

Appendix 'F'
To Official Community Plan
Bylaw No. 1983 - 2011

City of Terrace

TERRACE AIRPORT LANDS
AREA CONCEPT PLAN

9600274

March 2008



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1.0 INTRODUCTION

Northwest British Columbia (BC) is a favourable location for industry (see Figure 1), with extensive natural resource endowments, a multimodal transportation network and proximity to important export markets in Asia. Terrace's location as a regional transportation hub, places the City in a strategic position to benefit from these factors. It is the regional business centre, providing many of the business, government, and retail services to the surrounding areas.

The City of Terrace Airport Lands¹ are located south of the City, across the Skeena River. Terrace is a regional transportation hub and the airport is a very important component of that network. The City and Airport Authority realize the potential of the Airport Lands for industrial development and their importance for the local community and northwest region.

1.1 BACKGROUND

The Northwest Regional Airport, Terrace-Kitimat (the airport) is very important to the City of Terrace (City). The airport provides a crucial component in the regional transportation network, and is an economic driver for the City and region. The strategic location of the airport along a major highway and rail route and near the Ports of Prince Rupert and Kitimat make it a key link, part of an integrated transportation network. Tourism, forestry, mining and manufacturing industries, among others, all utilize the airport.

The City is in the process of acquiring the lands outside of and adjacent to the airport through an agreement with the Province and consultation with the Kitselas First Nation. When the agreement is completed, the lands will form the Study Area (see Figure 2). The City and Kitselas First Nation envision a partnership to ensure economic benefits will be realized for all people within the City and Region. The City, and the surrounding Regional District of Kitimat-Stikine (RDKS), lack large serviced parcels available for industrial development. Therefore, the Lands provide an opportunity that is not available within the City or the immediate area, to expand the industrial land base. City Council realizes the importance of stimulating economic activity and placing the City in a position to take advantage of opportunities related to several proposed large scale industrial projects in the region including the container port development in Prince Rupert among others.

The airport is owned and operated by the Terrace-Kitimat Airport Society (TKAS), an independent, non-governmental, not-for-profit corporation formed under the British Columbia Society Act to accept the transfer of ownership and operation of the airport from the Federal government. The airport was formally transferred on March 30, 1999. TKAS Membership consists of the City of Terrace, the Terrace and District Chamber of Commerce, the Regional District of Kitimat-Stikine, the Kitimat Chamber of Commerce, as well as other appointed members at-large.

¹ Throughout this document the following terms are used:

Lands – refers to the entire Study Area (as illustrated on Figure 2).

Airport – refers specifically to the Northwest Regional Airport, Terrace-Kitimat.

1.1.1 Study Area – The Lands

The Study Area – The Lands comprise an area that includes both the airport property and the surrounding adjacent lands. Figure 2 illustrates the study area. The airport comprises approximately 820 ha of the 2320 ha study area. The remainder of the Lands are off airport property and are comprised of large forested land parcels. The majority of these lands sit atop a plateau, making the terrain relatively flat and appropriate for development.

The inclusion of additional lands west of Beam Station Road to the study area represents an expansion of the current municipal boundary. Those lands outside of the present municipal boundary are currently within in the RDKS, and the City has applied to the Province for a boundary expansion.

1.2 LEGISLATION

The Airport Lands fall under municipal, provincial and federal jurisdiction.

1.2.1 Municipal Policies

The airport property is held in ownership by the Terrace Kitimat Airport Society for Airport Operations and Transport Canada delegates the approval of aviation related uses to the owner operator of the airport.

Subdivision and approval of non-aviation uses on an airport are the delegated responsibility of the local municipality as the airport falls within the boundaries of the City of Terrace.

Much of the lands in the proposed expansion area are not on the airport proper and are Crown lands, therefore the province currently retains some control over the future uses on these lands.

Through an excellent working relationship between the Airport Society and the City, it has been determined that the City of Terrace is, and will remain, the planning authority for the Airport Lands. As noted above, those lands within the Study Area currently within the RDKS are part of an ongoing application to expand the Municipal boundary, and while currently under the jurisdiction of the Regional District, will fall within the City once the boundary expansion has been approved by the Province.

The City of Terrace regulates land use through the Official Community Plan (OCP), and the Zoning Bylaw. The OCP provides general future land use and planning direction. The Zoning Bylaw and Zoning Map provide specific detail regarding the uses and development permissible on different lands. Figure 3 and Figure 4 show the existing OCP and Zoning Maps for the Airport Lands.

The OCP refers to the Airport Lands as the Airport-Lakelse Landing Area and provides the following Goals:

- *The Lakelse Landing lands will be developed and managed in a manner that benefits the City of Terrace and the Northwest Region;*

- *Airport land development will promote aviation safety, environmental responsibility, and economic viability; and*
- *The City of Terrace will promote development and use of the Terrace-Kitimat Airport as a major regional aviation centre.*

To achieve these Goals, the policies in this Part are intended to:

- *Sustain the community and region by providing land for future industrial and airport related uses;*
- *Manage development to protect the aviation precinct and environmentally sensitive or significant lands;*
- *Manage development to protect life and property from natural and human-made hazards; and*
- *Manage development to minimize and/or mitigate negative effects upon adjacent properties and Highway 37.*

Currently the OCP and the Zoning Bylaw are consistent with each other and with the direction provided for this Area Concept Plan. The Zoning Bylaw designates the following land uses for the Airport Lands: Airport Operations; Airside Commercial; Groundside Commercial; Light Industrial; Heavy Industrial; Resource Extraction; Agriculture; and Open Space/Natural. This provides a large range of uses to meet the goals of the Official Community Plan.

OCP Policy 2.10.2.2.5 states: “Terrace-Kitimat Airport Design Guidelines will be prepared and adopted for purposes of ensuring that future design and development at the airport is aesthetically pleasing and compatible with the goals and objectives of the OCP”. Appendix E of the OCP contains the Terrace-Kitimat Airport Design Guidelines (the guidelines). The guidelines outline the design principles to be used in the development of the airport and have the following intentions:

- *Provide direction for the development of buildings and spaces between buildings which create a unity of vision and appearance;*
- *Stimulate the development of a visually appealing Airport;*
- *Ensure harmony or compatible design elements within a particular development and between different developments; and*
- *Provide clear, concise direction for site design, building character and orientation, signage, site landscaping, and open space.*

The Terrace Airport Lands Area Concept Plan will complete the achievement of the goals of the OCP through provision of specific policies for the Airport Lands, while remaining consistent with existing planning documents. This document represents a significant component of the long-range planning for the Airport Lands.

1.2.2 Provincial

Much of the Study Area lands are provincial crown lands. The Agreement with Province will see some land ownership transfer to the TKAS for airport use, while the balance within the existing municipal boundary will be available for the City to purchase for development purposes. Those parcels within the proposed boundary expansion area are either under private ownership or remain in the Crown.

1.2.3 Federal Policies

While a municipality in British Columbia is regulated by the Province through the Community Charter and Local Government Act, an airport is regulated by the Federal Government through Transport Canada and the Aeronautics Act.

1.2.3.1 Transport Canada

Transport Canada and the Aeronautical Act regulate air space and the safe operation of airports. They conduct audits and review traffic volumes. The airport is currently operating under TP 312 4th edition regulations. Transport Canada also provides needed funding for airport development. For example, ACAP funding provided 90% of the \$3.7 million required to resurface the runway and all other paved surfaces at the airport in 2003. In 2005, ACAP provided 95% of the funding for upgrading the electrical distribution system (\$600,000), a chemical spreader (\$100,000), and a new snow plough (\$200,000). ACAP also provide two thirds of the funding for a 2.6 million runway expansion. CATSA funded \$950,000 of the 2.5 million terminal expansion.

1.2.3.2 Canadian Air Transport Security Authority (CATSA)

In 2002, the new Canadian Air Transport Security Authority (CATSA) organization was formed in response to the security issues that arose after the September 11, 2001 terrorist attack. This organization provides funding, through the collection of a security fee on every airline ticket, to expand and enhance the security and departure lounge facilities at the airport to meet the new security and screening requirements.

1.2.3.3 NAV CANADA

In 1996, navigational and traffic control activities were privatised from the Federal Government and are now provided by NAV CANADA, a private organization. Any new navigational aids, lighting requirements and development on airport land will be circulated to NAV CANADA to ensure that they do not interfere with the safe operation of the airport.

1.3 NATURAL FEATURES

The Airport Lands are situated on a plateau south of the Skeena River. While the Airport Lands are relatively flat, the surrounding lands are sloped and have uneven topography. There is a steep descending slope on the north side of the airport, between 36° to 45°, which leads down to the river and to a residential area within the RDKS. Kulspai No. 6, a reserve of the Kitselas First Nation, is located adjacent to the Skeena River within this

residential area. The east and west sides of the Airport Lands also slope away, however, at a much shallower grade. The topography to the southwest drops somewhat before climbing upward to Mount Herman.

There are several watercourses and water bodies located nearby. The Skeena River flows east to west and separates the Airport Lands (study area) from the City of Terrace, located to the north. Thornhill Creek is located to the northeast. Sockeye Creek and Williams Creek are located to the southeast and flow into Lakelse Lake, which is south of the Airport Lands. To the southwest, two small lakes are located: Hai Lake and Herman Lake. The headwaters of Alwyn Creek flow from the west side of the Airport Lands joining the Lakelse River, a tributary of the Skeena.

The airport property is located on a large sand and gravel glacial deposit with abundant high quality gravel resources. The majority of the study area, excluding the airport property, is forested. The major species present include lodgepole pine, western hemlock, paper birch, and western cedar.

In 1996, prior to the airport being formally transferred from the Federal Government to the TKAS, an Environmental Baseline Study was conducted. The study found that the airport appears to “generally comply with existing federal and provincial environmental regulations. While there were no areas of contamination that exceeded federal and provincial regulations at the time the study was conducted, there were several concerns regarding disused underground fuel storage tanks that were still in the ground, as well as other fuel storage tanks and tenant facilities that were not up to federal or provincial codes. The study provided a remedial action plan to be implemented prior to and after the transfer of ownership.

2.0 PLAN DIRECTION

During November 7, 2005 and November 8, 2005, one-on-one interviews with stakeholders were held, as well as a Stakeholder Visioning Session and meeting with City Council to discuss the community vision for the Airport Lands. The feedback and contributions from these sessions, helped form the basis of this plan by providing information about the Airport Lands and developing a Vision statement and goals for the Airport Lands Area Concept Plan. Appendix A contains a summary of the stakeholder consultation and input.

2.1 VISION

The Vision for the Airport Lands is:

The airport and surrounding lands will provide a major employment centre, providing a wide range of types of employment for the region, focusing on the excellent integrated transportation network, the developability of the land and the strong partnerships working together to service and develop these areas.

