

SCHEDULE "A"
TO BYLAW #1771-2002

CITY OF TERRACE

***Terrace Official
Community Plan
An Update***

URBANSYSTEMS®
June 2002
7106414.1

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CITY OF TERRACE

**Terrace Official
Community
Plan**

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PART A: INTRODUCTION

1. Purpose of the Official Community Plan

The purpose of the Official Community Plan is to provide broad, long range land use direction for the City of Terrace and provide a framework to guide future development decisions. The legal requirement pertaining to the content of an Official Community Plan is established in Part 26: Planning and Land Use Management of the *Local Government Act*.

Although Council is not committed to carry out any projects recommended by this Plan, Council may not enact land use decisions that are contrary to the provisions of this Plan.

This Plan is divided into five parts. Part A outlines the plan area, regional setting, purpose of the Official Community Plan (OCP) and planning process undertaken in the preparation of the OCP. Part B provides a brief overview of population and land use characteristics, as well as future population projections and land use demand. Part C establishes the community goals and Plan objectives and policies. Part D identifies Guiding Principles. Part E identifies Development Permit Guidelines.

2. Planning Process

This OCP represents an update of Bylaw 1312-1993, the Official Community Plan adopted in 1993. As an update, this OCP did not include a comprehensive review of the City of Terrace, but involved review and modification of the 1993 OCP. Since the adoption of the 1993 OCP a number of Amendments have occurred. Several of those Amendments, such the Downtown and Midway Plateau, were major planning studies incorporating significant community input. Those Amendments to Bylaw 1312-1993 have been integrated into this Plan. This Plan has been prepared to reflect and accommodate those amendments and the need to have capacity for future growth to the year 2020.

The City of Terrace and its consultant, Urban Systems Ltd., consulted with the citizens of Terrace during the course of the preparation of the OCP Update. Over a one year period, residents of Terrace provided comment on their vision for Terrace, on background information pertaining to historic population and land use growth patterns, provided comment on alternative growth scenarios and provided direction on a preferred draft OCP. A workshop was held with an Advisory Committee composed of City of Terrace staff, Councillors and representatives of interest groups to develop alternative growth scenarios.

The Official Community Plan provides for a wide range of land use designations intended to accommodate future development. This does not imply that zoning bylaws be changed immediately to reflect these designations. Instead, redesignation should proceed incrementally as services and other infrastructure are developed. Thus in many cases, individuals may have to apply for rezoning on a phased basis which reflects the overall community interest. Council, however, will only consider rezoning which is in compliance with Plan designations. This does not preclude the occasional need to amend this Plan to reflect changing or unforeseen conditions. Each change to this Plan will require a Public Hearing.

3. Plan Area

The City of Terrace includes the City lands identified traditionally as the City of Terrace within the valley along the Skeena River. That portion of the city contains 1,962.8 hectares. The City also includes Lakelse Landing (Airport lands) which were added to the City in 1999 and total 2,169.4 hectares. The entire City of Terrace contains a total of 4,132.3 hectares.

The portion of the City of Terrace that lies north of the Skeena River is a relatively compact area with minimal sprawl. The majority of undeveloped land within this portion of city occurs upon an upland bench. Lakelse Landing located approximately 5 kilometres southeast of the Downtown includes the Terrace-Kitimat Airport and surrounding undeveloped lands.

4. Regional Setting

The City of Terrace is located along and near the Skeena River on a series of benches or terraces formed by glacial deposition and intensive river erosion. As the ice sheet withdrew, rivers eroded into the glacial deposits. With the sweeping meanders of the Skeena River, a series of benches were formed, leaving behind the dramatic escarpments that define the City's landscape.

Considered the "Service and Supply Centre for Northwest B.C.," the City of Terrace is a centre for northern British Columbia and the Yukon offering a wide range of commercial/industrial services and government offices. The City of Terrace is strategically located along the Yellowhead Highway (Highway #16), providing access west to Prince Rupert and east to Prince George. The Stewart-Cassiar Highway # 37 serves City lands at and near the Terrace-Kitimat Airport and the District of Kitimat in the south and provides access north to the Yukon border to the north. The Terrace-Kitimat Airport located within the City of Terrace on Midway Plateau provides an important regional transportation function.

5. Local Characteristics

Terrace is a major centre in Northwestern BC. It has experienced periods of rapid growth and periods of economic slowdown. During the late 1990's, the number of new business incorporations declined for each year at a proportional rate substantially higher than that experienced for the province. At the same time, population growth had also slowed significantly.

In 1996, Terrace had a higher proportion of its labour force –when compared to provincial averages- employed in logging and forestry (6% c.f. 2.1% province), retail trade (15.4% c.f. 12.5 % province), and educational service (8.5% c.f. 6.9% province). It has fewer residents employed in manufacturing (8.5 % c.f. 10.4% province) and finance, insurance and real estate (3.8% c.f. 5.8% province). Those numbers confirm the important role that regional forestry and service retail play in Terrace. Since Terrace has become more of a service centre for the north, the economy should not be as adversely affected by fluctuations in the logging industry as it has been in the past. Likewise, rapid growth in business development and population will very likely be replaced with a steady but moderate growth rate.

In 1996, Terrace households generated incomes of \$55,404 per year (c.f., \$50,667 province). The average value of residential dwellings in Terrace was \$146,420 in 1996 (c.f. \$239,745 province). In 1996, 66% of dwellings in the City of Terrace were single/semi-detached houses (c.f. 59% province). But, monthly rent in Terrace in 1996 approximated the provincial average (\$752/mth local compared to \$799/mth province). There were 2.9 persons per household in 1996.

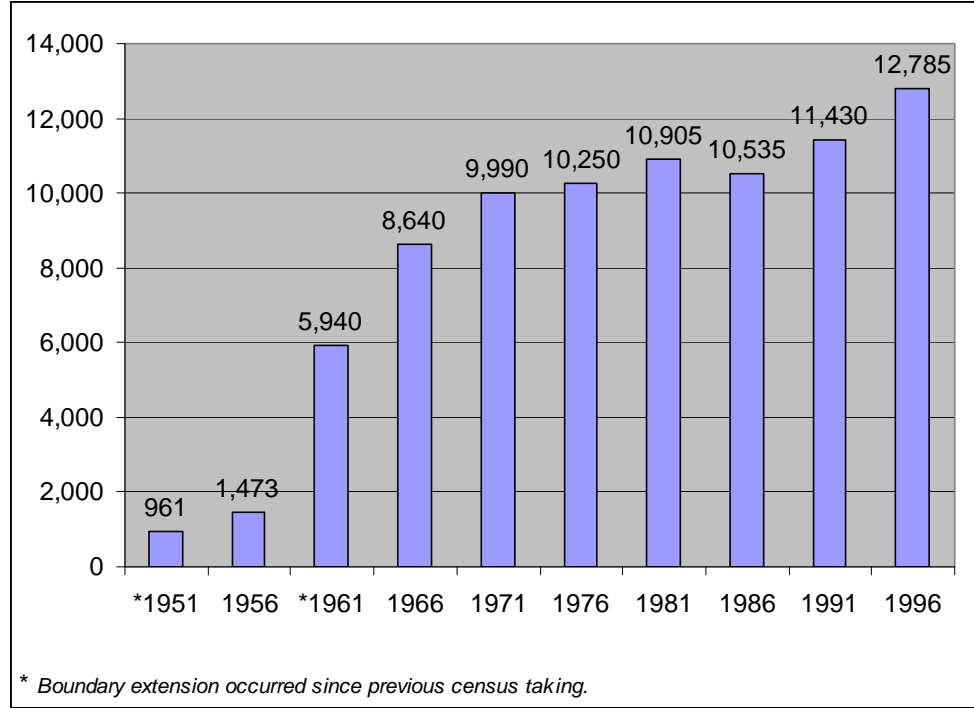
Terrace is known for its scenic beauty and natural setting. The Skeena River provides a dramatic back-drop to the community and forms an important entry feature from the east.

PART B: POPULATION AND LAND USE

1. Population Overview

Terrace is a ‘recent’ city, which 50 years ago had a total population of 1,000. By 2000 the population had increased to 13,871 (Graph 1). Part of its growth between 1956 (1,473) and 1961 (5,940), when its population quadrupled, occurred due to boundary expansion. Between 1961 and 1971, the City’s population had increased by 68 percent to 9,990 people. Through the 1970’s and 1980’s, in response an economic downturn, population growth moderated to a total increase of 5.4 percent between 1971 and 1986. Between 1971 and 2000, growth averaged 134 new residents per year or 1.3% per year. During that period, the largest increase in growth occurred between 1991 and 1996 when the population increased by 1,895 residents an increase of 14% or 2.8 percent per year. During the past 4 years (1996 – 2000), population increased by 546 or nearly 4 percent (1% per year). But most of that population increase occurred in 1996. During 1997 to 2000, population growth slowed significantly to approximately .4 percent per year.

**Graph 1
Population Growth Trends
Historic Growth 1951-1996**



1.1 Population and Household Projections

Alternative population growth projections were completed for the City of Terrace, including annual increases of 0.5%, 0.8%, 1.5% and 2%. An Advisory Committee examined the four alternative projections and, based upon a review of historic growth, expected regional economic development patterns, including a potential restructuring in the forestry sector, selected a future growth scenario of 0.8% increase per year as the most likely potential population projection (Table 1). The Advisory Committee also identified 1.5% growth as a potential high growth rate that should be considered in any population and land use forecasts. In the 0.8% scenario, Terrace would reach a population of 16,396 and in the 1.5% scenario a population of 18,961 by 2021.

Table 1
Population Projection Growth- Potential Population Growth

Year	0.8% per year	Total increase	1.5% per year	
2000	-	13,871	-	13,871
2001	111	13,982	208	14,079
2002 -2006	569	14,551	1,088	15,167
2007-2011	590	15,141	1,172	16,339
2012-2016	615	15,756	1,262	17,601
2017-2021	640	16,396	1,360	18,961
Total	2,525		5,090	

Using the 0.8% annual population growth rate, it is possible to project the number of new households that could be formed in Terrace (Table 2). Household projections for an annual population increase of 1.5% have also been identified for long term planning purposes. By 2021, 943 new households could be formed in Terrace under the 0.8% per year growth increase. The 1.5% growth scenario could create 1,903 new households by 2021.

Table 2
Household Projections - Potential New Households

Year	0.8% per year	1.5% per year
2000: existing	4,783	4,783
2001 ¹	38	72
2002-2006 ²	203	389
2007-2011 ³	219	434
2012-2016 ⁴	237	485
2017-2021 ⁴	246	523
Total New Units	943	1,903

¹ Assumes 2.9 people per household.

² Assumes 2.8 people per household.

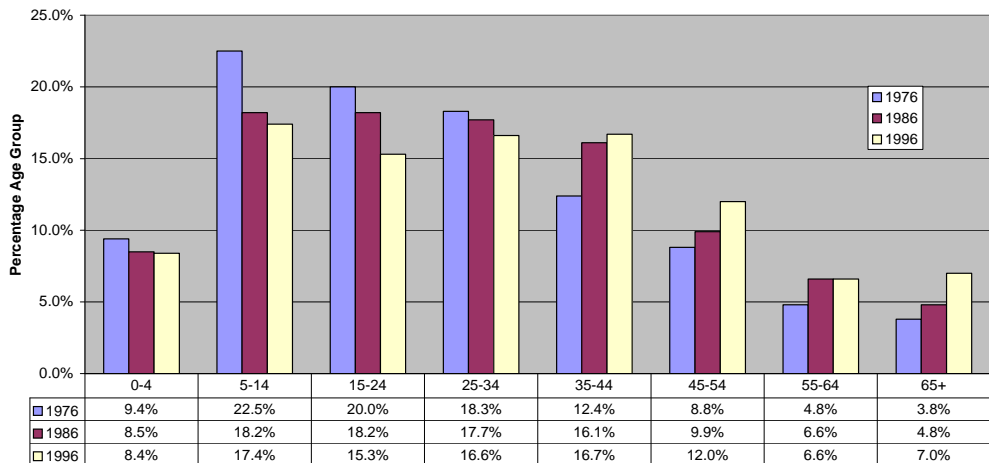
³ Assumes 2.7 people per household.

⁴ Assumes 2.6 people per household.

Terrace is experiencing a shift in the age groups within the community. Over the past twenty years, there has been a decrease in the percentage of all age groups under 35 (Graph 2). The largest decrease is in the 5-14 age group which fell from 22.5% of the total population in 1976 to 17.4% of the total population in 1996. By comparison, there has been a significant increase in the percentage within each of the adult age groups over age 35. This is the most notable in the 35-54 age group which has increased from 21.2% of the total population in 1976 to 28.7% in 1996 as the ‘baby boomers’ reach middle age. There has also been a consistent increase in the senior population (65+) in Terrace from 3.8% of the population in 1976 to 7% of the population in 1996 as more seniors appear to be settling in the area after retirement. The results of these population trends suggests that the rate of new school growth will slow due to a decline in the percentage of school aged children. But there could be a corresponding increase in demand for adult and senior facilities with the growing percentage of adults and seniors in the community. A concurrent demand for seniors housing, parks and recreation and health care services will likely occur.

Although the younger age groups are declining as a percentage of total population, they still comprise the greatest number of the population. In actual numbers, the senior population (65+) has more than doubled. This suggests the need to provide smaller dwelling units and more multi-family sites.

**Graph 2
Age Group Trends by Percentage
1976-1996**



2. Land Use Overview

The City of Terrace proper has grown from a railway town to a diverse community linked to the remainder of British Columbia via a highway network and air transportation.

2.1 General Land Use Pattern

The City of Terrace proper⁵ is framed by the Skeena River to the south and east, by the Kitsumkalum River to the west and rural uses to the north. Highway #16 and Canadian National Railway parallel each other and bisect the City in an east/west transportation corridor. Midway Plateau is an isolated part of the city surrounding the Terrace-Kitimat Airport.

Terrace has clearly defined land use areas, including a large industrial base along Highway #16, a well defined and active downtown, large highway commercial retail base and residential areas north and south of Highway #16, and an airport at Midway Plateau. The northern periphery of City proper is largely rural residential and rural land use. Within the flood zone, agricultural uses occur adjacent to the Skeena River. Scenic benches in the northern portion of the City support residential development. Surrounding mountains of the Hazelton and Coast Mountain ranges provide a backdrop to the City, creating spectacular distant views.

2.1.1 Land Use Requirements

The City of Terrace has been able to retain a reasonable supply of land for various uses. For instance, Terrace has considerable undeveloped light industrial and heavy industrial land at Lakelse Landing. There has been a trend to the conversion of industrial lands along Highway #16 within the City proper to highway commercial uses. This trend to more intensive land use patterns will likely continue. The Downtown has a number of under utilised sites that could support increased commercial and mixed use (residential over commercial/retail) development.

Residential land will continue to be the land in greatest demand. Section 2.2 examines that requirement in more detail.

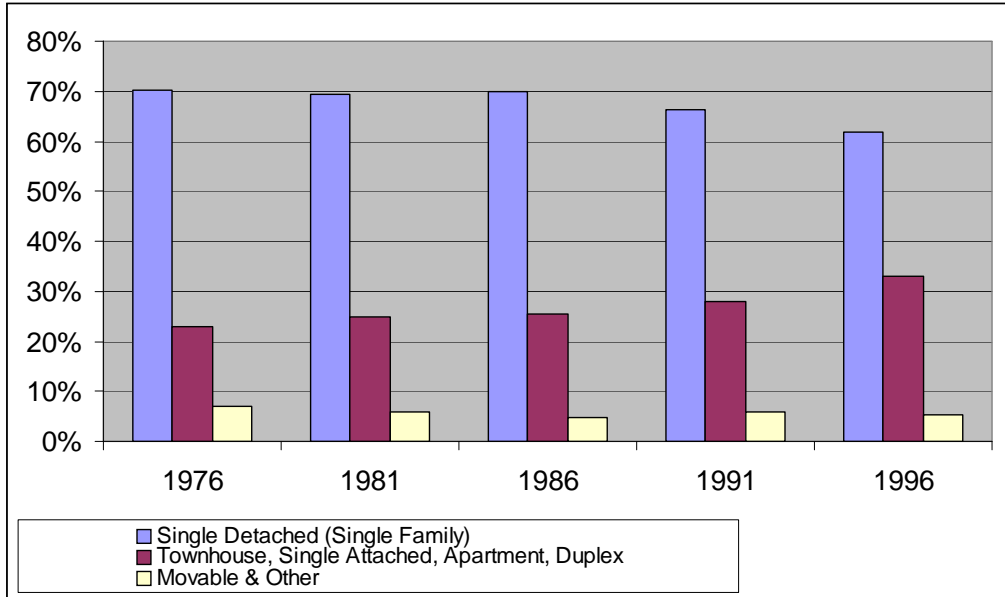
⁵ When the term 'city proper' is used, it is meant to define that portion of the city on the valley (i.e., not Lakelse Landing).

2.2 Housing Needs

During the recent past, Terrace has witnessed an increase in housing units from 3,415 to 4,345 in 1996. As noted in Table 2, Terrace will experience significant growth in the number of households and correspondingly in the number of new residential units. The implications of demand for new housing units indicates that the OCP must define new potential housing growth areas. Table 3 identifies the number of units by housing type that is expected over the next 20 years. The greatest demand for new housing stock will take the form of single and semi-detached units. At a growth rate of 0.8% per year, a total of 943 new housing units will be required by 2021 (c.f., 1.5% growth rate for a total of 1,903 units). It is expected that, at 0.8% growth rate, a total of 622 single family and semi-detached homes will be required to meet residential demand.

Between 1976 and 1996, there has been an increase in all types of housing, with the least growth in mobile home units (Graph 3). Historically, the housing preference in Terrace has been for single family homes. It is expected that this will continue to be the case and therefore will be an important land use requirement to consider over the long term. With the Horseshoe and Southside areas of Terrace being almost completely filled (except for infill opportunities on the Southside), most of the future single family development will be on the Bench. The trend to increased numbers of multi-family development will very likely continue, necessitating dedication of future multi-family on the Bench.

**Graph 3
Percentage of Total Units by Dwelling Type
1976-1996**



**Table 3
New Housing Projections
Total New Dwelling Units to end of 2006**

New Housing by Type⁶	0.8% per year	1.5% per year
<i>Single/semi-detached (66% of stock)</i>	159	304
<i>Row (12% of stock)</i>	29	56
<i>Apartment (22% of stock)</i>	53	101
Total new dwelling units	241	461

⁶ As identified by BC Stats.

Total New Dwelling Units to end of 2011

New Housing by Type	0.8% per year	1.5% per year
<i>Single/semi-detached</i> (66% of stock)	304	591
<i>Row</i> (12% of stock)	55	107
<i>Apartment</i> (22% of stock)	101	197
Total new dwelling units	460	895

Total Dwelling Units to end of 2016

New Housing by Type	0.8% per year	1.5% per year
<i>Single/semi-detached</i> (66% of stock)	460	911
<i>Row</i> (12% of stock)	84	166
<i>Apartment</i> (22% of stock)	153	303
Total new dwelling units	697	1,380

Total Dwelling Units to end of 2021

New Housing by Type	0.8% per year	1.5% per year
<i>Single/semi-detached</i> (66% of stock)	622	1,256
<i>Row</i> (12% of stock)	113	228
<i>Apartment</i> (22% of stock)	208	419
Total new dwelling units	943	1,903

Over the past 15 years, there has been a slow but steady reduction in the number of persons per dwelling. This reduction in household size has been from 3.2 persons per dwelling in 1981, to 3.1 in 1986, to 3.0 in 1991, and 2.9 in 1996. It is expected that this trend will continue over the life of the OCP.

