 st & 2 nd Reading
Aug 20, 2009	Notification for Public Information Meeting advertised in Northeast News
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Oct 2, 2009	Public Hearing Notification advertised in Chetwynd Echo (weekly paper)
Oct 5, 2009	Public Hearing at North Peace Cultural Centre, FSJ

5. COMMENTS FROM AGENCIES AND MUNICIPALITIES RECEIVED

- TD read the comments from the various agencies as follows:

District of Hudson’s Hope	Interests unaffected by By-law
City of Dawson Creek	Interests unaffected by By-law
Village of Pouce Coupe	Interests unaffected by By-law
City of Fort St. John	Recommended as long as “disposal” does not refer to auto wrecking for salvage
Ministry of Transportation	No concerns as long as vehicles do not overflow onto the road right-of-way

Note: No responses received from Ministry of Environment or School District #60

6. WRITTEN COMMENTS RECEIVED FROM PUBLIC

- TD read the following four written comments received from the public:

- R.L. (Bob) Fedderly – letter dated June 29, 2009
- Kelly J. Baker – letter dated September 3, 2009
- Ethix Consulting Inc. (John Locker on behalf of David Toews) – letter dated October 5, 2009
- FSJ L.A.N.D Transport Ltd., Ernie Klassen – letter not dated

- The Chair asked if there were any other written comments to be submitted by the public.
- No written comments were received.

7. COMMENTS FROM APPLICANT

- The Chair asked if there were any comments from the applicants.
- **Frank Jadowski:** Mr. Jadowski stated that he keeps the property very neat and well maintained. Vehicles are stored within a fenced yard and/or under cover. He said that the vehicles are very hard to see from the road. He said the properties are partially fenced and he is willing to put up higher fences if required. He said he disposes of vehicles as quickly as possible but the process is sometimes slow because he is dealing with the government (ICBC).

8. COMMENTS FROM PUBLIC

- **Ron Wagner:** Mr. Wagner stated he owns property in the I-1 zone, though not near the subject properties. He was surprised there is an objection to a towing use when more objectionable uses are already permitted within the I-1 zone, such as bulk fuel sales and asphalt plants. An asphalt plant is very odorous and unsightly. Towing is no more disruptive or unsightly and is consistent with existing I-1 uses. Finally, he said that if some people do not adhere to the regulations and allow their property to become an eyesore, that is not good, but that is an enforcement issue, not a zoning issue. He said the proposed bylaw should be passed.
- **Vic Brandl:** Mr. Brandl said he has lived on 242 Road for over 30 years. He said he has built an \$800,000 home and has no concerns that adding towing to the I-1 zone will affect his property value. He responded to Mr. Fedderly's letter by saying that he is a neighbour to Mr. Jadowski's property and has walked the property many times and that he has not seen any violations. At this point he asked what the violations were.
- Tim Donegan (TD) responded that a temporary industrial use permit was issued about two years ago for the existing towing operation on the subject properties. TD stated that in June 2009 the owners were notified of permit violations and were presented with several options for compliance. TD then read the following violations from the Zoning Amendment Report at the September 10, 2009 Board Meeting:

"The applicants are involved in an active Bylaw Enforcement Investigation No. 36/2008, where the conditions of TIUP No. 174/2007 are being violated. Specifically, vehicles are being sold and improperly stored (uncontained; unpermitted location) on Lot 11. On June 11, 2009 the applicants were notified of the permit violations and were presented possible options for compliance, including a zoning amendment. The applicants subsequently have made a zoning amendment application. The complaint which activated the bylaw enforcement investigation was made by a complainant from outside the immediate area".

Finally, TD explained that the owners have opted for this zoning amendment from the options for compliance available to them.

- **Bruce Ross:** Mr. Ross asked why the proposed bylaw was for the entire Northeast of BC and not just for the subject properties. He stated his concern that the Fort St. John area could be inundated with towing companies from Alberta, which would leave the area in a mess.
- TD explained that the proposed bylaw is for only the fringe areas, as mapped in Regional Zoning By-Law 1343, 2001, for areas surrounding Cities of Fort St. John, Dawson Creek, and Chetwynd and not the entire Northeast.
- **Vic Brandl:** Mr. Brandl referred to the September 3, 2009 letter from Kelly J. Baker and wanted to know what the zoning was for the Clarice Baker property?
- TD replied that the property is zoned I-1 (after Mr. Marty Baker identified the property on the zoning map as Parcel A, Plan 4413, Section 2, Township 84, Range 19).
- The Chair indicated that the new OCP designation for the property will be Light/Service Industrial.
- Debbie Kunz (DK) stated that an OCP represents a future vision for development, whereas zoning regulated use.
- **Ron Wager:** Mr. Wagner asked which zones were allowed towing, salvage, wrecking, and storage.
- **Vic Brandl:** Mr. Brandl said that a temporary permit should not have been issued.
- **Lisa Stewart:** Mrs. Stewart asked if auto wrecking, dismantling, and salvage would be permitted in the I-1 zone if the proposed bylaw were passed.
- TD responded that these uses are specifically not allowed in the I-1 zone now and the proposed bylaw would not permit them either.
- **Kelly Baker:** Mr. Baker expressed concern that the dismantling of vehicles could happen in the future in the I-1 zone and that the proposed bylaw is altering the spirit of the I-1 zone.