2.2 GOALS

The goals of the Airport Lands Area Concept Plan (ACP) are the following:

1. To provide a long-range plan for comprehensive development.
2. To ensure industrial development is compatible with the long-term success of the NW Regional Airport.
3. To increase employment opportunities through increased industry.
4. To identify opportunities for partnerships.
5. To incorporate and plan for external economic generators.
6. To develop the lands in a cost effective manner.
7. To identify triggers of development.
8. To work collaboratively with adjacent jurisdictions.
9. To enhance the overall quality of life in the region.
10. To use the ACP as a “marketing tool” to attract business.

These goals recognize the opportunity for the City and region to work together to ensure mutually beneficial development and a strong economic future for all people within the region.

3.0 POLICIES

The City of Terrace Airport Lands Study Area contains lands that are located on and off the TKAS property. It is important to have policies that ensure proper functioning and compatible use and development both on and off airport because of the two authorities responsible for development of the lands: the City and the TKAS. While it is acknowledged that a local municipality has no jurisdiction over air safety, a local municipality does have jurisdiction over land use compatibility and will ensure that all uses are appropriately located and regulated to minimize negative impacts and eliminate conflict.

These policies are based on the land use concept for the Study Area as illustrated in Figure 5.

3.1 AIRPORT

The Northwest Regional Airport, Terrace-Kitimat is an important transportation link, both locally and regionally. Therefore, the ACP strives to distinguish appropriate types of land use and development that will be allowed at the airport while maintaining the airport's ability to expand its operations, retain fiscal viability, and create the diversity required for a vital airport.

It should be noted that uses on airport property that create smoke, steam or airborne dust, penetrate the take-off and approach and transition areas, attract birds or wildlife or create electrical interference will not be permitted.

3.1.1 Airport Operations

Airport Operations (AO) refers to those lands and structures that are directly associated with the operation of the airport. While some of these uses (or infrastructure components) do not currently exist, the AO zone protects the land for the expansion or future development of airport facilities. The following are uses and structures that are typically located in the AO:

- runways;
- taxiways;
- aprons;
- associated airfield infrastructure (lighting, signage, navigational aids, etc.);
- terminal building;
- parking facilities;
- maintenance structures;
- meteorological installations;
- glycol catchment area;

- outdoor recreational facilities, subject to the approval of the Airport Authority;
- sewage treatment facilities;
- water treatment facilities; and
- possible limited agricultural uses, until the land is required for airport use.

Policies

- .1 The Airport Operations lands shall be maintained and protected so as to ensure the long-term operation of the airport.
- .2 The only development permitted on AO lands are those deemed necessary for the operation of the airport. Developments not deemed necessary for the operation of the airport should be located outside of AO and zoned appropriately.
- .3 Notwithstanding Policy 3.1.1.2 limited agricultural or outdoor recreational uses may be allowed on AO lands until such time as the airport requires the land. However, the Airport Authority has the right to restrict the type of use to ensure that the use does not attract birds or wildlife, generate excessive noise or dust, or create other concerns.
- .4 The land use concept for the airport identifies future location options for a navigational tower. The preferred location will be determined at time of development and construction.

3.1.2 Airside Commercial

Airside Commercial lands are those lands designated for tenants that will require direct access onto airfield aprons, taxiways and runways. Occupants of these lands must conform to airside safety and security measures to ensure their activities do not jeopardize or threaten the security of the airport as regulated by the Airport Authority. The businesses requiring these lands are generally aircraft related and are one of the more important sources of revenue for the airport. It is critical that these lands be protected for aviation uses and not compromised by those uses that do not require direct airside access. As well, it is important to provide separation of rotary and fixed wing aircraft to ensure operational compatibility between the two operations. This is generally related to landing and taxiing requirements, blowing of gravel, and other issues caused by helicopters that may damage propellers and impact other operational issues.

The following are typical airside uses:

- regularly scheduled and charter airlines;
- cargo operators;
- fixed base operators;
- hangar development;
- light aircraft manufacturing;

- flying club;
- aircraft storage;
- aircraft parts and service;
- air ambulance;
- aircraft repair and maintenance;
- aircraft sales;
- flight training schools;
- couriers; and
- aircraft fuel operators.

Policies

- .1 Airside Commercial lands shall be reserved and used only for those uses that require direct access to airfield aprons, taxiways and runways.
- .2 All Airside Commercial development shall apply for a development permit as per OCP Development Permit Area No.15 and must be developed in compliance with the City of Terrace Consolidated Bylaw 1460-1995 Development Permit Procedures.
- .3 Airside Commercial development shall conform with Appendix E of the OCP, Terrace-Kitimat Airport Design Guidelines, in addition to any design guidelines included in the ACP.
- .4 The Land Use Concept for the airport identifies areas at the east end of Taxiway B appropriate for rotary wing operations and the TKAS shall be encouraged to follow this concept when possible.
- .5 All future Airside development will be responsible for constructing the access to the property.
- .6 Airside Commercial lands will generally be leased, rather than sold, to future tenants.
- .7 All future Airside Commercial development will provide on site fire protection measures including such measures as, but not limited to, cisterns and sprinkler systems and fire retardant materials.

3.1.3 Groundside Commercial

Groundside Commercial development does not require direct access to runways, taxiways or aprons, and may be either aviation or non-aviation related. Transport Canada identifies aviation related uses as any use that may provide a service to the aviation industry, including aircraft, passenger and pilot services. This ACP addresses the long-term future of the area, the needs of the airport and the opportunities for a wide range of commercial uses that will generally support the local and regional economies.

Groundside Commercial uses could include:

- businesses servicing the air industry (travel agents; aircraft upholstery, radio repair, etc.);
- offices (for aviation related uses or as an accessory use);
- gas stations, car washes and detailing facilities (for the general public and for the car rental companies);
- food and beverage establishments;
- tourism information services;
- car rental facilities;
- outdoor storage;
- agricultural processing;
- forestry and mining related uses;
- retail sales (concession, souvenirs, gift shops, etc.); and
- cargo handling and storage facilities.

Policies

- .1 All Groundside Commercial development shall apply for a development permit as per OCP Development Permit Area No.15 and must be developed in compliance with the City of Terrace Consolidated Bylaw 1460-1995 Development Permit Procedures.
- .2 Groundside Commercial development shall conform with Appendix E of the OCP, Terrace-Kitimat Airport Design Guidelines, in addition to any design guidelines included in the ACP.
- .3 Groundside Commercial development shall not emit any smoke, steam or dust or create electronic interference.
- .4 All future Groundside development will be responsible for constructing the access to the property.
- .5 Groundside development lands may be leased or sold.
- .6 All future Groundside Commercial development will be required to prepare and submit a landscaping plan to the satisfaction of the City.
- .7 All future development is encouraged to incorporate sustainable development guidelines and strive for LEED certification in their building and site design, including conservation measures.
- .8 Commercial uses with a transportation component, or requiring large parcels of land are encouraged, while those uses that provide office, retail and service functions are encouraged to seek a suitable location within the downtown of the City of Terrace.

3.1.4 Referrals

Due to the complexity of jurisdictions and legislation, it is recommended that all development permit applications within the Study Area be reviewed by the City, TKAS, Transport Canada and NavCanada to ensure that the proposed development does not restrict the future operation of the airport or create land use conflicts.

3.1.5 Obstruction Zoning

For an airport to function properly, and to eliminate conflict between the airport and surrounding land uses, obstruction zoning must be addressed. Obstruction zoning dictates and restricts activity within the take off/approach and lateral transition areas. While not actually a part of a municipal bylaw, it is important to identify these areas for potential land use conflict. Figure 6 illustrates these areas.

Federal Regulation TP312 4th Edition Aerodrome Standards and Recommended Practices outlines federal zoning for airports. Chapter 4 discusses obstacle restriction and removal. While this is federal jurisdiction and not municipal, it is the responsibility of the airport operator to adhere to these regulations. However, the controls within the standard may apply to lands that extend beyond the airport property. For these lands, the referral, provided for in Section 3.1.4 will ensure that the appropriate agencies review the development for compliance.

The purpose of this regulation is to:

*“define the airspace around aerodromes to be maintained free from obstacles in order to minimise the dangers presented by obstacles to an aircraft, either during an entirely visual approach or during the visual segment of an instrument approach and to prevent the aerodrome from becoming unusable by the growth of obstacles around the aerodrome”.*²

There are three obstacle areas of concern.

The first is the outer surface, which comprises a common plane established at a constant elevation of 45 m above the assigned elevation of the aerodrome reference point and extending over a horizontal distance of a minimum of 4,000 m in every direction. In other words, regardless of changes in surrounding topography, there is a height restriction of 45 m from the aerodrome reference point.

The second is the take off and approach surface. This includes areas extending beyond both ends of the runways, originating at the elevation of the runway and rising in a vertical plane until meeting the 45 m outer surface limit.

² Transport Canada, 2005, Aerodrome Standards and Recommended Practices - TP 312E. Available at <http://www.tc.gc.ca/CivilAviation/publications/tp312/foreword.htm>

The third is the transitional surface that follows the edge of the runway and the take off and approach measuring height distance from the elevation point to its intersection with the outer surface.

Figure 6 illustrates both the existing obstruction zoning and the obstruction zoning for the future development of the airport infrastructure. These restrictive areas extend off airport property. For this reason, these areas should be included in the municipal referral process to ensure that any future development does not exceed the height restrictions. Transport Canada is responsible for the removal of any obstacles found within the restricted Obstruction Zone.

Policies

- .1 All development within the obstruction zoning area shall be referred to both Transport Canada and NavCanada for consideration of compliance.
- .2 All development within the obstruction zoning area shall meet the general requirements for land use conformity and shall not create any undue land use conflict.

3.2 OFF AIRPORT

The Northwest Regional Airport, Terrace-Kitimat encompasses part of the Lands. The balance of the developable industrial land is located on the southwest, southeast, and east sides of the airport property. The Lands offer the opportunity for industrial development on large parcels, which cannot currently be accommodated within the City of Terrace. The large amount of undeveloped land, combined with the proximity to major highways, rail line, the Ports of Prince Rupert and Kitimat, and the airport itself, as well as the separation distance between the Lands and major residential and commercial areas, positions the study area ideally for future industrial development.

3.2.1 Industrial

The Lands have been identified for various light to heavy industrial uses with the opportunity for some commercial use on a variety of lot sizes. This area will address the requirement for large industrial lots, as there are currently few large lots available within the City of Terrace or the nearby community of Thornhill (RDKS) for heavy industrial uses. The Lands could also provide unserviced lots for such uses as warehouse and outside storage that do not require full water and sanitary sewer servicing.

