



# **Official Community Plan Review**

## **Discussion Paper #1 Industrial Land**

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**September 20, 2007**

## 1. OFFICIAL COMMUNITY PLAN REVIEW

Prince George's current Official Community Plan (OCP) was adopted by Council in September, 2001. The adoption of the document represented an aggressive new direction for managing growth and development in the City. The policy direction embraces many sustainable development principles which were not present previously. The OCP encourages infill and densification and sets targets with respect to ratios of low density to medium density development in new neighbourhood areas. Emphasis is placed on pedestrian friendliness and building complete and inclusive neighbourhoods.

The City has had six years of working with the OCP. Council and staff believe it is generally working very well in helping to achieve many goals and in providing direction on the form and function of development.

Planning policy documents are typically reviewed in five year cycles, with every second review often constituting a major overhaul involving scrapping the existing plan and starting from scratch, significant ongoing public involvement and a task force or steering committee. The last review, which concluded in 2001, was a major overhaul. The OCP review currently underway focuses on a re-evaluation of some of the central tenets of the plan, as well as general updating and housekeeping. It also provides an opportunity to assess how well the policy structure of the OCP helps to achieve Council's vision.

This discussion paper, which examines the City's industrial land and offers options on how it might be managed from a planning perspective, is the first of four papers being produced as part of the OCP review. A longer version of this discussion paper has been prepared in the form of a background paper, which provides more technical detail.

The other papers address:

- Long Term Growth Projections and the Growth Management Program;
- Housing Needs; and
- Commercial Growth.

These are broad policy areas of the OCP. Other areas of the plan will also be reviewed and updated, and such changes are mostly expected to be housekeeping in nature.

As elaborated upon in this paper, the current supply of land designated for light industrial use in Prince George may not be sufficient to accommodate potential demand in the coming years. It is important to Prince George's economic development initiatives that an adequate supply of appropriately located industrial land is made available. At the same time, the City wants to ensure that air quality, especially within the Bowl area, is not only protected but improved as industrial development proceeds.

## 2. POLICY CONSIDERATIONS

The City's decisions about where and how future industrial development is planned will be strongly influenced by a number of over-arching OCP policies. Three of the most important policy areas are economic development, air quality and servicing.

### 2.1 Economic Development

Part of the OCP Vision Statement<sup>1</sup> is that the City of Prince George will fulfill its destiny as BC's "Northern Capital" through:

- *The development and enhancement of opportunities for employment, investment and reward.*
- *The provision of an excellent quality of life.*

A number of strategies, principles and policies are set out in support of the City's vision that emphasize the importance of economic development to the community's quality of life and, more specifically, the role of industry as a significant source of opportunity.

The OCP principles for industrial land planning<sup>2</sup> include:

- *Provide locations for industrial and employment areas in a manner that minimizes conflict with residential use.*
- *Encourage a range of employment opportunities, by providing for several smaller service industrial areas. Within specific light industrial areas complementary land uses are to be encouraged to facilitate the development of complete communities.*
- *Foster major industrial activity in the eastern portions of the city to take advantage of prevailing southwest winds.*
- *Preserve and protect the economic value of sand and gravel resources from incompatible development in order to allow for eventual extraction.*

These principles, which underscore the importance of industry to a healthy local economy, are expected to remain largely unchanged as part of the OCP update.

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<sup>1</sup> Chapter 1 of the OCP, pages 3 - 6.

<sup>2</sup> Chapter 8 of the OCP, page 65.

## 2.2 Air Quality

While recognizing the importance of industry to Prince George's economic development, air quality is an equally important consideration and is a major part of the city becoming a more sustainable community.

With public input, the Prince George Air Quality Management Plan (Phase One) was prepared and approved in 1998. The plan recommended forming a multi-stakeholder committee to implement the plan and identified measures to improve air quality in the Prince George airshed, in particular, to achieve acceptable levels of fine particulate matter.

A number of the recommendations contained in the Phase One Plan have been completed or are currently being implemented. Examples are an improved winter road abrasives program to reduce spring dust and the creation of Clean Air Bylaw No. 7721, 2005. Recommendations for Phase Two have recently been presented to City Council, many of which are ongoing from Phase One work. Phase Three will incorporate the results of research currently underway.