- **Carl Fedderly:** Mr. Fedderly stated that though his property does not touch the subject properties, he is concerned that his neighbourhood could be filled up with towing and storage businesses. He added that these businesses lower the values of neighbouring property.
- **Vic Brandl:** Mr. Brandl replied that industrial zoning increases the value of land. He added that one could get more money if one were to sell their land to adjacent industrial land owners.
- **Dennis Scheck:** Mr. Scheck responded that selling land may help one owner but it wouldn't help an owner who wished to stay. He said the owner wishing to live on the land would not benefit. He said the proposed bylaw should be site specific only.
- **Joann Fedderly:** Mrs. Fedderly said that living next door to industrial land may be great if one wishes to sell but not if one chooses to live there. She added that a towing business is not something she would want in her backyard. She expressed concern that planning staff did not properly research the towing industry before issuing the current temporary industrial permit. She said that staff should have known that towing companies are involved in auto sales. She said that the owners of First Choice Towing should buy property that is zoned I-2, where towing is allowed. She said she was against a blanket amendment across the entire I-1 zone.
- **Vic Brandl:** Mr. Brandl said that First Choice Towing is adjacent to his business and that it doesn't bother him. He added that he is not offended by "heavier" uses in the area either. He said he lives next store to fabricating businesses and that they are neat and tidy and do not affect his property. He added that he did not understand other people's concerns.
- **Fred Trace:** Mr. Trace identified himself as the previous owner of Generic Towing. He said that 5 years after selling the business to Mr. Bob Fedderly, his former customers asked him to start another towing business. Mr. Trace said he helped the owners of First Choice Towing get started and that all his former clients are now with First Choice Towing. He said that Mr. Bob Fedderly is afraid of competition and that is why he is opposed to the proposed zoning amendment.
- **Joann Fedderly:** Mrs. Fedderly said she took offense to Mr. Trace's comments and that the issue is zoning, not competition.
- **Lisa Stewart:** Mrs. Stewart said she is a land owner and a business owner. She said competition is good but that towing should be in the I-2 zone.
- **Bob Fedderly:** Mr. Fedderly stated he owns property behind a 60-acre parcel in the I-1 zone. He said that he wasn't notified of the public hearing even though he is within 100 m of that property and that many of his friends were not notified either. He said he did not want a towing use in the I-1 zone and that it should go to the I-2 zone or to the City of Fort St. John for more appropriate land. He said he was concerned that industrial use is creeping west and that Mr. Brandl will soon be concerned too. He said Mr. Brandl will not get back the money he put into his residence; he may get money for his land, but not enough for his house. Mr. Fedderly said if the subject properties were in a new subdivision they would be too small for industrial use. He said that he wrote a complaint letter dated March 3, 2008 but it took until 2009 til the matter was addressed. He said it took only 60 days or so for a public information meeting. He said the differences in response time were a double-standard. He said that he is concerned that vehicles will be dismantled and asked how the zoning bylaw would be enforced. He said that this issue was created by the Regional District when a temporary industrial permit was issued and that it never should have been issued. He said this business is not consistent with other industrial businesses in that it creates more traffic and walk-through customers. He said that if the PRRD allows one permit then it will start a chain of events leading to the application of hundreds of permits. He said the PRRD should encourage businesses to locate in appropriate zones.
- **Bruce Ross:** Mr. Ross asked what the next steps were in the zoning process after this public hearing?
- The Chair explained that there would be two more public hearings – one in Dawson Creek on October 7 and one in Chetwynd on October 9 – and that the public comments from those meetings would be presented to the Board during consideration of Third Reading at an upcoming Board Meeting.
- **Karen Fedderly:** Mrs. Fedderly asked how notification was done in other areas and expressed concern that many people will miss these public hearings.
- The Chair responded that he is often frustrated with the way public hearings are advertised. He added that the required regulations are followed.
- TD pointed out from the first page of the agenda when and where ads were placed and when and to whom notification was mailed.

- **Bob Fedderly:** Mr. Fedderly noted that this public hearing was not posted anywhere on the PRRD website. He also asked for clarification on the definition of towing and storage. He said there appeared to be two different definitions in the agenda.

- TD read the definition within the bylaw (page 3 of the agenda) as follows: “Automotive Towing and Storage means the use of land, buildings and structures involved in operating an automotive vehicle towing and storage business, where the salvage, wrecking or dismantling of automotive vehicles is prohibited.”

9. COMMENTS FROM APPLICANT

- The Chair asked if there were any final comments from the applicants.

- **Frank Jadowski:** Mr. Jadowski stated that he only wanted a zoning amendment for the subject properties. He said he does not and will not sell car parts, nor does he dismantle vehicles other than for preparation for hauling away. He said he runs a neat and tidy business which provides a little competition for the industry. He also said that ProStreet Automotive has lots of abandoned or wrecked vehicles on premises. He closed saying that his company takes vehicles to people and that people do not come to him.

10. ADJOURNMENT OF PUBLIC HEARING

- The Public Hearing adjourned at 8:10 P.M. Hearing will be continued at October 7, 2009 on at the PRRD office in Dawson Creek.



Timothy Donegan, Recorder

Arthur Hadland, Meeting Chair



PEACE RIVER REGIONAL DISTRICT

Public Hearing Minutes

B-2a

Proposed Zoning Amendment By-law No.'s 1862, 2009

Date: October 7, 2009

Time: 7:00 pm

Place: Peace River Regional District (Board Room), Dawson Creek

Director:

Wayne Hiebert (Meeting Chair), Director of Electoral Area "D"

Staff:

Fred Banham, CAO

Debbie Kunz, Planner

Public:

1. Bob Fedderly, 13044 Wright Rd., Charlie Lake
2. Frank Jadowski (co-applicant)
3. Darren Clark (co-applicant)

1. CALL TO ORDER

- The Chair called the meeting to order at 7:00 P.M.

2. STATEMENT OF PUBLIC HEARING

- The Chair welcomed the public and read the "Statement of Public Hearing".

3. INTRODUCTION TO PROPOSAL

- Debbie Kunz (DK) briefly described the proposal as follows:

APPLICANT: Frank Jadowski, Darren Clark, & Suzanne Allen

AGENT: n/a

LEGALS: 1) Parcel 1, Block 2, Plan PGP36709, Section 2, Township 84, Range 19, W6M, PRD; and
2) Lot 11, Block 2, Plan 9723, Section 2, Township 84, Range 19, W6M, PRD

PROPOSAL: To amend the uses allowed within the I-1 Zone (Light Industrial Zone) of PRRD Zoning Bylaw No. 1343, 2001 by adding "AUTOMOTIVE TOWING AND STORAGE", where "automotive towing and storage means a use providing for the towing and storage of automotive vehicles where the salvage, wrecking, or dismantling of automotive vehicles is prohibited, in order to:

1. Accommodate an existing towing business operating under a temporary industrial use permit;
and
2. Acknowledge towing operations as consistent with the other light industrial uses in the I-1 zone.

