Final Report

Regional District of Bulkley-Nechako

Industrial Land Use Inventory Study: Electoral Area A

January 31, 2010

millierdickinsonblais inc.

Contents

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 A.

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 A
- Section 3 discusses the existing regulatory and planning infrastructure that exists regarding industrial land development in Electoral Area A

- Section 4 presents data on existing developed and vacant industrial lands in Electoral Area A
- Section 5 provides an overview of issues relating to future industrial land use needs in Electoral Area A
- Section 6 provides data and information relating to infrastructure and servicing of industrial lands within Electoral Area A
- Section 7 discusses potential future industrial land requirements in Electoral Area A
- 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 A
- Section 9 includes a summary of the study findings for Electoral Area A
- Appendices A and B contain detailed maps and site formation regarding the actual existing and potential parcels of industrial land in Electoral Area A

2 Methodology

2.1 Geographic Study Area

The study area includes all of Electoral Area A of the Regional District of Bulkley-Nechako. This area of the RDBN includes the Town of Smithers and the Village of Telkwa. Industrial Lands within the boundaries of these local municipalities 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 A have a population of 5,290 persons. This is a decrease from the 2001 Census figure of 5,696 persons, meaning the population has declined by 406 people or 7.1%. Data from the 2006 Census also shows that Telkwa has a population of 1,295 persons (a decline of 76 people or 5.5% over 2001) and that Smithers has a population of 5,217 (down 197 people or 3.6% from 2001). The area as a whole thus has a population of 11,802 persons, which represents a decrease of 578 people or 4.6% 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 Smithers Telkwa Rural Official Community Plan

Section 2.2 contains the broad goals of the Smithers Telkwa Rural Official Community Plan, Bylaw No. 1425, 2007. The following have relevance to Industrial development within the Electoral Area:

- Land use patterns and economic activities which do not compromise the rural character of the Plan area.
- Land use patterns that maintain the rural character of the Plan area and that reflect a diversity of lifestyles, and economic and recreational activities.
- Preservation of land with agricultural potential.
- Appropriate and orderly rural growth with urban type development directed to the municipalities of Smithers and Telkwa.

Section 3.3 contains policies regarding industrial development. Industrial development has been limited within the rural areas of Electoral Area A, instead focusing on the municipalities of Smithers and Telkwa, as current planning policy encourages this. Light industrial development is permitted within rural areas designated Industrial (I), but further areas may be considered if justification can be made.

3.3.1 Objectives

(1) To provide opportunities for limited light industrial uses in suitable locations;

(2) To provide opportunities for industrial activities along the Highway 16 corridor;

(3) To accommodate primary resource extraction and primary processing; and,

(4) To support industrial uses that are environmentally friendly.

3.3.2 Policies

(1) New industrial uses will be encouraged to establish within the boundaries of the Town of Smithers and the Village of Telkwa.

(2) New light industrial uses will be encouraged to establish within the Industrial (I) designation in the Tatlow Road area.

(3) The Regional Board may consider designating additional areas for industrial uses subject to the following criteria:

(a) All existing industrial land is developed or it is demonstrated that the designated industrial areas are clearly unsuitable for the proposed use;
(b) The proposed use is directly associated with agricultural, mineral, placer, coal, and aggregate exploration or processing;
(c) 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;
(d) The proposed industrial development will minimize the negative impacts on the environment;
(e) Negative impacts on neighbouring land uses or property owners will be minimized; and,
(f) The proposed industrial use has the support of the Agricultural Land Commission if the land is within the Agricultural land Reserve (ALR).

(4) The regional board may consider designating limited highway industrial developments along the highway corridor in the Lake Kathlyn area (between the Town of Smithers and the Airport) and around the Village of Telkwa, in close consultation with those municipalities.

(5) Appropriate minimum parcel sizes for industrial uses of land will be required.

In addition, Section 4.2 – Land use Designation Explanations, describes the Industrial (I) designation further:

> *In areas so designated, permitted uses shall vary according to the policies of this Plan and the* Agricultural Land Commission Act*. In general, industrial activities within the Plan area shall be limited to light industrial activities including manufacturing, assembling, processing, and repair.*

Section 5.2 of the Plan states the requirements for the issuance of temporary commercial or industrial use permits within the Plan area.

(1) Temporary commercial or industrial permits may be issued, pursuant to Section 921 of the Local Government Act*, throughout the Plan area, where:*

(a) The proposed temporary use will not create an amount of traffic that will adversely affect the natural environment, or rural character of the area;

(b) The environment would not be negatively affected by the proposed temporary use;

(c) The proposed temporary use will not have adverse affects on neighbouring land uses or property owners;

(d) The proposed temporary use does not require a significant amount of capital investment in a particular location; and,

(e) The proposed temporary use has the support of the Agricultural land Commission if the land is within the Agricultural land Reserve (ALR).

3.1.2 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, M2, and M3 are identified further in Appendix A and discussed in Section 4 of the report.

3.2 Municipal Industrial land Use Planning

3.2.1 Town of Smithers Official Community Plan

In 2008, the Town initiated an Official Community Plan review. The first draft of the Official Community Plan is scheduled for a public open house in early 2009. As such, the existing OCP is still in effect for the municipality. Section 10 of the Town of Smithers Community Official Plan, Bylaw No. 1480, 2000 contains the following policies regarding industrial development:

Policy 10.1: *It is Council's policy to restrict industrial development to the area generally south of Pacific Street and east of the planned extension to 16th Avenue in order to concentrate industrial development in areas separate and distinct from commercial and residential lands.*

Policy 10.2: *It is Council's policy to continue to sell at market value surplus industrial land which is owned by the Town*

Policy 10.3: *Areas designated as light industry on the Land Use map shall provide for enclosed manufacturing, processing, assembly, wholesale, distribution, transportation industries, utilities, and related uses...office use should be an ancillary use, and retail sales should not be permitted except for sales of equipment logically located in an industrial area and goods manufactured on site*

Policy 10.4 *The area north of 16th Avenue on the North Side of Highway 16 is designated for Automotive/Service Commercial use to more closely reflect their current use pattern. Light industrial uses fully enclosed within a building may still be part of the land use in this area, but it is not considered to be primarily an industrial area.*

Policy 10.5 *It is Council policy to permit temporary industrial uses on lands designated as **Light** or **Heavy Industrial**. Council may consider this*

provision for uses which may not be permitted in the zoning bylaw, but which are considered appropriate short-term uses. As per Municipal Act requirements, the public shall be advised of any such applications and have an opportunity for comment.

Policy 10.6: *Heavy industrial uses are to be located in the areas designated heavy industrial on the Land Use Map. Heavy industrial includes uses which may occur outdoors, including resource processing, manufacturing, gravel extraction and auto wreckers and similar uses which may by their nature cause noise, emissions, or visual impact and should be separated from other uses.*

As the airport is a vital part of the Smithers economy, specific policies have been formulated to support development adjacent to the airport. As the airport is located within the Agricultural Land Reserve (ALR), expansion into other types of land uses would require Agricultural Land Commission Approval, which is not supported by this plan. Policies 10.7 and 10.8 state Council's vision of Airport lands development:

Policy 10.7 *In order to concentrate commercial development in the Downtown and highway commercial areas, development of retail and tourist accommodation uses on the airport site and adjacent non-ALR lands is not supported.*

Policy 10.8 *Commercial and light industrial uses directly related to air transportation including those industries which use the airport as an essential component of their operations such as aviation training, repair facilities, shipping, and similar uses are encouraged.*

Policy 10.9 *Existing gravel extraction sites are recognized within the areas designated as **Heavy Industrial** on the Land Use Map. Additional gravel sites, where sufficient resources justify their creation, are supported within the area designated as **Heavy Industrial**.*

3.2.2 Town of Smithers Draft Official Community Plan (2008)

As stated previously, the Town has initiated an Official Community Plan review. Therefore, it is important to give some regard to the policies contained within the draft OCP, should they become policy. With regards to land supply, the draft Official Community Plan states that Smithers has adequate land to supply demand over the next ten years, through development of the Willowview neighbourhood and infill development in existing neighbourhoods and the downtown area. This includes adequate supply within the Town's boundaries for commercial and industrial development.

The draft Official Community Plan contains two industrial designations.

Light Industrial – *The intent of Light Industrial is to provide lands for enclosed manufacturing, processing, assembly, construction trades etc. Not automotive sales or service.*

Heavy Industrial *– The intent of Heavy Industrial is to provide appropriate places for activities such as resource processing, manufacturing, warehousing, sand and gravel extraction and auto wreckers and similar uses which may by their nature cause noise, emissions, or visual impact and should be separated from other uses. Retail and office use will be restricted to a minor role on these sites, and must be associated with the primary business.*

The following policies contained in Section 15.2.3 of the draft Official Community Plan are regarding industrial development. The broad objective of the plan with regards to industrial land use is to "*Secure adequate industrial lands to ensure capacity for value added manufacturing and future capacity for any tourism and/or resource based ventures."* In an industrial context, the draft community plan is more concerned with sustainability of both land resources and manufacturing activity, than the OCP currently in affect. Policies 1 and 3 of the draft plan are in accordance with Policies 10.1 and 10.9 respectively, in the Town of Smithers Community Official Plan, Bylaw No. 1480, 2000.

Policy 2: *Sell land at market value for industrial needs only if the existing capacity is maximized and/or specific industrial uses, such as secondary manufacturing, need more capacity. Priority for the release of industrial lands will be given to proponents who demonstrate application of the principles of sustainability, eco-efficiency and eco-industrial development.*

Policy 4: *Ensure that all value-added and secondary manufacturing businesses have access to adequate industrial lands.*

Policy 5: *Areas with active industrial use shall be buffered with vegetation and distance from non-industrial uses.*

Draft Section 16.2.1 'Collaboration with Other Jurisdictions' recognizes the value of co-ordinated land use planning, while stating that adjacent development should give regard to Town policy:

Policy 3: *Seek to work with the Regional District to define growth patterns and land-use policy for the lands adjacent to the town boundaries that are consistent with the Town of Smithers' growth management and sustainability goals.*

3.2.3 Town of Smithers Zoning Bylaw

The Town of Smithers Zoning Bylaw No. 1403, 2002 contains four industrial zones.

6.1 M-1 Light Industrial Zone

The purpose of the M-1 zone is to accommodate those industrial operations which are fully enclosed and require no outdoor storage except for display of goods sold on-site

6.2 M-2 Medium Industrial Zone

The purpose of the M-2 zone is to accommodate those industrial operations which are partially enclosed and require some outdoor storage

6.3 M-2A Medium Industrial Zone (Heliport)

The purpose of the M-2A zone is to accommodate those industrial operations which are partially enclosed and require some outdoor storage and heliports.

6.4 M-3 Heavy Industrial Zone

The purpose of this zone is to accommodate those industrial operations which largely involve outdoor activities, including storage of materials used in operations.

3.2.4 Village of Telkwa Official Community Plan

Industrial development in the Village of Telkwa is subject to the following policies found in Section 9 of the Village of Telkwa Official Community Plan, Bylaw 513, 2002.

9.1 It is the policy of Council to ensure that industrial operations comply with recognized standards and codes of practice and that unreasonable impacts on the natural environment are avoided.

9.2 It is the policy of Council to separate industrial uses from residential areas and to decrease impacts of industrial uses on adjacent land uses through the use of landscaping, screening, and berming.

9.3 It is the policy of Council to collaborate with the Regional District of Bulkley Nechako and adjacent communities, in the suitable location of any future heavy industrial activities in the Telkwa area.

9.4 It is the policy of Council to consider the potential for long-term industrial land development on the west side of the Bulkley River, and North of the Telkwa River.

Section 1 – Regional Context supports the policies found in the Regional Districts Rural Official Community Plan for Electoral Area A, specifically policy 3.3.2(1) which directs future industrial development to the Town of Smithers and Village of Telkwa. In response to this policy:

The Telkwa OCP provides for existing industrial land uses, and expansion of industrial uses through the development of a rural industrial subdivision. The OCP policy is for large-scale heavy industrial uses to be reviewed within the regional context. The Smothers-Telkwa Rural OCP identifies two potential sites for industrial use within the Regional District: an area on Donaldson Road between Smithers and Telkwa and an area extending along Tatlow Road south of the Smithers municipal boundaries.

3.2.5 Village of Telkwa Zoning Bylaw

The Village of Telkwa Zoning Bylaw No. 513, 2001 currently has two industrial zoning classifications.

10.1 I-1 Zone – Light Industrial

10.1.1.1 Principal uses

a) *Commercial cardlock facility*
b) *Contractor and subcontractor shop*
c) *Custom Workshops*
d) *Food and beverage processing, excluding fish, live animals, live poultry, and other fowl*
e) *Fuelling stations*
f) *Helicopter landing pads*
g) *Indoor mini storage*
h) *Laundromat*
i) *Nursery/Greenhouse*
j) *Light Industry*
k) *Recycling depots*
l) *Repair shops*
m) *Retail lumber and building supply yards*
n) *Retail of auto accessories and parts*
o) *Retail of products produced or manufactured on site*
p) *Service industry*
q) *Storage yards*
r) *Tools equipment rentals and service*
s) *Campsites*

10.2 I-2 Zone – Rural Industrial

10.2.1.1 Principal uses include:

a) *Automobile repair*
b) *Commercial workshop including machine shop, welding shop, private or government garage and workshop*
c) *Contractor and subcontractor shop*
d) *Concrete, asphalt, and rock-crushing plant*
e) *Heavy equipment sales and service*
f) *Indoor mini storage*
g) *Light manufacturing, including construction, assembly and repair of wood and fibreglass products, signs, boats, and ceramic products*
h) *Nursery and greenhouse*
i) *Portable sawmill and lumber kiln*
j) *Repair shops*
k) *Storage compounds*
l) *Tools and equipment rentals and service*
m) *Automotive dismantling yard*

The majority of land zoned for industrial uses is found along the South shore of the Bulkley River and in the south western corner of the community.

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 than 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 55.750 hectares of Industrial Land in the study area. Approximately 4.776 hectares, or only 6.8%, of the total Industrial Land is developed and is made up primarily of small parcels. There is a significant portion of land, approximately 51.196 hectares of vacant land, all of which is considered usable based upon a preliminary site evaluation. The majority (52%) of the usable vacant industrial parcels come from one large site (Map 8) which is 26.762 ha. This site has a heavy industrial zoning and is located on Tatlow Road some 3kms off Highway 16. Access to the site from Tatlow Road may, however, be an issue as it would require crossing the rail line; though there may be an opportunity to access the site from western boundary along Carr Road and Stenset Road, which are primarily residential.

There are, however, three medium sized sites (Map 5, 9 and 10) in Area A which are close to the highway and/or other industrial uses and offer good potential for industrial development. Two of these sites are agricultural industrial, one of which has an existing agricultural operation but with significant land for further development. The third site is on Tatlow Road, just south of the large development site (Map 8) and has an existing mill on part of the site but with significant land for further development.

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	M2	0.643	0.643	0.000	0.643	0.643
2	M3	0.664	0.442	0.442	0.222	0.222
3	M1	0.201	0.201	0.000	0.201	0.201
4	M1	12.788	1.066	1.066	0.000	0.000
5	M3	21.960	7.320	0.000	7.320	7.320
6	M2	3.351	3.351	0.516	2.835	2.835
7	M2	2.023	1.821	1.821	0.000	0.000
8	M2	26.762	26.762	0.000	26.762	26.762
9	M2	7.780	7.780	0.324	7.456	7.456
10	M3	6.070	6.070	0.607	5.463	5.463
11	M1	3.820	0.294	0.000	0.294	0.294
Total		**86.063**	**55.750**	**4.776**	**51.196**	**51.196**

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

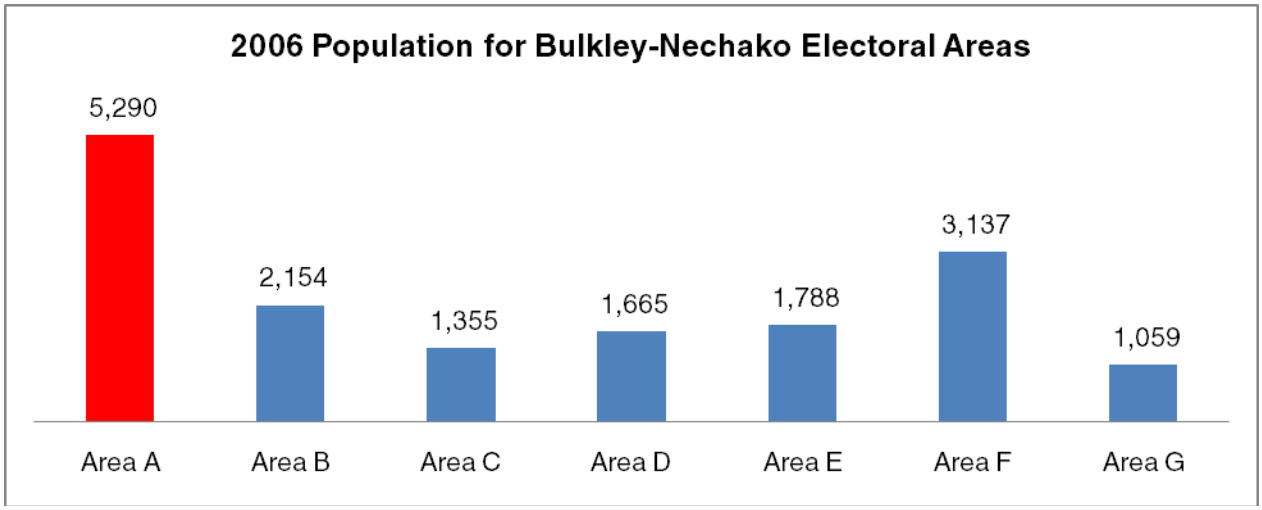
5.1 Economic Base Analysis

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 opportunities.

