



# DOWNTOWN VISION & ACTION PLAN

## DISTRICT OF MACKENZIE

MAY 2023



## DOWNTOWN VISION & ACTION PLAN

DISTRICT OF MACKENZIE | MAY 2023

PREPARED BY



WITH HELP FROM



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# THE KEY DIRECTIONS

## A PROGRESSIVE VISION

The Mackenzie Downtown Vision and Action Plan (DVAP) creates a framework for a vibrant, walkable, and mixed-use Downtown. The policies, guidelines, and strategies of the DVAP seek to enable the creation of this vision through private and public investment and redevelopment. While the plan emphasizes a progressive approach that considers viable short-, medium-, and long-term changes, the Key Directions are a summary of the notable improvements envisioned in the Downtown in the long-term.

- 1 Incrementally improve the safety and comfort of streets and intersections for all modes of transportation
- 2 Design green and pedestrian-friendly streets
- 3 Create more and better pedestrian connections
- 4 Design engaging public spaces
- 5 Ensure adequate snow storage in the winter streets and public spaces
- 6 Enhance the Urban Forest on public and private land
- 7 Build a vibrant, walkable Downtown Core
- 8 Facilitate high-quality redevelopment of private land
- 9 Provide housing options throughout the Downtown

RESIDENTIAL    COMMERCIAL    MIXED-USE





# 1. PROJECT OVERVIEW

*This section provides an overview of the project, including a summary of the Project Team's background analysis, the overall project process, and the community engagement.*

## 1.1. INTRODUCTION

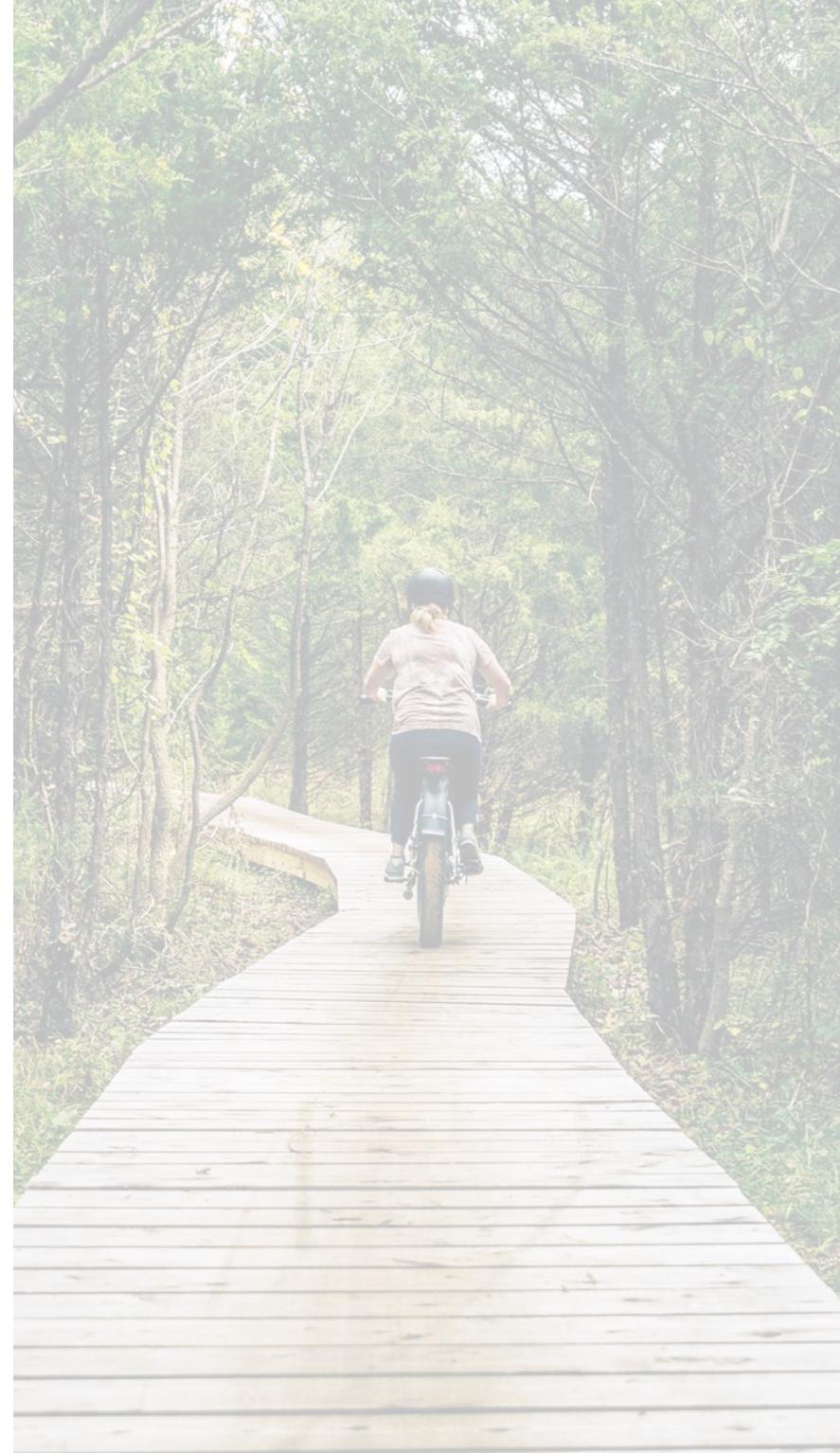
The Mackenzie Downtown Vision & Action Plan (DVAP) provides a vision and roadmap for future development and investment in Downtown Mackenzie – with an emphasis on incremental and contextual strategies to revitalize private and public land.

Downtown Mackenzie is the key commercial area in the District and is currently characterized by car-centric development and design, with limited “people spaces” or amenities. While there are good examples of pedestrian-oriented design in pockets of the Downtown, the pedestrian experience on private and public land is generally uncomfortable and unappealing.

The DVAP takes direction from key policies in the OCP and aims to create a more walkable, mixed-use, vibrant Downtown with better public spaces and improved transportation options, including a focus on walking, cycling, and accessibility for all ages and abilities.

In Spring 2022, the District kicked off the DVAP project. Community engagement was central to the process, with multiple opportunities for dialogue and consultation throughout, including public surveys, an interactive Ideas Fair, an intensive Stakeholder Workshop, and pop-up engagement booths at key community events and locations. Public preferences were further refined through the Community Gallery and, finally, follow-up community engagement to review the draft of the plan.

The resultant DVAP is based on that input, as well as contemporary best practices, policy directions, and key planning principles. The enclosed policies and strategies are meant to strengthen the long-term vitality and resilience of Downtown Mackenzie while being consistent with community-based goals, values, and principles.



## 1.2. HOW TO USE THIS PLAN

The DVAP serves as a guide for future public and private sector decision-making and investment within Downtown Mackenzie. The Plan provides clear goals, guidelines, policies, and implementation strategies to help achieve the vision for the area.

### 1.2.1. WHAT IS A DOWNTOWN VISION AND ACTION PLAN?

A Downtown Vision and Action Plan (DVAP) is a policy document, similar to a Neighbourhood Plan, that provides direction for how an area will be managed over time in order to achieve a desired community vision. A DVAP typically includes detailed guidelines and policies to direct the land use, transportation (including cycling, walking, and transit), parks and open spaces, design, and other planning elements in the area.

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***A Downtown Vision and Action Plan is a policy document that provides direction for how an area will be managed over time in order to achieve a desired community vision.***

The Mackenzie DVAP further refines the high-level directions found in documents such as Mackenzie's Official Community Plan (OCP) and Mackenzie's Community Economic Development Strategy and applies those refined policies to the Downtown area. The DVAP seeks to achieve the Policies, Goals and Objectives of the OCP and Economic Development Strategy, while also recognizing the specific opportunities and constraints of a defined area.



### 1.2.2. WHO IS THE PLAN FOR?

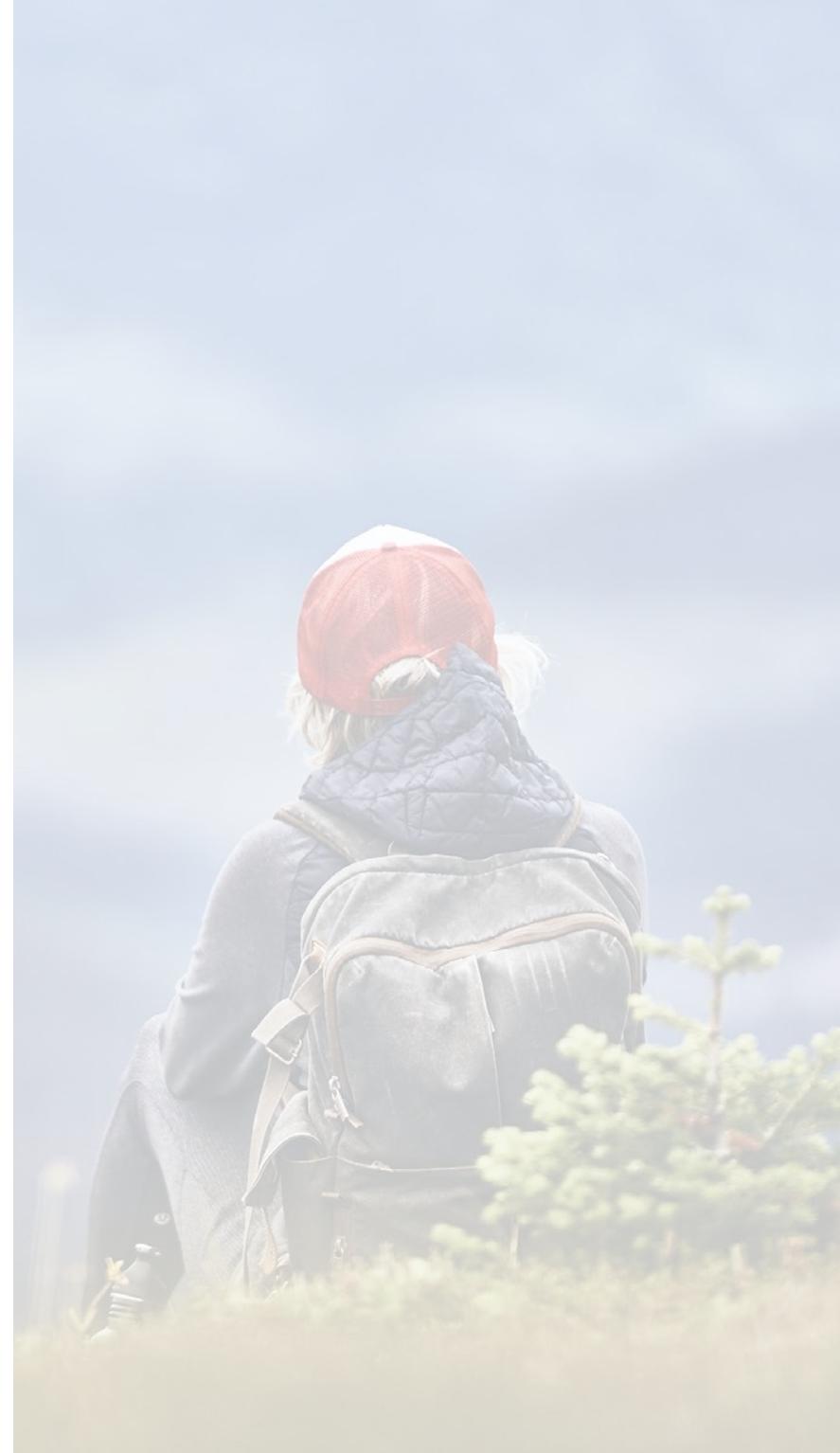
The DVAP is intended to be a guide for citizens, landowners, District staff, and District Council when contemplating development proposals and applications in the Plan Area. This Plan should be reviewed against private and public land use applications; capital works projects; and community improvement and development projects. The Plan advances the implementation of OCP Goals and Objectives as well as District initiatives as Mackenzie changes over time. Finally, the Plan outlines the planning and design standards and expectations within the Downtown to be considered by the District to facilitate achieving the Plan vision.

### 1.2.3 PROGRESSIVE PLANNING

Due to the incremental pace of development and of economic and demographic change in Mackenzie, this Plan presents a 5-year, 10-year, and long-term vision for revitalization. This approach was taken to balance the unique needs and conditions of the District (e.g., climate, geographic, economic, social), in being able to both have an aspirational vision for the long-term and achievable improvements and actions in the short-term.

### 1.2.4. UNDERSTANDING POLICY LANGUAGE

Where a descriptive section or image accompanies a policy, it is provided for information purposes only to enhance the understanding of the policy. Where “shall” or “will” is used in a policy, the policy is considered mandatory. Where “should” or “may” is used in a policy, the intent is that the policy is strongly encouraged. In both cases, the corresponding outcome can be adapted where unique or unforeseen circumstances provide for courses of action that would satisfy the general intent of the policy.