4. SUMMARY OF APPLICATION PROCEDURE

- DK briefly described the OCP and Zoning Amendment process to date:

Apr 22, 2009 Zoning Amendment Application received

Jun 03, 2009 Application referred to government agencies and municipalities

Jun 25, 2009 Regional Board tabled proposal without 1st & 2nd Reading

Aug 20, 2009 Notification for Public Information Meeting advertised in Northeast News

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Oct 5, 2009	Public Hearing at North Peace Cultural Centre, Fort St. John
Oct 7, 2009	Public Hearing at Peace River Regional District, Dawson Creek

5. COMMENTS FROM AGENCIES AND MUNICIPALITIES RECEIVED

- DK read the comments from the various agencies as follows:

District of Hudson's Hope	Interests unaffected by By-law
City of Dawson Creek	Interests unaffected by By-law
Village of Pouce Coupe	Interests unaffected by By-law
City of Fort St. John	Recommended as long as "disposal" does not refer to auto wrecking for salvage
Ministry of Transportation	No concerns as long as vehicles do not overflow onto the road right-of-way

Note: No responses received from Ministry of Environment or School District #60

6. WRITTEN COMMENTS RECEIVED FROM PUBLIC

- DK and the Chair read the following seven written comments received from the public:

- R.L. (Bob) Fedderly – letter dated June 29, 2009
- Kelly J. Baker – letter dated September 3, 2009
- Ethix Consulting Inc. (John Locker on behalf of David Toews) – letter dated October 5, 2009
- FSJ L.A.N.D Transport Ltd., Ernie Klassen – letter not dated
- Joann Fedderly – letter dated October 5, 2009
- Carl Fedderly – letter dated October 7, 2009
- Karen Fedderly – letter dated October 7, 2009

7. COMMENTS FROM APPLICANT

- The Chair asked if there were any comments from the applicants.

- **Frank Jadowski:** Mr. Jadowski stated automotive repair/service stations are allowed in the I-1 zone and that this use involves dismantling of vehicles and is permitted. He stated that he is only interested in amending the I-1 zone for his specific property and not the whole zone. He also stated that he could have started an asphalt plant according to the allowable uses in the I-1 zone. He stated that Generic Towing is opposed to the proposed bylaw because Mr. Jadowski's company, First Choice Towing, is in direct competition. He concluded that competition is necessary for the towing business in order to keep prices down and that some people are already upset about pricing.

8. COMMENTS FROM PUBLIC

- **Bob Fedderly:** Mr. Fedderly said the issue is not competition and that he is not the only one opposed to the proposed bylaw. He said his opposition is based on his proximity to the I-1 zone, which is within 100 metres of the I-1 zone. He said many owners move away from the I-1 zone areas and its uses. He is concerned that there will be many towing and storage businesses without proper zoning and many unsightly premises will occur – "brown fields". He said there is not property drainage for these I-1 zoned lands. He said the focus seems to be that he doesn't want competition but he says this is not true. He said he is opposed to the amendment because it is only trying to fix the error of issuing the original temporary industrial use permit. He says if the amendment goes through there will be a wave of other temporary permits. He said modern service stations are different from years past. He said asphalt plants

would most likely be located near aggregate sources and that a 1-acre lot is not large enough for an asphalt plant and that if this were a new subdivision the subject lot would be too small for the I-1 zone. He said dismantling is not allowed in the bylaw or the permit yet when cars are being prepared for the steel yard they are being dismantled. He said the when the permit was issued the spirit or intent of the permit may not have been exactly written the way it should have been. He said he personally has bought some salvage from the subject properties, so sales are happening.

9. COMMENTS FROM APPLICANT

- The Chair asked if there were any final comments from the applicants.
- **Frank Jadowski:** Mr. Jadowski said that the sale of vehicles is allowed within the I-1 zone. He said that ICBC sells the vehicles, not his company, and that the new owner must come and take the vehicle away. He said the vehicles which are sold are complete vehicles and that vehicles sold for scrap have tires and fluids removed otherwise the steel yard will not accept them. He said scrap vehicles are worth \$40 per ton. He said he wants to legally be allowed to prepare vehicles to be taken to the steel yard. He said many vehicles cannot be immediately disposed of, so they are stored or taken to the steel yard. He said it takes time to track down the owners of vehicles in order to notify them to collect their vehicles. He said his understanding was that he could sell the vehicles, although this was not mentioned in the Temporary Industrial Use Permit issued to him.

10. ADJOURNMENT OF PUBLIC HEARING

- The Public Hearing adjourned at 7:45 P.M. Hearing will be continued at October 9, 2009 on at the Chetwynd & District Recreation Centre in Chetwynd.

Debbie Kunz, Recorder

Wayne Hiebert, Meeting Chair



Public Hearing Minutes

Proposed Zoning Amendment By-law No.'s 1862, 2009

Date: October 9, 2009

Time: 7:00 pm

Place: Chetwynd & District Recreation Centre, Chetwynd.

Director:

Wayne Hiebert (Meeting Chair), Director of Electoral Area "D"

Staff:

Fred Banham, CAO

Public:

1. Bob Fedderly, 13044 Wright Rd., Charlie Lake
2. Carl Fedderly, 5977 Baldonnel Rd., Baldonnel
3. Don Lasser, 4083 Jackfish Lake Rd., Jackfish Lake

1. CALL TO ORDER

- The Chair called the meeting to order at 7:00 P.M.

2. STATEMENT OF PUBLIC HEARING

- The Chair welcomed the public and read the "Statement of Public Hearing".

3. INTRODUCTION TO PROPOSAL

- Fred Banham (FB) briefly described the proposal as follows:

APPLICANT: Frank Jadowski, Darren Clark, & Suzanne Allen

AGENT: n/a

LEGALS: 1) Parcel 1, Block 2, Plan PGP36709, Section 2, Township 84, Range 19, W6M, PRD; and
2) Lot 11, Block 2, Plan 9723, Section 2, Township 84, Range 19, W6M, PRD

PROPOSAL: To amend the uses allowed within the I-1 Zone (Light Industrial Zone) of PRRD Zoning Bylaw No. 1343, 2001 by adding "AUTOMOTIVE TOWING AND STORAGE", where "automotive towing and storage means a use providing for the towing and storage of automotive vehicles where the salvage, wrecking, or dismantling of automotive vehicles is prohibited, in order to:

1. Accommodate an existing towing business operating under a temporary industrial use permit; and
2. Acknowledge towing operations as consistent with the other light industrial uses in the I-1 zone.

