



# Ospika South Neighbourhood Plan

**DRAFT #3 (FINAL)**

**November 2006**

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## 1.0 Introduction

The Ospika South Neighbourhood, located in the southwest sector of Prince George, is one of the fastest growing areas of the city (Figure 1). Some parts of the neighbourhood have already been developed or approved for development. However, the majority of the neighbourhood remains undeveloped and unplanned beyond general policy directions set out in Prince George's Official Community Plan (OCP).

One of the OCP directions is that a comprehensive plan be prepared for the Ospika South Neighbourhood. The purpose of the plan is to set out a clear vision of the neighbourhood's future so that residents, the owners and developers of the land, and the City have a common understanding of how and when development will proceed.

This Ospika South Neighbourhood Plan responds to the OCP's policy direction. It has been jointly prepared by Eric Vance & Associates, McElhanney Consulting Services Ltd. and L& M Engineering Limited, working in close consultation with City staff. As elaborated upon below, input provided by the general public has also helped shape the plan.

### 1.1 Neighbourhood Overview

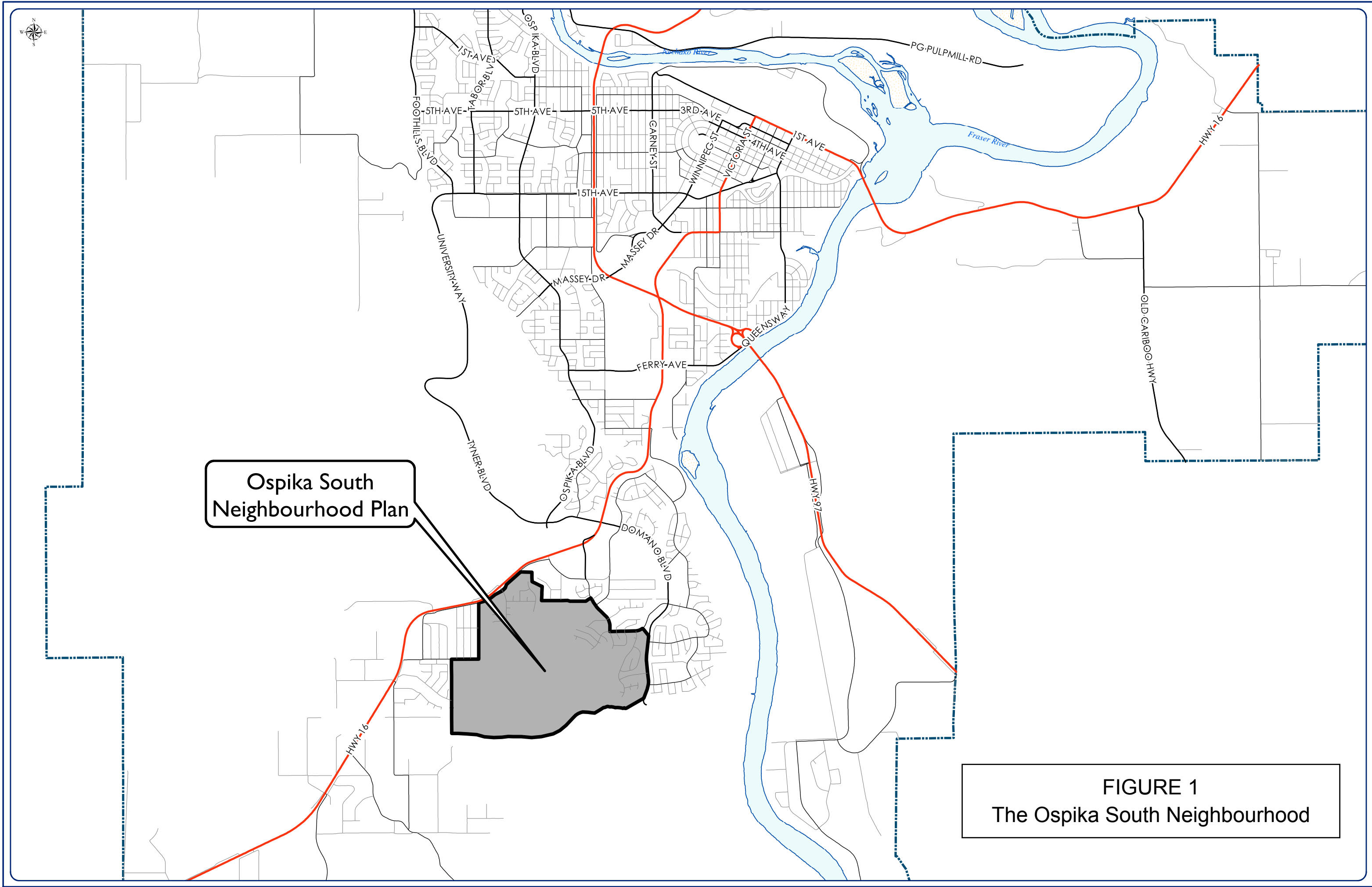
The Ospika South Neighbourhood is approximately 415 hectares (1,024 acres) in size. It is bounded to the west by Aldeen and Henry Roads and properties that front Thompson Drive and Rosewood Place, to the east by Domano Boulevard, and to the south by Parkridge Creek (Figure 2). The northern boundary of the neighbourhood follows a combination of streets and lot lines. It was the boundary between developed and undeveloped land when the neighbourhood plan area was defined a number of years ago.

Development of the Ospika South Neighbourhood originally began in the 1960s with the creation of a small number of residential lots on the east side of Aldeen Road and the south side of Henry Road. The eastern side of the neighbourhood began to develop in the 1970s in the vicinity of St. Lawrence and St. Patrick Avenues and has continued through to the present time, generally moving in a southern and western direction. The northern parts of the neighbourhood have been under development since the early 1990s.

Approximately 32% (133 hectares / 328 acres) of the neighbourhood has been developed or approved for development through rezoning. The focus of this plan is on the remaining 68% (282 hectares / 696 acres) of the neighbourhood where no development has yet been approved by the City. This area can be further broken down into two major sub-areas:

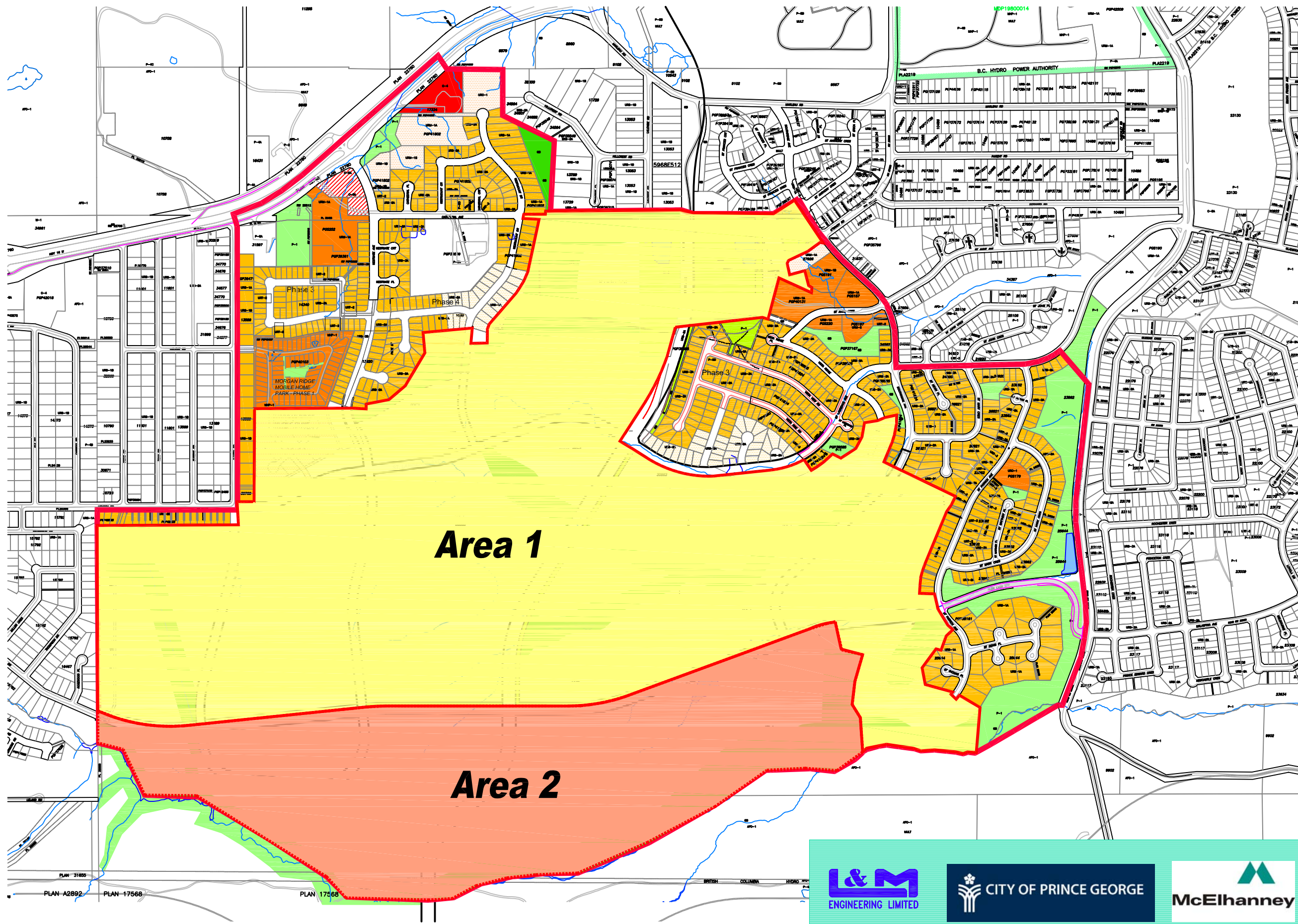
- Area 1 is the lands north of the future Glen Lyon Way and a small area south of Glen Lyon Way at the end of St. Patrick Avenue. Including future major roads, Area 1 is a total of 200.6 hectares (496 acres) in size. It is expected to be largely developed before any significant amount of development occurs south of





Ospika South  
Neighbourhood Plan

FIGURE 1  
The Ospika South Neighbourhood



- Legend**
- Commercial (Built)
  - Commercial (not Built)
  - Institutional (Built)
  - Institutional (not Built)
  - Multi Family (Built)
  - Multi Family (not Built)
  - Single Family (Built)
  - Single Family (not Built)
  - Park / Public
  - Greenbelt
  - Study Area
  - Initial Development - Area 1
  - Future Development - Area 2

**Ospika South Neighbourhood Plan**

**Figure 2 Current Neighbourhood Land Uses**

Scale: 1:5000  
 Date: October 2006  
 Job No.: 2341-00935



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**CITY OF PRINCE GEORGE**



**McElhanney**

Glen Lyon Way. The time required to fully develop Area 1 will depend upon market conditions, but it will take a number of years.

