

September 20<sup>th</sup>, 2024

City of Prince George  
 Planning and Development  
 1100 Patricia Boulevard  
 Prince George, BC, V2L 3V9

**Rezoning of the Eastern Portion of The South West ¼ of the North West ¼ of District Lot 1599 Cariboo District Except Plans H705, 22760, PGP35931, and EPP64091 (7277 Bear Road, Prince George)**

The Owner is proposing to develop a seniors' community living housing on an 8.41 ha portion of 7277 Bear Road, in the southwest part of Prince George. The development would require the subject area to be rezoned from AG to RM1.

**BACKGROUND**

The subject parcel is adjacent to Bear Road, Henry Road, and Highway 16 W. It is currently vacant land that is treed and contains significant slopes in the middle portion.

Location	7277 Bear Road
Legal Description	South West 1/4 of North West 1/4 District Lot 1599 Cariboo District Except Plans H705, 22760, PGP35931, EPP64091
Current Use	Vacant Land
Current Zoning	AG
Portion Subject Property Size	8.41 ha
Future Land Use	Neighbourhood Residential
Growth Management Class	Infill
Proposed Zoning	RM1

**Surrounding land use**

North	Commercial Storage (C6)
South	Elementary School (P2)
East	Single Family Residential (RS1)
West	Vacant land (AG)

The proposed development is located within 200m of public transit at Henry Road and Greg Road and is 1.5km from Fire Hall #3.

The subject parcel is located ~260m north of Jolley Market Foods located on Hwy 16W Frontage Road, ~690m northeast of Shell gas station located on Hwy 16W and Gauthier Road, ~600m south from Bon Voyage strip mall located on Hwy 16 W, and 3.5 km west of Walmart located on Southridge Avenue.

## PROPOSED DEVELOPMENT

The proposed development envisioned would be a self-contained independent living Seniors Community. This development is intended to provide rental opportunities for seniors, resulting in one lot with one owner and is not intended to be a strata development. All internal roads and services will be the responsibility of the development owner. Landscaping, road maintenance, and snow removal will be the responsibility of the development owner. A comparable example of the type of development is the Country Acres Seniors Community or Hart Haven, both on the John Hart Highway.

The dwelling units would be one and two-story row housing, comprising of one and two-bedroom units. The units will be arranged in four and six plex buildings, fronting onto internal community roads/ The units will contain a variety of accessibility features to accommodate a variety of senior's needs.

RM1 zoning has a maximum density of 30 dwellings/ha. The Owner is proposing 170 units which equates to 20.2 unit/ha. The Owner is requesting that the density not be restricted to 170 units and would like the ability to develop to the maximum density of 30 units/ha (252 units) should the concept design change.

Building form and characteristics would consist of siding and faux brick finish, asphalt roof, similar to existing residential development in Prince George. Examples can be found in Appendix B. Form and Character of the development will be consistent with the Neighbourhood Residential designation and Section 8.8 of the Zoning Bylaw 7850, 2007.

The buildings will not exceed 10m in height in order to be consistent with the adjacent residential properties to the east. The roads and buildings will be terraced along site contours to minimize road grades and earth works. Buildings that are situated east to west will be stepped according to contours. Visual impacts of the proposed development on neighboring properties will be minimized with fencing, lower terraced buildings to the west, and original tree buffers.

The internal roads consider a design of Passenger Vehicle Access (HSU) with a maximum speed of 40 km/hr, however it is intended to cap the speed limit at 15 km/hr. The internal roads have a maximum grade of 11%, and include curb and gutter, with sidewalk on one side. Project design criteria are included as Appendix A.

Although driveways are shown for each unit, it is possible that some units/buildings may be designed without driveways.

The development will also include a community amenity center that could be used for gatherings or a potential future small essentials store and a cafeteria style gathering space (for residence use only). This would require future rezoning for this area to commercial (NOT included in this rezoning application).

A 10+meter buffer or existing trees/vegetation will be kept on the south and west boundary of the development. This buffer will address the necessary offset from the Fortis gas line along Highway 16W, as well as noise attenuation from the highway traffic.

The internal open area remaining will include a walking trail looping from north Bear Road to south Bear Road, to the Community Amenity Center and west to the Highway beyond. This internal area will include grass and low maintenance vegetation according to Bylaw 7850, 2007, 6.4.2. There would be potential for community gardening or outdoor activities in a community atmosphere.

The site will be fenced along the north and east boundary outside of the vegetated buffer area according to Prince George zoning bylaws.

The Bear Road neighbourhood does not have concrete sidewalks therefore the owner would propose an offsite path/trail along Bear and Henry Road consistent with the development on North Nechako.

## BENEFITS OF DEVELOPMENT

Approximately 13% of Prince George's population was within the 65-84 age range in 2022, with that number expected to increase slightly.

The *City's Housing Needs Report*, updated December 2022, identifies an increasing need for housing for seniors, ranging from independent living to care homes.

Seniors provided feedback through the preparation of the *City's Housing Needs Report* identifying the desire for smaller alternatives to single family homes, as well as spaces that addressed accessibility needs. Much of the residential construction within Prince George is single family homes or apartments.

From 2020 to June 2024 a total of 134 Multi-Family new building permits have been issued by the City of Prince George. These permits exclude duplexes and renovations/additions/repairs, however there is no breakdown of the number of multi-family housing permits issued that addresses the needs of seniors.

