



Village of Fraser Lake

Bylaw 868, 2025

A bylaw to adopt the 2025 Official Community Plan

The Council of the Village of Fraser Lake in an open meeting enacts as follows:

1. REPEAL

Village of Fraser Lake Official Community Plan Bylaw No. 809, 2019 and all amendments thereto are repealed.

2. CITATION

This Bylaw may be cited as "Bylaw 868, 2025 Official Community Plan"

3. SEVERABILITY

If any provision of this bylaw is held to be invalid by a court of competent jurisdiction, that provision shall be severed, and its severance shall not affect the remainder of this bylaw.

4. SCHEDULES

Schedule A attached to this bylaw is the Official Community Plan and forms an integral part of this bylaw.

READ A FIRST TIME THIS	11	DAY OF JUNE	2025
READ A SECOND TIME THIS	[DAY]	DAY OF [MONTH]	[YEAR]
READ A THIRD TIME THIS	[DAY]	DAY OF [MONTH]	[YEAR]
ADOPTED THIS	[DAY]	DAY OF [MONTH]	[YEAR]

Mayor

Corporate Officer

Village of Fraser Lake 2025 Official Community Plan

Sustainable Growth for a Sustainable Community

1. Introduction

The Village of Fraser Lake is located on the southwest shore of Nadleh Bun, the Dakelh name for Fraser Lake. The municipality is in the traditional territories of the Nadleh Whut'en and Stelat'en First Nations.

Along with its First Nations neighbours, Fraser Lake is also the service centre for many people who live in the unincorporated communities of Endako and Fort Fraser, as well as those in the rural areas like the North Shore and eastern François Lake.

Fraser Lake is known as an incredibly friendly community within a beautiful region. The vistas are amazing from every vantage point throughout the year. The people are warm and welcoming and are quick to make newcomers feel right at home. It embodies the word community in all its definitions.

Fraser Lake has also seen its share of challenges, undergoing extreme and rapid shifts in its employment and demographic landscape.

The closure of the Endako Mine in 2015 and of the West Fraser and Canfor Plateau sawmills in 2024 has resulted in significant mobility both to and from Fraser Lake.

While some people have left the community for other opportunities, there are also many new faces taking advantage of everything Fraser Lake has to offer. Their vision for their new community is equally as important as those who have lived here their whole lives, and the timing of this document is fortunate to reflect that.



2. Purpose and Background

The 2025 Official Community Plan (OCP) creates a land use framework and vision that helps meet the community's needs today and for the next 20 years.

This vision must be directly reflected in the Zoning Bylaw and any future amendments to the Zoning Bylaw must also be consistent with the OCP or be subject to an additional public hearing.

The OCP also provides recommendations for other bylaws and policies to guide municipal decision-making for Mayor and Council as well as municipal staff.

Policy and bylaw recommendations are *italicized and in green*.

The OCP is updated every five years. These updates must meet the municipality's housing requirements, as established in the [2025 Housing Needs Report](#). It is also based on feedback received from neighbouring First Nations, stakeholder groups, and the public through in-person, paper, online submissions and open public engagement sessions.



3. Sustainable Growth

a. Population

Fraser Lake reached its peak population of 1,543 in 1981. The population has fluctuated since then, with a slow but steady decline between censuses. The community has not seen similar population loss due to the mill closures, but further data will not be available until the 2026 census is complete.

The population of Fraser Lake according to the 2021 census, is 965, though due to the age and accuracy of the 2021 census, this estimate is likely low.

To become a sustainable community and meet the needs and desires of current and prospective community members, Fraser Lake needs to start with sustainable growth.

Growth in communities in B.C. has often been poorly planned and organized. This typically fills market gaps but doesn't support infrastructure planning or build a sense of community.

To attract and sustain all the services that people desire, Fraser Lake is planning for a population of 2,000 in twenty years. While this is double the 2021 census population; growing by 1,000 people is both feasible and, with good planning, can be done in a way that benefits everyone.

b. Municipal Services

To meet growing demand for services, planning is paramount. Every municipal service should have population and/or commercial demand trigger(s) for upgrades, development, or replacement, and these are all determined through Fraser Lake's ongoing asset management planning. Services can also be added or improved upon if a new gap is identified or the community demonstrates interest in growth in a particular area.

i. Water

The Village's current potable water storage capacity is 2,200m³, and storage is the largest bottleneck in Fraser Lake's water supply.

Population growth puts added demand on average water uses with an increased population on the existing footprint, but densification limits summertime excess water demands with less area being used for landscaping and overall improvements in water use education.

At the estimated 2025 peak water use of 500 litres per person per day or 500m³/day overall, estimated commercial and bulk water use of 200m³/day, and a reserve is necessary of 1,000m³ for firefighting activities, there is sufficient potable water for a population of just over 2,000 with accompanying commercial growth, allowing for significant growth prior to any major infrastructure investments.

Large non-residential water users include accommodations, food processing, and large industrial camps.

Industrial camps should only be supplied with potable water when there is a surplus in the system after local residential, commercial, and industrial users as well as fire service needs are met.

For commercial users within Village limits, the municipality will assess viability based on their water needs and limit the size of the development to available water with appropriate buffers.

Fraser Lake will develop an industrial water user policy.

Fraser Lake will expand the potable water system capacity when the population is projected to exceed 1,800.

ii. Wastewater

The Village's current wastewater capacity is 1,180m³/day, and the current average use is 380m³/day. It is important to maintain a healthy buffer in the wastewater system of 25-33% for particularly heavy-use periods.

The Village could accommodate a population of 2,000 people within the current system with the buffer. To allow time for planning and capital acquisition, Fraser Lake will plan to increase system capacity once the Village reaches 1,700 population. Given capacity constraints and the cost to increase capacity, the focus should be on wastewater treatment over the expansion of the sewage network, and this can be accomplished by increasing density on the existing footprint.

Fraser Lake has already adopted Bylaw 817, Trucked Liquid Waste Rates and Regulations to regulate industrial users for the wastewater system.

Fraser lake will expand or redevelop the wastewater treatment facility when the population is projected to exceed 1,700.

iii. Stormwater

Fraser Lake has a very limited dedicated stormwater network, with the vast majority of runoff mixing with the wastewater system.

A mixed network limits the capacity of the wastewater system, particularly during spring freshet and periods of heavy rain.

Growing the stormwater network will require additional permitting from the province to direct runoff towards Fraser Lake.

Future greenfield developments and any complete road redevelopment should include stormwater management separate from the wastewater system. Stormwater management standards will follow the road hierarchy with ditching only allowed where sidewalks are not required.

Fraser Lake will develop a Subdivision Servicing Bylaw, including provisions on stormwater management.

Fraser Lake will seek permit amendments with the Province to ensure continued stormwater outflows and the replacement of culverts.

Fraser Lake will add dedicated stormwater capacity anytime it is feasible when the wastewater network is being replaced.

Fraser Lake will develop a stormwater management plan for permitting, additional outfalls, and replacements of the existing network.

iv. Fire Protection

For the Village to grow, much of the growth will need to come from increased density with taller buildings. The Village's current fire protection capacity limits buildings to 10m tall, this will be adjusted to 11m to meet provincial standards. A ladder truck is required to go above 11m.

