

Final Report

Regional District of Bulkley Nechako

**Industrial Land Use Inventory Study:
Electoral District C**

January 31, 2010

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1 Introduction

1.1 Purpose

In 2007-2008, staff of the Regional District of Bulkley-Nechako (RDBN) undertook the preparation of a report entitled “Regional District of Bulkley-Nechako Electoral Area B Industrial Land Use Inventory Study”. Largely developed using internal staffing resources under the leadership of Planning Director Jason Llewellyn, the report was extremely well-received, and was seen as a model for the completion of similar reports covering the RDBN’s other six Electoral Areas. The full collection of seven reports will be used for the following purposes:

- As a resource for planning and decision making regarding industrial land use policies and regulations
- As an identification of assets and opportunities for incorporation in economic development and marketing initiatives
- As a resource for developers, investors and the real estate industry to assist in the identification of current industrial land development opportunities
- As a resource for the identification of Crown Lands needed for economic development and economic diversification efforts
- As a resource to demonstrate to the Agricultural Land Commission the community needs for the release of certain lands for industrial uses.

In late 2008, Millier Dickinson Blais, a national economic development consulting firm, was retained to prepare the six additional Electoral Area inventories/studies, using the earlier industrial land inventory study for Electoral Area B as a model. To this end, the primary intent of these inventories is to:

- Identify the existing industrial land base in the study area(s)
- Identify the present and future industrial land use needs in the study area(s)
- Evaluate the adequacy of the existing and potential industrial land base to meet future demand
- Provide a detailed parcel based inventory of industrial lands that are, or may be, potentially suitable for industrial development.

This present document is a draft of a report designed to clearly present the information, results and recommendations resulting from the Scope of Work for Electoral Area C.

1.2 Report Structure

This report is organized into 11 sections:

- Sections 1 and 2 present the purpose, methodology and limitations of the study in Electoral Area C
- Section 3 discusses the existing regulatory and planning infrastructure that exists regarding industrial land development in Electoral Area C

- Section 4 presents data on existing developed and vacant industrial lands in Electoral Area C
- Section 5 provides an overview of issues relating to future industrial land use needs in Electoral Area C
- Section 6 provides data and information relating to infrastructure and servicing of industrial lands within Electoral Area C
- Section 7 discusses potential future industrial land requirements in Electoral Area C
- Section 8 contains a parcel-based inventory and description of lands that are, or may be, potentially suitable for future industrial development within Electoral Area C
- Section 9 includes a summary of the study findings for Electoral Area C
- Appendices A and B contain detailed maps and site formation regarding the actual existing and potential parcels of industrial land in Electoral Area C

2 Methodology

2.1 Geographic Study Area

The study area includes all of Electoral Area C of the Regional District of Bulkley-Nechako. This area of the RDBN includes the District of Fort St. James. Industrial Lands within the boundaries of this local municipality are not included in the present inventory, though those in close proximity to these municipalities are.

Statistics Canada data from the 2006 Census shows that rural areas of Electoral Area C have a population of 1,355 persons. This is a decrease from the 2001 Census figure of 1,688 persons, meaning the population has declined by 333 people or 19.7%. Data from the 2006 Census shows that Fort St. James also has a population of 1,355 persons (a decline of 572 people or 29.7% over 2001). The Area as a whole thus has a population of 2,710 persons, which represents a decrease of 905 people or 25% since 2001.

2.2 Definitions

The following definitions are used in this report:

Developed Industrial Land means land that is wholly or partially utilized for industrial purposes. A portion of a developed property that has significant remaining potential or capacity for further industrial development may be considered Vacant Industrial land (defined below).

Existing Industrial Land means land designated by a local government official community plan or zoning bylaw for industrial use, or land currently being used for industrial purposes.

Industrial Use means any of the uses permitted under M1 Light industrial Zoning, M2 Heavy Industrial Zoning or M3 Agricultural Industrial Zoning.

Potential Industrial Land means land that is not designated for industrial uses by an official community plan or zoning bylaw, but which may hold some potential for an appropriate Industrial Use from an infrastructure and/or land use planning perspective, whether at present or in the future.

Vacant Industrial Land means land designated by a local government official community plan or zoning bylaw for Industrial Use but not yet developed for Industrial Use. This includes properties that are designated industrial, but are currently zoned and/or developed for uses not permitted in the industrial designation (e.g. residential, agricultural).

2.3 Methodology

This study was prepared using the following steps and process:

Step 1) Review of Literature

A literature review of relevant reports, studies, strategies and other documentation regarding industrial development, economic development, and the regional economy was undertaken,

with a particular focus on understanding local official plans and local economic development objectives.

Step 2) Zoning and Land Use Designation Mapping Data

In conjunction with L&M Engineering of Prince George, the project team reviewed Official Community Plan (OCP) land use designations, zoning, and other geography-based data for lands within the region, and a series of maps were produced. An analysis of data was undertaken to estimate the amount of existing industrial land, developed industrial land, and vacant industrial land. Site visits were undertaken to each of the identified Industrial Use sites, or where the land use status of a property was uncertain.

All lands zoned for Industrial Use and all known lands without industrial zoning that contain an Industrial Use were identified as Existing Industrial Lands. Existing Industrial Lands were then reviewed to identify which parcels were developed and which were vacant. This review was based in part on Regional District staff knowledge of each parcel and in part through site visits carried out by members of the project team. An analysis of the Market Readiness of each Vacant Industrial Lands was then undertaken based on site visits.

Step 3) Identification of Industrial Trends and Future Development

An identification of the general economic and industrial trends occurring in the region was undertaken through a literature review and consultation with local stakeholders and experts. This review was undertaken to provide a basis for estimating the areas of future industrial growth in the area, and the associated industrial lands needs.

Step 4) Identification of Infrastructure Distribution Expansion Options

Research was undertaken to determine the location of various infrastructure located within the study area. This includes power, rail access, telecommunications, and roads. The costs and process to expand and/or install various types of infrastructure and utilities were also investigated.

Research for this section was conducted through interviews with a variety of industry representatives including (but not limited to) the following public and private organizations:

- BC Hydro
- CN Rail
- Pacific Natural Gas
- Telus
- Navigata Communications

Step 5) Identification of Future Land Use Needs

An identification of the general amount of future industrial lands needed in the region was undertaken through a literature review and extensive consultation with local stakeholders, and industry experts. This review focused on confirming the industry types considered likely to locate in the area and the industry types being targeted by local economic development

initiatives. Once the industry types were identified, research was undertaken to identify the service and location needs for the industry type.

Step 6) Creation of a Detailed Parcel Based Inventory

The maps created under Step 1 were reviewed by the project team, in consideration of the information identified in Steps 3 and 4, to identify areas and/or parcels of land that may be suitable for future Industrial Use. The potential impact of the Industrial Use of the lands was then considered. Each parcel identified as Vacant Industrial Land or Potential Industrial Land was added to the Industrial Lands Inventory and evaluated for services available, location attributes, challenges, and opportunities.

Step 7) Review of Research Results

This study included a consultative process regarding the study purpose, existing industrial land supply, future industrial land needs, and the review of the inventory at the parcel level. Numerous conversations were held with local municipalities, economic development organizations and other interested parties. A complete list will be included in the final version of this report.

2.4 Limitations

The scope of the work undertaken in this study includes the compilation and identification of existing information from reports and studies and from local community and expert knowledge. The study did not include significant primary research beyond consultation with stakeholders and experts. In particular, the estimated land needs identified in Step 4 are intended to be general in nature, and are not based on any scientific or statistical analysis.

Information on all potential development constraints was not readily available. There are various factors that can affect the development capacity of industrial lands. These factors include:

- Environmental constraints
 - Stream and water body setbacks
 - Environmentally sensitive areas
 - Contaminated sites
- Natural hazard constraints
 - Steep slopes
 - Areas prone to flooding
 - Loss of developable area due to the requirement to provide mitigation measures for flooding and other natural hazards
- The rezoning of designated industrial land for other uses, such as housing, farming, etc.
- Inclusion of non-industrial uses as permitted uses in industrial zones (e.g. large format retail and free standing offices) which reduces the supply of land for industrial uses

The evaluation of potential land use impacts undertaken in Step 5 was a subjective process and did not include a complete review with all relevant information. In particular it is noted that this

review did not include consultation with the general public, although consultations that took place during the development of the recent RDBN Economic Development Action Plan were considered and reviewed. Lands identified as Potential Industrial Lands may be found, upon further review, to be unsuitable for a particular, or any, industrial use. The necessary public input is incorporated into the rezoning process for any Potential Industrial Lands. The public will also have an opportunity to provide input at during future OCP review processes.

3 Land Use Planning and Industrial Development

3.1 RDBN Industrial Land Use Planning

3.1.1 Fort St. James Rural Official Community Plan

Section 2 of the Fort St. James Rural Official Community Plan, Bylaw No. 940, 1996 states the broad objectives of the Rural Official Community Plan. Several of these policies could influence future industrial development within the Electoral Area.

- 2.6 *It is the objective of the Regional Board to protect and preserve productive farmland and soil having agricultural capability and encourage agriculture whether or not it is within the Agricultural Land Reserve*
- 2.8 *It is the objective of the Regional Board to accommodate industrial uses in suitable locations, as well as any potential primary resource extraction enterprises and the related processing of products*
- 2.23 *It is the objective of the Regional Board to support planning and development of utility services according to need, feasibility and public support in a manner that addresses those needs and provides for an enhancement of neighbouring services*
- 2.24 *It is the objective of the Regional Board to ensure the establishment of a safe and efficient transportation network and to take into account traffic matters and the functional integrity of the transportation system in land use decisions*
- 2.25 *It is the objective of the Regional Board to foster and maintain the rural character of the area, giving due consideration to other objectives, policies and land use designations within the Plan.*

Section 3.4 of the Fort St. James Rural Official Community Plan states specific policies regarding industrial development in Electoral Area C. It is the policy of the Regional Board to:

- 3.4.1 *encourage significant new industrial uses to establish within areas designated for industrial purposes, as shown on Schedule “B” of this by-law, or within a municipality;*
- 3.4.2 *consider designating further land within the Plan area for industrial purposes to accommodate new industrial uses where:*
 - a) *there is demonstrated need;*
 - b) *the location is suitable;*
 - c) *the environment would not seriously be effected;*
 - d) *neighbouring uses would not seriously be effected;*
 - e) *generated traffic would not cause serious problems; and,*
 - f) *the proposed industrial use has the support of the Agricultural Land Reserve;*

3.4.3 *consider the issuance of temporary use permits throughout the Plan area, where notwithstanding a Zoning Bylaw:*

- a) the use is clearly temporary in nature;*
- b) there is a demonstrated need;*
- c) the location is suitable;*
- d) the environment would not seriously be effected;*
- e) neighbouring uses would not seriously be effected; and,*
- f) generated traffic would not cause serious problems;*

3.4.4 *require appropriate minimum parcel sizes for industrial uses of land;*

3.4.5 *encourage establishment of permanent greenbelt buffers along parcel boundaries to provide a physical separation between industrial uses of land and adjacent agricultural lands.*

3.1.2 Omineca Settlement Corridor Official Community Plan

The Omineca Settlement Corridor Official Community Plan, Bylaw No. 1260, 2003 states the general land use policies of the Regional District with regards to the settlement area along the Thutade FSR and Omineca River in the northern area of the Electoral Area. The Plan area is bordered on all sides by the 'Protected Area' of the Omineca Provincial Park. Section 3.2 contains specific policies and objectives regarding industrial development along the corridor, which is generally limited to the areas surrounding lots 3248 and 3249.

3.2.1.1 Accommodate industrial uses in suitable locations as well as any potential primary resource extraction enterprises and the related processing of products.

Section 3.2.2 contains specific policies to accomplish the Regional Districts goals for industrial development along the corridor.

3.2.2.1 Encourage significant new industrial uses to establish within areas designated for industrial purposes as show on Schedule "B" of this bylaw;

3.2.2.2 Consider designating further land within the Plan area for industrial purposes to accommodate new industrial uses where:

- (a) There is a demonstrated need;*
- (b) The location is suitable;*
- (c) The environment would not seriously be effected;*
- (d) Neighbouring uses would not seriously be effected;*
- (e) Generated traffic would not cause serious problems; and,*
- (f) The proposed industrial use has the support of the Agricultural Land Commission if the land is within the Agricultural land Reserve (ALR).*

3.2.2.3 Consider the issuance of temporary permits throughout the Plan area, where, notwithstanding a zoning bylaw:

- (a) *The use is clearly temporary in nature;*
- (b) *There is a demonstrated need;*
- (c) *The location is suitable;*
- (d) *The environment would not seriously be effected;*
- (e) *Neighbouring uses would not seriously be effected; and,*
- (f) *Generated traffic would not cause serious problems.*

3.2.2.4 *Require appropriate minimum parcel sizes for industrial uses of land;*

3.2.2.5 *Encourage the establishment of permanent greenbelt buffers along parcel boundaries to provide a physical separation between industrial uses of land and adjacent agricultural and residential lands; and,*

3.2.2.6 *Consider the impacts that increased industrial activity may have on the Omineca Park.*

3.1.3 Regional District of Bulkley-Nechako Zoning Bylaw

The Regional District of Bulkley-Nechako Zoning Bylaw no. 700, 1993 contains three industrial zones:

20.0 Light Industrial Zone (M1)

20.01 Permitted uses

(1)

- a) *light manufacturing including the construction, assembly, and repair of wood and fibreglass products, signs, boats and ceramic products;*
- b) *warehousing including cold storage plants, frozen food lockers and feed and seed storage and distribution;*
- c) *food products manufacturing, processing and packaging excluding processing and packaging of fish and including only pre-dressed and government inspected meats and eviscerated poultry;*
- d) *building supplies and lumber yard;*
- e) *automotive repair garage including auto body work and painting, muffler shops, transmission shops, tire sales and service, carwashes and excluding the wrecking, salvage and storage of automobiles;*
- f) *commercial workshop including machine shop, welding shop, private or government garage and workshop;*
- g) *storage compounds; and,*
- h) *retail sales of petroleum products.*

21.0 Heavy Industrial Zone (M2)

21.01 Permitted uses

(1)

- a) *wood products manufacture and processing including sawmill, shake mill, planner mill, pulp mill, log storage yard, lumber remanufacturing plant, plywood plant, particle board plant, and hardboard plant;*
- b) *public utility uses;*
- c) *wrecking, salvage and storage of automobiles;*
- d) *concrete, asphalt and rock crushing plant; and,*
- e) *waste disposal site.*

22.0 Agricultural Industrial Zone (M3)

22.01 Permitted uses

(1)

- a) *the processing, storage, wholesaling and retailing of agricultural products;*
- b) *livestock auction;*
- c) *farm implement repair and sales; and,*
- d) *growth and sale of nursery products, commercial crops and garden supplies.*

The Regional District of Bulkley-Nechako Zoning Bylaw No. 700, 1993 also contains four zones that allow industrial activity associated with agriculture and resource extraction.

12.2 Small Holdings (Industrial Shop) Zone (H1 B)

12.2.01 Permitted uses

- a) *single family dwelling;*
- b) *two family dwelling;*
- c) *agriculture;*
- d) *horticulture, nursery, greenhouse;*
- e) *silviculture;*
- f) *kennel and veterinary clinic;*
- g) *commercial workshop including machine shop, welding shop, private or government garage and workshop;*
- h) *home occupation; and,*
- i) *buildings and structures accessory to the permitted principal uses.*

13.0 Large Holdings Zone (H2)

13.01 Permitted uses

- a) *agriculture;*

- b) *intensive agriculture;*
- c) *horticulture, nursery, greenhouse;*
- d) *single family dwelling;*
- e) *two family dwelling;*
- f) *logging and silviculture;*
- g) *portable sawmill and lumber kiln;*
- h) *mineral, placer, coal, and aggregate exploration, extraction and processing;*
- i) *waste disposal site;*
- j) *outdoor recreation facilities*
- k) *kennel and veterinary clinic;*
- l) *primitive campsite;*
- m) *guest ranch;*
- n) *rural retreat;*
- o) *peat extraction;*
- p) *home occupation; and,*
- q) *buildings and structures accessory to the permitted use.*

14.0 Agricultural Zone (Ag1)

14.01 Permitted uses

- a) *agriculture;*
- b) *intensive agriculture;*
- c) *horticulture, nursery, greenhouse;*
- d) *single family dwelling;*
- e) *two family dwelling on parcels not within the Agricultural Land Reserve;*
- f) *logging and silviculture;*
- g) *portable sawmill and lumber kiln;*
- h) *mineral, placer, coal and aggregate exploration, extraction and processing;*
- i) *waste disposal site;*
- j) *kennel and veterinary clinic;*
- k) *outdoor recreation facilities;*
- l) *primitive campsite;*
- m) *guest ranch;*
- n) *rural retreat;*
- o) *peat extraction;*
- p) *unpaved airstrips and helipads for the use of aircraft flying non-scheduled flights;*
- q) *home occupation; and,*
- r) *buildings and structures accessory to the permitted principal uses.*

15.0 Rural Resource Zone (RR1)

15.01 Permitted uses

(1)

- a) agriculture;
- b) intensive agriculture;
- c) horticulture, nursery, greenhouse;
- d) single family dwelling;
- e) two family dwelling;
- f) seasonal dwelling;
- g) logging and silviculture;
- h) portable sawmill and lumber kiln;
- i) mineral, placer, coal and aggregate exploration, extraction and processing;
- j) waste disposal site;
- k) outdoor recreation facilities;
- l) primitive campsite;
- m) guest ranch;
- n) rural retreat;
- o) peat extraction;
- p) unpaved airstrips and helipads for use of aircraft flying non-scheduled flights;
- q) home occupation;
- r) kennel and veterinary clinic; and,
- s) buildings and structures accessory to the permitted uses.

The rural lands zoned M1 and M2 are identified further in Appendix A and discussed in Section 4 of the report.

3.2 Municipal Industrial land Use Planning

3.2.1 District of Fort St. James Official Community Plan

Division 4.1 of the District of Fort St. James Official Community Plan, Bylaw No. 737, 2001 states broad goals regarding community development in the District. Consideration should be given as the focus of development within the Regional District should be roughly compatible with development goals of the Municipalities in that area. The plan states that *“Community development in Fort St. James is directly related to the development of forestry related activities, and to the expansion of tourism and recreational facilities.”*

Division 4.3 – Community Development Policies, in the District of Fort St. James Official Community Plan, states Council’s policies regarding land use coordination with other entities.

- 4.3.6 *It is the policy of Council to coordinate its planning activities with those of the Bulkley-Nechako Regional District, the Government of British Columbia, the Government of Canada, the Nak’azdli Band, School District No. 91, other agencies and utility companies, and shall consult with and seek the support of*

these agencies in complying with the objectives and policies of this Official Community Plan.

- 4.3.8 It is the policy of Council that in the event of increased development around the present boundary of the District due to major industrial development in the region, Council will initiate discussions with the Ministry of Municipal Affairs and the Regional District of Bulkley-Nechako in order to review the need for expansion of the municipal boundaries of the District to manage growth and development in the fringe areas.*

Division 5.0 of the Official Community Plan states broad goals regarding economic development in the District of Fort St. James. The Plan is focused on the future expansion and development of forestry and mining industries, including secondary manufacturing and other renewable resource activities. The Plan also states support for development of tourism and recreational opportunities. Section 5.1 lists broad objectives related to economic development goals.

- 5.1.7 It is the objective of Council to cooperate with the Regional District and affiliated senior levels of government to encourage the following:*

- (a) the creation of a diversified and stable employment base;*
- (b) the strengthening of the District as a potential centre of industry including tourism, and forestry related industries; and,*
- (c) support for services provided by the municipality.*

- 5.1.12 It is the objective of Council to cooperate with the Ministry of Forests to develop a community forest.*

Division 5.2 contains specific policies regarding economic development, to further the goal of developing the Fort St. James as a centre for industrial development and tourism.

- 5.2.3 It is the policy of Council to promote the District of Fort St. James as a regional tourism and recreational area.*

- 5.2.4 It is the policy of Council to negotiate with all levels of government for the creation of a diversified and stable economic base, and to strengthen the existing industrial forestry base.*

Division 8.0 contains the policies and objectives of Council regarding industrial development within the District of Fort St. James. Industrial development within Fort St. James is mostly concentrated in the Northeastern area of the Townsite in close proximity to the BC Railway facilities. Division 8.1 lists the objectives of Council towards industrial development in the District.

- 8.1.1 It is the objective of Council to concentrate industries of similar types, service needs and performance characteristics within the designated industrial area.*

- 8.1.2 *It is the objective of Council to reserve suitable land for long range industrial development, as shown in schedule "B-2" Plan Map*
- 8.1.3 *It is the objective of Council to encourage industrial expansion in order to provide increased job opportunities, economic diversification and the stabilization of the economic base of the District.*
- 8.1.4 *It is the objective of Council to provide opportunities for industrial expansion at locations that do not conflict with adjacent land uses.*
- 8.1.5 *It is the objective of Council to issue Temporary Industrial Permits to allow any industrial use such as the extraction or processing of natural materials. These facilities are permitted on any accessible lot within the municipality located outside of the central townsite area as illustrated on the 1:10,000 scale Schedule "B-2" Plan Map.*

Section 8.2 lists the specific policies of Council regarding industrial development within the district.

