



REQUEST FOR DECISION

File # 3360-20, 3900-20

Report To: Mayor and Council
From: Director of Planning and Engineering
Presenter: Sam Loran
Subject: Administration Report No. 0003/24
Zoning Bylaw Amendment No. 2587, 2024 - RZ2023-005, Rezone
Lot 1 Plan 18031 from I-2 Integration Zone Two to M-1 Light
Industrial
Meeting: Regular Council
Meeting Date: 08 Jan 2024

RECOMMENDATION:

"THAT, Zoning Amendment Bylaw No. 2587, 2024 be introduced and read for the first and second times by title only,

AND FURTHER THAT, a Public Hearing be scheduled for Monday, January 22, 2024 at 6:00 p.m. in City Hall Council Chambers".

CAO'S COMMENTS:

Staff support this proposed zoning amendment since it brings the property into alignment with the current and future intended uses of the area.

ALTERNATIVE RECOMMENDATION: "THAT, Administration Report No. 0003/24 - Zoning Bylaw Amendment No. 2587, 2024 - RZ2023-005, Rezone Lot 1 Plan 18031 from I-2 Integration Zone Two to M-1 Light Industrial be received for information."

KEY ISSUES(S)/ CONCEPTS DEFINED: The applicant is seeking to amend Zoning Bylaw 2470, 2019 to change the zoning designation of PID 011-239-883, Lot 1 Section 28 Township 83 Range 18 West of the 6th Meridian Peace River District Plan 18031, from I-2 Integration Zone Two to M-1 Light Industrial. This rezoning is intended to accommodate the use of the site as a storage yard for industrial equipment and future shop, and to bring the property into alignment with the current and future intended uses of the area.

RELEVANT POLICY:

Official Community Plan:

This application is within the Urban Development Area 8 – Swanson Lumber Road as designated in the OCP. This Swanson Lumber Road lands were brought within the City’s boundaries as part of a boundary extension in 2016. Section 7.8 of the OCP details the policies related to Urban Development Areas.

The goal of Urban Development Area 8 (UDAS) is to “Develop the Swanson Lumber Road lands in a sustainable, well-planned manner that minimizes impacts on surrounding developments.” UDAS requires a Neighbourhood Plan for any future development. Rezoning is not considered development, as defined by the City of Fort St. John’s Subdivision and Development Servicing Bylaw. However, one of the goals for Neighbourhood Plans in UDAS is to cluster industrial development. This rezoning aligns with the intent of the OCP as it will cluster industrial lots for future development.

Surrounding OCP Uses:

The surrounding and directly adjacent future land-uses are:

- | **North: Urban Development Area 8**
- | **South: Urban Development Area 8**
- | **East: Urban Development Area 8**
- | **West: Residential, Neighbourhood Commercial and Public Utility.**

The Station currently designates Residential, Neighbourhood Commercial and Public Utility as the future land uses within proximity to this property. Northern Lights Drive separates these uses from the subject property. The OCP dictates that all industrial uses within Urban Development Area 8 must be buffered from non-industrial developments located around the Urban Development Area. The Zoning Bylaw further outlines buffering requirements for Industrial lots that are adjacent to a different zone. Due to these requirements, planning staff does not anticipate future land use conflicts to arise from this application.

Zoning Conformance:

The intent of the I-2 Zone is to “provide an integration zone for lands that have been incorporated into the City of Fort St. John in 2016. The future direction of these lands will be that set out by the neighbourhood plan for this area.”

A neighbourhood plan for the Swanson Lumber Road Area is currently being developed but has not been adopted. However, the proposed rezoning to M-1 Light Industrial is consistent with the zoning designation of seven properties to the south and one to the north. The proposed rezoning also aligns with the future intent of the area.

The intent of the M-1 Light Industrial Zone is to "provide lands for uses that are light industrial and have or are in close proximity to highway access." This property is within 900m of the Alaska Highway and meets these criteria. The current proposed use is as an Industrial Storage Yard with the potential for a future shop. Industrial Storage Yard is a permitted use in the M-1 Light Industrial zone. A full list of permitted uses on M-1 Light Industrial zoned lots can be found attached.

Surrounding Zonings:

The surrounding and directly adjacent Zonings are:

- | **North: I-2 Integration Zone Two & M-1 Light Industrial**
- | **South: M-1 Light Industrial**
- | **East: I-3 Integration Zone Three**
- | **West: C-4 Highway Commercial and C-3 General Commercial**

The current zoning mix of this neighbourhood is C-3 General Commercial, C-4 Highway Commercial, M-1 Light Industrial, I-2 Integration Zone Two and I-3 Integration Zone Three. During and since the 2019 Zoning update, the following properties re-zoned from I-2 Integration Zone Two to M-1 Light Industrial: 7323, 7407, 7519, 7811, and 8411 Northern Lights drive. The property at 8211 is being used for Light industrial on half of the lot while the south half remains residential (this split land use existed prior to the boundary expansion). These zoning changes brought the properties into compliance with their existing land uses.

Industrial Land Strategy:

The Industrial Land Strategy (ILS) identifies this property as a hotspot for future industrial lands. Areas southeast of 100 Ave, particularly those around the Louisiana-Pacific OSB plant are identified as having good potential for industrial development. This property is west of the OSB Plant. The ILS also identifies that the average size of vacant industrial lots is 2 acres. Landowner feedback identified that the majority of industrial business required a parcel larger than 2 acres. This parcel is approximately 5 acres making it an ideal size for industrial development. Landowners also identified access to the Alaska Highway for trucks as the most common advantage of current industrial lands. This property is located within 900m of the Alaska highway and is accessed by Northern Lights Dr. (commonly referred to as "The East Bypass Road").

IMPLICATIONS OF RECOMMENDATION

COMPLIANCE WITH STRATEGIC PILLARS:

Economic Development – Enhance community economic development to provide opportunities and sustainability for Fort St. John.

COMPLIANCE WITH STRATEGIC PRIORITIES:

Economic Development:

Creating new opportunities for businesses within our community by converting Integration Zone land into industrial land. Directing industrial uses towards lands adjacent to existing industry reduces conflict with non-industrial uses and allows for more efficient servicing of industrial lots.

GENERAL: The applicant provided a rationale letter for the proposed rezoning which can be found attached. In summary, the landowner believes M-1 Light Industrial would be the highest and best use of the land as all properties south until the Alaska Highway are already zoned M-1. The landowner states they would like to use the land as a storage lot for equipment and one day build a shop for their company. Planning staff supports this rezoning as it clusters industrial development and aligns with the Industrial Land Strategy. Rezoning this property to M-1 Light Industrial is consistent with other land uses in the area and with the City's vision for the area. This rezoning is not anticipated to generate major land use conflicts.

ORGANIZATIONAL: Should Council give the proposed bylaw first and second readings, planning staff will send notification pursuant to Section 464 of the Local Government Act and a Public Hearing will be scheduled.

FINANCIAL: N/A

FOLLOW UP ACTION: Should Council give the proposed bylaw first and second readings, Administration will advertise the Public Hearing and mail notifications to affected property owners within a 100m radius of the subject property.

COMMUNITY CONSULTATION: Should this application receive first and second reading, a Public Hearing will be scheduled for January 22, 2024 at 6:00 pm in City Hall Council Chambers pursuant to Section 464 of the Local Government Act. The zoning amendment and Public Hearing will be advertised on all City social media platforms as well as the City's webpage.

COMMUNICATION: Should this application receive first and second reading, notification will be mailed to affected property owners within a 100m radius of the subject property pursuant to Section 499 of the *Local Government Act*. Signage advertising the Public Hearing will be placed on-site. The application will also be advertised on the City's social media (Facebook) page and website.

DEPARTMENTS CONSULTED ON THIS REPORT: Referrals including all internal City departments and multiple external agencies were sent on November 9, 2023.

Attachments:

Attachment 1: Application

Attachment 2: Context Map

Attachment 3: Applicant's Rationale

Attachment 4: Adjacent Property Zoning Designations

Attachment 5: Excerpt from Industrial Land Strategy

Attachment 6: Permitted Uses in I-2 Integration Zone Two

Attachment 7: Permitted Uses in M-1 Light Industrial

Attachment 8: Zoning Amendment Bylaw No. 2587, 2024

RESPECTFULLY SUBMITTED:

Sam Loran, Planner I

04 Dec 2023



City of Fort St. John
4000 40th Street, Fort St. John, AB T8J 1A1
403-942-2200 ext. 2200
403-942-2200 ext. 2200

APPLICATION FOR AN OCP AND/OR ZONING AMENDMENT

OCP/Zoning Amendment Application Fees (please indicate which type you are applying for):

- OCP & Zoning Amendment = \$1500.00
- OCP Amendment = \$1000.00
- Zoning Amendment = \$1000.00

****Advertising is additional to these charges and is billed separately**

- PRE-APPLICATION MEETING IS REQUIRED, Date Completed: _____
- OCP/ZONING AMENDMENT CHECKLIST submitted with this application.

PLEASE PRINT

Registered Owner(s): _____ Business Name: _____

Mailing Address: _____

Daytime Phone: _____ Cell: _____

Fax: _____ Email: _____

APPLICANT IF DIFFERENT THAN OWNER:

Applicant Name: _____ Business Name: _____

Mailing Address: _____

Daytime Phone: _____ Cell: _____

Fax: _____ Email: _____

AMENDMENT INFORMATION: *Attach a separate page if more space is needed to provide information below.

Civic Address: Lot 1 East By pass Parcel Identifier (PID): 011-239-883

Lot/Unit 1 Section 28 Block _____ Township 83 Range 18 W6M Plan PGP18031

Existing Use of Land &/or Building: ALR

Description of Proposed Use/Development: Light Industrial

Has Development Started? YES NO



City of Fort St. John
1867 10 Street East, Fort St. John, BC V1J 4Z9
250-781-8550 (city hall)
250-781-4100 (fire/amb)

OCP/ZONING AMENDMENT APPLICATION CHECKLIST

This checklist of submission requirements shall be attached to all OCP/Zoning Amendment applications. All of the following information is necessary to facilitate the review and evaluation of your application. All items submitted must be clear and legible.