One of the current fire engines will need replacement within the next five years. The current firehall is also projected to reach its end of life sometime in the next 20 years.

Additionally, should the Regional District of Bulkley-Nechako residents approve a request for fire service, a water tanker truck, with space for the truck in the firehall, will be required. Any cost to this effect should be borne by residents of the Regional District and not by those within Municipal Boundaries.

A new firehall can be built jointly with ambulance bays, freeing up space in the Fraser Lake Health Centre for expansion while providing improved working conditions for both firefighters and paramedics.

Fraser Lake will plan for the development of a new joint firehall and ambulance station.

Fraser Lake will plan for the purchase a ladder truck.

Fraser Lake will continue conversations and planning with the Regional District of Bulkley-Nechako on fire service needs.

v. Solid Waste Management

The Village collects residential solid waste two days/week and commercial waste more frequently. Growth can be accommodated by adding more days of solid waste collection until a second truck becomes necessary.

The Village has also launched a countertop composter program. This program should reduce how much solid waste residences are disposing of. Expansion of this program can help limit the need for a second truck.

Introduction of curbside recycling or reintroduction of in-town recycling can also significantly reduce the pressures on garbage, though these options also require an expanded fleet.

Fraser Lake will evaluate options for recycling services, including curbside recycling and a recycling station within municipal boundaries.

vi. Recreation and Library

Recreational assets play a vital role in supporting sustainable growth and serve as key components of social infrastructure, fostering community connections and contributing to the retention and attraction of both new and long-term residents in Fraser Lake.

The Recreation Complex includes the arena, curling rink/community hall, rental space, changerooms, and commercial space. Phase II of the development of the Recreation Complex is now complete, and Phase III planning has begun.

The current library has both an upstairs and downstairs which are inaccessible. Discussions are ongoing about the future of the space and how the library could be renovated or relocated.

The Village's approach to recreation will prioritize the enhancement of existing amenities, expansion of recreation services, improving accessibility for all user groups, and exploring new, cost-effective opportunities. Given that recreation is enjoyed by a broad range of users, growth in this area will rely heavily on strong partnerships with neighboring communities, local organizations, and key stakeholders.

Fraser Lake will continue to expand recreation services and infrastructure based on community needs and desires.

Fraser Lake will finalize plans for Phase III of the Recreation Complex.

vii. Roads

Roads are classified by arterial, collector, local, and alley (Map B). These classifications are based on priorities for emergency vehicles, health facilities, and schools, as well as pedestrian and vehicle safety.

This classification impacts both road maintenance (snow clearing, sweeping, etc.) and capital expenditure planning, with the priority going from arterial to collector to local to alley.

Fraser Lake will adopt a road hierarchy policy, identifying maintenance routes and planned investments for traffic management, active transportation networks, subsurface stormwater management, road resurfacing, and other activities.

Fraser Lake will develop a Subdivision Servicing Bylaw including roadway standards for different types of roads.

viii. Active Transportation

The Village will continue developing its sidewalk network as roads and infrastructure beneath the roads are replaced. The goal is to have all arterials with either wide two-way paths or active transportation on both sides, and collectors with active transportation on at least one side.

Future cul-de-sacs will have pedestrian connectivity through to the active transportation network. Sidewalks or other networks within cul-de-sacs and on local roads will be determined on a case-by-case basis based on the anticipated number and type of motor vehicle and pedestrian users.

Where possible, the Village will prioritize the interconnectedness of the active transportation network with connections between sidewalks, trails, and other uses as well as ramps or staircases connecting them in steeper areas.

Other active transportation amenities include trail development along the waterfront, both inside and outside of municipal boundaries, in cooperation with the Regional District of Bulkley-Nechako, Stellat'en First Nation, and Nadleh Whut'en First Nation.

Fraser Lake will develop a Subdivision Servicing Bylaw including sidewalk standards and requirements for pedestrian connectivity through cul-de-sacs and along any block longer than 400m.

Fraser Lake will develop a Trail Master Plan in partnership with neighbouring jurisdictions.

ix. Airport

Further commercial development at the Fraser Lake Airport is dependent upon the availability of electricity.

A cross-country ski track was developed on the property in 2025. Future recreational assets can include an expansion of the cross-country network and additional trails for mountain biking or hiking.

The road to the airport is unpaved for 7km. This presents additional risk to anyone who needs to be medevacked from the Fraser Lake Health Centre.

Fraser Lake will continue to advocate for BC Hydro to bring three-phase power to the airport.

Fraser Lake will, once powered, expand airport services with runway lighting.

Fraser Lake will continue development of recreational assets at the airport property

Fraser Lake will continue to advocate for the road to be paved to the airport.

x. Transit

Fraser Lake provides free, fixed schedule and on-demand transit services two days per week. An expanded population will increase the demands for service.

Fraser Lake will expand service days for transit by one day for each additional 200 people over 1,000, until service is provided seven days per week. Transit fees will be considered when there is demand for a second full-time driver or additional bus.

xi. Childcare

While not explicitly a municipal service, many municipalities have begun directly providing childcare to meet the needs of their community and fill gaps in service. The service can also be delivered by other public sector partners, the not-for-profit sector, or the for-profit sector.

Fraser Lake currently has some childcare providers, but would benefit from a significant expansion, particularly to attract and retain professionals.

Fraser Lake will undertake a study to determine the feasibility of each type of childcare service delivery and any measures the municipality has available to support it.

c. Other Public Services

With a growing population, public services offered by other levels of government are an important component of planning. Each of these services should also have a population trigger, though it will ultimately be up to the service provider and their budget to build infrastructure or increase service levels. It is the role of Mayor and Council, municipal staff, advocates, and the community at large to justify and request new or increased services when they are required.

i. Highway 16 and municipal road interfaces

Highway 16 through Fraser Lake often has people travelling at extreme speeds or passing in illegal places.

A roundabout has been proposed at Highway 16 and Chowsunket St. to slow traffic, provide space for public art and landscaping, and redirect traffic toward local businesses.

Fraser Lake will continue to advocate and seek funding for a roundabout at Highway 16 and Chowsunket St.

ii. Healthcare provision

With growth comes the need for more healthcare services. The Fraser Lake Health Centre is already over capacity, and any population increase will strain it further.

The Health Centre currently operates Monday-Friday, 8:30-5:00. A growing population will also require expanded service hours, and ideally, reach a 24-hour emergency room.

BC Ambulance is currently housed in the Health Centre and the space for paramedics is inadequate.

Fraser Lake will look to build a joint firehall and ambulance station to both free up space for the Health Centre to expand and provide improved working conditions for paramedics.

Fraser Lake will continue to advocate to Northern Health for an expansion to both service hours and physical space at the Fraser Lake Health Centre.

iii. Primary and Secondary Education

Fraser Lake's public schools are in need of further capital investment to provide a better learning environment for students and teachers and provide more recreational and high-level athletic opportunities for students and the community at large.

Growth in the number of students will increase school funding and allow for this development.