- Area 2 is the majority of the lands south of the future Glen Lyon Way to Parkridge Creek, which total 81.3 hectares (201 acres) in size including future major roads. Because much of the servicing for Area 2 will come through Area 1, most of it cannot be developed before Area 1 is serviced.

Nearly all the undeveloped property in Areas 1 and 2 is owned by three private parties (known as Century Holdings, RCEC and Belco), who are also the former owners of most of the land that has already been developed in the Ospika South Neighbourhood. A fourth private party has a small land holding in the centre of Area 1.

## 1.2 Planning Process

Some initial work on the Ospika South Neighbourhood Plan was undertaken in the late 1990s, including analysis and planning of the major road network, water and sanitary sewer servicing, and stormwater management. This planning process was temporarily halted because of slow housing demand in Prince George. Work on the plan was formally restarted in June 2004 as the market began to pick up again.

A survey of residents was undertaken by the City in October 2004 by mail-out, to gather views on how they perceive development to date in the Ospika South Neighbourhood and issues they wish to see addressed as part of the plan. The survey was mailed to all property owners within the plan area, as well as all property owners within 100 metres (330 feet) of the plan area boundary. A total of 1,028 surveys were mailed and 233 completed surveys were returned, a response rate of 22.7%. Appendix 1 contains a copy of the survey form that was used.

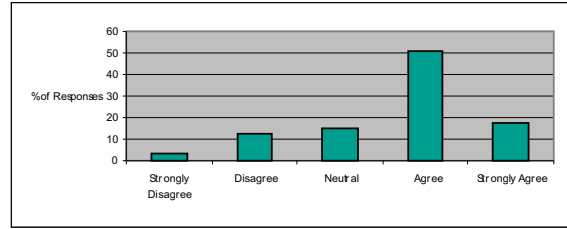
Information was also posted on the City's website inviting comment from the public on the draft land use concept.

The results for each of the survey's seven key questions (Chart 1) can be summarized as follows:

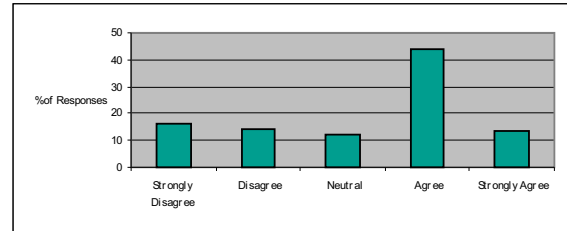
- There is general agreement that the developed parts of the neighbourhood provide a good mix of housing choices.
- The majority of respondents believe that local convenience shopping would be beneficial to the neighbourhood as it develops.
- There is strong agreement that schools should be developed in the neighbourhood if there is sufficient need rather than having students travel to schools outside the neighbourhood.
- Virtually all respondents agree that parks and trails will be critical to the neighbourhood as it continues to develop.
- There is less consensus on whether or not environmentally sensitive areas have been adequately protected as development has proceeded to date in the neighbourhood.

# Ospika South Neighbourhood Plan - Results of Community Survey

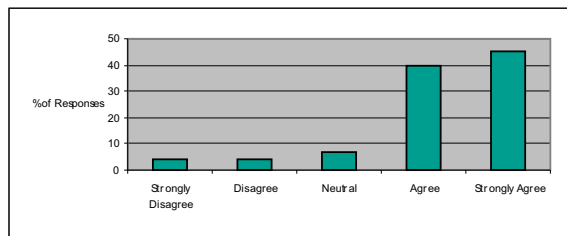
1. The neighbourhood provides a good mix of housing choices (single family, mobile homes, townhouses, apartments).



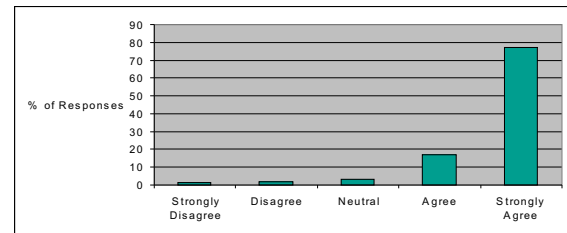
2. Local convenience shopping would be beneficial in the neighbourhood as it develops.



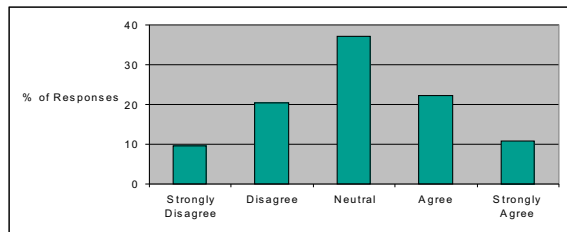
3. Schools should be developed in the neighbourhood if there is sufficient need rather than having students travel to schools outside the neighbourhood.



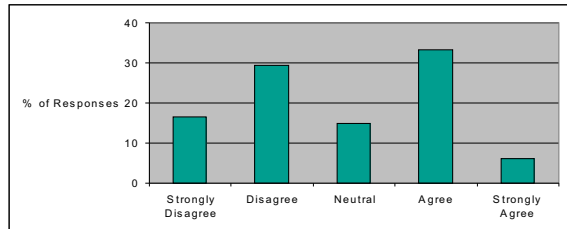
4. Parks and trail development will be critical as this neighbourhood continues to develop.



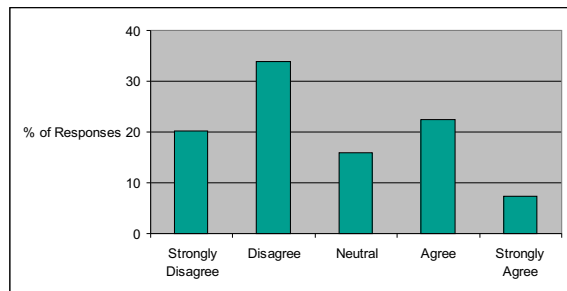
5. Environmentally sensitive areas have been adequately protected as development has proceeded in the neighbourhood.



6. The road network in the neighbourhood adequately handles traffic.



7. The sidewalk and trail network in the neighbourhood allows easy pedestrian and cyclist movement.





- There are differences of opinion on whether or not the current road network in the neighbourhood adequately handles traffic.
- Similarly, there are widely held differences of opinion on how well the present sidewalk and trail system in the neighbourhood allows easy pedestrian and cyclist movement. However, overall the responses indicate that there is a lack of satisfaction with the current provision of pedestrian infrastructure.

The public survey was followed by a public open house on November 30, 2004 at which Prince George residents were presented with the results of the public survey and initial concept plans for the Ospika South Neighbourhood. There were also follow-up survey forms distributed at the open house soliciting opinions on the concept plans. Between 75 and 100 people attended the open house and 20 survey forms were completed. Appendix 2 contains a copy of the open house survey form that was used.

The responses received on the concept plans focussed on the following topics in particular:

- Providing adequate trails and walkways for pedestrians and cyclists.
- Providing sufficient greenspace and parkland.
- Ensuring that a small wetland on the western side of Area 1 immediately east of the Thompson Drive residential area is preserved.
- Ensuring that the road network is properly planned.

In addition to public input received, there has been preliminary consultation with Fisheries and Oceans Canada staff on protection of fish bearing and fish supporting habitat in the plan area. School District No. 57 (Prince George) staff were also consulted on the potential impact of new students in the neighbourhood on the public school system.

The plan has also taken into account the market forces affecting development opportunities for the Ospika South Neighbourhood. While a number of ideas and visions have been put forward for the how the neighbourhood could look in the future, a plan is needed that balances community desires with market realities and provides a set of land use planning policies that have a reasonable likelihood of being achieved over the long-term.

## 2.0 Current Land Uses

Approximately 32% (133 hectares / 328 acres) of the South Ospika Neighbourhood has been developed thus far, including for residential, commercial, institutional and park purposes (Figure 2). This excludes the area currently in use for gravel extraction known as the Kode Pit that will eventually be redeveloped for other purposes.

### 2.1 Residential

Most of the current development in the neighbourhood is residential. Of the 1,178 residential units zoned thus far for development, about 82% have been built and 18% remain to be built (Table 1). The majority (74%) of the unbuilt units are multi-family, which typically lag behind single family home construction.

**Table 1 Current Ospika South Neighbourhood Residential Development**

	Zoned and Built Units	Zoned but Not Built Units	Total Units
Single Family Residential	691	56	747 (63%)
Multi-Family Residential	271	160	431 (37%)
<b>Total Residential</b>	<b>962 (82%)</b>	<b>216 (18%)</b>	<b>1,178 (100%)</b>

Source: L&M Engineering Limited

Note: Multi-family residential includes townhouses, mobile homes and apartments.

The present residential mix (built and unbuilt) in the Ospika South Neighbourhood is 63% single family units and 37% multi-family units. This is consistent with the mix envisioned in the OCP, which calls for the neighbourhood to strive to achieve an overall balance of 65% single family and 35% multi-family.

Single family housing is accommodated in several different zones, including URS-1A, URS-1B, URS-2A, URS-2B, URS-3A and URS-3B. The primary difference between these zones is the minimum permitted lot size and maximum permitted density. Areas recently zoned for single family housing that are currently under development include the Westmount Avenue extension, the Vistas subdivision and the west side of St. Patrick Avenue.

There are a few two-family (duplex) residential properties in the neighbourhood, all of which are in the URT-2 zone.

Mobile home accommodation is provided in the Morgan Ridge Mobile Home Park located near Westgate Avenue. This park is zoned MHP-1. A second phase of the park has been proposed, but not yet zoned to allow development.

Townhouses and apartments are accommodated in several different zones, including URM-1A, URM-1B and URM-2. The primary difference between these zones is the minimum permitted lot area and maximum permitted density. Some of the parcels

zoned for multi-family development remain undeveloped. While this is partly a reflection of soft market demand in recent years, several of the parcels in the northwest corner of the neighbourhood are challenging to develop because of access, lot configuration and topography issues.

There are also two URC-1 zoned properties in the neighbourhood; one located on St. Patrick Avenue close to St. Mark Crescent, a second located off the northern end of Westmount Drive. This zone permits low density detached single family housing in a bare land strata format.