Figure 1: Population by Electoral Areas of Bulkley-Nechako



Source: Statistics Canada, 2006

The population figures show that Electoral Areas A and F are the largest areas within the Regional District of Bulkley-Nechako, with Electoral Area A accounting for approximately 14% of the total population within 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 area to exhibit population growth from 2001 to 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 A was above both the overall decline of the Regional District, and the average change.

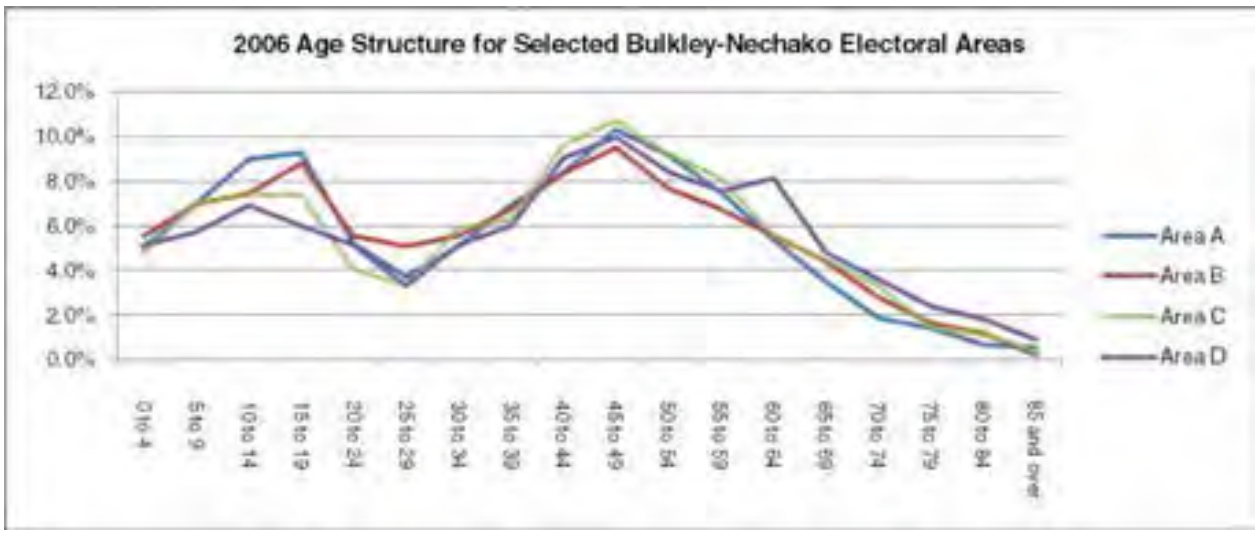
Figure 2: Population change for Electoral Areas of Bulkley-Nechako

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

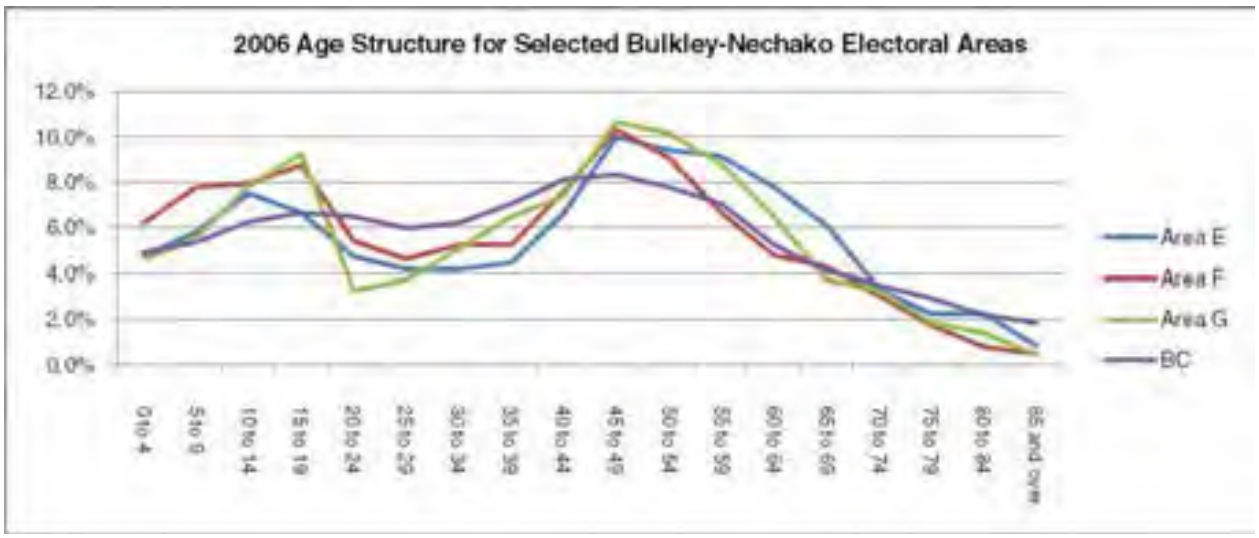
The age structure of a population can reveal certain dynamics over a period of time including advantages or disadvantages a particular location has. The composition of workforce groups such as the feeder cohort (i.e. those within range of joining the labour force), working cohort (i.e. those are active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

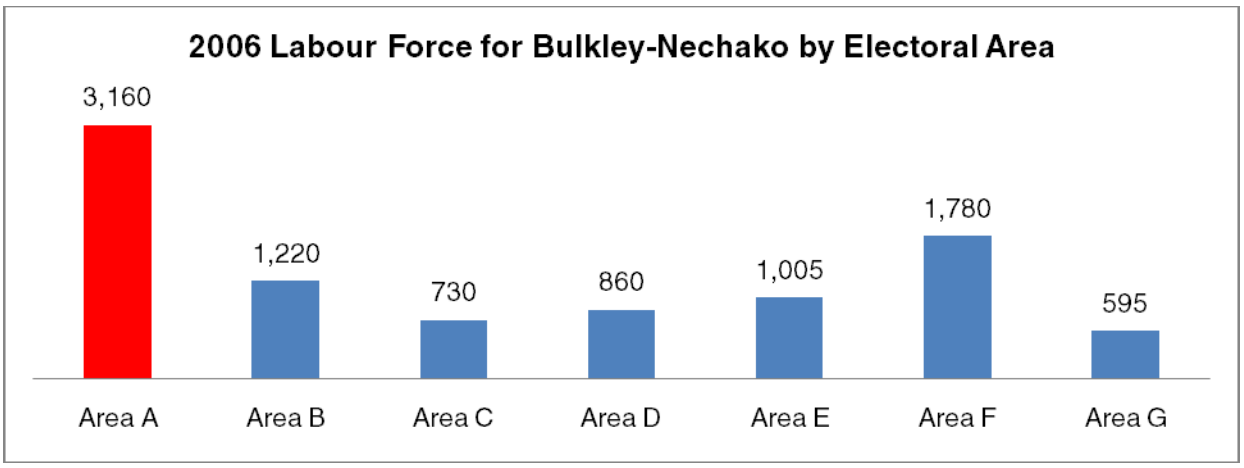
Most of the Electoral Areas have a similar pattern in terms of age distribution, much less consistent across the age groups than the province as a whole. Generally speaking, the Electoral Areas have moderately sized youth populations, with a large gap in the 20-39 year old age cohorts, and larger middle-aged populations. However, there are some marked differences that may likely create advantages for certain districts. Electoral Area A has a higher representation of teenagers than most other districts. Therefore, a priority within that Electoral Area could be to retain these young people and work to make sure that they can live and work in the Electoral Area in the future. Should the area retain these young people, it may be in a better position to replace aging workers that other areas of the Regional District.

In terms of the median age, Electoral Area A remains one of the younger areas within the rural areas of the Regional District. Electoral Area A has a slightly higher median age (39.1years) than the Regional District as a whole (37.4 years), but lower than all other Electoral Areas with the exception of area B (38.1 years).

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. Electoral Area A accounts for almost 16% of the total labour force in the Regional District, a majority relative to the other areas.

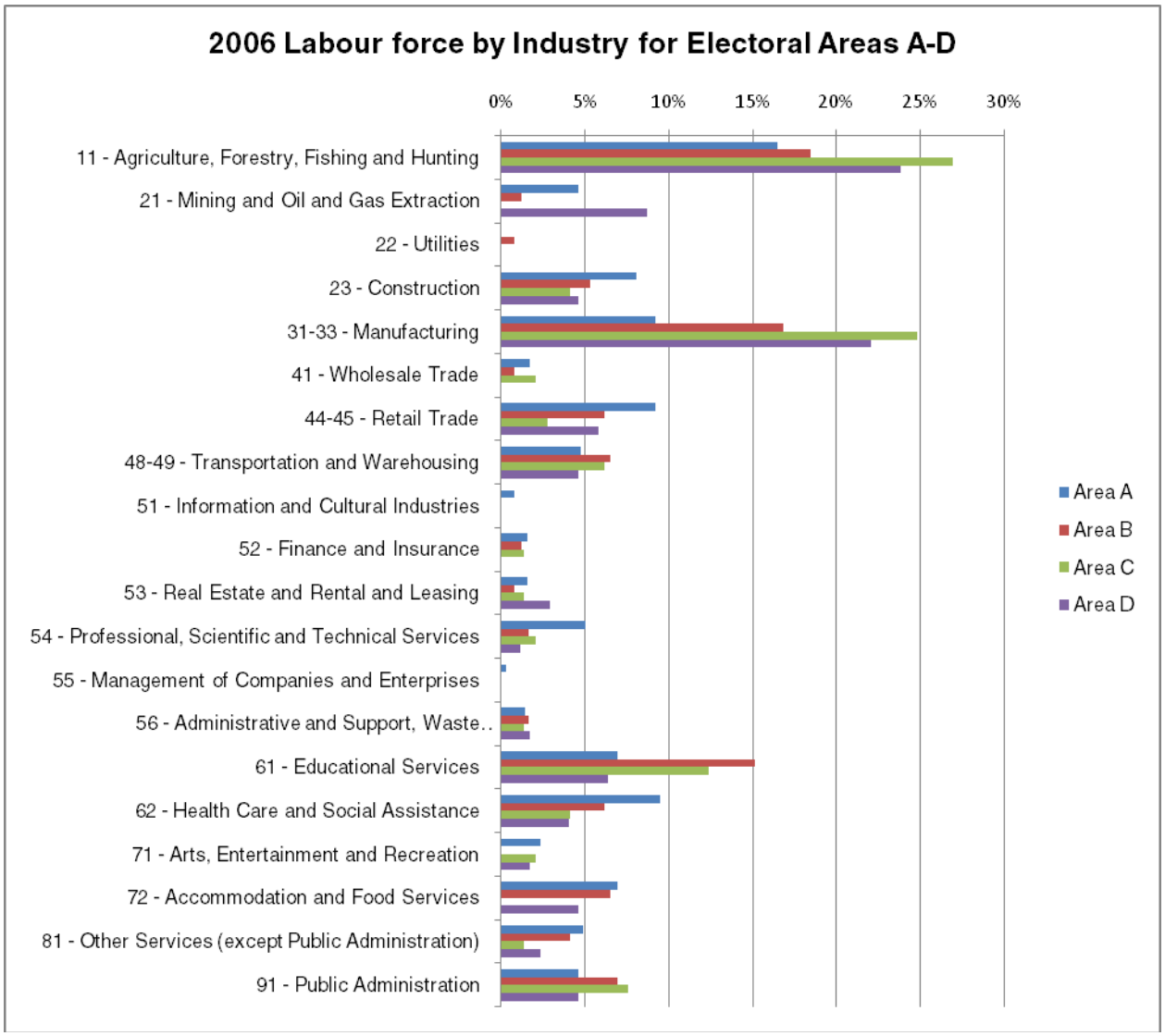
Also important is the structure of the labour force based on industry which can indicate if a community's economy is based on a single industry or diversified in its sectors. One obvious advantage of a diversified economy in comparison to a single industry based economy is the ability to create opportunities 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

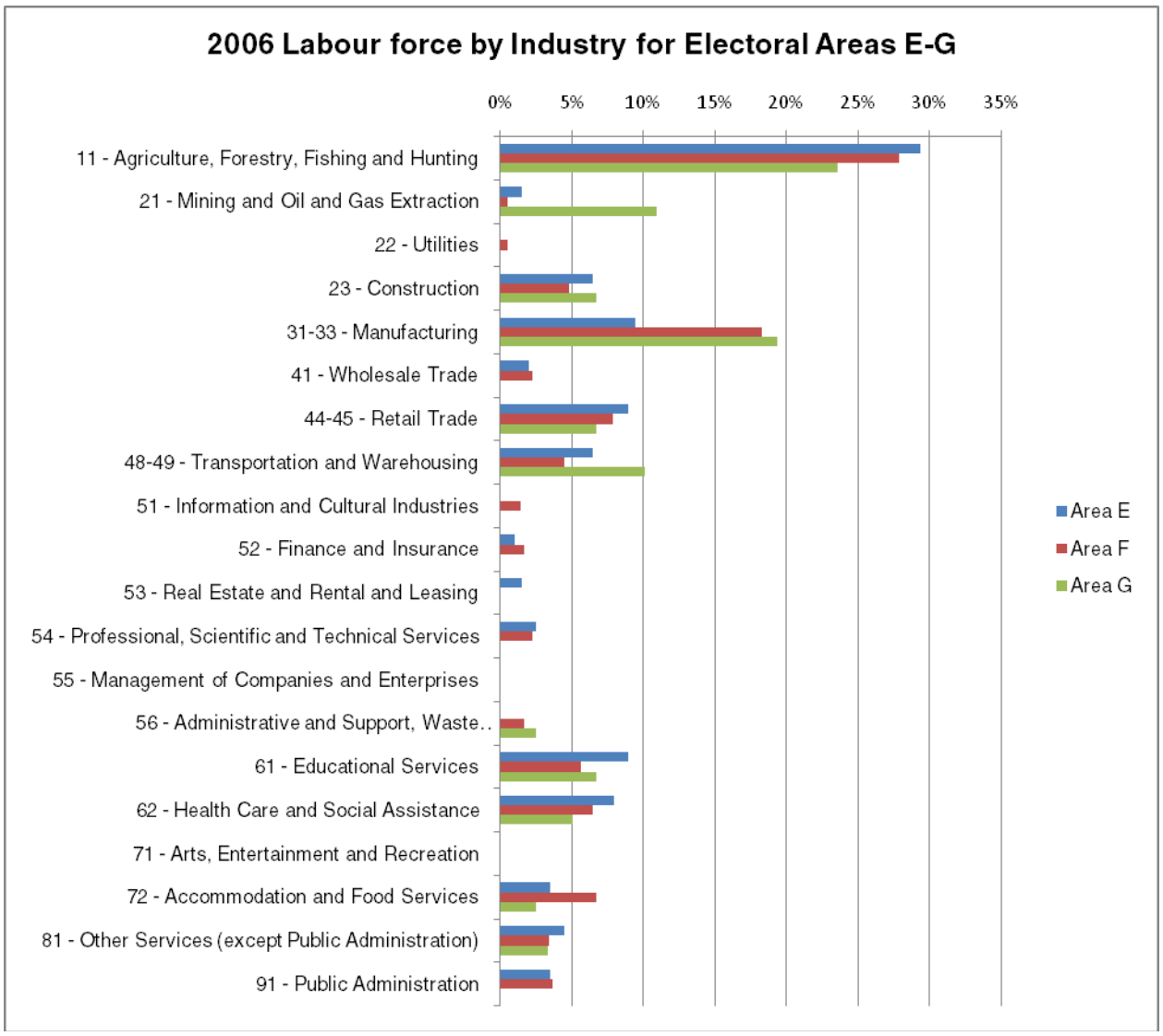
Source: Statistics Canada, 2006

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. With the largest labour force, Electoral Area A has the majority of its employment base in Agriculture, Forestry, Fishing and Hunting; Health and Social Assistance; Retail Trade; and Manufacturing. These numbers are reflective of the fact that the Electoral Area surrounds two of the largest municipalities in the Regional District, Smithers and Telkwa. Both are regional centres, and should contain high levels of employment in both Health Care and Retail Services, while both the municipalities and the rural areas should account for primary and manufacturing industry employment.