## 1.3. CONTEXT OVERVIEW

### 1.3.1. REGIONAL AND DOWNTOWN CONTEXT

The District of Mackenzie includes several key areas, including the town site (including Downtown), airport, and key industrial and mill sites. Industrial services dominate the surrounding landscape. While the closing of some local mills has resulted in economic hardship and a decline of the population of Mackenzie, the town is experiencing renewed migration based on nearby recreational opportunities.

Downtown Mackenzie is most clearly defined by a focused retail core in relation to surrounding civic, park, and residential uses. Key 'landmark' sites include the Mall sites (e.g., Alexander Mackenzie, KL 59, Evergreen, Town Centre Mall), the Recreation Centre, Health Clinic, Fire Hall, and the new Market Park.



### 1.3.2. POLICY CONTEXT

The Mackenzie Downtown Vision and Action Plan is guided and informed by a number of District documents (e.g., Zoning Bylaw, Community Economic Development Strategy). In particular, the Official Community Plan (OCP) provides an important foundation on which this Plan can be built. It is important to acknowledge the significant, recent work that the District has undertaken to create a robust policy framework in which this Plan exists, such as the Community Economic Development Plan and Tourism Plan.

#### KEY OCP POLICY DIRECTIONS

Key guiding policy directions – which will inform the creation of this Plan – include the following:

- Creating an attractive and vibrant town centre where residents can access shopping, entertainment, and community services
- Focusing new commercial and mixed-use developments in the Downtown Core by developing readily available or vacant land
- Allowing a greater mix of uses in the town centre including live-work and multi-family residential
- Limiting uses in the Downtown Core that are better suited to other areas such as service- commercial
- Improving streets, walkways and public spaces in the Downtown Core through aesthetic and functional investments
- Encouraging human-scaled streets and buildings, and active public spaces; and fostering revitalization of the Downtown Core through incentive programs
- Seek opportunities to engage local First Nation governments in the District's initiatives to create a shared long-term economic vision and set of strategies for the area as a whole
- Work with current and potential local businesses to identify and act on strategies to improve the business environment in Mackenzie



## OTHER PLANS

Other relevant plans and their directions for the Downtown include the following:

### **Mackenzie 2.0 Community Economic Development Strategy**

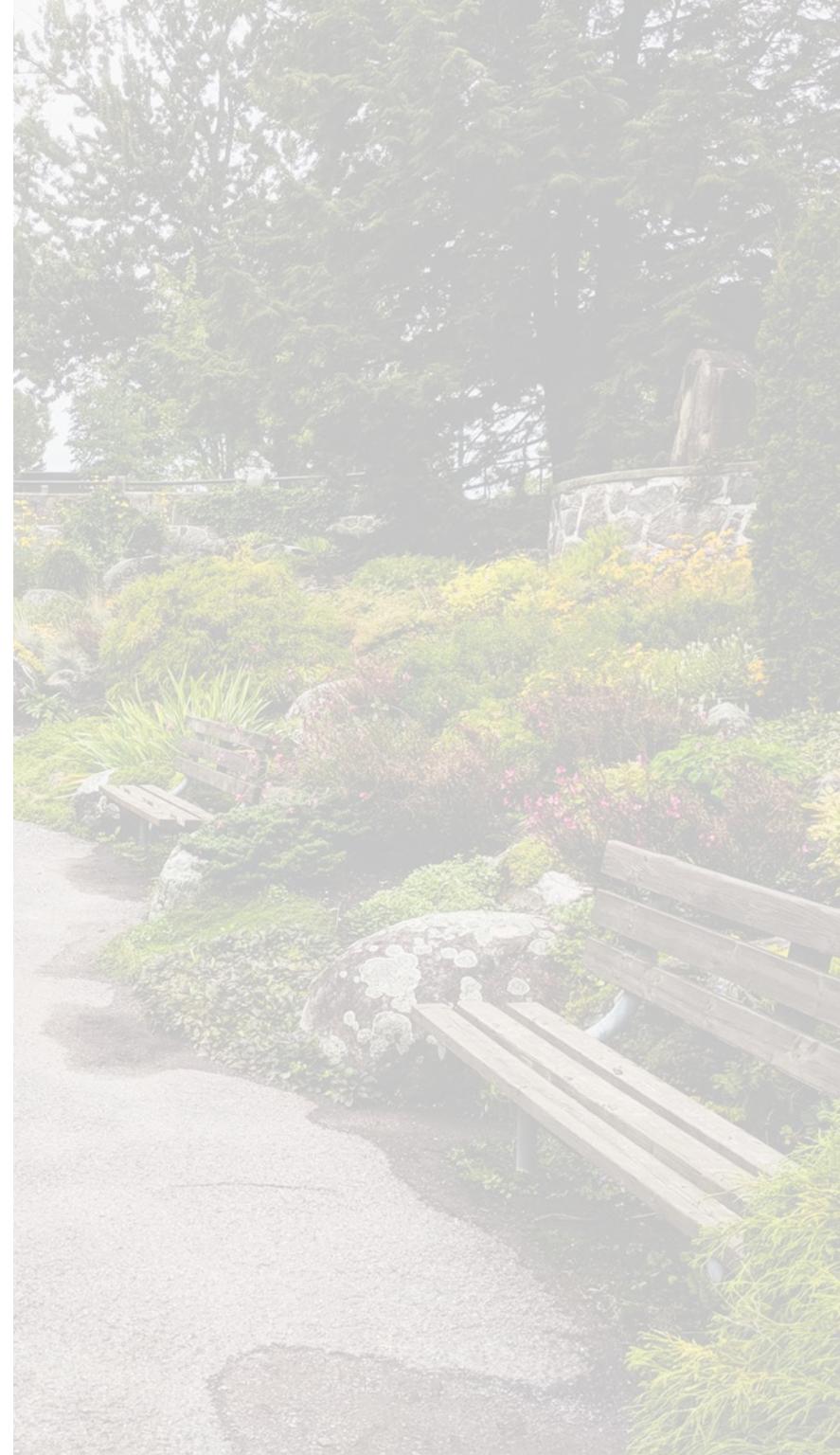
- Downtown Core revitalization
  - » Promote creative uses of gathering spaces and underutilized/empty buildings and lots
  - » Develop an improved, cohesive Downtown Mackenzie look and feel through incentivizing public art, storefront beautification, hardscaping, and landscaping
  - » Encourage multi-modal transportation to and within the Downtown Core and provide supporting infrastructure

### **2021- 2026 Tourism Plan (2021)**

- Create a new exciting Tourism District in Downtown Mackenzie

### **Council Strategic Priorities 2021-2025 (2021) Goals**

- Mackenzie is recognized for its attractiveness, streetscape and overall appeal to residents and visitors
- Mackenzie's commercial sector is growing and diversifying



### 1.3.3. MACKENZIE TODAY



Looking South along Mackenzie Blvd. in winter.



Looking north along Mackenzie Blvd. at the Tree Crusher.



Views of Morfee Mountain from Mackenzie Blvd.



Alexander Mackenzie Mall.



Corner of Centennial Dr. and Skeena Dr.



Evergreen Mall (left) and Town Centre Mall (right).



KL 59 Mall.



Market Park on corner of Mackenzie Blvd and Centennial Dr.



Outside of the Mackenzie Recreation Centre and Library.

## 1.4. PROJECT PROCESS + CONSULTATION

### 1.4.1 PROJECT PROCESS

The Downtown Mackenzie Vision and Action Plan process involved three primary phases:

- 1 Startup and Background Analysis
- 2 Community Consultation
- 3 Plan Development

The diagram to the right illustrates the key milestones to the project.

### 1.4.2. CONSULTATION

Community and stakeholder engagement were a key part of the DVAP process.

Round 1 Engagement events were used to [a] build on the Project Team’s background analysis by further identifying key issues and opportunities; and [b] generate high-level ideas and a vision for Downtown Mackenzie.

Round 2 Engagement events were used to [a] check-in with the community on what we’ve heard; [b] gauge levels of support for different ideas; and [c] help us “course correct” in any given direction, prior to developing the draft DVAP.

Round 3 engagement involved an “Open House” where residents were invited to read the draft Plan and directly engage with District Staff on their support of suggested changes.



#### BACKGROUND ANALYSIS

April 2022 - Project Team

Technical analysis of existing conditions to identify challenges and opportunities and outline a policy framework to inform the project. Outcomes will inform the content of the Ideas Fair, Pop Ups, and online discussions.



#### IDEAS FAIR

May/June 2022 - Public

An interactive consultation event to harvest public feedback and generate high-level directions and big ideas for the future of Downtown Mackenzie.



#### WORKSHOP & INTERVIEWS

May/June 2022 - Stakeholders

An intensive workshop will be used to refine high-level directions into possible scenarios, designs, and actions. Targeted interviews will then be used to fill any information gaps. From there, a set of key elements and scenarios will be developed for use at the Public Gallery.



#### POP-UPS & ONLINE DISCUSSION

May/June 2022 - Public

Pop up events in the mall, along with online discussions, will extend the reach of the Ideas Fair to the wider community. Directions from the public will form the base on which the stakeholder workshop is built.



#### PUBLIC GALLERY & SURVEY

August/September 2022 - Public

A second public event (held digitally) and corresponding online survey will allow residents to share feedback and comment on the scenarios and directions generated from the workshop and Ideas Fair. The Project Team will then synthesize the public input and begin to develop a draft Plan.



#### OPEN HOUSE (DRAFT PLAN)

Spring 2023 - Public

The draft Downtown Vision and Action Plan will be presented for public comment at a (digital or in-person) Open House and corresponding online engagement. A final draft will then be iteratively refined with staff.



#### COUNCIL PRESENTATION

Spring 2023 - Public

The final Downtown Vision and Action Plan will be presented to Council at a public meeting.

## ROUND 1 ENGAGEMENT INCLUDED:

### Chamber of Commerce Expo Pop-up | *May 6-7, 2022*

A booth at the expo with display boards that introduced the Project and asked a few questions or participants to further reach the business community conveniently.

### Public Ideas Fair | *June 9, 2022*

A large-scale, widely advertised interactive public event at the Recreation Centre.

### Online Engagement | *June 7 - July 8, 2022*

The District's online "Let's Chat" platform was utilized throughout Round 1 to advertise events, share documents (e.g., Background Summary Report), and host the Visioning Survey.

### Stakeholder Workshops | *June 16 + July 14, 2022*

A focused issues and opportunities workshop with key stakeholders - e.g., business owners, landowners, residents, interest groups, and District staff - was held in June in addition to a Council specific workshop in July.

## ROUND 2 ENGAGEMENT INCLUDED:

### Early Direction Presentation | *August 24, 2022*

A presentation on the Early Directions was given to residents at the Recreation Centre.

### Online Engagement | *August 24 - September 15, 2022*

The District's online "Let's Chat" platform was utilized throughout Round 2 to advertise events, share documents (e.g., Early Directions Presentation), and host the Early Directions Survey.

### Pop-up Events | *September, 2022*

In September, District Staff facilitated pop-up engagement in the Alexander Mackenzie Mall, Community Market, and the Seniors Luncheon.

## ROUND 3 ENGAGEMENT INCLUDED:

### Pop-up Events | *April, 2022*

In April, District Staff facilitated pop-up engagement in the Alexander Mackenzie Mall and the Seniors Luncheon and had a workshop with Public Works Staff.

### Open House | *April 17 - May 3, 2023*

In April, the draft Plan was made available to the public for comment on the District's online "Let's Chat" platform with a short survey asking for feedback.

25

PARTICIPANTS  
AT THE IDEAS FAIR



110

WATCHED THE  
EARLY DIRECTIONS  
PRESENTATION



~200

REACHED THROUGH  
POP-UP EVENTS



201

SURVEYS  
COMPLETED



17

STAKEHOLDERS AT  
WORKSHOP



1,018

ONLINE  
PARTICIPATION





## 2. PLANNING + DESIGN FRAMEWORK

*Throughout the project process, the community provided input on the future vision of the area, as well as the core values and principles that should guide public and private investment.*

### 2.1. DOWNTOWN VISIONS & CONCEPTS

As noted in Chapter 1, a progressive lens was adopted when developing the DVAP, due to the incremental pace of development and of economic and demographic change in Mackenzie. Therefore, a 5-year, 10-year, and Long-Term Vision for Downtown Mackenzie, and associated conceptual illustrations, are presented on the following pages.

*The following illustrations are conceptual and indicative of long-term revitalization in Downtown Mackenzie. If and how public and private spaces are redeveloped will be determined through future, more detailed processes, such as capital projects (e.g., future public consultation, feasibility, budgeting) and development applications (e.g., rezoning, development permit).*





## DOWNTOWN MACKENZIE 5-YEAR VISION

In 2027, Downtown Mackenzie has seen early signs of revitalization, including:

- Transportation improvements that support a multi-use network for all residents in Mackenzie.
- New murals, public art, and community events to provide greater vibrancy in Downtown and support businesses, tourists, and residents.
- More public green spaces and pathways that connect the Downtown from east to west.
- A new Bike Park and pathway that provides a key gathering space as well as connecting the Downtown from east to west.