## **2.2 Commercial**

Only 2.4 hectares (5.8 acres) of land are currently zoned for commercial use in the Ospika South Neighbourhood. Two parcels, totalling 1.0 hectare (2.4 acres) are located at the intersection of Westgate Avenue and the Highway 16 frontage road and are vacant. They are zoned C-5A (Highway Commercial), which allows for uses such as gas stations, car sales and service, restaurants, building or garden supplies, and business and professional offices.

The other parcel of commercial land, 1.4 hectares (3.4 acres) in size, is located on the Highway 16 frontage road and has an older motel operating on it. This parcel is zoned C-4, which restricts its primary uses to tourist accommodation and restaurants.

## **2.3 Industrial**

As previously noted, the Kode Pit gravel extraction operation is located in the northern part of the neighbourhood between Westmount Drive to the west and Southridge Avenue to the east. The pit is approximately 17.1 hectares (42.3 acres) in size and is zoned M-4, which allows mineral resource processing as the primary use.

It is anticipated that the pit will be closed within the next several years as the maximum permitted amount of gravel that can be extracted is reached. In anticipation of closure and redevelopment, activities at the pit include regrading some of the pit slope areas to ensure stability, levelling the pit floor and building up the grade for the future extension southward of Ospika Boulevard through what is now the middle of the pit.

## **2.4 Institutional**

There are currently two schools in the neighbourhood. Immaculate Conception School, located on a 4.5 hectare (11.0 acre) parcel of land on Cathedral Avenue, is a private school for Grades K – 7. Westside Academy, located on a 1.2 hectare (2.9 acre) parcel of land on the Highway 16 frontage road, is a private school for grades K – 12. Both these sites are zoned P5-A, which allows for uses such as places of worship, clubs and lodges, group daycare and private day schools.

There are no public schools within the plan area at this time, but several are located in close proximity. The majority of elementary school students from the neighbourhood attend Southridge Elementary, which is now operating at capacity. Vanway Elementary and Malaspina Elementary also serve the neighbourhood. Both these schools have

significant unused capacity and are expected by the School District to accommodate much of the new demand generated by the neighbourhood.

College Heights Elementary, a French Immersion School, is also attended by a number of students from the neighbourhood, but is operating at capacity with no room to handle additional demand.

Most of the secondary school students in the neighbourhood attend College Heights Secondary.

The School District has no plans to build additional schools in the area over the foreseeable future given recent school closures and excess capacity at a number of its remaining schools.

## **2.5 Parks, Other Greenspace and Trails**

Approximately 3.9 hectares (9.6 acres) of land within the Ospika South Neighbourhood have been dedicated to date for parks, with another 13.4 hectares (33 acres) left as greenspace in steeply sloped areas that cannot be developed.

There is currently a limited amount of active park space in the neighbourhood and the parks that do exist are relatively small in size. However, there is a neighbourhood park that has recently been developed in the northwest corner of the neighbourhood adjacent to Highway 16 known as Westgate Frontage Park, it includes a playground, trails and some treed areas.

A parcel of City-owned land on Southridge Avenue near O'Grady Road was recently developed with an outdoor skating rink. This parcel is planned to be incorporated into the proposed park site within the Kode Pit area.

There are also a number of parks in relatively close proximity to the neighbourhood that are used by residents for recreational purposes, including the playing fields and playground at Southridge Elementary and College Heights Secondary.

The trail system that has been created to this point is predominantly in the form of a few walkways connecting subdivisions. A much larger informal trail network exists on the undeveloped private lands in the neighbourhood, including along Parkridge Creek. These lands, which are largely forested, are used for a variety of recreational purposes, particularly walking and biking, as well as by motorized recreational vehicles.

## **2.6 Natural Environment**

As noted above, most of the undeveloped areas of the neighbourhood are forested. This forest cover is all second growth and contains a variety of deciduous and coniferous species, with the predominant species being alder and pine. As with many other areas of Prince George, the forest has been recently affected by mountain pine beetle infestation, which is gradually killing off most of the pines.

The undeveloped areas of the neighbourhood contain a number of intermittent and year-round watercourses. The most significant of these watercourses is Parkridge



Creek, which forms the southern boundary of the Ospika South Neighbourhood. This is a fish bearing stream that flows eastward and directly drains into the Fraser River. Lands within 50 metres (164 feet) of Parkridge Creek are designated in the OCP as development permit areas. There is also a wetland located on the western side of the neighbourhood close to Henry Road that has a drainage channel running south to Parkridge Creek. The channel is also classified as a fish bearing stream.

Several intermittent watercourses are found in the central part of the undeveloped area of the neighbourhood which are considered non-fish bearing streams. They may provide important habitat for other species and are also a nutrient source for the fish bearing watercourses into which they directly or indirectly drain. As such, they are considered to have high environmental value.

## **2.7 Roads**

Highway 16 serves as the major highway connecting the Ospika South Neighbourhood with the central area of Prince George. Other major roads in and adjacent to the neighbourhood include Westgate Avenue, Marleau Road, Southridge Avenue, St. Lawrence Avenue and Domano Boulevard.

At this point some of roads in the neighbourhood are temporary dead ends that will be extended as development proceeds.

## 3.0 Neighbourhood Servicing

This section of the plan provides direction to the City and developers on servicing the 282 hectare (696 acre) area of the Ospika South Neighbourhood where no development has yet occurred. This includes 190.6 hectares (471 acres) of Area 1 lands located north of the future Glen Lyon Way and a small 10 hectare (24.7 acre) area located south of Glen Lyon Way at the end of St. Patrick Avenue. The current undeveloped area also includes approximately 81.3 hectares (201 acres) of Area 2 lands, located south of the Glen Lyon Way. The large area includes two major drainage catchments, two water pressure zones and a large sanitary sewer catchment.

Neighbourhood servicing plans for most of the area south of Glen Lyon Way will be prepared when the area is closer to development.

### 3.1 Transportation Network

#### 3.1.1. Transportation Planning

The basic transportation network within the Ospika South Neighbourhood has evolved from the Major Street Network Plan that was produced jointly by the City of Prince George and Ministry of Transportation, and which is generally reflected in the current Official Community Plan. In general, the proposed neighbourhood will be serviced by a hierarchy of roads consisting of arterial roads, collector roads, and local roads. The major roads within the study area are identified as follows:

- Arterial Roads - Ospika Boulevard; and
- Collector Roads - St. Lawrence Avenue - Westgate Avenue - Southridge Avenue - Glen Lyon Way

Arterial roads will consist of a four-lane divided road with sidewalks on both sides. Collector roads will be two-lane roads, wider than local roads, with a sidewalk on one side. In addition, both Ospika Boulevard (arterial road) and Glen Lyon Way (collector road) will have a hard surface trail set in a dedicated greenway. Ospika Boulevard will also have wide shoulders, which will be utilized for bicycle lanes and transit stops.

The overall development will be planned so that residential housing is located no more than 400 metres (1,312 feet) walking distance from public transit, which is expected to be located on all collector and arterial roads. In addition to the formal pedestrian network consisting of sidewalks and hard surface trails, the neighbourhood will be planned to include greenways and local trails that provide connectivity between residential development, schools, parks and major transportation corridors.

#### 3.1.2. Transportation Issues

Preliminary horizontal and vertical alignments have been developed for all proposed arterial and collector roads within the study areas. At this time, no major topographical or geotechnical constraints have been identified, which would require changes to the proposed arterial and collector road alignments. Preliminary design for the section of

Glen Lyon Way between St. Patrick Avenue and Domano Boulevard indicates this section will be challenging due to topography. The detailed design process will determine the exact routes and alignments of all collector and arterial roads.

Transportation issues arising from the road network planning process include the following:

- At some point, the southward extension of Ospika Boulevard will require a crossing of Parkridge Creek. The proposed crossing location will be determined when Ospika Boulevard is extended southward through Area 1. Because Parkridge Creek is a fish bearing stream, specific treatments (e.g., bridge construction) may require the approval of senior government agencies.
- It has been determined that the proposed connection of Glen Lyon Way to Domano Boulevard is feasible. As Area 1 becomes fully developed, the exact connection details of the Glen Lyon Way / Domano Boulevard intersection will be confirmed.
- The future capital costs of Ospika Boulevard and Glen Lyon Way need to be determined so that the relevant amounts can be included in the City's Expenditure Program, and thus included in the designated Development Cost Charge (DCC) projects that are eligible for the application of DCCs.
- In conjunction with the adoption of this Neighbourhood Plan, the City is undertaking comprehensive traffic modeling to identify the most appropriate location, scope and timing of new transportation network improvements both inside and outside the neighbourhood plan area. Future development decisions in the Ospika South Neighbourhood will be made, in part, in consideration of the results of this modeling work. Any rezonings to be considered in the plan area prior to the completion of the modeling work will require the completion of a traffic impact study to identify the necessary network improvements required for each phase of development.

It is anticipated that the future intersections of Ospika Boulevard / St. Lawrence Avenue, and Ospika Boulevard / Glen Lyon Way will ultimately be signalized. When these intersections are constructed, the design process will include consideration of future signalization.

## **3.2 Water System**

### **3.2.1. Water Service Pressure Zones**

The Ospika South Neighbourhood Plan is contained within two major City pressure zones: PZ6 and PZ4. PZ4 is bounded on the south by Parkridge Creek and on the north by existing development. PZ4 is approximately 1 km (0.6 miles) wide and extends from existing lots on St. Dennis Heights and St. Mark Crescent on the east to the future intersection of Ospika Boulevard and St. Lawrence Avenue on the west. The pressure zone includes the extension of St. Patrick Avenue in St. Dennis Heights, the extension of St. Lawrence Avenue to Ospika Boulevard, the extension of Southridge Avenue to Glen Lyon Way, and Glen Lyon Way from St. Patrick for a distance of approximately

900 metres (2,950 feet) west. This pressure zone defines the limit of development from the east (lower end) towards the west (higher end) without a connection to PZ6, which will not likely occur until development proceeds from the west.

PZ6 includes Park Drive, Henry Road, Westgate Avenue and Westmount Drive and extends to Ospika Boulevard and Glen Lyon Way, approximately 1.5 km (0.9 miles) from the west boundary.

### 3.2.2. Water Service Infrastructure

PZ4 services an elevation range of 640 metres to 700 metres (2,100 to 2,300 feet) at a maximum day demand pressure range of 350 Kpa (50 psi) to 845 Kpa (135 psi). This zone is supplied by PW 836 reservoir and PW 636 pump station.

The City's Water Service Infrastructure Master Plan (2000) indicates that this pump station will require upsizing by 150 litres per second (l/s) at 90 metre head to meet future (2020) Zone 4 and Zone 6 maximum day demands and fill the PW 836 reservoir. This assumes a projected equivalent population of 17,300 in 2005, 21,000 in 2010 and 29,200 in 2020 and is based on projected maximum day demands.