While industrial uses of light to heavy intensity are intended to be located in this area, these uses must be compatible with the operating airport. There should be a transition of intensity of use, where lighter industry is located closer to the airport providing a buffer from heavy industry which is located further away. Both light and heavy industrial development should not include activities that create excessive emissions and electronic interference. Transport Canada's publication TP 1247 - Aviation - Land Use in the Vicinity of Airports should be referred to regarding guidelines for electronic interference and the restriction of visibility. Light industrial uses are considered to be fully enclosed operations

and include such uses as light manufacturing, wholesale, and warehousing. Medium to heavy industrial uses involve more intense activity, such as manufacturing, processing, and outside storage. With access to the highway, proximity to the airport, and the potential for a major rail spur line, the site offers prime land for a number of uses that either service the transportation sector or depend on transportation for shipment of goods.

Several Gravel extraction sites exist on the north side of the airport. These operations are expected to continue in the medium to long term and will not hinder the development of the other industrial lands.

It is also important to note, that while this is planned primarily as an industrial area, it is intended to be an attractive, aesthetically pleasing development that provides for walking trails, access to environmentally significant areas and is environmentally sustainable.

Policies

- .1 All development applications shall apply for a development permit as per OCP Development Permit Area No. 7 and shall provide the information required by City of Terrace Subdivision & Development Bylaw (Bylaw No. 1591-1997).
- .2 The study area should be protected for large lot industrial land uses. Subdivision should be approved with this requirement taken into consideration.
- .3 Development shall be phased according to the availability of municipal services such as water and road access.
- .4 Development shall provide a transition of intensity of uses, with light industrial located closer to the airport and heavy industrial located further away.
- .5 Development on the Lands, shall not be permitted to:
 - Cause excessive dust, steam, smoke, particulate air pollution, or other emissions that create visual impairments;
 - Create electronic interference;
 - Create an undue attraction to wildlife and birds;
 - Build a structure of a height that creates any land use conflict with the continued operation of the airport.
- .6 Developments requiring access to rail should be encouraged to locate adjacent or near to the proposed rail spur.
- .7 All future development will be required to prepare and submit a landscaping and screening plan to the satisfaction of the City.
- .8 All future development is encouraged to incorporate sustainable development guidelines and strive for LEED certification in their building and site design, including conservation measures.
- .9 Existing gravel extraction operations shall be permitted to continue operations.

3.2.2 Agriculture

The agricultural lands located in the northeast and the southwest portions of the study area will remain as agricultural for the short and medium term. The agricultural lands along Highway 37 in the northeast portion of the study area will remain in agricultural use for the long term as portions of these are within the Provincial Agricultural Land Reserve (ALR). At this point there is no demand driving an application to take these lands out of the ALR. The lands to the southwest are considered long-term development land and would be considered for industrial use, should all other lands proposed for industrial use in the study area be subdivided and developed. Portions of the lands within the proposed boundary expansion west of Beam Station Road are also within the ALR.

Policies

- .1 Those lands currently in the ALR will be re-evaluated and could be proposed for removal from the ALR at such time as all other lands are developed for industrial use or at time of inclusion of these lands within the City of Terrace boundaries. These lands typically contain marginal soil classifications and have not historically been utilized for agricultural production. The trigger for this shall be subdivision of 80% of the available lands outside of the ALR in the Study Area.

3.2.3 Open Space/Natural Areas

Open space corridors and natural areas are important for mitigating the negative impacts of development on wildlife and natural areas, providing a buffer between different types of development and land use, and maintaining a natural aesthetic. The Open Space within the Study Area can provide an amenity for the City and surrounding communities, employees working at the airport and other developments, as well as visitors to Terrace.

Policies

- .1 There shall be a minimum 50 m no-development setback from the top of the escarpment to the north of the airport.
- .2 There shall be a minimum 15 m no-development setback from the top of the escarpments to the east and south of the Airport Lands.
- .3 The open space areas shall function as an amenity for residents of the region, visitors and employees at the airport and in the commercial and industrial developments. As such, the City may, require developers to contribute to a fund for construction and maintenance of trails, benches, picnic tables, landscaping, and other enhancements to open space areas, through off site contributions.
- .4 A system of trails along the main access roads linking the open space corridors and development sites shall be developed.
- .5 Trails should be a minimum width of 3 m and may be paved or a hard packed gravel surface to accommodate multiple recreational uses such as walking and cycling.

- .6 Any improvements or enhancements to open space areas shall conform to Appendix E of the OCP, Terrace-Kitimat Airport Design Guidelines.
- .7 Landscaping shall be encouraged to utilize hardy native species and be designed for low maintenance and water usage.

3.3 INFRASTRUCTURE

Infrastructure will play a key role in the phasing of Airport Lands lease, subdivision and development. It will also assist in determining the location of particular land uses. Infrastructure includes: the transportation network of roads and the rail spur; water and wastewater, and stormwater management; and shallow utilities such as electricity, phone and cable.

3.3.1 Water

Presently the water system at the airport consists of an on-site well, reservoir, pump house, and distribution system. A 2006 water study for the Airport Lands indicates that as development continues, the existing water system will not be adequate. Although the majority of developments will likely be low water users, water supply will still be an issue. The water reservoir can currently handle the maximum daily demand for the existing development at the airport, however the well inflow rate into the reservoir will not satisfy the maximum daily demand (MDD) for future development. The water study also found that the existing reservoir is undersized for current fire protection requirements.

As the existing water supply poses a limitation for future development, water conservation methods should be encouraged and could include the following:

- roof-top catchment of water for fire protection or irrigation purposes;
- rain water cisterns for irrigation or grey water use in buildings;
- drainage swales and ponds on-site for irrigation and fire protection;
- low flow toilets and showers; and
- Leadership in Energy and Environmental Design (LEED) standards.

Policies

- .1 Until such time as the water supply and distribution system at the airport is capable of supplying water to all proposed development, new development shall be low water users and incorporate water catchment and on site options for water supply, including trucking in potable water.
- .2 All development within the Study Area will be required to tie into the municipal water system at such time as it is available.

- .3 Dependent upon location, new development will be required to sign a deferred servicing agreement and install deep pipes to the property line for future tie in to the municipal system.
- .4 The City may charge an improvement fee on existing developments for upgrades to the water system at connection to the municipal system.
- .5 Should a single developer construct or upgrade water system or distribution system infrastructure, Council may implement a latecomer's agreement to charge a proportionate fee on future developments for upgrades to the water system to be paid to the developer.
- .6 All development applications shall demonstrate the incorporation of water conservation principles into the design of structures, parking, and landscaping on the development.

3.3.2 Wastewater

Wastewater at the airport is currently dealt with on site, through a septic tank and field system. According to feasibility studies, the present system will likely be sufficient for domestic sanitary sewage disposal, due to the soils in the study area. As development on the Lands progresses, there may be need for a communal wastewater system at some time in the future.

Policies

- .1 All development applications shall demonstrate that wastewater will be adequately dealt with on-site.
- .2 When the Airport Lands are 50% built out, the City should study the effects of continued on-site wastewater treatment and the possibility for providing a community wastewater system.
- .3 Should it be determined in the future that a communal municipal piped waste water collection and treatment system is required, the City will install the system and charge the landowners and tenants appropriate fees.

3.3.3 Stormwater

Stormwater on the Airport Lands is dealt with on-site and is not tied into the City's storm drainage system. It is critical to ensure proper management of storm water to ensure overland drainage is not affecting adjacent landowners.

Policies

- .1 Main access roads and internal access roads shall have ditches and drainage swales for stormwater runoff.
- .2 All new development will demonstrate that they have not altered the natural overland drainage patterns.

- .3 All development applications shall demonstrate that there will be no net change in stormwater flow to adjacent properties.
- .4 The City shall encourage the design and placement of any stormwater retention ponds in such a way as to enhance the open space and natural areas.
- .5 Storm water ponds may be designed and developed as dry ponds.

3.3.4 Shallow Utilities

The airport has power, gas, and telephone service already provided. These utilities will be extended as development occurs through consultation between the developer and/or tenant and the utility provider.

Policies

- .1 Developers and/or tenants are responsible for consultation with the appropriate utility provider for provision of power, gas, and/or telephone service.

3.3.5 Roads

The Airport Lands are situated along Highway 37, which provide the main highway access to the airport. The Airport Lands will include industrial and commercial uses, and as such the road system must be adequately developed so as to support heavier and larger vehicle traffic, while balancing the cost of maintenance for the City.

Policies

- .1 A 60 m buffering strip along Highway 37 will be maintained where trees will not be removed, except for vegetative health reasons.
- .2 Adequate rights of way for road dedication shall be taken at time of subdivision and development.
- .3 Major collector roads shall be developed and maintained to the following minimum standards:
 - 30 m right-of-way (ROW);
 - 10 m paved top;
 - 4:1 side slope ratio;
 - 2.5 m ditch width;
 - 1.0 m ditch depth; and
 - road surface to be off set in the right of way to allow for walkway/trail to be constructed through the right of way, while keeping a minimum distance of 3 m.

- .4 Internal roads and accesses shall be maintained to the following minimum standards:
 - 20 m ROW;
 - 8 m paved top;
 - 4:1 side slope ratio;
 - 2.0 m ditch width; and
 - 1.0 m ditch depth.

3.3.6 Rail

There is presently a Canadian National Rail line (Terrace – Kitimat) located to the west of the study area. A rail line spur is proposed for the Airport Lands to provide access to the industrial areas.

Policies

- .1 The City and CN shall secure the required right-of-way corridor for the proposed rail spur line.
- .2 All development adjacent to the rail line spur right of way shall be required to erect a fence along the property line to the standards of the CN Rail Guidelines.
- .3 Development applications requiring access to the rail spur shall be circulated to CN Rail.
- .4 All development will be required to prepare and submit a landscaping and screening plan to the City of Terrace.

3.4 ENVIRONMENT

When considering the environmental impacts of the Airport Lands, both on and off airport impacts should be examined. Transport Canada publication: TP 1247 – Aviation – Land Use in the Vicinity of Airports should be referred to for guidelines regarding noise reduction and bird hazards.

3.4.1 Noise

Community response to noise is an important consideration when planning aircraft operations. It is also important to consider when determining compatible land uses surrounding an airport. Open space, industrial, commercial, and agricultural land uses are generally considered uses that are appropriate to locate near an airport. Although these land uses are not residential, consideration can be given to adopting building standards that minimize the impact from the airport noise. There is little existing residential development in the proximity of the airport and there is no residential development proposed within the study area. Therefore, noise is a lesser concern than some other environmental issues for this Area Concept Plan.