4. SUMMARY OF APPLICATION PROCEDURE

- FB briefly described the OCP and Zoning Amendment process to date:

Apr 22, 2009	Zoning Amendment Application received
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Sep 16, 2009	Notification for Public Hearing mailed to affected property owners
Sep 22 & 23, 2009	Public Hearing Notification advertised in Alaska Highway News
Oct 1 & 2, 2009	Public Hearing Notification advertised in Dawson Creek Daily News
Oct 2, 2009	Public Hearing Notification advertised in Chetwynd Echo (weekly paper)
Oct 5, 2009	Public Hearing at North Peace Cultural Centre, Fort St. John
Oct 7, 2009	Public Hearing at Peace River Regional District, Dawson Creek

5. COMMENTS FROM AGENCIES AND MUNICIPALITIES RECEIVED

- FB read the comments from the various agencies as follows:

District of Hudson's Hope	Interests unaffected by By-law
City of Dawson Creek	Interests unaffected by By-law
Village of Pouce Coupe	Interests unaffected by By-law
City of Fort St. John	Recommended as long as "disposal" does not refer to auto wrecking for salvage
Ministry of Transportation	No concerns as long as vehicles do not overflow onto the road right-of-way

Note: No responses received from Ministry of Environment or School District #60

6. WRITTEN COMMENTS RECEIVED FROM PUBLIC

- FB and the Chair read the following seven written comments received from the public:

- R.L. (Bob) Fedderly – letter dated June 29, 2009
- Kelly J. Baker – letter dated September 3, 2009
- Ethix Consulting Inc. (John Locker on behalf of David Toews) – letter dated October 5, 2009
- FSJ L.A.N.D Transport Ltd., Ernie Klassen – letter not dated
- Joann Fedderly – letter dated October 5, 2009
- Carl Fedderly – letter dated October 7, 2009
- Karen Fedderly – letter dated October 7, 2009
- Victor Brandl – letter dated October 7, 2009

7. COMMENTS FROM APPLICANT

- The Chair noted that the applicants were not present.

8. COMMENTS FROM PUBLIC

- **Bob Fedderly:** Mr. Fedderly stated that First Choice Towing started operations in late 2006 or early 2007 and that a Temporary Industrial Use Permit was issued in October 2007. He stated the PRRD is on record of investigating violations of the permit. He stated that the out-of-town letters supporting First Choice Towing, which are found on pages 15-17 of the agenda, are irrelevant. Mr. Fedderly asked if the Board could approve just a single-lot zoning amendment to allow for a towing and storage use.

- FB answered that the Board could approve a single-lot amendment but that it would have to defeat the current proposed bylaw.

- **Bob Fedderly:** Mr. Fedderly stated storage is not a requirement of a towing company. Mr. Fedderly referred to Mr. Jadowski's letter on page 14 of the agenda. He said that the economy should not be a reason to not relocate. He said First Choice is already very busy. He stated he was concerned that vehicle hulks would just sit on the subject properties without relocating. He stated that neighbourhoods should be cleaned up instead of allowing for the storage of more junk.

9. FINAL COMMENTS FROM APPLICANT
 - The Chair noted that the applicants were not present.

10. ADJOURNMENT OF PUBLIC HEARING
 - The Public Hearing adjourned at 7:30 P.M.

Fred Banham, Recorder

Wayne Hiebert, Meeting Chair

B-2a

June 29, 2009

R.L (Bob) Fedderly
Box 733
Charlie Lake, BC
V0C 1H0



Peace River Regional District
9912-106 Ave.
Fort St. John, BC
V1J 2N9

VIA FACSCIMILE, Original to follow by mail

ATM : Bruce Simard, Land Use Planning Department Head

Re: Zoning Amendment Bylaw No.1862, 2009

Dear Sir:

Please register this letter as my expression of **OPPOSITION** to the proposed zoning amendment.

This zoning amendment serves only to rationalize non-permitted use on the properties. The proposed use is not included in the Light Industrial Zoning and most likely for good reason, some of which would be as stated in the application under traffic. **NO** other properties in the area are allowed this non-permitted use and if this amendment is allowed the use will become prevalent as it would become a zoning standard.

I have registered my opposition with you regarding this and several other similar applications in the past. It should not be the standard way of getting zoning amended, in that a proponent merely proceeds with what they want in the first place and then amend to get into "compliance" after violating conditions of their permit for most of two years.

The application should not simply be used to put the non-permitted use into "compliance" when plenty of properly zoned locations exist nearby. The fact that the proponents choose not to comply with conditions of the existing permit should be reason enough to dis-allow the amendment.

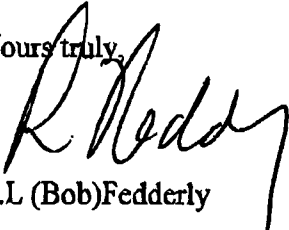
Several observations of violations of conditions of the Temporary Industrial Use Permit were made and forwarded to you. I am unaware of any enforcement actions as have been taken with some other instances of non-permitted uses.

If you require further information I can be reached at 250 787 2998.

Oct 22 2009

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B-2a

Yours truly,

R.L (Bob) Fedderly

re D-5
Handout
Sept 10/09 26
Bal Mtg

Estate of Clarice Baker
SS#2, Site 22, Comp. 33
Fort St. John, BC
V1J 4M7

September 03, 2009

Peace River Regional District
9912-106 Avenue
Fort St. John, BC
V1J 2N9

B-2a

Attention: Mr. Arthur Hadland, Area "C" Director

RE: Zoning Amendment Bylaw # 1862, 2009

Dear Sir:

Further to comments made by my brother Terry and myself at the public information meeting held August 27, 2009, I would like to take the opportunity to strongly oppose this Bylaw amendment and to have that opposition entered into the public record.

When the temporary land-use permit was originally proposed to allow the establishment of Mr. Clark's towing operation circa 2006, my mother was strongly opposed for environmental and economic reasons. This opposition was registered with and acknowledged by your office at that time. Our family position on the matter remains unchanged.