The updated OCP must ensure that the city's airshed is considered in deciding upon the appropriate placement of future industrial development.<sup>3</sup>

## 2.3 Servicing

Industrial development places heavy demands on city infrastructure, typically water, sewer and roads. The OCP contains a number of policies that emphasize the careful planning and phasing of infrastructure to ensure that it is available to meet growing demand while recognizing that servicing is a major cost item for the City. As noted in the Utilities and Phasing chapter<sup>4</sup> of the OCP:

*The basis of phasing is to maximize the use of existing utilities so that significant infrastructure investment is delayed as long as possible, without compromising the growth of the city. The objective is to minimize costs to the city.*

The OCP further acknowledges, however, that:

*...while phasing can be considered from a purely technical perspective, consideration also needs to be given to maintaining competition and choice in the marketplace, which may favour development in several areas of the city.*

These policy considerations have been taken into account in the discussion that follows.

<sup>3</sup> Air quality is addressed in Chapter 4 – Environmental Quality of the OCP, pages 21 – 27.

<sup>4</sup> Pages 93 – 102.

### 3. INDUSTRY SECTORS AFFECTING DEMAND

Although the Prince George economy is gradually diversifying, goods-producing and handling activities, many of which are directly or indirectly tied to the natural resource base, continue to account for a substantial share of the community's employment and wealth generation.

#### Prince George Experienced Labour Force by Industry Sector - 2001

Industry Sector	Prince George		BC
<b>Goods Producing &amp; Handling</b>			
Agriculture	190	<1%	2%
Forestry & Logging	1,920	5%	2%
Fishing, Hunting & Trapping	20	<1%	<1%
Mining, Oil & Gas	190	<1%	1%
Utilities	265	<1%	1%
Construction	2,130	5%	6%
Manufacturing (including wood and paper)	4,710	12%	10%
Wholesale Trade	1,415	4%	4%
Transportation & Warehousing	2,515	6%	6%
<b>Subtotal</b>	<b>13,335</b>	<b>34%</b>	<b>32%</b>
<b>Services</b>			
Retail Trade	5,040	13%	12%
Information and Culture	1,035	3%	3%
Finance, Insurance & Real Estate	1,825	5%	6%
Education	2,885	7%	7%
Health Care & Social Assistance	4,085	10%	10%
Accommodation & Food Services	3,190	8%	8%
Public Administration	2,320	6%	6%
Other	5,940	14%	16%
<b>Subtotal</b>	<b>26,320</b>	<b>66%</b>	<b>68%</b>
<b>TOTAL</b>	<b>39,655</b>	<b>100%</b>	<b>100%</b>

Source: Statistics Canada. Labour force data from the 2006 Census will not be released until March 2008.

As shown in the table, just over one-third of Prince George's experienced labour force was working in goods producing and handling sectors of the local economy in 2001. Most notable are the construction, manufacturing, wholesale trade, and transportation & warehousing sectors, which together directly accounted for 27% of Prince George's labour force in 2001 and are the largest consumers of industrial land in the city.

#### 3.1 Forest Products

The forest products industry is currently the largest single user of industrial land in Prince George. There is understandable concern about the financial health of the industry given factors such as the mountain pine beetle kill and growing competition in the wood markets from low-cost producers in other parts of the world (e.g., Russia and South America). As a result, more attention is being

focused on diversification into new product lines, such as wood pellets, biofuels and other chemicals. Value-added products for offshore markets including manufactured homes and engineered wood products are also an emerging opportunity.

Although the industry faces challenges, there are no indications at this point that any plant closures will occur in Prince George. Some of the diversification opportunities, if realized, could create demand for industrial land, although likely at a small scale.

It is also possible that, over time, some of the land currently used by the forest industry might become available for other industrial uses through the rationalization of operations and the sale of surplus land to raise cash.

### **3.2 Mining**

The mining industry is small in Prince George in terms of direct employment, but this sector generates significant economic activity in the city through the purchase of a wide range of goods and services by mines located throughout northern BC. This activity is expected to increase in the coming years due to growing exploration and mining development in northern BC, and the base of companies in Prince George that are poised to take advantage of this growth.

There are a number of mining projects at various stages in the provincial government's review and approval process that will stimulate economic activity in Prince George if developed. Examples include Terrane Metals' potential Mount Milligan gold-copper project and the resurgence of coal mining and exploration in northeast BC in the vicinity of Tumbler Ridge.

### **3.3 Oil and Gas**

Much of the province's oil and gas industry is currently focussed in the northeast region. The direct economic benefits are largely concentrated in that area, as well as spilling over into Alberta. However, a number of Prince George businesses do supply goods and services to the industry despite the distance.

In the more immediate vicinity of Prince George are the large Nechako and Bowser/Sustut Basins and the smaller Quesnel Trough, which are believed to contain substantial oil and gas reserves, although it is expected to be some years out before serious interest is shown in developing these resources.

