



# North Peace Fringe Area - Official Community Plan

## 2<sup>nd</sup> Draft Advisory Committee Meeting No. 5<sup>th</sup>

### MINUTES

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Date: July 15, 2008  
Time: 5:00 pm  
Place: Northern Lights College – Rm. 154/155, Fort St. John, B.C.

Present: Staff: Debbie Kunz, Assistant Manager of Development Services  
Bruce Simard, Manager of Development Services

#### Advisory

Committee: Larry Houley, Director of Electoral Area 'C'  
Karen Goodings, Director of Electoral Area 'B'  
George Tyler  
Lori Ackerman  
Arlene Boon  
Kim Phillips (joined at 6:00 pm)  
Katherina Keuth (joined at 6:00 pm)  
Brad Filmer (joined at 6:20 pm)

Ministry of Transportation

Yvonne Pearson  
Bruce Craig

#### 1. **CALL TO ORDER** 5:10 pm.

The agenda was varied to deal with New Business at this time:

#### 2. **NEW BUSINESS**

Introductions were given; Yvonne Pearson and Bruce Craig from Ministry of Transportation were present to discuss issues relating to highways and the North Peace Fringe Area OCP, including the following questions – answers:

##### **Are the East and West By-Pass routes designated as a Dangerous Goods Route (DGR)?**

- All roads maintained by Highways are considered 'Danger Good Routes'. The purpose of a DGR is to move truck traffic away from a town or city.

Are there any plans to change the Swanson Lumber Road? None to date.

Who is responsible for truck accidents carrying dangerous goods, along the highway?

- Each Transport company have Emergency Response Plans. The Regional District also works in cooperation with the Provincial Emergency Program for such emergency accidents, in addition to other agencies that may be needed. I.e. Ministry of Environment, Ministry of Energy, Mines and Petroleum, Northern Health.

Can the Regional District or MOT restrict truck traffic on roads within rural area subdivisions?

- Restriction of truck traffic would be difficult since Highways can not restrict flow of traffic on public roads. MOT can post signs which may instruct users on specific conditions, such as "Avoid use of Air Brakes in this area".

It was noted that some municipalities have drafted by-laws which restrict parking of trucks in posted residential areas.

- Possibly if certain Subdivisions had 'Load Limits' posted at the entrance; this may assist with restricting unwanted traffic.

Highways and/or right-of-ways can not be used for parking.

Are there any statistics available for the number of accidents along the East By-pass road?

- There are Annual Traffic Reports done on major routes, but there are no specific accidents reports done for individual roads, by this ministry.
- Concern for public safety was expressed for when the City builds the new Hospital due to the additional traffic volumes that will be created along the East By-pass road.
- It was noted that the City of FSJ and MOT are working together on possible impacts to traffic patterns related to the new Hospital. The Developer is providing a Traffic Impact Study, with recommendations from this study to follow.

**Are the By-pass roads rated as 'Over height Routes'?**

- No these routes are not rated, however in order to avoid the Rail Overpass, a sign has been posted on the Alaska Highway to direct over height traffic to use the By-pass routes.

The Round –About on Road 269 (Swanson Lumber) was briefly discussed. It was stated that the purpose for this structure is to 'slow' traffic down.

**Are trucks traveling on the By-pass routes monitored for content?**

- No, MOT does not monitor content of trucks, however CVSC (Commercial Vehicle Safety and Enforcement) does random inspections on the truck traffic. Also trucks must post proper signage if carrying Dangerous goods.
- Trucks are rarely pulled over for inspection on a By-pass road, but are checked at safe locations.

**Are there plans for a south By-pass road?** It was explained that by default, some of the truck traffic are using 85<sup>th</sup> Ave and the Old Hope road to by-pass the busy sections of the Alaska highway. MOT does not have any future plans to extend 85<sup>th</sup> Ave at this time.

**What is the setback distance from a Hwy Right-of Way?**

MOT's setback from property lines is 4.5 metres. The Regional District's setback from the property line in most zones is 7 metres. If any developers offer to build or design an extra buffer area in a subdivision, MOT would agree to this at each opportunity, however it is not something that MOT can require in a residential subdivision. Regional District may request larger setbacks through land use regulations.