Fraser Lake will work with School District 91 to ensure there is sufficient, modern spaces for students and teachers to work and learn in.

iv. Post-secondary education

Fraser Lake does not currently have a post-secondary institution, where it previously hosted the College of New Caledonia. To provide opportunities for a growing population, a post-secondary institution is necessary for further development.

Fraser Lake will plan for a post-secondary institution once the population reaches 1,500 people.

d. Footprint

The municipality of Fraser Lake, in terms of area, is relatively small compared to other communities with similar populations in B.C. While this footprint does limit growth outward, there is sufficient land to accommodate most if not all the planned growth on the existing footprint.

Increased density makes far better use of existing infrastructure, as the cost of replacing or repairing infrastructure is borne by more people within the same footprint, limiting the per capita impact and maintaining affordability.

Attracting and retaining residents requires not only building housing but building the right kind of homes for their needs. Young families need space to grow, while many seniors or people with

mobility challenges benefit more from homes that require limited maintenance. New housing also needs to match people's individual and family incomes.

Fraser Lake will prioritize the redevelopment of existing lots over greenfield development.

e. Boundary Expansion

Most of the anticipated growth for Fraser Lake is planned to take place within the existing boundaries. To meet the aforementioned housing needs of current and future residents, a new subdivision outside of the existing boundary may be in demand. Boundary expansions will be considered, but the additional infrastructure requirements and costs will be part of the consideration and should not be borne by residents within the existing boundary.

For commercial and industrial businesses wishing to access municipal services outside of the current boundary, a boundary expansion may be appropriate if the proponent owns the land in question and covers all costs of service delivery.

Fraser Lake will create Development Cost Charge and Amenity Cost Charge bylaws to recover a fair portion the costs of new development, particularly in expanded boundaries.



4. Land Use Planning

To meet growth targets, existing zoning will need to be altered to provide for more housing, commercial development, and industrial uses.

The following indicate planned changes to the Zoning Bylaw. Development Permit Areas are identified in Map A, and Zoning is identified in Maps D, F, and G.

a. Residential

For Fraser Lake to build the housing that people want and need, changes will need to be adopted and planned for the Zoning Bylaw to allow for more density where it is possible.

i. Small Residential

Every lot below 280m² will be a maximum of two units, including a duplex, or a primary home with secondary suite or accessory dwelling unit. Lots up to 1200m² may have up to 4 units of housing.

ii. Large Residential

Every lot greater than 1200m² will allow for a minimum of 4 units, and a maximum number of units based on height, parking, and setback limitations. Land assemblies or existing lots exceeding 1200m² will allow for rezoning from Small Residential to Large Residential.

iii. Agricultural Land

Any lands within the Agricultural Land Reserve will be allowed the maximum density permitted by the Province of B.C. and the Agricultural Land Commission.

iv. Mobile Home Parks

Existing mobile home parks will allow the construction of multi-family housing.

Future mobile home parks will be allowed through a Temporary Use Permit to constantly strive for more permanent housing options.

v. Waterfront Residential

Fraser Lake will create a Waterfront Development Permit Area (DPA) that allows for increased density similar to other residential zones. The DPA will:

- *Limit heights to protect water views*
- *Reduce road setbacks to the minimum required for fire hydrants and road maintenance*
- *Introduce a 20m setback from the high-water line to protect the riparian zone*
- *Require any redevelopment to improve the foreshore and riparian zones for habitat preservation and ecosystem restoration through cleanup, landscaping, and other habitat creation or improvement activities.*

b. Mixed-use

i. Downtown Development Permit Area

The areas designated as Downtown will be part of a Development Permit Area that prioritizes pedestrians and will be mixed-use.

- *Pedestrian prioritization requires that all development front a pedestrian street and any vehicle access be through the rear of buildings.*
- *Pedestrian streets will be:*
 - *Wide enough to accommodate outdoor vendors and patios for cafes and restaurants*
 - *Allow emergency and maintenance vehicle access*
 - *Landscaped to provide shade and beautification*
- *Access streets will be:*
 - *Narrow, allowing for delivery, road maintenance, through-traffic, and emergency vehicle access but without on-street parking*
- *Designated parking lots for residents, businesses, and visitors will form part of every development application and be kept to the edge of the downtown area.*
- *A minimum of 5% of every development will be reserved for green space and/or public art directly adjacent to the pedestrian street. The 5% applies only to building footprints and does not include rights of way or other public utility space*
- *Permitted downtown uses will include ground floor retail and service commercial and upper floor residential, office, hotel, and other commercial uses.*
- *All development will follow a cohesive, consistent design including architecture and paint or other material colour palette selection. The first proponent to rebuild in the new downtown will be able to set the design standards for the neighbourhood with Council consultation and approval.*

ii. **Mouse Mountain Development Permit Area**

The area designated as the Mouse Mountain Development Permit Area will consist of a new subdivision with residential, commercial, utility, and park and recreation uses.

- *No less than 50% of the developable land base (excluding rights-of-way) will be dedicated to residential development.*
- *Residential may be a combination of Small Residential and Large Residential, with no more than 30% of the residential land base dedicated to Large Residential.*
- *Residential uses will not be permitted within 50m of the Highway 16 right-of-way.*
- *Commercial uses may be adjacent to the Highway 16 right-of-way but must front and only be accessible via a municipal roadway.*
- *Commercial uses will be permitted on the ground floor of Large Residential buildings. These commercial uses count toward the 50% maximum.*
- *A single area of no less than 4ha must be dedicated and constructed for recreational use, and the development of the recreational asset must be approved by Council.*
- *A new connection to Highway 16 is required.*
- *Trails around the base of Mouse Mountain must be preserved or improved.*
- *All active transportation networks will be interconnected through cul-de-sacs or blocks longer than 400m.*
- *The development must follow established roadway hierarchy designs concerning sidewalks, stormwater infrastructure, and other considerations.*

iii. Neighbourhood Commercial

Fraser Lake will allow for neighbourhood commercial occupying no more than 5% of developable area within designated neighbourhood boundaries (Map C). Once a neighbourhood commercial development application(s) has been approved that occupies 5% of the developable area, no other neighbourhood commercial will be allowed within that area.

iv. Mixed Use

Mixed use zones will allow for commercial, large residential, institutional or municipal uses.

c. Commercial

i. Highway Commercial

Fraser Lake will allow denser highway commercial by altering setbacks and eliminating all residential uses. Motor vehicle access for highway commercial uses will be prioritized including parking, vehicle access, and drive-thrus.

ii. Waterfront Development Permit Area

Fraser Lake will amend all regulations and bylaws pertaining to White Swan Park, Cheese Point, and Park Drive according to the 2025 Waterfront Development Plan.

d. Industrial

i. Light Industrial

Fraser Lake will plan for new light industrial lots to provide new space along the highway for industrial uses and will seek to acquire these lots from the province. Fraser Lake will stipulate landscape and sound screening requirements in industrial zones.

ii. Heavy Industrial

Fraser Lake will allow for the subdivision of the mill site for multiple heavy industrial uses and expand heavy industrial uses to include agricultural and food and beverage manufacturing.

iii. Mining Operations

The Mining Operations Zone will be unchanged.

e. Other uses

i. Institutional

In addition to school district and public healthcare facilities, Fraser Lake will include senior's homes, housing for people with disabilities, housing for people experiencing homelessness, and housing for women and children fleeing violence in Institutional Zoning.

ii. Municipal

Fraser Lake will establish a Municipal Use Zone allowing for cemeteries, municipal public infrastructure and utilities, municipal buildings, and public works yards. Lots zoned as Municipal Use may be rezoned to small or large residential, commercial, mixed use, parks and recreation, utility, or institutional.

iii. Utility

A Utility Zone will be established allowing for telecommunications and energy utilities.

iv. Setbacks and Heights

All residential setbacks will be amended to allow for more density on existing lots while still ensuring sufficient space for residential parking, snow clearing, fire hydrants, future sidewalk development plans, and appropriate landscaping that includes FireSmart provisions and overall tree canopy protections.