2.3 Housing Forecast and Land Demand

Terrace will need to carefully manage its residential land supply to ensure that there is a long term supply of a variety of housing stock and land. While an Advisory Committee selected a future growth rate of 0.8% as the most likely growth scenario, the Committee felt that land should be made available to meet a potential higher growth rate of 1.5% if trends changed and demand for housing exceeded current expectations. The implications of each scenario upon residential land requirements is identified in Table 4 and 5.

A review of existing undeveloped and developable residential parcels within the City of Terrace indicates that there are 502 vacant and vacant subdividable urban residential lots, 24 acres of multi-family (apartment) land that is either vacant or non vacant but developable, and 12.25 acres of vacant or non vacant but developable townhouse land. Those parcels provide significant potential future residential expansion that will be efficient and cost effective (e.g., making use of existing services) and largely compatible with existing uses.

Table 4 examines the implications of a 0.8% growth rate. It suggests that the majority of future residential demand can be absorbed by existing designated residential areas. At a growth rate of 0.8% per year, an additional 25 hectares (62 acres) will be required to provide for additional single family development beyond the existing designated single family areas. At 0.8% per year growth, multi-family and townhouse requirements will be met by existing designated areas.

Table 5 provides a summary of residential land use needs at a growth rate of 1.5% per year. In this scenario, a total of an additional 71 hectares (175 acres) of land will need to be developed for residential use. Of that amount, 168 acres will need to be developed for single family housing.

Table 4
New Development Requirements: Residential
0.8% growth per year

Total Units and Area Requirement to 2006

New Housing Type⁷	New Requirement	Existing⁸ Vacant	Total New Need	Average Density	Total Land Area (acres)
<input type="checkbox"/> <i>Single/semi detached</i>	159	250	0	4.5 upa	0
<input type="checkbox"/> <i>Row</i>	29	147	0	12 upa	0
<input type="checkbox"/> <i>Apartment</i>	53	720	0	30 upa	0
Total	241	1,117	0	-	0

Total Units and Area Requirement to 2011

New Housing Type	New Requirement	Existing Vacant	Total New Need	Average Density	Total Land Area (acres)
<input type="checkbox"/> <i>Single/semi detached</i>	304	250	54	5 upa	11
<input type="checkbox"/> <i>Row</i>	55	147	0	12 upa	0
<input type="checkbox"/> <i>Apartment</i>	101	720	0	30 upa	0
Total	460	1,117	54	-	11

Total Units and Area Requirement to 2016

New Housing Type	New Requirement	Existing Vacant	Total New Need	Average Density	Total Land Area (acres)
<input type="checkbox"/> <i>Single/semi detached</i>	460	250	210	6 upa	35
<input type="checkbox"/> <i>Row</i>	84	147	0	12 upa	0
<input type="checkbox"/> <i>Apartment</i>	153	720	0	30 upa	0
Total	697	1,117	210	-	35

⁷ As identified by BC Stats.

⁸ There are 502 existing vacant and vacant subdividable urban residential lots of which 50% is assumed to be developable or 250 lots. Twenty four acres of multi-family (apartment) land is either vacant or non vacant but developable. There are 12.25 acres of vacant or non vacant but developable townhouse land.

Total Units and Area Requirement to 2021

New Housing Type	New Requirement	Existing Vacant	Total New Need	Average Density	Total Land Area (acres)
<input type="checkbox"/> <i>Single/semi detached</i>	622	250	372	6 upa	62
<input type="checkbox"/> <i>Row</i>	113	147	0	12 upa	0
<input type="checkbox"/> <i>Apartment</i>	208	720	0	30 upa	0
Total	570	1,117	372	-	62

Table 5
New Development Requirements: Residential
1.5% growth per year

Total Units and Area Requirement to 2006

New Housing Type ⁹	New Requirement	Existing ¹⁰ Vacant	Total New Need	Average Density	Total Land Area (acres)
<input type="checkbox"/> <i>Single/semi detached</i>	304	250	54	4.5 upa	12
<input type="checkbox"/> <i>Row</i>	56	147	0	12 upa	0
<input type="checkbox"/> <i>Apartment</i>	101	720	0	30 upa	0
Total	241	1,117	54	-	12

Total Units and Area Requirement to 2011

New Housing Type	New Requirement	Existing Vacant	Total New Need	Average Density	Total Land Area (acres)
<input type="checkbox"/> <i>Single/semi detached</i>	591	250	341	5 upa	68
<input type="checkbox"/> <i>Row</i>	56	147	0	12 upa	0
<input type="checkbox"/> <i>Apartment</i>	108	720	0	30 upa	0
Total	460	1,117	341	-	68

⁹ As identified by BC Stats.

¹⁰ There are 502 existing vacant and vacant subdividable urban residential lots of which 50% is assumed to be developable or 250 lots. Twenty four acres of multi-family (apartment) land is either vacant or non vacant but developable. There are 12.25 acres of vacant or non vacant but developable townhouse land.

Total Units and Area Requirement to 2016

New Housing Type	New Requirement	Existing Vacant	Total New Need	Average Density	Total Land Area (acres)
<input type="checkbox"/> <i>Single/semi detached</i>	911	250	661	6 upa	110
<input type="checkbox"/> <i>Row</i>	166	147	19	12 upa	2
<input type="checkbox"/> <i>Apartment</i>	303	720	0	30 upa	0
Total	1,380	1,117	680	-	110

Total Units and Area Requirement to 2021

New Housing Type	New Requirement	Existing Vacant	Total New Need	Average Density	Total Land Area (acres)
<input type="checkbox"/> <i>Single/semi detached</i>	1,256	250	1,006	6 upa	168
<input type="checkbox"/> <i>Row</i>	228	147	81	12 upa	7
<input type="checkbox"/> <i>Apartment</i>	419	720	0	30 upa	0
Total	1,903	1,117	1,087	-	175

2.4 Commercial and Industrial Land

Although the future demand for commercial and industrial use has not been quantified, there is a significant opportunity to provide for future commercial and industrial uses in several areas. The Highway # 16 Corridor has extensive amounts of land designated for industrial use. It is here where highway oriented commercial development, particularly in the form of large format retail, has been locating. It is expected that existing designated industrial land along the highway corridor may continue to convert to commercial use. While portions of the highway corridor within the City proper will remain industrial, an alternative industrial area at Lakelse Landing (airport lands) provides the potential for existing industrial uses to relocate from the ‘downtown’ area. By converting those lands (some of which are underutilized in their existing condition) to commercial uses, long term large format commercial needs should be addressed. Development Permit Area designations could direct use within future highway commercial areas.

The Downtown also provides an important source for future commercial and retail expansion. The existing downtown malls and downtown businesses located in the Downtown Area provide significant future long term redevelopment and development potential.

PART C: GUIDING PRINCIPLES

CITY OF TERRACE

Terrace Official Community Plan

Terrace has evolved from a small railway community to a dynamic resource-based and service community. Terrace has continued to grow and evolve into a regional centre. Its future will be guided by a number of considerations, including economic, environmental, social and community member views and vision.

1. Framing Elements

Guiding Principles that set out long term direction for the Plan are framed by a number of considerations, as discussed below.

1.1 Economic Considerations

The Northwest Region has experienced significant economic turmoil over the past 10 years as resource sector restructuring continues to create economic uncertainty. While other cities in the region have experienced population decline and major economic effects of job losses, Terrace has been able to maintain its population base and respond to new economic opportunities, such as regional retail growth. In 1996, the City of Terrace experienced an unemployment rate of 8.3% (c.f., Kitimat 14.0% and Prince Rupert 17.1%). The labour force mix in Terrace is substantially different from other cities in the region. For instance, in 1996, the City of Terrace percent of labour force in goods producing jobs was 26.6%, compared to Kitimat with 50.6% and Prince Rupert with 31.7%. In terms of employment in services, Terrace had 73.8% employed in services, compared with Kitimat at 45.5% and Prince Rupert at 64.6%. Between 1986 and 1996, Terrace displayed the greatest employment growth of the region's cities. Employment growth occurred in both goods producing (up by 21%) and services (up by 23.9%) for an overall increase in Terrace's labour force of 23.4% (c.f., Kitimat 3.1% and Prince Rupert 4.6%). The trend toward increased service employment in Terrace appears to have continued into the late 1990's. Total self-employed labour force in Terrace was 11.0% in 1996, compared to the provincial average of 14.5%.

Over the past ten years, Terrace has experienced a varied investment climate. Total building permit value has ranged from over \$20 million between 1992 and 1997 to \$11 million in 1991 to less than \$7 million in 1998. While building construction investment has varied the most in

industrial building permit value (a 82% decrease between 1993 [\$3.5 million] and 1997 [\$.27 million]), it has remained relatively healthy in commercial building investment, ranging from a high of \$8.9 million in 1997 to a low of \$2.5 million in 1998.

Terrace has experienced a varied business incorporation climate, generally reflecting the overall BC economy but with increased extremes. During the 1990s Terrace business incorporations decreased in 1990 (-7.0%), 1995 (-18.2%), 1996 (-2.7%) and 1997 (-12.5%) (c.f., BC decreases in 1990 [-10.4%], 1991[-5.2%], 1995 [-7.5%], 1996 [-4.2%]). But, on average, the number of business incorporations in Terrace remained relatively stable at an average of 65 business incorporations per year (c.f., a high of 85 in 1994 and a low of 50 in 1990).

Compared to the BC average (66.3%), Terrace has a higher proportion of income from employment (76%) (1997 figures) and a lower proportion of income from pension and investments. In 1997, average income in Terrace was \$38,126, compared to the BC average of \$37,894.

Over time the increase in retail employment may affect overall employment income averages as high paying resource jobs are replaced by lower paying retail service employment. Future economic development initiatives will need to promote a broad range of employment types to ensure that Terrace remains a healthy and diverse economic community.

1.2 Environmental Considerations

Lands within the city limits of Terrace are largely found on the valley floor of the Skeena River and encompass a portion of the lower slopes of Terrace Mountain. Lakelse Landing lands are at higher elevation. The topographic relief within the city proper ranges between 50 metres and 290 metres and has an overall southwest aspect. Significant portions of the city, including Lakelse Landing, have slope angles exceeding 30% and watercourses that are contained in deep ravines or gullies.

Approximately 465 hectares of forested lands occur within the city proper boundaries. Much of the remaining treed land within in the city proper has been previously logged or burned. Lakelse Landing contains large portions of relatively undisturbed forested lands.

The high clay content of soils in much of the City proper limits the use of septic fields as an alternative wastewater disposal option, except for larger lots (i.e., 2 acres and greater). On Lakelse Landing, however, the presence of large quantities of surficial gravel material provides excellent conditions for septic field use.

The natural environment is a defining feature of Terrace, it provides much of its identity and sense of place and, therefore, should be carefully monitored, planned and managed.

1.3 Social Considerations

The City of Terrace Social Planning Commission has prepared a report entitled, City of Terrace – Social Plan 2001. That report provides a detailed description of social issues and action requirements.

1.3.1 General

Terrace is a relatively new city. It has evolved from a small railway town to a major regional centre. Compared to the rest of the province, Terrace has also a relatively young population (Table 6). Since 1976, however, the number of people over 45 years of age has increased significantly from a total of 1,785 in 1976 to a total of 3,280 in 1996. In actual numbers, the senior population (65+) has more than doubled between 1976 and 1996.

Table 6
Age and Gender – 1996 Census

Age group	Terrace		% Distribution	
	Male	Female	Terrace	BC
<i>All ages</i>	6,460	6,320	100.0	100.0
<i>0 - 14</i>	1,730	1,560	25.8	19.7
<i>15 - 24</i>	1,000	968	15.4	13.0
<i>25 - 44</i>	2,110	2,155	33.4	32.7
<i>45 - 64</i>	1,225	1,135	18.6	21.8
<i>65+</i>	395	495	6.9	12.8

While the development of appropriate seniors housing over the past 20 years, such as the 90+ unit development on Apsley Street and Lakelse Avenue, has made it possible and more attractive for seniors to remain in Terrace after retirement, greater demand for adult and senior facilities such as special housing, parks, seniors oriented recreation and health care services can be expected.

Although the younger age groups are declining as a percentage of total population, the numbers of people under 14 remains relatively constant (c.f., 3,265 in 1976 and 3,295 in 1996), resulting in a modest demand for facilities and services serving young people. For instance, the rate of new school construction will be slower in the future.

1.3.2 Housing

Home ownership in Terrace has increased in absolute numbers (c.f., 2,010 in 1976 and 2,805 in 1996) but declined as a percentage of home occupancy. Home ownership as a percentage of occupied private dwellings has declined from 70.9% in 1976 to 64.6% in 1996. The reverse is the case for the percentage of rented occupied private dwellings which has increased from 29.1% in 1976 to 35.4% in 1996. Terrace's averages in 1996 were comparable with provincial averages for ownership and rental. As the population ages, the shift towards strata ownership of townhouses and apartments is expected to become more popular. This trend in increased rental housing suggests that adequate multi-family sites should be encouraged. Likewise there has been a significant increase in the number of 1 person and 2 person households, many of which require multi-family accommodation.

With increased demand and need for a variety of multi-family residential development, consideration will need to be given to the promotion of the integration of multi-family in neighbourhoods so that age and economic segregation is avoided. A variety of multi-family units, particularly attractive ground-oriented townhouses that fit a single family setting, should be provided in the future.

Although the average rent for private dwellings in Terrace (\$637) in 1996 was less than the provincial average (\$704) and average household income in Terrace (\$55,404) in 1996 was higher than the provincial average (\$50,667), attainable¹¹ housing will continue to be an issue for some residents of Terrace. Safe, affordable, and adequate housing is a

¹¹ Attainable housing is used here rather than affordable housing. Attainable housing is a newer term that recognises that access to housing is not just related to housing cost.

basic need in all communities, including Terrace. Addressing this need as effectively as possible is a necessary goal for a healthy complete community.

1.3.3 Safety/Crime Prevention

Like most modern communities, Terrace is facing the issue of safety. Through efforts of the City, RCMP and School District a proactive approach to crime prevention has been instituted. Initiatives have included Crime Prevention programs in schools, Block Parents, Community Justice Forum and Crime Prevention Through Environmental Design (CPTED).

To increase street safety, the city has instituted a number of initiatives, including increased street lighting in the Downtown, installation of traffic calming measures, especially in the Downtown, walkways and trails and bicycle lanes.

1.3.4 Health

Although the City of Terrace is not fiscally responsible for the provision of health care services, it plays a significant role in determining the health of its citizens. As envisioned in the 'healthy communities' concept, the health of individuals is broadly defined to include physical, mental, social, emotional and spiritual well being.

The *Federal, Provincial, Territorial Advisory Committee on Population Health* (1999) identified the following determinants or prerequisites for health: the socio-economic environment including social support, addressing violence in the home and community, and participating in civil activities; healthy child development; physical environment including protecting the natural environment and addressing transportation, attainable housing, personal health practices; and health services.

The health of a community is measured by the wellness of its most vulnerable citizens, namely: children, youth, seniors, women, persons disabled, those economically disadvantaged, and Aboriginal people. Environmental factors such as housing, safety, recreation and leisure, and arts and culture, all contribute to the health of a community. Since health has a broad definition, the City of Terrace will need to work with the Terrace and Area Community Health Council, the Northwest Community Health Services Society and Mills Memorial Hospital.

1.3.5 Arts and Culture

Arts and culture is a reflection of the diverse values, heritage and creative interests of Terrace's citizens. Arts and culture is fundamental to the well being of the community, with profound social benefits, contributing to the liveability of Terrace. A vibrant arts community provides employment, especially for youth, attracts new businesses and residents and contributes to the tax base.

Terrace has a rich history and is located in traditional Tsimpsonian territory. That history can be celebrated through museums, heritage programs, libraries and other venues.

1.3.6 Aboriginal

A significant portion of Terrace's population is aboriginal (9.5% in 1996) and is expected to increase proportionately. Recent land claim settlements provide increased economic power to the region's aboriginal people. Strategies need to be researched, developed, delivered and enforced to bring about social equity and further promote a diverse multicultural society in Terrace.

1.4 Community Consultation

Through a community survey, Terrace residents provided comment on their impressions of Terrace and its significant attributes. They indicated the following:

- In response to a question concerning 'what words they would use to describe Terrace to someone who had never been there', the majority identified:
 - Scenic/lovely/cute,
 - Friendly/close knit, and
 - Excellent outdoor recreation opportunities/nature.

- In response to a question concerning 'what do you like about living in Terrace', the majority identified:
 - Outdoor activities/mountains/rivers,
 - Nice/friendly people,

- Not too big,
- Scenic.
- In response to a question concerning ‘what do you like least about living in Terrace’, the majority identified:
 - Weather,
 - Distance to other major cities,
 - Cost/difficulty of air travel.
- In response to a question concerning ‘what would you like to see changed about Terrace’, the majority identified:
 - No response,
 - Recreation facilities/multiplex,
 - Civic pride (clean up streets/empty lots/school yards/ditches),
 - More parkland/preservation of Howe Creek Trail,
 - Repave/upgrade streets.

Residents of Terrace like the small town size of Terrace, the scenic natural beauty and friendly atmosphere. Of those who responded to the community survey, 79% believed that the Downtown should remain the main retail centre and business centre of Terrace.

2. Guiding Principles

The following Guiding Principles have been developed for the City of Terrace OCP. The Guiding Principles were developed following a review of economic, environmental and social considerations and a community survey that identified important attributes and values of the community. The Guiding Principles have been endorsed at community open houses.

The Guiding Principles provide overall direction for the OCP. Future development should be consistent with the Guiding Principles:

1. Manage growth in an orderly and sustainable manner.

Growth can occur in a sporadic unmanaged fashion, or it can be directed to appropriate locations where economic, environmental and social costs can be managed. Terrace is committed to managing its future growth so that infrastructure leads

development rather than following it. Protection of agricultural and rural lands will be promoted.

2. Promote and maintain a high quality of life for all residents and visitors.

Quality of life relates to economic, environmental, social and physical well being. Terrace residents have indicated that the natural environment, friendly people and scale of community are important attributes for their on-going enjoyment of Terrace. Future development should continue to respect those elements and ensure that a high quality of life is available to all residents and visitors.

3. Promote environmentally sensitive planning.

Terrace is located in a rich natural heritage area. Environmentally Sensitive Areas are located in the city proper and give important definition to the city and its people. Future development will need to consider environmental features and integrate environmental site design.

4. Maintain the Downtown as a vibrant core commercial area.

Citizens of Terrace are proud of their walkable and visually interesting Downtown. They support its viability as a major retail and business centre. Future mixed use development will stimulate Downtown well-being.

5. Promote a mix of attainable housing types.

Terrace has a good mix of housing stock and will need to continue to promote a mix of housing so that the diversity of population is suitably housed, especially the aging population sector. Incorporation of a mix of housing in neighbourhoods will facilitate a healthy community and variety of housing choice.

6. Promote an economically, environmentally and socially healthy community.

An economically, environmentally and socially healthy community requires that all sectors of Terrace's diversified population participate in the civil life of the community and benefit from it and contribute to it. Future development- its location, type and scale- will have a significant effect upon Terrace's economic, environmental and social health.