Policies

- .1 The development authority may recommend the use of building standards that reduce indoor noise for developments on the Airport Lands.

3.4.2 Wildlife Management

Bird and wildlife management is one of the significant issues facing airport operators. In May 2006, amendments to Parts I and III of the Canadian Aviation Regulations (CARs) came into effect. Sections 322.302 to 322.308 of the Airport Standards - Airport Wildlife Planning and Management in CARs, require the development, implementation and maintenance of airport wildlife management plans at Canadian airports. The regulation is part of Transport Canada's initiatives to modernize airport regulations and standards. The regulation will require airports meet certain criteria to develop a risk-based bird and wildlife analysis for the airport. *Safety for All* (Transport Canada, 2006) provides guidance for airports, municipalities, landowners and developers in airport vicinity wildlife management.

The need for the regulation is based on:

- an increase in populations of some wildlife species that are hazardous to aircraft;
- an increasing number of aircraft flying and in particular turbine aircraft that are most susceptible to damaging bird strikes; and
- although on-site wildlife control programs have been shown to reduce hazards associated with wildlife, many airports have yet to establish well-conceived and managed programs.

Policies

- .1 No land uses or development on the Lands shall be permitted that unduly attract wildlife or birds.
- .2 No landscaping or plantings that are considered to be a food source for wildlife shall be planted on the Lands.
- .3 Any future development shall be considered in context with Transport Canada airport wildlife guidelines, and any applicable Airport Wildlife Management Plan or Risk Analysis.

3.5 ECONOMIC DEVELOPMENT

The potential for industrial growth in the Terrace region is significant and, with the anticipated growth, it is expected there will be a net benefit to the City and the surrounding region and the Kitselas First Nation. As the airport is a hub for the regional transportation network, the Airport Lands are well positioned to take advantage of the transportation infrastructure, telecommunications, power and natural gas infrastructure and the potential for large lots.

Policies

- .1 The City and the Terrace-Kitimat Airport Society shall undertake to market the Lands for suitable developments.
- .2 The City will take leadership in the development of partnership opportunities with, TKAS and Kitselas First Nation to enhance the profile of the area and attract development to the Airport Lands.
- .3 The City will ensure a balance in achieving economic development in the City and at the Airport and surrounding industrial lands. The study area lands will be marketed to attract industry and business requiring large parcels not available within the downtown or existing industrial areas of the City.

4.0 IMPLEMENTATION

The following policies provide guidance to City of Terrace and the Airport Authority for the continued growth and development of the airport.

4.1 CAPITAL PLAN

The capital cost for an airport can be extreme. Industrial development also requires a certain standard of infrastructure. For this reason it is recommended that the City and the TKAS prepare a long term capital plan that will be used as reference for the annual, five and ten year capital plan preparations.

4.2 PHASING

The Airport Lands are expected to develop in a phased order as per the designated Development Areas shown in Figure 7. Development will follow the logical and efficient installation of municipal services, such as access roads and water mains. Phasing for light to heavy industry shall occur westward and eastward from Highway 37, following the construction of the new interchange and the development of internal access roadways.

Development of the ASC/GSC Development Areas immediately adjacent to the Airport Terminal should reach 80% build out before the ASC/GSC to the South (Development Area 2a) and west (Development Area 4b) of the runways is accessed.

4.3 TRIGGERS

Triggers for development are based on specific events or culmination of events, rather than dates. In a resource based economy, predicting the timing for development based on a date may not have any current relation to the actual activities in the local economy. For this reason, triggers are useful for phasing development. The policies in this plan that relate to an action have a corresponding trigger attached that indicates the appropriate timing for the initiation of the policy or development.

4.4 AMENDMENT AND UPDATE

A long-range planning document requires both day-to-day use and implementation, and a monitoring and review process to ensure the plan remains relevant.

This plan is a statutory document as it has been adopted by Council. Amendments to the plan will occur by a Council motion and must be done in a public process. Amendments to the Airport Lands Area Concept Plan shall be circulated to the TKAS, the RDKS, and Kitselas First Nation for input before first reading.

This ACP should be subject to a full review every five years. The review will re-evaluate the Vision, goals, and policies for the Airport Lands to determine if the plan continues to reflect the needs and direction of the City and airport. The ACP should be reviewed in conjunction with any scheduled review of the City's Official Community Plan (OCP).

4.5 MONITORING

The future land use and development outlined in the Airport Lands Area Concept Plan is intended to address a long-term planning and development horizon. As conditions change within the Study Area, the City of Terrace, and the surrounding region, it may be necessary to amend this ACP. Such amendments may result from regular review of the ACP. Monitoring of this Plan is expected to occur on a regular basis including measurement of achieved results and goals. The City may use the following benchmarks or indicators with respect to achievement of the Vision of this Area Concept Plan:

- Lot size
- Number of lots per application
- Location of applications in terms of Development Area and Land Use Scenario classification
- Number and types of businesses located in the Plan Area
- Adequacy of services

The City may use a variety of methods to collect information for the above-mentioned indicators including, but not limited to:

- Municipal application databases and tracking systems
- Community surveys
- Municipal census

4.6 INTERJURISDICTIONAL COOPERATION

The airport is subject to federal jurisdiction, while the balance of the lands is subject to municipal authority. In addition, TKAS, the Kitselas First Nation, Transport Canada and Nav Canada are considered to be important partners for ensuring successful economic development. It is important that there be cooperation so as to streamline development processes and ensure the collaboration on initiatives and maximum economic benefit from the Lands. Communication must be kept open between all stakeholders.

It is recommended that the City and the TKAS develop a formal protocol agreement for the review, circulation and approval of subdivision and development applications on the Lands.

REFERENCES

City of Terrace Bylaws:

Official Community Plan 1771-2002

Official Community Plan 1771-2002 Appendix E: Airport Design Guidelines

Zoning Bylaw 1431-1995

Subdivision and Development Bylaw 1591-1997

Legal Agreements:

Land Transfer and Grant of Option Agreement (2005)

Reports:

Appraisals Northwest (2003) *Market Review and Strategy for Industrial Lands located at Midway Plateau Area, Terrace, B.C.*

Appraisals Northwest (2004) *An Appraisal of M-1 and M-2 Industrial Zoned and M-2 Reserve Lands located within the Airport and Midway Plateau Areas, Terrace*

Golder Associates (1986) *Construction of New Water Well and Related Work at Terrace Airport*

Golder Associates (1991) *Memo*

L & M Engineering Ltd (2002) *Midway Plateau Industrial Park Revised Intersection Design*

Reid Crowther (1996) *Terrace Airport Environmental Baseline Study*

Skeena Project Services (1997) *Proposed Light Industrial Subdivision at the Terrace-Kitimat Airport*

Stantec Consulting (2003) *Proposed Water Supply to Terrace Airport*

Water Management Consultants (2002) *Terrace Airport Water Supply Report*

Legislation:

Community Charter [SBC 2003] Chapter 26

Local Government Act [RSBC 1996] Chapter 323

Canadian Aviation Regulations [SOR/96-433]

Transport Canada Regulations and Publications:

Transport Canada, 2005, TP 312E Aerodrome Standards and Recommended Practices. Available at:
<http://www.tc.gc.ca/CivilAviation/publications/tp312/foreword.htm>

Transport Canada, 2005, TP 1247 Aviation – Land Use in the Vicinity of Airports. Available at:
<http://www.tc.gc.ca/CivilAviation/publications/TP1247/menu.htm>

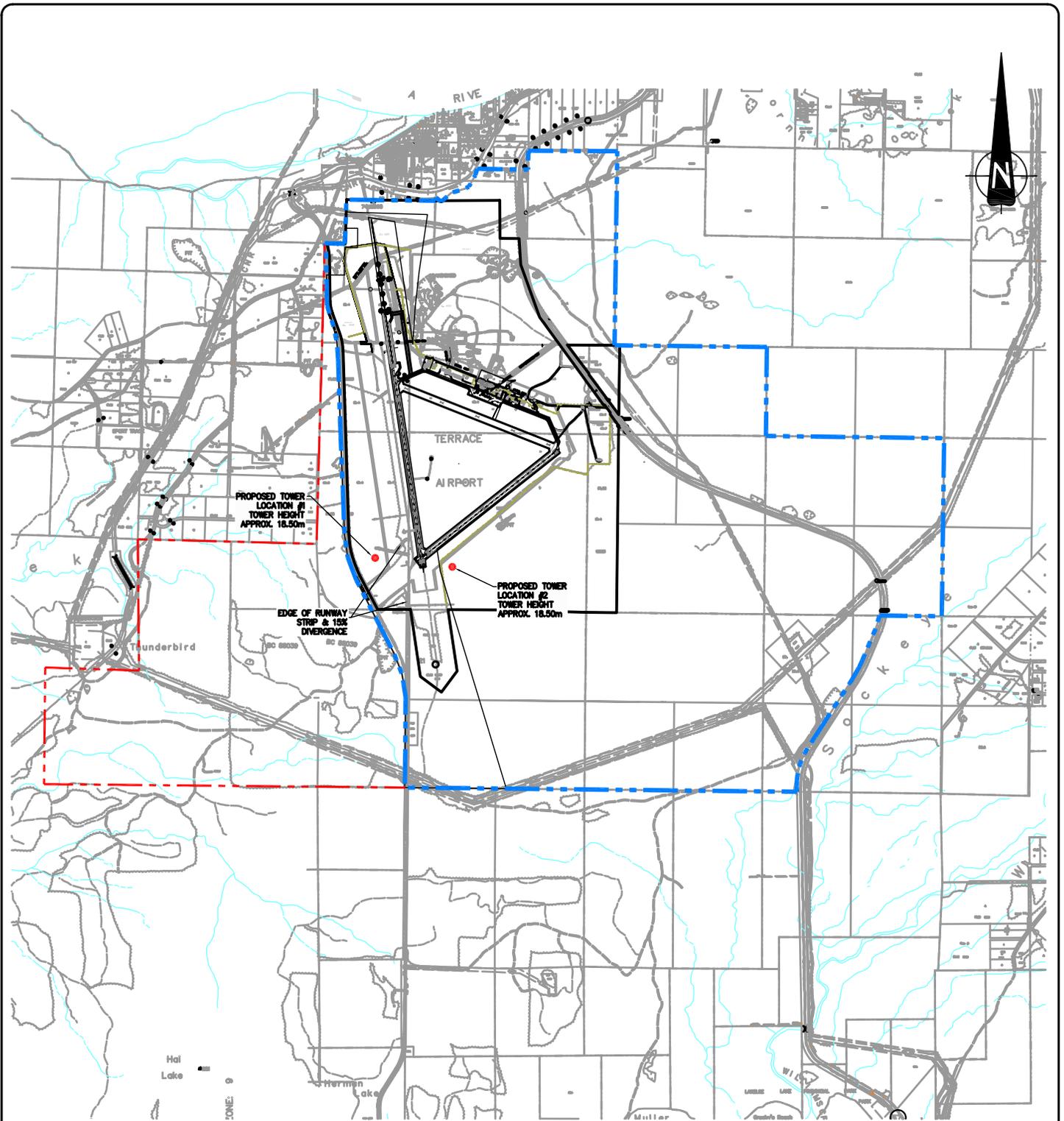
Transport Canada, 2004, TP 13549 Sharing the Skies: An Aviation Industry Guide to the Management of Wildlife Hazards. Available at:
<http://www.tc.gc.ca/civilaviation/AerodromeAirNav/Standards/WildlifeControl/tp13549/menu.htm>

Transport Canada, 2006, TP 8240 Airport Wildlife Management Bulletin No. 37 Regulation Now In Force. Available at <http://www.tc.gc.ca/civilaviation/publications/tp8240/AWMB37/menu.htm>

Transport Canada, 2006, Safety Above All: A coordinated approach to airport vicinity wildlife management. Ottawa, ON: Transport Canada Aerodromes and Air Navigation Branch, Wildlife Division.