While forestry remains an important industry, Mackenzie increasingly attracts tourists and welcomes a diversity of new residents to enjoy recreational opportunities and a rural, small-town way of life.



## DOWNTOWN MACKENZIE 10-YEAR VISION

In 2032, Downtown Mackenzie continues to improve and begins to thrive:

- A new multi-functional park has been created across from the KL 59 Mall, establishing a network of public gathering and activity spaces (e.g., Bike Park, Skate Park, Recreation Centre, and the Community Gardens).
- An expanded east-west trail connects these spaces with adjacent residential areas and John Dahl Park.
- Seasonal events to promote and foster community pride throughout the Downtown, increasing the enjoyment of Downtown for residents and visitors alike.

As Mackenzie continues to welcome tourists and new residents, new investments and businesses are increasingly seen in the Downtown.



## DOWNTOWN MACKENZIE LONG-TERM VISION

In 2050, Downtown Mackenzie has evolved to include:

- A walkable “Main Street” as Mackenzie Blvd between Centennial and Stuart has been redeveloped’ with two travel lanes and other streetscape improvements.
- Core Downtown sites have redeveloped into mixed-use ‘villages’ that contribute to a vibrant, pedestrian-friendly main street – and provide destinations for visitors and residents.
- Continued investment in making Downtown livable throughout the seasons – e.g., snow removal equipment, lighting, shelter within public spaces.

Mackenzie’s popularity as a destination and place to live and invest continues to grow.



## 2.1.1. ENVISIONING INCREMENTAL REVITALIZATION

### INCREMENTAL SAFETY AND COMFORT

Improved safety and comfort of streets and intersections for all modes of transport through incremental change on public and private property.

### ENGAGING PUBLIC SPACES

Thoughtfully designed public spaces form a network of gathering and activity spaces for residents and visitors.

### ACTIVE TRANSPORTATION AND SLOWER SPEEDS

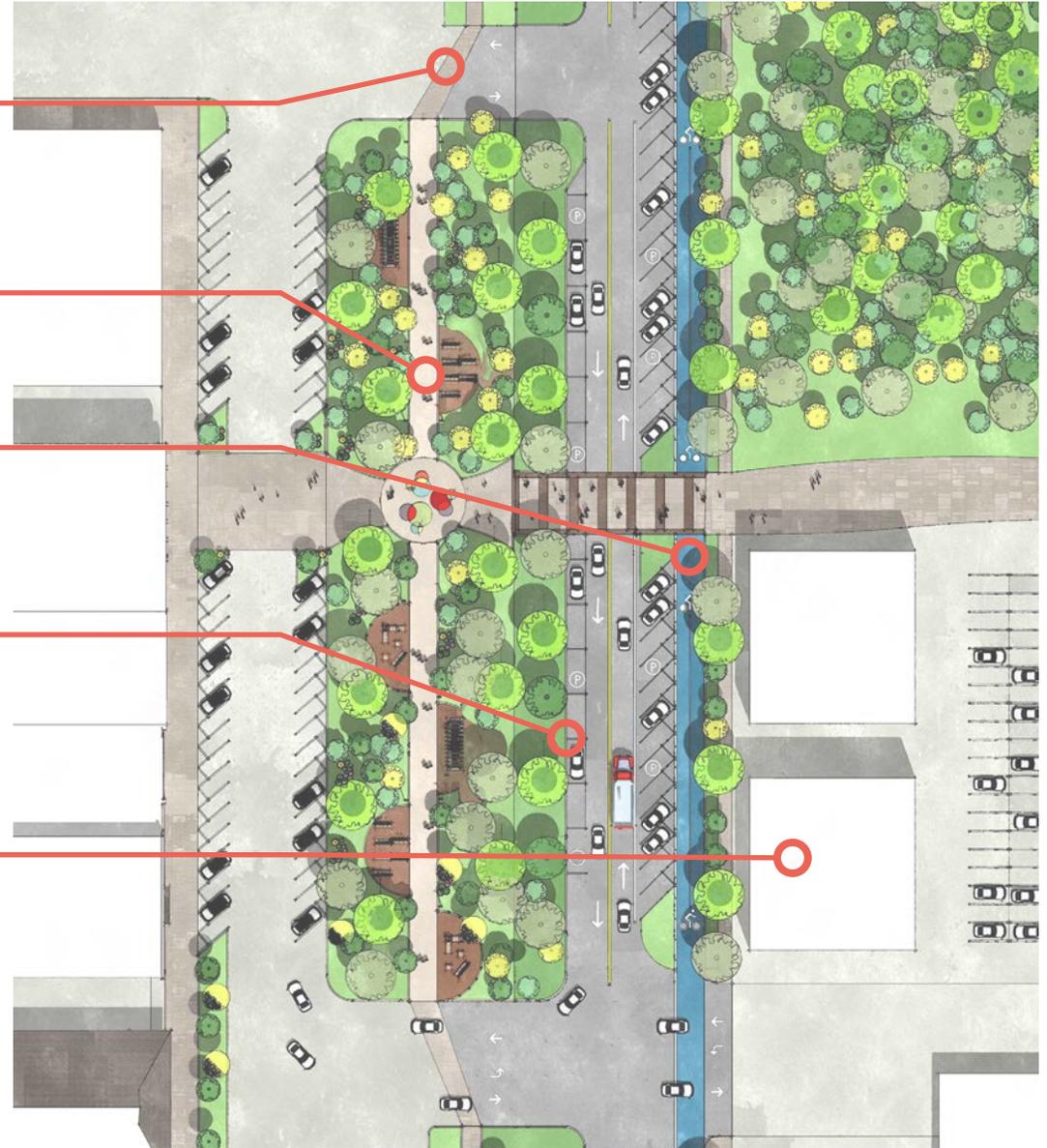
Street parking, street trees, landscaping, and separated cycling lanes encourage slower speeds and active transportation through the core.

### FLEXIBLE SPACES FOR SEASONAL CHANGE

Flexible use of boulevards and lanes (e.g., landscaping, temporary plazas, event spaces, active transportation routes, snow storage) allows for community vibrancy in warm and cold months.

### REDEVELOPMENT AND PEDESTRIAN-FRIENDLY STREETS

Private investment, redevelopment, and new mixed-use buildings contribute to a vibrant, pedestrian-friendly Downtown core – and provide destinations for visitors and residents.



## 2.1.2. DOWNTOWN MACKENZIE ILLUSTRATIVE CONCEPTS



**Downtown Mackenzie 10-year vision – looking west across Mackenzie Blvd toward a multi-functional, linear park adjacent to the KL 59 mall.**



**Downtown Mackenzie long-term vision – looking east towards Skeena Dr and the Recreation Centre along a new street and adjacent public space created through large-scale redevelopment.**

## 2.2. DOWNTOWN FOUNDATIONS

Planning Foundations are guiding concepts that the policies, guidelines, and strategies of the Plan build upon toward the Downtown Vision.



### Incremental & Contextual Revitalization

Take an incremental and contextual approach that considers the local context (e.g., climatic, geographic, economic, social) to not only have an aspirational vision for the future but also achievable actions for the short-term.



### Design for People & the Seasons

Design streets, buildings, and public spaces in the Downtown to encourage people to walk, roll, stay, sit, play, and enjoy – not just drive through, in both summer and winter.



### Foster Strong Community Identity

Ensure that community identity is celebrated through the events, activities, and the design of public and private spaces.



### Activate the Street

Use buildings and trees to frame the street; architecture and landscaping to create visual interest; and ground floor uses to provide opportunities for formal (e.g., retail) and informal interaction (e.g., patios, terraces).

## 2.3. PLANNING GOALS

The goals and themes are aspirational outcomes that the Plan seeks to achieve.



### Enhance Walkability & Accessibility

To create accessibility for people who experience barriers, convenient, and comfortable streets, public spaces, and buildings with inherent safety and kid/senior-friendly elements to create a welcoming Downtown for all ages and abilities.



### Create a Vibrant Downtown Core Throughout the Year

To build on and enhance the “sense of place” in Downtown Mackenzie toward an active, vibrant Downtown, with ‘street life’, healthy businesses, and high quality public spaces throughout the year.



### Beautify the Downtown

To create opportunities for and ensure that public art, lighting, trees and landscaping, and architectural improvements contribute to the beautification of Downtown.



### Build Community & Culture

To provide more seasonal events, activities, and programming for all ages and abilities. To create a cohesive design to public and private spaces, and celebrate Mackenzie as a rural community with access to recreation and the outdoors.



# 3. LAND USE + BUILT FORM

*This section provides detailed land use, housing, and built form policies and guidelines that serve to inform future decision-making about public and private investment and development in the study area.*

## 3.1. GENERAL POLICIES

### 3.1.1. ADMINISTRATION

1. All development or land use applications in the Plan Area will be consistent with the policies of the DVAP and applicable District OCP policies.
2. The land use designations and accompanying policies of this section will inform all development application decisions in the Plan Area. The boundaries and uses established may be adjusted to account for unique circumstances, adaptability over time, and flexibility of implementation, so long as the intent of the policy is achieved and is consistent with the goals, principles, and policies of this Plan.
3. The District will amend OCP policies and Development Permit Area guidelines to be consistent with this Plan.
4. At the time of Zoning amendment and Development Permit application, applicants may be asked to provide the following:
  - a. Detailed Landscape Plan.
  - b. Integrated Stormwater Management Plan.
  - c. Transportation Plan.



*This plan proposes no changes to current private property development rights (i.e., zoning), but expands on existing OCP policy to provide more direction for future owner-initiated redevelopment (e.g., rezoning) consistent with the community's vision for downtown.*

*Public space improvements could be realized through capital budgets, external funding and grants, and/or private redevelopment.*

### 3.1.2. COMMUNITY AMENITY CONTRIBUTIONS

5. The District shall create a Community Amenity Contributions policy, informed by the policies of this Plan.
6. At the development application stage (e.g., rezoning), the District may negotiate with applicants for the provision of Community Amenity Contributions according to the District's Community Amenity Contributions Policy and the below directions.
7. The provision of semi-public open spaces, trails, mews, and plazas shall be considered an amenity only where a legal arrangement has been established on title to preserve public access.
8. The provision of parkland beyond the statutory requirement (5% dedication) during subdivision shall be considered an amenity.
9. The District may require that the following criteria are met before public space improvements are accepted as an amenity:
  - a. Park designs and tender drawings have been prepared by a registered landscape architect at the cost of the developer.
  - b. Developer has agreed to provide bonding for all aspects of park construction.
  - c. Developer agrees to enter into a two year maintenance agreement with the District from the time of substantial completion.
10. The provision of public art within public or private space may be considered an acceptable component of an amenities package, with approval from the District and a binding agreement that includes provisions to ensure the long-term maintenance or replacement of the artwork.
11. Other amenities that should be considered acceptable include but are not limited to functioning natural habitats, landscape-based stormwater and wastewater management, affordable housing units, seniors housing, and childcare facilities.



## 3.2. LAND USE MAP

In the District OCP, the Plan Area contains two main land use designations. The DVAP seeks to maintain the existing OCP Land Use designations and associated policies, while providing additional policies and more detailed implementation, urban design, and site planning guidance.



<span style="color: red;">■</span> CD - Core Downtown	<span style="color: lightcoral;">■</span> CS - Commercial Service
<span style="color: orange;">■</span> RM - MF Residential	<span style="color: yellow;">■</span> RS - Single Family Residential
<span style="color: lightgreen;">■</span> PG - Public Greenbelt	<span style="color: darkgreen;">■</span> PS - Parks and Schools
<span style="color: blue;">■</span> PI - Public Institution	

OCP land use map showing designations in the DVAP plan area.

### 3.2.1. LAND USE DESIGNATIONS

The following is a summary of the key Downtown land use designations and corresponding policies in the OCP.

**CD: Downtown Core:** Intended to create a focused, vibrant, and pedestrian-oriented town centre with a mix of commercial, residential, and service opportunities. Suitable uses include: smaller-scale and pedestrian-oriented retail and services, professional businesses and offices, civic and institutional uses, culture and recreational facilities, restaurants, entertainment facilities, hotels, mixed-use buildings, flex-use and live-work spaces, multi-family housing, and public parks or plazas.

**CS: Commercial Zone:** Intended to support commercial uses that are larger scale, dependent upon automobile access and would be incompatible with smaller scale retail uses in the Downtown Core. Example uses include large-scale retail uses, motels, automobile service stations, and truck and equipment parking. Flex-use and live-work spaces may also be considered in areas designated Commercial Service.

Objectives of the CD and CS designation include:

1. To create a vibrant, pedestrian-friendly Downtown centre.
2. To create a green and attractive Downtown that promotes Mackenzie's unique local character.
3. To encourage local business development in the community.
4. To allow multi-family residential development in the core as a key component of creating a vibrant Downtown.

Adjacent designations in the Plan Area include Public Institutions (e.g., Fire Hall and Recreation Centre), Commercial Service, Parks and Schools, Natural Environment, and Residential uses.

