Subject: FW: Ginter's Green

From: Nancy Alexander <REDACTED>
Sent: Monday, February 24, 2025 7:29 AM
To: cityclerk <cityclerk@princegeorge.ca>
Subject: Ginter's Green

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Dear Mayor and Council Members,

The following is a letter from the organizers behind Ginter's Green Forever. We are really happy that the roads through Ginter's Green have been removed from the OCP, including the Foothills extension to 22nd. Beyond that we are unsure exactly how Ginter's Green is protected in the OCP. We are concerned about the following: • The Future Land Use Schedule keeps the grey right-of-way from Massey to Ferry, rather than designating it as a park. We request that this area be officially designated in the Future Land Use Schedule as a park and have a plan to rezone all properties necessary as P1. • Concerning properties 015 070 531 and 015 069 815 (the subject properties that are for sale and that started Ginter's Green Forever 2.0); these must be removed from the Urban Containment Boundary. It is not an appropriate place for urban sprawl and even though it's private land, it is part of what people consider Ginter's Green. The area consists of steep slopes and is characterized by excessive seepage and runoff most of the year. It represents substantial risk for development but offers substantial value for climate change mitigation, erosion protection and urban forest values. The risks associated with the development of such properties is significant. We point to situations in other BC communities where such development on inappropriate lands have led to houses literally falling off sudden cliffs and deaths as residents died when their properties slid. Indeed we note Ginter's Green was established when the house on the upper level was actually swept off its foundations. This opens the municipality to legal risk as well as decisions by individuals to view the community with disapprobation. Imagine standing at the Ginter's Mansion or at the end of Ferry and standing at the edge of developments - the visual quality of Ginter's Green would be substantially diminished if there is development above the old house site. If these properties stay in the Urban Containment Boundary Ginter's Green will always be at risk for development. The properties are Rural Resource in the Future Land Use Schedule, so it seems like an easy ask to have them removed from the Urban Containment Boundary. • To ensure a long term vision for the area, the current Mayor and Council Members need to make a commitment. The people who love Ginter's are always asking us, haven't we protected it yet? With the roads gone, the right-of-way rezoned, and these properties removed from the Urban Containment Boundary, I think we could confidently say "YES". That would be a great legacy you can leave for the future of Prince George. Our group has heard a lot of concern about the general lack of respect for urban forests in the OCP, including the north end of Moore's Meadow and the yellow area in the Growth Management Schedule on the escarpment and off Tyner Boulevard. The OCP is full of goals to make PG walkable and grow in a way that protects green space. Yet, when you look at the policies, the main policy to implement this is the Urban Containment Boundary, but it contains a significant amount of forest, especially on the escarpment. Urban forests offer the most value if they remain undeveloped. Because of this, Ginter's Green Forever is also requesting that the entire yellow part of the Urban Containment Boundary on the escarpment and Tyner Boulevard be removed. Please also remove the north end of Moore's Meadow from the Urban Containment Boundary. Ginter's Green Forever is often asked if we are "anti-development" or we are

asked where we would want development to happen? Our city has more than enough sites that could be used for true infill (i.e., brownfield development). So between brownfield development and a robust policy including mixed use development, we should be more than able to meet our housing needs. There should be mixed use opportunities in every neighbourhood and for every development, not only downtown. That's how you create a walkable city, prevent sprawl, and lower taxes (Have you watched Suburbia is Subsidized? https://www.youtube.com/watch?v=7Nw6qyyrTeI). One final note on engagement. Almost three years ago our group was promised that the OCP would be the tool we could use to advocate to protect Ginter's Green and urban forests. We assumed that our group would be consulted for that purpose. We'd like to point out that we were only invited to one round table meeting. We were accused of "being over represented" when we organized to make sure folks came to public engagement sessions. There was never any real dialogue or collaboration. We bring this up, so that better consultation can be done in the future. We are also concerned that the public hearing is scheduled to be held over the school spring break. Because public consultation is so important to the OCP process, it seems like in this instance, it should be scheduled when more people are available to attend.

Sincerely,
with permission
Copied from Ginter's Green Forever,
Nancy Alexander
4321 Galinis Ave., Prince George, BC
REDACTED

This email originated from outside the organization. Do not click on links or open attachments unless you recognize and trust the sender and know the content is safe.

Subject: FW: Automatic reply: Ginter's Green

From: Nancy Alexander <REDACTED>
Sent: Monday, February 24, 2025 8:11 AM
To: cityclerk <cityclerk@princegeorge.ca>
Subject: Re: Automatic reply: Ginter's Green

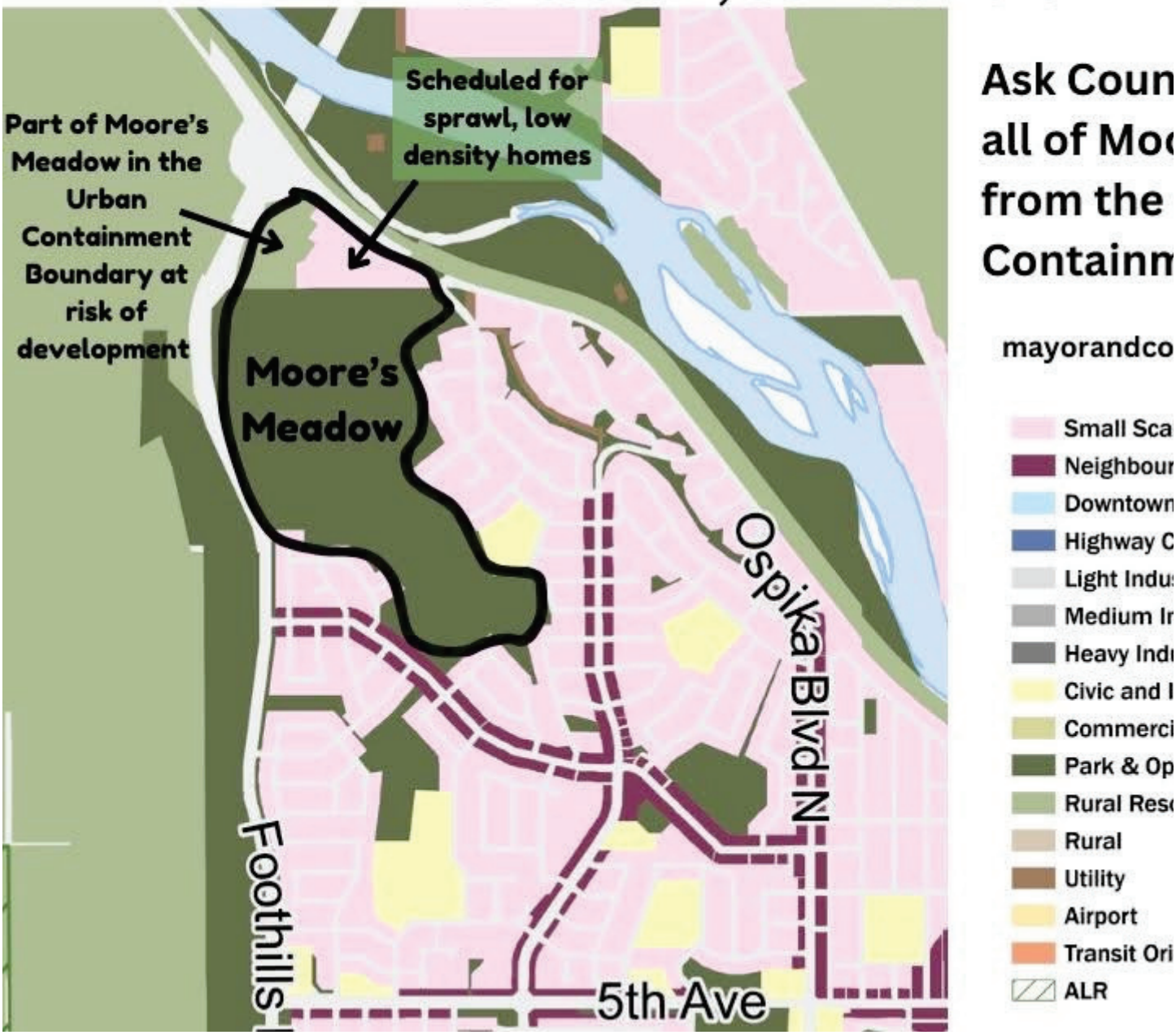
You don't often get email from REDACTED. Learn why this is important

Dear Mayor and council,
Please remove all of Moores Meadow from the Urban Containment Boundary. This special place is important to leave as a natural resource for the benefit of the community and mental health.
Thank you, Sincerely,
Nancy Alexander
4321 Galinis Ave., Prince George, BC
REDACTED

Future Land Use

showing the at-risk north end of Moore

Schedule 12; OCP Feb. 2025



Subject: FW: Green's Green Forever's response to the OCP
Attachments: Ginters_ OCP 2nd reading.pdf; Ben Ginter Property mapping breakdown.png

From: Jenn Matthews <[redacted]>
Sent: Saturday, February 22, 2025 4:24 PM
To: Mayor and Council <mayorandcouncil@princegeorge.ca>; cityclerk <cityclerk@princegeorge.ca>
Cc: James Steidle <[redacted]>; Kim Menounos <[redacted]>; Lorne Clarke <[redacted]>; Selene Maxwell <[redacted]>; Shirley Burkinshaw <[redacted]>; Zoë Meletis <[redacted]>; Annie Booth <[redacted]>
Subject: Green's Green Forever's response to the OCP

Dear Mayor and Council Members,

The following is a letter (also attached) from the organizers behind Ginter's Green Forever.

We are really happy that the roads through Ginter's Green have been removed from the OCP, including the Foothills extension to 22nd. Beyond that we are unsure exactly how Ginter's Green is protected in the OCP. We are concerned about the following:

-
-
- The Future Land Use Schedule keeps the grey right-of-way from Massey to Ferry, rather
- than designating it as a park. We request that this area be officially designated in the Future Land Use Schedule as a park and have a plan to rezone all properties necessary as P1.
-
-
-
- Concerning properties 015 070 531 and 015 069 815 (the subject properties that are for
- sale and that started Ginter's Green Forever 2.0, see attached map); these must be removed from the Urban Containment Boundary. It is not an appropriate place for urban sprawl and even though it's private land, it is part of what people consider Ginter's Green.
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- the Urban Containment Boundary Ginter's Green will always be at risk for development. The properties are Rural Resource in the Future Land Use Schedule, so it seems like an easy ask to have them removed from the Urban Containment Boundary.
-
-
-
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- to make a commitment. The people who love Ginter's are always asking us, haven't we protected it yet? With the roads gone, the right-of-way rezoned, and these properties removed from the Urban Containment Boundary, I think we could confidently say "YES". That
- would be a great legacy you can leave for the future of Prince George.
-

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Ginter's Green Forever is often asked if we are "anti-development" or we are asked where we would want development to happen? Our city has more than enough sites that could be used for true infill (i.e., brownfield development). So between brownfield development and a robust policy including mixed use development, we should be more than able to meet our housing needs. There should be mixed use opportunities in every neighbourhood and for every development, not only downtown. That's how you create a walkable city, prevent sprawl, and lower taxes (Have you watched Suburbia is Subsidized? https://www.youtube.com/watch?v=7Nw6qyyrTeI).

One final note on engagement. Almost three years ago our group was promised that the OCP would be the tool we could use to advocate to protect Ginter's Green and urban forests. We assumed that our group would be consulted for that purpose. We'd like to point out that we were only invited to one round table meeting. We were accused of "being over represented" when we organized to make sure folks came to public engagement sessions. There was never any real dialogue or collaboration. We bring this up, so that better consultation can be done in the future. **We are also concerned that the public hearing is scheduled to be held over the school spring break.** Because public consultation is so important to the OCP process, it seems like in this instance, it should be scheduled when more people are available to attend.

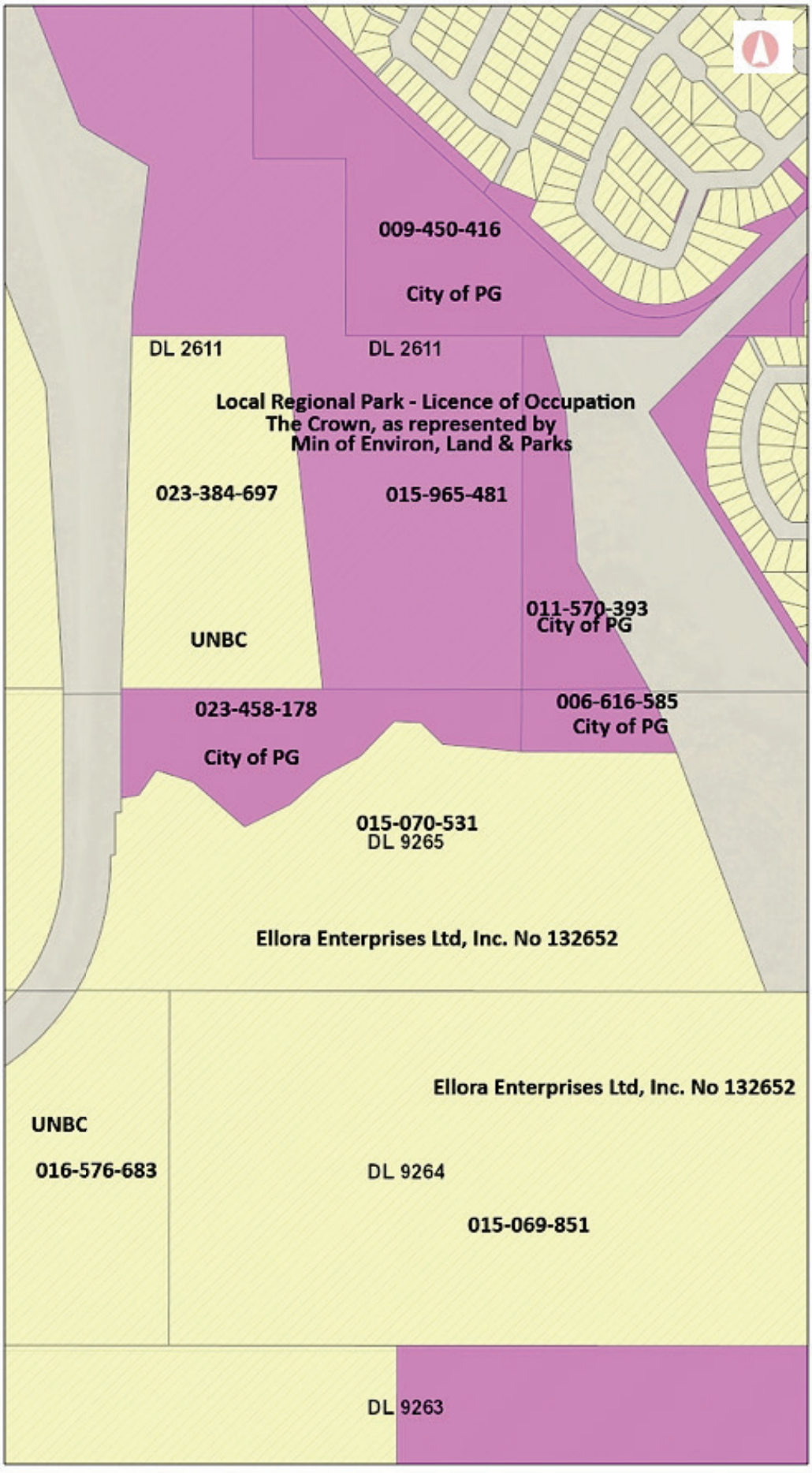
Sincerely,

Ginter's Green Forever

Jenn Matthews
James Steidle
Kim Menounos
Lorne Clarke
Selene Maxwell
Shirley Burkinshaw
Dr. Zoë Meletis
Dr. Annie Booth

650 Tay Crescent
V2M 3V2

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009-450-416
City of PG
DL 2611
DL 2611
Local Regional Park - Licence of Occupation
The Crown, as represented by
Min of Environ, Land & Parks
023-384-697
015-965-481
011-570-393
City of PG
UNBC
023-458-178
City of PG
006-616-585
City of PG
015-070-531
DL 9265
Ellora Enterprises Ltd, Inc. No 132652
Ellora Enterprises Ltd, Inc. No 132652
UNBC
016-576-683
DL 9264
015-069-851
DL 9263

Subject: FW: Keep our urban forests

-----Original Message-----
From: Brittany Ringdahl <REDACTED>
Sent: Sunday, February 23, 2025 6:15 PM
To: cityclerk <cityclerk@princegeorge.ca>
Subject: Keep our urban forests

[You don't often get email from REDACTED. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Dear Mayor and Council Members,

The following is a letter from the organizers behind Ginter's Green Forever.

We are really happy that the roads through Ginter's Green have been removed from the OCP, including the Foothills extension to 22nd. Beyond that we are unsure exactly how Ginter's Green is protected in the OCP. We are concerned about the following:

- The Future Land Use Schedule keeps the grey right-of-way from Massey to Ferry, rather than designating it as a park. We request that this area be officially designated in the Future Land Use Schedule as a park and have a plan to rezone all properties necessary as P1.

- Concerning properties 015 070 531 and 015 069 815 (the subject properties that are for sale and that started Ginter's Green Forever 2.0); these must be removed from the Urban Containment Boundary. It is not an appropriate place for urban sprawl and even though it's private land, it is part of what people consider Ginter's Green. The area consists of steep slopes and is characterized by excessive seepage and runoff most of the year. It represents substantial risk for development but offers substantial value for climate change mitigation, erosion protection and urban forest values. The risks associated with the development of such properties is significant. We point to situations in other BC communities where such development on inappropriate lands have led to houses literally falling off sudden cliffs and deaths as residents died when their properties slid. Indeed we note Ginter’s Green was established when the house on the upper level was actually swept off its foundations. This opens the municipality to legal risk as well as decisions by individuals to view the community with disapprobation. Imagine standing at the Ginter's Mansion or at the end of Ferry and standing at the edge of developments - the visual quality of Ginter’s Green would be substantially diminished if there is development above the old house site. If these properties stay in the Urban Containment Boundary Ginter's Green will always be at risk for development. The properties are Rural Resource in the Future Land Use Schedule, so it seems like an easy ask to have them removed from the Urban Containment Boundary.

- To ensure a long term vision for the area, the current Mayor and Council Members need to make a commitment. The people who love Ginter's are always asking us, haven't we protected it yet? With the roads gone, the right-of-way rezoned, and these properties removed from the Urban Containment Boundary, I think we could confidently say "YES". That would be a great legacy you can leave for the future of Prince George.

Our group has heard a lot of concern about the general lack of respect for urban forests in the OCP, including the north end of Moore's Meadow and the yellow area in the Growth Management Schedule on the escarpment and off Tyner Boulevard. The OCP is full of goals to make PG walkable and grow in a way that protects green space. Yet, when you look at the policies, the main policy to implement this is the Urban Containment Boundary, but it contains a significant amount of forest, especially on the escarpment. Urban forests offer the most value if they remain undeveloped. Because

of this, Ginter's Green Forever is also requesting that the entire yellow part of the Urban Containment Boundary on the escarpment and Tyner Boulevard be removed. Please also remove the north end of Moore's Meadow from the Urban Containment Boundary.

Ginter's Green Forever is often asked if we are "anti-development" or we are asked where we would want development to happen? Our city has more than enough sites that could be used for true infill (i.e., brownfield development). So between brownfield development and a robust policy including mixed use development, we should be more than able to meet our housing needs. There should be mixed use opportunities in every neighbourhood and for every development, not only downtown. That's how you create a walkable city, prevent sprawl, and lower taxes (Have you watched Suburbia is Subsidized? https://www.youtube.com/watch?v=7Nw6qyyrTeI).

One final note on engagement. Almost three years ago our group was promised that the OCP would be the tool we could use to advocate to protect Ginter's Green and urban forests. We assumed that our group would be consulted for that purpose. We'd like to point out that we were only invited to one round table meeting. We were accused of "being over represented" when we organized to make sure folks came to public engagement sessions. There was never any real dialogue or collaboration. We bring this up, so that better consultation can be done in the future. We are also concerned that the public hearing is scheduled to be held over the school spring break. Because public consultation is so important to the OCP process, it seems like in this instance, it should be scheduled when more people are available to attend.

Sincerely,

Ginter's Green Forever
Brittany A. Ringdahl RDH
REDACTED
2663 Capella Dr
Prince George BC
V2N 5L5
This email originated from outside the organization. Do not click on links or open attachments unless you recognize and trust the sender and know the content is safe.

Subject: FW: Ginters Development Plan

From: Jennifer Stevenson <REDACTED>
Sent: Sunday, February 23, 2025 6:48 PM
To: Mayor and Council <mayorandcouncil@princegeorge.ca>
Cc: cityclerk <cityclerk@princegeorge.ca>
Subject: Ginters Development Plan

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Dear Mayor and Council Members,

I am writing to express my concerns regarding the proposed development plans for the green space at Ginters, a valuable and cherished area within our city. This space is frequented by countless residents for various recreational outdoor activities. It provides an essential escape for many, enhancing the quality of life for our community.

As urban development continues to grow, it is vital that we preserve our green spaces, which serve as essential hubs for well-being, environmental sustainability, and biodiversity. Ginters has become a sanctuary for nature lovers, dog owners, and outdoor enthusiasts, and it is critical that this area remains protected from further development.

I urge the City of Prince George to revise the urban containment boundary to exclude the properties 015 070 531 and 015 069 851 from the scope of any proposed developments. Protecting this space is crucial for maintaining the balance between urban growth and environmental preservation, ensuring that future generations will continue to benefit from the natural beauty and recreational opportunities it provides.

Thank you for your attention to this important matter. I look forward to your support in preserving this valuable green space for the benefit of our community.

Sincerely,

Jennifer Stevenson

REDACTED

191 McQueen Crescent

Prince George, BC

V2M 4R7

This email originated from outside the organization. Do not click on links or open attachments unless you recognize and trust the sender and know the content is safe.

Subject: FW: OCP AMENDMENT.

From: Dave Parmar <[redacted]>
Sent: Sunday, February 23, 2025 6:43 AM
To: cityclerk <cityclerk@princegeorge.ca>
Subject: Fwd: OCP AMENDMENT.

You don't often get email from [redacted]. Learn why this is important

Hi . I would like to request council members and mayor . It would be appreciated if they get some involvement from land development and businessman to share their thoughts about what kind changes will make city safe,grow and better living place in canada. Please help us. Thanks!

Dave parmar
108-4275 22ave

Subject: FW: Save our Greenspace and wildlife corridors!
Attachments: Moore's Meadow.png

From: Michelle Oster <[redacted]>
Sent: Monday, February 24, 2025 9:16 AM
To: Mayor and Council <mayorandcouncil@princegeorge.ca>
Cc: cityclerk <cityclerk@princegeorge.ca>
Subject: Save our Greenspace and wildlife corridors!

Some people who received this message don't often get email from [redacted]. Learn why this is important

To the Major and City Council:

Please see the message below/attached from the Ginter's Forever group. I wholeheartedly support their efforts!

I'm reaching out on behalf of the Moore's Meadow Petition effort and to emphasize that initiative as well one more time before the OCP is finalized. ***We are emphatically advocating that the city owned gravel pit off Otway behind Leonard Place be kept the zoning it is -or better yet, assign it as Nature Park and envelop it into the boundaries of Moore's Meadow Park for all current users and future generations.***

We attended all public sessions to provide our feedback. We spoke with city planners, council members, worked with UNBC students to quantify the value of the park to visitors, conducted a petition, held community events in the park and submitted several presentations to document the importance of this land and support the protection of the area and safeguard our wildlife and water supply. There is no point in repeating everything in this email as you've received the feedback many times, in many formats. There is a long list of actions that have already been submitted to argue and support protecting this area.

We were assured that changing the zoning for the gravel pit wasn't on the table. That assurance allowed us to focus on the private property at the end of the meadow (DL2400) as it presents risks to critical city assets. While we've been focusing on creating future mitigation strategies that could help safeguard critical city assets and priorities when that development time comes, the draft plan was released. After a year or more of attending the public sessions and submitting presentations in person and by email, we were heartbroken to see the gravel pit area zone changed to future development!

All efforts have received little to no response from the City. When I moved to Prince George 25 years ago, I was enamored with the thought that average citizens could have a voice. Sadly, that's not feeling true. I've lived on the boundary of the meadow for 20 years, witnessing the wildlife from our yard and wildlife cameras, taking pride seeing and showing off all kinds of wildlife making their way to the river. It is an established wildlife corridor. Last spring, a baby moose was born in that pit. Adorable! We have always been told over the years that this area is not under threat and changing the zoning would never happen due to its location next to the park and well protected areas.

With the sale and future development of the private acreage at the end of the meadow, this is the only space left for wildlife of all kinds to come down from Cranbrook Hill, through Moore's, and down to the river. If we don't protect it, wildlife will be forced into the neighborhoods, causing issues for all. In addition, the area is critical to protect our water supply being adjacent to the city's major well. We have recruitment and retention issues keeping professionals in the city. If we are going to attract and retain them, we need greenspace to do that – it is what makes us stand out from bigger cities. We will already face the risks presented by the massive impact the private development will bring. Add on the all the benefits of greenspace that we all know of and that is well documented, it's an easy, straightforward decision to make within our control. We know its your job to consider the future but its not wrong to protect the values of your

current users and taxpayers – I believe there is a balance here. We live here and know what's best too! The citizens of Prince George have made it clear that parks and greenspace are imperative to our quality of life in the North– we don't need to squeeze in a few more houses in the pit as the acres right below are slated for development. Please leave a legacy for future generations while we can!

We emphatically implore to the Mayor and City Council to: **PLEASE ENCORPORATE THE CITY GRAVEL PIT INTO THE BOUNDARIES OF MOORES MEADOW NATURE PARK.**

And if not, please to reply and state the reasons – is it money? Maybe we can raise it. Please tell us what led to this re-zoning so we can problem solve and contribute to a solution.

We appreciate your help and continued service to our beloved city.

Sincerely,
Michelle Oster
Resident
4770 Leonard Place

****

The following is a letter from the organizers behind Ginter's Green Forever.

Dear Mayor and Council Members,

We are really happy that the roads through Ginter's Green have been removed from the OCP, including the Foothills extension to 22nd. Beyond that we are unsure exactly how Ginter's Green is protected in the OCP. We are concerned about the following:

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https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.youtube.com%2Fwatch%3Fv%3D7Nw6qyyrTeI&data=05%7C02%7CMichelle.Oster%40unbc.ca%7Cae0daeac0fe34521a18f08dd53a920b0%7Ca7ee9abb4885492eb331a6fa051a39bb%7C0%7C0%7C638758708031793357%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIsIlAiOiJXaW4zMiIsIkFOIjoiTWFpbCIsIldUIjoyfQ%3D%3D%7C0%7C%7C%7C&sdata=FWsD2JmDVdjb3ix4HO4auAbclVl9eMnewq0NBzJn0iQ%3D&reserved=0).

One final note on engagement. Almost three years ago our group was promised that the OCP would be the tool we could use to advocate to protect Ginter's Green and urban forests. We assumed that our group would be consulted for that purpose. We'd like to point out that we were only invited to one round table meeting. We were accused of "being over represented" when we organized to make sure folks came to public engagement sessions. There was never any real dialogue or collaboration. We bring this up, so that better consultation can be done in the future. We are also concerned that the public hearing is scheduled to be held over the school spring break. Because public consultation is so important to the OCP process, it seems like in this instance, it should be scheduled when more people are available to attend.

Sincerely,

Ginter's Green Forever

This email originated from outside the organization. Do not click on links or open attachments unless you recognize and trust the sender and know the content is safe.

Subject: FW: Ginters' Green Forever

From: Julia Whittaker <[redacted]>
Sent: Monday, February 24, 2025 9:43 AM
To: Mayor and Council <mayorandcouncil@princegeorge.ca>; cityclerk <cityclerk@princegeorge.ca>
Subject: Ginters' Green Forever

Some people who received this message don't often get email from [redacted]. Learn why this is important

Dear Mayor and Council Members,

The following is a letter from the organizers behind Ginter's Green Forever. We are really happy that the roads through Ginter's Green have been removed from the OCP, including the Foothills extension to 22nd. Beyond that we are unsure exactly how Ginter's Green is protected in the OCP. We are concerned about the following: • The Future Land Use Schedule keeps the grey right-of-way from Massey to Ferry, rather than designating it as a park. We request that this area be officially designated in the Future Land Use Schedule as a park and have a plan to rezone all properties necessary as P1. • Concerning properties 015 070 531 and 015 069 815 (the subject properties that are for sale and that started Ginter's Green Forever 2.0); these must be removed from the Urban Containment Boundary. It is not an appropriate place for urban sprawl and even though it's private land, it is part of what people consider Ginter's Green. The area consists of steep slopes and is characterized by excessive seepage and runoff most of the year. It represents substantial risk for development but offers substantial value for climate change mitigation, erosion protection and urban forest values. The risks associated with the development of such properties is significant. We point to situations in other BC communities where such development on inappropriate lands have led to houses literally falling off sudden cliffs and deaths as residents died when their properties slid. Indeed we note Ginter's Green was established when the house on the upper level was actually swept off its foundations. This opens the municipality to legal risk as well as decisions by individuals to view the community with disapprobation. Imagine standing at the Ginter's Mansion or at the end of Ferry and standing at the edge of developments - the visual quality of Ginter's Green would be substantially diminished if there is development above the old house site. If these properties stay in the Urban Containment Boundary Ginter's Green will always be at risk for development. The properties are Rural Resource in the Future Land Use Schedule, so it seems like an easy ask to have them removed from the Urban Containment Boundary. • To ensure a long term vision for the area, the current Mayor and Council Members need to make a commitment. The people who love Ginter's are always asking us, haven't we protected it yet? With the roads gone, the right-of-way rezoned, and these properties removed from the Urban Containment Boundary, I think we could confidently say "YES". That would be a great legacy you can leave for the future of Prince George. Our group has heard a lot of concern about the general lack of respect for urban forests in the OCP, including the north end of Moore's Meadow and the yellow area in the Growth Management Schedule on the escarpment and off Tyner Boulevard. The OCP is full of goals to make PG walkable and grow in a way that protects green space. Yet, when you look at the policies, the main policy to implement this is the Urban Containment Boundary, but it contains a significant amount of forest, especially on the escarpment. Urban forests offer the most value if they remain undeveloped. Because of this, Ginter's Green Forever is also requesting that the entire yellow part of the Urban Containment Boundary on the escarpment and Tyner Boulevard be removed. Please also remove the north end of Moore's Meadow from the Urban

Containment Boundary. Ginter’s Green Forever is often asked if we are "anti-development" or we are asked where we would want development to happen? Our city has more than enough sites that could be used for true infill (i.e., brownfield development). So between brownfield development and a robust policy including mixed use development, we should be more than able to meet our housing needs. There should be mixed use opportunities in every neighbourhood and for every development, not only downtown. That's how you create a walkable city, prevent sprawl, and lower taxes (Have you watched Suburbia is Subsidized? https://www.youtube.com/watch?v=7Nw6qyyrTeI). One final note on engagement. Almost three years ago our group was promised that the OCP would be the tool we could use to advocate to protect Ginter's Green and urban forests. We assumed that our group would be consulted for that purpose. We'd like to point out that we were only invited to one round table meeting. We were accused of "being over represented" when we organized to make sure folks came to public engagement sessions. There was never any real dialogue or collaboration. We bring this up, so that better consultation can be done in the future. We are also concerned that the public hearing is scheduled to be held over the school spring break. Because public consultation is so important to the OCP process, it seems like in this instance, it should be scheduled when more people are available to attend. Sincerely, Ginter’s Green Forever

Julia Whittaker
306 Lyon Street North

This email originated from outside the organization. Do not click on links or open attachments unless you recognize and trust the sender and know the content is safe.

Subject: FW: Ginter's Green Forever

From: Carolym Shannon <REDACTED>
Sent: Monday, February 24, 2025 10:57 AM
To: cityclerk <cityclerk@princegeorge.ca>
Subject: Ginter's Green Forever

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To the City of Prince George Mayor and Council.

Ginter's Green. This is no place for development.

We are really happy that the roads through Ginter's Green have been removed from the OCP, including the Foothills extension to 22nd. Beyond that we are unsure exactly how Ginter's Green is protected in the OCP. We are concerned about the following:

• The Future Land Use Schedule keeps the grey right-of-way from Massey to Ferry, rather than designating it as a park. We request that this area be officially designated in the Future Land Use Schedule as a park and have a plan to rezone all properties necessary as P1.

• Concerning properties 015 070 531 and 015 069 815 (the subject properties that are for sale and that started Ginter's Green Forever 2.0); these must be removed from the Urban Containment Boundary. It is not an appropriate place for urban sprawl and even though it's private land, it is part of what people consider Ginter's Green. The area consists of steep slopes and is characterized by excessive seepage and runoff most of the year. It represents substantial risk for development but offers substantial value for climate change mitigation, erosion protection and urban forest values. The risks associated with the development of such properties is significant. We point to situations in other BC communities where such development on inappropriate lands have led to houses literally falling off sudden cliffs and deaths as residents died when their properties slid. Indeed we note Ginter's Green was established when the house on the upper level was actually swept off its foundations. This opens the municipality to legal risk as well as decisions by individuals to view the community with disapprobation. Imagine standing at the Ginter's Mansion or at the end of Ferry and standing at the edge of developments - the visual quality of Ginter's Green would be substantially diminished if there is development above the old house site. If these properties stay in the Urban Containment Boundary Ginter's Green will always be at risk for development. The properties are Rural Resource in the Future Land Use Schedule, so it seems like an easy ask to have them removed from the Urban Containment Boundary.

• To ensure a long term vision for the area, the current Mayor and Council Members need to make a commitment. The people who love Ginter's are always asking us, haven't we protected it yet? With the roads gone, the right-of-way rezoned, and these properties removed from the Urban Containment Boundary, I think we could confidently say "YES". That would be a great legacy you can leave for the future of Prince George. Our group has heard a lot of concern about the general lack of respect for urban forests in the OCP, including the north end of Moore's Meadow and the yellow area in the Growth Management Schedule on the escarpment and off Tyner Boulevard. The OCP is full of goals to make PG

walkable and grow in a way that protects green space. Yet, when you look at the policies, the main policy to implement this is the Urban Containment Boundary, but it contains a significant amount of forest, especially on the escarpment. Urban forests offer the most value if they remain undeveloped. Because of this, Ginter's Green Forever is also requesting that the entire yellow part of the Urban Containment Boundary on the escarpment and Tyner Boulevard be removed. Please also remove the north end of Moore's Meadow from the Urban Containment Boundary. Ginter's Green Forever is often asked if we are "anti-development" or we are asked where we would want development to happen? Our city has more than enough sites that could be used for true infill (i.e., brownfield development). So between brownfield development and a robust policy including mixed use development, we should be more than able to meet our housing needs. There should be mixed use opportunities in every neighbourhood and for every development, not only downtown. That's how you create a walkable city, prevent sprawl, and lower taxes (Have you watched Suburbia is Subsidized? https://www.youtube.com/watch?v=7Nw6qyyrTeI).

One final note on engagement. Almost three years ago our group was promised that the OCP would be the tool we could use to advocate to protect Ginter's Green and urban forests. We assumed that our group would be consulted for that purpose. We'd like to point out that we were only invited to one round table meeting. We were accused of "being over represented" when we organized to make sure folks came to public engagement sessions. There was never any real dialogue or collaboration. We bring this up, so that better consultation can be done in the future. We are also concerned that the public hearing is scheduled to be held over the school spring break. Because public consultation is so important to the OCP process, it seems like in this instance, it should be scheduled when more people are available to attend.

Sincerely, Ginter's Green Forever

Carolyn Shannon
4025 22nd Ave.
Prince George, BC

This email originated from outside the organization. Do not click on links or open attachments unless you recognize and trust the sender and know the content is safe.

Subject: FW: Ginters in OCP

From: Torie Beram <REDACTED>
Sent: Monday, February 24, 2025 10:51 AM
To: cityclerk <cityclerk@princegeorge.ca>
Subject: Ginters in OCP

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Dear Mayor and Council Members,

The following is a letter from the organizers behind Ginter's Green Forever and which I fully agree with and support. As an active community group organizing with the future of our greenspaces in mind they hold the same values as me and I echo every concern of theirs listed below:

We are really happy that the roads through Ginter's Green have been removed from the OCP, including the Foothills extension to 22nd. Beyond that we are unsure exactly how Ginter's Green is protected in the OCP. We are concerned about the following:

- The Future Land Use Schedule keeps the grey right-of-way from Massey to Ferry, rather than designating it as a park. We request that this area be officially designated in the Future Land Use Schedule as a park and have a plan to rezone all properties necessary as P1.
- Concerning properties 015 070 531 and 015 069 815 (the subject properties that are for sale and that started Ginter's Green Forever 2.0); these must be removed from the Urban Containment Boundary. It is not an appropriate place for urban sprawl and even though it's private land, it is part of what people consider Ginter's Green. The area consists of steep slopes and is characterized by excessive seepage and runoff most of the year. It represents substantial risk for development but offers substantial value for climate change mitigation, erosion protection and urban forest values. The risks associated with the development of such properties is significant. We point to situations in other BC communities where such development on inappropriate lands have led to houses literally falling off sudden cliffs and deaths as residents died when their properties slid. Indeed we note Ginter's Green was established when the house on the upper level was actually swept off its foundations. This opens the municipality to legal risk as well as decisions by individuals to view the community with disapprobation. Imagine standing at the Ginter's Mansion or at the end of Ferry and standing at the edge of developments - the visual quality of Ginter's Green would be substantially diminished if there is development above the old house site. If these properties stay in the Urban Containment Boundary Ginter's Green will always be at risk for development. The properties are Rural Resource in the Future Land Use Schedule, so it seems like an easy ask to have them removed from the Urban Containment Boundary.
- To ensure a long term vision for the area, the current Mayor and Council Members need to make a commitment. The people who love Ginter's are always asking us, haven't we protected it yet? With the roads gone, the right-of-way rezoned, and these properties removed from the Urban Containment Boundary, I think we could confidently say "YES". That would be a great legacy you can leave for the future of Prince George.

Our group has heard a lot of concern about the general lack of respect for urban forests in the OCP, including the north end of Moore's Meadow and the yellow area in the Growth Management Schedule on the escarpment and off Tyner Boulevard. The OCP is full of goals to make PG walkable and grow in a way that protects green space. Yet, when you look at the policies, the main policy to implement this is the Urban Containment Boundary, but it

contains a significant amount of forest, especially on the escarpment. Urban forests offer the most value if they remain undeveloped. **Because of this, Ginter's Green Forever is also requesting that the entire yellow part of the Urban Containment Boundary on the escarpment and Tyner Boulevard be removed. Please also remove the north end of Moore's Meadow from the Urban Containment Boundary.**

Ginter's Green Forever is often asked if we are "anti-development" or we are asked where we would want development to happen? Our city has more than enough sites that could be used for true infill (i.e., brownfield development). So between brownfield development and a robust policy including mixed use development, we should be more than able to meet our housing needs. There should be mixed use opportunities in every neighbourhood and for every development, not only downtown. That's how you create a walkable city, prevent sprawl, and lower taxes (Have you watched Suburbia is Subsidized? https://www.youtube.com/watch?v=7Nw6qyyrTeI).

One final note on engagement. Almost three years ago our group was promised that the OCP would be the tool we could use to advocate to protect Ginter's Green and urban forests. We assumed that our group would be consulted for that purpose. We'd like to point out that we were only invited to one round table meeting. We were accused of "being over represented" when we organized to make sure folks came to public engagement sessions. There was never any real dialogue or collaboration. We bring this up, so that better consultation can be done in the future. **We are also concerned that the public hearing is scheduled to be held over the school spring break.** Because public consultation is so important to the OCP process, it seems like in this instance, it should be scheduled when more people are available to attend.

-Torie Beram

1380 Gorse St, Prince George, BC

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SELENE MAXWELL

2303 Oak Street
Prince George, BC

Redacted

March 10, 2025

City of Prince George
Mayor and Council Members
Cc: City Clerk

Please add this correspondence to the Public Record

RE: OCP 2025 Review & creating protections for green space

Dear Mayor and Council Members,

I am encouraged that the roads through Ginter's Green have been removed from the OCP, including the Foothills extension from 18th Avenue to 22nd Avenue. However, I am unclear and concerned about how the Ginter's Green area will be protected in the new OCP. The following are some of our concerns:

- The Future Land Use Schedule keeps the grey right-of-way from Massey to Ferry, rather than designating it as a park. Many citizens and users of this have repeatedly requested that this area be officially designated in the Future Land Use Schedule as a park, and that the City rezone all properties necessary as P1.

- Concerning properties 015 070 531 and 015 069 815 (the subject properties that are for sale and that started Ginter's Green Forever 2.0, see attached map); these must be removed from the Urban Containment Boundary. It is not an appropriate place for urban sprawl and even though it's private land, it is part of what people consider Ginter's Green. The area consists of steep slopes and is characterized by excessive seepage and runoff most of the year. It represents substantial risk for development but offers substantial value for climate change mitigation, erosion protection and urban forest values. The risks associated with the development of such properties is significant.

  There are many situations in other BC communities where such development on inappropriate lands have led to houses literally falling off sudden cliffs and deaths as residents died when their properties slid. Indeed we note Ginter's Green as an 'unofficial park' was established when the house on the upper level was actually swept off its foundations. This opens the municipality to legal risk as well as decisions by individuals to view the community with disapprobation. Imagine standing at the Ginter's Mansion or at the end of Ferry and standing at the edge of developments - the visual quality of Ginter's Green would be substantially diminished if there is development above the old house site. Will a future citizen of Prince George look at the trees razed for development and say "I'm glad they cut all that down"?

  If these properties stay in the Urban Containment Boundary Ginter's Green will always be at risk for development. The properties are Rural Resource in the Future Land Use Schedule, so it seems like an easy ask to have them removed from the Urban Containment Boundary.

- To ensure a long-term vision for the area, the current Mayor and Council Members need to make a commitment. The people who love Ginter's are always asking us, haven't we protected it yet? With the roads gone, the right-of-way rezoned, and these properties removed from the Urban Containment Boundary, I think we could confidently say "YES". That would be a great legacy you can leave for the future of Prince George.

- Many visitors and tourists to Prince George come to Ginter's Green as a destination for relief from a long drive, a place to walk their dogs as they pass through the city, and to bike and hike on the trails. This area is akin to **Vancouver's Stanley Park**. It's a destination that people have heard about and want to enjoy when they visit our city.

The Ginter's Green Forever group has heard a lot of concern from citizens about the general lack of respect for urban forests in the OCP, including the north end of Moore's Meadow and the yellow area in the Growth Management Schedule on the escarpment and off Tyner Boulevard. The OCP is full of goals to make PG walkable and grow in a way that protects green space. Yet, when you look at the policies, the main policy to implement this is the Urban Containment Boundary, but it contains a significant amount of forest, especially on the escarpment. Urban forests offer the most value if they remain undeveloped. **Because of this, Ginter's Green Forever is also requesting that the entire yellow part of the Urban Containment Boundary on the escarpment and Tyner Boulevard be removed. Please also remove the north end of Moore's Meadow from the Urban Containment Boundary.**

Ginter's Green Forever is often asked if we are "anti-development" or we are asked where we would want development to happen? Our city has more than enough sites that could be used for true infield (i.e., brownfield development). So, between brownfield development and a robust policy including mixed use development, we should be more than able to meet our housing needs. There should be mixed use opportunities in every neighbourhood and for every development, not only downtown. That is how you create a walkable city, prevent sprawl, and lower taxes.
(Link to Suburbia is Subsidized: https://www.youtube.com/watch?v=7Nw6qyyrTeI).

One final note on engagement. Almost three years ago our group was promised that the OCP would be the tool we could use to advocate to protect Ginter's Green and urban forests. We assumed that our group would be consulted for that purpose. We'd like to point out that we were only invited to one round table meeting. There was never any real dialogue or collaboration. We bring this up, so that better consultation can be done in the future. **We are also concerned that the public hearing is scheduled to be held over the school spring break.** Because public consultation is so important to the OCP process, it seems like in this instance, it should be scheduled when more people are available to attend.

Thank you for taking the time to read this letter and consider our concerns. This is your opportunity to do the right thing and leave a legacy for the future of Prince George.

Sincerely,

Selene Maxwell

I gratefully acknowledge that I live and play on the unceded ancestral lands of the Lheidli T'enneh, McLeod Lake Indian Band, and Simpcw First Nation.

Subject: FW: Protect Green Spaces in Prince George, BC

From: Hayley Brooks [redacted]
Sent: Tuesday, February 25, 2025 12:24:38 PM
To: Mayor and Council <mayorandcouncil@princegeorge.ca>
Subject: Protect Green Spaces in Prince George, BC

You don't often get email from [redacted]

Dear Mayor and Council Members,

The following is a letter from the organizers behind Ginter's Green Forever.

We are really happy that the roads through Ginter's Green have been removed from the OCP, including the Foothills extension to 22nd. Beyond that we are unsure exactly how Ginter's Green is protected in the OCP. We are concerned about the following:

- The Future Land Use Schedule keeps the grey right-of-way from Massey to Ferry, rather than designating it as a park. We request that this area be officially designated in the Future Land Use Schedule as a park and have a plan to rezone all properties necessary as P1.
- Concerning properties 015 070 531 and 015 069 815 (the subject properties that are for sale and that started Ginter's Green Forever 2.0); these must be removed from the Urban Containment Boundary. It is not an appropriate place for urban sprawl and even though it's private land, it is part of what people consider Ginter's Green. The area consists of steep slopes and is characterized by excessive seepage and runoff most of the year. It represents substantial risk for development but offers substantial value for climate change mitigation, erosion protection and urban forest values. The risks associated with the development of such properties is significant. We point to situations in other BC communities where such development on inappropriate lands have led to houses literally falling off sudden cliffs and deaths as residents died when their properties slid. Indeed we note Ginter's Green was established when the house on the upper level was actually swept off its foundations. This opens the municipality to legal risk as well as decisions by individuals to view the community with disapprobation. Imagine standing at the Ginter's Mansion or at the end of Ferry and standing at the edge of developments - the visual quality of Ginter's Green would be substantially diminished if there is development above the old house site. If these properties stay in the Urban Containment Boundary Ginter's Green will always be at risk for development. The properties are Rural Resource in the Future Land Use Schedule, so it seems like an easy ask to have them removed from the Urban Containment Boundary.
- To ensure a long term vision for the area, the current Mayor and Council Members need to make a commitment. The people who love Ginter's are always asking us, haven't we protected it yet? With the roads gone, the right-of-way rezoned, and these properties removed from the Urban Containment Boundary, I think we could confidently say "YES". That would be a great legacy you can leave for the future of Prince George.

Our group has heard a lot of concern about the general lack of respect for urban forests in the OCP, including the north end of Moore's Meadow and the yellow area in the Growth Management Schedule on the escarpment and off Tyner Boulevard. The OCP is full of goals to make PG walkable and grow in a way that protects green space. Yet, when you look at the policies, the main policy to implement this is the Urban Containment Boundary, but it contains a significant amount of forest, especially on the escarpment.

Urban forests offer the most value if they remain undeveloped. **Because of this, Ginter's Green Forever is also requesting that the entire yellow part of the Urban Containment Boundary on the escarpment and Tyner Boulevard be removed. Please also remove the north end of Moore's Meadow from the Urban Containment Boundary.**

Ginter's Green Forever is often asked if we are "anti-development" or we are asked where we would want development to happen? Our city has more than enough sites that could be used for true infill (i.e., brownfield development). So between brownfield development and a robust policy including mixed use development, we should be more than able to meet our housing needs. There should be mixed use opportunities in every neighbourhood and for every development, not only downtown. That's how you create a walkable city, prevent sprawl, and lower taxes (Have you watched Suburbia is Subsidized? https://www.youtube.com/watch?v=7Nw6qyyrTeI).

One final note on engagement. Almost three years ago our group was promised that the OCP would be the tool we could use to advocate to protect Ginter's Green and urban forests. We assumed that our group would be consulted for that purpose. We'd like to point out that we were only invited to one round table meeting. We were accused of "being over represented" when we organized to make sure folks came to public engagement sessions. There was never any real dialogue or collaboration. We bring this up, so that better consultation can be done in the future. **We are also concerned that the public hearing is scheduled to be held over the school spring break.** Because public consultation is so important to the OCP process, it seems like in this instance, it should be scheduled when more people are available to attend.

Sincerely,

Ginter's Green Forever

The above letter is greatly supported by Prince George resident,

Hayley Brooks

Mailing address: 1445 Beirnes Place, Prince George, BC, V2M 6L3

From: cityclerk
Subject: FW: Attention: Mayor Yu and City Councillors: Opposition to Urban Sprawl and Future Land Use Plans

From: Alexis Morgan [redacted]
Sent: Tuesday, February 25, 2025 6:39 PM
To: cityclerk <cityclerk@princegeorge.ca>
Subject: Attention: Mayor Yu and City Councillors: Opposition to Urban Sprawl and Future Land Use PlansAttention: Mayor Yu and City Councillors

I am writing to add my voice to the many people who are concerned regarding the proposed urban sprawl and future land use around Ginter's Green, Forests For the World, the Escarpment, and Tyner Blvd. I respectfully ask that these plans be reconsidered and not proceeded with in the future.

I, too, strongly believe that these areas hold significant value to Prince George residents, including myself. I frequently use the trails to walk my dog and reconnect with nature. It provides a serene, safe, and nourishing environment to enjoy the sights, sounds, and scents of the forest. Its close proximity makes it a convenient spot for regular walks regardless of the weather. It's also a vital community hub where many people of all generations go to connect with other people in nature. They are truly some of the happiest places in PG I have experienced. It would truly be a tragedy to harm, reduce, or lose these areas. I am not sure if I could continue living in PG without them.

I urge the city to act responsibly and consider the holistic well-being of its citizens. We want this area to remain green and accessible, benefiting our physical, mental, societal, and spiritual health. Hundreds of residents use this space for their regular recreation and self care needs, which should be respected and preserved. The environmental and wildlife value should also be prioritized over financial gain.

Please, reconsider this urban sprawl plan and prioritize the needs of your citizens. We do not want to lose our green spaces.

Thank you for your consideration.

Maureen Alexis Morgan
329 Moran Crescent
Prince George BC
V2M 6N4

From: cityclerk
Subject: FW: The OCP and community engagement

From: Annie Booth [redacted]
Sent: Tuesday, February 25, 2025 10:57 AM
To: cityclerk <cityclerk@princegeorge.ca>
Subject: FW: The OCP and community engagement

Greetings,
Can you make this letter part of the record on the public hearing on the OCP, please.

Thank you,

Annie L. Booth PhD, MES, BA
Professor
Environmental and Sustainability Studies
University of Northern British Columbia
3333 University Way
Prince George, British Columbia
V2N 4Z9 Canada
[redacted]

True leaders know that leadership is not about asserting power over others, but about inspiring and empowering them.
Lao Tzu

From: Annie Booth
Sent: Tuesday, February 11, 2025 2:53 PM
To: Mayor and Council [redacted]
Subject: The OCP and community engagement

Greetings,

I am writing to express my concerns regarding the public engagement strategies for the OCP refreshment.

As a retired planner, I am of the view that OCP's are aspirational documents in nature, they are, of course, easily abrogated by Council to bring in contradictory projects, but they remain, nonetheless, important documents expressing a potential future for the municipality. As such, they are critical documents around which sound and extensive public engagement needs to occur, so that elected representatives and city staff have cogent and clear data from which to make publicly responsible decisions (Council and staff are defacto in service to the community which has delegated to them formal decision-making authority).

As someone who has been employed to undertake, and teaches a course on, sound public engagement strategies for over three decades, I must, once again, express my dismay over the public engagement approach taken around the OCP refreshment. The consulting company did not do due diligence in its work (at one point it tried to limit engagement as they "had heard enough on that issue"; they also said they were doing limited engagement as Council did not give them enough money. This is not a professional approach). Limited methods were employed, as noted some people were discouraged from participating and the end document was a cut and paste with limited Prince George content. I have no doubt that similar work is being recycled to other communities who chose to employ that company.

Further there appears to be little opportunity to provide feedback on the final product by the public. I urge open and fulsome opportunities to comment before Council makes its decision.

Prince George has so much potential to be a truly great community with attributes that many other communities have long since lost. Yet piecemeal decisions threaten to turn PG into a poor version of suburban hell. I strongly urge Council to do two key things:

1. Really engage your publics, especially the ones you want to retain and attract. I have been asked by any number of city leaders how do we keep UNBC students. And the answer is, you give them an attractive desirable community with nature, amenities, affordable housing and a variety of employment options, including small businesses that also add to the city's character and attractiveness (honestly PG needs no more fast food and liquor stores). If that is who you want to attract, you need to allow them to tell you what they want and need. And that is through high quality public engagement.
2. Engage in long range planning. At the moment you make decisions with no clear concept of what you are striving towards in 10, 20, 30 years. There is no long term vision into which your decision-making is fitting It is literally one poor development at a time. This is not leading to sound community development. Yes, it is another staff position. Yes their opinions need to be respected and not subsumed to whatever political decision-making is driving current poor practice. But it is more likely to allow you to create a diverse, vibrant community where a great many people wish to live (not just folk who have lived in PG all their lives and cannot see any alternatives).

I will also say this again: UNBC offers many resources that the City could draw upon to enrich its work at very low costs. We have talented faculty and really amazing graduate and undergraduate students who would welcome opportunities to link learning with tangible hands-on doing. You just need to create the opportunities with us.

With respect,

Annie L. Booth PhD, MES, BA
Professor
Environmental and Sustainability Studies
University of Northern British Columbia
3333 University Way
Prince George, British Columbia
V2N 4Z9 Canada

Redacted

True leaders know that leadership is not about asserting power over others, but about inspiring and empowering them.
Lao Tzu

From: cityclerk
Subject: FW: Ginters Green

From: Pamela Olsen [redacted]
Sent: Tuesday, February 25, 2025 7:26 AM
To: cityclerk <cityclerk@princegeorge.ca>
Subject: Ginters Green

Dear Mayor and Council Members,

The following is a letter from the organizers behind Ginter's Green Forever.

We are really happy that the roads through Ginter's Green have been removed from the OCP, including the Foothills extension to 22nd. Beyond that we are unsure exactly how Ginter's Green is protected in the OCP. We are concerned about the following:

- The Future Land Use Schedule keeps the grey right-of-way from Massey to Ferry, rather than designating it as a park. We request that this area be officially designated in the Future Land Use Schedule as a park and have a plan to rezone all properties necessary as P1.

- Concerning properties 015 070 531 and 015 069 815 (the subject properties that are for sale and that started Ginter's Green Forever 2.0); these must be removed from the Urban Containment Boundary. It is not an appropriate place for urban sprawl and even though it's private land, it is part of what people consider Ginter's Green. The area consists of steep slopes and is characterized by excessive seepage and runoff most of the year. It represents substantial risk for development but offers substantial value for climate change mitigation, erosion protection and urban forest values. The risks associated with the development of such properties is significant. We point to situations in other BC communities where such development on inappropriate lands have led to houses literally falling off sudden cliffs and deaths as residents died when their properties slid. Indeed we note Ginter's Green was established when the house on the upper level was actually swept off its foundations. This opens the municipality to legal risk as well as decisions by individuals to view the community with disapprobation. Imagine standing at the Ginter's Mansion or at the end of Ferry and standing at the edge of developments - the visual quality of Ginter's Green would be substantially diminished if there is development above the old house site. If these properties stay in the Urban Containment Boundary Ginter's Green will always be at risk for development. The properties are Rural Resource in the Future Land Use Schedule, so it seems like an easy ask to have them removed from the Urban Containment Boundary.

- To ensure a long term vision for the area, the current Mayor and Council Members need to make a commitment. The people who love Ginter's are always asking us, haven't we protected it yet? With the roads gone, the right-of-way rezoned, and these properties removed from the Urban Containment Boundary, I think we could confidently say "YES". That would be a great legacy you can leave for the future of Prince George.

Our group has heard a lot of concern about the general lack of respect for urban forests in the OCP, including the north end of Moore's Meadow and the yellow area in the Growth Management Schedule on the escarpment and off Tyner Boulevard. The OCP is full of goals to make PG walkable and grow in a way that protects green space. Yet, when you look at the policies, the main policy to implement this is the

Urban Containment Boundary, but it contains a significant amount of forest, especially on the escarpment. Urban forests offer the most value if they remain undeveloped. Because of this, Ginter's Green Forever is also requesting that the entire yellow part of the Urban Containment Boundary on the escarpment and Tyner Boulevard be removed. Please also remove the north end of Moore's Meadow from the Urban Containment Boundary.

Ginter's Green Forever is often asked if we are "anti-development" or we are asked where we would want development to happen? Our city has more than enough sites that could be used for true infill (i.e., brownfield development). So between brownfield development and a robust policy including mixed use development, we should be more than able to meet our housing needs. There should be mixed use opportunities in every neighbourhood and for every development, not only downtown. That's how you create a walkable city, prevent sprawl, and lower taxes (Have you watched Suburbia is Subsidized? https://www.youtube.com/watch?v=7Nw6qyyrTeI).