- 8.2.1 *It is the policy of Council that forestry trends in the region will be monitored and the Ministry of Forests will be encouraged to ensure that mills located in the District continue to process timber cut in the region. Council will work with the Ministry of Forests to ensure that the District is the beneficiary of value-added diversification and additional processing facilities.*
- 8.2.2 *It is the policy of Council to designate sufficient industrial land to accommodate the long range requirements of the District of Fort St. James.*
- 8.2.3 *It is the policy of Council to ensure that industrial uses are permitted only in those areas so designated on the Plan Maps.*
- 8.2.4 *It is the policy of Council to ensure that all industrial lots abutting a Highway are adequately screened or landscaped in accordance with the Zoning Bylaw.*
- 8.2.5 *It is the policy of Council to issue Temporary Industrial Permits...for the processing of natural resources in the areas designated in Section 8.1(5) of Schedule "A" of this Bylaw. A Temporary Industrial Permit shall not be issued unless the Ministry of Transportation and Highways concurs with the terms of the permit with respect to parking and highway access.*
- 8.2.6 *It is the policy of Council that general and heavy industrial uses which require large sites without full urban services shall be encouraged to locate or relocate in the vicinity of the Germansen/Tachie Road intersection in the B.C.R. industrial area as set out on the Schedule "B-2" Plan Map.*
- 8.2.7 *It is the policy of council that new service and light industrial areas may be designated on the Plan Maps in the future, provided that the development and*

market trends warrant such designation and necessary urban services can be economically extended into the area.

In addition, several policies list requirements regarding designations of specific properties within the Municipal District that should have little effect on Regional Industrial Development.

3.2.2 District of Fort St. James Zoning Bylaw

The District of Fort St. James Zoning Bylaw No. 738, 2001 contains two Industrial zoning classifications.

I-1 Industrial – Service Zone

The general intent of the I-1 Industrial - Service zoning is to permit the development of service industrial uses.

6.1 Permitted uses

- a) *animal hospital and animal beauty parlour;*
- b) *auction house;*
- c) *automobile repair garage for passenger and commercial vehicles, including body repairs, painting, battery manufacturing, engine rebuilding, tire retreading or rebuilding;*
- d) *automotive parts sales, showroom and car sale lots;*
- e) *bakery;*
- f) *boat building, boat showroom and display yard;*
- g) *bottling and distribution plant;*
- h) *building material supply and lumber yard;*
- i) *car wash or truck wash;*
- j) *cartage, delivery and express facilities including truck terminal;*
- k) *cleaning and dyeing establishment;*
- l) *commercial nursery and greenhouse including related retail outlet;*
- m) *commercial parking facility;*
- n) *food product manufacturing, processing and packaging, excluding processing and packaging of fish and including only re-dressed and government inspected meats and eviscerated poultry;*
- o) *gasoline service station;*
- p) *key-lock fuel installation;*
- q) *light manufacturing and assembly;*
- r) *machine shop and parts manufacturer, machinery and assembly not involving forging, casting, punch presses or drop forges;*
- s) *laundromat and dry cleaning;*
- t) *heavy equipment dealership and repair;*
- u) *farm implement dealership;*
- v) *municipal worksyard;*
- w) *offices, storage buildings, workshops and yards for the following trade contractors: building, cement, electrical, excavating, fumigating, heating and*

- air conditioning, masonry, painting, plumbing, refrigeration, roofing, septic tank and sign;*
- x) packing and crating;*
 - y) plumbing, sheet metal and welding workshop;*
 - z) printing and other reproduction processes;*
 - aa) sash and door and other woodworking shops;*
 - bb) septic tank service;*
 - cc) sheet metal fabrication;*
 - dd) storage;*
 - ee) tire shop, retreading and rebuilding;*
 - ff) warehousing;*
 - gg) trailer manufacture, repairs, sales and display yards;*
 - hh) residential use in conjunction with permitted service industrial uses;*
 - ii) gravel pits, and quarry pits which meet the approval of the authority having jurisdiction; and,*
 - jj) accessory building uses.*

I-2 Industrial – Heavy Zone

The general intent of the I-2 Industrial-Heavy zoning is to permit the development of large lots suitable for heavy industrial uses.

6.2 Permitted uses

- a) auction house;*
- b) car wash or truck wash;*
- c) cold storage;*
- d) cleaning and dyeing establishment;*
- e) furniture manufacturing and storage;*
- f) key-lock fuel installation;*
- g) light manufacturing and assembly;*
- h) manufacture processing and storage of gravel, asphalt and tar products;*
- i) machine shop and parts manufacturer;*
- j) heavy equipment dealership and repair;*
- k) farm implement dealership;*
- l) manufacturing;*
- m) offices, storage buildings, workshops and yards for the following trade contractors: building, cement, electrical, excavating, fumigating, heating and air conditioning, masonry, painting, plumbing, refrigeration, roofing, septic tank and sign;*
- n) metal processing;*
- o) plumbing, sheet metal and welding workshop;*
- p) printing and other reproduction services;*
- q) sawmill;*
- r) sheet metal fabrication;*

- s) *storage;*
- t) *wood processing;*
- u) *warehousing;*
- v) *accessory building uses;*
- w) *residential use in conjunction with permitted heavy industrial uses; and,*
- x) *gravel pits, and quarry pits which meet the approval of the authority having jurisdiction.*

It is important to note the provisions of the I-2 Industrial – Heavy zoning district, as large tracts of land are zoned ‘I-2’ along the north eastern border of the District, adjacent to RDBN lands within Electoral Area C.

4 Existing Industrial Land Supply

4.1 Existing Industrial Land

Existing industrial land includes both developed and vacant industrial lands. For the purpose of this study the definitions for existing, developed, and vacant industrial lands are as follows:

Existing Industrial Land means land designated by a local government Official Community Plan or zoning bylaw, or land currently being used for industrial use.

Developed Industrial Land means land that is wholly or partially utilized for industrial uses. A portion of a developed property that has significant remaining capacity for further industrial development may be considered Vacant Industrial Land.

Vacant Industrial Land means land designated by a local government Official Community Plan or zoning bylaw for Industrial Use but not yet developed for Industrial Use. This includes properties that are designated industrial, but are currently zoned and/or developed for uses not permitted in the industrial designation (e.g. residential, agriculture).

It is noted that the determination of the vacant status of lands was a particularly subjective exercise. Lands that were in use for purposes of equipment storage, or contained buildings at or near the end of their economic life, or otherwise significantly underutilized were considered to be vacant.

Details of existing industrial lands are shown in Appendix A, which includes lands that are in the Regional District but fall outside of the municipal boundaries.

The land area in hectares of Existing Industrial Lands, Vacant and Developed Industrial Lands, and Usable Vacant Industrial Lands are shown in Table 1. The data is broken down by page as shown in Appendix A.

4.2 Usable Vacant Industrial Lands

An evaluation of each piece of vacant industrial land was undertaken to identify the approximate area of land that is practically available for future industrial development. For example, areas that cannot be developed because they are wetlands or steeply sloped were excluded from the calculation of useable vacant industrial lands as shown in Table 4.2.

There is a total of 158.588 hectares of Industrial Land in the study area. Very little of this, only 8.371 ha or 5%, is developed. There is a vast amount of industrial land in Area C which is vacant, representing 67.717 ha of all industrial land. Based on an initial site evaluation, it is estimated that 57.289 ha of this is usable land. There is also a substantial amount, 43.308 ha, which is at the junction of Highway 28 and Tachie Road the majority of which is crown land. However, opposite this site is a concentration of other heavy industrial uses, primarily mills.

However, there is a very large (82.5 ha) plot of industrial land which was not accessible at the time of the site inspection. This site is beyond the Conifex (the old Pope & Talbot saw mill) mill on Talia Road.

There is also a concentration of industrial land on Highway 27 by Garvie Road and Goetjen Road (Maps 2, 3 and 4), some of which is developed, primarily with logging, construction and commercial operations, and with some additional lands (approximately 14 ha) which is vacant or underutilised.

Table 4.2 Existing Rural Industrial Land Area in Hectares

Map #	Zoning	Site Size (ha)	Industrial Lands			
			Total (ha)	Developed (ha)	Vacant (ha)	Usable Vacant (ha)
1	M1	2.894	2.894	2.894	0.000	0.000
2	M1	5.447	5.447	2.907	2.540	1.622
3	M1	7.092	7.092	2.435	4.658	4.658
4	M2	6.167	6.167	0.000	6.167	6.167
5	M2	52.953	52.953	0.135	52.818	43.308
6	M2	82.500	82.500	Unknown	Unknown	Unknown
7	M2	15.338	1.534	0.000	1.534	1.534
Total		172.391	158.588	8.371	67.717	57.289

The market readiness of the Usable Vacant Industrial Land is not addressed in this Section. Section 8 of this study will identify, on a site and property specific basis, potential future industrial lands in more detail. The lands discussed in Section 8 will include the Usable Vacant Industrial Lands identified in this Section.

5 Industrial Trends and Opportunities

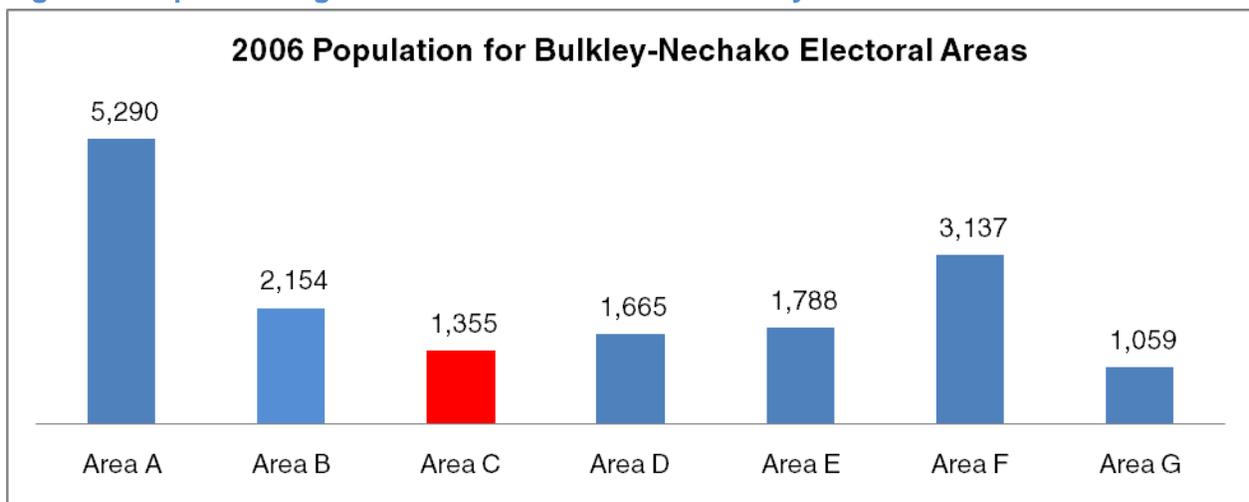
5.1 Economic Base Analysis

Since assuming an active role in economic development, local government has aimed at creating more jobs, expanding the tax base and diversifying the economic base. Economic base analysis uncovers the strengths and weakness of the economic landscape, thereby allowing the opportunity for a community to seize opportunities and mitigate weaknesses. It is anticipated that this study will be used as an economic development tool for industrial development and serve as a baseline for future comparisons of economic statistics over time. The sections below provide details on the Electoral Areas in the Regional District of Bulkley-Nechako.

5.1.1 Population

Population changes can facilitate or challenge economic development within a particular locale. A steady rise in population can expand the tax base and provide opportunities to expand business and infrastructure services. In some communities the type of population expansion can reveal some interesting facts about business trends within the community, or emerging trends that can be capitalized on.

Figure 1: Population figures for Electoral Areas of Bulkley-Nechako



Source: Statistics Canada, 2006

The population figures show that Electoral Areas A and F are the largest ones in this comparison for the Regional District of Bulkley-Nechako, with Electoral Area C accounting for just 3.5% of the total population of the Bulkley-Nechako census district.

The population change shows that Electoral Area C experienced the greatest decline in population while Electoral Area E was the only are to exhibit growth between 2001 and 2006. During the same period, the region’s overall decline in population was 6.4%, with an average decrease of 6.3% in the seven Electoral Areas. The decline in population of Electoral Area C was 13.3 percentage points above that of the Regional District.

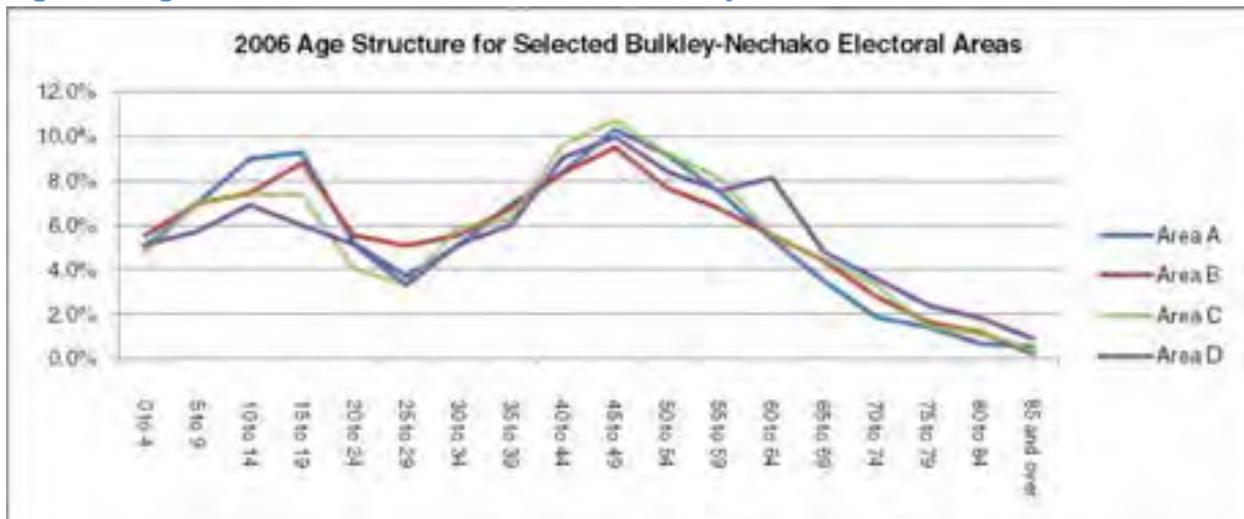
Figure 2: Population change for Electoral Areas of Bulkley-Nechako

2001 to 2006 Population Change	
Electoral Area A	-7.1
Electoral Area B	-5.4
Electoral Area C	-19.7
Electoral Area D	-2.9
Electoral Area E	2.2
Electoral Area F	-7.3
Electoral Area G	-3.6

Source: Statistics Canada, 2006

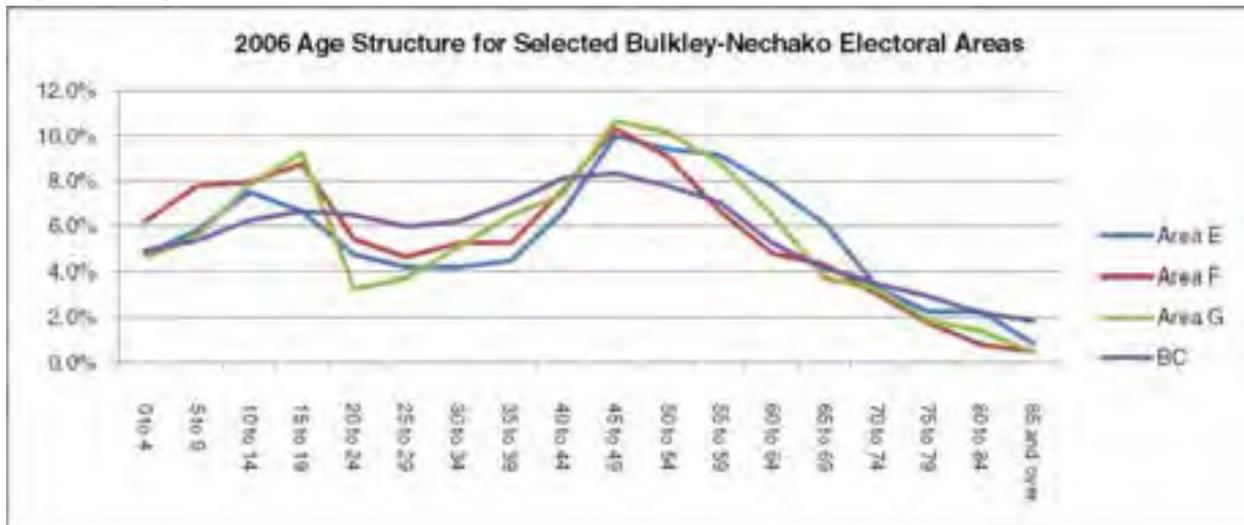
The age structure of a population can reveal certain dynamics over a period of time including advantages or disadvantages a particular location has. The composition of workforce groups such as the feeder cohort (i.e. those within range of joining the labour force), working cohort (i.e. those are active within the workforce) and mature/retired cohort (i.e. those out of the workforce) can determine the type of advantages or limitations a community has.

Figure 3: Age structure for Electoral Areas of Bulkley-Nechako



Source: Statistics Canada, 2006

Figure 4: Age structure for Electoral Areas of Bulkley-Nechako



Source: Statistics Canada, 2006

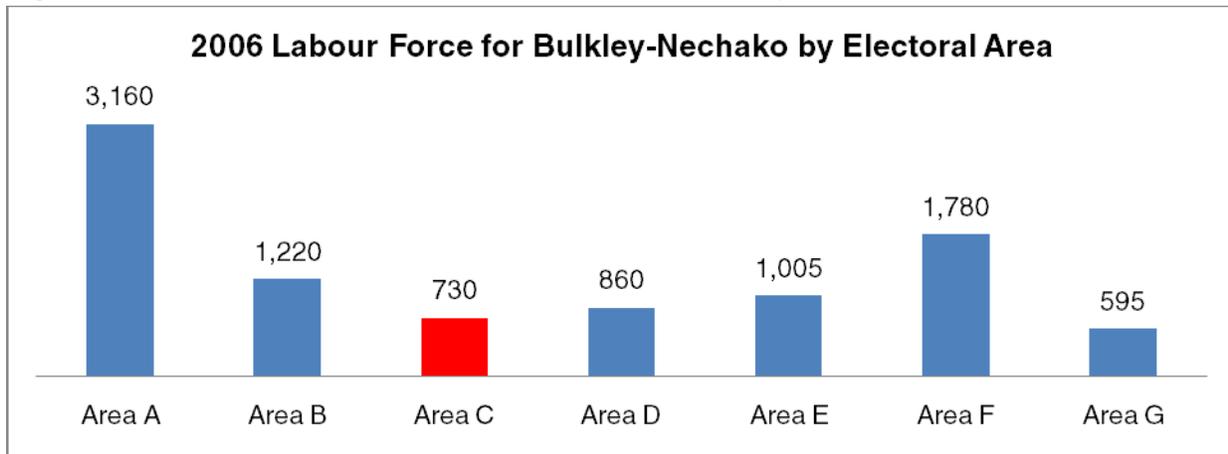
Most of the Electoral Areas have a similar pattern in terms of age distribution, much less consistent across the age groups than the province as a whole. Generally speaking, the Electoral Areas have moderately sized youth populations, with a large gap in the 20-39 year old age cohorts, and larger middle-aged populations. However, there are some marked differences that may likely create advantages for certain districts.

Electoral Area C had the highest proportion of population in the 45-49 year old range, a population segment that will be very close to retirement at the time of the next census. As well, due to a reduction in population in the teen-young adult age groups from 2001 to 2006, there will likely be a smaller population to replace these workers as they begin to leave the labour force. The Electoral Area exhibits a median age (42.5 years) well above that of both the RDBN (37.4 years) and the Province (40.8 years), but below Electoral Areas D, E, and G suggesting that it may be slightly better positioned than other Areas.

5.1.2 Labour force by industry

The size and growth rate of an industry can reveal the ability of the community to create jobs for people that participate within the economy and the potential for growth given the nature of economic opportunities that are created within the locale.

Figure 5: Labour force size for Electoral Areas of Bulkley-Nechako



Source: Statistics Canada, 2006

The graphs generally show a similar type of pattern seen in the population charts with Electoral Areas A and F comprising the larger portions of the Bulkley-Nechako labour force relative to the other Electoral Areas in the comparison. In 2006, Electoral Area C had the second smallest labour force in the Regional District, accounting for just 3.6% of the total workforce.

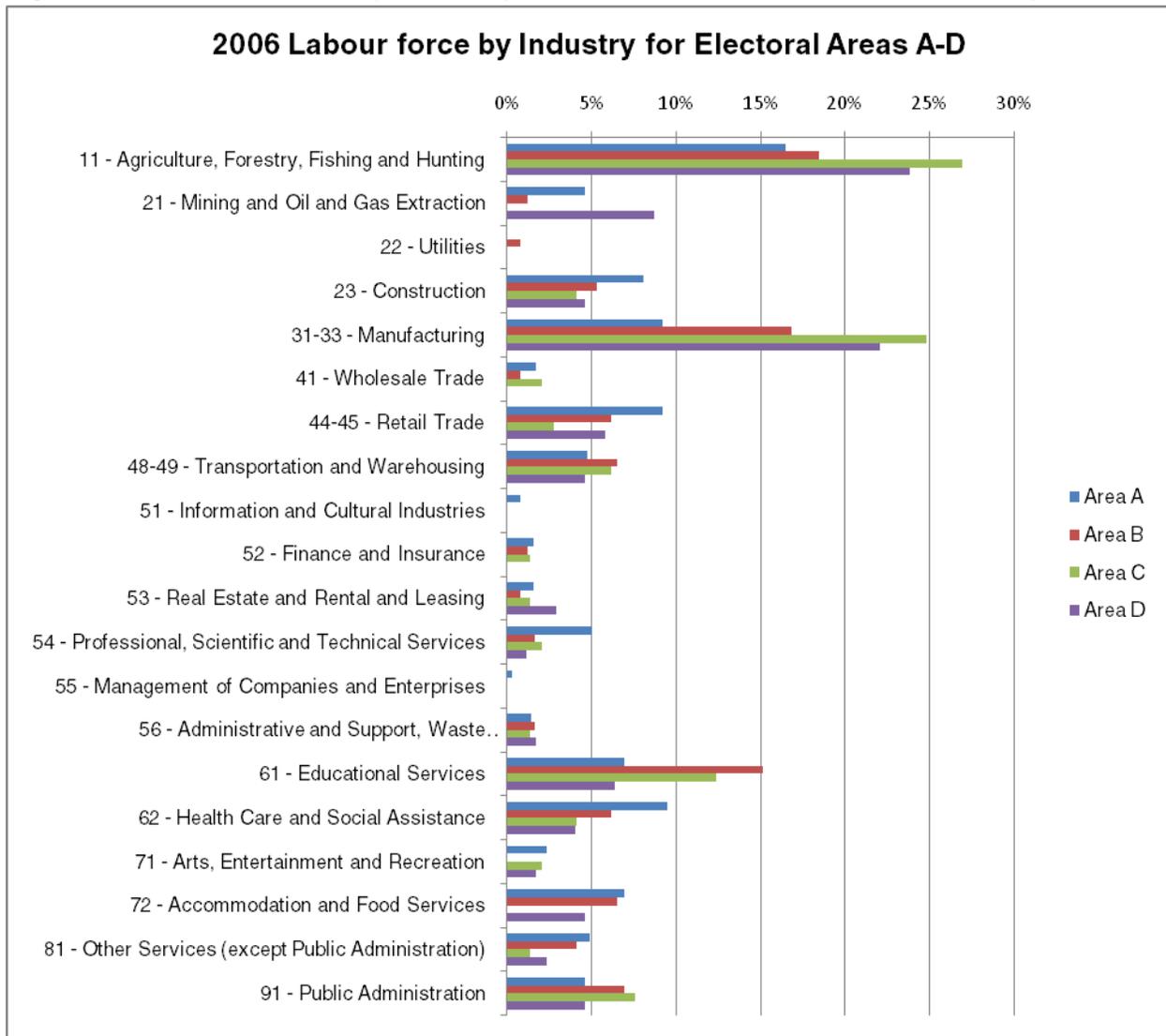
Also important is the structure of the labour force by industry, which can suggest whether a community's economy and employment is based on a single industry or diversified in its sectors. One obvious advantage of a diversified economy in comparison to a single industry based economy is the ability to create opportunities for convergence between sectors and weather downturns that may occur in any particular sector. The result is economic flexibility and resiliency.