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

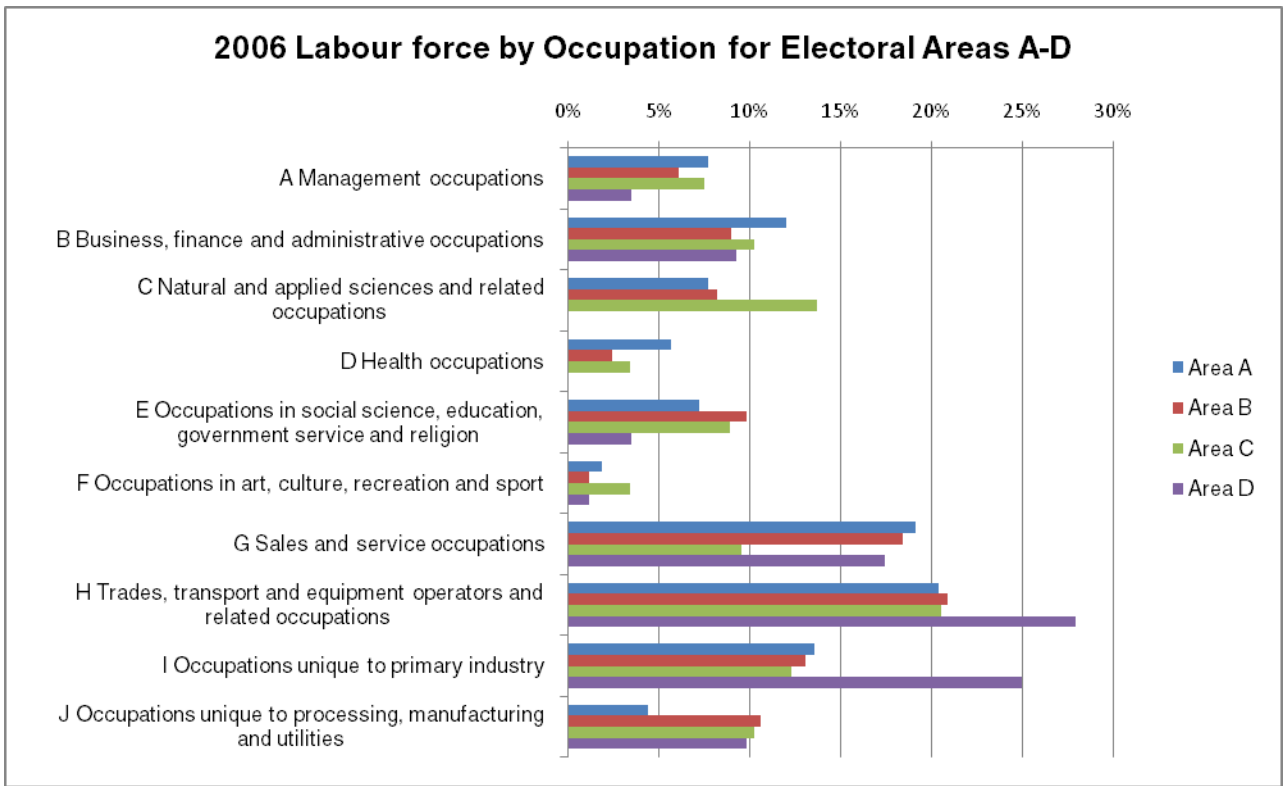
transferring skills across different industries and this is a unique aspect that makes a community's economy more robust in difficult economic times. Concentrations in occupations where wages are high also provide revenue opportunities for a community and provide the means to formulate strategies that 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

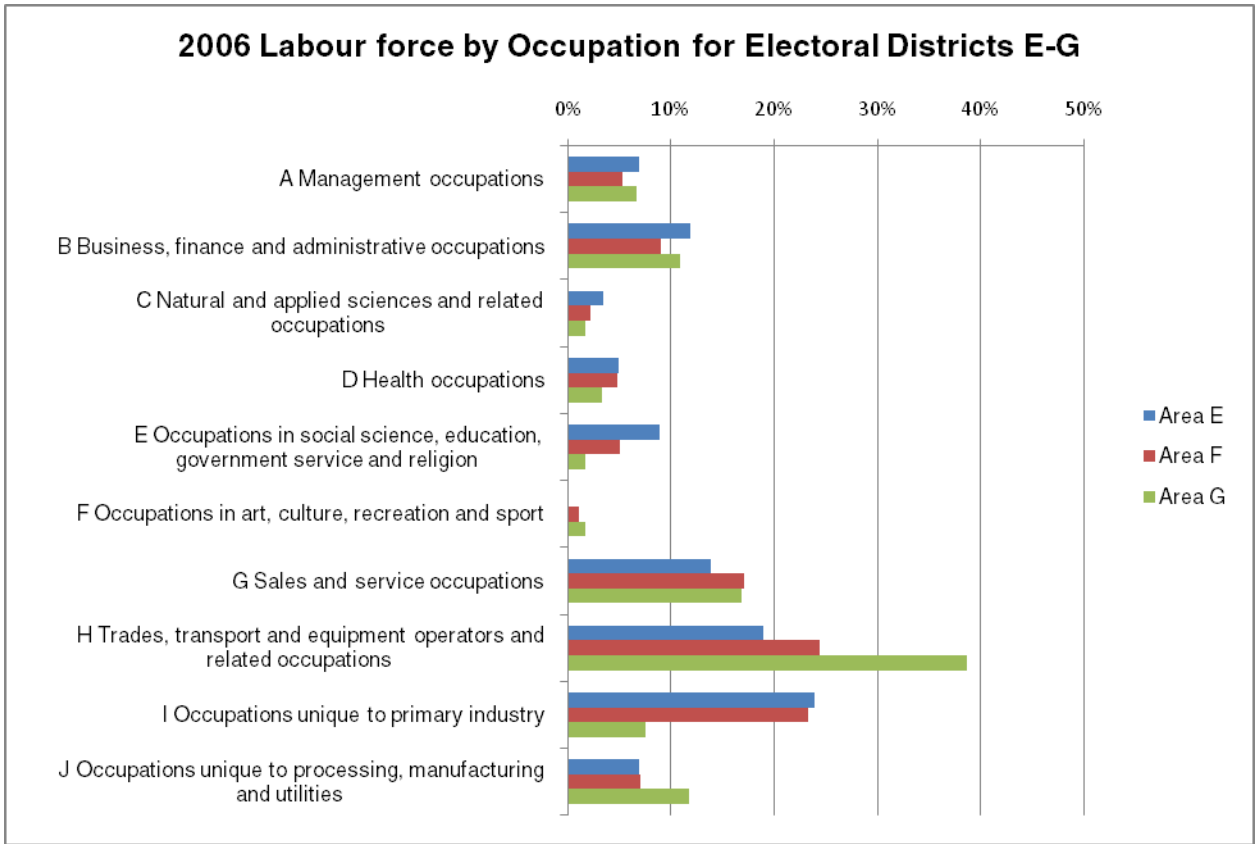
Source: Statistics Canada, 2006

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

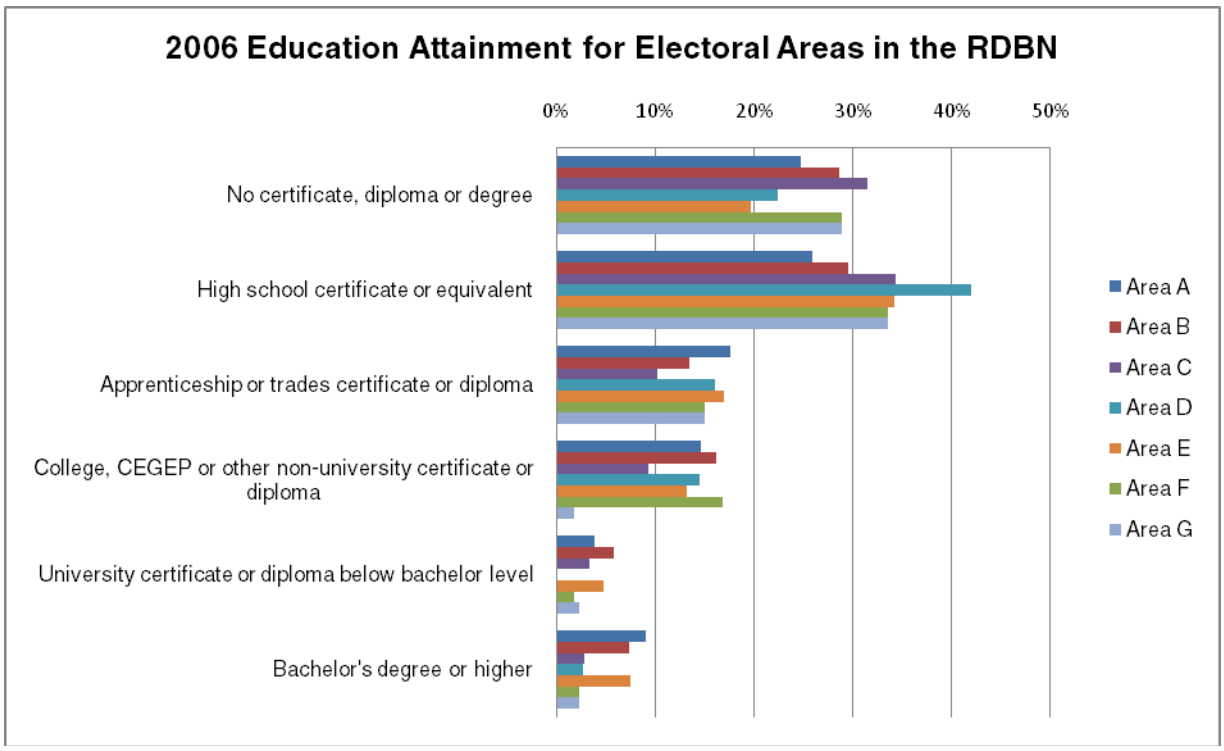
Occupations among the Electoral Areas are concentrated in trades, transport and equipment operators and related occupations; occupations unique to the primary industry; and sales and service occupations. Electoral Area A has the highest concentrations of business, finance, and administrative occupations of all Electoral Areas, likely due to the high population contained there, and its close proximity to major regional centres like Smithers and Telkwa where these service industry jobs would be concentrated, as noted above.

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.

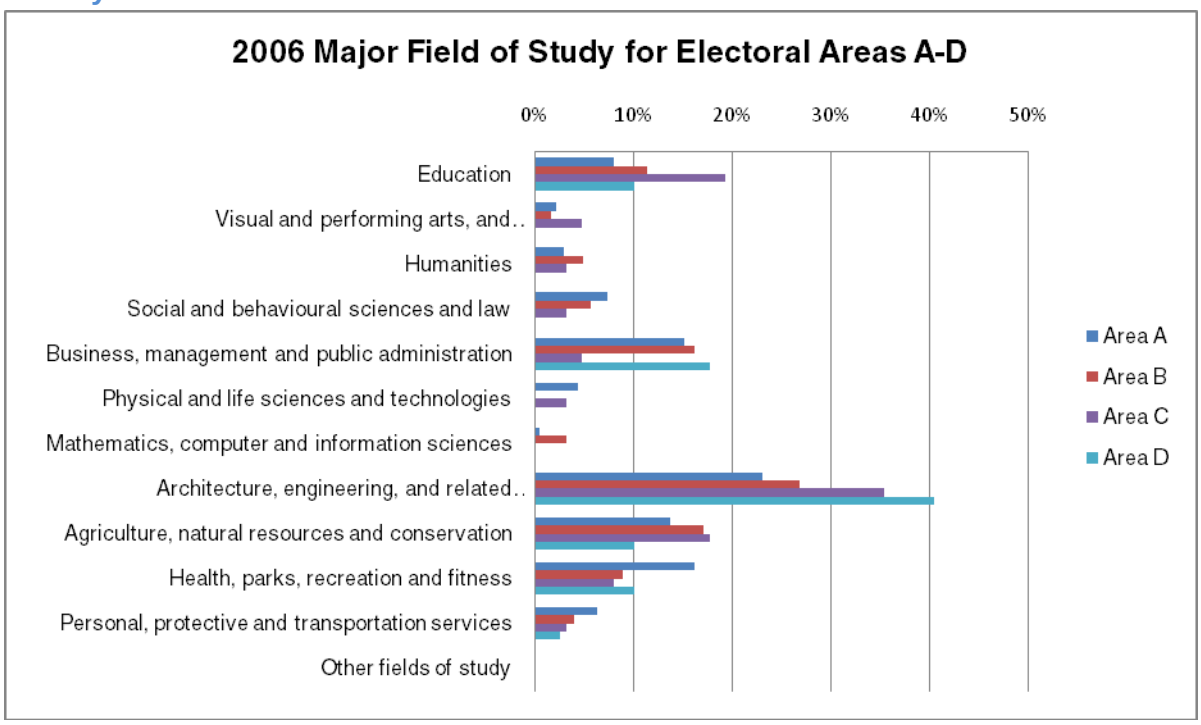
The education attainment for the Electoral Areas shows they are mostly concentrated in the following categories: no certificate, diploma or degree and high school certificate or equivalent. Electoral Area A leads all other Electoral Areas in the proportions of their population that have attained an apprenticeship or trades certificate or diploma, or a bachelor's degree or higher. Very generally speaking, Electoral Area A is among the most highly educated of the seven Electoral Areas.

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



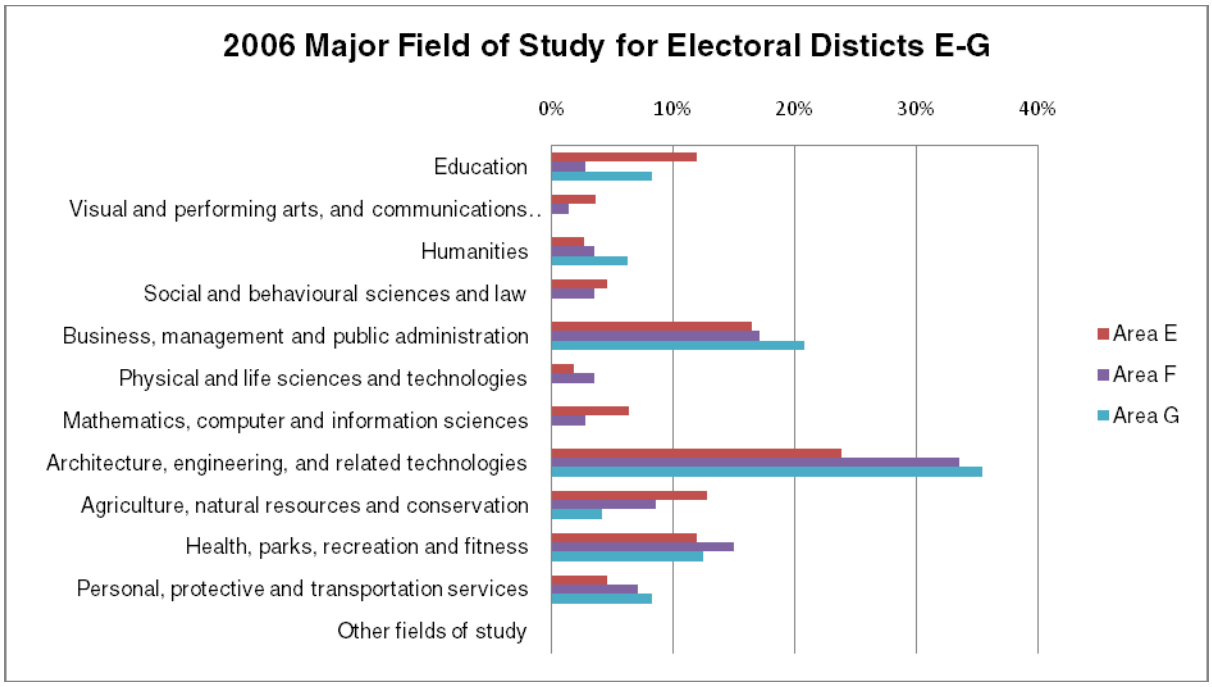
Source: Statistics Canada, 2006

Figure 13: Education attainment by major field of study for Electoral Areas A-D of Bulkley-Nechako



Source: Statistics Canada, 2006

Figure 14: 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 A leads all other Electoral Areas in proportion of those between 25 and 64 educated in health, parks, recreation and fitness fields of study.

5.1.5 Income

Income and earnings are particularly important to look at because they represent revenue opportunities for a community and its business environment. 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. However, the average household income for Electoral Area A exceeded that of the Regional District in 2006 ($63,397), as well as that of the province ($67,675).

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 A these include the following organizations:

The Community Futures Development Corporation (CFDC) is a federally funded economic development organization providing services to the Town of Smithers, the Village of Telkwa and Electoral Area A. Although CFDC's office is located in the neighbouring community of Houston, 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.

A number of local interests, including the Town of Smithers, the Village of Telkwa, the Wet'suwet'sun Band Council and Morristown community members are considering the creation of a new regional economic development partnership to be known as SEDA.

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 A, this activity includes the proposed Blue Pearl/Davidson Mine project just outside of Smithers,

focused on molybdenum. There is also exploration activity at the Big Onion site just across the Electoral Area boundary, in nearby Electoral Area G, where possible mineral resources include copper, molybdenum, gold and silver.

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 British Columbia's 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 residential or small industrial customers with hydro at the distribution (less than 35 kV) level or larger customers with hydro at the transmission level (above 35 kV). 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 producers.

Both BCTC and BC Hydro have policies in place to construct new hydro infrastructure 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 to facilitate connection and delivery of services.

There are also opportunities for 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 been increasingly focused on the development of clean energy IPP projects. Generally, industries wishing interconnections to the transmission network must apply through BCTC.

Existing transmission level infrastructure in the area is largely based on the positioning of Highway 16 through the centre of the Electoral Area. Overhead Hydro lines (500 kV and 138 kV) run along the Highway 16 corridor from Prince George. There is a 500 kV substation located in the Village of Telkwa and a 138 kV substation in the Town of Smithers. The overhead 138 kV line continues through the Electoral Area north along Highway 16 and terminates in Hazelton, while the 500 kV line travels west to Skeena. 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 hydro generation at 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 context of Electoral Area A, this means transformer replacements for the Smithers substation to increase capacity in the 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 connections are unique, BC Hydro reviews all new connections separately 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 interconnection point, including any associated costs according to 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 of 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 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 substation; the transmission line between the substation and the point of interconnection, as noted above; and any associated costs. Existing infrastructure up to 500 kV in the Electoral Area could facilitate the purchase of hydro at the transmission level for a range of industrial uses. As stated before, Industrial users should work with BC Hydro or other providers to meet their specific needs.

6.2 Rail Access

The CN mainline follows the Highway 16 corridor throughout the study area, from Prince George to Prince Rupert, directly through Smithers and Telkwa. Siding access points are located throughout Electoral Area A, most notably within the CN lands in the Electoral Area. Sidings and grade separations along this line are being constructed with the intention of facilitating efficient intermodal service to and from the Port of Prince Rupert.

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.

6.3 Telecommunications

Public telecommunications coverage in Electoral Area A 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 leased 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, including the Smithers-Telkwa area, 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 Cybernet Communications. 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), with lateral lines running from the mainline into both Smithers and Telkwa. Pacific Inland Resources in Smithers is the largest industrial customer within the District. One of the five existing compressor facilities along the mainline is located in the Village of Telkwa. It is currently deactivated, but will continue to be maintained should customer demand warrant reactivation.

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 Study Area is Highway 16, which runs through both the Town of Smithers and the Village of Telkwa. 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.

The Ministry of Transportation 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.

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, and the Ministry must approve all rezoning applications within 800 metres of a controlled access highway. 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.