### 3.3. LAND USE POLICIES

1. Maintain the existing OCP Land Use designations and corresponding policies for the Plan Area (see Section 2.2 of the OCP).
2. Facilitate the development of a pedestrian-oriented Downtown Core (e.g., sidewalks, on-street parking, street trees, pedestrian-level lighting, corner bulb outs, street furniture) on Mackenzie Boulevard, Skeena Drive, Centennial Drive, and new streets created through redevelopment and District investment.
3. Facilitate the redevelopment of key private and public properties to support the creation of active Downtown streetscapes and a vibrant Downtown village.
4. Facilitate the development of a walkable “main street” on Mackenzie Boulevard, between Centennial Drive and Stuart Drive, by – for example – removing its Provincial Highway status.
5. Review the setback requirement of 13.7 metres from the Mackenzie Boulevard right-of-way and consider amendments to satisfy the policies and objectives of this plan (i.e., minimizing the front-yard setback in the Downtown Core).
6. Engage with the Province on the status and plans for the site on the corner of Mackenzie Boulevard and Stuart Drive and consider redevelopment options and opportunities.



## 3.4. HOUSING

1. All new residential units will meet current accessibility standards, and the inclusion of universally accessible units and ground-oriented units will be encouraged.
2. The inclusion of adaptable units in all new construction is strongly encouraged to support changing needs and demographics over time.
3. The provision of a mix of housing types and tenures (i.e., rental, ownership) should be facilitated over time in order to accommodate residents of all ages and abilities, changing demographics over time, and a range of income levels. This includes strong support for future developments that include one or more of the following:
  - a. Rental units
  - b. Strata and fee simple ownership (e.g., row house)
  - c. Lock-off suites and flexible units
  - d. Live-work units
  - e. Ground-oriented units
  - f. A range of unit sizes
  - g. Inclusion of family-sized units (3+ bedrooms)
4. Partnerships with non-market housing providers will be supported to facilitate the creation of affordable housing.
5. The development of seniors housing and seniors supportive housing will be supported throughout the Plan Area.

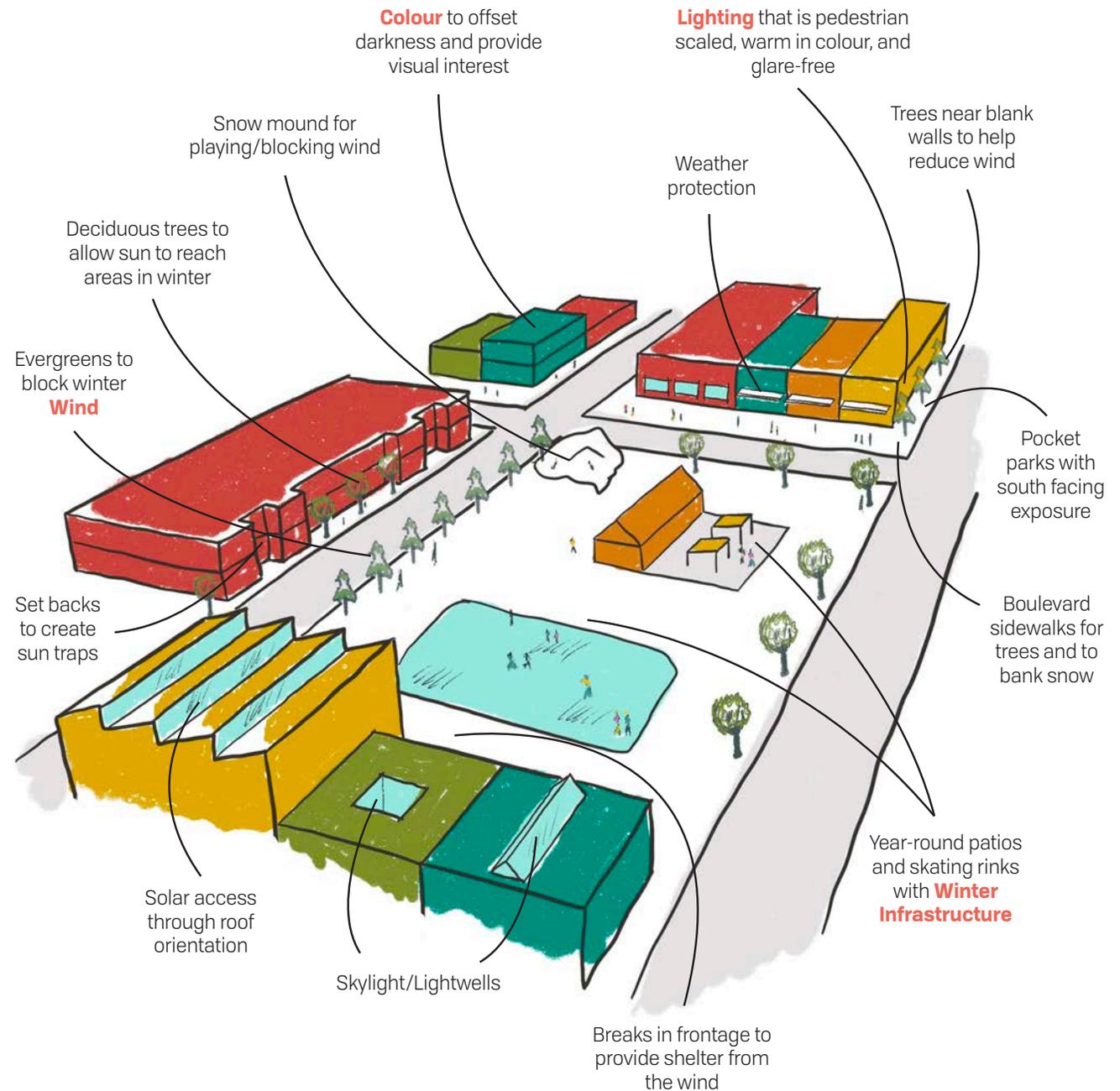


## 3.5. WINTER DESIGN

By virtue of its location, Mackenzie faces a variety of climatic challenges and opportunities. Winter weather challenges must be explicitly considered in architecture, planning, development policy, and urban design so that the built environments can work to reduce the negative impacts of winter while enhancing livability for year-round residents and visitors alike.

Whether a town is viewed as safe, comfortable, desirable, and aesthetically pleasing can have a significant impact on its ability to attract people, to safeguard economic vitality and to instill civic pride. In winter towns, it is essential to build in a way that provides warmth, especially in outdoor public and semi-public space (e.g., restaurant patios)

The Principles and Guideline of this section are intended to facilitate design excellence that creates a livable Downtown in all seasons and clarifies Mackenzie's vision for future development. More detailed winter design guidelines will be integrated into the Downtown Development Permit Areas.



1. Integrate winter design guidelines and best practices into Downtown DPA Guidelines, including considerations for:
  - a. Colourful buildings and features that provide visual interest.
  - b. Abundant lighting that is pedestrian-scale and warm in colour.
  - c. Tree plantings and landscaping that block winter wind.
  - d. Solar access, including through awnings and overhangs.
  - e. Awnings and overhangs to provide weather protection for pedestrians.
  - f. Winter amenities (e.g., skating rinks, snow mounds, shelters/warming huts).
2. Ensure that the design of all new public spaces consider winter design best practices, such as providing adequate area for snow storage, skating rinks, snow mounds for sledding, warm shelters, wind protection, covered seating, and warm lighting.
3. On private property and in public spaces, ensure landscaping can survive winter and provide visual interest (e.g., colourful and contrasting plantings and distinctive shapes).
4. Design new streets, lanes, and trails with considerations for seasonal conditions, such as adequate snow clearing and snow storage spaces, trees to protect against wind, coloured/textured pavers, and warm lighting.
5. Consider investing in additional/specialty snow removal equipment to better support a pedestrian-oriented downtown.
6. On private property, landscape plans should integrate snow removal and snow storage as well as account for run-off during freeze-thaw cycles.



### 3.5.3. WINTER DESIGN PRECEDENT GALLERY



*Warming huts to provide shelter.*



*Specialty snow clearing vehicles to keep pathways clear.*



*Colourful buildings to provide visual interest.*



*Warm and pedestrian-scale lighting.*



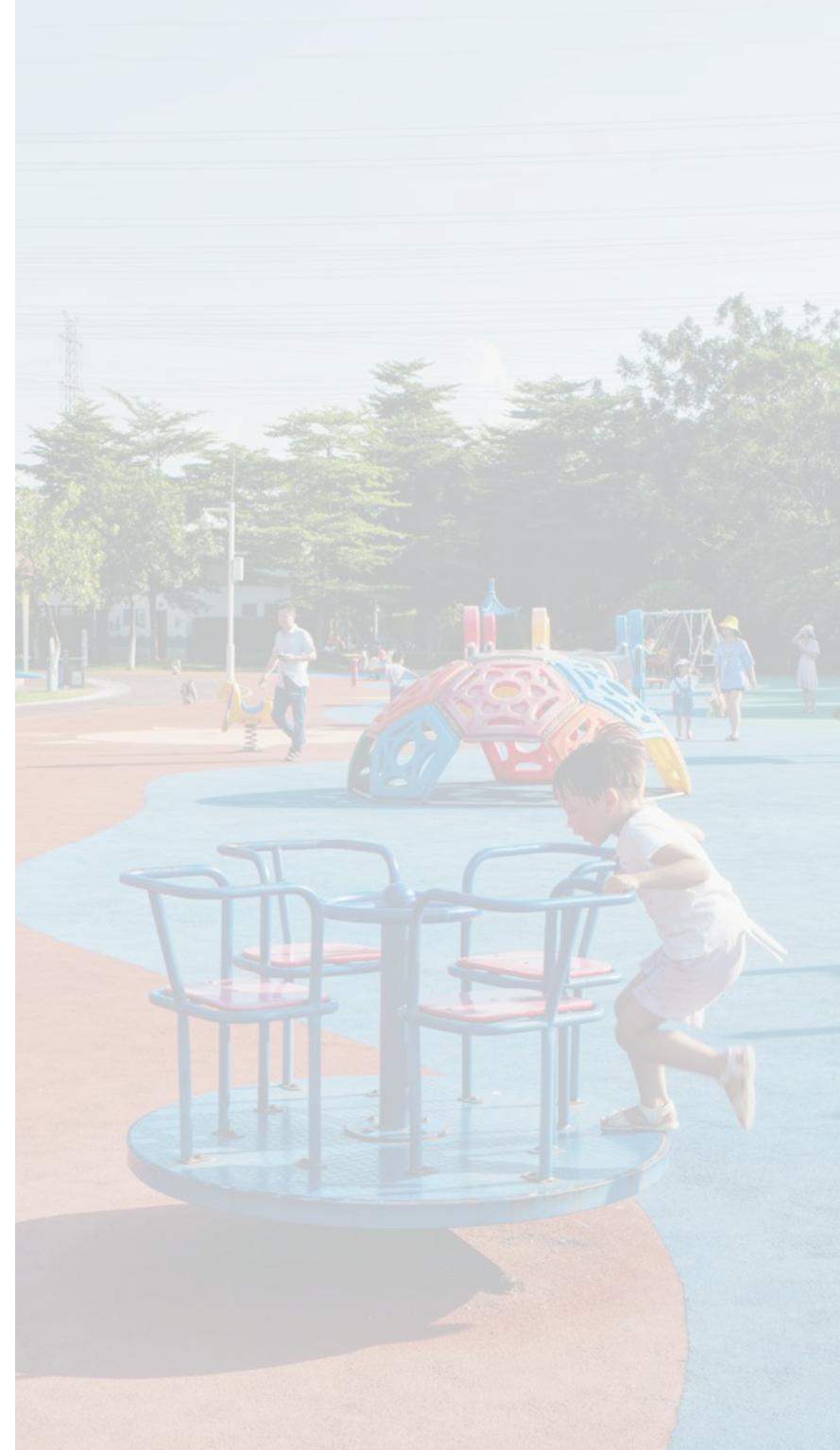
*Winter activities to bring people together.*



# 4. PUBLIC SPACE

*This section provides public and open space network directions and policies that serve to guide future decision-making about the acquisition, location, and design of public spaces in the Plan Area.*

The policies of this section seek to create a multi-functional public space network that provides active (e.g., playgrounds, splash park) and passive (e.g., seating areas, green spaces) forms of recreation. The public space network also seeks to meet the needs of residents of all ages and abilities, including providing usable public spaces in the winter.

