



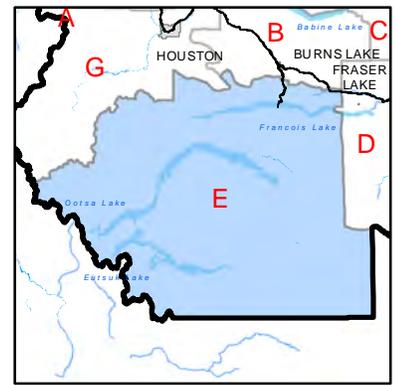
Regional District of Bulkley-Nechako

INDUSTRIAL LAND USE INVENTORY OVERVIEW

Electoral Area 'E' (François/Ootsa Lake Rural)

Geographic Area/ Population

Electoral Area E of the Regional District of Bulkley-Nechako is located south of Burns Lake.



Household Income

Median after-tax income of households in 2015: \$57,024

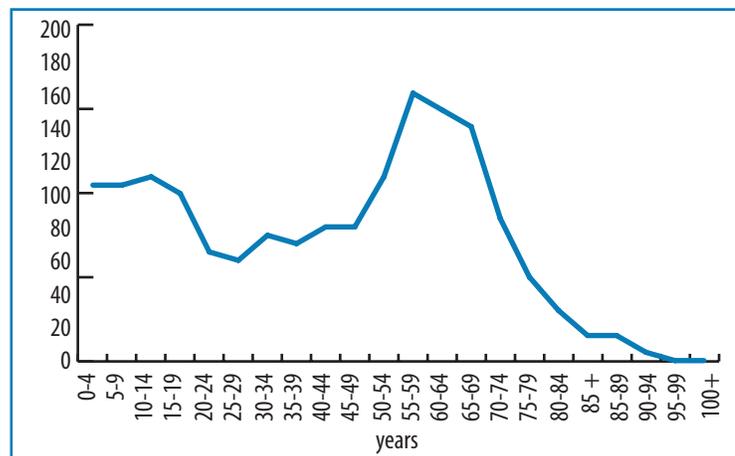
Population

In 2016, the population of Bulkley-Nechako Electoral Area E was 1593, representing an increase of 5.7% from 2011. Electoral Area E is one of the few areas in RDBN to have experienced population growth.

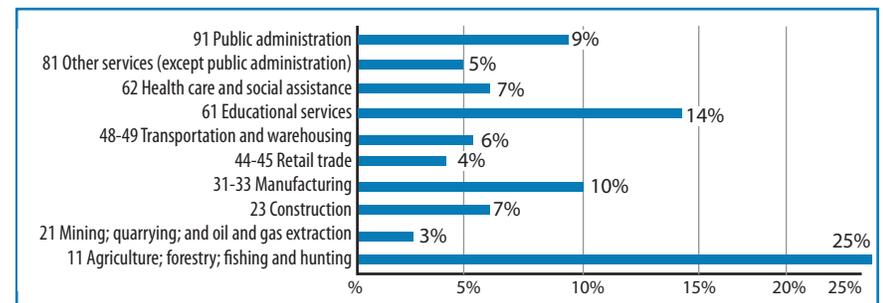
Area or Municipality	Population (2016)	Population (2011)	% Change
Electoral Area E	1593	1507	5.7%

Demographics

Electoral Area E: Population by Age Group (2016)



Electoral Area E: Labour Force by Industry (2011)



Labour Force by Occupation (2011)

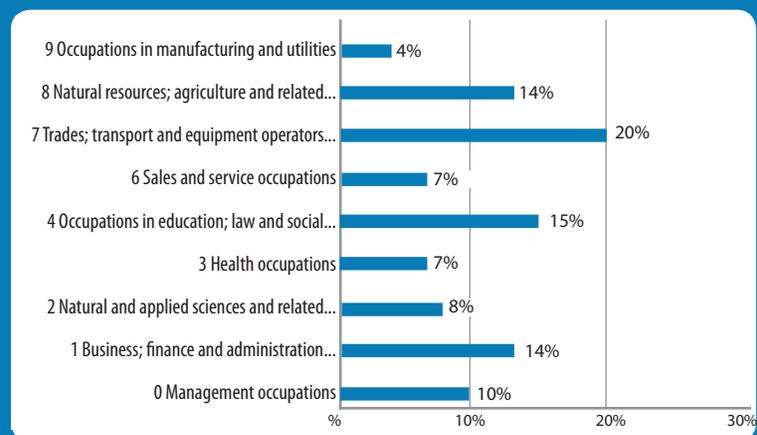
Occupation	No. of Employees
0 Management occupations	75
1 Business; finance and administration occupations	110
2 Natural and applied sciences and related occupations	65
3 Health occupations	55
4 Occupations in education; law and social; community and government services	115
6 Sales and service occupations	50
7 Trades; transport and equipment operators and related occupations	150
8 Natural resources; agriculture and related production occupations	105
9 Occupations in manufacturing and utilities	30
All Occupations	755