New businesses that establish adjacent to Highway 16 within the Study Area may require a new Access Permit, as Highway 16 is a controlled access highway. The Ministry will consider access to a controlled access highway only where:

- it has been proven that no other reasonable alternative exists;
- direct access or limited access would provide better overall performance of the study area network roads; and,
- direct access does not impede the safety of the travelling public.

Generally, access is restricted to side roads, where available. Through the access permit approval process, the MoT will comment on the design of the new access, or the improvements that must be made to an existing access in order to accommodate the vehicle traffic generated by the new use.

New infrastructure

Aside from planned general highway improvements, there are no major capital projects planned for the Highway 16 corridor through the Electoral Area. General improvements to Highway 16 planned for the spring and summer of 2009 include a 2.5 km resurfacing and widening within the Town of Smithers, traffic light construction at the Tatlow Road intersection, and resurfacing of 17 km of the highway east of Telkwa.

7 Industrial Land Requirements

7.1 Introduction

This section identifies the industrial uses that have potential to locate in Electoral Area A 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 A.

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 Town of Smithers or the Village of Telkwa. Heavy industrial uses are encouraged to settle within the existing municipalities, limiting the opportunities for larger industrial uses in the rural areas of the Regional District. 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
- Town of Smithers' M1, M2, M2-A and M3 zones
- Village of Telkwa's 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

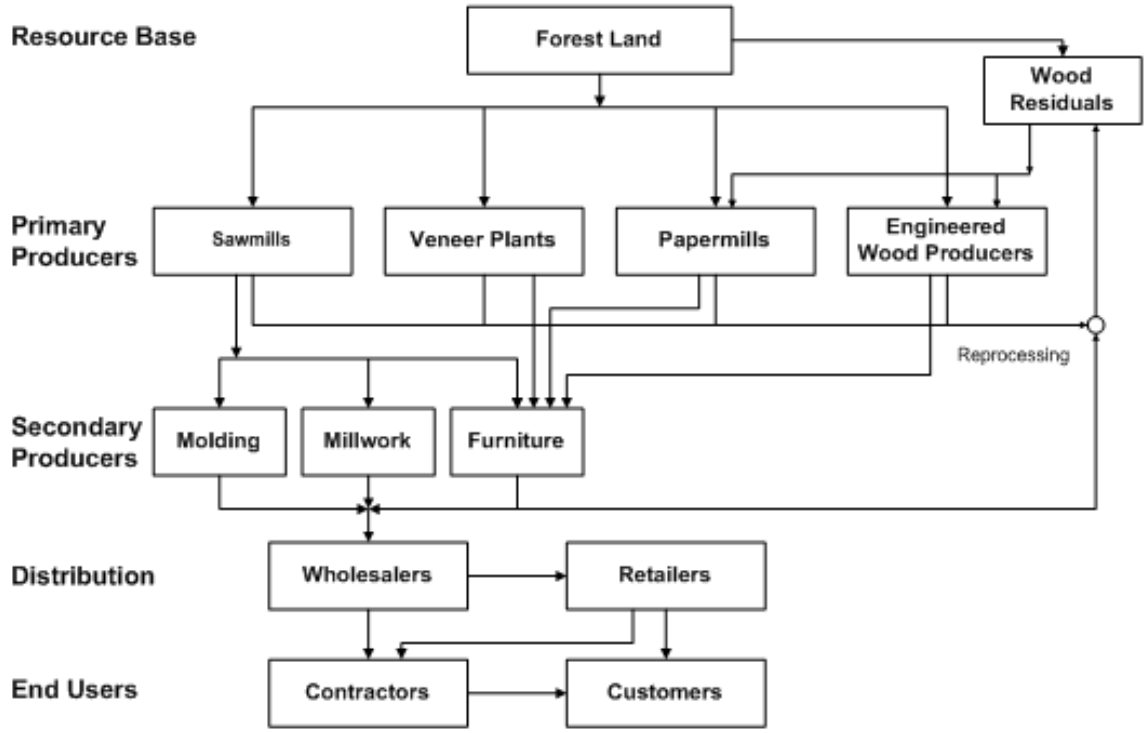
recovering domestic home building market, an increasing number of value-added applications for beetle damaged wood, and new back-haul opportunities to emerging Asian markets, the forestry industry in the RDBN may be poised for a good recovery.

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 Shingle and Shake Mill 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. As well, given the access to the community forest in the Electoral Area, there could also be a good opportunity for the backhaul export noted above. 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.

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

Industry Type	Special Infrastructure Requirements	Zoning	Parcel Size Requirements
Small-scale Secondary (Value-added) Manufacturing[1]	▪ 3 Phase Power ▪ Road/Rail Access	M2	2-8 ha.
Log yard	▪ Good Road Access	M2	2-4 ha.
Community Kiln	▪ Road Access	M2	2 ha.
Portable sawmill and Lumber Kiln	▪ Road Access	Ag1 H2 RR1	G.F.A. < 45m^2
Warehousing	▪ Good Road Access	M1	1-2 ha.

[1] 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 age[2]. 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 minorities[3].

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 pound[4]. 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

[2] The Mining Association of Canada, Facts and Figures, 2008
[3] ibid
[4] Mining Economic Taskforce Report, 2009

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, 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.

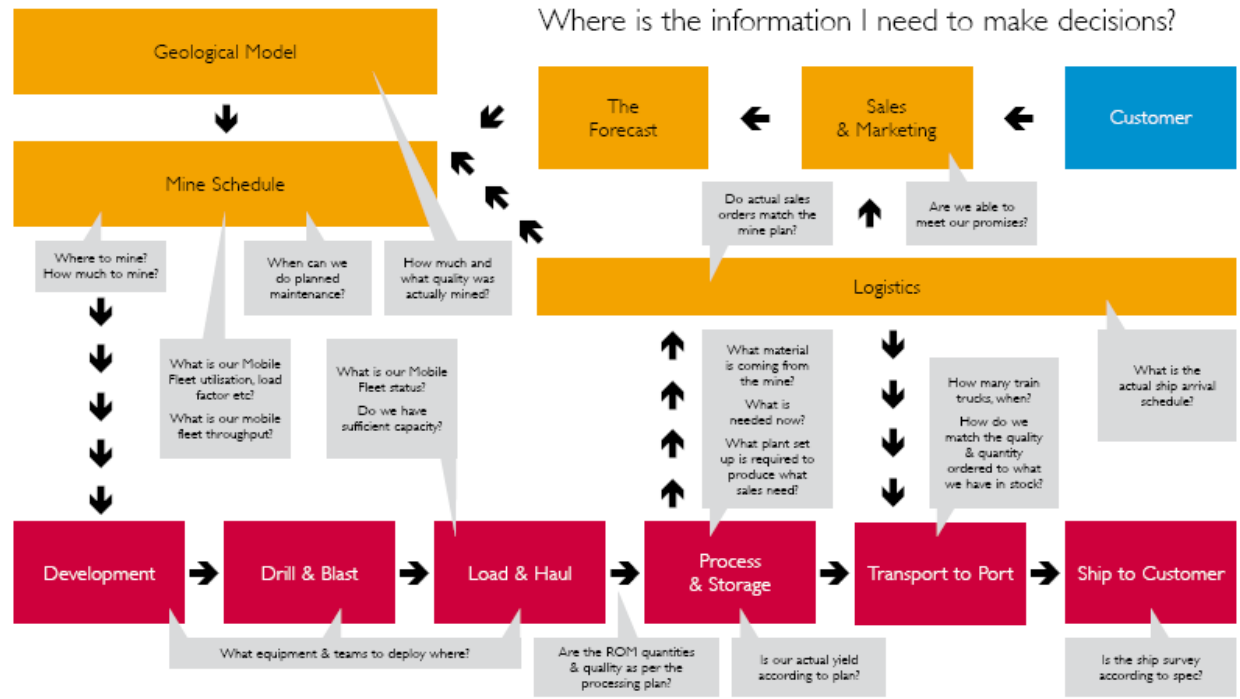
On the positive side, the demand from emerging markets lines up well with the mineral strengths of the Electoral Area. As demand surges for steel-making and metals, the mining strengths of the Regional District in copper, molybdenum, and to some extent gold, could begin to assist in the recovery of the sector, perhaps at a faster rate that 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 Blue Pearl/Davidson Mine sites in the environmental assessment phase. There are also extensive exploration sites and considerable mineral showings in close proximity to Electoral Area A, including the Big Onion site. 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

Given the potential for the Smithers-Telkwa Region to develop, the infrastructure expansions currently planned (see section 6.1), and the targeting of investment from mining activity by the Town of Smithers, there could be potential for the development of a range of activities across the traditional mining value chain. Also worth noting in this regard is the current presence of the Telkwa Gravel Pit, and associated industries. These would support its continued operation or the expansion of other gravel extraction in the district, as supported by the Smithers-Telkwa Rural Official Community Plan. Specifically in a mining context, there may be an opportunity to develop a testing or lab facility to serve the industry, as testing facilities were a notable gap listed in the RDBN Economic Development Action Plan.

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	▪ Good Road Access	M1	1-2 ha.
Labs or Other Analysis/Testing Facilities	▪ Road Access ▪ High-speed internet and Telecommunications	M1	0.5-1 ha.
Maintenance, Heavy Equipment Repair, Welding, Fabricating	▪ Road Access	M1	0.5-1 ha.
Trucking/Transportation and accessory uses (Storage)	▪ 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 safety[5]. 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.

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 2006[6]. The number of larger farms (with gross receipts over $250,000) increased by 13.8% over the same time period[7].

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%[8]. 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 Heath found that the portion of the final buyer's price

[5] OMAFRA, Benefits of Traceability for Agriculture, 2009
[6] Statistics Canada, 2006 Census of Agriculture
[7] ibid
[8] Statistics Canada, Canadian Agriculture at a Glance, Organic: From Niche to Mainstream, 2008

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 initiatives[9]. 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 old[10]. Coupled 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 operations[11].

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, farms located in Electoral Area A account for approximately 18% of the total area of farms in the Bulkley-Nechako Census District. The industry is fairly diversified compared to the Regional District as a whole, with a noticeable strength in food and feed crops, and moderate strength in livestock. There may be some

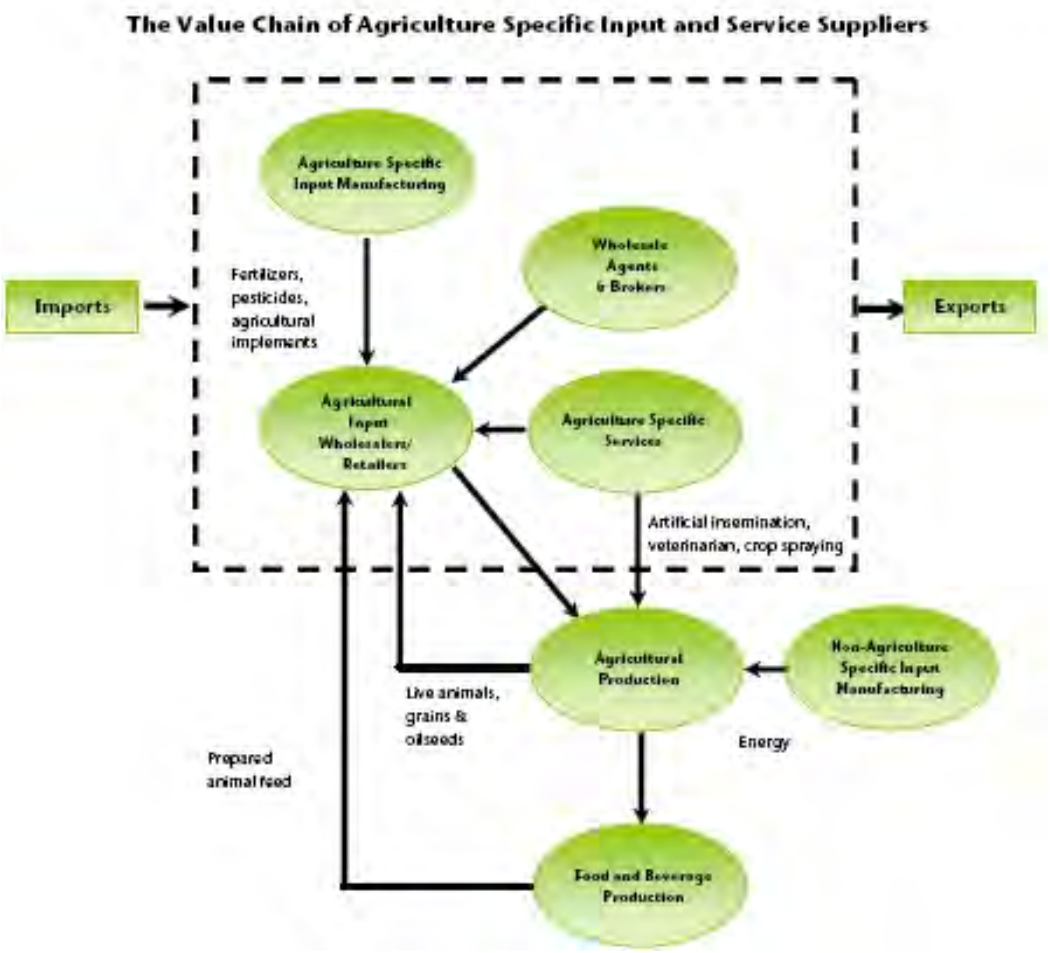
[9] Region of Waterloo Public Health 'Growing food and economy' 2003
[10] Statistics Canada, 2006 Census of Agriculture
[11] CBC, From wheat to meat: cattle producers anxious over jumping feed prices, 2008

opportunity for large and small-scale agriculture industries such as greenhouses, processing operations, and possibly abattoir facilities given the presence of a relatively significant livestock industry. 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.

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

Industrial development opportunities in the Electoral Area are related to its relative geographic position in the Province and existing agricultural industries. As stated before, there are some backhaul opportunities for industries within the Regional District, primarily to Asian markets. As Electoral Area A has excellent access to the Port of Prince Rupert, there could be an opportunity for light food processing of some niche products that are not time sensitive for backhaul export, including dried fruits, oils/oilseeds, processed/packaged foods, and cereals. Warehousing could act as a support for these processing activities. Given the existing greenhouses in the Telkwa area, there could be an opportunity for further development based on the existing infrastructure serving those businesses.

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

Industry Type	Special Infrastructure Requirements	Zoning	Parcel Size Requirements
Greenhouse facilities	▪ Good Road Access ▪ 3-phase power ▪ Rail access - depending on products ▪ Water	Ag1 H2 RR1	1-2 ha.
Small-scale food processing facilities	▪ Good Road Access ▪ Rail Access – depending on products ▪ Water	M1	0.5-1 ha.
Warehousing	▪ 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 RFEOI 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. Lastly, there is a presence of transmission level hydro infrastructure at various levels in the study area; this could potentially lower the cost of new infrastructure construction for Independent Power Producers (IPPs) or local/regional governments.

There have been discussions regarding the expansion of the Smithers Airport, and its potential to support and accommodate increased industrial activity.

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.

The Smithers Campus of Northwest Community College offers a range of technical and trades training to support both the above activities and other general industries. Several programs are offered at the foundation and apprenticeship levels, including training in: Automotive Repair, Carpentry, Electrical, Heavy Duty Mechanic/Commercial Transport Repair, Industrial maintenance (Millwright), and Welding. There may be an opportunity for additional educational infrastructure, perhaps a trades training facility or even small incubator, building on the strength of local businesses, including the mining industry, and the airport.

It is also necessary to make note of the existing concrete industry in the Smithers-Telkwa area, and the potential for expansion. Despite the discouraging of processing-related heavy industry to locate in the rural areas, there may be opportunities within this sector beyond aggregate processing, mainly in the transport of both raw materials and concrete products.

There is also an interesting opportunity regarding the current and planned presence of mining within the Electoral Area and in close proximity. Over the longer term, there could be opportunities in the mining and environmental monitoring/remediation sector at the conclusion of mining activities, as well as during operations. These opportunities mostly include traditional engineering and planning activity, but on the operations side include soil remediation and earth moving equipment which could require industrial space. The NWCC offers several training programs that would be relevant to these operations.

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	▪ Good Road Access	M2	Varies depending on

	▪ 3-phase power ▪ Water ▪ Telecommunications, High-speed internet		activity
Light Manufacturing – assembly	▪ Good Road Access ▪ Rail Access – depending on products	M1	0.5-1 ha.
Pilot Training Facilities/Air Support for Mining	• Access to Airfield in close proximity	?	1 ha.
Heavy Equipment Maintenance (Air transport/survey, Green Energy industries)	• None specific	M2	1-2 ha.
Residential/Commercial Building Contractors (Framers, Plumbers, Electricians) – Associated Storage	▪ Good Road Access	M1	0.5-1 ha.
Trades Training facility - Mining	▪ High Speed Internet ▪ 3-Phase Power, depending on the trades	M1	1 ha.
Mining/Environmental Remediation – offices/storage/operations	▪ Good Road Access ▪ 3-Phase Power, possibly ▪ Telecommunications, High-speed internet	M1	1-2 ha.
Trucking/Transportation – related storage	▪ Telecommunications ▪ Good Road Access	M1	1-4 ha.
Warehousing	▪ Good Road Access	M1	0.5-1 ha.