Commercial side setbacks will be eliminated. Rear setbacks will only apply if the rear lot line is adjacent to Small Residential zones. Front setbacks will allow space for street parking, snow clearing, fire hydrants, future sidewalk development, and landscaping.

Height limitations will be set at 11m, and increased when a ladder truck allowing for fire rescue from increased elevations is purchased.

f. New Road and Watermain Connections

New road and watermain connections will be established as the community grows and to provide redundancy in networks for public safety. These connections are depicted in Map E.

i. Park Drive

Fraser Lake will work with CN Rail to establish a second, permanent crossing across the rail line over the existing sewer connection to improve access and emergency egress routes to the waterfront.

ii. Tunasa Crescent to Langley Avenue

Fraser Lake will work with the Ministry of Transportation and Transit to establish a connection across Highway 16 From Tunasa Crescent to Langley Avenue. Fraser Lake will connect the watermain under the same crossing to provide network redundancy in the event of a watermain break and improved flows in the event of a fire.

iii. Mouse Mountain Subdivision Highway Connection

Fraser Lake will work with the developer(s) and the Ministry of Transportation and Transit to establish a new intersection on Highway 16 to provide access to the new subdivision.

g. Sand and Gravel

The Municipality does not have any sand and gravel pits identified within its limited boundaries. Sand and gravel will be sourced from the private sector or other public bodies when necessary.

h. Hazardous and environmentally sensitive land

Growth should not come at the cost of the environment and should be planned to keep the community ready in the event of an emergency.

Active Transportation options and prioritization lessen individual environmental footprints, limit infrastructure costs, and encourage people to spend more time outdoors.

FireSmart activities must be focused and ongoing to protect the municipality from a wildfire. New developments will be built and landscaped with FireSmart standards as a matter of course.

Stormwater and groundwater management are important not only for floods, but to protect all buildings and infrastructure in the community from damage as a result of frost heaves and sagging.

Fraser Lake will develop a Subdivision Servicing Bylaw that limits all development to slopes of no greater than 30%. Slopes greater than 30% may be developed if the angle is brought below 30% with fill or appropriately engineered retaining walls are installed.

Fraser Lake will maintain protections of the entire sloped area and summit of Mouse Mountain as designated park land and municipal utility space.

Fraser Lake will develop a Subdivision Servicing Bylaw that requires all new developments to provide a FireSmart landscaping plan prior to approval.



5. Sustainable Community

a. Municipal Financial Sustainability

To truly achieve sustainability, the municipality of Fraser Lake must reach a point where it does not rely on grants to fund a majority of its infrastructure and services. Grants are, and always will be, a portion of the local government's finances, but relying on other levels of government to provide core services is not sustainable due to their own political and financial pressures.

To achieve sustainability, land use will need to be maximized to spread costs over more residences and businesses without increasing the infrastructure costs themselves.

Fraser Lake will update non-tax-based service costs to ensure operational costs are recovered, reserves are maintained for major infrastructure repairs and replacements, and tax-base service subsidies are in the best interests of the community at large.

b. Sustainable Local Business

For the people of Fraser Lake to have the private services they would like to see, population growth is key.

For local small businesses to be sustainable, the population will need to increase. This feedback was a direct result of the Fraser Lake and District Chamber of Commerce Business Walk.

Businesses need customers, and a broader customer base allows for more entrepreneurs to pursue their goals and open their businesses in an unsaturated market.

c. Incentivizing Development

The cost to build is higher in the North due to transportation distances and a smaller local workforce. This impacts residential and commercial development primarily, as the industrial sector is still developing in Fraser Lake with a number of large projects underway or being considered.

Fraser Lake's housing stock is also aging, with many of the homes likely needing redevelopment in the next twenty years. Residential and commercial redevelopment should be encouraged over renovation to support the goals of densification and provide modernized housing and commercial spaces that will last decades into the future and increase the average value of properties throughout the community.

Rental housing is one of Fraser Lake's largest housing gaps and more will be needed to maintain affordability in the community. Multi-level infill housing (duplexes-sixplexes) will support some of this need, but for people with disabilities, on lower incomes, or those who otherwise cannot or choose not to maintain the exterior of buildings and landscaping, developing dedicated rental apartments is necessary.

Offsetting some of the costs of building residential and commercial developments through the Tax Revitalization Exemption Bylaw encourages homeowners and developers to invest in Fraser Lake and help grow the community.

Fraser Lake will amend the Tax Revitalization Exemption Bylaw to provide a property tax exemption for the number of years equal the total number of new housing units redeveloped or newly developed on a property, minus one, up to six units.

Fraser Lake will amend the Tax Revitalization Exemption Bylaw to provide a three-year annual property tax exemption in residential developments of more than six units where at least 66% of the development is affordable rental housing.

Fraser Lake will amend the Tax Revitalization Exemption Bylaw to provide a three-year annual property tax exemption to the downtown and highway commercial zones for redevelopment or new development of commercial spaces.



6. Housing Policies

a. Affordable Housing

Affordable housing is defined as housing that costs 30% or less of gross household income.

In 2021, median household incomes in Fraser Lake were \$71,000, meaning affordable housing would be anything up to \$1,775 per month.

There was a healthy gap between the cost of housing and incomes in 2021, but since then, home prices have risen 149%. There is no updated data on median incomes, but it is extremely unlikely to have increased commensurate to the cost of housing, and thus the affordability gap will have narrowed significantly.

No policies beyond the aforementioned densification are recommended to maintain housing affordability.

b. Rental Housing

The Village's Rental Vacancy Rate is 1.4%, half of the recommended 3%.

Rents in 2021 averaged \$900, though this has since increased by an estimated 33% to \$1,200 with many workers from the Coastal Gaslink project in the Village from 2021-2024. Rents do not appear to have come down with the completion of the project.

Increasing rental vacancy rates and maintaining rental affordability will be accomplished through the gentle densification of existing residential zones through secondary suites or accessory dwelling units, which the Village approved through Bylaw changes in 2024, redevelopment of aging housing stock, and the addition of rental housing in multi-family and mixed-use zones.

Forthcoming major projects and newer, modernized rental stock will likely increase the cost of rent further but increasing supply will help maintain affordability in the long term by avoiding bidding wars.

c. Special Needs Housing

There is no dedicated supply of special needs housing in Fraser Lake and no demand for this type of housing has been identified.

d. Housing for seniors

Current seniors' housing is comprised of one building with 23 independent living units, and land has already been purchased for expansion.