FIGURES



LEGEND:

- - - APPROXIMATE EXISTING MUNICIPAL BOUNDARY
- - - PROPOSED BOUNDARY EXPANSION AREA



CLIENT/PROJECT DESCRIPTION

CITY OF TERRACE
 CITY OF TERRACE AREA CONCEPT PLAN
 TERRACE, BRITISH COLUMBIA



EBA Engineering Consultants Ltd.

SCALE/EBA PROJECT NO.

AS SHOWN
 9600274

DATE/DRAWN BY:

07/05/23
 KA/TN

TITLE/EBA DRAWING NO.

STUDY AREA
 FIGURE 2



LAKELSE LANDING / AIRPORT LANDS OFFICIAL COMMUNITY PLAN LAND USE

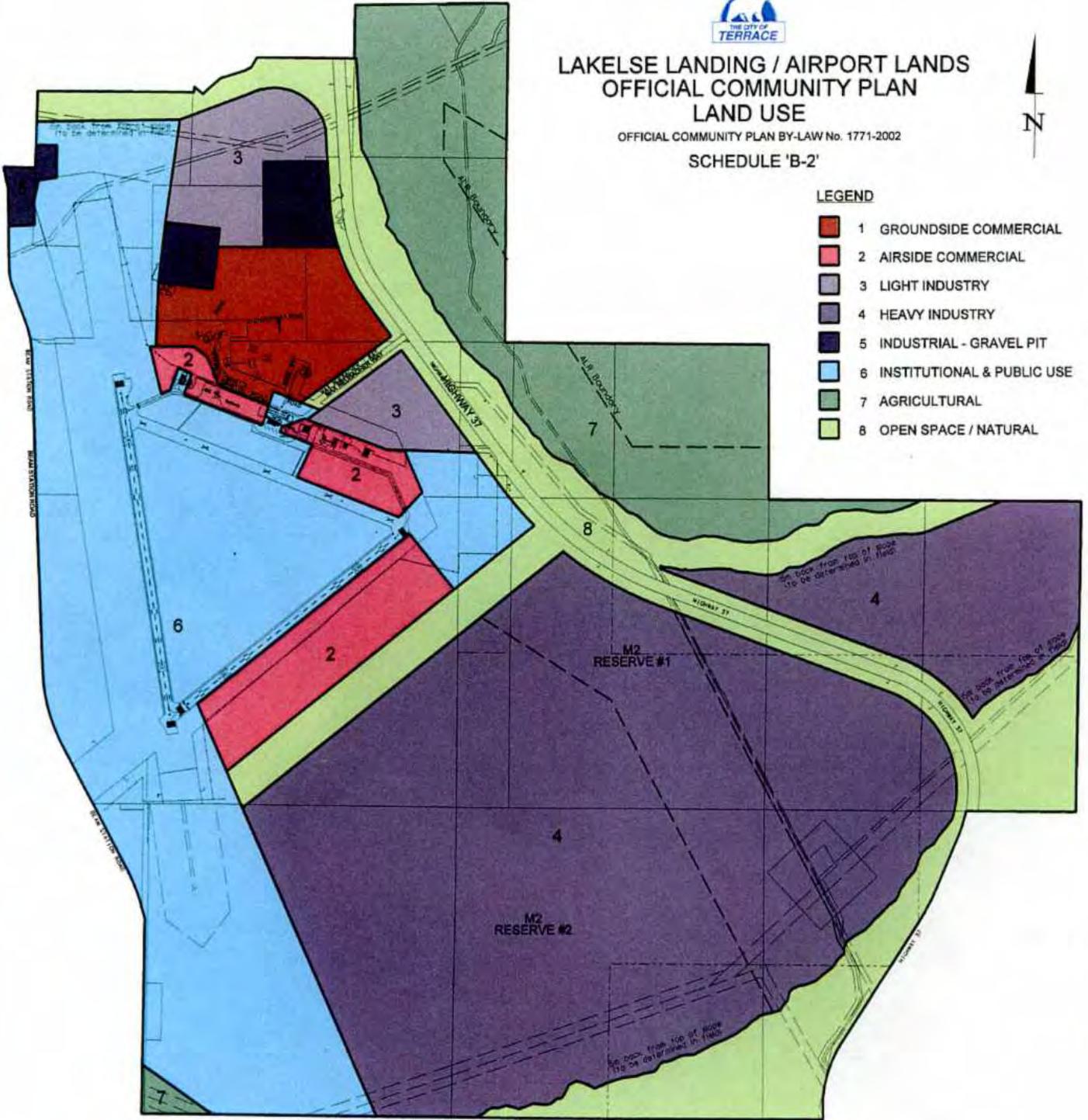
OFFICIAL COMMUNITY PLAN BY-LAW No. 1771-2002

SCHEDULE 'B-2'



LEGEND

- 1 GROUNDSDSIDE COMMERCIAL
- 2 AIRSIDE COMMERCIAL
- 3 LIGHT INDUSTRY
- 4 HEAVY INDUSTRY
- 5 INDUSTRIAL - GRAVEL PIT
- 6 INSTITUTIONAL & PUBLIC USE
- 7 AGRICULTURAL
- 8 OPEN SPACE / NATURAL



CLIENT/PROJECT DESCRIPTION

CITY OF TERRACE
CITY OF TERRACE AREA CONCEPT PLAN
TERRACE, BRITISH COLUMBIA



EBA Engineering Consultants Ltd.

SCALE/EBA PROJECT NO.

N.T.S.
9600274

DATE/DRAWN BY:

06/04/24
ANS/TN

TITLE/EBA DRAWING NO.

OFFICIAL COMMUNITY PLAN
FIGURE 3



LAKELSE LANDING / AIRPORT LANDS ZONING MAP

ZONING BY-LAW No. 1733-2001
(Consolidated under 1451-1995)
SCHEDULE 'B'



LEGEND

COMMERCIAL ZONES

- GSC GROUNDSIDE COMMERCIAL
- ASC AIRSIDE COMMERCIAL

INDUSTRIAL ZONES

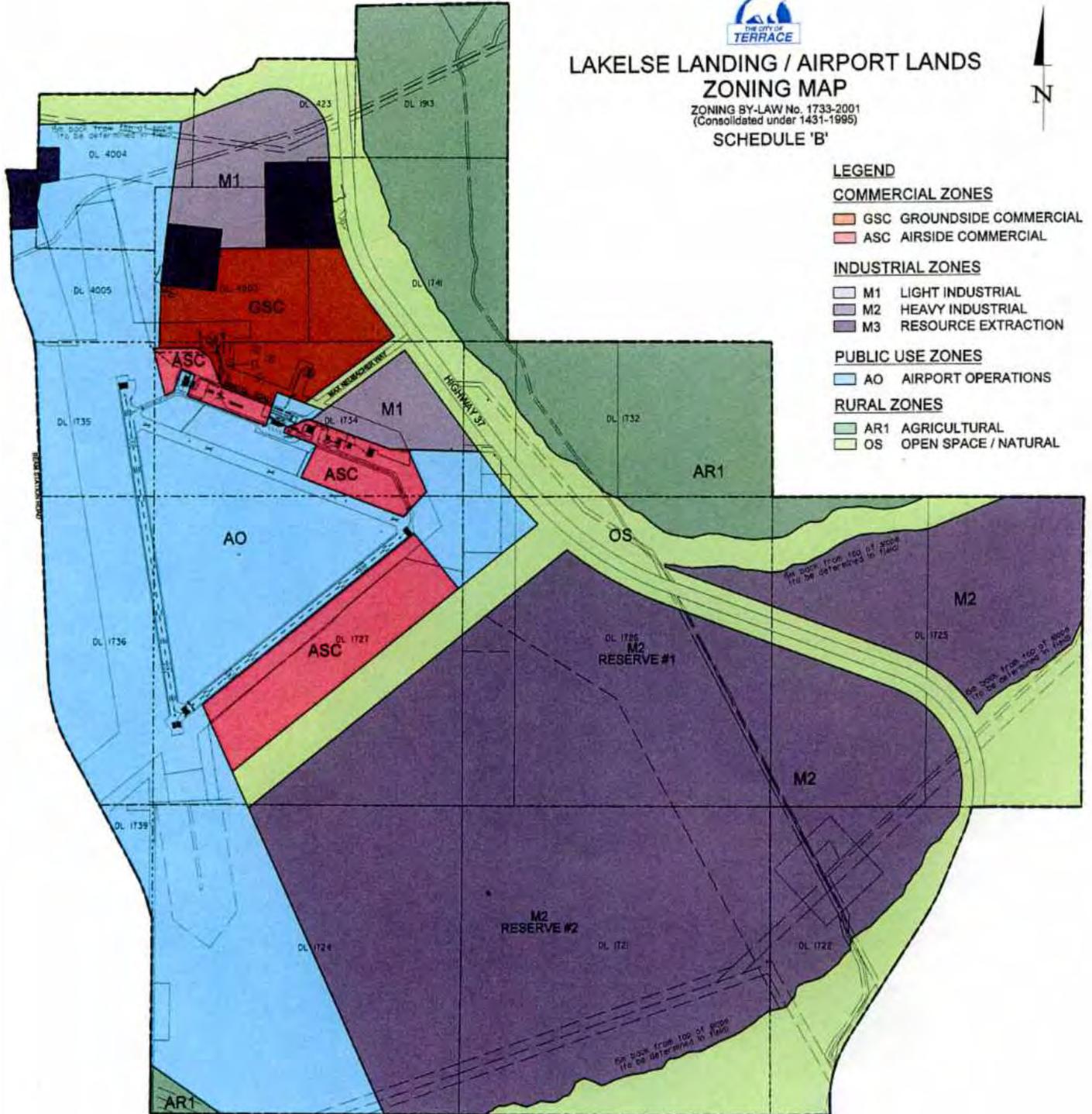
- M1 LIGHT INDUSTRIAL
- M2 HEAVY INDUSTRIAL
- M3 RESOURCE EXTRACTION

PUBLIC USE ZONES

- AO AIRPORT OPERATIONS

RURAL ZONES

- AR1 AGRICULTURAL
- OS OPEN SPACE / NATURAL



CLIENT/PROJECT DESCRIPTION

CITY OF TERRACE
CITY OF TERRACE AREA CONCEPT PLAN
TERRACE, BRITISH COLUMBIA



EBA Engineering Consultants Ltd.