7.6 Key Industrial Uses

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
Co-generation facility	▪ Good Road Access ▪ 3-phase power ▪ Water ▪ Telecommunications, High-speed internet	M2	Varies depending on activity

Small-scale Secondary (Value-added) Manufacturing	▪ 3 Phase Power ▪ Road/Rail Access	M2	2-8 ha.
Light Manufacturing – assembly	▪ Good Road Access ▪ Rail Access – depending on products	M1	0.5-1 ha.
Heavy Equipment Maintenance (Air transport/survey, Green Energy industries)	• None specific	M2	1-2 ha.
Labs or Other Analysis/Testing Facilities	▪ Road Access ▪ High-speed internet and Telecommunications	M1	0.5-1 ha.
Greenhouse Facilities	▪ 3-Phase Power ▪ Good Road Access ▪ Rail Access – depending on product ▪ Water	Ag1 H2 RR1	1-2 ha.
Trades Training facility - Mining	▪ High Speed Internet ▪ 3-Phase Power, depending on the trades	M1	1 ha.
Mining/Environmental Remediation – offices/storage/operations	▪ Good Road Access ▪ 3-Phase Power, possibly ▪ Telecommunications, High-speed internet	M1	1-2 ha.
Trucking/Transportation – related storage	▪ Telecommunications ▪ Good Road Access	M1	1-4 ha.
Pilot Training Facilities/Air Support for Mining	• Access to Airfield in close proximity	?	1 ha.
Warehousing	▪ 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 are approximately 50 ha. of vacant useable industrial land in Electoral Area A. 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 A which are underutilised, these are primarily zones Heavy Industrial (M2), 37.696 ha (of which most is in one site of 26.762 ha.) and Agricultural Industry (M3), 13.005 ha. These parcels may be suitable for further development to meet the needs of key industrial uses as outlined in section 77. 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)	20 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)	16 ha	4 ha. – 10 ha.
Land for large scale Heavy Industrial use (pellet plant, large wood products manufacturing, etc)	20 ha	20 ha. – 40 ha.
Agricultural Industrial use (greenhouses, other large scale agricultural activities)	0 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	296 Lunan Road (Lunan Estate), Smithers	M3	21.960	7.320
2	3471Old Babine Lake Rd Smithers (Harris Auto Wrecking)	M2	3.351	2.835
3	2681 Tatlow Road (south of Stanga Road), Smithers	M2	26.762	26.762
4	3950 Tatlow Road, Smithers	M2	7.780	7.456
5	5986 Donaldson Road and Highway 16, Smithers	M3	6.070	5.463
Total			**65.923**	**49.836**

Area A has a number of existing zoned sites which have potential for industrial development. Parcel 3 is a large site 3kms off Highway 16 with the rail line between Tatlow Road and the site (which may cause access problems). Parcels 1, 4 and 5 also offer potential for industrial development. Parcel 2 is currently for sale and being used as outdoor storage area for an auto wrecker, and would be suitable for industrial development.

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
A1	Tatlow Road, Smithers	43.5 ha.	43.5 ha	AG1
A2	Donaldson Road, Smithers	22.6 ha	22.6 ha	AG1
A3	Old Babine Road, Smithers	12.5 ha.	12.5 ha	AG1
A4	Skillhorn Road and Morris Road, Telkwa	86.8 ha	86.8 ha	AG1
A5	Skillhorn Road, Telkwa	193.3 ha.	193.3 ha	H2

Parcels A1 through A5 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**
A1	Tatlow Road, Smithers	The area to the front of the site with the gravel pit, would be suitable for industrial development. The area towards the river is prone to flooding and is primarily for agricultural use, which may make is unsuitable for industrial development.
A2	Donaldson Road, Smithers	This site is an old landfill site, which may make unsuitable for large scale heavy industrial uses. However there may be methane produced from the land fill which may make it suitable for some co-generation facilities. The municipality is developing a recycling facility on Donaldson Road, south of the existing waste transfer station, giving this area an even higher concentration of non-residential activity.
A3	Old Babine Road, Smithers	This site is in the flood plain for the river and is perpetually flooded in the spring and is therefore completely unacceptable for industrial development.
A4	Skillhorn Road and Morris Road, Telkwa	An excellent site for industrial development. The only concern is the single lane bridge over the Telkwa river is not suitable for heavy industrial traffic. There is a

		suggestion that West Fraser Concrete may re-open the rail sidings on Alder Road which would make this site more attractive to industrial uses, particularly if Morris Road was extended to Lawson Road, thereby avoiding the residential areas on Telkwa Coalmine Road.
A5	Skillhorn Road, Telkwa	This is an excellent site for development with all of the same restriction and development potential as site A4. In addition there was suggestion that this site was used for recreational trails, which may garner some objection to the site being redeveloper, but this was not considered significant enough to exclude it from consideration.

In addition to discussing the potential sites, the consultation also identified other sites which the region may want to consider. These sites and were:

Site	**Feedback**
Highway 16 across from Donaldson Road	A relatively open flat area which is close to the existing industrial land and waste transfer station, but is not an old landfill site as potential site A2.
North of Highway 16 between Airport Road and Yelich Road	A triangular plot of land to the front of the municipal airport. This site was considered but was believed to have too much low lying water logged areas. The consultation believed that these could be alleviated and that this site was suitable for development.
Highway 16 and Upper Viewmount Road	A triangular site next to the Pentecostal church. This site being on the highway and close to Smithers was felt to have some potential, though there was concern that is was overlooked by a residential area, which may garner objection to its development. It was felt that some small scale industrial with appropriate cover, or a training facility may be more acceptable on this site.
8150 Highway 16	This is an approximately 17 acre site which currently has a business servicing and storing logging truck and is approximately 2kms to the west of Telkwa. The topography of this site may be somewhat limiting as is rises sharply to the back of the site.

9 Conclusions

There are a total of 55.7 hectares of Existing Industrial Land in the study area. Approximately 4.7 hectares, or 11.9%, of the Existing Industrial Land is developed. Approximately 51.2 hectares, or 100%, of the remaining 51.2 hectares of Vacant Industrial Land is considered usable based upon preliminary site evaluations. The majority of the usable portions of vacant industrial parcels are smaller than 5 ha in size, with only 3 parcels having usable portions estimated to be over 7 ha, and only one of these being over 20 ha.

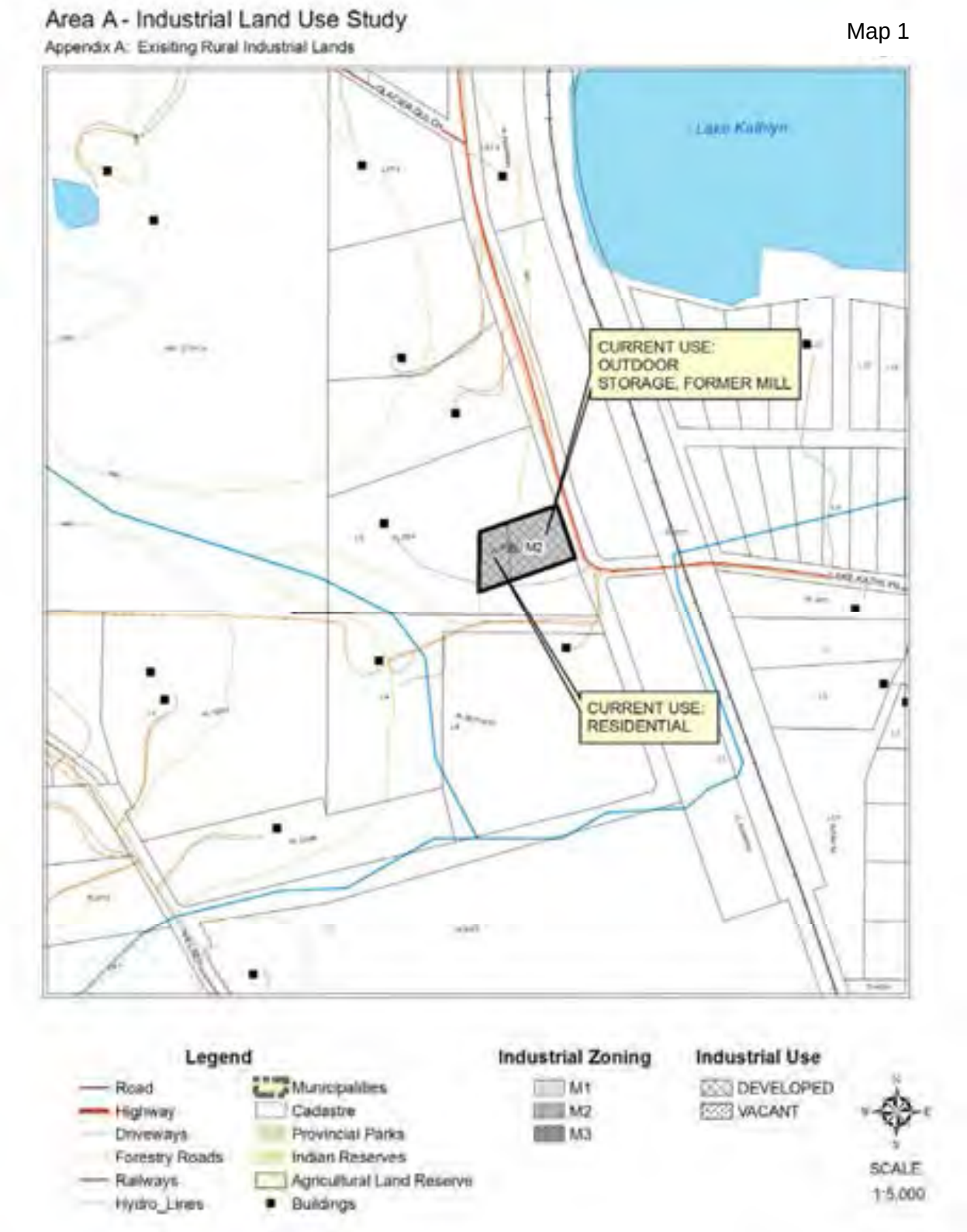
The study has identified a potential demand for up to:

- 20 ha. of land in parcels that are from 0.5 ha. – 5 ha. in size for Light Industrial Use (warehousing, light manufacturing, transportation, etc.)
- 16 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.)
- 20 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)

The study has identified, in Section 8 and Appendix B, properties that have some potential for industrial development. These properties total over 358 ha. of potential usable area. As part of the Official Community Plan review process for Electoral Area A, 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

Map 1



ELECTORAL AREA: A

PARCEL DESCRIPTION				
Legal Description:	L 1 SEC 10 TP 1A R5C PL 5829			
Civic Address:	5855 Lake Kathlyn Road, Smithers			
PID:	010-258-817	**BCAA Folio Number:**	25-754-03557050	
Zoning:	M2	**ALR Status:**	No	
Site Size:	0.643 ha	**Ownership:**	Private	
Industrial Land:	**Total**	**Developed**	**Vacant**	**Usable Vacant**
	0.643 ha	0.0 ha	0.643 ha	0.643 ha
Current Uses:	Disused mill and outdoor storage of recreational vehicles			
Description:	This is a very small hexagonally shaped lot approximately 5 to 6kms from Smithers, down a predominantly residential road. The site has an industrial building which is apparently is an old mill but has not been used for some years. The yard to the industrial building is now used for storage of recreational vehicles. The back of the site slopes upwards and there is a residential property to the back third of the site. The site fronts onto Lake Kathlyn Road where the main storage is, with the industrial building in the middle of the site. Lake Kathlyn is across and down the road, with the rail line between the lake and the property. There does not appear to be any drainage or other water problems.			

INFRASTRCUTURE			
Road Access:	1.7 km off Highway 16 down residential roads	**3 Phase Power:**	Yes?
Rail Access:	Not directly at site but less than 100 meters down Kathlyn Road	**Natural Gas:**	Yes
Other:			

ASSESSMENT

A very small site which, because it is in a predominantly residential area has limited use for industrial purposes.

Site from Lake Kathlyn Road

Existing industrial building – former mill

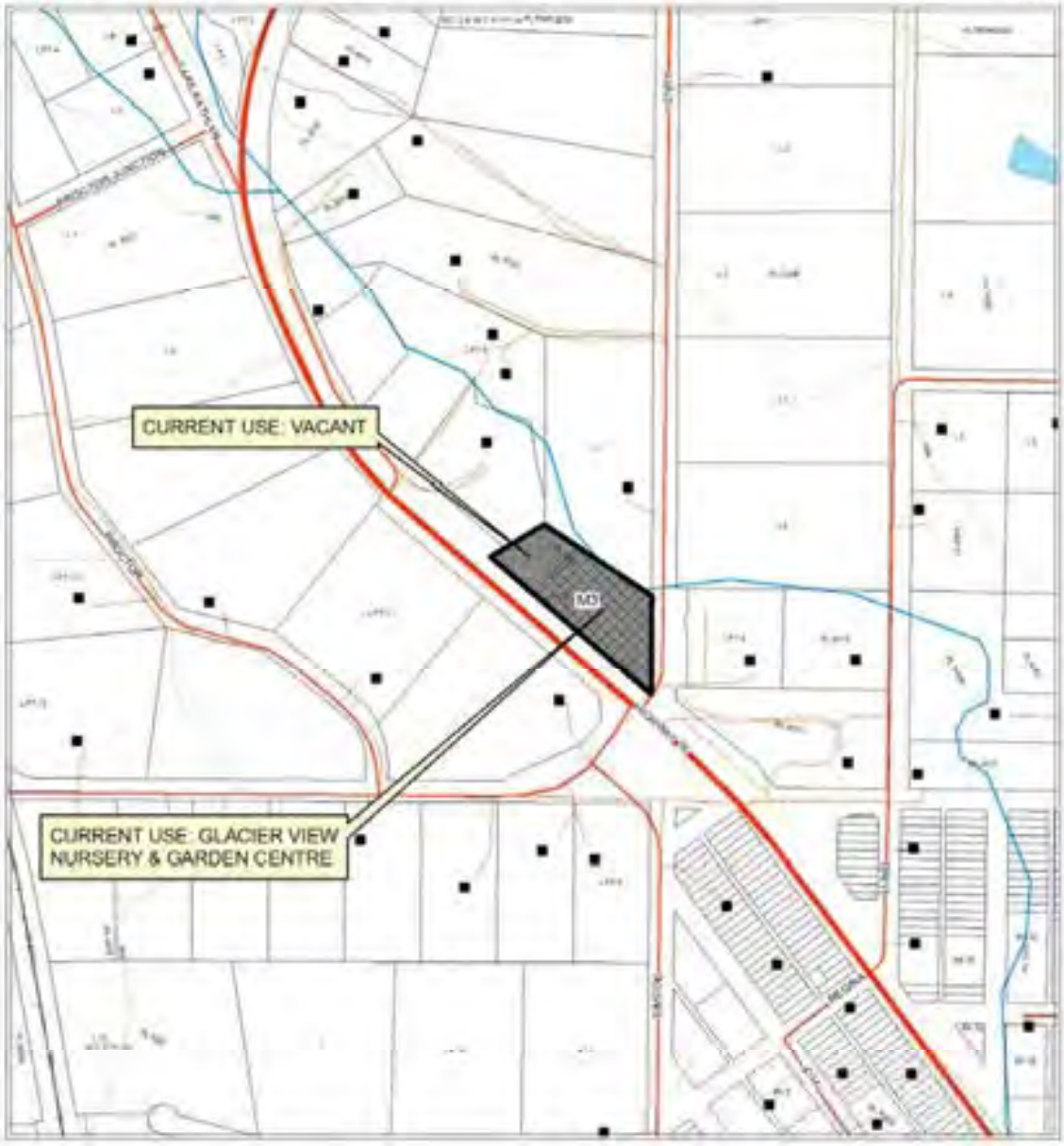
Existing use – Storage of recreational vehicles

Residential property to rear of site

Area A - Industrial Land Use Study

Appendix A: Exisiting Rural Industrial Lands

Map 2



ELECTORAL AREA: A

PARCEL DESCRIPTION				
Legal Description:	L D SEC 2 TP 1A R5C PL 4593 EXC PL PRP13276			
Civic Address:	3863 Henry Road (Glacier View Nursery & Garden Centre)			
PID:	008-155-101		**BCAA Folio Number:**	25-754-03510200
Zoning:	M3		**ALR Status:**	No
Site Size:	0.664 ha		**Ownership:**	Private
Industrial Land:	**Total**	**Developed**	**Vacant**	**Usable Vacant**
	0.664 ha	0.442 ha	0.222 ha	0.222 ha
Current Uses:	Currently used as a nursery and garden centre, though it is unclear if it was closed for the season or permanently			
Description:	This is a small rectangular shaped site at the junction of Highway 16 and the southern end of Henry Road. There is an existing business on the site, nursery and green house which has a small car parking lot, existing retail building and a number of greenhouses and outbuildings. There is a small area, 0.222 ha, to the west end of the site which appears to be undeveloped. The site is directly on Highway 16 at the junction of Henry Road. There is a small creek running parallel to the northern boundary of the property. Surrounding uses to the north and east are residential though there are other commercial operations on the opposite side of the highway.			

INFRASTRCUTURE			
Road Access:	Yes, directly on Highway 16	**3 Phase Power:**	Undetermined
Rail Access:	No	**Natural Gas:**	Undetermined
Other:	The site is approximately 3kms from Smithers.		

Assessment:

A very small site which is right on the highway, but offers limited potential for industrial development.

Site from Highway 16

Greenhouses and storage to western boundary

Creek to northern boundary

Site from Henry Road

Area A - Industrial Land Use Study

Appendix A: Existing Rural Industrial Lands

Map 3

ELECTORAL AREA: A

PARCEL DESCRIPTION				
Legal Description:	N/A			
Civic Address:	Across from 3686 Lund Avenue (and Proctor Road)			
PID:	013-226-134, 013-226-177, 013-226-193, 013-226-215, 013-226-223, 013-226-231, 013-226-258, 013-226-274, 013-226-291, 013-226-304	**BCAA Folio Number:**	25-754-03542920 25-754-3542930	
Zoning:	M1	**ALR Status:**	No	
Site Size:	Total 0.201 ha	**Ownership:**	Crown and Private	
Industrial Land:	**Total**	**Developed**	**Vacant**	**Usable Vacant**
	0.201 ha	0.0 ha	0.201 ha	0.201 ha
Current Uses:	This is currently a vacant lot			
Description:	A small flat and open lot with frontage on Highway 16, extending north along Lund Avenue. Proctor Road joins Lund and it looks as if it was intended to extend across this lot down to Highway 16 but has not been complete. Power lines cross the site but there looks to be little other infrastructure. There are residential properties on either side of Lund Road.			