The City of Fort St. John will accept complete applications only for review. Thank you for your cooperation.

All Boxes Shall be "Checked" And Items Attached to the Application

COPY OF CURRENT CERTIFICATE OF TITLE(S):

- No more than 30 days old at time of application.** May be obtained from BC Online or a British Columbia Land Title Office. If applicant is not the registered owner, a letter of authorization from the registered owner must accompany the Certificate of Title.
- Copies of any restrictive covenants, easements or caveats registered on title(s).

APPLICABLE FEES / DEPOSITS:

Development fees must be made payable to the City of Fort St. John and are payable at time of application submission. OCP/Zoning Amendment Review Process will not commence until after the OCP/Zoning Amendment Application fee is paid in full.

Deposits requirements may vary. A list and calculation of required deposits will be provided to the applicant based on the OCP/Zoning Amendment application submitted.

DEVELOPMENT SPECIFIC INFORMATION:

- Detailed Studies (upon request) – Studies showing the potential impact of the proposed development on traffic patterns, shadowing, utilities, drainage in the area etc.
- Geotechnical reports covering environmental contamination concerns and other aspects such as slope stability, soils etc.
- Submission of Detailed Description of the proposed use and/or development.
- Site Profile.
- Lighting Plan for parking lots greater than 20 stalls; stamped and sealed for approval consideration.
- Any other information as deemed necessary by the Planning & Engineering Department to properly evaluate the application.



THE FOLLOWING MUST BE PROVIDED: **ONE (1) HARD COPY SET OF ALL PLANS (TO SCALE) AND;**
ONE (1) SET OF DIGITAL DRAWINGS (DWF/DWG/PDF)

PLANNING REVIEW REQUIREMENTS

SITE PHOTOS:

- Colour photographs of the site in its current state.

SITE PLAN:

- Standard Information: legal description of the land, civic address, north arrow, plan scale.
- All dimensions to be in **METRIC** – meters and decimals thereof.
- Location and dimensions of property lines. Please not adjacent uses.
- Location of any encroachments on the property.
- Location of any existing and/or proposed buildings dimensioned to property lines and/or structures including all appurtenances (street lights, utility pedestal, etc.) retaining walls, fences, sidewalks, playgrounds and all other physical features.
- Existing utility right of ways and easements.
- Proposed front, rear and side yard setbacks (dimensioned to the property lines).
- Proposed parking areas (fully dimensioned in metric), location of drive-thru queuing lanes, etc.
- Existing and proposed accesses.
- Location of screened garbage collection facilities.
- Written information provided on this plan shall include parking stall requirement calculations, information on the level of illumination, where lighting may affect adjacent residential properties.

DETAILED LANDSCAPE PLAN:

Landscape plan(s) may be required. Landscape Plan(s) must be drawn at a scale of 1:500 or larger, be submitted **IN COLOUR**, and must clearly identify the following:

- North Arrow.
- Property lines.
- Adjacent land uses.
- All on-site structures and buildings.
- All storage areas (for snow, garbage, recycling, goods).
- Pedestrian pathways and connections to off-site routes.
- Surface treatments of all areas, hard and soft (ire: mulch, stone, concrete, sod).
- Existing plant material drawn and labeled.
- Proposed plant material drawn to scale based on mature canopy size.
- Location of any bike racks.
- Location of any bus stops.
- Buffering and screening as applicable to the development.
- Proposed plants labeled with a key, cross referenced to a plant list.
- Plant list includes botanical and common name, size, condition and quantity columns.

- Plans match City of Fort St. John's current Zoning Bylaw and/or Subdivision and Development Servicing Bylaw.
- Detailed installation notes to the Landscape Contractor based on the instructions within the current Zoning Bylaw and/or Subdivision and Development Servicing Bylaw.
- Itemized areas of on-site pavement, landscaping – existing lighting, trees, and any other pertinent features.

ENGINEERING REVIEW REQUIREMENTS (IF REQUESTED)

Note: Site Plan(s) already approved by Planning must be updated, reviewed and re-approved if site layout changes due to site engineering requirements.

SERVICING PLANS (must be stamped and sealed):

- Location of all existing services on site and on adjacent lands that may be affected by the proposed development.
- Proposed location of all deep services, including water, storm and sanitary services. Include information on service sizes, pipe length, and slopes, rim and invert elevations on all manholes/catch basins/hydrants.
- Proposed location of all shallow utilities including power, telephone, cable and gas services, including proposed locations of all transformers and other appurtenances.
- Existing or proposed driveway accesses.

GRADING PLANS (must be stamped and sealed):

- Designed on-site storm water management plan and design calculations as per the current Subdivision and Development Servicing Bylaw design Standards.
- Proposed elevations at the corners of all proposed structures.
- Proposed slopes/grades (indicated as a percent).
- Spot elevations throughout the site on both paved and soft landscape surfaces demonstrating positive and effective drainage. Show existing elevations along property lines and 1.0 m off-site along the perimeter.
- The location of manholes/catch basins onsite with rim and invert elevations.
- Location and heights of existing and proposed retaining walls.

The Zoning Bylaw, Subdivision and Development Servicing Bylaw and any other statutory documents can be located on the City of Fort St. John website: www.fortstjohn.ca.

Additional information may be required during the processing of any OCP/Zoning Amendment Application.



ZONING AMENDMENT



Legend
 Subject Lot



ZONING AMENDMENT NO. RZ2023-005
 PID: 011-239-883
 LOT 1, SECTION 28, TOWNSHIP 83, RANGE 18,
 WEST OF THE SIXTH MERIDIAN,
 PEACE RIVER DISTRICT PLAN 18031

This map is intended for representation only. There is no guarantee of currency and accuracy of data shown. Please refer to legal plans for all measurements. Copyright © City of Fort St. John, Province of BC 2023.

Attachment 3: Applicant's Rationale

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

October 25, 2023

RE: Lot 1 East Bypass Road, Fort St. John BC

To: City of Fort St John,

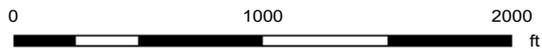
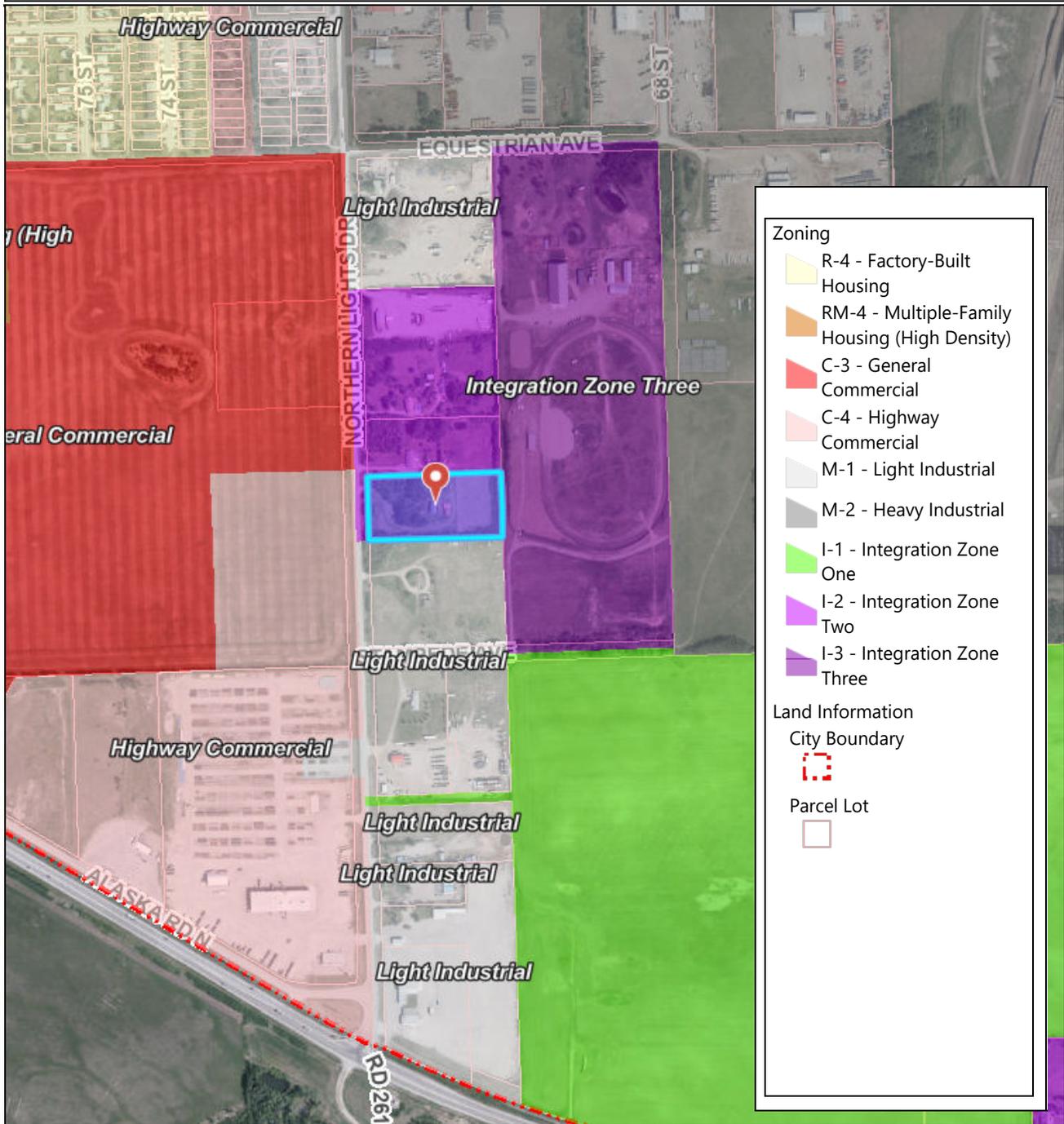
I am hoping you will consider rezoning this property from the current Integration Zone to M1 light industrial. I feel this would be the highest and best use of the land as the land to the south of it is already zoned M1 as well as the other properties going towards the Alaska highway. I would like to use this land for a storage lot for my equipment and one day build a shop for my company.