One final note on engagement. Almost three years ago our group was promised that the OCP would be the tool we could use to advocate to protect Ginter's Green and urban forests. We assumed that our group would be consulted for that purpose. We'd like to point out that we were only invited to one round table meeting. We were accused of "being over represented" when we organized to make sure folks came to public engagement sessions. There was never any real dialogue or collaboration. We bring this up, so that better consultation can be done in the future. We are also concerned that the public hearing is scheduled to be held over the school spring break. Because public consultation is so important to the OCP process, it seems like in this instance, it should be scheduled when more people are available to attend.

Sincerely,

Ginter's Green Forever

Pamela Campbell
128 Thacker Crescent
Prince George BC
V2M 6G3

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Subject: February 24th Council Agenda - Item E8 (PGAA Request to Mayor and all Council)

From: Derek Doughert [redacted]
Sent: Wednesday, February 19, 2025 10:34:46 PM
To: Mayor and Council <mayorandcouncil@princegeorge.ca>
Cc: Todd Corrigall [redacted] erek Dougherty [redacted] Sabrina Angus [redacted]; Kristy Maclean [redacted]
Subject: February 24th Council Agenda - Item E8 (PGAA Request to Mayor and all Council)

His Worship & Council,

The Price George Airport Authority ("Authority") requests that the second reading of the OCP not proceed until City Administration has had the opportunity to address the challenges with the updated OCP. This challenge stems from the relationship between the City of Prince George and the Authority not being formally recognized. The Authority should be recognized in the OCP as an institution and should have the ability to provide input into the surrounding land usage conversations. In larger centers, there is a growing trend of development going unchecked against aerodromes that results in impediments to the safe functioning of the surrounding air space and ultimately impacts on runway operations. As we position the airport lands to grow, this is becoming ever more important.

The current drafting of the OCP removes the concept that the Authority sets its own land usage guidelines and that it plays an important role in the development of the lands surrounding the airport. This unique situation is why the Accord was originally drafted, and why previous iterations of the OCP acknowledged this.

Respectfully we ask that the following be added to the draft OCP:

That

1. The Prince George Airport (YXS) is a member of the National Airports System (NAS), is regulated under federal laws and governed by the Prince George Airport Authority (PGAA). The transfer agreement and ground lease signed between Transport Canada and the PGAA grant the Authority the responsibility for operation, management and development of YXS. With respect to land development, PGAA approves a Land Use Plan and Master Plan for land included in the OCP's airport land use designation.

2. Airport expansion and aircraft and airport associated facilities are to be confined primarily to the airport land use designation. Non-airport related uses are to be discouraged in this area.

3. Planning in and around the airport should occur in partnership between the City and the Prince George Airport Authority.

4. OCP implementation through municipal plans and by-laws (as defined in 19.1.4) for the airport land use designation will be done in partnership with the PGAA.

5. The City recognizes the importance of the Aeronautics Act and should endeavor to advise land use applicants of the Airport Master Plan recommendations.

It should be noted that most of this language was present in the 2012 iteration of the OCP.

The authority welcomes conversation and would be happy to further this discussion.

Respectfully,

Derek D. Dougherty, CPA, CGA
Board Chair, Prince George Airport Authority
4141 Airport Road

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Subject: FW: RE Draft OCP

From: Victor Nguyen [redacted]
Sent: Monday, March 3, 2025 6:36 PM
To: Kellett, Leslie <Leslie.Kellett@princegeorge.ca>
Subject: Re: RE Draft OCP

Hi Leslie:

Please include my entire email to the next council meeting March 19. Attached herewith are the Glenview Crescent NCP Plan approved by council in 2011 and engineering map of the location of the proposed new sanitary pump station.

The Civic Address of the property: Knight Crescent

Legal Description: Part NE 1/4, District Lot 2433, Cariboo Land District, Except Plan 20571, EXC PL PGP 42529

PID: 014-030-543.

Should you require more information, please feel free to call me at [redacted]

Thank you
Victor Nguyen
9168 - 162 Street, Surrey BC

From: Victor Nguyen [redacted]
Sent: Thursday, February 20, 2025 11:11 PM
To: Mayor Yu, Simon <Simon.Yu@princegeorge.ca>; Councillor Bennett, Tim <Tim.Bennett@princegeorge.ca>; Councillor Frizzell, Garth <Garth.Frizzell@princegeorge.ca>; Councillor Sampson, Kyle <Kyle.Sampson@princegeorge.ca>; Councillor Ramsay, Cori <Cori.Ramsay@princegeorge.ca>; Councillor Skakun, Brian <Brian.Skakun@princegeorge.ca>; Councillor Klassen, Trudy <Trudy.Klassen@princegeorge.ca>; ron.polilo@princegeorge.ca <ron.polilo@princegeorge.ca>; Councillor Scott, Susan <Susan.Scott@princegeorge.ca>; Mayor Admin <MayorAdmin@princegeorge.ca>; Mayor and Council <mayorandcouncil@princegeorge.ca>
Cc: Jason Boyes [redacted]
Subject: Re: Draft OCP

Dear Mr. Mayor and All the City Council:

My name is Victor Nguyen, the owner of the Glenview Crescent Development Inc. which owns the Land Parcel Known Knight Crescent which is located within Urban Containment Boundary

under the current OCP. In May 2011, the City Council approved our multiple phased development plan known as **Glenview Crescent Neighbourhood Plan**. In the last few years, L & M Engineering has worked diligently on my behalf with the City Engineering to upgrade the sanitary sewer system in order to accommodate development in this area. Finally the city engineering department agreed to install a new sanitary pump station on my land 2 years ago, and I anticipate construction to start sometimes this year. Attached below is the Glenview NCP and Engineering layout of the new pump station for your peruse.

However, this draft OCP designates a large portion of my land outside the urban containment boundary, which will have the significant negative impact on the value of my land. I think this Draft OCP is unjustified and unfair to me.

Therefore, I sincerely request that My Mayor and the City Council Reject this Draft OCP.

Sincerely;

Victor Nguyen
9168 - 162 Street, Surrey BC

Glenview Crescents Neighbourhood Plan

Presentation to City Council

May 09, 2011

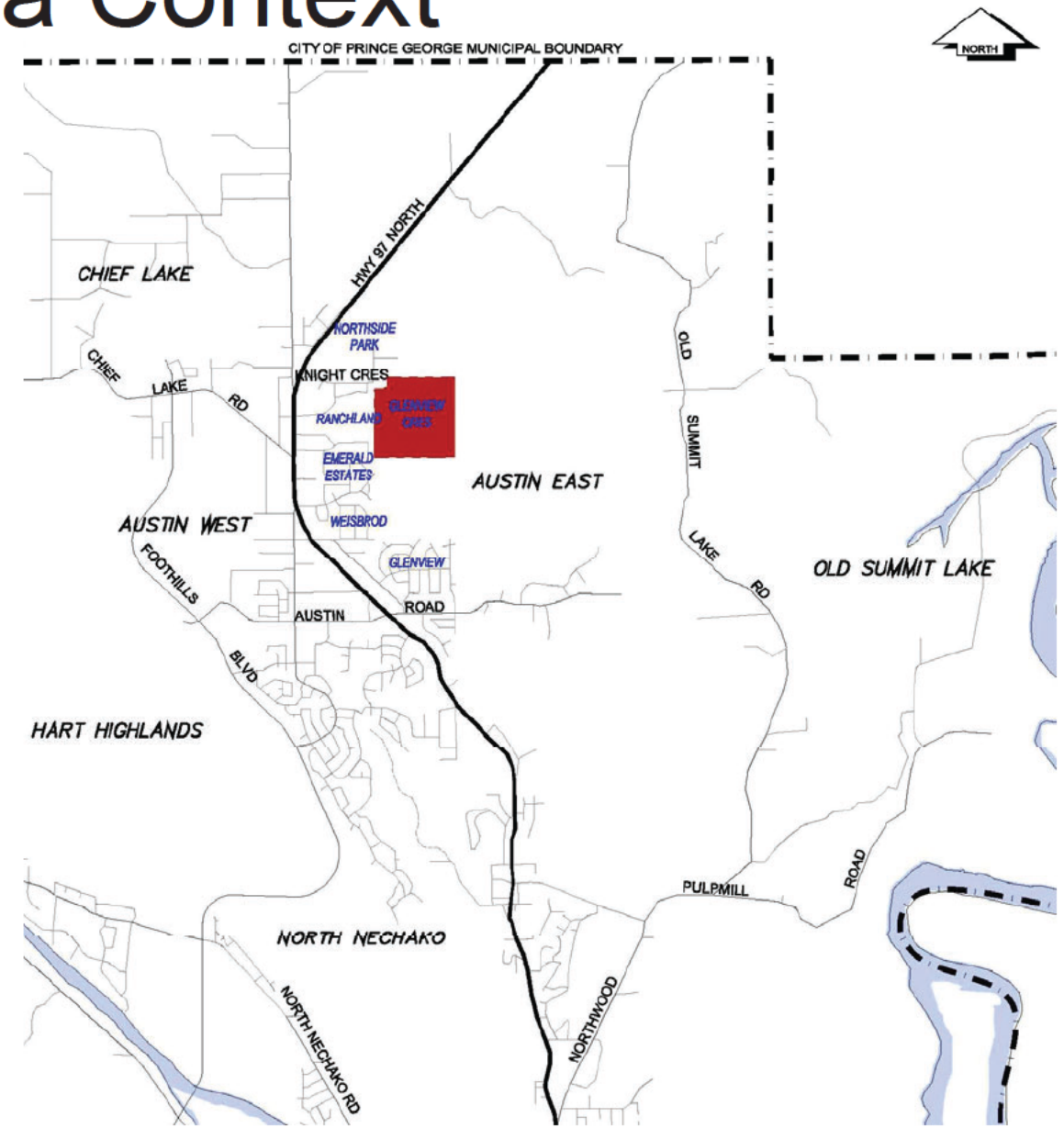


Agenda

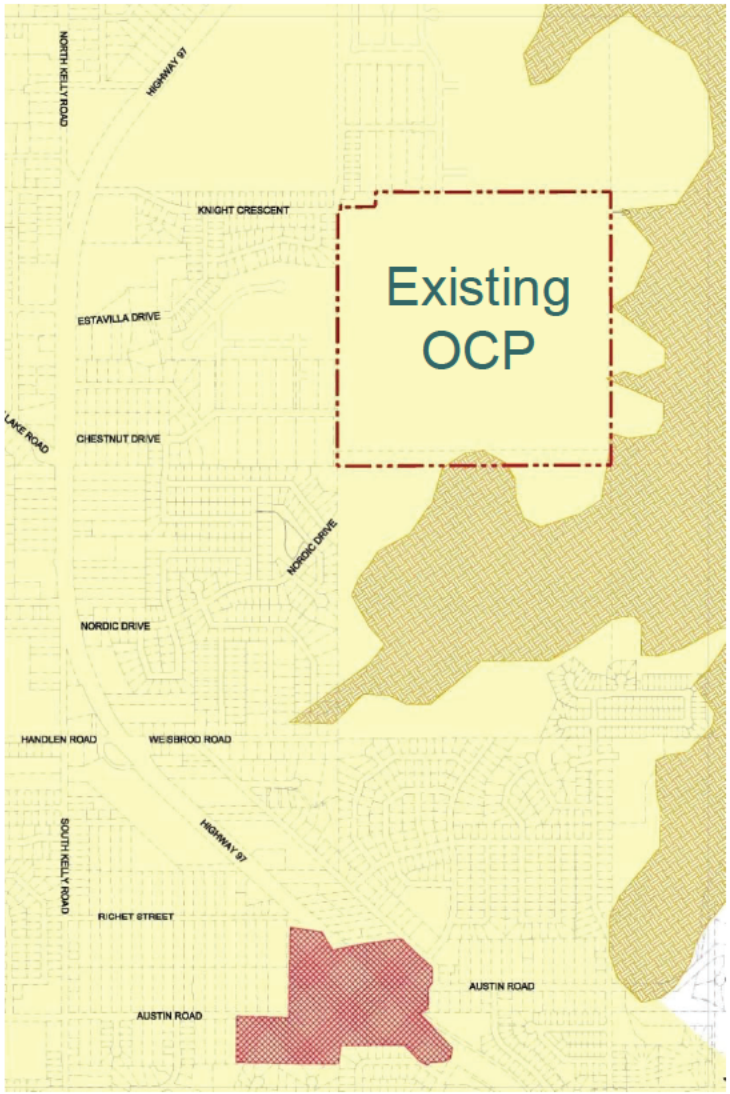
- Area Context
- Plan Area
- Planning Process
- Planning Principles
- Overview of the Plan
- Land Use Mix
- Conclusion

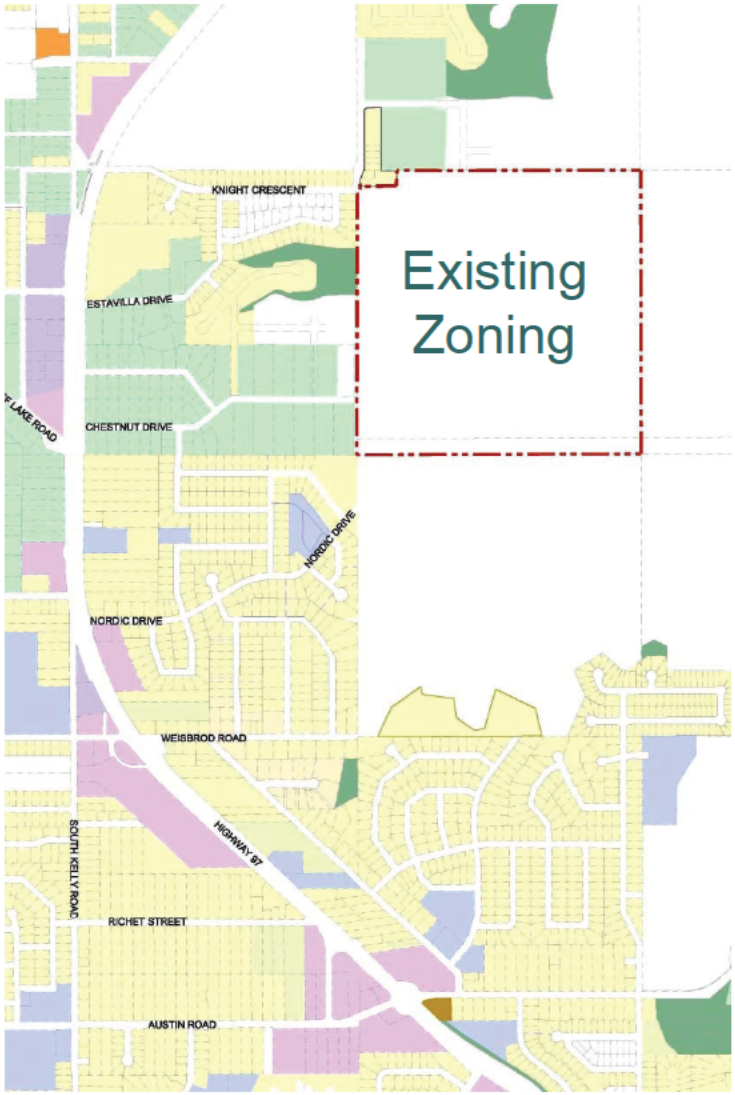


Area Context



Area Context





Existing Neighbourhoods & Amenities

- Hart Area
- Schools
  - Kelly Road Secondary School
  - Heather Park Elementary
  - Glenview Elementary
- Hart Shopping Centre
- Emerald Estates Neighbourhood
- Ranchland Neighbourhood



Plan Area


KNIGHT CRESCENT
GLENDALE DRIVE
TOTAL AREA
63.9 ha
DL 2433
DL 4027
CHESTNUT DRIVE
DIAMOND DRIVE

Planning Process

- Review of Existing Plans and Documents
- Consideration of the provision of:
  - Housing forms and densities
  - School Sites
  - Parkland and Trails
  - Commercial Areas
  - Infrastructure



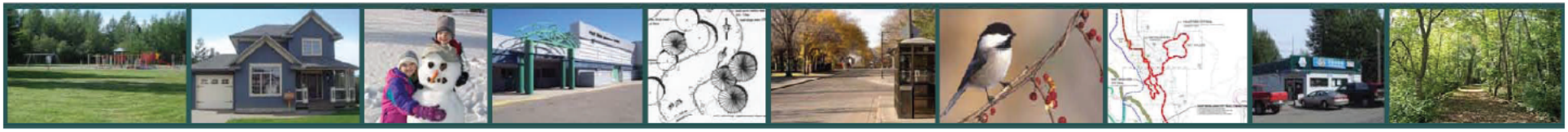
Planning Process (cont'd)

- Consultation with agencies, including:
  - Ministry of Environment
  - School District #57
  - Ministry of Transportation
- Triton Environmental Consultants
- Public Consultation



Planning Principles

- OCP Principles:
  - Improve Quality of Life
  - Build Strong Neighbourhoods
  - Be Stewards of the Environment
  - Reflect Northern Identity



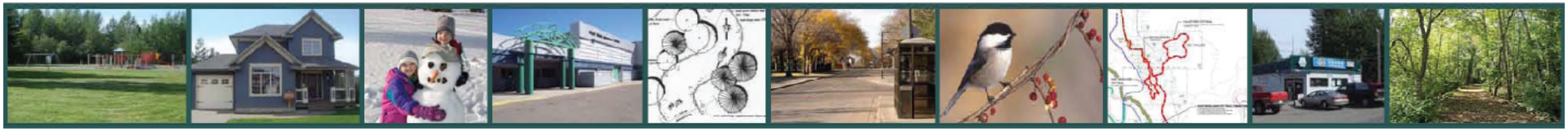
Planning Principles (cont'd)

- Quality of Life
  - Public Safety
  - Recreational Opportunities
  - Accessibility
  - Infrastructure
  - Environmental Health
  - Housing Opportunities
  - Social Attachment
  - Urban Aesthetics

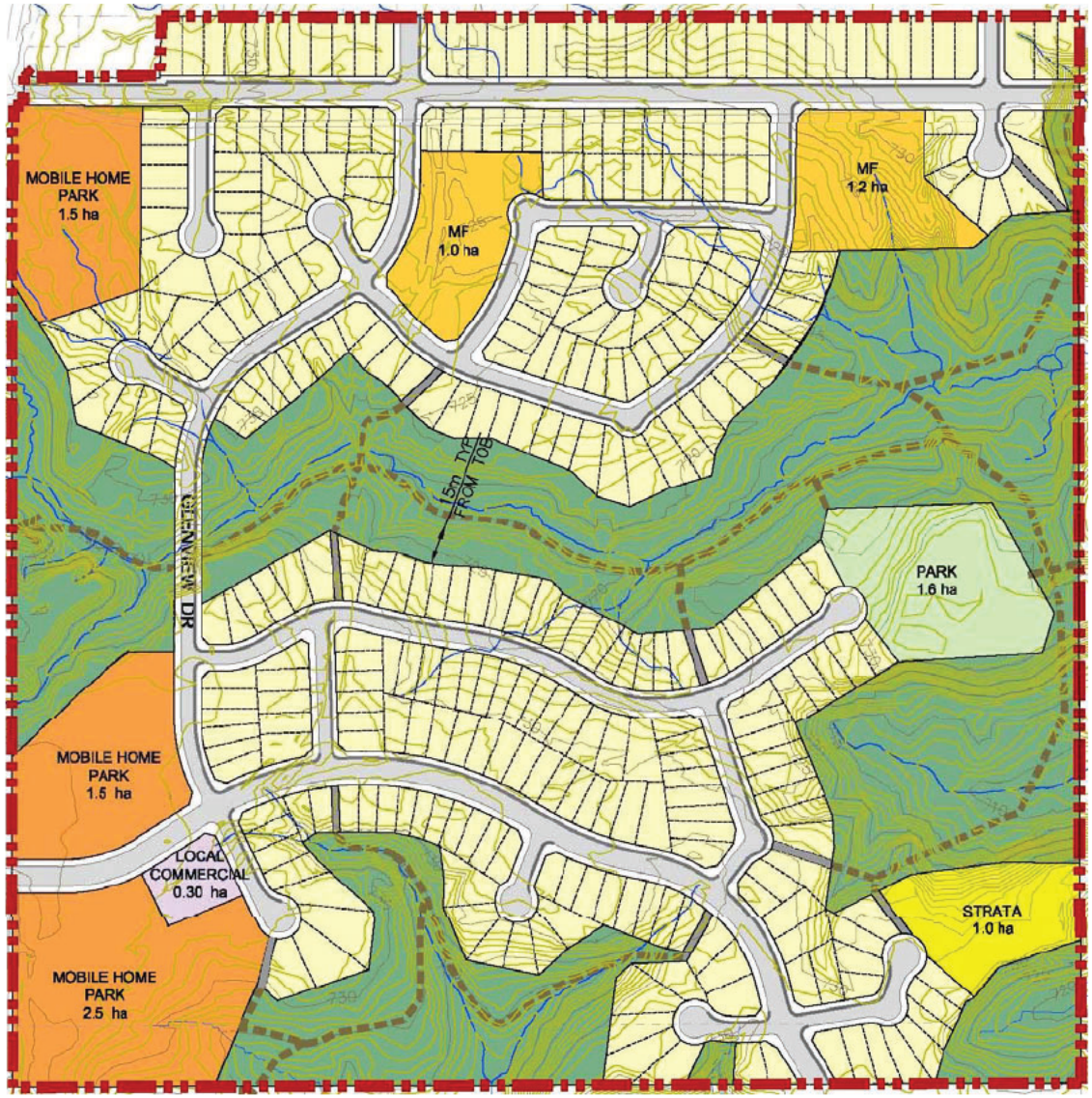


Planning Principles (cont'd)

- Winter City Design Principles
  - Improving Walkability
  - Appropriate Use of Vegetation
  - Minimizing Wind/Cold



Overview of the Plan

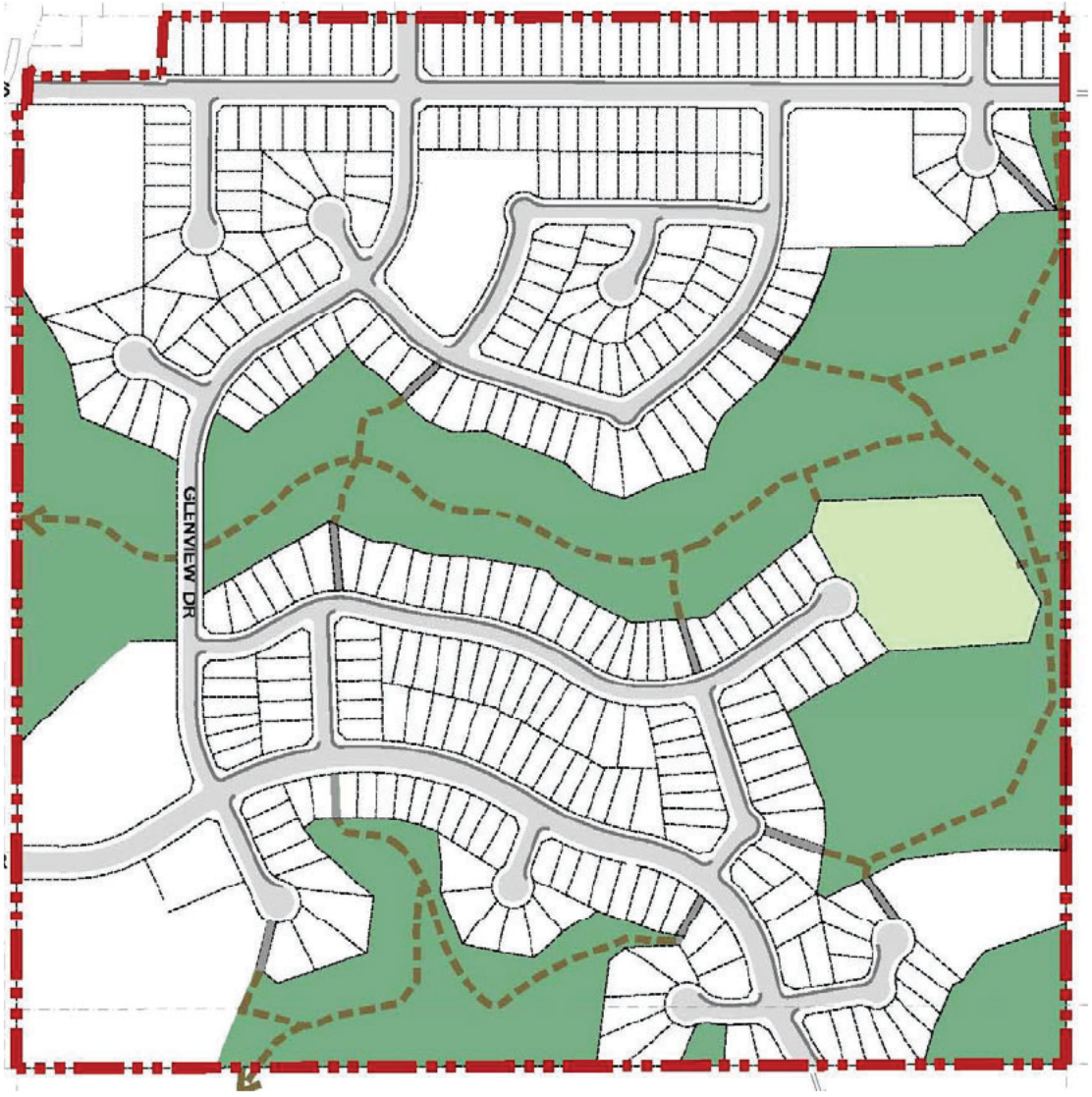


Land Use Mix

Land Use	Area (ha)	Percentage of Gross Area
Residential		
- Single . ,...,	24.8	38.8
- Multiple Family	7.7	12.0
Local Commercial	0.3	0.5
Greenbelt	19.4	30.4
Parks	1.6	2.5
Roads	10.1	15.8
Gross Area	63.9	100.0
Net Developable Area	**32.8**	**51.3**



Parks & Trails



Conclusion

- New neighbourhood in the Hart area of Prince George

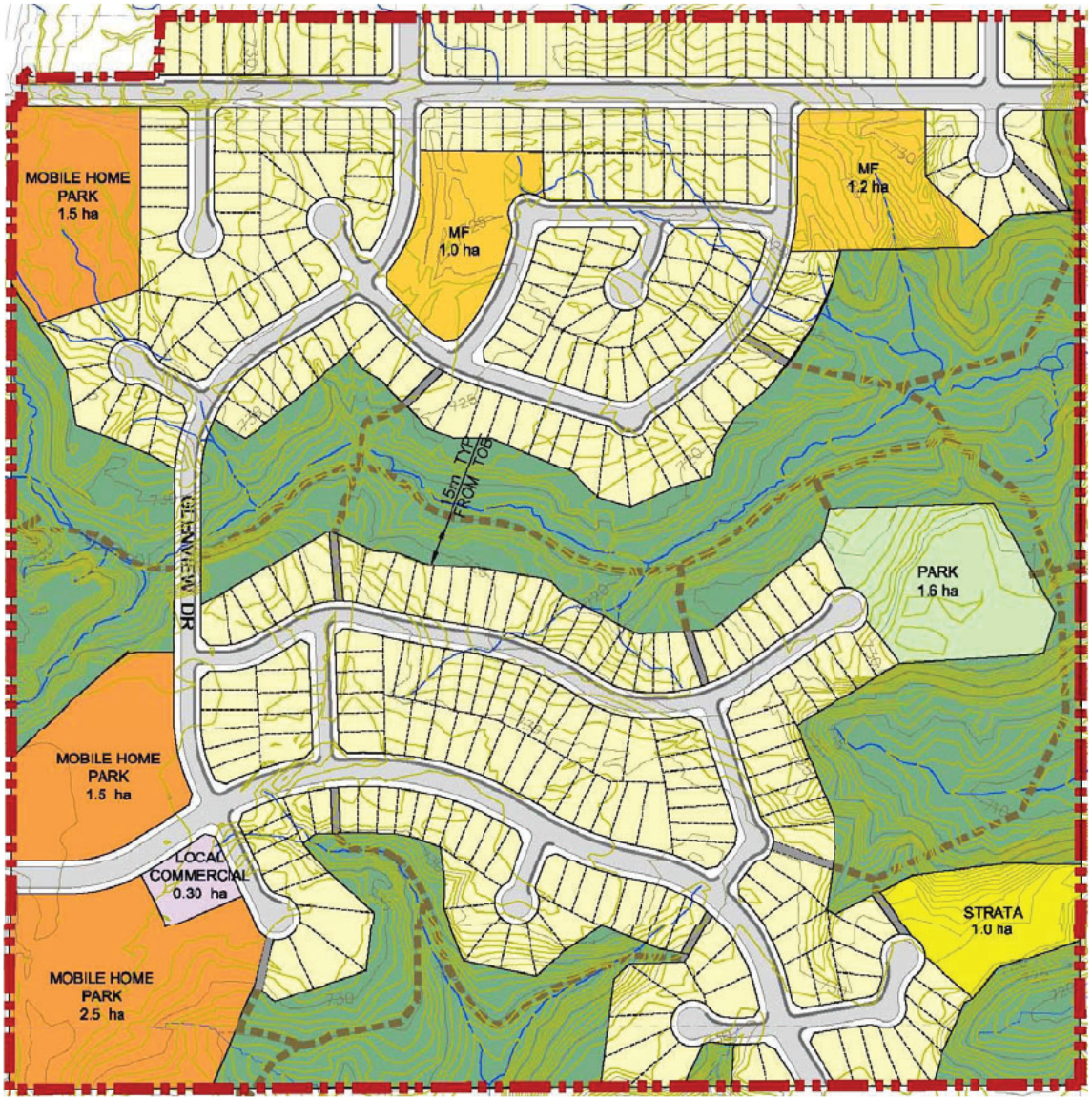


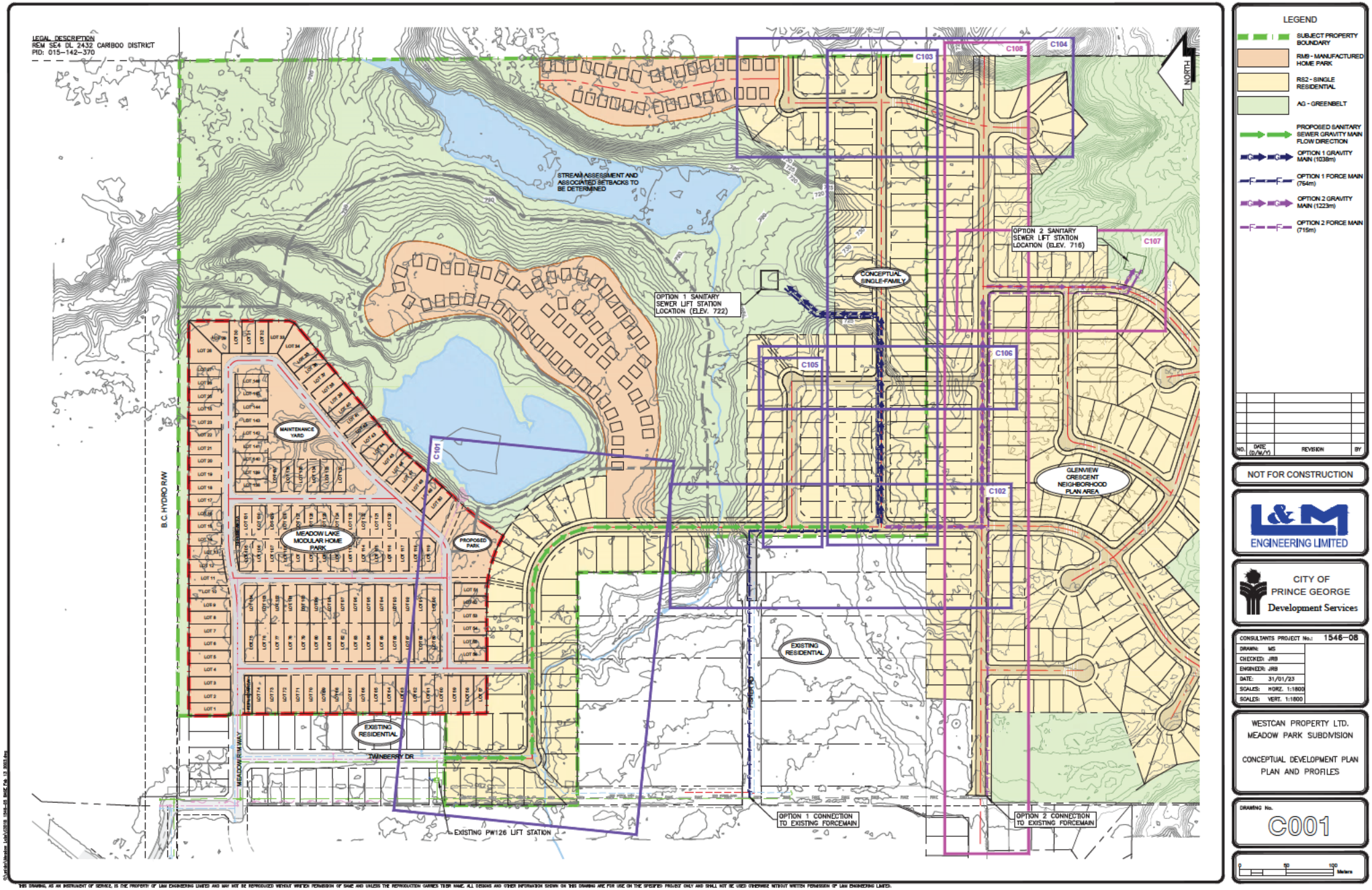




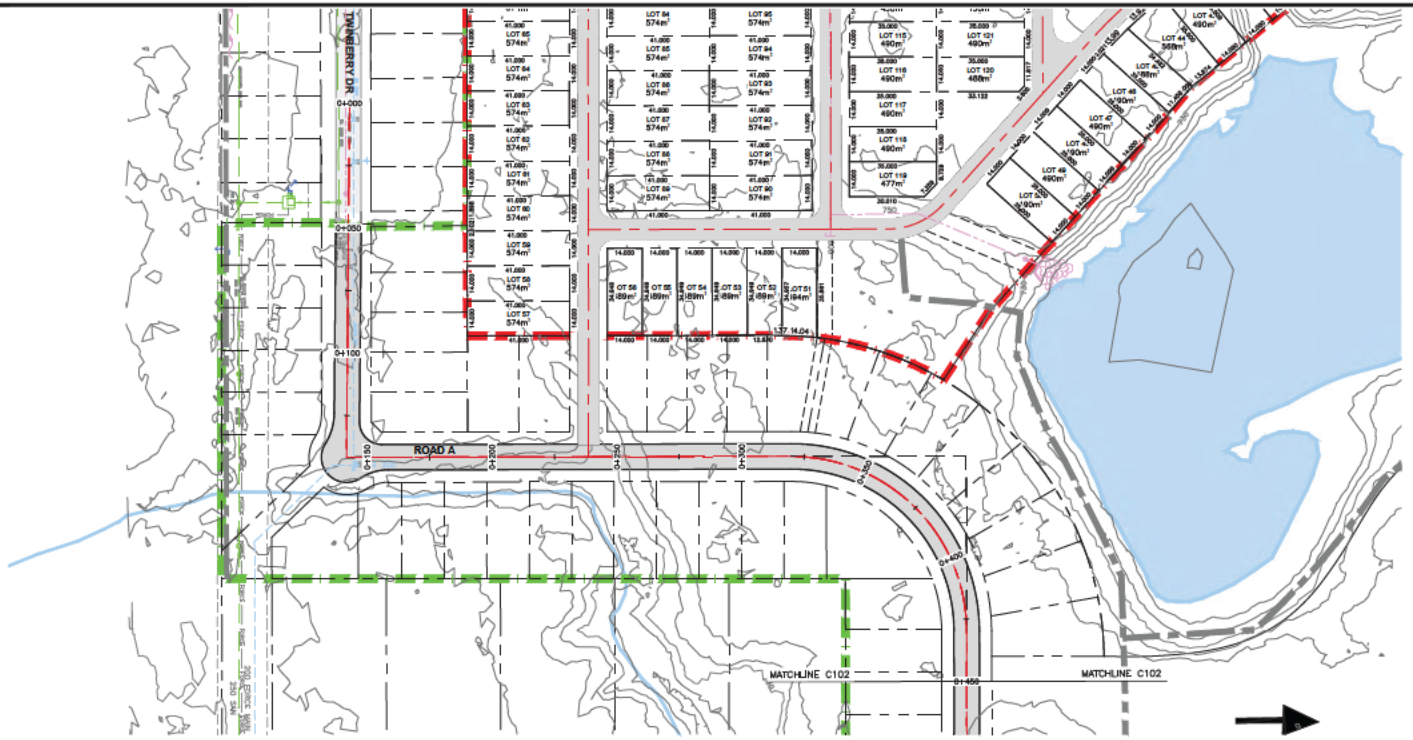


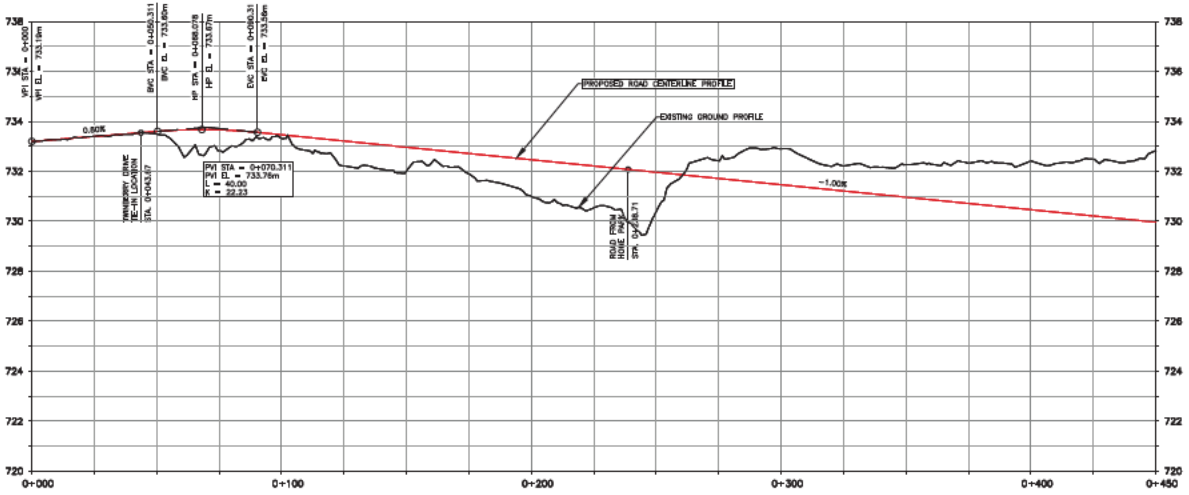
Thank You!


MOBILE HOME PARK 1.5 ha
MF 1.0 ha
MF 1.2 ha
15m TYP FROM TOE
GLENVIEW DR
PARK 1.6 ha
MOBILE HOME PARK 1.5 ha
LOCAL COMMERCIAL 0.30 ha
STRATA 1.0 ha
MOBILE HOME PARK 2.5 ha



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EX. DITCH or SWALE
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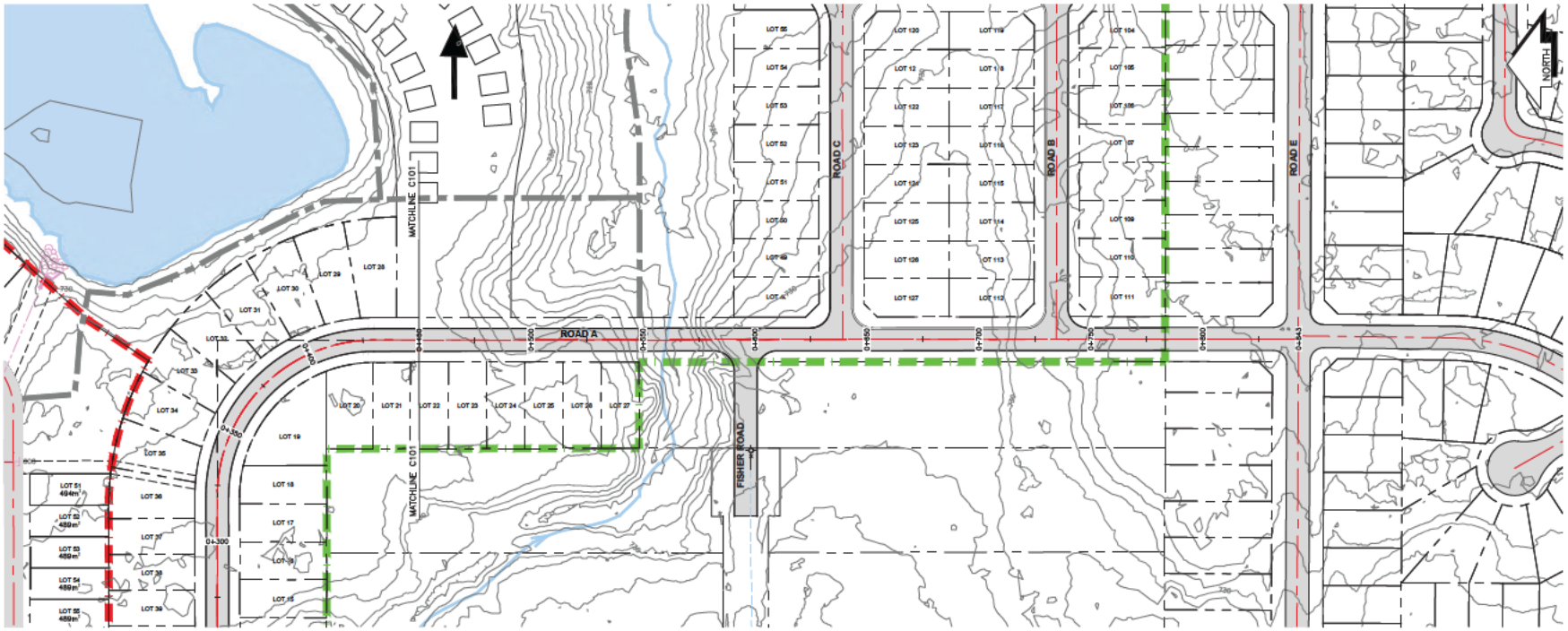
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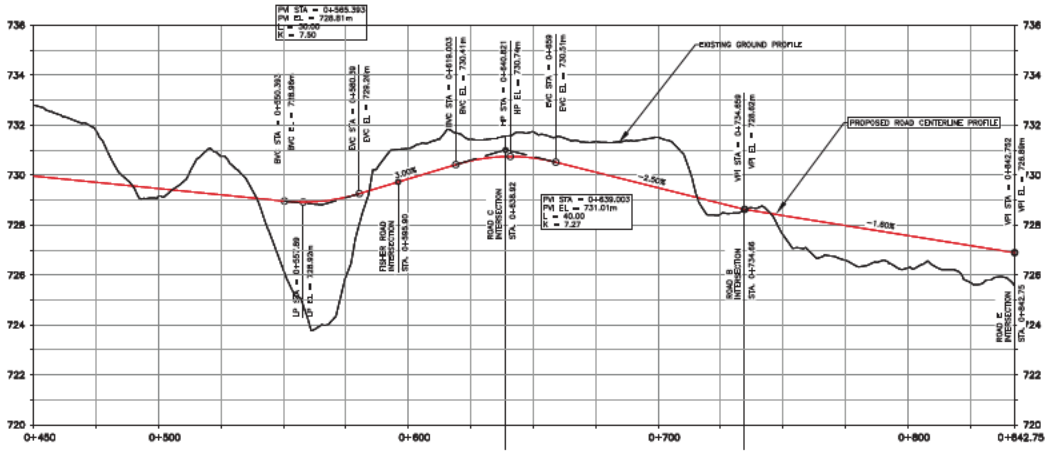
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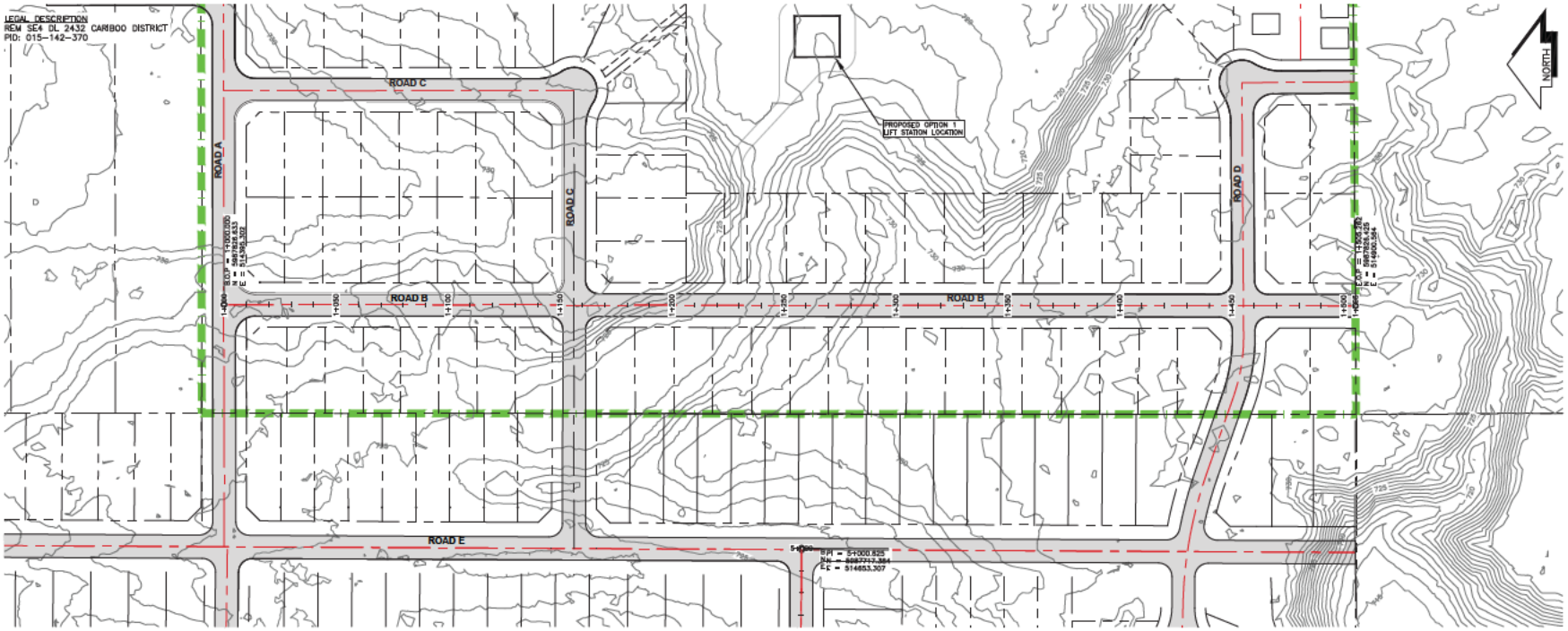
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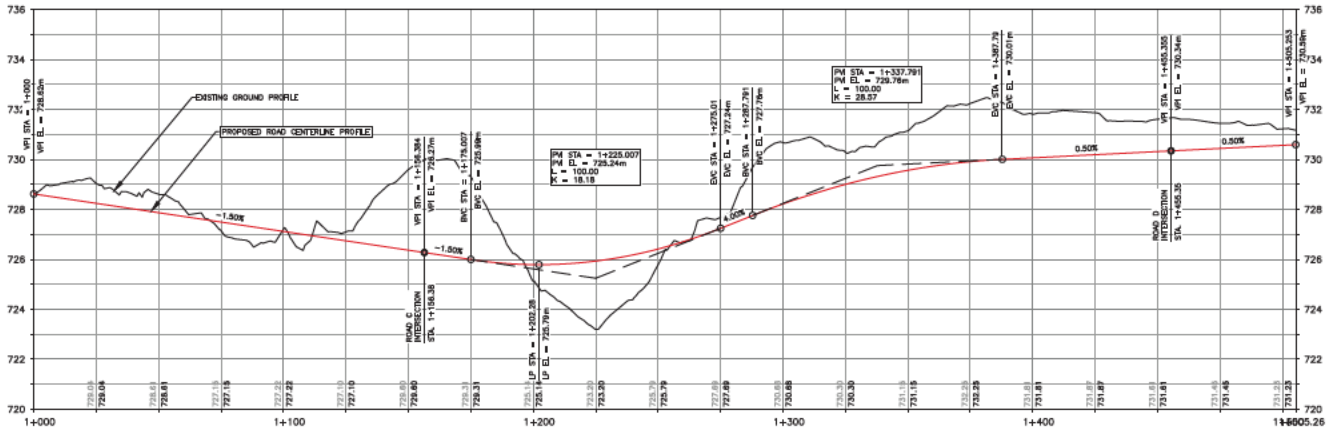
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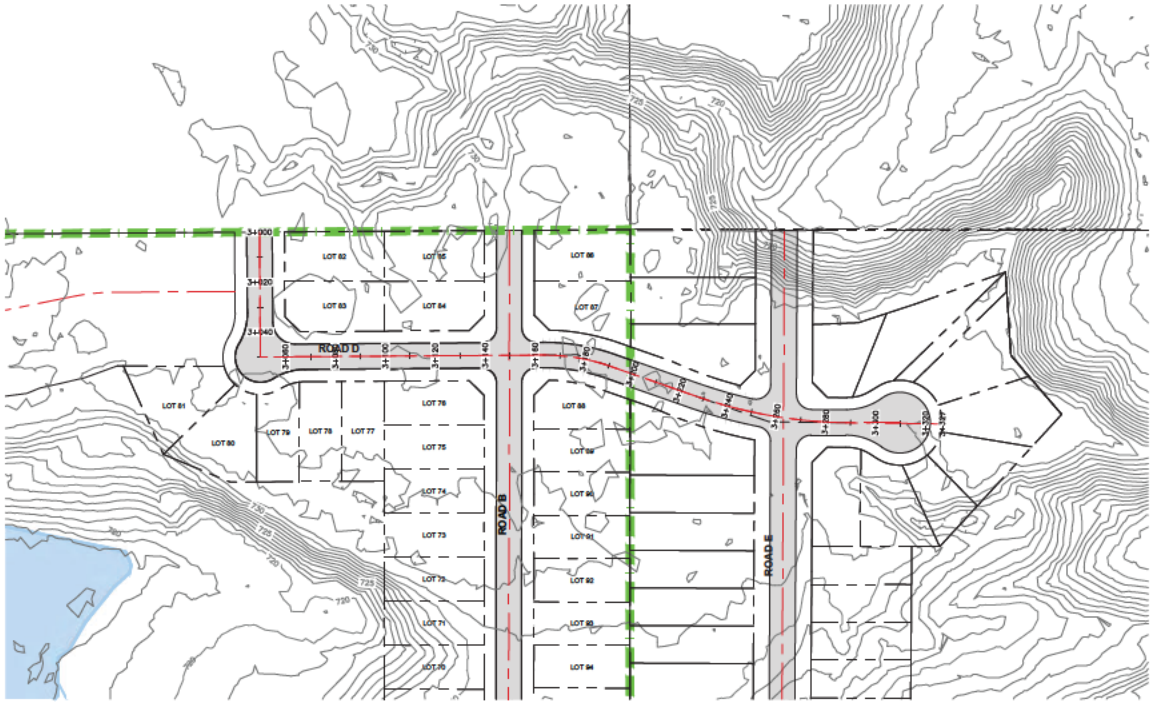
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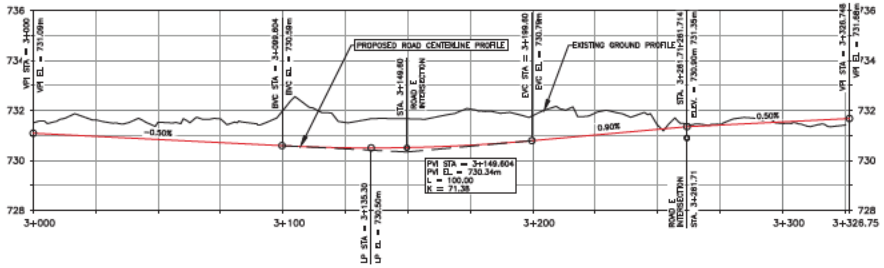
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CITY OF PRINCE GEORGE
Development Services