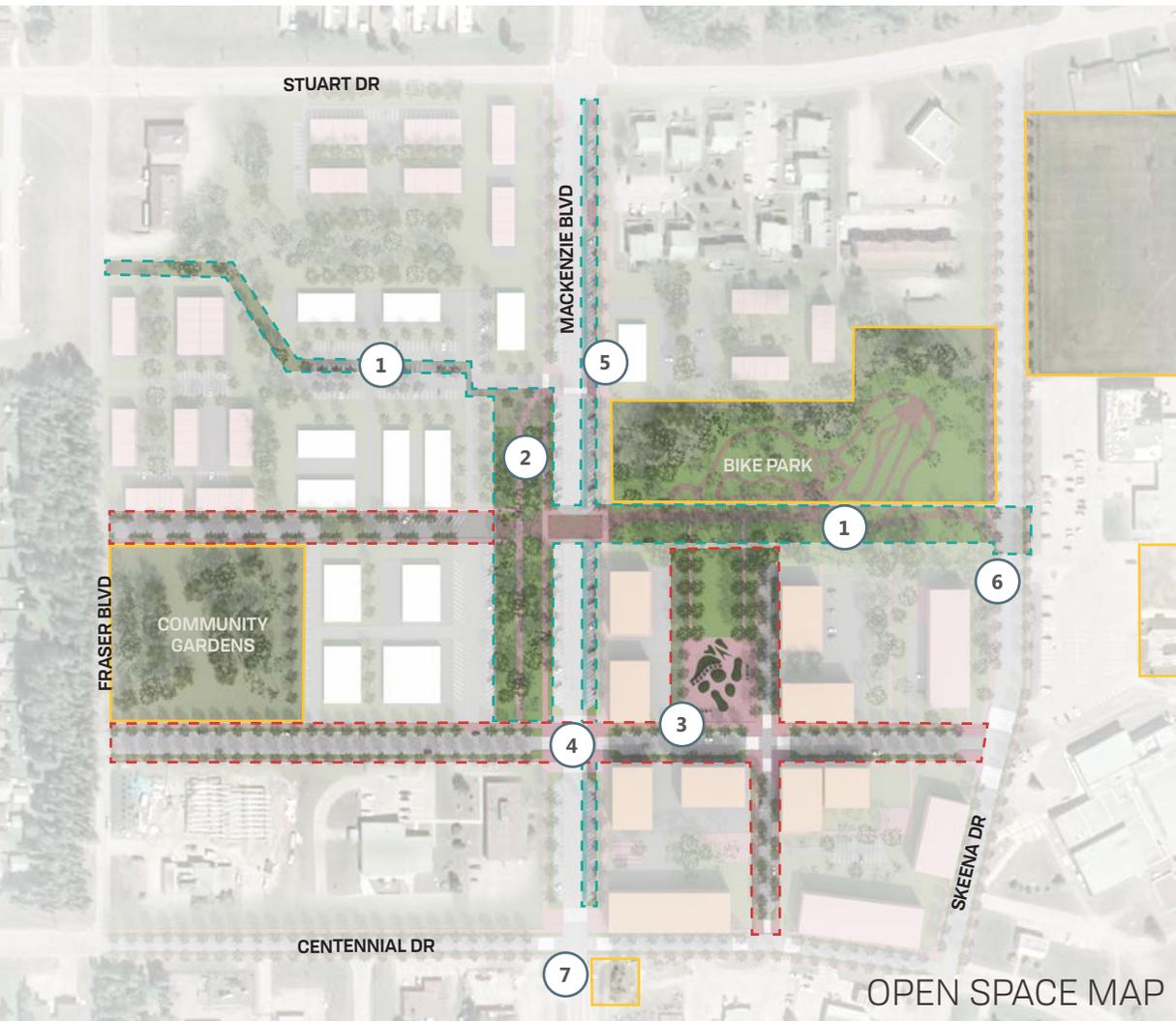


## 4.1. OPEN SPACE PLAN

This open space network plan shows existing and planned public open spaces, such as parks, pathways/laneways, plazas, and new streets.

Of particular note are the new east-west pedestrian connections from John Dahl Park to residential areas in the west as well as new public spaces in the Plan Area.

Future community engagement and detailed designs are required for all proposed public open spaces and should be informed by the policies and schematic designs in this Plan.



### KEY FEATURES

- ① East-West trail connections through Downtown
- ② Mackenzie Boulevard Linear Park
- ③ New public plaza/park space with redevelopment
- ④ Enhanced streetscape and beautification
- ⑤ Multi-use path on Mackenzie Boulevard
- ⑥ Temporary and incremental improvements over time
- ⑦ Gateway to the entrance of Downtown

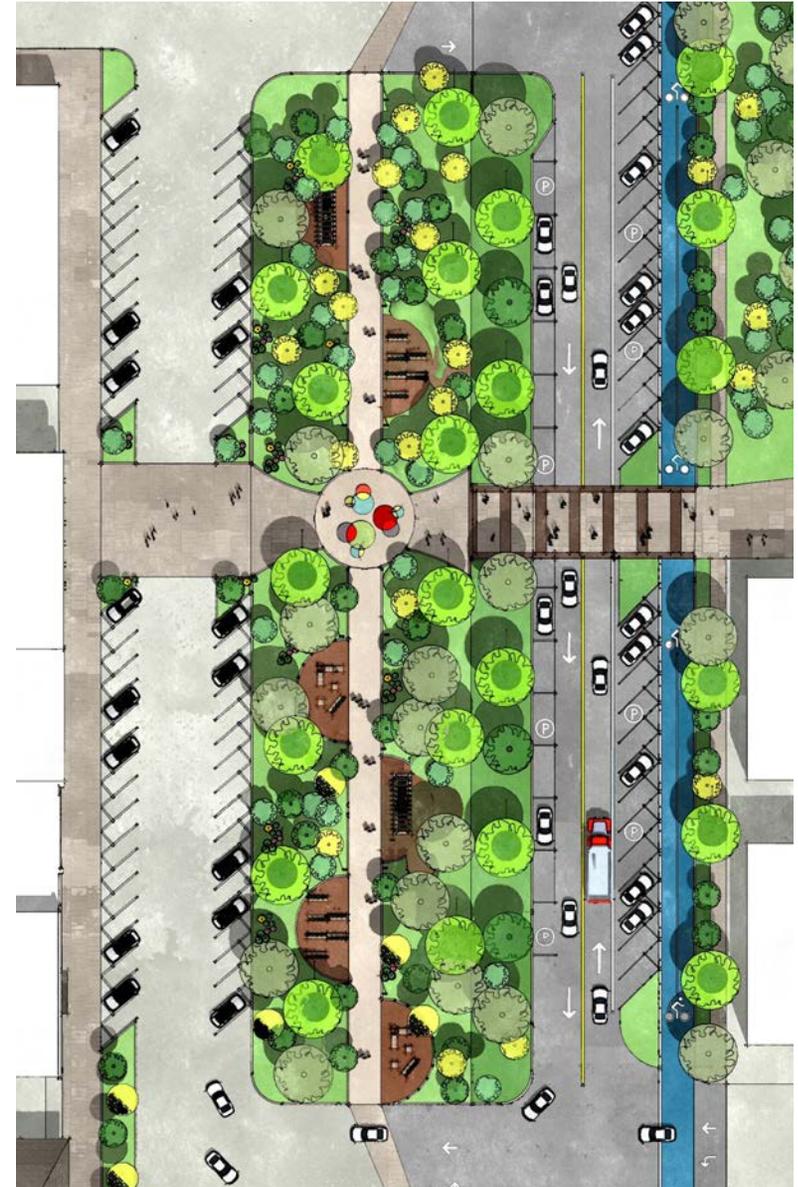
- Existing Open Spaces
- 10-year Vision Open Spaces
- Long-term Vision Open Spaces

## 4.2. PUBLIC SPACE CREATION

1. Desired public open spaces are shown on 4.1.1 Open Space Network Plan and will be acquired or legally secured through development application processes in accordance with the policies of this plan.
2. Additional public, semi-private, and privately-owned public spaces, particularly internal courtyards and mid-block connections, will also be secured through the development or land use application process, consistent with the policies of this plan.

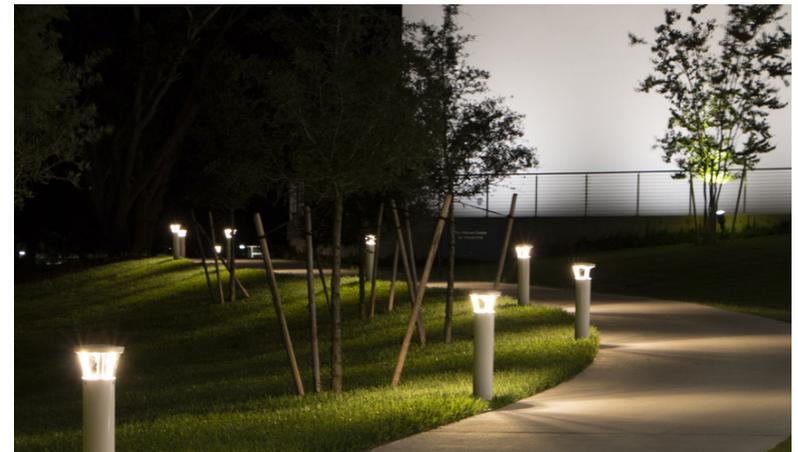
## 4.3. PUBLIC SPACE DESIGN POLICIES/ GUIDELINES

3. Create a formalized east-west pathway(s) in the Plan Area to connect key destinations such as John Dahl Park, the skatepark/recreation centre/school, Mackenzie Mall/bike park, KL 59 Mall, and the community gardens (as shown in 4.1.1 Network Plan).
4. Create a new public space (e.g., linear park) on the District-owned lot in front of the KL 59 Mall to include green landscaping, gathering spaces, and connecting trails (see concept to the right).
5. Maintain and create views of Morfee Mountain and other key geographical features in public spaces (e.g., parks, streets).
  - a. Consider working with BC Hydro to underground infrastructure in the Downtown area in order to enhance the views of Morfee Mountain and surrounding natural landscape.
6. Seek the acquisition and creation of new public spaces through the redevelopment of large sites in Plan Area.
7. The District will undertake a dedicated park design and community engagement process for new Downtown parks and plazas.



*Linear public space concept adjacent to the KL 59 Mall.*

8. In general, new parks and open spaces will be multi-functional, including passive and active recreational opportunities, and be diverse in character (e.g., some more natural, some more programmed), consistent with the needs of the community.
9. Parks and public open spaces will be located and designed to maximize sunlight access and minimize the impact of prevailing winds.
10. The open space network will seek to incorporate best practices in universal accessibility and seek to serve all ages and abilities by including recreational amenities for children, youth, seniors, and persons with mobility challenges, such as play areas, water features and water play elements, ice skating/winter activities, accessible pathways, and seating areas.
11. All parks will support wildlife habitat, landscape-based stormwater management, and urban forest strategies by incorporating related best management practices and placing a high priority on ecological integrity in landscaping and vegetation management.
12. The District will improve access and create a more safe and convenient walking and cycling experience to existing public open spaces through the addition of pedestrian crossings and other improvements (e.g., additional landscaping, seating, bike racks, lighting and wayfinding signage).
13. Seek opportunities to use interpretive signage in parks and open spaces for educational opportunities and connecting people to the history and natural ecology of the community.
14. Parks will be developed with consideration for Crime Prevention Through Environmental Design (CPTED) principles (e.g., not having tall shrubs/ bushes that create areas for unsafe activities, regular maintenance, lighting, demarcation of area, signage).
15. Provide pedestrian-scaled lighting and focus illumination toward the ground to reduce light pollution.



*Lighting in Parks and along pathways help prevent crime and reduce accidents for pedestrians.*



# 5. SUSTAINABILITY + CLIMATE ACTION

*Sustainability and climate action in the District are primarily guided by the Mackenzie OCP. This section provides further strategies and policies specific to the Downtown, including directions for the urban forest, stormwater management, and landscape elements.*

## 5.1. URBAN FOREST STRATEGIES

The District shall seek to enhance the urban forest and tree canopy coverage in the Plan Area by considering the strategies outlined in this subsection.

The “urban forest” refers to all the trees and associated landscape elements (e.g., shrubs, soil) in an urban area, including trees in yards, along streets, and in parks and protected areas.

Urban forests provide numerous benefits, including:

- Mitigating the heat island effect by reducing temperatures through shading and evapotranspiration
- Reducing stormwater run-off by absorbing and filtering stormwater
- Calming traffic and reducing driver speeds when properly incorporated along streets
- Improving air quality and reducing noise
- Improving scenic quality and establishing a sense of place
- Increasing property values and thus increasing municipal tax revenue



## Minimum Soil Volumes

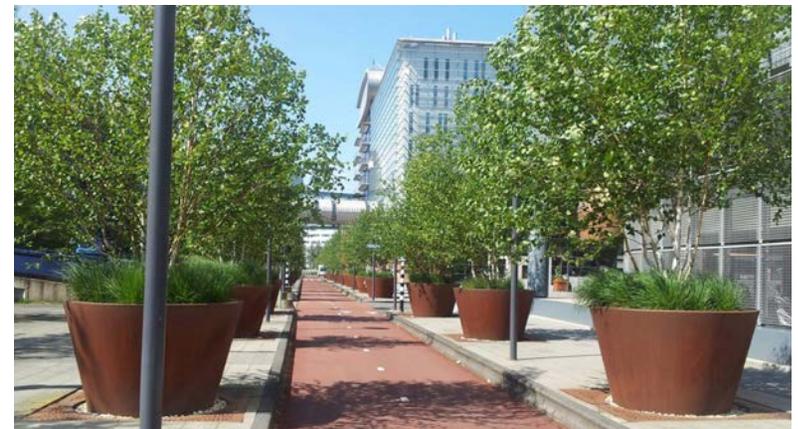
1. Proposed trees must have access to the following minimum soil volumes:
  - a. Large-canopied trees: 15m<sup>3</sup>
  - b. Medium-canopied trees: 12m<sup>3</sup>
  - c. Small-canopied trees: 8m<sup>3</sup>

## Climate-Sensitive Strategies

2. A combination of deciduous and conifer trees may be utilized in streetscapes and public spaces.
3. Strategic clustering of deciduous trees should be utilized in key locations to provide shade in the summer months (e.g., plazas, sidewalk seating areas, and adjacent to high-traffic destinations).
4. Strategic planting of conifers in dense clusters/rows should be utilized to create wind-breaks in parks and other public spaces.
5. The District may consider the development of an Urban Forest Strategy to provide more detailed urban forest policies and actions.