Thank you,

[REDACTED]
[REDACTED]



Lot 1 Plan 18031 and Adjacent Properties Zoning



Notes:

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

Industrial Land Needs Projections

Preparing forecasts of future industrial land requirements in a market that is subject to significant economic fluctuations is challenging. This challenge is compounded by the current, near, and potentially longer-term economic uncertainty created by COVID-19 and the resultant economic shutdown and recovery period. Nevertheless, in the section below we detail our approach to, and results from, a range of possible future industrial land need scenarios based on available data and reasonable assumptions. Insofar as possible, these projections of land needs are broken out by major industry sector. This is an important component, as different user groups will have significantly different needs for their industrial lands in terms of parcel sizes, access and egress, visibility, adjacencies, and other factors.

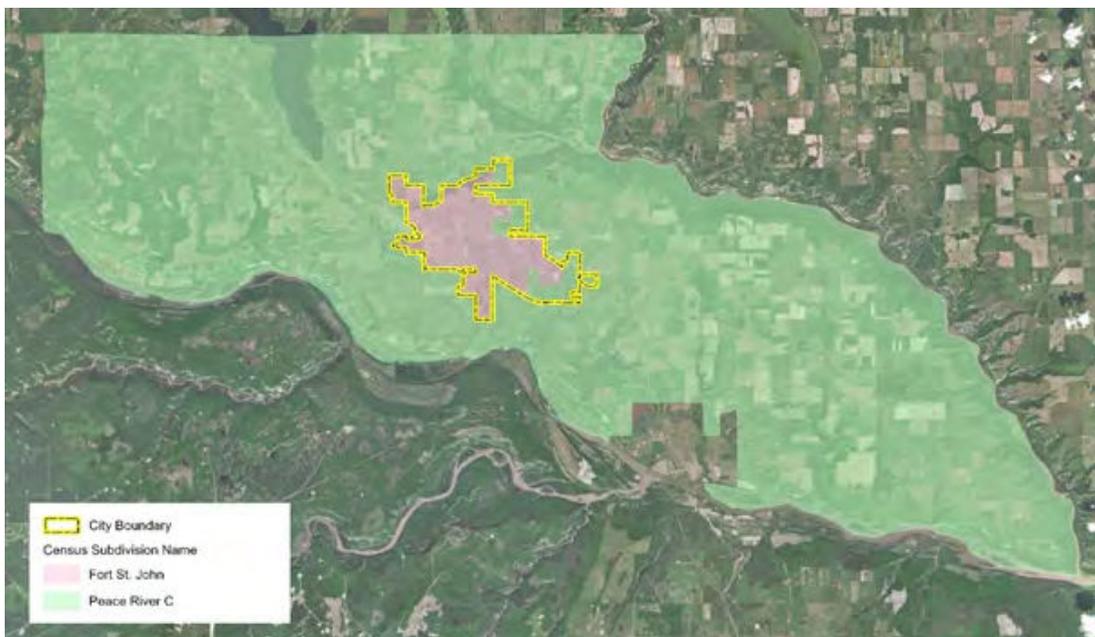
Approach

The projection approach, resulting in a range of future industrial land needs for the City, has been completed using a methodology that takes advantage of what are relatively limited available data sets. The major projection methodology is driven by a forecast of regional (defined as the Fort St. John Census Agglomeration – or PRRD Area C) employment by “Base” sector⁹, combined with:

- a capture rate (the proportion of regional growth accruing to Fort St. John)
- an allocation of the proportion of future employment, by sector, to industrial lands
- an employment density threshold (i.e. number of employees per acre of industrial land), by sector

This methodology is discussed below in further detail. Figure 17 on the following page shows the boundaries of the City of Fort St. John, the PRRD Area C, and also the areas within City boundaries that are within the ALR.

Figure 17: City of Fort St. John (Census Sub-Division) and Peace River Regional District Area C (Fort St. John Census Agglomeration) *any area in green that falls within the City boundary is in the ALR



⁹ Base or basic industry sectors are those that sustain the regional and local economy. These include agriculture and forestry, mining, oil and gas, construction, health care, public administration and education.

Regional growth projections (i.e. at the Census Agglomeration level – PRRD Area C) are based on labour force growth by North American Industry Classification System (NAICS) groupings over the 2001 to 2016 periods.¹⁰ Labour force growth, rather than employment growth, was used due to data availability constraints.¹¹ The analysis is likely not dramatically changed by the use of labour force figures. The 2001 to 2016 period was used as it is the longest period over which there exists readily available data.

Regional labour force growth is projected forward by assuming that observed changes in labour force by industry over the 2001 to 2016 period will continue into the future. That is, each industry will change by the same number of labour force participants as were added or lost per year between 2001 and 2016. It is readily acknowledged that this approach is a simplification; however, with so many determinants of labour force or employment growth, and with so many sources of uncertainty, this was deemed the most appropriate solution given the constraints. A modelling approach was also tested whereby rates of observed change by NAICS code for the province overall were reviewed and applied to the regional data set. However, it was ultimately determined that there was no sound basis upon which to apply this measure to project future growth in the Peace region, and therefore the results of that modelling are not reported here.

As an additional “scenario”, the Regional labour force projections also consider the impact of a return of the extractive industries (mining, quarrying and oil and gas) to their recent historical highs.

The measure considered at the local (Census sub-division) level is those who work at a “usual place of work” in the City of Fort St. John, by industry sector. This includes both the local employed labour force that works in the City, and inbound commuters.¹² As the study is concerned primarily with industrial lands within the City boundaries, the relevant measure for projection purposes is employment within the City, regardless of place of residence.

Local employment is modelled in two ways:

1. First, “base” industry employment growth is modelled based on a ‘capture rate’ relating to regional labour force growth projections. This capture rate describes the proportion of labour force growth within the region that is assumed to translate to employment growth in the City.¹³
2. Second, “non-base” industry employment is based on a measure of historical non-base employment per measure of “base” labour income

These model components result in estimates of employment in the City of Fort St. John, by industry. As the City of Fort St. John’s actual “capture rate” of regional labour force could vary substantially (and be driven in part by the availability of appropriate lands vis-à-vis options elsewhere in the region), three capture rate scenarios are presented, at 50%, 60% and 70% of regional growth.

¹⁰ See Statistics Canada, 2001, 2006, and 2016 Censuses of Population, Statistics Canada Catalogue no. 97-599-XCB2006010.

¹¹ While employment totals can be inferred through the combination of labour force and commuter flows data sets, the latter only provides a breakdown by industry sector through custom tabulations from Statistics Canada.

¹² Statistics Canada custom data tables based on the 2006 and 2016 censuses were acquired for this project. This data set is for those with a usual place of work in Fort St. John; it excludes those with no fixed place of work, and those who work from home.

¹³ The application of capture rates raises a ‘chicken and egg’ phenomenon; for some sectors, the proportion of growth that lands in the city versus the region will be driven primarily by land availability. In the absence of available land, the growth demand will go elsewhere.

Projected employment in the City of Fort St. John by industry is converted to a measure of industrial land demand by the addition of two elements:

1. The proportion of industry employment that is likely located on industrial land; and
2. The employment density of industrial land (jobs per parcel acre)

Estimates of the share of employment by industry which is located on industrial land have been compiled as part of this study, noting that the “employment universe” from which these shares are estimated are already exclusive of jobs that have “no fixed place of work”, or are home-based. This is an important consideration, as some sectors have a majority of employees with no fixed workplace and only a minority with a fixed place of work outside the home. The latter may be mostly, or entirely, at an industrial location. If one were beginning the analysis using the entirety of the employment universe (i.e. work from home + no fixed place + usual place), the allocation of totals to industrial lands would need to be reduced. However, as this analysis begins with a data set that already eliminates all but those with a usual place of work, the allocation to industrial lands is higher.

After allocating shares of usual place of work employment to industrial lands (by sector), finally a measure of employment density is applied (jobs per parcel acre) to convert projected employment on industrial land to projected industrial land demand. The measures of employment density are based on data collected for both the Census Metropolitan Area of Vancouver and the District of North Vancouver. It is assumed that, due to the price of land and land availability, employment density in the Vancouver CMA is higher than that which could reasonably and efficiently be expected in the City of Fort St. John. As a result, a variety of “employment density scenarios” are presented. These scenarios each use as the employment density measure a percentage of the Vancouver CMA or District of North Vancouver density measure. In particular, the scenarios for employment density at 90%, 80% and 60% of Vancouver CMA employment density are considered.

The projections presented here are the result of a relatively simplified modelling, with many assumptions. This analysis is intended to be broadly indicative, rather than predictive with a low margin of error. A summary of some of the most noteworthy limitations is presented here.

- This analysis is limited by the availability of detailed, high-frequency, and compatible data. Detailed employment and labour force data are not presented regularly for smaller geographies. This limitation is the cause of the mixing of measures, most notably the use of labour force at the regional level, and employment at usual place of work at the local level.
- Secondly, this analysis is substantially limited by the absence of strong economic underpinnings. This model relies on trends over the time period for which data is available. The economic reality as it evolves in the City of Fort St. John (or the region) may lead to substantially different results.
- Finally, the use of speculative “capture rates”, industrial land shares of employment, and employment densities, add to the limitations of the analysis, and to the margin of error.