Table 2 shows the estimated water demands based on the City's 2000 Water Service Master Plan as revised February 28, 2006.

**Table 2 Water Demands for Southwest Area – Pressure Zones 4 and 6**

	2005	2010	2015	2025
Average Daily Demand (l/s)	32	48	69	104
Maximum Daily Demand (l/s)	80	120	172	260
Peak Hour Demand (l/s)	137	204	292	442

*\*Source: Table 3.3.5 from the "Water Service Infrastructure Master Plan," 2000*

The Water Service Infrastructure Master Plan suggests that the Zone 6 PW628 booster pump should be up-sized by 60 l/s at 66m head to meet 2010 maximum day demands and fill PW 828 located north of Highway 16, across from Irene Road.

### 3.2.3. City of Prince George Water Model

The City has the entire municipal water system modeled on computer. The City will model the required sizes of any watermain extensions within the Ospika South Neighbourhood to ensure that adequate pressures, domestic water use, and fire flows can be provided for the entire area as it develops.

## 3.3 Sanitary Sewer

### 3.3.1. Sanitary Sewer System Studies

The City's Sanitary Sewer Study (2001) includes the Ospika South Neighbourhood Plan area. Flow models were created to examine existing infrastructure capacity, and also

future development up to and including OCP Phasing Priority 3. The models were used to identify undersized sewers and identify potential upgrading projects required to service this area. The models show that the system generally has ample capacity to accommodate land use demands projected in the OCP based on a per capita loading rate of 270 litres per day.

One notable exception is the trunk sanitary sewer in the Marleau / Southridge area, which presently receives sewage from Westgate Subdivision, the Lalonde area and Park Drive. This pipe is near capacity. Sanitary Sewer Study Area 23, located immediately west of College Heights, is connected into manhole HE21A at Southridge Avenue and St. Mary Crescent. The main sanitary sewer that will serve this area will extend almost to pumping station PW 125, which is located at the east end of Park Drive. The flow from this pumping station contributes in a major way to the flow in the sewer on Highway 16, Marleau Road, Southridge Avenue and St. Anne Avenue. Several sections along this route are overloaded, or close to overloaded, in the zoning scenario. The likely solution is to divert the flow from PW 125 into this catchment as it develops, thereby eliminating the pumping station and relieving capacity pressure on the downstream sewer. The invert elevation of the existing sewer at PW 125 is approximately 726m, whereas the invert at HE21A is roughly 562m. Accordingly, the OCP model is configured in this way with a new trunk sewer conveying the sanitary sewage flow from PW 125 to manhole HE21A at St. Mary Crescent. This upgrade will be paid for by new development.

### 3.3.2. Sanitary Sewer System Deficiencies

The existing 300mm diameter sewer on Marleau Road (GE75A to GE75B) becomes significantly overloaded in the proposed land use plan. Likewise, the existing 300mm diameter sewer on Southridge Avenue from St. Francis Crescent to St. Anthony Crescent and the 300mm diameter on St. Anne Avenue (HE 23B) to St. Claire Street (HE 43H to HE 53B) are significantly overloaded in the proposed land use plan. Diversion of the discharge from PW 125 so that it no longer enters this system would resolve the issue.

The diversion sewer would extend from PW 125 lift station to the existing 300mm diameter sanitary trunk sewer located on Southridge Avenue at St. Mary Crescent. The route would generally follow the proposed Glen Lyon Way alignment to Southridge Avenue and then down Southridge Avenue to St. Mary Crescent. The total length is approximately 2.6 km (1.6 miles). It is expected that this diversion will be constructed by developers prior to the Marleau Road / Highway 16 sewer becoming overloaded.

### 3.3.3. Sanitary Sewer Development Phasing

The existing Century Holdings lands located north of Glen Lyon Way and east of Ospika Boulevard can be serviced immediately by extending the existing sanitary sewer up St. Lawrence Avenue, Vista Ridge, St. Patrick Avenue, Glen Lyon Way and Southridge Avenue as development proceeds in an east to west direction.

The existing RCEC lands along Glen Lyon Way can be serviced once the sanitary main is extended up Glen Lyon Way or Southridge Avenue. The length of sewer required to service this RCEC area is approximately 450 metres (1,475 feet) on Glen Lyon Way or 650 metres (2,135 feet) on Southridge Avenue.

The Belco lands require a sanitary sewer connection along Westmount Drive to St. Lawrence Avenue and down St. Lawrence Avenue to Vista Rise Road, prior to development into the lower catchment area. The total length of this sewer main is approximately 1.2 km (0.7 miles) along this route, although a shorter 600 metre (1,970 foot) length connection is possible from the end of the existing Westmount Road to the end of Vista View Road. A sewer service connection was installed at the end of Vista View Road to service these lands if development proceeded in this area before Ospika Boulevard was extended to St. Lawrence Avenue.

### **3.4 Stormwater Management**

#### **3.4.1. Existing Stormwater Studies**

The City's Watershed Drainage Plans - Gladstone, Varsity and Trent Catchments (December 2002) report includes the majority of the area contained in the Ospika South Neighbourhood. The plan was prepared to "ensure that the natural habitat values remain intact, while protecting existing and future infrastructure and private property."

The Gladstone Catchment area encompasses the majority of the lands located in the neighbourhood. A small portion of the drainage from the extreme south (south of Glen Lyon Way) and extreme west (west of the future Park Drive) flows into the Parkridge Creek catchment area and was not within the scope of the watershed drainage plan report. A watershed study of the Parkridge Creek catchment will be required prior to any development occurring within the Parkridge Creek watershed area.

The City requires that stormwater be managed in newly developing areas of the community through a combination of subsurface disposal, detention ponds and storm sewers. As indicated in conceptual form in Figure 5: Land Use Plan, a number of stormwater detention ponds are already planned for the Ospika South Neighbourhood.

Permanent detention ponds shall be developed as required in the neighbourhood as part of the stormwater management. Where possible, these ponds will be incorporated into greenbelts. The ponds will be designed to limit the 1:2 year, 1:5 year, and 1:100 year flows to predevelopment levels if possible.

#### **3.4.2. Stormwater Detention Ponds**

The Watershed Drainage Plans – Gladstone, Varsity and Trent Catchments report recommends improvements to the Gladstone drainage network that include creek erosion protection, 10 wet pond/constructed wetlands, and 16 storm sewer upgrades. Tables 2, 3 and 4 in Section 9.6 of the report lists the flows, volumes and required upgrades in this watershed, including costs for sewer upgrades, wet pond/constructed wetlands, and erosion protection. The tables also include operation and maintenance costs for the ponds.

The proposed pond locations and sizes are very preliminary and subject to modification during detailed design. It may also be possible to eliminate some existing pipe upgrading during detailed design of the storm ponds and subdivision catchment areas by incorporating subsurface recharge systems where native soils permit.

### 3.4.3. Natural Drainage Channels

Future development will, where possible, retain natural creeks, streams, and ravines as amenities. This will benefit the neighbourhood by providing natural trails, environmental protection, privacy and aesthetic value. The natural drainage channels and greenways are illustrated in conceptual form in Figure 5: Land Use Plan.

One natural channel is Gladstone Creek, which extends approximately 250 metres (820 feet) south of the end of the existing Southridge Avenue and extends 500 metres (1,640 feet) to a fork. The north fork extends approximately 500 metres (1,640 feet) northwest towards the intersection of future St. Lawrence Avenue and future Westmount Drive, and the south fork extends approximately 500 metres (1,640 feet) southwest towards the intersection of the future Ospika Boulevard and future Glen Lyon Way. This natural channel will be retained and utilized to construct a series of four or five detention ponds. Involvement and approvals from senior levels of government will be sought as required.

Another natural drainage course is Parkridge Creek, which extends from the southeast corner of the neighbourhood at St. Dennis Heights approximately 2.8 km (1.7 miles) west to the southwest corner of the neighbourhood. This creek has a major ravine and a setback is required from the creek top of bank for any development. As noted in Part 2.6, the City of Prince George and Fisheries and Oceans Canada have identified Parkridge Creek as a fish bearing stream.

The Figure 5: Land Use Plan shows a greenbelt from a depressed area in the west end of the neighbourhood near the south end of Irene Road, south a distance of approximately 550 metres (1,800 feet) to the start of a natural ravine near the intersection of Park Drive and Glen Lyon Way. There are two options for how this greenbelt is laid out:

- The first option would be to follow the route of an existing man made ditch, which would make the protected greenbelt relatively linear.
- The second option, which is preferred subject to any required approvals by senior government agencies, would see the existing linear ditch redeveloped to form a meandering watercourse, located in a protected greenbelt with associated trails and walking paths.

The detailed planning process will determine the exact route of this future drainage feature.

## 4.0 Land Use Plan Principles and Policies

This section of the plan sets out the guiding principles and land use policies for the Ospika South Neighbourhood. The guiding principles are established through Prince George's OCP and are of two types:

- ◆ Growth management principles, which form the framework for many OCP policies.
- ◆ Land use specific principles, which guide the more detailed set of OCP policies that apply to each form of land use in the community.

These guiding principles and policies from the OCP are summarized and discussed from the perspective of how they apply to the Ospika South Neighbourhood. The specific policies for the neighbourhood are then presented. This includes policies developed as a result of various studies and plans for the City, such as the 2004 Pedestrian Network Study, 2001 Transportation System Planning Study, and 1998 City Wide Trail System Master Plan.

Where specific OCP principles and policies are referenced in this plan, their page location in the OCP is indicated in brackets.

### 4.1 Growth Management Principles and Policies

#### 4.1.1. OCP Principles

There are eight OCP guiding principles for growth management in Prince George (p. 16), of which three are most pertinent to the Ospika South Neighbourhood:

- ◆ Support the idea of a logical limit to urban growth by accommodating development within an Urban Settlement Area.
- ◆ Support the development of a more compact community by increasing overall densities in the city.
- ◆ Support more choices in housing types within neighbourhoods, particularly for additional higher quality multi-family housing.

#### 4.1.2. OCP Policies

Thirteen OCP policies have been established to implement the growth management principles (pp. 16 - 18), of which nine are most pertinent to the Ospika South Neighbourhood:

- ◆ *Follow the overall approach to accommodating urban development* - Contain urban development within the Urban Settlement Area.
- ◆ *Protect the natural amenities of the City* - Retain valuable green areas as agricultural, large lot rural or open space, with minimal subdivision development. Significant natural areas also form the boundaries of the urban development areas, with Parkridge Creek defining the southern limit to urban growth.