Figure 6: Labour force by industry for Electoral Areas of Bulkley-Nechako

Labour Force by Industry 2006	Elect Area A	Elect Area B	Elect Area C	Elect Area D	Elect Area E	Elect Area F	Elect Area G
Total employed in industry	3,160	1,220	725	860	1,005	1,775	595
11 – Agriculture, Forestry, Fishing and Hunting	520	225	195	205	295	495	140
21 - Mining and Oil and Gas Extraction	145	15	0	75	15	10	65
22 - Utilities	0	10	0	0	0	10	0
23 – Construction	255	65	30	40	65	85	40
31-33 – Manufacturing	290	205	180	190	95	325	115
41 - Wholesale Trade	55	10	15	0	20	40	0
44-45 - Retail Trade	290	75	20	50	90	140	40
48-49 - Transportation and Warehousing	150	80	45	40	65	80	60
51 - Information and Cultural Industries	25	0	0	0	0	25	0
52 - Finance and Insurance	50	15	10	0	10	30	0
53 - Real Estate and Rental and Leasing	50	10	10	25	15	0	0
54 - Professional, Scientific and Technical Services	160	20	15	10	25	40	0
55 - Management of Companies and Enterprises	10	0	0	0	0	0	0
56 - Administrative and Support, Waste Management and Remediation Services	45	20	10	15	0	30	15
61 - Educational Services	220	185	90	55	90	100	40
62 - Health Care and Social Assistance	300	75	30	35	80	115	30
71 - Arts, Entertainment and Recreation	75	0	15	15	0	0	0
72 - Accommodation and Food Services	220	80	0	40	35	120	15
81 - Other Services (except Public Administration)	155	50	10	20	45	60	20
91 - Public Administration	145	85	55	40	35	65	0

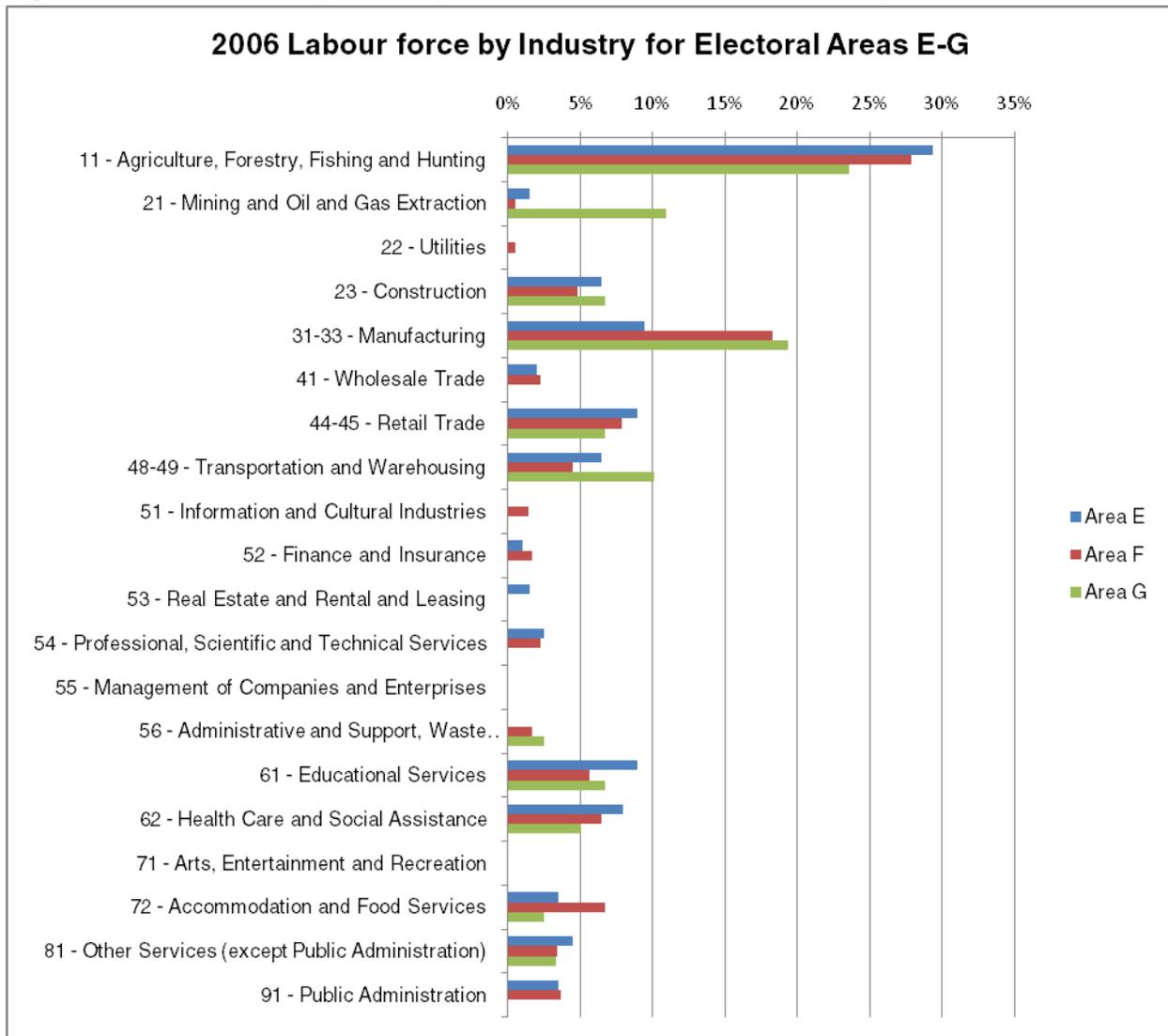
Source: Statistics Canada, 2006

Figure 7: Labour force by industry for Electoral Areas A-D of Bulkley-Nechako



Source: Statistics Canada, 2006

Figure 8: Labour force by industry for Electoral Areas E-G of Bulkley-Nechako



Source: Statistics Canada, 2006

The charts show that Electoral Areas are generally concentrated in sectors such as Agriculture, Forestry, Fishing and Hunting and Manufacturing. The labour force in Electoral Area C is concentrated in the Agriculture, Forestry, Fishing and Hunting; Manufacturing, and Educational Services sectors. In the case of Manufacturing, the Electoral Area has the highest proportion of labour force concentration of all Electoral Areas in the Regional District. As well, despite the small labour force, Area C has the highest concentration of resident labour force in the Public Administration sector.

5.1.3 Occupations

Labour force by occupation is another way of looking at employment in communities. This perspective shows occupations that could be beneficial to economic development efforts. What is important to note is that some occupations have the advantage of flexibility in terms of transferring skills across different industries and this is a unique aspect that makes a

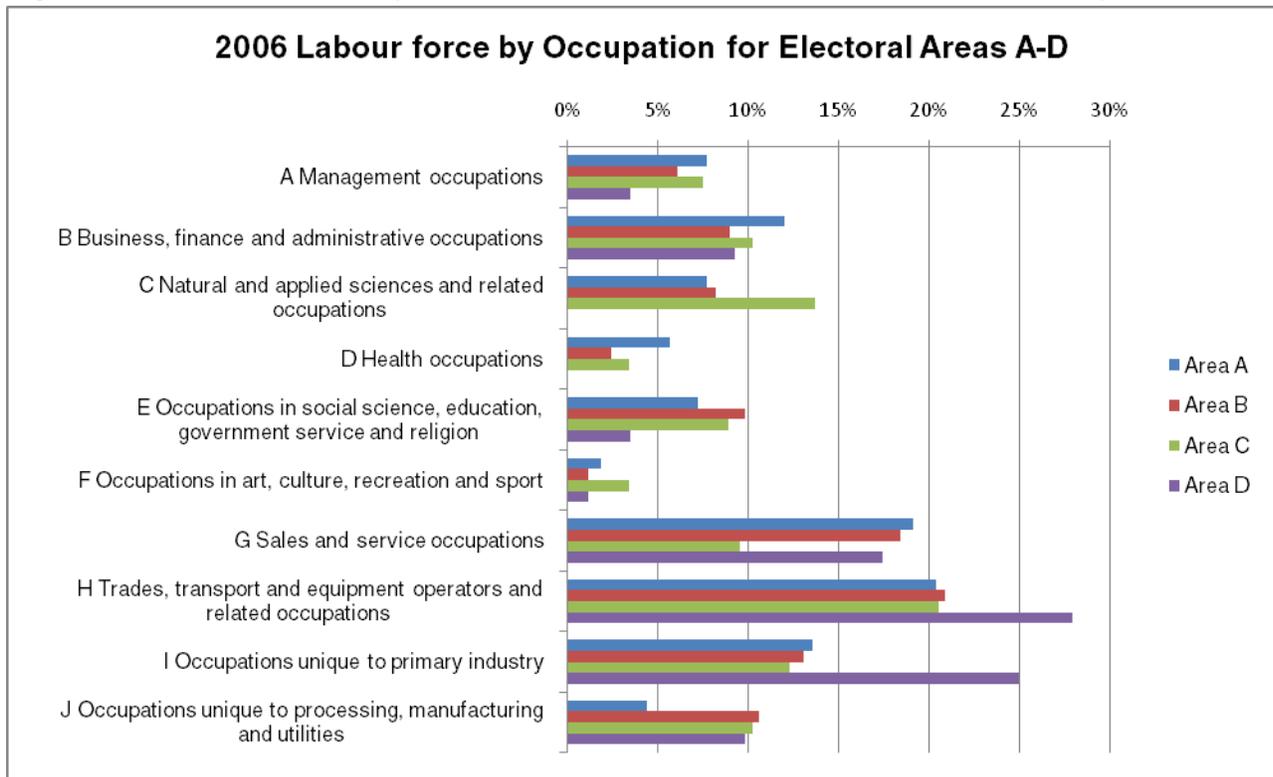
community's economy more robust in difficult economic times. Concentrations in occupations where wages are high also provide revenue opportunities for a community and provide the means to formulate strategies that anchor professionals to a community.

Figure 9: Labour force by occupation for Electoral Areas of Bulkley-Nechako

Labour Force by Occupation 2006	Elect Area A	Elect Area B	Elect Area C	Elect Area D	Elect Area E	Elect Area F	Elect Area G
All occupations	3,160	1,220	730	860	1,005	1,780	595
A Management occupations	245	75	55	30	70	95	40
B Business, finance and administrative occupations	380	110	75	80	120	160	65
C Natural and applied sciences and related occupations	245	100	100	0	35	40	10
D Health occupations	180	30	25	0	50	85	20
E Occupations in social science, education, government service and religion	230	120	65	30	90	90	10
F Occupations in art, culture, recreation and sport	60	15	25	10	0	20	10
G Sales and service occupations	605	225	70	150	140	305	100
H Trades, transport and equipment operators and related occupations	645	255	150	240	190	435	230
I Occupations unique to primary industry	430	160	90	215	240	415	45
J Occupations unique to processing, manufacturing and utilities	140	130	75	85	70	125	70

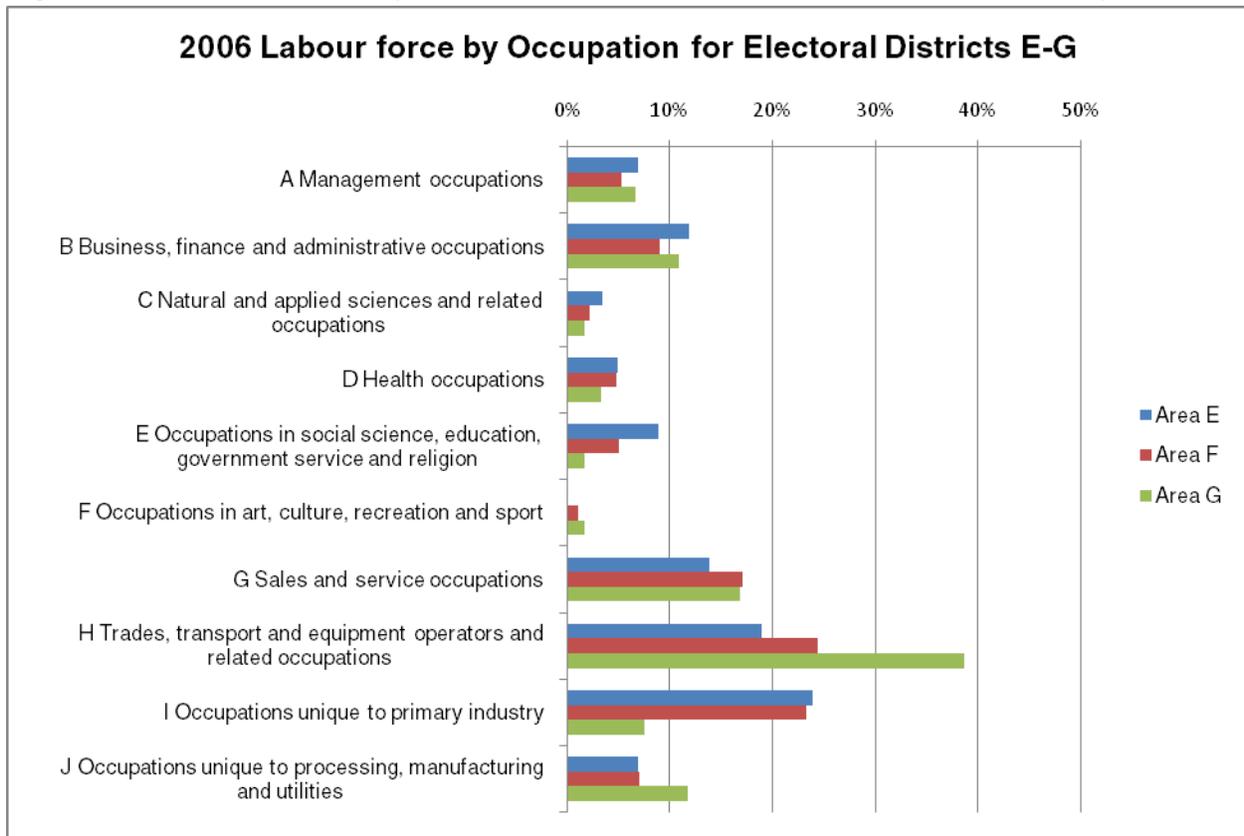
Source: Statistics Canada, 2006

Figure 10: Labour force by occupation for Electoral Areas A-D of Bulkley-Nechako



Source: Statistics Canada, 2006

Figure 11: Labour force by occupation for Electoral Areas E-G of Bulkley-Nechako



Source: Statistics Canada, 2006

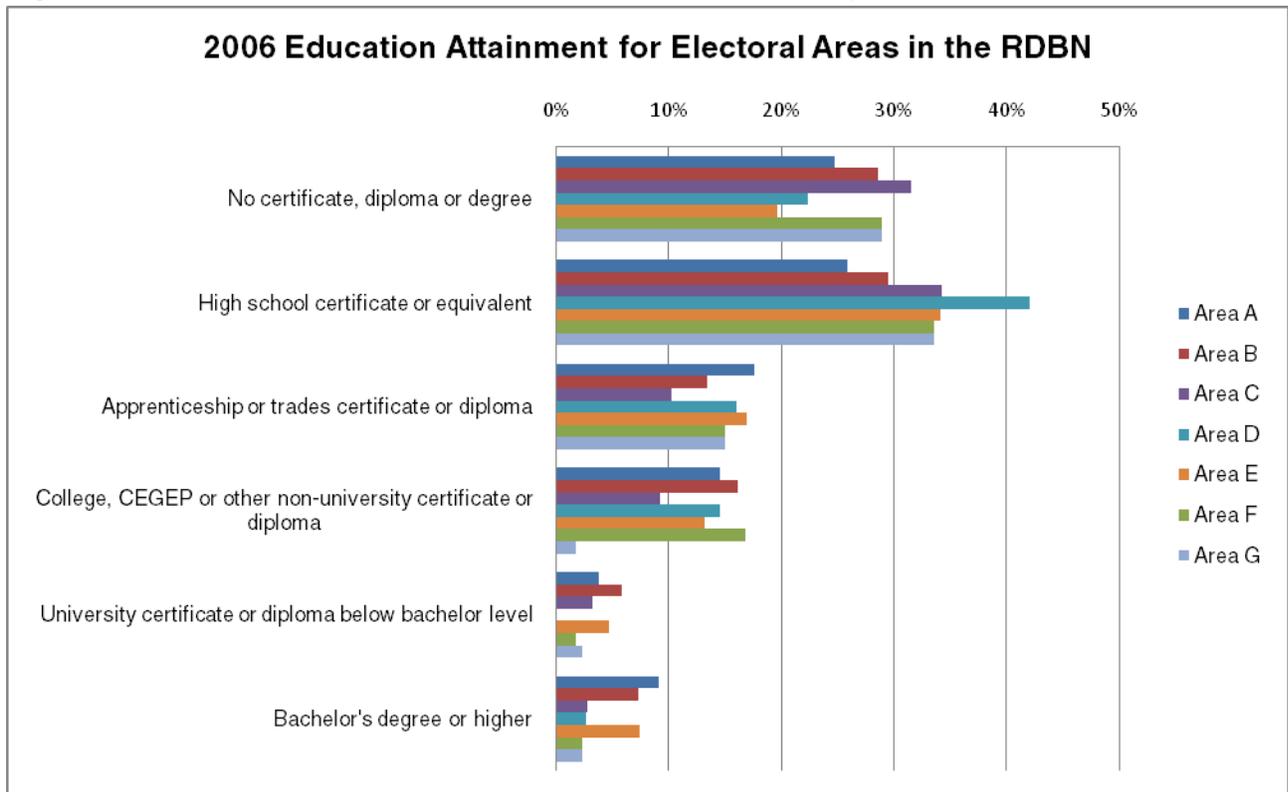
Occupations among the Electoral Areas are concentrated in trades, transport and equipment operators and related occupations; occupations unique to the primary industry; and sales and service occupations. Electoral Area C has the highest concentrations of natural applied sciences and related occupations of all Electoral Areas, suggesting there is a large population capable of technical support activities for a range of industries, mining being one example.

5.1.4 Education attainment

The type and level of skills possessed by the residents of a community could offer diversification opportunities by way of labour force specializations and can give insight to the Regional District with respect to the type of programs needed to develop certain skills within the community. It should be noted that sectors that are targeted for development also require the Regional District to develop programs that will bring the skills of its workforce up to date so that they are ready to undertake or create new jobs.

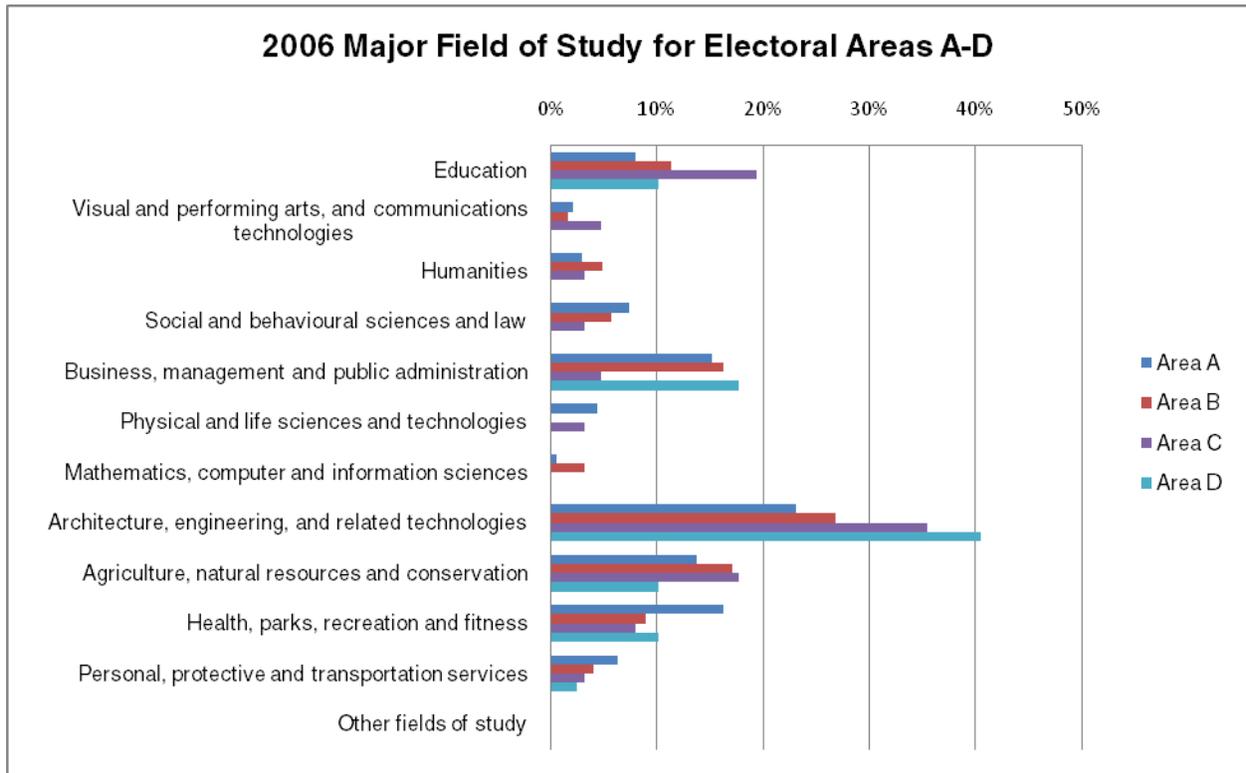
The education attainment for the Electoral Areas shows they are mostly concentrated in the following categories: no certificate, diploma or degree and high school certificate or equivalent. Electoral Area C contains the highest proportion of population without a certificate, diploma, or degree, but also the second highest proportion of the population with a high school certificate, or its equivalent.