Employment Change and Projections

Table 17 compares the labour force and employed labour force metrics for the City and Census Agglomeration (PRRD Area C) in 2006 and 2016. It shows that, over the 10-year period, the City increased its proportion of the region’s employed labour force from 69% to 73%; while the City added nearly 600 people to its employed labour force over that time, the region added only 40 people.

Table 17: Employment and Labour Force Comparison, City vs. Region, 2006 and 2016

	PRRD Area C			City of Fort St. John			FSJ as % PRRD Area C		
	2006	2016	Δ	2006	2016	Δ	2006	2016	Δ
In the Labour Force (Census Profile)	15,710	16,885	1,175	10,875	12,270	1,395	69%	73%	119%
Employed (Census Profile)	15,010	15,050	40	10,345	10,940	595	69%	73%	1488%
Labour Force / Local Employment (Data Tables)	15,620	17,310	1,690	9,870	9,780	-90	63%	56%	-5%
Basic Labour Force / Local Employment (Data Tables)	7,385	8,570	1,185	3,880	4,025	145	53%	47%	12%

Source: Statistics Canada 2006 and 2016 Census

Using the projection methodology outlined above, between 2020 and 2040 the City of Fort St. John could see employment growth across all sectors of between 3,050 and 5,300 net new employees. This would place total employment at usual places of work in the City at 31% to 55% above levels observed in 2016. The relatively wide range is a function of the variable capture rates of regional labour force growth, as discussed above.

Within the sectors that are primary users of industrial land, employment growth is projected as follows:

Table 18: Incremental Employment Growth Projection by Major Sector, 2020 to 2040

	Capture Scenarios				
	40%	50%	60%	60% + Ext.	70%
Mining, Quarrying, Oil and Gas	317	397	476	636	555
Construction	403	503	604	604	740
Manufacturing	227	283	340	340	397
Wholesale Trade	113	141	169	185	197
Transportation and Warehousing	93	117	140	153	164
Professional, Scientific and Technical Services	196	245	294	321	343
Repair and Maintenance	88	109	131	131	153

Source: Urban Systems Projections

The capture scenarios refer to the proportion of regional growth that is captured within the City boundaries. The “60% + Ext” scenario is a modification of the 60% capture scenario, in which an override is conducted which would see the extractive sectors (mining, quarry, oil and gas) rebound to their recent employment highs, and other sectors with direct ties to them seeing corollary benefits.

Table 19 presented below provides sector-based projections of total employment at usual places of work in Fort St. John under the 60% capture scenario, from the 2016 baseline to 2040. Under this scenario (which can be considered a reasonable mid-point or “reference” scenario), total employment is expected to reach 12,700 by 2030 and nearly 14,900 by 2040.

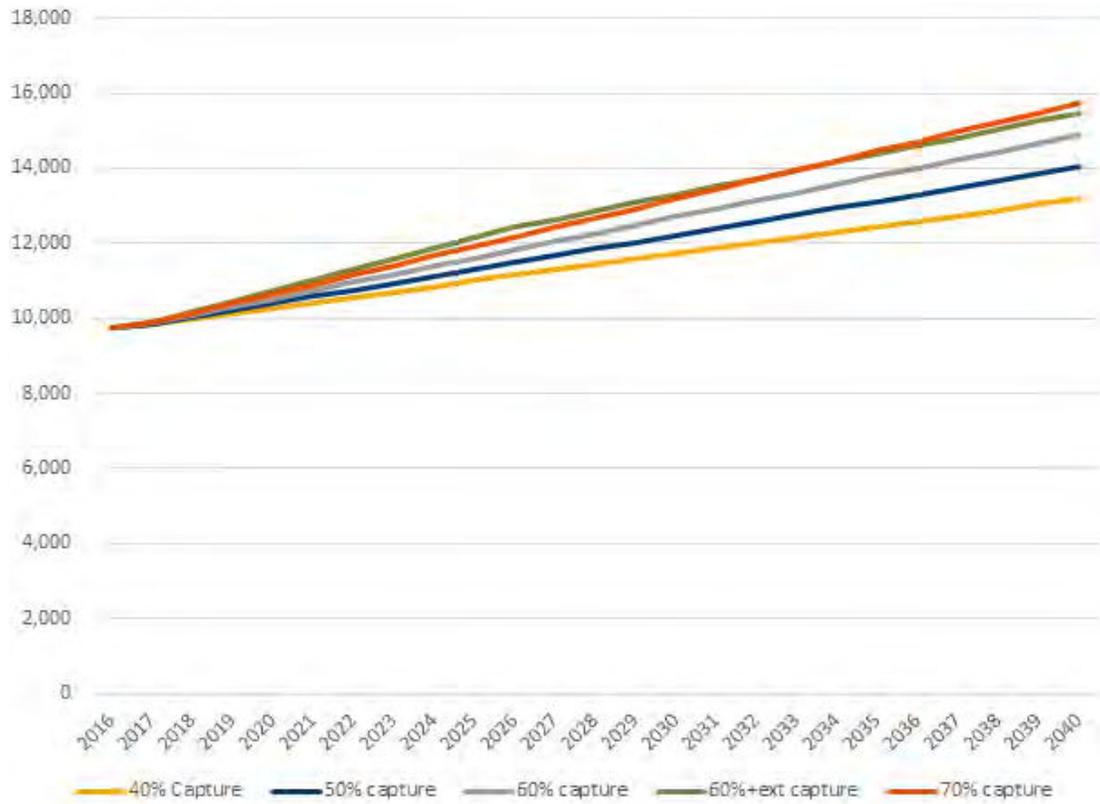
Table 19: Employment Projections, Usual Place of Work, Fort St. John, 60% Capture Rate, Annual Regional Basic Growth at 2001-2016 Levels

	2016	2020	2025	2030	2035	2040
11 Agriculture, forestry, fishing and hunting	105	109	114	119	124	129
21 Mining, quarrying, and oil and gas extraction	670	760	879	998	1,117	1,236
22 Utilities	75	85	94	103	112	121
23 Construction	535	656	807	958	1,109	1,260
31-33 Manufacturing	415	478	563	648	733	818
41 Wholesale trade	370	405	448	490	532	575
44-45 Retail trade	1,585	1,696	1,873	2,050	2,227	2,404
48-49 Transportation and warehousing	310	336	371	406	441	476
51 Information and cultural industries	80	85	94	103	112	121
52 Finance and insurance	380	400	442	484	525	567
53 Real estate and rental and leasing	260	288	318	348	378	408
54 Professional, scientific and technical services	660	704	778	851	924	998
55 Management of companies and enterprises	0	0	0	0	0	0
56 Administrative and support, waste management and remediation services	280	299	330	361	392	423
61 Educational services	780	775	769	763	757	751
62 Health care and social assistance	1,000	1,042	1,095	1,148	1,201	1,254
71 Arts, entertainment and recreation	150	165	183	200	217	234
72 Accommodation and food services	970	1,040	1,149	1,257	1,366	1,474
81 Other services (except public administration)	595	635	701	767	833	900
91 Public administration	530	563	604	645	686	727
Total	9,750	10,523	11,611	12,700	13,788	14,877

Under the low (40%) and high (70%) capture scenarios (not shown), employment at usual places of work in Fort St. John by 2040 is projected to be between 13,200 and 15,700.

Figure 18 below shows total employment projections from the 2016 baseline, to 2040, under each of the employment capture scenarios. The 40% and 70% scenarios provide reasonable upper and lower bounds.

Figure 18: Employment Projections (Totals), Fort St. John, 2016 to 2040



Employment on Industrial Lands

As discussed in the methodology, future employment projections were allocated to industrial lands based on a review of available data and discussions with city staff. While the custom data tabulations from Statistics Canada locate the number of employees working in the City by industry sector, they do not geo-locate those jobs by parcel. An attempt was made to use the City's industry mapping tool (prepared by a third-party for the Economic Development department) as a proxy indicator of the proportion of jobs in a given sector that may fall to industrial lands; however a review of the spatial allocation of some of the data points revealed questionable results. Ultimately, estimates were made based a combination of spot checks of businesses against the zoning layer, discussions with staff, and information derived from similar work in other BC markets.

Table 20 provides a projection of employment on industrial lands, by sector, based on the same 60% regional capture rate as shown in Table 18 above.

Table 20: Employment on Industrial Land, 60% Capture Rate, Annual Regional Basic Growth at 2001-2016 Levels

	2016	2020	2025	2030	2035	2040
11 Agriculture, forestry, fishing, and hunting	89	93	97	101	105	110
21 Mining, quarrying, and oil and gas extraction	570	646	747	848	950	1,051
22 Utilities	38	43	47	52	56	60
23 Construction	455	557	686	814	942	1,071
31-33 Manufacturing	353	406	479	551	623	695
41 Wholesale trade	315	345	381	416	452	488
44-45 Retail trade	0	0	0	0	0	0
48-49 Transportation and warehousing	264	286	315	345	375	405
51 Information and cultural industries	0	0	0	0	0	0
52 Finance and insurance	0	0	0	0	0	0
53 Real estate and rental and leasing	0	0	0	0	0	0
54 Professional, scientific, and technical services	165	176	194	213	231	249
55 Management of companies and enterprises	0	0	0	0	0	0
562 Waste management and remediation services	59	62	69	75	82	88
61 Educational services	0	0	0	0	0	0
62 Health care and social assistance	0	0	0	0	0	0
71 Arts, entertainment, and recreation	0	0	0	0	0	0
72 Accommodation and food services	49	52	57	63	68	74
81 Other services (except public administration)	370	395	436	477	518	560
91 Public administration	53	56	60	64	69	73
Total	2,780	3,117	3,568	4,019	4,471	4,924
Incremental Growth vs. 2016		337	788	1,239	1,691	2,144

Source: Urban Systems Projections

Industrial Land Needs

Industrial land needs vary depending on the employment density metrics used (i.e. jobs per parcel acre, by industry). A range of densities are used in this projection, both in terms of “baseline” density assumptions by industry sector, and density adjustments vs. that baseline (as discussed in the methodology).