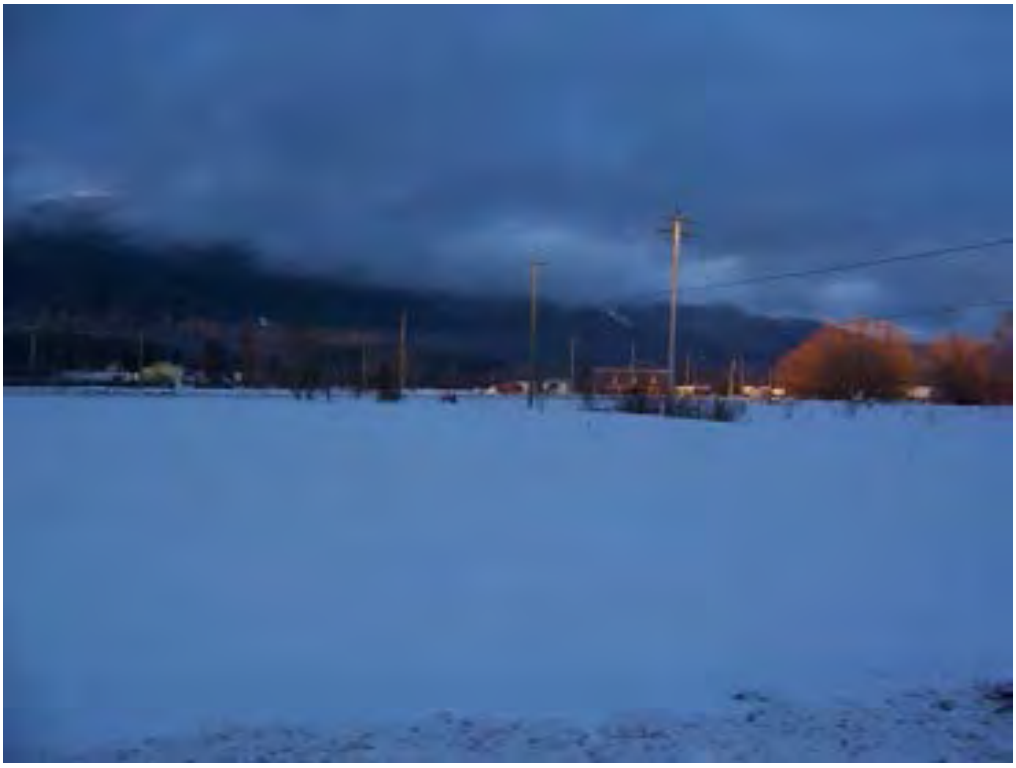
INFRASTRCUTURE			
Road Access:	Yes, Highway 16	**3 Phase Power:**	No
Rail Access:	No	**Natural Gas:**	N/A
Other:	The site is approximately 3kms from Smithers.		

ASSESSMENT

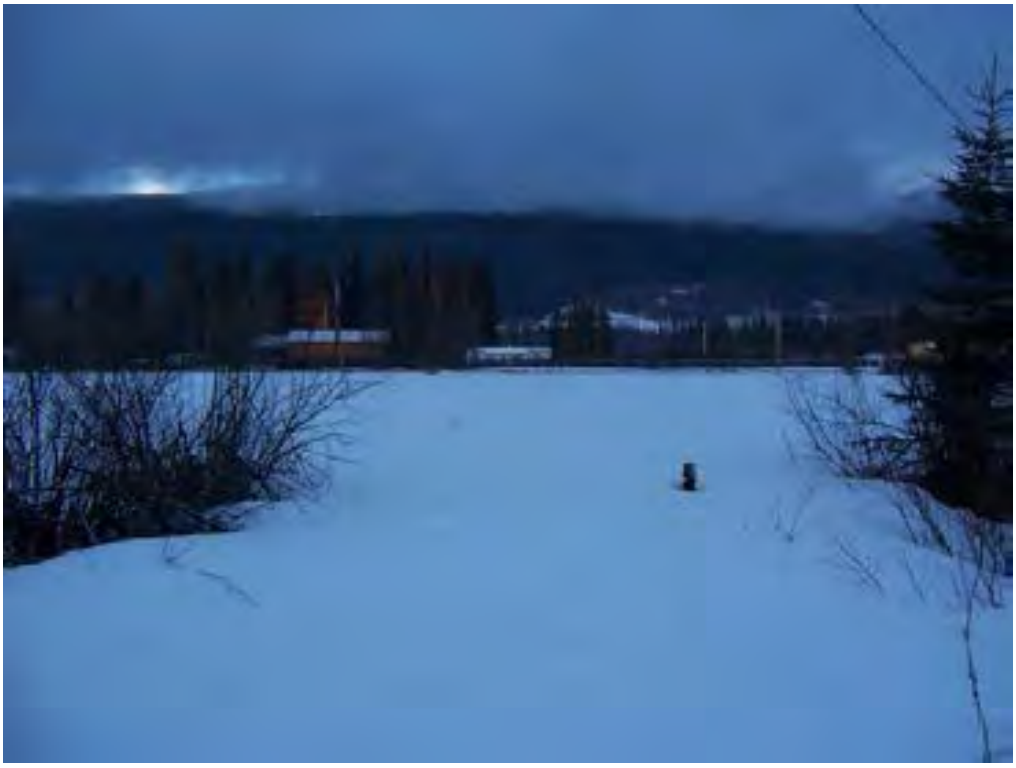
A very small site with little existing infrastructure, offering only limited potential for small scale industrial uses.

Northern boundary and extension of Proctor Road across the site

View along Lund Avenue



Site from Lund Avenue



View across site to Highway 16

Area A - Industrial Land Use Study

Appendix A: Exisiting Rural Industrial Lands

Map 4

ELECTORAL AREA: A

PARCEL DESCRIPTION				
Legal Description:	L 1 SEC 1 TP 1A R5C PL 1249			
Civic Address:	3314 Anderson Road (Finks Saw Mill)			
PID:	012-922-471		**BCAA Folio Number:**	25-754-03502000
Zoning:	M1		**ALR Status:**	Yes
Site Size:	12.788 ha		**Ownership:**	Private
Industrial Land:	**Total**	**Developed**	**Vacant**	**Usable**
	1.066 ha	1.066 ha	0.0 ha	0.0 ha
Current Uses:	The site is currently used as a saw mill			
Description:	A small lot with a number of buildings around the site some are boarded and no longer in use while others are newer and currently in use. There are also a number of industrial and recreational vehicles stored on or by the northern boundary of site, as well as numerous disused vehicles. The site has a number of levels which are all raised well above the road. There is a residential property on the site as well. The industrial parcel may sit within the municipal boundary.			

INFRASTRCUTURE			
Road Access:	Yes 200 meters off Highway 16	**3 Phase Power:**	Undetermined
Rail Access:	No	**Natural Gas:**	Undetermined
Other:	The site is approximately 2kms from Smithers.		

ASSESSMENT

A small site not too far off Highway 16, apart from its existing use it offers no potential for further development.

Entrance to site off Anderson Road

Disused building at entrance to site

Existing industrial use – saw mill

Further existing industrial buildings

Area A - Industrial Land Use Study

Appendix A: Exisiting Rural Industrial Lands

Map 5

Legend

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

Industrial Zoning

- M1
- M2
- M3

Industrial Use

- DEVELOPED
- VACANT

SCALE
1:7,500

ELECTORAL AREA: A

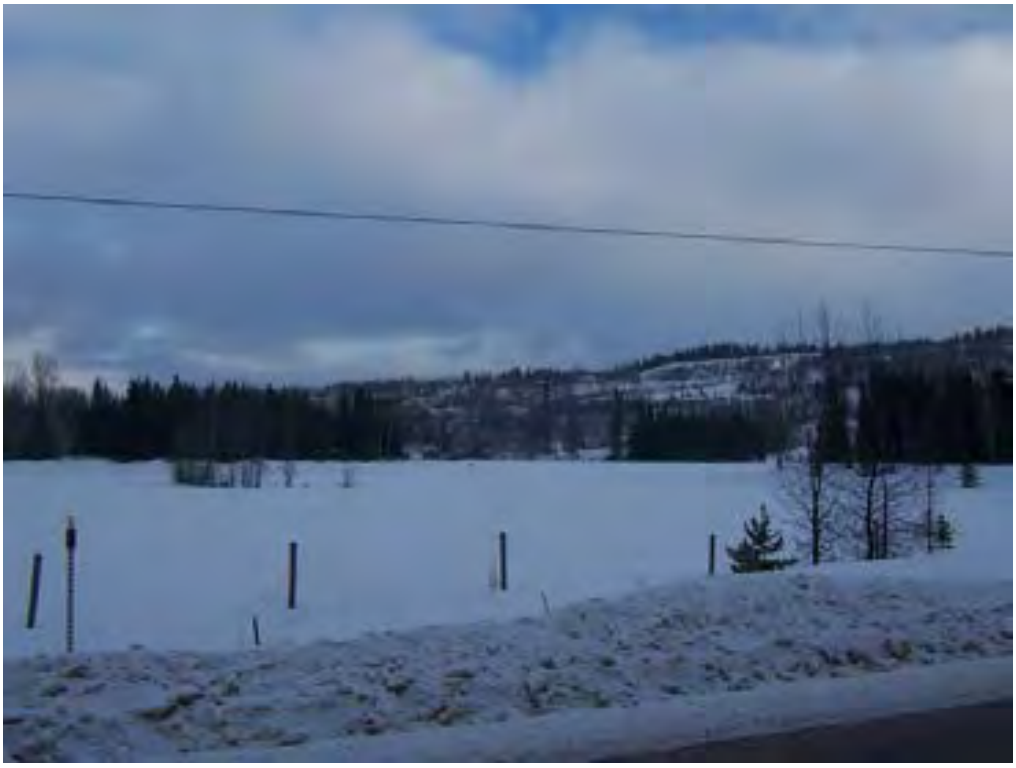
PARCEL DESCRIPTION				
Legal Description:	29 PT FRAC SE ¼			
Civic Address:	296 Lunan Road (Lunan Estate), Smithers			
PID:	015-659-291		**BCAA Folio Number:**	25-754-03774000
Zoning:	M3		**ALR Status:**	Yes
Site Size:	21.960 ha		**Ownership:**	Private
Industrial Land:	**Total**	**Developed**	**Vacant**	**Usable Vacant**
	21.960 ha	0.0 ha	21.960 ha	21.960 ha
Current Uses:	Vacant			
Description:	A large flat open site which is between Old Babine Road and Lunan Road (leading to Lunan Estate). The site is close to Highway 16, with significant frontage on Old Babine Road. There are a number of residential properties along Lunan Road and on Lunan Estate. Apparently this site has been heavily excavated in the past and much of it now sits below the water table and is subject to flooding. The northern boundary of this property is less than 100 meters from the Bulkley River, along Lunan Road.			

INFRASTRCUTURE			
Road Access:	Yes, Highway 16 is 500 meters away	**3 Phase Power:**	No
Rail Access:	No	**Natural Gas:**	No (but there appears to be a gas line running along Old Babine Road)
Other:	The property is approximately 3kms from Smithers.		

ASSESSMENT

This is a fairly large site with good access to Highway 16 and Smithers, with good potential for industrial development; though there may be issues with the water levels on the site.

View from northern boundary (at entrance to Lunan Estate)



View from southern boundary (Old Babine Road)

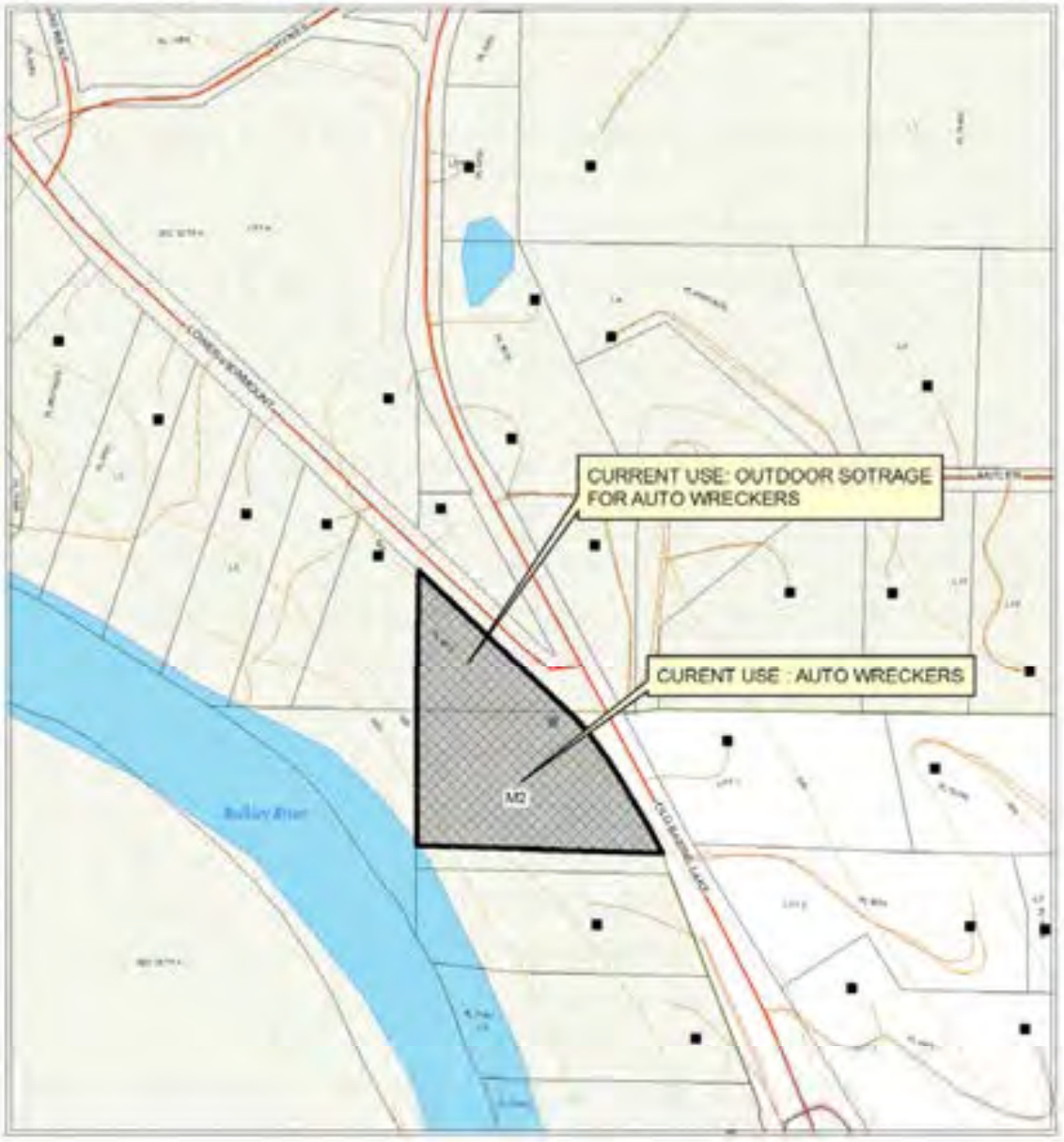
View from western boundary (Lunan Road)

Further view of site from northern boundary (entrance to Lunan Estate)

Area A - Industrial Land Use Study

Appendix A: Exisiting Rural Industrial Lands

Map 6



ELECTORAL AREA: A

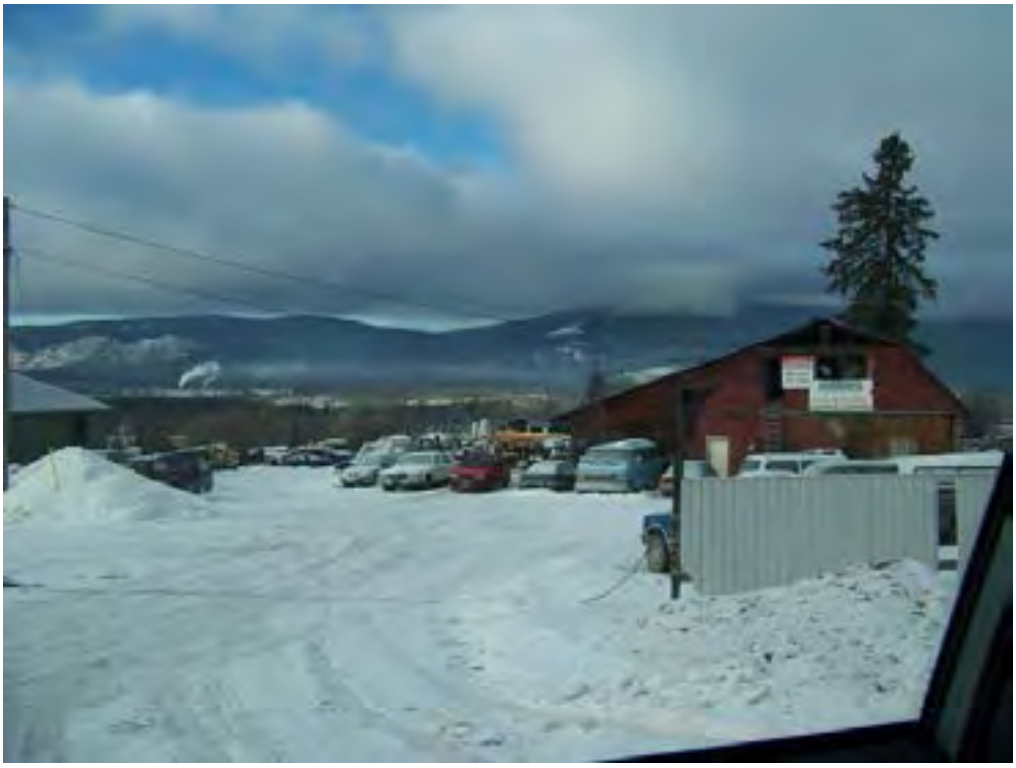
PARCEL DESCRIPTION				
Legal Description:	L 1 SEC 29 TP 4 R5C PL 4305 and L 1 SEC 32 TP 4 R5C PL 3874			
Civic Address:	3471 Old Babine Road (Harris Auto Wrecking)			
PID:	011-598-026, 011-725-311		**BCAA Folio Number:**	25-754-03778010 25-754-03793010
Site Size:	2.444 ha 0.906 ha Total 3.350 ha		**ALR Status:**	Yes
Zoning:	M2		**Ownership:**	Private
Industrial Land:	**Total Existing**	**Developed**	**Vacant**	**Usable Vacant**
	3.350 ha	0.516 ha	2.835 ha	2.835 ha
Current Uses:	The site is currently used as an auto wreckers, though it is up for sale at $495,000			
Description:	A medium sized triangular shaped lot at the junction of Old Babine Road and Lower Mountainview Road, approximately 2.3kms off Highways 16. The site is relatively flat though sloping away from Old Babine Road toward the Bulkley River and Smithers. The majority of the site is used for storage of old and wrecked vehicles; there are three building on the site: a newer aluminum sided building; an old building which is boarded; and a large industrial shed. There are a number of large residential properties in the area surrounding the site.			

