

Industrial Development Subsidiary Agreement

OPPORTUNITY ANALYSIS OF
TWO LIGHT INDUSTRIAL/MARINE
COMMERCIAL SITES IN THE
SOOKE ELECTORAL AREA

Research Report



Province of
British Columbia

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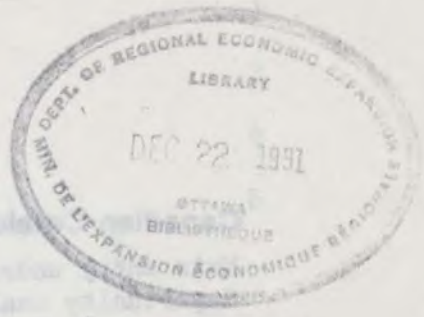
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The responsibility for the content of this report is the consultant's alone, and the conclusions reached herein do not necessarily reflect the opinions of those who assisted during the course of this investigation or the Federal and Provincial Governments which funded the study.

I. EXECUTIVE SUMMARY OF THE OPPORTUNITY ANALYSIS

The purpose of this study was to determine the economic viability of developing two specified parcels of land in Sooke as light industrial parks. Those parcels are situated, respectively, on the waterfront off Maple Avenue and in an abandoned gravel pit between Kaltasin and Idlemore Roads. The Study was commissioned by the Sooke Electoral Area Economic Development Commission in the winter of 1979/80.

The economic viability of development was determined by assessing the potential demand for facilities on the two parcels of land. Assessment of the potential demand took place through three frameworks: the present state of previously expressed interest, the possible linkages with existing industries in Sooke, and, the absorption rates of industrial land in both the electoral area and the rest of the Capital Regional District.

Data was gathered primarily through extensive personal interviews with people employed in real estate and real estate development, commercial fishing, the forest industry, tourism, manufacturing, and the government sector (see Appendix A). Data was also gathered through a review of recent articles and literature in industrial and small business development, and the commercial fishing, forest and tourism industries.

The study found that those people who had expressed interest in marine commercial and/or light industrial land in Sooke prior to the start of this study have found areas for investment elsewhere on Vancouver Island, in the lower mainland and in the State of Washington because no readily available industrial type facilities were in Sooke.

The study found that there are, in Sooke, many possible light industrial and/or commercial linkages with the commercial fishing industry, some possible light industrial and/or commercial linkages with the tourist industry and, a few possible light industrial and/or commercial linkages with the forest industry.

The study found very little unoccupied industrial land in the Sooke area and a high absorption rate of industrial land in the rest of the Capital Regional District, in spite of the fact industrial land prices there are relatively high.

The study concluded it is economically feasible to develop both parcels of land for marine industrial and/or marine commercial associated uses which would cater primarily to the commercial fishing fleet and secondarily to tourists.

The 'economically feasible' conclusion was drawn from the many evident possibilities of sectoral linkages, in view of the relatively low prices for those parcels of land with light industrial/marine commercial potential in Sooke, and in the belief that the provision of some light industrial type services would meet the needs of a number of small businesses wanting to locate in the Capital Regional District.

This report recommends:

- i. that efforts be made to secure the Kaltasin-Idlemore property (Site B) for light industrial development purposes;
- ii. that a light industrial development plan for this site be prepared with the assistance of an agency such as the British Columbia Development Corporation;
- iii. that a marine commercial development plan be prepared and presented to the community for approval and to the Maple Avenue site (Site A) owners for response;
- iv. that moorage and parking facilities be extended at the Maple Avenue site foreshore to complement future site development there;
- v. that a policy of land assembly at both sites be adopted.

II. UPDATE

A previous draft of this opportunity analysis was made available to the Sooke Electoral Area Economic Development Commission and the Regional Planning Department of the Capital Regional District (CRD) in June 1980. Commissioners and planners believed the study's conclusions were well researched and, as such, requested the British Columbia Development Corporation (BCDC) to assume a role in the preparation of development plans for both parcels of land. West Coast Information and Research Group (WCIRG) and the CRD offered to provide support services to the BCDC who began work on the project in July of 1980.