CONSULTANTS PROJECT No.:	1546-08
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ENGINEER:	JRB
DATE:	31/01/23
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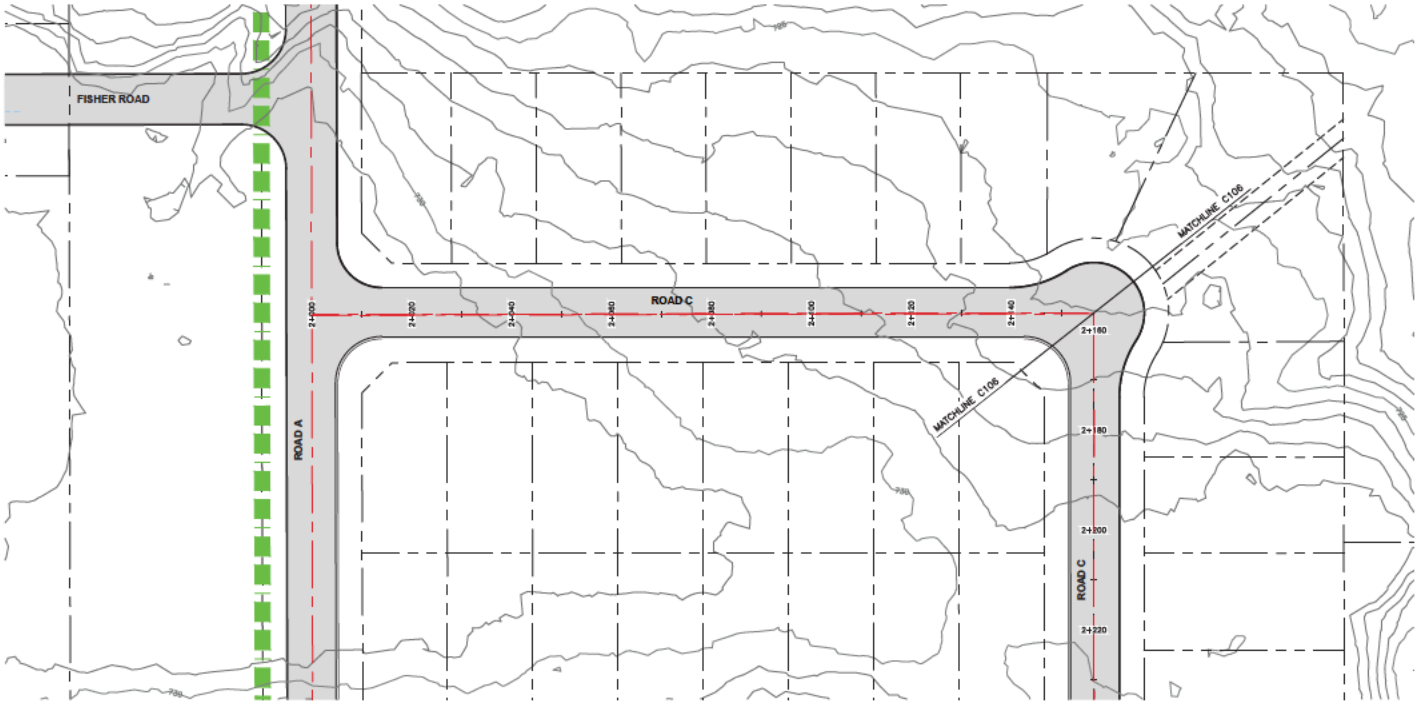
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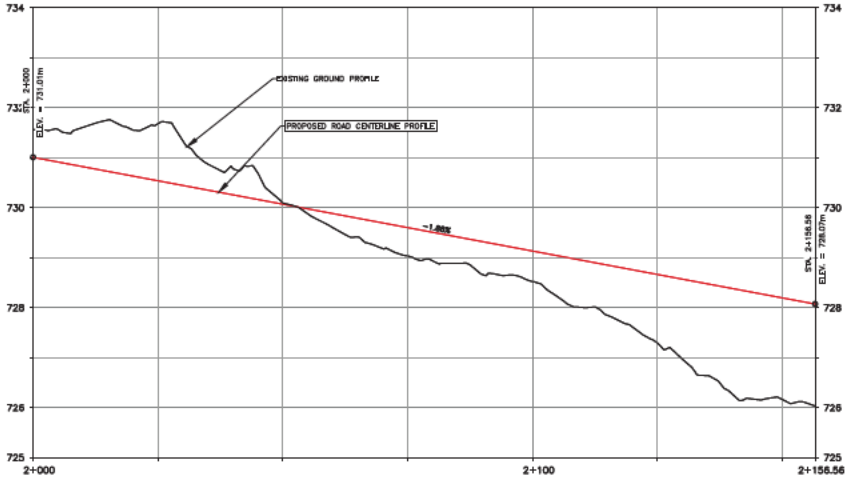
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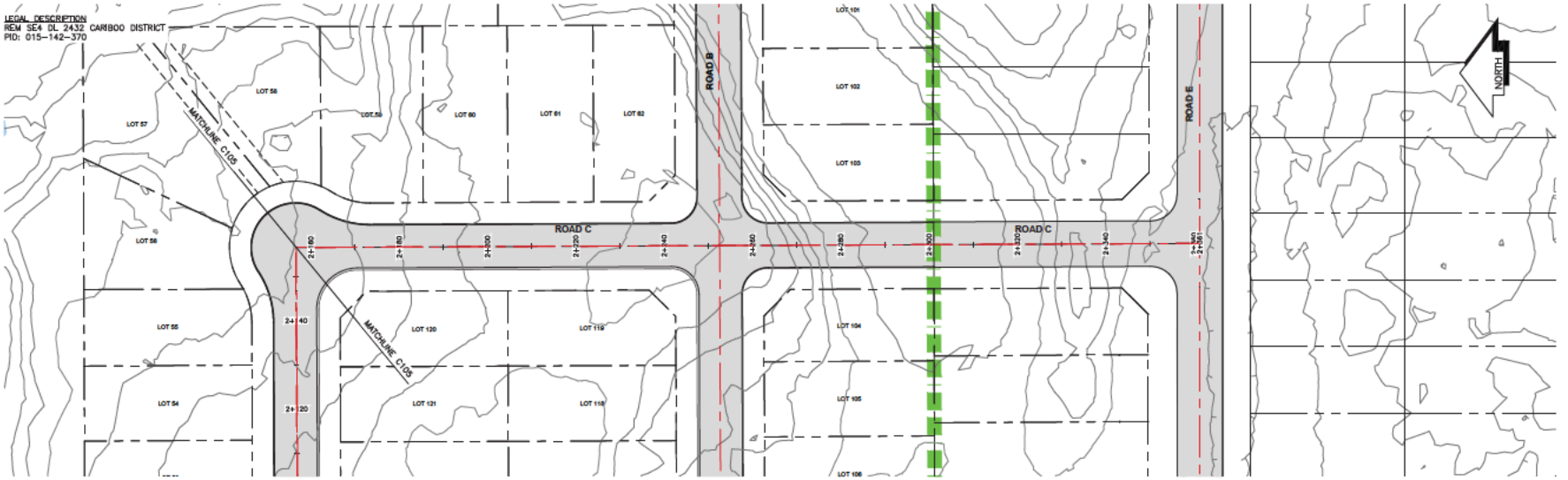
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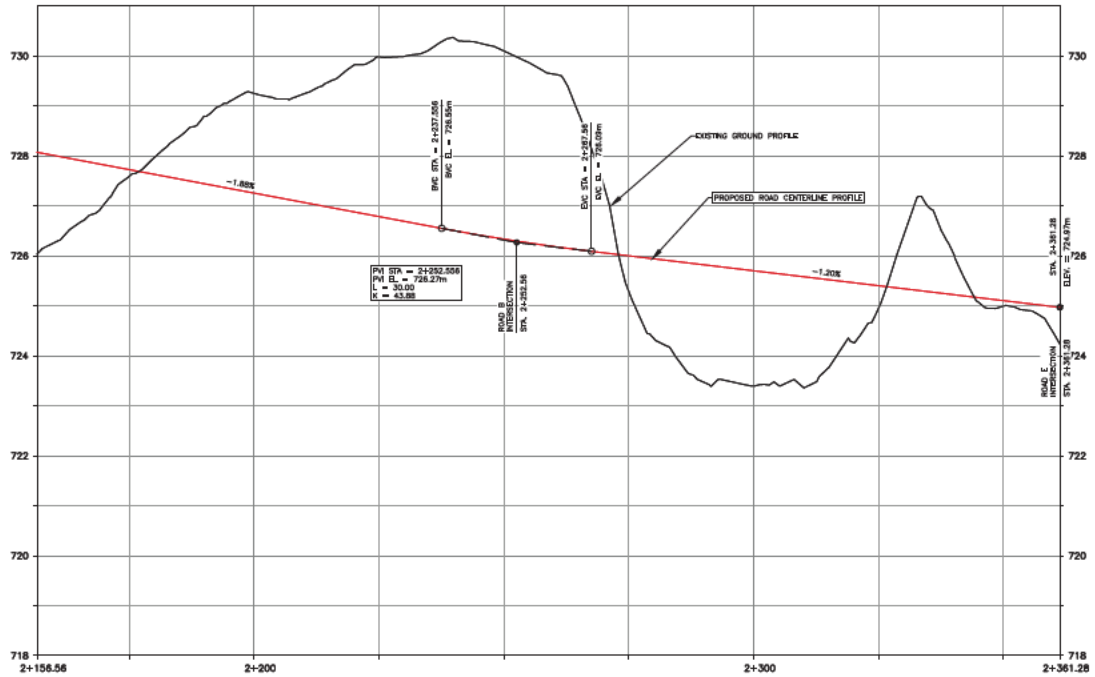
ROAD C
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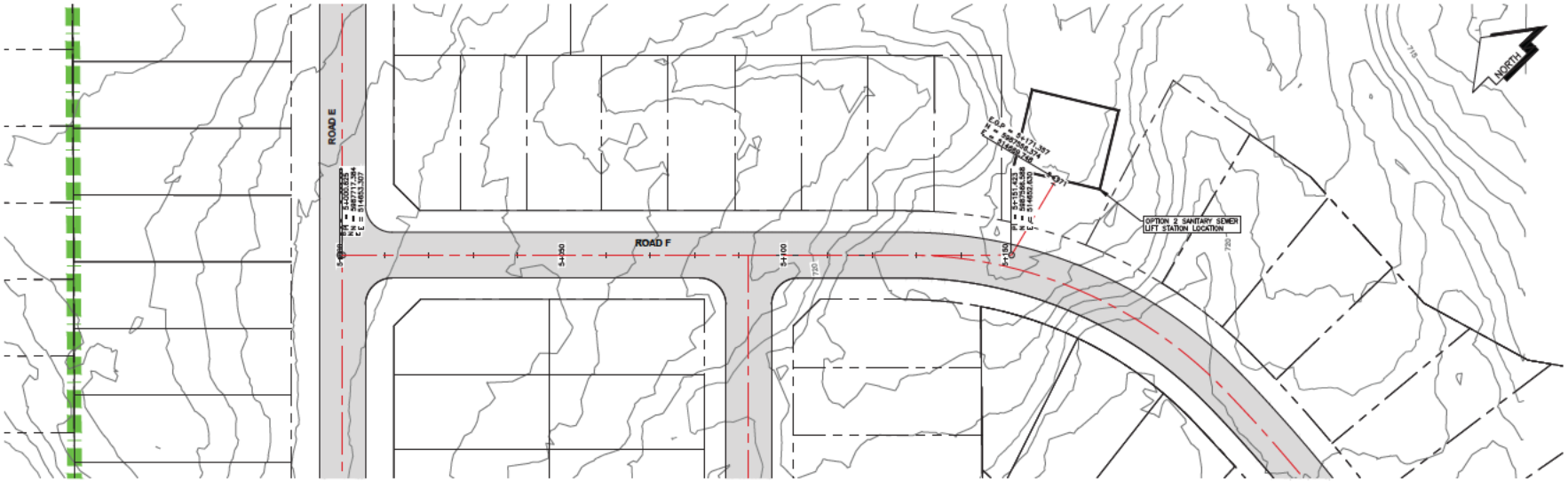
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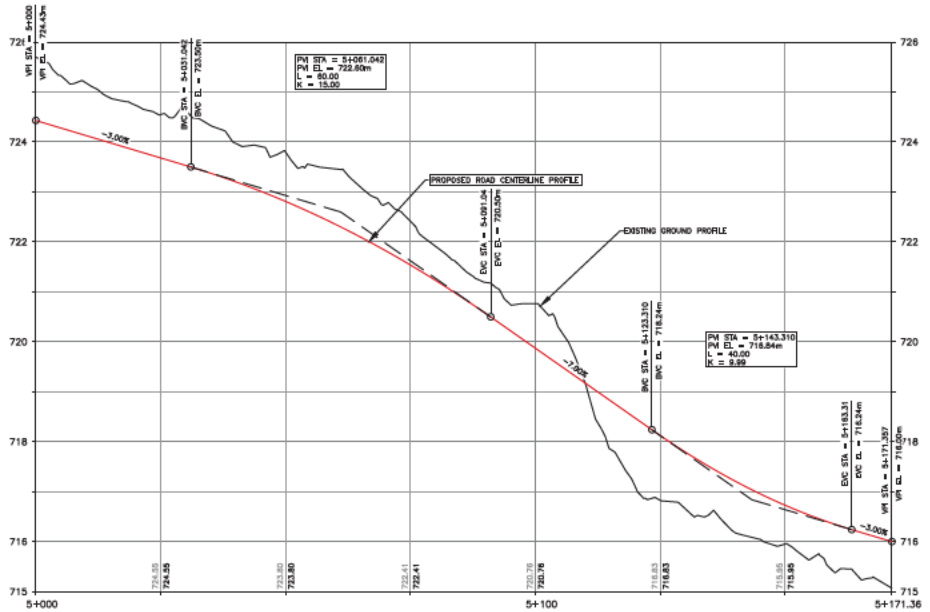
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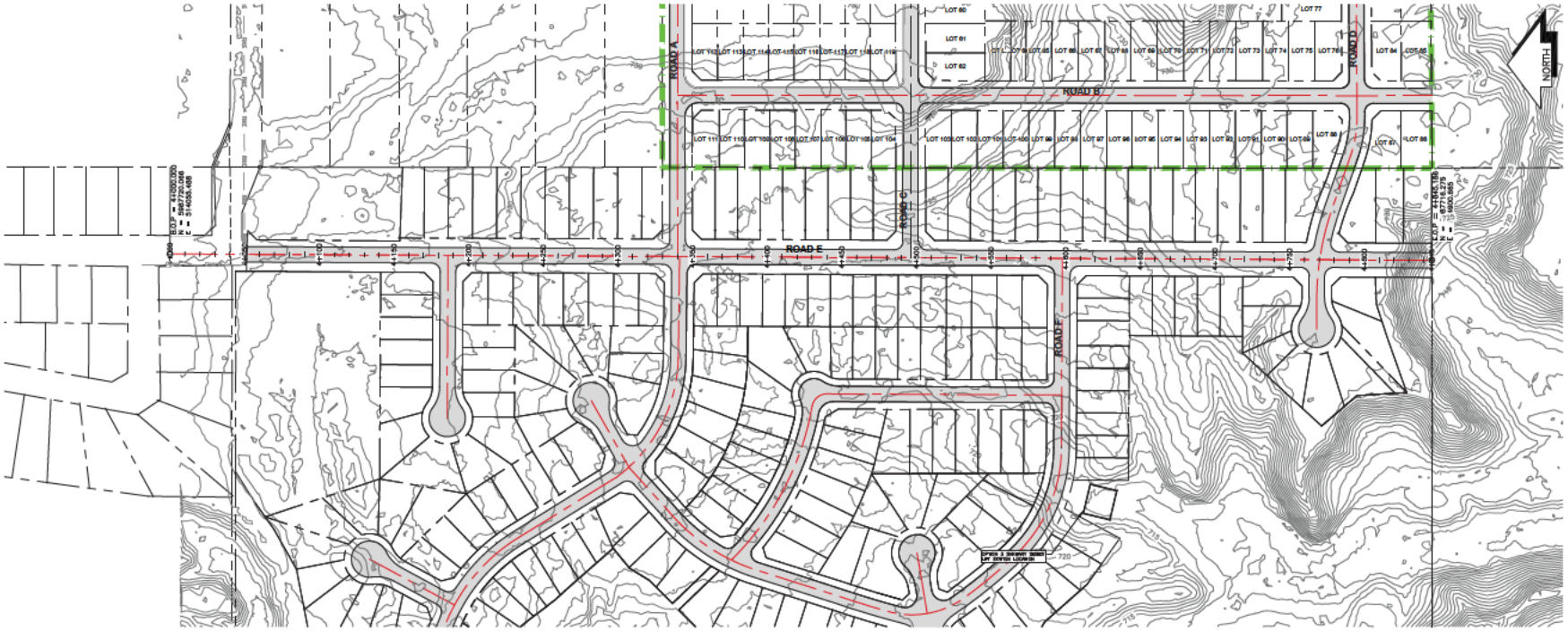
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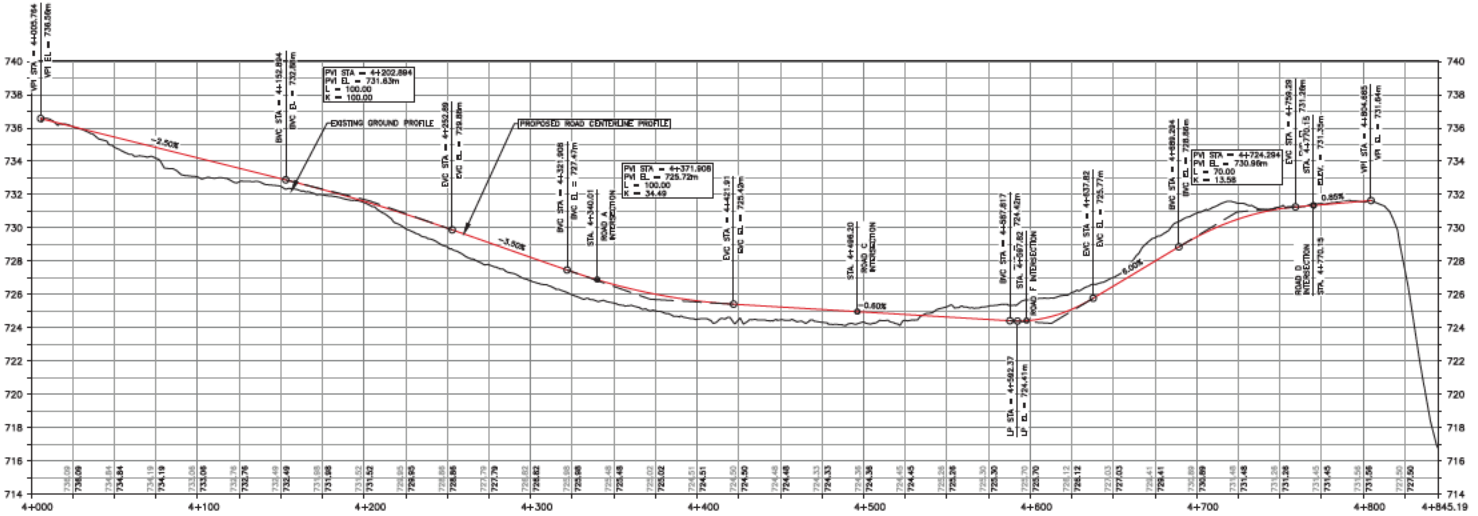
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CITY OF PRINCE GEORGE
Development Services

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ROAD E
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Subject: FW: University way development

-----Original Message-----
From: chelsea nesbitt [redacted]
Sent: Tuesday, March 11, 2025 8:12 AM
To: Mayor and Council <mayorandcouncil@princegeorge.ca>
Subject: University way development

Good morning,

Please consider this my request for a public hearing regarding future land developments of Ginters, University Way and Greenway.

Chelsea Nesbitt
4232 Avison Pl
Prince George BC

Sent from my iPhone

Subject: Submission for Council regarding OCP

From: David W. Greenberg [redacted]
Sent: Thursday, March 6, 2025 4:28 PM
To: cityclerk <cityclerk@princegeorge.ca>
Subject: Submission for Council regarding OCP

Please enter this email which has been sent to the Mayor and each councillor into the official record:

Dear Councillor:

My wife, Jeanette, and I have both lived in Prince George for fifty-five years; we have strong connections to the community and the environment here and we are hoping to see the features which make this city very attractive be preserved for future generations. I am going to tell you the issues that concern me as the new OCP is being considered.

There are several parcels of land that are currently undeveloped which need to remain as they are and they seem to be threatened either because they are listed as "For Sale," or because they may be rezoned in the future. Please forgive me if I confuse the terms, "rezone," "improperly zoned," or "in the urban containment boundary ." All of the lands about which I am concerned need to be protected from development. This is because they have a much higher value as green belt habitat than they would as light industrial or residential properties.

First, I object to the land at the north end of Moore's Meadow, which is indicated in pink on Schedule 12, being developed for business or residential use. Currently listed as, "for sale," this land ought to come off the market and be left as parkland. This is because it is an essential part of the wildlife corridor. It gives an easement for animals to travel to and from the Nechako River. If the entirety of Moore's Meadow park is surrounded by houses it will isolate the park from the wildlife habitat on Cranbrook Hill and and the riverside areas.

Second, I am very worried about the future of the land between 18th Avenue and Foothills Boulevard (where the traffic round about is located), and Ferry Avenue. When we walk along the path there we can encounter moose, deer, and foxes.These wildlife sightings are especially rewarding. Light industrial development or a road through this area would greatly degrade this well used and well loved area. This area, part of which was at one time consider for a bus maintenance facility, needs to be zoned as Park.

Third, the property that runs along the west side of Ginter's Meadow and which sits to the east of University way most definitely needs to be zoned as Park. Most of this area is very steep; it is not practical to build there. Also Shane Creek runs through there and it is a very ecologically valuable resource. The land located to the west of the UNBC campus is also more valuable as part of the greenbelt than it is as the site of future development. The Greenway Trail which runs from Highway16 to Otway Road is a very well travelled route; it hosts hikers, cyclists, horseback riders and skiers. The close proximity to the Forests for the World Park makes development in this area very undesirable. Shane Lake happens to be my very favourite place to fish. It would be a shame to see it butt up next to a housing development.

The difficulty, as I see it, is that the OCP is laying out a future plan for development that need not occur. For one thing, I believe that Prince George may not be growing at a rate that will require the sprawl that is an inherent part of the OCP. With limited potential for growth in the forest industry, it just might be that the city has grown as much as it is going to grow. Furthermore, it is not necessarily desirable for the city to promote growth just for growth sake. There is nothing wrong with the city remaining a mid-sized city. The best planning is that which aims to maximize the life style quality residents in Prince George, not planning that relies on remands for more and more population growth, spread, and sprawl. The endangered land parcels about which I have written have special value that is not measured in terms of property tax generation or increased commerce. Rather, the value is to the outdoor recreation opportunities that has frequently drawn people here in the first place. I think there are plenty of other places where development can occur without destroying the precious places that are endangered by the proposed OCP. I would

encourage council to look for more development in the gravel pit areas north of the Nechako River, and in the downtown. As a community, we should be utilize every possible opportunity for “infill.” There are many properties in the centre of the city which could be used to build up instead of building out.
Many other cities, including Vancouver, have enhanced their urban development plan with models that comprise high rise housing on top of ground floor businesses and close proximity to public transit. I think this is a model we should be examining very closely in our downtown area
We came to Prince George more than half a century ago. We have stayed here, not because of the fabulous weather, but because it is a very comfortable, affordable and pleasant place to live. We have enjoyed dog walking, biking, skiing, picnicking, in the splendid wild spaces that are an integral part of life here in Northern British Columbia.
David Greenberg
286 Clark Crescent,
Prince George
V2M4W5
Redacted

Prince George Farmers' Institute
"since 1922"
c/o 21845 Hwy. 97 S
Prince George, BC V2N 6A3

8 March 2025

By email to
ocp@princegeorge.ca

Original by mail

Kali Holahan
Supervisor, Land Use Planning
City of Prince George
1100 Patricia Blvd
Prince George BC V2L 3V9

Re: Draft Official Community Plan

The recognition of the importance of agriculture, food, and food security is missing from the draft Official Community Plan (OCP).

That's despite a call for action on food security in the 2011 OCP, and that's despite the need being greater now than it was then.

The 2011 OCP acknowledges that:

> Food and agriculture play an important role in a sustainable community by improving the environment, the economy, the health of our population and our community's well being. Access to quality, local food is increasing in demand throughout much of North America due to high cost of food, limited availability and a growing awareness in sustainable agriculture. The increasing costs associated with the production and shipping of food can result in limitations for community access to quality food. The production and supply of local food can help provide food security but requires support to establish systems for community food production at all levels. (page 72)

That call to action is supported by nine policies (7.3.7 to 7.3.15) contained in the OCP to encourage local food production, and a further seven policies (see sections 8.1, 8.2, 8.3, 10.1, 11.3, 13.2, etc (Connell, 2019)) also included in the OCP, to encourage urban agriculture including community gardens, community kitchens and community greenhouses.

The new OCP, currently in draft and under review, but expected, after revisions, to replace the 2011 OCP, fails to recognize the importance of food, especially local food to our collective well-being. The omission of these sections represents a serious deficiency in the new OCP.

The introduction to the draft OCP of the section titled "Climate Action Resilience" could have covered some of the above policies, but doesn't. It states: "Prince George recognizes that now, more than ever before, our community needs to act to address climate change and become a climate resilient community".

Among the most serious impacts of climate change will be the impact on our food system and our food security. The draft new OCP fails to even comment on the need for food security, let alone explain how "our community needs to act", and "now, more than ever"!

Prince George Farmers' Institute calls on the City to address these omissions in the proposed OCP. At the very least, the policies enshrined in the existing OCP should be incorporated in the new OCP.

Sincerely,

Perry Slump, President Del Myers, Secretary/Treasurer

cc. Mayor Simon Yu, Councillor Garth Frizzell, City Manager Walter Babicz

Subject: FW: Opposition to draft OCP Re: DL 9264 and DL 9265
Attachments: Chander Suri - Letter to Council Outlining Concerns Regarding the City's Draft OCP.docx

From: Chander Suri Redacted
Sent: Tuesday, February 18, 2025 2:36 PM
To: Mayor Yu, Simon <Simon.Yu@princegeorge.ca>; Councillor Bennett, Tim <Tim.Bennett@princegeorge.ca>; Councillor Frizzell, Garth <Garth.Frizzell@princegeorge.ca>; Councillor Sampson, Kyle <Kyle.Sampson@princegeorge.ca>; Councillor Ramsay, Cori <Cori.Ramsay@princegeorge.ca>; Councillor Skakun, Brian <Brian.Skakun@princegeorge.ca>; Councillor Klassen, Trudy <Trudy.Klassen@princegeorge.ca>; Councillor Polillo, Ron <Ron.Polillo@princegeorge.ca>; Councillor Scott, Susan <Susan.Scott@princegeorge.ca>; Mayor Admin <MayorAdmin@princegeorge.ca>; Mayor and Council <mayorandcouncil@princegeorge.ca>
Cc: Holahan, Kali <Kali.Holahan@princegeorge.ca>; Wasnik, Deanna <Deanna.Wasnik@princegeorge.ca>; Carrie Nicholso Redacted ocp <ocp@princegeorge.ca>; Emily Tangira <Redacted
Peter & Simi Fagan Redacted
Subject: Opposition to draft OCP Re: DL 9264 and DL 9265

Some people who received this message don't often get email from chanderashasuri67@gmail.com. Learn why this is important

Mayor Yu & and Members of Council,

Please see the attached letter outlining our concerns regarding parcel **PID:015-069-851** in relation to the draft OCP.

We request that a portion of our parcel remain designated for future residential development.

Please note, this is our 2nd letter sent to your offices.

Gratefully,
Chander Suri with Emily Tangira and Simi Fagan (daughters)

--------- Forwarded message ---------
From: **Peter & Simi Fagan** Redacted
Date: Fri, Dec 6, 2024 at 2:44 PM
Subject: Opposition to OCP: DL 9264/65
To: Holahan, Kali <Kali.Holahan@princegeorge.ca>, <ocp@princegeorge.ca>
CC: <simon.yu@princegeorge.ca>, <tim.bennett@princegeorge.ca>, <garth.frizzell@princegeorge.ca>, <kyle.sampson@princegeorge.ca>, <cori.ramsay@princegeorge.ca>, <brian.skakun@princegeorge.ca>, <trudy.klassen@princegeorge.ca>, <ron.polillo@princegeorge.ca>, <susan.scott@princegeorge.ca>, Carrie Nicholson Redacted Emily Tangira Redacted

Good Afternoon,

At the end of November we came to know, only by chance, that the draft version of the new OCP was recently available for the public to view.

Our father, Chander Suri, owns parcels of land in the City of Prince George and upon review of the draft land use plan, we have noticed that his property across from UNBC, **DL 9265 PID: 015-070-531** is now designated as Parks and Open Spaces. It is currently split designated as Neighbourhood Residential and Rural Resource.

We did not receive notice from the City regarding their intention for the future land use of our father's property and this is not something that we approve of.

We are aware that any future development would require an OCP amendment, however from a public perception perspective, we can foresee having a very difficult time redesignating that Parks and Open Spaces land use designation to something that would suit future development of our Dad's lands.

We advise the City update the draft land use plan and designate the parcel from Parks and Open Spaces to what it currently is, Neighbourhood Residential (Small Scale Residential in the new OCP) and Rural Resource.

Further, his parcel located directly south, **DL 9264 PID: 015-069-851** is currently also designated as a Neighbourhood Residential and Rural Resource OCP land use designation. In the draft land use plan, this entire parcel is now designated as Rural Resource. There are developable areas on this parcel which is why the Neighbourhood Residential OCP land use designation is in effect. Why redesignate it to impede further development by now requiring a future OCP amendment application for lands that were previous designated for development?

We further advise the City to leave this parcel designated as it currently is, Neighbourhood Residential (Small Scale Residential in the new OCP) and Rural Resource.

Sincerely,

Emily Tangira (POA) & Simi Fagan on behalf of our father, Chander Suri

This email originated from outside the organization. Do not click on links or open attachments unless you recognize and trust the sender and know the content is safe.

February 18th, 2025

Attention: Mayor Yu and Members of Council

Reference: Ellora Enterprises Ltd. - **PID: 015-069-851**

Mayor Yu and Members of Council,

I own the parcel (PID: 015-069-851) that is located off of University Way and located within the University Heights Neighbourhood Plan. In the current Official Community Plan, my parcel is designated a mix of Neighbourhood Residential and Rural Resource. In the draft OCP this entire parcel is now designated as Rural Resource which significantly devalues my land. There are developable areas on this parcel which is why the current Neighbourhood Residential OCP land use designation is in effect.

Further, I was part of the University Heights Neighbourhood Plan process where I invested significant time and money into that long-term strategic Plan to ensure that my parcels would be considered for development in the future. This is also a reason why a portion of my parcel is designated as Neighbourhood Residential, as it is consistent with the policies and objectives outlined within the University Heights Neighbourhood Plan. The University Heights Neighbourhood Plan was an extremely extensive and collaborative planning process that involved 14 landowners. The Plan was developed to ensure the creation of sound fiscal policy for infrastructure expansion and improvements, the creation of progressive land use planning policies that effectively considered the environment, transportation networks, parks and trails and interfaces between neighbourhoods and most importantly it created a public dialogue about how we envisioned this area of the City growing and developing in the future.

Based on the above, I am curious as to why the draft OCP has redesignated my parcel to impede further development by now requiring a future OCP amendment application for lands that were previously designated for development. I'm also curious as to why I was not informed of this proposed "down designation" of my property prior to the draft OCP becoming public.

I'd like to further make Council aware that that I am allowing the City of Prince George and adjacent landowners to construct a storm main to be located within a right-of-way through my lands to ensure that the surrounding lands can be adequately serviced. This in turn has provided servicing availability for my lands. Redesignating lands to Rural Resource that are developable and serviceable and that have clear policy support for development in the University Heights Neighbourhood Plan does not seem like the correct process.

Throughout the years/decades, I have chosen to invest significantly into the City of Prince George. As a long-term developer in the City, I urge Council to reconsider the proposed Rural

Resource designation on my property and leave the portion of my parcel as it currently is Neighbourhood Residential (Small Scale Residential in the new OCP) and Rural Resource.

Respectfully Submitted,

Chander Suri
2089 Ferndale Road
Victoria BC

Subject: FW: OCP Amendments for Public Hearing Consideration

From: Kim L[redacted]
Sent: Thursday, March 13, 2025 6:55 PM
To: Mayor and Council <mayorandcouncil@princegeorge.ca>; cityclerk <cityclerk@princegeorge.ca>
Subject: OCP Amendments for Public Hearing Consideration

Good afternoon Mayor and Council,

First of all, I would like to extend my appreciation to city staff for all the tremendous amount of work they have done over the last couple of years to bring us a draft of the OCP being presented to us now. I would like this email to be **included as consideration of input for the Public Hearing of the OCP on March 19th** as I am unable to attend in person.

I have been following the progress on the OCP for a while now and while I am excited about many aspects of the OCP, I would like to recommend the following amendments based on what I believe to align better with what citizens have shared during the consultation process.

1. Removing the Light Industrial/Right-of-way land use plan between 18th Ave and 22nd Ave, as well as between Massey Dr, and Ferry Ave from Schedule 12 Future Land use.
Well I appreciate work has been done to help designate Ginter's as valued greenspace, these right-of-ways continue to suggest to Developers that the land is still open for development. With the proximity to Ospika Blvd as a primary transportation corridor, it doesn't make sense to put more roads through the area. In addition, these right of ways would remove existing trails and walkways that residents have made clear that they value for accessibility to nature and greenspace.

2. Remove the property at the south end and above Ginter's from the Urban Containment Boundary.
This property is currently listed as AG-Greenbelt. Therefore it sends the wrong signals to developers and shouldn't be within the proposed Urban Containment Boundary. Furthermore, the land within this property is on the escarpment above Ginter's and the residential neighbourhoods below. Clearing the forests to develop this property has many problems. First, the land itself is geographically unstable. The hill is steep, and there is lots of water runoff. How do we continue to deal with the water runoff when council meetings have kept making comments about the pressure on the current stormwater infrastructure? Clearing the trees would give the water nowhere to go but down. Second, protection of urban greenspace is important to help combat climate change and make us more resistant to the effects of climate change.

3.Remove all Future Growth Priorities on Tyner Blvd from the Growth Management Map (Schedule1).
Many residents have continued to outline importance for greenspace and densification of growth in areas of existing infrastructure as opposed to sprawl where greenspace is removed and new infrastructure is needed to be built during the consultation process. The current draft ignores this direction. This would likely increase the tax burden on citizens to continue to support expanding infrastructure, which is concerning given every council meeting, there are continued comments regarding the strain of tax burden due to expanding instructure. While the city does need to grow, priorities should include true brown in-filling before sprawl as indicated in areas labelled Future Growth Priorities. Furthermore, the future growth priorities listed in the Urban Containment boundary would remove a large chunk of well-established trails south of Shane Lake that many people (residents AND non-residents) enjoy. Furthermore, the FFTW and Greenway greenspace offers Educational benefits for many schools as well as UNBC due to the close proximity and ease of access to these establishments.

I think there are lots of benefits of considering these amendments. The abundance and access of nature in these urban greenspaces is important for physical and mental health. They provide easy access for educational learning for UNBC and school children of all ages. They help support a plan that works toward climate change resilience, and reduces the tax burden on citizens for expanding infrastructure that we continue to struggle with unless our taxes increase, which they continually do. There are plenty of other places within the bowl to work towards densification and mixed-use neighbourhoods to support the growth of the city. Light industrial areas, for example near the College, could be redesigned to support businesses and housing. In fact, I believe that mixed-used developments should be allowed on all business properties and actively encouraged throughout the city, and not just in the Downtown area. A good example of an area could be Carter-light area. think this would also align with discussions and suggestions from the consult process.

Thank you for your time and your consideration.

Kim Lawyer
359 Claxton Cres

Kellett, Leslie

Subject: FW: submission for Public Hearing
Attachments: Ginters_ OCP 2nd reading.pdf; Ben Ginter Property mapping breakdown.pdf; 3.png; 5.png; 8.png

From: Jenn Matthews [redacted]
Sent: Thursday, March 13, 2025 11:18 PM
To: cityclerk <cityclerk@princegeorge.ca>; Mayor and Council <mayorandcouncil@princegeorge.ca>
Subject: submission for Public Hearing

Dear Mayor and Council,

Please consider this email and the one below sent on Feb 20, as part of my submission to the public hearing. I will also be calling in to the hearing since I'm not in town. I've also attached the letter from a handful of Ginter's Green Forever Organizers. Please use my address for the submission. Please see attached maps for clarity as part of my submission.

As per the arguments below please consider the following amendments that would truly protect Ginters Green: the escarpment and trails that run from 18th Ave. to Ferry Ave.

1. Remove the right-of-way / light industrial zone between 18th Ave and 22nd Ave, and from between Massey Drive and Ferry Ave, from the Future Land Use Schedule. Replace it with P1 Park in the land use planning. If the city is genuine about protecting Ginter's Green this is a must.

2. Remove the two properties adjacent to Ginter's, properties 015 070 531 and 015 069 815 from the Urban Containment Boundary.

3. Remove all of the Future Priority (yellow) on Tyner and the escarpment from the Growth Management Schedule, except the small amount UNBC needs to build student housing on the Endowment Lands. No one in 20 years is going to be happy that we mowed down all those trees, habitat, and trails, all the way to Shane Lake, for housing, all the while letting the centre of our city die. Please do not doughnut our city. Please also remove the north end of Moore's Meadow from the Urban Containment Boundary.

To meet our housing and growth goals please do so by adding strong mixed use development policies to the OCP. This is very weak in the current OCP and is only a land use designated for downtown.

Some policy amendment ideas:
-Mixed use in ALL neighbourhoods
-Mixed use residential allowed in all businesses
-tax policies (OCP might not be the right place, but it could point to this) to punish vacant buildings.
-tax incentives or other incentives to encourage or expect mixed use on new business builds
-specifically focus on the Carter-Light area and the new business developments on North Nechako
-obviously I'm not a planner so there are likely a lot of ideas that might be better to change in the OCP to reach the goal I'm suggesting. Please suggest amendments to get those ideas in the OCP.

Cutting down trees, building roads, adding services is NOT infill. The OCP is missing strong policies to actually create true infill so we don't have to keep expanding our services.

Finally there is a huge lack of food security in the OCP, adding these would be a great amendment. One small amendment would be changing policy 16.1.4, to a policy that BOTH aligns with the recommendations from the city's bear committee and that encourages food security. Growing our own food, wherever possible, is a key part of surviving climate change and inflation! The policy should not only reflect worries about fruit trees/shrubs and bears, BUT also support and encourage growing our own food. However this amendment would not make up for the lack of food security in this document.

Please let me know if you'd like to discuss any of these ideas.

Jenn Matthews
Redacted
650 Tay Crescent
Prince George BC

Email from Feb 20, 2025
Dear Mayor and Council, please find below concerns and questions regarding the current version of the OCP. I look forward to hearing what amendments are brought forward on Monday and I hope some of these ideas might inspire some.

First I'd like to say that I'm really happy that the roads through Ginter's Green have been removed from the OCP. That will go a long way to protecting this treasured green and third space. However, the Future Land Use Schedule keeps the grey right-of-way from Massey to Ferry, rather than designating it as a park. Given how Ms. Wasnik answered Councilor Sampson's question regarding a third bridge across the river, I think it's necessary to get this area officially designated in the Future Land Use Schedule as a park and have a plan to rezone all properties necessary as P1. Concerning properties 015 070 531 and 015 069 815 (the subject properties that are for sale and that started Ginter's Green Forever 2.0), these must be removed from the Urban Containment Boundary. It is not an appropriate place for urban sprawl and, even though it's private land, it is part of what people consider Ginter's. The area is steep and FULL of water. It's a terrible place for development. Imagine standing at the Ginter's Mansion or at the end of Ferry and standing at the edge of developments!! If these properties stay in the Urban Containment Boundary Ginter's will always be at risk for development. The properties are Rural Resource in the Future Land Use Schedule, so it seems like an easy ask to have them removed from the Urban Containment Boundary.

The OCP is full of goals to make PG walkable and grow in a way that protects green space (love that!). Yet when you look at the policies, the main policy to obtain this is the Urban Containment Boundary, which YES is smaller than the previous OCP, but contains a heartbreaking amount of forest, especially on the escarpment. It's madness to develop more up there. Because of this the Urban Containment Boundary actually contradicts the main goals/values in the OCP. The map of all the water on and above the escarpment is insane and we are already paying to manage that. Not to mention the 20 million $ project to four-way Tyner (in the capital unfunded list), and something will have to be done about the UNBC intersection at Tyner if this keeps up. Plus the new road going from Tyner to Westgate. Every council meeting we listen to staff tell everyone we are too spread out, and yet here we are spreading out into an area with ZERO services. I think the entire yellow part of the Urban Containment Boundary on the escarpment should be removed.

Mixed use development policies seem to be basically ignored in the OCP. There should be mixed use opportunities in every neighbourhood, not only downtown. That's how you create a walkable city, prevent sprawl, and lower taxes (Have you watched Suburbia is Subsidized? https://www.youtube.com/watch?v=7Nw6qyyrTeI). Take the development by my house (5th and Stuart; where the old squash courts were). There could have been one more floor to the building, which is only occupied 9-5 M-F, and had apartments (especially because this area is walkable), and there could have been mixed use, like a small coffee shop or something. There needs to be HUGE incentives to

start mixing business and residential all over the city, not just downtown. I spent a lot of time in Europe over the summer and basically all apartments have stores/businesses underneath. How can we get this happening in our city? What tools do we have?

One question I have is, does the Urban Containment Boundary have to follow property lines? If so, why, and can that rule be changed? It seems to me that drawing the Urban Containment Boundary around UNBCs already developed area, plus a small amount for them to make some student housing, and cutting the Forest for the World area out of the Urban Containment Boundary would solve a lot of problems. People are really really worried and upset about the Urban Containment Boundary going all the way to Shane Lake. Actually people are really upset about the whole yellow area on Tyner. Honestly, the yellow on the escarpment should be completely removed, minus some area for student housing on the endowment lands.

Thank you to Councilor Ramsay for bringing up Carter Light at the last meeting. It's an area I think a lot of great stuff is and can be happening. This area would be SO lovely as a mixed use area which included dense housing. It could be a place where a lot of the development our city needs happens. But not just mixed businesses. We need to find a way to get housing in there too. It's close to the College, close to a bunch of buses, a nice area to bike in. This area is a real place where a lot of exciting ideas could happen. One step towards this could be labeling the area as mixed use business and dense housing in the Future Land Use Schedule.

One final thought I have on the OCP (which connects to the email I sent earlier this week) is that there is a real lack of policies pertaining to food security in the OCP. I find it rather mind-boggling given the environmental and climate values stated. I would really love to see more of that.

I'm also wondering if there is concern about the public hearing being held over the school spring break. Because public consultation is so important to the OCP process, it seems like in this instance, it should be scheduled when it is more likely that more people are available.

Thank you so much for caring about our city, reading, and considering my emails. I really appreciate it.

Sincerely,

Jenn Matthews
650 Tay Crescent
Prince George
This email originated from outside the organization. Do not click on links or open attachments unless you recognize and trust the sender and know the content is safe.

Dear Mayor and Council Members,

The following is a letter from the organizers behind Ginter's Green Forever.

We are really happy that the roads through Ginter's Green have been removed from the OCP, including the Foothills extension to 22nd. Beyond that we are unsure exactly how Ginter's Green is protected in the OCP. We are concerned about the following:

- The Future Land Use Schedule keeps the grey right-of-way from Massey to Ferry, rather than designating it as a park. We request that this area be officially designated in the Future Land Use Schedule as a park and have a plan to rezone all properties necessary as P1.
- Concerning properties 015 070 531 and 015 069 815 (the subject properties that are for sale and that started Ginter's Green Forever 2.0); these must be removed from the Urban Containment Boundary. It is not an appropriate place for urban sprawl and even though it's private land, it is part of what people consider Ginter's Green. The area consists of steep slopes and is characterized by excessive seepage and runoff most of the year. It represents substantial risk for development but offers substantial value for climate change mitigation, erosion protection and urban forest values. The risks associated with the development of such properties is significant. We point to situations in other BC communities where such development on inappropriate lands have led to houses literally falling off sudden cliffs and deaths as residents died when their properties slid. Indeed we note Ginter’s Green was established when the house on the upper level was actually swept off its foundations. This opens the municipality to legal risk as well as decisions by individuals to view the community with disapprobation. Imagine standing at the Ginter's Mansion or at the end of Ferry and standing at the edge of developments - the visual quality of Ginter’s Green would be substantially diminished if there is development above the old house site. If these properties stay in the Urban Containment Boundary Ginter's Green will always be at risk for development. The properties are Rural Resource in the Future Land Use Schedule, so it seems like an easy ask to have them removed from the Urban Containment Boundary.
- To ensure a long term vision for the area, the current Mayor and Council Members need to make a commitment. The people who love Ginter's are always asking us, haven't we protected it yet? With the roads gone, the right-of-way rezoned, and these properties removed from the Urban Containment Boundary, I think we could confidently say "YES". That would be a great legacy you can leave for the future of Prince George.

Our group has heard a lot of concern about the general lack of respect for urban forests in the OCP, including the north end of Moore's Meadow and the yellow area in the Growth Management Schedule on the escarpment and off Tyner Boulevard. The OCP is full of goals to make PG walkable and grow in a way that protects green space. Yet, when you look at the policies, the main policy to implement this is the Urban Containment Boundary, but it contains a significant amount of forest, especially on the escarpment. Urban forests offer the most value if they remain undeveloped. **Because of this, Ginter's Green Forever is also requesting that**

the entire yellow part of the Urban Containment Boundary on the escarpment and Tyner Boulevard be removed. Please also remove the north end of Moore's Meadow from the Urban Containment Boundary.

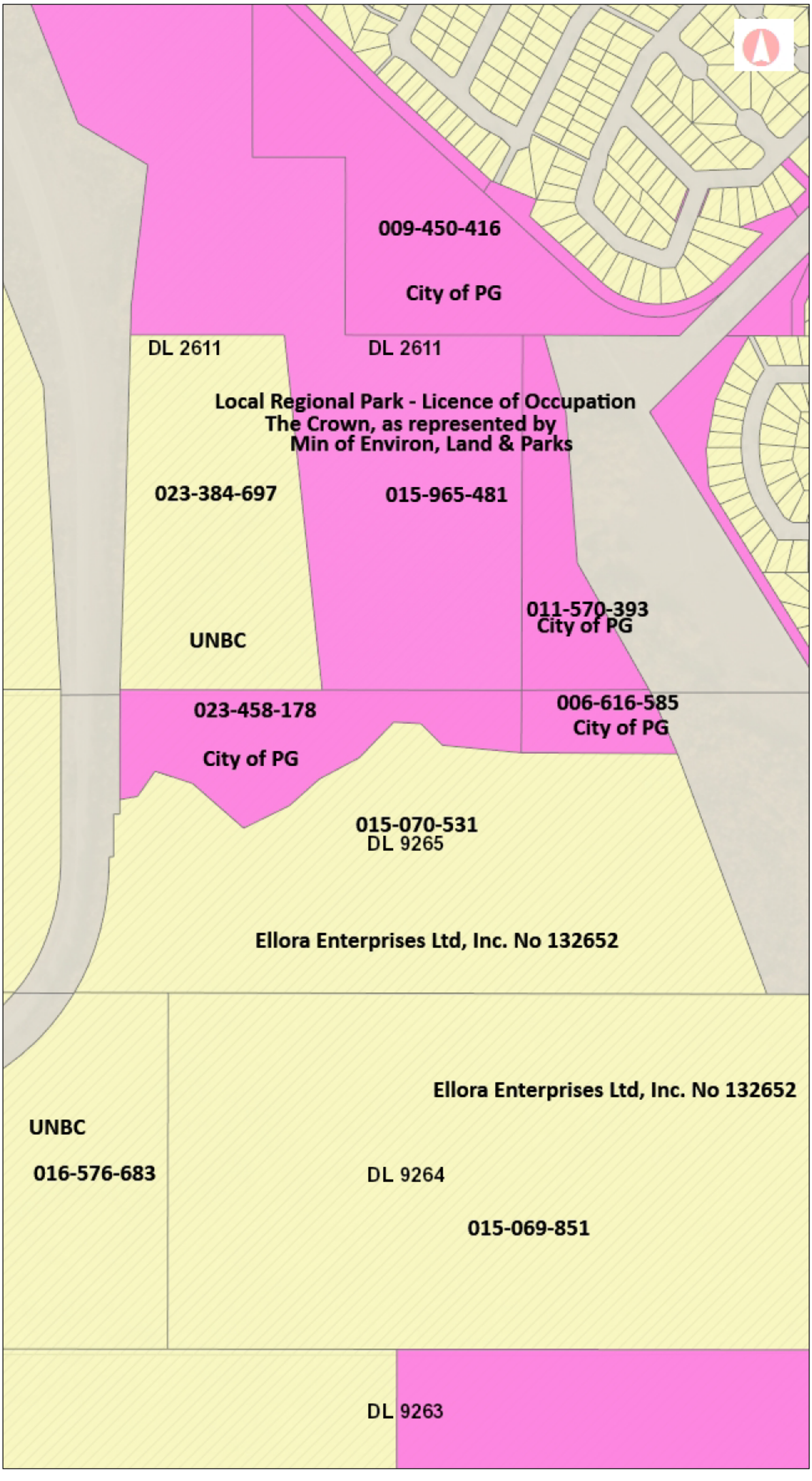
Ginter's Green Forever is often asked if we are "anti-development" or we are asked where we would want development to happen? Our city has more than enough sites that could be used for true infill (i.e., brownfield development). So between brownfield development and a robust policy including mixed use development, we should be more than able to meet our housing needs. There should be mixed use opportunities in every neighbourhood and for every development, not only downtown. That's how you create a walkable city, prevent sprawl, and lower taxes (Have you watched Suburbia is Subsidized? https://www.youtube.com/watch?v=7Nw6qyyrTeI).

One final note on engagement. Almost three years ago our group was promised that the OCP would be the tool we could use to advocate to protect Ginter's Green and urban forests. We assumed that our group would be consulted for that purpose. We'd like to point out that we were only invited to one round table meeting. We were accused of "being over represented" when we organized to make sure folks came to public engagement sessions. There was never any real dialogue or collaboration. We bring this up, so that better consultation can be done in the future. **We are also concerned that the public hearing is scheduled to be held over the school spring break.** Because public consultation is so important to the OCP process, it seems like in this instance, it should be scheduled when more people are available to attend.

Sincerely,

Ginter's Green Forever

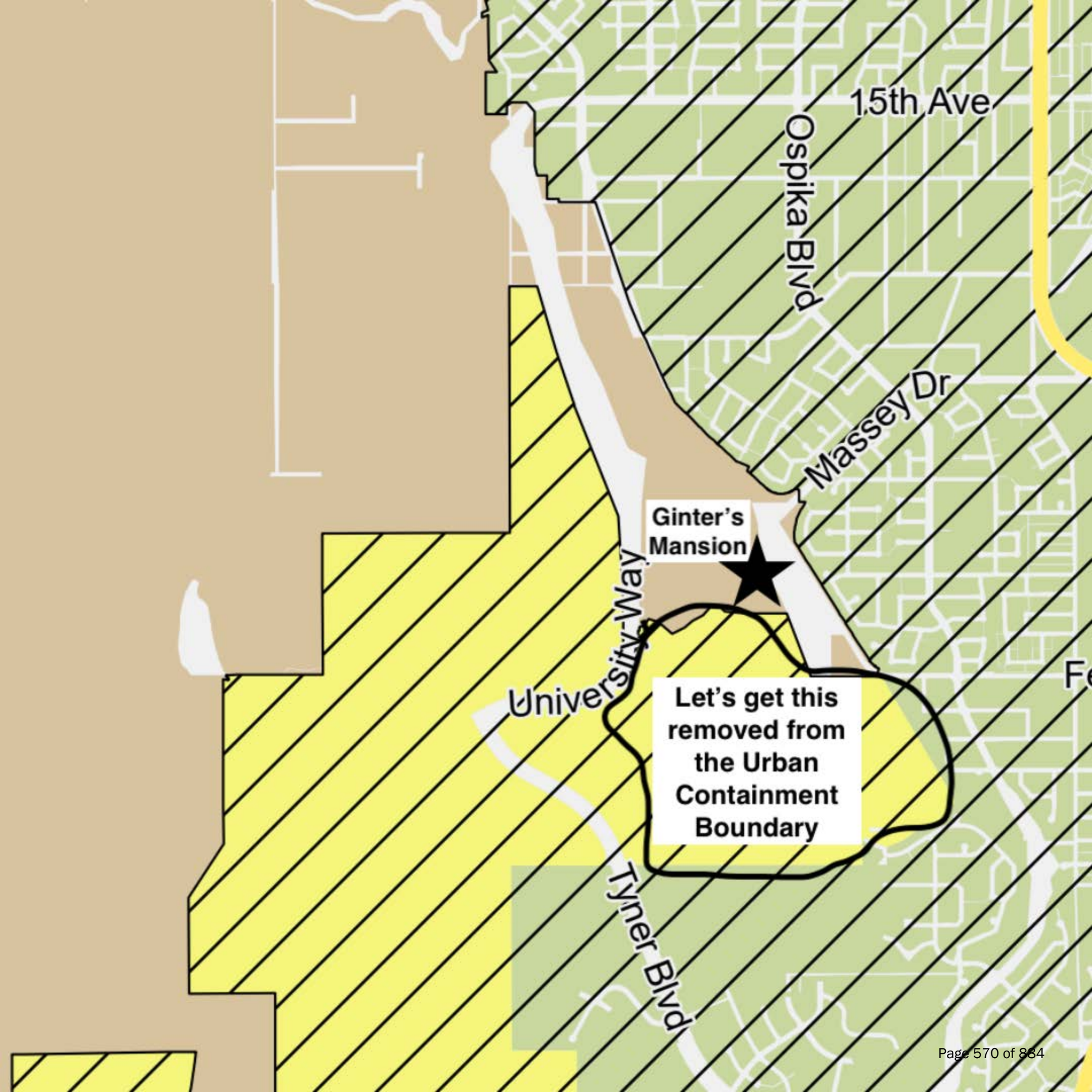
Jenn Matthews
James Steidle
Kim Menounos
Lorne Clarke
Selene Maxwell
Shirley Burkinshaw
Dr. Zoë Meletis
Dr. Annie Booth

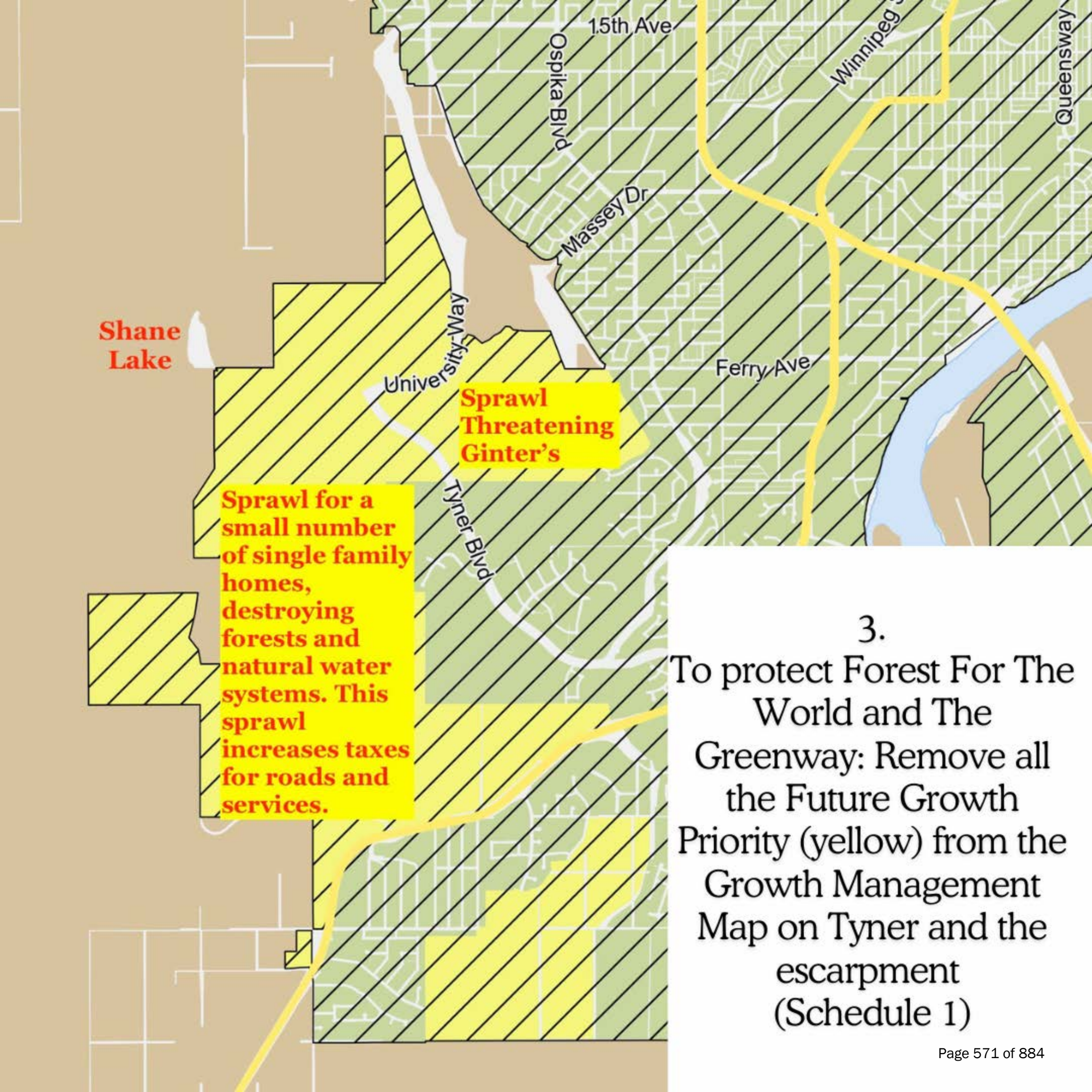

009-450-416
City of PG
DL 2611
DL 2611
Local Regional Park - Licence of Occupation
The Crown, as represented by
Min of Environ, Land & Parks
023-384-697
015-965-481
011-570-393
City of PG
UNBC
023-458-178
City of PG
006-616-585
City of PG
015-070-531
DL 9265
Ellora Enterprises Ltd, Inc. No 132652
Ellora Enterprises Ltd, Inc. No 132652
UNBC
016-576-683
DL 9264
015-069-851
DL 9263

Remove the Light Industrial / Right-of-Way land use plan between 18th and 22nd & between Massey and Ferry from Schedule 12 Future Land Use

- Small Scale Residential
- Neighbourhood Centres and Corridors
- Downtown
- Highway Commercial
- Light Industrial
- Medium Industrial
- Heavy Industrial
- Civic and Institutional
- Commercial Recreation
- Park & Open Space
- Rural Resource
- Rural
- Utility
- Airport
- Transit Oriented Area
- ALR




15th Ave
Ospika Blvd
Massey Dr
Ginter's Mansion
University Way
Let's get this removed from the Urban Containment Boundary
Tyner Blvd



3.

To protect Forest For The World and The Greenway: Remove all the Future Growth Priority (yellow) from the Growth Management Map on Tyner and the escarpment (Schedule 1)

Letter of Support for OCP amendments

PIDs 008-315-108, 031-791-344, and 031-791-352 (Giscome Road)
Agricultural and Forestry to Mixed Use Residential

Dear Mayor and Council,

We hope this letter finds you well and appreciate the opportunity for providing input for the upcoming public hearing. We are writing to express our support for the proposed rezoning from Agricultural and Forestry (AF) to Mixed Use Residential for the properties noted above. This change is integral to fostering an urban lifestyle while also accommodating complementary residential-related uses that are harmonious with the residential character of the area.

The City of Prince George stands at a crucial juncture where thoughtful urban planning can significantly impact its future growth and development. Here are several compelling reasons why this OCP amendment is not only beneficial but necessary for our community:

Increased Housing Density and Mixed Use

As Prince George continues to grow, the demand for housing has surged. By rezoning land to Mixed Use Residential, we may address the pressing need for increased housing density. This may enable more families and individuals to find homes within our city, thus reducing the strain on housing availability and affordability.

The proposed OCP amendment opens opportunities for mixed-use residential development, which can be particularly beneficial for seniors. Integrating residential areas with amenities such as the existing golf course and elementary school can create a vibrant, active community that caters to the needs of older adults and families alike. It also creates opportunities for young families and parents to live closer together making for a diversified community and neighborhood.

Compatibility with Residential Character

The proposed zone also provides for complementary residential-related uses that are compatible with the residential character of the area. This ensures that any new developments may integrate seamlessly into the existing community, preserving the aesthetic and cultural integrity of our neighborhoods.

Economic Growth and Development

Increasing housing density can spur economic growth by attracting new residents and businesses to Prince George. A more densely populated area can support local businesses, improve public transportation systems, upgrade municipal infrastructure and create a vibrant, thriving community.

Sustainable Urban Planning

By focusing on increasing housing density within the city, we can curb sprawl beyond our boundaries and protect our valuable rural and natural spaces. This approach aligns with sustainable urban planning principles, ensuring that our growth is managed responsibly and with long-term environmental considerations in mind.

Benefits of Proximity to the Airport

Redesignating land near the airport offers several additional benefits. Residents will have convenient access to domestic travel, enhancing their connectivity for both personal and professional purposes. Furthermore, the proximity to the airport can attract businesses and investors, boosting the local economy and creating job opportunities. Efficient transportation links also make the area more appealing to potential homeowners and renters, thereby increasing the demand for housing and contributing to the overall development of Prince George.