Expansion into supportive housing, long-term care, and palliative care will require partnerships with organizations like Northern Health and BC Housing, and an increase in the number of trained health workers within the Village.

e. Housing for families

The supply of units with 3+ bedrooms is sufficient to meet current needs, but along with smaller units, more will be required to accommodate new growth.

Smaller single-family lots may not be large enough to accommodate the addition of a suite or accessory dwelling unit with 3+ units. A minimum number of 3+ bedroom units in new multi-family developments will be established to ensure a stable supply of family housing into the future.

New single-family and duplex development will all accommodate a minimum of 3+bedrooms, and triplex and fourplex developments must have at least 2 units with 3+bedrooms.

f. Shelters for individuals experiencing homelessness and housing for individuals at risk of homelessness

There is currently no identified, visible homelessness within Fraser Lake, though homelessness can be invisible, and that does not mean visible homelessness may not occur in the future.

The supply of dedicated housing for individuals experiencing homelessness or at risk of homelessness is unnecessary in the near term, and anyone who finds themselves in that situation within Fraser Lake will likely be better served with alternatives such as BC Housing's Private Market Rent Assistance programs.

Maintaining housing supply and affordability is the best way for Fraser Lake to prepare for homelessness.

g. Housing in close proximity to transportation infrastructure that supports walking, bicycling, public transit, and alternative forms of transportation

Aside from regional Northern bus services (BC Bus North, Northern Health Connections), there are no fixed transit stops within the Village where transit-oriented development is recommended.

Dedicated active transportation infrastructure is available the length of the community along the highway, but the streets are also largely considered walkable and bikeable and the Village is compact enough to make active transportation throughout feasible for many people.

To improve pedestrian connectivity, redevelopment and new development along blocks longer than 300m or from cul-de-sacs will include connecting pedestrian pathways, where another road or pedestrian amenity exists.

The Village will continue to expand its sidewalk network as it replaces roads and underground services.

7. Housing Targets

The 2025 Housing Needs Report identifies that 7 additional units are needed in a 5-year timeframe and 64 additional units are needed in a 20-year timeframe.

These projections are skewed based on Fraser Lake's temporary population decline following the closure of the Endako Mine.

The most recent changes to the Zoning Bylaw allow for secondary suites and accessory dwelling units in all single-family zones increases the availability of housing in Fraser Lake by over 300 units. Changes in this Official Community Plan will increase the maximum number of housing units by anywhere from 600-1,000, depending on desired densities and land assemblies.



8. Greenhouse Gas Emissions

In the 2019 Official Community Plan, the Village committed to the Province's GHG reduction target of 40% by 2030.

Based on the province's [Community Energy and Emissions Inventory Data](#), Fraser Lake as a community produced the following emissions in 2007 and 2022 in tons of carbon dioxide equivalent (TCO₂e):

Emission Source	2007 Emissions	2022 Emissions (TCO ₂ e)	% Change
Buildings	9111	2,496	-73%
On-road Transportation	5633	5,533	-2%
Municipal Solid Waste (waste commitment)	1,804	2,354	30%
TOTAL	16,548	9106	-45%

The Village surpassed the original goal of a 40% reduction by 5%, 8 years head of schedule.

The reduction came nearly entirely from building emissions. While this represents significant positive progress, more needs to be done to reduce on-road transportation and solid waste emissions, while continuing improvements in building emissions.

The following actions have already begun or been completed since 2022:

- Heat reclaim project at the arena, limiting natural gas use by reusing waste heat from the ammonia chiller to heat the water and air in the building.
- Installation of heat pumps in the municipal office.
- A countertop composter pilot program
- New cladding for the public works building

With the growth planned for Fraser Lake, the Village will reassess its emissions goals from net totals to per capita emissions, as it is extremely unlikely that potentially doubling the local population will also make it feasible to reduce emissions.

The per capita emissions goal is set as follows:

	2007	2022	2030	2040	2050
Population	1,113	965	1,500	2,000	3,000
Emissions	16,548	9,106	10,000	12,000	12,000
Per Capita Emissions	14.87	9.44	6.67	6	4

The targets are updated to reflect Fraser Lake successfully reaching its 2030 goal ahead of schedule, allowing for a moderate increase in emissions between 2025 and 2030 to account for population growth, reducing per capita emissions by 2040 while still growing, and maintaining emissions levels between 2040 and 2050 with continued growth.

These targets are realistic, achievable, and ensure that the municipality and its residents are all doing their part to combat climate change.

To continue reducing per capita emissions, the Village will undertake the following:

- *Improve pedestrian connectivity as part of any new development.*
- *Improve pedestrian safety with landscaping, road planning, and highway improvements.*
- *Expand local transit services when there is demand.*
- *Continue improving the insulation at municipal buildings.*
- *Install heat pumps in remaining municipal buildings.*
- *Continually replace or upgrade the Village fleet with lower-emission, more efficient alternatives*
- *Pending a successful pilot, continue expanding the countertop composter program*
- *Explore means of improving recycling rates, including the introduction of curbside recycling*
- *Support the province's implementation of the Zero Carbon Step Code for new building construction*