- MOT can restrict access onto By-pass roads, based on safety reasons. MOT's preference is to allow access onto the By-pass roads every 400 to 800 metres. Recently, MOT has refused applications for access directly onto the by-pass routes from residential subdivisions.

It was requested, that MOT should better maintain or clean the ditches on a regular basis. Cleaner ditches assist the agriculture industry, to avoid impacts from weeds or flooding.

MOT handed out the **2008/09 MOT Highway Projects** as recently announced by the Minister. (attached)

It was noted that the Draft OCP supports a partnership with MOT, member municipalities and the Regional District to work towards creating a "Transportation Rural Road Network Plan" that will aim at delivering safe and efficient highway and connector routes.

The Chair thanked Yvonne and Bruce for attending the NPFA-OCP Advisory Committee meeting.

The agenda resumed:

**3. ADOPTION OF AGNENDA**

- MOVED by Arlene Boon, SECONDED by Lori Ackerman, that the 2<sup>nd</sup> Draft Advisory Committee of July 15, 2008 Agenda be adopted. CARRIED
- MOVED by Karen Goodings, SECONDED by Kim Phillips M-1 June 3, 2008 Advisory Committee Meeting Minutes be adopted. CARRIED

**4. BUSINESS ARISING FROM THE MINUTES**

- George Tyler stated that he felt the proposed list of Home Based Businesses (HBB) to be excluded from the HDR, MDR and LDR designations was too restrictive and how was this going to be enforced? Within this northern region, many farmers rely on a trucking business for a 2<sup>nd</sup> income.
- The intent of more restriction to the HBB was discussed, with some of the following ideas resulting:
  - 10 acre lots may be large enough to accommodate a Home Based Business, but the location of the business on the lot often makes a big difference. Possible regulations should have greater setback from property lines for HBB.
  - Possibly the definitions for HBB should be reviewed again.
  - There should be definite differences made between businesses allowed in the HBB versus those allowed in the Light/Service Industrial and Heavy Industrial zones.

Currently the HBB Zoning regulations separate the type of businesses allowed in residential zones based on the property size. There is one list for parcels < 4.5 acres and another list for parcels > 4.5 acres.

- Possibly regulate HBB by 'area' in relation to specific land use zones and designations.
- LDR designations - should have more opportunity for larger HBB's, with outside storage;
- MDR designations - next to industrial areas could have larger HBB, but restrict HBB's in MDR areas that are adjacent to other developed residential areas;
- HDR designations – be limited to only indoor HBB's with no outside storage or no trucking businesses allowed.

## 5. ACTION PLAN AND TIME LINE

The Action Plan and Time Line for the 2<sup>nd</sup> OCP Draft was reviewed to date. (attached)  
**± August 20<sup>th</sup>** – 2<sup>nd</sup> DRAFT NPFA-OCP Ready for review by AC. (1 month review time)  
**± September 30<sup>th</sup>** – concluding meeting to review 2<sup>nd</sup> DRAFT.

June 16<sup>th</sup> – 2<sup>nd</sup> Media Release was published in the Alaska and NorthEast News. (attached)

## 6. WORK CONTINUES – the following Issues were discussed as follows:

A brief over view of the **Revised Maps** to date was given, **reflecting Issues** as defined at the start of the 2<sup>nd</sup> DRAFT:

- approximately 20 quarter sections (±1300 ha) has been returned to agriculture designation
- more agriculture protection
- reducing sprawl and compacting development, closer to more developed areas
- 4 areas identified for investigating Sewer services (existing and new areas)
- ALR Exclusion – all designated lands, except Agriculture and SAH are proposed for Block Exclusion
- STMA – designations remains with reference to lands in the STMA located within the ALR are designated for agricultural use.

### Enforcement

Should by-law enforcement be supported in OCP? Yes

If so, in what areas and what level of enforcement? I.e. Proactive or Re-active

- thorough discussion pursued in regards to this issue and how best to approach it within the limits of the OCP.
- The idea of enforcement by 'area' or by land use 'designation' was suggested.
- Enforcement rules should not supersede the *Right to Farm Act*.
- How will HBB's be enforced within the Agricultural areas on lands within the ALR?
- Why is enforcement needed? To achieve the goals outlined in the OCP.
- Too much regulation is not wanted.
- Levels of service could not be concluded

It was suggested that the DRAFT NPFA-OCP should maintain a basic policy such as:  
"The Regional District shall work towards resolving any acts in violation of this by-law."