## Streets: Boulevards/Buffer Areas With Trees

6. Require new developments to install street trees along their frontages in accordance with this Plan and all relevant bylaws.
7. Select large full-canopied trees where practical and in consideration of growing conditions, while integrating conifers and other hardy, climate-adaptive species.
8. Trees in movable planters may be utilized on downtown streets to support tree health and facilitate snow removal in winter.
9. Space trees as follows:
  - a. Large-canopied trees: 10-14m apart
  - b. Medium-canopied trees: 8-12m apart
  - c. Small-canopied trees: 6-8m apart



10. Install min. 600mm depth of soil in boulevards, and show that proposed trees will have access to minimum soil volumes as outlined in this Plan and all relevant bylaws.
11. Minimum boulevard width is to be 1.5m (1.8m preferred) to allow for planting of boulevard trees.

### **Parks/Pathways: Trees in Public Open Spaces**

12. Prioritize District budgets to plant and maintain trees in public spaces.
13. Plant large full-canopied trees where possible, while integrating conifers and other hardy, climate-adaptive species in strategic locations (e.g., as landscape buffers or wind-breaks).
14. Minimize impervious surfaces and provide a minimum of 20% of the public open space area in soft landscaping with deep soils.
15. Proposed trees will have access to minimum soil volumes as outlined in this Plan and all relevant bylaws.

### **Private land: Trees and Landscaping**

16. Create an on-site tree density target policy for all new private development
  - a. Seek a target of 50 trees per hectare in lieu of a relevant policy.
17. Proposed trees will have access to minimum soil volumes as outlined in this report and all relevant bylaws.
18. Install large-canopied trees where possible and in consideration of growing conditions, while integrating conifers and other hardy, climate-adaptive species.
19. Where planting is not feasible, require payment in-lieu for tree density development targets.
20. Prioritize landscaping treatments that allow tree planting in soft landscaping or rain gardens.



## 5.2. STORMWATER MANAGEMENT

This section includes policies and strategies consistent with the principles of integrated stormwater management, which seeks to enhance the infiltration, retention, and filtration of rainwater as it falls on and travels across the urban/suburban landscape.

### What is Integrated Stormwater Management?

As we increase the amount of impervious surface (e.g., pavement, roofs) in our communities, we increase the amount of stormwater runoff, decrease the recharge of groundwater, and increase the pollutants carried into the natural environment. The traditional approach to dealing with stormwater – piping it as quickly as possible to natural watercourses or ocean – leads to negative impacts, such as:

- Erosion and flooding
- Toxic pollution in watercourses
- Ecological damage and habitat loss
- Expensive drainage sewer upgrades and maintenance
- Insufficient groundwater supply for environmental and human needs

By contrast, Integrated Stormwater Management seeks to:

- Reduce runoff volume and demand on infrastructure
- Reduce flooding and erosion risks
- Increase soil infiltration and groundwater recharge
- Capture pollutants and reduce discharges of polluted water

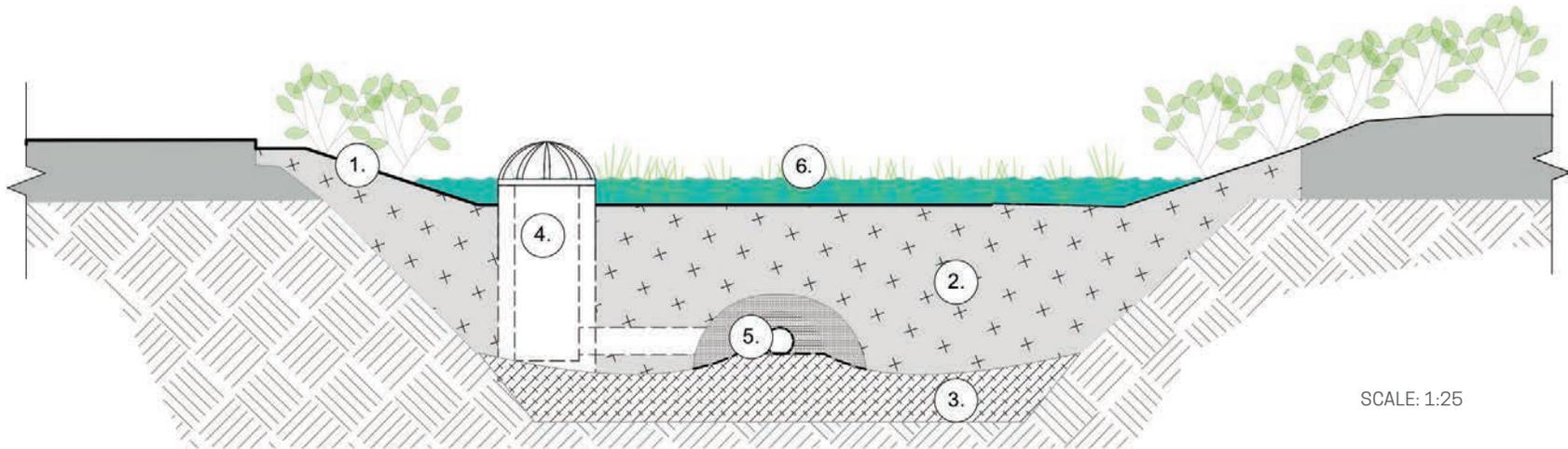
Communities that utilize multi-functional green stormwater infrastructure –such as green roofs, bioswales, rain gardens, permeable surfacing, engineered wetlands and detention ponds– receive a number of benefits, including:

- Beautification of the urban environment
- Increased groundwater quality
- Decreased piped infrastructure costs and demands
- Mitigation of urban heat island effects
- Creation of urban habitat



## 5.2.1. STREET: RAIN GARDENS IN BOULEVARDS AND BUMPOUTS

1. Require new development to install rain gardens along their frontages in accordance with this Plan and all relevant bylaws.
2. Rain gardens should be designed by an appropriately qualified professional and, as a general guideline, should make up approximately 5% of the catchment area, if designed with a minimum 600mm growing medium depth, high growing medium infiltration rates and minimum 150mm flood depth.
3. Integrate with urban forest goals by including street trees in rain gardens where practical.
4. Prioritize municipal budgets to maintain boulevard rain gardens.
5. Design rain gardens with an underdrain and overflow drain sized to convey large storm events.



### SCHEMATIC RAIN GARDEN

1. ORGANIC MULCH

2. BIO-RETENTION GROWING MEDIUM

3. SCARIFIED SUBSOIL

4. OVERFLOW DRAIN WITH BEEHIVE GRATE

5. PERFORATED UNDERDRAIN

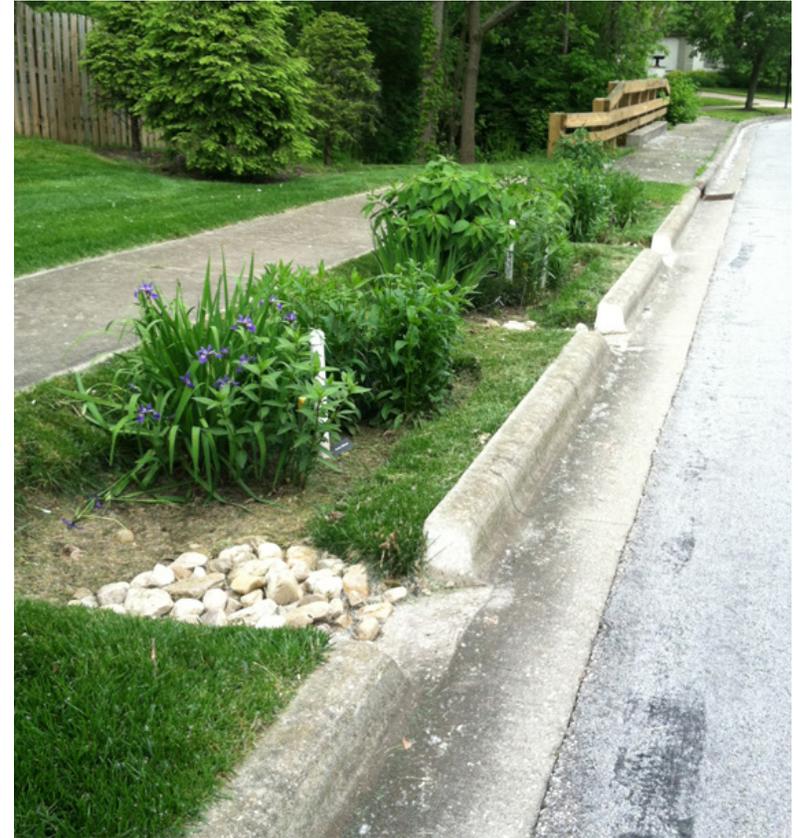
6. PLANTINGS THROUGHOUT RAIN GARDEN (INCLUDING BOTTOM)

## 5.2.2 PARK/PATHWAYS: INTEGRATE GREEN LANDSCAPED AREAS

1. Maximize the use of soft landscaping areas with deep soils as absorbent landscape.
2. Direct runoff from pathways and small paved surfaces to absorbent landscapes. A general guideline for success is that absorbent landscape should make up at least 25% of the catchment area, and should have a minimum of 450mm depth of good quality growing medium.
3. Use permeable paving or soil cells when hardscape is installed over more than 75% of the site.

## 5.2.3. PRIVATE LAND: RAIN GARDENS, PERMEABLE PAVING, AND SOIL CELLS

1. Minimize impervious surfaces.
2. Favour the use of rain gardens to meet stormwater objectives. A general guideline for success is that rain gardens should make up approximately 5% of the catchment area.
3. Use permeable paving where rain gardens are not possible (or use in combination with the above, where appropriate). A general rule of thumb is that soil cells should make up approximately 20% of the catchment area.



## 5.3. LANDSCAPE GALLERY

The following gallery provides indicative landscape planting directions for use on public and private land in Mackenzie. While the following do not represent all applicable plantings for winter conditions in Northern BC, it's important to consider native and adaptive non-native species whenever possible, and avoid any invasive species.

### Plants with Distinctive Shapes

When covered with snow, these plants have a strong shape and act as a sculptural backdrop to the winter landscape. Some plantings include:

- Ornamental grasses
- Degroot's Spire Arborvitae
- Dwarf Alberta Spruce
- Mops Mugo Pine
- Skyrocket Juniper
- Globe Blue Spruce

### Plants with Evergreen Foliage

The foliage colour of an evergreen plant contrasts with the gray skies and snowy backdrops of winter. Some plantings include:

- Emerald 'n' Gold Euonymus
- Ames Chinese Juniper
- Rhododendrons
- Blue Princess Meserve Holly
- Gentsch White Eastern Hemlock



*Ornamental grass (Maiden Grass)*



*Skyrocket Juniper*



*Rhododendrons*



*Emerald 'n' Gold Euonymus*



*Gentsch White Eastern Hemlock*



*Dwarf Alberta Spruce*

## Plants with Coloured Bark or Stems

Plants that have coloured bark or stems make an excellent winter display, and even in harsh conditions. Some plantings include:

- White Birch
- Red-Twig Dogwood
- Yellow-Twig Dogwood
- Coral Bark Japanese Maple
- Japanese Rose (Kerria japonica)
- Snakebark Maple

## Shrubs and Trees with Berries

Berrying shrubs and trees add colour during the coldest times of the year. Some plantings include:

- Crabapple
- American Highbush Cranberry
- Hawthorn
- American Holly
- Autumn Magic Chokeberry

## Edible Plants & Food Production

Urban gardening and food production contribute to health and well-being, connection to nature, and environmental education. Some plantings include:

- Saskatoon Berries
- Blueberries
- Raspberries
- Blackberry
- Fruit Bearing Trees (e.g., apple, plum, pear)



