

2 AIRPORT LANDS

OVERVIEW

Other Names:

"Airport Groundside Commercial"; part of the "Skeena Industrial Development Park (SIDP)"

Civic Address:

933 Highway 37, Terrace, BC

Parcel Size:

~23 hectares (57 acres)

Ownership/Transfer Status:

Crown Land / Transfer requested (not Treaty Land)

Jurisdiction:

City of Terrace

Official Community Plan:

Airport Commercial

Zoning:

Groundside Commercial (GSC)



STRENGTHS

- Conveniently located
- Zoned for Groundside Commercial uses
- Potential for variety of commercial and light industrial uses
- Close to airport and major transportation corridor (Highway 37)
- Partnership with City of Terrace

WEAKNESSES

- Relatively small parcel
- Unserved
- Heavily treed
- Not yet owned by KDC - transfer anticipated to be completed soon
- No master plan for this area
- Rezoning likely needed for commercial uses (i.e. hotel, motel, retail)
- No pedestrian traffic - commercial uses would likely need to be linked to airport to attract people

Moderate Development Potential

- Joint Venture Agreement with City
- Numerous major projects in northwest mean high interest in this area
- Opportunity for mixed uses on site (with rezoning)

- Opportunity to provide private terminal to service the workforce travel needs for LNG Canada Project
- Will remain City of Terrace jurisdiction meaning Kitselas would benefit from partnership for future servicing

- Development cannot occur without Regional Water System
- Development will largely be stalled until services in place
- Contaminated soil could impact development, add costs
- Many restrictions to development









OPPORTUNITIES

THREATS

Development Positive Values









Low Rating = Lower development capability

High Rating = Higher development capability

VALUES	DESCRIPTION	ADDITIONAL NOTES	RATING
 Economic	Land Value	Land assessed at less than \$1 million	 MEDIUM
	Partnerships	Joint Venture Agreement with City of Terrace which includes Revenue Sharing Agreement	
 Land Use	Assortment of land uses (industrial, commercial, residential, institutional, recreational/park)	Official Community Plan (OCP) Land Use Designation of Airport Commercial	 MEDIUM
		Zoned Groundside Commercial (GSC)	
 Infrastructure and Amenities	Location	Very close to City of Terrace, located on a major transportation route (Highway 37)	 MEDIUM
	Access to property	Existing access to property and located just off Highway 37	
		Frontage on all sides: Highway 37, Max Neubeacher Way, and Bristol Road - also existing utility access road running through the property	
	Surrounding area	Close to airport and other industrial development	
		Located near Onion Lake Ski Trails and Lakelse Lake No parks and trails nearby	
	Site currently serviced	Not currently serviced	
Utilities available nearby	Proposal for regional water system public/private partnership currently on hold		
	Discussion of potential sewage treatment plant being built nearby No services nearby		
 Development Readiness	Site surveyed	Copy of unregistered survey plan on file - registered survey will be completed as part of transfer process	 MEDIUM
	Existing development plans	Potential development plans identified: <ul style="list-style-type: none"> ▪ Approximately 60-acre commercial subdivision immediately adjacent to Northwest Regional Airport ▪ 100-room hotel development project under agreement adjacent to the YXT Terminal (Coast Kitselas Lodge) ▪ Retail service station & car wash with frontage on Highway 37 ▪ Commercial cardlock and truck wash with frontage on Highway 37 ▪ Approximately 15-acre retail pad development ▪ Approximately 10-acre office pad development ▪ Potential aircraft service and storage hangers adjacent to the airside boundary 	
	Cleared site	No, site is heavily treed	

Development Limiting Values



Low Rating = Fewer factors limiting development    **High Rating** = More factors limiting development

VALUES	DESCRIPTION	ADDITIONAL NOTES	RATING
 Cultural	Provincial Archaeological Data	Provincial records do not identify any overlap with archaeological sites or areas of high archaeological potential	TO BE DETERMINED THROUGH ENGAGEMENT 
	Traditional knowledge of archaeological and/or cultural significance	Identified as traditional use area in Traditional Use Study	
 Agricultural	Agricultural Land Reserve (ALR)	Not within the ALR	 LOW
	Soil quality	Class 5 soil with P and M subclasses	
		Limitations that do not make it particularly good for agriculture (rocky soils, lack of irrigation)	
Agricultural use not compatible with industrial uses			
 Resource	Existing tenure/licenses	License of Occupation (LOO) was in place for KDC to use and occupy the land as set out in LOO Management Plan (uses consistent with above proposed development plans) - LOO was recently cancelled since site was not useable due to ongoing site investigation (into site contamination) and need for servicing	 MEDIUM
		A Forest License to Cut Application made by Kitselas to begin clearing the land in preparation for development	
	Potential for resource extraction	Heavily treed and identified in the Kitselas Forest Management and Tactical Plan, 2020 as having mature forest cover (trees 80 to 250 years old)	
	Clearing of this land could provide short-term potential revenue for logging	Long-term resource extraction on this site is unlikely due to existing development plans and its location adjacent to the Northwest Regional Airport	
 Stewardship	Species at risk, habitat area, riparian	Not identified as an area of environmental sensitivity	 LOW
	Protected or conservation area	Not identified as a provincially protected area or conservation area	

