



# REPORT

To: Chair and Directors

Report Number: DS-BRD-078

From: Shawn Dahlen, Chief Administrative Officer

Date: October 2, 2020

**Subject: OCP and Zn Amendment Bylaw No. 2318 and 2319, 2018, PRRD File No. 17-180**

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## **RECOMMENDATION #1: [Corporate Unweighted]**

That the Regional Board rescind the first three readings of Official Community Plan Amendment Bylaw No. 2318, 2018, as it is no longer required due to the adoption of the West Peace Fringe Area Official Community Plan Bylaw No. 2312, 2018, which accommodates the proposed rezoning.

## **RECOMMENDATION #2: [Corporate Unweighted]**

That the Regional Board adopt Zoning Amendment Bylaw No. 2319, 2018, to rezone the property identified as PID 024-589-543 from R-3 (Residential 3 Zone) to I-1 (Light Industrial Zone) for the development and operation of a recreational vehicle and boat storage facility.

## **BACKGROUND/RATIONALE:**

### **Proposal**

To rezone the subject property from R-3 (Residential 3 Zone) to I-1 (Light Industrial Zone) for the development and operation of a recreational vehicle and boat storage facility. The applicant currently has Temporary Use Permit No. 18-288 to undertake this use. This Temporary Use Permit expires on November 30, 2020, and the applicant is seeking to have the zoning amendment adopted prior to the expiration of Temporary Use Permit No. 18-288.

### **File Details**

Owners: Pat and Sheri Borton  
Area: Electoral Area E  
Location: Chetwynd  
Legal: Lot 1 District Lot 2097 PRD, Plan PGP43510  
PID: 024-589-543  
Civic Address: 4049 Norris Road  
Lot Size: 1.7 ha (4.2 ac)

### **Summary of Procedure**

The applicant had previously submitted an application to re-designate and rezone the subject property from residential to industrial for the development and operation of a recreational vehicle and boat storage facility in 2018.

Prior to adoption, the Ministry of Transportation and Infrastructure (MoTI) required the applicant to conduct a Traffic Impact Study before approving the Zoning Bylaw. The traffic study was conducted while operating under Temporary Use Permit No. 18-288, which expires on November 30, 2020. There

were no complaints from the public regarding the uses under the Temporary Use Permit, and on October 2, 2020 MoTI approved the rezoning.

During the time that the Temporary Use Permit has been in effect, the West Peace Fringe Area Official Community Plan Bylaw No. 2312, 2018 was adopted, which designated the subject property from 'Residential' to Settlement (S). The Settlement designation supports light industrial activities that are more service-oriented in nature. This has negated the need to amend the OCP in order to accommodate the zoning amendment.

**ALTERNATIVE OPTIONS:**

1. That the Regional Board respectfully refuse the adoption of the Zoning Amendment Bylaw No. 2319, 2018 to permit rezoning of the property identified as PID 024-589-543 under PRRD Zoning Bylaw No. 1343, 2001 as submitted.
2. That the Regional Board provides further direction.

**STRATEGIC PLAN RELEVANCE:**

- Not Applicable to Strategic Plan.

**FINANCIAL CONSIDERATION(S):**

None at this time.

**COMMUNICATIONS CONSIDERATION(S):**

Not at this time.

**OTHER CONSIDERATION(S):**

The Regional Board's decision will be communicated to the applicant.

**Attachments:**

1. Zoning Bylaw Amendment No. 2319, 2018
2. West Peace Fringe Area Official Community Plan Bylaw No. 2312, 2018- Settlement Area (pages 12-14)
3. MoTI Infrastructure Referral Response - October 2, 2020

**External Links:**

1. [Temporary Use Permit No. 18-288, dated May 7, 2019](#)
2. [Report – OCP and Zn Amendment Bylaw No. 2318 and 2319, 2018 3rd reading](#)

**PEACE RIVER REGIONAL DISTRICT  
Bylaw No. 2319, 2018**

A bylaw to amend Peace River Regional  
District Zoning Bylaw No. 1343, 2001."

WHEREAS, the Regional Board of the Peace River Regional District did, pursuant to the Province of British Columbia *Local Government Act*, adopt "Peace River Regional District Zoning Bylaw No. 1343, 2001";

NOW THEREFORE the Regional Board of the Peace River Regional District, in open meeting assembled, enacts as follows:

1. This by-law may be cited for all purposes as "Peace River Regional District Zoning Amendment Bylaw No. 2319, 2018."
2. Schedule C – Map 5 "Peace River Regional District Zoning Bylaw No. 1343, 2001" is hereby amended by rezoning Lot 1, District Lot 2097, Plan PGP43510, from R-3 "Residential Zone" to I-1 "Light Industrial Zone", as shown on Schedule 'A' which is attached to and forms part of this bylaw.