As global development continues to rise, the demand for the Prince George airport is likely to increase. An expansion in airport capacity would not only enhance its ability to handle more flights and passengers but would also lead to a greater need for residential housing to accommodate airport and airline employees. This influx of residents would further stimulate local businesses and services, creating a dynamic and thriving community.

Municipal Infrastructure Improvements

One of the challenges faced by the existing neighborhood is the aging and insufficient water system, particularly in terms of water pressure and available fire flow. These deficiencies can pose risks to residents and limit the effectiveness of emergency services. By increasing residential development, there is an opportunity for developer-paid improvements and the provision of Development Cost Charges (DCCs) that can fund essential upgrades to municipal infrastructure. This approach not only addresses the current limitations but also ensures that the water system is robust enough to support future growth, thereby enhancing the safety and quality of life for all residents.

In conclusion, rezoning land from AF to Mixed Use Residential is a strategic move that may benefit Prince George by addressing housing needs, fostering an urban lifestyle, promoting sustainable development, and leveraging the advantages of proximity to the airport. I urge you, Mayor and Council, to support this proposal and help pave the way for a brighter, more prosperous future for our city.

Thank you for your time and consideration.

Sincerely,



Doug Randell, P.L.Eng, PMP
Senior Manager, Civil Engineering
Transportation and Infrastructure
Redacted



On behalf of Global Union Investment Group Ltd (Land Owners of above noted PIDs)

100 - 989 McGill Place
Kamloops, BC

Subject: FW: Ginters Green Forever

From: rylee vos [redacted]
Sent: Friday, March 14, 2025 9:17 AM
To: cityclerk <cityclerk@princegeorge.ca>
Subject: Ginters Green Forever

To whom this may concern,

My name is Rylee Vos and I've been a PG resident all 21 years of my life. I am currently living at 1840 spruce street. My intention to in writing in is to have my voice heard in regards to public parks and city development.

I believe Ginters Park & Forest for the world are corner stones of what makes Prince George the best place to live in the north. The easily accessible outside activities and in town walking paths are one of the many things that keep me in our wonderful town. As a disabled person keeping these spaces intact is actually crucial for my well-being. Having accesss to these outdoor spaces provides a free physical training space and spiritual reprieve from the hectic world we are all dealing with these days.

Forestry has always been a pillar of the community however with that sector now in decline it feels more curical than ever before to secure the sanctity of both Ginters Park & Forest for the world as symbols of the long standing history and importance to the building of our community. By turing those spaces into housing developments you'd be denying generations of people the ability to experience the beautiful sprawling forest's that makes up Prince George.

In summary the greatest privilege of our community is the ability to drive 10 minutes to a nice forest or rushing river, even being able to drive 30 minutes and be at a lake. These are experiences ive treasured for 2 decades however if this development happens I and all Prince George residents won't be able create similar memories for decades to come, subsequently stripping our community of what has made it home to so many families. Thank you for taking time to read this email and considering the points I've made.

- Rylee Vos

1840 Spruce St, Prince George, BC

Subject: FW: Ginter's

From: Nicole Ross [redacted]
Sent: Friday, March 14, 2025 12:01 PM
To: Mayor and Council <mayorandcouncil@princegeorge.ca>
Subject: Ginter's

You don't often get email from [redacted]

Dear Mayor and City Counsel,

I am writing to you for the second time to express my concerns regarding the new housing plan and land use around Ginter's Green and Forest for the World, the Escarpment and Tyner Blvd. I respectfully ask that these plans be reconsidered and do not proceeded with in the future. I ask that this space not be changed and it become a protected and a valued green space. Not just by the residents, but also city council.

My previous email I had written about my experiences while I have been running in Prince George with my dogs. I have almost been hit by a vehicle numerous times by distracted and rushed drivers who do not respect the law or pedestrian lights. I have been stalked by a drug addict attempting to rob me. I have inhaled crack cocaine or methamphetamine smoke as I ran by a public bus stop on 15th avenue that drug addicts were using as a place to get high. In the winter I followed a blood trail as I ran up 5th avenue. The only peace and comfortability I am able to find in Prince George during my runs are running at green spaces, especially Ginter's. This includes the paved trail as well as the dirt trails surrounding Ginter's area.

Ginter's does not only provide excellent trails for running enthusiasts like myself, but also for walkers, hikers, and bikers. All the people who like to get out an exercise. Which is excellent for mental health. It's also beneficial for seniors to get outside and move and be in nature. A key part in seniors health and mental health. Ginter's is a great place for parents to take their young children after a long day of school and work to be in nature. Also great for mental health. There are so many benefits of having green spaces for the residents of Prince George.

The government emphasizes the need for more housing, but this proposal will not benefit those who need housing. We need more low-income housing, not more unaffordable homes that low income people would not even be able to afford to rent let alone buy. I encourage you to look for other places to build low income housing. If you look at all of downtown area including first avenue area there is so much wasted space and the building are all flat. Not a good use of space. Instead of tearing down nature why don't you revitalize downtown, build up to include businesses as well as affordable places for people to live.

The residents of Prince George have spoken over and over again about saving this precious green space from being turned into a road and houses. Why aren't you listening?

Sincerely,

Nicole Ross

1274 Douglas ave.
Prince George BC V2M 2N2

Subject: FW: Ginters Green Forever

From: AJ Tosoff [redacted]
Sent: Saturday, March 15, 2025 6:34 AM
To: Mayor and Council <mayorandcouncil@princegeorge.ca>; cityclerk <cityclerk@princegeorge.ca>
Subject: Ginters Green Forever

Some people who received this message don't often get email from [redacted]
[redacted]

To whom it may concern,

Hi, my name is Alan James or AJ Tosoff and I live at 1840 Spruce St, V2L2R4. I've lived in Prince George my whole life, born and raised. Ginters park and surrounding areas has been a staple in my life since I was a kid, and a staple to my cousins and family before me. It's one of the most beautiful places in our great city and the fact that we're wiling to not only tear down more trees during a climate crisis and destroy decades upon decades of history but also willing to further gentrify our city with apartments no one actually from Prince George will rent/buy, only those from Vancouver. It isn't just about wanting our city, which is known for its connection to nature and forestry to not further tear trees down, it's about how greed clearly has consumed this city and all higher ups seem to want is more land for more urban "renewal". Mayor, council members, we are not Vancouver and never will be, stop trying to change that for your own good.

Thank you.

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This email originated from outside the organization. Do not click on links or open attachments unless you recognize and trust the sender and know the content is safe.

Subject: FW: Opposition to draft OCP

From: Thea Rodger [redacted]
Sent: Sunday, March 16, 2025 12:56 PM
To: Councillor Frizzell, Garth <Garth.Frizzell@princegeorge.ca>; Councillor Polillo, Ron <Ron.Polillo@princegeorge.ca>; Councillor Klassen, Trudy <Trudy.Klassen@princegeorge.ca>; Councillor Bennett, Tim <Tim.Bennett@princegeorge.ca>; Councillor Ramsay, Cori <Cori.Ramsay@princegeorge.ca>; Councillor Sampson, Kyle <Kyle.Sampson@princegeorge.ca>; Councillor Scott, Susan <Susan.Scott@princegeorge.ca>; Councillor Skakun, Brian <Brian.Skakun@princegeorge.ca>; Mayor Yu, Simon <Simon.Yu@princegeorge.ca>
Subject: Opposition to draft OCP

Some people who received this message don't often get email from [redacted]
[redacted]

Hello, mayor and council

My name is Thea Rodgers and I live at 1450 Jarvis Street, within walking distance of the Prince George Aquatic Center and the 18th avenue roundabout entrance to Ginters Meadow walking trails.

I am opposed to the inclusion of figures and language showing future development potential for the Ginters Meadow area, specifically the stretch from 18th avenue to 22nd zoned as Light Industrial. I am also opposed to the zoning of the forested lot between 15th and 18th near the soccer fields and snow dump as small scale residential. I am also strongly opposed to the future development of surrounding lands at the south end slopes near Ginters Meadow, currently zoned in the draft OCP as Urban Containment Boundary.

I frequent these trails upwards of 4x/week for trail running, walking, and cycling. I would encourage all of you to take a stroll through the trails at the south end slopes near Ginters, or up around the trails just west of the ice oval and horse stables. These are beautiful green spaces that are worth preserving. I would be very frustrated to see further development encroach upon the trail networks. I'm angered at the prospect of further development in these areas where we have encountered several bird species, native plants, and amphibians. In a decade when bird populations are in steep decline across North America, bird habitat within the city is crucial to preserve.

While I understand urban growth needs to happen, I am frustrated to see when there is less of a push for restructuring and densification in existing developed areas that already have sewer infrastructure and snow clearing plans in place, rather than the further spread and sprawl into forested lands. Pushing sprawl outwards and adding in new roads increases the overall cost to the city, greater demand on plows and road infrastructure.

I hope you will reconsider the draft OCP language and make a motion to exclude the section from 18th to 22nd and the southern slopes near Ginters from future development zoning, and to keep this as a pedestrian green belt in perpetuity.

Thank you
Thea Rodgers

Subject: FW: Amendments to the OCP for Ginter's and Forests For the World

From: UNBC Students for a Green University [redacted]
Sent: Sunday, March 16, 2025 4:28 PM
To: Mayor and Council <mayorandcouncil@princegeorge.ca>
Cc: UNBC Sustainability [redacted]
Subject: Amendments to the OCP for Ginter's and Forests For the World

You don't often get email from [redacted]

Dear Mayor and Council members,

I hope you are well.

My name is Liam Wolfe, and I am a student living on campus at the University of Northern British Columbia. I am emailing on behalf of Students for a Green University, a student-led organization dedicated to advocating for the adoption of sustainable practices and attitudes at UNBC. As the area immediately surrounding UNBC is threatened with future urban development under the current version of the Official Community Plan (OCP), we would like to join Ginter's Green Forever and other organizations in advocating for three amendments to the OCP:

1. Remove the Light Industrial/Right-of-way land use plan between 18th and 22nd and Massey and Ferry from Schedule 12 Future Land Use
2. Remove the property at the south end and above Ginter's from the Urban Containment Boundary.
3. To protect Forests for the World and the Cranbrook Hill Greenway: Remove all the Future Growth Priority (yellow) on Tyler and the escarpment from the Growth Management Map (Schedule 1).

As UNBC students, we deeply value the forest ecosystems surrounding campus for their recreation and research opportunities. In fact, they were one of the reasons many of us chose to study here in the first place. We want all future generations of UNBC students and Prince George residents to be able to enjoy and study these forests. Developing on these lands would negatively impact the ecosystems, geology and slope stability, watersheds, recreation, wildlife habitat, and research opportunities in Ginter's, Forests for the World, and on Cranbrook Hill more generally.

Thank you for your time and consideration

Liam Wolfe (he/him)
Club Communications
Students for a Green University
Student-Led Organization
University of Northern BC - Prince George
Instagram: sgu.unbc | Facebook: Students for a Green University - SGU
Thankful to be on the traditional and unceded territory of the Lheidli T'enneh
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Subject: FW: GINTERS

From: Darlene Gervais [redacted]
Sent: Friday, March 14, 2025 8:34 PM
To: cityclerk <cityclerk@princegeorge.ca>; Mayor and Council <mayorandcouncil@princegeorge.ca>
Subject: GINTERS

You don't often get email from [redacted]

Good evening, I will be attending the meeting on March 19, 2025.
I would like this email to be submitted for the public hearing.

I would ask that you protect the Ginters property from being developed and building more houses and roads. **We absolutely need to amend the OCP to save Ginter's and Forests for the World.**

PLEASE::

1. **Remove the Light Industrial/Right of Way land use Plan** between 18th and 22nd Avenues and Massey and Ferry Avenues **from Schedule 12 - Future Land Use.**

2. **Remove the property at the south end and above Ginter's from the Urban Containment Boundary.**

3. **Protect Forest for the World and The Greenway: Remove all the Future Growth Priority** (in yellow) on Tyner and the escarpment from the Growth Management Map (Schedule 1)

Thank you

Darlene Gervais, 3022 Charella Drive
Prince George BC, V2N 5K9. [redacted]
[redacted]

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This email originated from outside the organization. Do not click on links or open attachments unless you recognize and trust the sender and know the content is safe.

Subject: FW: Transport Canada Regulations on Aerodrome land use planning
Attachments: tp1247e (Transport Canada Land Use).pdf

From: Derek Dougherty [redacted]
Sent: Friday, March 14, 2025 1:22 PM
To: cityclerk <cityclerk@princegeorge.ca>
Cc: Sabrina Angus [redacted]
Subject: Transport Canada Regulations on Aerodrome land use planning

You don't often get email from derek.dougherty@mnp.ca. Learn why this is important

Good afternoon, with regards to the proposed OCP amendments and previously sent information, I am forwarding on some technical materials from Transport Canada that support that land use consultation in and around the YXS lands. It is very important that language sufficient to bolster this relationship remain in the OCP, as it has in the past.

This publication describes not only the operational characteristics of aerodromes but also different types of land uses outside the aerodrome property boundary and recommends, where applicable, guidelines for those land uses in the vicinity of aerodromes. In addition, the source documents have been linked to further explain the technical aeronautical requirements.

I would also point out that several other OCPs (Richmond and Sydney to name a few) also contain very clear language on requiring consultation and cooperation with their respective airport.

Respectfully submitted,

Derek D. Dougherty
Board Chair,
Prince George Airport Authority

4141 Airport Road

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TP1247E
2013/14

Transport Canada Transports Canada



AVIATION
Land Use In The Vicinity of Aerodromes

Ninth Edition

Canada

Abstract

This publication describes not only the operational characteristics of aerodromes but also different types of land uses outside the aerodrome property boundary and recommends, where applicable, guidelines for those land uses in the vicinity of aerodromes. In addition, the source documents have been linked to further explain the technical aeronautical requirements.

This publication was prepared by the Flight Standards division of the Standards Branch of the Civil Aviation Directorate of Transport Canada. Enquiries relating to the document's content and suggested amendments should be directed to:

Chief
Flight Standards
Standards Branch
Civil Aviation Directorate
Transport Canada
Place de Ville, Tower "C"
330 Sparks Street
Ottawa, Ontario
K1A 0N8

Part I -- Introduction

This publication is designed to assist planners and legislators at all levels of government in becoming familiar with issues related to land use in the vicinity of aerodromes.

Municipal planners and developers must understand that how land is used around an aerodrome will have an impact on the aerodrome's operations. The land use around aerodromes can have significant impacts on safety at the aerodrome and can negatively impact the operational viability of the aerodrome to the detriment of the local community that depends upon it.

The compatible land use planning concept is an outgrowth of the focus of attention on the environmental relationship between aerodromes and their community neighbours. This planning concept is relatively simple and the results can be impressive, but the implementation requires careful study and co-ordinated planning.

Some community/aerodrome situations have reached the point where the effect of land use planning guidelines may be minimal. However, there are still instances where the use of these guidelines will result in more compatible aerodrome and community development. Implementation of this guidance may result in provincial/municipal legislation or bylaws for compatible land uses, easements or land zoning.

As new and non-traditional uses of land become more prevalent (e.g. windfarms), the public and aviation stakeholders have advanced concerns to Transport Canada over items that may be viewed as impediments to access or as safety items. The ninth edition of TP 1247 has been revised to address these issues.

Where units of measure are quoted in this document, the metric numbers are to be heeded as the equivalent imperial units are approximations only.

For the purposes of this document, where the word *aerodrome* is used, it includes certified aerodromes, non-certified aerodromes, heliports and water aerodromes; where the word *airport* is used, it specifically means certified aerodromes.

Enquiries relating to the application of these guidelines should be directed to the appropriate Regional Director Civil Aviation. Addresses for the Regional Civil Aviation officials are listed in Appendix A.

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Transport Canada Land Use Role

From a regulatory perspective, the authority for the designation of and control of the use of lands located outside of aerodrome property rests with provincial/municipal levels of government. The only exception to this fact, in the aviation case, occurs where an airport zoning regulation, made pursuant to the Aeronautics Act, is in force.

The Minister of Transport may exercise authority only over lands that are included in an Airport Zoning Regulation made pursuant to the Act. An Airport Zoning Regulation contains restrictive clauses that describe the activities and uses that are restricted or prohibited and contains a legal description of the lands to which it applies.

Restrictions and or prohibitions contained in a zoning regulation may range from limiting the height of structures to prohibiting specified land uses or to prohibiting facilities that may interfere with signals or communications to/from aircraft.

Airport zoning regulations cannot be made for non-certified aerodromes.

Individual zoning regulations are included in a listing of regulations made pursuant to the Aeronautics Act and may be found at the following internet address:

http://www.tc.gc.ca/eng/acts-regulations/acts-1985ca-2.htm

Definitions

The following definitions are provided for the purposes of this document only;

Airport: An aerodrome for which, under Part III of the *Canadian Aviation Regulations*, an airport certificate has been issued by the Minister.

Aerodrome: Any area of land, water (including the frozen surface thereof) or other supporting surface used or designed, prepared, equipped or set apart for use either in whole or in part for the arrival, departure, movement or servicing of aircraft and includes any buildings, installations and equipment situated thereon or associated therewith.

Note: *This definition of "Aerodrome" includes water aerodrome and heliports.*

Aerodrome Reference Point: The designated point or points on an aerodrome normally located near the geometric centre of the runway complex that:

(a) establishes the geographical location of an aerodrome for charting purposes, and
(b) establishes the locus of the radius or radii of the outer surface as defined in a Zoning Regulation.

Graded Area: An area surrounding the runway which is graded to a specified standard to minimize hazards to aircraft which may accidentally run off the runway surface.

Heliport: An aerodrome or a defined area on a structure intended to be used wholly or in part for the arrival, departure and surface movement of helicopters.

Obstacle Limitation Surface: A surface that establishes the limit to which objects may project into the airspace associated with an aerodrome consisting of the following; a takeoff surface, an approach surface, a transitional surface and an outer surface.

Runway Strip: A defined area including the runway, and stopway if provided, intended to reduce the risk of damage to aircraft running off a runway and to protect aircraft flying over it during takeoff or landing operations.

Water Aerodrome: means an aerodrome that uses an area of water, excluding the frozen surface of that area, for the arrival, departure, movement or servicing of aircraft.

1.1 General

This part will give the reader some insight into those aerodrome operational factors which can affect land uses outside the aerodrome property boundary. Each factor is considered separately and in enough detail to allow general planning conclusions to be drawn. It is important that any particular land use under consideration be judged from the point of view of all relevant factors. The referenced Manual for Part I is: Aerodrome Standards and Recommended Practices (TP 312E).

Obstacle Limitation Surfaces are established to ensure the required level of safety. These surfaces normally extend beyond the boundary of the aerodrome and therefore benefit from protection by the enactment of an Airport Zoning Regulation which will prohibit the erection of structures which would violate any of the defined plane surfaces.

Where enacted, zoning regulations apply to all the lands, including public road allowances, adjacent to or in the vicinity of an airport; the specific lands are described in the Schedule of the relevant airport zoning regulation. Lands within an airport boundary are therefore not included in an airport zoning regulation; however, all structures within an airport boundary must comply with obstacle limitation surface requirements, as stated in TP312 Aerodrome Standards and Recommended Practices.

For those airports at which an Airport Zoning Regulation has been enacted under the Aeronautics Act, details of the registered zoning plans are available from the Land Registry Office for the district within which the airport is located.

Note: It is of the utmost importance to be aware that the proximity of obstacles, for example, wind turbines, telecommunications towers, antennae, smoke stacks, etc., may have an impact on the current and future usability of an aerodrome. Therefore, it is critical that planning and coordination of the siting of obstacles should be conducted in conjunction with an aerodrome operator at the earliest possible opportunity.

1.2 Slopes and Surfaces

There are three types of surfaces in place at an aerodrome that should be protected to avoid penetration by objects or structures. Protection of these surfaces is done by limiting the height of structures, including appurtenances or objects on the ground, to heights that are less than that of the slope surface thereby avoiding penetration of that surface.

Airports that have an Airport Zoning Regulation have these surfaces protected by law and these zoning regulations apply to land that is located outside the property boundary of the airport. At aerodromes that do not have an Airport Zoning Regulation, the cooperation of adjacent communities is sought to obtain provincial/municipal zoning protection against development that would compromise the operational airspace, as defined by the description of these surfaces, around the aerodrome facility.

Where the facility is an airport, objects penetrating any of these surfaces may affect the operations of the airport and the certification status of the airport. Where the facility is a non-certified aerodrome, penetration of these surfaces may affect the operations at the aerodrome. Where the facility is a non-certified aerodrome, the standards in TP312 Aerodrome Standards and Recommended Practices can be used but are not enforceable; however, the operational integrity of the non-certified aerodrome is enhanced if the designation of the use of land adjacent to the facility is done in line with technical portions of the standards.

The three types of surfaces in place at an aerodrome are the outer surface, the takeoff /approach slope surface and the transitional surface as shown in Figure 1.

A complete description of the standards related to these surfaces may be accessed at the following website:

http://www.tc.gc.ca/eng/civilaviation/publications/tp312-menu-4765.htm

The following figure will assist the reader in developing a visual picture of the surfaces discussed above.

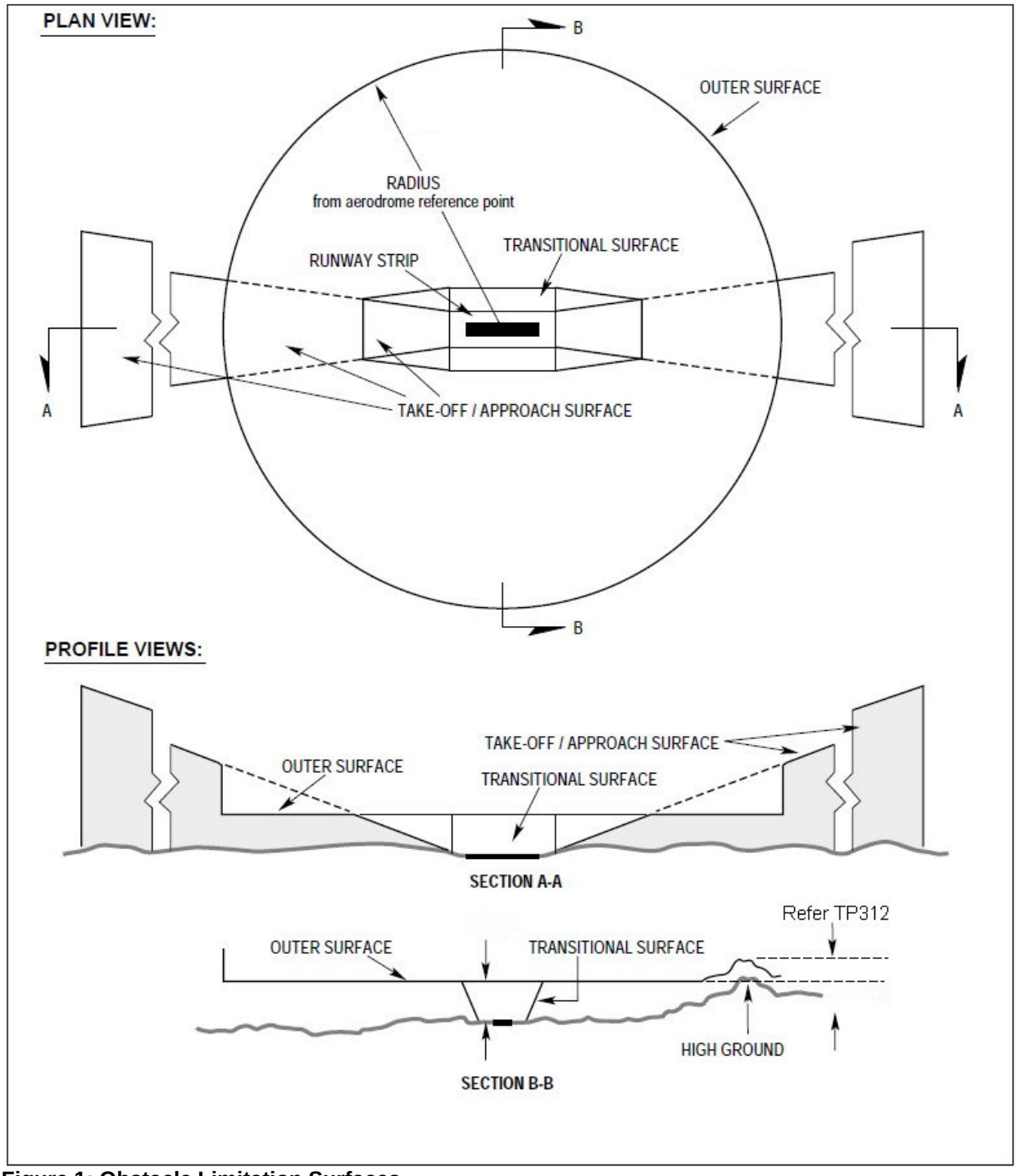


Figure 1: Obstacle Limitation Surfaces

1.3 Outer Surface

An outer surface shall be established where required for the protection of aircraft conducting a circling procedure or manoeuvring in the vicinity of an aerodrome. The outer surface establishes the height above which it may be necessary to rake one or more of the following actions:

(a) restrict the erection of new structures which would constitute an obstruction; or
(b) remove or mark obstacles to ensure a satisfactory level of safety and regularity for aircraft manoeuvring visually in the vicinity of the airport before commencing the final approach phase (See Figure 2).

1.3.1 Dimensions of Outer Surface

Where an outer surface is established, it shall be as follows:

(a) a common plane established at a constant elevation of 45 m above the assigned elevation of the aerodrome reference point; and
(b) when the common plane described in paragraph (a) is less than 9 m above the surface of the ground, an imaginary surface shall be established at 9 m above the surface of the ground (See Figures 2 and 3).

Note: *When the outer surface elevation cannot be held to 45 m, a semi-circular outer surface may be established permitting a circling procedure on one side of the runway. If this compromise solution is not possible, circling as part of an instrument approach procedure should not be recognized, thus eliminating the need for an outer surface.*

The outer surface measured from the designated aerodrome reference point or points, shall extend to a horizontal distance of at least:

(a) 4000 m is recommended where the code number is 1, 2 or 3.
(b) to be determined by an aeronautical study where the code number is 4, but never less than 4000 m.

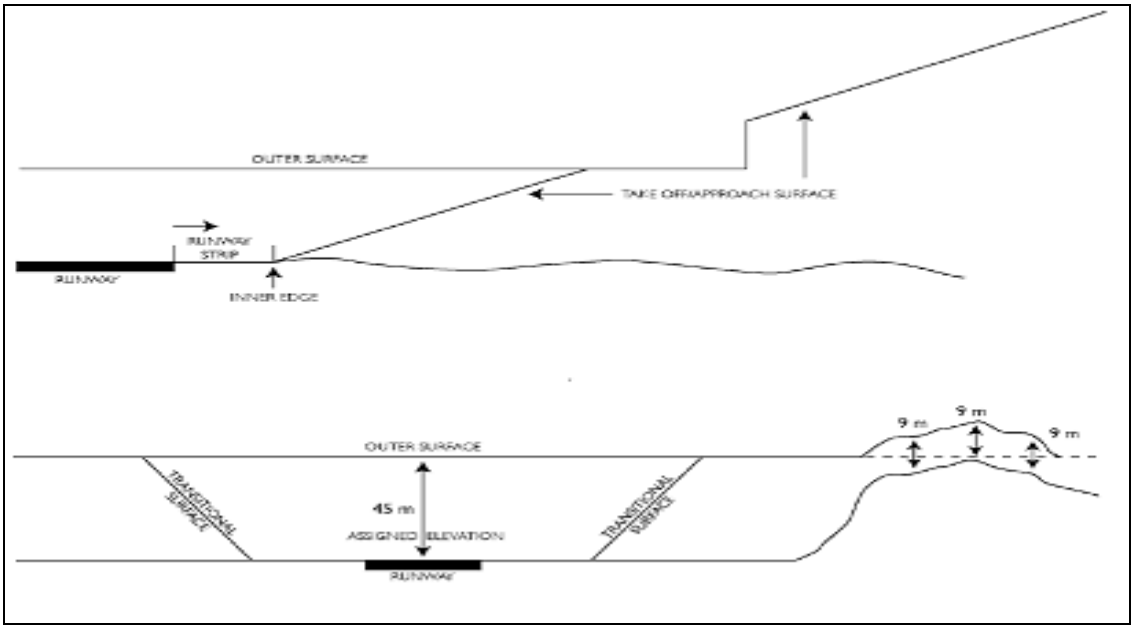


Figure 2 – Obstacle Limitation Surface – Side View

1.4 Take-Off/Approach Areas and Surfaces

1.4.1 Delimination

They are established for each runway direction intended to be used for the take-off and landing of aircraft.

(a) An inner edge, perpendicular to the runway, begins at the end of the runway strip (normally 60 m from the runway threshold). The length of the inner edge is dependent on the strip width.
(b) Two sides originate at the ends of the inner edge and diverge uniformly at either 10% or 15% from the extended runway centre line (Note: See divergence minima information in paragraph 1.4.2).
(c) Final Width will be the product of the divergence and length of the area, and will be parallel to the inner edge.

1.4.2 Dimensions of the Takeoff/Approach Areas and Surfaces

The dimensions of the takeoff/approach areas and surfaces shall be:

(a)

Precision Approach Runway - Category I and II	
Length of inner edge	As per strip width
Divergence (min)	15%
Length (min.)	15 000 m
*Slope (max.)	Cat. II Runways, 2% where the code number is 3 or 4. Cat. I Runways, 2% where the code number is 3 or 4. Cat. I Runways, 2.5% where the code number is 1 or 2.

* Where applicable, for new runways at major aerodromes the slope should be 1.66% for the first 3000 m and 2% thereafter for a total length of 15 000 m.

For the purposes of registered zoning, the takeoff approach surfaces of Code 3 and 4 Precision Approach Runways shall be defined by using slopes appropriate for a glide path extending for a maximum of 6 KM. If local terrain precludes the use of a glide path, then the lowest usable glide slope should be selected.

(b)

Non-Precision Approach Runway				
Code Number	1	2	3	4
Length of inner edge	As per strip width			
Divergence (min.)	10%	10%	15%	15%
Length (min.)	2 500m	2 500m	3 000m	3 000m
* Slope (max.)	3.33%	3.33%	2.5%	2.5%

* Where practicable, the slope should be 2%.

(c)

Non-Instrument Runways				
Code Number	1	2	3	4
Length of inner edge	As per strip width			
Divergence (min.)	10%	10%	10%	10%
Length (min.)	2 500m	2 500m	3 000m	3 000m
Slope (max.)	5%	4%	2.5%	2.5%

Note: *The lengths given in (a), (b) and (c) above, are measured horizontally, unless otherwise specified. Regardless of the slope specifications in (a), (b) and (c) above, all objects considered by the certifying authority to be hazardous shall be marked and/or lighted.*

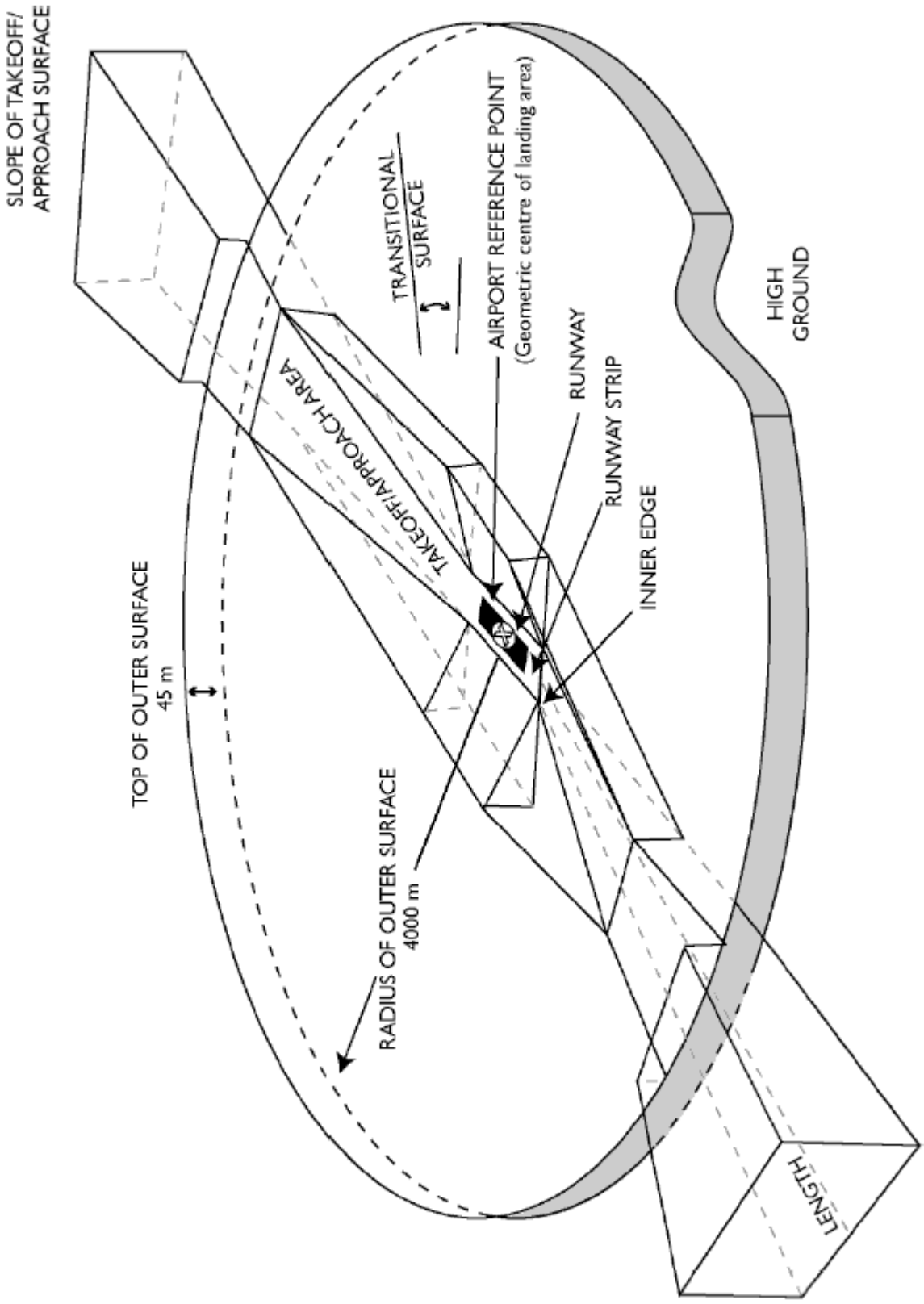


Figure 3 – Obstacle Limitation Surfaces

1.5 Transitional Surface

1.5.1 Delimination

Transitional surface is a complex surface along the sides of the runway strip and pan of the approach surface that slopes up to the outer surface. Its purpose is to ensure the safety of aircraft at low altitudes displaced from the runway centre line in the approach or missed approach phase. The slope of a transitional surface measured in the vertical, perpendicular to the runway shall be:

- 14.3% for an Instrument runway and non-Instrument runways, Code 3 and 4
- 20.0% for non-Instrument runways, Code 1 and 2

Where topographical or natural obstructions make it economically unreasonable and in the opinion of the Certifying Authority, an equivalent level of safety will be achieved, the transitional surfaces for runways where the code number is 1 or 2, used in Visual Meteorological Conditions (VMC) may be steepened or eliminated provided the strip width is widened in accordance with the following:

Strip Width			
Code Number	90 m	120 m	150 m
1. Transitional Surface	33%	Vertical	Vertical
2. Transitional Surface	33%	50%	Vertical

Note: *This is intended to provide relief for small aerodromes in mountainous regions, used in VMC, where river valleys, etc. are the only sites, available. At other locations an aeronautical study and Headquarters' approval is required before applying the above criteria.*

1.6 Width of Strip

1.6.1 Dimensions of the Runway Strips

1. **Width of Strip - Instrument Runways**

   The runway strip shall extend the following distances each side of the centre line of the runway.

   Precision Approach Runway:

   1. 150 m where the code number is 3 or 4,
   2. 75 m where the code number is 1 or 2.

   Non-Precision Approach Runway:

   3. 150 m where the code number is 4,
   4. 75 m where the code number is 3,
   5. 45 m where the code number is 1 or 2.

2. **Width of Strip - Non-instrument Runways**

   Runway strips containing a non-instrument approach runway shall extend each side of the centre line as follows:

   1. 75 m where the code number is 4,
   2. 45 m where the code number is 3,
   3. 30 m where the code number is 1 or 2.

Part II -- Telecommunications and Electronic Systems

2.1 General

The guidance contained in this part is aimed at protecting navigational aids, radars and telecommunications systems which include systems for civil, military, and environmental applications. Transport Canada approval of the location and/or construction of structures and facilities considered incompatible would only be required for structures located on lands to which an airport zoning regulation applies.

Local land use planners and those wishing to erect structures are encouraged to contact regional Transport Canada Civil Aviation offices for assistance in locating any nearby aerodromes and NavCanada for assistance in locating any potentially impacted radars, navigation aids or telecommunications facilities. Local planners and those wishing to erect structures are encouraged to consult with identified airport and aerodrome operators and NavCanada. NavCanada can be contacted at 1-866-577-0247 or by email at landuse@navcanada.ca.

The information contained in this part represents the criteria normally applicable for the protection of navigational aids, radars and telecommunications systems. More specific guidance on structures conforming to these values should be available from the owner of the radar, navigational aid or telecommunications system.

Planners should also be aware that, where airport zoning regulations are in effect, specific structures which contravene the values contained within said zoning regulations may sometimes be acceptable, provided that the applicant demonstrates by a technical analysis that such approvals will not cause harmful interference.

Consultation with the radar, navigational aid or telecommunication system owner should take place at an early stage in the project in order to avoid costly redesign or undue pressure when seeking building and site approvals. It is recommended that consultation take place at the building concept stage, before site approval is sought.

The radar, navigational aid or telecommunication system owner should ensure that full coordination takes place with aerodrome and local authorities where there is any air navigation system change that may impact local communities.

Note: *The development and promulgation of the requirements for the protection of radar, navigational aid or telecommunication systems are the responsibility of the facility owner.*

2.2 Radar Systems

The radar coverage volume for all types of radar systems can be reduced by a structure blocking the transmit or receive signal path. The severity of this blockage is proportional to the size of the structure and varies according to its location.

The size and construction material of buildings and other structures can be controlled to ensure that the radar coverage volume is maintained and that the number of false targets detected is not increased.

False targets are usually a problem only with Air Traffic Control (ATC) Radar Systems (including military and weather radar systems). They are created by transmitted or received signals being reflected from structures. The magnitude of the reflection is proportional to the size of the structure and the electrical behaviour of the material used. Non-metallic materials can reduce the magnitude of the reflection.

The protection criteria presented in this section are provided for general guidance purposes only. For more precise criteria suitable to the location/structure being proposed, proponents should contact local aerodrome operators and/or the radar/navigation aid/communication systems owner.

2.2.1 Air Traffic Control (ATC), Air Defence or Military Radars

(a) Primary Surveillance Radar (PSR)

(i) within 300 m of the radar site, no building or other structure should exceed a height of 5 m below the geodetic height of the antenna platform. The preference is to have no structure at all or to have trees surrounding the site.
(ii) from 300 to 1,000 m from the radar site, the upper limit on the height of a structure is increased at a rate of approximately 0.007 m per metre. Thus, at a distance of 1,000 m from the site, the structure can be as high as the geodetic height of the antenna tower platform.
(iii) beyond 1,000 m from the radar site, no site protection requirement is specified; however, it is preferable not to have any large structure exceeding 0.25° above the radar horizon. Large structures are defined as having an azimuth of more than 0.43°. The consequences of building such structures should be brought to the attention of the local land use authority responsible for approving the proposal for construction.

(b) Secondary Surveillance Radar (SSR)

The provisions given above for a Primary Radar System apply as well for an ATC Secondary Surveillance Radar System. In addition, all buildings or other structures within 1,000 m of the radar should be constructed with non-metallic materials having a low reflectivity at frequencies from 1.0 to 1.1 GHz.

(c) Precision Approach Radar (PAR)

Within 900 m of the approach area to a runway served by a Precision Approach Radar System, no reflecting objects (trees, buildings or other structures) are allowable.

(d) Airport Surface Detection Equipment Radar (ASDE)

No structure should be built that blocks the line-of-sight from the ASDE radar antenna to any runway, taxiway, intersection, etc., unless it is approved by the owner of the equipment. Any exception would have to demonstrate that the blockage would be operationally insignificant.

2.2.2 Weather Radar

No structures exceeding the height of the radar antenna should be built within a radius of 300 m of weather radars. Environment Canada is the entity responsible for siting weather radars in Canada. The owner or proponent of the structure is responsible for any coordination with Environment Canada.

2.3 VHF/UHF Radio Communication Systems

Metallic structures may cause reflection of communication signals. In cases where such structures are proposed to be constructed within 300 m of a VHF/UHF transmitter/receiver installation, consultation with the owner of the communications systems is recommended.

The protection criteria presented in this section are provided for general guidance purposes only. For more precise criteria suitable to the location/structure being proposed, proponents should contact local aerodrome operators and/or the radar/navigation aid/communication systems owner.

2.4 Navigational Aids

2.4.1 General

Although several different standardized types of navigational aids are used to support air navigation, they share the common characteristic that the navigation guidance is derived partially as a function of the direction from which the navigation signals are received. Any structure that causes unwanted reflections of guidance signals will cause some of those signals to be received from a different direction, altering the navigation guidance in a potentially hazardous way. For this reason, it is important to screen and assess any developments in the vicinity of navigational aids.

The protection criteria presented in this section are provided for general guidance purposes only. For more precise criteria suitable to the location/structure being proposed, proponents should contact local aerodrome operators and/or the navigational aid owner.

2.4.2 Non-Directional Beacons (NDB)

The following types of structures should be assessed prior to construction to determine the potential impact on navigation signals from an NDB:

(a) All proposed structures within 200 m of an NDB antenna; and
(b) All proposed steel towers, power lines, metal buildings, etc., within 1,000 m of an NDB antenna, for which the subtended vertical angle measured from the base of the NDB antenna structure exceeds 3°.

2.4.3 VHF Direction Finding Systems (VHF/DF)

Siting requirements for VHF/DF are of major importance. In particular, the equipment requires that:

(a) within 45 m of the antenna: ground to be level ±1º and surface roughness ±30 cm
(b) within 90 m of the antenna: ground to be clear of trees, masts, metal fences and vehicles.
(c) within 180 m of the antenna: ground to be clear of buildings, car parks and small metal structures.
(d) within 365 m of the antenna: ground to be clear of built-up areas, hangars, railways and other metallic structures.

In general, a clear line-of-sight should be maintained between the antenna system and local flying aircraft.

The VHF/DF antenna should be separated from any VHF air/ground communication (transmitting) antenna to the greatest extent practical, but by at least 2 km, and be separated from any antenna transmitting a high power broadcast by at least 8 km.

2.4.4 VHF Omni-Directional Range (VOR)

For standard VOR facilities, the following constraints should be applied to maintain the required accuracy of navigation signals:

(a) Within 300 m radius of the VOR antenna array, the area should be clear of trees, fences, wire lines, structures, machinery or buildings;
(b) Within 600 m radius of the VOR antenna array, structures and buildings having large metal content, wire lines and fences should not subtend a vertical angle of more than 1.2° or extend above the horizontal plane as measured from the array centre, except that the subtended vertical angle may be increased by 50% for fences or lines which are essentially radial or which subtend an angle of not more than 0.2° measured in the horizontal plane;
(c) Within 600 m radius of the VOR antenna array, wooden structures or buildings with negligible metallic content should not subtend a vertical angle of more than 2.5°; and
(d) Outside of 600 m radius of the VOR antenna, proposed large continuous metallic objects such as overhead power lines, masts, water towers or large metal-clad buildings which will penetrate beyond above the horizontal plane as measured from the array centre, or which will subtend a vertical angle of more than 1.2°, should be assessed prior to construction to determine the potential impact on VOR navigation signals.

The above criteria for standard VOR also apply to Doppler-type VOR facilities, except that the radius of 300 m may be reduced to 150 m, and the radius of 600 m may be reduced to 300 m.

2.4.5 Distance Measuring Equipment (DME)

DME may be installed as a stand-alone facility, or may be collocated with a VOR or ILS facility.

The following types of structures should be assessed prior to construction to determine the potential impact on navigation signals from a DME:

(a) All proposed structures within 150 m of a DME antenna; and
(b) All proposed steel towers, power lines, metal buildings, etc., within 3,000 m of a DME antenna, for which the subtended angle of elevation measured from the base of the DME antenna structure exceeds 1°.

2.4.6 Tactical Air Navigation System (TACAN and VORTAC)

TACAN is a military navigational aid whose functions are similar to those of a combined VOR and DME. TACAN may be installed as a stand-alone facility, or may be co-located with a VOR (VORTAC). Criteria outlined above for VOR and DME are applicable to TACAN.

2.4.7 Instrument Landing Systems (ILS)

An ILS supporting operations to a given runway generally consists of two complementary components: a localizer transmitter installed near the stop end of the runway and a glide path transmitter installed alongside the runway roughly 300 m from the beginning of the runway.

ILS supports all-weather precision approach and landing operations. To maintain the safety of landing aircraft, it is critical that the accuracy of ILS navigation signals not be compromised by unwanted reflections or interference.

The most significant sources of interference for ILS facilities are metallic objects having appreciable horizontal dimensions such as structural steel towers, metal-clad buildings and power/telephone transmission lines. These objects may reflect the ILS signals in unwanted directions, distorting the information provided to aircraft. Planners involved in siting and approval of these sources of interference should contact the ILS facility owner. For planning purposes, all runways should be considered to be equipped with an ILS at each end.

Any proposed structure on or in the vicinity of an aerodrome should be subjected to a detailed assessment for possible interference to ILS facilities unless it falls outside the Building Restricted Area (BRA) surfaces for ILS as defined in the document, European Guidance Material on Managing Building Restricted Areas[1]. (Buildings within the ILS building restricted area are often acceptable after a detailed assessment. In some cases, measures such as appropriate orientation of the building, shape of reflecting surfaces, etc. can significantly reduce the impact on ILS navigation signals.)

Some ILS localizers provide “back course” approach navigation guidance to the reciprocal end of the runway. For these localizers, the applicable restrictions apply in both directions from the antenna array.

High voltage power lines and substations radiate Electromagnetic Noise (EMN). In addition, EMN radiated by Industrial-Scientific-Medical (ISM) apparatus may inhibit reliable reception of ILS signals. Power lines and substations should be designed, constructed and maintained using state of the art techniques to minimize radiated EMN in the ILS frequency bands. In general, the following should be avoided:

(a) power lines with voltages greater than 100 kV that are closer than 1.8 km from the runway centre line and closer than 3.2 km from the ends of the runway;
(b) AC electrical substations for voltages greater than 100 kV that are closer than 3.2 km from the centre line of the runway and closer than 16 km from the ends of the runway;
(c) ISM apparatus operating within the rectangular area extending 1.5 km on either side of the centre line of the runway to the outer markers.

[1] International Civil Aviation Organization (ICAO) European and North Atlantic Office:
ICAO EUR DOC 015, European Guidance Material on Managing Building Restricted Areas, Second Edition (2009)

Part III -- Bird Hazards and Wildlife

3.1 General

In its many civil aviation responsibilities, Transport Canada remains focused sharply on the safety of air travelers. This focus has led the department to examine numerous potential hazards, including those found on and in areas around Canadian aerodromes.

Working with industry experts, and based on extensive international scientific research, Transport Canada has confirmed that these hazards include many forms of wildlife, from birds and deer which are often struck by aircraft, to smaller prey animals that attract more hazardous species. Wildlife of all types can be hazardous to aircraft because they can cause structural or engine damage. The hazard is greatest at and in the vicinity of aerodromes due to the concentration of aircraft activity close to the ground, where the majority of wildlife lives. In addition, aircraft involved in takeoffs or landings are at low altitudes and in a critical phase of flight where any disruptions to the operation could be catastrophic.

The presence of birds at or near aerodromes presents particular hazards. Aerodromes are naturally attractive areas to many species of birds because the wide open, short grass areas provide the basic elements of security from predators and humans, a place to nest and loaf (just generally sit about) and access to food and water sources. Wildlife Management programs at aerodromes effectively reduce this natural attraction of birds to aerodrome lands, primarily through major habitat management and manipulation projects, as well as through day to day vigilance and the use of bird scaring techniques. While these on aerodrome activities are effective, they can be neutralized by the presence of attractive land use or activities outside the aerodrome boundary. Hazardous bird species will be persistent in their attempts to use the aerodrome as a convenient stop over and resting place before or after feeding at a nearby location. It is therefore important that land in the surrounding area be used in a manner that is compatible with the wildlife control measures in use on the aerodrome, to minimize the attraction to birds and other potentially hazardous species.

Wildlife respects no boundaries, physical or regulatory, and often congregates in and passes through air-traffic corridors, such as take-off, departure, approach and landing areas. The result is risk to aircraft and air travelers that can be minimized when aerodrome area stakeholders work together and systematically integrate their efforts to:

- identify wildlife hazards and risks;
- plan, coordinate and implement management and mitigation measures; and
- measure results.

These activities can prevent lands in the vicinity from being used or developed in a manner that is incompatible with the safe operation of aircraft due to hazardous wildlife activity.

The following information provides guidance on the acceptability of different land use practices in the vicinity of aerodromes. General land use practices have been evaluated on their relative attractiveness to traditionally hazardous bird species.

Note: *Where land in the vicinity of aerodromes is targeted for development, local land use authorities should consult a wildlife/bird hazard specialist to identify and address any issues relative to attractant and habitat concerns prior to approval of the development.*

3.2 Hazardous Land-use Acceptability

Not all potentially hazardous activities possess the same level of potential risk and cannot be treated equally when planning land uses in the vicinity of an aerodrome. The acceptability of land use activities can be classified using specific zones created around the aerodrome property, as defined in *Safety Above All* - http://www.tc.gc.ca/eng/civilaviation/publications/tp8240-awmb38-appendix-a-5031.htm.

Primary Hazard Zones generally enclose airspace in which aircraft are at or below altitudes of 1500 feet AGL (above ground level). These are the altitudes most populated by hazardous birds, and at which collisions with birds have the potential to result in the greatest damage.

Secondary Hazard Zones (4km beyond the Primary Hazard Zone) are buffers that account for:

- variables in pilot behaviour and technique;
- variations in departure and arrival paths that are influenced by environmental conditions, ATC (air traffic control) requirements, IFR versus VFR flight, etc.; and
- unpredictability of bird behaviour, and variations in bird movements around specific land uses.

Special Hazard Zones, though often distant from aerodromes, may regularly attract potentially hazardous species across primary or secondary zones.

Table 1. Hazardous land-use acceptability by hazard zone

LEVEL OF RISK	LAND USE	LAND-USE ACCEPTABILITY BY ZONE		
		Primary	**Secondary**	**Special**
Potentially High	Putrescible waste landfills	No	No	No
	Food waste hog farms	No	No	No
	Fish processing/packing plants	No	No	No
	Horse racetracks	No	No	No
	Wildlife refuges	No	No	No
	Waterfowl feeding stations	No	No	No
Potentially Moderate	Open or partially enclosed waste transfer stations	No	No	Yes
	Cattle paddocks	No	No	Yes
	Poultry factory farms	No	No	Yes
	Sewage lagoons	No	No	Yes
	Marinas/fishing boats/fish cleaning facilities	No	No	Yes
	Golf courses	No	No	Yes
	Municipal parks	No	No	Yes
	Picnic areas	No	No	Yes
Potentially Low	Dry waste landfills	No	Yes	Yes
	Enclosed waste transfer facility	No	Yes	Yes
	Wet/dry recycling facility	No	Yes	Yes
	Marshes, swamps & mudflats	No	Yes	Yes
	Stormwater management ponds	No	Yes	Yes
	Plowing/cultivating/haying	No	Yes	Yes
	Commercial shopping mall/plazas	No	Yes	Yes
	Fast food restaurants	No	Yes	Yes
	Outdoor restaurants	No	Yes	Yes
	School yards	No	Yes	Yes
	Community & recreation centers	No	Yes	Yes
Potentially Limited	Vegetative compost facilities	Yes	Yes	Yes
	Natural habitats	Yes	Yes	Yes
	Inactive agricultural fields	Yes	Yes	Yes
	Inactive hay fields	Yes	Yes	Yes
	Rural ornamental & farm ponds	Yes	Yes	Yes
	Residential areas	Yes	Yes	Yes

Land-use acceptability is site sensitive, and can be determined only through detailed assessments of each aerodrome and its surroundings. The table indicates general land-use suitability in primary, secondary and special hazard zones.

Although the table lists discreet categories, land-use suitability is dynamic and subject to change based on a variety of factors, including seasonal considerations and the range of activities that may be associated with a specific site. For example, agricultural fields can be classified as posing limited risk as long as they remain inactive. The moment cultivation begins; the degree of risk escalates, since the turning of soil, seeding, etc., increase the attraction to wildlife.

Risk may also escalate incrementally due to concentrations of land uses. For example, a golf course's attractiveness to birds may increase if the facility is bordered by a storm water management pond, marsh or agricultural operation.

Finally, it's important to note that risks associated with many land uses can be reduced through appropriate mitigation and monitoring. The acceptability of a commercial shopping plaza in a primary hazard zone, for example, would depend on the effectiveness of facility design-or the property owner's active, calculated interventions-to minimize the operation's attractiveness to potentially hazardous bird species.

For remedial actions please consult the Wildlife Control Procedures Manual (TP 11500) available at the following website:

http://www.tc.gc.ca/eng/civilaviation/publications/tp11500-menu-1630.htm

The information contained here provides a brief explanation and appreciation of the compatibility issues between aerodromes and wildlife. Land use planners are invited to obtain more details by accessing the following website:

http://www.tc.gc.ca/eng/civilaviation/publications/tp8240-awmb38-appendix-a-5031.htm

Part IV -- Aircraft Noise

4.1 General

An assessment of the annoyance resulting from exposure to aircraft noise is often essential to both aviation planners and those responsible for directing the nature of development of lands adjacent to aerodromes. This section will discuss noise measurement, annoyance prediction, the Noise Exposure Forecast and the Noise Exposure Projection. It also contains an assessment of various land uses in terms of their compatibility with aircraft noise.

4.1.1 Noise Measurement

The sound pressure level created by an aircraft (or any other noise source) can be measured by means of a sound level meter. The microphone of the sound level meter senses the pressure fluctuations over a short period of time. The sound pressure is the root mean square value of the difference between atmospheric pressure and the instantaneous pressure of the sound, the mean being read over several periodic cycles. For mathematical convenience, the logarithmic parameter called sound pressure level (SPL) is used. The unit of sound (noise) measurement is the decibel (dB).

A particular sound signal may comprise several different frequencies to which the human ear may respond in various ways. In order that noise measurements may relate more closely to loudness as judged by the average person, sound level meters are equipped with weighting networks which make use of information related to the frequency response characteristics of the human ear. Some sound level meters have the capability of reading on A, B, C, and D weighting scales, and decibel values are correspondingly indicated as dB(A), dB(B), dB(C) or dB(D), according to the weighting network used. However, the dB(A) is the most common.

The noise metric known as Perceived Noise Level (PNL), measured in the unit PNdB, provides a frequency weighting system which attempts to more closely approximate the subjective reaction of the human ear to an aircraft noise stimulus. Although weighting networks are available which provide a means of directly measuring approximate PNL values, i.e., dB(D), true PNL values are determined by the analysis and treatment of sound pressure levels in various 1/3 octave bands.

A more sophisticated noise metric, the Effective Perceived Noise Level (EPNL), expressed in the unit EPNdB, was developed specifically for use in the measurement of aircraft noise. The EPNdB is the metric that forms the basis of noise certification of aircraft. This metric is basically similar to the PNL except that corrections have been applied to account for the effects of discrete tones and the duration of the noise event, i.e., factors which contribute to the annoyance of the listener.

4.1.2 Predicting Annoyance

In addition to the annoying characteristics of an individual noise signal, overall subjective reaction to noise is dependent on the number of times the disturbance occurs as well as the daily distribution of these events. These factors must be included in any noise forecasting system if it is to be applicable to the communities located in the vicinity of aerodromes. The Noise Exposure Forecast (NEF) system made available by Transport Canada takes into consideration all of these factors.

The NEF system provides for the summation of noise from all aircraft types operating at an aerodrome based on actual or forecast aircraft movements by runways and the time of day or night the events occur. The large number of mathematical calculations necessary for the construction of NEF contours requires the use of computer techniques for the practical application of this system.

4.1.3 The Noise Exposure Forecast System (NEF)

The Effective Perceived Noise Level is the basis for estimating noise annoyance in the Noise Exposure Forecast system.