Figure 12: Education attainment for Electoral Areas of Bulkley-Nechako



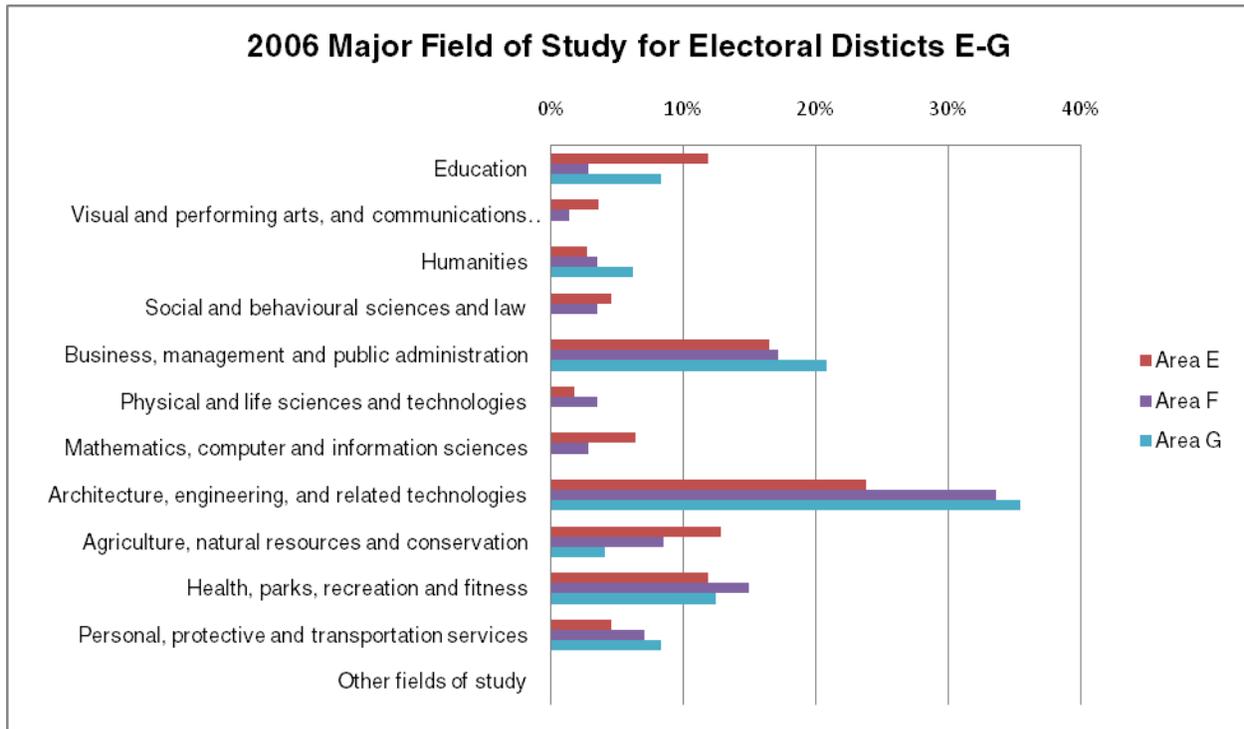
Source: Statistics Canada, 2006

Figure 1: Education attainment by major field of study for Electoral Areas A-D of Bulkley-Nechako



Source: Statistics Canada, 2006

Figure 2: Education attainment by major field of study for Electoral Areas E-G of Bulkley-Nechako



Source: Statistics Canada, 2006

Most of the population in Bulkley-Nechako have their major field of study in architecture, engineering and related technologies; business, management and public administration; agriculture, natural resources and conservation; and health, parks, recreation and fitness. Electoral Area C leads all other Electoral Areas in proportion of those between 25 and 64 with post-secondary credentials in education. As well, Area C has among the higher proportions of individuals educated in architecture, engineering, and related technologies.

5.1.5 Income

Income and earnings are particularly important to look at because they represent revenue opportunities for a community. Studies show that communities with higher incomes and earnings generally have a higher economic growth potential than lower ones. Higher disposable incomes suggest opportunities for direct, indirect and induced impacts to a community's tax base, trade, and entire local economy

Figure 15: Average Household income for Electoral Areas of Bulkley-Nechako

2006 Average Household Income	
Electoral Area A	\$69,128
Electoral Area B	\$66,699
Electoral Area C	\$72,541
Electoral Area D	\$56,174
Electoral Area E	\$57,578
Electoral Area F	\$66,928
Electoral Area G	\$83,303

Source: Statistics Canada, 2006

The household income figures show that Electoral Area G has the highest average household income in the regional District. The average household income for Electoral Area C was the second highest in the Regional District, and well exceeded the average household income of the Regional District (\$63,397) and the Province (\$67,675) in 2006.

5.2 Regional Economic Development Action Plan

The Regional District of Bulkley-Nechako (RDBN) recently developed a goal-oriented economic development action plan. It suggests that the fundamental changes occurring in the local, national and global economies demand that the approach taken in developing any new strategy be different from those of the past; they must position Bulkley-Nechako at the leading edge of the 21st Century economy, and prepare the Region for tomorrow’s opportunities rather than yesterday’s. This challenge is complicated in the RDBN’s case by specific and pressing issues such as the Mountain Pine Beetle epidemic and international pressures on lumber markets.

The primary objective of the project was the creation of a three-to-five-year economic development action plan which will allow the RDBN to articulate key priorities and identify optimal areas of activity. Areas to be given particular consideration in the preparation of this strategy include the forest, mining and agriculture sectors. To understand the context within which economic development activity must occur, the project team carried out a range of research activities examining demographic and economic processes underway within the community. At the same time, to ensure that local insight and local perspective informed the research process, the project team carried out an extensive series of interviews with key stakeholders across the Region. This research process is summarized within two key chapters of the Action Plan report, one dedicated to the statistical information and data gathered, and one to an overview of the stakeholder consultations.

The project team then undertook an additional data-based exercise in the form of an economic gap analysis. In economics and economic development, gap analysis generally refers to a business resource technique that enables a community to compare its actual performance with its potential performance. The process involves documenting actual and optimal patterns of investment and business activity, and identifying those areas where actual performance falls short of desirable levels of performance. Based on this approach it is possible to estimate the number of businesses that the population in Bulkley-Nechako could *theoretically* support, as well as the current number of *actual* businesses for each category type in Bulkley-Nechako. The number of actual businesses is then subtracted from the theoretical for each category. If there are fewer actual businesses than the threshold number shown, there may be a business development opportunity. The project team then compared the results of this survey with some of the findings of the stakeholder interviews, where local community representatives were also asked to identify gaps in the local economy.

Based on the research process, the project team then developed a series of potential economic development actions for the RDBN. In this stage of the Action Plan process, 44 potential projects and actions were outlined, falling into four areas:

- Mining Sector
- Forest Sector
- Agricultural Sector
- Other Industry Sectors and Areas of Interest

Through a facilitated workshop with the RDBN Board, this long list of projects was ultimately shortened to a set of 14 top priorities. These top priorities were:

Mining Priorities:

1. Develop a skills training program
2. Develop a mining industry web portal
3. Develop an annual mining forum to enhance local mineral exploration

Forest Priorities:

1. Increase community access to fibre in the Region
2. Pursue uses for beetle-damaged wood
3. Support new value-added opportunities
4. Explore international and new market opportunities

Agriculture Priorities:

1. Identify solutions for accessing local markets
2. Identify other crop types
3. Explore new markets and export opportunities

Other Priorities:

1. Asia-Pacific Twinning Program
2. Tourism initiative
3. Entrepreneurship contest emerging from gap analysis
4. Explore emerging cargo capacity strengths

A subsequent consultation session with the RDBN Board led to some of the similar projects being combined in single initiatives, and to the development of a sense of project prioritization. Each of these projects is explored within the Action Plan in some depth, including the following overview of project elements:

- A detailed overview of the project activities to be involved in pursuing the action
- An indication of the project's expected outcomes
- An identification of potential project partners and sources of community support
- A description of potential source of external project funding and financial support

Projects in the Action Plan have been grouped thematically and are linked back to key priorities articulated during the consultation process by the RDBN Board. The first group of actions is based on the Board priority of “building on what we've got” and relates to initiatives that seek to retain or expand the Region's existing business base. The second set of actions reflects the Board's desire to “diversify the local economy” and relates to actions intended to attract additional investment to the Region, or to create new opportunities in new areas of economic activity. Finally, a third group of actions relates to a set of interlinked programs that meet the twin tests of “timeliness and affordability.” In particular, they seek to match available sources of funding and project support with initiatives to quickly and efficiently open up new markets to the Region's businesses, with a particular focus on opportunities in the Asia-Pacific Region.

A range of local economic development structures exist to support the RDBN's efforts on the economic development front. In Electoral Area C these include the following organizations:

The Community Futures Development Corporation (CFDC) is a federally funded economic development organization providing services to the Village of Burns Lake and Electoral Area C. Although CFDC's office is located in the neighbouring community of Prince George, they are inclusive of the study area. CFDC assists with new business start-ups as well as larger economic development projects in the area. CFDC also administers some unique federal funding programs specifically available to residents receiving Employment Insurance Benefits who would like to become entrepreneurs.

The Northwest Regional Alliance (NRA) was formed in 2006 as a result of a need for information sharing amongst northern communities. The NRA is not a formally structured organization but rather an informal group of Economic Development Officers from Vanderhoof through to the Queen Charlotte Islands that meet to discuss economic development projects in their areas as well as collaborate on regional projects. To date the NRA has undertaken such projects as “Regional Foreign Investment Attraction Marketing Material” and a “Regional Destination Resort Attraction Study”.

The Omineca Beetle Action Coalition (OBAC) was formed in 2005 and is a provincially funded coalition of communities acting collectively to be more effective in ensuring the long term sustainability for the Region. The OBAC includes all communities within the Regional District of Bulkley-Nechako and the Regional District of Fraser-Fort George. Each community and Regional District is represented by an appointed member on the OBAC Board of Directors. The purpose of OBAC is “to work to ensure sustainable development and resiliency for the Omineca Beetle Action Coalition Region.”

Some of the priority items for OBAC include:

- Regional community-based interests in future forests and fibre use;
- Mineral exploration;
- Alternative energy;
- Integrated regional transportation;
- Business retention and attraction;
- Conventional energy;
- Social/community services and support;
- Destination tourism;
- Agriculture;
- Regional cohesion, branding and profile strategy;
- Regional emergency response.

The Northern Development Initiative (NDI) Trust was established in October 2004 through an act of legislation passed by the Government of BC. NDI received \$185 million to form the trust bank account. NDI’s region includes 50 communities, covering approximately 70% of the province. The NDI Trust offers grant and loan funding programs for local governments, First Nations, and not-for-profit agencies that reside within the Trust Area. The program is intended to support projects that demonstrate measurable economic benefits such as job creation and increased export sales. As of March, 2007 the Trust has approved \$28.1 million in funding for seventy-eight projects. Leveraged with other funds this has resulted in over \$177 million in economic development projects, close to 150 construction jobs, 36 full-time new jobs, and \$11.6 million in payroll and benefits injection into our communities.

The District of Fort St. James also conducts activities in the economic development field, and has an economic development officer on staff. Its last economic development strategy dates to 1997, but it does have sector strategies for forestry, agriculture and tourism developed between 2007 and 2009.

5.3 Industrial Sectors Overview

Mining

The Mining and Oil and Gas Extraction sector in Bulkley-Nechako consists of 745 employees according to the 2006 Census. This is up by 39% from 535 in 2001. By contrast, BC had a

growth of 42%. This sector makes up 3.6% of all industries in Bulkley-Nechako in contrast to BC's 0.9%.

The mining sector has well developed transportation and industrial infrastructure, which is in proximity to a deep water port, a well maintained highway system and CN Rail lines that link the Region to terminal points across North America.

There are currently two operating mines within the Regional District - Endako Mine and Huckleberry Mine. Endako Mine is an open pit molybdenum mine, employing between 250 and 300 people. Huckleberry Mine is an open pit copper and molybdenum mine, employing between 250 and 300 people. There are a number of major ongoing exploration sites in the region, and some have entered into the Environmental Assessment Phase. In Electoral Area C, this activity includes the proposed Mt. Milligan project just outside north of Fort St. James, focused on gold and copper. There is also exploration activity at the Lustdust site in the north of Electoral Area C, where possible mineral resources include copper, zinc, lead, gold and silver, and at the Morrison site just to the west of the Electoral Area boundary in Electoral Area G.

Forestry

Timber harvesting and lumber production are the dominant subsectors in the forestry industry, which has traditionally been the largest industry in the region. The majority of harvestable forest in the area has been affected by the Mountain Pine Beetle. The infestation threatens most or all of the mature and near mature lodgepole pine stands in the region, which is the majority of the merchantable timber. To date, it is uncertain how long pine damaged by the beetle will be usable for manufacturing lumber but estimates from the BC Ministry of Forests office range between 6 and 10 years.

Once the remaining high quality pine stands have been logged and the standing dead timber is no longer of harvestable sawlog quality, there is some opportunity for restructuring in the forest sector, shifting from lumber production towards alternate energy production. Local governments, First Nations, and Industry are conscious of, and responsive to, the fact that there is a need to expand in all industrial sectors. It is also important to identify methods to utilize and gain additional value from the standing dead pine to sustain the forest sector, until such time as newly replanted forests can mature and be harvested once again.

Within the Regional District of Bulkley-Nechako are the Lakes, Morice and Bulkley Timber Supply Areas, as well as a large portion of the Prince George Timber Supply Area. The TSAs are predominantly Lodgepole Pine forests (all more than 50% Pine species, with the Lakes TSA being 76% Pine species).

According to the 2006 census, there were 1485 employees within this industry and this has remained unchanged from 2001. BC by contrast has declined 10% in employment. However, employment has likely declined significantly in the sector subsequent to 2006 as a result of the Pine Beetle infestation. This industry sector represents 7.2% of all industries in Bulkley-Nechako and 1.0 of all industries in BC. This suggests a specialization with the potential to export outside of the region. To maximize the economic value from forests in the future, the

forest industry will need to look at opportunities for new products, processes and technologies along the whole value chain from the tree to the marketplace.

Agriculture

The Agricultural sector in Bulkley-Nechako consists of 935 employees that work on farms and 45 others employed in support activities for farms according to the 2006 Census. This represents an increase of 10% over 2001 figures, with the province as a whole growing at the slower rate of 5.2%. Agricultural activities in the region include dairy, livestock and forage production.

Some of the agricultural opportunities for the region include green house operations, bio-energy and ranching. There also opportunities to create supporting business facilities in marketing, veterinary services, farm equipment and machinery and transportation services within the area.

Input and service suppliers, ranging from multinational firms and commodity brokers to small local businesses, play a vital role in the agriculture and agri-food system. Improvement in inputs and changing production technologies will create opportunities to develop different types of value-added products for the market.

5.4 Prince Rupert Container Port Development

United Nations forecasts of trans-Pacific container traffic show annual average growth of 7.5% for eastbound shipments and 4.6% for westbound shipments. The 2006 world maritime container traffic was estimated at 417 million TEU's. This is an increase of 10% over 2005 which was 378 million TEU's. A TEU is a unit of measurement of equivalent to 20 feet. Most containers today are 40 feet in length. Between 1995 and 2006, global container traffic volume tripled. Currently, existing west coast ports are facing capacity constraints. In addition, the rail corridor serving existing west coast ports is at overcapacity. The only major rail line with significant available capacity is CN's Northern BC line, which ends at the development site of the Port of Prince Rupert.

The Prince Rupert Port Authority has planned to capitalize on the increased container traffic projections and existing port/rail constraints by constructing a container port at the Fairview Terminal in Prince Rupert. Phase 1 of this project was completed in 2007 and includes the construction of one berth as well as the positioning of three container cranes. Phase 1 had an associated construction cost of \$170 million and the capacity to accept 500,000 TEU's per year. Phase 2 has a planned completion date of 2010 to 2011 and involves an additional 3 container cranes and an increased capacity of 1.5 million TEU's at an associated cost of \$380 million. By 2020, the Port Authority sees the capacity of the Port at more than 4 million TEUs, a clear indication of the potential for development in the area.

Prince Rupert is located west of the RDBN, connected by a direct route on Highway 16 to Prince George. This positions the study area to capitalize on export opportunities. These potential opportunities include the following:

- The Prince Rupert Container Port offers the fastest route to Asia (30 hours closer than Vancouver and Seattle, 58 Hours closer than Los Angeles and Long Beach)
- The Prince Rupert Container Port offers residents of the Regional District a much closer ground shipping point compared to the next closest port at Vancouver which is 500 km further away
- The majority of the containers are projected to be inbound (Asia to Prince Rupert), which will result in an abundance of empty backhaul containers and resulting lower costs for west bound shipments. By decreasing shipping costs for export companies Northern BC is able to remain competitive with product pricing
- Shipping products by container results in lower damage to the product as well as greater delivery reliability, which are both important factors when dealing with Asian markets
- The Prince Rupert Container Port will assist the study area in attracting new businesses in the distribution and warehousing sectors, as well as assisting with the expansion of existing export businesses such as lumber and value added forest products (log home building, furniture, flooring, etc)

As noted above, one of the best economic development opportunities for North America with the increased capacity at the Port of Prince Rupert is the increased opportunity for backhaul to Asian markets, especially for the Northern Interior. Based on the connections to the CN mainline, the feeder or catchment area for these opportunities stretches across Canada and into the U.S. Midwest. In 2007, the Prince Rupert Port Authority attempted to identify specific opportunities and quantify the possible capacity. Possible opportunities are outlined in the table below. Of note to the RDBN should be the opportunities for perishable agricultural products (beef, pork) and forestry products (wood pellets, building materials).

Export	Estimated Quantity per year (TEUs)
Alaska and local Seafood	75,000 - 100,000
Pork	100,000 - 160,000
Beef	40,000 – 80,000
Forest Products	120,000 +
Special Agricultural Products: Grains and Oilseeds, Malt, Hay, Pulses	60,000 – 100,000
Cotton*	160,000 – 180,000
Recycled Paper*	40,000 – 100,000
Soybeans*	130,000 – 170,000
Petrochemicals/Plastics	TBD based on demand
Log and Modular Home Products	TBD based on demand

* Could potentially originate from the Chicago-Memphis Area

5.5 Prince George Airport Expansion

The Prince George Airport is the closest international airport to the Regional District of Bulkley-Nechako, though significant regional service is also offered from Smithers. The Prince George Airport is aggressively marketing itself as a location to do business throughout North America. It has recently developed more than 300 hectares of Airport property for commercial and industrial

use, including aviation and non-aviation enterprises, forming the Prince George Global Logistics Park. The overall vision for the Park includes businesses concerned with:

- Distribution;
- Assembly, packaging, and value-added manufacturing;
- Inspection, sorting, testing, relabeling, and repackaging;
- Long-term storage; and
- Light Manufacturing.

As a next step, the Prince George Airport Authority is planning to pursue a major trans-Pacific air cargo initiative. This involves a significant upgrade to the airport facilities, including the expansion of the runway from its current length of 7,400 feet to 11,400 feet, adding shoulders, strengthening the runway, and updating equipment including lighting and navigational aids. The runway improvements were completed in February of 2009 based on matching \$11 million grants from the Federal and Provincial Governments. The Prince George Airport Authority also purchased a snow-clearing vehicle and added a cargo refuelling pad, while making continuous and ongoing improvements to the lighting and navigational aid systems. The estimated \$36 million dollar project has now created the third longest commercial runway in Canada, after Calgary and Vancouver.

The longer runway will provide the opportunity to refuel cargo flights to and from Japan, China, and the eastern United States. Currently, the major refuelling points on the “Great Circle Routes” flights are Anchorage and Fairbanks Alaska, so the expansions serve as a starting point to enticing a share of these flights to instead land in Prince George. It is estimated that as many as 1,560 cargo flights per year could be landing at the airport with the improvements that have been made. The runway expansion project will benefit the study area by aiding in the expansion of existing, and attraction of new, export businesses by provided new shipping options.