Labour Force by Industry

Industry (2-digit NAICS)	No. of Employees
11 Agriculture; forestry; fishing and hunting	190
21 Mining; quarrying; and oil and gas extraction	25
23 Construction	55
31-33 Manufacturing	75
44-45 Retail trade	30
48-49 Transportation and warehousing	45
61 Educational services	110
62 Health care and social assistance	55
81 Other services (except public administration)	40
91 Public administration	70
All industries	695

Electoral Area E: Labour Force by Occupation (2011)



Usable Vacant Industrial Lands

Existing Rural Industrial Land Area in Hectares

Parcel #	Zoning	Site Size	Industrial Lands			
			Total	Developed	Vacant	Usable Vacant
1	M1	2.1	2.1	0.5	1.6	1.6
2	M1	1.3	1.3	0	1.3	1.3
3	M1	4.0	2.0	0.8	1.2	1.2
Total		7.4	5.4	1.3	4.1	4.1

Industrial Land Use Planning

Burns Lake Rural and François Lake (North Shore) Official Community Plan

Industrial (I) Designation

Light industrial development has been limited within the rural areas in an attempt to focus this industrial activity into the Village of Burns Lake. New industrial development may be accommodated within the Plan area subject to the following objectives and policies.

3.3.1 Objectives

- (1) To provide opportunities for limited light industrial uses in suitable locations.
- (2) To minimize land use incompatibility and conflicts between industry and surrounding land uses.
- (3) To support industrial uses that will not have any significant negative impact on the natural environment.

3.3.2 Policies

- (1) New light industrial uses will be encouraged to establish within the boundaries of the Village of Burns Lake and on lands within the Industrial (I) designation, subject to the successful rezoning of the property, if required.
- (2) The Regional Board may consider designating additional areas for industrial uses subject to the following criteria:

Infrastructure and Utilities

Hydro

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. However, existing infrastructure in the area is limited, as development is sporadic. One major overhead hydro line runs from the Houston Substation (138 kV) southwest to the Imperial Metals Huckleberry Site. The lack of public infrastructure at the transmission level is likely due to the fact that many industries within Electoral Area E operate with diesel generators or other power generation processes not associated with the public grid.

Rail Access

The CN mainline follows the Highway 16 corridor to the North of the study area, from Prince George to Prince Rupert. Based on the sporadic industrial developments throughout the Electoral Area, there is little opportunity for bulk rail service shared between industries, so there is potentially little opportunity for expansion of rail into the Electoral Area. However, there is quick access to freight services along the CN mainline out of Fraser Lake, Burns Lake, and Houston based on the existing road network.

Telecommunications

Public telecommunications coverage in parts of Electoral Area E 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 to the North. Additional communications services in the Electoral Area are provided by small ISPs or cable providers that have purchased or leased fibre-optics, or operate wireless access points/towers.

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 in close proximity to 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.

Lakes Communications provides wireless access in parts of the Electoral Area, namely along the Highway 35 corridor and around Francois Lake to the Northern shore of Ootsa Lake.

Natural Gas

Natural gas within the Regional District is provided by Pacific Northern Gas (PNG). The closest communities with natural gas connections include Burns Lake and Houston, with Burns Lake having one of five compressor facilities along the PNG mainline. With the lack of existing infrastructure, natural gas connections in the Electoral Area could prove to be costly for new industries. Typically, industries within the Electoral Area are mining and forestry projects that use alternative energy sources, so there has been little need for expansion. 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.

Roads

The main transportation corridor in the Electoral Area is Highway 35, which connects with Highway 16 in Burns Lake. Highway 35 provides access to the Francois Lake Ferry, which provides an alternative to travelling around Franchoise Lake. The Ferry landing on the South shore of Francois Lake provides access to the rest of the Electoral Area including Ootsa Lake.