- However, one committee felt that a general statement was not acceptable.

Staff was directed to investigate and report back to the committee, what OCP policies are being used by other Regional Districts.

## NEED FOR SERVICES

A proposal for the Draft NPFA-OCP to identify 4 priority areas to be investigated for new or extension to existing sewer services was discussed:

- 4 areas are identified by maps in the OCP include:
  - i) College Subdivision area
  - ii) 100<sup>th</sup> Ave – Airport Road area
  - iii) Clairmont/Grandhaven & Area
  - iv) Charlie Lake area
- the committee was reminded that the OCP can guide the Regional Board on such projects, but the OCP can not guarantee or deliver the projects, as such capital projects are subject to numerous factors such as; costing and public referendum.
- It was felt that these 4 identified areas were reasonable, acceptable, necessary and achievable in the OCP.

Further, in order to better promote these 4 areas for future servicing, the minimum parcel size allowances would be adjusted in the following designations for these 4 identified areas:

High Density Residential the minimum parcel size would be:

- 0.2 ha (0.5 acre ) for lands connected to a community sewage system;
- 0.8 ha (2 acres) for lands connected to a community sewage system or where soil conditions are suitable for on-site sewage disposal the minimum parcel size may be reduced to 0.8 ha as authorized by the Northern Health Authority;
- 8 ha (20 acres)** for lands not connected to a community sewage system.

Only in Grandhaven/Clairmont area on lands designated Light/Service Industrial the minimum parcel size would be:

- 0.2 ha (0.5 acre ) for lands connected to a community sewage system;
- 0.8 ha (2 acres) for lands connected to a community sewage system or where soil conditions are suitable for on-site sewage disposal the minimum parcel size may be reduced to 0.8 ha as authorized by the Northern Health Authority;
- 8 ha (20 acres)** for lands not connected to a community sewage system.

And all other areas designated for Light/Service Industrial the minimal parcel size would be:

- 1.6 ha (4 acres )** for lands not connected to a community sewage system;
- 0.8 ha (2 acres) for lands connected to a community sewage system or where soil conditions are suitable for on-site sewage disposal the minimum parcel size may be reduced to 0.8 ha as authorized by the Northern Health Authority;

A number of options for the Industrial and Residential designated areas lying southwest of the city were discussed including; returning some lands back to Agricultural; consider re-designating the outermost areas for Small Agricultural Holding or Low Density Residential (10 acre) designations. However, it was agreed that this area be left as proposed by the CDP for MDR (4 acre) and LSI (Light Service Industrial) development.

Swanson Lumber Road – 269 Road MDR Designation

- this area was briefly discussed in order to confirm the MDR designation of this area and the proposal to include this area for ALR Block Exclusion:
- Committee members agreed that future long term use of this land as agriculture base on its

location next to Heavy Industrial lands to the north, the Alaska Highway to the south and existing residential subdivision in this area.

- Committee members agreed to retain the MDR designation and include this area in the ALR Block Exclusion.

### **WATER**

- concern was expressed about the need to better promote Water protection in this OCP.
- A suggestion was made to include policy to require liners for lagoons to avoid water contamination due to the number of lagoons in this region with more to come.
- The committee reviewed a number of sections currently written in the OCP related to water protection.
  - Section 1.6.2. Policy No. 8 and 19 and Section 9, Policy 7 and 10.
- It was agreed that additional policy be drafted to strengthen goal of water protection, such as:
  - Regional Board support and encourages best management practices that promote new technology that protects the regions valuable water resource.
  - Regional Board supports the importance of registering water sources in the rural area for the benefit of protecting the land owner's water supply.
  - Regional Board support and encourage public educational campaigns that promote the importance of water conservation.

7. **NEXT MEETING** – September with date to be Announced!

8. **TERMINATION** 9:30 pm

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Debbie Kunz, Recorder