To make the case for Prince George, the Airport Authority has summarized the strategic advantages:

- 12 to 40 hours closer to Asia than other west coast marine ports
- 82 rail hours from Chicago
- 17 rail hours from Prince Rupert
- 12 to 26 truck hours access to major North American markets
- Only hours to major North American destinations by air
- Quick access to the Prince George CN Worldwide Distribution and Intermodal Centre, opened in 2007

With both Prince George Airport and the Prince Rupert Port facilities, the RDBN may be well-placed to take advantage of low-cost “backhauling” opportunities. Ships and cargo planes coming from Asia to North America are largely full, carrying Asian-made goods to the large North American market. However, the volume of cargo making the return trip from North America to Asia is relatively small; this low demand for “backhauling” items to Asia on the return leg of the trip translates into reduced cargo shipping costs. This has the net impact of making

the RDBN one of the lowest-cost jurisdictions in North America for shipping goods, materials, resources and produce to Asian markets.

By working with these agencies and interests, the RDBN could develop a target list of backhaul opportunities based on local products and resources, and proactively seek to connect these products to external markets. Perishable items should be directed toward the Prince George Airport for rapid transport to Asia, while non-perishable goods should be directed to Prince Rupert for transport by sea. The RDBN's enviable position on this front may lead to other opportunities as well, such as product assembly and light manufacturing. Often, products are shipped in a disassembled format to cut down on the space (and number of shipping containers) required to transport them. Closer to their final destination, it is often necessary to operate assembly plants and facilities in order to prepare those goods for delivery to market. Bulkley-Nechako may be well-positioned to attract these kinds of assembly operations.

6 Infrastructure and Utilities

6.1 Hydro

As the third largest electric utility in Canada, BC Hydro serves an area covering approximately 94% of the provinces population, including the Regional District of Bulkley-Nechako. The primary business of BC hydro is the generation and distribution of electricity, as well as ownership of the Provincial transmission system including towers, poles, and substations within the service area. BC Hydro provides customers with hydro at either the distribution (less than 35 kV) or transmission level, depending on load requirements. The BC Transmission Corporation (BCTC) plans, operates, and maintains the public hydro infrastructure assets within British Columbia. The primary mandate of the BCTC is to maintain fair and equitable access to the provinces hydro transmission system for all electricity providers.

Both BCTC and BC Hydro have policies in place to construct new transmission lines for approved industrial and other development, as demand requires. Regardless of load requirements, BC Hydro is the primary contact regarding hydro and hydro infrastructure for industrial customers. For services above the distribution level, BC Hydro coordinates with BCTC on connections and service delivery.

There are also opportunities for hydro interconnections to the provincial distribution system for area industries that have excess capacity or energy generation capabilities such as wind power or diesel generation. These customers are called Independent Power Producers (IPPs) and both BCTC and BC Hydro support the development of these projects throughout the province. Most recently, support has increasingly been focused on the development of clean energy IPP projects. Generally industries wishing interconnections to the transmission network must apply through BCTC.

Existing infrastructure in the area roughly follows the Highway 27 Corridor, which runs directly into Fort St. George. Overhead hydro lines (69 kV) meet substations within Fort St. James, and substations located at Canfor's Fort St. James Division and Apollo Forest Products. Given this, there is potential to support large industrial customers in the rural area close to the municipality with some minor infrastructure improvements. Potentially all areas served by the public transmission network have access to three-phase power, including existing and future industrial areas within the Regional District.

New Infrastructure

No major capital expansions are planned for BC Hydro within the Regional District, but the current capital projects to increase generation at several stations around the province should have a positive effect on hydro distribution within the RDBN. The BCTC is planning several capital projects, with a horizon of 2010/2011 and beyond. Due to increased demand from mining activity in the Glenannan-Smithers-Hazelton area, several substations are scheduled for improvements to increase capacity in the area. However, none of these upgrades are planned for the study area.

Establishing price quotations for industrial connections or the construction of hydro infrastructure in rural areas depends on a wide variety of factors including access, the type of industry, required loads, power consumption, and distance from connection points. It should be noted that since all connections are different, BC Hydro reviews new connections to determine the best method for connection to the system, as well as the extent of any system reinforcements that might be needed.

Industries can minimize costs for new connections by utilizing existing infrastructure or locating close to existing substations. In this case, customers are responsible for the design, construction, maintenance, and ownership of the transmission line from the customer to the point of interconnection, as well as any associated costs, based on BC Hydro policies. BC Hydro is responsible for the design, construction, maintenance, and ownership of the interconnection facilities at the interconnection point, as well as any necessary upgrades or reinforcements to the system. The customer covers all associated costs, less the projected revenue from the service extension and any other allowances from BC hydro.

There is also an opportunity for operational cost savings by purchasing hydro at the transmission level from BC Hydro or other hydro service providers (35 kV or Higher). Industries wishing to do this can construct an on-site transformer to step down the hydro to a suitable level. The customer is responsible for the design, construction, maintenance, and ownership of the on-site substation; the transmission line between the substation and the point of interconnection, as noted above; and any associated costs. Existing infrastructure up to 69 kV in the Electoral Area could facilitate the purchase of hydro at the transmission level for a range of industrial uses.

6.2 Rail Access

The CN mainline follows the Highway 16 corridor to the South of the study area, from Prince George to Prince Rupert. A branch of the previous B.C. Rail line moves through the Electoral Area along the northwest corner of the District of Fort St. James. This branch is now operated by CN Rail and functions as a collector for the mainline, with a connection in Prince George at the CN yard.

New Infrastructure

Industry settling in the area or local authorities may request that a siding be constructed to service existing industrial facilities or greenfield development. This process involves initial contact with CN, development of detailed design, review of design by CN officials, construction, and final review by CN officials as constructed (completion). Costs through initial site preparation and final construction are paid for by the contractor/developer. It should be noted that as a major transportation line connecting the port in Prince Rupert and the distribution centre in Prince George, CN may be reluctant to construct dedicated sidings or spurs which could potentially slow down service along the corridor. However, since Fort St. James is serviced by a feeder line, there may be more opportunities for dedicated rail construction in the area.

6.3 Telecommunications

Public telecommunications coverage in Electoral Area C includes a variety of digital cellular, as well as dial-up, wireless, DSL, and cable internet services. Communications infrastructure is mainly provided by Telus Communications and Navigata Communications, with each operating backbone fibre-optics and wireless infrastructure in the area. Additional communications services in the Electoral Area are provided by small ISPs or cable providers that have purchased or lease fibre-optics, or operate wireless access points/towers. In the remote areas of the Regional District, some industries rely on satellite telecommunications technology where there is a lack of other infrastructure.

Cable and DSL internet is largely restricted to areas in close proximity to municipalities with fibre-optic availability. Telus' national IP network includes fibre-optics passing through the study area, between switching stations in Prince George and Prince Rupert. Navigata Communications also operates a national IP network that passes through the Regional District. Both Navigata Communications and Telus Communications have been involved in the expansion of fibre-optics in the northern interior through their Northern BC and Connecting Communities initiatives, respectively. Since 2004, these efforts have brought high speed internet to rural locations and some First Nations communities in the Regional District.

Recent expansions to the network of communications towers throughout the Regional District have resulted in expanded wireless coverage from Canada's largest telecommunications firms; including Bell, Telus, and Rogers; as well as small ISPs like Max Internet Technologies based in Fort St. James. While this has resulted in an expanded service area through wireless infrastructure improvements, availability can still be limited due to the physical topography of the area ('line of sight' availability).

6.4 Natural Gas

Natural Gas within the Electoral Area is provided by Pacific Northern Gas (PNG). Natural Gas Infrastructure within the Electoral Area is provided by a lateral line running from the mainline into Fort St. James along Highway 27. There are several large industrial clients within the Fort St. James District including Apollo Forest Products, Canfor, and Stuart Lake Lumber.

Costs to install natural gas connections are dependent upon the location of the parcel, distance between the new use and existing infrastructure, required loads, and the time of year that the line is being installed. Different industrial types require different sizes of gas lines and pressure required to deliver the gas, so PNG can only provide rough estimates regarding the installation of Natural Gas.

6.5 Roads

The main transportation corridor in the Electoral Area is Highway 27, which connects with Highway 16 in Vanderhoof. In the rural areas of the Regional District, the Ministry of Transportation and Infrastructure (MoT) is responsible for transportation planning and development for all public roads. Through its transportation planning activity, the Ministry ensures that industrial development does not have an adverse impact on the existing road infrastructure and that unsafe conditions are not created. Ministry involvement in industrial

development is typically at the subdivision, rezoning, and access approval stages. In Electoral Area C there are no controlled access highways, so Industries close to the Highway 27 corridor should not require access permits.

The Ministry of Transportation (MoT) and Infrastructure is the subdivision approval authority in the rural areas of the Regional District. As part of final approval, the Ministry ensures that all new lots are serviced by a road, and that the existing road network will not adversely be affected by the traffic generated from the new development. As a condition of final subdivision approval, the Ministry may require the construction of new roads or improvement of existing roads. If the subdivision is proposed for land adjacent to a municipality, the Ministry may refer the application to that municipality for comment, in order to facilitate cross-jurisdictional cooperation for factors like road networks.

The Regional District is the approval authority where land requires a Rural Official Community Plan or Zoning Bylaw amendment for industrial development. Applications are referred to the MoT for comment on road related issues. As a condition of approval, the Ministry or the Regional District may require construction of new roads, or improvements to existing roads for zoning bylaw amendments.

New infrastructure

Aside from planned general highway improvements, there are no major capital projects planned for the Highway 27 corridor through the Electoral Area. Through the approximately \$54 million in general improvements to Northwestern highways, several roads in the Fort St. James area will be repaved.

7 Industrial Land Requirements

7.1 Introduction

This section identifies the industrial uses that have potential to locate in Electoral Area C and includes uses being targeted by local economic development initiatives. It also identifies the estimated land requirements for each use identified. The industrial uses identified are organized into either the 'Forestry', 'Mining', 'Agriculture,' or 'Other Special' resource sectors.

An evaluation is then made of the industrial uses considered most likely to locate in the study area in the near future. This information provides a basis for understanding the industrial land needs in Electoral Area C.

It should be noted that light industrial uses (particularly those with a service, retail, or office component) are encouraged, for the purpose of this study, to be located close to, or preferably within, the District of Fort St. James. However, it should be noted that both light and heavy manufacturing uses are permitted in the rural areas of the Electoral Area. Please refer to the relevant Zoning Bylaws for industrial zoned properties within those municipal boundaries. General descriptions of the following relevant zones can be found in Section 3 of this study:

- Regional District's M1, M2, M3, H1 B, H2, Ag1 and RR1 zones
- District of Fort St. James' I1 and I2 zones

It is noted that this information is based upon literature reviews and extensive consultation with community stakeholders and industry experts. It is not a scientific study and is intended only to provide a rough estimate of land needs within the study area.

7.2 Forestry and Forest Products Sector

The Canadian forestry industry, long one of the stalwarts of the Canadian resource-based economy is at a significant tipping point. Of all sectors of the resource economy, the decline of forestry seems to be one of the most severe. An estimated 25% of the total workforce in the industry has been displaced from 2003 to 2008 as the industry continues to restructure in an attempt to stay competitive. In British Columbia, perhaps the most devastating factor to the provincial industry has been the Pine Beetle epidemic. Despite this, forestry still remains one of the focal industries in British Columbia, especially in the rural areas of the Northern mainland. Several factors are contributing to shape the Canadian forestry industry:

Increased international competition

Over the past few years, there has been increasing competition in the global forestry industry, decreasing Canada's market share. From 2004 to 2008, export revenue in the forestry and

logging industry fell by approximately 37%¹. This is in part based on the rise in forestry exports from nations like Brazil, New Zealand, China, Russia, and Chile.

Rising energy costs

As with all resource-based industries, a determinate of success is in part the ease with which the comparatively lower cost raw materials are moved to their processing destinations. With the rise in the cost of energy over the past few years, especially in transportation and fuel, there has been added stress on the industry to both harvest sawlogs and transport them.

Decline in Home Building

The U.S. subprime mortgage crisis and the subsequent decline in U.S. and Canadian home building over the past year has had a negative effect on the Canadian Industry as access to credit for homebuilders is down and foreclosures offer new home buyers a comparative bargain price for housing. Demand has decreased significantly, and most reports until recently have forecasted only moderate, if any, recovery over the short term. When paired with the increasing value of the Canadian dollar putting stress on commodity export, it becomes evident that even with an uptick in demand the U.S. market can likely be supplied by multi-nationals in Canada, or comparatively lower cost sawmills in the U.S. On the positive side, emerging Asian markets offer an opportunity to supplement this loss of demand for home building materials.

Increase of value-added niche products

The forestry industry has benefitted from the rise in value-added niche products, especially for beetle damaged wood. Perhaps the most notable product in this regard is the increase in production of wood pellets. The demand for many of these value added products is based in the increased use of forestry residue in alternative energy projects, and to some extent, biotechnology applications (bioplastics, biofibres, and biopolymers). The move towards environmental sustainability will drive increased demand for these value-added niche products.

Decline in demand from pulp and paper industry

In addition to the housing industry, the decline of the paper manufacturing industry has contributed to the shape of the Canadian forestry industry over the past few years. As a major consumer of forestry products, pulp and paper mills form an important part of the forestry value chain. The main drivers forcing the decline of the paper industry (and thus the forestry industry) are the rise in electronic media, as well as the increased prevalence of paper recycling.

Relevance to RDBN

Common to the rural areas of the Northern interior, forestry forms a significant part of the economy of Bulkley-Nechako. With almost 23% of the workforce engaged in the forestry and logging, wood products manufacturing, or paper manufacturing industries, the local economy remains susceptible to these industry trends, as has been noted by the idling and closure of local sawmills in recent years. However, based on good access to raw materials, a slowly

¹ Industry Canada, Trade Data Online

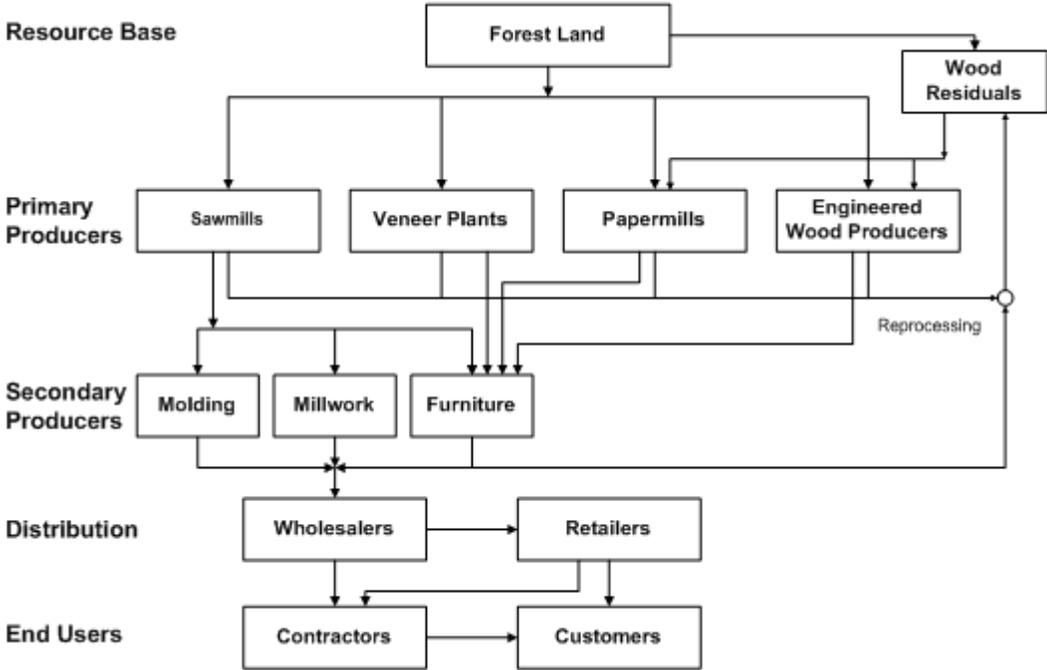
recovering domestic home building market, an increasing number of value-added applications for beetle damaged wood, and new back-haul opportunities to emerging Asian markets, the forestry industry in the RDBN may be poised for a good recovery.

7.2.1 Forestry and Forest products in the Regional District of Bulkley-Nechako

Due to the Mountain Pine Beetle epidemic, the forest sector will be facing a lack of sawlog quality fibre and an abundance of dead Mountain Pine Beetle affected timber within six to ten years. The decrease in sawlogs presents a significant threat to existing sawmill operations; however, it presents a unique opportunity to diversify from lumber production into other forest sector operations while making use of the abundance of poor quality fibre.

The RDBN’s Economic Development Action Plan includes the following depiction of the forest industry value chain, displaying information regarding possible activities in the value-adding arena. These opportunities may apply to beetle-affected fibre, to normal fibre, or to both. In general, new industrial opportunities will fit within this schematic.

Forest Industry Value Chain



Some examples of new businesses that could capitalize on the available wood waste are listed below:

- Pulp/Paper Mill
- Large Scale Secondary Manufacturing
 - Pellet Plant
 - Plywood Plant
 - Fibreboard
 - Log Home Building
 - Fence Post Manufacturing
- Small Scale Secondary Manufacturing
 - Furniture Manufacturing
 - Flooring/Wainscoting Manufacturing
 - Decking Manufacturing
- Bioenergy Plant

The construction of the Prince Rupert Port (section 5.3) will also assist in the sustainability of large and small scale manufacturing plants. It will provide a close ground shipping point (500 km) for product export, as well as the shortest shipping route to Asia and decreased export costs in the utilization of empty backhaul containers. Small-scale manufacturing plants could include light manufacturing and treatment/processing of wood products. In the case of specialty mill operations, a wood window/door manufacturer has been previously identified in RDBN's Economic Development Action Plan, and could be the type of value added process suitable for the Electoral Area. In addition, as noted above the Fort St. James Rural Official Community Plan allows the development of Heavy Industrial uses, subject to the site being suitable for that activity. Examples of this could include a pellet plant, or fibreboard, plywood, and fencepost manufacturing activities. Both the warehousing and community kiln operations provide support to smaller operators that may wish to undertake a niche activity within the forest products industry.

In summary, Electoral Area C is one of the stronger areas regarding availability of biomass. The existing community forest and associated strategy in place ensure the long-term sustainability and access to fibre products for a range of users. It is also important to note that the Conifex Mill reopened in May 2009, after a closure in 2007². This offers further opportunity for secondary manufacturing in the Electoral Area, and with the sustainable new business plan, could offer long-term opportunities for the attraction of new supporting industries.

Specific industry types are indicated below with infrastructure, zoning and parcel size requirements.

² Vancouver Sun, May 6, 2009. Accessible at:
<http://www.vancouversun.com/cars/Conifex+opens+Fort+James+mill+tying+wages+market+conditions/1359915/story.html>

Industry Type	Special Infrastructure Requirements	Zoning	Parcel Size Requirements
Large-scale Secondary (Value Added) Manufacturing ¹	<ul style="list-style-type: none"> ▪ 3-Phase Power ▪ Good Road Access ▪ Rail Access ▪ Water 	M2	80 ha. +/-
Small-scale Secondary (Value-added) Manufacturing ²	<ul style="list-style-type: none"> ▪ 3 Phase Power ▪ Road/Rail Access 	M2	2-8 ha.
Pulp-Mill – Pulp and Paper manufacturing	<ul style="list-style-type: none"> ▪ 3-Phase Power ▪ Good Road Access ▪ Rail Access ▪ Water 	M2	100 ha. +/-
Log yard	<ul style="list-style-type: none"> ▪ Good Road Access 	M2	2-4 ha.
Community Kiln	<ul style="list-style-type: none"> ▪ Road Access 	M2	2 ha.
Portable sawmill and Lumber Kiln	<ul style="list-style-type: none"> ▪ Road Access 	Ag1 H2 RR1	G.F.A. < 45m ²
Warehousing	<ul style="list-style-type: none"> ▪ Good Road Access 	M1	1-2 ha.

¹ Large-scale Secondary Manufacturing includes: Pellet plants, plywood, fibreboard, and fence post manufacturing.

² Small-scale Secondary Manufacturing could include specialty mill operations, furniture manufacturing, flooring, and treated wood products (poles, posts, decking, etc.).

7.3 Mining and Subsurface Resource Sector

The Canadian and global mining industry are not immune to the global economic downturn, especially over the last several financial quarters. However, leading up to the last quarter of 2008, the mining industry has enjoyed one of the most prosperous periods on record. Exploration levels in Canada were high, and global metal prices were at or near historically high levels. As well, emerging markets offered good growth prospects over the medium term. By far the largest threat to the mining industry and many other Canadian industries is a prolonged economic downturn. Despite the downturn, British Columbia remains one of the best-positioned to meet the growing mineral needs of the emerging markets, and the Provincial government is committed to supporting the industry. However, there are several broad issues of note that affect the mining industry, with particular relevance to British Columbia:

Shifting Demographics

Over the next decade, the industry faces a serious human resource challenge. The projected increases in demand paired with the generally aging population of the industry will place pressure on the ability to meet the increased demand. The mining association of Canada suggested in 2008 that over the next decade there will be an opportunity for approximately 9,000 new workers in the sector, while at the same time approximately 65% of the skilled core in the mining industry (especially geoscientists) will be reaching retirement age³. There will be a greater need to attract a wider range of workers to the industry, as the mining sector is traditionally underrepresented in females, youth, and minorities⁴.

³ The Mining Association of Canada, Facts and Figures, 2008

⁴ *ibid*

Volatile commodity/mineral prices

Over the last few months, there has been a significant drop in the price of commodities, from the rapid increase buoyed by demand from emerging markets leading up to the downturn. For example, copper has fallen from a high of \$4.00 USD per pound to as low as \$1.30 USD per pound⁵. Many analysts predict that these low prices will continue for some time, but could also stabilize based on the recovered demand from markets and the cancellation or postponement of several projects. Overall, this uncertainty may keep prices volatile until there is a well established market in place again.

Lack of access to financing

Among other things, the global economic downturn has affected the ability of businesses to secure financing and credit. In the mining sector, access to finances is paramount to exploration, and thus growth. In BC, a significant portion of activity is in mineral exploration, so a protracted economic downturn could potentially affect the ability of the industry to grow.