If an oil and gas industry does develop in the north-central region of the province, Prince George would become the central supply hub and could experience a significant boost in industrial land demand.

### **3.4 Transportation and Distribution**

Prince George has historically been the dominant transportation and distribution centre in the northern half of the province and this is anticipated to be a particularly strong growth sector in the coming years and therefore a potentially major consumer of industrial land.

#### ***3.4.1 CN Rail Intermodal and Transload Facility***

The new Fairview Container Terminal at the Port of Prince Rupert, which is slated for opening in October 2007, has created a significant industrial development opportunity for Prince George. All of the containers will be moving from Prince Rupert through Prince George by rail and most will be travelling back empty.

The CN Rail intermodal and transload facility under construction in Prince George, which will be partly open by October 2007 and fully operational by December 2007 to coincide with the opening of Fairview Container Terminal, will take advantage of low back-haul fees for empty containers by shipping a variety of forest products that are currently not containerized. These products include lumber, woodpulp, newsprint and container board, all of which are manufactured in the Prince George area in large quantities.

Depending on demand, this facility could be expanded in the future on the existing footprint at 1st Avenue.

#### ***3.4.2 Prince George Airport Expansion***

The Prince George Airport Authority anticipates a decision in the next several months on funding support from senior governments on the proposed \$36 million airport expansion, including a runway extension that will allow large cargo and passenger planes to use the airport.

The most immediate opportunity arising from the expansion is technical stops, including refuelling, for aircraft on transpacific flights. Most of the activity associated with technical stops can, at least initially, be handled on existing airport lands. However, over time, there could be a need for off-site services to handle all the demands of servicing large air cargo planes.

The Airport Authority believes there could be significantly greater opportunities that involve cargo handling. An independent review currently being undertaken of the business case for the airport expansion is addressing the potential commercial and industrial opportunities in detail and is expected to be publicly released within the next several months.

According to the Airport Authority, it has about 405 ha (1,000 acres) of vacant land set aside for future development, including warehousing, distribution and

maintenance. The Authority's view is that, if there is significant and growing demand over time for major cargo-related activities that involved warehousing, that it cannot accommodate all this demand on its lands, which have to be primarily maintained for critical aviation services and facilities.

However, the Airport Authority believes that proximity to the airport will be important to attracting many of the potential opportunities tied to expansion and that an adequate supply of serviced light industrial land must be made available on surrounding undeveloped land within city boundaries.

With each phase of cargo business development, the need for industrial land will increase.

### **3.4.3 BCR Properties**

BCR Properties is in the process of servicing and packaging for sale approximately 75 net developable hectares (185 acres) of industrial land at the former BCR Industrial Park.

The land will likely be put on the market before the end of 2007 and BCR Properties anticipates that it will be quickly sold, either as one parcel to a single user or in smaller parcels to a number of users. The most likely purchaser or purchasers will be involved in transportation and distribution activities that have a rail component. The site may also be of interest to manufacturers who ship finished product and / or receive material inputs by rail.

### **3.4.4 The Broader Connections and Spin-Off Opportunities**

Each of the developments described above that are either underway or well advanced in the planning stage presents not only significant economic benefits on their own but also create opportunities for business spinoffs that could require industrial land.

The *Northern BC Intermodal Cargo Opportunity Study*, which correctly predicted in 2006 that there was an opportunity for an intermodal container facility in Prince George tied to the Fairview Container Terminal at Prince Rupert, also noted that there was additional potential for the region:

It is highly speculative at this point as to when and how some of the opportunities might be realized given that many of the building blocks are just now being put in place, but it does suggest that Prince George could be moving into a period of significant industrial development tied directly and indirectly to its developing intermodal sector.

### 3.5 General Manufacturing

There are some indications that the Prince George region is becoming better positioned to attract general manufacturing opportunities that are not necessarily tied to the traditional natural resource base or at least add more value to resource processing.

Part of the attraction is linked to the initiatives underway in the city's transportation and distribution sector. However, there are other factors that also enhance Prince George's attractiveness, including relatively low industrial and commercial land prices, a large and diverse labour force, relatively affordable housing (a prerequisite to competing for an increasing tight labour supply), good infrastructure and major post-secondary educational institutions.