READ A FIRST TIME THIS	<u>26<sup>th</sup></u>	day of	<u>April</u>	2018.
READ A SECOND TIME THIS	<u>26<sup>th</sup></u>	day of	<u>April</u>	2018.
Public Hearing held on the	<u>19<sup>th</sup></u>	day of	<u>June</u>	2018.
Ministry of Transportation approval received this	<u>1<sup>st</sup></u>	day of	<u>March</u>	2018.
Ministry of Transportation approval received this	<u>2<sup>nd</sup></u>	day of	<u>October</u>	2020.
READ A THIRD TIME THIS	<u>26<sup>th</sup></u>	day of	<u>July</u>	2018.
ADOPTED THIS	<u>          </u>	day of	<u>          </u>	2020.

(Corporate Seal has been  
affixed to the original bylaw)

\_\_\_\_\_  
Chair

\_\_\_\_\_  
Corporate Officer

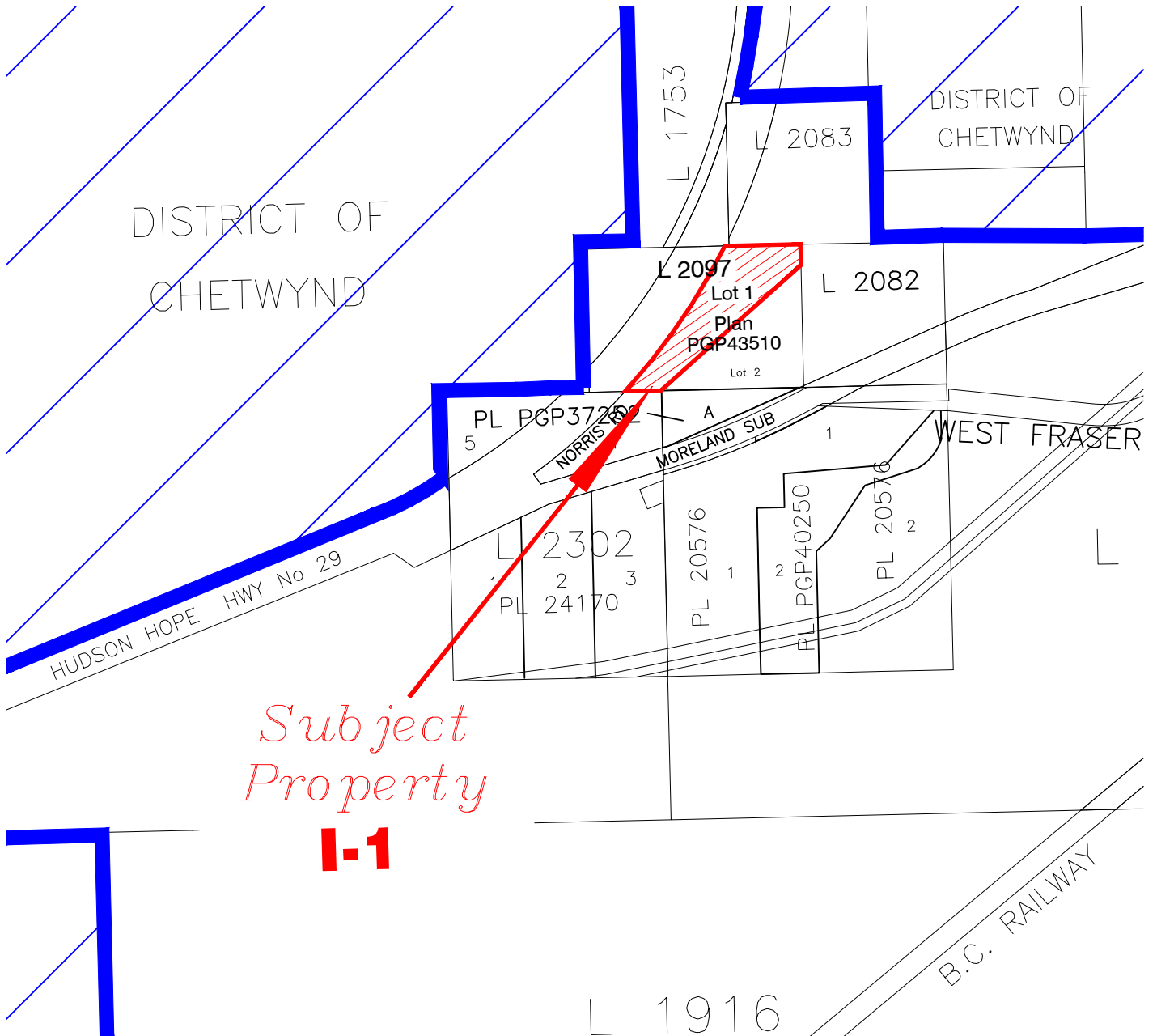
I hereby certify this to be a true and correct copy of "PRRD  
Zoning Amendment Bylaw No. 2319, 2018,  
as adopted by the Peace River Regional District  
Board on \_\_\_\_\_, 20\_\_.