- ◆ *Ensure the community has adequate land to support long-term growth* – The Growth Management Plan allows for the city population to double to approximately 160,000.
- ◆ *Provide for changing demographics* - Support and encourage a wider range of housing types in urban areas. In particular, the City will support more ground-oriented multi-family developments to provide higher density housing for seniors, “empty-nesters” and young adults within the urban areas.
- ◆ *Create a stronger “sense of place” within neighbourhoods* - Recognize that each of the major growth areas will continue to have a distinct character and role within the city.
- ◆ *Develop complete communities* - Ensure that all urban areas have local amenities and services such as schools, parks, recreation facilities and local commercial, and transit services within reasonable walking distance.
- ◆ *Encourage sequential development* - Ensure that there is an adequate supply of lots for all housing forms in the city, but also ensure that new development occurs in a sequential manner based on available services.
- ◆ *Provide for urban and rural living* - Support new growth in both urban and rural areas, with the majority of new housing within urban areas.
- ◆ *Focus major commercial development within specified areas* - In the Southwest, the College Heights neighbourhood shopping centre and WestGate regional centre will be the main commercial nodes, serving both current and future growth. In the long-term, additional neighbourhood centres may be developed as part of the overall plan for the Ospika South sector and the area north of the highway towards UNBC.

#### 4.1.3. Implications for the Ospika South Neighbourhood

The City’s growth management principles and policies indicate that, as part of the Urban Settlement Area, the Ospika South Neighbourhood should continue to be developed to accommodate urban densities. The neighbourhood is also an important component of the City’s strategy to ensure sufficient land is available to accommodate long term growth.

The Ospika South Neighbourhood will, by OCP policy, strive to achieve a mix of low density single family to medium density multi-family housing units, with a target percentage split of 65/35 (p. 35). This will allow a broader range of residents to be accommodated in the neighbourhood in terms of demographics, lifestyle and income level. It will also help achieve a more compact community.

The existing neighbourhood is presently well served by commercial services and more recreational and community services are currently being developed. Additional services will be provided as the neighbourhood grows, including more complete transit service as the road network expands and connections are made between subdivisions.

The OCP provides clear direction that sufficient greenspace, including natural areas, parks and trails, are to be provided in newly developing areas. This same desire has been expressed by many of the residents who have provided input to the Ospika South Neighbourhood planning process.

## 4.2 Planning Vision

Based on the OCP guiding principles and policies for growth management, the following vision sets out the long term goals for the Ospika South Neighbourhood:

**The Ospika South Neighbourhood will provide a high quality environment for residents of this newly developing area of Prince George. The neighbourhood will be predominantly residential in character, providing a variety of low to medium density housing forms. An appropriate mix of commercial, institutional and other community services will be provided to support residents' needs. Greenspace, parks and trails will be provided throughout the neighbourhood to enhance recreational opportunities, provide linkages for pedestrians and cyclists, and protect environmentally significant areas.**

The following land use policies are based on this vision along with the OCP guiding principles and policies. The order in which the policies are presented follows the same order used in creating the neighbourhood plan, beginning with layout of the major road network.

## 4.3 Roads

Figure 3 shows the major existing and planned road network for the Ospika South Neighbourhood, which is in conformity with the Major Road Network policies set out in the OCP (Map 9, p.89). It consists of arterial, collector and local roads.

The only arterial (four-lane) road planned is Ospika Boulevard, which will run through the middle of the neighbourhood in a north-south direction, crossing Parkridge Creek to connect to the future Parkridge Parkway arterial. This east-west arterial, which will eventually connect Highways 16 and 97, is not expected to be built for a number of years. Until it is built, there is no need for Ospika Boulevard to cross Parkridge Creek.

Ospika Boulevard will be built in phases as dictated by the pace of development, traffic demand and city capital plans. The first phase will connect Highway 16 to Marleau Road. As noted earlier, Ospika Boulevard will run through the middle of what is currently the Kode Pit, where the grade is gradually being built up to accommodate the road. This work is required in order to connect Marleau Road and St. Lawrence Avenue. Subsequent phases of the road will be built as development proceeds south through the neighbourhood.

The major east-west road through the neighbourhood will be the future Glen Lyon Way. This road will be built to a two-lane collector standard and will connect Domano Boulevard on the east side of the neighbourhood with Park Drive on the west side. As with Ospika Boulevard, this road will be built in phases as development proceeds and will not be fully completed for a number of years.







A short section of Glen Lyon Way may be built within the next several years between St. Patrick and Southridge Avenues. Completion of this section of road will serve the development planned in 2006 for Parcel G of Area 1 (Figure 5). It will also allow the extension of St. Patrick Boulevard, which will loop around and connect back up to Glen Lyon Way. This will result in the development of Parcel I of Area 1, which is planned to accommodate larger single family home lots similar to the ones already developed in this part of the neighbourhood. Alternatively, the portion of Glen Lyon Way between St. Patrick Avenue and Domano Boulevard could be constructed to permit the extension of St. Patrick Avenue.

Both Ospika Boulevard and Glen Lyon Way are planned to have wide shoulders that will be used for bicycle lanes and transit stops (which may require bus pullouts in some areas). Both these roads will have a sidewalk on one side and a hard surface off-street trail on the opposite side set within a minimum 3 metre (10 foot) wide dedicated strip of land. This multi-use trail will be on the east side of Ospika Boulevard and the north side of Glen Lyon Way.

The other two lane collector roads in the neighbourhood include St. Lawrence Avenue, Westgate Avenue, and Southridge Avenue. Each of these collectors, which will have a sidewalk on one side, will be built and extended as required by development demand.

Local roads in the neighbourhood will be aligned and designed at the subdivision stage of development and will include a number of cul-de-sacs and crescents.

Public transit will be provided in the neighbourhood on arterial and collector roads. Residential development will generally be no more than 400 metres (1,300 feet) walking distance from transit routes.

#### 4.3.1. Policies

1. Ospika Boulevard shall be built to a four-lane arterial road standard and will be designed to accommodate a bicycle lane and transit stops. A sidewalk shall be built on the west side of the roadway and a multi-use (hard surface) trail will be built in lieu of a sidewalk adjacent to the roadway on the east side in a minimum 3 metre (10 foot) wide dedicated strip of land.
2. Glen Lyon Way shall be built to a two-lane collector road standard and will be designed to accommodate a bicycle lane and transit stops. A sidewalk shall be built on the south side of the roadway and, subject to approved funding, a multi-use (hard surface) trail will be built adjacent to the roadway on the north side in a minimum 3 metre (10 foot) wide dedicated strip of land.
3. No further extension of St. Patrick Avenue shall be permitted until an alternative access is provided to the subdivision through the construction of Glen Lyon Way, either from the west or east direction.
4. St. Lawrence Avenue, Westgate Avenue, and Southridge Avenue shall be designed to a two-lane collector road standard and each shall have a sidewalk on one side. Decisions at the design stage with respect to which side of the road

sidewalks should be placed will be principally based on climatic/sun exposure considerations, linkages to other pedestrian routes and destinations, and other factors as identified in the City's Pedestrian Priority Policy.

5. Local roads shall be planned at the subdivision stage of development in the neighbourhood. All local roads, with the exception of short cul-de-sacs, shall have a sidewalk on one side.
6. Public transit in the neighbourhood shall be provided as warranted by demand. It shall be primarily located on arterial roads and added to collector roads as required. Where practical, transit pullouts should generally be located on the downstream side of downstream side of major intersections.

#### **4.4 Environmentally Sensitive Areas and Natural Greenspace**

There are environmentally sensitive areas in the neighbourhood that will be protected from development (Figure 4). Parkridge Creek and the small wetland on the western side of the neighbourhood and will be left in a natural state. A minimum 30 metre (98.5 foot) non-disturbance buffer from the top of bank will be provided on each side of the watercourses and around the wetland.

The intermittent watercourses in the central area of the neighbourhood east of Ospika Boulevard will remain in a natural state, as well as the section of watercourse between Ospika Boulevard and St. Lawrence Avenue.

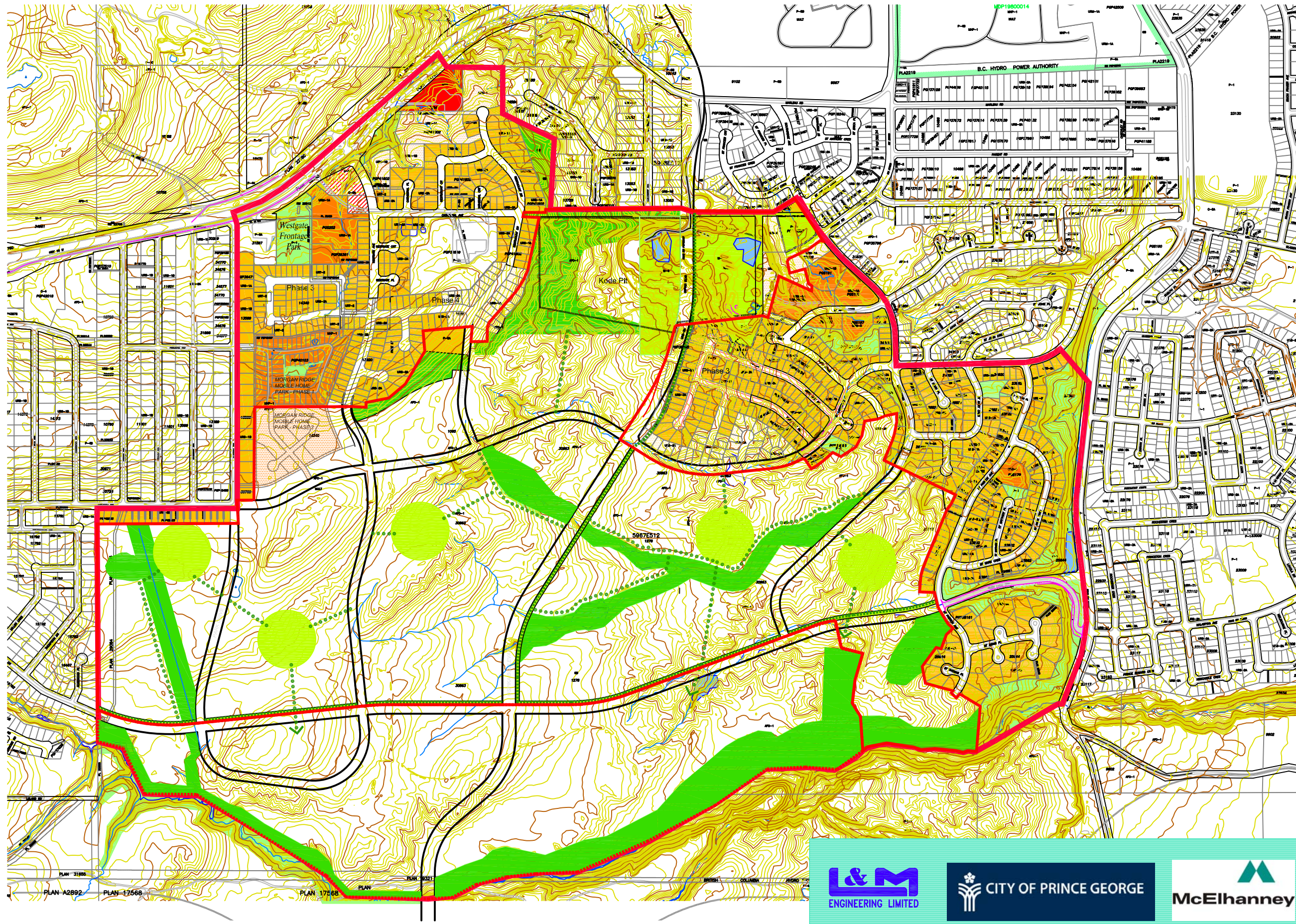
As well as providing environmental protection, these natural areas will serve two other important functions. First, they will break up the development pattern in the neighbourhood and improve the visual appeal of the neighbourhood. Second, they can accommodate soft surface trails that form part of the overall trail system linking areas within the neighbourhood.