In recognition of this opportunity, the Northern Development Initiative Trust has commenced a *Northwest Trade and Manufacturing Corridor Opportunity Study*, noting that:

*With the right policy environment and business attraction strategies, a truly diversified and prosperous economic future for northern and central BC can be linked to the growth of the manufacturing sector...<sup>5</sup>*

Examples of the types of opportunities that the study is exploring are as diverse as gold/copper smelting and associated manufacturing, automotive parts from aluminum ingots, distillery products from grain, seafoods, bio-products and bio-fuels, and value-added wood products.

The study is also reviewing options such as free trade zones and, of particular importance to Prince George, increasing the land base for development outside municipal airsheds.

## 4. INDUSTRIAL LAND DEMAND TRENDS

The demand for industrial land in Prince George, particularly in the light industry category, is largely driven by overall economic conditions in the region.

### 4.1 Building Permit Activity

Industrial development in Prince George has fluctuated considerably since 1990. Industrial building permits as a share of the total value of all building permits issued by the City ranged from a high of 34% in 1990 to a low of 2% in 2001 and 2003.

On average, industrial building permits accounted for 7.6% of the annual value of permits issued over the 17-year period.

<sup>5</sup> Northern Development Initiative Trust, *News Release*, July 19, 2007.

Compared to the value of Prince George's residential, commercial and institutional sectors, industrial construction has been relatively small in dollar terms. Nevertheless, it is a major source of new property tax revenue as well as employment for the city.

#### **4.2 Vacant Light Industrial Land Sales**

There were 14 MLS sales in the city from January 2003 to June 2007. The range of price per ha / acre was from \$161,412 per ha (\$65,323 per acre) to \$518,113 per ha (\$209,677 per acre), with a mean of \$377,924 per ha (\$136,761 per acre). The majority of sales were less than 0.4 ha (1.0 acre) in size and were in the Hart Highway Industrial Corridor.

There were another 23 sales of light industrial land in Prince George that were not made through MLS. The range of price per ha / acre was from \$48,778 per ha (\$19,740 per acre) to \$1,074,348 per ha (\$434,783 per acre), with a mean of \$381,613 per ha (\$154,437 per acre). The size of the parcels ranged widely from 0.01 ha (0.23 acres) to 12.5 ha (30.8 acres), with the mean being 1.32 ha (3.27 acres). Unlike the MLS sales, most of these sales were concentrated in the Danson and BCR Industrial Parks.

In addition to the MLS and non-MLS sales, there were sales of City-owned lots in the Danson Industrial Park. There is only one lot remaining from the City's industrial subdivision. With the exception of that lot (1.3 ha / 3.22 acres in size), all 15 of the remaining City lots sold between April 2005 and December 2006. Prior to that, there were no sales of City industrial lots between 1998 and 2004 and 21 sales that occurred from 1990 to 1997.

The price range was from \$63,000 and \$195,000, with a mean price of \$112,420. The range of price per ha / acre was from \$169,580 per ha (\$68,627 per acre) to \$213,253 per ha (\$86,301 per acre), with a mean of \$194,022 per ha (\$78,519 per acre). The range in size of the parcels was from 0.3 ha (0.73 acres) to 1.1 ha (2.71 acres), with a mean of 0.59 ha (1.46 acres).

The City is investigating the possibility of subdividing a 10.5 ha (26-acre) parcel slated for Danson Industrial Phase IV.

#### **4.3 Vacant Light Industrial Land Listings**

Most of the sites offered for sale through MLS are less than 0.4 ha (one acre) in size, with the largest site being only one hectare (2.57 acres). The range of price per ha / acre was \$370,169 per ha (\$149,805 per acre) to \$2,245,387 per ha (\$908,696 per acre), with a mean of \$899,704 per ha (\$364,105 per acre).

Most of the current listings are within a light industrial park located on Hartway Drive in the Hart Highway industrial corridor and in the Danson Industrial Park.

Three properties are located in the East End area of Downtown and only one listing is in the Carter subdivision.

#### 4.4 Demand Summary

There were 37 sales of MLS and non-MLS lots plus 15 sales of City-owned lots, for a total of 52 vacant light industrial lot sales from January 2003 to June 2007.

Lot sales were particularly strong in 2005 and 2006. The majority of the sales recorded in 2005 were on BCR lands. In 2006, a large number of the sales recorded are of City owned properties in the Danson Industrial Subdivision.

Based on the sales data, the overall absorption rate from January 2003 to June 2007 averaged out to 12 sales per year. A more accurate rate would be calculated over the three year period from 2004 to 2007 when the majority of the sales took place. A rate of 15 sales per year occurred during that period.

Demand for vacant lots in Prince George's light industrial areas is expected to continue to increase.