The following table provides a simple summary of the incremental industrial land that will be required to accommodate industrial employment demand, under 5 employment projection scenarios and 3 employment density scenarios (15 scenarios in total). The figures show the net additional acres that will be required over 20 years.

Table 21: Incremental Industrial Land Need (Acres), 2020 to 2040

Incremental Industrial Lands, 2020 to 2040	Capture Scenarios				
	40%	50%	60%	60% + Ext.	70%
High Development Density	145	182	218	245	254
Medium Development Density	163	205	245	275	286
Low Development Density	218	273	327	367	381

Based on these scenario combinations, 20-year industrial land demand projections call for between 145 and 381 net additional acres (59 to 154 hectares) of industrial land in the City of Fort St. John. This equates to between 6.9 and 18.2 acres per year.

Table 22: Average Annual Industrial Land Need (Acres), 2020 to 2040

Incremental Industrial Lands, 2020 to 2040	Capture Scenarios				
	40%	50%	60%	60% + Ext.	70%
High Development Density	6.9	8.7	10.4	11.7	12.1
Medium Development Density	7.8	9.7	11.7	13.1	13.6
Low Development Density	10.4	13.0	15.6	17.5	18.2

Tables in Appendix B provide detailed breakdowns of projected land needs under each scenario, by sector. The simplified Tables 23 and 24 below show the incremental land need (acres) that are projected for 3 sectors that tend to be more likely users of larger land parcels: Manufacturing, Transportation and Warehousing, and Mining, Quarrying and Oil and Gas. The projections show incremental land need for each of these sectors over 20 and 10 years.

Table 23: Incremental Industrial Land Need (Acres) over 20 Years (2020 to 2040), Select Sectors (Larger Site Users)

	Capture Scenarios				
	40%	50%	60%	60% + Ext.	70%
Manufacturing					
High Development Density	34	43	51	51	59
Medium Development Density	38	48	57	57	67
Low Development Density	51	64	76	76	89
Transportation and Warehousing					
High Development Density	14	17	21	23	25
Medium Development Density	16	20	24	26	28
Low Development Density	21	26	31	33	37
Mining, Quarrying, Oil and Gas					
High Development Density	48	59	71	92	83
Medium Development Density	54	67	80	103	94
Low Development Density	71	89	107	138	125

Table 24: Incremental Industrial Land Need (Acres) over 10 Years (2020-2030), Select Sectors (Larger Site Users)

	Capture Scenarios				
	40%	50%	60%	60% + Ext.	70%
Manufacturing					
High Development Density	17	21	25	25	30
Medium Development Density	19	24	29	29	33
Low Development Density	26	32	38	38	45
Transportation and Warehousing					
High Development Density	7	9	10	11	12
Medium Development Density	8	10	12	13	14
Low Development Density	10	13	16	17	18
Mining, Quarrying, Oil and Gas					
High Development Density	24	30	36	46	42
Medium Development Density	27	33	40	52	47
Low Development Density	36	45	54	69	62

Looking at the 60% capture medium development density scenario in the tables above, we see that these three sectors show a combined need for over 80 acres (32 hectares) in the next 10 years, and 160 acres (65 hectares) over 20 years. This accounts for 66% of the total projected industrial land need over the period. Any users within those sectors that require larger parcels or wish to be co-located with other large parcel users, will not be able to find suitable lands within the City under current conditions.

It is unlikely that land demand will occur in a linear manner; that is not a realistic picture of how industrial land is developed and is particularly not realistic in a market that is subject to significant economic fluctuations. Rather, industrial land sales and development tend to be “lumpy”, with extreme variability in the amounts of land sold or brought online year to year. It is important to recognize that the assumed pace of demand per year are average figures, so may not be achieved in some individual years. Ongoing monitoring will be needed.

Land Needs vs. Supply

If 100% of the vacant industrial land base were equally usable for all industry sectors, then this land base would be sufficient to accommodate 100% of the 20-year demand in all but three of the demand scenarios, and 100% of the projected 10-year demand in all demand scenarios. We know, however, that the vacant industrial land base (zoned and designated) is constrained in a number of ways, and is therefore insufficient to accommodate long-term need for all industry segments:

- The average parcel sizes are relatively small (2 acres)
- 97% of the available parcels are less than 10 acres
- 91% of the available parcels are less than 5 acres
- 66% of the available parcels are less than 1 acre
- There are only 3 parcels of greater than 30 acres, and only one of them is well located vis-à-vis other heavy industry

- The opportunities to assemble small parcels into larger industrial lots are limited in many areas due to lot configuration challenges, and by fragmented property ownership
- The location of much of the vacant supply is not conducive to the emergence of a significant cluster of heavy industrial users, most of whom will require large (at least 20-acre) lots, and in some cases much larger lots (50-75 acres).

While the vacant land base may be suitable for many industrial user types who can operate easily on parcels in the 1-to-10-acre range, it will not be suitable for all sectors over the next decade. As shown in the tables above, there will be a need to bring larger land parcels online in the future if demand from large-lot users is to be captured in the City.

Input from Industry Stakeholders

To supplement the quantitative projections of future demand, outreach was conducted with existing users and owners of industrial lands in Fort St. John. This outreach took the form of an online survey, conducted in the fourth quarter of 2019. Letters were mailed out in mid-October by the City to all businesses currently operating on industrial lands, as well as to the owners of vacant industrial parcels. The mail-out directed would-be respondents to an online survey link, hosted on the City's "Let's Talk" webpage. The survey link remained live until November 10, 2019.

The survey asked a variety of questions of stakeholders around themes that included:

- Short, medium, and long-term business strategy and associated land needs
- Intended use for parcels
- Challenges with pursuing their intended plan of action
- Future land needs and opportunities

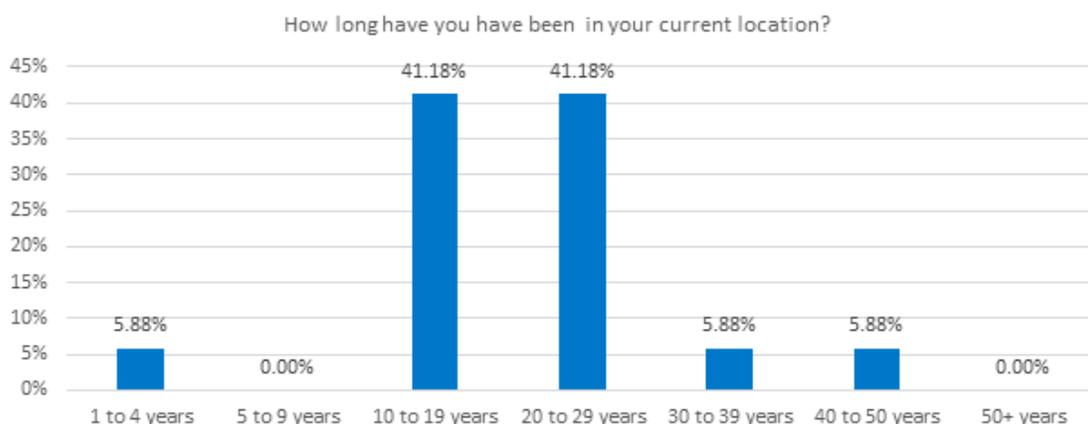
It also asked for information on current operations including:

- Parcel sizes and built floor area
- Employment levels
- Length of tenure at location
- Advantages and disadvantages of their location

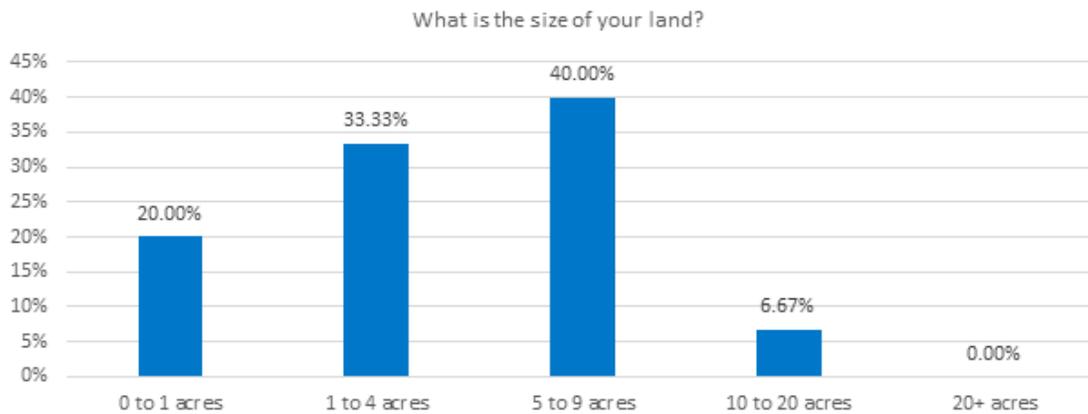
Questions in the survey were answered by 45 different respondents; however, most questions saw relatively low response rates. Of the 45 respondents, 67% identified as business operators, and 33% identified as owners of a vacant parcel.