This proposal development would provide a rental alternative for seniors as they downsize. A development of this nature would provide a sense of community combined with outdoor space. Although It may be viewed as more desirable to be within the Prince George Bowl area due to proximity to community amenities, there is a limited vacant land base of the required size for a project of this type. Also, there will be seniors that prefer to live in a more rural setting.

## CONCLUSION

The proposed development would address issues identified by seniors in the *City's Housing Needs Report* and increase the housing inventory of independent living for seniors.

Please contact the undersigned if you have any questions or require further information.

Sincerely,

McElhanney Associates Land Surveying Ltd.



Shauna C. Goertzen, BCLS, CLS  
Survey Division Manager



APPENDIX A

## Project Design Criteria

### 7277 Bear Road Development Geometric Design Criteria

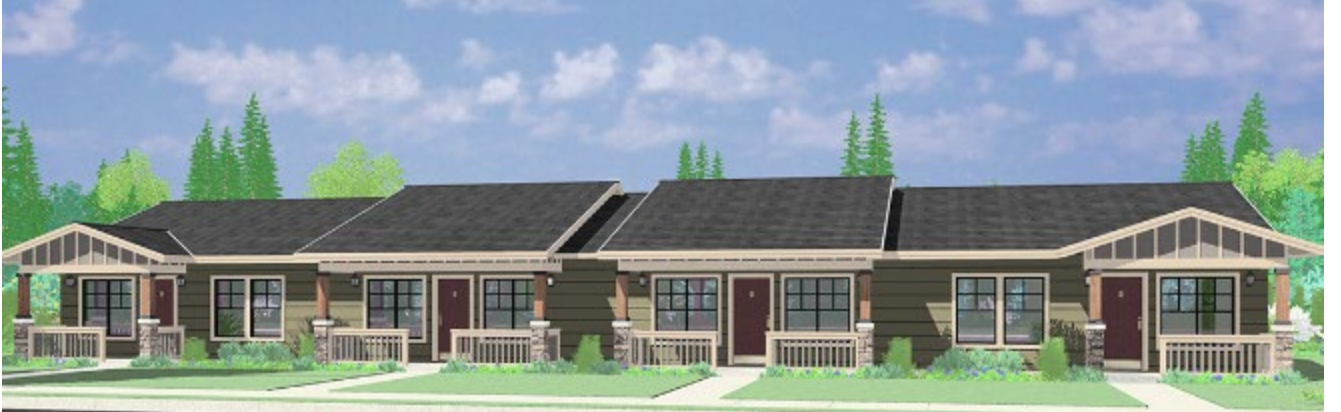
Project:	7277 Bear Road Development
Type of use:	Residential
Location:	Near Bear Road/ Henrey Road intersection (Prince George, BC)
Design Criteria	Passenger Vehicle Access (HSU)

Item	Proposed Project Criteria (a)	Comments / Notes	Reference
<b>Design Vehicle</b>			
Road Classification	ULU	Urban Local Undivided	TAC (Note 1) Chaper 2 Figure 2.4.3
Vehicle	HSU	Heavy Single Unit (HSU) truck design vehicle	
Width	2.6 m		
Length	11.5m	Assume Local Road	
Average Daily Traffic	<1000vpd	(Traffic study needed for better vestimate)	
<b>Grade</b>			
Maximum Grade	15%	Mountainous topography assumed	TAC Chaper 3 Table 3.3.1
Desired Maximum Grade	11%		
Minimum Grade	1%	Recommended to accommodate reliable drainage	
<b>Design Speed</b>			
Intersection Turning Speed	20 km/h	Use lower design speeds at intersections.	
Road Segments	40 km/h	Variable to suit location / geometry /conditions	
<b>Vertical Curves</b>			
Sag curve (min. "K" value) for 20km/h	1	Assume illuminated roadway	TAC Chaper 3 Table 3.3.2 & 3.3.5
Sag curve (min. "K" value) for 40km/h	4	Minimum length of vertical curve should be no less than the design speed in km/h	
Crest curve (min. "K" value) for 40km/h	4		
<b>Horizontal Alignment</b>			
Design Speed 40 km/h	Min. Radius=45 m	(at 4% superelevation)	TAC Chaper 3 Table 3.2.4
<b>Min. Stopping Sight Distance (SSD)</b>	50m		TAC Chaper 3 Table 3.3.2
<b>Superelevation</b>	4% max		
<b>Normal Crossfall</b>	2%	Use lower design speeds at intersections.	TAC Chaper 3 Table 3.2.8
<b>Safety Barrier</b>			
Concrete Roadside Barrier Height	0.69m	Safety Elements to be considered when roadside embankment height >3m. Use barrier index nomograph for warrant	BC Supplement to TAC Safety Barriers Table 610.A
<b>Road Width</b>			
Two Lane Road Width	10.0m	Urban Local Road	City of Prince George Standard Drawing R1
<b>Embankment Slopes</b>			
Cut/ Fill	2:1	Additional consideration or geotechnical support may be needed for embankment heights >5m	City of Prince George Standard Drawing R1
<b>Typical Pavement Structure</b>			
Pavement	65mm		City of Prince George Standard Drawing R1
Base	80mm		
Sub base	750mm		
Assumed Stripping Depth	300mm		

APPENDIX B



CREDIT: Houseplans Pro



CREDIT: dgtcom



CREDIT: Houseplans Pro