- (a) all existing industrial land is developed or it is demonstrated that the designated industrial areas are unsuitable for the proposed use;
 - (b) the proposed industrial development will not create an amount of traffic, noise, or other impact that will adversely affect the rural character of the area;
 - (c) the proposed industrial development will be developed in a manner that has no notable negative impacts on the environment;
 - (d) there will be no notable negative impacts on neighbouring land uses or property owners; and,
 - (e) the proposed industrial use has the support of the Agricultural Land Commission if the land is within the Agricultural Land Reserve (ALR).
- (3) The Regional Board may consider designating limited highway industrial developments along the Highway 16 corridor around the Village of Burns Lake in close consultation with the municipality.
 - (4) The Regional Board may consider designating additional areas for light industrial use near the Burns Lake Airport where those uses benefit from proximity to an airport.
 - (5) Land along Highway 16 east of the Stearns Subdivision may be considered for rezoning to allow industrial uses without an Industrial designation subject to the following criteria:
 - (a) the proposed industrial development will not create an amount of traffic, noise, or other impact that will adversely affect the rural character of the area;
 - (b) the proposed industrial development will be developed in a manner that will not have notable negative impacts on the environment;
 - (c) there will not be notable negative impacts on neighbouring land uses or property owners.
 - (6) The small properties along Nash Rd, just west of the Village of Burns Lake boundary, have been designated Industrial to encourage their redevelopment for limited light industrial uses.
 - (7) The area commonly known as ByTown west of the Village of Burns Lake, along Railway Avenue is designated Rural Residential in the Plan. The area contains numerous small residential lots not adequately serviced by on site sewer systems. To encourage lot consolidation and redevelopment of the area, a floating Industrial designation has been applied. This designation indicates that certain lands may be considered for rezoning to accommodate limited light industrial uses of a type that will not conflict with the existing residential development or tourist commercial uses established in the area.
 - (8) Areas along the Babine Lake Road may be considered for rezoning to allow industrial uses where appropriate, without an Industrial designation subject to the following criteria:
 - a) the proposed industrial development will not create an amount of traffic, noise, or other impact that will adversely affect any rural residential development;
 - b) the proposed industrial development will be developed in a manner that will not have a notable negative impact on the environment;
 - c) there will not be any notable negative impacts on neighbouring land uses or property owners; and,
 - d) an alternate access to Highway 16 can be developed to accommodate industrial traffic so that industrial traffic does not access Highway 16 using Babine Lake Road.

Regional District of Bulkley-Nechako Zoning Bylaw

Five zones available for use: Light Industrial (M1), Heavy Industrial (M2), and Agricultural Industrial (M3), Special Light industrial (M1A), Light Industrial- Contracting Service (M1B)

In the rural areas of the Regional District, the Ministry of Transportation and Infrastructure (MoTI) 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 unacceptable 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.

The MoTI 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 be adversely 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 MoTI 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 or Rural OCP amendments.

Opportunities

Forestry

Businesses that could capitalize on existing wood waste by product:

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

The proximity of the Prince Rupert Port access also assists in the sustainability of large and small scale manufacturing plants. It provides 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 addition, the rural nature of Electoral Area E 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.

Mining

There are currently no operating mines in the study area as the only operating mine, Huckleberry Mine, ceased operations in August 2016 and is on care and maintenance pending sustained improvement in the price of copper. There are also numerous exploration sites and considerable mineral showings within Electoral Area E, including the Seel site, and others in close proximity to Electoral Area E, including the Lucky Ship (Electoral Area G) and Nithi Mountain (Electoral Area D) sites. If mining activity expands 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.

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

Given the potential for the Smithers-Telkwa Region to develop, as well as the potential mine developments in the Electoral Area, and supporting educational opportunities at the College campuses in Smithers, Houston, and Burns Lake, there could be potential for the development of a range of activities across the traditional mining value chain.

Agriculture

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

Vacant Industrial Land Inventory Overview*

Parcel No.	Address	Zoning	Site Size (ha)	Usable Vacant (ha)
1	Hospital Rd., Southside	M1	1.3	1.3
2	26378 Danskin Rd., Danskin	M1	4.0	1.2
Total			5.3	2.5

Potential Future Industrial Land Inventory*

The following parcels are not zoned by the Regional District for industrial use and are not yet developed for industrial use. Other lands may have potential for industrial use and if the proposed development is not permitted by the existing zoning, a rezoning application can be made to the RDBN. 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	Zoning	Property Area (ha)	Potential Usable (ha)
E1	Hwy 35 & Gilgan Rd.	H2	51.2	51.2
E2	Hwy 35 & Guyishton FS Rd.	H2	66.1	66.1
E3	Keefe's Landing Rd. & Tatalrose Rd. Grassy Plains	N/A	37.3	37.3

*Details on each of the properties can be found in the full study.

Conclusions

The study has identified a potential demand for up to:

- 10 ha of land in parcels that are from 0.5 ha – 5 ha in size for light industrial use (warehousing, light manufacturing, transportation, etc.)
- 10 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.)
- 40 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)
- 1 ha of land in parcels that are 1 ha – 3 ha for agricultural industrial use (greenhouses, other large scale agricultural activities)

Download the Electoral Area 'E' Industrial Land Use Study at:
opportunities.rdbn.bc.ca/regional-information/industrial-land-inventories