PART D: GOALS AND POLICIES

CITY OF TERRACE

**Terrace Official
Community
Plan**

1. Community Goals

The following Goals provide a framework for the development of land use policies contained in the Official Community Plan:

1. To provide a range of housing choice for residents, including single family, two-family, townhouses and apartment dwelling units.
2. To permit development of new residential areas in an orderly and systematic manner to ensure that development is based on fiscally and environmentally sound principles and procedures.
3. To advocate growth management by promoting infill and by defining an Urban Containment Boundary and Urban Reserve Area.
4. To maintain an attractive and centralized Downtown commercial district that caters to the everyday needs of the community.
5. To recognise the regional role the City performs in the provision of transportation, goods and services, particularly as a regional shopping centre, regional transportation centre, and tourism service centre for Northwestern British Columbia.
6. To develop a core of community services, parks and recreation facilities and public uses that meet the needs of the community.
7. To recognise existing industry as vital to the future growth and development of Terrace and to foster continued development of environmentally safe industry to ensure economic health of the City and its residents.

8. To develop and manage the Midway Plateau (Lakelse Landing) as a major regional aviation centre and associated economic development centre in a manner that benefits the City of Terrace and Northwest Region and promotes aviation safety, environmental responsibility and economic viability.
9. To preserve and enhance the natural environment.
10. To sustain the City of Terrace by protecting its basic resources – clean air, water, and land for future generations.
11. To support the efforts of the Land Commission towards the preservation of agricultural land and activity in the City of Terrace.

2. Objectives and Policies

2.1 Growth Management

The City of Terrace has a relatively compact urban form. The City consists of two areas: the City proper which is the traditional City area and Lakelse Landing (airport lands) which has been recently annexed within the City. The former area includes the Downtown, Highway # 16 commercial and industrial lands, and residential development. The latter area includes the airport and adjacent lands that are suitable for airport related and industrial uses. Future growth of the airport lands within Lakelse Landing will be guided by the Lakelse Landing Plateau Local Area Plan and Design Guidelines. It includes a large area that could be developed for industrial uses beyond the life of this OCP.

The City of Terrace proper, on the other hand, has a relatively limited long term supply of undeveloped land. Therefore, it will be critical to manage existing land resources to provide for efficient, economical and environmentally sensitive future development. As noted in Part B: Section 2.3, residential land use will be the largest consumer of rural land, varying between 25 hectares (62 acres) and 71 hectares (175 acres).

Existing topography limits the economic provision of wastewater and treated water infrastructure to an area in close proximity to existing development of the bench lands. An Urban Containment Boundary has been defined to provide for future growth requirements to 2021, to

include an Urban Reserve Area that supports a future population of approximately 20,000 (c.f., 2000 population of 13,871), and provide for efficient infrastructure development.

2.1.1 Growth Management Objectives

- 1. Identify sufficient residential growth areas to accommodate expected population growth.**
- 2. Identify an Urban Containment Boundary to direct urban uses to urban areas.**
- 3. Identify an Urban Reserve Area to accommodate long term population growth or unexpected population growth that exceeds projections.**
- 4. Stimulate Downtown development and redevelopment.**
- 5. Provide opportunity to expand regional retail and commercial opportunities.**
- 6. Encourage use of existing services through infill and use of under-utilised lands.**
- 7. Promote Lakelse Landing Plateau as a major economic development area.**

2.1.2 Growth Management Policies

The focus of growth management policies is to direct future residential, commercial and industrial growth in a well managed, efficient, economical and environmentally friendly manner.

- .1 An Urban Containment Boundary, that limits urban residential land use to urban areas, shall be defined as noted on Schedule B.**
- .2 An Urban Reserve Area shall be delineated for purposes of accommodating long term future residential development.**
- .3 The City of Terrace will work co-operatively with the Regional District of Kitimat-Stikine to examine regional growth management issues and methods.**

- .4 The City of Terrace will work co-operatively with the Land Commission to protect the Agricultural Land Reserve.
- .5 The City of Terrace will work co-operatively with First Nations to explore growth management issues and concerns.
- .6 Infill development will be promoted to ensure that existing serviced lands are used efficiently and the need to service new development areas is minimised.
- .7 The City of Terrace will promote Lakelse Landing as an economic development focus that complements economic activities in the region.

2.2 Residential

Because limited land is available in the Horseshoe Area for housing and there is a high demand for view lots, the majority of new housing in the City of Terrace will be developed in the Bench Area. The location of future housing will be limited by the economical provision of infrastructure services to lands that can be serviced primarily by gravity service. An Urban Containment Boundary that approximates that service area and accommodates sufficient land to support long term residential growth provides direction for future residential development.

Future residential development will be directed to infill locations and the area in the vicinity of Bailey Street and North Eby Street (on the bench). Infill development will provide all of the required townhouse and apartment units to 2021 under the 0.8% growth rate and nearly all of the requirement under the 1.5% growth rate. But additional single and semi-detached units will be required under both the 0.8% and 1.5% growth scenarios. Approximately 25 hectares (62 acres) will be required under the 0.8% growth projection and 71 hectares (175 acres) under the 1.5% growth projection to 2021 to accommodate future residential needs. For the 0.8% growth projection, the future residential is located in the vicinity of McConnell Avenue, Soucie Avenue and Bailey Street and will accommodate approximately 470 units. In addition, should the demand for residential development exceed that identified in the Plan (i.e., exceed the 0.8% growth rate), the long term future residential development area identified in the Urban Reserve Area will be available to accommodate additional residential growth up to an additional 600 units.

2.2.1 Residential Objectives

- 1. Promote infill of existing residential areas.**
- 2. Provide opportunity for residential expansion into non-urban areas to accommodate future population projections.**
- 3. Use infrastructure to direct future residential expansion.**
- 4. Promote attainable housing.**
- 5. Encourage alternative housing types and densities in all neighbourhoods.**
- 6. Promote residential development in and near the Downtown.**

2.2.2 Residential Policies

The Residential Policies provide direction for the provision of new residential development.

2.2.2.1 Urban Residential Policies

- Infill of existing Urban Residential areas shall be encouraged to reduce servicing costs and minimise disruption to rural areas.
- Future new Urban Residential development outside of the existing Urban Residential area shall be directed to the Soucie Avenue, McConnell Avenue and Bailey Street area as identified on Schedule B.
- New single family Urban Residential development shall be phased with expansion of municipal infrastructure.
- Municipal infrastructure improvements will be largely concentrated in the Central and West Bench areas.
- Urban Residential may include all forms of single family and duplex housing subject to applicable zoning regulations.
- All Urban Residential building lots shall be connected with municipal sewer and water.

7. For new Urban Residential areas, an overall net density of 13 units per hectare (6 units per acre) will be encouraged.
8. Compact lots and small lot Urban Residential housing will be encouraged to increase open space and decrease housing costs.
9. Where appropriate, neo-traditional housing forms will be encouraged to create a sense of community and pedestrian-friendly design.

2.2.2.2 Rural Residential and Estate Residential Policies

1. Estate Residential that has a lot area of approximately 2700 m² (2/3 of an acre) shall be limited to designated areas as identified on Schedule B where a municipal sanitary sewer system is unavailable.
2. All Residential properties must be connected to the municipal water system.
3. Rural Residential lots (approximately 8,094 m² or 2 acres) shall be limited to an area identified on Schedule B.

2.2.2.3 Multi-family Residential Policies

1. Infill of existing Multi-family residential sites shall be encouraged to reduce servicing and encourage a variety of housing.
2. The City shall support a variety of housing options for seniors, renters, and single people by encouraging multi-family housing in the form of apartments and townhouses.
3. Ground-oriented townhouses that have separate ground access and access to landscaped outdoor space will be encouraged as a preferred form of multi-family townhouse housing.
4. Garden apartments that have separate exterior entrances and articulated roof lines will be encouraged as a preferred form of multi-family apartment housing.

5. Multi-family housing and mixed use development (residential over commercial/retail) is supported in and near the Downtown Area.
6. For areas designated Multi-family (Townhouse) on Schedule B a density of 47 units per gross hectare (19 units per gross acre) will be permitted notwithstanding density bonusing provisions.
7. For areas designated Multi-family (Apartment) on Schedule B a density of 100 units per gross hectare (40 units per gross acre) will be permitted notwithstanding density bonusing provisions.
8. Manufactured homes, including mobile homes, shall be permitted only within designated Multi-family areas or as identified on Schedule B, subject to the appropriate zoning provisions.
9. To improve the integration of higher density housing with surrounding commercial uses and lower density housing and to encourage a high standard of site design, landscaping and visual appearance, all multi-family housing shall be required to obtain a Development Permit according to the provisions of Part E of this Plan.
10. The City will embark on a Neighbourhood Plan for the Bailey Street Area. The plan will consider issues such as the location of two family and multi-family development, the provision of parks, and the level of development servicing.

2.2.2.4 Attainable Housing Policies

1. City Council supports the concept that a variety of housing options should be attainable for all residents.
2. Attainable housing for seniors, single and family households shall be encouraged throughout the Urban Residential area while recognising the importance of easy access to the Downtown, community services, schools and employment.
3. Where appropriate, ground-oriented townhouse development may be permitted in an Urban Residential area if the proposed townhouse development complements the design and character of adjacent single family and duplex dwellings.

4. The City of Terrace supports the use of publicly-owned lands for not-for-profit housing where such use achieves community objectives.

2.2.2.5 Downtown Area Residential Policies

2.2.2.5.1 Village Residential Policies

1. Lands designated Village Residential in the Downtown, and shown on Schedule B-1, are intended to secure a resident population in the Downtown Core.
2. While existing uses are recognised in the Downtown Village Residential Area, medium density housing in a variety of innovative forms, including street front townhouses or walk-up apartments.
3. A maximum density for Village Residential shall be 45 units per gross hectare.
4. Development permits for the Village Residential, as established in Part E of this Plan, shall be required to encourage a high standard and co-ordinated form of site design, landscaping and visual appearance.

2.2.2.5.2 Multi-family

1. To ensure the development of Downtown Terrace stays supported by a healthy urban centred population, lands designated as Multi-Family Residential as shown in Schedule B-1 are expected to be redeveloped over time to higher densities of not more than 50 units per gross hectare.
2. Higher density residential development is encouraged through individual and comprehensive development plans.
3. Development permits for the Multi-Family Residential, as established in Part E of this Plan, shall be required to encourage a high standard and co-ordinated form of site design, landscaping and visual appearance.

2.2.2.5.3 Downtown Live/Work Studios

1. An area of transition on the south side of Greig Avenue, between Clinton and Apsley, between the Downtown and light industrial uses, will be encouraged to develop as live/work studios.
2. Live/work studios are intended to permit local craftspeople and businesses to operate out of their home, in essentially expanded home-based businesses, home occupations or home industries. This mixed use area is intended to combine residential with commercial and light industrial land uses, and will permit limited on-site sales of products made primarily on the premises. Artists and craftspeople in particular are encouraged to locate in this area of integrated mixed living, working and tourism.
3. To allow for living and working in the same space, certain parameters must be established to ensure safe and compatible occupancy. The 'work' portion of a live/work studio is intended to have no significant nuisance components to its operation, meaning no noxious odours, dusts, undue noise or vibration.
4. The British Columbia Building Code will guide live/work development to ensure safety through spatial separators, stringent construction standards, light and ventilation requirements.
5. The 'live' component is intended to be for the business owner/operator.
6. Development permits must be secured in this area which meet design guidelines for the Downtown in general and Live/Work Studios Area in particular.

2.3 Commercial

Terrace has become a major retail centre for the Northwest Region of BC. Investment in the retail sector continues to grow, particularly for large format retail development. In spite of the growing use of sites located along Highway #16 for commercial use and the redevelopment of and reinvestment in the Skeena and Terrace shopping malls, adjacent to the downtown core, the City has maintained a reasonably compact and viable downtown commercial area. Highway #16 commercial development has complemented Downtown Development, by acting as a draw for regional shoppers and bringing regional consumers to

Terrace in general and the Downtown as well. Policies are designed to maintain Terrace's position as a regional retail centre, to maintain and support the Downtown and to encourage large format retail in specific areas along Highway #16.

2.3.1 Downtown

The City of Terrace has maintained a vibrant downtown. In 1999 the City completed a Downtown Redevelopment Study. The Downtown Redevelopment Study identified long term direction for the Downtown, including re-development policies and Design Guidelines. The Downtown has a mix of existing uses and retail opportunities, several destination hotels, restaurants, two regional shopping centres and entertainment facilities. Its condensed pedestrian-friendly design has created an attractive shopping environment.

Downtown Terrace is the business, economic and shopping centre of the region, serving City residents, a broader regional population and visitors to the area. In addition to being an economic and employment centre for the larger community, the Downtown also serves as a focal point for community interaction and activity. To promote the ongoing health of Downtown Terrace, it will be important to protect its viability by encouraging certain types of uses to develop in and around the Downtown, as well as limiting harmful competitive influences outside the core. This selective promotion of certain activities (e.g., speciality retail, office, restaurants, housing, redevelopment of adjacent shopping malls) in the core and other regional large format retail on Highway #16 should stimulate a variety of uses that make Terrace an attractive regional retail hub.

2.3.1.1 Downtown Objectives

- 1. Establish Downtown Terrace as a desirable place to shop, live work, and visit.**
- 2. Create a thriving economic centre for the City and the surrounding region.**
- 3. Create a sense of place visually and functionally through shared and co-ordinated approaches to streetscape, building and landscape design.**

4. **Encourage partnerships between business, government and private developers that achieve community goals through innovative and creative means.**
5. **Encourage redevelopment and investment in the existing Downtown shopping malls.**

2.3.1.2 Downtown Policies

Schedule B-1 identifies Downtown land use designations.

2.3.1.2.1 Downtown General Policies

1. The health of the Downtown is to be considered of primary importance to the health of the community, and as such, its role as a significant employment, service and activity hub will be supported by other policies of this Plan.
2. Where feasible and appropriate, large format retail that complements Downtown retail activities and uses will be encouraged to locate in the Downtown.
3. All building lots shall be connected with municipal sewer and water.
4. Development Design Guidelines, as identified in Part E, shall be applied to encourage an attractive, pedestrian oriented Downtown Core.
5. Parking standards shall be reviewed over time to encourage pedestrian movement within the core area and to promote the development of coordinated parking structures immediately outside the commercial core.
6. New development is encourage to implement streetscape improvements as outlined in downtown streetscape guidelines of the City of Terrace.

2.3.1.2.2 Downtown Core Commercial Policies

1. To maintain a viable Downtown Core, the Core Commercial area should be kept as compact as possible.

2. Council supports the concentration of retail businesses in the Core Commercial area that are oriented to pedestrian traffic and offer a full range of commercial goods and services, administrative and financial offices and medical services.
3. Mixed use commercial-residential development that provides a resident population in the commercial area, after hours protection and security for businesses and encourages businesses with live-in owner operators is encouraged.
4. Ground floor uses will be commercial or community uses which promote public activity. Ground floor residential shall not be permitted. Above ground floor, office, residential or mixed uses will be permitted.
5. The redevelopment and revitalization of the Downtown Core shall be coordinated and attractive to protect and encourage traditional downtown and main street streetscapes, and as such, shall be required to address the criteria contained in the Downtown Design Guidelines
6. Where possible parking shall be provided on-street. Off-street parking must be located in the rear of main street properties or in consolidated parking areas immediately outside of the core commercial area. Front yard parking will not be permitted. In mixed use buildings, parking for residents must be provided on-site or on adjacent abutting properties.
7. Utilities are encouraged to be constructed underground to improve visual and functional design. Sites in the core area undergoing redevelopment will be expected to provide connections for future underground services.
8. Existing mini-malls shall be encouraged to introduce a pedestrian main street theme, to visually and functionally connect them with individual buildings in the Core Commercial area. Malls are discouraged in the Core Commercial area.

2.3.1.2.3 Downtown Mixed-use Policies

1. An area of transition, surrounding the Core Commercial area of Downtown Terrace, is an integral and active part of the primary

commercial area of the community and is recognised as such is designated as Mixed Downtown. Lands designated as Mixed-Use Downtown are recognised as having long term potential for commercial development, but currently have strong residential influences which must be recognised- it is an area in transition.

2. The Mixed-Use area is encouraged to continue to develop with a destination commercial flavour, with storefront commercial, similar to the Core Commercial area, encouraged with second storey residential above. Residential development will be encouraged to develop in conjunction with commercial uses, although limited higher density residential development will be permitted, where appropriate.
3. On-street parking is encouraged in this part of the Downtown, although on-site parking will be necessary for many developments. On-site parking is encouraged to locate at the rear of buildings or in limited buffered parking areas such as parkades or parking garages. To encourage the pedestrian orientation of the Core Commercial area, limited and co-ordinated parkades or parking garages will be permitted in the Mixed-Use area to serve parking needs of the Core Commercial area.
4. Development permits must be secured in the Mixed-Use area which meets the Downtown Design Guidelines in general and the Mixed-Use area in particular.

2.3.1.2.4 Commercial Recreational Policies

1. The provision of a range of recreational facilities in the Downtown Core is important to the overall health of the Downtown Area. As such, an area which includes the curling rink and parking, as well as the Legion and mixed commercial/light industrial uses has been identified for long range commercial and community recreational use.
2. The Downtown Area could be an active zone for residents of the Downtown as well as the City and facilities, such as exercise and recreational centres should be considered and promoted. Area redevelopment is encouraged to support recreational activities.

3. Development permits must be secured in this designation which meet Design Guidelines for the Downtown in general and the Commercial Recreation Area in particular.

2.3.1.2.5 Shopping Centre Policies

1. The existing shopping malls provide an important anchor to the Downtown Area and add value to the function of the Downtown as a whole. Visually and functionally the malls have a significant effect on the Downtown. High standards of design and landscaping will be encouraged for this gateway to the Downtown.
2. The shopping malls are major retail activity centres that should complement the main street function of the Downtown Core. Mixed services and sales should predominate on site. Future redevelopment and development of the shopping malls should be carefully reviewed to ensure changes do not threaten the overall commercial economic health of the City as a whole.
3. Development Permits are required for redevelopment and development of shopping malls in Downtown Terrace. Detailed design parameters will be established in co-ordination with applicants.

2.3.2 Service Commercial

Commercial policies in this Plan are intended to reinforce and enhance the Downtown commercial area as a vibrant and important retail core for Terrace, while supporting the diversification of the retail sector through policies that encourage the role of Terrace as a major regional retail centre for Northwest BC. The policies provide for the use of commercial areas outside the Downtown core, principally along Highway #16, to serve a special regional market niche that can not be accommodated in the compact downtown area.

Service Commercial designation is intended for commercial businesses that are generally oriented to vehicular traffic, require high visibility, extensive parking and large site area. Service Commercial uses include tourist facilities, such as hotels; and highway commercial land uses, such as auto dealerships, large format retail outlets and factory outlets. Shopping malls would be more appropriately located in the Downtown Area.

2.3.2.1 Service Commercial Objectives

- 1. Recognise the important role Terrace plays as a regional supply and service centre.**
- 2. Promote Highway #16 corridor as the primary service commercial development area in Terrace.**
- 3. Encourage large format retail to locate in close proximity along the Highway #16 corridor.**
- 4. Explore opportunities for increasing Service Commercial uses through the conversion of under-utilised lands, such as industrial lands.**
- 5. Recognize that the development of the riverfront commercial properties can play a positive role in creating a gateway to the City.**

2.3.2.2 Service Commercial Policies

1. Notwithstanding Policy 2.3.1.2.1.2 above, large format retail development that requires large sites and special access conditions will be directed to Highway #16 corridor Development Permit Area sites as identified on Schedule C.
2. Existing shopping mall redevelopment in the Downtown will be encouraged over the development of new shopping malls in the Highway #16 corridor.
3. Council endorses the role of the City as a regional supply and service centre.
4. Service Commercial uses shall be limited to properties that front on Highway # 16 and other high volume roadways as indicated on Schedule B.
5. Access to private development sites shall be oriented to City roadways, rather than Highway #16, wherever possible. It is recognised that direct access to a proposed controlled-access highway may not be possible due to Ministry of Transportation and Highways regulations.