\_\_\_\_\_  
Corporate Officer

Peace River Regional District  
By-law No. 2319, 2018  
**SCHEDULE "A"**



Map. No. 5 - Schedule C of "Peace River Regional District Zoning Bylaw No. 1343, 2001" is hereby amended by rezoning Lot 1, Plan PGP43510, District Lot 2097 **from** R-3 "Residential Zone" **to** I-1 "Light Industrial Zone" as shown shaded on the drawing below:



5. Recognize that pipeline rights-of-way traverse the West Peace Fringe Area that may affect adjacent land use or alter development plans subject to provincial or federal regulations. For detail on rights-of-way contact the BC Oil and Gas Commission or the National Energy Board directly.

## 3.2 Settlement (S)

The settlement designation is intended to provide a full mix of land uses to allow for rural communities with opportunities to live, work, and play. There are several distinct settlements in this Plan area, including numerous subdivisions west of Chetwynd, up Jackfish Lake Road, on Wabi Hill, and around Moberly Lake. These settlements offer different values, such as larger or smaller parcel sizes, and rural, agricultural, lake, or natural settings.

### 3.2.1 Settlement Objectives

- A. Support the enhancement and protection of residential areas which allow residents to use and enjoy property for residential purposes.
- B. Consider new subdivisions in residential areas which maintain or enhance the rural way of life and have the support of the neighbours.
- C. Accommodate a range of commercial uses which serve the needs of residents and visitors, including home-based business.
- D. Minimize the negative affects of commercial uses on residential and agricultural properties.
- E. Support lighter industrial activities that are more service-oriented and do not produce excessive disruptive emissions, including noise, air, and light pollution.
- F. Accommodate employment-generating light industrial development in a manner which minimizes potential conflicts with residential and agricultural properties.
- G. Support the efforts of community groups and public agencies in providing community services.

### 3.2.2 General Settlement Policies

1. Within the settlement designation, the principal use of land will be limited to small agricultural holdings, residential, commercial, institutional, and limited service industrial uses.
2. In reviewing applications for subdivision, non-farm uses, or temporary use permits within the Settlement designation, the Regional Board will consider factors including but not limited to:
  - a. physical characteristics of the subject property, including topography and vegetation;
  - b. the subject property's access to infrastructure and utilities;
  - c. direct and indirect impacts of the development on neighbouring properties;
  - d. public opinion as received through any applicable public consultation process; and,
  - e. other issues that may be relevant to the subject property or specific proposal.

### 3.2.3 Residential Policies

1. Infilling within existing settlement areas is encouraged prior to supporting new subdivisions.
2. Home-based businesses are supported in all settlement areas.
3. The presence of home-based businesses should be secondary to the residential use of a property in order to maintain the residential character of an area.
4. Home-based businesses should not negatively affect neighbouring residents. Potential affects of a home-based business, including fumes, odors, noise, light, or traffic should be minimized.

### 3.2.4 Commercial Policies

1. With the goal of eliminating or minimizing negative impacts on nearby residents and adjacent land uses, proposals for commercial subdivision and development will identify:
  - a. location along a major road in order to minimize traffic disruption to established residential areas;
  - b. siting, orientation, and layout of proposed structures and site activities;
  - c. measures to adequately buffer through the use of screens, fences, or landscaping where any commercial use is adjacent to existing residential or agricultural uses; and,
  - d. plans for vehicle access to and from the property and circulation on the property, including adequate on-site parking, loading and unloading space.