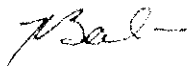
It is our opinion that Mr. Clark's operation is detrimental to the environment owing to the unintentional discharge of gasoline, engine oil, antifreeze and battery acid from wrecked cars and pick-up trucks which are stored on his property. Additionally, a towing and storage yard is, by it's very nature, unsightly and surrounding property values decline as a result.

It is our understanding that Mr. Clark's operation has violated the conditions of his temporary use permit and so he has appeared before the Regional District with this Zoning Amendment proposal. In other words, Mr. Clark is not prepared to operate within the rules imposed by lawmakers and so THE LAW SHOULD CHANGE ?

The proposed amendment will have ramifications beyond that which concerns our family and Mr. Clark's operation and may well have a serious impact elsewhere within the Regional District.

While we believe it is important to safeguard our rights, as citizens of a democratic society, to initiate review, rewrite or repeal of unpopular laws, it is incumbent upon you the lawmaker to carefully consider whether it is sensible to alter the existing Bylaw to bring ONE violator into compliance.

Sincerely,



Kelly J. Baker

re B-3

Oct 22 2009

B-2a
05 October 2009

Peace River Regional District
9505-100th Street
Fort St. John, BC
V1J 4N4

Attention: Timothy Donegan, Planner

Dear Sir:

Re: **Proposed Zoning Amendment By-Law No. 1862, 2009**

Thank you for the opportunity to provide comments in regards to the proposed bylaw amendment. As indicated in the attached letter, I have been appointed as an agent for Colteran Developments Corporation in respect to this issue due to the absence, out of country, of Mr. Toews.

Mr. Toews firmly believes that his property interests will be negatively impacted by the proposed amendment. Mr. Toews is the owner of Lot 1 Plan PGP47579 located on 85th Avenue west of the 265 Road.

There is little doubt that land is required for Automotive Towing and Storage purposes but allowing that use on all Light Industrial Zoned lands will have a serious and negative impact on abutting properties. The attached air photo indicates the applicant's property a short time back and a visit today will indicate the significant increase in on-site storage. With increased storage there will be negative visual impacts. Spreading that impact throughout the thousands of acres of relatively well developed and well maintained Light Industrial Land in the Regional District does not appear to be the most prudent course to follow.

The proposed amendment indicates that "Automotive Towing and Storage" means the use of land, buildings and structures involved in operating a vehicle towing and storage business, *where the salvage, wrecking or dismantling of automotive vehicles is prohibited*. In a letter to the Regional District, the applicant indicates that there will be "Storage of vehicles on lot 11 until registered owners are located and *vehicles are disposed of by crushing* or sold for no more than monies owed on towing, storage and legal fees". Prior to crushing of vehicles they must be partially dismantled i.e. gas tanks, tires, shocks, windshields, batteries and fluids removed. That required dismantling does not appear to comply with the definition in the proposed bylaw but appears to be a very necessary part of a towing and storage business if the property is not to be inundated with all manner of towed and then abandoned vehicles, trailers, tanks, etc.

Mr. Toews is of the opinion that the Automotive Towing and Storage use be permitted only on subject properties and not within the entire I-1 Zone. He believes that consideration should also be given to requirements for screening and separation from residences as the eventual crushing of the towed and

Oct 22 2009

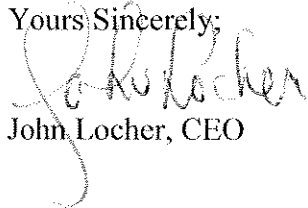
B-2a

abandoned vehicles and equipment will have impacts on neighbours. Whereas there is a need to zone properties for use as automotive towing and storage, adding that permitted use to the entire I-1 Zone sends the wrong message to those property owners looking at a significant investment in their industrial property.

In the report to the Regional Board dated June 16, 2009, you indicate that a complaint regarding Mr. Jadowski's operation came from outside the immediate area and that there were no complaints from immediate area businesses or residents. That lack of objection could relate to the degree of natural screening on the property. The same could not be said of all properties in the I-1 zone leading further weight to the position that the automotive towing and storage be a permitted use on subject properties and not within the entire I-1 zone.

Thank you for your consideration of these comments.

Yours Sincerely;



John Locher, CEO

Received **B-2a**
by
Timothy Donegan
Oct 5, 2009
before public
hearing

Peace River regional district
9912-106th Ave
Fort St John, BC
V1J 2N9

Attention: Timothy Donegan, Planner

Dear Sir:

Re: **PROPOSED ZONING AMENDMENT BYLAW 1862, 2009**

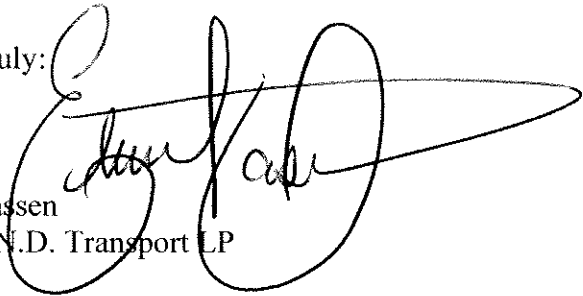
Please be advised that we believe our property interests will be negatively impacted by the subject bylaw. A number of years ago we purchased approximately 120 acres of Industrial land south of Fort St John, for future relocation of our operations. (South of 85th Ave and West of the 26^g Road NE ¼ of Section 25). It would be a multi-million dollar investment to fully develop the property for our use.

As you may appreciate, we would be hesitant to invest to that degree if there was the potential for the property to be surrounded by auto storage and towing yards.

In our business, we understand and appreciate the need to accommodate towing and storage enterprises but we strongly believe that those uses should be site specific and not permitted throughout the entire Light Industrial Zone. We also believe that there should be screening (natural preferred) and minimum separations from residential uses for auto and towing operations.

In closing please note our objection to adding the proposed use of a "Automobile Towing and Storage) to the Light Industrial Zone and our preference that the use is permitted on subject and not within the entire I-I Zone.