To date, the provision of those support services has entailed:

- i. further research into the ownership, size and assessed value of parcels of land adjacent to the two subject properties;
- ii. analysis of data contained in documents published by the federal Department of Fisheries and Oceans;
- iii. additional interviews with representatives of local groups and businesses, and with provincial and federal government employees.

This above mentioned work, in conjunction with another wider-ranging 'Feasibility Study of a Marine Industrial Park in Sooke' done for BCDC in November 1980, has confirmed the conclusions arrived at by WCIRG. BCDC is therefore continuing work on the preparation of land assembly and development plans for Site B as of the time of this update (March 1981), while the Sooke Electoral Area Economic Development Commission and the Sooke Forum Council are attempting to improve moorage conditions and provide for some marine commercial developments at the public wharf adjacent to Site A.

III. INTRODUCTION

This document constitutes an "opportunity analysis" of two parcels of land believed to be suitable for light industrial and for marine commercial purposes. The two sites are near the Sooke commercial core and were specified by the Sooke Electoral Area Economic Development Commission in the terms of reference (see the maps on the following pages).

This Commission was established in June 1979 to promote the economic development of Electoral Area D (Subdivision C of the Capital Regional District Census Division).

One of the factors leading to the formation of the Commission was an apparent demand for industrial and/or marine commercial land or facilities, in addition to that which the Sooke area had to offer prospective businesses at that time.

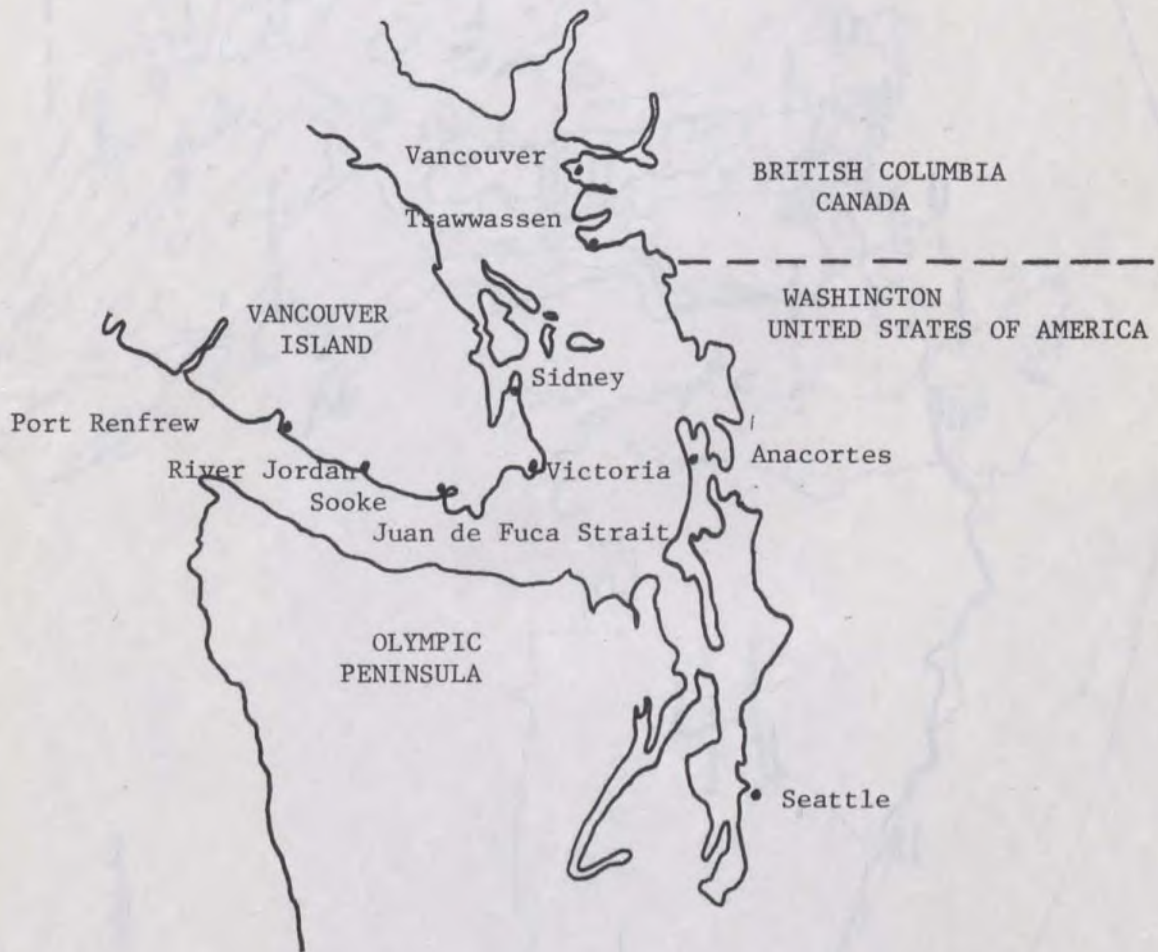
The consultants hired to do the opportunity analysis (West Coast Information and Research Group - WCIRG) centered their efforts on the two pieces of land identified by the Commission, but also considered other parcels of property for their suitability to light industrial and/or marine commercial development.