6. Commercial uses oriented to tourism should be encouraged to locate at key entry points to the City, where possible, particularly in close proximity to the Downtown so that visitors to Terrace have an opportunity to explore the Downtown. To that end, a pedestrian connection between the Downtown and the south side of the CN Railway Line will be examined.
7. Due to their key locations the riverfront properties shall be developed to act as a gateway to the City. This shall include but not be limited to the retention of river edge vegetation, development of a pedestrian orientated riverfront, boulevard enhancement, building location, and visible gateway features.
8. All Service Commercial developments shall be required to obtain a Development Permit, subject to guidelines outlined in Part E of this Plan, to allow the City greater control of siting and visual appearance.

2.3.3 Neighbourhood Commercial

As the City of Terrace grows further north onto the bench, residential neighbourhoods will be further removed from the Downtown. As result, residents could be required to travel by vehicle to access daily shopping needs. The provision of neighbourhood commercial development of a limited scale would provide close proximity to future residents to access limited retail needs while complementing residential development. This would encourage walking and an increased sense of community. Neighbourhood commercial could also include residential over commercial to provide a mix of housing and 'eyes on the street'.

2.3.3.1 Neighbourhood Commercial Objectives

1. **Encourage the development of local Neighbourhood Commercial nodes that fit the character of the local residential area.**
2. **Ensure that the design and siting of Neighbourhood Commercial development complements adjacent residential use.**
3. **Limit the size and scale of Neighbourhood Commercial development.**

2.3.3.2 Neighbourhood Commercial Policies

1. Local Neighbourhood Commercial development, such as small neighbourhood restaurants and convenience stores, shall be permitted in all Urban Residential and Multi-family areas as identified on Schedule B, subject to appropriate rezoning.
2. Applications for local commercial developments shall be designated in the OCP as Development Permit Areas and shall be subject to specific design guidelines that reflect a scale and character for residential neighbourhoods, restrict parking to the rear of the building, and promote signage that is in keeping with the area.
3. Neighbourhood Commercial development should fulfill a neighbourhood need and promote non-vehicular access, where possible.
4. Mixed-use development (residential over ground floor retail/commercial) is encouraged in Neighbourhood Commercial sites.

2.4 Industrial & Manufacturing Development

Traditionally, the major industries in Terrace have been based upon timber harvesting and manufacture of wood products and have been located within the Highway #16 corridor adjacent to and including the CNR right-of-way. Generally, these industries would be incompatible with residential land uses and considered Heavy Industry. With the restructuring of the timber and fibre industry, long term demand for traditional forms of industrial land along Highway #16 is changing. As well, alternative light industrial and heavy industrial lands are being made available at Lakelse Landing (airport lands).

The Lakelse Landing will provide significant opportunity for new industrial, manufacturing and associated activity to locate near the airport and Highway # 37. Existing under-utilised lands along Highway #16, within the city proper, will be able to relocate to Lakelse Landing, thereby freeing up land for redevelopment of prime land as Highway Commercial. Lakelse Landing will provide a diverse range of economic development, including more traditional resource based processing, as

well as potential for new emerging forms of shipping, industrial and manufacturing development that may have airport related activities.

Lands adjacent to Highway #16 have been developed for industrial purposes, including log storage, timber mills, supporting industry and transportation support. More recently, some of those lands have been identified as potential redevelopment sites for Highway Commercial activities. The long term evolution of the Highway # 16 corridor into a mixed use area with the retention of selected heavy industry sites as well as local manufacturing and highway service development suggests that Highway # 16 corridor will evolve over time. To provide direction for that transition, Lakelse Landing has been designated as a major potential industrial and manufacturing area. Development permit designations have been identified for selected portions of the existing Highway # 16 corridor. The Development Permit areas will provide direction for the conversion of existing industrial lands into other uses.

2.4.1 Industrial and Manufacturing Objectives

- 1. Support the continued operation of existing industry in the City of Terrace.**
- 2. Promote Lakelse Landing as an industrial and manufacturing area.**
- 3. Encourage the redevelopment of selected existing under-utilised industrial lands adjacent to Highway # 16.**
- 4. Encourage additional industrial and manufacturing development that is compatible with surrounding land uses and diversifies the economic development base of Terrace.**

2.4.2 Industrial and Manufacturing Policies

- Council supports the concentration of industries of similar types, service needs, and performance characteristics within designated areas of light industry and heavy industry as identified on Schedule B. Light industry is defined as fully enclosed operations such as light manufacturing, wholesaling and warehousing. Heavy industry, such as manufacturing and processing, may involve significant outside activity including storage of goods and equipment.

2. All industrial development in the City of Terrace is required to obtain a Development Permit to ensure high design standards for buildings, landscape screening and site design.
3. Council supports the creation of a visual buffer of landscaping with a minimum depth of 5 metres and beautification scheme along Highway 16 and the CNR property.

2.4.3 Gravel Extraction

The City of Terrace has substantial areas of sand and gravel, deposited during the last glaciation and by subsequent river action. Three currently operating gravel pits are located off Griffith Street at the western edge of the City. The province removes gravel from Lakelse Landing lands. Gravel extraction activity is regulated through the Mines Regulation Act.

2.4.3.1 Gravel Objectives

1. **Maintain adequate supplies of sand and gravel resources.**
2. **Encourage the redevelopment of abandoned gravel pits.**
3. **Ensure that gravel operations are compatible with adjacent land uses.**

2.4.3.2 Gravel Policies

1. Council supports the continued extraction of gravel at the western edge of the City boundary along the Kitsumkalum River and at Lakelse Landing.
2. Prior to the exhaustion of gravel resources in the area near the Kitsumkalum River, Council will encourage completion of an End Use Study to determine long term options for alternate land uses such as large format retail/commercial uses and recreational uses. This study should begin within 1 - 2 years of the forecast exhaustion of gravel resources.
3. Council encourages gravel extraction methods that are compatible with adjacent land uses.

4. Further gravel extraction at Lakelse Landing will be encouraged in areas zoned Resource Extraction.

2.4.4 Midway Plateau Local Area Plan

Terrace-Kitimat Airport provides air links to the Lower Mainland and other parts of British Columbia. The Airport is an important economic stimulus of the region. Over the years, the airport has grown into a passenger and freight destination and access point for the Northwest Region.

In 1999 the Terrace-Kitimat Airport Society assumed ownership and management of the airport lands. The City of Terrace extended its boundary to include the Airport and lands surrounding the Airport. Much of the non-airport area is Crown Land. Lakelse Landing is the area that includes the Airport Lands and surrounding area. Highway #37 provides regional land connections and the airport connects the region to other parts of British Columbia, particularly to the Lower Mainland.

The Midway Plateau Area Plan was completed in 2001. The purpose of Midway Plateau Area (Lakelse Landing) is to provide for the orderly management of Airport Lands as well as adjacent lands. There are nine categories of land: Airport Zone; Airside Commercial, Groundside Commercial, Light Industrial, Heavy Industrial, Heavy Industrial Reserve, Resource Extraction, Agricultural and Open Space. Environmental features have been an important consideration in delineating land use boundaries, particularly in retaining steep slopes in their natural state.

2.4.4.1 Airport Land Management Objectives

1. **Encourage development that enhances the viability of the existing airport as a regional aviation centre, and industrial and commercial area.**
2. **Promote development that supports and complements airport, City of Terrace and Northwest Region economic development initiatives.**
3. **Ensure development does not compromise the safety of airport-related uses and the long term viability of the airport as a regional air service centre.**

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4. **Encourage protection of sensitive and significant environmental features.**
5. **Maintain and promote the Airport as a major passenger entry and exit point for the region.**

2.4.4.2 Airport Land Management Policies

1. Council will work closely with the Terrace-Kitimat Airport Society in achieving the objectives set out in Section 2.4.4.1.
2. Council will seek Regional District of Kitimat-Stikine, Terrace-Kitimat Airport Society, and B.C. Assets & Land Corporation input to any proposed amendments to the Airport Land Use Plan.
3. Airport development will be guided by Transport Canada's Aerodrome Standards and Recommended Practices (4th Edition: March 1993) and amendments thereto.
4. Access and egress between the Terminal and Highway 37, Max Neubacher Way, will be designated as an Access Corridor with a view to protecting the visual integrity of the airport.
5. Terrace – Kitimat Airport Design Guidelines will be prepared and adopted for purposes of ensuring that future design and development at the Airport is aesthetically pleasing and compatible with the goals and objectives of the OCP.
6. The Airport will be developed in a manner that supports its role as a primary gateway to the Northwest Region of British Columbia.
7. Airside Commercial and Groundside Commercial development will be phased in response to economic demand and market forecasts.
8. A 50 metre set back will be established along the north west slope.
9. Future development will ensure that gravel resources remain accessible for long term use.

2.4.4.3 Servicing Objectives

1. **Ensure that the Airport Lands and adjacent Industrial/Commercial lands are serviced adequately.**

2. **Examine methods and means of increasing water supply capacity to the Airport and other development within the Airport Area.**

3. **Ensure that servicing is environmental friendly.**

2.4.4.4 Servicing Policies

1. The City of Terrace, in conjunction with the Society and other land owners, will complete a hydro-geological investigation of the spring south west of the airport to determine its potential as a water source for existing and future development.

2. On-site wastewater treatment and stormwater runoff will be used as the accepted means of servicing as attested to by a professional engineer.

3. Future development will be approved only if adequate water supply is confirmed by a professional engineer.

2.4.4.5 Transportation Objectives

1. **Protect and promote aviation use as a primary use of the Airport.**

2. **Minimise the number of connections to Highway 37.**

3. **Ensure a safe and efficient internal road system.**

2.4.4.6 Transportation Policies

1. Airport-related development will support the Airport's role as a major regional passenger and freight distribution point for the North West.

2. Max Neubacher Way will be the primary access to the Terminal and will be designated as a Gateway Corridor with a landscape buffer and limited access and egress to/from it.

3. The City will require completion of a traffic study, prepared by airport land developer(s), to confirm design parameters and timing of construction for a Highway 37 secondary access road.

4. The City will examine the potential and need to connect airport lands to Beam Station Road and, if desired, will identify a construction program.

2.4.4.7 Economic Development Objectives

1. **Promote the Airport land as a major economic development opportunity.**
2. **Ensure that development of the Airport and related lands complements existing development in the City of Terrace and Northwest Region.**

2.4.4.8 Economic Development Policies

1. The Airport land will be planned and developed as a primary economic development initiative for the Northwest Region.
2. The City will support the development of an Economic Development and Marketing Strategy for the Airport and associated lands.
3. The City will restrict retail development of Airport lands to those activities that complement Airport uses.

2.4.4.9 Commercial Lands Objectives

1. **Protect Airside Commercial lands for airside related uses that do not conflict with airport operation.**
2. **Protect Groundside Commercial lands for uses that are dependent on airport related activities.**
3. **Minimise the amount and type of non-airport related commercial development that may compete with other commercial development in the City of Terrace.**
4. **Encourage commercial activities that support airport related uses.**

2.4.4.10 Commercial Lands Policies

1. Groundside Commercial designations will be planned and developed for airport-related commercial and industrial activities that complement and support airport operations and uses.
2. Airside Commercial designations will be planned and developed for runway dependent commercial activities.
3. Retail activities and services, such as restaurants and convenience supplies, may be permitted only if such uses complement and support the operation of the airport and airport-related uses.
4. Retail activities that cater primarily to non-airport users will not be permitted.

2.4.4.11 Industrial Lands Objectives

1. **Encourage the efficient development of industrial lands within the airport area.**
2. **Encourage land intensive industries, that do not conflict with the operation of the airport, to locate in areas adjacent to airport lands.**
3. **Promote industrial uses that support the diversification of the industrial base in the City of Terrace and Northwest Region.**
4. **Develop industrial lands in an orderly, timely manner as demand warrants.**

2.4.4.12 Industrial Lands Policies

1. Industrial activities that complement the airport as a Gateway to the North, are non-polluting and support the economic development goals of the City of Terrace and Northwest Region will be encouraged to locate on industrial lands between Airside Commercial and Highway 37.
2. A range of industrial lot sizes will be planned, including lots that may be combined for large lot development purposes.

3. Large industrial activities that require significant outside storage facilities will be located south east of the airport at a suitable distance from airport operations.
4. Industrial activities will be screened from Highway 37.
5. Industrial activities will be screened from adjacent uses both within the City and outside the City.
6. Industrial development will be phased through the creation of Reserve Areas.
7. Reserve Areas will not be developed until such a time as the supply of non-reserve industrial land is exhausted.
8. Reserve Area 1 will be fully developed before lands in Reserve Area 2 are rezoned to allow for industrial development.

2.4.4.13 Open Space/Natural Objectives

1. **Protect natural sensitive areas by avoiding and mitigating disturbance of key natural sensitive areas.**
2. **Manage and regulate development so as to protect life and property from natural and human made hazards.**
3. **Reduce negative visual effects of development on adjacent properties by maintaining natural treed buffers, where possible.**
4. **Maintain biodiversity, where possible.**

2.4.4.14 Open Space/Natural Policies

1. A 50 metre no-development setback will be designated along the escarpment north of the airport to minimise the risk of slope degradation.
2. A 15 metre no-development setback will be designated along the escarpment east and south of the plateau to minimize negative visual impact on adjacent lands.

3. Stormwater drainage systems will be designed to prevent slope degradation as attested to by a professional engineer.
4. In addition to the above policy and pursuant to Section 699 of the Local Government Act and Section 86 of the Land Title Act, applications for development of lands adjacent to the plateau's escarpment will require a geotechnical assessment prepared by a professional engineer with expertise in the field that certifies that:
 - a) the land may be used safely for the intended development over the projected life of the development, taking into account adjacent land uses; and
 - b) measures regarding the siting and design of structures or works, placement of fill, and maintenance or planting of vegetation, specified in the assessment, can and will be taken to ensure the development and its associated land uses are able to safely withstand the hazard.
5. Airplane approaches will be designated as Open Space to reduce conflict between Airport use and other uses.
6. A leave strip adjacent to Highway 37 will be designated as Open Space.
7. The City may accept leave strips and airport lands as park where they are consistent with the City's goals for parks and publicly owned open spaces.
8. Lands designated or determined to be natural hazard lands will not be accepted as part of the dedication for parkland if the lands are not usable for those purposes. Where natural hazard lands are consistent with the city's goals for parks and publicly owned open space, the city may accept natural hazard lands as park.
9. Where feasible and appropriate, stands of natural vegetation will be retained to ensure that ecological diversity is maintained and vegetation corridors link open space areas.
10. A 200m leave strip south of the airport will be designated as Open Space to ensure airport uses are adequately buffered from Heavy Industrial Uses and wildlife movements are accounted for.

11. Site development plans will include an analysis of site conditions and proposals to retain native vegetation and wildlife corridors, where possible and appropriate.
12. Logging of existing timber plots, identified on a Ministry of Forests development plan as of the date of the adoption of this bylaw, will be permitted provided they are replanted in a timely manner.

2.4.4.15 Agricultural Objectives

- 1. Protect agricultural resources; protect lands within the Agricultural Land Reserve.**

2.4.4.16 Agricultural Policies

1. Provincial Agricultural Land Reserve (ALR) areas are designated as Agricultural Lands and zoned AR1 (Agricultural).
2. ALR lands shall be buffered from more intensive uses through buffers. Buffers shall be achieved through the designation of adjacent lands as Agricultural, Rural or Open Space depending on development potential.

2.5 Community and Public Uses

The residents of the City of Terrace are well served with an indoor pool and arena complex, public library and outdoor art gallery, outdoor bandshell, and 650 seat theatre. Generally, these facilities are centred around the Kalum Street area.

Community and public uses are viewed as important elements in building a strong and cohesive community with a high quality of life. Their location can provide a sense of community, at both a neighbourhood and city-wide scale. Where possible, community and public uses should be carefully integrated with adjacent land uses so that an increased sense of vibrancy is achieved.

2.5.1 Community and Public Use Objectives

- 1. Maintain existing community and public use space.**

2. **Encourage community and public uses that serve the broader community to locate in the Downtown.**

3. **Support the location of neighbourhood community and public use facilities in residential neighbourhoods.**

2.5.2 Community and Public Use Policies

1. Encourage a range of community and public use facilities for all residents of Terrace.

2. Community and public use is intended to provide for buildings accommodating civic, assembly, large scale recreation, and related public use and institutional activities.

3. Community uses that are small in scale, designed and oriented to the immediate neighbourhood, such as churches and daycares, may be located in all areas including residential and rural areas, and need not be confined to specifically designated sites in this Plan.

4. To allow comprehensive site planning which considers such items as adequate parking facilities, efficient site entrance and exit, and landscaping, the minimum lot size for community uses within residential areas should be 1200 m². This provision does not apply to daycare facilities.

5. Council recognises the importance of community, public and civic spaces to the central function of the Downtown. Such uses shall be considered as significant amenities to complement the core commercial and intensification of residential uses in the Downtown.

6. Community and public use facilities should promote streetscape design that encourages interaction with the street and accessibility.

7. Community and Public Use are intended to support the development of the Downtown as an active core for a variety of activities. The density of redevelopment of the Downtown in support of Community and Public Use should support the goals of Downtown and be established at time of rezoning.

8. Community or Public Uses which require large site areas, significant amounts of parking, and are oriented to city wide patronage are encouraged to locate in the Downtown.
9. Areas designated in the Downtown for Community and Public Use are intended to develop as major public centres such as government buildings, central administrative areas, convention centres, community recreational centres and active civic spaces such as public squares or a farmers market.
10. Within the Downtown, Council supports the provision of community and public squares as part of private developments to further encourage public interaction and aesthetic means.

2.6 Parks

In 1996 the City of Terrace administered twenty two (22) parks, as well as Terrace Mountain Trails which lie on provincial crown land. These parks collectively include approximately 100 hectares (not including Terrace Mountain). The parks are owned by the City of Terrace or are leased from the provincial government or corporations. Uses include organized sports, passive recreation, playground, camping, hiking, fishing and urban forests. In addition to municipal parks, recreational land and facilities are also available at local schools.

Park functions can be divided into three functions: environmental, psychological, and recreational. Environmental factors include functions such as the protection of unique habitats, the preservation of slopes susceptible to erosion and the use of a natural environment to screen one area from another. Recreational functions include a wide range of human activities from active sports to passive walking or viewing. Parks and open space in general are acknowledged to provide a stimulus to the psychological well-being of individuals.

Terrace has five park categories: Neighbourhood Park, Community Park, District Park, Regional Park, and Special Purpose Area. Designed for neighbourhood functions, games, play area, passive areas and/or areas of special interest, Neighbourhood Parks should serve an area of approximately 800 meters radius and be 1.5 hectares in size or larger. Community Parks should be designed to serve the entire community and include community facilities such as swimming pools, arenas, tennis courts, playing fields and other community needs and should be 3 hectares in size or larger. District Parks should be large natural areas

(generally 20 hectares or greater) serving the greater community and could include camping, fishing, skiing and other outdoor activities. A Regional Park is usually over 40 hectares in size and acquired by a regional government or provincial authority. Special Purpose Areas are generally designated for unique environmental or geographical features, with their size dependent upon the specific feature being protected.