The data required for determining NEF contours consist of EPNL versus distance information for various aircraft types, along with generalized aircraft performance data. In calculating NEF at a specific location, the EPNL contribution from each aircraft operating from each runway is assessed by considering the distance from the point in question to the aircraft, and then obtaining EPNL values from the appropriate EPNL versus distance curve. The noise contributions from all aircraft types operating on all runways are summed on an anti-logarithmic basis to obtain the total noise exposure at that one location. Thus, the determination of NEF contours is strictly a numerical calculation procedure. As stated previously, due to the large number of mathematical calculations involved, computer techniques provide the only practical means of constructing NEF contours.[2]

4.2 Production of Noise Contours - Aerodromes That Are Neither Owned Nor Operated and Managed by Transport Canada

The preparation and approval of noise contours for aerodromes that are neither owned, nor operated and managed by the Federal Government is not a responsibility of Transport Canada. Transport Canada will conduct a technical review of an NEF, NEP or Planning Contour if requested by the sponsoring aerodrome operator or airport authority provided that:

(a) the Aerodrome owner or operator initiates this action;
(b) the Aerodrome owner or operator supplies or approves a projection of aircraft traffic, both as to type and numbers; and
(c) the Aerodrome owner or operator uses the noise impact prediction methods, procedures and recommended practices relating to aircraft operations as established by Transport Canada.

[2] Kingston, Beaton and Rohr, A Description of the CNR and NEF Systems for Estimating Aircraft Noise Annoyance (R-71-20), Department of Transport, 1971

4.3 Noise Exposure Contours

There are three types of noise exposure contours produced depending on the time element involved. These are Noise Exposure Forecasts (NEFs), Noise Exposure Projections (NEPs) and Planning Contours. Transport Canada may provide, upon request from a sponsoring aerodrome operator or airport authority, a technical review of any contours calculated to determine if the NEF computer model has performed accurately and has been applied correctly.

4.3.1 Noise Exposure Forecast (NEF)

The Noise Exposure Forecast (NEF) is produced to encourage compatible land use planning in the vicinity of aerodromes. Traffic volume and aircraft type and mix used in calculating the noise contours are normally forecast for a period of between five and ten years into the future (See NOTE). Runway geometry should be the current layout plus any changes forecast to be completed prior to the end of the forecast period. Noise contours (NEFs, NEPs and Planning Contours) are the property of the sponsoring aerodrome operator or airport authority which may be make them available to provincial and local governments. The use of the contours will enable planners to define compatible land use in the vicinity of aerodromes.

Note: *Transport Canada does not retain copies of NEFs and NEPs submitted to it for technical review. Upon completion of the review, all materials submitted are returned to the sponsoring aerodrome operator or airport authority. These materials are the property of the sponsoring aerodrome operator or airport authority.*

Transport Canada does not support or advocate incompatible land use (especially residential housing) in areas affected by aircraft noise. These areas may begin as low as NEF 25. At NEF 30, speech interference and annoyance caused by aircraft noise are, on average, established and growing. By NEF 35 these effects are very significant. New residential development is therefore not compatible with NEF 30 and above, and recommends that it not be undertaken.

4.3.2 Noise Exposure Projection (NEP)

It is recognized that much land use planning involves projections beyond five years into the future, when aircraft fleet mixes and runway configurations are most likely to be different from the known conditions of today. To provide provincial and municipal authorities with long range guidance in land use planning, Transport Canada introduced the Noise Exposure Projection (NEP). The NEP is based on a projection (not a forecast) of aircraft movements for more than 10 years into the future, and includes aircraft types and runway configurations that may materialize within this period. NEPs may be made available in the same manner as NEFs.

4.3.3 Planning Contour

The third type of noise contour is the Planning Contour which is produced to investigate planning alternatives and should be labelled as such. In the same manner as NEFs and NEPs, these contours are the property of the sponsoring aerodrome operator or airport authority.

4.4 Production of Noise Contours: DND Aerodromes

Production of noise contours for aerodromes used solely by the Department of National Defence (DND) is the responsibility of DND as to data input and production. Production of Noise contours for DND owned joint use aerodromes with a civilian airport authority is the responsibility of DND as to data input and production. When requested, these contours will be published subject to Commander, Canadian Air Division (1CAD)'s approval of the accuracy of the contours.

4.5 Noise Contour Maps

It may be necessary for computer-produced contour lines to be mechanically smoothed to remove irregularities that arise in the plotting process. This should be done particularly in areas of sharp corners or tips. The convention used for depicting the NEF and NEP 40, 35 and 30 contours on maps is a solid line. The printing and any subsequent distribution of contour maps is not the responsibility of Transport Canada. These functions may be undertaken by the sponsoring aerodrome operator or airport authority as they are the property of the aerodrome.

4.6 Community Response to Noise

During developmental work on preliminary noise rating systems, it was established that community response to aircraft noise correlated well with the noise contours then in use. Case histories of noise complaints at twenty-one aerodromes were analyzed as to severity, frequency of complaint, and distribution around the aerodromes to establish a relationship with known noise values. The results of this work, which may be found in Table 1 (see below) have been used for relating land use recommendations to NEF contour levels.

The analysis of the effect of aircraft noise on various working and living environments is a complex matter. For each case where there is a note in the Land Use Tables (Table 2) (see below) it is desirable that a noise climate analysis or a noise reduction requirement analysis be undertaken, since each note indicates a particular specialized problem. Many of the factors that would be considered in such analyses are subject to changing technology. Also, the attitudes of those exposed to the noise environment are subjective and varied. Since these factors evolve, authorities undertaking analyses of noise climates and noise reduction requirements in buildings should consult using most recent information with agencies conducting these reviews. The National Research Council has undertaken work in this area and validated the results of the NEF System and interpretation of noise exposure areas in 1996.

4.6.1 New Aerodromes and Community Response to Noise

For the purposes of this section, "*New Aerodrome*" means any land designated by the Governor in Council as an "*Airport Site*" under the Aeronautics Act after January 1, 2001.

Where an aerodrome is already surrounded by residential or other noise sensitive land uses, the intent of land use planning guidelines is to prevent any increases in incompatible land use. As urbanization increases, any new aerodrome would, by necessity, be planned for and built in non-urban areas. Therefore, where a new aerodrome is planned on land designated as an airport site, an opportunity exists to establish appropriate land use planning guidelines that recognize the unique noise environment of a non-urban area and preserve the balance between the integrity of the future aerodrome and the quality of life of the community that it will serve.

The encroachment of incompatible, sensitive land uses is clearly a vital factor in planning and establishing appropriate protection criteria for new aerodromes. The best and often only opportunity to establish a sufficient buffer zone to control noise sensitive development around a new aerodrome is in the initial planning stage of that new aerodrome. This opportunity diminishes quickly as the aerodrome develops and community land use patterns become established.

In addition to the traditional approach of defining land use planning guidelines, pertinent factors considered in a study of land use guidelines for new aerodromes included not only individual activity interference (speech and sleep) criteria, but also habituation to noise, the type of environment (non-urban versus urban environment), community attitudes toward the noise source, the extent of prior exposure to the noise source, and the type of flight operations causing the noise.

For new aerodromes, Transport Canada recommends that no new noise sensitive land uses be permitted above 25 NEF/NEP. Noise sensitive land uses include residential, schools, day care centres, nursing homes and hospitals. This approach is the single most practical for reasons of ease of implementation and administration since below this threshold, all noise-sensitive land uses would be permitted without restrictions or limitations. The guidelines for all other land uses remain unchanged from Table 2. This

buffer would also offer protection against the long term uncertainties inherent in planning for a new aerodrome.

To implement this NEF 25 criterion, NEF and NEP maps for new aerodromes must depict the 25 contour as a solid line in addition to the noise contour requirements set out in Section 4.5.

4.7 Recommended Noise Control Action

For a specific noise problem, Table 3 (see below) may be used to select different actions.

4.8 Recommended Practices

NEF/NEP contours should be used in conjunction with these guidelines to encourage compatible land use in the vicinity of aerodromes. Therefore, it is recommended that contours be distributed by aerodrome operators or airport authorities to the officials and organizations responsible for land use and municipal zoning of the affected land. This would normally include both provincial and municipal planners, and zoning boards.

Table 1 - Community Response Prediction

Response Area	Response Prediction *
1 (over 40 NEF)	Repeated and vigorous individual complaints are likely. Concerted group and legal action might be expected.
2 (35-40 NEF)	Individual complaints may be vigorous. Possible group action and appeals to authorities.
3 (30-35 NEF)	Sporadic to repeated individual complaints. Group action is possible.
4 (below 30 NEF)	Sporadic complaints may occur. Noise may interfere occasionally with certain activities of the resident.
* It should be noted that the above community response predictions are generalizations based upon experience resulting from the evolutionary development of various noise exposure units used by other countries. For specific locations, the above response areas may vary somewhat in accordance with existing ambient or background noise levels and prevailing social, economic and political conditions.	

Table 2 - Land Use Tables - Aircraft Noise Considerations Only

This land use tabulation should not be considered as an exhaustive listing, but merely as examples of how various land uses would be assessed in the Noise Exposure Forecast zones in terms of community response predictions.

NO	Indicates that new construction or development of this nature should not be undertaken.
NO	Indicates that new construction or development of this nature should not be undertaken. See Explanatory Note B.
A	This particular land use may be acceptable in accordance with the appropriate note and subject to the limitations indicated therein.
YES	The indicated land use is not considered to be adversely affected by aircraft noise and no special noise insulation should be required for new construction or development of this nature.

The land uses contained in the following tables are included for compatibility purposes from a noise perspective only. Caution should be exercised as some of the recommended uses may not be optimal from a safety perspective (i.e bird and wildlife habitat)

Table 2A - Residential

Noise Exposure Forecast Values	> 40	40-35	35-30	< 30
Response Areas	1	2	3	4
Detached, Semi-Detached	NO	NO	NO	A
Town Houses, Garden Homes	NO	NO	NO	A
Apartments	NO	NO	NO	A

Table 2B- Recreational - Outdoor

Noise Exposure Forecast Values	>40	40-35	35-30	< 30
Response Areas	1	2	3	4
Athletic Fields	NO	J	K	YES
Stadiums	NO	NO	K	YES
Theatres - Outdoor	NO	NO	NO	H
Racetracks - Horses	NO	K	K	YES
Racetracks - Autos	YES	YES	YES	YES
Fairgrounds	K	K	YES	YES
Golf Courses	YES	YES	YES	YES
Beaches and Pools	YES	YES	YES	YES
Tennis Courts	NO	K	YES	YES
Playgrounds	K	K	YES	YES
Marinas	YES	YES	YES	YES
Camping Grounds	NO	NO	NO	NO
Park and Picnic Areas	NO	K	YES	YES

Table 2C - Commercial

Noise Exposure Forecast Values	>40	40-35	35-30	< 30
Response Areas	1	2	3	4
Offices	F	E	D	YES
Retail Sales	F	D	YES	YES
Restaurants	F	D	D	YES
Indoor Theatres	NO	G	D	YES
Hotels and Motels	NO	F	G	YES
Parking Lots	YES	YES	YES	YES
Gasoline Stations	YES	YES	YES	YES
Warehouses	YES	YES	YES	YES
Outdoor Sales	E	K	YES	YES

Table 2D - Public

Noise Exposure Forecast Values	>40	40-35	35-30	< 30
Response Areas	1	2	3	4
Schools	NO	NO	D	C
Churches	NO	NO	D	C
Hospitals	NO	NO	D	C
Nursing Homes	NO	NO	D	C
Auditoriums	NO	NO	D	C
Libraries	NO	NO	D	C
Community Centres	NO	NO	D	C
Cemeteries	N	N	N	N

Table 2E - Municipal Utilities

Noise Exposure Forecast Values	>40	40-35	35-30	< 30
Response Areas	1	2	3	4
Electric Generating Plants	YES	YES	YES	YES
Gas & Oil Storage	YES	YES	YES	YES
Garbage Disposal	YES	YES	YES	YES
Sewage Treatment	YES	YES	YES	YES
Water Treatment	YES	YES	YES	YES
Water Storage	YES	YES	YES	YES

Table 2F - Industrial

Noise Exposure Forecast Values	>40	40-35	35-30	< 30
Response Areas	1	2	3	4
Factories	I	I	YES	YES
Machine Shops	I	I	YES	YES
Rail Yards	YES	YES	YES	YES
Ship Yards	YES	YES	YES	YES
Cement Plants	I	I	YES	YES
Quarries	YES	YES	YES	YES
Refineries	I	I	YES	YES
Laboratories	NO	D	YES	YES
Lumber Yards	YES	YES	YES	YES
Saw Mills	I	I	YES	YES

Table 2G - Transportation

Noise Exposure Forecast Values	>40	40-35	35-30	< 30
Response Areas	1	2	3	4
Highways	YES	YES	YES	YES
Railroads	YES	YES	YES	YES
Shipping Terminals	YES	YES	YES	YES
Passenger Terminals	D	YES	YES	YES

Table 2H - Agriculture

Noise Exposure Forecast Values	>40	40-35	35-30	< 30
Response Areas	1	2	3	4
Crop Farms	YES	YES	YES	YES
Market Gardens	YES	YES	YES	YES
Plant Nurseries	YES	YES	YES	YES
Tree Farms	D	YES	YES	YES
Livestock Pastures	M	YES	YES	YES
Poultry Farms	L	L	YES	YES
Stockyards	M	YES	YES	YES
Dairy Farms	M	YES	YES	YES
Feed Lots	M	YES	YES	YES
Fur Farms	K	K	K	K

Explanatory Notes for Table 2

The location of the lines between noise zones cannot be fixed exactly. It will therefore be necessary for the responsible public authority to make an appropriate interpretation of what regulations are to apply at a specific location.

In cases where reference is made to a detailed on-site noise analysis, or to peak noise levels, it will be appreciated that the notes are intended to apply specifically at existing aerodromes, where a field assessment is possible. For planning with respect to new aerodromes, such zones should be considered cautionary. Before reaching a final decision with respect to permitting the particular land-use in question, the authority may wish to consider local topographic effects and ambient noise levels, in conjunction with generalized peak noise level "footprints" for the predominant aircraft types to be using the newaerodrome.

	Annoyance caused by aircraft noise may begin as low as NEF 25. It is recommended that developers be made aware of this fact and that they undertake to so inform all prospective tenants or purchasers of residential units. In addition, it is suggested that development should not proceed until the responsible authority is satisfied that acoustic insulation features, if required, have been considered in the building design. [2]
B	(b) This Note applies to NEF 30 to 35 only. New residential construction or development should not be undertaken. If the responsible authority chooses to proceed contrary to Transport Canada's recommendation, residential construction or development between NEF 30 and 35 should not be permitted to proceed until the responsible authority is satisfied that: (1) appropriate acoustic insulation features have been considered in the building and (2) a noise impact assessment study has been completed and shows that this construction or development is not incompatible with aircraft noise. Notwithstanding point 2, the developer should still be required to inform all prospective tenants or purchasers of residential units that speech interference and annoyance caused by aircraft noise are, on average, established and growing at NEF 30 and are very significant by NEF 35.
	These facilities should not be located close to the 30-NEF contour unless the restrictions outlined in Note D below are applied.
	These uses should not be approved unless a detailed noise analysis is conducted and the required noise insulation features are considered by the architectural consultant responsible for the building design.
	When associated with a permitted land use, an office may be located in this zone provided that all relevant actors are considered and a detailed noise analysis is conducted to establish the noise reduction features required to provide an indoor environment suited to the specific office function.
	It is recommended that this specific land use should be permitted only if related directly to aviation-oriented activities or services. Conventional construction will generally be inadequate and special noise insulation features should be included in the building design.
	Generally, these facilities should not be permitted in this zone. However, where it can be demonstrated that such a land use is highly desirable in a specific instance, construction may be permitted to proceed provided that a detailed noise analysis is conducted and the required noise insulation features are included in the building design.
	Facilities of this nature should not be located close to the NEF 30 contour unless a detailed noise analysis has been conducted.
	Many of these uses would be acceptable in all NEF zones. However, consideration should be given to internally generated noise levels, and acceptable noise levels in the working area.
	Undesirable if there is spectator involvement.
	It is recommended that serious consideration be given to an analysis of peak noise levels and the effects of these levels on the specific land use under consideration.

	The construction of covered enclosures should be undertaken if this use is to be newly introduced to the noise environment. (See Note M below).
	Research has shown that animals condition themselves to high noise levels. However, it is recommended that peak noise levels be assessed before this use is allowed.
	This appears to be a compatible land use in all NEF zones.

Table 3 - Recommended Matrix of Noise Control Actions

	Consider these actions	If you have this problem						
		Noise from taxiing	Departure	Approach	Landing roll	Training flights	Maintenance	Ground equipment
Aerodrome plan	Changes in runway location, length or strength	■	■	■	■	■		
	Displaced thresholds			■		■		
	High-speed exit taxiways	■			■			
	Relocated terminals	■					■	■
	Isolating maintenance runups or use of test stand noise suppressors and barriers	■					■	■
Aerodrome and airspace use	* Preferential or rotational runway use	■	■	■	■	■		
	* Preferential flight track use or modification to approach and departure procedures		■	■		■		
	* Restrictions on ground movement of aircraft	■						
	Restrictions on engine runups or use of ground equipment						■	■
	Limitations on number or types of operations or types of aircraft	■	■	■	■	■	■	■
	US restrictions, rescheduling move flights to another aerodrome	■	■	■	■	■	■	■
	Raise glide slope angle or intercept.			■		■		
Aircraft operation	Power and flap management		■	■		■		
	Limited use of reverse thrust				■			
Land use	Land or easement acquisition	■	■	■	■	■	■	■
	Joint development of aerodrome property	■	■	■	■	■	■	■
	Compatible use zoning	■	■	■	■	■	■	■
	Building code provisions and sound insulation of buildings	■	■	■	■	■	■	■
	Real property noise notices		■	■	■	■	■	■
	Purchase assurance		■	■	■	■	■	■
Noise program management	Noise related landing fees	■	■	■	■	■		
	Noise monitoring		■	■		■	■	
	Establish citizen complaint mechanism	■	■	■	■	■	■	■
	Establish community participation program	■	■	■	■	■	■	■

** These are examples of restrictions that involve TC Aviation's responsibility for safe implementation.*

PART V -- Restrictions to Visibility

Restrictions to visibility at an aerodrome which can seriously limit aircraft operations may be caused by factors other than deteriorating weather conditions. These phenomena are briefly discussed in this Part.

Some industrial/manufacturing/power generation processes may generate smoke, dust or steam in sufficient volume to potentially affect visibility at or near aerodromes under certain wind conditions and temperature inversions. Examples of the types of industries which may be prominent in this regard are pulp mills, steel mills, quarries, municipal or other incinerators, cement plants, sawmills (slash and sawdust burners), power generating plants and refineries.

During the planning stages for new industrial complexes that will generate smoke, dust or steam, it is recommended that individual facility plans include an analysis to deal with potential emission dispersion problems. The results of the analysis should be considered before approving such land uses near an aerodrome. Prospective industrial sites near an aerodrome should be assessed on an individual basis due to the many local factors involved. Sufficient evidence is available from aerodromes across the country to suggest that such industries generating emissions may cause visibility problems near aerodromes that could pose a potential safety problem.

PART VI -- Wind Turbines and Wind Farms

6.0 General

Due to concerns regarding climate change, governments are encouraging the installation of renewable energy sources such as wind turbines for the generation of electricity. Although a wind turbine can be considered as just another object that is deemed an obstacle and thus in need marking and lighting, there are additional issues that should be addressed through consultation in the early stages of planning.

6.1 Wind turbine marking and lighting

Industrial wind turbines are typically more than 90m in height and thus in need of marking and lighting in accordance with Transport Canada's Standard 621.
(http://www.tc.gc.ca/eng/civilaviation/regserv/cars/part6-standard-standard621-3868.htm)

In as much as the wind turbine presents a substantial silhouette, the marking is that of the surface painting in either a white or off-white colour. In Canada, special paint bands for the blade ends is not required for reason that the blades are rotating and the display would not be as effective as that of a fixed object. The lighting is a red medium intensity flashing beacon of 2000 candela nominal output located on the nacelle. Light units are not mounted on the blades because the technical impracticality of such installation. In order to reduce the amount of lighting, the required lights are installed at intervals in the order of 900m such that not all wind turbines of a wind farm need lighting. The lights are provided with means to make them flash in unison.

The wind farm proponent should complete the Aeronautical Assessment Form for Obstruction Marking and Lighting and submit to the local regional office of Transport Canada. This form instructs contact with adjacent aerodromes and information on the planned wind farm.

6.2 Wind turbines and airport radar

Wind turbines can interfere with radar tracking of airplanes. Although the rotational speed of the blades is relatively slow at 10 to 20 rpm, the blade tip can have an angular speed reaching more than 180km/hr. The tip speed is then sufficient to mimic aircraft. The result is shadowing of aircraft, false returns and general cluttering of the radar screen. The wind farm proponent should, therefore, consult with NavCanada on the issue and to develop means of mitigation.

NavCanada can be contacted at ... 1-866-577-0247

or

by email at ... landuse@navcanada.ca

6.3 Navigation aids and communication systems

Similarly wind turbines of a wind farm may have adverse impact on navigation aids and communication systems. Consultation should be again made with NavCanada.

VOR is susceptible to reflection interference from wind turbines; due to the height of wind turbines, they can cause interference to the VOR even if they are far away. Developments of several wind turbines together have a cumulative effect on the VOR signal accuracy. Proposed wind turbine developments must be assessed if within 15 km from the VOR facility. Wind turbines that are less than 52 m in height can be treated like other structures. In most cases, a single wind turbine is acceptable at a distance greater than 5 km from the VOR facility, and developments of less than six wind turbines are acceptable at distances greater than 10 km from the VOR facility. However if VOR performance is already marginal this may not be acceptable.

6.4 Weather Radar

Wind farms can also shadow weather affects or return false information to weather radars. The proponent of a wind farm should contact Environment Canada at (416) 739-4103 or (416) 464-2798.

6.5 Parachute Landing Areas (PLA)

Wind turbines pose a special risk to parachutists, regardless of size, although those over 15m can additionally present a hazard to aircraft used in the activity of parachuting. Consultation with stakeholders is necessary as the existence of wind turbines near the PLA may result in restrictions being placed upon any parachute activity.

6.6 Light Pollution.

Lighting is provided for wind turbines within a wind farm for purpose of warning to aircraft. Extraneous lighting such as that for support buildings should be minimized. Refer to the Royal Astronomical Society of Canada "Light-Pollution Abatement (LPA) Program".

http://www.rasc.ca/lpa

Note: It is of the utmost importance to be aware that the proximity of obstacles, for example, wind turbines, telecommunications towers, antennae, smoke stacks, etc., may potentially have an impact on the current and future usability of an aerodrome. Therefore, it is critical that planning and coordination of the siting of obstacles should be conducted in conjunction with an aerodrome operator at the earliest possible opportunity.

PART VII -- Exhaust Plumes



The purpose of this section is to provide guidance to aerodrome operators and persons involved in the design, construction and operation of facilities with exhaust plumes about the information required to assess the potential hazard from a plume.

The hazard is that both to the aircraft itself in flight and the impact of exhaust upon visibility for landing/takeoff.

Exhaust plumes, of both visible and invisible emissions may pose a hazard to aviation operations. Exhaust plumes can originate from any number of sources; chimneys; elevated smoke stacks at power generating stations; smelters; combustion sources; a flare created by an instantaneous release from pressurised gas systems all create exhaust plumes of one degree or another. High temperature exhaust plumes may cause significant air disturbances such as turbulence and vertical shear. Other identified potential hazards include, but are not necessarily limited to, reduced visibility, oxygen depletion, engine particulate contamination, exposure to gaseous oxides, and/or icing. These hazards are most critical during low altitude flight, especially during takeoff and landing.

In the case of a solid object, Standard 621 provides for marking and/or lighting so that the object's shape is delineated and made visible to pilots. This, however, is not feasible for an exhaust plume and there is a need to assess the hazards to aviation because the vertical velocity from gas efflux that may cause airframe damage and/or affect the handling characteristics of an aircraft in flight, as well as visibility reduction. TCCA may be obliged to consider alternative measures to make sure that pilots are unlikely to encounter the affects of exhaust plumes.

Away from aerodromes, exhaust plumes may also pose a hazard to low level flying operations such as that of specialist flying activities for crop dusting, pipeline inspection, power line inspections, fire-fighting, etc., search and rescue operations and military low-level manoeuvres. The risk posed by an exhaust plume to an aircraft during low level flight can be managed or reduced if information is available to pilots so that they can avoid the area of likely air disturbance.

The proponent of a facility that creates an exhaust plume should provide details of the facility to Transport Canada Civil Aviation (TCCA) so that potential hazards to aircraft safety can be assessed. In determining the need for a Restricted Area, TCCA will consider the severity and frequency of the risk posed to an aircraft which might fly through the plume.

PART VIII -- Solar Array Installations

The geometry of aerodromes is such that there are relatively large open areas which give opportunity for installation of solar energy projects. These projects, however, need to be evaluated in relation to possible problems that such installation may pose.

For example, the following concerns could pose problems:

- Glare to pilots of aircraft approaching to or departing from the aerodrome or glare to ATC (Air Traffic Control) staff.
- Interference with electronic navigational aids.
- Penetration through transitional or approach/departure surfaces.
- Thermal plumes from the central tower of concentrated solar power installations.

There is a variety of solar plants used for production of electrical energy: photovoltaic (PV) panel arrays and concentrator solar power (CSP) systems. The former converts solar energy directly to electricity by a photovoltaic effect whereas the latter involves the heating of a fluid (e.g. molten salt) that activates a turbine coupled to a convention electric generator.

All solar plants involve reflection. In the case of concentrator systems, the reflection necessary to the system and is controlled by purpose so as to focus solar energy upon a central absorbing tube or tower. Because the light is focused, the possibility of glare to ATC and pilots is minimal, but should still be assessed in the preliminary design.

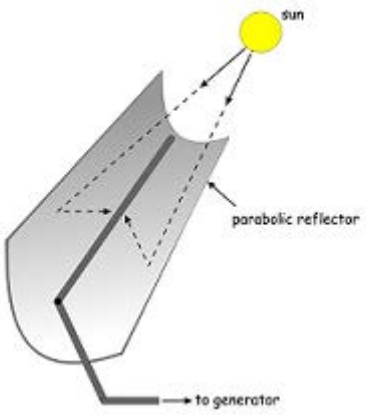


Figure 1. Parabolic trough reflector

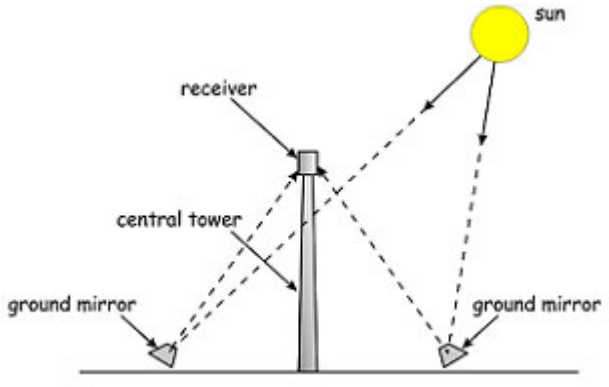


Figure 2. Central tower Concentrator

In the case of photovoltaic panels, electrical energy is produced directly and reflection is a loss factor. For this reason, the panels are designed to have as minimum reflectance as possible. The panels may be installed in a fixed position facing in a generally southern direction or provided with means to follow the sun as it moves across the sky.



Figure 3. Photovoltaic Panel

Also, when viewed from a distance, the sun reflectance tends to be smeared across the array as might be the case for a body of water. Thus the impact for glare to the pilot is inherently minimized. But again this is not a certainty and glare to the pilot should be assessed in the preliminary design. In the case of panels that are automatically rotated with sun movement, a remedy may be to stop the rotation prior to the point at which glare can occur.

The analysis of glare should involve a review of the position of the aircraft for both landing and take-off as well as when performing a circling approach.



Figure 4. Mehringer Höhe Solar Park I, Germany - www.juwi.com

Although for purpose improving efficiency, solar panels are usually provided with a top layer of anti-reflective coating intended to reduce reflectance, this does not mean that there is no reflected light. When viewed from a relatively short distance the affect can be significant, especially when the observer is not moving as would be the case of ATC personnel in the control tower. The designer should review the positioning and orientation of the panels in relation to the control tower to ensure that adverse reflection will not be produced. Figure 4 illustrates the occurrence of reflectance as the sun angle is optimized.



Figure 5. Reflection off solar panel

Appendix A - Regional Offices of Transport Canada – Civil Aviation

Regional Director, Civil Aviation (TA) – Pacific
Transport Canada
800 Burrard Street
Vancouver, British Columbia
V6Z 2J8
[Telephone: 1-604-666-8317]

Regional Director, Civil Aviation (PA) - Ontario
Transport Canada
4900 Yonge Street
North York, Ontario
M2N 6A5
[Telephone: 1-416-952-0167]

Regional Director, Civil Aviation (NA) - Québec
Transport Canada
Regional Administration Building
700 Leigh-Capreol Place
Dorval, Quebec
H4Y 1G7
[Telephone: 1-514-633-3159]

Regional Director, Civil Aviation (RA) – Prairie and Northern
Transport Canada
344 Edmonton Street
Winnipeg, Manitoba
R3B 2L4
[Telephone: 1-204-983-4373]

Regional Director, Civil Aviation (MA) - Atlantic
Transport Canada
95 Foundry Street
Moncton, New Brunswick
E1C 5H7
[Telephone: 1-506-851-7220]

Subject: FW: FW: Wildfires and the 2025 OCP

From: Ed Dylke [redacted]
Sent: Saturday, March 15, 2025 2:19 PM
To: Councillor Scott, Susan <Susan.Scott@princegeorge.ca>
Subject: Wildfires and the 2025 OCP

You don't often get email from [redacted]

Dear Ms. Scott,

I sent an email to you and other councillors several days ago regarding the Official Community Plan (OCP) and my perception of lack of action regarding, potentially, the most critical issue that could face our community, Wildfire. Since then, you referred me to Eric Depenau who in turn referred me to Tanya Spooner, the City's Manager of Emergency Programs. I could not find the proposed 2025 OCP so all my comments are from the most recent approved OCP and discussions with Tanya.

My concern is that the OCP and the Community Wildfire Protection Plan are just plans when we need action to prevent wildfires. I would like to see items in the OCP that provide definite mitigation items to help guide Council.

A major issue that I have is the scope that is and can be controlled by Council. To put this into perspective – the City is composed of about 32,000 hectares of which 22,000 is privately owned, 5000 is owned by the Provincial Government (Crown Land??), 3000 is rivers, riparian zones, etc. and the remaining approximately 2000 is owned and managed by the City. It is obvious to me that somehow the City needs to have control of the overwhelming 27,000 hectares which can burn as vigorously as the 2000 hectares owned by the City.

If nothing else, Council needs to address how to deal with all the hectares within the City Boundaries excluding the river and riparian zones. I suggest that the address of this issue, not just the 2000 hectares owned by the City, be an integral part of the OCP.

I am confident that many other communities within BC are as concerned as the Councillors of our city should be. We've all seen the devastation suffered by Jasper, Fort McMurray, Kelowna, etc. so we should easily get good support for any action towards the issue at the UBCM. This group, obviously, has a lot of influence on the government of BC.

The above is just one example of an action item that should be included in the OCP. I will not include more because I don't wish to make this email too lengthy.

I look forward to seeing some real mitigation steps towards wildfires in the 2025 OCP. It will be a huge disappointment to us all if we can do something and we don't take advantage of the opportunity and then have a wildfire attacking our city.

Ed Dylke
Prince George Resident for 53+ Years

2533 Ridgeview Dr

Subject: FW: Request for Official Community Plan Amendment - 505 4th Ave, Prince George

-----Original Message-----
From: Allan MacDonald [redacted]
Sent: Monday, March 17, 2025 3:14 PM
To: cityclerk <cityclerk@princegeorge.ca>
Cc: John Macdonald [redacted]
Subject: Request for Official Community Plan Amendment - 505 4th Ave, Prince George

[redacted]

Dear Mayor and Members of City Council

I am writing to formally request an amendment to the Official Community Plan regarding our property located at 505 4th Ave. We respectfully ask that the property's designation be changed from "Future Green Belt" to "Future Commercial and Housing."

We believe this change would better align with the city's long term development goals by supporting economic growth and providing additional housing opportunities in the area. We would appreciate the opportunity to discuss this request further and look forward to your consideration.

Thank you for your time and attention to this matter.

Sincerely

Allan MacDonald

John MacDonald [redacted]

505 Property Holdings Corp
(1269439 BC.LTD)
This email originated from outside the organization. Do not click on links or open attachments unless you recognize and trust the sender and know the content is safe.

Subject: FW: Webform submission from: Written Comments Submission Form

From: City of Prince George <noreply@princegeorge.ca>
Sent: Monday, March 17, 2025 7:45 PM
To: cityclerk <cityclerk@princegeorge.ca>
Subject: Webform submission from: Written Comments Submission Form

CITY OF
PRINCE GEORGE

Written Comments Submission Form

Submitted on Mon, 03/17/2025 - 13:10

Contact Info

Contact Info
Robin Draper
2923 Ridgeview Drive
Prince George
Redacted

Comments

For which application would you like to provide comments? (One form per application)
Official Community Plan - BL9525

Comments
The OCP is what the City is signalling to developers and documenting for the residents on how WE wish to see our City in the coming years. As such we should not be rushing to approve this version until all voices have been heard.

Population figures. We should not be using unrealistic population figures. For too many years in Prince George we have often used inflated and incorrect figures in official documents. Let's be realistic with our population data as it will result in much better figures on which we base future City infrastructure and development. For Prince George BC Stats estimated population figures don't seem to work very well. Stick with Stats Canada which are more accurate. Bigger is not always better as some seem to think.

My following comments are mostly based on the information displayed in the maps, Appendix 1 schedules, as I feel they are quite often viewed more than the text and therefore should be as accurate as possible.

Schedule 1-Growth Management. The growth management map in schedule 1 should be amended. I ask that the future development designation over the UNBC property be modified. This area as shown contains a large section of the Cranbrook Hill Greenway and associated trails. Also why would we include areas of significant slope in future development? Don't forget the University Way issue!!!

Schedule 6-Cycling Network. I ask that the long standing option to designate the road allowance from the SE end of Glengarry Road that runs south east to Shamrock Road W be documented. Although long overdue this option to develop has been in previous OCP's to develop as a multi use trail and is in the city Master Trail plan. Why is it not shown in this plan? There are currently no safe cycling/pedestrian options from the Hart to Downtown. What is the difference in designation from a cycle path, such as along Foothills in town, to where it suddenly changes to a paved shoulder designation by First Avenue all the way to Chief Lake Road? We should have a designated cycle path all the way along Foothills to the Hart with appropriate lane marking. The same would apply to North Nechako from Hwy 97 to the City limits at the west end. There is also what I call tacky mapping in showing two sections in blue of existing cycle connector. Connecting what? The trail shown along the side of Hwy 97 from the Hart to the Nechako River. Is the province in support of this and is it multi use to include cycling?

Schedule 7-Pedestrian Network. To be consistent with other trail networks shown we should show the multi use Greenway Trail all the way from UNBC to Otway. We should also show the Pidherny Recreation area and the Otway Nordic facility.

Schedule 8-Parks and Open Spaces. We should indicate the Pidherny Recreation area.

Schedule 10 should read Community Facilities not Communities Facilities.

Schedule 12-Future Land Use Plan. I would suggest indicating all of the UNBC lands not just the eastern side. This will remind residents the extent of UNBC holdings. Also we should show all of the Cranbrook Hill Greenway tenure held by the City as shown on the map in schedule 8. We should also show the Pidherny Recreation area.

I acknowledge and agree that my submission, including my full name and address, will be published on the City's website as part of the Council meeting agenda. This information will be part of the official public record, and once published, it cannot be removed or edited. Additionally, my submission may appear in internet search engine results.
Yes

This email originated from outside the organization. Do not click on links or open attachments unless you recognize and trust the sender and know the content is safe.

Subject: FW: Opposition to urban sprawl and future land use plans

From: Kyle Loyie [redacted]
Sent: Monday, March 17, 2025 8:44 PM
To: Mayor and Council <mayorandcouncil@princegeorge.ca>; cityclerk <cityclerk@princegeorge.ca>
Subject: Opposition to urban sprawl and future land use plans

You don't often get email from [redacted]

To Whom It May Concern,

Our green spaces are more than just patches of land—they are sanctuaries for the mind, body, and soul. They provide a place to breathe, reflect, and reconnect with nature, offering refuge to families, seniors, and pet owners who rely on them for well-being, exercise, and community. Spaces like **Ginters** and **Forests for the World** are vital to our city, making nature accessible to all and serving as lifelines for both people and wildlife.

Rather than expanding development into these crucial green belts, we must first heal and repair the spaces we already have that are neglected due to crime, substance abuse, and urban decay. Prince George has many vacant and damaged areas that could be revitalized to better serve the community. Growth should not come at the expense of destroying what makes our city beautiful and livable.

When we take away or neglect these spaces, we take away more than just trees and trails—we diminish our quality of life. Time in nature has been scientifically proven to reduce stress, improve mental and physical health, and foster a sense of belonging. These lands also provide essential learning opportunities, offering food, medicine, and wisdom to those who take the time to understand them. There is an unmatched joy in a child picking low-bush blueberries or Saskatoons, experiencing firsthand the gifts of the land.

As a local Indigenous forager and businesswoman, it is both my duty and my honor to protect these sacred spaces. **Ginters and Forests for the World must remain untouched as green belts—protected for today and for future generations.** These spaces are not just land; they are essential to the health and spirit of our community.

I urge you to **prioritize conservation over expansion** and ensure that these areas remain places of healing, peace, and connection. Let's not sacrifice what makes Prince George special—let's protect our green spaces and invest in the renewal of areas that are already damaged and vacant.

Sincerely,
Kyle Moffat
2662 Petersen Rd
Prince George, BC
V2N 1N9

Summary Of The OCP

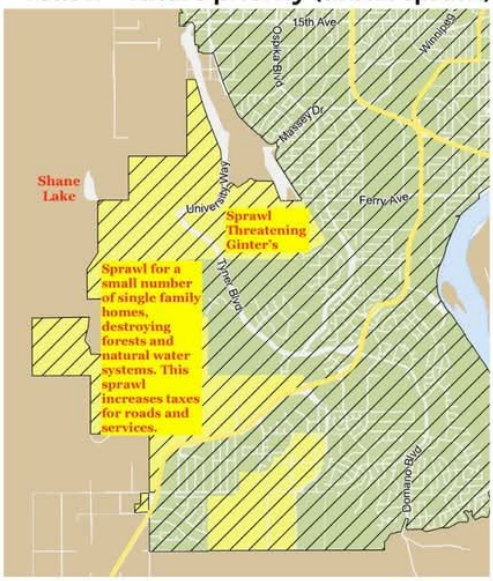
2nd Reading of the OCP @ City Council meeting Feb. 24, 6pm

The OCP contains a large amount of sprawl, prioritizing growth in forested areas around Ginter's Green, Forest for the World, the escarpment, and Tyner Blvd. Please email mayorandcouncil@princegeorge.ca to ask for the yellow sprawl on the escarpment/Tyner and around Ginter's to be removed from the OCP.

See you at the City Council meeting Feb. 24th. Wear Green!

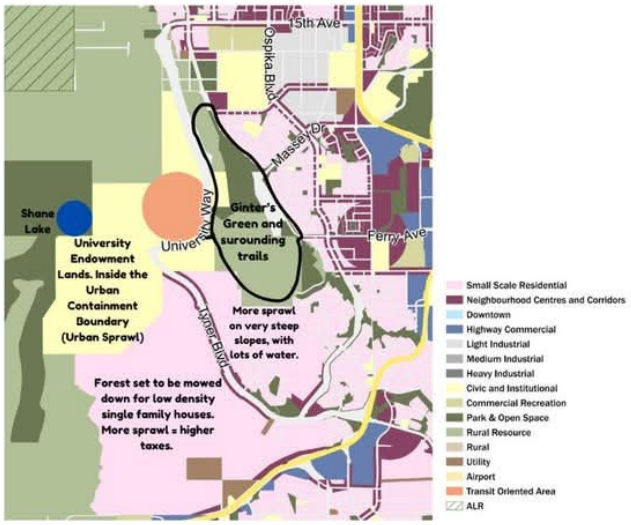
Urban Containment Boundary

Green = current growth priority
Yellow = future priority (urban sprawl)



Future Land Use

Schedule 12; OCP Feb. 2025

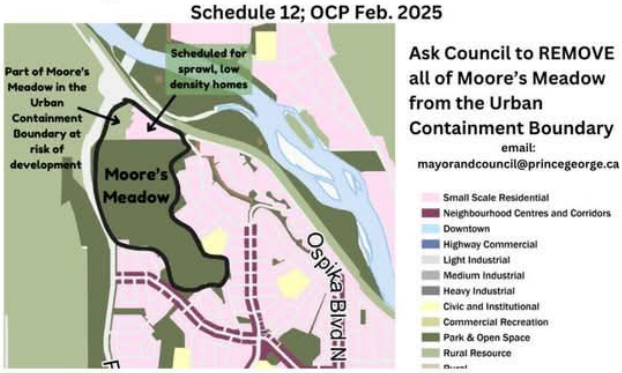




Future Land Use

showing the at-risk north end of Moore's Meadow

Schedule 12; OCP Feb. 2025



From: Michelle Oster
4770 Leonard Place
Prince George, BC V2M 6Z5
Redacted

I respectfully acknowledge that the land on which I live is the traditional unceded territory of the Lheidli T'enneh

To: Mayor and City Council

ACTION REQUESTED:

Respectfully ask that Mayor and City Council pass a motion to direct administration to re-zone the AF portion of PID 021514922 to P1

This action will support the following City priorities and values outlined in the 2025 draft Official Community Plan:

- Public feedback received from numerous consultation events overwhelmingly supports the protection of Park and Open Space as outlined in each of the *What We Heard Phase 1-4 Reports*. Highlights include: '*GREEN'* was #2 on a list of words used to describe Prince George in 2050; *protecting parks, open spaces and wildlife corridors* was #2 of 5 overall OCP goals; prominent theme for a vision for city is to *protect green spaces*.

- Re-zoning protects a significant and well-established wildlife corridor. As a resident who has lived for 25 years on Leonard Place overlooking the AF portion, we have personally witnessed extensive wildlife activity. City-wide users, and testimonials and residential camera footage of property owners in the area, can also attest to significant wildlife activity and movement. This critical zoning change will secure that corridor, especially considering the imminent development at the north end of the meadow.

- Health and well-being of community residents is a city priority, and parks and open spaces support that endeavor, creating a sense of community and promoting social interaction in noise-reduced environments.

- 'Significant Slopes' and 'Groundwater Protection' Area Designations (*Schedule 11, draft OCP*) would present additional challenges and barriers to any development on the AF portion if that were ever to be considered; significant land disruption would need to occur on land bordering the groundwater protection area. Our city wells are some of the most productive in North America, making our source of drinking water particularly susceptible to any disruption; designating this area as P1 permanently helps safeguard our city water supply.

- Mitigates human-wildlife interaction, especially considering imminent development at the north end of park.

- Retains pathways and trails from the Heritage area neighborhoods that are well established. Residents support keeping the informal trail network into the meadow (that connect directly to official pathways) intact; will also keep pedestrians and pets safe and off Otway Road, a high speed, high traffic area without sidewalks.

- Recruitment and retention of skilled workforce – attractiveness of city's parks and open spaces is a factor in attracting and keeping workers and families (future taxpayers) in the north. Green space is an expectation and valuable trade-off for the loss of big city amenities when moving north.

- Wildlife is important to residents, tourism and the economy.

- Low cost / low stake resolution with high benefit outcome that is within the city's jurisdiction and supports numerous city values and priorities that align with the principles outlined in the draft official community plan.

- The importance of Moore's Meadow Park is well established historically, as well as through support of city-wide petition and a UNBC ENVS 326 survey with 217 responses highlighting the value of this heritage area.

The entire Moore's Meadow Park parcel, including the AF portion, is already designated as 'Park and Open Space' *on Schedule 12: Future Land Use Planning Map* (Figure1). Let's make it official for generations to come and answer the citizens' call for green space protection for our city's legacy.



Figure 1. Schedule 12: Future Land Use Map, draft OCP, 2025

This designation will protect the wildlife corridor and mitigate the impact of the imminent development of 26 acres of private property that will soon become inaccessible to wildlife (Figure 2). **The AF portion of the park will be the only remaining corridor left for wildlife to travel from Cranbrook Hill through Moore's Meadow to the Nechako River.** Wildlife would have no option but to cross through residential neighborhoods to get to the river.

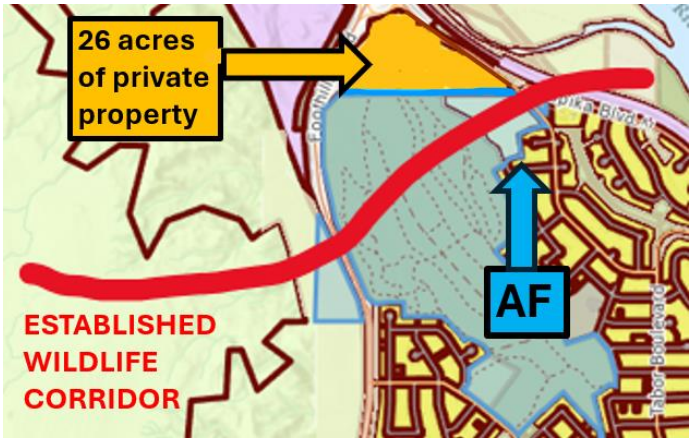


Figure 2. Map of PID 021514922 created using PGMaps

We respectfully request that Mayor and City Council respond to the overwhelming public feedback to protect this area while we can.

Thank you for the opportunity to present this important issue. Our Mayor, City Council and administration's valuable time and strategic contributions are instrumental to shaping the future of our beloved City!

With sincere thanks and appreciation,

Michelle Oster
Resident, City of Prince George
References available upon request

Mayor and City Council Presentation

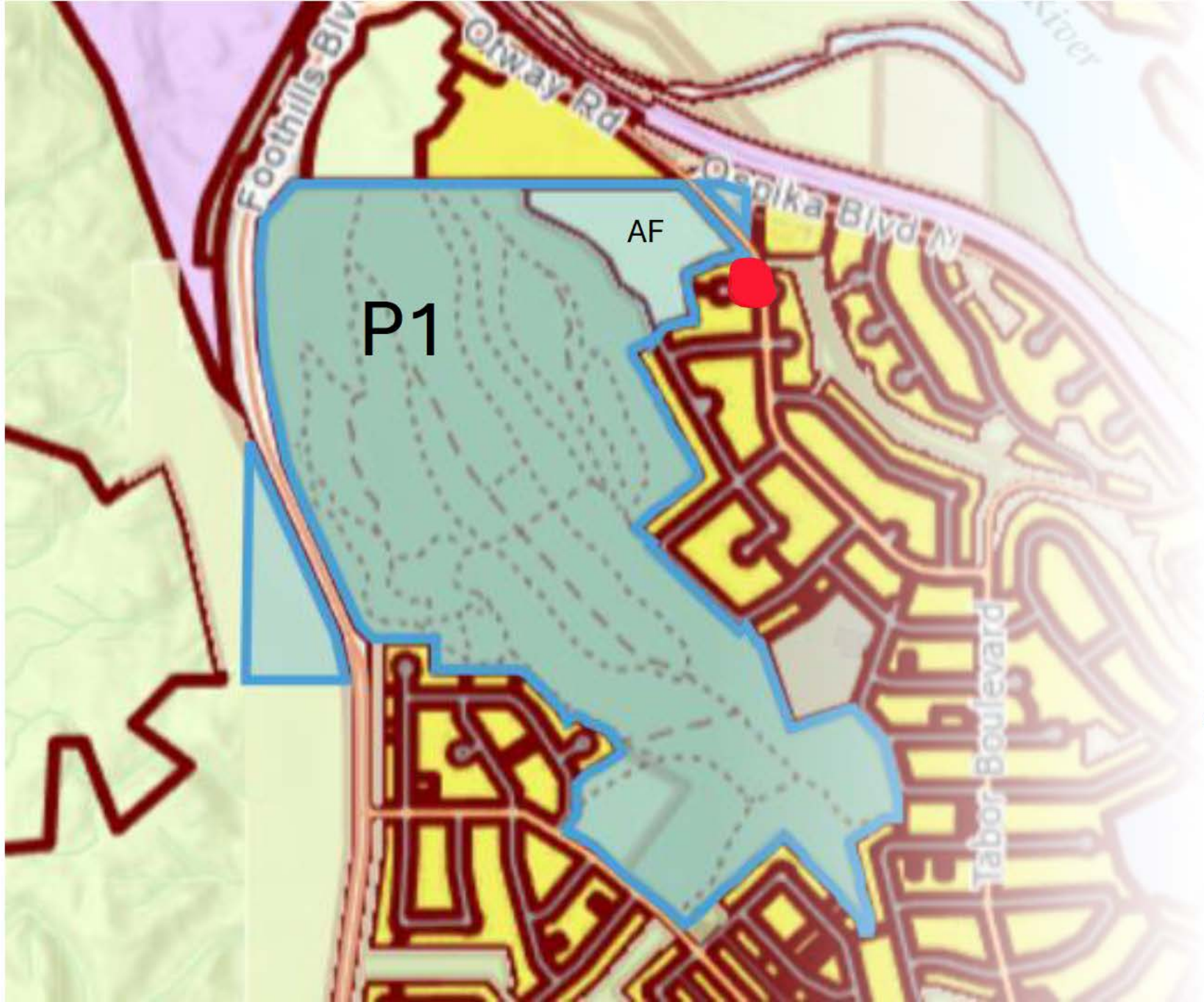
March 19, 2025

Public Consultation Meeting on the Draft Official Community Plan



I respectfully acknowledge that the land on which I live is the traditional unceded territory of the Lheidli T'enneh





PID 021514922
outlined in blue

from PGMaps

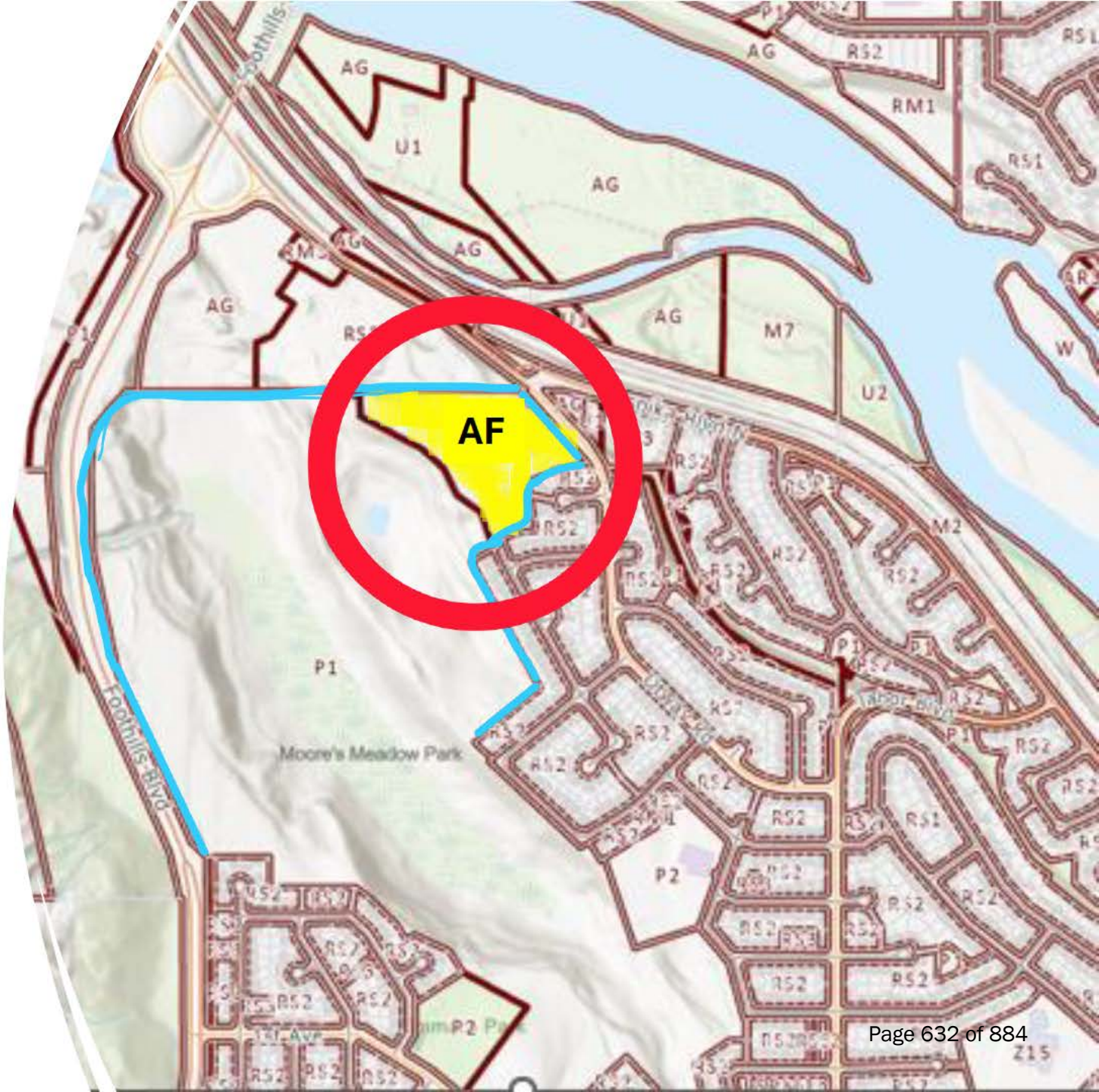
Moore's Meadow Park
is within this parcel

But not all the zoning in the PID is designated as Park (P1)

ACTION REQUESTED:

Respectfully ask that Mayor and City Council pass a resolution to direct administration to:

Re-zone the AF portion of PID 021514922 to P1



ENVS 326:
Public Engagement for Sustainability,
Prepared for Cheryl Wehr, Dr. Annie Booth
April 5, 2023

The green space offers a **great escape into the environment** for people to walk, run, bike, forage, birdwatch, and engage in other recreational activities.

These activities not only promote **physical fitness** and **mental wellbeing** but also foster a **sense of community** and **social interaction** among residents.



The wildlife in Moore's Meadow is important to you.

More Details

1- Strongly disagree	5
2- Disagree	0
3- Neutral	13
4- Agree	35
5- Strongly agree	162



OCP Public Consultation Feedback:
What We Heard Reports (Phases 1-4)

What do you love about Prince George?

83% love it's **nature** and **greenspace** and value **parks** and **recreation**



What three words would you want to use to describe Prince George in 2050?

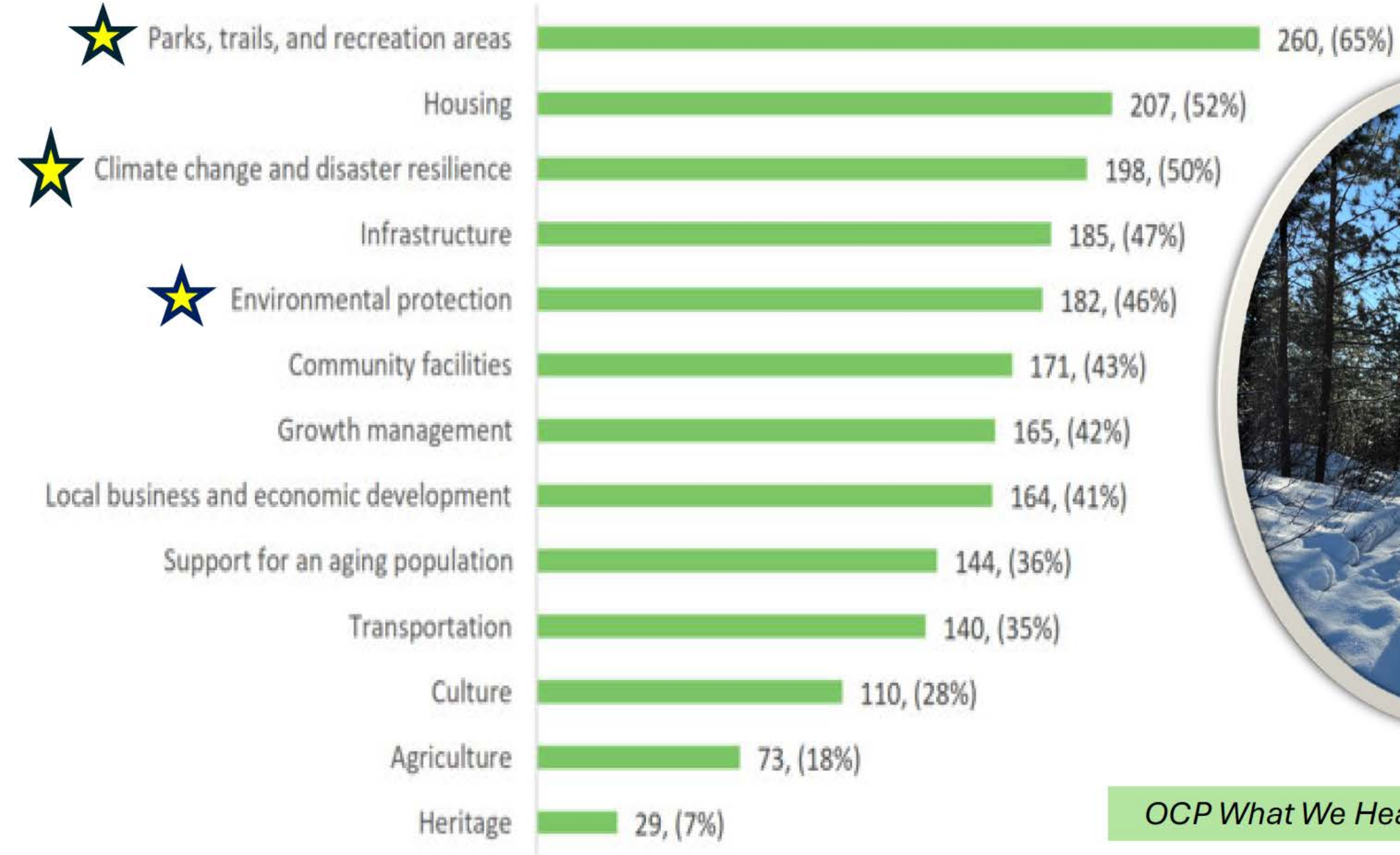
- SAFE
- **GREEN**
- AFFORDABLE

*Of 378 responses, **GREEN** was ranked the #2 response*



OCP What We Heard Report (Phases 1-4)

What are your top 5 priorities for the OCP?