While the above are believed to be the most significant environmentally sensitive features of the neighbourhood, other features may also be identified as development proceeds.

The City is pursuing a Memorandum of Understanding (MOU) with the BC Ministry of Environment and Fisheries and Oceans Canada that is intended to define the parameters of environmental review and who is responsible for approving new development from an environmental perspective. The Ospika South Neighbourhood will be subject to this MOU if it is implemented.

In addition to environmentally sensitive areas that will be left as natural greenspace, there are some areas within the neighbourhood that cannot be developed because of significant grades. These too will be left in a natural state, although any trees deemed by a professional arborist as a hazard may have to be removed. Examples of the areas that will be left in a natural state because of significant slopes include the Kode Pit slopes, the west side of Domano Road and rock outcroppings south of Glen Lyon Way in the vicinity of St. Patrick Avenue. As per the direction of the OCP, significant slopes are those over 20%.





**Legend**

- Park / Public
- Greenbelt
- Off-Street Trail
- Trail Linkages
- Study Area
- Initial Development Area
- Future Development Area

**Ospika South  
Neighbourhood Plan**

**Figure 4  
Parks and Trails**

Scale: 1:5000  
 Date: October 2006  
 Job No.: 2341-00935



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#### 4.4.1. Policies

1. Parkridge Creek shall be protected with a minimum undeveloped non-disturbance buffer of 30 metre (98.5 foot) from top of bank.
2. The small wetland and drainage channel located on the western side of the neighbourhood may be realigned as per Section 3.4.3., subject to receiving required approvals from senior levels of government, and the City, if applicable. The channel's ultimate alignment shall be protected with a minimum undeveloped buffer of 30 metres (98.5 feet).
3. If a Memorandum of Understanding is implemented by the City, the BC Ministry of Environment and Fisheries and Oceans Canada on environmental review responsibilities and process, it shall apply to new developments in the Ospika South Neighbourhood.
4. Areas deemed to be too steep to be developed (in excess of 20%) shall be left in their natural state as greenbelts.
5. Detailed geotechnical and environmental analysis will take place at the rezoning and subdivision stages of development as required to ensure consistency with the principles of this plan and the OCP.

## 4.5 Parks and Trails

OCP policy requires that two District Parks be developed in the Ospika South Neighbourhood (p. 74). Ideally, each District Park is to be a minimum of approximately 8 hectares (19.8 acres) in size and is intended to accommodate intensive recreational activities, such as playing fields.

One of the District Parks will be located in Area 1 of the neighbourhood. Kode Pit has been identified as the preferred location for this park. However, it could be accommodated elsewhere in the neighbourhood if Kode Pit is found not to be technically or financially feasible for park development.

The second District Park is proposed for Area 2 of the neighbourhood in the vicinity of Ospika Boulevard and Glen Lyon Way where a secondary school site is proposed (if required in the future by the School District).

OCP policy also requires that one Neighbourhood Park be provided for each 1,000 residents, with an approximate size of 2 hectares (4.9 acres). These parks are intended to provide a combination of active and passive space at the sub-neighbourhood level. As elaborated upon in Section 4.9 - Residential, it is estimated that between 5,200 and 5,800 residents could be accommodated in Area 1 of the neighbourhood at full build-out. To meet demand, five Neighbourhood Parks are planned for Area 1. These parks are in addition to the newly developed Westgate Park, which falls just outside of Area 1.

The location of these five proposed Neighbourhood Parks is shown in conceptual form in Figure 4. The exact size, configuration and location of each park will be determined

at the subdivision stage. However, the objective is to have each park generally serve a maximum radius of 500 metres (1,640 feet).

Where feasible these Neighbourhood Parks may be located in conjunction with compatible uses, such as the possible elementary school and adjacent to greenbelts.

A comprehensive trail system for pedestrians and cyclists will be developed in the neighbourhood. This trail system will encourage walking and cycling as alternatives to travelling by motor vehicle within the neighbourhood, as well as serving a recreational need. A greenway trail (rustic trail standard as per the City-wide Trail System Master Plan) will be developed along the top of bank of Parkridge Creek (Map 8, p. 77). Local trails (granular surface) will also be developed, as appropriate, along the major greenways connecting parts of the neighbourhood.

As noted earlier, multi-use trails will be developed on the east side of Ospika Boulevard and the north side of Glen Lyon Way. These two roadways will also accommodate bicycle lanes.

Walkways will be provided between subdivisions, particularly cul-de-sacs, to facilitate easy pedestrian movement, as has been done to date in many of the developed parts of the neighbourhood.

#### 4.5.1. Policies

1. Two District Parks shall be provided in the Ospika South Neighbourhood. The City should seek to acquire the Kode Pit property for the development of a District Park. The second District Park will be sited in Area 2.
2. Neighbourhood Parks shall be developed as required in the neighbourhood, as generally indicated on Figure 4, with a target of one park per 1,000 residents.
3. Where feasible, parks shall be developed adjacent to compatible uses, such as schools and greenways, and within reasonable walking distance for residents. District Parks shall be located taking into consideration proximity to major roads.
4. Pedestrian and bicycle trails and walkways shall be planned and developed as part of each phase of subdivision with the objective of facilitating the easy movement of people throughout the neighbourhood.
5. To provide the necessary sight distance and spacing requirements identified in the Transportation Association of Canada guidelines, trails should only cross roadways at intersections or at an appropriate distance from intersections or other crossings.

## 4.6 Institutional

As discussed earlier, the School District has no plans to build new schools anywhere in the community in the foreseeable future because of excess capacity at existing schools. This includes the Ospika South Neighbourhood.



However, given the significant number of new residents projected for the neighbourhood, the City believes it is prudent to provide the opportunity in the plan for new schools to be developed in the neighbourhood at some point in the future if warranted by demand. This is supported by current OCP policy (p. 81).

A site for an elementary school has therefore been designated in the vicinity of St. Lawrence and Westgate Avenues (Figure 5). If developed, the school would likely be located adjacent to a Neighbourhood Park, in which case approximately 2 acres (0.8 hectares) would be required for the school site. If an elementary school is ultimately determined by the School District not to be needed in the neighbourhood, the designated site could be used for another institutional use (e.g. a church or private school) or for residential.

A secondary school site will be identified in Area 2 when a detailed land use plan for this area is prepared. The most likely location for the school would be in the vicinity of Ospika Boulevard and Glen Lyon Way adjacent to the second District Park planned for the neighbourhood. As with the elementary school site planned for Area 1, there are no assurances that the School District will ultimately acquire land for a secondary school in the neighbourhood.

OCP policy permits places of worship to be located in any Plan designation, but generally desires that they be located in accordance with the same criteria used for multi-family housing since the impacts and siting criteria are similar (p. 81). While no institutional sites other than for public schools have been identified in the Ospika South Neighbourhood, they will be considered by the City for sites otherwise intended for medium density residential use.