SCALE/EBA PROJECT NO.

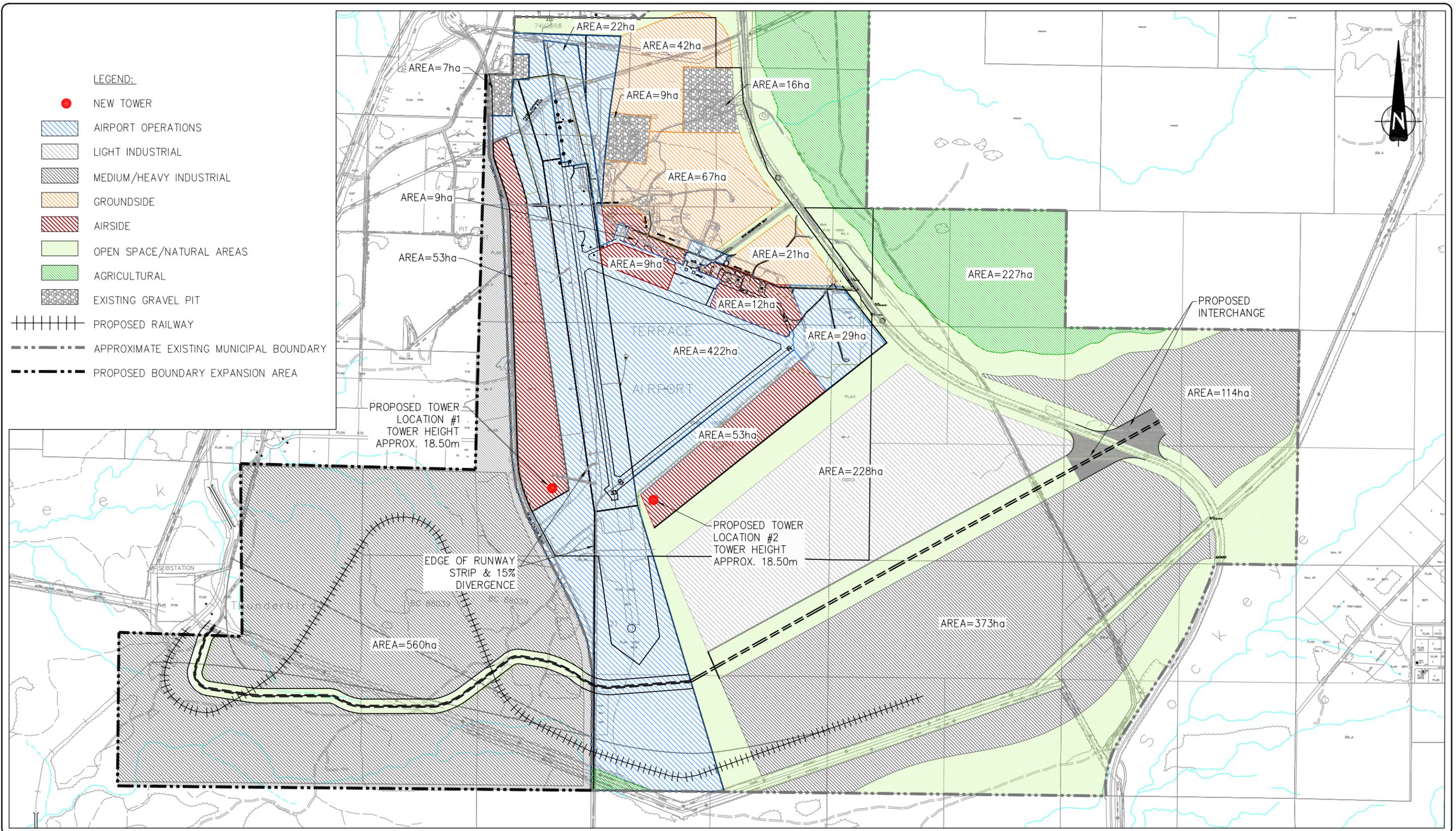
N.T.S.
9600274

DATE/DRAWN BY:

06/04/24
ANS/TN

TITLE/EBA DRAWING NO.

ZONING MAP
FIGURE 4



SHEET TITLE
CITY OF TERRACE
 CITY OF TERRACE AREA CONCEPT PLAN
 TERRACE, BRITISH COLUMBIA

NOTES:

DRAWN/CHECKED BY
 KA/MEA/TN

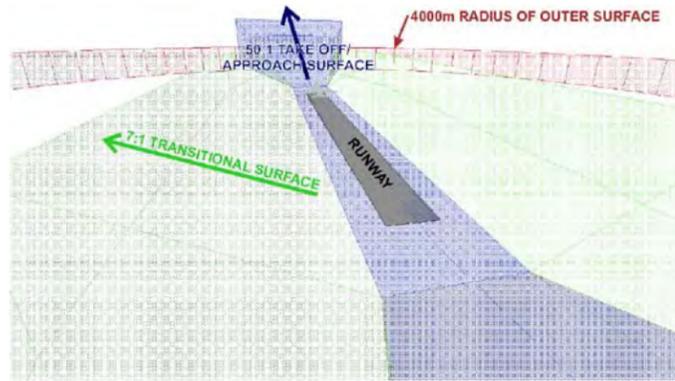
DATE/EBA PROJECT NO.
 07/05/23
 9600274

SCALE
 1:25,000

EBA Engineering Consultants Ltd.

TITLE/EBA DRAWING NO.
LAND USE
 FIGURE 5

- LEGEND:
- NEW TOWER
 - ++++ PROPOSED RAILWAY
 - - - - - APPROXIMATE EXISTING MUNICIPAL BOUNDARY
 - · - · - · - PROPOSED BOUNDARY EXPANSION AREA



DETAIL OF OBSTACLE LIMITATION SURFACES
N.T.S.



SHEET TITLE

CITY OF TERRACE
CITY OF TERRACE AREA CONCEPT PLAN
TERRACE, BRITISH COLUMBIA

NOTES:

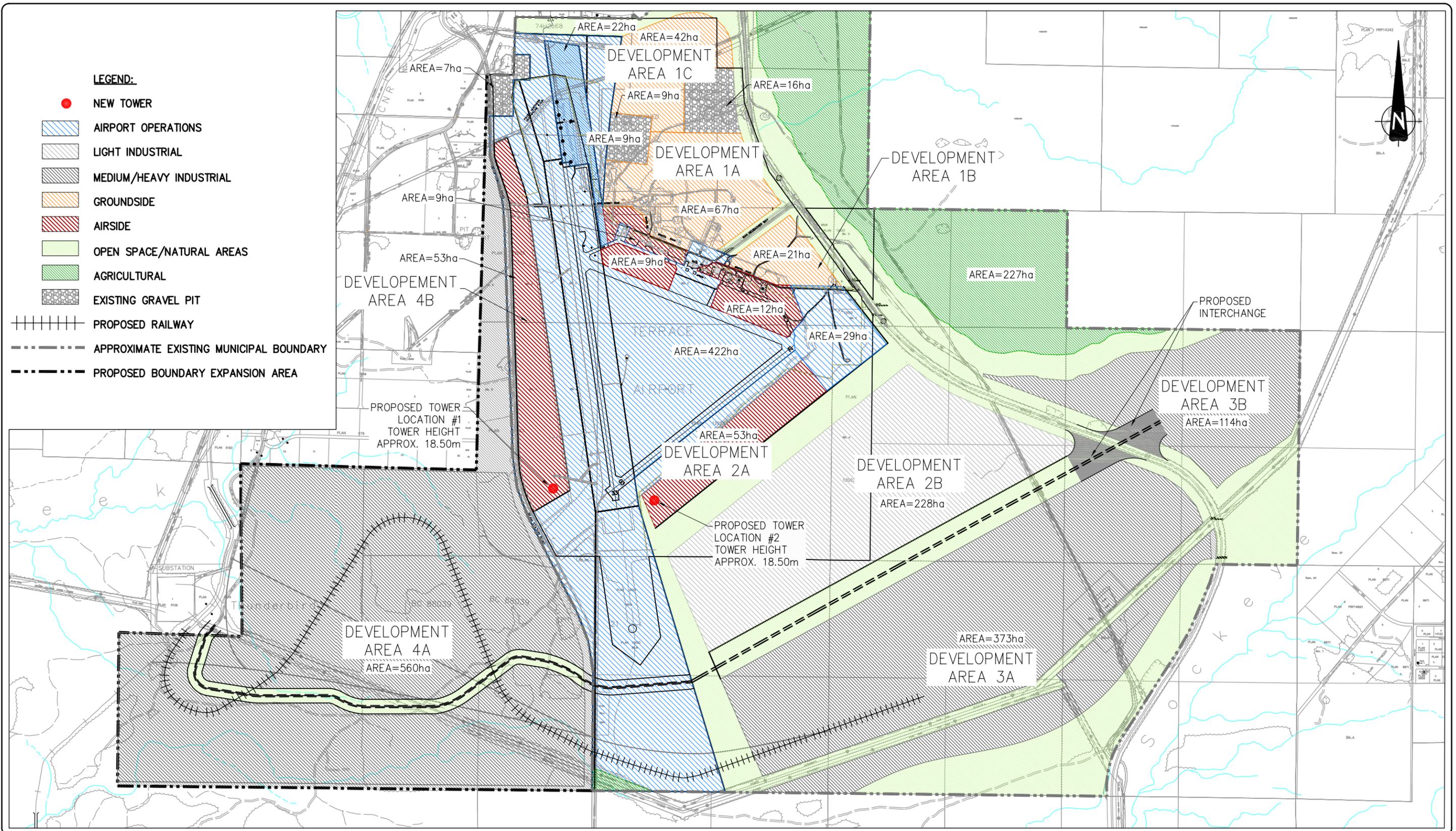
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KA/MEA/TN

DATE/EBA PROJECT NO.
07/05/23
9600274

SCALE
1:40000

EBA Engineering Consultants Ltd.