Increasing environmental sustainability pressures

Among other factors, the environmental sustainability movement has been one of the main drivers in the increase of capital costs in the mining sector. Mining involves relatively major intrusions into natural environments, as well as significant greenhouse gas emissions. So, investments in environmentally sustainable practices, as well as open project review policies and community relations will continue to increase costs for both exploration and mining activities.

Deteriorating Infrastructure

Across Canada, municipalities and regional governments are dealing with a growing infrastructure deficit. Due to historic lack of funding from the federal government, infrastructure in many areas has fallen into disrepair. As Canada's largest customer for the transportation sector, much of the success of the mining industry is dependent on infrastructure allowing efficient movement of products. However, British Columbia may be slightly ahead of the curve in this regards, as effects have somewhat been mitigated by federal infrastructure stimulus, as well as funding through the Asia-Pacific Gateway and Corridor Initiative, and major construction projects in advance of the Vancouver 2010 winter Olympics. The challenge will be to maintain these government investments in infrastructure.

Demand from emerging markets

Overall, based on the rapid industrialization of emerging markets, there was a steady increase in the demand for minerals, especially those in steel-making, coal, and metals. As noted before,

⁵ Mining Economic Taskforce Report, 2009

BC is well poised to capitalize on this growth, as a major supplier of these minerals, and the close geographic proximity to the major markets (China and India).

Relevance to RDBN

These trends have specific relevance to the rural areas of the RDBN. Generally speaking, the population within Bulkley-Nechako is aging at a faster rate than the province. Paired with the loss of youth in some Electoral Areas, the mining industry in Bulkley-Nechako may be subject to major human resource challenges, in order to meet potential demand. In addition, a number of projects within the Regional District are at the exploratory/environmental assessment stage. A significant threat lies in the possible continuation of the downturn, translating into further delays or cancellations of projects. In addition, depressed commodity prices could further the layoffs and closures already seen in the Regional District.

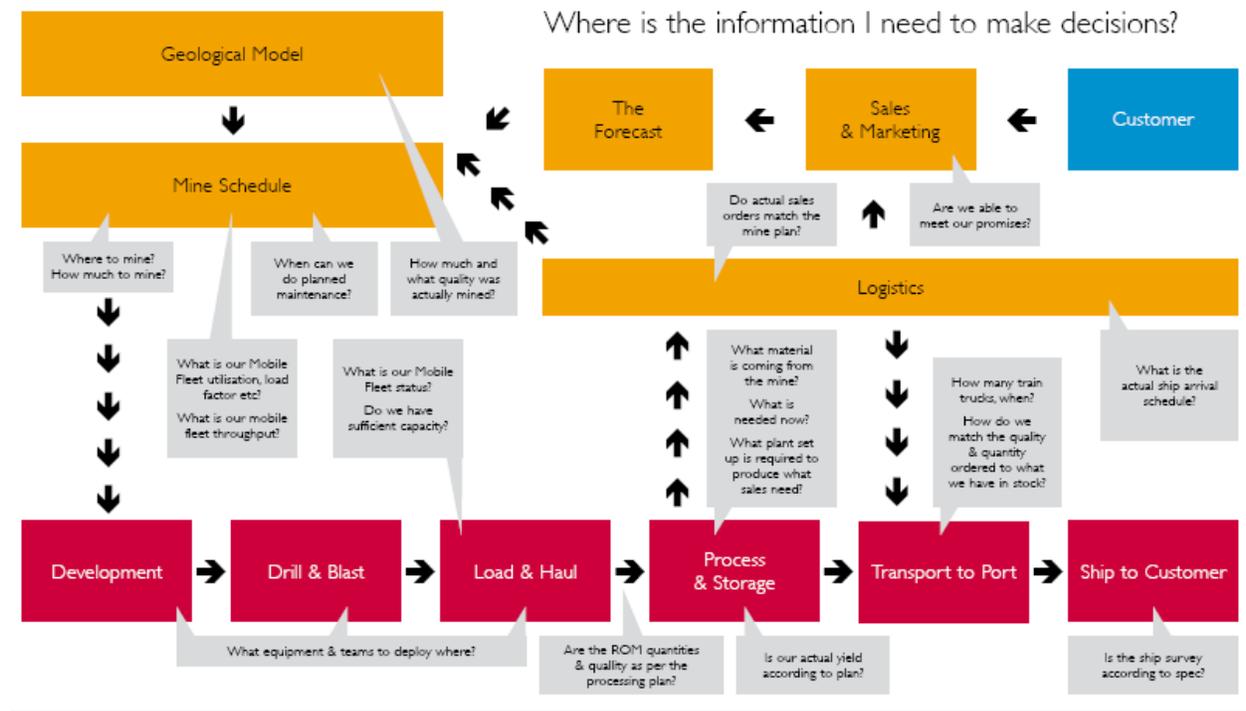
On the positive side, the demand from emerging markets lines up well with the mineral strengths of the Electoral Area. As demand surges for steel-making and metals, the mining strengths of the Regional District in copper, molybdenum, and to some extent gold, could begin to assist in the recovery of the sector, perhaps at a faster rate than other areas of Canada dependant on other materials. As well, with the growth of the Port of Prince Rupert, the RDBN is well positioned geographically to meet the needs of these markets.

7.3.1 Mining and Subsurface Resources Sector in the Regional District of Bulkley-Nechako

There are currently no operating mines in the study area, although the Mt. Milligan site is in the environmental assessment phase. There are also numerous exploration sites and considerable mineral showings in Electoral Area C, including the Lustdust site, and others in close proximity, such as the Morrison site. In addition, Vancouver-based Serengeti Resources is exploring areas within the Electoral Area. If mining activity begins in the area, it will present significant new opportunities for existing skilled trade workers and other support businesses in the area, including new industrial operations.

The RDBN's Economic Development Action Plan includes the following depiction of the mining industry value chain, displaying information regarding possible activities in the value-adding arena. In general, new industrial opportunities will fit within this schematic.

Mining Industry Value Chain



Some of the support business opportunities in the mining sector include:

- Drilling & Blasting Support
- Welding & Fabricating
- Processing & Warehousing/Storage
- Transportation & Logistics (Ore Hauling)
- Lab Analysis (Samples)
- Environmental Remediation
- Industrial Park Development

Specific industry types are indicated below with infrastructure, zoning and parcel size requirements.

Industry Type	Special Infrastructure Requirements	Zoning	Parcel Size Requirements
Warehouse Facilities for Sample Storage/Explosives/Equipment	<ul style="list-style-type: none"> ▪ Good Road Access 	M1	1-2 ha.
Labs or Other Analysis/Testing Facilities	<ul style="list-style-type: none"> ▪ Road Access ▪ High-speed internet and Telecommunications 	M1	0.5-1 ha.
Maintenance, Heavy Equipment Repair, Welding, Fabricating	<ul style="list-style-type: none"> ▪ Road Access 	M1	0.5-1 ha.
Trucking/Transportation and accessory uses (Storage)	<ul style="list-style-type: none"> ▪ Good Road Access ▪ Rail Access (depending on Product) 	M1	2-4 ha.

7.4 Agricultural Sector

Canada is in the fortunate position of having a diverse agricultural landscape from coast to coast. In nearly 230,000 farms across the country, Canadian agricultural operators produce a wide range of grains, oilseeds, vegetables, fruit, and livestock. However, even as a large and diverse agricultural producer, Canada is still part of the global food market. As both an exporter and importer of food, Canada is subject to global trends. Some of the largest trends are presented below, but underlying and connecting most of these are factors including food safety, consumer demand, climatic pressures, and industry restructuring. Examples of broad themes in agriculture include:

Concerns/perceptions about Agricultural Products

From Bovine Spongiform Encephalopathy (BSE or “Mad Cow Disease”) to Escherichia coli (E. Coli) there is a growing concern about food safety across Canada and the world. Compounding this is the increased globalization and consolidation in the industry, making it more difficult to trace where products originate. Therefore, in Canada, the response to this is through traceability standards, which begin to pinpoint the exact origin of products, and thus, increase food safety⁶. However, while this movement towards automation saves costs over the longer term, it presents a relatively high cost to producers at the introduction of the technology.

Perhaps less a problem currently, the Canadian livestock industry has been subject to price and demand volatility based on the presence of BSE. Despite the fact that the disease has only shown up intermittently in Canadian livestock, Canada has been subject to severe sanctions in the past. While markets have re-opened to some extent, Canadian beef farmers are only slightly starting to recover.

⁶ OMAFRA, Benefits of Traceability for Agriculture, 2009

Consolidation and industry restructuring

Generally speaking, there has been both a global and national movement in agriculture towards consolidation and industrialization. Essentially, the trend has been to increase in size, whether it is acreage farmed or livestock headcount, in an effort to stay competitive within an increasingly consolidated agricultural industry. Evidence of the consolidation is shown through the 2006 census, where there was a 5.5% decrease in Canadian farm operators (approx. 20,000) from 2001 to 2006⁷. The number of larger farms (with gross receipts over \$250,000) increased by 13.8% over the same time period⁸.

Increase in value-added niche products

Based on changing consumer demands, there has been an increase in value-added niche products in Canadian agriculture. Most notably, there has been an increase in the number of certified organic products, in an effort to meet the demands of a population that is more concerned with the way food is produced. In June 2008, Statistics Canada reported that total sales of certified organic products in Canada grew 28% overall, with sales of pre-packaged organic products up 31% and fresh products up 22%⁹. As well, like any other industry, agricultural producers are looking for effective ways to gain the most value for their products, and often the best way to do that is through farm-scale pre-processing of products – for example, selling pre-packaged certified organic fruits and vegetables rather than the raw products.

Buy Local Initiatives

Related to the above is an increasing demand to buy food and agricultural products locally. Drivers for this movement range in nature, but they are mostly based in concerns over food safety and food production practices, as well as increasingly discerning customers, and environmental concerns associated with transportation. As well as recognition of where products come from, an additional driver of this movement is the need to support local farmers. In 2003, the Region of Waterloo Public Health found that the portion of the final buyer's price paid to the farmer increased from approximately \$0.09 for every dollar spent, to as much as \$0.80 or \$0.90 for every dollar in direct marketing initiatives¹⁰. So, the movement towards “buy local” initiatives has the potential to benefit both local farmers and consumers.

Aging population, lack of succession

Like all Canadian industries, the agricultural industry is subject to the generally aging population, namely that the age of farmers in Canada is increasing. From 2001 to 2006, the average age of farm operators in Canada grew from 49.9 years old to 52.0 years old¹¹. Coupled

⁷ Statistics Canada, 2006 Census of Agriculture

⁸ *ibid*

⁹ Statistics Canada, Canadian Agriculture at a Glance, Organic: From Niche to Mainstream, 2008

¹⁰ Region of Waterloo Public Health ‘Growing food and economy’ 2003

¹¹ Statistics Canada, 2006 Census of Agriculture

with the lack of youth engagement in agriculture as a viable career, and pressures of youth retention in rural areas, Canada may be at a tipping point with regards to replacing the aging workforce, and thus supplementing food production in Canada.

Increasing costs

The Canadian agricultural industry is also subject to the same rising cost pressures being extended on most other Canadian industries. Perhaps the most pressing issues are the increasing cost of fuel, which is placing stress on both harvesting and transporting agricultural products, and the volatility of the Canadian dollar, which is affecting the export of agricultural products. However the trend towards alternative energy, most notably through biomass, should offset energy costs to some extent over the coming years. Also pressing is the generally increasing cost of animal feed (drought, crop diversion to energy), which is placing stress on the profitability of livestock operations¹².

Relevance to RDBN

As a Region with a comparatively smaller agricultural sector based mainly in livestock production, Bulkley-Nechako is generally susceptible to these national and global trends. Especially of note to the Regional District is the volatile market for livestock operations, as well as increasing consolidation of operations – leading to an increase in acreage/size of farms and operations paired with a decrease in operators. However, as a smaller industry, which still maintains some diversity in operations (livestock, grains, vegetables, tree fruits), the agricultural sector in Bulkley-Nechako maintains a certain level of agility and stability. Smaller operations can offer more specialized niche products, which could be a relative strength for the Regional District given backhaul opportunities, access to local markets, and the growing local demand and potential international demand for niche products.

7.4.1 Agricultural Sector in the Regional District of Bulkley-Nechako

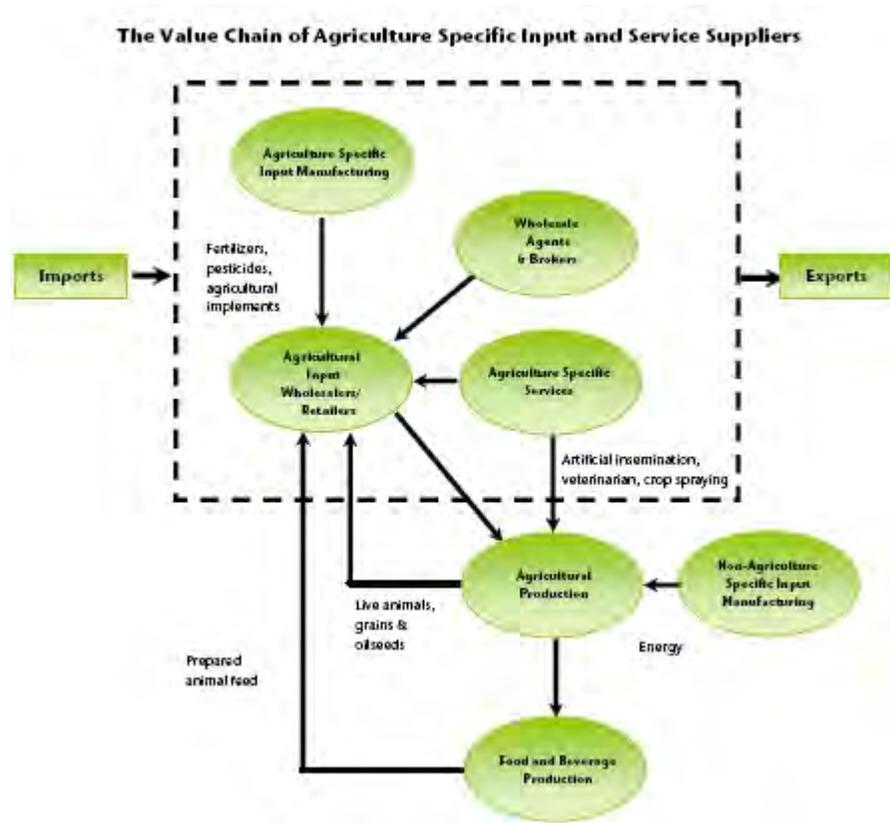
Agriculture, though present in the RDBN for many years, is still in many ways an emerging industry. According to the 2006 Census of Agriculture, approximately 3% of the farmland in the Bulkley-Nechako census district is contained within Electoral Area C, the lowest proportion of all Electoral Areas. However, there may be some opportunity for small-scale agriculture industries such as greenhouses and processing facilities. Many industrial uses closely related to agriculture do not require industrial zoning, and do not need to be accommodated in this strategy given the abundance of Agricultural Land Reserve (ALR) parcels throughout the region and abundant zoning that allows agricultural related industry. Only a limited number of agriculture related uses require industrial zoning.

With the future restructuring of the forest sector in the area, there is potential for local farmers to secure more crown land for farming purposes. Also, collaboration with the local educational institutions (e.g. College of New Caledonia) for the purposes of offering agriculture training programs may assist in retaining youth locally to pursue farming opportunities.

¹² CBC, From wheat to meat: cattle producers anxious over jumping feed prices, 2008

The RDBN's Economic Development Action Plan includes the following depiction of the agricultural sector value chain, displaying information regarding possible activities in the value-adding arena. In general, new industrial opportunities will fit within this schematic.

Agriculture Sector Value Chain



Input and service suppliers, ranging from multinational firms and commodity brokers to small local businesses, play a vital role in the agriculture and agri-food system. Improvement in inputs and changing production technologies will create opportunities to develop different types of value added products for the market. The value chain needs to be emphasized in program design and implementation. Some of the opportunities outlined for the region include:

- green house operations
- bio-energy
- livestock, ranching and related slaughterhouse operations
- food and beverage packaging and processing
- warehousing
- transportation and logistics

Further agricultural uses could be identified through the Agricultural Strategy currently under development by the Omineca Beetle Action Coalition. Specific industry types which could be of

interest to the Electoral Area are indicated below with infrastructure, zoning and parcel size requirements.

Industry Type	Special Infrastructure Requirements	Zoning	Parcel Size Requirements
Greenhouse facilities	<ul style="list-style-type: none"> ▪ Good Road Access ▪ 3-phase power ▪ Rail access - depending on products ▪ Water 	Ag1 H2 RR1	1-2 ha.
Small-scale food processing facilities	<ul style="list-style-type: none"> ▪ Good Road Access ▪ Rail Access – depending on products ▪ Water 	M1	0.5-1 ha.
Warehousing	<ul style="list-style-type: none"> ▪ Good Road Access 	M1	0.5-1 ha.

7.5 Other Special Uses

There are opportunities that do not fit clearly within one single, or any traditional industrial sectors. These include:

- Business opportunities related to co-generation and/or bio-mass facilities and the energy sources created
- Opportunities for the development of an industrial park in order to attract industrial uses
- The development of the Prince Rupert Container Port and Prince George inland container facilities may provide opportunities for the development of transportation businesses to support future resource industries in and around the region

As noted, the Mountain Pine Beetle epidemic will result in an abundance of bio-mass (wood residue) that is no longer of saw log quality but can be utilized for power production. There is increasing interest in the projected wood waste volumes in the study area from independent power producers. This new interest, coupled with opportunities and assistance presented by the Province of British Columbia (detailed below) can result in new industry for the area and diversification for the forest sector.

Over the next 20 years, British Columbia is projecting an increase of 45% in energy requirements beyond what is currently produced in the province. The Provincial Government has made a commitment in the BC Energy Plan that British Columbia will be electrically self-sufficient by 2016. As a result of this commitment, in early March 2007, BC Hydro issued a Request For Expression Of Interest (RFEOI) for bioenergy power production utilizing wood waste. As well, BC Hydro announced the Standing Offer Program to purchase power from small producers in any format (wind, water, wood waste etc) for power plants producing less than 10 MW of power.

The RFEI from BC Hydro is assisting the Province with the projected energy shortfalls as well as aiding in the Mountain Pine Beetle epidemic by capturing value from affected timber that may otherwise not be useable. There are several opportunities in the bioenergy sector including combined heat/power plants for community heating systems, or power production specifically for selling to the grid. A combined heat/power plant could be utilized to heat such facilities as housing complexes (apartments, senior's homes, etc.) hospitals, recreation centres, and large scale green houses. There is potential for joint ventures between the local governments and independent power producers. There is also potential for the local governments to move forward on these initiatives on their own, owning the assets and collecting revenues from power sales to offset taxation in the area. Based on the relative strength in supply of biomass, as well as potential for heavy industrial development, the Electoral Area could become an important supplier in the renewable energy value chain.

Economic development staff should work with partners with the Prince Rupert Port and the Prince George airport, as well as international trade officials, to explore opportunities for assembly and light manufacturing. Often, products are shipped in a disassembled format to cut down on the space (and number of shipping containers) required to transport them. Closer to their final destination, it is often necessary to operate assembly plants and warehousing and logistics facilities in order to prepare those goods for delivery to market. Bulkley-Nechako may be well-positioned to attract these kinds of assembly operations.

Also, building on the strengths of the Fort St. James Campus of the College of New Caledonia, there could be an opportunity to build a partnership between industry and the school to offer programs more specifically suited to a business through their contract training programs. Currently, courses offered from the campus in an industrial context include: Aboriginal Environmental Technician, Basic Prospector Training, Carpentry, Contractor Certifications, Driver's Training, Electrical (Foundation Level), Excavator Operation, Mining Exploration Field Assistant, Oil & Gas Training, Plumbing (Foundation Level), Residential Construction Framing Technician, and Entry Level Welding. The availability of associated apprenticeship programs in Smithers and Houston offers businesses in the Fort. St. James area the option to secure entry level employees early, and send them for apprenticeship accreditation within the Regional District.

There may also be an opportunity for additional educational infrastructure, perhaps a trades training facility or even small incubator, building on the strength of local businesses. In the context of Electoral Area C, the forestry operations and existing college campus could logically provide an opportunity for an incubator with a focus on secondary manufacturing processes, and innovative solutions for beetle damaged wood.

Specific industry types are indicated below with infrastructure, zoning and parcel size requirements.

Industry Type	Special Infrastructure Requirements	Zoning	Parcel Size Requirements
Co-generation facility	<ul style="list-style-type: none"> ▪ Good Road Access ▪ 3-phase power ▪ Water ▪ Telecommunications, High-speed internet 	M2	Varies depending on activity
Light Manufacturing – assembly of higher cost goods	<ul style="list-style-type: none"> ▪ Good Road Access ▪ Rail Access – depending on products 	M1	0.5-1 ha.
Mining/Environmental Remediation – offices/storage/operations	<ul style="list-style-type: none"> ▪ Good Road Access ▪ 3-Phase Power, possibly ▪ Telecommunications, High-speed internet 	M1	1-2 ha.
Trades Training facility – Forestry	<ul style="list-style-type: none"> ▪ High Speed Internet ▪ 3-Phase Power, depending on the trades 	M1	1 ha.
Residential/Commercial Building Contractors (Framers, Plumbers, Electricians) – Associated Storage	<ul style="list-style-type: none"> ▪ Good Road Access 	M1	0.5-1 ha.
Trucking/Transportation – related storage	<ul style="list-style-type: none"> ▪ Telecommunications ▪ Good Road Access 	M1	1-4 ha.
Warehousing	<ul style="list-style-type: none"> ▪ Good Road Access 	M1	0.5-1 ha.

7.6 Key Industrial Users

It is not expected that all of the industry noted above will locate in the study area within the next 10 years. Based on the volatility of the primary and processing manufacturing industries, projects could be delayed for an undetermined amount of time, as is evident now with the low price of commodities and the mining sector. However, the following key industrial uses have been selected as the most likely to locate in the area within the next 5-10 years.