Yours Truly:


Ernie Klassen
FSJ L.A.N.D. Transport LP

Oct 22 2009

October 5, 2009



B-2a

Joann Fedderly
Box 733
Charlie Lake, B.C.
V0C 1H0

Peace River Regional District
9912-106 Ave.
Fort St. John, B.C.
V1J 2N9

Attention: Mr. Arthur Hadland, Area "C" Director

RE: Zoning amendment Bylaw # 1862, 2009

Dear Sir:

Please register this letter of opposition to the proposed zoning amendment.

After attending the public hearing in Fort St. John, on October 5, 2009, I came away a little confused as to why this application has even gone this far. A temporary permit with certain conditions was issued to the applicant. As was stated at the hearing, the conditions are being violated. Those conditions being, no sales of vehicles, vehicles to be stored in a fenced area on one of the properties, and not spread from one end of the properties to the other.

Mr. Donegan stated when issuing the permit that he did not understand the resale of vehicles was part of the towing & storage business. Fair enough, I appreciate his honesty in admitting his limited knowledge of the towing industry. After reading the definition of the zoning bylaw he addressed a comment regarding wrecking / dismantling, saying that it is not allowed on the said property in question.

I found it very interesting when in closing remarks the applicant Mr. Jadowski stated they only removed tires, fluids etc. so that they could take the vehicles to Richmond Steel. Mr. Donovan, in the towing and storage industry, this is referred to as WRECKING or DISMANTLING. By his own admission, Mr. Jadowski is once again in violation of not only his temporary permit but of the amended rezoning bylaw as well.

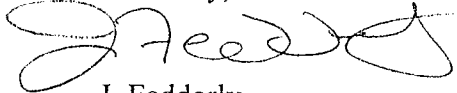
As the old saying goes strike 1, strike 2, strike 3 you're out!!

Oct 22 2009

B-2a

Why should all light industrial properties under go a zoning amendment for an applicant who obviously completely disregarded the conditions of his temporary permit and by his own admission appears to be willing to turn a blind eye to the conditions of the new proposed amendment. By allowing this you will open the door to any land owner on I-1 to do what ever he deems best on his property with no regard for the rules and little means of control by the board.