IV. MAPS 1 to 5

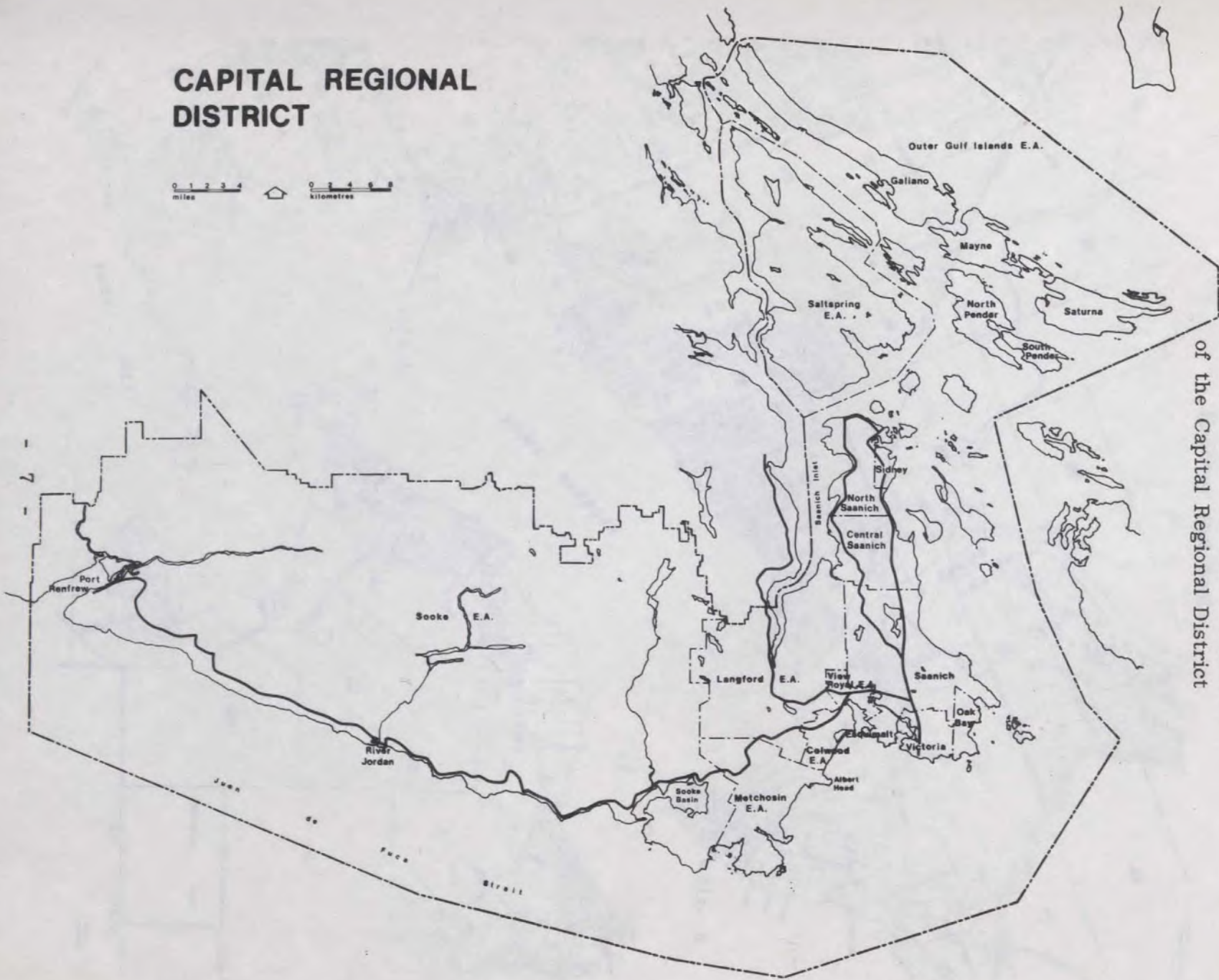
1. Geographical location of Sooke.
2. Sooke Electoral Area as Component of Capital Regional District.
3. Sites A and B in Context of Sooke Harbour and Basin.
4. Site A.
5. Site B.