2.6.1 Parks Objectives

- 1. Encourage public involvement in the City of Terrace's parks planning, program development and park development.**
- 2. Promote appropriate levels of development in the park system so that natural features are protected and users are well served.**
- 3. Identify new park requirements and associated means of acquisition, planning and development.**
- 4. Work with local, regional and provincial interests to develop an appropriate mix of park types, including Neighbourhood Park, Community Park, District Park, Regional Park, and Special Purpose Park**

2.6.2 Parks Policies

1. Council will encourage citizen involvement in park designations, planning and development.
2. Council will promote the development of a greenway and associated park amenities along the Kitsumkalum River at the western edge of the City.
3. Council will promote the development of a greenway and associated park amenities along the Skeena River at the eastern edge of the City.
4. Council will adopt specific standards relating to park and population ratios, park categories, public safety and preservation of natural features and initiate appropriate action to address park shortfalls.

5. Council will develop a Neighbourhood Park in each of the west bench area, the Keith Estates area, and Braun Street at Haugland Avenue area as resources become available.
6. The Spring Creek Special Purpose Area will be preserved in a natural state and any development will be considered only after a study of environmental impact is completed.
7. Council will continue to acquire property adjacent to Howe Creek for a linear natural park.
8. Council will continue to investigate ways and means of acquiring property to assure access to Terrace Mountain.
9. Council will explore the potential to acquire all undeveloped Skeena River waterfront property for public park purposes.
10. Provision of safe and efficient cycling routes will continue to be planned and developed.
11. The joint use between the City of Terrace and the School District of school park facilities will be encouraged.
12. The use of municipal parks and recreational facilities by residents of the Greater Terrace area should be encouraged and provided, on a cost sharing basis with the city.
13. Council supports the development and maintenance of a system of recreational trails for walking, cycling and skiing.
14. Council supports the establishment of Terrace Mountain as Recreational Reserve by the Forest Service.

2.7 Natural Areas

Located in a scenic valley surrounded by mountains, the City of Terrace has several features which provide a unique natural setting including: Terrace Mountain, Ferry Island, the banks of the Skeena River, the escarpments of the Bench, Kitsumkalum River, Spring Creek and Howe Creek. Those natural features help to define Terrace and provide an important backdrop to the identity of the city. By protecting the natural environment, the quality of life in Terrace will be enhanced.

2.7.1 Environmentally Sensitive Areas

Environmentally Sensitive Areas (ESAs) are areas that provide productive fish or wildlife habitat; contain sensitive, rare or depleted ecosystems and landforms; and/or represent sites of Terrace’s natural diversity that are in danger of disappearing.

There are approximately 463 hectares (1,144 acres) of forested lands within the City of Terrace proper. Of this total, a study entitled Identification and Evaluation of Environmentally Sensitive Areas within the City of Terrace (1997), identified 293 hectares (724 acres) as lying within ESAs which accommodate Fisheries Sensitive Zones, wildlife habitats and forest communities. ESAs are illustrated in Figure 6, “Environmentally Sensitive Areas.”

Environmental sensitivities within City of Terrace ESAs are associated with the following components:

- Occurrence of rare and vulnerable plant communities; and
- High value fish and wildlife habitats.

2.7.1.1 Environmentally Sensitive Areas Objectives

- 1. Protect remaining environmentally significant or sensitive areas representative of Terrace’s natural diversity.**
- 2. Require environmentally responsible development practices and the integration of natural features into development design.**
- 3. Protect Environmentally Sensitive Areas.**
- 4. Enhance awareness and promote activities that protect and restore the environment.**

2.7.1.2 Environmentally Sensitive Areas Policies

Protection of Environmentally Sensitive Areas

1. Council shall require that Environmentally Sensitive Areas, as defined in the study entitled Identification and Evaluation of Environmentally Sensitive Areas Within the City of Terrace (1997) (attached as Appendix “A”) be preserved and protected

including but not limited to watercourses, riparian corridors, and wildlife natural areas using one or more of the following measures depending on which measure(s) are appropriate to a given situation:

- (a) dedication as a City Park or trailway component, where the area complements the goals and objectives of the City of Terrace park or trailways systems. ESAs acquired as parks or trailways will be managed to protect their sensitive features from public use;
 - (b) dedication to a private land trust (e.g., Nature Trust of B.C., Nature Conservancy of Canada) for conservation purposes;
 - (c) covenant for conservation purposes with the City, provincial and federal agencies and/or non-governmental organisations eligible to hold conservation covenants;
 - (d) possible density bonusing or other development incentives which will facilitate the protection of all or al significant portion of the ESA;
 - (e) designation of watercourses, riparian corridors, steep slopes and other ESAs for open space or outdoor recreation uses;
 - (f) recognition and adoption of the environmental management recommendations for Environmentally Sensitive Areas defined in the study entitled, Identification and Evaluation of Environmentally Sensitive Areas Within the City of Terrace (1997) attached as Appendix “A”.
2. Development of land uses (save and except limited development of trails with the approval of the City, Ministry of Water, Land and Air Protection and Department of Fisheries and Oceans) within Fisheries Sensitive Zones shall be prohibited.
 3. Enclosure or culverting of streams shall be prohibited, except where no alternatives exist.
 4. Council supports the daylighting and re-establishment of culverted streams and the re-establishment of leave strips along streams in order to maintain streams in a natural state.

5. Council requires that stormwater management drainage objectives are met and drainage systems prevent slope degradation of receiving watercourses.
6. Council requires that post development stormwater management systems maintain pre-development water quality and quantity of receiving watercourses.

Development Permit Areas for Environmental Protection

7. Council will establish a development permit area and development permit area guidelines for Environmentally Sensitive Areas with high habitat values, as identified in Schedule C;
8. All proposed development within the Development Permit Area No. 1 shall be reviewed on a lot by lot basis against the development permit area guidelines set out for Development Area No. 1 and contained in Part E – Development Permit Areas.
9. Council will establish “Guidelines for Municipal Works and Services In and Adjacent to ESAs”. These guidelines will be consistent with the guidelines for Development Permit Area No. 1. City servicing and maintenance activities and emergency activities will not require a development permit when working within these areas provided the activities comply with these guidelines.
10. Council may consider designating other ESAs as Development Permit Areas as further work is done on refining their features and boundaries.

Public Access in Environmentally Sensitive Areas

11. Public trails and public access points in and adjacent to watercourse leave strips and other ESAs may be allowed where their presence will not compromise the habitat and ecological function of these areas.
12. Council will develop guidelines for construction of trails in ESAs.

Other Measures

13. Council will encourage a ‘no net loss’ approach for the protection of fish and wildlife habitat.
14. Council will investigate the merits of entering into a protocol agreement with the B.C. Ministry of Water, Land and Air Protection and the federal Department of Fisheries and Oceans for the purposes of agreeing on the designation of ESAs and defining a development review process that takes into consideration environmental issues and values.
15. Council will encourage owners of ESA-designated lands to dedicate such lands for conservation purposes and receive the applicable income tax benefits made possible under federal and provincial tax and revenue legislation. Landowners and developers will be encouraged to work with accredited conservation organisations early in the development process to identify opportunities to donate or bequeath environmentally sensitive lands.
16. Council will support the efforts of community organisations in acquiring lands or negotiating Conservation Covenants on private lands for the purpose of protecting lands of natural environmental, habitat, historical, open space or scientific value, including existing farmland that could be converted to community gardens, or demonstration farms for educational, recreational and tourism uses.
17. Council will undertake or assist other government agencies and community organisations in undertaking, to provide information to residents of Terrace of the importance of aquatic habitat and other ESAs, and ways in which they can help to preserve these important resources.
18. Council will collaborate with other levels of government, non-governmental organisations and neighbouring municipalities in inventorying, mapping and conserving ESAs, including the development of consistent approaches to the protection of shared watersheds.
19. Council supports the efforts of senior agencies and community organisations to restore damaged habitat and ESAs in Terrace.

20. Council will devise a system of keeping track of covenants related to protecting ESAs, and of informing residents of their presence and significance.

2.7.2 Natural Hazard Areas

Natural Hazard Areas are lands susceptible to flooding, erosion, land slip, or that pose a threat to surrounding lands should their natural conditions be altered. Many natural hazard areas within the City of Terrace present constraints to future land development. The cutbanks of the Skeena River, the 200 year floodplain, and the slope stability of the escarpments and Terrace Mountain pose significant natural hazards. In order to protect the health and safety of residents of the City of Terrace, development of lands subject to hazardous conditions must be limited. Potential natural hazard areas are identified generally in Schedule C.

2.7.2.1 Natural Hazard Areas Objectives

1. **Manage and regulate development so as to protect life and property from natural and human made hazards.**
2. **Require environmentally responsible development practices.**

2.7.2.2 Natural Hazard Areas Policies

1. Land uses within the Skeena River 200 year floodplain, as identified in a report entitled, "2001 City of Terrace Floodplain Hazard Assessment", as attached in Appendix D, shall be restricted to uses that are compatible with floodplain effects.
2. Construction of any buildings or structures within all 200 year floodplains shall be in accordance with the Ministry of Water, Land and Air Protection as identified in a report entitled "2001 City of Terrace Floodplain Hazard Assessment" and forming part of this Plan as Appendix D.
3. Council will encourage the Ministry of Water, Land and Air Protection to implement a program to monitor and control riverbank erosion.
4. For development adjacent to the escarpments of the Bench, Terrace Mountain, Kitsumkalum River and Spring Creek, Council shall require a geotechnical assessment prepared by a

professional engineer with expertise in this field that certifies that:

- (a) the land may be used safely for the intended development over the projected life of the development, taking into account adjacent land uses; and
 - (b) measures regarding the siting and design of structures or works, placement of fill, and maintenance or planting of vegetation, specified in the assessment, can and will be taken to ensure the development and its associated land uses are able to safely withstand the hazard.
5. Where a geotechnical engineer certifies that land within a natural hazard area may be used safely for the use intended, development approval may be given, conditional on:
 - (a) implementation of all conditions contained in the report of the certifying engineer respecting siting, structural design, maintenance or planting of vegetation, placement of fill, or other identified items;
 - (b) the landowner covenants with the City to use the land only in the manner determined by the professional engineer and the covenant is registered under Section 219 of the Land Title Act; and
 - (c) a covenant is registered granting the City relief from any liability for any claims associated with the land use.
6. Council will define specific natural hazard areas as Development Permit Area. In addition to the policies in this section, development within these areas will comply with the guidelines for their respective Development Permit Areas (see Part E – Development Permit Areas).
7. Council will not accept natural hazard lands as all or part of the dedication for park land if the lands are not useable for those purposes. Natural hazard lands may be accepted if they are consistent with the City’s goals for parks and publicly owned open space.

2.7.3 Greenways

Community greenways are green networks that connect environmental features, open space and natural areas. Greenways provide an opportunity to increase trail systems and connect green spaces, and promote ecological functions by connecting natural systems. Greenways may include a mix of public and private land dedicated for the purposes of greenway corridors.

Many of the natural features in Terrace are linear features, offering opportunity to link a variety of natural areas, such as escarpments, streams and forested lands.

2.7.3.1 Greenway Objectives

- 1. Implement the Howe Creek Greenway.**
- 2. Create greenways and a greenway network over time.**
- 3. Protect environmentally significant areas through a linked greenway system.**

2.7.3.2 Greenway Policies

1. Council supports the establishment of a co-ordinated administrative structure to develop a “Howe Creek Greenway Vision Report” and identify means of implementing a Howe Creek Greenway.
2. Over time, greenway reports will be completed for the Skeena River, Kitsumkalum River, Spring Creek, Upper Howe Creek and Heek Creek.
3. Council will work with other supporting agencies and interested community groups to promote the community greenway concept and the Howe Creek Greenway to residents of the City of Terrace.
4. The Howe Creek Trail and ancillary trail networks will be completed as part of the City’s trailways network.
5. Council will initiate research and planning, including consultation with affected landowners and farmers on Agricultural Land Reserve, to create an interconnected greenway

network that includes (but is not limited to) the following potential additional greenways:

- Skeena River
- Kitsumkalum River
- Spring Creek
- Upper Howe Creek
- Heek Brook

2.7.4 Tree Protection

Trees play a critical role in protecting the natural environment and enhancing the human landscape. They offer shelter and protection for wildlife, provide shade and comfort for residents, and create a pleasant setting and aesthetically appealing urban environment.

2.7.4.1 Tree Protection Objectives

- 1. Retain trees and treed areas in identified Environmentally Sensitive Areas.**
- 2. Preserve wildlife trees.**
- 3. Encourage tree planting.**

2.7.4.2 Tree Protection Policies

1. Council will develop a Tree Protection Bylaw for significant trees, wildlife trees and treed areas in identified ESAs.
2. Council will examine incentives to retain trees and treed areas, such as density bonusing or modified development standards, as part of rezoning, subdivision and development approvals.
3. Where possible and practical, existing trees and treed areas will be maintained and tree cover will be restored to steep slope areas for the purpose of controlling erosion and enhancing the natural beauty of the City of Terrace.
4. Planting of trees on public and private lands will be promoted in conjunction with senior government initiatives and through

landscaping requirements for new development and design standards for roads.

5. Council will discourage the removal of a large number of trees or entire stands of trees for view enhancement (removal of select trees approved by the City to enhance views will be permitted).
6. Use of native tree species in landscaping on public and private lands will be encouraged.

2.7.5 Contaminated Sites

Past industrial practices and handling of various mineral, chemical and petroleum products have contaminated some areas of land and water. Use of these areas could present a hazard to human and environmental health and safety.

2.7.5.1 Contaminated Sites Objectives

1. **Assist the Province in regulating the use of contaminated sites.**
2. **Manage development so as to protect life and property from human-made hazards.**

2.7.5.2 Contaminated Sites Policies

1. Council supports Provincial programs to increase public awareness of the potential environmental damage and human health hazards of discharging toxic substances onto soil and into water and air.
2. Council will assist the Province in administering legislation and regulations regarding contaminated sites as part of its development approval process, including:
 - (a) requiring development applicants to identify and assess potential contaminants by completing a site profile;
 - (b) maintaining a record of existing and rehabilitated contaminated sites.

2.8 Rural

Terrace has a history of agricultural production, including fruit and vegetables. It has many natural assets that support agriculture, including a mild climate with a long frost-free period and soils of good agricultural capability. A large block of land within the Agricultural Land Reserve (ALR) is located south of Graham Avenue. The Agricultural Land Reserve is administered by the B.C. Land Commission. The Land Commission Act takes precedent over all municipal regulations. Generally, subdivision of agricultural land for non-agricultural purposes, such as housing, are not permitted with the ALR.

Rural land uses are found along the northern edge of the City of Terrace. There, rural uses include limited agricultural activities, such as hobby farms. That area creates an interesting rural landscape of rural roads, large treed lots and open fields. Agricultural lands buffer the developed portion of the city from riverbank erosion in the south of the city and from rural activities that might conflict with higher density residential development in the north of the city.

2.8.1 Rural Objectives

- 1. Encourage agricultural activities in rural areas.**
- 2. Support the Land Commission and Agricultural Land Reserve south of Graham Avenue.**
- 3. Retain rural areas to provide diversity of lifestyle and choice.**
- 4. Minimise the further subdivision of rural lands outside the Urban Containment Boundary and on Agricultural Land Reserve lands.**

2.8.2 Rural Policies

- As identified on Schedule B, much of the northwest portion of the City of Terrace has been designated Rural and is intended for rural, community land uses, and agricultural uses that are compatible with nearby residential and community land uses.
- In areas designated Rural, a minimum lot size of 2 hectares (5 acres) is required, except for the area south of Graham Avenue

and designated Agricultural Land Reserve in which case subdivision of land will not be permitted.

3. Subject to applicable zoning regulations and provincial agency approvals, Rural land uses with on-site sewage disposal systems will be permitted in areas outside the Urban Containment Boundary.
4. The area south of Graham Avenue shall be designated as Rural for the purposes of maintaining the Agricultural Land Reserve and limiting further development of the floodplain.
5. Council recognises the significance of the agricultural industry as desirable to the diversification of the area's economy and supports the establishment of programs that assist local farm activity.
6. Council recognizes that the Rural (5 Acre Lots) land use designation for the area located south of Halliwell Avenue, north of McConnell Avenue, east of Kalum Lake Drive and west of Thomas Street is a decrease in density and therefore to accommodate those persons whom are affected by this change will allow those parcels that are within the subject area and outside of the Urban Containment Boundary to be subdivided to 2 acre lot size for a period of 5 years from the date of the adoption of the OCP Update Bylaw after which time the Rural (5 Acre Lot) size will govern.

2.9 Utility and Transportation Infrastructure

The City of Terrace operates and maintains an extensive system of water, road, sewer and drainage works. These systems are the backbone of the City and represent the core services provided by municipal government. Fortunately, the City is in good shape when it comes to the capacity of existing infrastructure. No major infrastructure upgrades are required, and the City has sufficient off-site capacity to service future land use designations contained within this Plan. Adherence to the urban containment boundary will help to direct future infrastructure extensions in a logical, cost-effective manner. For example, the water pressures are sufficient within the urban containment boundary to accommodate service extensions without the cost of lift stations.

2.9.1 Utility and Transportation Infrastructure Objectives

- 1. Provide a high level of water, sanitary sewer, storm drainage and transportation infrastructure in an environmentally responsible manner, ensuring good health and safety.**
- 2. Recognize the ability of residents and property owners to pay for infrastructure services.**

2.9.2 Utility and Transportation Infrastructure Policies

- Council will encourage and incorporate conservation measures as a cost-effective and environmentally responsible way of delivering infrastructure services.
- Council will require new development to construct and pay for the cost of extending infrastructure services to accommodate new development.
- Council will consider cost sharing for upgrading of existing roads through local improvement program initiatives or similar means.
- Council will promote demand-side management techniques such as water conservation and public transit as a means of reducing public expenditures and energy consumption.
- All new subdivision and development shall comply with the City of Terrace's Subdivision and Development Servicing Bylaw.
- Council requires new development to install sidewalks in locations as shown on the sidewalk plan where they do not exist.
- All new subdivision and development shall work toward looped systems to improve efficiency and ensure a continual source of water in the event of an emergency.
- New subdivision and development should contain mitigative stormwater management measures before storm drainage is released into streams and rivers.
- Council will coordinate the preparation of an Lakelse Landing-Airport Infrastructure Plan. The strategy will build upon the work completed for the Midway Plateau (Lakelse Landing) Area

**Terrace Official
Community
Plan**

- Plan. It will include the prioritization of new infrastructure required to service the airport and the future development of lands in this newly incorporated area of the City.
10. Council supports the designation of major roadways according to Schedule D, the Major Road Network Map and the upgrading of the road infrastructure to meet arterial and collector road standards.
 11. Council supports the development of a system of pedestrian routes that uses both sidewalk and trailway infrastructure as outlined in the Sidewalk and Walkway Plan of Schedule E.
 - .12 The City will promote safe pedestrian travel as an integral part of the transportation, street and trailway systems, and in urban design and development.
 - .13 Council supports the use of trailways as multi-use corridors, accessible to a wide range of users.
 - .14 It is Council's policy that pedestrian movement and infrastructure be addressed in the review and approval of all municipal and private sector subdivision and development proposals.
 - .15 Council supports the implementation of a City-wide bicycle network as identified in Schedule F, the Bicycle Route Plan.
 - .16 Council supports cycle travelling as a means of promoting environmental stewardship, community health and a reduction in vehicular congestion.
 - .17 Council is committed implementing a comprehensive signage program for bicycle routes, pedestrian routes and multi-use trailways.
 - .18 Trailway acquisition and development may be negotiated as part of a rezoning process. In the subdivision or development process the acquisition and development of trailways will be treated in the same manner as acquisition and development for roads, namely through the dedication after construction by the subdivider or developer.