White Birch



Yellow-Twig Dogwood



Coral Bark Japanese Maple



Autumn Magic Chokeberry



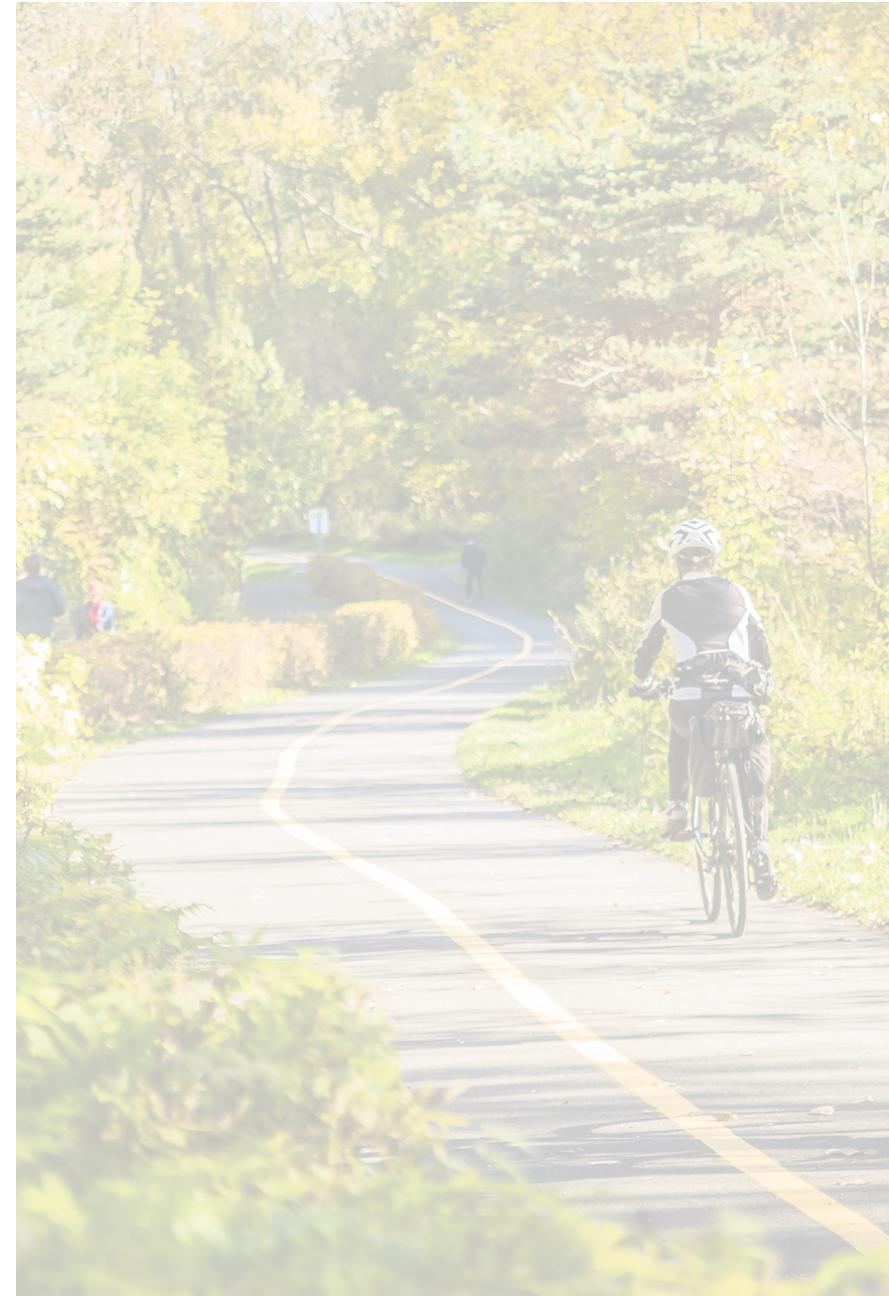
Saskatoon Berry



# 6. TRANSPORTATION + MOBILITY

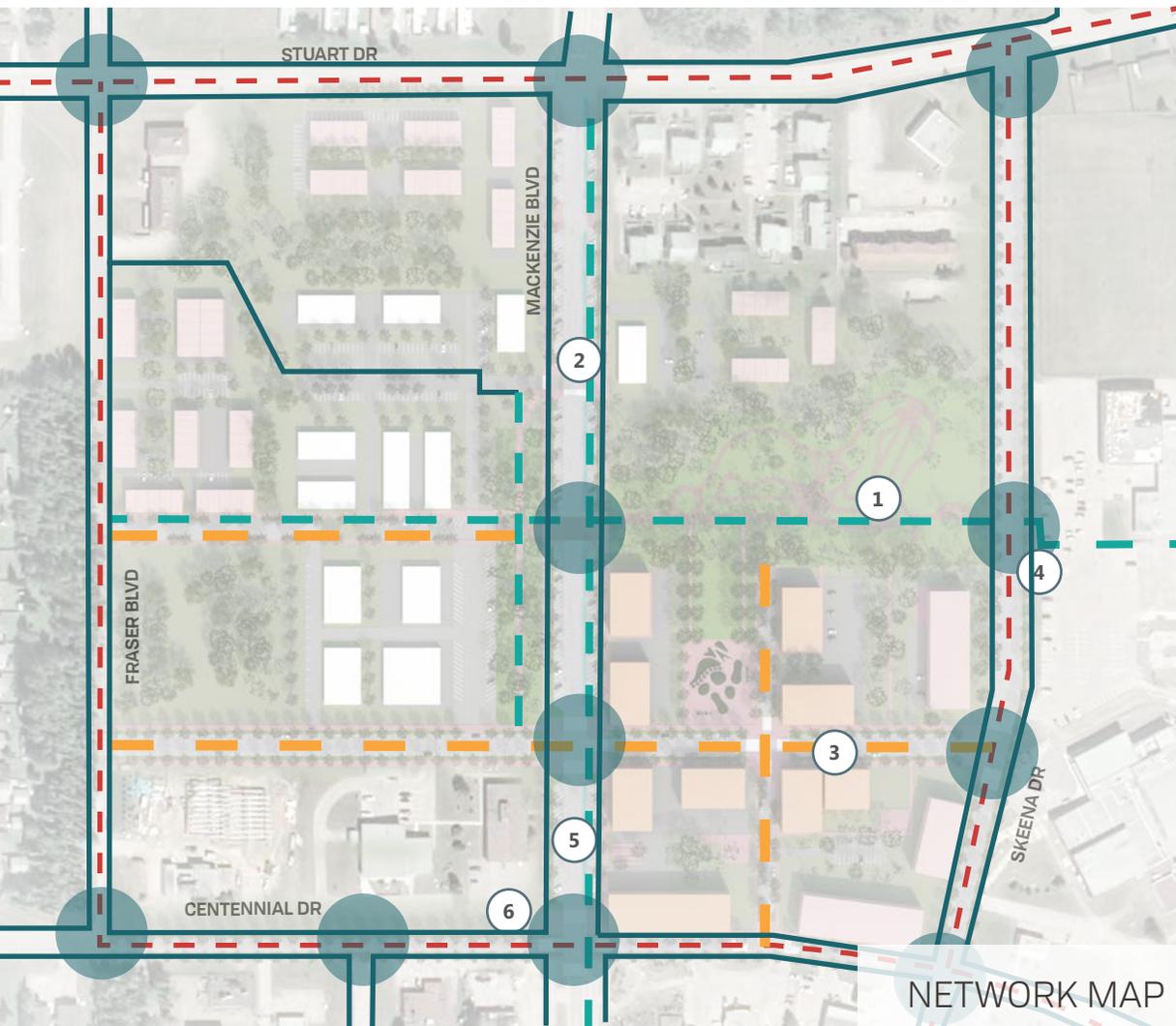
*This chapter provides transportation network directions and policies that serve to guide future decision-making about streetscape design and transportation network acquisition and improvements in Downtown Mackenzie.*

The policies of this chapter seek to create a highly walkable and active mobility-friendly transportation network that focuses on pedestrian and cyclist comfort, safety, and connectivity. This is achieved by designing traffic calmed streets, and integrating a fine-grain street network with a network of trails and greenways.



## 6.1. NETWORK PLAN

The Transportation Network Plan shows the proposed future transportation and mobility network for the Plan Area.



### KEY FEATURES

- 1 East-West trail connections through Downtown
- 2 Multi-use Pathway/Separated Bike Lane on Mackenzie Boulevard
- 3 New pedestrian-friendly streets with redevelopment
- 4 New or improved sidewalks, crosswalks, and other streetscape improvements (e.g., benches, landscaping)
- 5 Mackenzie Boulevard redeveloped as a pedestrian-friendly main street between Centennial and Stuart
- 6 Temporary and incremental improvements over time

- Sidewalk / Pedestrian Path
- Multi-use Pathway
- Pedestrian Crossings
- - Bikeway (e.g., bike lane, sharrows)
- Potential New Street Connection

## 6.2. TRANSPORTATION POLICIES

This section provides directions for future transportation, streetscape, and frontage improvements in the Plan Area. Detailed street-sections (i.e., design drawings) are not presented in the DVAP as they require further community engagement, detailed design and engineering, and other considerations (e.g., budget) at the time of implementation. However, detailed designs and resulting works should be consistent with the policies of the DVAP.

### 6.2.1 GENERAL POLICIES

1. Develop detailed streetscape designs consistent with the principles and policies of this Plan, with a general emphasis on redistributing space from vehicular/underutilized space to pedestrian/cycling infrastructure and green space/landscaping.
  - a. Ensure that any future streetscape designs are developed with community input and incorporate winter design best practices, including flexibility across the seasons (e.g., wide boulevard strip becomes a snow storage area).
2. Consider establishing a program of short-term, temporary streetscape and intersection upgrades utilizing low-cost improvements, such as paint, temporary bollards, and moveable planters. Particular consideration will be given to interim bike lanes and intersection improvements (e.g., crosswalks, curb extensions).
3. New sidewalk and intersection designs will meet accessibility standards and support the creation of a highly integrated network of sidewalks, bike routes, and trails.
4. Consider investing in additional snow removal equipment to better support a pedestrian-oriented downtown.
5. Engage with the Ministry of Transportation on the future of Mackenzie Boulevard, with the general aim of creating a 2-lane, pedestrian-friendly 'main street' between Centennial and Stuart.
6. Any future transit stops will be universally-accessible and safe, with a focus on sidewalk connections, grading, lighting, seating, and weather protection.



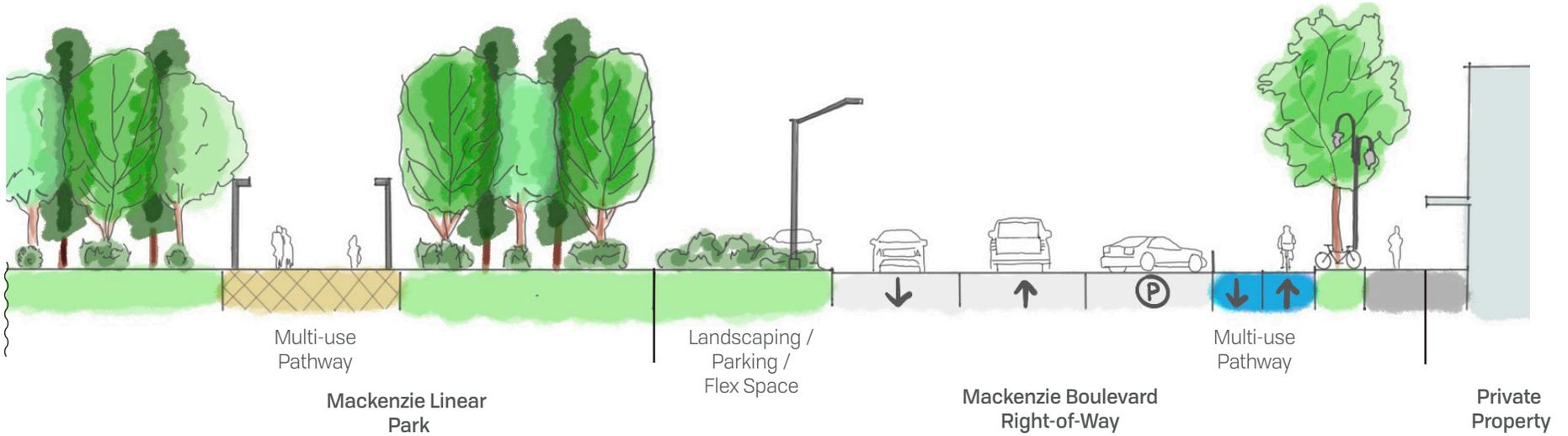
7. Over time, work to address community concerns and enhance intersection design and entrances/exits to the Mall sites on both sides of Mackenzie Boulevard.
8. Provide decorative, pedestrian-scaled lighting.
  - a. Focus illumination towards the ground to reduce light pollution.
  - b. Use fully shielded fixtures to eliminate glare.
9. Include electrical outlets in tree wells and/or on-street lamp posts to allow for additional seasonal feature lighting, such as tree wrapping.