Sincerely,



J. Fedderly

C. Fedderly
5977 Baldonnel Road



B-2a

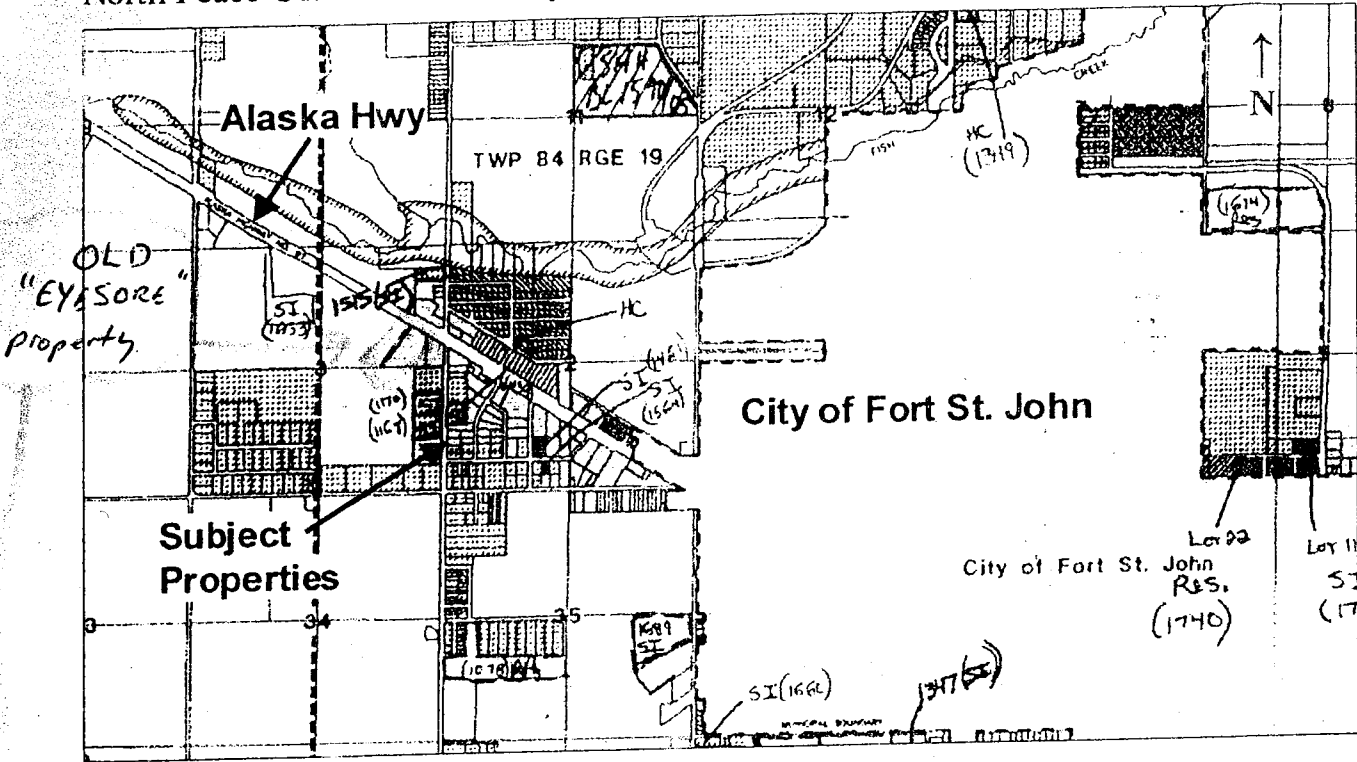
October 7, 2009

I am writing this letter in regards to the proposed bylaw amendment # 1862-2009. I am opposed to adding Towing/Auto storage to the permitted uses of I-1 zoned properties. People only have to think back a few years to some neighboring property to the northwest that was covered in old cars, and took years to clean up. Being a resident in the regional district and being surrounded by these "eyesore" properties that are devaluing our own properties, has me worried that people could be surrounded by a yard full of old cars, while people are waiting for the market value of scrap metal to increase. It was brought up at the meeting on October 05, 2009 in Fort St John that there is an executive house located nearby and the owner feels his property value is not affected by being located close to a Towing and Storage yard. Why is it that an executive house at Charlie Lake is worth several hundred thousand more than one that is surrounded by industry and a potential Auto Towing and Storage yard? Maybe the people that originally drew up the permitted used for I-1 property had the foresight to see that allowing people to Tow and have Auto storage on these properties would have a negative effect on property values. It would be different if there was not already property in the regional district that is zoned correctly for this application. The application also states that there will be no parts removal, but in the next sentence says - only the tires & wheels, fluids, which includes engine oil, antifreeze, differential oil, brake fluid, transmission fluid. Is this not a contradiction to the terms of the land use? Maybe the original planners knew enough about the Towing and Auto Storage business to realize that this is a 24 hour a day business that may disrupt the local residents, and should be located in properly zoned areas. I am not sure but maybe there are noise bylaws in place for this? We can have more meetings to get this changed also. People should also consider what happens when a vehicle is towed to the storage yard for a drug related offence. If the vehicle was to contain illegal drugs do you not think these people would not want to recover their goods? Is this the type of business that should be close to residential homes?

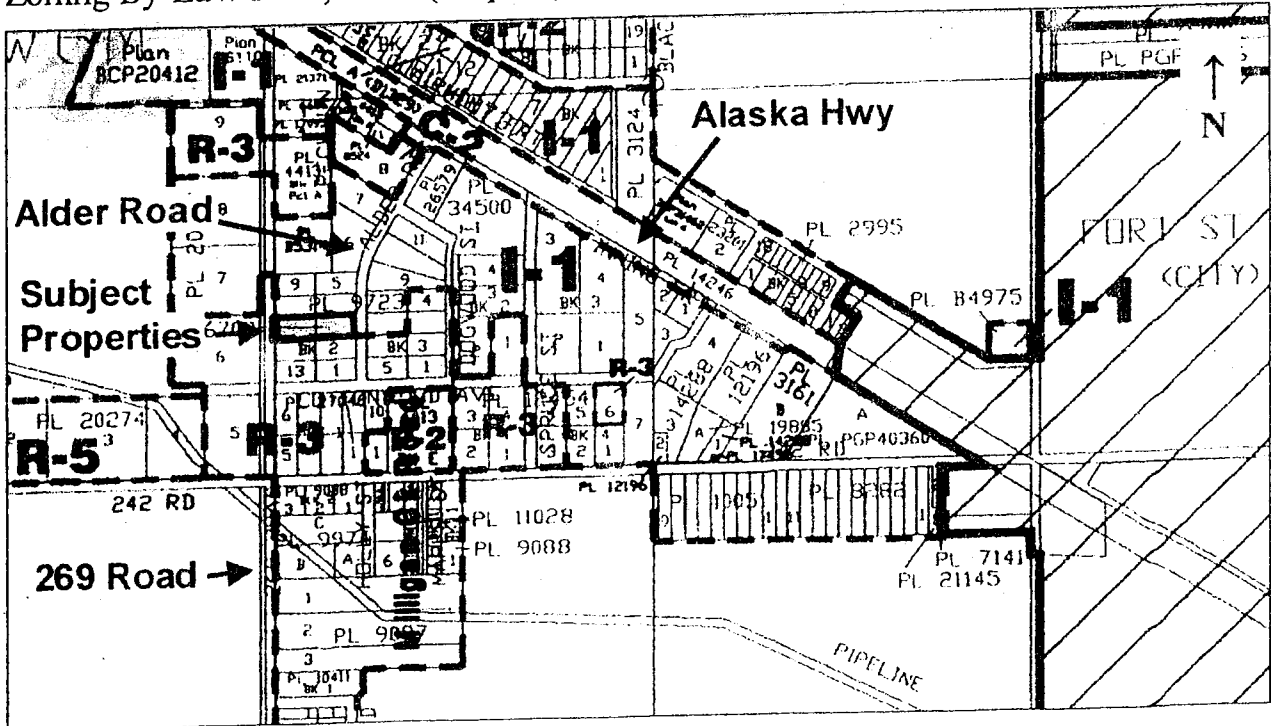
Carl Fedderly



North Peace Official Community Plan (Map 2)



Zoning By-Law 1343, 2001 (Map 10)



Sep 10 2009

Oct 22 2009

KAREN FEDDERLY
5977 Baldonnel Road
Box 85 Baldonnel, BC V0C 1C0



35
B-2a

October 7, 2009

Peace River Regional District
9912-106th Ave
Fort St John, BC
V1J 2N9

Attention: Mr. Arthur Hadland, and Board of Directors Area "C"

Re: Rezoning Amendment Bylaw #1862, 2009 *Opposing the amendment*

Dear Sir:

I am writing as a concerned resident of the rural district.

Further to the public hearing held on October 5, 2009 in Fort St John, I feel that at times the meeting was uncontrolled and very slanderous towards Generic Towing. At no time did the chair of the meeting direct the speaker to stay on topic. This amendment has nothing to do with Generic Towing and yet they (Generic) are referred to negatively at every opportunity by the applicants. One should not have to belittle others in order to substantiate themselves, stick to the facts.

Those in opposition to this bylaw amendment were able to stay on task and discuss only the issues regarding the proposed changes while the applicants seemed more concerned with pointing out their personal negative observations of Generic Towing. Competition is a good thing and that is not what is in question here. The issue remains that the applicants are applying to change the existing bylaw to include towing and storage of vehicles within the I-1 Zone. This in itself may not pose a concern, but under the temporary permit that was issued 2 years ago, there have been documented violations of the written conditions.

In closing at the October 5, 2009 hearing, Mr Jadowski stated that they DO NOT dismantle vehicles and only remove the tires, fluids etc. in order to dispose of the vehicle at Richmond Steel. In the automotive towing and storage business this process IS referred to as **wrecking or dismantling**. The temporary permit and the proposed bylaw amendment states that this is not allowed on the property in question. By Mr. Jadowski's own admission, already the rules are being ignored and the amendment has not even been passed yet. So what do we suppose will take place in the future if already the guidelines for the temporary permit and the amendment are being ignored.