2.10 AIRPORT-LAKELSE LANDING AREA

Terrace – Kitimat Airport provides air links to the Lower Mainland and other parts of British Columbia. The Airport is an important economic stimulus for the region. Over the years, the airport has grown into a passenger and freight destination and access point for the Northwest Region. In 1999 the Terrace - Kitimat Airport Society (composed of members from the Kitimat and Terrace Chambers of Commerce, Kitimat-Stikine Regional District and City of Terrace), assumed ownership and management of the Airport. The City has extended its boundary to include the Airport and lands surrounding the Airport. All of the non-Airport area is Crown Land.

2.10.1 Lakelse Landing Goals

- .1 The Lakelse Landing lands will be developed and managed in a manner that benefits the City of Terrace and the Northwest Region.
- .2 Airport land development will promote aviation safety, environmental responsibility and economic viability.
- .3 The City of Terrace will promote the development and use of the Terrace – Kitimat Airport as a major regional aviation centre.

To achieve these Goals, the policies in this Part are intended to:

- Sustain the community and region by providing land for future industrial and airport related uses;
- Manage development to protect the aviation precinct and environmentally sensitive or significant lands;
- Manage development to protect life and property from natural and human-made hazards;
- Manage development to minimize and/or mitigate negative effects upon adjacent properties and Highway 37.

2.10.2 Airport Land Management

2.10.2.1 Objectives

- .1 Encourage development that enhances the viability of the existing airport as a regional aviation centre, and industrial and commercial area.
- .2 Promote development that supports and complements airport, City of Terrace and Northwest Region economic development initiatives.
- .3 Ensure development does not compromise the safety of airport-related uses and the long term viability of the airport as a regional air service centre.
- .4 Encourage protection of sensitive and significant environmental features.
- .5 Maintain and promote the Airport as a major passenger entry and exit point to the region.

2.10.2.2 Policies

Council supports the following airport management policies:

- .1 Council will work closely with the Terrace-Kitimat Airport Society in achieving the goals and objectives set out herein.
- .2 Council will seek Regional District of Kitimat-Stikine, Terrace-Kitimat Airport Society, and B.C. Assets & Land Corporation input to any proposed amendments to the Airport Land Use Plan.
- .3 Airport development will be guided by Transport Canada's Aerodrome Standards and Recommended Practices (4th Edition: March 1993) and amendments thereto.
- .4 Access and egress between the Terminal and Highway 37, Max Neubacher Way, will be designated as an Access Corridor with a view to protecting the visual integrity of the airport.
- .5 Terrace – Kitimat Airport Design Guidelines will be prepared and adopted for purposes of ensuring that future design and

development at the Airport is aesthetically pleasing and compatible with the goals and objectives of the OCP.

- .6 The Airport will be developed in a manner that supports its role as a primary gateway to the Northwest Region of British Columbia.
- .7 Airside commercial and groundside commercial development will be phased in response to economic demand and market forecasts.
- .8 A 50 metre setback will be established along the north west slope.
- .9 Future development will ensure that gravel resources remain accessible for long term use.

2.10.3 Servicing

2.10.3.1 Objectives

- .1 Ensure that the Airport Lands and adjacent Industrial/Commercial lands are serviced adequately.
- .2 Examine methods and means of increasing water supply capacity to the Airport and other development within the Airport Area.
- .3 Ensure that servicing is environmental friendly.

2.10.3.2 Policies

Council supports the following airport land servicing policies:

- .1 The City of Terrace, in conjunction with the Society and other land owners, will complete a hydro-geological investigation of the spring south west of the airport to determine its potential as a water source for existing and future development.
- .2 On-site wastewater treatment and stormwater runoff will be used as the accepted means of servicing as attested to by a professional engineer.
- .3 Future development will be approved only if adequate water supply is confirmed by a professional engineer.

2.10.4 Transportation

2.10.4.1 Objectives

- .1 Protect and promote aviation use as a primary use of the Airport.
- .2 Minimize the number of connections to Highway 37.
- .3 Ensure a safe and efficient internal road system.

2.10.4.2 Policies

Council supports the following airport transportation policies:

- .1 Airport-related development will support the Airport's role as a major regional passenger and freight distribution point for the North West.
- .2 Max Neubacher Way will be the primary access to the Terminal and will be designated as a Gateway Corridor with a landscape buffer and limited access and egress to/from it.
- .3 The City will require completion of a traffic study, prepared by airport land developer(s), to confirm design parameters and timing of construction for a Highway 37 secondary access road.
- .4 The City will examine the potential and need to connect airport lands to Beam Station Road and, if desired, will identify a construction program.

2.10.5 Economic Development

2.10.5.1 Objectives

- .1 Promote the Airport land as a major economic development opportunity.
- .2 Ensure that development of the Airport and related lands complements existing development in the City of Terrace and Northwest Region.

2.10.5.2 Policies

Council supports the following airport economic development policies:

- .1 The Airport land will be planned and developed as a primary economic development initiative for the Northwest Region.
- .2 The City will support the development of an Economic Development and Marketing Strategy for the Airport and associated lands.
- .3 The City will restrict retail development of Airport lands to those activities that complement Airport uses.

2.10.6 Commercial Lands

2.10.6.1 Objectives

- .1 Protect Airside Commercial lands for airside related uses that do not conflict with airport operation.
- .2 Protect Groundside Commercial lands for uses that are dependent on airport related activities.
- .3 Minimize the amount and type of non-airport related commercial development that may compete with other commercial development in the City of Terrace.
- .4 Encourage commercial activities that support airport related uses.

2.10.6.2 Policies

Council supports the following airport commercial land policies:

- .1 Groundside Commercial designations will be planned and developed for airport-related commercial and industrial activities that complement and support airport operations and uses.
- .2 Airside Commercial designations will be planned and developed for runway dependent commercial activities.
- .3 Retail activities and services, such as restaurants and convenience supplies, may be permitted only if such uses

complement and support the operation of the airport and airport-related uses.

- .4 Retail activities that cater primarily to non-airport users will not be permitted.

2.10.7 Industrial Lands

2.10.7.1 Objectives

- .1 Encourage the efficient development of industrial lands within the airport area.
- .2 Encourage land intensive industries, that do not conflict with the operation of the airport, to locate in areas adjacent to airport lands.
- .3 Promote industrial uses that support the diversification of the industrial base in the City of Terrace and Northwest Region.
- .4 Develop industrial lands in an orderly, timely manner as demand warrants.

2.10.7.2 Policies

Council supports the following airport industrial land policies:

- .1 Industrial activities that complement the airport as a Gateway to the North, are non-polluting and support the economic development goals of the City of Terrace and Northwest Region will be encouraged to locate on industrial lands between Airside Commercial and Highway 37.
- .2 A range of industrial lot sizes will be planned, including lots that may be combined for large lot development purposes.
- .3 Large industrial activities that require significant outside storage facilities will be located south east of the airport at a suitable distance from airport operations.
- .4 Industrial activities will be screened from Highway 37.
- .5 Industrial activities will be screened from adjacent uses both within the City and outside the City.

- .6 Industrial development will be phased through the creation of Reserve Areas.
- .7 Reserve Areas will not be altered or developed until such a time as the supply of non-reserve industrial land is exhausted.
- .8 Reserve Area 1 will be fully developed before lands in Reserve Area 2 are rezoned to allow for industrial development.

2.10.8 Open Space/Natural

2.10.8.1 Objectives

- .1 Protect natural sensitive areas by avoiding and mitigating disturbance of key natural sensitive areas.
- .2 Manage and regulate development so as to protect life and property from natural and human made hazards.
- .3 Reduce negative visual effects of development on adjacent properties by maintaining natural treed buffers, where possible.
- .4 Maintain biodiversity, where possible.

2.10.8.2 Policies

Council supports the following airport environment and open space policies:

- .1 A 50 metre no-development setback will be designated along the escarpment north of the airport to minimize the risk of slope degradation.
- .2 A 15 metre no-development setback will be designated along the escarpment east and south of the plateau to minimize negative visual impact on adjacent lands.
- .3 Stormwater drainage systems will be designed to prevent slope degradation as attested to by a professional engineer.
- .4 Pursuant to the Local Government Act and the Land Title Act, applications for development of lands adjacent to the plateau's escarpment will require a geotechnical assessment prepared by a professional engineer with expertise in the field that certifies that:

- a) the land may be used safely for the intended development over the projected life of the development, taking into account adjacent land uses; and
 - b) measures regarding the siting and design of structures or works, placement of fill, and maintenance or planting of vegetation, specified in the assessment, can and will be taken to ensure the development and its associated land uses are able to safely withstand the hazard.
- .5 Airplane approaches will be designated as Open Space to reduce conflict between Airport use and other uses.
- .6 A leave strip adjacent to Highway 37 will be designated as Open Space.
- .7 The City may accept leave strips and airport lands as park where they are consistent with the City's goals for parks and publicly owned open space.
- .8 Lands designated or determined to be natural hazard lands will not be accepted as part of the dedication for parkland if the lands are not usable for those purposes. Where natural hazard lands are consistent with the city's goals for parks and publicly owned open space, the city may accept natural hazard lands as park.
- .9 Where feasible and appropriate, stands of natural vegetation will be retained to ensure that ecological diversity is maintained and vegetation corridors link open space areas.
- .10 A 200 m leave strip south of the airport will be designated as Open Space to ensure airport uses are adequately buffered from Heavy Industrial Uses and wildlife movements are accounted for.
- .11 Site development plans will include an analysis of site conditions and proposals to retain native vegetation and wildlife corridors, where possible and appropriate.
- .12 Logging of existing timber plots, identified on a Ministry of Forests development plan as of the date of the adoption of this bylaw, will be permitted provided they are replanted in a timely manner.

2.10.9 Agricultural Lands

2.10.9.1 Objectives

- .1 Protect agricultural resources; protect lands within the Agricultural Land Reserve.

2.10.9.2 Policies

- .1 Provincial Agricultural Land Reserve (ALR) areas are generally designated as Agricultural Lands and zoned AR1.
- .2 ALR lands shall be buffered from more intensive uses through buffers. Buffers shall be achieved through the designation of adjacent lands as Agricultural or Open Space depending on development potential.

PART E: DEVELOPMENT PERMIT AREAS

This section identifies those areas of the City where development permits are required. Development permit areas are areas where more detailed information is required. For each development permit area there are guidelines with which the property owner is expected to comply. After submitting a development permit application and the appropriate plans, Council can decide to issue a development permit. The development permit which is issued can also modify conditions found in the City's regulatory bylaws (e.g. zoning; subdivision and development servicing), as long as it does not modify use or density or cause a non-conformance with the goals, objectives and/or policies of the Official Community Plan.

There are several separate development permit areas within City Boundaries. These are identified on Schedule C and Schedule C-1. Some are environmental in character, such as protecting environmentally sensitive areas or identifying low-lying lands within the floodplain. The remainder of development permit areas are established to promote good physical appearance and a positive quality of life.

Where land is subject to more than one Development Permit Area Designation, a single development permit is required. The application will be subject to the requirements of all applicable Development Permit Areas, and any development permit issued will be in accordance with the guidelines of all such areas.

1. Exemptions

Development permits are not required for the following:

- .1 the construction of one-family and two-family residential buildings and related accessory buildings except those one-family and two-family residential buildings within Development Permit Area No. 14 (Hillside Development);
- .2 the construction of one storey accessory buildings in all zones up to 5 % of the parcel area up to a maximum of 150 m² provided the building substantially complies with the form and character

of the existing development and is sited in a non-obtrusive location;

- .3 the improvement of any building already existing on the parcel, provided that such improvement or alteration shall not materially affect the external appearance, increase the density of occupancy nor change the use of such building;
- .4 the erection of temporary buildings, not including manufactured or mobile homes;
- .5 the extension, alteration or repair of industrial buildings where the original buildings have been constructed under a development permit if:
 - any extension does not increase the gross floor area by more than 10 %;
 - only one such extension is made regarding each permit;
 - the extension does not violate any conditions of the permit;
- .6 the extension or repair of commercial buildings where the original buildings have been constructed under a development permit if:
 - any extension does not increase the floor area of the building by more than 25 % up to a maximum of 100 m²;
 - only one such extension is made regarding each permit;
 - the extension does not violate any conditions of the permit;
- .7 fences, walls, gates, landscaping and signs if they meet the intent of the guidelines.

2. Delegation of Authority

- .1 Council delegates the authority to issue development permits to the principal planning officer (or the principal planning officer's designate) in the following circumstances:
 - for the construction, alteration or addition of signs that are not part of any other construction, alteration or addition of buildings or structures.

The purpose of this section is to streamline the development approvals process to the public while ensuring that the guidelines are followed.

3. Development Permit Area No. 1 - Environmental Protection

Category

- .1 Development Permit Area No. 1 - Environmental Protection is designated under section 919.1 (1) (a) of the Local Government Act for the protection of the natural environment, its ecosystems and biological diversity;

Justification

- .2 This development permit area is established for the protection of natural features and environmentally sensitive areas. The goal is to ensure that any development occurs in a manner that protects the form and function of those natural features and environmentally sensitive areas that have high biological, ecological, geologic, hydrologic and community value and require protection from the impacts of development.

Background research, site surveys and a biophysical assessment were conducted and a report summarizing findings was prepared by ECL Envirowest Consultants Ltd. The work was documented in the report entitled “Identification and Evaluation of Environmentally Sensitive Areas Within the City of Terrace, BC (1997)” and is attached as Appendix A to this Bylaw. The report identifies and describes the environmentally sensitive features, areas, conditions and environmental management recommendations for the protection of Environmentally Sensitive Areas within the City of Terrace.

The Environmental Protection Development Permit Area is designed to meet the following objectives:

- To protect the fisheries resource of fish bearing rivers, creeks and tributaries thereof;

- To minimize the impact of development on natural features and environmentally sensitive areas;
- To maintain the integrity of natural drainage courses and manage stormwater events;
- To protect watersheds; and
- To retain areas of high scenic value to the Development Permit Area and the community as a whole.

Guidelines

General Guidelines

- .3 The proposed subdivision or development should comply with the management recommendations identified in the report entitled "Identification and Evaluation of Environmentally Sensitive Areas Within the City of Terrace, BC (1997)," attached as Appendix A.
- .4 Prior to subdivision or development approval a visual inventory and analysis of environmentally sensitive features shall be conducted on the site and surrounds and submitted to the City.
- .5 Prior to construction, all areas to be protected in their natural state shall be protected to prevent access to, disturbance of and dumping on said lands.
- .6 Preservation of natural vegetation or existing site tree cover is strongly encouraged, except as required for the sensitive development of land uses or infrastructure and the removal of hazard trees or conditions. Removal of select trees for view purposes will be considered.
- .7 Prior to subdivision or development approval a tree survey and management plan shall be prepared, identifying trees proposed to be cut, vegetation protection areas and the location, size and species of replacement trees to be planted.
- .8 Where development may affect Environmentally Sensitive Areas identified on Schedule C, a stormwater management plan must be submitted to the satisfaction of the City Engineer and must

provide on-site drainage so as not to adversely affect Environmentally Sensitive Areas.

- .9 Where development may affect Environmentally Sensitive Areas identified on Schedule C, erosion and sediment control plans must be approved by the City Engineer prior to the commencement of construction. These plans and proposed features should be designed in accordance with the provincial "Land Development Guidelines for the Protection of Aquatic Habitat" (attached as Appendix "B").
- .10 Development shall not be permitted in or around Environmentally Sensitive Areas identified on Schedule C subject to potential damage from slumping or erosion unless properly engineered protection measures and erosion control features are incorporated and maintained.
- .11 Prior to subdivision approval, where Schedule C indicates that there is a potential for Environmentally Sensitive Areas to be affected by the proposed subdivision a detailed study identifying the location of Environmentally Sensitive Areas on the subject property and identifying adequate mitigative measures for protection of the Environmentally Sensitive Areas shall be prepared by qualified persons and submitted to the City.
- .12 Where proposed new road construction is located in or around Environmentally Sensitive Areas identified on Schedule C, the roads shall be designed to have minimal impact on these areas.
- .13 Hillside development in Environmentally Sensitive Areas shall employ environmentally sound techniques in engineering and architecture such as:
 - a) Grading to complement natural land forms to minimize terracing (cut and fill);
 - b) Use of indigenous materials in landscaping;
 - c) Placement, grouping and shaping of man-made structures to complement the natural landscape; and
 - d) Encourage a variety of building types, clustered to maximize the amount of open space and natural features.

Watercourses and Riparian Areas

The following guidelines apply to areas adjacent to watercourses within Development Permit Area No. 1, including riparian areas. These areas are identified and described in the report "Identification and Evaluation of Environmentally Sensitive Areas Within the City of Terrace, BC (1997)" (attached as Appendix "A"). In addition, to these guidelines, special recommendations for specific areas (noted in the above study) are also established.

- .14 For fish-bearing watercourses and riparian zones, a minimum leave strip (setback) of 15.0 metres shall be provided from top of bank for low density residential development, and 30.0 metres shall be provided from top of bank for multi-family and commercial industrial or other higher density developments, within which the terrain and vegetation shall be protected from disturbance and retained in its natural state, save and except any trail development approved by the City of Terrace. Setback distances may be varied upon approval of the Department of Fisheries and Oceans. These areas shall be protected through land dedication and/or restrictive covenants.
- .15 Notwithstanding the above guideline the following specific minimum setbacks shall be required for these watercourses:

a) Skeena River

Minimum leave strip of 30.0 metres shall be provided for all new development from the first significant break of slope of the river banks, within which the terrain and vegetation shall be protected from disturbance and retained in its natural state, save and except any trail development approved by the City of Terrace. Setback distances may be varied upon approval of the Department of Fisheries and Oceans.

b) Kitsumkalum River Escarpment

(Upslope to Spring Creek)

Minimum leave strip of 15.0 metres shall be provided for all new development from the first significant break of slope of the river valley, within which the terrain and vegetation shall be protected from disturbance and retained in its natural state, save and except any trail development approved by the City of Terrace. Setback distances may be varied upon approval of the Department of Fisheries and Oceans.

c) Spring Creek Gully

Minimum leave strip of 15.0 metres shall be provided for all new development from the first significant break of slope of the creek galley, within which the terrain and vegetation shall be protected from disturbance and retained in its natural state, save and except any trail development approved by the City of Terrace. Setback distances may be varied upon approval of the Department of Fisheries and Oceans.

d) Howe Creek

Minimum leave strip of 15.0 metres shall be provided for all new development from the first significant break of slope of the creek galley, within which the terrain and vegetation shall be protected from disturbance and retained in its natural state, save and except any trail development approved by the City of Terrace. Setback distances may be varied upon approval of the Department of Fisheries and Oceans.

e) Heek Brook

Minimum leave strip of 7.5 metres shall be provided for all new development from the first significant break of slope of the creek galley, within which the terrain and vegetation shall be protected from disturbance and retained in its natural state, save and except any trail development approved by the City of Terrace. Setback

distances may be varied upon approval of the Department of Fisheries and Oceans.