What is the greatest opportunity the OCP presents for Prince George?

Of the top five responses, number 2 was protecting **greenspace,** including **parks, forests** and **wildlife corridors**



What should Prince George's environmental legacy be?

Most common suggestions included:

Protecting the City's greenspaces such as Ginter's and Moore's Meadow



Vision for the City:

Prominent theme was:

Prince George is a city that **preserves nature and greenspace**



5 BIG PICTURE, long term goals for the city

Goal #2: Our parks and open spaces are protected, enhanced and well connected by trails so they can be safely and comfortably enjoyed by all.

Objectives:

- Parks, open spaces and wildlife corridors are protected, enhanced, and connected.
- Investments in parks and recreation infrastructure support active and healthy living objectives.
- Riparian areas, green corridors, and tree cover are protected and enhanced

Goal 1	Housing	63%
Goal 2	**Parks**	**73%**
Goal 3	Cost Effective Infrastructure	89%
Goal 4	Strong Economy	94%
Goal 5	Environmentally Conscious and Responsible	48%

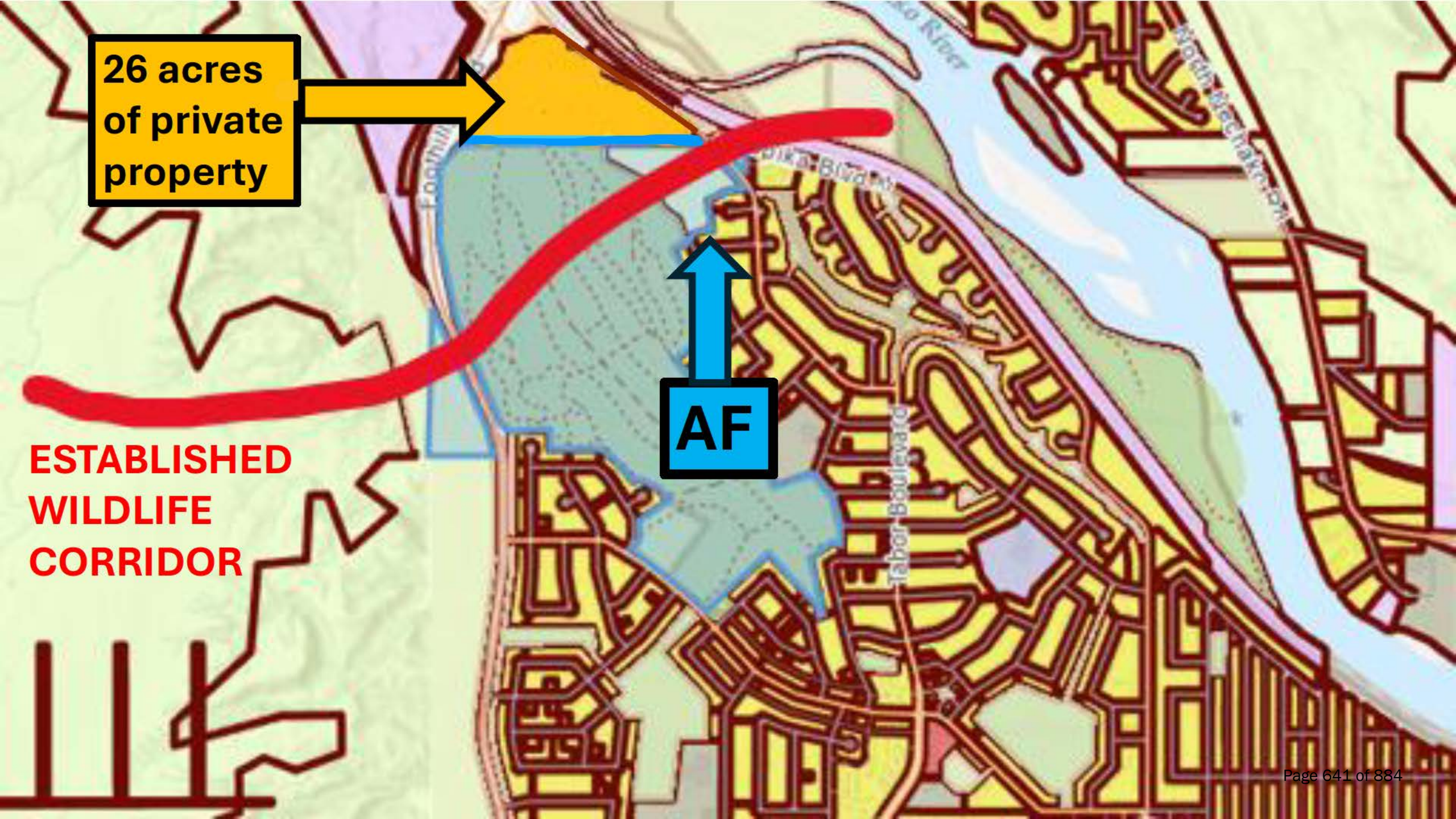


How could we better manage our land to accommodate wildlife?

Protect greenspaces and wildlife corridors from development



OCP What We Heard Report (Phase 1-4)


26 acres of private property
AF
ESTABLISHED WILDLIFE CORRIDOR
Tabor Boulevard

Significant Slopes DPA

Groundwater Protection DPA

Additional
Development Permits
would be required on any development of AF area







Flood Hazard DPA
Groundwater Protection DPA
Wildfire DPA
Intensive Residential DPA
Riparian Protection DPA
Significant Slopes DPA

Schedule 11.
Significant Slopes and Groundwater Protection Areas
Draft OCP, 2025



AF portion is already designated as

‘Parks and Open Space’

AF area should match the rest of the parcel zoning

and be **officially zoned to P1**

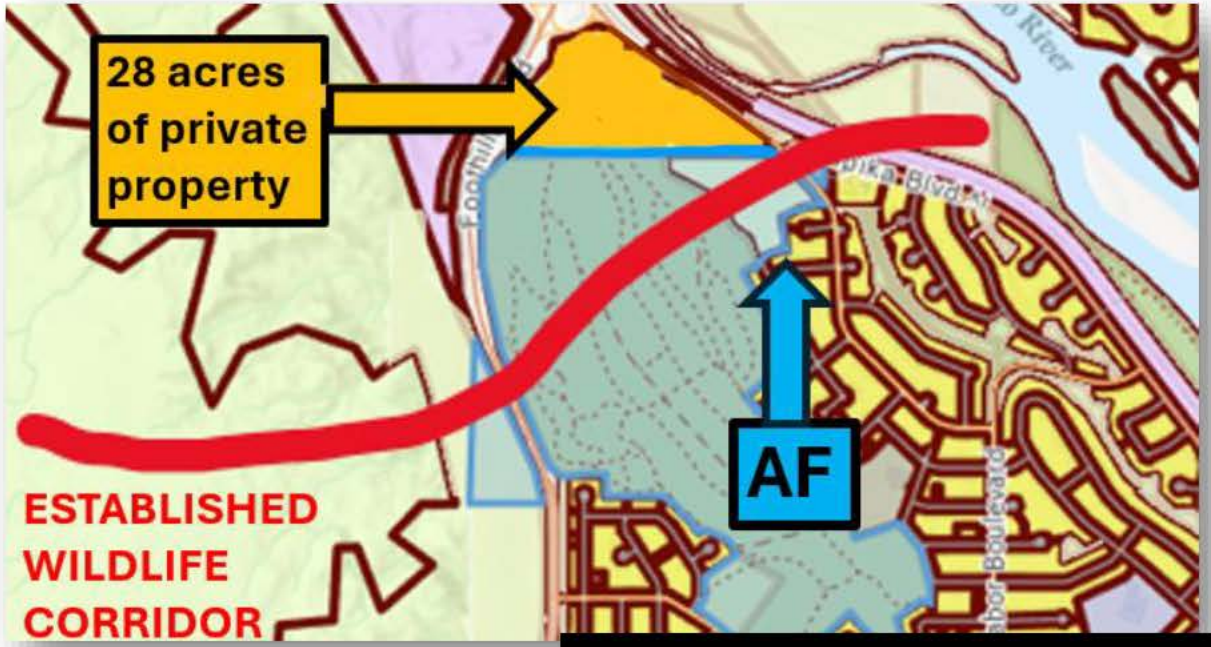


Schedule 12. Future Land Use Map, draft OCP, 2025

WHY SHOULD WE MAKE THIS CHANGE?



- Aligns with feedback, visions, principles and goals in draft OCP
- Low-cost measure with high benefit return
- Protects wildlife corridor
- Preserving greenspace is positive for recruitment and retention to city
- Retains well established trail connectivity from Heritage area into meadow
- Mitigates human-wildlife interaction in light of future development at north end of meadow
- Wildlife is important to tourism and our economy









AF portion of meadow









Thank you to Mayor and Council for the opportunity to speak and your time and consideration of this legacy motion

Baby moose born on AF portion of Moore's Meadow taking it's first drink!

Subject: RE: New OCP concerns for public review

From: rgmcleod [redacted]
Sent: Tuesday, March 18, 2025 1:40 PM
To: cityclerk <cityclerk@princegeorge.ca>; rgmcleod [redacted]
Subject: Fwd: New OCP concerns for public review

You don't often get email from r[redacted]

Hello City Clerk,

Just wondering if my letter to Mayor and Council is on the agenda for tomorrow's OCP meeting.

Cheers,

Rod

February 18, 2025

Dear Mayor and City Councillors,

Please see below our email to Kali on Nov 21, 2024 regarding our concerns of the New OCP . Denise and I wanted to express our concerns directly to the Mayor and City Councillors for your consideration as we addressed in our letter below to Kali. realThe lots are all serviced onsite with wells and septic with no real impact on city infrastructure. The proposed subdivision plan is attached to this email.

Best regards,

Rod and Denise McLeod

Dear Kali,

It has been brought to my attention that the City has released a draft copy of the new Official Community Plan for the public to review. I would like to take this opportunity to voice my concerns, specifically regarding my large proposal located on Cranbrook Hill overlooking the City. It seems as though the City through the new Growth Priority Map puts our property outside the urban containment boundary. This is very disappointing to see the City has been aware of our plans to develop this parcel for many years.We have been working on a Geotechnical Report to support our development that was requested by the City. Now that we have that document we are concerned that our future Zoning and OCP will not be supported due to the new OCP growth priority map.

Our property is not in the ALR and has great development potential for larger rural lots. We would like to see our property encompassed within the new urban containment boundary. We have a number of potential purchasers who are very interested and excited about the lots with a great view of the City.

Cranbrook Hill and other areas have many 4 - 5 acre lots and larger lots within the City Boundary. Many homeowners like their larger properties that suit the lifestyle they enjoy. Not allowing future viable developments in the City boundary of larger lots in this new proposed OCP removes the opportunity and choices that many future homeowners desire and want to have. Particularly, since the inventory of larger lots in the City boundary is very limited. The real estate in our fine City is still very affordable. People looking to move to our City are very encouraged by the fact that they can afford and live on a larger property. Our City needs to be development friendly. It is not seen as such by many developers, residents and future residents; it should encourage viable future developments of larger lots we need more not less. I know there are many other developers who are very concerned about the impact this proposed new OCP will have. I would encourage the City administration and council to have a serious review of the effect this OCP will have on our community.

Best Regards,

Rod & Denise McLeod

1625 4th Ave

LEGAL DESCRIPTION
DL 10223 PID: 013-713-485

EXISTING ZONING
AF – AGRICULTURE & FORESTRY
AG – GREENBELT

PROPOSED ZONING
AR3 – RURAL RESIDENTIAL
AG – GREENBELT

DEVELOPMENT AREA
46.72 ha. (116.44 acres)

PROPOSED DEVELOPMENT BOUNDARY

PROPOSED 25.0m WIDE RIGTH-OF-WAY FOR FUTURE ROAD DEDICATION

PROPOSED LOCAL RURAL PAVED ROAD (CITY DWG R1) LOCATED WITHIN 25m ROAD DIDCATION.

6168 CRANBROOK HILL ROAD

25.0m WIDE ROAD DEDICATION FROM DEVELOPMENT PROPERTY

5886 CRANBROOK HILL ROAD

EXISTING 12.5m WIDE ROAD DEDICATION

12.5m WIDE ROAD DEDICATION FROM DEVELOPMENT PROPERTY

5322 CRANBROOK HILL ROAD

EXISTING 25m WIDE ROAD DEDICATION

CRANBROOK HILL RD

LOT 12 76459m²
LOT 11 37885m²
LOT 10 38226m²
LOT 9 34712m²
LOT 8 34711m²
LOT 7 34775m²
LOT 6 35098m²
LOT 5 35407m²
LOT 4 35454m²
LOT 3 35452m²
LOT 2 35502m²
LOT 1 35405m²

MORAN
NORTH
KILLOREN CRES
MULLET CRES
MULLET
HUNTER PL
5TH AVE
FOOTHILLS BLVD
ZILMER ST
VALLEY PL
OCHAKWIN CR

NOTES:
1. CONCEPTUAL LAYOUT ONLY. TECHNICAL FEASIBILITY HAS NOT BEEN FULLY INVESTIGATED.
2. ALL DIMENSIONS IN METERS UNLESS OTHERWISE SPECIFIED.
3. MINOR CONTOUR INTERVAL OF 2m. CONTOURS OBTAINED FROM CoPG LIDAR (2010).

0 60 120 Meters

PRELIMINARY DRAWING

LEGEND

EXISTING
- EX. TEST PIT & DRILL HOLE
- EX. BENCHMARK & SURVEY HUBS
- EX. IP's & ISM's
- EX. LEGAL LINE
- EX. LEGAL R.O.W. & EASEMENT
- EX. SANITARY & MANHOLE
- EX. SANITARY FORCE MAIN
- EX. STORM & MANHOLE
- EX. SINGLE & DOUBLE CATCHBASIN c/w CB LEADS
- EX. CATCHBASIN MANHOLE
- EX. CULVERT
- EX. FIRE HYDRANT & VALVE ASSEMBLY
- EX. WATERMAIN & VALVE
- EX. BLOW-OFF ASSEMBLY
- EX. CURB STOP
- EX. ROAD & SIDEWALK
- EX. ROAD SIGN(s)
- EX. SHOULDER
- EX. TOP OF SLOPE
- EX. TOE OF SLOPE
- EX. DITCH or SWALE
- EX. FENCE
- EX. OVERHEAD LINES
- EX. UNDERGROUND LINES
- EX. POWER POLE & ANCHOR
- EX. GAS MAIN

PROPOSED
- PR. LEGAL LINE
- PR. LEGAL R.O.W. & EASEMENT
- PR. SANITARY & MANHOLE
- PR. STORM & MANHOLE
- PR. SINGLE & DOUBLE CATCHBASIN c/w CB LEADS
- PR. CATCHBASIN MANHOLE
- PR. CULVERT
- PR. DITCH or SWALE
- PR. FIRE HYDRANT & VALVE ASSEMBLY
- PR. WATERMAIN & VALVE
- PR. GRAVEL SHOULDER
- PR. ASPHALT
- PR. CURB & SIDEWALK
- PR. ROAD SIGN(s)

NO.	DATE (D/M/Y)	REVISION	BY

NOT FOR CONSTRUCTION

L&M ENGINEERING LIMITED

CONSULTANTS PROJECT No.:	1657-01
DRAWN:	SJ
CHECKED:	JSS
ENGINEER:	JSS
DATE:	11/FEB/2022
SCALES: FULL.	1:2000
SCALES: HALF.	1:4000

PERMIT TO PRACTICE No. 1002375

ROD MCLEOD
5310 RUSSMAN ROAD
PRINCE GEORGE, BC
12 LOT SUBDIVISION
CONCEPTUAL SEPTIC PLAN

DRAWING No.
C001

\\SRV-LANDM-01\Engineering\Job Files\1600\1657 - Rod McLeod\01 - Rusmon Rd Subdivision Design\Design\Vol.04\Sewage Base\1657-01 SEPTIC BASE_20220211.dwg

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Subject: FW: Ginter's Green

From: Shirley Burkinshaw [redacted]
Sent: Monday, March 17, 2025 10:24 PM
To: Mayor and Council <mayorandcouncil@princegeorge.ca>; cityclerk <cityclerk@princegeorge.ca>
Subject: Ginter's Green

Dear Mayor, Councillors and City Clerk

I have lived in the Pinecone Subdivision for forty years and loved Ginter's from when it was a small game trail through the aspen. It has changed a great deal since then and has become the heart of our city. The fact that it is so well loved means that it should be protected for future generations to enjoy. On a weekend there can easily be thirty or more dogs running about. We need to make the upper trail system starting behind Barnes all the way to the University designated park to allow for people to spread out. Calgary has done a phenomenal job of creating trail systems that follow the river for kilometres. I urge you to visit Calgary and see what they've accomplished. We can do the same here.

If you have spent any time exploring the upper trails you'll discover that there are multiple fresh water springs and there are lots of wet areas on the escarpment. In addition to that, if you go to the creek by the old house site, there has been a lot of erosion with trees coming down due to soil instability. Building on the escarpment is going to lead to problems with slides just like the trouble with University Way when it was first built. We have a jewel in Ginter's and the escarpment. Why would we take one of the best places in Prince George and clear cut it for houses? There are other places to build in Prince George.

Over the years, global warming has become a real threat with more forest fires and increased temperatures. Preserving green space provides cooling temperatures and a good place to escape the heat. The preponderance of aspen on the escarpment acts as a natural firebreak for the city. Without those aspen, it's only a matter of time before a forest fire starts and spreads into our city.

Sincerely,

Shirley Burkinshaw
[redacted]
3675 Gould

March 17, 2025

RE: OCP, Ginter's and Urban Forests

Dear Mayor and Council Members,

I am writing to express my concerns regarding Ginter's Field and the potential impacts the Official Community Plan (OCP) may have on our community. As you know, part of what makes our community so special are the forests and the access we have to these natural spaces. The more we encroach upon these areas, the more we risk losing what makes our community unique. It is my sincerest hope that Mayor and Council members can 'zoom out' and see the bigger picture and longer-term impacts if we were to lose and/or drastically change such special and important places.

I am not "anti-development," but I believe there are smarter and more thoughtful ways to approach growth. It's disheartening to see ongoing development that feels out of touch with the financial realities of most residents and disconnected from the current state of the world. I recall attending a community engagement forum at Westwood Elementary School over 20 years ago, discussing a community plan. Now, all these years later, we are still grappling with many of the same issues—how to protect and preserve urban forests in the OCP, particularly areas like Ginter's Green and Moore's Meadow, and how to make Prince George more walkable and accessible for everyone. I understand that the OCP is a living document, designed to evolve, but when will we reach a point where we can take a collective sigh of relief, knowing that certain areas are truly protected for future generations?

I understand many of my points reflect the concerns brought forward by the Ginter's Forever Group. I was happy to see that the roads through Ginter's, including the Foothills extension to 22nd, were removed from the OCP. However, I am still concerned of how Ginter's Green is protected in the plan and how Mayor and Council will protect Ginter's. I have borrowed from the Ginter's Forever group. Specifically, in regard to the following points:

1. **Designation of the Massey to Ferry Right-of-Way**
   The Future Land Use Schedule currently retains the grey right-of-way from Massey to Ferry, rather than designating it as a park. We request that this area be officially designated as parkland in the Future Land Use Schedule, and that a plan be put in place to rezone the necessary properties to P1 (Public Use).

2. **Removal of Properties 015 070 531 and 015 069 815 from the Urban Containment Boundary**
   The properties for sale—015 070 531 and 015 069 815—are central to the Ginter's Green Forever initiative. We strongly believe these properties should be removed from the Urban Containment Boundary. While these lands are privately owned, they are an integral part of the Ginter's Green area. The terrain consists of steep slopes, excessive seepage, and runoff most of the year, making it unsuitable for urban development. Development here poses substantial risks, including potential erosion and damage, which we have seen in other BC communities where similar developments have led to catastrophic consequences, such as landslides and fatalities. Additionally, Ginter's Green was established after a home was

literally swept off its foundation, which underscores the inherent risks of development in this area.

If these properties remain within the Urban Containment Boundary, Ginter's Green will always be at risk for future development. Since the properties are currently designated as Rural Resource in the Future Land Use Schedule, it seems like a reasonable request to remove them from the Urban Containment Boundary to ensure their long-term preservation.

3. **Long-Term Vision for Ginter's Green**
   To secure a lasting vision for the area, it is important that the current Mayor and Council Members commit to preserving Ginter's. Many community members are asking, "Haven't we protected it yet?" With the removal of the roads, the rezoning of the right-of-way, and the removal of the aforementioned properties from the Urban Containment Boundary, we could confidently say, "Yes, Ginter's is protected." This would be a tremendous legacy for the future of Prince George.

Thank you for considering my letter. I am hopeful that you will listen to the public and their concerns, and that we can ensure the protection of these natural spaces. What makes Prince George unique and special is worth preserving, and I hope that, at tonight's meeting, these voices will be heard and genuinely considered.

Sincerely,

Kristi Francis, Concerned Citizen
1705 3rd Ave

Subject: FW: 2913 Silvercrest Rd(ocp ammendment)

From: Navdeep Aulakh [redacted]
Sent: Wednesday, Marc
To: cityclerk <cityclerk@princegeorge.ca>
Subject: Fwd: 2913 Silvercrest Rd(ocp ammendment)

You don't often get email from [redacted]

Sir/Madamme,

Please have this included in the public record.

Thanks

I am writing with grave concern regarding the proposed reclassification of my property 2913 Silvercrest Rd, Prince George. to "Rural Resource" in the draft Official Community Plan (OCP).

This reclassification is an oversight that contradicts the principles of sound urban planning, undermines housing development objectives, and disregards the current OCP's carefully considered framework. I urge the City to reconsider and reclassify this property as "Neighbourhood Residential" to ensure alignment with the city's long-term growth strategy and infrastructure plans.

The property is uniquely situated which represents deliberate and strategic planning decision that integrates this property into the city's core transportation and utility network, including the sewer trunk line and Highway 97. Reclassifying this property as "Rural Resource" directly undermines the city's infrastructure strategy and compromises the functionality of this plan.

The property is less than 10 minutes from downtown, bordered by fully serviced residential developments, and adjacent to active construction. Water and sewer mains are already at the property boundary, making it immediately developable without major infrastructure investments. To classify such a centrally located property as “Rural Resource” defies logic and contradicts the city’s stated goal of leveraging existing infrastructure for efficient growth.

The draft OCP emphasizes sustainable, strategic growth within urban areas. Yet, downgrading this property to “Rural Resource” contradicts these principles by sidelining a site that is primed for urban development. Instead of fostering compact, efficient growth, this decision would:

- **Encourage urban sprawl:** Pushing development to less accessible areas with higher infrastructure costs.
- **Delay much-needed housing supply:** This property is capable of supporting up to 759 residential units under the current OCP, addressing a critical housing shortage.
- **Waste existing infrastructure investments:** The water and sewer mains at the property boundary, as well as the planned collector roads, are left underutilized by this misclassification.

Prince George is facing a housing crisis, and the City has a responsibility to enable, not obstruct, development. This

property represents a unique opportunity to deliver a large-scale residential project in a central, infrastructure-ready location. The decision to downgrade this property's classification contradicts the province's push for housing solutions and places unnecessary barriers to much-needed development.

Despite the city's claim of extensive public engagement, no formal notification was provided regarding the proposed reclassification of this property. This omission violates principles of transparency and fair process, especially given the property's strategic importance and ongoing development efforts.

The current OCP reflects a thorough understanding of the property's role in regional growth, supported by detailed infrastructure planning. The draft OCP disregards this foundation without presenting any justification for such a significant change. This inconsistency raises questions about the procedural rigor of the draft OCP process.

Request for Reclassification

In light of these arguments, I formally request the following:

1. **Reinstate the "Neighbourhood Residential" Designation:** Reflect the property's strategic location and alignment with the current OCP.
2. **Include the Property in the Urban Containment Boundary:** Recognize its central role in supporting future growth and its

readiness for immediate development.

3. **Facilitate the Planned Infrastructure Vision:** Ensure the two planned collector roads and surrounding infrastructure remain functional by supporting development at this key intersection.

This property is critical to achieving the city's long-term goals for sustainable growth, housing development, and infrastructure efficiency. Ignoring its potential would represent a failure to capitalize on a prime development opportunity and undermine the integrity of the city's planning framework.

We got this property in the end of 2023 keeping in mind to get the property developed soon and we are in direct contact with Bryce in planning since the day we got it. Our intention is to get the development application going soon.

Sincerely,

Nav Aulakh

Grayphon Real Estate

Subject: FW: Save ginters park and forests of the world

From: pamela gettling [redacted]
Sent: Wednesday, March 19, 2025 7:44 AM
To: cityclerk <cityclerk@princegeorge.ca>
Subject: Save ginters park and forests of the world

You don't often get email fro [redacted]

To the city council of Prince George

We live on 15th Ave and walk the walkway between !5th Ave and ferry Ave all the time. We see lots of disabled people young families with strollers. Not to many areas away from traffic and noise that is paved for all to enjoy in our city.

Please reconsider the plans to put a road through this area.as it would take away from the beauty of our city. Our walkway has been on this road before. Who would this benefit? It would put already strained taxes on the public.

So please reconsider this development for the people of Prince George. Save it for people of our city .

Thanks for your consideration

Pam and Ron Gettling
4288 15th Ave
Prince George bc

This email originated from outside the organization. Do not click on links or open attachments unless you recognize and trust the sender and know the content is safe.

Subject: FW: Subject: Request to Reclassify 4729 Shamrock Rd (PID 016-189-841) into "Urban Containment Boundary" in the Final OCP

From: will DONG [redacted]
Sent: Wednesday, March 19, 2025 8:16 AM
To: Mayor and Council <mayorandcouncil@princegeorge.ca>
Subject: Subject: Request to Reclassify 4729 Shamrock Rd (PID 016-189-841) into "Urban Containment Boundary" in the Final OCP

> You don't often get email fro [redacted]

Dear Mayor and Council,

We are the owner and developer of the above address. We would like to notify the council that we submitted a concept development plan last July to planning department for review which was reviewed by planning department. However, we were not notified the new OCP process and were not consulted about the new OCP by planning department. We did not know anything about the new OCP process which reclassified the above property out of urban containment boundary. None of my affected neighbors and neighboring developers knew anything about the OCP process.

We made investment and development decision based on the previous OCP. We will have to take legal actions if the new OCP is passed by the council.

Regards
Will Dong P Eng
CEO, North Star Living Ltd
6886 Marguerite St
Vancouver, BC,V6P 5G2

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This email originated from outside the organization. Do not click on links or open attachments unless you recognize and trust the sender and know the content is safe.

Subject: FW: Subject: Request to Reclassify 4729 Shamrock Rd (PID 016-189-841) into "Urban Containment Boundary" in the Final OCP
Attachments: PGDOCS-#683282-v1-2023_Neighbourhood_Plan_Required.pdf; logo.png; site plan nov 17 2023.pdf

From: will DONG [redacted]
Sent: Wednesday, March 19, 2025 7:45 AM
To: cityclerk <cityclerk@princegeorge.ca>
Subject: Subject: Request to Reclassify 4729 Shamrock Rd (PID 016-189-841) into "Urban Containment Boundary" in the Final OCP

You don't often get email from [redacted]

Dear Mayor and Council,

Please include above address into public hearing on March 19. I will have a phone speech in the public hearing. Please present this letter to every council member during my speech.

I am writing with grave concern regarding the proposed reclassification of my property at 4729 Shamrock Rd (PID 016-189-841) to "Rural Resource" in the draft Official Community Plan (OCP). This reclassification is an oversight that contradicts the principles of sound urban planning, undermines housing development objectives, and disregards the current OCP's carefully considered framework. I urge the City to reconsider and reclassify this property into "Urban Containment Boundary" to ensure alignment with the city's long-term growth strategy and infrastructure plans.

1. Strategic Importance of the Property

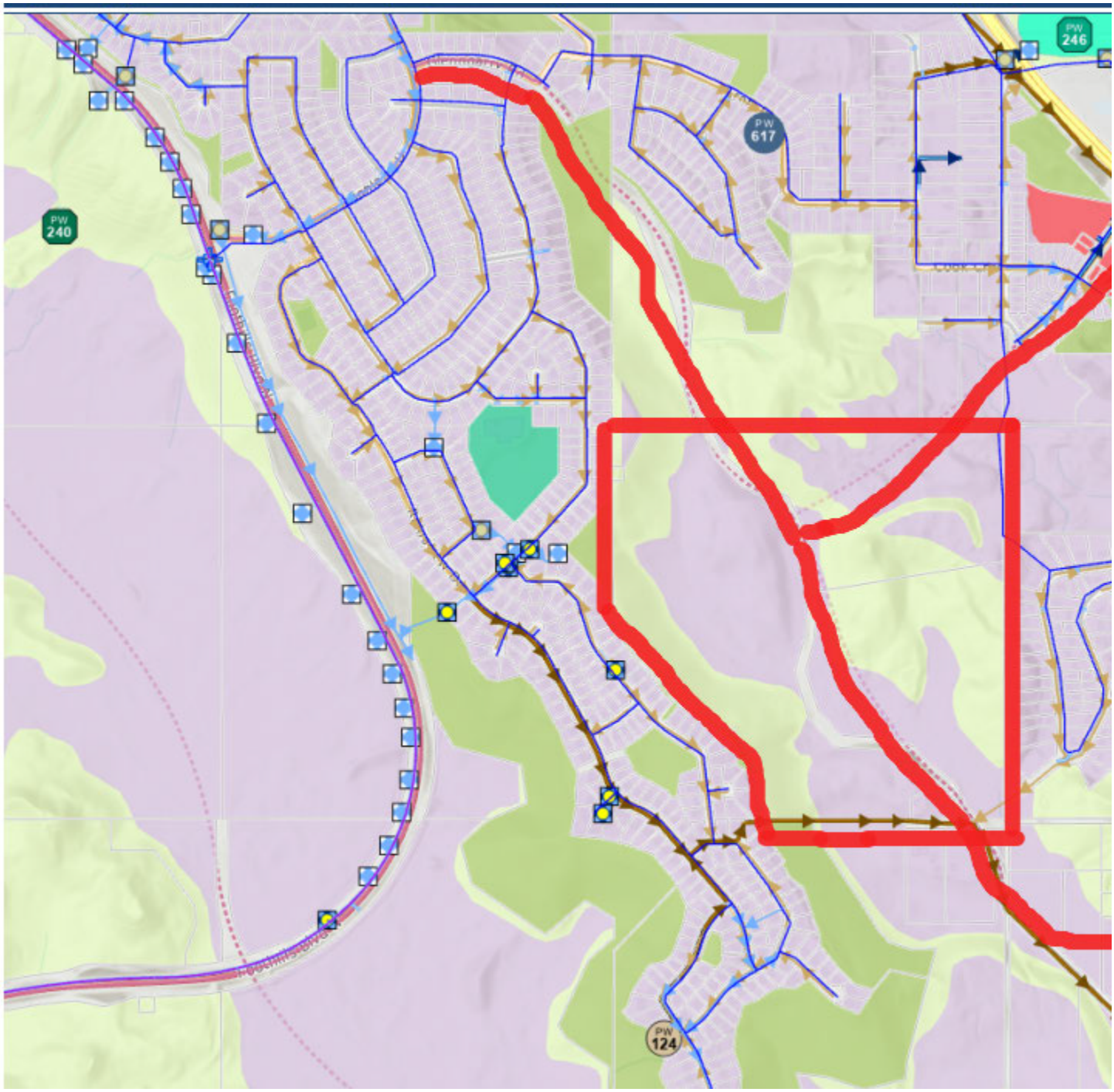
Intersection of Key Infrastructure:

The property is uniquely situated at the intersection of two future 100-year collector roads—Shamrock Road and Monterey Road—which form the backbone of the area's infrastructure and a major connection between Foothill Boulevard and Highway 97, as outlined in the current OCP. This intersection is not incidental; it represents a deliberate and strategic planning decision that integrates this property into the city's core transportation and utility network, including the sewer trunk line and Highway 97. Reclassifying this property as "Rural Resource" directly undermines the city's infrastructure strategy and compromises the functionality of this planned intersection.

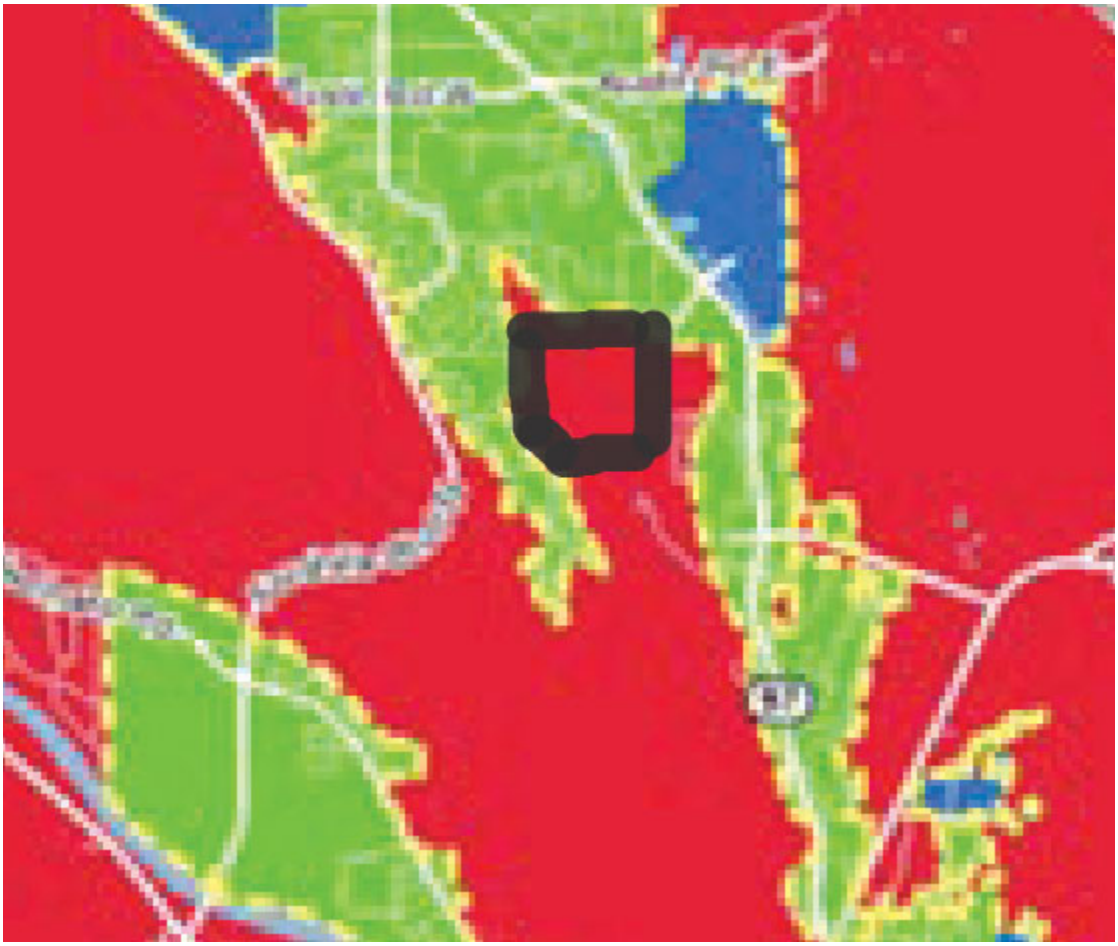
Proximity to Urban Amenities:

The property is less than 10 minutes from downtown, bordered by fully serviced residential developments and active construction of duplex development. Water and sewer mains are already at the property boundary, making it immediately developable without major infrastructure investments. To classify such a centrally located property as "Rural Resource" defies common sense and contradicts the city's stated goal of leveraging existing infrastructure for efficient growth.

The current OCP land use: neighborhood and potentially neighborhood corridors



The draft OCP land use: rural resource



The potential development proposal submitted to Planning Department Revision last July



2. Alignment with the City's Growth Objectives

The draft OCP emphasizes sustainable, strategic growth within urban areas. Yet, downgrading this property to "Rural Resource" contradicts these principles by sidelining a site that is primed for urban development. Instead of fostering compact, efficient growth, this decision would:

- **Encourage urban sprawl:** Pushing development to less accessible areas with higher infrastructure costs.
- **Delay much-needed housing supply:** This property is capable of supporting up to 759 residential units under the current OCP, addressing a critical housing shortage.

- **Waste existing infrastructure investments:** The water and sewer mains at the property boundary, as well as the planned collector roads, are left underutilized by this misclassification.

3. Economic and Social Impact

Investment in Development:
My company, North Star Living Ltd., has invested significant financial and technical resources into planning for this property based on its "Neighbourhood Residential" designation in the current OCP. The proposed reclassification not only jeopardizes this investment but also risks legal challenges over the inconsistency and lack of consultation regarding this designation change.

Addressing Housing Needs:
Prince George is facing a housing crisis, and the City has a responsibility to enable, not obstruct, development. This property represents a unique opportunity to deliver a large-scale residential project in a central, infrastructure-ready location. The decision to downgrade this property's classification contradicts the province's push for housing solutions and places unnecessary barriers to much-needed development.

4. Procedural and Consultation Concerns

Lack of Notification:

None of property owners knew anything about it until we accidentally found the information. We were not notified even though we submitted a development plan to planning department last July. We were required to submit a neighborhood plan, while planning department was changing its OCP.

Despite the city's claim of extensive public engagement, no formal notification was provided to any of the impacted property owners regarding the proposed reclassification of this property. This omission violates principles of transparency and fair process, especially given the property's strategic importance and ongoing development efforts.

Conflict with Current OCP:
The current OCP reflects a thorough understanding of the property's role in regional growth, supported by detailed infrastructure planning. The draft OCP disregards this foundation without presenting any justification for such a significant change. This inconsistency raises questions about the procedural rigor of the draft OCP process.

Request for Reclassification

In light of these arguments, I formally request the following:

1. **Reinstate the "Neighbourhood Residential" Designation:** Reflect the property's strategic location and alignment with the current OCP.
2. **Include the Property in the Urban Containment Boundary:** Recognize its central role in supporting future growth and its readiness for immediate development.
3. **Facilitate the Planned Infrastructure Vision:** Ensure the two planned collector roads and surrounding infrastructure remain functional by supporting development at this key intersection.

This property is critical to achieving the city's long-term goals for sustainable growth, housing development, and infrastructure efficiency. Ignoring its potential would represent a failure to capitalize on a prime development opportunity and undermine the integrity of the city's planning framework.

I am prepared to provide additional documentation or meet with City staff and council members to further discuss this matter. I look forward to seeing this issue addressed in the final OCP and appreciate your urgent attention to this matter.

Sincerely,
Will Dong, P.Eng.,
CEO, North Star Living Ltd.

6886 Marguerite St

Vancouver, BC V6P 5G2

Redacted

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CITY OF
PRINCE GEORGE

1100 Patricia Blvd. I Prince George, BC, Canada V2L 3V9
p: 250.561.7600 I www.princegeorge.ca

August 28, 2023

VIA EMAIL ONLY: Redacted

Attn: Will Dong, P.Eng.

Re: 4729 Shamrock Road (PID: 016-189-841)

The subject property located at 4729 Shamrock Road is currently vacant and undeveloped, totalling approximately 39.5 ha (97.6 acres). The subject property is designated as Neighbourhood Residential and Rural Resource in Schedule B-6: Future Land Use of the City's Official Community Plan (OCP) Bylaw No. 8383, 2011; and zoned AG: Greenbelt, and AF: Agriculture and Forestry in the City's Zoning Bylaw No. 7850, 2007.

Approximately 58% of the subject property is designated as Neighbourhood Residential in Schedule B-6: Future Land Use of the OCP. This designation is intended to provide for neighbourhoods that are primarily residential in nature and dominated by single-detached housing and similarly sized buildings. The Neighbourhood Residential designation is intended to maintain a similar scale of housing to that typical to existing neighbourhoods, by limiting the size of new buildings, encouraging ground oriented multiple residential forms, and a density of less than 22 dwellings/ha (OCP Policy 8.3.45 and 8.3.60). The area designated as Neighbourhood Residential has not been identified in Schedule B-4: Growth Management of the OCP.

Approximately 42% of the subject property is designated as Rural Resource in Schedule B-6 of the OCP. This designation includes areas used for agriculture, forestry, and resource extraction activities that are important in the long-term health of the regional economy. It also encompasses natural open spaces, environmentally sensitive areas, and natural hazard areas in which development is restricted or prohibited. The area on the subject property designated as Rural Resource is intended to remain as undeveloped greenspace. As per Schedule B-3, this area contains significant slopes, which are identified in the OCP as slopes with over a 20% grade. As these slopes may be subject to landslide hazards, the OCP recommends that development be located a safe distance from significant slopes, based on a Geotechnical Report prepared by a qualified professional (OCP Policy 6.4.58).

The Planning and Development Department understands that the property owner has proposed to development the subject property in four phases totalling 558 units of a mix of single-detached housing, townhouses, and apartments, as shown on a Comprehensive Development Plan prepared by INF Planning and Design Corporation received on July 31, 2023.

As outlined by Section 478 of the *Local Government Act*, all bylaws enacted or works undertaken by Council after the adoption of the OCP must be consistent. To understand the impacts of the proposed development, with consideration for land use and infrastructure capacities, Development Services is requiring a Neighbourhood Plan to be completed. Neighbourhood Plans establish clear community preferences to provide certainty for residents, landowners, and the community regarding how an area may be developed (OCP Policy 8.1.11). A Neighbourhood Plan is a policy document intended to guide land use decisions over time and strive to balance social, environmental and economic factors. Neighbourhood Plans also consider infrastructure capacities including but not limited to water, sanitary sewer, drainage servicing and vehicular traffic (OCP Policy 8.8.5 and 8.7.11).

A Neighbourhood Plan is required, for the subject property, prior to First and Second Reading of an OCP Amendment and Rezoning Application. Development Services is available to further discuss the neighbourhood planning process. Please contact the undersigned for more information or to request a preliminary application meeting.

Yours truly,



Kali Holahan, MPlan, MCIP, RPP
Supervisor, Land Use Planning

Phone: 250-561-7791
Email: kali.holahan@princegeorge.ca



INF

INF PLANNING AND DESIGN CORPORATION

NOTES:

THE TOTAL DEVELOPABLE AREA IS 34.5 HA. OCP ALLOWS 22 UNITS PER HA. THE TOTAL ALLOWABLE UNIT IS 759. THE TOTAL PROPOSED NUMBER OF UNIT IS 558 UNITS. REMAINDER IS AREA FOR FUTURE DEVELOPMENT.

THE PROPERTY ALSO FALLS INTO NEIGHBORHOOD CORRIDORS

LEGEND:

BLUE LINE: WATER LINE
MAGENTA LINE: SANITARY LINE

DEVELOPABLE AREA
PHASE AREA

REVIEWS:

PROJECT:

4929 SHAMROCK ROAD
PRINCE GEORGE, BC

DRAWING TITLE:

COMPREHENSIVE DEVEOPMENT PLAN

North Star Living

Subject: FW: OCP Public Meeting
Attachments: Old OCP Lower Hart.pdf; New OCP highlited.pdf

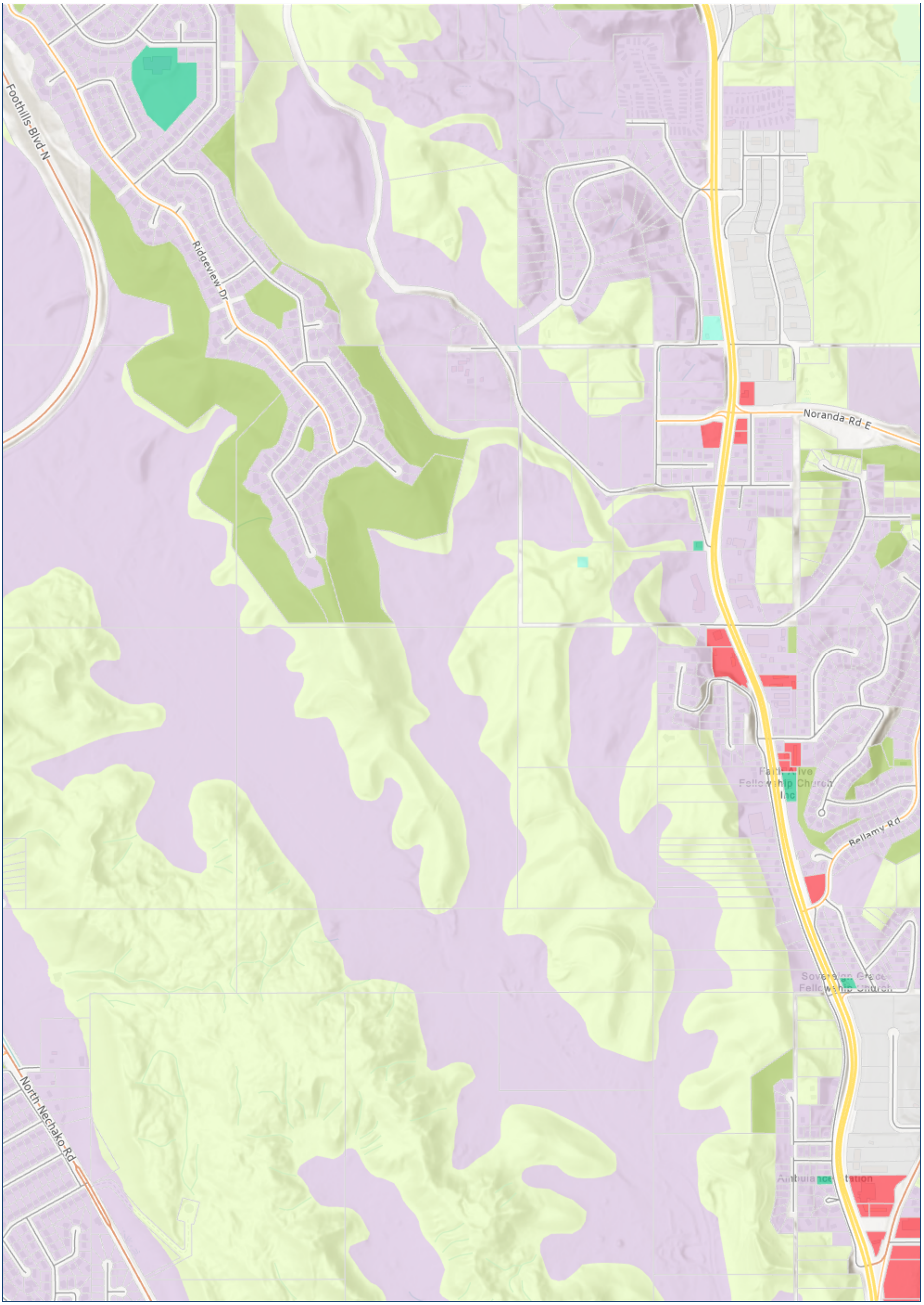
From: James Wylie Redacted
Sent: Wednesday, March 19, 2025 9:01 AM
To: Mayor and Council <mayorandcouncil@princegeorge.ca>; cityclerk <cityclerk@princegeorge.ca>
Subject: OCP Public Meeting

You don't often get email from Redacted

Hello,
I am a landowner and resident of the City.
I hope to speak at this evening's meeting in support of the complaint being voiced by Will Dong.
I will speak to more general concerns regarding the reclassification of the area I have cross-hatched on the attached copy of the OCP map.
I also attach the old OCP map of this area which gives a better feel for its topography.
Thankyou,
James Wylie
4808 Shamrock Rd

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Map Title



CITY OF PRINCE GEORGE

Notes:

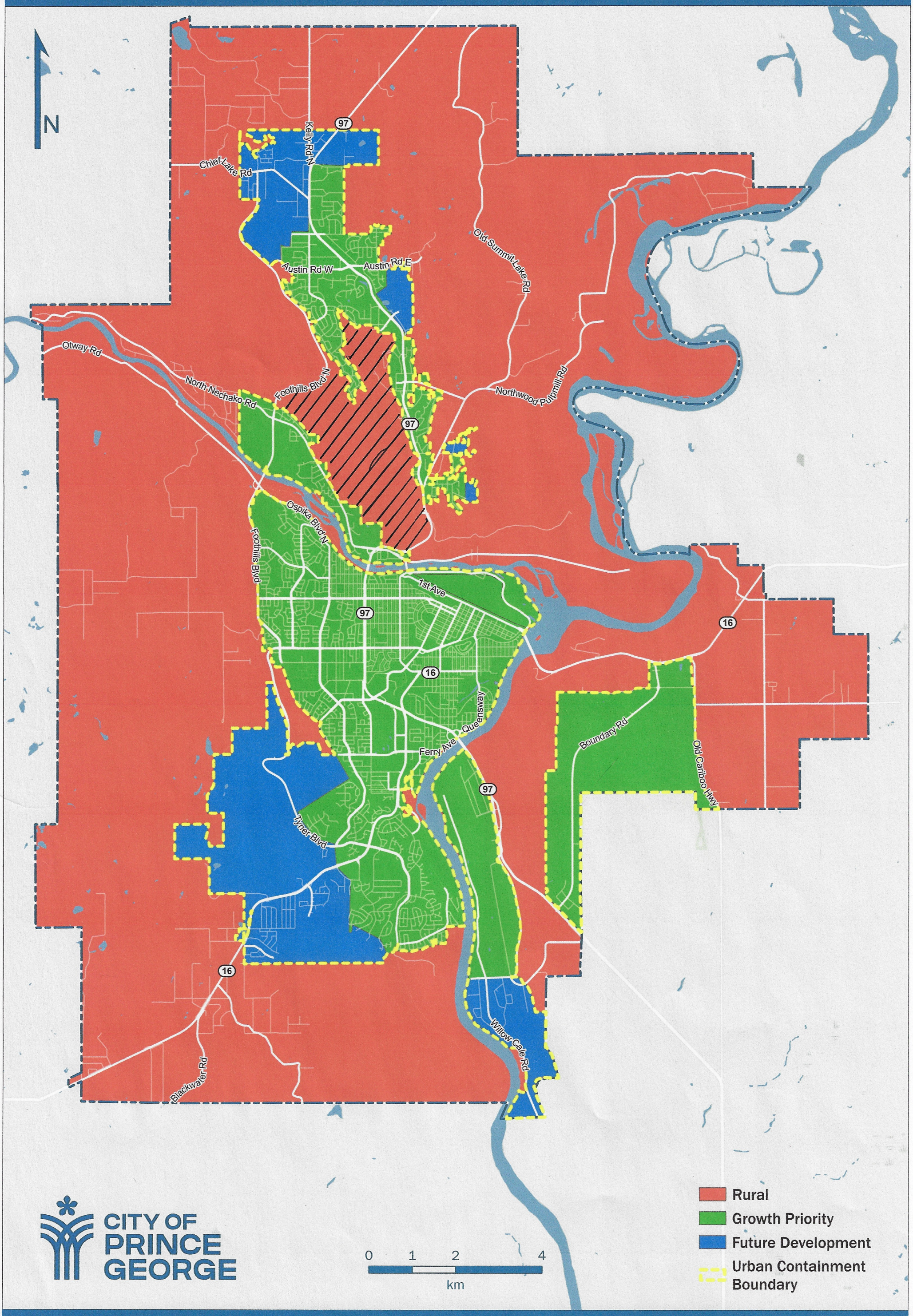
This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. This map should not be used for: navigation, a plan of survey, routes, nor locations.

Printed: March 18, 2025 8:27

0 100 200 m

Official Community Plan Review

OCP Growth Management Map



Subject: FW: Webform submission from: Written Comments Submission Form

From: City of Prince George <noreply@princegeorge.ca>
Sent: Wednesday, March 19, 2025 9:17 AM
To: cityclerk <cityclerk@princegeorge.ca>
Subject: Webform submission from: Written Comments Submission Form

CITY OF
PRINCE GEORGE

Written Comments Submission Form

Submitted on Wed, 03/19/2025 - 09:16

Contact Info

Contact Info
Patricia Demey
1076 Ewert St
Prince George
Redacted

Comments

For which application would you like to provide comments? (One form per application)
Official Community Plan - BL9525

Comments
Based on Schedule 1, it seems like all future development is scheduled to be in land near UNBC, so Forest for the World and Greenway and towards the dog park and surrounding forests.
There's never a time where I go to these places and it's empty! So many people use these areas for recreation (biking, jogging, running, snowshoeing, hiking), leisure (casual stroll with friends and/or dogs) and just to be surrounded by nature in all seasons. These are all activities that are recommended for good physical and mental well being.
Not to mention that is part of the moose habitat, we are fortunate enough to not have driven them out completely by building UNBC and now you want to take the little part of the forest that is left away from them too.
I moved here from a big city and I don't think you realize how lucky you are to have this within the city and for it to be so accessible, this is part of what makes Prince George so appealing for people to move here: nature.

I get that we might need more affordable housing but there are other places that can be built up instead of across that would be less costly financially and environmentally.

I acknowledge and agree that my submission, including my full name and address, will be published on the City's website as part of the Council meeting agenda. This information will be part of the official public record, and once published, it cannot be removed or edited. Additionally, my submission may appear in internet search engine results.
Yes

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From: cityclerk
Subject: FW: OCP Prince George - Updated Letter

From: Adrien Zimmerman [redacted]
Sent: Wednesday, March 19, 2025 11:49 AM
To: cityclerk <cityclerk@princegeorge.ca>
Subject: OCP Prince George - Updated Letter

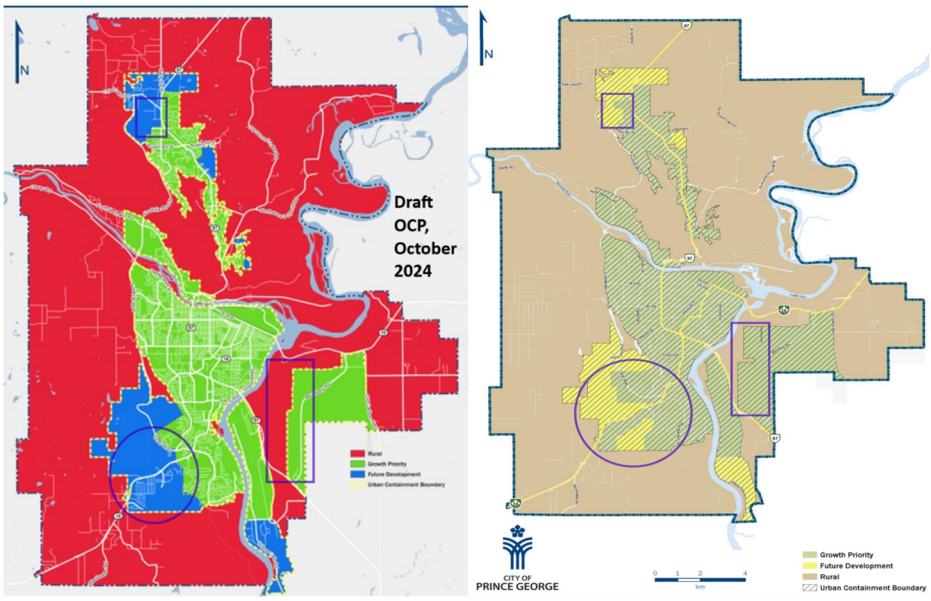
You don't often get email from [redacted]

To Mayor and Council,

I am writing to express my deep concerns with the urban containment boundary as outlined in the draft OCP. My concerns arise not only from personal convictions, but the opinion that this urban containment boundary is unaligned with the very documents which were meant to guide its development, namely the What We Heard Reports and the Complete Community Assessment.

