

Rezoning Amendment Application No. RZ100789

Handlen Road Proposed Land Use Changes FAQ

L&M Engineering Limited (L&M) is pleased to provide this Frequently Asked Questions (FAQ) handout, supplementary to Rezoning Amendment Application No. RZ100789 for 4393 Handlen Road. The proposed zoning amendment is consistent with the Official Community Plan (OCP), so no Public Hearing has been scheduled; however, we recognize the importance of providing answers to the most commonly asked questions by Council and the public about this type of land use amendment. We hope this brief FAQ handout will help to address concerns and provide reassurance to Council and the neighbourhood that this application won't negatively impact the surrounding neighbours.



What is the proposed Zoning Amendment for?

The vision for the subject property is to provide one modest sized apartment building as permitted within the proposed RM5 zone. As commercial uses such as a service station and a convenience store are located directly East of the subject property and future three and four plex housing will be located directly West, the subject property provides an ideal location for densification and infill. The housing form proposed will be a transitional use that will ensure that there is an appropriate range of housing form density in the area while providing more housing choice and availability within the neighbourhood.

Will there be any changes to the City's Official Community Plan?

No, the City has identified lands at key intersections and along main collector roads for increased residential density because these areas fall along established transit routes, are close to schools and amenities and support the servicing demands and traffic volumes associated with multiple-family dwellings. No amendment to the OCP is required to support this application.

The subject property is also designated as Growth Priority in Schedule B-4 Growth Management of the OCP. The growth priority designation encourages infill and development within existing neighbourhoods in an effort to make the best use of existing infrastructure. The Growth Management policies of the OCP strongly encourage this type of densification because the compact nature of the proposed development is consistent with the strategies to strengthen neighbourhoods within established areas of the City.

Can the nearby schools support additional school-aged residents in the area?

The School District has different tools to estimate school populations and determine catchment areas. In 2015, a Long-Range Facility Plan was prepared that considered school catchment planning up until 2025. The strategy supports amending the catchment area boundaries as a first line of defense against overcrowding (with existing students grandfathered into their current catchment area), followed by the addition of portables and then consideration of expansion or replacement of existing facilities. Basically, students entering the school system who attend the public school system are guaranteed to be placed in a school within a reasonable distance to their home.

The area surrounding the property is ideally located within the Heather Park catchment (which has capacity for additional students), multiple daycares, strong start programs and Shas Ti Kelly Road Secondary, which also currently has capacity for additional students. There is also a request to the Ministry for a 4-classroom addition to Springwood Elementary School.

There is a policy on SD57's website that stipulates that once a student begins at a school, they are permitted to continue regardless of school catchment boundary adjustments, which ensures that even if the proposed development attracts school-aged families, it will not impact existing families who currently attend the schools in the area.

Is there really a housing need for this type of development at this location?

Yes, in 2022 the City of Prince George updated their Housing Needs Report, which identified that the City will need approximately 8,123+ housing units distributed through all housing forms by 2031 including 3,100+ purpose-built market rental units. The Hart community is dominated by single-family housing types, which creates limited opportunities for aging in place, downsizing and alternative housing forms. During former public consultation between the City and Hart Residents, a notable lack of alternatives to the conventional single-family homes was listed as a barrier to being able to live in the Hart. The OCP identifies the importance of providing a diverse housing stock that provides options for people at all of life's stages and abilities.

How is the traffic going to be managed?

As part of the background research and due diligence for the application, a Traffic Analysis was completed by a professional engineer to calculate the traffic volumes that could be generated by the future development. This Traffic Analysis is available to the public and confirmed that based on the maximum number of units that could be developed on the property (calculated by multiplying the lot size with the density permitted in the RM5 zone), a max of 40 units will have minimal traffic impacts to the surrounding traffic network. The property is proposed to be accessed only via Handlen Road with no direct access to Kelly Road. Beyond the scope of the formal Traffic Analysis, L&M also considered the traffic impacts within the wider context of the other proposed developments in the area and found that the existing traffic infrastructure can support the additional traffic volumes associated with a multiple-family building in the RM5 zone as proposed.

The existing traffic infrastructure supports pedestrian safety and includes a lighted intersection at Handlen Road and Highway 97 N, a 4-way crossing at the intersection of Handlen Road and Kelly Road as well as pedestrian sidewalks providing safe access along Kelly Road and around the perimeter of the Shas Ti Kelly Road Secondary School. Multiple cross walks provide safe crossings from the existing neighborhoods into the Shas Ti Kelly Road Secondary School. Future sidewalks may also be required by the City as a condition of future Building Permits for an apartment building proposed on the property.

Also, under the current zoning, there are permitted uses that would generate more traffic than the proposed RM5 zone and apartment building. This zoning amendment effectively "down-zones" to a list of permitted uses that generate less traffic than what is currently permitted on the property.

How will the Zoning Bylaw impact future development on the property?

The maximum density of the RM5 zone is 125 dwellings per hectare; however, given the size of the property (0.3170 hectares), the maximum number of units that could be developed on the property is 40 units. This calculation, however, does not take into consideration the lands required for parking, landscaping, setbacks, drive-aisles, snow storage and height limitation to 4 storeys. In reality, the actual density of any future Multiple-family building is restricted by these requirements of the Zoning Bylaw so 40 units would not likely be achievable.

What would a multiple-family building look like on the property?

Section 9.3 of the OCP requires any building on a lot zoned for multiple family development to trigger a future Multiple Form and Character Development Permit for form and character. This future Development Permit will provide information on how the building looks and fits within the property including a detailed plan for building massing, building materials, parking, landscaping, snow storage and Crime Prevention Through Environmental Design (CPTED) best practices.

How would a multiple-family building be serviced there?

Municipal services for sanitary sewer, stormwater and water for drinking and fire suppression are all accessible via Handlen Road and Kelly Road and are appropriately sized so that upgrades are not anticipated to be required to service a future multiple-family development. A more detailed Servicing Design Brief will be a requirement of Final Reading and Adoption of this application, which will identify the site-specific servicing demand and the upgrades (if any) required to support the development.

Since services are available at the property line, this development is considered an infill development project that will maximize the efficiency of existing infrastructure within the area. All extension and connection fees are paid for by the Developer so the City would not be required to cover the construction costs or fees associated with servicing the site.

We know that there have been a lot of new zoning applications in this neighbourhood in the last 3 years, which are now at varying levels of completion. L&M remains committed to working with the neighbourhood on this application as well as the other development applications that we have been involved in within this neighbourhood. We hope that Council or members of the public will contact the undersigned via the contact information provided below with any questions about the proposed zoning amendment, the uses that would be permitted and how these changes would look within the existing neighbourhood if Council supports the application. We look forward to hearing from you.

Sincerely,



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