- .16 Leave strips are to be calculated by methods described in "Land Development Guidelines for the Protection of Aquatic Habitat" (attached as Appendix "B").
- .17 Leave strips shall be buffered by a hard barrier from any adjacent development.
- .18 Developed crossings of watercourses may be permitted, provided their quantity and impact on the natural environment is minimized. Where crossings occur they shall be multi-purpose, accommodating a variety of uses (e.g., road, utilities, pedestrian circulation).
- .19 Stream crossings and roadway construction adjacent to major creeks shall meet the satisfaction of the Department of Fisheries and Oceans and the Ministry of Land, Water and Air Protection and shall be designed to accommodate flows and retain the stream bed in a natural condition.
- .20 To minimize impacts to fish habitat, recreational trail systems and alignments located back of the top of slope breaks of creek gullies and river valleys are preferred, and the number of crossings of watercourses should be minimized.
- .21 Stormwater discharge outfalls into watercourses should be designed to maximize the energy dissipation of flows and minimize the impacts to channel and bank areas including revegetation of impacted areas.
- .22 The potential for contamination of watercourses should be minimized by locating industrial or commercial development away from watercourses and riparian corridors or adequate buffering provided.
- .23 Water treatment features should be incorporated into storm drainage systems discharging into watercourses to maintain water quality.

- .24 A storm drain marking program consistent with that of the provincial Waste Management Branch should be adopted in all developments.
- .25 Sediment control features should be designed according to the criteria in "Land Development Guidelines for the Protection of Aquatic Habitat" (attached as Appendix "B").

Preservation Areas

The following guidelines apply to areas within Development Permit Area No. 1 which should be preserved in their natural condition. These areas are identified and described in the report "Identification and Evaluation of Environmentally Sensitive Areas Within the City of Terrace, BC (1997)" (attached in Appendix "A").

- .26 All lands set aside within Fisheries Sensitive Zones (as identified in Appendix A, Environmentally Sensitive Areas) should be protected.
- .27 A detailed biophysical assessment shall be prepared by a Registered Professional Biologist and submitted to the City prior to any development within the preservation area. This assessment shall identify fish, forest and wildlife values, and propose areas to be preserved as well as a plan to mitigate any environmental impacts posed by new development.

4. Development Permit Area No. 2 - Hillsides and Slopes

Category

- .1 Development Permit Area No. 2 is designated under Section 919.1 (1) (b) of the Local Government Act for the protection of development from hazardous conditions.

Justification

- .2 Development on steep slopes and hillsides have been a concern in Terrace. In order to promote public safety and protect private property from the potential for land instability, steep slopes

greater than 30 % and other area that may be unstable have been included in this development permit area.

Guidelines

- .3 Areas of steep slopes having a natural slope of greater than 30% for more than 1.5 metres, and/or geotechnical hazard should be considered for preservation.
- .4 Land with a natural slope greater than 30% shall be maintained free of urban development and in its natural state unless proven otherwise by geotechnical report, save and except any trail development or necessary infrastructure approved by the City.
- .5 No unnecessary disturbance to the steep slope shall be permitted. Existing vegetation shall be maintained in order to avoid erosion, slumping and mass wasting. Any access improvements on the steep slope such as footpaths and stairways shall be located and constructed so as not to disturb the slope or other natural slope drainage.
- .6 No significant excavation or filling shall be undertaken, nor any building or permanent structure of any kind whatsoever shall be erected, constructed or placed in those areas subject to bank instability or damage or placed in those areas subject to bank instability or damage from unstable slopes. Buildings and structures shall be sited in accordance with building setbacks and other requirements, as determined by a professional engineer, to avoid those areas subject to unstable slopes.
- .7 Before issuing a building permit or a development permit, the City may require the applicant to furnish, at his expense, a geotechnical report, certified by a professional engineer, to assist in determining what conditions or requirements shall be imposed in the permit and to verify that the land use is able to withstand the effects of the known hazard.
- .8 Development shall not be permitted in areas subject to potential damage from slumping or erosion unless properly engineered protection measures and erosion control features are incorporated and maintained.

- .9 Prior to subdivision approval, a detailed study identifying the location of the hillside or steep slope on the subject property and identifying adequate mitigative measures for protection of the hillside or steep slope shall be prepared by qualified persons and submitted to the City.
- .10 No septic tank, drainage or deposit fields, or irrigation or water systems shall be constructed in any designated hazard area unless approved in a geotechnical report prepared by a registered geotechnical engineer and a permit is issued by the Ministry of Health.
- .11 Provision shall be made and works undertaken to provide for the disposal of surface run-off and storm water currently flowing over the crest of the slope and which may stem from further development. Such works shall be required to divert drainage away from those areas subject to sloughing.

5. Development Permit Area No. 3 - Floodplains

Category

- .1 Development Permit Area No. 3 is designated under Section 919.1 (1) (a) and (b) of the Local Government Act for the protection of the natural environment, its ecosystems and biological diversity, and for the protection of development from hazardous conditions.

Justification

- .2 Much of Terrace rests on the flood plain of the Skeena River, the Kitsumkalum River, Howe Creek, Spring Creek and Heek Brook. In order to protect property from the impacts of flooding and to protect the environmental integrity of existing watercourses, these areas have been designated as a development permit area.

Guidelines

- .3 All new development shall meet the requirements of the Ministry of Water, Land and Air Protection in terms of building setbacks and building elevations.

- .4 All new development shall retain riparian zone vegetation (30 metres from top of bank) to reduce erosion and contribute to bank stability adjacent to the Skeena River. Where existing development has disturbed riparian vegetation, landowners shall be encouraged to revegetate this area.
- .5 All new development shall retain riparian zone vegetation (within the specified leave strip areas) to reduce erosion and contribute to bank stability adjacent to Kitsumkalum River, Howe Creek, Spring Creek and Heek Brook. Where existing development has disturbed riparian vegetation landowners shall be required to revegetate this area as a condition of the issuance of a building permit, development permit or subdivision approval.
- .6 All new development shall require a permit from the Ministry of Health for septic tanks, waste retention facilities, or water systems.

6. Development Permit Area No. 4 - Unstable River Bank

Category

- .1 Development Permit Area No. 4 is designated under Section 919.1 (1) (a) and (b) of the Local Government Act for the protection of the natural environment, its ecosystems and biological diversity, and for the protection of development from hazardous conditions.

Justification

- .2 There is bank instability and erosion adjacent to the Skeena and Kitsumkalum Rivers. This development permit area has been established in order to protect the integrity of these banks as well as to protect public safety and the damage of property and buildings.

Guidelines

- .3 No significant excavation or filling shall be undertaken, nor any building or permanent structure of any kind whatsoever shall be erected, constructed or placed in those areas subject to bank instability or damage from bank instability. Buildings and structures shall be sited in accordance with building setbacks and other requirements, as determined by a professional engineer, to avoid those areas subject to unstable banks.
- .4 provision shall be made and works undertaken to provide for the disposal of surface run-off and storm water currently flowing over the crest of the slope and which may stem from further development. Such works shall be required to divert drainage away from those areas subject to sloughing.
- .5 Before issuing a building permit or a development permit, the City may require the application to furnish, at his expense, a geotechnical report, certified by a professional engineer, to assist in determining what conditions or requirements shall be imposed in this permit to render the development, and hence the use of land able to withstand the effects of the known hazard.
- .6 Development shall not be permitted in areas subject to potential damage from slumping or erosion unless properly engineered protection measures and erosion control features are incorporated and maintained.
- .7 Prior to subdivision approval, a detailed study identifying the location of the unstable banks on the subject property and identifying adequate mitigative measures for protection of the unstable banks shall be prepared by qualified persons and submitted to the City.

7. Development Permit Area No. 5 - Downtown

Category

- .1 Development Permit Area No. 5 is designated under Section 919.1 (1) (a) and (f) of the Local Government Act for the revitalization of an area in which a commercial use is permitted

and for the establishment of objectives for the form and character of commercial and multi-family residential development.

Justification

- .2 The downtown is the social, economic and cultural heart of the community. The development permit area is intended to encourage new development to be of high quality and good physical appearance in order to promote a vibrant, healthy, safe and welcoming downtown.

Guidelines

- .3 The guidelines for Development Permit Area No. 5 are contained in Appendix C, Downtown Design Guidelines.

8. Development Permit Area No. 6 - Commercial

Category

- .1 Development Permit Area No. 6 is designated under Section 919.1 (1) (f) for the establishment of objectives for the form and character of commercial development.

Justification

- .2 Development Permit Area No. 6 includes the commercial areas of the City outside of the downtown core. This development permit area has been established to ensure the co-ordination and integration of good design in new areas of development. It is also intended to ensure that new development is visually attractive and compatible with the surrounding area.

Guidelines

- .3 Building façade design shall employ emphasis, ornamentation, projections and recesses, fenestration, building articulation, lighting, and other architectural details and features to complement building form and proportion, create interest, and reduce apparent mass.

- .4 Access to developments shall not be excessive in number and shall be located on public roads in prominent locations away from areas of potential traffic conflict.
- .5 Walls, fences, berms, grade changes or landscaping shall not hazardously obscure the vision of pedestrian or vehicular traffic within the development site or from the street.
- .6 Site and building design shall not provide places of concealment next to pedestrian routes or situations that create opportunities for crime.
- .7 Landscaping plantings shall generally be hardy and appropriate for their respective purposes, i.e., screening, reducing building mass, visual interest, soil stabilization, shade, windbreak, etc.
- .8 Hard landscaping features shall be durable, decorative and complement building finishes.
- .9 Landscaping generally shall be used, in preference to fences and walls, to provide buffers and screens.
- .10 Site and building design shall present a façade to each abutting street that enhances the appearance and cohesion of the streetscape.
- .11 Repetitive and featureless, monotonous buildings, and barriers, such as solid fences and blank walls that impede the interface of building and street, shall be avoided.
- .12 Pedestrian access to the site and building shall be inviting and readily identified and pedestrian paths should be located in consideration of pedestrian connections to adjacent sites and avoid conflict with vehicular traffic.
- .13 Site and building design shall encourage pedestrian uses and include attractive exterior and interior public areas.
- .14 Roof structures, canopies and awnings shall be designed and constructed to protect pedestrians in inclement weather and complement the building form and adjacent roof structures.

- .15 Wherever practical, off-street parking areas shall be located to the rear and side of buildings and screened from non-parking uses.
- .16 Commercial sites shall provide a landscaped buffer consisting of some combination of trees, shrubs, hedges, ground cover, lawns or other horticultural elements, between adjacent non-commercial uses, sidewalks, and abutting highways.
- .17 In addition to 16, Commercial sites shall provide a hard landscape buffer (i.e. fence, wall) between themselves and adjacent industrial uses.
- .18 Secure off-street parking for bicycles shall be provided convenient to building entrances.
- .19 Loading zones and/or garbage facilities shall be screened and/or located away from public entrances and front of building activity.
- .20 Sign size, proportion, and style shall be integrated with building design and consistent throughout the development. Excessive or large freestanding signs should be avoided.

9. Development Permit Area No. 7 - Industrial

Category

- .1 Development Permit Area No. 7 is designated under Section 919.1 (1) (f) of the Local Government Act for the establishment of objectives for the form and character of industrial development.

Justification

- .2 Much of the land designated for industrial development purposes are adjacent to major road corridors and residential areas and as such are highly visible. This development permit area has been established to ensure that new development presents a positive interface with non-industrial uses.

Guidelines

- .3 Building façade design shall employ emphasis, ornamentation, projections and recesses, fenestration, building articulation, lighting, and other architectural details and features to complement building form and proportion, create interest, and reduce apparent mass.
- .4 Access to developments shall not be excessive in number and shall be located on public roads in prominent locations away from areas of potential traffic conflict.
- .5 Walls, fences, berms, grade changes or landscaping shall not hazardously obscure the vision of pedestrian or vehicular traffic within the development site or from the street.
- .6 Site and building design shall not provide places of concealment next to pedestrian routes or situations that create opportunities for crime.
- .7 Landscaping plantings shall generally be hardy and appropriate for their respective purposes, i.e., screening, reducing building mass, visual interest, soil stabilization, shade, windbreak, etc.
- .8 Hard landscaping features shall be durable, decorative and complement building finishes.
- .9 Landscaping generally shall be used, in preference to fences and walls, to provide buffers and screens.
- .10 Industrial development sites shall provide a hard landscaped buffer (i.e. fence or wall) and a landscaped buffer consisting of some combination of trees, shrubs, hedges, ground cover, lawns, or other horticultural elements, at least 2.5 metres wide, between adjacent non-industrial uses and abutting roads.
- .11 Industrial traffic to and from the site shall, as much as feasible, be directed away from any adjacent or nearby non-industrial use.
- .12 Sign size, proportion and style shall be an integral part of the building design or a site entrance feature.

- .13 Building shapes, sizes, heights, and locations shall respect the view, privacy and access of adjacent non-industrial uses.
- .14 Site and building design shall present a façade to each abutting street that enhances the appearance and cohesion of the streetscape.
- .15 Repetitive and featureless, monotonous buildings, and barriers, such as solid fences and blank walls that impede the interface of building and street, shall be avoided.
- .16 Pedestrian access to the site and building shall be inviting and easily identified and pedestrian paths should be located in consideration of pedestrian connections to adjacent sites and avoid conflict with vehicular traffic.
- .17 Wherever practical, off-street parking areas shall be located to the rear and side of buildings and screened from non-parking uses.
- .18 Loading zones and/or garbage facilities shall be screened and/or located away from public entrances and front of building activity.
- .19 Sign size, proportion, and style shall be integrated with building design and consistent throughout the development. Excessive or large freestanding signs should be avoided.
- .20 Storage areas should be located wherever possible to the rear of the property. There should be buffered from the rest of the development and not impose any off-site negative visual impacts on other properties.

10. Development Area No. 8 - Multi-Family

Category

- .1 Development Permit Area No. 8 is designated under Section 919.1 (1) (f) of the Local Government Act for the establishment of objectives for the form and character of multi-family residential development.

Justification

- .2 All of the areas within the City designated for multi-family development have been placed in the Multi-Family Development Permit Area. Higher density residential buildings have their own challenges with regard to visual quality, safety, liveability and compatibility within the neighbourhood. This development permit area has been created to ensure that these objectives are met.

Guidelines

- .3 Building façade design shall employ emphasis, ornamentation, projections and recesses, fenestration, building articulation, lighting, and other architectural details and features to complement building form and proportion, create interest, and reduce apparent mass.
- .4 Access to developments shall not be excessive in number and shall be located on public roads in prominent locations away from areas of potential traffic conflict.
- .5 Walls, fences, berms, grade changes or landscaping shall not hazardously obscure the vision of pedestrian or vehicular traffic within the development site or from the street.
- .6 Site and building design shall not provide places of concealment next to pedestrian routes or situations that create opportunities for crime.
- .7 Landscaping plantings shall generally be hardy and appropriate for their respective purposes, i.e., screening, visual interest, soil stabilization, shade, windbreak, etc.
- .8 Hard landscaping features shall be durable, decorative and complement building finishes.
- .9 Landscaping generally shall be used, in preference to fences and walls, to provide buffers and screens.
- .10 Site and building design shall contribute to a sense of neighbourhood identity and security without creating hard barriers to adjacent streets.

- .11 Buildings with monotonous flush facades, fault rooflines, and a lack of ornament or features, or emphasis of architectural details shall be avoided.
- .12 Building shapes, sizes, heights and locations shall provide for maximum privacy, view, and sunlight for the development while respecting the view, privacy, and access to sunlight of adjacent residential uses.
- .13 Site design shall include common-use open spaces that are;
 - a) attractive and inviting;
 - b) usable for meetings and recreation;
 - c) secure, e.g., overlooked by on-site residential units and adjacent users; and
 - d) landscaped, consisting of some combination of trees, shrubs, hedges, ground cover, lawns or other horticultural elements.
- .14 Site design shall include secure, attractive and usable private open space both landscaped and non-landscaped (e.g., patio).
- .15 One large, isolated, treeless parking area per site shall be avoided in preference for several smaller parking areas separated by landscaping and located in rear and side yards or covered parking spaces in, under, attached or close to dwelling units.
- .16 Multi-Family Residential sites shall provide a landscaped buffer consisting of some combination of trees, shrubs, hedges, ground cover, lawns or other horticultural elements, between adjacent dissimilar uses, sidewalks, and abutting highways.
- .17 Pedestrian access to important on-site and off-site destinations shall be provided.
- .18 Loading zones, garbage facilities and on-site parking areas shall be screened and/or located away from public entrances and front of building activity.

11. Development Permit Area No. 9 - West Gateway

Category

- .1 Development Permit Area No. 9 is designated under Section 919.1 (1) (f) of the Local Government Act for the establishment of objectives for the form and character of commercial, industrial and multi-family residential development.

Justification

- .2 This development permit area incorporates lands that are part of the western gateway to the City of Terrace. As such, the City would like to ensure that new development generates a positive first impression to visitors entering the City and set the tone for a high standard of development throughout the community. The west gateway area also includes some important features such as the Kitsumkalum River that need to be taken into account.

Guidelines

Design

- .3 Monolithic structures and long expanses of straight walls should be avoided. Large buildings should be designed in a way that creates the impression of smaller units and less bulk by building jogs and irregular faces.
- .4 Buildings are encouraged to be surfaced with natural building materials, reflecting the northwest. Some use of wood is preferred but brick, stucco, steel and concrete are permitted. The use of un-articulated expansive walls of corrugated steel, vinyl siding and other materials are discouraged.
- .5 Rock (e.g. river rock or quarried stone) or brick may be used to define the base of the building but not be used as the principal building material.
- .6 For commercial and residential buildings, the ground floor level should be relatively transparent and have a high proportion of windows.
- .7 Buildings are encouraged to be located close to existing rights-of-way by having a street or highway orientation.

Landscaping

- .8 The front setback area should be fully landscaped to soften the visual impact of the development from Highway 16.

- .9 Where none exist, development should include the planting of trees and other linear landscaping elements parallel to the Highway 16 Right-of-Way.
- .10 All new industrial development and storage areas (including log sorting or storage areas) shall be fully screened from the view of Highway 16 motorists and residential properties.
- .11 A landscape plan shall be submitted to the City of Terrace for review as part of this application.
- .12 For major highway industrial and commercial developments with large land area requirements, a landscape plan certified by a registered member of the British Columbia Society of Landscape Architects shall be submitted.

Environmental

- .12 Development of property that may impact the integrity of the Kitsumkalum River, the Skeena River or other watercourses should substantially comply with the “Land Development Guidelines for the Protection of Aquatic Habitat”, attached as Appendix B.
- .13 Stormwater discharge outfalls into watercourses should be designed to maximize the energy dissipation of flows and minimize the impacts to channel and bank areas.
- .14 Closed in natural watercourses should be daylighted wherever possible and be protected with natural vegetation within the riparian zone.
- .15 Future trail and walkway development, particularly in the vicinity of the Kitsumkalum River, shall be conducted according to the applicable trail design guidelines of the City of Terrace.

Parking

- .16 Shared access and egress points are encouraged.
- .17 All parking areas must be hard surfaced and concrete curbed.

- .18 Parking areas should include landscaped features to minimize the visual impact of large areas of open asphalt. The planting of one tree for every 8 spaces should be used as a benchmark for commercial development requiring more than 20 spaces.
- .19 While parking is not excluded at the front of buildings if buffered from highways, at least 50% of parking is encouraged to locate to the side or rear of buildings.

Signage

- .20 Signage should be confined to the property and not occur on the existing Highway 16 Right-of-Way.
- .21 Freestanding, pole mounted signs are discouraged. Free standing, base mounted signs with a low profile are permissible.
- .22 Backlit plastic lighting is discouraged. Indirect lighting is encouraged.
- .23 Signage should be unobtrusive and form an integral part of the landscaped setback area of individual buildings.