### 5. INDUSTRIAL LAND SUPPLY

Prince George's industrial land supply situation is relatively complex, with some differences between lands designated in the OCP for industrial use and lands actually used for industrial purposes in the city.

#### 5.1 OCP Designated Industrial Land

Prince George's OCP has two industrial land designations<sup>6</sup>, defined as follows:

- **Major**, which is applicable to large industrial areas particularly the pulp mills, significant processing plants and ancillary uses. The designation applies to areas of extensive and "heavy" industrial activity including major processing and manufacturing on sites requiring a minimum of 25 ha (61.8 acres).
- **Light**, where land is to be developed with full city and water services. This designation is intended to encompass manufacturing, processing, repair, research, distribution, and ancillary offices and sales and storage, where the use is confined mainly to an enclosed structure.

The OCP designates a total of 2,384 ha (5,890 acres) of land for industrial use in the city, of which 50.3% (1,198 ha / 2,960 acres) is for major industry and 49.7% 1,186 ha (2,931 acres) is for light industry.

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<sup>6</sup> Industrial policies are addressed in Chapter 8 of the OCP, pages 63 - 69.

Not all of the land designated for industrial use currently has industrial zoning. There is vacant land that has not yet been zoned industrial, some of which has historically been used for other purposes.

Of most interest to this discussion paper is the land designated for light industrial use since this is expected to accommodate most of the anticipated future demand from industry. New heavy industry, on the other hand, is generally encouraged by the City to locate outside the community's airshed, including in some cases on surrounding land in the regional district.

There are an estimated 170 ha (420 acres) of land that are designated and zoned for light industrial use in the OCP that are currently vacant, of which only 53% (90 ha / 222 acres) has full services (water and sanitary sewer). In other words, Prince George has a relatively constrained supply of land readily available for light industrial development in areas where the OCP wants light industrial development to occur.

Prince George does have a significant amount of vacant land that is designated for light industrial use that is not zoned (443 ha / 1,095 acres), but the vast majority (82%) has no servicing. Most of this land must therefore be considered as medium to long-term supply, but not available for industries seeking vacant land in the shorter-term.

It should be noted these figures do not include the 405 ha (1,000 acres) of vacant land at the Prince George Airport that the Airport Authority estimates are available for certain forms of light industrial development. The City has limited control over land use at the airport and cannot designate areas within the airport property for specific uses in the OCP.

## **5.2 Zoned Industrial Land**

It is important to understand that the distinction between land designated for light industry in the OCP and land currently zoned for light industry in the city since there is a major difference. The OCP designates land for future development, whereas the Zoning By-law zones land for current or immediate use.

There are 923 ha (2,280 acres) zoned for light industrial use in the city, of which 17% (153 ha / 378 acres) is vacant. However, only 63% of the vacant land is fully serviced and some is in areas the OCP has designated for non-industrial uses.

## **5.3 Under-Utilized Industrial Land**

Although there is limited readily available OCP-designated land for light industrial development in the city, there are a number of under-utilized parcels that will redevelop over time as land prices rise due to constrained supply. Examples include properties currently used for predominantly outdoor storage of materials and equipment, properties with older buildings that have reached the end of their economic life and properties with low building site coverage.

However, the redevelopment of many of these under-utilized properties will be a slow process and they should therefore not be relied upon as a major source of new light industrial land supply in the short-term.

#### **5.4 Potential New Industrial Land Supply**

There is continuing demand for vacant light industrial sites, but little supply is currently available. There were 15 listings on MLS plus one City-owned lot for sale, for a total of 16 lots as of June 2007.

Of the current listings, seven are in the Danson / BCR Industrial areas, five are located in the Hart Highway industrial area, three in the Queensway East area, one in the Carter area and one on the highway.

The Carter Light area has only three vacant parcels and are larger sites for this area, ranging between 0.71 ha (1.75 acres) and 1.42 ha (3.50 acres) in size.

The Queensway East area has approximately 340 parcels of land with an area of about 19 ha (47 acres). It contains mainly older warehouse buildings that have outlived their economic life. Current OCP policy for Queensway East suggests that the area be fostered for redevelopment as a high quality business park due to its proximity to the downtown and because it is already fully serviced. Doing so will require floodproofing since most of the area is in the floodplain.

It is not clear that the market will support a high quality business park in the Queensway East area in at least the shorter-term due to more attractive opportunities elsewhere in the city. However, it still remains one of the most logical potential long-term uses of the area as it redevelops and current OCP policy is proposed to remain unchanged.