Tenure, Land Area, Built Space and Staffing

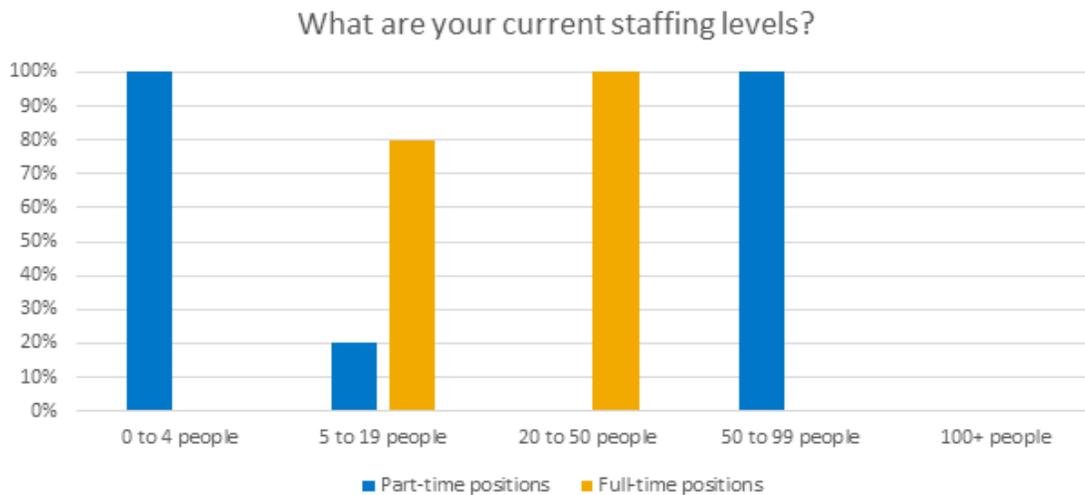
- 41% said they had been in their location for 10-19 years, and 41% for 20-29 years. One response indicated tenure in the same location for 40-50 years Current Facility Size (responses = 12)



- Altogether, these respondents represented nearly 200,000 square feet of built industrial space, with an average floor plate of 20,000 square feet
- 15 people responded to a question asking the size of their parcel. 40% operated on parcels of 5-9 acres, while 33% operated on parcels of 1-4 acres.



- 65% of respondents indicated staffing levels of 20-50 people, while 35% indicated staffing of 5 to 19 people
- Altogether, respondents are representative of industrial businesses that employ an aggregate of between 256 and 648 people. This is between 8% and 21% of the estimated employment on industrial lands in the City in 2020.



Locational Advantages and Disadvantages

Questions were posed on the current locational advantages and disadvantages of active industrial land users.

- Respondents were asked to identify the top 3 advantages of their current location within the City of Fort St. John
 - » The most cited advantage was related to proximity to the Alaska Highway, and access / egress for heavy trucks and machinery
 - » The second most cited advantage was around the theme of industrial agglomeration. This included comments such as proximity to supplies and repair / maintenance operators, ease of access for other services, and proximity to both amenities and accommodation for workers
 - » The third-most cited advantage was a corollary of Alaska highway proximity, as it was related to exposure and visibility for marketability
- there were fewer comments on locational disadvantages
- the disadvantage cited by more than one respondent was around the theme of tax burden of a location within the City, as compared to the PRRD
- other disadvantages noted were:
 - » lack of room for expansion on-site
 - » lack of drainage
 - » lack of services (utilities)
 - » lack of road paving
- 11 of 12 respondents said they intend to remain in their current location, with little to no change in their facility and land area
- Most respondents indicated that any evolution of their product / service offerings will be driven by changes to the macro-economic environment, in particular the future oil and gas
- One respondent anticipated continued growth as the city's population grows
- One respondent indicated a desire to expand to better serve clients outside of the city
- 50% of respondents indicated a likely increase in staffing levels in the next 10-years.
 - » One cited a doubling of staff, but also noted a likely increase in the ratio of sales-to-employees driven by technological change
 - » Another indicated the addition of 2-5 staff
 - » The third identified future staffing will be "as required" to serve the market
- The other 50% of respondents cited future staffing as being dependent on the future of the oil and gas sector
- 50% of respondents identified parcels of 2-4 acres in size as the optimal size to operate their business
- 30% of respondents cited a need for parcels of 1 acre or less, while another 30% identified a need for parcels of 5 to 9 acres in size
- 1 respondent cited a need for 10-to-19-acre parcels

Future Operational Needs

The next series of questions asked users and owners to describe their future business requirements, and how this might translate into additional need for floor space and land.

- 3 of the 5 respondents cited a lack of site servicing as a barrier to their intended plan of action for their property
- 2 respondents cited site layout or topographical challenges
- 5 of 6 cited the physical condition of their current facility or site as a major challenge
- 1 cited access challenges

Future Opportunities

Survey respondents were asked a series of questions pertaining to future industry sector opportunities. These questions were open-ended allowing opportunity for respondents to respond as they wished. Answers have been clustered by theme where possible.

Respondents were asked to consider what opportunities exist for growth in key industry clusters that would add to the long-term sustainability of the community's economy. One respondent cited the lack of larger parcels in the City for companies to build on as a barrier to the emergence of this type of cluster. Other respondents answered more through the lens of what they would like to see located near their business.

Generally, there was a lack of optimism for industrial growth prospects given today's oil and gas market, and lack of support from senior levels of government for the resource sector.

Respondents were asked what kinds of industrial businesses will add the greatest value to the greater region in the coming decade and beyond.

100% of respondents identified oil and gas service companies, and the knock-on effects they bring, as the key for the region.

Critical Factors to Success of Business on Industrial Lands

Respondents were asked to rank the top factors that contribute to success of their business. Responses were tallied and presented below based on the number of responses received for each theme.

- Factor 1 – Site Access, and Accessibility (5 responses)
- Factor 2 - Site services (4 responses)
- Factor 3 – Road maintenance and qualified staff (2 responses each)
- Factor 4 – Taxes

Respondents were also asked to provide an open-ended response to regarding "critical considerations" for the City to keep in mind as it develops a long-term industrial lands strategy. Of the five respondents, the key themes were:

1. Access: clear roads, easy site access
2. Services: sufficient hydro services, and access to high speed internet
3. Property taxes
4. Permitting times

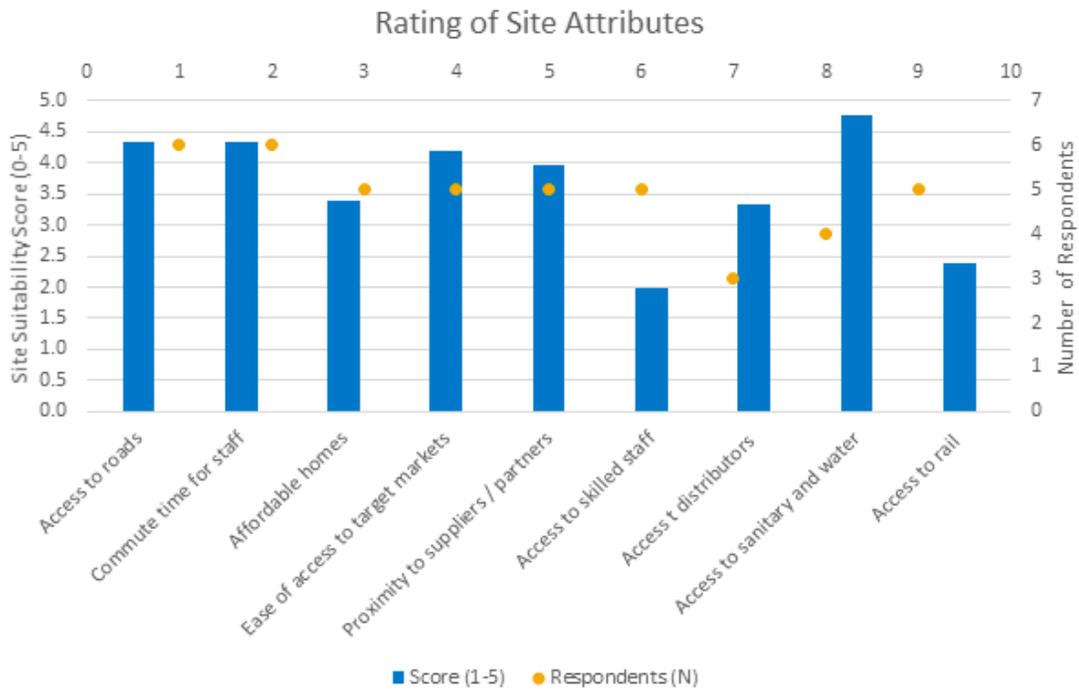
Respondents were asked to list any other "critical issues" for their business going forward. The themes presented here were consistent with those noted elsewhere in the survey:

1. Negative outlook, and lack of government support, for the oil and gas sector
2. High taxes and utility costs
3. Accessibility to sites for large vehicles

Quality of Current Business Locations

Respondents were asked to rate their current business location on a scale of 1 to 5 for each of the following factors:

- Access to road-based transportation routes
- Commute times for staff
- Affordability of homes for staff
- Ease of access to target markets
- Proximity to suppliers and partners
- Access to skilled staff and training programs
- Access to piped sanitary or water services
- Access to major distributors
- Access to rail facilities



Industrial Potential Modelling and Implications

A key objective of this document is to examine the City of Fort St. John's land base holistically, managing a range of competing interests including what is best for the community from an economic and community sustainability standpoint. An important piece of this is determining an objective approach for assessing industrial land use potential, based on a range of factors generally deemed critical to attraction and retention of industrial businesses. This assessment can be used to support future industrial land planning decisions.

Industrial Potential Modelling Methodology and Results

Urban Systems developed a GIS model to identify sites within the City boundaries of high industrial land potential. The first step in development of this model was to identify the primary, critical factors that drive industrial location decisions of end-users. To develop this list, Urban Systems used the combined input of industrial brokers, municipal staff (at Fort St. John and elsewhere), and information gathered through the preparation of similar analyses in other jurisdictions. We also reviewed current land use patterns and recent development activity. Though there are myriad potential factors which can influence a developer or industrial user's locational decisions (including lot sizes, proximity to other land uses, amenities, and services), the following were deemed the primary factors that drive location decisions for industrial business operations and land developers, and were thus built into the GIS model¹⁴:

1. Major Road Access

- with transportation costs accounting for the bulk of many industrial operators' annual costs, proximity of a prospective site to major roadway access points is a critical factor.