MAP 1

Geographical Location of SOOKE.



CAPITAL REGIONAL DISTRICT

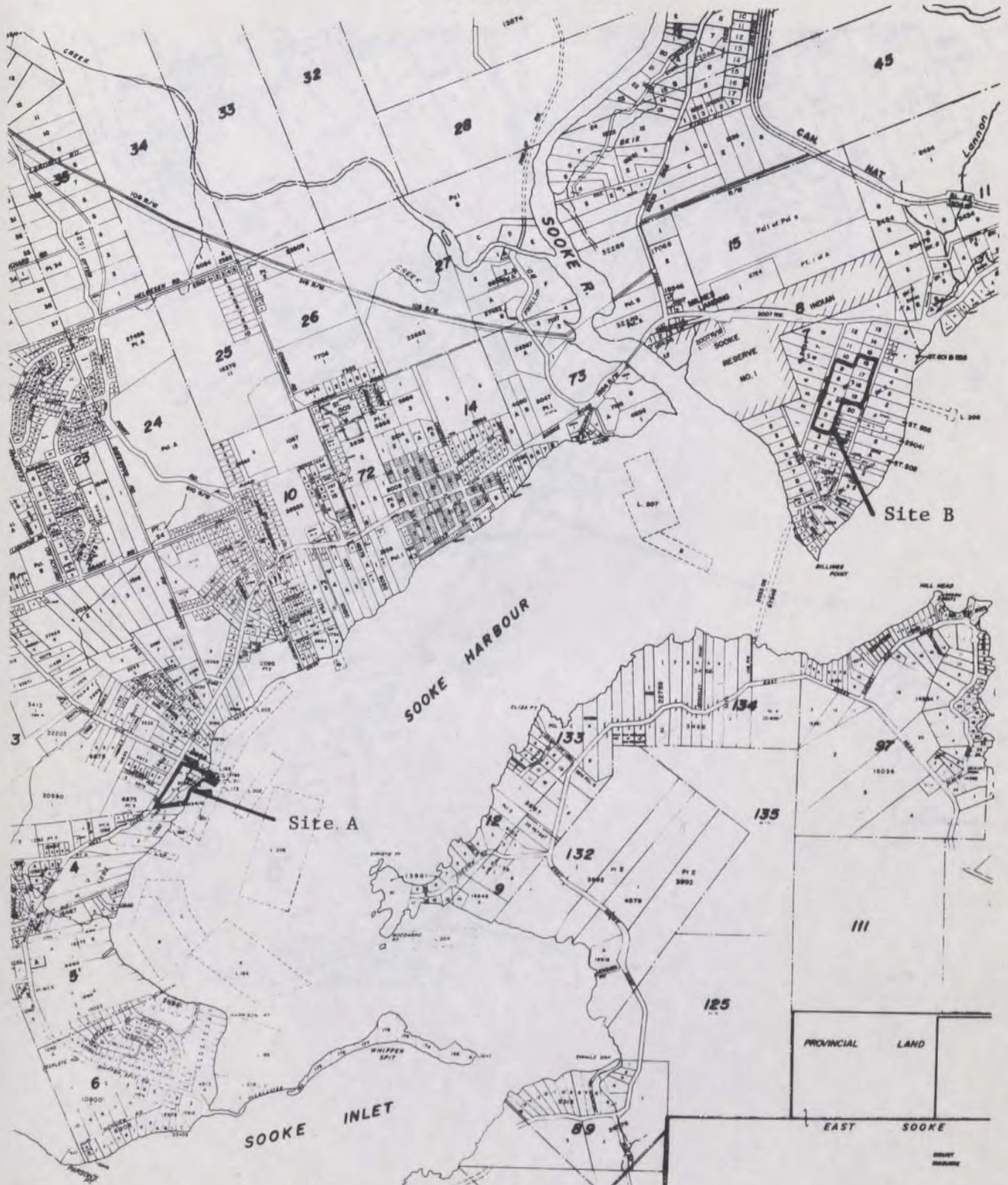


Sooke Electoral Area as a Component
of the Capital Regional District

MAP 2

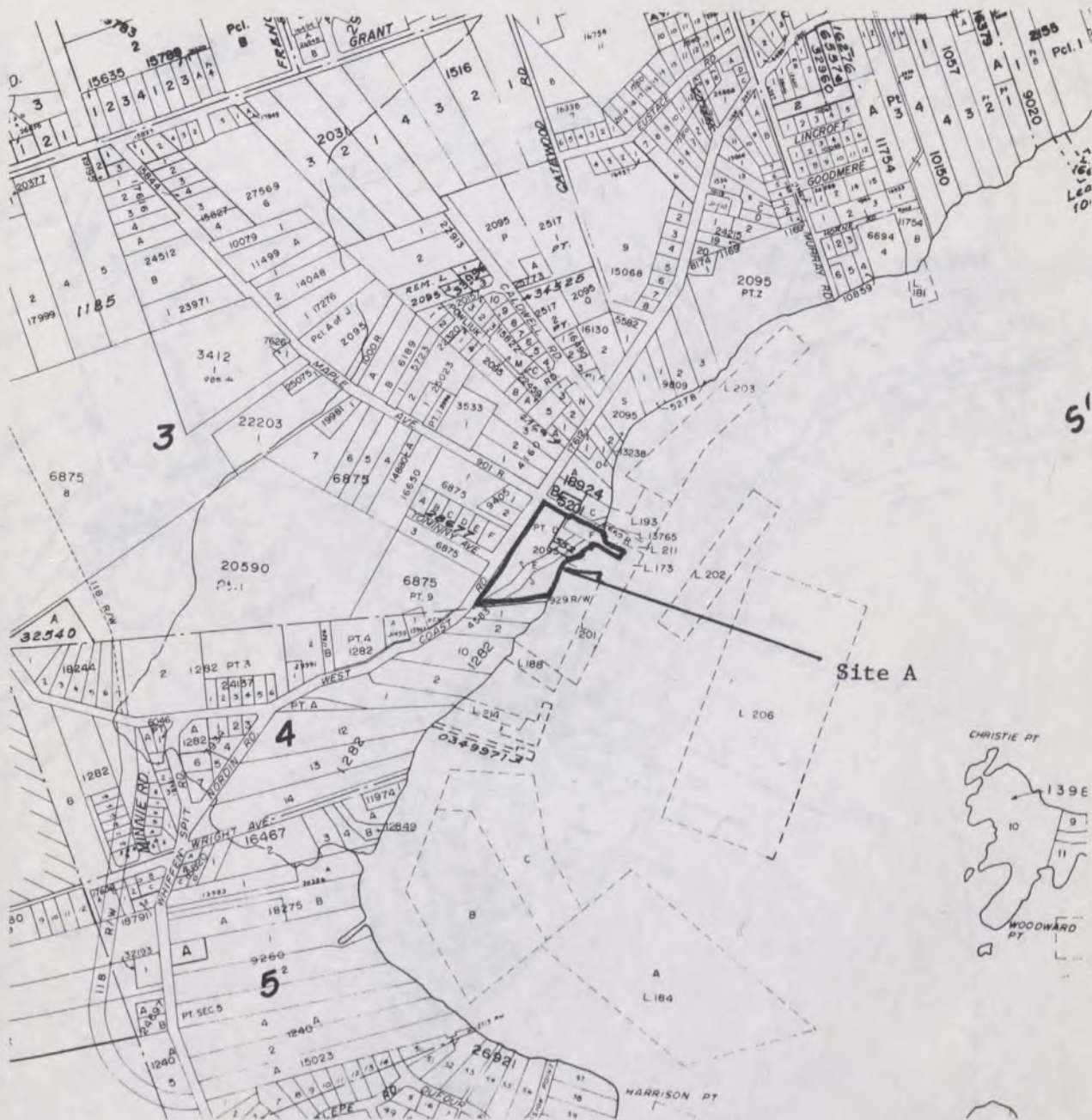
MAP 3

Sites A & B in Context of Sooke Harbour and Basin



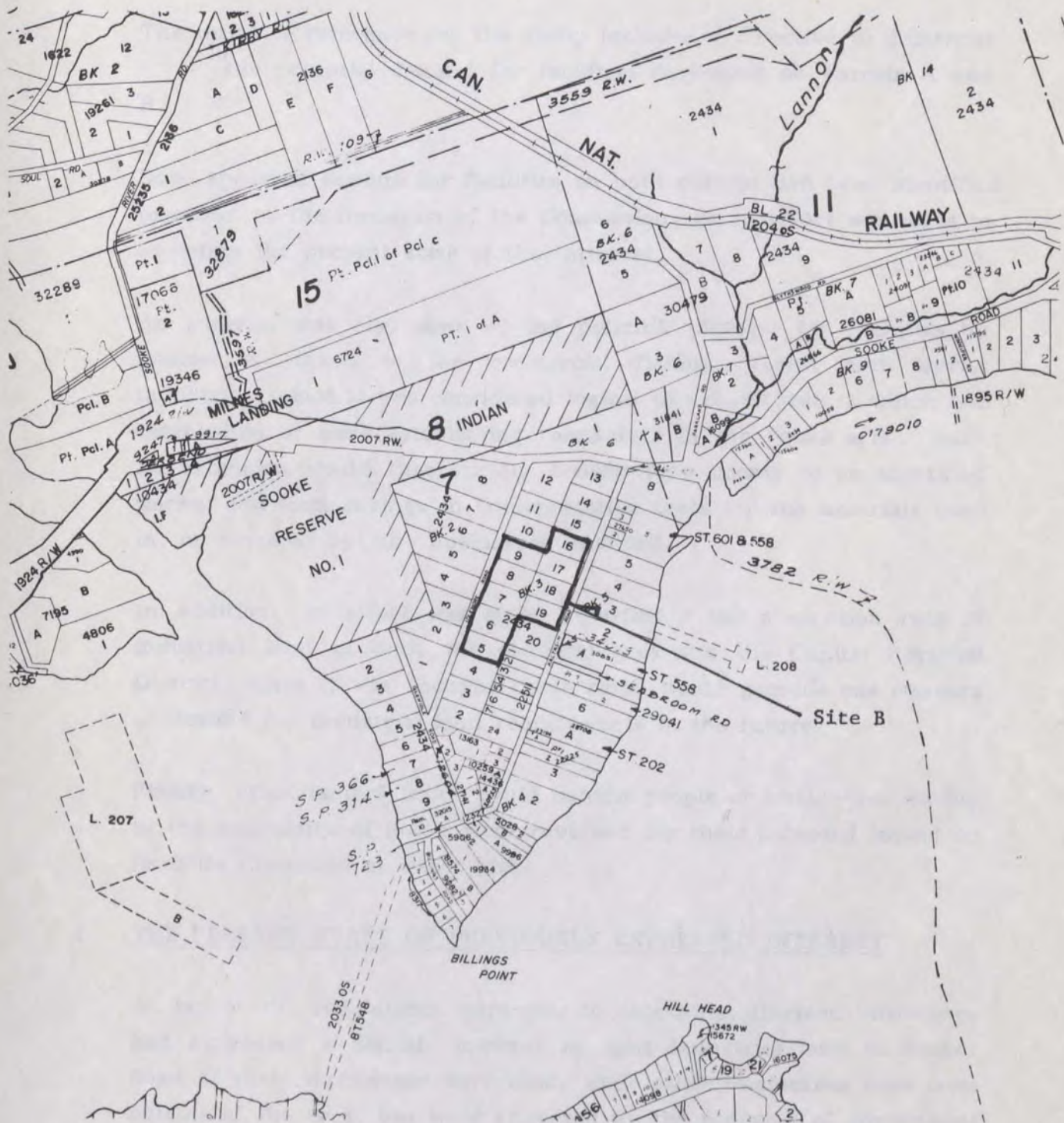
MAP 4

Site A



MAP 5

Site B



V. POTENTIAL DEMAND FOR FACILITIES DEVELOPED ON SITES A AND B

1. METHODS OF DETERMINING POTENTIAL DEMAND

The terms of reference for the study included a directive to determine ". . . the potential demand for facilities developed on Parcels A and B. . ."

Some apparent demand for facilities on both parcels had been identified previous to the formation of the Commission, so an effort was made to ascertain the present state of that interest.