I am only trying to prevent or make aware to the public what can and will happen when the board or regional directors does not see what is already happening in the district and

Oct 22 2009

how applicants in other situations have pushed the envelope ie: the MESS that is supposed to be a flea market in Baldonnel. This situation also went before the directors and was passed, why? We are not sure. I realize this has nothing to do with the amendment at hand and yet it has everything to do with it. Because the current applicants are now on a time restraint this amendment is being hurried through the process. Please take some time and think through the ramifications of the amendment. It seems that the board's answer is to change the rules (bylaws) for offenders in order to bring them into compliance. Why should one applicant get to dictate how ALL of area "C" is zoned when the current guidelines have not been properly adhered to. In my opinion this should not even be up for discussion.

Sincerely,



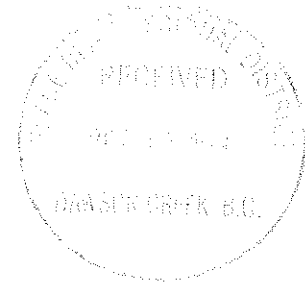
Karen Fedderly
Concerned rural resident

TO

B-2a

October 7, 2009

Peace River Regional District
1981 Alaska Avenue
Dawson Creek, B. C. V1G 4H8



Attention: Bruce Simard, Planning Department
Re: Zoning Amendment #1862

Dear Sir:

Please accept this letter as an expression of my approval of the above described zoning amendment. My resident address is 12346-242 Road where I have lived for the last 14 years. My residence is assessed at in excess of \$800,000.00 and I do not feel this change would affect property values negatively.

It is my firm belief that a permit for the intended use should not be issued in the first place if there is no likelihood of a permanent zoning change in the future.

However I do believe your decision to issue the permit was the right one.

The Official Community Plan for the fringe area confirms this area is destined for industrial uses which most of this subdivision is currently used for.

At the meeting October 5, 2009, in Fort St. John, a letter from Mr. Fedderly was included in the information package dated July 29, 2009. I make reference to the last paragraph of this letter which states: "Several observations of violations of conditions of the temporary use permit were made and forwarded to you." He further complains he was unaware of any enforcement actions being taken with other instances of non permitted uses.

One can only assume these instances were frivolous and are allegations only not support by fact. These alleged violations I and others would be interested to know who witnessed these, certainly not any of First Choice neighbors which would be the ones affected by any such violations.

Over the past two decades I have worked with Mr. Fedderly on several different organizations and have always considered him a friend and respected him as such. He is a very talented and persuasive individual and has many other fine qualities.

Oct 22 2009

(2)

These allegations by Mr. Fedderly have the appearance of a personal vendetta against First Choice Towing and I believe he may have crossed the line of ethical boundaries.

In reference to the September 03, 2009 letter signed by Kelly J. Baker the second paragraph states: circa 2006 his mother strongly opposed the permit application for environmental and economic reasons. The fact is First Choice did not commence operations until the late summer of 2007. The third paragraph states the risk of unintentional discharge of gasoline engine oil, antifreeze and battery acid is detrimental to the environment. This same risk would be present wherever the storage area is located. I have personally visited the property a number of times and observed no spills and is one of the neatest, tidiest storage facility I have ever witnessed, contrary to the suggestion in the last sentence of the said paragraph.

The fourth paragraph states: It is our understanding that Mr. Clark's operation has violated the conditions of his temporary use permit. Again this is nothing more than an allegation. It is Mr. Baker's understanding that a violation or violations took place. Obviously he did not observe this violation, does not describe the violation, does not state who witnessed same. One can only speculate.

I have personally observed the list of permitted uses under I-1 Light Industrial Zone Section 45 - B-3a would be much less desirable, and more disruptive to the area residents than to wing and storage operation noticeably items b, c, d, f, g, q, & r.

If further information is required I can be contacted at 250-785-6790 (home) or 250-261-0233 (cell) or Box 6028, Fort St. John, B. C. V1J 4H6

Yours truly,



Victor E. Brandt

cc. Arthur Hadland, Area C Director PRRD
Karen Goodings, Chair PRRD

Oct 22 2009

**PEACE RIVER REGIONAL DISTRICT
By-Law No. 1862, 2009**

B-2b

A by-law to amend the "Peace River Regional District Zoning By-Law No. 1343, 2001"

WHEREAS, the Regional Board of the Peace River Regional District did, pursuant to the Province of British Columbia Local Government Act, adopt the "Peace River Regional District Zoning By-Law No. 1343, 2001";

NOW THEREFORE the Regional Board of the Peace River Regional District, in open meeting assembled, enacts as follows:

1. This by-law may be cited for all purposes as "Peace River Regional District Zoning Amendment By-Law No. 1862, 2009."
2. The "Peace River Regional District Zoning By-Law No. 1343, 2001" is hereby amended in the following manner:
 - i) By adding the following use to the list of permitted uses in Section 45(1), of the I-1 "Light Industrial Zone":
"automotive towing and storage"
 - ii) By adding the following definition to Section 3:

"AUTOMOTIVE TOWING AND STORAGE

means the use of land, buildings and structures involved in operating an automotive vehicle towing and storage business, where the salvage, wrecking or dismantling of automotive vehicles is prohibited."

READ A FIRST TIME this 10th day of September, 2009.

READ A SECOND TIME this 10th day of September, 2009.

Public Hearing held on the 5th, 7th and 9th day of October, 2009.

READ FOR A THIRD TIME this _____ day of _____, 2009.

APPROVED by the Ministry of Transportation this _____ day of _____, 2009.

District Highways Manager

ADOPTED this _____ day of _____, 2009.

CERTIFIED a true and correct copy of "Peace River Regional District Zoning Amendment By-law No. 1862, 2009."

THE CORPORATE SEAL of the Peace River Regional District was hereto affixed in the presence of:

Fred Banham,
Chief Administrative Officer

Karen Goodings, Chair

Fred Banham, Chief Administrative Officer

I HEREBY CERTIFY the foregoing to be a true and correct copy of "Peace River Regional District Zoning Amendment By-law No. 1862, 2009" as read a third time by the Regional Board of the Peace River Regional District on this _____ day of _____, 2009. Dated at Dawson Creek, B.C. this _____ day of _____, 2009.

Fred Banham, Chief Administrative Officer