INFRASTRCUTURE			
Road Access:	Yes, 2.3kms off Highway 16	**3 Phase Power:**	Undetermined
Rail Access:	No	**Natural Gas:**	Yes
Other:	The site is up Old Babine Road but has relatively good access via road		

Assessment:

This site offers some potential for light industrial development

Entrance to site and main building



Entrance and older industrial building

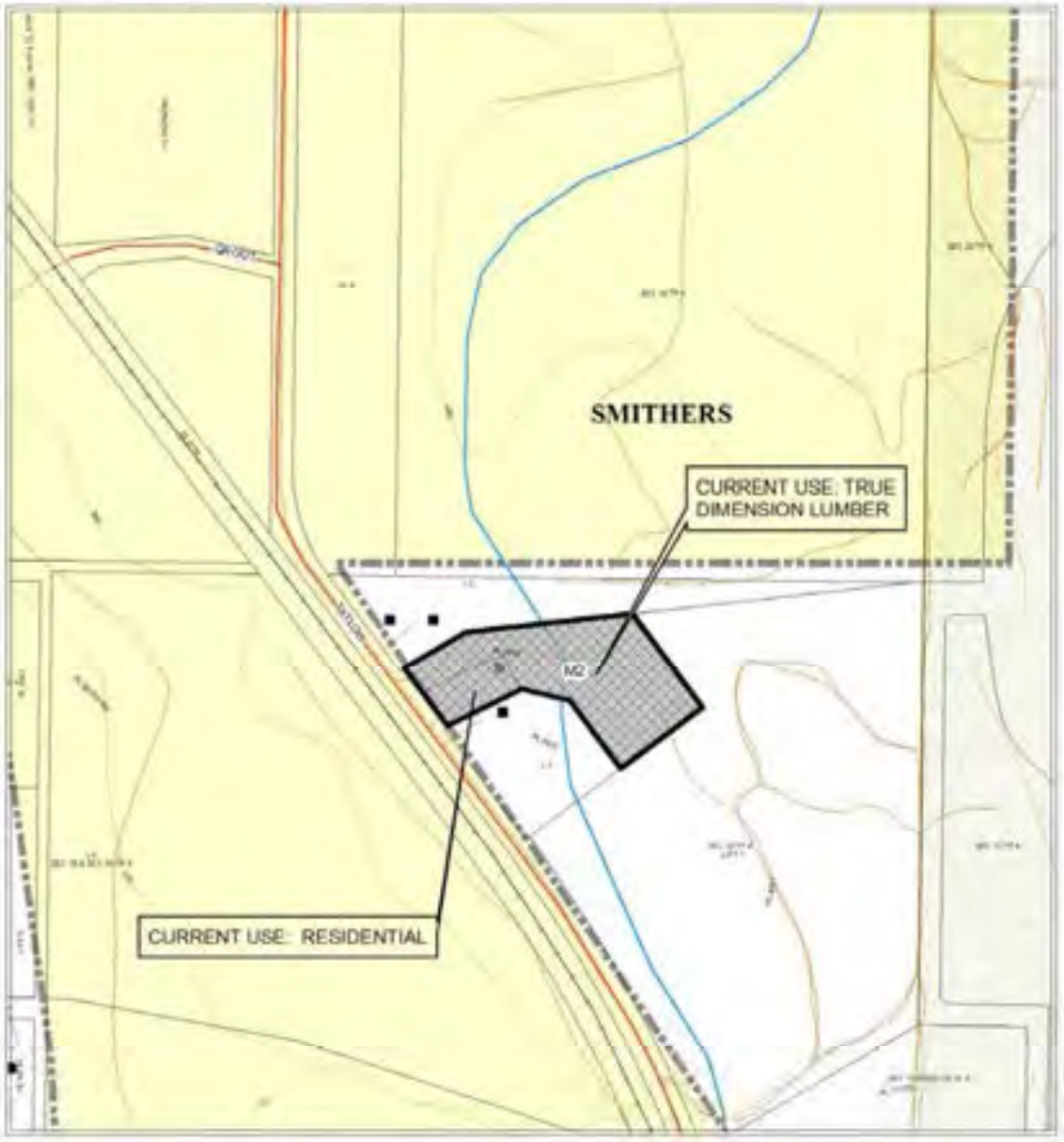
Outdoor vehicle storage

Outdoor vehicle storage to western boundary

Area A - Industrial Land Use Study

Appendix A: Exisiting Rural Industrial Lands

Map 7



ELECTORAL AREA: A

PARCEL DESCRIPTION				
Legal Description:	L A SEC 18 TP 4 R5C PL 7409			
Civic Address:	1976 Tatlow Road (True Dimensions Lumber)			
PID:	008-150-257	**BCAA Folio Number:**	25-754-03752410	
Zoning:	M2	**ALR Status:**	No	
Site Size:	2.023 ha	**Ownership:**	Private	
Industrial Land:	**Total**	**Developed**	**Vacant**	**Usable Vacant**
	2.023 ha	2.023 ha	0.0 ha	0.0 ha
Current Uses:	Specialist lumber yard			
Description:	A small plot which from the entrance on Tatlow Road has two small industrial buildings and a residential building. Though not inspected there is also a very large area behind residential property which has an approximately 800m^2 building with a large yard. The property houses a small scale mill which produces specialist timber products. The site is relatively flat with the property bounded on both sides by other residential properties. The eastern boundary of the property is approximately 350 meters from the Bulkley River. The site is directly on Tatlow Road, with a rail storage yard across Tatlow Road.			

INFRASTRCUTURE			
Road Access:	Not directly, Highway 16 is 2.3kms away	**3 Phase Power:**	Undetermined
Rail Access:	Yes across Tatlow Road	**Natural Gas:**	Undetermined
Other:	The property is 4.4kms from Smithers.		

Assessment:

A small site use on a residential property which is not likely to serve any other use than a small scale shop.

Aerial photo of site

Residential and industrial buildings on site

Industrial to northern boundary off Tatlow road

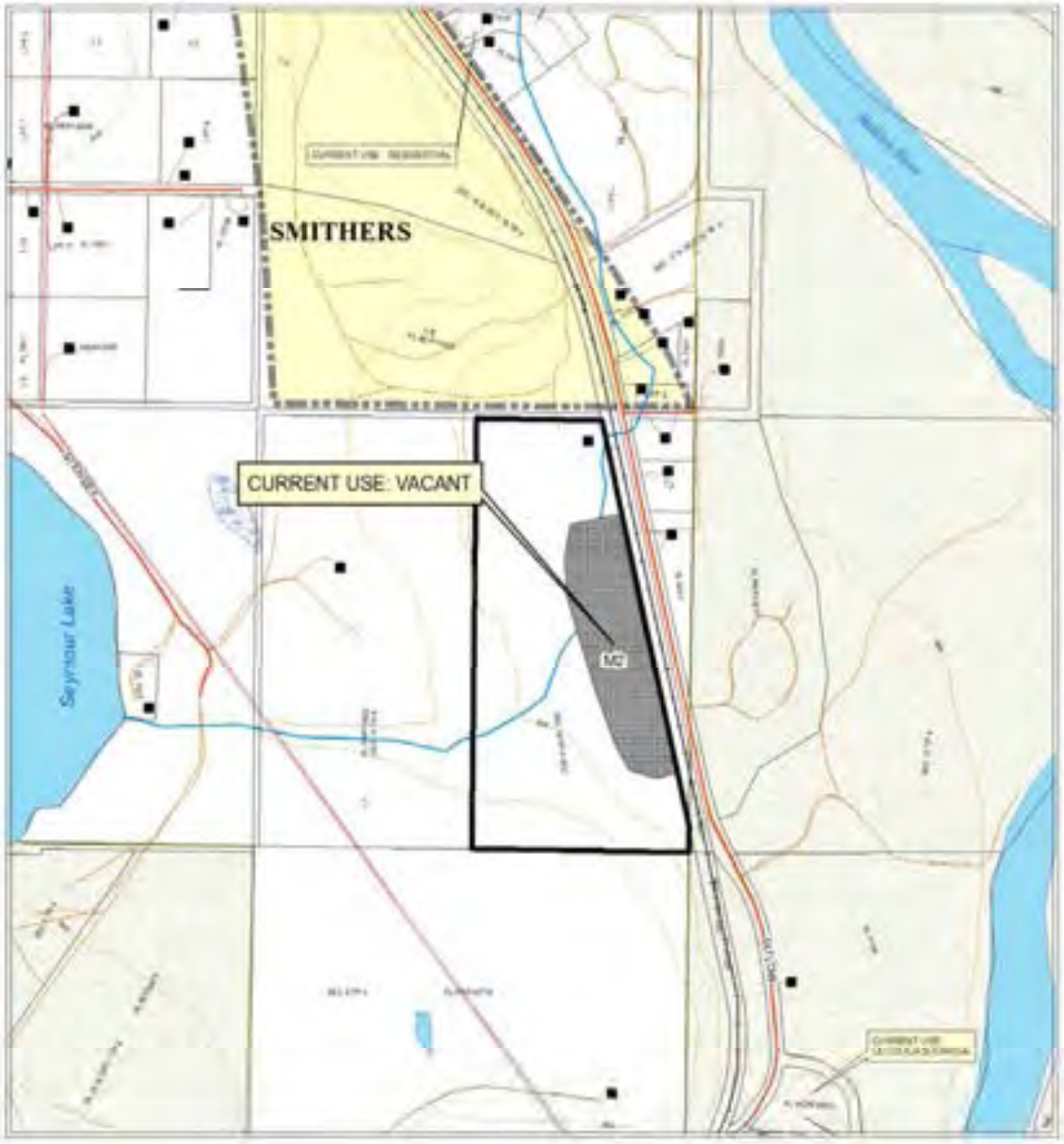
True Dimension Lumber

Rail line and rail storage across Tatlow Road

Area A - Industrial Land Use Study

Appendix A: Existing Rural Industrial Lands

Map 8



Legend

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

Industrial Zoning

- M1
- M2
- M3

Industrial Use

- DEVELOPED
- VACANT

SCALE

1:10,000

ELECTORAL AREA: A

PARCEL DESCRIPTION				
Legal Description:	PT OF THE FRAC SE 1/4 OF SEC 18 LYING W OF DL 5714 TP 4 R5C EXC PL PRP13452			
Civic Address:	2681 Tatlow Road (south of Stanga Road), Smithers			
PID:	007-312-717	**BCAA Folio Number:**	25-754-03752580	
Site Size:	26.762 ha	**ALR Status:**	No	
Zoning:	M2	**Ownership:**	Private	
Industrial Land:	**Total**	**Developed**	**Vacant**	**Usable Vacant**
	26.762 ha	0.0 ha	26.762 ha	26.762 ha
Current Uses:	Vacant			
Description:	This is a very large site to the west of Tatlow Road, with the rail line running along the eastern edge of the property. The site is heavily wooded. At the southern boundary the site rises up from the rail line. The northern boundary is more level. Seymour Lake is approximately 600m to the west of the site. There is potential for accessing the site from the west if Carr Road and Stenset Road are extended, though this is a predominantly residential road.			

INFRASTRCUTURE			
Road Access:	Yes, but not on the highway	**3 Phase Power:**	No
Rail Access:	Yes	**Natural Gas:**	No
Other:	The site is approximately 5.2kms from Smithers		

Assessment:

A very large site which has some potential for development at the north side of the site, though this would require access across the rail line. There is the potential to open access to the site from the west.

Aerial photo of site

Eastern boundary along Tatlow Road

Site from Tatlow Road

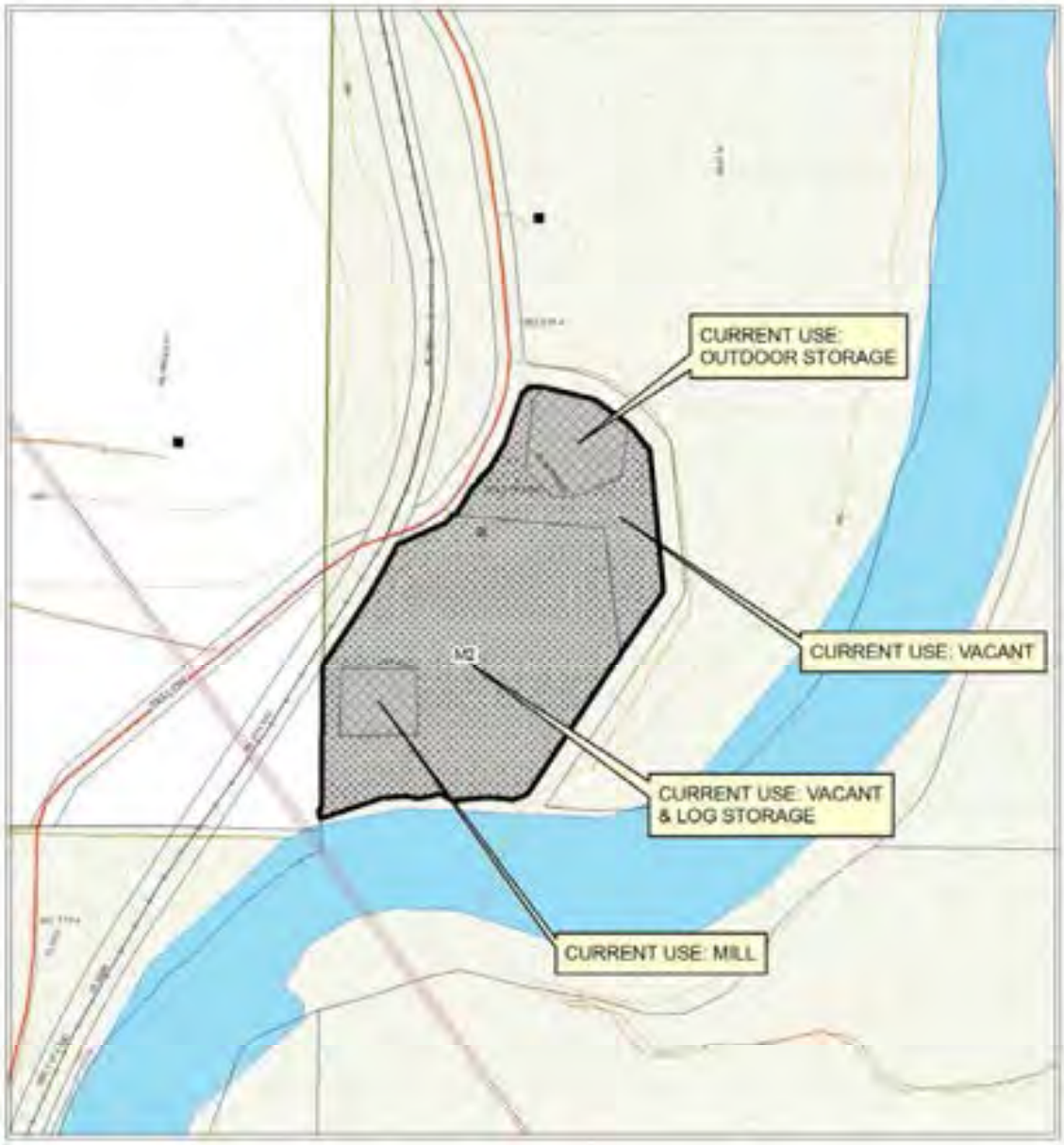
Northern boundary from Tatlow Road

Rail line between Tatlow Road and the site

Area A - Industrial Land Use Study

Appendix A: Existing Rural Industrial Lands

Map 9



Legend

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

Industrial Zoning

- M1
- M2
- M3

Industrial Use

- DEVELOPED
- VACANT

SCALE 1:5,000

ELECTORAL AREA: A

PARCEL DESCRIPTION				
Legal Description:	L 1 SEC 8 TP 4 R5C PL BCP25323 L A EXC PT SUBDIVIDED BY PL BCP25323 SEC 8 TP 4 R5C PL PRP43710			
Civic Address:	3950 Tatlow Road, Smithers			
PID:	026-801-809, 024-438-871	**BCAA Folio Number:**	25-754-3742520 25-754-03742510	
Zoning:	M2	**ALR Status:**	Yes	
Site Size:	2.020 ha 5.760 ha Total 7.780 ha	**Ownership:**	Private	
Industrial Land:	**Total**	**Developed**	**Vacant**	**Usable Vacant**
	7.780 ha	0.324 ha	7.456 ha	7.456 ha
Current Uses:	Small mill and log storage on southern part of site, with a number of storage shed on the northern part of the site.			
Description:	A large flat open site with an existing mill to the south part of the site and an outdoor storage shed at the northern part of the site, the rest of the site is very open. There appears to be three phase power to the mill. The rail line runs parallel to the western boundary of the site, adjoining it near where Tatlow Road crosses the rail line. Access to the site is on Tatlow Road, just prior to the road bending to cross the rail line. The southern boundary of the site is the Bulkley River.			