### 3.2.5 Service Industrial Policies

1. Within the Settlement designation, industrial uses may be permitted that are service in nature, are conducted primarily indoors, and do not require outdoor storage.
2. Industrial development should be directed away from areas where the development would cause damage to water bodies or valued ecosystem components.
3. Industrial development should be directed away from areas where the development would cause negative impacts to surrounding uses.
4. With the goal of eliminating or minimizing negative impacts on nearby residents and adjacent land uses, proposals for industrial subdivision and development will identify:
  - a. location along a major road or highway in order to minimize disruption to established residential areas;
  - b. the siting, orientation and layout of proposed buildings and structures;
  - c. measures to reduce or eliminate light, noise, dust, and air emissions;
  - d. adequate onsite drainage;
  - e. plans for vehicle access to and from the property and circulation on the property, including adequate on-site parking, loading and unloading space;
  - f. measures to adequately buffer through the use of berms, screens, fences, or trees where any industrial use is adjacent to any primary or secondary highway or residential area; and,
  - g. any other issues that may be relevant to the specific proposal.

### **3.2.6 Institutional Policies**

1. Institutional uses are anticipated within the Settlement designation, subject to the following:
  - a. siting, orientation, and layout of proposed structures should minimize or eliminate potential conflicts with surrounding residential, agriculture, and other existing uses; and,
  - b. the subject property should accommodate vehicle parking and circulation on site.
2. Work in collaboration with the public, community groups, or other organizations to assess the feasibility of new community facilities, such as halls and recreation facilities.
3. Public facilities should include universal-design features so that they are age-friendly and accessible to everyone.
4. Acknowledge the potential of new public facilities or existing retrofitted public facilities to serve as clean air shelters or heat shelters during severe weather or wildfire smoke events occur.
5. In consultation with Northern Health, review smoking-related bylaws.

## **3.3 Moberly Lake Settlement (MLS)**

The Moberly Lake Settlement designation covers a unique location within the West Peace Fringe Area, featuring both permanent and seasonal residents, as well as West Moberly First Nations and Saulteau First Nations. Featured along Moberly Lake are numerous parks and campgrounds, community facilities, institutional uses, and commercial developments.

A Development Permit Area was proposed during the development of this Official Community Plan in response to the development pressure around Moberly Lake, but during the review process it was determined that further and more in depth discussions with the Moberly Lake community would be needed prior to the implementation of such regulations.

### **3.3.1 General Moberly Lake Settlement Policies**

1. Within the Moberly Lake Settlement designation, the principal use of land will be limited to residential, commercial, institutional, and parks and recreation.
2. When applicable, encourage development within the Moberly Lake Settlement designation to follow the Peace River Regional District's Lakeshore Development Guidelines.
3. Seek to educate current and future residents, realtors, developers, and others on the Peace River Regional District's Lakeshore Development Guidelines.
4. Through consultation, seek consensus from the Moberly Lake community and other stakeholders regarding the creation of a Moberly Lake Development Permit Area.
5. Explore the establishment of water, sewer, and natural gas services for Moberly Lake.
6. Explore the opportunity for improvements to the existing Peace River Regional District boat launch on Moberly Lake.



Peace River Regional District  
PO Box 810  
1981 Alaska Avenue  
Dawson Creek, BC V1G 4H8

Attention: Jack Peckham, South Peace Land Use Planner

This letter cancels and replaces letter dated March 28, 2018.

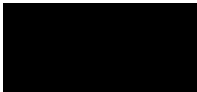
The Ministry of Transportation and Infrastructure has received and reviewed your updated referral sent via email September 21, 2020 to re-designate and rezone the subject property from Residential to Industrial, and R-3 (Residential 3 Zone) to I-1 (Light Industrial Zone), for development and operation of a recreational vehicle and boat storage facility for subject property L 1 DL 2097 PEACE RIVER PL PGP43510 (4049 Norris Road). The proposal falls within Section 52 of the Transportation Act and will require formal Ministry approval. The Ministry is in support of the proposal however we have the following conditions that must be satisfied prior to final approval by the Ministry.

No direct access to Highway 29N is supported. All access is to be via the side road network (Norris Road).

An industrial access permit is required for the connection to Norris Road. It has been noted that an Industrial access permit has been approved under Ministry file number 2019-01319.

Thank you for the opportunity to comment. If you or the developer has any questions, please contact me at (250) 787-3237 or by email at [Beth.Bahm@gov.bc.ca](mailto:Beth.Bahm@gov.bc.ca).

Sincerely,



Development Officer, Peace District