An analysis was also done of the potential demand for facilities by businesses linked to the commercial fishing, forest and tourist industries, since it was considered logical to extend sectors which had established or were establishing themselves in the Sooke area. Such an extension would theoretically benefit from access to an identified market and from savings in transportation costs for the materials used in, or supplied by, the businesses involved.

In addition, an effort was made to estimate the absorption rate of industrial land in both the electoral area and the Capital Regional District, since it was thought these rates would provide one measure of demand for industrial land requirements in the future.

Finally, other factors which could benefit people or businesses moving to the community of Sooke were reviewed for their potential impact on facilities demanded at either site.

2. THE PRESENT STATE OF PREVIOUSLY EXPRESSED INTEREST

As far as the consultants were able to determine, thirteen businesses had expressed a definite interest in light industrial land in Sooke. Some of these businesses were local, while other businesses were from outside of the area, but were attracted by the prospect of government

financial assistance through the Assistance to Small Enterprise Program (ASEP) of the Industrial Development Subsidiary Agreement (IDSA).

The consultants were unable to contact all of the businesses who had expressed interest because of incomplete historical records. However, some businesses were interviewed and some knowledge of the other situations was pieced together.

In essence, only one of the thirteen businesses is still attempting to (re)locate in the area, while two businesses are continuing to operate in their previous respective locations of Sooke and Sidney. Seven others have located elsewhere; two in the Vancouver area, one on the middle part of Vancouver Island, one in the State of Washington and three on the Saanich Peninsula. One business is still attempting to locate elsewhere on Vancouver Island, and it is not known what happened to two others.

Those businesses which located elsewhere did so for a number of reasons which are listed in no particular order:

- a. The value of government financial assistance through IDSA and the Travel Industry Development Subsidiary Agreement (TIDSA) was reduced by the difficulties and delay involved in being considered for, and in collecting, that assistance.
- b. The industrial land, which was available at the time the businesses were wanting to locate, was not offered in small enough parcels.
- c. The industrial land which was available was not serviced.
- d. No ready-made or partly finished buildings, suitable for business of a light industrial nature, were available.