Another area that has some potential for redevelopment is the area just across from the new John Hart Bridge. It is a small industrial area that contains older light industrial warehouses. Future expansion or redevelopment of the area may be a consideration.

The Carter Light area is still considered the most desirable service light industrial area, but also has the least available lots. Improved properties in this area are in demand, but the market value for properties in this area is also noticeably higher than in the BCR or Danson Industrial Parks, as well as the Hart Highway industrial corridor.

Prince George's limited supply of readily developable OCP-designated light industrial land may affect the city's economic development opportunities, particularly those that may rise from some of the transportation and distribution-related initiatives that are underway or planned. The options for creating new supply are limited in light of competing demand from commercial and residential development.

The City must also ensure that new light industrial development is appropriately separated from other uses, especially major residential areas (current and planned), which further limits the options.

And, of particular importance, new industrial development should be located where the impacts on the city's airshed, particularly in the Bowl area, are minimized. This isn't a matter of just the impact on air quality from the industrial businesses themselves through production or similar activities but also the effects of truck traffic. If, as many believe, much of Prince George's future light industrial development lies in the transportation and distribution sectors, vehicle emissions could be a significant contributor to air quality and should be part of the equation in deciding where new light industrial land is designated.

The OCP already recognizes the potential for new light industrial development on land adjacent to the airport, which is one of the few relatively large accessible areas available for greenfield industrial development in Prince George.

This has approximately 348 ha (860 acres) of vacant land that are already designated for light industrial use. Much of this area can be developed in the shorter-term with relatively modest infrastructure investment, the majority of which would be borne by the developer(s). It should be noted, however, that there are constraints to developing some portions of this area in the short term due to current parcel configurations, topography and ownership.

Another 685 ha (1,693 acres) currently designated for agricultural use west of the airport are proposed by the property owners to be removed from the Agricultural Land Reserve and eventually re-designated and zoned for light industrial use. If made available, this area would satisfy the anticipated light industrial land demand in Prince George for many years. It would have the added benefit of directing much of the city's future industrial development away from the Bowl airshed along with a large amount of truck traffic.

However, the cost of fully servicing these lands is substantial, with a very preliminary estimate based on recent infrastructure projects in Prince George putting the cost at roughly \$36 million (2007 dollars). This includes building a bypass route through the area to industrial road standards (with street lighting) connecting Highways 97 and 16, along with sewer and water trunk lines.

Another potential source of light industrial land supply, albeit longer-term, may be the redesignation of certain areas currently in heavy industry use that may be vacated.

## **6. PLANNING OPTIONS**

Prince George has a growing shortage of readily available zoned and serviced light industrial land. Although there is a relatively large amount of vacant land designated for light industrial development in the OCP, much of it will require

infrastructure investments to develop. There is mounting concern that, unless more supply is brought on-stream in the short-term, prices will rise and economic development opportunities will be affected.

While there is general consensus in the real estate and economic development communities that demand will continue to increase, there is far less certainty about how much land will be required, for what specific light industrial uses and over what time frame. The challenge for the City is to make sure that an adequate supply of light industrial land is made available in appropriate locations without large capital outlays for infrastructure that may ultimately prove not to be needed for years. A carefully phased approach is therefore needed for bringing more light industrial land on-stream.

The options and other policy consideration that follow are intended as points of discussion as part of the OCP public consultation process. There may well be other suggestions arise from that process that the City should consider in updating its industrial planning policies.

## **6.1 Options for Creating More Light Industrial Land Supply**

### ***Option 1: Short-Term (Map 1)***

This option identifies the existing undeveloped and unzoned land base designated for light industrial development in the OCP. As discussed in this paper, 443 ha (1,095 acres) of land is currently designated in the OCP for light industrial development that has not yet been zoned or developed for industrial purposes. Most of this land is located west of the airport.

It is felt that this land base will be sufficient to meet short-term demand, although some of this land is encumbered by current subdivision configuration, ownership not conducive to development by private interests and topographical constraints. Short-term is considered to be approximately 5 years.

### ***Option 2: Medium-Term (Map 2)***

This option is intended to identify a land base for future light industrial development to meet anticipated demand over a medium-term time frame of 5 to 15 years.

This option involves the addition of 250 ha (618 acres) to 300 ha (741 acres) of land to the light industrial land base. This land would be designated for light industrial development on the Future Land Use Map in the OCP. Situated west of the airport, this would facilitate the growth of a critical mass of light industrial development in this area, enabling the establishment of complimentary land uses on a phased basis.