- Site scoring was done on a scale of 0-10, with each point below 10 denoting a distance of 100 metres from a major road access point. If a site is more than 1 kilometre from such an access point, that parcel would receive a score of 0 on this criterion.
- #### 2. Rail Access
- For some industrial users, particularly those involved in logistics, warehousing, distribution and in some cases manufacturing, the ability to access rail spurs and yards is the deal-breaking criteria for the suitability of a site. For other users, rail access may be less important.
 - As with roads, site scores were assigned on a scale of 0-10, with each point below 10 denoting a distance of 100 metres from a rail access point.
- #### 3. Airport Access
- Rounding out the transportation-related criteria is airport access. Airport proximity is important for a wide range of industrial operators due to the strategic connection created to other markets and the ability for both people and goods to fly in and out.
 - A 10-point scoring scale was used for airports, however the gradient for scoring differs from rail and road. Here, a 0-5,000m range was used; each point below 10 denotes an additional 500 metres in distance from the airport.
- #### 4. Proximity to existing industrial uses (agglomerations)
- Industrial end-users generally prefer not to pioneer new locations, unless they are of such a scale or specialized nature that a given site represents the only viable option for them in the area. For most users, proximity to existing industrial nodes or emerging industrial clusters reduces risk and offers opportunities to leverage connections to complementary businesses. Building out an industrial node offers advantages around things like sharing of infrastructure costs, or building up more elaborate input/output synergies.
 - A scoring scale of 0-10 was used, with each point below 10 denoting a distance of 100 metres from an existing industrial cluster

¹⁴ Note that the ordering of these factors does not reflect relative importance, as all factors were deemed important, with variability in level of importance a function of specific user group needs.

5. Water Main proximity

- While not all industrial uses / users will require access to municipal water infrastructure (e.g. it may not be critical for an outdoor storage facility), many industrial users will seek sites that have this amenity.
- A scoring scale of 0-1 was used, with each point below 10 denoting a distance of 100 metres from a water main.

6. Average Parcel slope

- Industrial users and developers typically find it challenging to develop industrial sites with slopes greater than 5%. In most cases, parcels with slopes that exceed this threshold are not viable for development without significant investment in earthworks
- A scoring scale of 0-20 was used, which more heavily weights slope as a key criterion
- Slope scores were assigned in 5-point increments based on average parcel slopes of 0%, 2.5%, 5%, 10%, and 15%+.

Another factor that was modelled, and which is reflected in the composite industrial land potential figures presented below, is land use designation (as per the OCP). Specifically, any land parcels with the following OCP designations were excluded from industrial potential consideration:

- Residential (including downtown residential)
- Neighbourhood commercial
- Downtown Commercial and Mixed Use
- Parks, Natural Areas and Trails

All other designations – including “Urban Development Areas” – were subject to the criteria outlined above and assigned an industrial potential score.

One possible point of differentiation for site selection criteria is whether the principle use(r) is a “light” or “heavy” industry. Some examples of light and heavy industry uses are shown below, based on principle uses listed in the Fort St. John zoning bylaw.

Table 24: Examples of Light and Heavy Industrial Uses

Light Industrial Uses	Heavy Industrial Uses
Vehicle washes	Aggregate processing and storage
Warehousing	Bulk fuel
Heavy equipment sales / storage / servicing	Food processing
Light manufacturing	Rail yards
Recycling	Heavy manufacturing and production
Wood processing	Tank farms
Freight terminals	Sawmills

Based on Fort St. John Zoning Bylaw M1 and M2 principle uses

Again, while user criteria will differ significantly even within this light vs. heavy dichotomy (noting also that there is not a clear line of delineation between what constitutes “heavy” and “light” industrial)¹⁵, the scoring criteria for industrial site potential could be varied for light vs. heavy industry through (1) exclusion of some of the above-noted site selection criteria, (2) changes to weights assigned to criteria, and /or (3) layering on additional criteria. These adjustments were not made for this modelling exercise but are considered through the qualitative assessments presented below.

¹⁵ There are many cases of overlapping principle uses in the Fort St. John zoning bylaw, with principle uses classified as either “heavy” or “light” industrial. This is reflective of the significant variability of activity, and associated externalities, within industry sectors.

Industrial Land Potential

Through aggregation of scores for the six criteria outlined above, plus the added land use designation layer which eliminates certain parcels from consideration (e.g. residential, neighbourhood commercial), a series of industrial land potential composite maps were created. Scores for each criterion, on 10 or 20-point scales (as detailed above) were added, and then converted into a simplified four-tier ranking of industrial use potential: Low, Moderate, High, and Very High.

It is important to note that the industrial land potential modelling is an attempt to identify where, from a user desirability and business viability perspective, industrial businesses would want to locate. It is not a recommendation that industrial uses should necessarily be located in any given area. Additional planning considerations will be required to determine whether an area of industrial potential is also an appropriate industrial location given a range of other considerations such as:

- Proximity of sites to, and potential for buffering from, residential areas or other sensitive land uses
- Externalities of various industries, and their relative abilities to mix or co-exist with other uses
- Whether there is a strategically higher and better use for a parcel or area to achieve a desirable pattern of future land use

With the above qualifications in mind, we present here two industrial land potential maps.

The first map (Figure 19) shows ‘hot spots’ of industrial potential – based on the user criteria and scoring discussed above – within the City. This map is inclusive of all lands that are designated Industrial, Agriculture, General Commercial, Highway Commercial, and Urban Development Area in the City’s OCP.

Figure 19: Composite Industrial Potential “Hot Spots”

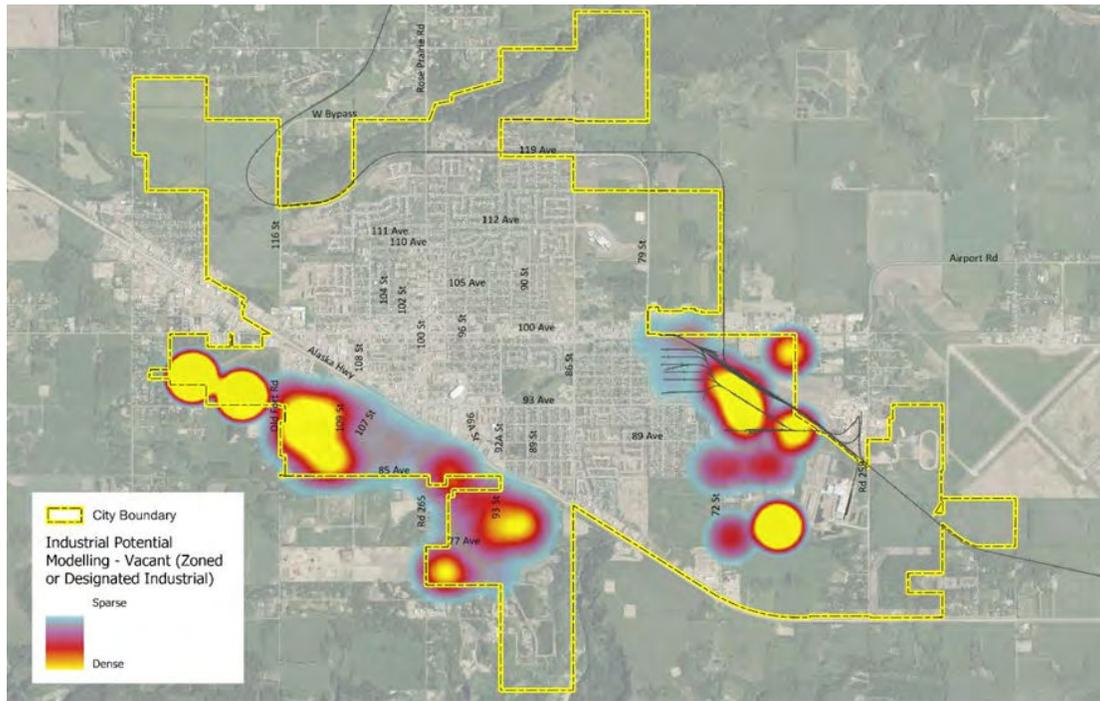


Note that this map shows as high (or very high) potential all the areas that are currently used for industrial or quasi-industrial activities in the City, and captures the vacant industrial parcels identified previously. It also flags other notable areas within the City for their very high industrial potential, including:

- Parcels south, east and west of the currently shuttered Louisiana Pacific OSB Plant
- Parcels that are both used for industrial currently, and vacant industrially zoned parcels, in the south and southwest parts of the City, both north and south of the Alaska Highway

The second map (Figure 20) shows only those 'high potential' areas that are already zoned or designated for industrial use and are currently vacant.