Industry Type	Special Infrastructure Requirements	Zoning	Parcel Size Requirements
Large-scale Secondary (Value Added) Manufacturing	<ul style="list-style-type: none"> ▪ 3-Phase Power ▪ Good Road Access ▪ Rail Access ▪ Water 	M2	80 ha. +/-
Co-generation facility	<ul style="list-style-type: none"> ▪ Good Road Access ▪ 3-phase power ▪ Water ▪ Telecommunications, High-speed internet 	M2	Varies depending on activity
Small-scale Secondary (Value-added) Manufacturing	<ul style="list-style-type: none"> ▪ 3 Phase Power ▪ Road/Rail Access 	M2	2-8 ha.
Light Manufacturing – assembly of higher priced goods	<ul style="list-style-type: none"> ▪ Good Road Access ▪ Rail Access – depending on products 	M1	0.5-1 ha.
Trades Training facility – Forestry	<ul style="list-style-type: none"> ▪ High Speed Internet ▪ 3-Phase Power, depending on the trades 	M1	1 ha.
Pulp-Mill – Pulp and Paper manufacturing	<ul style="list-style-type: none"> ▪ 3-Phase Power ▪ Good Road Access ▪ Rail Access ▪ Water 	M2	100 ha. +/-
Log yard	<ul style="list-style-type: none"> ▪ Good Road Access 	M2	2-4 ha.
Greenhouse Facilities	<ul style="list-style-type: none"> ▪ 3-Phase Power ▪ Good Road Access ▪ Rail Access – depending on product ▪ Water 	Ag1 H2 RR1	1-2 ha.
Mining/Environmental Remediation – offices/storage/operations	<ul style="list-style-type: none"> ▪ Good Road Access ▪ 3-Phase Power, possibly ▪ Telecommunications, High-speed internet 	M1	1-2 ha.
Trucking/Transportation – related storage	<ul style="list-style-type: none"> ▪ Telecommunications ▪ Good Road Access 	M1	1-4 ha.
Warehousing	<ul style="list-style-type: none"> ▪ Good Road Access 	M1	0.5-1 ha.

7.7 Adequacy of Existing Industrial land Supply to Meet Future Demand

The purpose of this section is to estimate the amount of land that will be required by any of the key industries that are likely to establish within the Electoral Area, based on reviews of existing studies, reports, and consultations with local industries and experts. Presently, there is approximately 57 ha. of vacant useable industrial land in Electoral Area C. However, this land may not be adequate in amount or range of characteristics to adequately meet the needs of industrial development over the long-term.

It is difficult to forecast the total amount of land that will be required for industry over the next 5 to 10 years given the highly variable nature of the core business activities in the Regional District and the lack of historical data from which to base land absorption rates, It is not entirely practical to expect that all or even a significant portion of the activities identified in this report will locate in the Region.

As Table 4.2 indicates there are already significant existing industrial lands in Area C which are underutilised, these are primarily zones Heavy Industrial (M2), 49.009 ha, of which most is in one site of 43.308 ha. These parcels may be suitable for further development to meet the needs of key industrial uses as outlined in section 7.7. However, it is reasonable to anticipate that there could be some demand above the current supply of industrial lands over the medium to long term. The following chart summarizes the amount of land that could potentially be needed over the next 5 to 10 years.

Industry Type	Amount of Land	Parcel Size Requirements
Land for Light Industrial Use (warehousing, light manufacturing, transportation, etc)	15 ha.	0.5 ha. – 5 ha.
Land for small to average Heavy Industrial Use (abattoir and other Agriculture Industry, log home building, asphalt plant, etc)	20 ha.	4 ha. – 10 ha.
Land for large scale Heavy Industrial use (pellet plant, large wood products manufacturing, etc)	150 ha.	20 ha. – 40 ha.
Agricultural Industrial use (greenhouses, other large scale agricultural activities)	3 ha.	1 ha. – 3 ha.

8 Potential Industrial land Location Inventory

8.1 Vacant Existing Industrial Land Inventory

The parcels discussed in Section 8.1 are zoned industrial by the Regional District for Industrial Use, but are not yet developed for Industrial Use, or have significant redevelopment potential. The following table provides an overview of the parcels discussed. It is noted that the information below is an estimate and should not be relied upon for any purpose.

Table 8.1

Vacant Industrial Land Inventory Overview

Parcel No.	Civic Address	Zoning	Site Size (ha)	Usable Vacant (ha)
1	Highway 27 & Garvie Road, Fort St James	M1	5.447	1.622
2	Highway 27 & Woodbridge Road, Fort St James	M1	7.092	4.658
3	Highway 27 & Goetjen Road, Fort St James	M2	6.167	6.167
4	Highway 27 & Tachie Road, Fort St James	M2	52.953	43.308
5	Beyond Conifex Mill on Takia Road, Fort St James	M2	82.500	Unknown
6	8041 Highway 27, Fort St James	M2	15.338	1.534

Total **169.497** **57.289**

Parcels 1, 2 and 3 are all in the same area and should be considered as one potential development. Site 5 was located beyond the Confex Mill on Takia Road in Fort St James and was not accessible so an assessment of the suitability of the land for development was not possible.

8.2 Potential Future Industrial Land Inventory

The parcels discussed in Section 8.2 are not zoned by the Regional District for Industrial Use and are not yet developed for Industrial Use. The lands are those identified as having the potential for industrial use, however, these lands may be found, upon further review and consultation with the public, to be unsuitable for a particular, or any industrial use. The following table provides an overview of the parcels identified.

Parcel	Address	Property Area	Potential Useable Industrial Land	Zoning
C1	Highway 27 (Germansen Landing Road), Fort St James	13.9 ha.	13.9 ha.	RR1
C2	Airport Road, Fort St James	20.6 ha.	20.6 ha.	RR1
C3	Highway 27 and Airport Road, Fort St James	64.7 ha.	64.7 ha.	RR1
C4	Highway 27 and Hanley Road, Fort St James	90.3 ha.	90.3 ha.	RR1

Parcels C1 through C4 are shown in greater detail in Appendix B. The information regarding parcel descriptions, infrastructure, and special considerations is provided for convenience only and should not be relied upon for any purpose. All information should be independently verified.

8.3 Community Consultation

To verify the potential properties identified a consultation meeting was held with stakeholders to discuss the suitability of the potential properties identified and to consider other sites.

The following feedback was provided for each of the sites:

Parcel	Address	Feedback
C1	Highway 27 (Germansen Landing Road), Fort St James	The Town is looking to put heavy industrial to the north of the town so this is a suitable site for development, particularly in conjunction with development of the existing site at the junction of Highway 27 & Tachie Road. The northern boundary of this site may have problems with water as there are a number of stream and wetlands in this area.
C2	Airport Road, Fort St James	The Town has just started an airport committee to look at making better use of the airport and airport lands, so this and other sites close to the airport would be very suitable. This site is somewhat awkward as it wraps around the airstrip and land to the north of the airstrip may be difficult to access. The more interesting part of this site was the rectangular plot to the west of Airport Road. There was a suggestion that this site would be suitable as an “air park”.

C3	Highway 27 and Airport Road, Fort St James	As with site C2 this would be suitable for industrial development, though may require berming or other barriers to surrounding uses.
C4	Highway 27 and Hanley Road, Fort St James	As with site C2 this would be suitable for industrial development, though may require berming or other barriers to surrounding uses.

In addition to discussing the potential sites, the consultation also identified one other site which the region may want to consider. This site was:

Site	Feedback
North of Highway 27, behind residential properties on Robin Road and across from Sandhu Road (REM N $\frac{1}{2}$ of N $\frac{1}{2}$ of L3112A and REM DL3111A)	A site which the owner has applied to the Region for change of use and has been refused, and is now seeking the municipality to annex and to approve the change of use to industrial.

9 Conclusions

There are a total of 158.5 hectares of Existing Industrial Land in the study area. Approximately 8.3 hectares, or 5.2%, of the Existing Industrial Land is developed. Approximately 57.2 hectares, or 84.5%, of the remaining 67.7 hectares of Vacant Industrial Land is considered usable based upon preliminary site evaluations (note there was one parcel of 82.5 ha which was inaccessible and is not included in these figures). The majority of the usable portions of vacant industrial parcels are smaller than 6 ha in size, with only 1 parcels having usable portions estimated to be over 40 ha.

The study has identified a potential demand for up to:

- 15 ha. of land in parcels that are from 0.5 ha. – 5 ha. in size for Light Industrial Use (warehousing, light manufacturing, transportation, etc.)
- 20 ha. of land in parcels that are from 4 ha. – 10 ha. in size for Heavy Industrial Use (abattoir and other Agricultural Industry, log home building, asphalt plant, etc.)
- 150 ha. of land in parcels that are from 20 ha. – 40 ha. in size for large scale Heavy Industrial Use (pellet plant, large wood products manufacturing, etc)
- 3 ha. of land in parcels that are 1 ha. – 3 ha. for Agricultural Industrial Use (greenhouses, other large scale agricultural activities)

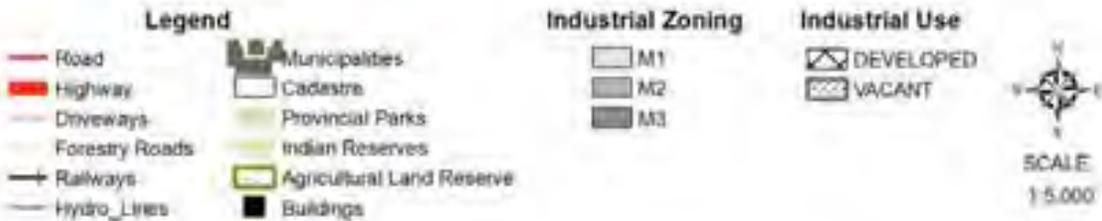
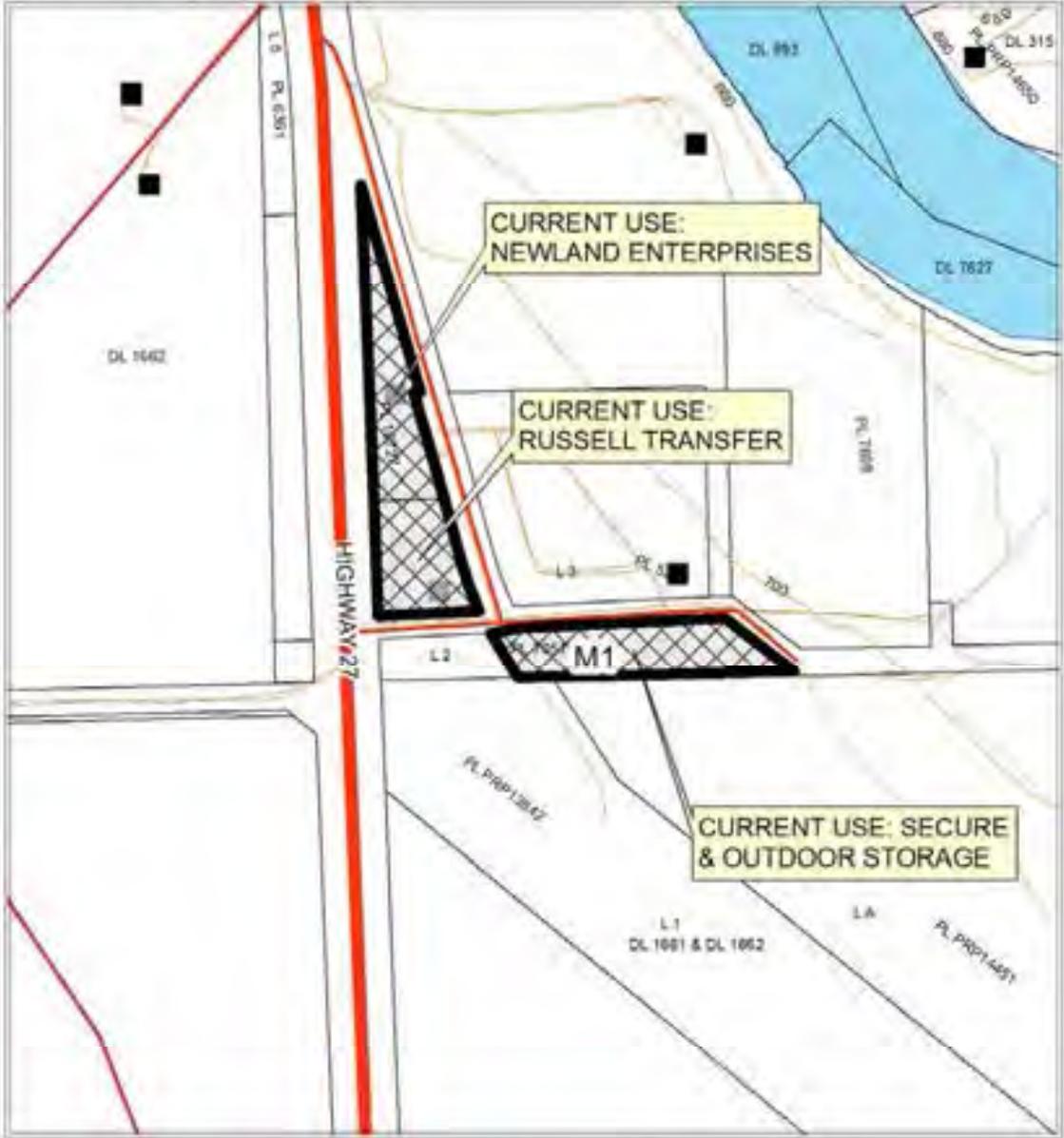
The study has identified, in Section 8 and Appendix B, properties that have some potential for industrial development. These properties total over 189.5 ha. of potential usable area. As part of the Official Community Plan review process for Electoral Area C, these lands will be further evaluated regarding their potential suitability for industrial designation. If designated for industrial use, the rezoning process will then be required to allow for further evaluation of each property's suitability for a specific industrial purpose. Both the OCP designation and rezoning process include a public review and input component.

Appendix A – Existing Rural Industrial Lands

Area C - Industrial Land Use Study

Appendix A: Existing Rural Industrial Lands

Map 1



ELECTORAL AREA: C

PARCEL DESCRIPTION				
Legal Description:	L 1 DL 1662 R5C PL 10727, L 2 DL 1662 R5C PL 10727, L 3 DL 1662 R5C PL 7057			
Civic Address:	1390 Riverbank Road 4268 Russell Road N/A			
PID:	005-055-784 005-055-792 009-492-615	BCAA Folio Number:	26-756-01182010 26-756-01182020 26-756-01188053	
Zoning:	M1	ALR Status:	No	
Parcel Size:	0.809 ha 0.947 ha 1.137 ha Total 2.894 ha	Ownership:	Private	
Industrial Land:	Total	Developed	Vacant	Usable Vacant
	2.894 ha	2.894 ha	0.0 ha	0.0 ha
Current Uses:	There are three operations at over these three sites: Newland Enterprises (logging); Russell Transfer (transport – also distributors of Poly-Drill hydraulic pumps for mining); and a secure storage (both indoor and outdoor)			
Description:	<p>There are three parts to this site. The first is wedge shaped running between Highway 27 to the west and Russell Road to the east. The majority of the site is level and flat, though the end of the wedge where the highway and road join is wooded. There is a newer large two storey industrial building on the site, housing Newland Enterprises.</p> <p>The second site is bounded by Highway 27 to the west, Riverbank Road to the south and Russell Road to the east. The site is flat and open. There are a number of old buildings on the site which house the operations of Russell Transfer.</p> <p>The third parcel is a small flat site south of Riverbank Road, with the Fort St James Airport's airstrip behind it. This site houses a secure storage business with a number of new buildings on the site including secure and open storage (mainly housing campers). The east end of the site has some older buildings which also seem to be used for storage.</p>			

INFRASTRUCTURE			
Road Access:	Yes, Highway 27	3 Phase Power:	N/A
Rail Access:	No	Natural Gas:	N/A

Other:	The site is approximately 6 kms from Fort St James The airport air strip is adjacent to this site.		

Assessment:

The site is currently occupied with appropriate uses.



1390 Riverbank Road (Russell Transfer) from south western corner of site



4268 Russell Road (Newland Transport) from south western corner of site



Site L 3 DL 1662 R5C PL 7057 – secure storage area



Site L 3 DL 1662 R5C PL 7057 – outdoor storage area.

Area C - Industrial Land Use Study

Map 2

Appendix A: Existing Rural Industrial Lands



ELECTORAL AREA: C

PARCEL DESCRIPTION				
Legal Description:	L 7 DL 314 R5C PL 4146, L 6 DL 314 R5C PL 4146, L 5 DL 314 R5C PL 4146 & L 4 DL 314 R5C PL 4146, L 3 DL 314 R5C PL 4146, L 2 DL 314 R5C PL 4146, L 1 DL 314 R5C PL 7560, L 5 DL 314 R5C PL 1275 EXC PLS 3425 3140 & 5306			
Civic Address:	2539 Highway 16 N/A 2630 Highway 27 N/A 2877 Highway 27, 2858 Garvie Rd 2589 Garvie Rd N/A			
PID:	008-621-128 011-649-411 011-650-273 011-650-265 011-650-257 007-623-801 009-304-428 012-918-059	BCAA Folio Number:	26-756-00943000 26-756-00942000 26-756-00940000 26-756-00939000 26-756-00938000 26-756-00968051 26-756-00917000	
Zoning:	M1	ALR Status:	No	
Parcel Size:	0.732 ha 0.376 ha 1.271 ha 0.611 ha 0.538 ha 1.530 ha 0.388 ha Total 5.447 ha	Ownership:	Private	
Industrial Land:	Total	Developed	Vacant	Usable Vacant
	5.447 ha	2.907 ha	2.540 ha	1.622 ha
Current Uses:	A variety of light industrial uses including: Riverside Repairs; Yellowhead Road & Bridge; Hat Lake Lumber; and Little River Equipment. Two plots are vacant.			
Description:	A number of very small parcels which front onto Highway 27 and Garvie Road. Most are used for by construction and or logging companies, usually with a building/office on site and most having construction vehicles and machinery in their yards. There is also a garage/repair shop in the southern most plot at the junction of Gavie and Highway 27. Two of the parcels front onto Garvie Road and house another construction company and an unknown company. There are also			

	two parcels which remain undeveloped and are heavily wooded.
--	--

<u>INFRASTRUCUTURE</u>			
Road Access:	Yes, Highway 27	3 Phase Power:	Undetermined
Rail Access:	No	Natural Gas:	Undetermined
Other:	Approximately 4kms from downtown Fort St James		

Assessment:

The two vacant parcels offer an opportunity for some industrial development. As this is the main entrance to the town, the Town would like to see these companies moved and more commercial / retail operations to locate here.



Parcel L 1 DL 314 R5C PL 7560 - Yellowhead Road & Bridge (2589 Garvie Road)



Parcel L 1 DL 314 R5C PL 7560 - Yellowhead Road & Bridge (2589 Garvie Road)



Parcel L 5 DL 314 R5C PL 4146 – Fort St James Contracting (2630 Highway 27)



Parcel L 4 DL 314 R5C PL 4146 – Fort St James Contracting outdoor storage



Parcel L 7 DL 314 R5C PL 4146 – Hat Lake Lumber (2539 Highway 27)



Parcel L 7 DL 314 R5C PL 4146 – Hat Lake Lumber (2539 Highway 27)



Parcel L 2 DL 314 R5C PL 4146 – Riverside Repairs (corner of Garvie Road and Highway 27)



Back of parcel L 2 DL 314 R5C PL 4146 – Riverside Repairs from Garvie Road



Parcel L 5 DL 314 R5C PL 1275 EXC PLS 3425 3140 & 5306 – off Garvie Road, use unknown



Parcels L 6 DL 314 R5C PL 4146 and L 3 DL 314 R5C PL 4146 – vacant

Area C - Industrial Land Use Study

Map 3

Appendix A: Existing Rural Industrial Lands



Legend		Industrial Zoning	Industrial Use	 SCALE 1:10,000
— Road	Municipalities	M1	DEVELOPED	
— Highway	Cadastre	M2	VACANT	
— Driveways	Provincial Parks	M3		
— Forestry Roads	Indian Reserves			
— Railways	Agricultural Land Reserve			
— Hydro_Lines	Buildings			

ELECTORAL AREA: C

PARCEL DESCRIPTION				
Legal Description:	L 33 DL 314 R5C PL 9563, L 34 DL 314 R5C PL 9563, L 35 DL 314 R5C PL 9563			
Civic Address:	2880 Highway 27 N/A N/A			
PID:	005-947-863 005-947-880 005-947-928	BCAA Folio Number:	26-756-00937066 26-756-00937068 26-756-00937070	
Zoning:	M1	ALR Status:	No	
Site Size:	3.043 ha 2.023 ha 2.025 ha Total: 7.091 ha	Ownership:	Private	
Industrial Land:	Total	Developed	Vacant	Usable Vacant
	7.092 ha	2.435 ha	4.657 ha	4.657 ha
Current Uses:	Ouellette Bros Building Supplies, with a few other shops (hair dresser, etc) in the same building and undeveloped land			
Description:	<p>This site has three parcels. The first is a large parcel which fronts onto Highway 27. This has a large building which primarily houses a retail building supply store, as well as a couple of smaller commercial units. There is substantial parking and a storage yard to the east and south boundaries of the site, as well as further storage behind the building. The northern boundary of the site has a small wood lot.</p> <p>The other two sites are behind, to the east of this main lot and are accessible via Goetjen Road and Woodridge Road. Both are undeveloped and are flat areas which are lightly wooded, there appears to be no drainage problems.</p> <p>There is a house off Woodridge road and the area to the east of Goetjen Road has a large number of residential lots for sale.</p>			

INFRASTRUCTURE			
Road Access:	Yes, Highway 27	3 Phase Power:	Undetermined
Rail Access:	No	Natural Gas:	Undetermined
Other:	These sites are approximately 4.4kms from downtown Fort St James		

ASSESSMENT

The two sites off Goetjen Road have good potential for industrial development, though there is some potential for residential developments to the east of this road.