### ***Option 3: Long-Term (Map 3)***

This option is set out to designate the required amount of land for light industrial development for a 25-year time horizon. This is the same timeframe established for the designation of land for urban residential development and for which growth projections are established for the city.

This option would involve the designation of the 685 ha (1,693 acre) land assembly for light industrial development which is currently under consideration for removal from the Agricultural Land Reserve pursuant to applications from two separate proponents.

Options 2 and 3 would necessitate a comprehensive phasing plan, as well as detailed planning of land use and servicing.

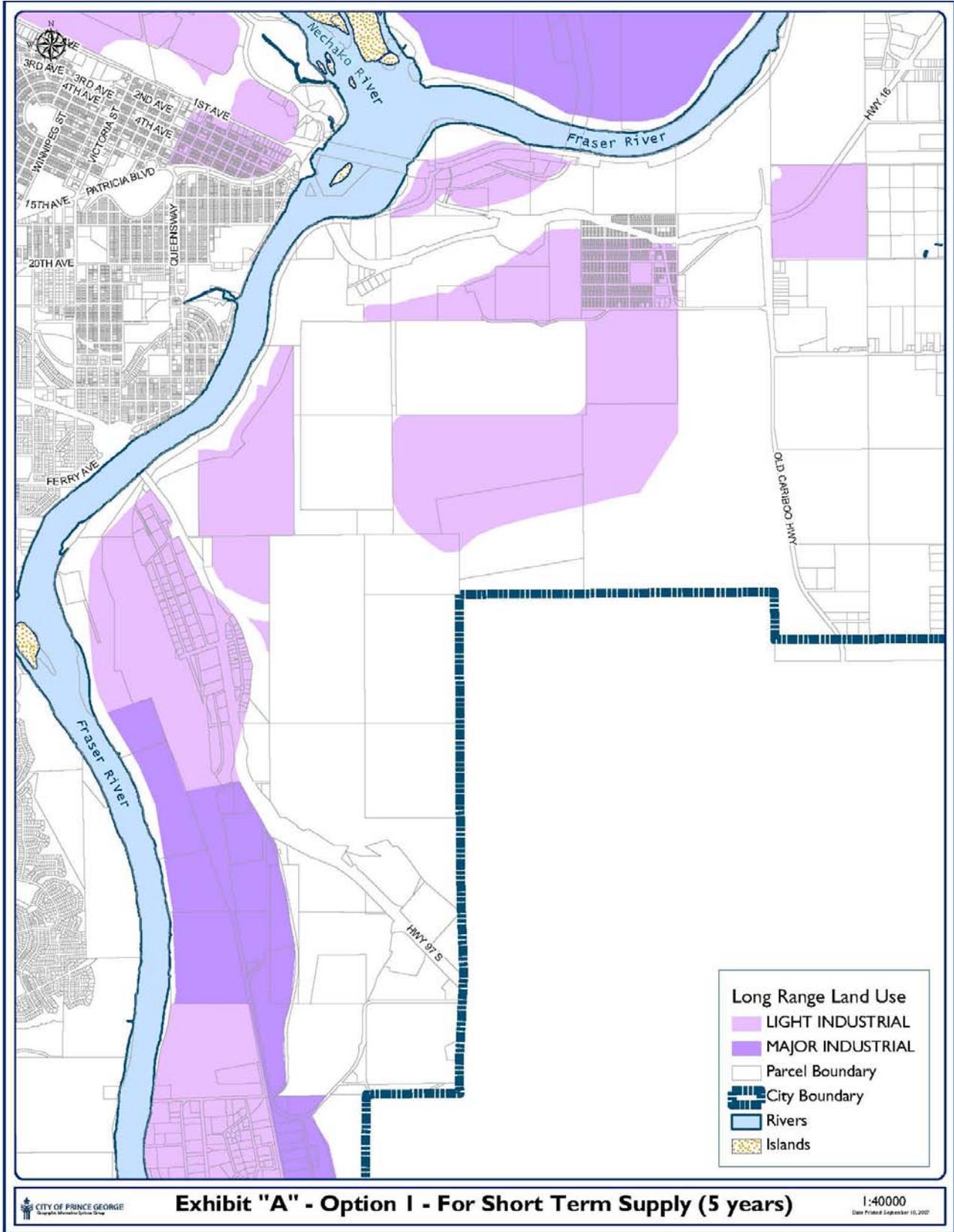
### **6.2 Stronger Emphasis on Air Quality**

A stronger policy stand in the OCP on the relationship between industrial development and air quality should be considered. This might include, for example, a statement that the City strongly encourages existing industry to reduce its air emissions and that, where it has the ability to do so, the City will not permit new industrial development, whether heavy or light, if it will adversely affect the city's airshed as a result of point source emissions.