INFRASTRCUTURE			
Road Access:	Yes, highway 16 is 4.4kms away	**3 Phase Power:**	Possibly
Rail Access:	Yes	**Natural Gas:**	Undetermined
Other:	Smithers is 6.5kms from the site.		

ASSESSMENT

A small site which seems underutilised and may be suitable for further small scale industrial development.

Aerial photo of site

Entrance to site from Tatlow Road

Existing mill at southern area of site

Outdoor storage to northern boundary

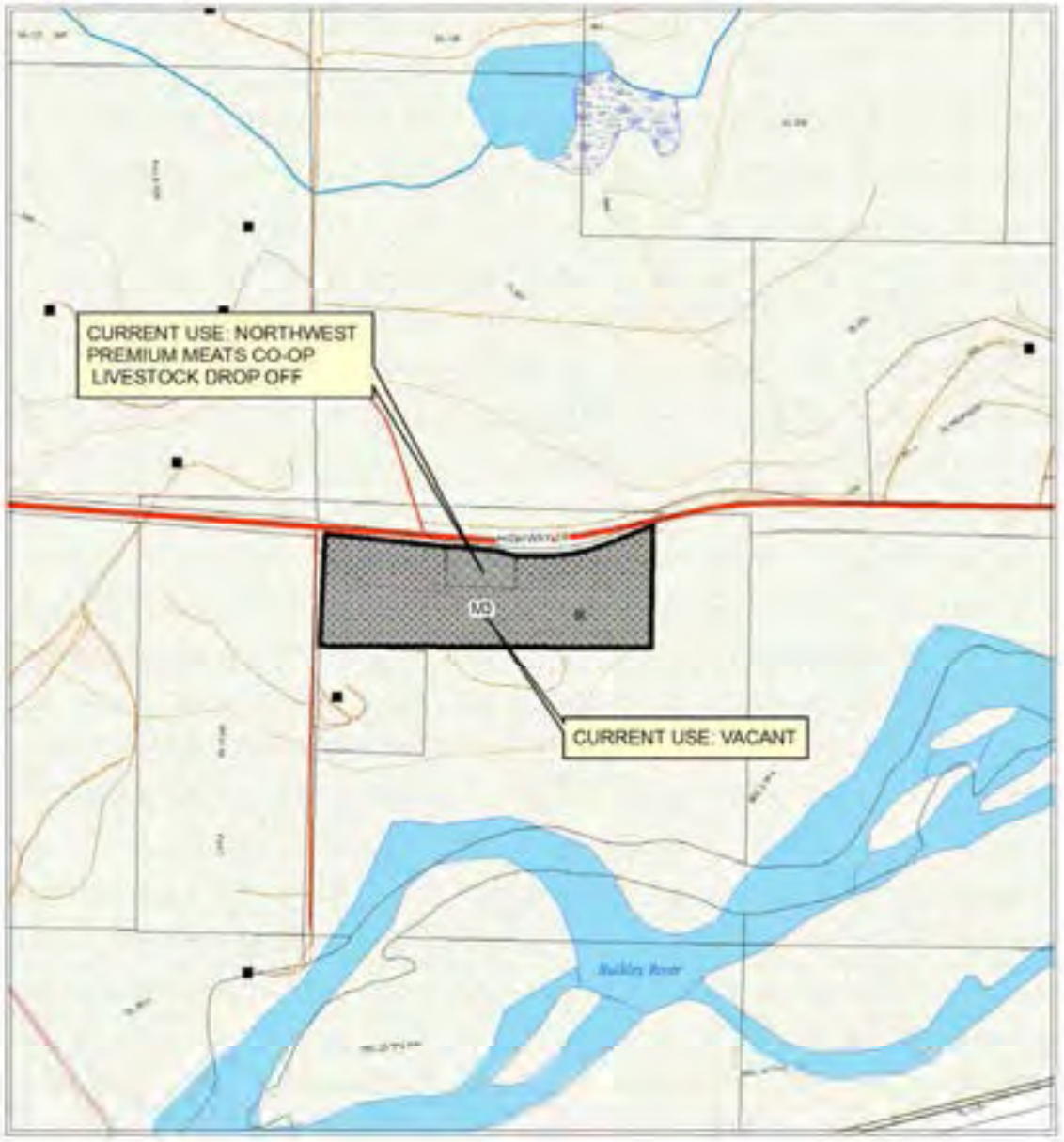
Log storage to middle of site

Vacant land through main part of site

Area A - Industrial Land Use Study

Appendix A: Exisiting Rural Industrial Lands

Map 10



Legend

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

Industrial Zoning

- M1
- M2
- M3

Industrial Use

- DEVELOPED
- VACANT

SCALE
1:10,000

ELECTORAL AREA: A

PARCEL DESCRIPTION				
Legal Description:	BK B SEC 4 TP 4 R5C			
Civic Address:	5986 Donaldson Road (at Highway 16), Smithers			
PID:	027-377-083		**BCAA Folio Number:**	25-754-03726550
Zoning:	M3		**ALR Status:**	Yes
Site Size:	6.070 ha		**Ownership:**	Private
Industrial Land:	**Total**	**Developed**	**Vacant**	**Usable**
	6.070 ha	0.607 ha	5.463 ha	5.463 ha
Current Uses:	Northwest Premium Meat Co-op livestock drop off			
Description:	A large relatively flat rectangular site, running parallel to Highway 16, with the entrance to the site on Donaldson Road just off of the highway. From the entrance the access road slopes down to the main part of the site. The site is currently used as a livestock drop off and there is a two story building on the site, along with storage tanks and animal pens. To the east of the building there are a number of vehicles in storage. The majority of the site is undeveloped, with much of this laying to the east of the livestock holding areas, offering some development potential.			

INFRASTRCUTURE			
Road Access:	Yes	**3 Phase Power:**	Undetermined
Rail Access:	No	**Natural Gas:**	No
Other:	The site is approximately 10kms from Smithers and 4.5 kms from Telkwa. The Bulkley River is less than 1km away, down Donaldson Road.		

ASSESSMENT

A medium sited with some potential for development of agricultural industrial facilities.

Entrance to site off Donaldson Road

Existing developed industrial land – livestock holding area

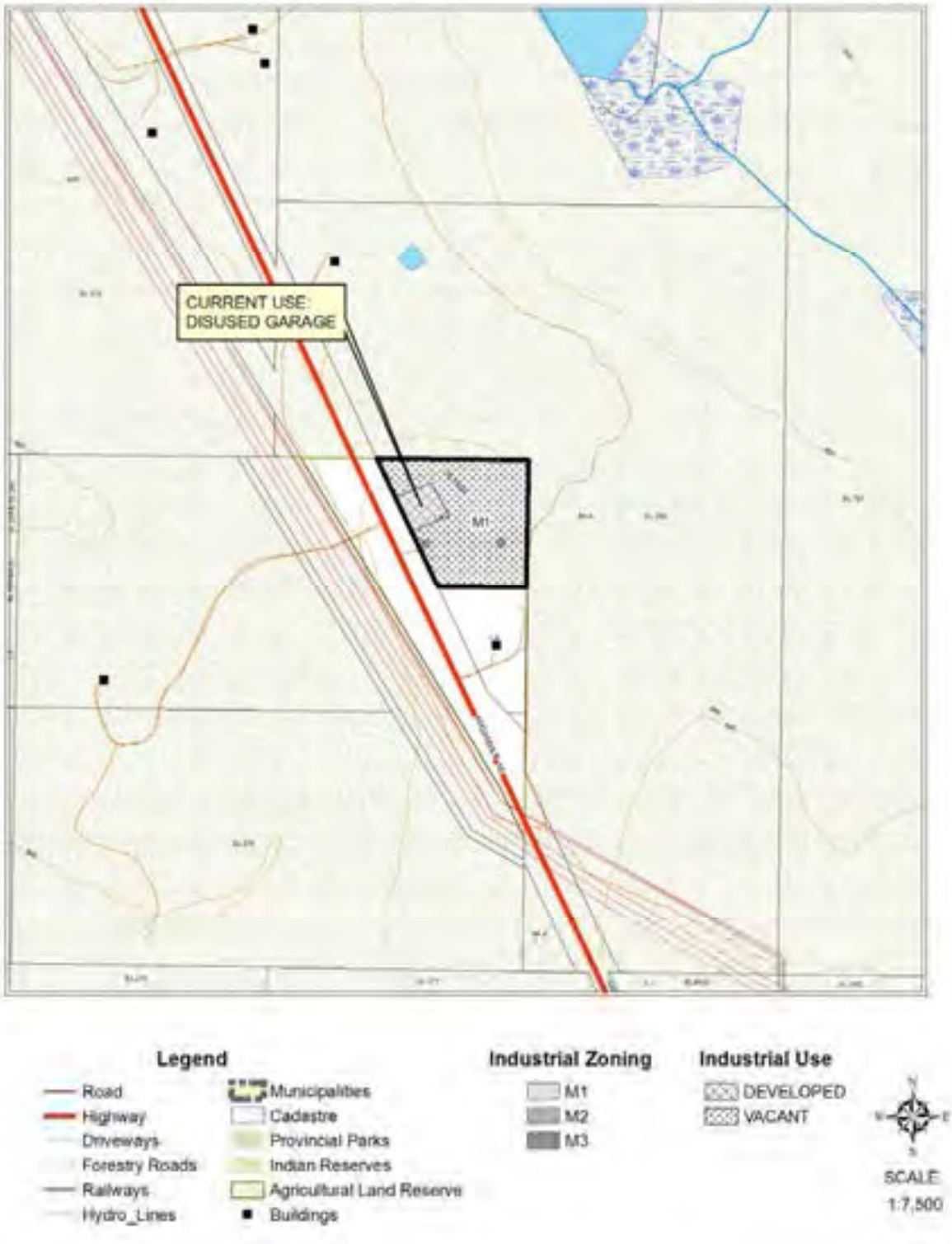
Vacant land to the east of the livestock holding area

Vacant land to the southern boundary of site

Area A - Industrial Land Use Study

Appendix A: Exisiting Rural Industrial Lands

Map 11



ELECTORAL AREA: A

PARCEL DESCRIPTION				
Legal Description:	L B DL 275 R5C PL 10092			
Civic Address:	41522 Highway 16			
PID:	005-603-269		**BCAA Folio Number:**	25-754-01053100
Parcel Size:	3.820 ha		**ALR Status:**	No
Zoning:	M1		**Ownership:**	Private
Industrial Land:	**Total**	**Developed**	**Vacant**	**Usable Vacant**
	0.294 ha	0.0 ha	0.294 ha	0.294 ha
Current Uses:	Disused wooden garage			
Description:	A very small site which has an old wooden building on it, which was at one time a garage. There is a residential property to the rear of the site. The site is relatively flat and is directly on Highway 16.			

INFRASTRCUTURE			
Road Access:	Yes, Highway 16	**3 Phase Power:**	No
Rail Access:	No	**Natural Gas:**	N/A
Other:	The site is 1.5kms north of Summit Lake Road West, and approximately 18kms from Houston and 46kms from Smithers.		

Assessment:

This is a very small site that has little potential for industrial development. Consideration should be given to putting this to residential zoning.

Entrance to site from Highway 16

Main industrial building – disused garage

Exiting site to Highway 16 – industrial building on right

Disused garage

Appendix B – Potential Industrial Land

PARCEL A1

PARCEL DESCRIPTION			
Legal Description:	FRAC SW 1/4 OF SEC 17 TP 4 R5C EXC PLS 1157 & PRP12817 & FRAC NW 1/4 OF SEC 17 TP 4 R5C EXC PLS 1671 10255 11178 & PRP12817		
Civic Address:	Tatlow Road, Smithers		
PID:	015-178-901 015-655-164	**BCAA Folio Number:**	25-754-03750000 25-754-03748000
Parcel Size:	43.5 ha.	**ALR Status:**	In ALR
Zoning:	AG1	**Ownership:**	Private
Current Uses:	Some gravel extraction		
Description:	A large relatively flat open site between Tatlow Road and the Bulkley River. The area close to Tatlow Road has some gravel extraction operation, but the land beyond this is flat and open. There are some residential properties on either side of the site and along Tatlow Road, however there are also a number of other industrial uses and industrial zoned land along this road.		

INFRASTRCUTURE			
Road Access:	Yes	**3 Phase Power:**	N/D
Rail Access:	No	**Natural Gas:**	N/D
Other:	Though the site does not have direct rail access the rail line runs the other site of Tatlow Road.		

SPECIAL CONSIDERATOINS			
Rezoning Required:	Yes	**ALR Application Required:**	Yes
Other:	Proximity to other industrial uses and industrial land, as well as being close to Smithers and Highway 16 make this site suitable for development.		

Gravel extraction operations from Tatlow Road

Gravel extraction operations and open land beyond

Site with the tree line identifying the Bulkley River

PARCEL A2

PARCEL DESCRIPTION			
Legal Description:	LA SEC 4 TP 4 R5C PL 11348 EXC PL PRP14965		
Civic Address:	Donaldson Road, Smithers		
PID:	004-310-128	**BCAA Folio Number:**	25-754-03726500
Parcel Size:	22.6 ha.	**ALR Status:**	In ALR
Zoning:	AG1	**Ownership:**	Private
Current Uses:	Vacant		
Description:	A small site which is lightly wooded. It is across from the Northwest Premium Meat Co-op livestock drop off and the Town of Smithers municipal waste transfer site.		

INFRASTRCUTURE			
Road Access:	Yes, on Highway 16	**3 Phase Power:**	N/A
Rail Access:	No	**Natural Gas:**	N/A
Other:			

SPECIAL CONSIDERATOINS			
Rezoning Required:	Yes	**ALR Application Required:**	Yes
Other:	Located on Highway 16 between Smithers and Telkwa, and being close to other industrial and municipal uses, with a lack of residential properties makes this a suitable site for industrial development.		

Site from Donaldson Road and Highway 16

Site from Donaldson Road

PARCEL A3

PARCEL DESCRIPTION			
Legal Description:	LB SEC 29 TP 4 R5C PL 6857		
Civic Address:	Old Babine Road, between Lunan Road and Highway 16		
PID:	009-677-151	BCAA Folio Number:	25-754-03777200
Parcel Size:	12.5 ha.	ALR Status:	In ALR
Zoning:	AG1	Ownership:	Private
Current Uses:	Vacant		
Description:	A small sized flat site at the junction of Old Babine Road and Highway 16. There are a number of residential properties south of Old Babine Road and a residential property to the east end of the site. There are some low lying areas which appear to be wetlands.		

INFRASTRCUTURE			
Road Access:	Yes on Highway 16	**3 Phase Power:**	No
Rail Access:	No	**Natural Gas:**	Yes
Other:			

SPECIAL CONSIDERATOINS			
Rezoning Required:	Yes	**ALR Application Required:**	Yes
Other:	The frontage on Highway 16 and proximity to Smithers along with its level terrain make this a suitable site for development. The proximity to the river and evidence of wetlands may be a detriment to this site being developed.		

Eastern boundary of the site, with residential property

Site with some evidence of wetlands

Main part of site

Site frontage onto Highway 16

PARCEL A4

PARCEL DESCRIPTION			
Legal Description:	L 8 DL 413 R5C PL 9490 & L 5 DL 413 R5C PL 10331 & L 6 DL 413 R5C PL 10331		
Civic Address:	Skillhorn Road & Morris Road, Telkwa		
PID:	006-002-081 005-373-841 005-373-867	**BCAA Folio Number:**	25-754-01143080 25-754-01142350 25-754-01142360
Parcel Size:	86.8 ha.	**ALR Status:**	In ALR
Zoning:	AG1	**Ownership:**	Private
Current Uses:	Mostly vacant but some gravel extraction (Skillhorn Pit, owned and operated by Vihar Construction Ltd and Ranch Trucking Ltd)		
Description:	A large area bounded by Skillhorn Road to the west and Morris Road to the east with the southern boundary being the municipal airstrip (undeveloped). There is an existing gravel extraction operation off Skillhorn and a number of residential properties off Morris Road. There are a number of other light manufacturing operations along Skillhorn Road including a greenhouse operation and a log home builder (which is in the municipal boundary).		

INFRASTRCUTURE			
Road Access:	Yes	**3 Phase Power:**	N/D
Rail Access:	No	**Natural Gas:**	N/D
Other:	Access to Highway 16 is in Telkwa and over a single lane bridge which may make restrict some industrial uses.		

SPECIAL CONSIDERATOINS			
Rezoning Required:	Yes	**ALR Application Required:**	Yes
Other:	Proximity to other industrial uses and a large open area make this a suitable parcel for development.		

Site along Skillhorn Road from junction with Morris Road

Entrance to existing gravel extraction operation

Southern boundary of site along municipal airstrip

Site from municipal airstrip

PARCEL A5

PARCEL DESCRIPTION			
Legal Description:	DL 409 R5C EXC THE SE 1/4		
Civic Address:	Skillhorn Road, Telkwa		
PID:	015-918-921	**BCAA Folio Number:**	25-754-01138900
Parcel Size:	193.3 ha.	**ALR Status:**	Out of ALR
Zoning:	H2	**Ownership:**	Crown
Current Uses:	Vacant		
Description:	A large flat open area, which is lightly wooded and has numerous tracks/roads through the site, connecting Skillhorn Road and Telkwa Coal Mine road.		

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

SPECIAL CONSIDERATOINS			
Rezoning Required:	Yes	**ALR Application Required:**	No
Other:	This parcel is close to other industrial uses and due to its flat terrain should be suitable for industrial development. However, access to Highway 16 is in Telkwa and over a single lane bridge which may make restrict some industrial uses.		

Site from Skillhorne Road

Clearing on site from Skillhorne Road

Track/Road through site

Site from track/road through site