Outlined at the end of this letter are quotes from the Phase 1&2 What We Heard Report, Phase 4 What We Heard Report, and the Complete Community Assessment which I believe advocate for infill development rather than expansion into surrounding greenspace. I would also like to note that I was unable to find *any* recommendations in these documents that advocate for expanding our community boundaries.

Below are pictures of the Urban Containment Boundary from the draft OCP, and the current OCP. The Phase 4 What We Heard report emphasized community concern regarding the Urban Containment Boundary (quotes below). From a lay-person's evaluation, it does not appear that this community feedback was incorporated into the final OCP map. As seen below, the Growth Priority area appears to have increased, and even the urban containment boundary looks to have grown. This is in apparent contradiction with the recommendations given by the same reports that were supposed to inform the map's development.



Thank you for your time,

Adrien Zimmerman

3558 Parkview Cres, Prince George, BC V2N 5N7

Quotes from multiple reports which outline community/expert concern surrounding sprawl:

"Phase 1&2 What We Heard Report" - January 2024

- OCP presents opportunity to reduce sprawl and increase density Page 9
- Challenges facing Prince George are sprawl Page 14
- Prince George's environmental legacy should involve reducing sprawl Page 16
- Most common responses on comment cards Page 19
    - "Avoid losing or damaging greenspace"
    - "Avoid Sprawl"

"Complete Community Assessment" - December 2024

- Key direction H1: "Prioritize residential development in areas with a high concentration of daily needs amenities like the East Bowl (Downtown) and West Bowl. Seek opportunities to incentivize higher-density, multi-family residential, rental, and housing for seniors."
- Key Direction H4: "Create more medium-density housing options like low-rise and mid-rise apartments where transit, community amenities and services are readily available and plentiful."
- Key Direction H25: "Prioritize infill development on vacant underutilized lots and brownfield sites in the downtown."
- Key Direction H26: "Recognize infill development as an opportunity to increase rental and homeownership options in existing neighbourhoods."
- Key Direction I1: "Limit development north of the Nechako River until municipal water and sanitary sewer services are expanded and there is more capacity to accommodate growth."
- Key Direction I21: "Maximize the capacity of existing utilities by encouraging infill development."

- "Looking ahead, the City can continue to enhance the overall quality of life for current residents while focusing new development in key areas that enhance access to key daily needs, convenient multi– modal transportation networks, and affordable housing. These efforts could include: Directing new residential development to areas with existing access to daily needs amenities supported by a connected transportation network and sufficient infrastructure capacity" Page 93

"What we Heard Report Phase 4" - February 3rd 2025:

The OCP needs to carefully manage growth. A significant theme across written submissions were concerns with the Growth Priority Boundary and the lack of servicing, lack of access to transit/active transportation networks, and development impacts to current forested/riparian areas and floodplains. Some responses highlighted that this development would not meet the definition of true infill. Some submissions expressed that there could be an even greater focus on mixed-use development and densification to avoid urban sprawl. Overall, there was a desire to invest more into improving existing infrastructure before expanding low density development. - Page 18

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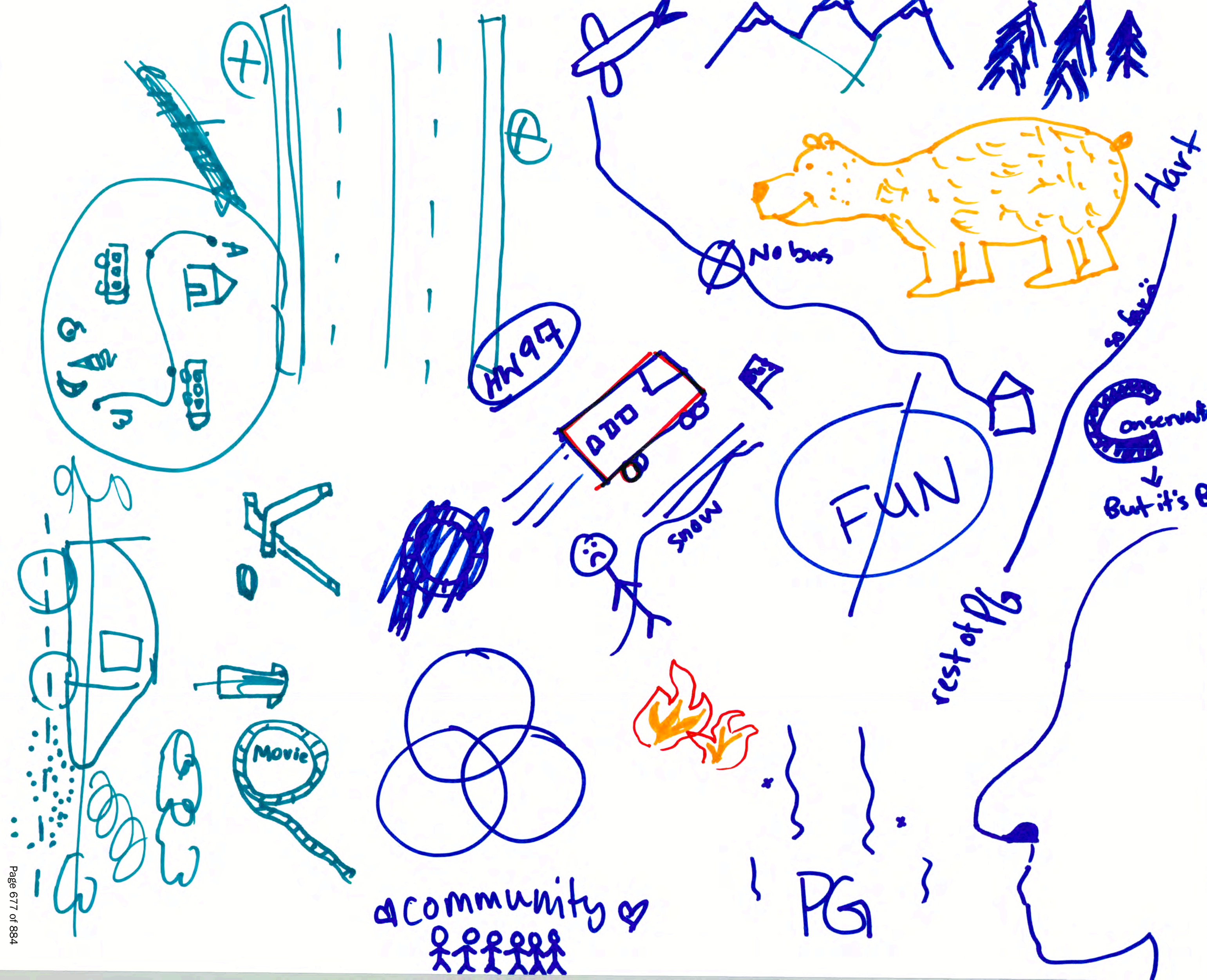
Positives P.G. (Depends on where your from)

- Friendlier
- Communities more tight-knit
- Outdoor activities (Hiking, skiing, etc.)
- Snow removal, etc.

Negatives:

- Weather
- Smell
- Bus system
- Bad Infrastructure
- Lack of variety
- lack of entertainment
- Bad drivers & parking

Handout Received at the March 19, 2025 Public Hearing from Dr. Annie Booth including images from students at UNBC depicting positives and negatives regarding Prince George

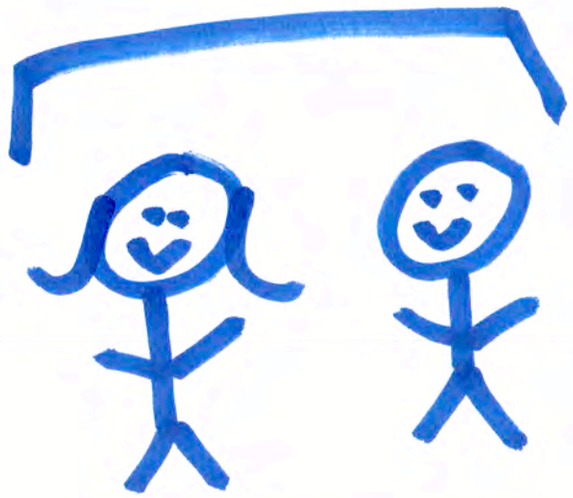

A
B
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No bus
Hart
Conservation
But it's B
rest of Pg
FUN
snow
Movie
community
PG




COSTCO
UNBC

CHILDHOOD FRIENDSHIPS

PULP MILL



NOT RELIABLE WEATHER



CONSERVATIVE



NOT TEMPORARY PLACE





ISOLATED

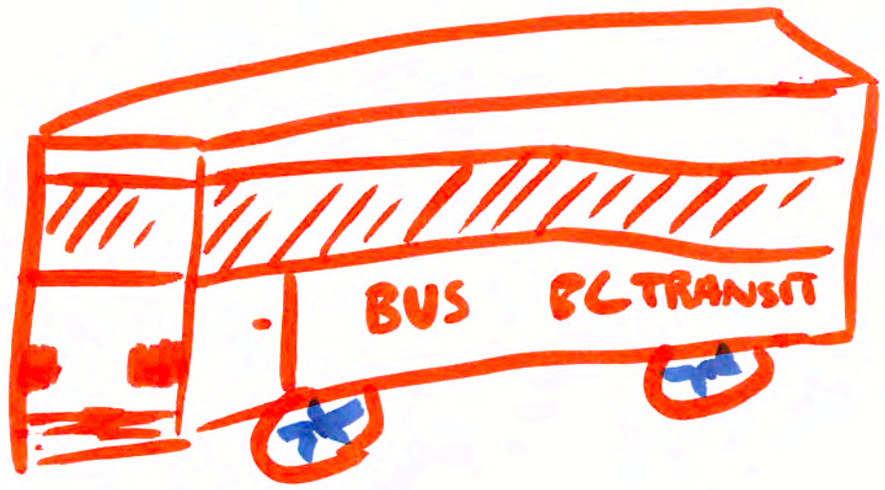


WAILKABLE

NOT GREAT TRANSIT!



- TRUCK





UNIVESITY



Nature!

"The Mill"

Asthma

"The Bowl"

Shopping

UNBC!

Community

2h drive

$lots

casino

good

NO Bars!

Just Pubs

* Very good Breweries

Good fishing!

N

Stinky Smog

river

Connaught Hill

Moose

Forest

UNBC

Costco

(The Best Place on Earth)

Treasure Cove Casino

(Win or lose Everything)

Subject: FW: OCP Ginters

From: Christina Ciesielski [redacted]
Sent: Wednesday, March 19, 2025 9:15 AM
To: cityclerk <cityclerk@princegeorge.ca>
Subject: OCP Ginters

You don't often get email from [redacted]

Hi

I'm very concerned about any plans to develop the area know as Ginters park and surrounding trails. I've lived here since 1998 and Ginters is a cherished walking, biking and running area for many. I drive across town from the hood to go walk there. It offers a connected green belt in the city. It should be a selling point for people moving here from larger cities. There are other areas in town that can have roads widened and housing built. Having businesses downtown with residences above would help the housing situation. Please leave Ginters field and the trails around it intact.

Sincerely
Christina Ciesielski
[redacted]
2007 Upland Street

This email originated from outside the organization. Do not click on links or open attachments unless you recognize and trust the sender and know the content is safe.

Subject: FW: Public Hearing Submission for the Protection of Ginters's and the Greenway.
Attachments: F7F4EAC0-DE3C-4FBB-835A-39C54864C138.JPEG; IMG_0653.JPEG; IMG_0728.JPEG

From: Natalie Linklater [redacted]
Sent: Wednesday, March 19, 2025 12:19 PM
To: cityclerk <cityclerk@princegeorge.ca>; Mayor and Council <mayorandcouncil@princegeorge.ca>
Subject: Public Hearing Submission for the Protection of Ginters's and the Greenway.

> Some people who received this message don't often get email from [redacted]

Dear Mayor and Council,

I would like the following to be submitted as part of the public hearing on March 19, regarding the protection of Ginter's and the Greenway.

I believe that having green spaces greatly adds to the livability of a city. After a long day of work, I rejoice in the fact that I can go to Ginter's and have a nice time with my dog, Dasha, and her friends. In fact, Ginter's and the Greenway were two of the reasons I chose to live and buy a house in the city. I fully support protecting Ginter's and the Greenway as well as the expansion of Ginter's off leash area to include the north side of the park.

Please enjoy the attached photos of myself, Dasha, and her friends enjoying Ginter's.

Kind Regards,

Natalie and Dasha

Name: Natalie Linklater
Street address: 631 Zelkwas Ave, V2M 3T7, Prince George, BC


Copyright © Brock Gable 2024





Subject: FW: Opposition to Urban Sprawl and Future Land Use Plans Surrounding Shane Lake

From: Meika Schreiner [redacted]
Sent: Wednesday, March 19, 2025 6:06 PM
To: Mayor and Council <mayorandcouncil@princegeorge.ca>; cityclerk <cityclerk@princegeorge.ca>
Subject: Opposition to Urban Sprawl and Future Land Use Plans Surrounding Shane Lake

Some people who received this message don't often get email from [redacted]

Good evening,

I hope this letter reaches those who genuinely care for the well-being of the citizens they serve.

I am writing to raise my concerns about the proposed urban sprawl and future land use plans surrounding Ginter's Green, Forests For the World, and Tyner Blvd. I respectfully urge that these plans be reconsidered and not pursued further.

This area holds immense value to the residents of Prince George, myself included. They hold benefits from emotional and mental health benefits to tourism and economic benefits from the way the area is being used currently. I often use the trails in this region to walk my dogs and find solace in nature. It offers a peaceful escape close to PG where one can enjoy the forest's sights, sounds, and fragrances. Its proximity makes it ideal for walks at any time of day and is a rare feature in any large city, why remove it? It could be the Stanley or Central Park of Prince George, yet this OCP amendment is trying to destroy that.

Historically, Prince George has been cherished for its plentiful green spaces, but these are gradually disappearing. Green spaces provide numerous benefits to our community. They foster mental well-being by offering a tranquil retreat from daily stresses, promoting physical activity, and connecting individuals with nature. They also have financial benefits, such as increasing property values, supporting local tourism, and reducing healthcare costs by encouraging healthier lifestyles. Furthermore, green spaces contribute to better air and water quality, which positively impacts public health. The continued push for urban sprawl threatens to erase these invaluable advantages.

Urban sprawl in Canada has significant consequences. It often leads to the loss of farmland, wetlands, and wildlife habitats, which are critical for biodiversity and environmental health. Sprawl also increases car dependency, contributing to higher greenhouse gas emissions and air pollution; PG struggles with air pollution as it stands currently. Additionally, the expansion of urban boundaries places a strain on municipal resources, as new infrastructure such as roads, utilities, and public services must be developed, often at a high cost, while we are barely meeting if not exceeding budgets currently. For example, studies have shown that low-density suburban developments can increase infrastructure costs by up to 30% compared to higher-density urban areas. These challenges highlight the need for sustainable and thoughtful urban planning.

While taxes rise, wages remain stagnant, leaving many of us struggling to manage inflation and tax burdens. Adding new developments will only increase these pressures. Our city's aging infrastructure is already under strain, with frequent water main breaks and significant maintenance challenges. City workers are stretched thin addressing these issues. It seems impractical to develop new neighborhoods in critical wildlife habitats when we are struggling to maintain the current infrastructure. The "raise taxes" approach is unsustainable.

Past city planning anticipated a population growth that has yet to materialize. With the decline of the forestry industry and the closure of mills, it is unclear who will occupy these proposed homes. While there is a growing call for more housing, particularly affordable housing, the focus should be on building in areas with existing infrastructure or creating more areas with multi-use developments, rather than constructing high-cost homes; this is not the need the city is demanding.

Additionally, the proposed area presents challenges such as steep terrain and significant water retention, which increase costs and pose stability risks. Building in flatter, more suitable areas with reliable infrastructure would be far more practical.

I urge the city to act thoughtfully and prioritize the well-being of its citizens. This area should remain green and accessible, supporting the physical and mental health of hundreds of residents who use it for recreation. The environmental and wildlife significance of this space must be respected and preserved over financial incentives. Green spaces are essential for fostering a healthy, sustainable, and prosperous community, and their protection should be a priority.

Please reconsider the urban sprawl plans and place the needs of the community above all else. Protecting our green spaces and avoiding additional tax burdens should be the priority.

Thank you for your consideration regarding this matter and i hope this amendment is rescinded.

Meika Schreiner
UNBC 2021 Bachelor of Science in Environmental Science and Minor in Planning
Address: 4143 22nd Ave Prince George BC V2N 3N3

This email originated from outside the organization. Do not click on links or open attachments unless you recognize and trust the sender and know the content is safe.

Subject: FOOD SECURITY MORE IMPORTANT THAN EVER?--2025OCP

From: April Ottesen [redacted]
Sent: Thursday, March 20, 2025 2:39 PM
To: cityclerk <cityclerk@princegeorge.ca>
Subject: Fw: FOOD SECURITY MORE IMPORTANT THAN EVER?--2025OCP

You don't often get email from [redacted]

April Ottesen
270 15th Avenue
Prince George, BC
V2L 3W4

From: April Ottese [redacted]
Sent: Wednesday, [redacted]25 12:36 PM
To: mayorandcouncil@princegeorge.ca <mayorandcouncil@princegeorge.ca>
Cc: ocp <ocp@princegeorge.ca>
Subject: FOOD SECURITY MORE IMPORTANT THAN EVER?--2025OCP

While the Official Community Plan is not a proscriptive tool, it does provide our community with a device to set intentions for our overall community health. Compared with the inclusion of many policies relating to the importance of supporting local food initiatives in the OCP of 2012, there is little to no recognition of the importance of a robust local food system in the OCP2025.

The 2012 OCP surely reflects the importance and benefits of a local food system for Prince George in these important policies and comments related to food and food security:

Policy 6.4.11 Integrated land use approaches should be implemented wherever possible to improve opportunities for biodiversity, ecosystem connectivity, recreation, agriculture, and local food production.

p. 72 Food Security:
Food and agriculture play and important role in a sustainable community by improving the environment, the economy, the health of our population and our community's well being. Access to quality, local food is increasing in demand throughout much of North America due to the high cost of food, limited availability and a growing awareness in sustainable agriculture. The increasing costs associated with the production and shipping of food can result in limitations for community access to quality food. The production and supply of local food can help provide food security but requires support to establish systems for community food production at all levels.

Policy 7.3.5 ***Support increased consumer access to local and healthy food through local food institutions and retail markets throughout the community.***

Policy 7.3.7 Support agricultural and food systems planning to improve the current state of food systems and to encourage local food self-reliance.

Policy 8.1.8 The City does not support farmland subdivisions in the ALR or agriculturally valuable lands that produce any parcels smaller than 15 ha parcels.

Policy 8.1.9 The City may identify agriculturally valuable lands outside the ALR and encourage their inclusion into the ALR.

Policy 8.3.21 The City should undertake a review of the zoning bylaw ***to ensure that farmers markets, community gardens, etc., are permitted use of both public and private realms and that design guidelines support food production.***

Policy 8.3.117 The City should support ALR designations within the City's boundaries. Changes to the designation should be supported only if land is shown by a qualified professional to have limited agricultural suitability and where land use changes work to support food and agriculture systems (e.g., farmland dedications of equal or greater value for community trust and/or upgrades to farming or farmland infrastructure).

Policy 11.3.2 ***The City should consider acquiring land to support sustainable food systems.***

Policy 13.2.31 The City should undertake a review of the zoning bylaw ***to ensure that farmers markets, community gardens etc., are a permitted use of both public and private realms and that design guidelines support food production.***

Policy 13.2.32 The City should include a comprehensive definition of farmers markets in the zoning bylaw.

Policy 13.4.20 To adapt to climate change, projected precipitation and temperature changes should be considered when creating agricultural plans and agricultural land allocations. ***The City should undertake further study to consider the potential for increased agricultural capacity in the future.***

Policy 13.5.14 ***The City should adopt a community generated food charter that sets out a vision for food and agriculture in Prince George.***

"While a number of our surveys were anonymous, we estimate over 2,000 unique individuals were actively engaged in the myPG Sustainability Plan process through surveys or stakeholder meetings from beginning to end. This included representation from 97 organizations within the public, private and non-profit sectors of Prince George."

Much time and energy went into articulating a document that would best serve our community in rebuilding our local food system. Have we accomplished any of the goals and aspirations of the OCP2012, or was it all for nothing?

Mayor and Council, we are not more food secure in 2025 than we were in 2011 when the 2012OCP was being developed, we are less food secure. Approximately 20% of us do not have enough to eat. Wouldn't these policies included here be more important than ever? I would argue that the current state of the world demands urgency in planning for more local food self reliance and not less.

There is great wisdom in rebuilding our local food system, of aiming for food sovereignty, where local eaters have more control of their food supply. That, however, will require changes in policy at all levels of government, and this is where you can all make your voices count. Please vote for a sustainable community and all the benefits that prioritizing a viable local food system can bring, and restore some of these important policies to the OCP2025.

I thank you for your time.

Your truly,

April Ottesen
Instructor
Sustainable Food Production

Subject: FW: OCP

From: Henry Righi[redacted]
Sent: Thursday, March 20, 2025 11:42 AM
To: cityclerk <cityclerk@princegeorge.ca>
Subject: OCP

> You don't often get email from [redacted]

Good morning.

I sent an email to Mayor Yu in May of 2024 giving him reasons why Foothills Blvd. should be extended from 18th Ave. to 22nd Ave. but he did not respond.

There are 106 units in the complex I live in at 4274 22nd Ave. There are going to be at least another 100 units going right next door to us. I have observed how many vehicles each unit in our complex has and my estimation is that there are approximately 1 1/2 vehicles per unit. That is over 150 vehicles in and out of here many times a day.

When the units beside us are built, that will be another 150 vehicles. 22nd Ave. is very busy now so with another 150 that won't be very good. There is only one way in here right now and that is 22nd Ave. unless you know the side streets around here. If Foothills was extended from 18th Ave. to 22nd Ave. this would take a lot of traffic off of 22nd Ave. The roundabout is already in place at 18th and Foothills.

There will still be a lot of space where the dogs can run.

Thank you.

Henry Righi
[redacted]

This email originated from outside the organization. Do not click on links or open attachments unless you recognize and trust the sender and know the content is safe.

Subject: FW: OCP: schedule 1

From: Roger Wheate [redacted]
Sent: Thursday, March 20, 2025 7:22 PM
To: cityclerk <cityclerk@princegeorge.ca>
Subject: OCP: schedule 1

You don't often get email from r[redacted]

Many citizens are concerned that the 'future development' area on the Growth Management map (Schedule 1) extends almost to Shane Lake and Forests for the World. This is largely due to UNBC and its land being incorrectly included in this category. UNBC land CANNOT be developed. This should be corrected and any other such areas that are similarly miscoded.
Overall the map seems too simple with only 3 classes, the Growth Priority class for example includes most of our beloved city parks.

Roger Wheate
576 Willmann Road
This email originated from outside the organization. Do not click on links or open attachments unless you recognize and trust the sender and know the content is safe.

Subject: FW: Blackburn rd north new ocp

From: Bruce Kidd [redacted]
Sent: Thursday, March 20, 2025 10:03 PM
To: cityclerk <cityclerk@princegeorge.ca>
Subject: Fwd: Blackburn rd north new ocp

You don't often get email from [redacted]

Please submit this letter as opposition to proposed ocp

Bruce Kidd
Head Dude
Kidd Group of Companies
Proud to be a Métis Business

Begin forwarded message:

From: Bruce Kidd [redacted]
Date: March 20, 2025 at 10:00:20 PM PDT
To: Mayor And Council <mayorandcouncil@princegeorge.ca>, Walter <walter.babicz@princegeorge.ca>
Cc: Kathy Kidd [redacted] Nic Kidd [redacted], Mark Knoedler [redacted]
Subject: Blackburn rd north new ocp

City council and Mayor

We have 7 properties on Blackburn rd and 1 property on Giscome rd and a property on foreman rd all zoned rs2 and being planned for subdivision. Currently we are allowed 3-4 units on each rs2 lot. Now this new ocp restricts the size of any new lots and the max units we would have been able to create as they are now out of the urban containment area. It was not long ago that Blackburn secondary school was destroyed by fire and the school district never rebuilt this school because there was not enough kids. The city is now restricting development in this area which will prevent this area from ever gaining more households needed for a new high school. This new ocp also restricts an entire subdivision of the city from accessing 3-4 unit housing which I believe is the future of new housing. This also directly goes against the current bill 44 legislation which was meant to increase density and has clauses to prevent cities from restricting density in the future.
What is the city saying trying to say to the residents in Blackburn? Iam sure most people are unaware of the implications of this new ocp as I just recently became aware that the city was lowering the density and future use of my properties which will drastically reduce the potential value.
I think the urban containment area should be expanded to include Blackburn, Giscome, foreman rd areas which are all served by city water and sewer. Otherwise we will be forced to seek legal action against the city to protect the value of our land and the fact the city has given no notice of the implications of the new ocp andd do maybe contravened the new bill 44 legislation,

Bruce Kidd
Head Dude
Kidd Group of Companies
Proud to be a Métis Business

The following addresses are affected by ocp
5855 Giscome rd (new subdivision)
1221 Blackburn rd n
1215 Blackburn rd n
1209 Blackburn rd n (future subdivision)
1196 Blackburn rd n
1183 Blackburn rd n
1177 Blackburn rd n
1161 Blackburn rd n
780 foreman rd (future subdivision)

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GINTER'S GREEN

March 19, 2025

I have been a resident of Prince George since 1966. In the early years, I marveled at the hillsides circling the bowl. All the trees and the colourful spring and falls gave Prince George a wonder seldom seen in other cities.

I have walked that area at least once weekly since that time. I see encroachment and it surely is not pretty. We do not seem to "get it" and there are city officials and "builders" who like nothing better than to mow it all down. Sometimes we should just let things BE – and certainly this is an area that needs that designation.

As I am an avid walker, I watched the mowing down of the area behind Art Knapp's. I watched a mother fox – staring in disbelief – at what happened to her home and young. What has happened there now –NOTHING!

Prince George needs to do better to preserve – thus I am in full opposition to the idea and plan to disrupt and destroy Ginter's Green.

Sincerely,

Rita Borkowsky

Redacted

Redacted

March 20, 2025

148 Douglas St.

Subject: OCP and UCP Feedback

From: Greg H [redacted]
Sent: Saturday, March 22, 2025 2:38 PM
To: cityclerk <cityclerk@princegeorge.ca>; Mayor and Council <mayorandcouncil@princegeorge.ca>
Subject: OCP and UCP Feedback

Some people who received this message don't often get email from [redacted]

Dear Members of the City Council,

I am writing to voice my strong opposition to the council's plans to discourage development outside the Urban Containment Boundary (UCB). In the midst of a dire housing and cost of living crisis, this policy reflects a concerning disregard for the immediate needs of our community.

Restricting development to inside the UCB ignores the reality that our housing supply is critically insufficient. Families and individuals are struggling to find affordable homes, and limiting development areas will only compound this crisis. While the UCB may have been intended to promote sustainability and responsible growth, applying it rigidly in this context will have the opposite effect—deepening inequality and driving young people away from the community they call home.

I personally know young families who have been forced to relocate to places like Alberta, where policies are far more conducive to affordable living. This is a painful reminder that restrictive development policies here are not just theoretical—they are actively driving our neighbors and loved ones away. Losing these families weakens our community and undermines its long-term sustainability.

Some may raise concerns about urban sprawl as an adequate enough reason to defend the UCB. However, it is important to recognize that addressing the housing and affordability crisis must take precedence. Restricting development to avoid urban sprawl benefits no one if families are priced out, forced to relocate, or unable to secure stable housing. Thoughtful, planned development beyond the UCB can mitigate the risks of sprawl while ensuring that residents have access to the homes they need. Balanced growth strategies can include preserving green spaces, investing in infrastructure, and prioritizing mixed-use developments that promote community cohesion and environmental responsibility.

What our city needs is a bold and adaptive approach that acknowledges the urgency of the moment. Expanding development opportunities beyond the UCB is not only necessary but responsible, given the scale of the current crisis. Prioritizing policies that increase housing supply across a wider area will create more options for residents, ease pressure on the market, and help stabilize costs, and turn PG into the northern capital it deserves to be.

I urge the council to reconsider this restrictive policy and adopt pro-development measures that truly address the housing and affordability challenges we face. The well-being and future of our community depend on leaders who are willing to adapt and respond to the needs of their constituents.

Sincerely,

Greg Huston
Prince George
7875 Rochester Cr

Subject: FW: Save Ginter's and Forest for the World

-----Original Message-
From: Marlene Pauls[redacted]
Sent: Monday, March 24, 2025 3:48 PM
To: Mayor and Council <mayorandcouncil@princegeorge.ca>; cityclerk <cityclerk@princegeorge.ca>
Subject: Save Ginter's and Forest for the World

[redacted]

Dear Mayor Councillors and City Clerk

Please consider how important Ginter's green and Forest for the World are to the people of Prince George. Prince Georgians walk, visit and share their day with passing dog walkers and other walkers. It is in fact a wealth of mental health trails for all as we exercise and enjoy the antics of dogs and children. People need these trails. Surely, there are areas to develop that will not impact this Prince George jewel.

Sincerely
Marlene Pauls
1274 Carney St

This email originated from outside the organization. Do not click on links or open attachments unless you recognize and trust the sender and know the content is safe.

Subject: Webform submission from: Written Comments Submission Form

From: City of Prince George <noreply@princegeorge.ca>
Sent: Wednesday, March 26, 2025 10:27 AM
To: cityclerk <cityclerk@princegeorge.ca>
Subject: Webform submission from: Written Comments Submission Form

CITY OF
PRINCE GEORGE

Written Comments Submission Form

Submitted on Wed, 03/26/2025 - 10:26

Contact Info

Contact Info
Dr. Tristan Pearce
2513 Ridgeview Drive
Prince George
Redacted

Comments

For which application would you like to provide comments? (One form per application)
Official Community Plan - BL9525

Comments
Honorable Mayor and Council,

Thank you for giving me the opportunity to comment on the Prince George Draft Official Community Plan – BL9525. My name is Dr. Tristan Pearce and I am a Professor of Geography and the Canada Research Chair in the Cumulative Impacts of Environmental Change at UNBC. I grew up in Prince George and moved back 5 years ago. I thank the Mayor, Council, and city staff for facilitating an Official Community Plan review process that has been open, engaging, and responsive to feedback. I have attentively followed the proceedings to now. I will comment specifically on sections 7.0 Growth Management and 18.0 Land Use Plan.

A strong sentiment that I take away from the review process is that Prince George residents are steadfast in sustaining a city that protects natural space and ecological systems from urban sprawl, and encouraging the re-development of downtown and nearby residential areas to enhance safety, accessibility, health and wellbeing. The Growth Management plan (Schedule 1, p. 71) and Land Use Plan (Schedule 12, p. 83) could be better aligned with this sentiment. The area currently coloured blue—future development along University Way and Tyner Boulevard, and adjacent to Forest for the World and the north-end of Moore's Meadow, Foothills and Ospika, currently coloured green—growth priority, are opportunities to protect natural space and ecological systems from further urban sprawl and contribute to the liveability, health and wellbeing, of our city. Many residents assume that these lands are already protected as part of Forest for the World and Moore's Meadow, but they are not, and the Official Community Plan is an opportunity to address this.

Using tools like the Official Community Plan, we should promote smart development within the urban containment boundary that upholds the values of our community. This includes developing in ways to protect natural areas and greenspaces, and natural assets that are vital to the resiliency of our city in a changing climate. Ultimately, developers don't care where they make their money, so if we can point them to development opportunities that align with our community values as articulated in the OCP, we can be economically sustainable too. Development does not have to come at the expense of our environment.

Sincerely,

Dr. Tristan Pearce

I acknowledge and agree that my submission, including my full name and address, will be published on the City's website as part of the Council meeting agenda. This information will be part of the official public record, and once published, it cannot be removed or edited. Additionally, my submission may appear in internet search engine results.
Yes

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RECEIVED
MAR 2 8 2025
City of Prince George

Date: March 28, 2025

To: Mayor and City Council

From: Cheryl Wehr
107 Parker Drive
Prince George, B.C. V2M 4S7
Redacted

CC City Clerk

RE: PID 021514922:
Written in support of Michelle Oster's presentation to Mayor and Council on March 19th, 2025 in regard to the AF city land adjacent to Moore's Meadow Park, sharing PID 021514922.

This winter we have been seen an unusual influx of moose within the city limits. As exciting as it is to watch them, it's concerning since the city is not the safest environment for them to dwell. There is a safer place for them to be.

There is an established wildlife corridor that extends from the Nechako River through Wilson Park, Moore's Meadow Park and Cranbrook Hill which we would like to protect. Along this well-used route, we see a variety of wildlife, moose being the latest. We want respect both them and other wildlife by protecting this area.

To reiterate what Michelle said at the City Council OCP public meeting on 19 March 2025 based on public response:

It is within the city's ability to re-zone the AF portion of PiD 021514922 to a P1 designation for numerous reasons. Some of them mentioned are:

- The wildlife corridor that stretches from the Nechako River, through Wilson Park, Moore's Meadow Park and Cranbrook Hill is the only one of its kind that remains in the city and should be protected, especially in light of possible future residential development on the private land bordering the park. Wildlife needs safe passage from forage areas to forests.

- To protect our future water security found in this location.

The benefits from nature apply to both wildlife and ourselves: healthy environment, foraging opportunities and safe places for peaceful respite. We personally benefit from the use of greenspace that also wildlife uses for the following:

- our good health,
- foraging for food,
- enjoyment of the outdoor lifestyle beside wildlife,
- nature research from educational institutions,
- wildlife images for road signs, logos, and art, and
- inviting people to live here and enjoy the beautiful places we have set aside for them to explore – (these people economically contribute to the city).

We are all intertwined with nature.

Within this OCP process, we have an opportunity to show/share our support for all the aforementioned points by requesting administration to rezone the city-owned AF land adjacent to Moore's Meadow Park from AF to P1 under the shared PID number 021514922.

Thank you for your time reading this letter and for your consideration.

Sincerely,

Redacted

Cheryl Wehr

Subject: FW: Keep Ginter's Green Forever

From: Gail Brade Redacted
Sent: Monday, March 3, 2025 12:51 PM
To: Mayor and Council <mayorandcouncil@princegeorge.ca>
Subject: Keep Ginter's Green Forever

Redacted

Attention Mayor Yu & City Councillors:

As a long time senior resident of Prince George (born and raised here), I am advocating for our City not to develop any part of the areas outlined below. This is precious land that needs to remain untouched because of the following:

-Escarpment requires stability so we aren't dealing with land slides.
-Forests provide homes for wildlife.
-Recreation area for locals to keep families healthy by hiking and exploring as it benefits the mind, body, and spirit.
-The deciduous trees mitigate fire hazards.

Also this precious off leash dog park is heavily used year round and enjoyed by locals on a daily basis.

Our city has other outlining areas that could be developed. We are not a densely populated city that has no other land for development. Do not take away our highly coveted area in the centre of our municipality as we cannot afford to loose more valuable park space.

Sincerely, Gail Brade

4281 Baker Road

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Summary Of The OC

2nd Reading of the OCP @ City Council meeting Feb. 2

The OCP contains a large amount of sprawl, prioritizing growth in foreste
around Ginter's Green, Forest for the World, the escarpment, and Tyner
Please email mayorandcouncil@princegeorge.ca to ask for the yellow sp
the escarpment/Tyner and around Ginter's to be removed from the OCP

See you at the City Council meeting Feb. 24th. Wear Gree

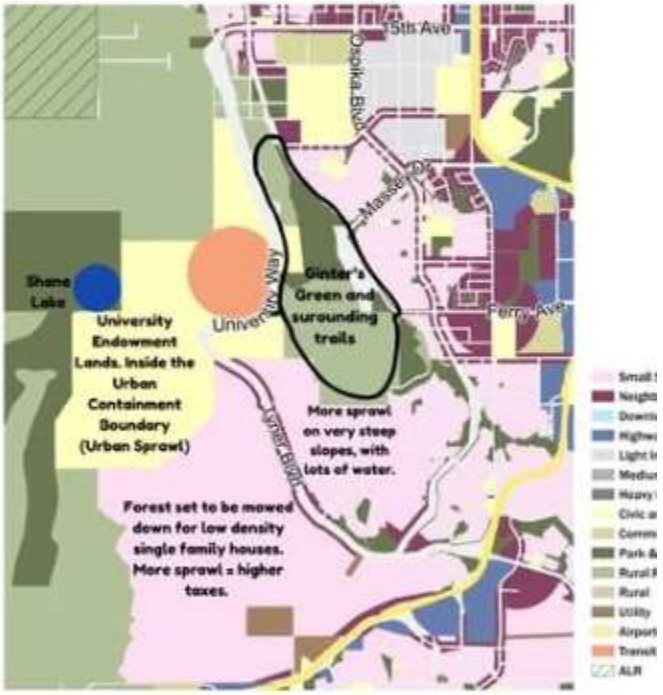
Urban Containment Boundary

Green = current growth priority
Yellow = future priority (urban sprawl)



Future Land Use

Schedule 12; OCP Feb. 20





Future Land Use

showing the at-risk north end of Moore

Schedule 12; OCP Feb. 2025



Ask Cour
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Containr

mayorando

Sent from my iPhone

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Subject: FW: Green space and OCP

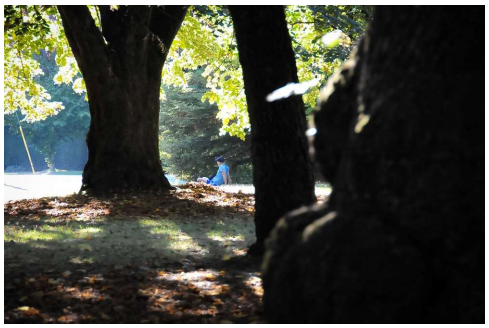
From: Donna Bornholdt Redacted
Sent: Monday, March 31, 2025 12:13 PM
To: Mayor and Council <mayorandcouncil@princegeorge.ca>; cityclerk <cityclerk@princegeorge.ca>
Subject: Green space and OCP

Redacted

To the City of Prince George Mayor, Council and City Clerk,

I have attended meetings and completed surveys regarding the OCP. I believe the people of Prince George have made it clear that the protection of Green Space is a priority. This would include Ginters, Forest For the World and the Greenway, and Moore's Meadow. I live on the Hart, but travel to these parks regularly in order to enjoy the trails with my family, friends and pet.

A very interesting article was written in November 2022 by Stefan Labbe. In it, he quotes Stats Canada regarding the growing decline in green space in cities across Canada and the impact of such loses. "Lose those trees and green spaces, and a city looses an important buffer against extreme heat and cold." You can read the full story here: What happens when Canadian cities lose its green spaces? - North Shore News.



How Canada's biggest cities are losing their green space

Canada biggest cities have lost their green spaces at staggering rates over the past two decades, new data from Statistics Canada has revealed.

www.nsnews.com

I write this email as intention as a submission for public hearing on April 2, 2025 regarding the OCP. Let's maintain and improve the green spaces we so appreciate.

Respectfully,

Donna Bornholdt
4649 Gray Drive
Prince George, BC

This email originated from outside the organization. Do not click on links or open attachments unless you recognize and trust the sender and know the content is safe.

Kellett, Leslie

Subject: FW: Ginters Park

From: pat.cummins [redacted]
Sent: Tuesday, April 1, 2025 8:59 PM
To: Mayor and Council <mayorandcouncil@princegeorge.ca>; cityclerk <cityclerk@princegeorge.ca>
Subject: Ginters Park

[redacted]

I would like to express my concern over any possible future development at the current location of Ginters Park. I have been a home owner in Prince George for 45 years at 279 Laurel Crescent. I would like to request the mayor and city council to make a decision to leave Ginters Park remain a Park, so that future residents can continue to enjoy this beautiful park for generations.

Thank-you,

Patricia Cummins
[redacted]

Sent from my Galaxy

This email originated from outside the organization. Do not click on links or open attachments unless you recognize and trust the sender and know the content is safe.

Subject: FW: OCP ammendent

From: neil mundreon [redacted]
Sent: Thursday, April 3, 2025 11:24 AM
To: cityclerk <cityclerk@princegeorge.ca>
Subject: OCP ammendent

[redacted]

Honorable Mayor and City Council Members, April 9th, 2025

(4 Amendment of the OCP to save Ginter's, FFTW/Greenway, Moores Meadow)

Full Name of Your Address , I come before you today not just as a concerned citizen, but as a representative of a broader movement that seeks to ensure the health, prosperity, and cultural integrity of Prince George for generations to come.

Our city is at a crossroads. As development expands, we must ask ourselves: Are we building a city that prioritizes balance between nature and urban growth, or are we allowing long/short-term gains to compromise our long-term well-being?

The green belt zones of Prince George are not just patches of land; they are the lungs of our city. They provide clean air, reduce pollution, and offer essential spaces for mental and physical wellness. Research confirms that exposure to natural red and infrared light—absorbed through time spent in green spaces—boosts cellular regeneration, improves immune response, and supports mental clarity. These are not just aesthetic benefits; they are essential to human health.

Moreover, these lands hold deep cultural and historical significance. Prince George sits on the unceded territory of the Lheidli T'enneh First Nation and as city leaders, you have a unique opportunity to uphold the principles of truth and reconciliation. Protecting these lands is an act of respect, an acknowledgment of history, and a step toward repairing past wrongs. To destroy these lands for unchecked expansion would not only be a disservice to the environment but also to the Indigenous communities whose heritage is intertwined with these spaces.

Beyond history, these spaces are also essential in teaching future generations how to be good stewards of the land. They serve as living classrooms, where children and young people can learn the importance of sustainability, gratitude, and the interconnectedness of all life. The green belt is a place to pass down the knowledge of how to live harmoniously with nature, ensuring that what remains of history is kept alive and honored. The entire forest ecosystem plays a critical role not just in our physical health but in our spiritual well-being, reminding us of our responsibility to nurture and protect the land that sustains us.

Legally, there are clear avenues to protect and enhance our green belt. A strong legal framework exists to support environmental conservation, and many other cities across Canada have successfully reinforced their green zones through policy and strategic land use planning. I urge you to consider this, not as an obstacle to development, but as an investment in the future health and prosperity of our city.

The question before you is not just about land; it is about legacy. Will you be the council that prioritizes sustainable development, reconciliation, and the well-being of all who call Prince George home? Or will history remember this as the moment we let go of what makes our city truly livable?

I urge you to stand with us in preserving the green belt. Do not let short-term interests dictate the fate of our natural and cultural heritage. Let's make the right choice—for our health, for our history, and for our future.

Thank you. Neil Mundreon
7670 St. Mark Crescent
Your local concerned citizen

This email originated from outside the organization. Do not click on links or open attachments unless you recognize and trust the sender and know the content is safe.

Subject: FW: Greenway

From: Willow Mundreon [redacted]
Sent: Thursday, April 3, 2025 10:58 AM
To: cityclerk <cityclerk@princegeorge.ca>
Subject: Greenway

[redacted]

Honorable Mayor and City Council Members, April 9th, 2025

(4 Amendment of the OCP to save Ginter's, FFTW/Greenway, Moores Meadow)

Full Name of Your Address , I come before you today not just as a concerned citizen, but as a representative of a broader movement that seeks to ensure the health, prosperity, and cultural integrity of Prince George for generations to come.

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Thank you.

Your local concerned citizen
Willow Mundreon
7670 St.Mark Cr.
Prince George, B.C.
V2N 4B8

This email originated from outside the organization. Do not click on links or open attachments unless you recognize and trust the sender and know the content is safe.

Subject: FW: Submission for a public hearing

From: Lexi Seida [redacted]
Sent: Thursday, April 3, 2025 2:59 PM
To: Mayor and Council <mayorandcouncil@princegeorge.ca>; cityclerk <cityclerk@princegeorge.ca>
Subject: Submission for a public hearing

[redacted]

Lexi Seida
6955 Cranbrook Hill Road
Prince George BC
V2M 7C9

This email is a formal request for a submission for a public hearing regarding the green spaces on Ginters Field, the Greenway Trail, and surrounding land. It is our duty to preserve green spaces and acknowledge that their current benefits to our health and community are greater than any development of this land.

This email originated from outside the organization. Do not click on links or open attachments unless you recognize and trust the sender and know the content is safe.

Subject: FW: April 9 OCP public hearing submission

From: Andrea Erwin <Redacted
Sent: Monday, April 7, 2025 12:02 AM
To: Mayor and Council <mayorandcouncil@princegeorge.ca>; cityclerk <cityclerk@princegeorge.ca>
Subject: April 9 OCP public hearing submission

You don't often get email fro Redacted

Dear Mayor Simon Yu and Council,

Please include this note in the upcoming OCP public hearing on April 9.

As a citizen and ecologist, I would like to submit my thoughts regarding the OCP and urban sprawl in our great city by starting with a story from my citizen perspective. When I travel to visit my family where I grew up in Rossland, BC, in the amazing Kootenay region, I am constantly met with the same reaction when I tell people where I now call home (since 2006, thanks to UNBC!). "You live in Prince George? How's that??", "ugh, sorry to hear", or "why?!". Always with a scrunched up nose.

Why? Because I love it!!! I LOVE the small city vibe with the easy access to nature that so many of us value!! We can take a bus from anywhere in the city to UNBC and be within a 5 minute walk to a network of trails (Greenway and Forests for the World) unmatched in any city I have visited! The length, area, and overall network in a truly natural setting are a very special asset to this city. And Ginters is even closer and links directly to this network! Through trails with almost guaranteed moose (or at least some form of wildlife) sightings.

From an ecology perspective, the concern of urban sprawl being discussed at this hearing is real. These forests and wetlands within them that suround Ginters field and Shane Lake not only provide us with amazing recreation opportunities, but also ecosystem services, or "natural capital", if you will. Clean air, erosion and sediment control, flood mitigation, water filtration, habitat to wildlife (birds that act as natural pest control).... the list continues. There are real costs to our local economy to replace these natural system services. Eroding slopes, structural damage, water treatment, and health care costs from impacts to human health (mental and physical) are all costly and real consequences of degradation and loss of ecosystems.

Additionally, the educational, spiritual, and cultural values of these areas are difficult to quantify! Just last week I was in the forestry demonstration stands at Forests for the World leading a group of CNC Natural Resource students and we found a cluster of culturaly modified pine trees (near Shane Lake). Someone had clearly extracted the cambium of several trees (it can be used as food and for medicines). I personally harvest nettle and other forest medicines on the Greenway trails. I also guide colleagues and community members on ecology and plant walks here because of the ease of access to relatively intact forests.

What I truly struggle with at the thought of losing these areas, is the thought of the resident moose that raise their calves year after year in this amazing habitat! What a true asset for our city!! Research conducted at UNBC has shown moose do not move around a lot in the winter. They find a good buffet and they stay in it. These local forests are clearly a good winter buffet! (Plenty of red-osier dogwood, aspen, and other deciduous winter staples). Moose populations are declining. Prince George has a chance to continue to provide excellent moose habitat instead of going down pathways that should be of the past.

Thinking of solutions, if we MUST sprawl, why does it seemingly need to be a mow down? Can more aspects of these forests and natural system function truly not be considered/required of developers? These new neighborhoods, replacing diverse forest stands with monocultures of lawn and large box houses, are not only aesthically unappealing but an insult to the truly special place we call Prince George and what this city is and could be.

Existing recreation, spiritual, cultural, ecosystem, and economic values and new opportunities will be lost forever with the loss of these forests and wetlands. Please consider alternatives to sprawl. We CAN be a leader on doing things differently!!

Thank you for your consideration and all you do.

Andrea Erwin, RPBio, MSc

6930 Helm Drive
Prince George, BC

Redacted

Andrea Erwin

This email originated from outside the organization. Do not click on links or open attachments unless you recognize and trust the sender and know the content is safe.

Subject: FW: GINTERS GREEN FOREVER

From: Darlene Gervais Redacted
Sent: Sunday, April 6, 2025 8:56 PM
To: Mayor and Council <mayorandcouncil@princegeorge.ca>; cityclerk <cityclerk@princegeorge.ca>
Subject: GINTERS GREEN FOREVER

You don't often get email from Redacted

Dear Mayor and City council

PLEASE SUBMIT FOR THE PUBLIC HEARING.
I will be attending the meeting on April 9, 2025 and I respectfully ask the Mayor and City Council to:

1. **remove the right of way between** 18th and 22nd Avenue and Massey and Ferry Avenue from Schedule 12 of Future Land Use.

2. r**emove property at the south end and above Ginter's** from the Urban Containment Boundary.

3. protect **Forest for the World and the Greenway.** Remove all the Future Growth Priority (Yellow) on Tyner and the escarpment from the Growth Management Map (Schedule 1).

4 and 5. **protect the North end of Moore's Meadow**. I respectfully ask that Mayor and City Council pass a resolution to direct administration to re-zone the AF portion of PID 021-514-922 to P1.
take the AG property at the north end of Moore's Meadow out of the Urban Containment Boundary.

Thank you, Darlene Gervais
3022 Charella Drive, Prince George BC. V2N 5K9
Redacted

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Subject: FW: Opposition to Urban Sprawl and Future Land Use Plans Surrounding Shane Lake

From: Meika Schreiner [redacted]
Sent: Friday, April 4, 2025 2:09 PM
To: cityclerk <cityclerk@princegeorge.ca>; Mayor and Council <mayorandcouncil@princegeorge.ca>
Subject: Opposition to Urban Sprawl and Future Land Use Plans Surrounding Shane Lake

Some people who received this message don't often get email fro [redacted]

Good afternoon,

I hope this letter reaches those who genuinely care for the well-being of the citizens they serve.

I am writing to raise my concerns about the proposed urban sprawl and future land use plans surrounding Cranbrook greenway, Ginter's Green, Forests For the World, and Tyner Blvd. I respectfully urge that these plans be reconsidered and not pursued further.

Asking that:

1. Remove the right of way land use plans between 18th, 22nd, Massey and Ferry Ave from schedule 12 future land use plans.

2. Remove property the property at the south end and above Ginters park from the Urban Containment Boundary

3. Properly protect Forests for the World and the Cranbrook Greenway by making them official parkland in PG, remove all Future Growth Priority on Tyner Blvd and the escarpment from the growth management map (schedule 1).

4. Protect the north end of Moores meadows park by rezoning the AF portion of PID 021514922 to P1. And to take the AG property at the north end out of the Urban Containment Boundary.

This area holds immense value to the residents of Prince George, myself included. They hold benefits from emotional and mental health benefits to tourism and economic benefits from the way the area is being used currently. I often use the trails in this region to walk my dogs and find solace in nature. It offers a peaceful escape close to PG where one can enjoy the forest's sights, sounds, and fragrances. Its proximity makes it ideal for walks at any time of day and is a rare feature in any large city, why remove it? It could be the Stanley or Central Park of Prince George, yet this OCP amendment is trying to destroy that.

Historically, Prince George has been cherished for its plentiful green spaces, but these are gradually disappearing. Green spaces provide numerous benefits to our community. They foster mental well-being by offering a tranquil retreat from daily stresses, promoting physical activity, and connecting individuals with nature. They also have financial benefits, such as increasing property values, supporting local tourism, and reducing healthcare costs by encouraging healthier lifestyles. Furthermore, green spaces contribute to better

air and water quality, which positively impacts public health. The continued push for urban sprawl threatens to erase these invaluable advantages.

Urban sprawl in Canada has significant consequences. It often leads to the loss of farmland, wetlands, and wildlife habitats, which are critical for biodiversity and environmental health. Sprawl also increases car dependency, contributing to higher greenhouse gas emissions and air pollution; PG struggles with air pollution as it stands currently. Additionally, the expansion of urban boundaries places a strain on municipal resources, as new infrastructure such as roads, utilities, and public services must be developed, often at a high cost, while we are barely meeting if not exceeding budgets currently. For example, studies have shown that low-density suburban developments can increase infrastructure costs by up to 30% compared to higher-density urban areas. These challenges highlight the need for sustainable and thoughtful urban planning.

While taxes rise, wages remain stagnant, leaving many of us struggling to manage inflation and tax burdens. Adding new developments will only increase these pressures. Our city's aging infrastructure is already under strain, with frequent water main breaks and significant maintenance challenges. City workers are stretched thin addressing these issues. It seems impractical to develop new neighborhoods in critical wildlife habitats when we are struggling to maintain the current infrastructure. The "raise taxes" approach is unsustainable.

Past city planning anticipated a population growth that has yet to materialize. With the decline of the forestry industry and the closure of mills, it is unclear who will occupy these proposed homes. While there is a growing call for more housing, particularly affordable housing, the focus should be on building in areas with existing infrastructure or creating more areas with multi-use developments, rather than constructing high-cost homes; this is not the need the city is demanding.

Additionally, the proposed area presents challenges such as steep terrain and significant water retention, which increase costs and pose stability risks. Building in flatter, more suitable areas with reliable infrastructure would be far more practical.

I urge the city to act thoughtfully and prioritize the well-being of its citizens. This area should remain green and accessible, supporting the physical and mental health of hundreds of residents who use it for recreation. The environmental and wildlife significance of this space must be respected and preserved over financial incentives. Green spaces are essential for fostering a healthy, sustainable, and prosperous community, and their protection should be a priority.

Please reconsider the urban sprawl plans and place the needs of the community above all else. Protecting our green spaces and avoiding additional tax burdens should be the priority.

Thank you for your consideration regarding this matter and i hope this amendment is rescinded.

Meika Schreiner
UNBC 2021 Bachelor of Science in Environmental Science and Minor in Planning
Address: 4143 22nd Ave Prince George BC V2N 3N3

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Subject: OCP comments in regards to a 2nd Phase of Valleyview

From: Clint Dahl [redacted]
Sent: Monday, April 7, 2025 9:05 AM
To: Mayor Yu, Simon <Simon.Yu@princegeorge.ca>; Councillor Bennett, Tim <Tim.Bennett@princegeorge.ca>; Councillor Frizzell, Garth <Garth.Frizzell@princegeorge.ca>; Councillor Sampson, Kyle <Kyle.Sampson@princegeorge.ca>; Councillor Ramsay, Cori <Cori.Ramsay@princegeorge.ca>; Councillor Skakun, Brian <Brian.Skakun@princegeorge.ca>; Councillor Klassen, Trudy <Trudy.Klassen@princegeorge.ca>; Councillor Polillo, Ron <Ron.Polillo@princegeorge.ca>; Councillor Scott, Susan <Susan.Scott@princegeorge.ca>; Mayor Admin <MayorAdmin@princegeorge.ca>; Mayor and Council <mayorandcouncil@princegeorge.ca>
Subject: OCP comments in regards to a 2nd Phase of Valleyview

[redacted]

To Mayor and Council,

We have been working with the 2nd floor to move forward a development that ultimately would see 40 1 acre lots developed off of Monteray rd…essentially a Phase 2 of Valleyview. This is something a little different than most the developments in town and I think provides a nice option for people to live in the City with larger yards, room for shops etc and not have to move out of the City limits. The new OCP in terms of future landuse for this property as it is now been designated in the new OCP as Rural Resource and the parcels are all outside of the Urban Containment Boundary even though we have an active PRL. The future rural residential development on the property can still follow the existing AR3 zone regulations, but it does not seem like sound planning to have an OCP designation that does not match the existing underlying zone on the parcels. The new OCP (2025) mapping designations completely negate all of the hard work that was put into getting the land use amendments on the property. We worked closely with Administration, our consultants and the surrounding residents via a community meeting to ensure that the final outcome of the application was mutually beneficial to everyone. To now have our parcels not only designated as Rural Resource but also outside of the Urban Containment boundary is disappointing. We would like to see our parcels designated back to the Rural land use designation with consideration given to include them into the Urban Containment Boundary.
Thanks,

Clint Dahl
Commercial - Industrial - Leasing
RLP Commercial Aspire
1625 4th Ave Prince George, BC V2L 3K2
[redacted]





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Subject: FW: Comments on Official Community Plan

From: Bonnie Hooge [redacted]
Sent: Monday, April 7, 2025 9:47 AM
To: Mayor and Council <mayorandcouncil@princegeorge.ca>; cityclerk <cityclerk@princegeorge.ca>
Subject: Comments on Official Community Plan

You don't often get email from [redacted]

Hello City of PG
I am writing to oppose the Official Community Plan that includes potential development of the forest surrounding the trails in Forests for the World and the Greenway. I was always under the impression that this forest was already set aside as a park. My friends and I use this area multiple times a week for walking, running and riding our bikes. We like the feeling of being in a forest and do not want to just use trails surrounded by a small fringe of trees. This area is a community asset that costs the City of PG next to nothing to maintain and provides recreation opportunities that are available to a wide variety of age groups and socio economic groups. No need to borrow millions of dollars to create a phoney plastic 'park' at Carrie Jane Grey park. Why not just retain the existing park like areas we have at Forests for the World and the Greenway and embrace our native forest environment surrounding this area? I'm unhappy that the City planners seem to be stuck in an expensive 'big city' model of development at all costs, instead of being fiscally prudent and accepting and valuing the natural resource opportunities for recreation that the City already has.