12. Development Permit Area No. 10 - Large Format Retail

Category

- .1 Development Permit Area No. 10 is designated under Section 919.1 (1) (f) for the establishment of objectives for the form and character of commercial development.

Justification

- .2 Development Permit Area No. 10 has been identified as a suitable location for future large format (i.e. ‘big box’ or ‘power centre’) retail uses. It occupies a strategic position in the City of Terrace as it is positioned at the junction of Highway 16 and the Nisga’a Highway. This development permit has been established so that any future development is of high visual quality and is responsive to the specific attributes of the site.

Guidelines

Design

- .3 Monolithic structures and long expanses of straight walls should be avoided. Large buildings should be designed in a way that creates the impression of smaller units and less bulk by building jogs and irregular faces. Varied rooflines should be used to avoid the appearance of long, flat building façades. Where there is more than one building on the site, the buildings are encouraged to share common architectural features.
- .4 Buildings are encouraged to be surfaced with natural building materials, reflecting the northwest. Some use of wood is preferred but brick, stucco, steel and concrete are permitted. The use of un-articulated expansive walls of vinyl siding and similar materials is discouraged.
- .5 A traffic impact study and management plan shall be submitted that addresses vehicular and pedestrian access and egress, the interface with the West Fraser Forest Products Facility, reserved left hand turn lanes and public safety factors such as grade and sight lines.
- .6 Park Avenue shall be maintained as a through route to the Nisga'a Highway as a means of providing secondary access.
- .7 The site plan should take into consideration solar orientation, and the buildings, entrances and public spaces should be primarily oriented toward the south.

Landscaping

- .8 There should be continuous perimeter landscaping of 7.5 metres in width along the Nisga'a Highway and Highway 16.
- .9 There should be continuous perimeter landscaping of 3 metres in width along all other roads.
- .10 There should be a more generous treatment of landscaping at entrances to the site.

- .11 A landscaped, grass berm should be included along the south perimeter of the property adjacent to Highway 16 at a sufficient height and width that it screens view of the parking area from vehicles on the highway.
- .12 The planting of a formal row of trees adjacent parallel to the Nisga'a Highway should be considered to create an edge and a sense of arrival.
- .13 Outdoor storage areas, garbage bins and loading areas should be visually screened or landscaped from view of the highways or residential properties.
- .14 A comprehensive landscape plan addressing the guidelines of this development permit area shall be submitted by a registered member of the British Columbia Society of Landscape Architects.

Environmental

- .14 Development of the property should take into account the creek to the north of the property. Appropriate setbacks and mitigative measures should be taken as outlined in the "Land Development Guidelines for the Protection of Aquatic Habitat", attached as Appendix B and the applicable policies contained in Section 2.7 of this plan.
- .15 Allowances should be made for trail connections near the north end of the property. Future trail and walkway development shall be conducted according to the applicable trail design guidelines of the City of Terrace.
- .16 Stormwater discharge outfalls into watercourses should be designed to maximize the energy dissipation of flows and minimize the impacts to channel and bank areas.
- .17 Natural watercourses should see daylight wherever possible and be protected with natural vegetation within the riparian zone.

Parking

- .18 At least two access and egress points are encouraged.

- .19 Parking areas should include landscaped features to minimize the visual impact of large areas of open asphalt. The planting of one tree for every 8 spaces should be used as a benchmark for commercial development requiring more than 20 spaces. The use of several tree islands with landscaped features is encouraged.

Signage

- .20 No more than one freestanding sign shall be permitted on the site along Highway 16 and no more than one freestanding sign shall be permitted on the site on the Nisga'a Highway. Individual businesses are encouraged to be incorporated into the freestanding sign.
- .21 Signage within the site is encouraged to consist of fascia signage lit with indirect lighting.

13. Development Permit Area No. 11 - Residential Development

Category

- .1 Development Permit Area No. 11 is designated under Section 919.1 (1) (f) of the Local Government Act for the establishment of objectives for the form and character of multi-family residential development.

Justification

- .2 Development Permit Area No. 11 is a unique property as it includes areas of steep slopes, a creek corridor, a potential trail route and is adjacent to a proposed large format retail site. To influence the development in a way that positively takes these circumstances into account, a development permit area has been created.

Guidelines

Design

- .3 The shape, siting, roofline and exterior finish of buildings should be sufficiently varied to avoid a monotonous appearance.
- .4 The majority of residential units shall be ground-oriented, with individual access at grade.
- .5 The layout and design of buildings, on site roads and overall grading should demonstrate an effort to conserve existing environmental features, specifically the creek corridor, existing vegetation and slopes.
- .6 Mechanical appurtenances on rooftops should be screened from public view in a way that is consistent with the overall design.
- .7 Park Avenue shall be maintained as a through route to the Nisga'a Highway.

Landscaping

- .8 Any areas not covered by buildings, structures or impervious surfaces should be professionally landscaped.
- .9 Significant landscaping and buffering should be implemented adjacent to the existing hydroelectric substation and any adjacent commercial or industrial areas.
- .10 All storage and garbage refuse areas shall be fully screened from public view.
- .11 A landscape plan shall be submitted to the City of Terrace for review as part of this application.

Environmental

- .12 Development of the property should take into account the creek within the property. Appropriate setbacks and mitigative measures should be taken as outlined in the "Land Development Guidelines for the Protection of Aquatic Habitat", attached as Appendix B.
- .13 Allowances should be made for a trail connection through the property. Future trail and walkway development shall be

conducted according to the applicable trail design guidelines of the City of Terrace.

- .14 Stormwater discharge outfalls into watercourses should be designed to maximize the energy dissipation of flows and minimize the impacts to channel and bank areas.
- .15 Natural watercourses should see daylight wherever possible and be protected with natural vegetation within the riparian zone.

Parking

- .16 Any on-site parking is encouraged to be integrated with existing uses as opposed to a stand-alone segregated parking lot.

Signage

- .17 Any signage should consist of one carved wooden sign with relief (depth), and low profile (height), which may be lit by indirect lighting. Detailed landscaping should be incorporated around the placement of the sign.

14. Development Area No. 12 - South Entry

Category

- .1 Development Permit Area No. 12 is designated under Section 919.1 (1) (f) of the Local Government Act for the establishment of objectives for the form and character of commercial and industrial development.

Justification

- .2 Development Permit Area No. 12 consists of undeveloped property adjacent to the west side of the Highway 16 overpass, south of the Canadian National Railway Tracks. This property is highly visible from traffic on both sides of the overpass and occupies a prominent location as the south entry to downtown. Because of this prominence, the area has been identified as a separate development permit area to ensure it is physically

attractive and takes into account the unique circumstances of the site.

Guidelines

Design

- .3 The breaking of site into groupings of buildings is preferable than one large building. This can be accomplished by locating two smaller buildings closer to Keith Avenue with a larger building closer to the railway tracks. The placement of one large building to the rear (north) of the site with parking on the front (south) of the site is discouraged.
- .4 A building with large floor area requirements may locate to the rear of the site if it accompanied with a smaller buildings to the front of the site.
- .5 Mechanical appurtenances on the rooftop of buildings should be completely screened from public view with, at a minimum, lattice-style fencing, and preferably combined with natural landscaping. Considerations should be given to a rooftop garden to soften the impact of the building from adjacent roadways and as an innovative stormwater management feature.
- .6 The design of buildings should take into account the industrial heritage of the area (e.g. railway, forest products industries).
- .7 Monolithic structures and long expanses of straight walls should be avoided. Large buildings should be designed in a way that creates the impression of smaller units and less bulk by building jogs and irregular faces. Varied rooflines should be used to avoid the appearance of long, flat building façades. Where there is more than one building on the site, the buildings are encouraged to share common architectural features.
- .8 A comprehensive traffic impact study and management plan shall be submitted as part of the development permit application. These documents will assess traffic generation rates, impacts on existing infrastructure (particularly through traffic utilizing Highway 16), and what new infrastructure will be required. While the Ministry of Transportation will have its own independent approval process, the City will review and approve

the traffic impact study and management plan before a development permit is issued.

- .9 The development should incorporate a separate pedestrian access from the overpass to the site.

Landscaping

- .10 There should be continuous landscaping along all property lines.
- .11 To the north, any long expansive walls should be screened with a variety of landscaping to soften the appearance.
- .12 To the south, a landscape strip no less than 3 metres wide should be supplied between a new sidewalk and the road edge. The landscape strip shall consist of grass and planted a formal row of trees. At the entrance to the property from Keith Avenue, more generous landscape treatment shall be employed.
- .13 To the east, landscaping shall be generously employed along the slope and adjacent to the overpass to help hide the roof and break up the development. Attention shall be given to the slope and appropriate landscape materials.
- .14 To the west, ample landscaping shall be deployed along the property line to screen storage of logs or other industrial material from public view. This may be accomplished with the planting of conifers and other species toward creating a landscape screen.
- .15 Outdoor storage areas, garbage bins and loading areas should be visually screened or landscaped from view of the highways or residential properties.
- .16 A comprehensive landscape plan addressing the guidelines of this development permit area shall be submitted by a registered member of the British Columbia Society of Landscape Architects.

Parking

- .17 Parking is encouraged to be divided into segments rather than as one unit. The placement of buildings, the arrangement of access

and egress, and the incorporation of landscape features can help to accomplish this objective.

- .18 Parking areas should include landscaped features to minimize the visual impact of large areas of open asphalt. The planting of one tree for every 8 spaces should be used as a benchmark for commercial development requiring more than 20 spaces. The use of several tree islands with landscaped features is encouraged.

Signage

- .19 No more than one freestanding sign shall be permitted on the site along Highway 16. Individual businesses are encouraged to be incorporated into the free standing sign.
- .20 Signage within the site is encouraged to consist of fascia signage lit with indirect lighting. Fascia signs visible from vehicles may include buildings facing south and east.

15. Development Permit Area No. 13 - East Gateway

Category

- .1 Development Permit Area No. 13 is designated under Section 919.1 (1) (f) for the establishment of objectives for the form and character of commercial and multi-family residential development.

Justification

- .2 Development Permit Area No. 13 consists of property on the west end of the Highway 16 Bridge from Ferry Island to the City of Terrace. It is a unique prominent site as it forms part of the east gateway to Terrace, is adjacent to Highway 16, is adjacent to a channel of the Skeena River and is adjacent to an established residential neighbourhood. By establishing design guidelines, it is the City's intention that what new development present a positive first impression to visitors (gateway) and residents and be sensitive to the unique attributes of the site.

Guidelines

Design

- .1 If a mix of commercial and residential development is contemplated, commercial development should be placed closer to Highway 16 and residential development closer to existing neighbourhoods. Commercial development should have a highway orientation, while residential development should be oriented toward the south and southeast to take advantage of solar orientation and views of the river.
- .2 On each side of Highway 16, there should be an attempt to bring some vertically oriented-landscaping (significant planting of trees and/or berms) or placement of buildings closer to the highway. This will serve to create a sense of enclosure and buttress some of the noise emitting toward residential areas.
- .3 Secondary access to the property should include access from Feeney Avenue. Wherever possible, the existing neighbourhood pattern of local roads should be incorporated into the development.
- .4 Monolithic structures and long expanses of straight walls should be avoided. Large buildings should be designed in a way that creates the impression of smaller units and less bulk by building jogs and irregular faces. Varied rooflines should be used to avoid the appearance of long, flat building façades. Where there is more than one building on the site, the buildings are encouraged to share common architectural features.
- .5 The majority of any residential units shall be ground-oriented, with individual access at grade.
- .6 Development with a river orientation, should mimic the natural bend in the river.
- .7 Most park, open space or common area usage should occur along the river bank and the south end of the site due to its proximity to an existing residential neighbourhood and opportunities for southern exposure.

Landscaping

- .8 Significant landscaped green space shall be provided adjacent to both sides of the highway. This should consist of a landscape boulevard or berm designed to parallel the highway.
- .9 In order to promote a sense of arrival, the planting of a more formal row of trees paralleling the highway should be incorporated with the proposed development. Provisions should be made for access to electrical outlets to allow the trees to be lit with lights in the winter.
- .10 In order to promote a sense of arrival, a gateway feature on the north and south side of the highway shall be incorporated with the proposed development. The feature should be visible from the highway and be of sufficient scale to be clearly and easily identifiable by those utilising the highway.
- .11 Natural landscaping along the river shall be a minimum of 15 metres from the top of the bank and include a walkway in accordance with Schedule “E” – Sidewalk and Walkways Plan and Development Permit Areas 1, 2 and 3.
- .12 Ornamental lighting should be considered at access points from highway entrances.
- .13 Outdoor storage areas, garbage bins and loading areas should be visually screened or landscaped from view of highways and residential properties.
- .14 If a comprehensive development is contemplated for the parcel south of Highway 16, a comprehensive landscape plan addressing the guidelines of this development permit area shall be submitted by a registered member of the British Columbia Society of Landscape Architects.

Environmental

- .13 A perimeter trail shall be maintained for public use on the top of the bank of the Skeena River. This trail should connect between Haugland Avenue and the Ferry Island Bridge. Future trail and walkway development shall be conducted according to the applicable trail design guidelines of the City of Terrace.

- .14 Construction of a trail may also be required under the Ferry Island Bridge, pending further investigation by the City of Terrace and the Ministry of Transportation.
- .15 Development Permit Area No. 13 is also within Development Permit Area No. 1 (Environmental Protection), Development Permit Area No. 3 (Flood Plain) and Development Permit Area No. 4 (Unstable River Bank). Comprehensive environmental guidelines are outlined in these sections.

Parking

- .17 Parking is encouraged to be divided into segments rather than as one unit. The placement of buildings, the arrangement of access and egress, and the incorporation of landscape features can help to accomplish this objective.
- .18 Parking areas should incorporate the use of landscape features to minimize the visual impact of large areas of open asphalt. The planting of one tree for every 8 spaces should be used as a benchmark for parking lot landscaping.

Signage

- .19 Freestanding, pole mounted signs are discouraged. Fascia signage, in proportion to the building may be permitted. Base mounted, freestanding signs may be permitted if they are low in profile, and contain indirect lighting (back-lit, plastic signs are discouraged). Neon may be incorporated into the fascia signs but not the base mounted freestanding sign.
- .20 In areas other than Highway 16, any signage should consist of one carved wooden sign with relief (depth), which is low in profile (height), and which may be lit by indirect lighting.

16. Development Permit Area No. 14 - Hillside Residential

Category

- .1 Development Permit Area No. 14 is designated under Section 919.1 (e) of the Local Government Act for the establishment of objectives for the form and character of intensive residential development.

Justification

- .2 This area lies within the transition area between, Terrace Mountain, an Environmentally Sensitive and Hazard Area, and the Yeo Street neighbourhood. This neighbourhood enjoys excellent views of Terrace Mountain and has retained an appreciation of the natural character of adjacent transition areas. The zoning for this area includes the clustering of residential units and the preservation of open space.

Guidelines

Form

- .3 Buildings should relate to roadways and accesses.
- .4 Buildings should be integrated into the context of the streetscape.
- .5 Repetitive and monotonous building designs are discouraged.
- .6 Building mass should be compatible with adjacent buildings and the streetscape.
- .7 Large, bulky buildings out of scale with adjacent developments are discouraged.
- .8 The incorporation of building outdoor use areas such as roof decks is encouraged.
- .9 Entrances should front on roadways and accesses and be emphasized by building design.

Height

- .10 The height of buildings should respect adjacent building heights and employ techniques such as building stepping to integrate built form.

- .11 Building heights should be designed in consideration of views from properties they overlook, access to sunlight of adjacent properties.

Facades

- .12 Building materials should be durable, high in quality, and complement the surrounding streetscape.
- .13 Buildings should be well detailed to maintain appearance and to contribute to longevity.
- .14 use of building projections and areas of recess should be encouraged to create building interest.
- .15 Window fenestration should complement building design and proportion.
- .16 Building entrances should be emphasized by façade design.
- .17 Building entrances should be located on roadways and accesses in prominent locations and away from areas of potential vehicle conflict.
- .18 Building facades should employ a degree of ornamentation and building articulation to create interest and reduce apparent mass.
- .19 Extensive wall areas should be visually relieved by a combination of windows, colour, materials, and texture.

Garages

- .20 Street-facing garage doors must be setback 3 feet, either behind the front façade of the living area portion of the dwelling or a covered porch (measuring at least six (6) feet by eight (8) feet).
- .21 Garage doors may be located on another side of the dwelling ("side of rear loaded") provided that the side of the garage facing the front street has windows or other architectural details that mimic the features of the living portion of the dwelling.
- .22 Garage doors shall not comprise more than fifty (50) percent of the ground floor street-facing linear building frontage.

- .23 Alternative garage door treatments shall be accepted by the Director if:
- a) the configuration of the lot or other existing physical condition of the lot makes the application of these standards impractical; and
 - b) the proposed design substantially meets the intent of these guidelines to line streets with active living spaces, create pedestrian-oriented streetscapes and provide variety and visual interest in the exterior design of residential buildings.

Building Siting

- .24 Buildings should be located to preserve the privacy of adjacent residential land uses.
- .25 Building siting should preserve site amenities and emphasize positive site characteristics.
- .26 Storage areas must be screened from adjacent properties and on-site access roads.
- .27 Buildings in storage areas must compliment on-site development in terms of architectural design.
- .28 The size (scale), proportion, form (mass, shape) and character (style) should relate to adjacent development.
- .29 The form, siting, roofline, and exterior finish should be sufficiently varied to avoid a monotonous appearance.

Fencing

- .30 All fencing shall be made of a natural material; i.e., wood or brick, with the exception of screened storage areas which may be fenced with chain link.
- .31 Storage areas must be fenced from adjacent properties by a 1.8 m fence.
- .32 All non chain link fencing shall be painted or stained in a natural colour.
- .33 Fencing shall be constructed whereby the finished side shall face adjacent properties.
- .34 Fencing on residences shall be allowed only in rear yards.

Landscaping

- .35 Landscaping and building construction should retain and integrate existing vegetation where appropriate.

- .36 Landscape materials should be appropriate to the task; i.e., suitable for screening, visual interest, soil stabilization, etc.
- .37 Plant materials should generally be hardy and easily maintained plant species.
- .38 Where appropriate, landscaping should use plant materials that have low watering and maintenance requirements.
- .39 Slopes should be suitably graded and landscaped to ensure slope stability.
- .40 Retaining walls greater than 1.8 metres are discouraged.
- .41 Retaining walls should receive high quality finishing and/or be largely concealed by vegetation.

Parking/Roads

- .42 parking must not dominate the area between the street and the building.
- .43 Off-street parking should be provided in a number of smaller parking areas rather than one large area.
- .44 All roads, parking areas, and driveways shall be constructed to a minimum paved standard.
- .45 Site circulation should provide for safe pedestrian and bicycle travel.
- .46 Excess widths and paving areas shall be avoided.

17. Development Permit Area No. 15 - Airport

Category

- .1 Development Permit Area No. 15 is designated under Section 919.1 (f) for the establishment of objectives for the form and character of commercial and industrial development.

Justification

- .2 Terrace Kitimat Airport is a special place that acts as a gateway to Terrace, Kitimat and the broader region. Since the Airport plays a critical role in a visitor's first impression of the region, high quality, safe and functional planning and site design is essential. The relationship of new airport development to the airport's context (adjacent uses) and to its existing site conditions is also an important planning and design consideration. Design Guidelines also need to reflect the particular characteristics of the site and its site context, such as geography and climate.

Guidelines

- .3 The guidelines for Development Permit Area No. 15 are contained within Appendix E, Airport Design Guidelines.