TITLE/EBA DRAWING NO.
OBSTRUCTION ZONING
FIGURE 6



SHEET TITLE
CITY OF TERRACE
 CITY OF TERRACE AREA CONCEPT PLAN
 TERRACE, BRITISH COLUMBIA

NOTES:

DRAWN/CHECKED BY
 KA/MEA/TN

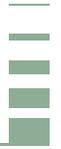
SCALE
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DATE/EBA PROJECT NO.
 07/05/23
 9600274

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EBA Engineering Consultants Ltd.

TITLE/EBA DRAWING NO.
PHASING
 FIGURE 7



APPENDIX

APPENDIX A SUMMARY OF CONSULTATION

December 2, 2005

EBA File: 9600274

The City of Terrace
Development Services
5003 Graham Avenue
Terrace, BC V8G 1B3

Attention: Mr. David Block
City Planner

Dear Mr. Block:

**Subject: Terrace Airport and Surrounding Lands Area Concept Plan
Consultation Summary**

On November 7, 2005 and November 8, 2005, EBA Engineering Consultants Ltd. (EBA) conducted consultation with stakeholders regarding concepts and ideas for the long-term development of the Northwest Regional Airport – Terrace Kitimat and the land adjacent to the airport including Crown and privately owned lands within the city.

The purpose of the consultation was to collect input to use to develop the long-range land use plan and development policies for the Area Concept Plan (ACP) for these lands. The City of Terrace commissioned this study to ensure that the city had industrial lands available for development in response to the container port development at Prince Rupert and general growth anticipated for the city into the next 20 years.

The following provides a summary of the consultation and the key concepts and ideas that were provided over the two days.

1.0 STAKEHOLDERS INVOLVEMENT

The City of Terrace issued a Request for Proposals to prepare this ACP. While consultation was a mandatory requirement, the City and EBA agreed that it is also desirable to include as much consultation and stakeholder involvement as possible to ensure that the direction for the lands reflects community values and aspirations.

A series of one-on-one meetings were arranged, including:

- Mr. Don Ramsay, Ministry of Transportation
- Mr. Dave Menzies, Executive Director, TEDA
- Ms. Jennifer Lewis, Executive Director, TTS
- Mr. Andrew Webber, RDKS
- Mr. Ted Pellegrino, RDKS

At noon on November 7, 2005, Ms. Pat Maloney of EBA met with The City of Terrace Council including senior staff;

- Constable Marlin DeGrand, RCMP
- Mr. Peter Weeber, City of Terrace Fire Chief
- Mr. Ross Milnthorp, Director Leisure Services
- Mr. David Block, Planner
- Mr. Marvin Kwiatkowski, P.Eng., Director of Development Services

On the evening of November 7, 2005, a meeting was held with tenants of the airport, and Mr. Laurie Brown, the Airport Manager, at the airport, including:

- Mr. Rob Onstein, Budget Rent-a-Car
- Ms. Kathleen Finnie, Flight Deck Restaurant
- Mr. Kevin Kennedy, Hertz
- Mr. Ian Swan, Quantum Helicopters
- Mr. Rick Meijer, 737 Air Cadets
- Mr. Steve Westby, Forestry Services

On Tuesday, November 8, 2005, a visioning session was held at City Hall including:

- Mr. Dave Menzies, TEDA
- Mr. Wayne Webber, All West Trading Ltd.
- Mr. Andy Webber, RDKS, Manager of Development and Planning
- Mr. Les Watmough, RDKS, Director
- Mr. Bob Cooper, RDKS, Director
- Mr. Morris Mason, Kitselas First Nation
- Ms. Jennifer Lewis, TTS
- Mr. Laurie Brown, Northwest Regional Airport, Manager
- Mr. David Block, Planner
- Mr. Marvin Kwiatkowski, P.Eng., Director of Development Services
- Mr. Don Ramsay, MoT
- Mr. Kevin Jeffery, Chamber of Commerce

- Ms. Judy Degerness, Director of Finance
- Ms. Carol Leclerc, Councillor, City of Terrace
- Ms. Marilyn Davies, Deputy Mayor, City of Terrace
- Mr. Stew Christensen, Councillor, City of Terrace
- Mr. Rich McDaniel, Councillor, City of Terrace.

2.0 SUMMARY OF MEETINGS

While each stakeholder has a unique perspective on the lands, the airport and future development, there were also common trends.

One common trend was that all of the stakeholders supported development that provided employment and benefit to the region.

The following is a summary of the comments.

- The lands are flat, well drained and very developable.
- The lands can be accessed from Highway 37, the proposed intersection will be required as the lands develop.
- Beam Station Road can be used for limited access (do not want to generate heavy industrial traffic through Queensway).
- Cost estimate for Highway 37 intersection in \$500,000±
- Cost sharing and partnerships are needed for the construction, including developer pay component.
- CN has hired UMA to conduct the rail spur line study to determine location and cost estimate.
- No piped services exist in the area south of the airport.
- EBA preparing a water study to determine the demand, fire hall/fire fighting issues, costs and a distribution system on the ACP lands.
- Sanitary sewer may be on site for low water uses or may be piped to RD lagoons.
- Area is heavily treed – undetermined timber value.
- There is concern that when Prince Rupert container port opens, the number and size of trains will place pressure on community and level crossings for emergency services access.
- Highway 16 provides the major east-west link for the region.

- Idea for an inland terminal or container “stuffing” port was expressed by many; although, it was also felt that most of the containers would be filled and put on trains much further east.
- The airport provides a unique opportunity for a complete multi-modal operation.
- The airport is extending the main runway, expanding the terminal building and looking for a new Flight Services Tower location.
- Develop decommissioned Runway as a taxiway and double load airside uses in front of hangar.
- The airport has the capacity for a significantly higher volumes of traffic and passengers.
- There is sufficient land on the airport for a variety of aviation related uses.
- There is the opportunity for another airside development on the west side of the airport, with access off Beam Station Road.
- The maintenance building at the airport could be converted back to fire hall and emergency services as needed.
- Concern that some potential heavy industry uses emit emissions that are not suited to an airport, particularly those that create smoke or vapours that encourage or create visual interference.
- There are no lots in the city or in Thornhill for large industrial users – very fragmented. Any industry requiring over an acre of land will, by necessity, be directed to the airport and surrounding lands.
- There is also the opportunity to encourage the relocation of industrial uses in the city so that city/downtown lands can be redeveloped for uses more suited to downtown.
- Nothing at the airport should compete or negatively impact the downtown.
- Economic Development has been pursuing some excellent opportunities.
- Currently, the city is not ready – no servicing, no standard lease or offer to purchase agreements, no subdivided lots, no access. These must be in place to attract development – while being flexible enough to allow businesses who want more or less land to find the appropriate location.
- Economic Development pursuing industries related to containers, the port and the natural or raw materials in the area.
- Any development that provides value added to local raw materials is a bonus.
- Can look at markets in Asia or eastern U.S. – railway goes both ways.
- Opportunities on this land can benefit local governments and First Nations.

- There is opportunity to work across the region.
- Tourism is a good example of an industry that spans jurisdictional boundaries.
- People may fly to Terrace but they rent cars and travel the entire region.
- Terrace tourism infrastructure is poor (no 4 and 5 star hotels, poor access to lodges, airlines do not respect the travellers equipment).
- The city requires Canada Customs to allow international travellers and/or cargo.
- Terrace could grow as a service centre and staging area for mining companies and communities manage shift change through the construction of a fixed based operation.
- Inter municipal, inter jurisdictional collaboration (ground transportation when one airport is fogged in) and joint marketing can help the entire region.
- If all this land is to be developed may need a new fire hall some day – protect a site now. Look at sprinklered buildings.
- Future caveats on title or lease may include:
 - must build within two years or land reverts back;
 - deferred service agreements;
 - developer cost charges;
 - latecomer agreements; and
 - architectural and landscaping requirements.
- Concern about local creeks and streams – contain on-site spills or runoff.
- Maintain a green strip along highway for visual buffering.
- Tenants want to see services for their taxes and while they are all supportive of other commercial and industrial uses (to boost overall tax revenue), they were not supportive of the city taking the initiative and going into debt to get the land ready for development.

3.0 VISIONING SESSION

The purpose of the visioning session was to get a representative group of stakeholders together to collectively and collaboratively identify a vision for this study area and provide direction for the consultant to prepare the draft ACP.

3.1 STRENGTHS AND OPPORTUNITIES

While a full swot analysis was not completed during this visioning session due to time constraints, the attendees were asked to identify some of the strengths and opportunities that the study area exhibits.

- land availability in large parcels;
- a comprehensive transportation network;
- an established community with amenities and facilities;
- utilities available;
- a key location in the northwest corridor;
- a college with training facilities;
- raw materials for a number of industries;
- affordable housing;
- natural beauty and outdoor recreation opportunities;
- minimal land use conflicts to develop these lands;
- multicultural community;
- a warm and welcoming community;
- a city that is “open for business”;
- a strong history and heritage; and
- a safe, secure, accessible airport.

3.2 GOALS

The overall goals identified for this study area were:

1. To use the ACP as a “marketing tool”.
2. To increase employment opportunities.
3. To provide for a long-range plan for comprehensive development.
4. To identify triggers of development.
5. To identify opportunities for partnerships.
6. To enhance the overall quality of life in the region.

7. To ensure the future and long-term success of the airport.
8. To plan with outside economic generators in mind.
9. To work collaboratively with adjacent jurisdictions.
10. To develop the lands in a cost effective manner.

3.3 OBJECTIVES

Based on the issues identified, the objectives identified by the group were:

1. Clarify access.
2. Enhance airport safety.
3. Provide piped water.
4. Protect for the future rail spur line.
5. Increase tax base and increase services.
6. Promote economic development and job creation.
7. Ensure proper fire protection.
8. Consider registered zoning for the airport.
9. Provide a variety of lot sizes.
10. Deal amicably with hunting restrictions and mushroom picking.
11. Protect the downtown.
12. Identify development triggers and initiators.
13. Consider the future of mining.
14. Contain on-site spills and drainage.
15. Plan for airport development and expansion.
16. Provide a flexible plan for industrial lots and internal roads.
17. Protect aggregate resources.
18. Consider the impact of future federal regulations.
19. Work with neighbouring municipalities for the benefit of the region.
20. Protect significant natural areas.