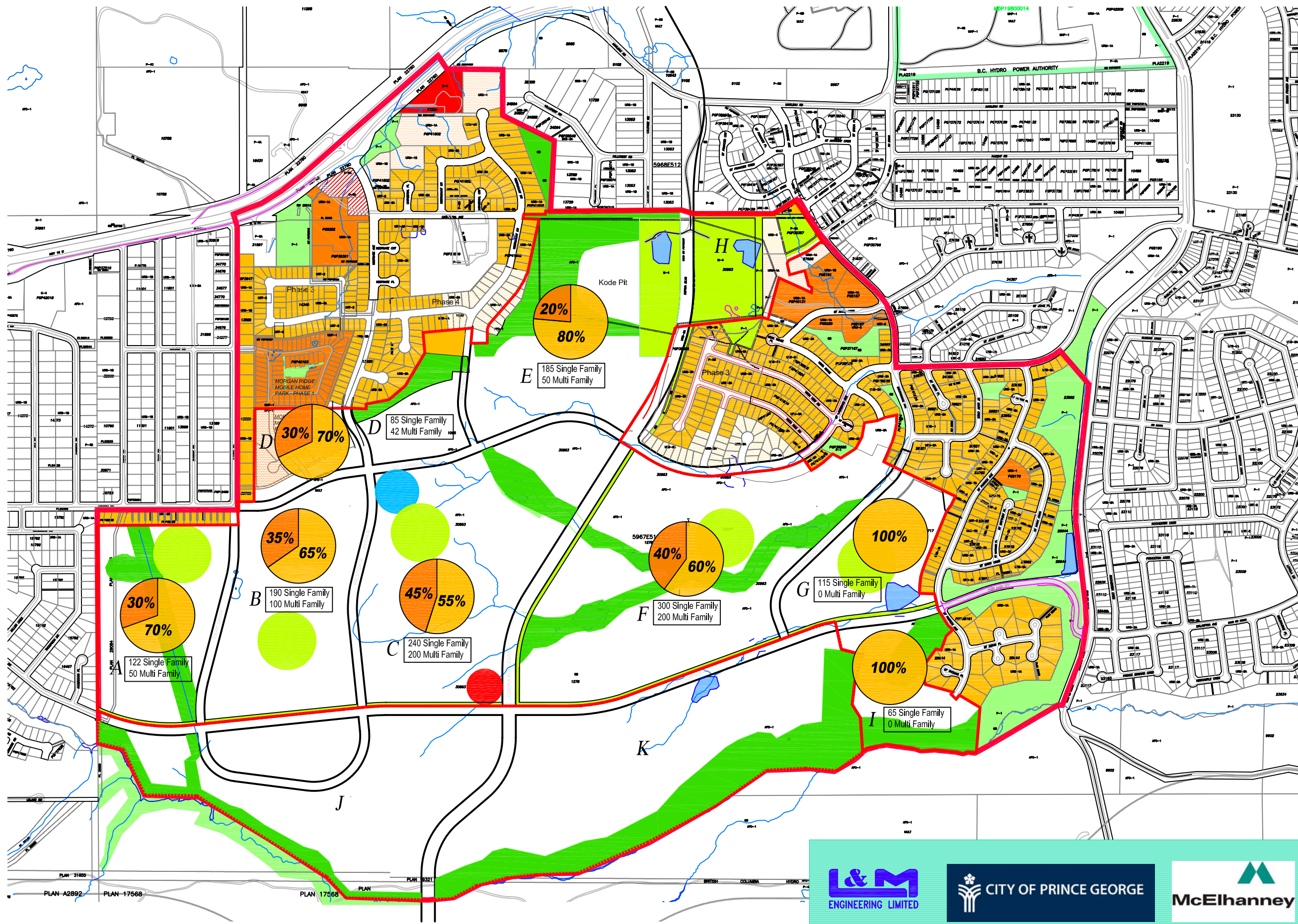
#### 4.6.1. Policies

1. A site shall be set aside for an elementary school in Area 1 and for a secondary school in Area 2 of the neighbourhood. If the School District ultimately determines that either one or both schools are not required, the sites may be used for residential or other institutional purposes.
2. Institutional uses such as places of worship shall be considered for sites that would otherwise be developed for medium density multi-family housing.

## 4.7 Commercial

A limited amount of land is designated for neighbourhood commercial development on the north side of the intersection of Ospika Boulevard and Glen Lyon Way (Figure 5). This location has been selected because it is at the intersection of two of the major roadways within the neighbourhood and is relatively central.

An area of 0.8 hectares (2.0 acres) is provided in the plan for this use, but the site could be somewhat smaller or larger, depending on market opportunities. Businesses that might find such a location attractive include, for example, a corner store, restaurant and dry cleaner.



**Legend**

- Commercial
- Institutional
- Multi Family
- Single Family
- Park / Public
- Greenbelt
- Study Area
- Initial Development Area
- Future Development Area
- Mix of Unit Types and Number of Units (With Development Area Identifier)
- Proposed Detention Pond (location and size to be determined)

**Ospika South Neighbourhood Plan**

**Figure 5 Land Use Plan**

Scale: 1:5000  
 Date: October 2006  
 Job No.: 2341-00935



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#### 4.7.1. Policy

1. Neighbourhood commercial development shall be permitted in the vicinity of the intersection of Ospika Boulevard and Glen Lyon Way. Permitted uses would include those supported by the Local Commercial and Neighbourhood Commercial future land use designations.

### 4.8 Residential

Per OCP policy (p. 37) the Ospika South Neighbourhood will strive to achieve an overall housing mix that is:

- 65% low density residential, which includes single family and two-family housing units.
- 35% medium density residential, which is defined as ground-oriented townhouses with a density range of 20 – 40 units per hectare (8 – 16 units per acre) and low-rise apartment buildings up to four storeys with a density range of 30 – 90 units per hectare (12 – 36 units per acre). Mobile homes are considered a form of medium density residential development.

Figure 5 shows the estimated number and mix of housing units that might be accommodated in each area of the neighbourhood at full build-out. There may be some refinements to the number and mix of units based on the more detailed level of planning that will occur at the rezoning and subdivision stages of development. The forms of medium density housing that will be built in each area will depend upon a combination of factors, most notably site-specific conditions and market demand. The assumed average density yield is 12.4 units per hectare (five units per acre) for single family residential and 24.8 units per hectare (ten units per acre) for multi-family units (except for the mobile home park, as discussed below).

A second phase of mobile home development is proposed for the Morgan Ridge Mobile Home Park immediately south of the existing phase. This second phase of the mobile home park will occupy an area approximately 4.0 hectares (10 acres) in size and accommodate an estimated 42 dwelling units (i.e., an average of 10.4 units per hectare / 4.2 units per acre).

As indicated in Table 3, it is estimated that almost 2,000 new housing units could be accommodated in Area 1.

**Table 3 Proposed Ospika South Neighbourhood Residential Development – Area 1**

	Approximate Land Area	Estimated Total New Units
Single Family Residential	106 hectares (261 acres)	1,306 (67%)
Multi-Family Residential	28 hectares (70 acres)	642 (33%)
Total Residential	134 hectares (331 acres)	1,948 (100%)

Note: Multi-family residential includes townhouses, mobile homes and apartments.

Based on housing data for newer residential areas of Prince George, it is estimated that the average number of persons per household will be in the range of 2.6 to 2.9. This is a blended average that takes into account both single and multi-family housing.

The total population that may be generated in Area 1 is therefore estimated to be approximately 5,200 to 5,800. This represents a 6.7 to 7.4% increase to the City's current population of about 78,000.

#### 4.8.1. Policies

1. The neighbourhood shall strive to achieve a residential unit mix of approximately two-thirds low density and one-third medium density.
2. Medium density residential forms may include townhouses, low-rise apartments, strata developments and mobile homes.
3. New mobile homes shall be accommodated only on the western side of the neighbourhood through the Phase 2 expansion of Morgan Ridge Mobile Home Park, as shown on Figure 5.

## 4.9 Land Use Summary

Table 4 summarizes the proposed mix of land uses in the currently undeveloped parts of the Ospika South Neighbourhood. As indicated in the footnote to the table, all numbers are approximate only. The exact areas and dwelling unit yields will be determined at the rezoning and subdivision stages of development.

The net developable area of approximately 135 hectares (333 acres), which excludes major roads, parks, greenbelts and institutional uses, is 67% of the gross area of 200.6 hectares (496 acres) in Area 1.

**TABLE 4  
LAND USE SUMMARY**

	GROSS AREA (excluding shown major Roads)		NET DEVELOPABLE AREA (excluding shown Roads, Institutional, Parks and Greenbelt)		SINGLE FAMILY		No. of UNITS (5 upa)	% of UNITS	MULTI FAMILY		No. of UNITS (10 upa except in Area D)	% of UNITS	TOTAL No. of UNITS	COMMERCIAL		SUB-TOTAL DEVELOPMENT		INSTITUTIONAL		PARK		GREENBELT		SUB-TOTAL GREEN SPACES AND INSTITUTIONAL			
	ha.	acres	ha.	acres	ha.	acres			ha.	acres				ha.	acres	ha.	acres	ha.	acres	ha.	acres	ha.	acres	ha.	acres	ha.	acres
<b>INITIAL DEV. AREA</b>																											
Area A	18.0	44.6	11.9	29.3	9.9	24.3	122	71%	2.0	5.0	50	29%	172	0	0.0	11.9	29.3	0.0	0.0	2.3	5.6	3.9	9.58	6.2	15.2		
Area B	22.0	54.4	19.6	48.3	15.5	38.3	192	66%	4.0	10.0	100	34%	292	0	0.0	19.6	48.3	0.0	0.0	2.4	6.0	0.0	0.00	2.4	6.0		
Area C	34.9	86.2	28.4	70.2	19.5	48.2	241	55%	8.1	20.0	200	45%	441	0.8	2.0	28.4	70.2	1.1	2.8	2.4	5.9	2.2	5.31	5.7	14.0		
Area D	12.7	31.4	11.1	27.5	7.1	17.5	87	68%	4.1	10.1	42	32%	129	0	0.0	11.1	27.5	0.7	1.8	0.0	0.0	1.5	3.81	2.3	5.6		
Area E	27.7	68.4	16.9	41.9	14.9	36.9	184	79%	2.0	5.0	50	21%	234	0	0.0	16.9	41.9	0.0	0.0	0.0	0.0	10.7	26.56	10.7	26.6		
Area F	42.9	106.0	32.4	80.1	24.3	60.1	300	60%	8.1	20.0	200	40%	500	0	0.0	32.4	80.1	0.0	0.0	3.6	8.8	6.9	17.11	10.5	26.0		
Area G	11.5	28.5	9.1	22.5	9.1	22.5	113	100%	0.0	0.0	0	0%	113	0	0.0	9.1	22.5	0.0	0.0	2.4	6.0	0.0	0.00	2.4	6.0		
Area H	8.4	20.8	0.0	0.0	0.0	0.0	0	N/A	0.0	0.0	0	N/A	0	0	0.0	0.0	0.0	0.0	0.0	8.4	20.8	0.0	0.00	8.4	20.8		
Area I	9.7	23.9	5.4	13.4	5.4	13.4	67	100%	0.0	0.0	0	0%	67	0	0.0	5.4	13.4	0.0	0.0	0.0	0.0	4.3	10.54	4.3	10.5		
<b>Sub-Total</b>	<b>187.8</b>	<b>464.1</b>	<b>134.9</b>	<b>333.2</b>	<b>105.7</b>	<b>261.2</b>	<b>1,306</b>	<b>67%</b>	<b>28.4</b>	<b>70.1</b>	<b>642</b>	<b>33%</b>	<b>1,948</b>	<b>0.8</b>	<b>2.0</b>	<b>134.9</b>	<b>333.2</b>	<b>1.9</b>	<b>4.6</b>	<b>21.5</b>	<b>53.2</b>	<b>29.5</b>	<b>72.92</b>	<b>52.9</b>	<b>130.7</b>		
		0.0																									
<b>FUTURE DEV. AREA</b>		0.0																									
Area K	41.1	101.4	28.5	70.3		0.0				0.0					0.0	0.0	0.0		0.0	0.0	0.0	12.6	31.14	12.6	31.1		
Area J	31.1	76.8	27.4	67.8		0.0				0.0					0.0	0.0		0.0	0.0	0.0	3.6	8.95	3.6	8.9			
<b>Sub-Total</b>	<b>72.1</b>	<b>178.2</b>	<b>55.9</b>	<b>138.1</b>		<b>0.0</b>				<b>0.0</b>					<b>0.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.2</b>	<b>40.09</b>	<b>16.2</b>	<b>40.1</b>			
<b>TOTAL FUTURE DEVELOPMENT</b>	<b>260.0</b>	<b>642.4</b>	<b>151.1</b>	<b>373.3</b>		<b>0.0</b>				<b>0.0</b>					<b>0.0</b>	<b>0.0</b>		<b>0.0</b>		<b>0.0</b>	<b>45.7</b>	<b>113.01</b>	<b>45.7</b>	<b>113.0</b>			

June 16 '05

These areas are approximate only.