L 33 DL 314 R5C PL 9563 – Ouellette Bros Building Supplies (2880 Highway 27)



L 33 DL 314 R5C PL 9563 – wooded lot to northern boundary



L 34 DL 314 R5C PL 9563 – East boundary, backing onto Aoulette's Building Supplies



L 34 DL 314 R5C PL 9563 – from the southern boundary



L 35 DL 314 R5C PL 9563 – from eastern boundary



L 35 DL 314 R5C PL 9563 from eastern boundary

Area C - Industrial Land Use Study

Map 4

Appendix A: Existing Rural Industrial Lands



Legend		Industrial Zoning	Industrial Use	 SCALE 1:10,000
— Road	Municipalities	M1	DEVELOPED	
— Highway	Cadastre	M2	VACANT	
— Driveways	Provincial Parks	M3		
— Forestry Roads	Indian Reserves			
— Railways	Agricultural Land Reserves			
— Hydro_Lines	Buildings			

ELECTORAL AREA: C

PARCEL DESCRIPTION				
Legal Description:	L 38 DL 314 R5C PL 9563, L 37 DL 314 R5C PL 9563, L 36 DL 314 R5C PL 9563			
Civic Address:	2474 Highway 27 N/A N/A			
PID:	005-947-979 005-947-961 005-947-952	BCAA Folio Number:	26-756-00937076 26-756-00937074 26-756-00937072	
Zoning:	M2	ALR Status:	No	
Site Size:	2.116 ha 2.015 ha 2.036 ha Total: 6.167 ha	Ownership:	Private	
Industrial Land:	Total	Developed	Vacant	Usable Vacant
	6.167 ha	0.000 ha	6.167 ha	6.167 ha
Current Uses:	Storage of machinery and materials for Hat Lake Logging and undeveloped land			
Description:	<p>There are three parcels of land in this site. The first fronts onto Highway 27 and is a fenced area currently used for storage of vehicles, machinery and construction material for Hat Lake Logging (offices across the road). At one time this was a mill and there is an old disused building with power going to it, but which is now boarded up. There is also a gas/oil storage tank on site. The area to the south of this site is wooded, covering approximately half of this parcel.</p> <p>Behind the first parcel, along Goetjen Road is the second parcel. This is a flat open site which is primarily used as storage of vehicle, machinery and building material for Hat Lake Logging.</p> <p>The third site is also sits along Goetjen Road and is undeveloped, though a sign at the site indicates that it has been sold. The land is relatively flat and open. The east side of Goetjen Road has a large number of residential lots for sale.</p>			

INFRASTRUCUTURE			
Road Access:	Yes Highway 27	3 Phase Power:	Undetermined
Rail Access:	No	Natural Gas:	Undetermined
Other:	The site is approximately 3.5kms from the downtown of Fort St James		

Assessment:

The undeveloped sites on Goetjen Road offer some potential for industrial development, though there is potential for residential development to the east of this road.



L 38 DL 314 R5C PL 9563 – from entrance to main site (2880 Highway 27 – Hat Lake Logging)



L 38 DL 314 R5C PL 9563 – disused mill and oil/gas storage tank on site



L 37 DL 314 R5C PL 9563 – from Goetjen Road towards Highway 16



L 37 DL 314 R5C PL 9563 – outdoor storage of material and machinery for Hat Lake Logging



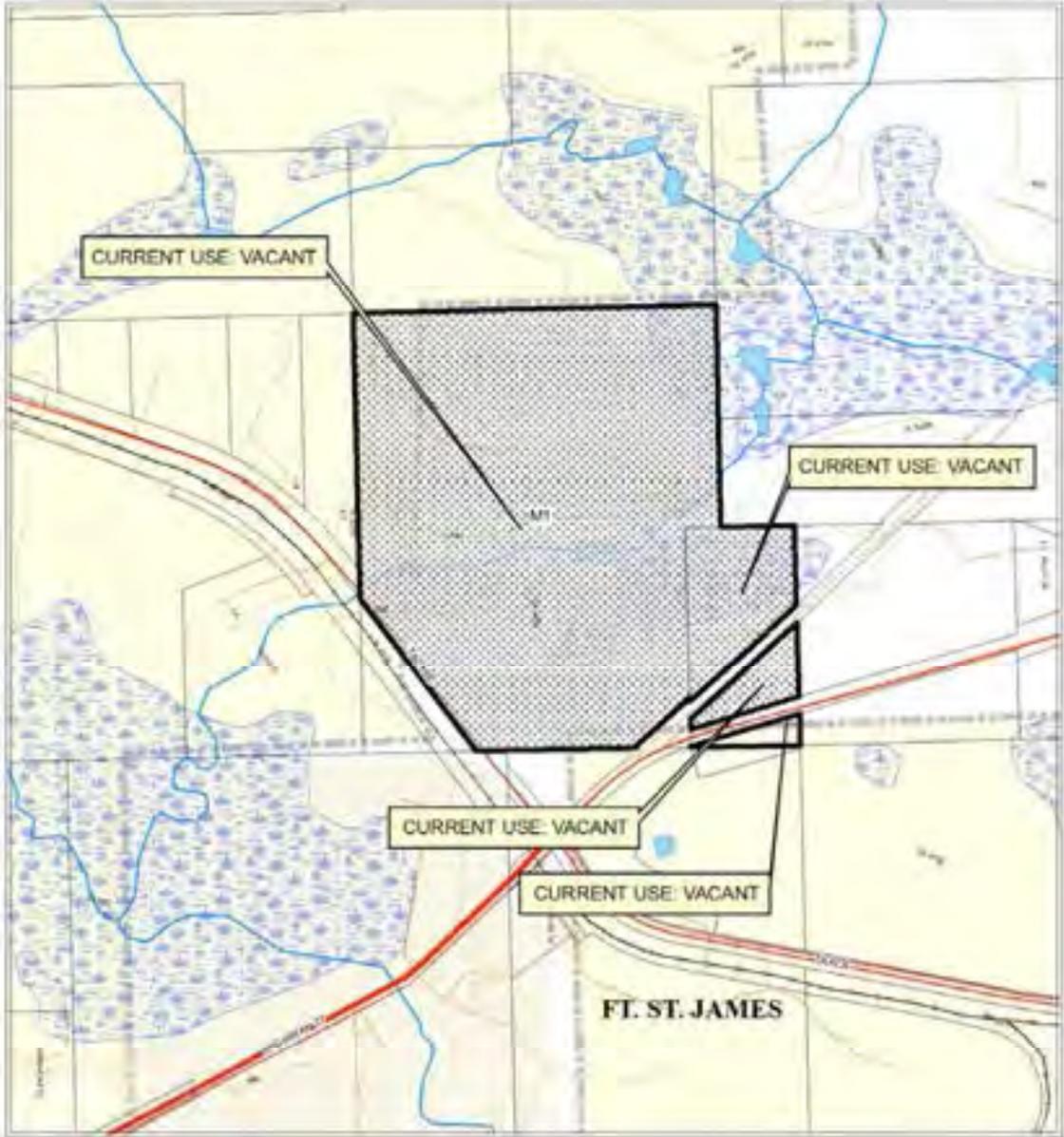
L 36 DL 314 R5C PL 9563 – vacant site from Goetjen Road towards Hat Lake Logging site



L 36 DL 314 R5C PL 9563 – vacant site from Goetjen Road

Area C - Industrial Land Use Study
Appendix A: Existing Rural Industrial Lands

Map 5



Legend

- Road
- Highway
- Driveways
- Forestry Roads
- Railways
- Hydro_Lines
- Municipalities
- Cadastre
- Provincial Parks
- Indian Reserves
- Agricultural Land Reserves
- Buildings

Industrial Zoning

- M1
- M2
- M3

Industrial Use

- DEVELOPED
- VACANT

SCALE 1:10,000

ELECTORAL AREA: C

PARCEL DESCRIPTION				
Legal Description:	REM NE 1/4 DL 4756 & PT E 1/2 SE 1/4 E 1/2 N 1/2			
Civic Address:	N/A			
PID:	N/A 007-523-947	BCAA Folio Number:	N/A 26-756-02552000	
Zoning:	M2	ALR Status:	No	
Site Size:	47.551 ha 5.403 ha Total: 52.954 ha	Ownership:	Crown Private	
Industrial Land:	Total	Developed	Vacant	Usable Vacant
	52.954 ha	0.135 ha	52.819 ha	43.308 ha
Current Uses:	Largely undeveloped, but a number of storage units to the very small sliver to the south side of Highway 27			
Description:	<p>There are two parcels on this site, a smaller one which crosses Highway 27, extending north from the highway, with a very small sliver of land on the south side of the highway. This small sliver of land currently has a number of large storage sheds used to house industrial machinery. The parcel to the north of the road is heavily wooded and drops down below the grade of the highway. There is a telephone line which cuts diagonally through this parcel. The back half of this site contains low lying wet lands. This parcel is privately owned.</p> <p>The second parcel is considerably larger with frontage on Tachie Road. The eastern boundary starts mostly below the grade of the road, but lowers to the road level at the northern boundary of the site. Much of the site is heavily wooded, with the northern portion of the site thinning, but with a stream running through it and some swamp land and small ponds further into the site. The rail line runs parallel to this site on the opposite side of Tachie Road. This parcel is crown land.</p> <p>There are a significant number of heavy industrial uses (mills) opposite to this site along Stuart Lake Lumber Road and Takia Road.</p>			

INFRASTRUCUTURE			
Road Access:	Yes, Highway 27	3 Phase Power:	Undetermined
Rail Access:	Yes	Natural Gas:	Undetermined
Other:	This site is approximately 6kms from Fort St James		

Assessment:

A very large site that is in close proximity to other major industrial uses and offers good potential for development for heavy industry.



REM NE 1/4 DL 4756 – western boundary where it meets Tachie Road



REM NE 1/4 DL 4756 – stream and wetlands that bisect the middle of the site



PT E $\frac{1}{2}$ SE $\frac{1}{4}$ E $\frac{1}{2}$ N $\frac{1}{2}$ - Southern boundary at Highway 27



PT E $\frac{1}{2}$ SE $\frac{1}{4}$ E $\frac{1}{2}$ N $\frac{1}{2}$ storage units on southern side of Highway 27

Area C - Industrial Land Use Study
Appendix A: Existing Rural Industrial Lands

Map 6



Legend		Industrial Zoning	Industrial Use	 SCALE 1:10,000
Road	Municipalities	M1	DEVELOPED	
Highway	Cadastre	M2	VACANT	
Driveways	Provincial Parks	M3		
Forestry Roads	Indian Reserves			
Railways	Agricultural Land Reserve			
Hydro_Lines	Buildings			

ELECTORAL AREA: C

PARCEL DESCRIPTION				
Legal Description:	L B DLS 4749 & 4751 R5C PL BCP20449 & L A DL 4749 4750 4751 & 4752 R5C PL BCP20449			
Civic Address:	N/A			
PID:	N/A	BCAA Folio Number:	N/A	
Zoning:	M2	ALR Status:	N/A	
Site Size:	82.5 ha (estimated)	Ownership:	N/A	
Industrial Land:	Total	Developed	Vacant	Usable Vacant
	82.5 ha	Unknown	Unknown	Unknown
Current Uses:	Unknown			
Description:	Site lies beyond the Conifex (the old Pope & Talbot's sawmill) mill on Takia Road and is not accessible.			

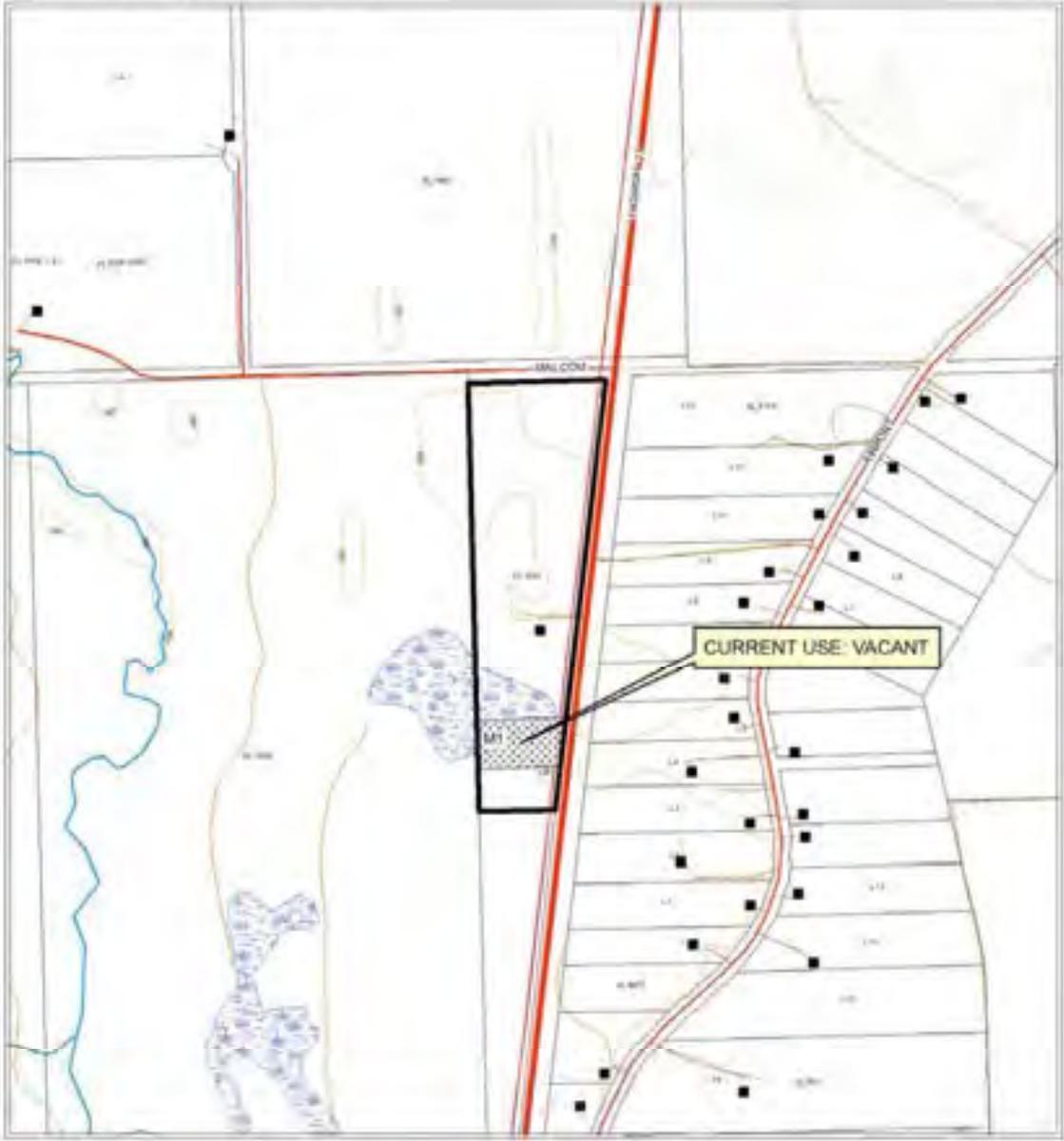
INFRASTRUCUTURE			
Road Access:	No	3 Phase Power:	Undetermined
Rail Access:	No	Natural Gas:	Undetermined
Other:			

Assessment:

Not Accessible

Area C - Industrial Land Use Study
Appendix A: Existing Rural Industrial Lands

Map 7



Legend		Industrial Zoning	Industrial Use	 SCALE 1:10,000
— Road	Municipalities	M1	DEVELOPED	
— Highway	Cadastre	M2	VACANT	
— Driveways	Provincial Parks	M3		
— Forestry Roads	Indian Reserves			
— Railways	Agricultural Land Reserve			
— Hydro_Lines	Buildings			

ELECTORAL AREA: C

PARCEL DESCRIPTION				
Legal Description:	PCL A (PL 8078) DL 1655 R5C			
Civic Address:	8041 Highway 27			
PID:	012174815	BCAA Folio Number:	26-756-01171220	
Zoning:	M2	ALR Status:	No	
Site Size:	15.338 ha	Ownership:	Private	
Industrial Land:	Total	Developed	Vacant	Usable Vacant
	1.534 ha	0.0 ha	1.534 ha	1.534 ha
Current Uses:	Vacant			
Description:	A vacant undeveloped site on Highway 27. The undulating site sits mainly below the grade of the highway and is primarily covered in wood lands and scrub. There is swamp land in the middle of the site. Power lines cross the front of the site.			

INFRASTRUCUTURE			
Road Access:	Yes, Highway 27	3 Phase Power:	No
Rail Access:	No	Natural Gas:	No
Other:	The site is approximately 9kms south of Fort St James		

Assessment:

This site offers some potential for industrial development.



Southern boundary of industrial parcel



Middle and northern boundary of industrial parcel

Appendix B – Potential Industrial Land

PARCEL C1



PARCEL DESCRIPTION			
Legal Description:	W 1/2 OF THE FRAC NW 1/4 OF DL 4752 R5C		
Civic Address:	Highway 27 (Germansen Landing Road)		
PID:	007-523-904	BCAA Folio Number:	2675602551000
Parcel Size:	13.9 ha.	ALR Status:	Out of ALR
Zoning:	RR1	Ownership:	Private
Current Uses:	Vacant		
Description:	A small heavily wooded site which is close to an existing industrial zoned site (Highway 27 and Tachie Road) and could be developed as an extension to this. It is also close to a number of existing industrial operations (mills) within the municipal boundary.		

INFRASTRUCTURE			
Road Access:	Yes (on Hwy 27)	3 Phase Power:	N/A
Rail Access:	Yes	Natural Gas:	N/A
Other:	Germansen Landing Road is not a paved road and there is significant traffic along it.		

SPECIAL CONSIDERATIONS			
Rezoning Required:	Yes	ALR Application Required:	No
Other:	The proximity to other major industrial uses and industrial zoned land make this a suitable site for development, as part of an industrial development of the lands at Highway 27 and Tachie Road.		



Northern half of site from Highway 27 (Germansen Landing Road)



Northern half of site from Highway 27 (Germansen Landing Road)



Southern part of site



Southern part of site from Highway 27 (Germansen Landing Road)

PARCEL C2



PARCEL DESCRIPTION			
Legal Description:	REM DL 1661		
Civic Address:	Airport Road, Fort St James		
PID:	N/A	BCAA Folio Number:	N/A
Parcel Size:	20.6 ha.	ALR Status:	Out of ALR
Zoning:	RR1	Ownership:	Crown
Current Uses:	Vacant		
Description:	A large flat site which is bisected by the municipal airstrip in Fort St James. The part of the site to the west of the airstrip is much more accessible and has the greatest potential for development, though the eastern portion is accessible by a service road to the southern boundary which cut across the airstrip. The western boundary of the plot is the Stuart River.		

INFRASTRUCTURE			
Road Access:	Yes	3 Phase Power:	N/A
Rail Access:	No	Natural Gas:	Yes
Other:	Site surrounds municipal airstrip.		

SPECIAL CONSIDERATIONS			
Rezoning Required:	Yes	ALR Application Required:	No

Other:	Proximity to the airstrip, as well as Fort St James and Highway 16 make this a suitable site for industrial development, particularly in conjunction with other potential sites identified in this report.
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Airport Road, with main airport on left and part of site on right.



Airport Road from southern boundary with site on both sides of road



View of airstrip and site from Airport Road



View of airstrip and site from service road at south boundary.

PARCEL C3



PARCEL DESCRIPTION			
Legal Description:	SE 1/4 OF DL 1660 R5C EXC PL 5879		
Civic Address:	Highway 27, Fort St James		
PID:	009410775	BCAA Folio Number:	2675601180000
Parcel Size:	64.7 ha.	ALR Status:	Out of ALR
Zoning:	RR1	Ownership:	Private
Current Uses:	Largely vacant land, with some residential		
Description:	A heavily wooded site which lies between Highway 27 and Airport Road, to the south of the airport. To the south of the site are a number of residential properties, though some of these have light industrial uses/vehicles on them.		

INFRASTRUCTURE			
Road Access:	Yes	3 Phase Power:	N/D
Rail Access:	No	Natural Gas:	Yes
Other:			

SPECIAL CONSIDERATIONS			
Rezoning Required:	Yes	ALR Application Required:	No
Other:	Highway frontage along with proximity to the airstrip and Fort St James make this a suitable site for industrial development, particularly in conjunction with other potential sites identified in this report.		



Site from Airport Road



Clearing on site



Site from southern boundary and Airport Road



Southern boundary of site

PARCEL C4



PARCEL DESCRIPTION			
Legal Description:	S 1/2 OF DL 1662 R5C EXC PLS 4805 PRP13842 PRP14451 PRP14748 & 5879		
Civic Address:	Highway 27 and Hanley Road, Fort St James		
PID:	011343338	BCAA Folio Number:	2675601184000
Parcel Size:	90.3 ha.	ALR Status:	Out of ALR
Zoning:	RR1	Ownership:	Private
Current Uses:	Vacant		
Description:	A large relatively flat and wooded site to the south of the airport strip in Fort St James. Hanley The site is bisected by Highway 27, with the majority being to the west of the highway and a small triangular shaped site to the east. The northern boundary of the western site is Hanley road, with the northern boundary for the eastern site being the airport strip. Both parts of this site are wooded.		

INFRASTRUCTURE			
Road Access:	Yes	3 Phase Power:	N/D
Rail Access:	No	Natural Gas:	Yes
Other:			

SPECIAL CONSIDERATIONS			
Rezoning Required:	Yes	ALR Application Required:	No
Other:	Frontage on Highway 16, proximity to Fort St James and the airstrip make this a suitable site for industrial development, particularly in conjunction with other potential sites identified in this report. There are also existing light industrial uses across the Highway along Russell Road.		



Eastern part of site from Highway 27



Northern boundary of western part of site along Hanley Road



Northern boundary of eastern part of site from Highway 27 and Hanley Road



Western part of site from Highway 27 and Hanley Road



Western part of site from Highway 27