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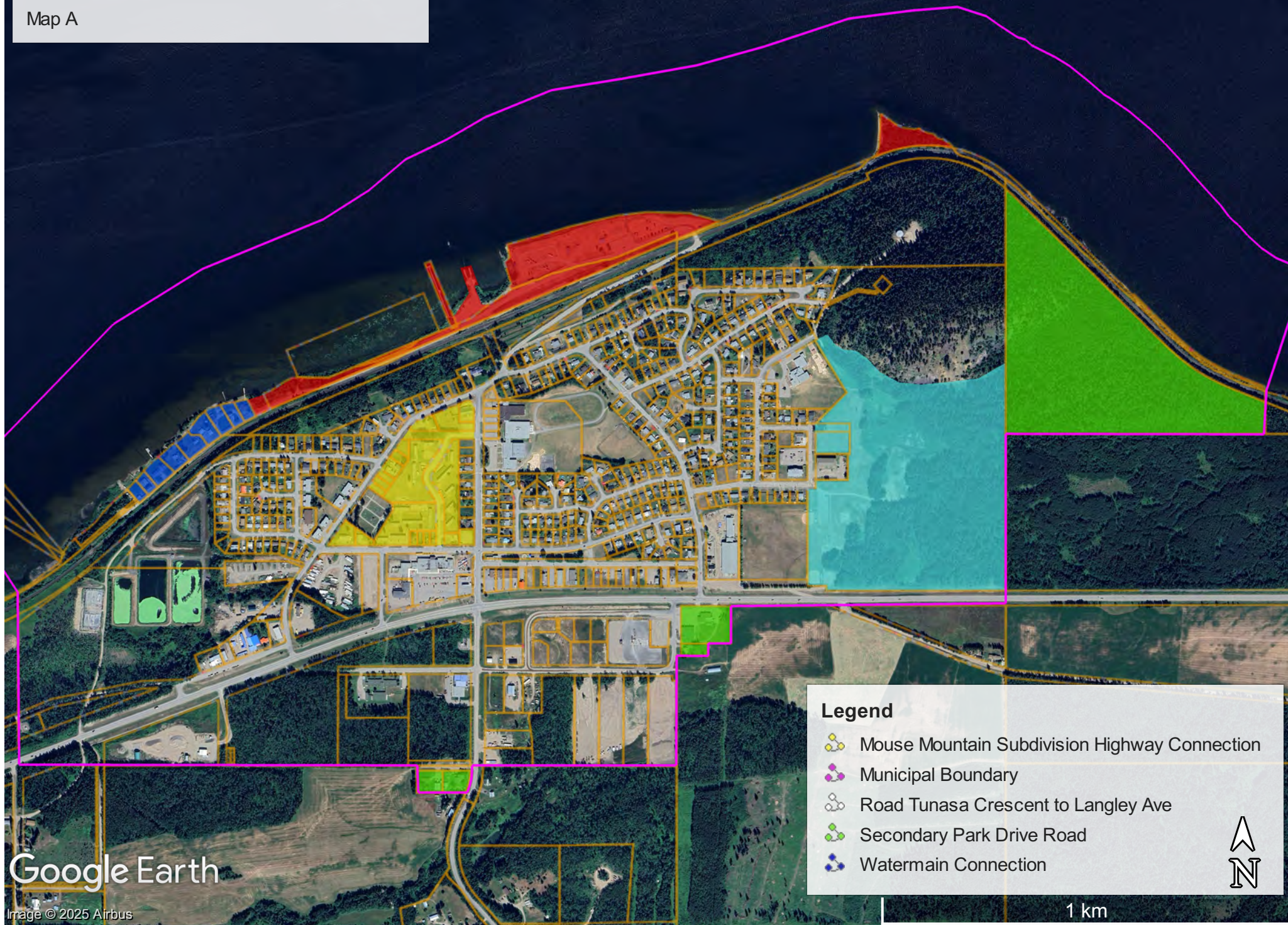
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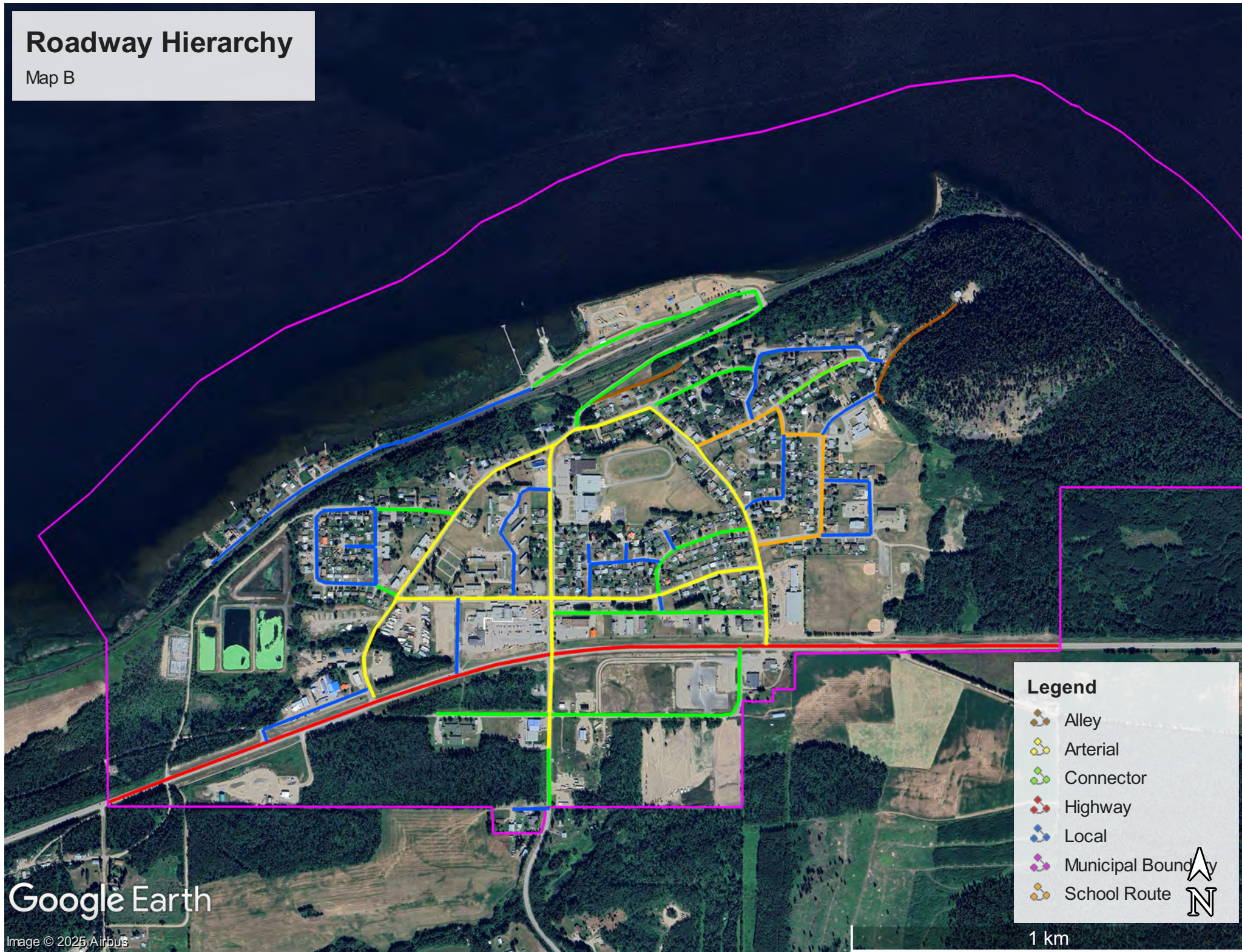
Development Permit Areas