## **5.0 Implementation**

The purpose of this plan is to set out the land use policies for the Ospika South Neighbourhood to guide its future development. The plan has been prepared in accordance with OCP principles and policies and is intended to set out a clear vision of the neighbourhood's future so that residents, the owners and developers of the land, and the City have a common understanding of how and when development will proceed. The plan will be consulted at the rezoning and subdivision phases to ensure conformity with its policies.

It is recommended that the Ospika South Neighbourhood Plan be adopted by Council through resolution. This would allow the plan to help guide, rather than control, decisions on proposed land use changes in the neighbourhood. It would give Council the flexibility to consider development proposals that require changes in land use that are not consistent with this plan but which Council believes are in the best interests of the neighbourhood and community at large.

The implementation of this plan requires that the developers prepare more detailed plans for each parcel or "cell" of land identified on Figure 5 before initiating any subdivision applications for that land. These more detailed plans should show intended alignments for all streets, general lotting patterns, locations for multi-family housing sites, parcels for park sites, trails, and commercial and institutional sites.

It is also recommended that the land use plan for Area 2 of the neighbourhood be prepared once development in Area 1 begins to approach Glen Lyon Way (excluding the development already planned in Area 1 in the vicinity of St. Patrick Avenue). As with this current version of the neighbourhood plan, it is recommended that the planning process for Area 2 include a public consultation program. The land use plan for Area 2 will also require Council adoption as an extension to this document.

# APPENDIX 1



**CITY OF PRINCE GEORGE**

Development Services

1100 Patricia Blvd, Prince George, BC V2L 3V9

October 19<sup>th</sup>, 2004

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## **Preparation of the Ospika South Neighbourhood Plan - An Opportunity to Get Involved**

The City of Prince George Official Community Plan (OCP) identifies the need to prepare a comprehensive plan for the Ospika South Neighbourhood to guide its remaining development. The City's Development Services Department is early in the planning process and your input will help shape this plan.

### **Plan Area**

The boundaries for the area to be covered by this Neighbourhood Plan are shown on the attached map. It includes:

- Areas that have already been developed or approved for development by the City.
- Areas where development is anticipated over the next few years that require detailed planning work prior to any development approvals being issued by the City.
- Areas where development is not anticipated in the next few years and less detailed planning work is presently needed.

The focus of the Ospika South Neighbourhood Plan at this point is on those areas where development is anticipated over the next few years. Once completed, it is expected that the plan will be adopted by Council as a City policy document.

### **Plan Topics**

Among the topics that will be addressed in the Ospika South Neighbourhood Plan are the following:

- Residential development, including the mix and density of housing units.
- Projected population.
- Commercial development.
- Schools.
- Parks, trails and open space.
- Environmentally sensitive areas.
- Roads, sidewalks and traffic.
- Servicing, including water, sanitary sewer and stormwater management.
- Development phasing.

Preparation of the Ospika South Neighbourhood Plan will be guided by policies contained in the City of Prince George's OCP. The OCP is available for viewing online at [http://www.city.pg.bc.ca/city\\_services/ocp](http://www.city.pg.bc.ca/city_services/ocp). Copies are also available for review at the Development Services Department at City Hall.

### **Getting Involved**

Attached is a survey with a series of statements for your response. The responses received will help the City in ensuring that the plan covers the issues of interest to existing area residents

It would be appreciated if you could respond to the survey by November 12<sup>th</sup>, 2004. It can be mailed, faxed or hand delivered to City Hall.

The City will be holding a public information meeting in late Fall at which time the results of the survey will be presented along with some initial concept plans for the Ospika South Neighbourhood. The meeting date, time and location will be posted on the City's website and advertised in the newspaper once details are finalized.

City staff and consultants will be at the public information meeting and there will be opportunities to ask questions and provide further input to the planning process for the neighbourhood.

Following completion of the plan, it will be presented by staff to City Council for consideration of policy adoption. This is expected to occur by the Spring of 2005.

### **Questions?**

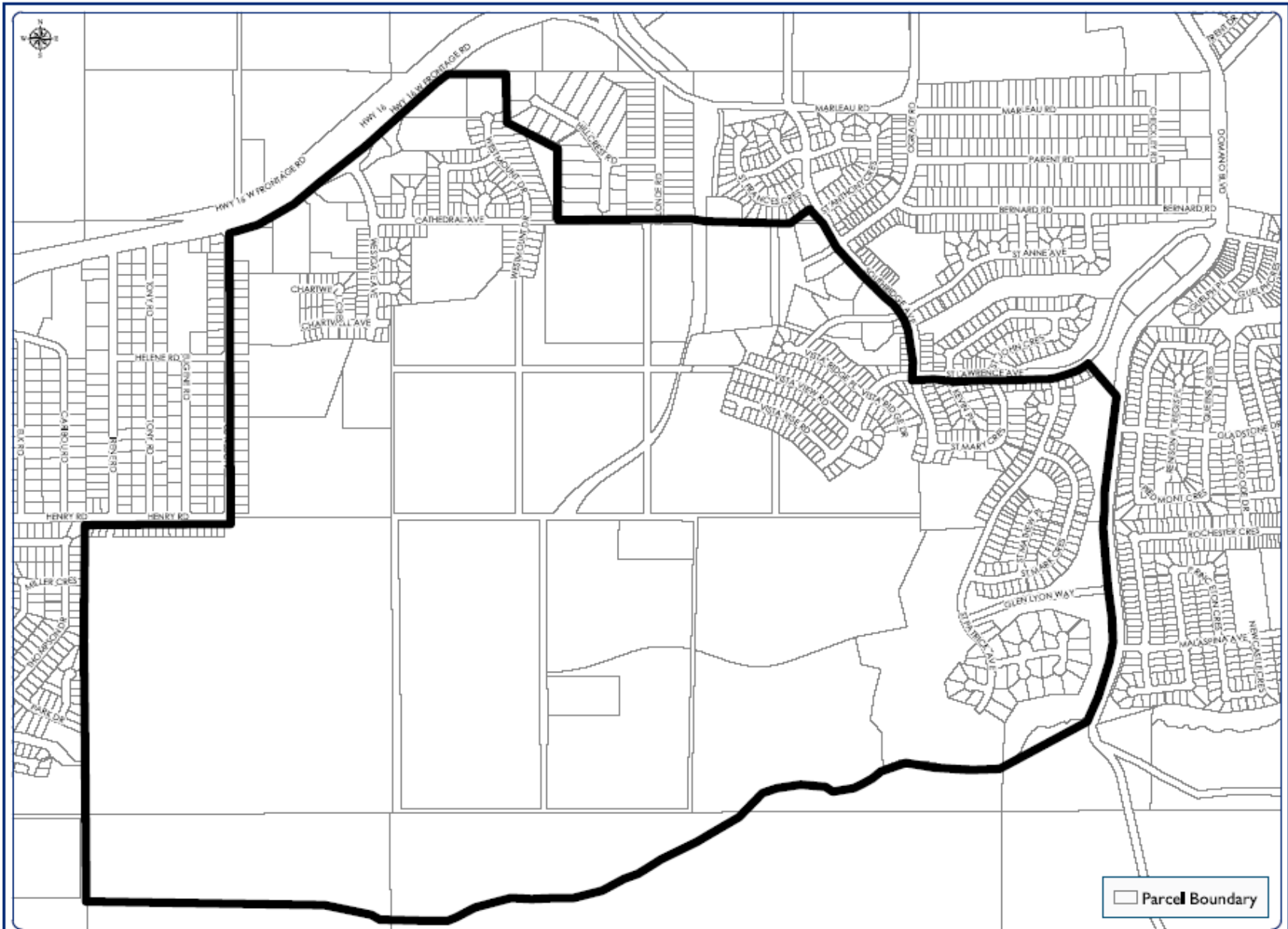
Contact Grant Bain, Manger of Long Range Planning, at City Hall:

- Phone... 250-561-7612
- Fax... 250-561-7721
- Email...gbain@city.pg.bc.ca.

### **Helping Identify the Issues**

The Ospika South Neighbourhood is already partially developed. Based on the development that has occurred to date and what you feel will be important as the neighbourhood continues to develop, please provide your response to each of the following statements on the attached survey. Space is provided under each question to elaborate upon your response if you wish.





## Ospika South Neighbourhood Plan – Community Survey

For each statement, please check the box that best describes your agreement or disagreement with the statement.

1. The neighbourhood provides a good mix of housing choices (single family, mobile homes, townhouses, apartments).

Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree

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2. Local convenience shopping would be beneficial in the neighbourhood as it develops.

Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree

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3. Schools should be developed in the neighbourhood if there is sufficient need rather than having students travel to schools outside the neighbourhood.

Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree

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4. Parks and trail development will be critical as this neighbourhood continues to develop.

Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree

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**5. Environmentally sensitive areas have been adequately protected as development has proceeded in the neighbourhood.**

<b>Strongly Disagree</b>	<b>Disagree</b>	<b>Neutral</b>	<b>Agree</b>	<b>Strongly Agree</b>

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**6. The road network in the neighbourhood adequately handles traffic.**

<b>Strongly Disagree</b>	<b>Disagree</b>	<b>Neutral</b>	<b>Agree</b>	<b>Strongly Agree</b>

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**7. The sidewalk and trail network in the neighbourhood allows easy pedestrian and cyclist movement.**

<b>Strongly Disagree</b>	<b>Disagree</b>	<b>Neutral</b>	<b>Agree</b>	<b>Strongly Agree</b>

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**8. Are there any issues or concerns not covered above that you want to make sure are addressed as part of the Ospika South Neighbourhood planning process?**

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**Thank you for taking the time to respond. Please mail, hand deliver or fax (250-561-7721) your completed two-page survey to City Hall by November 12, 2004.**

## APPENDIX 2

**City of Prince George**

**Ospika South Neighbourhood Plan Open House Survey**

**November 30, 2004**

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This Open House is an opportunity for members of the public to learn more about how the Ospika south Neighbourhood will develop and to provide their comments on the plan to help shape the final product.

1. **Was this Open House helpful in providing you with an understanding of what is planned for the Ospika South Neighbourhood?**

**Yes / Somewhat/ No**

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2. **Do you have any suggestions for how the plan could be improved?**

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3. **Other Comments:**

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Please deposit your completed survey in the box. Thank you.