3.4 VISION

The vision for these lands can be expressed as follows:

The airport and surrounding lands will provide a major employment centre, providing a wide range of types of employment for the region, focussing on the excellent integrated transportation network, the developability of the land and the strong partnerships working together to service and develop

3.5 FUTURE LAND USES

The attendees spent some time to brainstorm the types of uses that would be considered appropriate in the study area:

- container “stuffing”;
- log home manufacturing;
- staging area for mining;
- construction camp;
- helicopter maintenance;
- OSB plant;
- warehousing;
- container servicing business;
- any industry providing value added to local raw materials;
- contractors and maintenance shops;
- greenhouses/market maintenance;
- manufacturing;
- customs;
- FBO for charters;
- storage facilities;
- car wash/gas station;
- light industry;
- wood lot;
- recycle depot;

- float plane base;
- drag strip/car racing;
- trucking businesses;
- courier services; and
- outdoor storage.

It was agreed that no use that created smoke, steam, dust or other visual impairments to the airport, unduly attracted birds, created electronic interference or was of a height that penetrated the obstruction zone or take off and approach zone, would be permitted in the study area.

It was agreed that the groundside commercial businesses on the airport should generally not include hotel or office buildings – that these uses were better located downtown, but that ground transportation may be improved.

3.6 ADDITIONAL IDEAS AND CONCEPTS

During the course of the consultation, a number of ideas and concepts were brought forward. They are recorded here to ensure that they do not get “lost in the process”. In addition, should these concepts not be incorporated into the final ACP, an explanation will be presented as to why they were excluded. Many people provided their time to this consultation process. Out of respect for those individuals, it is important to ensure two-way communication.

The ideas and concepts presented include.

- Lands can be leased or purchased, but if leased, the length of the lease must reflect financial institution requirements.
- Get all ‘template’ agreements in place to simplify the process when a tenant/business is ready.
- Ensure deferred servicing agreements - initial phase(s) of development may not require full piped services, but when they are available, businesses must tie in.
- Apply registered zoning at the airport – generally registered provides an added protection and “checks and balance” for structures and height restrictions.
- Consider future federal regulations on approach ban minimums for airports requiring more cooperation between airports for ground transportation.
- Consider limited retail/craft store/lounge at airport and try to get lounge or restaurant to face runway, on second floor for better views.
- Need to improve access to lodges for fishing and heliskiing.

- Want to promote Terrace as the starting point for “Hot Holidays”.
- Clear Canada Customs in Prince George.
- Airport role is the Regional Centre for general business travel.
- Encourage growth of airside and aviation related on airport to increase revenues.
- Look for high employment generators.
- Low air emissions.
- Incorporate water conservation and LEED guidelines (i.e., roof top catchment for fire fighting sources).
- Developer pay philosophy facilitated by the city.
- Need to ensure fiscal feasibility for all development.
- Promote training local youth – capacity building – partner with college and First Nations – want to keep youth in Terrace but need good jobs.
- Airport needs infrastructure to accommodate tour buses.
- Need to concentrate on social infrastructure – company location decisions are often based on what the community has to offer employees and their families (i.e., schools, minor sports, etc.).
- Need to expand medical services to include a trauma centre.
- Schools are currently operating on a 4-day week (reduced costs of janitors and school bus drivers), many people looking to move to Terrace see this as a negative factor (the education their kids will get is below standard).
- Next generation is not motivated by money but by lifestyle and ‘fun’.
- Road upgrades all needed to Kitselas and Nisgaa lands.
- See a trend to people retiring in Terrace – affordable, outdoor opportunities, friendly community.
- Hard to do population projections and forecasting given history of growth and uncertainty of how the P.R. container port will actually impact Terrace.
- The Kitselas First Nation has 500 members and also want jobs and training and something meaningful for their youth.
- The trend in transportation is definitely intermodal –we can take advantage of this here.
- While Canada Customs is gearing up for Prince Rupert, there is an opportunity for spin off to Terrace.

- There needs to be a clear gap analysis done for tourism services and make sure the community understands.
- Tourism facilities should be focused downtown.
- City has purchased the old Co-op site – this has great potential for conference/convention centre with a four or five star hotel – the airport and development at the airport can support this development.
- Terrace wants to encourage the live-work philosophy. There should be lots of opportunities to live in Terrace and find a wide range of employment opportunities, requiring every skill and education level from Grade 12 to PhD.
- City should encourage the relocation of industrial uses currently located downtown, to move to the study area, to allow retail/commercial/office/hotel/food and beverage uses to concentrated downtown to enhance the vitality and pedestrian orientation of the downtown.

4.0 NEXT STEPS

EBA will review all of the information provided to date, along with the input from the consultation program and the visioning session and begin to draft the ACP. Prior to completion of the draft ACP, the water study and rail spur line study findings will be incorporated into the plan.

The purpose of the plan will be to provide a long-range land use plan that addresses a number of implementation tools to achieve the plan. With the ongoing work of both the Economic Development Authority and Tourism Society, this document can function as a strong marketing tool.

Rather than set artificial dates for accomplishments (for example, saying the new intersection at Highway 37 must be completed by 2009), we will identify triggers for future development, such as when traffic and turning movements on Highway 37 reach a certain volume and type of vehicles, then the intersection must be constructed. This also requires a monitoring plan to ensure that Council knows when those triggers are approaching so that funding can be sourced and construction can begin in a timely manner.

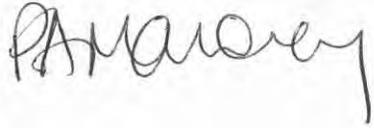
Attached is a draft table of contents for the ACP. It will provide background information, and incorporate all of the concepts and ideas raised over the two days of consultation.

It is anticipated that the draft plan will be completed in January 2006. At this point, it will be appropriate to schedule a community open house. A full presentation can be made to Council prior to the open house and council may elect to present this draft plan to the Regional District and First Nations prior to the open house.

EBA is very pleased to be involved in the preparation of this important document with the City of Terrace.

Respectfully submitted,

EBA Engineering Consultants Ltd.



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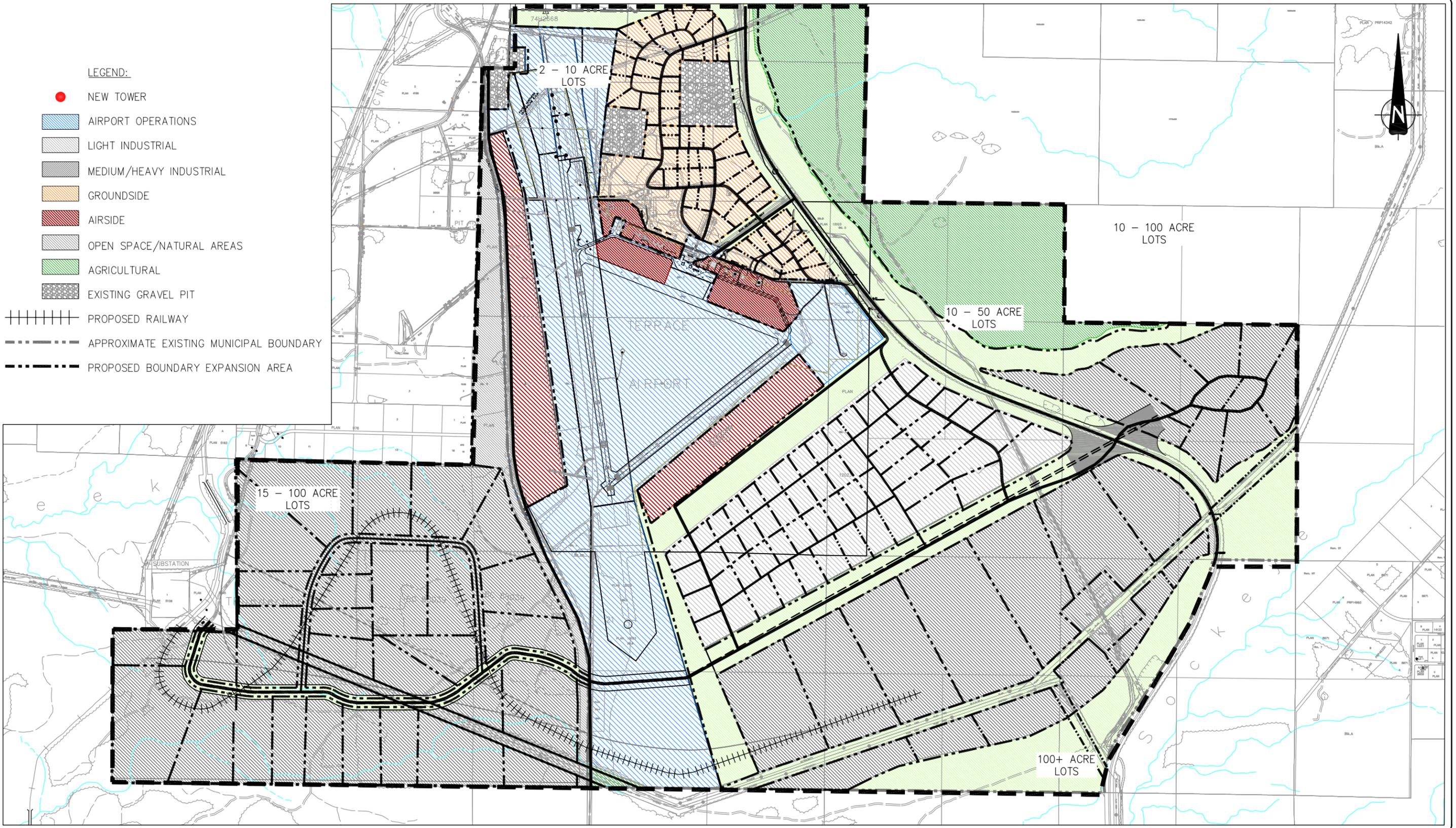


APPENDIX

APPENDIX B POSSIBLE BUILDOUT SCENARIO

LEGEND:

- NEW TOWER
- AIRPORT OPERATIONS
- LIGHT INDUSTRIAL
- MEDIUM/HEAVY INDUSTRIAL
- GROUND SIDE
- AIRSIDE
- OPEN SPACE/NATURAL AREAS
- AGRICULTURAL
- EXISTING GRAVEL PIT
- PROPOSED RAILWAY
- APPROXIMATE EXISTING MUNICIPAL BOUNDARY
- PROPOSED BOUNDARY EXPANSION AREA



SHEET TITLE
CITY OF TERRACE
 CITY OF TERRACE AREA CONCEPT PLAN
 TERRACE, BRITISH COLUMBIA

NOTES:

DRAWN/CHECKED BY
 KA/MEA/TN

DATE/EBA PROJECT NO.
 07/4/23
 9600274

SCALE
 1: 25,000

EBA Engineering Consultants Ltd.

TITLE/EBA DRAWING NO.
PROPOSED BUILDOUT
 APPENDIX B