Map A



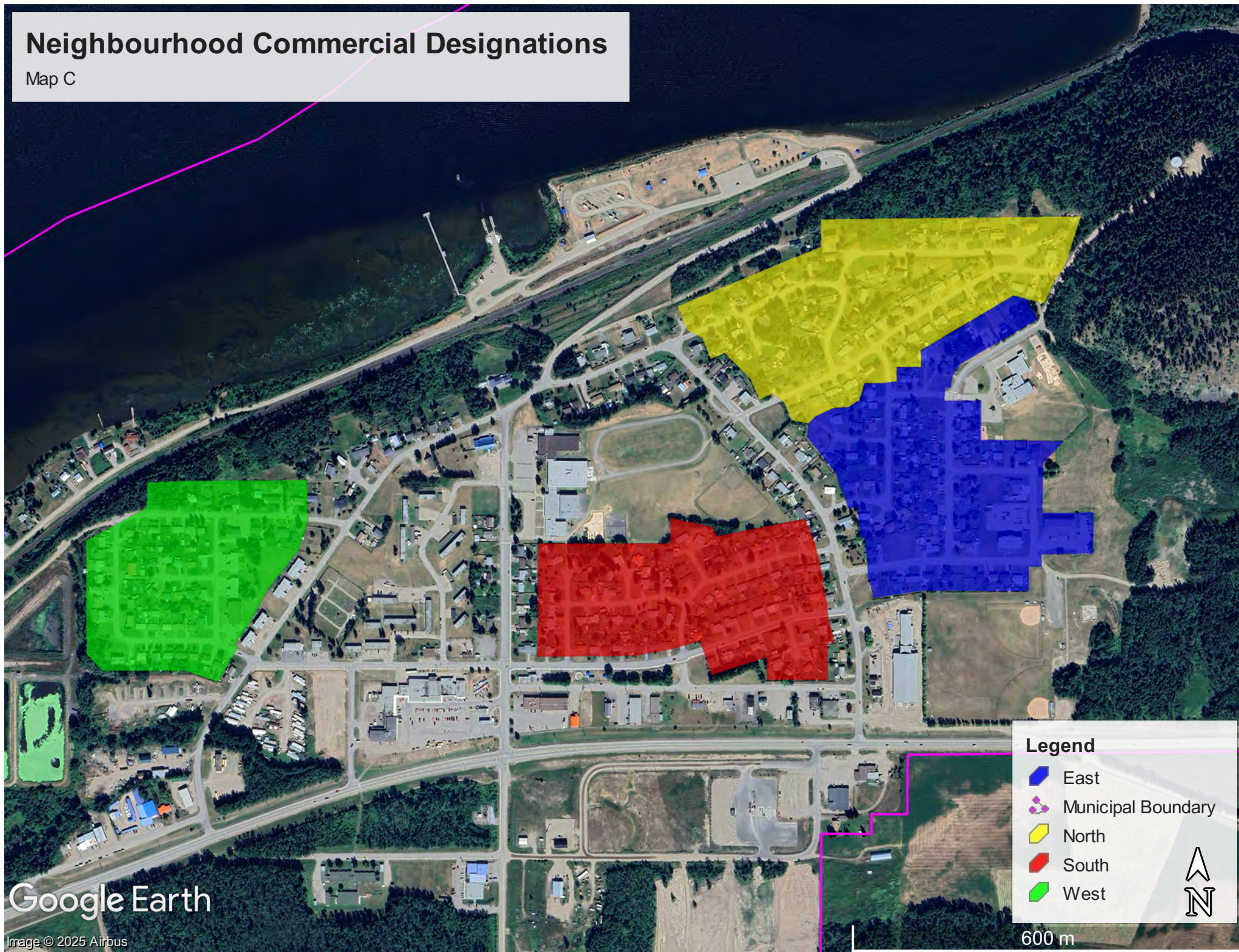
Roadway Hierarchy

Map B



Neighbourhood Commercial Designations

Map C

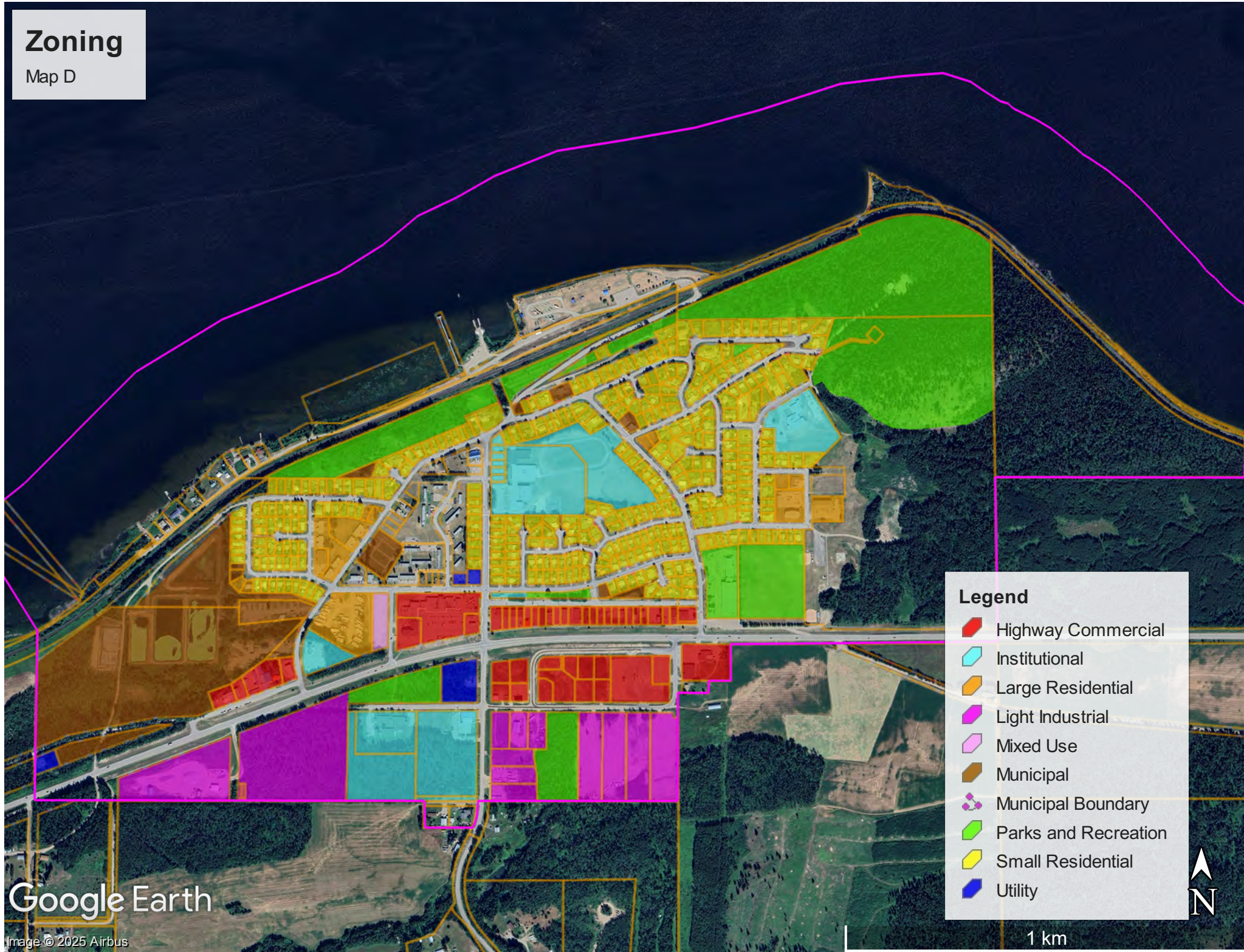


Google Earth

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Zoning

Map D

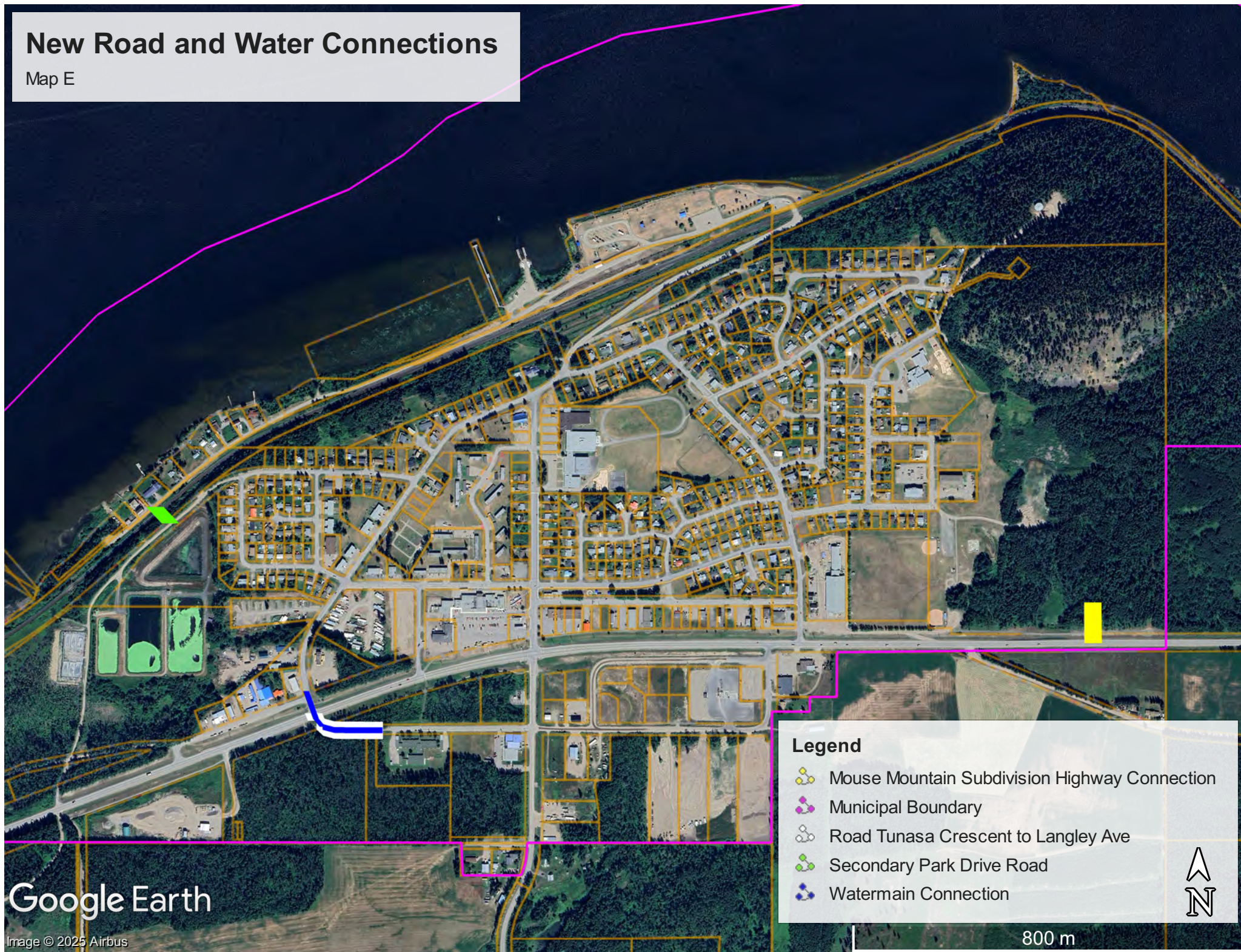


Google Earth

Image © 2025 Airbus