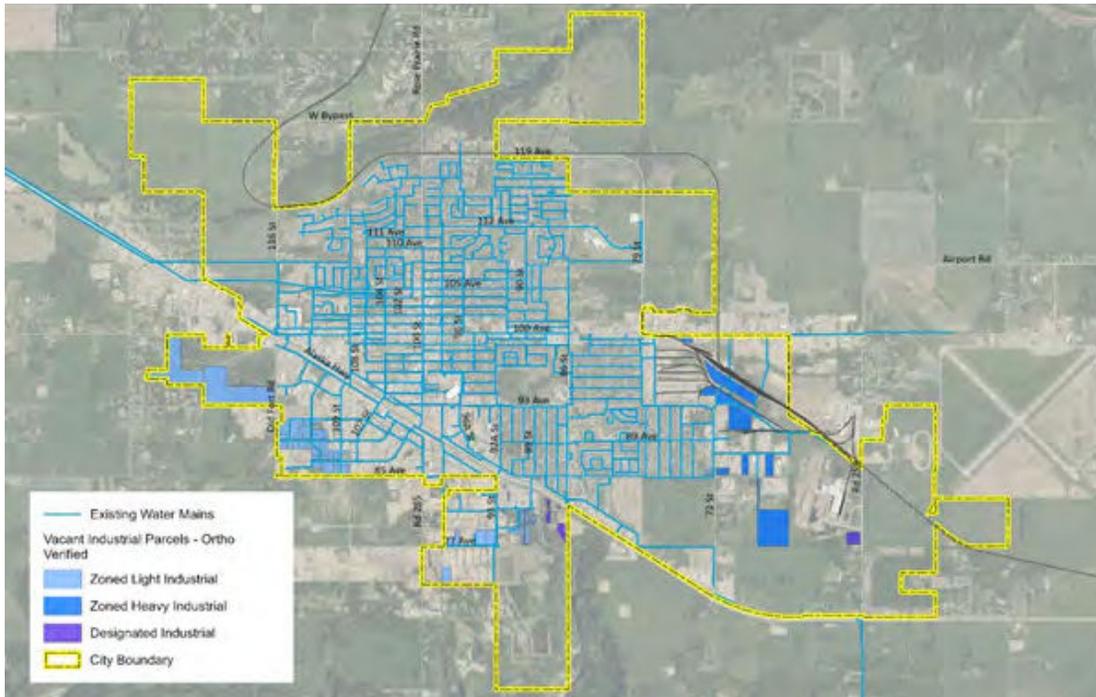
Figure 20: Industrial Potential: Vacant Lands with Industrial Zoning or OCP Designation



While not explicitly used as a criteria in identifying 'hot spots' of industrial potential, we do know that for certain user groups, the ability to bring services (particularly water service) to their sites affordably is a notable consideration when selecting a site.

Figure 21 shows an overlay of all vacant industrial parcels with the City's water mainlines. For most of the vacant parcels, water service is available relatively close to or adjacent to the sites. In the southeast area, water services would have to be run farther to provide site servicing.

Figure 21: Vacant Industrial Parcels and Existing Water Mains



As noted previously, the industrial potential scoring is an attempt to identify where, from a business viability standpoint, industrial users may wish to locate. It is not an indication that a specific parcel should necessarily be used for industrial, but rather that consideration should be given to industrial use as one future possibility for a parcel or area. Also note that the scoring of parcels will change over time if new industrial activity emerges in certain areas. An example is the parcel at the far eastern edge of the City, immediately south of the airport. This parcel receives a “high” industrial potential score but is not in the “very high” category that is assigned to the parcel immediately to its west, simply due to it being slightly farther from an existing industrial agglomeration. If additional industry were to emerge in that area, the scoring for that parcel would improve to “very high”, assuming that the parcel could be easily accessed.

For any parcel or parcel cluster, a comprehensive, multi-variate planning review will be required to determine if industrial uses are appropriate given other considerations. This potential modelling serves as a guide, offering one data point for future decision making.

Areas in the City’s southeast (south of 100 Avenue) show many areas of very high industrial land potential. The areas east, south and southwest from the OSB Plant offer excellent opportunities for industrial expansion and agglomeration. All of these lands (east and west of 72 Street) are classified as “very high” potential industrial lands due to their combination of relatively flat sites, proximity to rail, road (including the Alaska Highway) and the airport, and the presence of existing significant industrial uses.

While not explicitly modelled, these lands around the OSB Plant also offer the additional benefit of being a potential area for the emergence of a heavy industry cluster that, if planned and managed effectively, could offer long-term eco-collective efficiency. The lot configurations of much of the vacant industrial land base elsewhere in the City do not offer the opportunity that would be desirable to larger industrial users. Further, this area in the City’s southeast offers opportunity for the long-term emergence of a symbiotic industrial cluster. With

proper coordination and oversight, this could include inter-business initiatives such as:

- Wastewater heat exchange (to reduce energy cost burden)
- Effluent or other waste products used as inputs for other industry operations
- Other co-use of materials and services

Through such symbiosis, what might otherwise be negative environmental externalities can be redirected into positive environmental externalities which also lead to cost savings, better resource productivity, reduced energy and an overall contribution towards sustainability and resiliency goals as outlined in the Community Energy and Emissions Plan. The presence of such a cluster (or broad indicators of intent and ability to develop one) may also serve as a calling card for the City, helping to attract industry.

Symbiosis can emerge between firms in different sectors or operating within the same sector. However, for this to emerge, there needs to be a culture of cooperation amongst firms, as well as leadership from the city, the province, and institutional support from other entities such as UNBC or other post-secondary institutions. Non-firm institutions are usually the main sources of knowledge related to environmental management and innovation.

The south and southwest areas of the City (south of 100 Ave, straddling 100 Street) are home to much of the active industrial activity in the city, and the majority of vacant industrially zoned or designated sites. All the zoned industrial in this part of the city is light industrial.

There are many opportunities in this area for future light industrial use on individual small parcels, or through parcel assemblies to create larger, more readily useable parcels. This area is likely not appropriate for most heavy industrial players due to the relatively small lot sizes. There are some exceptions (e.g. along Old Fort Road), where medium-sized entities could be attracted by flat, square (or rectangular) sites, proximity to the Alaska Highway, and proximity to services located both along the Highway and in the city core.

28.0 Integration Zone Two

I-2

This section amended by Bylaw No. 2544, 2021

28.1 Zone Intent

The intent of this zone is to provide an integration zone for lands that have been incorporated into the City of Fort St. John in 2016. The future direction of these lands will be that set out by the neighbourhood plan for this area.

28.2 Permitted Uses

The following uses and no others are permitted in the I-2 Zone:

.1 Principal Uses

- a. Agriculture
- b. Single Detached Dwelling
- c. Market Garden

.2 Accessory Uses

- a. Accessory Building
- b. Accessory Structure
- c. Agriculture – Domestic
- d. Bed and Breakfast
- e. Home Occupation – Business
- f. Home Occupation – Office
- g. Secondary Suite

This section amended by Bylaw No. 2573, 2022

22.0 Light Industrial

M-1

This section amended by Bylaw No. 2544, 2021

22.1 Zone Intent

The intent of this zone is to provide lands for uses that are light industrial and have or are in close proximity to highway access.

22.2 Permitted Uses

The following uses and no others are permitted in the M-1 Zone:

.1 Principal Uses

- a. Animal Service Facility - Major
- b. Automobile, Marine, Skidoo and Recreational Vehicle Sales, Rental and Servicing
- c. Bulk Fuel Sales
- d. Cannabis Production Facility only on the following property:
 - i. Lot 19, Block 7, Section 30, Township 83, Range 18, West of the 6th Meridian, Peace River District Plan 9925
- e. Commercial Printing
- f. Commercial Vehicle Sales and Servicing
- g. Commercial Vehicle Wash
- h. Data Centre
- i. Factory-Built House Sales
- j. Feed and Seed Storage
- k. Freight Terminals
- l. Heavy Equipment Sales and Servicing
- m. Industrial Storage Yard
- n. Industrial Trades and Training Facility
- o. Light Manufacturing
- p. Light Passenger Vehicle Wash
- q. Mini-storage
- r. Newspaper Printing and Publishing
- s. Oilfield Sales and Services
- t. Packing Facilities for Cold Storage and Ice Plant
- u. Produce and Meat Processing
- v. Radio and Television Broadcasting, Media Production Studios and Transmitting Tower
- w. Recycling Facility

This section amended by Bylaw No. 2509, 2020

22.0 Light Industrial

M-1

22.2 Permitted Uses (continued)

.1 Principal Uses (continued)

- x. Recycling Materials Drop Off Centre
- y. Scientific and Research Laboratories
- z. Secondary Wood Processing
- aa. Single-Detached Dwelling only on the following properties:
 - ii. Lot 1, Section 36, Township 83, Range 19, West of the 6th Meridian, Peace River District Plan 18943 (PID: 010-740-953)
 - iii. Lot 2, Section 36, Township 83, Range 19, West of the 6th Meridian, Peace River District Plan 18831 (PID: 010-878-980)
 - iv. Lot 3, Section 36, Township 83, Range 19, West of the 6th Meridian, Peace River District Plan 18831 (PID: 010-740-953)
- bb. Trade Contractor Office
- cc. Truck and Truck-Trailer Sales and Servicing
- dd. Utility Transmission Station
- ee. Warehousing
- ff. Wholesale Establishment
- gg. Wrecking Yard

.2 Accessory Uses

- a. Accessory Building
- b. Suite

CITY OF FORT ST. JOHN

BYLAW NO. 2587, 2024

A Bylaw to amend City of Fort St. John Zoning Bylaw No. 2470, 2019

Council of the City of Fort St. John in open meeting assembled, enacts as follows:

1. Fort St. John Zoning Bylaw No. 2470, 2019 and Schedule 'A' attached thereto and forming part of this bylaw are hereby amended by changing the land use zone from I-2 Integration Zone Two to "**M-1 Light Industrial**" for those lands legally described as:

**LOT 1 SECTION 28 TOWNSHIP 83 RANGE 18 WEST OF THE 6TH MERIDIAN
PEACE RIVER DISTRICT PLAN 18031.**

2. If any section, subsection sentence, clause or phrase of this Bylaw is for any reason held to be invalid by the decision of any court of competent jurisdiction, the invalid portion shall be severed and the part that is invalid shall not affect the validity of the remainder.
3. This Bylaw may be cited as Zoning Amendment Bylaw No. 2587, 2024.

READ FOR A FIRST AND SECOND TIME THIS DAY OF 2024

Notice of Public Hearing posted to the City's website on 2024

PUBLIC HEARING HELD ON THIS DAY OF 2024

READ FOR A THIRD TIME AND ADOPTED THIS DAY OF 2024

LILIA HANSEN
MAYOR

BONNIE MCCUE
CORPORATE OFFICER

Schedule A