### Streetscapes

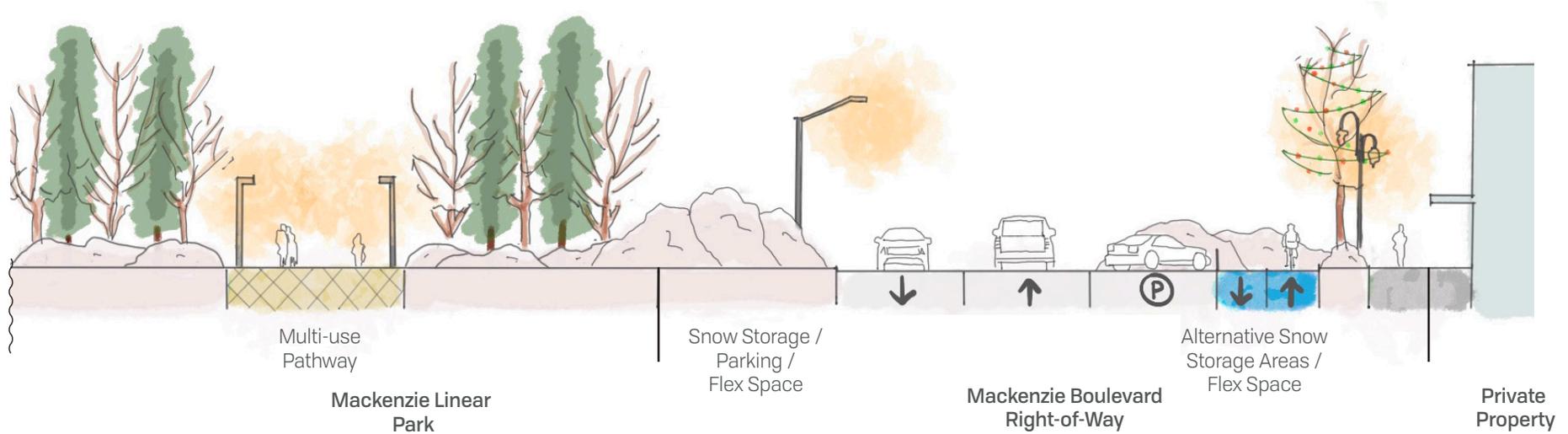
10. Assess and revitalize pedestrian infrastructure (e.g., sidewalks, pathway lighting, benches, street trees, landscaping) and explore alternative hardscape material for existing sidewalks and trails (e.g., concrete, permeable pavers).
11. Seek ways to better utilize the wide rights of way (e.g., green landscaping, bike lanes, seasonal flex spaces) of Skeena Drive and Centennial Drive.
12. Seek to reduce vehicular speeds throughout the Plan Area by using traffic calming measures and lowering the design speed of village streets.
  - a. Potential traffic calming measures include narrower vehicular travel lanes, on-street parking, curb extensions, chicanes, and street trees.
13. Streetscape designs will incorporate consideration for snow removal and snow storage areas.
  - a. Ensure adequate space for snow removal in future street designs, including seasonal flexibility within streetscape zones (e.g., parking lane and snow storage).
  - b. Balance the need for local snow storage with other considerations, such as walkability, aesthetics, and parking.
  - c. In general, plan for more, smaller snow storage areas with solar access.



## MACKENZIE BOULEVARD CONCEPTUAL CROSS-SECTION IN SUMMER



## MACKENZIE BOULEVARD CONCEPTUAL CROSS-SECTION IN WINTER



## Active Transportation

14. The District will undertake an Active Transportation Study.
15. Seek opportunities to reduce the travel lane widths and improve pedestrian/cycling conditions on Mackenzie Boulevard, Skeena Drive, and Centennial Drive including temporary/ seasonal interventions.
16. Design and develop pedestrian infrastructure to consider the needs of those with limited mobility.
  - a. Surfacing materials, clear through zones, curb drops and ramps, and other design considerations will be used to ensure safety and comfort for all sidewalk users, including wheelchairs, walkers, and strollers.
17. Multi-use paths will be developed as indicated in the Network Plan (e.g., North to South and East to West).
18. Provide cycling infrastructure that is comfortable and safe for all ages and abilities by:
  - a. Developing bicycle facilities with separation from vehicle traffic (to reduce user conflicts), such as buffered bike lanes, protected bike lanes, and multi-use trails.
  - b. Adopting bicycle route signage to provide clear identification for all roadway users of where higher concentrations of cyclists are welcomed and expected.
  - c. Applying intersection treatments – such as signalization with bicycle detection and pavement markings – to raise awareness of potential conflicts with vehicles and to maximize cyclist comfort and safety.
19. Ensure the removal of snow and other debris on active travel routes including sidewalks and multi-use paths.
20. Actively work with key partners, including MOTI, local First Nations, in the development of an Active Transportation Plan and related initiatives.



## Off-Street Parking

21. The District may undertake a Parking Study to determine adequate supply of parking in the Plan Area, including on- and off-street parking.
22. Work with developers to identify transportation demand management (TDM) measures for new developments to further reduce the need for private off-street parking.
23. Electric Vehicle charging will be accommodated according to the following criteria or as required by District Bylaw:
  - a. One on-site parking space per new single-family, duplex, or townhouse unit should feature an energized outlet capable of providing Level 2 charging (e.g., 240 volt charging) or higher to the stall.
  - b. 100% of residential parking stalls in all new multifamily residential buildings should feature an energized outlet capable of providing Level 2 charging (e.g., 240 volt charging) or higher to the stall. None required for visitor parking.
  - c. 5% of parking stalls in all new retail, mixed-use, and commercial buildings greater than 1,000m<sup>2</sup> should feature an energized outlet capable of providing Level 2 charging (240 volt charging) or higher to the stall.

## Private Property

24. Work with property owners (e.g., Mackenzie Mall, KL 59 Mall) to improve and maintain pedestrian safety and comfort on private land in the Plan Area by, for example, painting and maintaining internal crosswalks.





# 7. PLACEMAKING + CULTURE

*This section provides policies that seek to address issues of placemaking, aesthetics, arts, character, and culture in the Plan Area.*

## 7.1. PLACEMAKING + CULTURE POLICIES

1. The District may add opportunities for murals and other public art to existing programs (e.g., Business Facade Improvement Program).
2. Seek to establish additional community events, activities, and programming in all seasons using existing and future public spaces such as the recreation centre, community centre, parks, and other public spaces.
3. Enhance the Tree Crusher site as a gateway to Downtown Mackenzie with additional public amenities (e.g., seating, covered gathering spaces, washroom facilities) and consider seasonal programming opportunities.
4. Consider establishing one or more additional gateways to Downtown Mackenzie, such as at the corner of Mackenzie Boulevard and Centennial Drive and Mackenzie Boulevard and Centennial Drive. Gateways may include landscaped corner bulb outs, ornamental lighting, gateway or wayfinding signage, banners, public art, or other elements.



5. Landscape and architectural design will have a cohesive and complementary character that speaks to the past, present, and future of Mackenzie, including strong consideration for the use of stone and wood in the design of buildings and public spaces.
6. Consider authentic and historically-relevant names for new streets and public spaces.
7. Support the development of interpretive signage and interactive public art that reinforces Mackenzie's history.
8. Recognition of local First Nations' history, culture, and language in architectural, public space, and landscape design and naming will be considered through engagement with local First Nations.
9. Public art will be integrated into the streetscape of mixed-use areas and key public spaces.
10. Support the inclusion of arts-based spaces and organizations (e.g., galleries, studios, incubation spaces, non-profits) in the Downtown.
11. Support creative uses of gathering spaces and underutilized/empty buildings and lots.
12. Provide decorative, pedestrian-scaled lighting in public spaces, such as Christmas lights on-street trees and trees in public spaces.
13. Provide well-lit focal points and landmarks that can aid in orientation and help people find their way.
14. Reduce street lighting where possible to compensate for, and emphasize, seasonal feature lighting. Consider controls to dim or turn off decorative and seasonal lighting during off-peak times.





# 8. ACTION PLAN

## 8.1. SHORT-TERM ACTION PLAN

ACTION	DESCRIPTION	POLICY	ROLES
Review the Mackenzie Boulevard Setback requirement and consider amendments.	Consider amending the Zoning Bylaw to reduce the setback requirement of 13.7 metres from the Mackenzie Boulevard right-of-way in the Downtown Core in order to be consistent with the policies and objectives of this plan.	3.3. (2)	District
Engage with the Province on future of lot on corner of Mackenzie Boulevard and Stuart Drive	Engage with the Province on the status and Plans for the site on the corner of Mackenzie Boulevard and Stuart Drive and consider redevelopment options and opportunities.	3.3. (5)	District, Province
Develop an Urban Forest Strategy	Develop an Urban Forest Strategy to maintain and enhance tree canopy cover in the Downtown Core	5.1. (5)	District
Establish a short-term/temporary streetscape improvements	The District will consider establishing a program of short-term, temporary streetscape and intersection upgrades utilizing low-cost improvements, such as paint, temporary bollards, and moveable planters. Particular consideration will be given to interim bike lanes and intersection improvements (e.g., crosswalks, curb extensions).	6.3.1. (2)	District
Engage with the Ministry of Transportation on the future of Mackenzie Boulevard	The District will engage with the Ministry of Transportation on the future of Mackenzie Boulevard, with the general aim of creating a 2- lane, pedestrian-friendly 'main street' between Centennial and Stuart.	6.3.1. (4)	District, Province

ACTION	DESCRIPTION	POLICY	ROLES
<b>Assess and revitalize pedestrian infrastructure</b>	The District will assess and revitalize pedestrian infrastructure (e.g., sidewalks, pathway lighting, benches, street trees, landscaping) and explore alternative hardscape material (e.g., concrete, permeable pavers).	6.3.1. (7)	District
<b>Undertake an Active Transportation Plan</b>	The District will undertake an Active Transportation Plan to prioritize active transportation infrastructure in the District.	6.3.1. (12)	District
<b>Create opportunities for murals and public art</b>	Add opportunities for murals and other public art to existing programs (e.g., Business Facade Improvement Program).	7.1. (1)	District
<b>Create opportunities for events, activities and programs in all seasons</b>	Seek events, activities, and programming in all seasons using existing and future public spaces such as the recreation centre, parks, and other public spaces.	7.1. (2)	District
<b>Engage with BC Hydro / MOTI on burying Hydro Infrastructure</b>	Consider working with BC Hydro to underground infrastructure in the Downtown area in order to enhance the views of Morfee Mountain and surrounding natural landscape.	4.3. (5.a)	District

## 8.2. MEDIUM-TERM ACTION PLAN

ACTION	DESCRIPTION	POLICY	ROLES
Create a Community Amenity Contributions Policy	The District shall create a Community Amenity Contributions policy, to negotiate with applications and the development application stage (e.g., rezoning).	3.1.2. (5)	District
Create a pedestrian-oriented Downtown Core	Facilitate the development of a pedestrian-oriented Downtown Core (e.g., sidewalks, on-street parking, street trees, pedestrian-level lighting, corner bulb outs, street furniture) on Mackenzie Boulevard, Skeena Drive, Centennial Drive, and new streets created through redevelopment.	3.3. (2)	District
Create a formalized east-west pathway through the Plan Area	Create a formalized east-west pathway(s) in the Plan Area to connect key destinations such as John Dahl Park, the skatepark/recreation centre/school, Mackenzie Mall/bike park, KL 59 Mall, and the community gardens.	4.2. (1)	District
Create a new public space in the Plan Area	Create a new public space on the District owned lot in front of the KL 59 Mall to include green landscaping, gathering spaces, and connecting trails.	4.2. (2)	District
Bury Hydro infrastructure adjacent to Mackenzie Boulevard between Centennial Drive and Stuart Drive	Bury Hydro infrastructure adjacent to Mackenzie Blvd between Centennial Drive and Stuart Drive.	4.3. (5.a)	District BC Hydro
Develop detailed streetscape designs for the Plan Area	The District will develop detailed streetscape designs consistent with the principles and policies of this Plan, with a general emphasis on redistributing space from vehicular/ underutilized space to green space and pedestrian/cycling infrastructure.	6.3.1. (1)	District

## 8.3. LONG-TERM ACTION PLAN

ACTION	DESCRIPTION	POLICY	ROLES
Remove Provincial highway status to Mackenzie Boulevard	Remove Provincial Highway status to Mackenzie Boulevard, between Centennial Drive and Stuart Drive to facilitate the development of a walkable “main street”.	6.3.1. (4)	District, Province
Utilize the wide rights of way on Skeena and Centennial Drive	Seek ways to better utilize the wide rights of way (e.g., green landscaping, bike lanes) of Skeena Drive and Centennial Drive.	6.3.1. (11)	District
Facilitate the redevelopment of key sites	Facilitate the redevelopment of key sites and the creation of active Downtown streetscapes and a vibrant Downtown village.	3.3. (3)	District, Applicants
Facilitate the development of a pedestrian-oriented Downtown Core.	Continue to facilitate the development of a pedestrian-oriented Downtown Core with a focus on the built structures such as 2-3 story buildings.	6.3.1. (12)	District, Applicants



## DOWNTOWN VISION & ACTION PLAN

DISTRICT OF MACKENZIE | MAY 2023