Please amend the OCP and remove all the Future Growth Priority (the yellow parts) along Tyner and the escarpment from the Growth Management Map. Our city has too much sprawl already, and the extra infrastructure development and maintenance is only adding to our property taxes.

While I understand that you need my name and address to confirm that I am a resident of the City of Prince George, I ask that, in the interests of my privacy, you do not publish my address or contact information, as you've done in the past.

Sincerely
Bonnie Hooge
[redacted](mailing address PO Box 2791)
Prince George BC
[redacted]

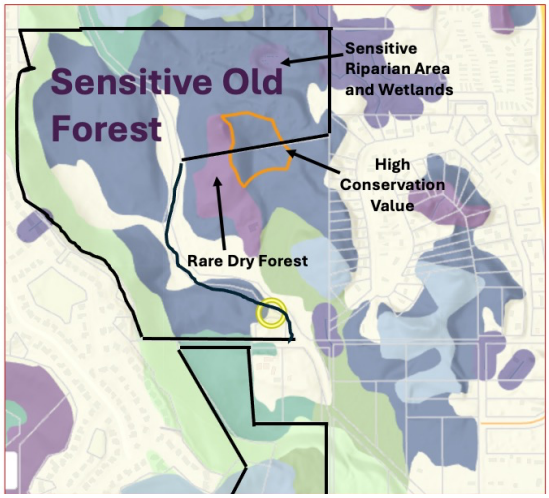
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To Mayor and Council April 7 2025

I am writing about the properties on Shamrock Road and Silvercrest Road that have been reclassified as 'Rural Resource' in the new OCP. The owners, who apparently had plans to put in a large multi-unit residential development, have argued that the property should revert back to its previous classification. I strongly disagree. As a recent first-time homeowner in Prince George in the neighbouring Minotti Drive I support the classification of the area as ***'Rural Resource'*** and below I present evidence of how this classification is appropriate for this *environmentally sensitive area* as per Section 18.6.

First, based on the ecosystem designations the area is primarily Sensitive Old Forest with some trees at least 200 years old and includes Sensitive Riparian Areas and Wetlands as well as an area of High Conservation Value.

The Shamrock Rd and Silvercrest Rd Proposed Development Areas (outlined in black)
(Ecosystem Designations – PG Map)



Circumference of 126 inches



Second, the area in question is an important winter area for local moose. Research suggests that a proper interspersion of food and shelter in winter can be an important and possibly limiting feature of moose habitat, with a mosaic of varied cover types necessary for moose to survive and thrive in the winter. Evidence indicates the area was used by multiple moose during this past winter, including cow-calf pairs, and ecosystem connectivity is critical for the survival of large mammalian species.






Third, evidence indicates that the area is an important wildlife corridor with several wildlife species observed using the area including bear and deer. It is also breeding habitat for pileated woodpeckers, varied thrushes and owls based on bird call recordings.



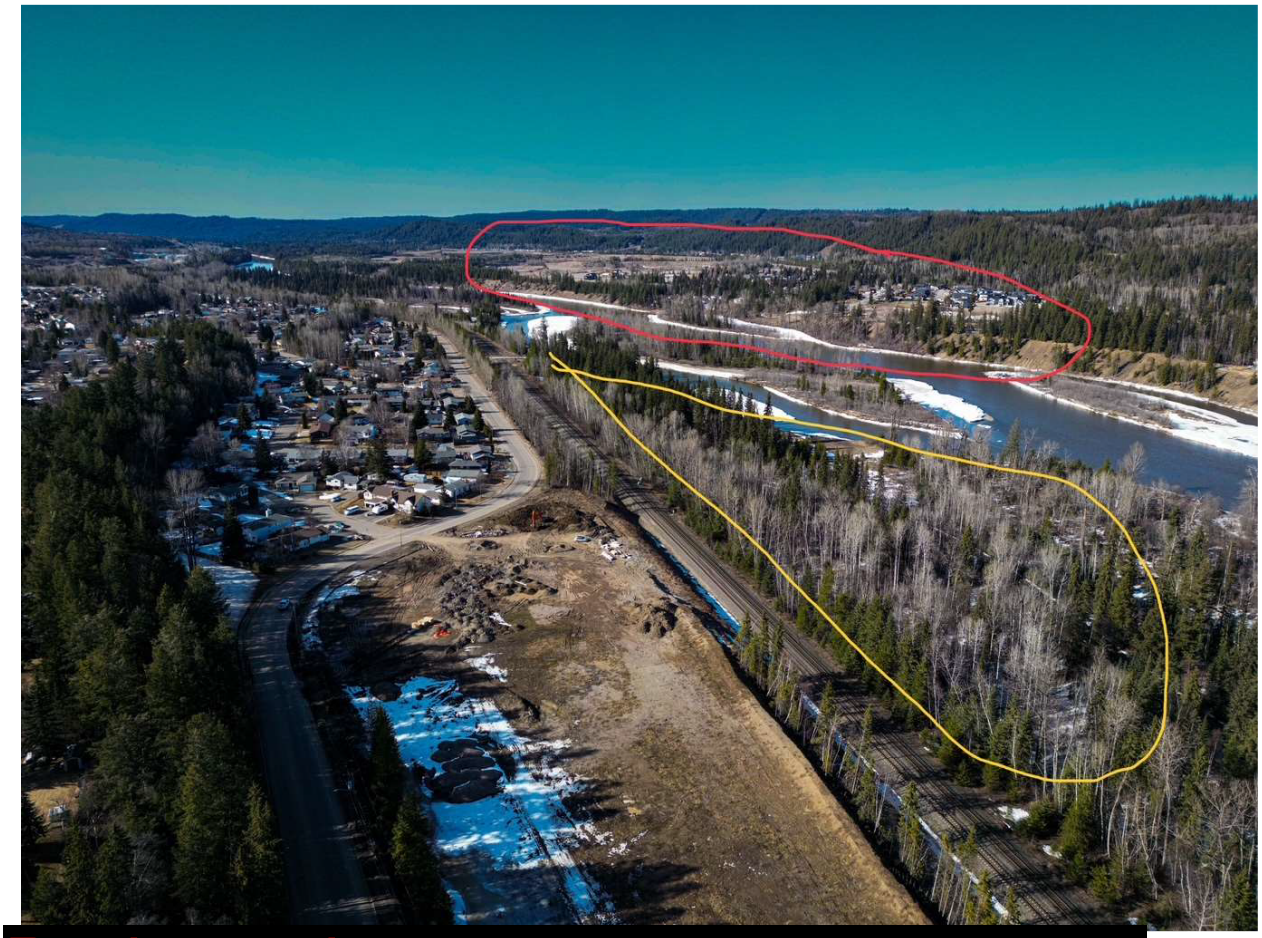


During this public consultation period, Prince George citizens have repeatedly indicated the importance of greenspaces containing wildlife to their mental well-being as well as the value of these greenspaces to current and future community prosperity. A large multi-residential development in this *environmentally sensitive area* could irreparably harm this rural resource for both human and wildlife use.

Thank you for your attention
Laura H Graham, PhD
College of New Caledonia
Home Address: 2874 Minotti Dr
Prince George, BC V2K 1T2

Subject: FW: Future residential development of parks and green space

From: David W. Greenberg [redacted]
Sent: Monday, April 7, 2025 11:35 AM
To: Mayor Admin <MayorAdmin@princegeorge.ca>; cityclerk <cityclerk@princegeorge.ca>
Subject: Future residential development of parks and green space



[redacted]

I am sending you this photo because there are elements that I feel are relevant to the discussion about amendments to the OCP, even though these areas are not directly affected.
The area indicated by the red line is where new residential subdivisions are being built. Development in this region is appropriate; the land is flat, close by, and accessible.
The area indicated by the yellow line is Wilson Park.
My worry is that if, when council considers the amendments to the OCP, residential development is favoured over the preservation of green space it will send a signal to developers that premium parkland may become open to re-zoning and sale for further development. In the past, council has considered re-zoning "park," to become "residential." I think we must demonstrate that parks are valued and are to be kept as parks.
My hope is that the OCP is amended to protect sensitive green space by designating it all as park. That will send the signal that parkland such as Wilson Park will not be jeopardized.

David Greenberg
Redacted
286 Clark Crescent, Prince George
BC. V2M4W5

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PGAIR - P.O. Box 322 Prince George, BC V2L 4S2
www.pgairquality.com

April 6, 2025

City Council
City of Prince George
1100 Patricia Blvd, Prince George,
BC V2L 3V9

Re: **Public Hearing Comments on City of Prince George Draft Official Community Plan**

Dear Mayor and Council,

The Prince George Air Improvement Roundtable (PGAIR) thanks you for the opportunity to review and provide comments as part of the public hearing process for the City of Prince George's (City's) draft Official Community Plan (OCP). While PGAIR is pleased to see some important air quality policies included in the draft (pending approval) OCP, overall, PGAIR is concerned about the downgrading and dilution of air quality objectives and policies in the draft OCP compared to the current OCP (enacted in 2011). Improving air quality is a key goal in the current and past OCPs as well as the myPG Sustainability Plan, and it **should remain a key goal** in the draft OCP **because of the current state of the airshed** and **because air quality is intricately linked to many of the City's other desired goals.** This is discussed below.

Based on the available data (and despite successes in improving air quality over the years), the Prince George airshed **currently exceeds provincial and national air quality objectives for particulate matter** (PM)[i]. Poor air quality (elevated PM levels) presents one of the greatest environmental risks to human health[ii], (as it impacts the entire body, not just the respiratory system) and limits outdoor opportunities (including active transportation and recreation in parks and green spaces). Poor air quality also negatively impacts the economy[iii] (including through increased sick days and reduced employee recruitment and retention) and Prince George's identity and pride. The draft OCP's focus on infill development may further increase levels of PM and residents' exposure to PM if unintended consequences are not mitigated[iv]. For instance, infill can reduce urban sprawl and traffic pollution and increase active transportation, but it can reduce overall greenspace and the co-benefits for air quality[v] and other important outcomes such as extreme heat.

Air quality and climate change are closely linked. Climate change exacerbates poor air quality, including through increased wildfire frequency and severity. Many sources of PM are also sources of greenhouse gases (GHGs) and improving air quality and reducing GHGs *often* aligns, meaning that policies that enhance one can benefit the other (this is referred to as co-benefits). Advancing co-benefits is included in the current OCP and presents an opportunity for the City to efficiently and effectively utilize its resources and capacity to achieve broader environmental and social health and wellness goals. For example, creating and/or maintaining a diversity of green space and a variety of tree canopy coverage not only helps combat climate change but also improves air quality, enhances biodiversity, and provides recreational spaces for communities which, in turn, improves individual wellness overall. However, it is important to understand and differentiate between actions that result in co-benefits to air quality and climate change (such as reducing fossil fuel use) and actions that may benefit climate change but negatively affect air quality (such as direct biomass burning).

To help the City achieve its desired goals in the draft OCP with respect to air quality, social health and wellbeing, infill development and complete communities, the economy, identity and pride, and climate change, PGAIR makes the following recommendations for the draft OCP (please see the attached Schedule A for specific recommended wording):

- Air quality should be included as a **key community goal** (like the current OCP), climate change will continue to exacerbate air quality risks[vi];
- **Transportation objectives** should include policies to reduce people's exposure to traffic-related air pollution such as allowing for adequate separation and setbacks from emissions sources;
- **Air quality objectives should specify PM** (like the current OCP) and should include policies to:
    - Promote climate change **co-benefits** (like the current OCP) (this can also be enhanced in Climate Action and Resilience objectives);
    - Manage air emissions from **transportation** and **residential wood burning** (similar to the current OCP), which are key sources of PM in the airshed;
    - **Manage dust** (like the current OCP), as it is a leading trigger of local air quality advisories in the Spring;
- **Natural hazard objectives** should include a policy to manage the risk of wildfires (like the current OCP), as wildfire smoke generally is a leading trigger of local air quality advisories in the summer,
- Air pollution mitigation (e.g., vegetation barriers) should be considered in new and existing development, and
- **Future Industrial Land Use objectives** should include a policy to encourage new and existing heavy industry to reduce their PM emissions including through adoption of best available control technology during expansions or upgrades.

PGAIR values the long-standing relationship we have with the City of Prince George and the **common goals we share** for a **healthy community** and **social well-being**.

Thank you for the opportunity to provide further input into the City's draft Official Community Plan. Please reach out to me should you have any questions or require additional information.

Sincerely,



Patience Rakochy RPF MSc
Regional Program Manager (Climate Change & Air Quality)
Fraser Basin Council
Director – PGAIR

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[i] Prince George Air Quality Emissions and Modelling (February 2021)
[ii] WHO: Environment, Climate Change and Health; Health Canada: Health impacts of air pollution in Canada in 2018 - Canada.ca
[iii] Economic issues of air pollution - Canada.ca
[iv] 2023: Densification versus urban sprawl. Modeling the impact of two urban growth scenarios on air quality - ScienceDirect
[v] 2021: How can vegetation protect us from air pollution? A critical review on green spaces' mitigation abilities for air-borne particles from a public health perspective - with implications for urban planning - ScienceDirect
[vi] : UBC School of Community and Regional Planning (SCARP) and PGAIR - Advancing Air Quality and Climate Co-Benefits in the Prince George Airshed (2023)

SCHEDULE A

PGAIR RECOMMENDATIONS FOR DRAFT OCP

Selected relevant provisions of the City's draft Official Community Plan (OCP) are reproduced below in black (with page numbers in blue). PGAIR recommendations are indicated in red, and recommended objectives or policies found in the current OCP are indicated in red underline.

2.2 Our Community's Goals (at 10-11)

To realize the community's 2025 vision statement, the OCP seeks to achieve five (5) long-term goals for Prince George. The proceeding objectives and policies outlined in this Plan align with these goals.

5. We are an environmentally conscious and responsible City, with air quality and climate protection, mitigation and adaptation integrated into our approach to and decisions on land use, servicing, development and transportation.

12.0 Transportation and Mobility (at 34)

12.1.1 Objective

Create an environmentally, socially, culturally and economically sustainable transportation system.

12.1.2 Policies

a. Prioritize updating and implementing the active transportation plan, informed by the population, household and employment forecasts as well as growth management policies of this Plan.

12.1.3 Objective

Connect our city with safe, comfortable and efficient active transportation networks.

12.1.4 Policies

a. Design streets to accommodate various combinations of transportation modes recognizing the role streets play in supporting key transportation networks (e.g. active transportation, frequent transit). Designs should also prioritize efficient movement of people over vehicles to optimize future network capacity. Design active transportation to reduce people's exposure to traffic-related air pollution by considering routes, physical separation, or vegetation to filter pollutants.

16.0 Natural Environment (at 44)

16.1.7 Objective

Local air pollution and people's exposure to air pollutants, especially particulate matter (PM_{10} and $PM_{2.5}$), is reduced.[i]

16.1.8 Policies

a. Collaborate with relevant agencies and organizations such as the Prince George Air Improvement Roundtable and take a proactive role to advance airshed research, education, best practices, best available technology,[ii] and planning initiatives such as airshed management plans.[iii]

b. Encourage new land uses that accommodate vulnerable populations (e.g., seniors, children, people with health challenges) to locate away from major existing point sources of air pollution, such as industry. If not feasible, consider building design features that will reduce exposure to pollutants, such as placement of air intakes or additional air filtration.

c. Promote land uses and settlement patterns that reduce reliance on motor vehicles. Continue to support anti-idling and consider enacting an anti-idling bylaw.[iv]

d. Limit new development (especially residences, day care facilities, schools, hospitals, medical clinics, and long-term care facilities) within 150 m of busy roads (roads with more than 15,000 vehicles/day based on annual daily average traffic counts).[v] Encourage new and existing development to reduce exposure to exhaust pollutants from motor vehicles or traffic related air pollution. Consider routes, physical separation, or vegetation to filter pollutants from highways, land uses and activities that require idling (e.g., drive-thrus).

e. Continuously improve the application and removal of winter traction material on municipal streets to minimize road dust (subject to safety considerations),[vi] conduct early and more frequent sweeping of municipal streets,[vii] and establish guidelines and standards of paved commercial and public parking lots to mitigate dust from sweeping.[viii]

f. Discourage the installation in new buildings of woodburning appliances as a primary source of heating. Continue to work with the Prince George Air Improvement Roundtable to promote the exchange of older woodburning appliances in the airshed to those meeting CSA/EPA standards for emissions.[ix]

f. Review and update the Clean Air Bylaw as information, technology, practices and standards change and improve.

g. Continue to promote programs, policies and decision-making that achieve net benefits (co-benefits) to air quality and climate change.[x]

17.0 Natural Hazards (at 45)

17.1.1 Objective

Risk to air quality, public safety, property and infrastructure from natural hazards is reduced.[xi]

17.1.2 Policies

h. Continue to reduce the risk of fires in the interface[xii] and continue to work with the appropriate agencies and personnel to develop strategies and partnerships to reduce the risk of wildfire entering the city's boundaries from areas outside municipal boundaries.[xiii]

18.0 Future Land Use Plan (at 46)

18.12.1 Policies

i. Encourage existing heavy industry to reduce environmental impacts, with an emphasis on air emissions.[xiv] Encourage existing heavy industries undergoing expansions or upgrades to use best available pollution control technologies and other measures to reduce air emissions.[xv]

[i] The current OCP recognizes particulate matter as the primary pollutant of concern (at 31)
[ii] Current OCP, policy 6.1.3
[iii] Current OCP, policy 6.1.4 and page 15
[iv] Current OCP, policy 13.2.39
[v] Current OCP, policy 13.4.2
[vi] Current OCP, policy 13.3.1
[vii] Current OCP, policy 13.3.2
[viii] Current OCP, policy 13.3.12
[ix] Current OCP, policy 13.5.1
[x] Current OCP, policy 6.1.6
[xi] Current OCP, objective 6.4.9 contains a similar objective
[xii] Current OCP, policy 13.3.24
[xiii] Current OCP, policy 6.4.67
[xiv] Current OCP, objective 8.3.24
[xv] Current OCP, policy 8.3.109

Subject: Protect our green space

From: Amara Snyder [redacted]
Sent: Tuesday, April 8, 2025 8:38 AM
To: Mayor and Council <mayorandcouncil@princegeorge.ca>; cityclerk <cityclerk@princegeorge.ca>
Subject: Protect our green space

[redacted]

Good morning,
My name is Amara Snyder, I own my home at 252 Patterson St N, Prince George, and I would like to express my sadness and concerns about the possibility of losing access to our beloved trails that my family uses regularly in the city. A week doesn't go by that we aren't in Forests for the World, Ginters or the UNBC Greenway. These trails allow us to feel safe, with nature at our fingertips and the opportunity to "sneak" in a walk during our busy schedule.

My kids love catching toads (and releasing) , walking the expansive trails that they are so comfortable with, and we all feel rejuvenated after our session of "nature therapy". My dogs can get exercise, I am a better person after my time in the woods, access to these areas are a big part of why we love and live in Prince George. And I know we aren't alone in that! Walk Ginters around 5pm, and see how well used and loved the trails are. Its amazing to have Ginters for parents with strollers, little ones on bikes, and they're frequented by wheelchairs as well. In my 3 years as a Care Aid, my clients lit up when we pushed their wheelchairs along Ginters and the dogs would run up and greet them. There are very few wheelchair accessible trails in Prince George. We also love walking to Shane Lake, watching the birds, roasting hotdogs, sledding in the winter on the hill to the lake, taking my kids fishing... we use the lake a lot.

My family and many others will never afford to live in these new developments, but our schools, roads, parks etc are things we do use and our taxes could be spent on community development and enhancements instead of infastructure for these new, luxurious neighborhoods and new builds.

Please consider leaving the greenspaces and trails we so dearly love, and put our tax dollars back in to our community. There are endless places to spend money in PG. Ruining our favorite part (easy access to nature and accessible trails) would be devastating for our family and many others.

Thank you for your time.

Sincerely,
Amara Snyder

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Subject: FW: Submission for Public Consultation session April 9
Attachments: Oster, Michelle -5 min follow up April 9 PPT Final .pdf

From: Michelle Oster Redacted
Sent: Tuesday, April 8, 2025 9:28 AM
To: cityclerk <cityclerk@princegeorge.ca>
Cc: Michelle Oster Redacted
Subject: Submission for Public Consultation session April 9

> You don't often get email from michelle.oster@unbc.ca. Learn why this is important

Hi there,

To Mayor and City Council,

Please accept my request to use the 5 minutes allotted to me to follow up my presentation from the March 19 session. I will sign up to speak and use the attached slide.

Sincerely,
Michelle Oster
4770 Leonard Place

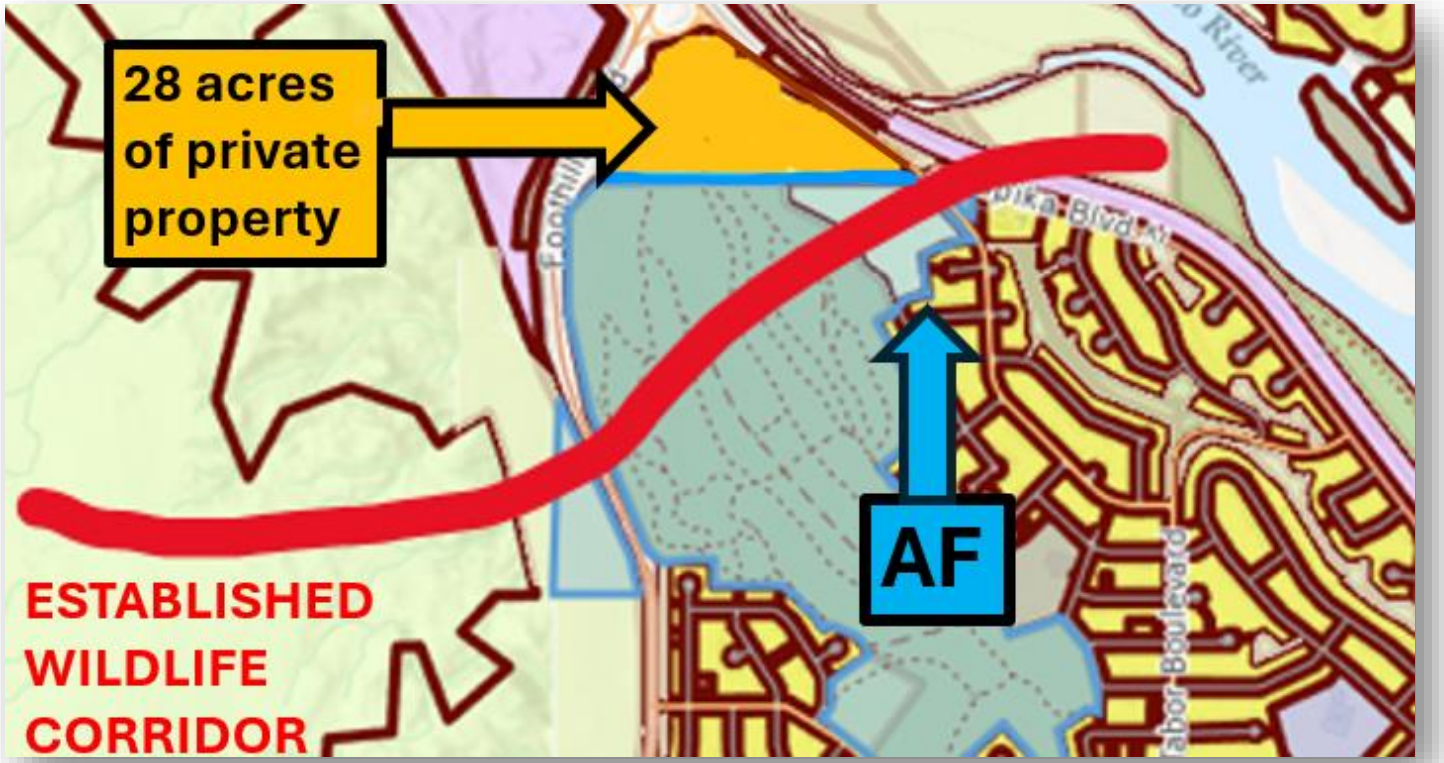
Thank you to administration for your assistance in this matter and please let me know if there is anything else I need to provide.

Michelle Oster, MSc
Research Manager
Office of the Regional Associate Dean Northern BC UBC
Division of Medical Sciences UNBC
Northern Medical Program | MPT-N | MOTN
Redacted

UNBC 'En Cha Huná

We respectfully acknowledge that the land on which we work is the traditional unceded territory of the Lheidli T'enneh

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Re-zone the AF portion of PID 021514922 to P1 to align with OCP



Schedule 12. Future Land Use Map, draft OCP, 2025

Subject: FW: submission for public hearing

From: Ashley Dubrule [redacted]
Sent: Tuesday, April 8, 2025 10:21 AM
To: Mayor and Council <mayorandcouncil@princegeorge.ca>; cityclerk <cityclerk@princegeorge.ca>
Subject: submission for public hearing

Some people who received this message don't often get email from [redacted]

Hi there,

My name is Ashley Dubrule, I live at 4838 Crest Road and have been a lifelong citizen here in Prince George. Both my husband and I are active in our community as I work for Northern Health and my husband is a business owner. We are both deeply concerned about the future of our forest for the world park and the greenway trails.

I am emailing you this to advocate for the protection of both forest for the world and greenway trails and to request the removal of future growth priority on Tyner and the escarpment from the growth management map.

Forests and greenways are vital for biodiversity, climate regulation, and providing recreational spaces for the community. They help combat climate change by absorbing carbon dioxide and are home to countless species of flora and fauna.
Studies have shown that urban development in these areas leads to habitat destruction and increased pollution. Personal experiences from local residents highlight the importance of these natural spaces for mental and physical well-being.

The current growth management map prioritizes development in areas that should be preserved for their ecological value. Removing Tyner and the escarpment from this map will ensure these areas remain protected for future generations.

I urge the council to amend the growth management map to exclude Tyner and the escarpment from future development priorities. This action will safeguard our natural heritage and promote sustainable growth.

Thank you for considering my submission. I hope you will take action to protect our forests and greenways.
Cheers,

Ashley Dubrule

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Subject: FW: submission for Public Hearing on OCP - April 9, 2025

From: Selene Maxwell [redacted]
Sent: Tuesday, April 8, 2025 11:50 AM
To: cityclerk <cityclerk@princegeorge.ca>; Mayor and Council <mayorandcouncil@princegeorge.ca>
Subject: submission for Public Hearing on OCP - April 9, 2025

You don't often get email from [redacted]

Dear Mayor and Council,

Please accept this email as my submission to the public hearing (part 2) on the OCP to be held Wednesday, April 9, 2025.
My address is 2023 Oak Street Prince George BC V2L 2A2. My mobile is [redacted]

Please consider the following amendments to protect greenspace including, but not limited to: the Ginters area, the Escarpment, the North end of Moore's Meadow, the Forests for the World, UNBC Greenway trail network

1. Remove the right-of-way / light industrial zone between 18th Ave and 22nd Ave, and from between Massey Drive and Ferry Ave, from the Future Land Use Schedule. Replace it with P1 Park in the land use planning. If the city is genuine about protecting Ginter's Green this is an easy thing to do.
2. Remove the two properties adjacent to Ginter's, properties 015 070 531 and 015 069 815 from the Urban Containment Boundary.
3. Remove all of the Future Priority (yellow) on Tyner and the escarpment from the Growth Management Schedule, except the small amount UNBC needs to build student housing on the Endowment Lands.

No one in 20 years is going to be happy that we mowed down all those trees, habitat, and trails, all the way to Shane Lake, for housing, all the while letting the centre of our city die.

Please do NOT doughnut our city. Let's get incentives for building our city centre back.

Please also remove the north end of Moore's Meadow from the Urban Containment Boundary.

To meet our housing and growth goals please add strong mixed use development policies to the OCP. This is very weak in the current OCP and is only a land use designated for downtown.

Some policy amendment ideas:
- Mixed use in ALL neighbourhoods
- Mixed use residential allowed in all businesses
- Tax policies (OCP might not be the right place, but it could point to this) to punish vacant buildings.

- Tax incentives or other incentives to encourage or expect mixed use on new business builds
- Specifically focus on developments on North Nechako

Cutting down trees, building roads, adding services is NOT infill. The OCP is missing strong policies to actually create true infill so we don't have to keep expanding our services.

*** Perhaps the city would consider land swaps with the land speculators that own land in areas that need to be protected as greenspace? This would apply to the land speculator that owns land in the Hart area as well. Infrastructure costs to these areas would be born by the taxpayers.

The residents of PG have a lot of ideas to change the OCP to better reflect the goal of a liveable city, a city that our children and grandchildren can be proud of - a city that is unique and reflects our values of greenspace and co-existing with wildlife.

Sincerely,
Selene Maxwell
2303 Oak Street
Prince George BC. V2L 2A2
Redacted

You cannot get through a single day without having an impact on the world around you. What you do makes a difference, and you have to decide what kind of difference you want to make. - Jane Goodall

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Subject: FW: Thank you and public hearing part two submission

From: Jenn Matthews [redacted]
Sent: Tuesday, April 8, 2025 12:23 PM
To: cityclerk <cityclerk@princegeorge.ca>; Mayor and Council <mayorandcouncil@princegeorge.ca>
Subject: Thank you and public hearing part two submission

Dear Mayor and Council,

Thank you for taking time to read and listen to all of the folks who are participating in the OCP. I know it's a lot of extra work and everyone really appreciates it.

Please consider the following amendments to help protect our precious urban forests. To achieve housing targets and protect green spaces we require mixed use developments in brownfield sites. The OCP is severely lacking in this vision. If the OCP is truly a fluid document there should be no problem in pulling back the UCB so that we don't doughnut our city with any more urban sprawl. Cater-light would be a perfect area to slowly transform into mixed use with housing. Any development (like the new insurance office on Queen's Way) could also have housing. We need an OCP that can make these things happen.

Suggested Amendments:

1.Remove the Right-of-way land use plan between 18th and 22nd and Massey and Ferry from Schedule 12 Future Land Use

2. Remove the property at the south end and above Ginter's from the Urban Containment Boundary

3. To protect Forest For The World and The Greenway: Remove all the Future Growth Priority (yellow) on Tyner and the escarpment from the Growth Management Map (Schedule 1)

4. To protect the north end of Moore's Meadow ask Mayor and City Council to pass a resolution to re-zone the AF portion of PID 021514922 to P1;

5. and to take the AG property at the north end out of the Urban Containment Boundary

Please follow the advice of food security experts in our city and include these values in the OCP

Warmly,

Jenn Matthews

650 Tay Cres

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OFFICIAL COMMUNITY PLAN

Your Worship and Honored Council Members

I apologize for not attending in person but have a prior commitment to celebrate and remember the fallen at Vimy Ridge.

First and foremost, I am in favor of well thought out expansion and development. This must include minimal burden on taxpayers and maintaining **Green Space, Recreational Areas, along with Parks** within their development.

Some of you ran a campaign pledging lower taxes and no increases in taxation. Perhaps you forgot to inform the Administration, because our taxes have steadily increased over the years. To the point of being unmanageable with no seeable benefits. The day of abundance is over. Where we relied on the forest sector at one time for financial aid with taxation, the number of employees have diminished.

There is a negative growth rate for the city for several reasons, employment, living cost, and housing affordability as a few examples.

For development you will have to upgrade existing infrastructure or build new. To develop land either for residential or industry, the city would be responsible to provide water, sewer, drainage and access to the project. This would be a further burden on taxpayers, unless a cost sharing between the city and developer is arranged. In saying this no taxpayer dollars should be used to the infrastructure within the developer`s project, this would fully be the developer’s responsibility.

What kind of development? Different projects require their own unique infrastructure. SMART city requires the ability to monitor, retain data, and use technology to improve management resources and services (control population). This type of infrastructure requires high density dwelling. Much like the Projects in New York. Which leads to higher crime and violence.

Single dwellings require more land and more materials to fulfill the infrastructure.

Light and heavy industry require a different level of infrastructure from land to power needs. Also, location is most important for what kind of transportation is required.

Well thought planning and development is welcomed. This OCP is flawed in many ways. To the point of pending lawsuits, which could have been avoided and still can be.

Developing dwellings is important for a growing city but Prince George is in a negative growth. This downturn is happening for several reasons, employment, affordability, and taxes are some examples.

Light and heavy industry is the catalyst to a city's growth. Yet this is not being pursued even though there is land available and the need there. With the current turmoil we are in. Concerning trade and pulling away from US dependance. This is a perfect time to research and offer incentives to companies. Creating a tax base and enhancing population growth.

Community Planning encompasses so much more than just resident development. Roads, sewer removal and treatment, water, power, schools and predict fifty years in the future. Still trying to please all. But at the same time, it is not feasible unless industry is forthcoming.

Park Land and Green Space and recreational Land must be preserved. Ginter`s Land must be preserved in its entirety as a park. This space has the cleanest air quality in Prince George. This land will be utilized more and more as the population grows. Another important land mass that must be protected at all cost, Forest of the World including Shane Lk. This land is so important for it`s plant and animal species, it is ecologically the last place that some species can still survive. Also, this area is grounds for educational research. These lands are so important as a Green Space there should be a buffer zone around it.

There should be provision for developers, whether their project is BROWN DEVELOPMENT they must have a park and recreational area within their development, GREEN (cutting forest) must retain some forest for community park and recreation.

The thought that went into OCP for Prince George is minimal and a disaster waiting to happen. It appears that the senior Administration is just following status quo and really setting the Council to fail. Remember it's your legacy that is on the line for future generations, not administration.

This whole process has been fubar`d from the start. There was no consultation with all interested parties. Especially stakeholders such as developers who have already met the requirements. But didn`t make the cut for this OCP. Others were

forewarned concerning changes. Also, Airport Authority was not invited to the consultation with regards to the new OCP. Yet there is land at the airport and surrounding area that is development ready. Does the Administrative branch of the city not realize how powerful the Airport Authority are.

This version of the OCP for PG should be revisited. All parties and stakeholders were not involved in the process. Only a select few which could cause further problems. This action and process by Administration is not new but has been used before. Which did not turn out well for the public.

As I stated before, the tail is wagging the dog.

Your decision is going to change Prince George for generations to come, It`s your legacy. This proposed OCP should be removed or the very least revisited by a totally new Planning Manager and City Manager

2801 Greenforest Cres.

Prince George, V2K 5B8



Milt Mahoney

Subject: FW: Official Community Plan (Proposed) and Wildfires

From: Ed Dylke [redacted]
Sent: Tuesday, April 8, 2025 7:38 PM
To: cityclerk <cityclerk@princegeorge.ca>
Subject: Official Community Plan (Proposed) and Wildfires

You don't often get email from [redacted]

Dear Mr Mayor and Councillors

At a special meeting held in late March, I submitted a request and made a short presentation that the new OCP must have more than motherhood statements concerning the threat to the City of Prince George from Wildfires. I have read the proposed guidelines in 20.3.4 and find them lacking. The statements in 20.3.4 will do nothing to stop a Wildfire from attacking our City. All we have are plans and perhaps hope that we will never face a Wildfire despite many other communities in BC and Alberta having suffered from Wildfires.

I have spoken to Tanya Spooner, the City's Manager of Emergency Programs, and found her to be very knowledgeable and probably very competent. Unfortunately, I also got the sense that our City only has plans to deal with Wildfires but is doing little proactively to protect our City.

We need more than motherhood statements in the new OCP concerning Wildfires.

We need statements such as the following:

"At the next meeting of the UBCM, the representatives of the City, will request that at least an equal amount of money be spent by the Provincial Government for Wildfire Prevention as is spent by the government for Wildfire control." {As an aside, Finland as of the early 2000's no longer had Wildfires because of their being proactive in this area. Currently the BC Government spends approximately $20 million on fire prevention and at times more than $1 billion on Wildfire control}.

The above is one example of what I would like to see in our OCP.

Thank you very much for dealing with this extremely important issue.
Ed Dylke
2533 Ridgeview Dr
Prince George, BC
[redacted]

This email originated from outside the organization. Do not click on links or open attachments unless you recognize and trust the sender and know the content is safe.

Subject: FW: Council meeting for official community plan bylaws, April, 9th 2025.
Attachments: Scan 09 Apr 25 00·52·08.pdf

From: cryser94 Redacted
Sent: Wednesday, April 9, 2025 1:21 AM
To: 311 <311@princegeorge.ca>
Subject: Council meeting for official community plan bylaws, April, 9th 2025.

Hello
In regards to bylaws involved with small-scale multi-unit housing and the city councils obligations to not only keep the urban containment boundaries in mind with the clear need of affordable housing but also the obligations they must adhere to understand the regional growth strategy, and the set obligations to preserve environmentally sensitive areas for the betterment of those that enjoy them within that community.

Also grow up if you think the city being your go between on paying property taxes to the province that collects them makes your privilege of higher importance than anothers human rights.

Food insecurities are an issue.
Average wage for someone in a camp job(out of town) $50 an hour

Average wage for agriculture worker is $25 an hour (be here to tend crops)

Both field are based in physical labor, known for being genuinely dirty if not gross at times.

If the agricultural industry has some sort of trickle through education that anyone that states at the same textbook for 6 months could install ?

But for real that discrepancy in industry is disgusting. The administration position Averages seem disrespectful at best.

Hope this information compiled in one area is of help with this bit of a mess.

Best wishes

C.R.Ryser
1855 3rd Ave.

Sent from my Galaxy

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REPORT (PRICE INDEX) FROM BC STATS. AS OF FEB, 18TH 2025

NADA AVERAGE HOURLY WAGE RATE FOR INDUSTRY (2024)

BC INDUSTRY PROFILE OF FULL TIME, PART TIME, SELF EMPLOYED, TEMPORARY WORK (RESPECTIVELY: FT, PT, S

RINCE GEORGE HOUSING NEEDS REPORT, UPDATED DEC, 2

DDS FOR RENTALS IN PRINCE GEORGE (RENTERS & OWNERS)

AVERAGE WAGE RATE FOR INDUSTRY		INDUSTRY EMPLOYMENT %			
		FT	PT	SE	TW
ACCOMODATIONS AND FOOD SERVICE	20.58	59%	41%	8%	10%
WHOLESALE AND RETAIL TRADE	$ 27.10	67%	33%	9%	19%
AGRICULTURE	$ 25.04	73%	27%	38%	15%
BUSINESS, BUILDING AND OTHER SUPPORT SERVICES (OWNERS OF CONTRACTOR BUSINESS' PRIVATE BUSINESS)	$ 26.93	74%	29%	35%	9%
OTHER SERVICES (EXCEPT PUBLIC ADMINISTRATION)	$ 30.37	-	-	-	-
HEALTH CARE AND SOCIAL ASSISTENCE	$ 33.44	29%	22%	4%	10%
SERVICES PRODUCING SECTOR	$ 33.74				
MANUFACTURING	$ 34.32	94%	6%	8%	4%
CONSTRUCTION	$ 34.66	90%	10%	29%	6%
EDUCATIONAL SERVICES	$ 40.20	73%	27%	9%	19%
PUBLIC ADMINISTRATION	$ 44.56	95%	5%	0%	12%
FINANCIAL, INSURANCE, REAL ESTATE, RENTAL AND LEASING	$ 42.80	86%	14%	25%	
FORESTRY		92%	8%	18%	19%
FISHING		73%	27%	39%	15%
MINING, OIL AND GAS	$ 50.04	97%	3%	4%	7%
UTILITIES	$ 52.85	98%	2%		5%

PRICE INDEX [2025]

- TRANSPORTATION
- SHELTER
- ALL ITEMS
- RECREATION
- HEALTH AND PERSONAL
- HOUSEHOLD
- FOOD
- ALL TOB. CANN.
- CLOTHING AND FOOTWEAR

	RENTERS		OWN
	MEDIAN HOUSEHOLD INCOME	AFFORDABLE SHELTER MONTHLY COST	MEDIAN HOUSEHOLD INCOME
COUPLES WITHOUT CHILDREN	55,925	1348	125,1
COUPLES WITH CHILDREN	79,235	1993	178,
ONE-PARENT FAMILIES	36,822	921	82,3
OTHER CENSUS FAMILIES	80,842	2021	180,9
PERSONS LIVING ALONE OR WITH ROOMMATES	27,9		62,4

ER REPORT (PRICE INDEX) FROM BC STATS. AS OF FEB, 18TH 2025

CANADA AVERAGE HOURLY WAGE RATE FOR INDUSTRY [2024]

PRINCE GEORGE HOUSING NEEDS REPORT, UPDATED DEC,

ACCOMODATIONS AND FOOD SERVICE	$20.28
RETAIL TRADE	$ 27.10
AGRICULTURE	$ 25.04
BUSINESS, BUILDING AND OTHER SUPPORT SERVICES (OWNERS OF CONTRACTOR BUSINESS PRIVATE BUSINESS)	$ 26.95
OTHER SERVICES (EXCEPT PUBLIC ADMINISTRATION)	$ 30.37
HEALTH CARE AND SOCIAL ASSISTENTS	$ 33.44
SERVICES PRODUCING SECTOR	$ 53.24
MANUFACTURING	$ 54.52
CONSTRUCTION	$ 34.66
EDUCATIONAL SERVICES	$ 40.20
PUBLIC ADMINISTRATION	$ 44.56
FINANCAL, INSURANCE, REAL ESTATE, RENTAL AND LEASING	$ 42.80
FORESTRY	
FISHING	
MINING, OIL AND GAS	$ 50.04
UTILITIES	$ 52.85

PRICE INDEX [2025]

- TRANSPORTATION
- SHELTER
- ALL ITEMS
- RECREATION
- HEALTH AND PERSONAL
- HOUSEHOLE
- FOOD
- ALL TOB. CANN.
- CLOTING AND FOOTWEAR

RENTERS		OWN
MEDIAN HOUSHOLE INCOM	AFFORDABLE SHELTER MONTHY COST	MEDIAN HOUSH INCOM
COUPLES WITHOUT CHILDREN	55,925	1398	125,1
COUPLES WITH CHILDREN	79,255	1993	178,
ONE-PRENTS FAMILIES	36,822	921	82,8
OTHER CENSUS FAMILIES	80,842	2021	1809
FOLKS LIVING ALONE OR WITH ROOMMATES.	27,90	698	624

CONSUMER REPORT (PRICE INDEX) FROM BC STATS. AS OF FEB, 18TH 2025

STATS CANADA AVERAGE HOURLY WAGE RATE FOR INDUSTRY [2024]

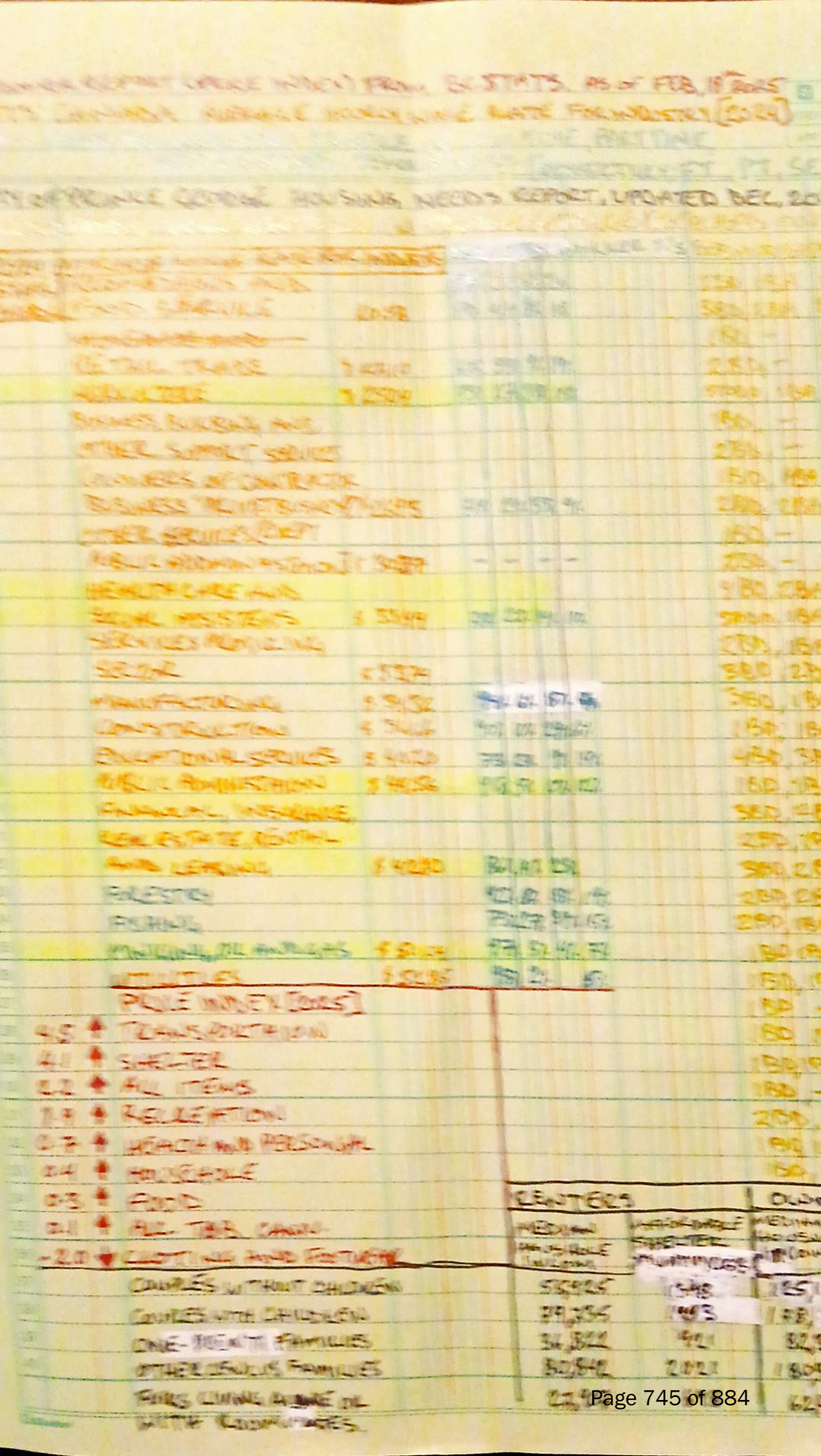
[PROJECTION: FT, PT, SE, TW]

CITY OF PRINCE GEORGE HOUSING NEEDS REPORT, UPDATED DEC, 2024.

2024 STATS CANADA	AVERAGE HOURLY WAGE RATE FOR INDUSTRY	INDUSTRY WORKER %
	ACCOMODATION AND FOOD SERVICE	$ 20.58
	WHOLESALE AND RETAIL TRADE	$ 27.10
	AGRICULTURE	$ 25.04
	BUSINESS, BUILDING AND OTHER SUPPORT SERVICES	
	CONSTRUCTION OF CONTRACTOR BUSINESS 'PRIVATE BUSINESS'	$ 26.75
	OTHER SERVICES (EXCEPT PUBLIC ADMINISTRATION)	$ 30.37
	HEALTH CARE AND SOCIAL ASSISTENCE	$ 33.44
	SERVICES PRODUCING SECTOR	$ 33.74
	MANUFACTURING	$ 34.52
	CONSTRUCTION	$ 34.66
	EDUCATIONAL SERVICES	$ 40.20
	PUBLIC ADMINISTRATION	$ 44.56
	FINANCIAL, INSURANCE, REAL ESTATE, RENTAL AND LEASING	$ 42.90
	FORESTRY	
	FISHING	
	MINING, OIL AND GAS	$ 50.04
	UTILITIES	$ 52.85

		PRICE INDEX [2025]
4.5	↑	TRANSPORTATION
4.1	↑	SHELTER
2.2	↑	ALL ITEMS
1.9	↑	RECREATION
0.7	↑	HEALTH AND PERSONAL
0.4	↑	HOUSEHOLE
0.3	↑	FOOD
0.1	↑	ALC. TOB. CANN.
-2.0	↓	CLOTING AND FOOTWEAR

	RENTERS		OWNERS	
	MEDIAN HOUSEHOLD INCOME	AFFORDABLE SHELTER MONTHLY COST	MEDIAN HOUSEHOLD INCOME	AFFORDABLE SHELTER MONTHLY COST
COUPLES WITHOUT CHILDREN	55,925	1398	125,147	3129
COUPLES WITH CHILDREN	79,735	1993	178, 27	4461
ONE-PRINT FAMILIES	36,822	921	82,399	2060
OTHER CENSUS FAMILIES	80,842	2021	180,905	4523
FOLKS LIVING ALONE OR WITH ROOMMATES.	27,907	698		



...NER REPORT (PRICE INDEX) FROM BC STATS. AS ...
...'S CANADA AVERAGE HOURLY WAGE RATE FOR ...
... WORK BC INDUSTRY PROFILE OF FULL TIME, PAR...
SELF EMPLOYED, TEMPORARY WORK. [REFLECTI...
...Y OF PRINCE GEORGE HOUSING NEEDS REPORT, UP...
...LOW PRICE FOR RENTALS IN PRINCE GEORGE...

	AVERAGE WAGE RATE FOR INDUSTRY	INDUSTRY WORKER			
		PT	FT	SE	TW
ACCOMODATIONS AND FOOD SERVICE	20.58	59%	41%	8%	10%
~~WHOLESALE AND~~					
RETAIL TRADE	$ 22.10	67%	33%	9%	19%
AGRICULTERE	$ 25.04	75%	25%	3%	15%
BUSINESS BUILDING AND OTHER SUPPORT SERVICES (OWNERS OF CONTRACTOR BUSINESS 'PRIVET BUSINESS')	$ 26.95	71%	29%	35%	9%
OTHER SERVICES (EXEPT PUBLIC ADDMINASTRATION)	$ 30.37	-	-	-	-
HEALTH CARE AND SOCIAL ASSISTENS	$ 33.49	78%	22%	14%	10%
SERVICES PRODUCING SECTOR	$ 33.74				
MANUFACTURING	$ 34.52	94%	6%	8%	4%
CONSTRUCTION	$ 36.66	90%	10%	29%	6%
EDUCATIONAL SERVICES	$ 40.20	73%	27%	9%	19%
PUBLIC ADMINISTRATION	$ 44.56	95%	5%	0%	12%
FINANCAL, INSURANCE, REAL ESTATE, RENTAL AND LEASING	$ 42.80	86%	14%	25%	
FORESTRY		92%	8%	18%	19%
FISHING		73%	27%	39%	15%
MINING, OIL AND GAS	$ 50.04	97%	3%	4%	7%
UTILITIES	$ 52.85	98%	2%		8%

		PRICE INDEX [2025]
4.5	↑	TRANSPORTATION
4.1	↑	SHELTER
2.2	↑	ALL ITEMS
1.9	↑	RECREATION
0.7	↑	HEALTH AND PERSONAL
0.4	↑	HOUSEHOLE
0.3	↑	FOOD
0.1	↑	ALC. TOB. CANN.
-2.0	↓	CLOTING AND FOOTWEAR

RENTERS		
	MEDIAN HOUSHOLE INCOM	AFFORDABLE SHELTER MONTHY COS
COUPLES WITHOUT CHILDREN	55,925	1398
COUPLES WITH CHILDREN	79,735	1993
ONE-PRENTI FAMILIES	36,822	921
OTHER CENSUS FAMILIES	80,842	2021
FOLKS LIVING ALONE OR WITH ROOMMATES.	27,907	698

R REPORT (PRICE INDEX) FROM BC STATS. AS OF FEB, 18TH 202

CANADA AVERAGE HOURLY WAGE RATE FOR INDUSTRY [2024

PRINCE GEORGE HOUSING NEEDS REPORT, UPDATED DEC,

AVERAGE WAGE RATE FOR INDUSTRY		INDUSTRY WORKER %'s				BEDROOMS
			PT	SE	TW	
ACCOMODATIONS AND FOOD SERVICE	20.58	54%	41%	8%	10%	2BD, 1BA
WHOLESALE TRADE						3BD, 2BA
RETAIL TRADE	$ 27.10	62%	52%	9%	19%	1BD, -
AGRICULTERE	$ 25.04	73%	27%	39%	15%	2BD, -
BUSINESS, BUILDING AND OTHER SUPPORT SERVICES						STUDIO, 1BA
(OWNERS OF CONTRACTOR BUSINESS' PRIVET BUSINESS?)	26.95	7%	24%	35%	9%	1BD, -
OTHER SERVICES (EXEPT PUBLIC ADDMINASTAION)	$ 30.37	-	-	-	-	2BD, -
HEALTH CARE AND SOCIAL ASSISTENS	$ 33.44	29%	22%	14%	10%	1BD, -
SERVICES PRODUCING SECTOR	$ 33.74					2BD, -
						1BD, 1BA
						2BD, 2BA
						STUDIO, 1BA
						2BD, 1BA
						3BD, 2BA
MANUFACTURING	$ 34.52	94%	61%	8%	4%	3BD, 1BA
CONSTRUCTION	$ 34.66	90%	10%	29%	6%	1BD, 1BA
EDUCATIONAL SERVICES	$ 40.20	73%	23%	9%	19%	4BD, 3BA
PUBLIC ADMINISTAION	$ 44.56	95%	5%	0%	12%	1BD, 1BA
FINANCIAL, INSURANCE, REAL ESTATE, RENTAL AND LEASING	$ 42.80	86%	14%	2%		3BD, 2BA
						2BD, 1BA
						3BD, 2BA
FORESTRY		92%	8%	18%	19%	2BA, 2BA
FISHING		73%	27%	39%	15%	2BD, 1BA
MINIGING, OIL AND GAS	$ 50.04	97%	3%	4%	7%	1BD 1BA
UTILITIES	$ 52.85	98%	2%		5%	1BD, 1BA
						1BD -
						1BD 1BA
						1BD 1BA
						1BD, -
						2BD, -
						1BD 1BA
						1BD, 1BA

PRICE INDEX [2025]

- ↑ TRANSPORTAION
- ↑ SHELTER
- ↑ ALL ITEMS
- ↑ RECREATION
- ↑ HEALTH AND PERSONAL
- ↑ HOUSEHOLE
- ↑ FOOD
- ↑ ALC. TOB. CANN.
- ↓ CLOTING AND FOOTWEAR

	RENTERS		OWNERS	
	MEDIAN HOUSHOLE INCOM	AFFORDABLE SHELTER MONTHY COST	MEDIAN HOUSEHOLD INCOME	AFF SHELTER MON
COUPLES WITHOUT CHILDREN	55,925	1398	125,147	
COUPLES WITH CHILDREN	79,235	1993	178, 27	
ONE-PRENT FAMILIES	36,822	921	82,399	
OTHER CENCUS FAMILIES	80,841	2021	180905	
FOLKS LIVING ALONE OR WITH ROOMMATES.	27,907	698	62,450	

Prince George City Hall
April 9, 2025

Re: Amendment of the OCP to Protect Ginter's Field, Forests for the World/Greenway, and Moore's Meadow

Dear Honorable Mayor and City Council,

My name is Kyle Moffat, and I write to you today not only as a deeply concerned citizen, but as a voice for many in our community who are calling for the protection of the vital green spaces that define the heart and soul of Prince George.

We are at a pivotal moment in our city's story. As development pressures grow, we must ask ourselves a fundamental question: are we shaping a city that lives in harmony with the natural world, or are we allowing the priorities of corporations, companies, or individual investors—pursuing long- and short-term developments that are not equally beneficial to all who live here—to shape our future at the cost of our health, peace of mind, and quality of life?

The green belt zones—Ginter's Field, Forests for the World, Greenway, and Moore's Meadow—are far more than just patches of undeveloped land. They are living systems. They purify our air, buffer climate extremes, provide refuge for wildlife, and serve as irreplaceable sanctuaries for the mental, physical, and spiritual health of our residents.

Modern research confirms what many have always known: that time spent in nature improves immune function, supports mental well-being, and even enhances cellular regeneration through exposure to natural red and infrared light. These are not abstract benefits—they are fundamental to public health.

These spaces also carry profound cultural significance. Prince George exists on the unceded ancestral lands of the Lheidli T'enneh First Nation. Protecting these areas is more than an environmental issue—it is an act of reconciliation. It's a chance for the City to uphold the values of truth, respect, and healing by preserving lands that are deeply connected to Indigenous history, identity, and traditional knowledge.

Our green spaces are also living classrooms. They teach our children about **sustainability, gratitude, and honorable respect**—core values that guide how we relate to the land and to one another. They are where the next generation learns to care for the land, to appreciate the balance of ecosystems, and to inherit the responsibilities that come with living on this land.

From a legal and policy perspective, you have the tools—and the precedent—to protect these spaces. Many cities across Canada have successfully safeguarded their natural assets through thoughtful urban planning and strong land-use protections. We urge you to use the OCP amendment not as a barrier to growth, but as a strategic opportunity to lead by example and invest in long-term community health and resilience.

This is about more than land. This is about legacy. Will this Council be remembered as protectors of the public good, visionaries who stood for sustainable development, and leaders in reconciliation? Or will this be the chapter where we allow irreplaceable ecosystems and cultural heritage to vanish under the weight of corporate expansion and developments that serve few at the expense of many?

I urge you to act with courage and clarity. Protect the green belts. Preserve what makes this city whole. Let's ensure that future generations inherit not only a city with buildings and roads, but a community that values life, land, and legacy.

Thank you for your time and leadership.

With respect,
Kyle Moffat

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