New Road and Water Connections


Map E



Mining Operations

Map F

Legend

 Mining Operations

Google Earth

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4 km

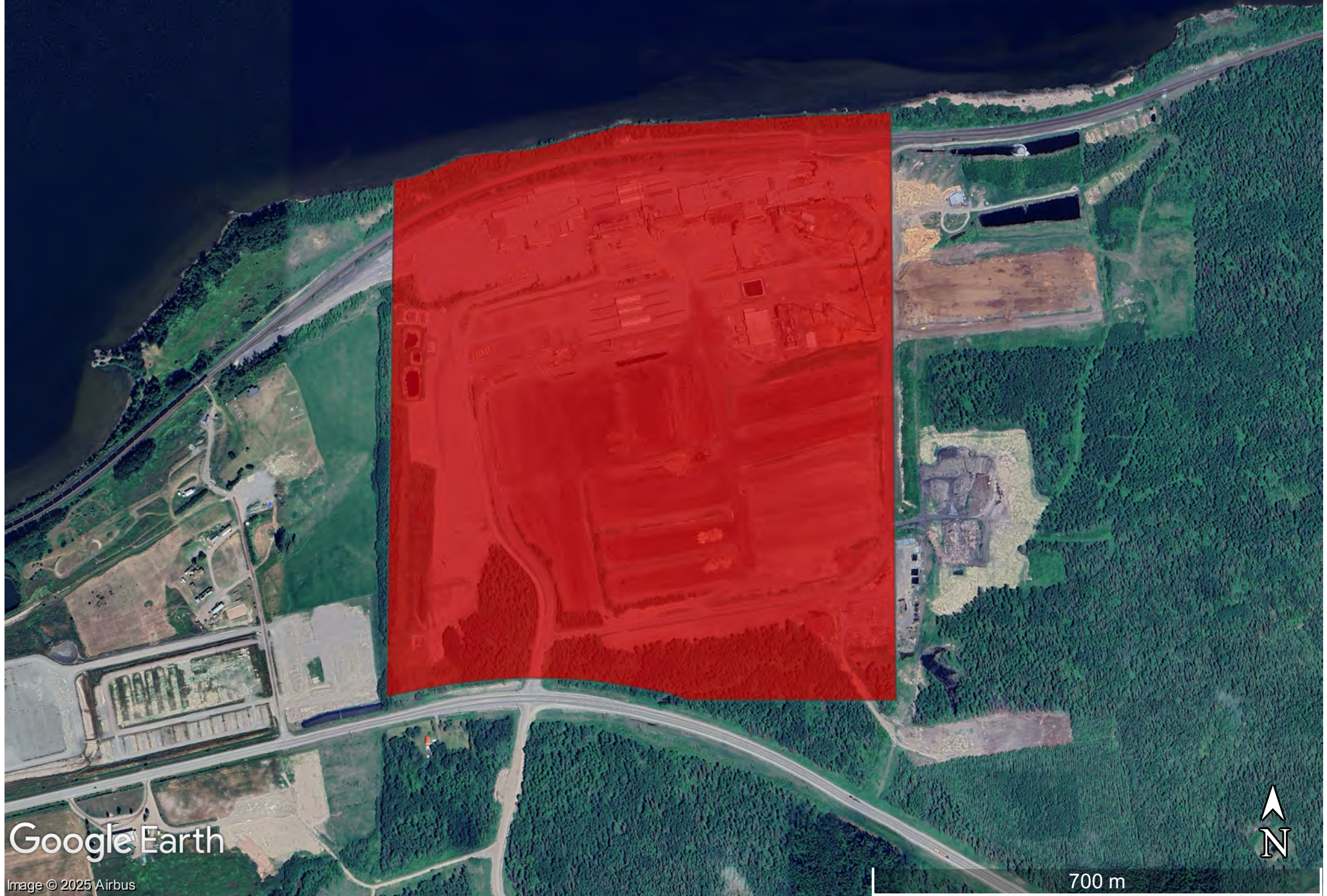


Heavy Industrial

Map G

Legend

 Heavy Industrial



Google Earth

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700 m