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Development Limiting Values, continued

Low Rating = Fewer factors limiting development  **High Rating** = More factors limiting development 

VALUES	DESCRIPTION	ADDITIONAL NOTES	RATING
 Development Restrictions	Legal restrictions	License of Occupation Management Plan previously dictated permitted land uses for interim use but was recently cancelled	 HIGH
		Subject to City of Terrace land use regulations and zoning	
		Rezoning likely required for many of the uses proposed in the LOO	
		Covenant may be needed to preserve historical bunkers on site (or remediation may be required) - this requirement will likely be confirmed through the Certificate of Compliance process	
	Geotechnical and natural hazards	Site is fully treed and identified as an area of high wildfire hazard	
		No data available on geotechnical and natural hazards on this site but likely a relatively flat site due to proximity to airport Further geotechnical and natural hazard analysis may be required prior to development	
	Site contamination	Site contamination due to historic World War II bunkers located on property Presence of some metals found to be safe levels (aluminum, vanadium and iron) however, Cobalt levels are considered site contamination	
		In process of obtaining a Certificate of Compliance from the province	
	Development Permit Area	Airport Development Permit likely required through City prior to development	
	Ownership	Crown Land Will be transferred in fee simple as part of 2017 LNG Benefits Agreement - Transfer anticipated to be completed in 2022	



LAND USE POTENTIAL

Analysis of this property shows moderate development potential with some short-term potential for resource use in the form of timber harvesting. The Airport Lands have some development restrictions that mean further site investigation will be required to determine the feasibility of developing this site. Future development of this property largely hinges on obtaining necessary approvals from the province (i.e. Certificate of Compliance), as well as utility services being provided to the site. Further investigation and ground-truthing is required to determine archeological significance and geotechnical hazards.

Development Potential

MEDIUM

Cultural Value

DETERMINED THROUGH ENGAGEMENT

Agricultural Value

LOW

Resource Value

MEDIUM

Stewardship Value

LOW

SUGGESTED LAND USES



Industrial Use

This site has potential for light industrial uses due to its location in the Skeena Industrial Development Park (SIDP). The Ground Side Commercial zone already allows for light industrial uses that complement airport operations (such as bulk fueling stations, aircraft repair, light manufacturing, outdoor storage). The Nation’s License of Occupation Management Plan identified an airport terminal and truck stop as part of development plans (related to light industrial). Truck stop use may require a rezoning through the City of Terrace.



Commercial Use

Potential future land uses are likely somewhat limited to uses that complement airport operations. This means commercial use would likely be appropriate for this site only if related to the airport operations and customers. Some commercial uses that were proposed as part of the License of Occupation Management Plan are not permitted uses within the GSC zone (i.e. hotel, motel, truck stop, and retail uses). These uses would require rezoning through the City of Terrace.



Tourism Commercial Use

Tourism commercial is a possible land use (visitor accommodation, gift shop, First Nation restaurant) that could complement airport operations. As mentioned under Commercial Use, a rezoning would be required for hotel and motel use, and possibly other commercial uses.



Resource Use

This site has potential for short-term resource use since it is heavily treed. This is not likely to be an appropriate long-term land use for the site given its proximity to the airport. Potential site contamination (and future reclamation) should also be taken into account when considering even short-term resource use on this site. Rezoning may be required for Resource Use, as well as other permits or licensing.



Sources: Kitselas First Nation, Government of British Columbia, Government of Canada

Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Kitselas Development Corporation

Airport Lands



Kitselas Lands & Resources

The accuracy & completeness of information shown on this drawing is not guaranteed. It will be the responsibility of the user of the information shown on this drawing to locate & establish the precise location of all existing information whether shown or not.

FIGURE 2.0