This is particularly important if Prince George is to succeed with promoting densification and infill of the Bowl area, and in attracting more residential development to Downtown as part of revitalizing the area.

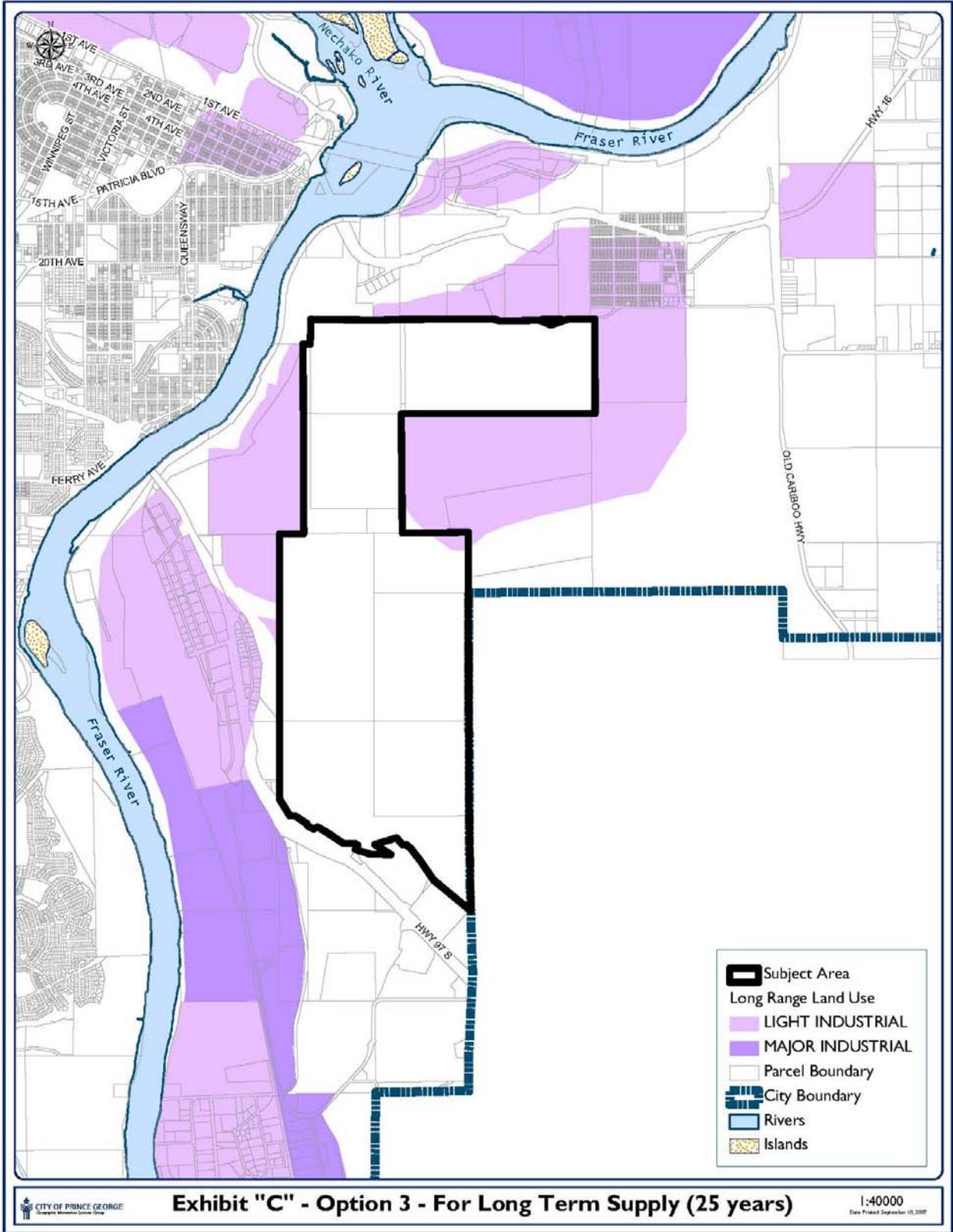
### **6.3 Redefining Major and Light Industry**

Consideration is being given to amending the current definitions of major and light industry in the OCP. For example, parcel size might be removed as one of the factors in how major industry is defined, with a focus instead on use and impacts on the community, such as air quality and traffic.



MAP 1





MAP 3