- e. The total amount of industrial land which was available in the Sooke area was too small for one business which placed its own short term future needs at 4.8 hectares (12 acres).
- f. The average travelling speed on the highway connecting Sooke to Victoria was too slow.
- g. Other communities had individuals working full time to help businesses settle there.
- h. Communities outside of B.C. (i.e. in Alberta and in Washington) had better financial incentives for businesses attempting to (re)locate there.
- i. Sooke was not close enough to freight terminals for some types of businesses.
- j. Sooke was not close enough to affiliated industry for some types of businesses.

INTEREST MATCHED PRIMARILY TO SITE A
(MAPLE AVENUE WATERFRONT)

An individual had been interested in developing the marine commercial potential of this property. After negotiations were terminated by the property owners, the developer became involved in other investments. A consolidation of ownership interests in that property has left the "new" owner desirous of assessing future company requirements in conjunction with development proposals submitted by others.

INTEREST MATCHED TO EITHER SITE

A company employing 55 people in the building of recreational and commercial fiberglass boats is attempting to relocate before its current non-renewable lease expires in Victoria. Although the company would prefer to settle in or near Victoria, or on the Saanich Peninsula, a

spokesman has said they would move their operations to Sooke if certain conditions were met. These conditions include the availability of 5 acres of industrial zoned land with a foreshore lease, and receipt of sufficient government financial assistance to offset a number of disadvantages related to locating in the rural community. The conditions pose a problem since Site A is less than 5 acres in size and Site B does not have a foreshore. However, some negotiations with respect to potential water access from the Kaltasin Gravel Pit may result in a situation appropriate to the company's needs.

3. POTENTIAL DEMAND FOR FACILITIES THROUGH ESTABLISHED OR ESTABLISHING ECONOMIC SECTORS

A. COMMERCIAL FISHING SECTOR

Several commercial fishermen and the owners of a number of marine-oriented businesses have said there is, at present, a need in the Sooke area for two additional marine ways (capable of handling the increasingly larger commercial fish boats), a machine shop, a small engine repair shop and a storage area for commercial fish gear. The latter would retard the deterioration process caused by the action of salt water and sun on metal and plastic portions of that gear.

Commercial fishermen and the owners of a number of marine-oriented businesses have also said that there would be a demand for additional light industrial and/or marine commercial facilities if there was enough moorage to accommodate all those who presently need it and all those who have expressed an interest in (re)locating in Sooke.

The consultants reviewed both aforementioned situations and believe there is an immediate demand for moorage for 30 commercial fish boats not presently berthed in Sooke, a probable demand for moorage for more than 100 commercial fish boats and

a possible demand for moorage limited only by the capability of the Sooke Harbour/Basin to accommodate these boats (see Appendix B).

If 30 to 40 additional boats were berthed in the harbour, it is understood that fiberglass and foaming operations would also have to be increased.

If 100 additional boats were berthed in the harbour, it is understood that electronics¹ and perhaps refrigeration operations would find it worthwhile to locate in the community.

It is assumed that some families of fishermen wanting to berth in Sooke would also want to move into the community. A long time local resident, who is also a fisherman, has estimated that each fishing family puts \$12,000 to \$15,000 annually into other commercial and service industries in the community.

The demand for facilities on the two subject properties could also be less directly related to the commercial fish boats moored in the harbour/basin.

Present commercial fisheries policies seem to have the potential to stimulate some interest in the construction and operation of new fish processing facilities in the ports where the number of boats is increasing, although it has been recommended that government financial assistance programs not apply where the facilities are designed to process those species, such as salmon and herring, which are already "fully utilized". 1978 and 1979 Federal Fisheries reports indicate the majority of the catch in the Sooke Statistical Area (#20) are salmon, but a number of other finned species, such as sole brills and grey cod, represent a substantial proportion of that catch and are not in the 'fully utilized' category mentioned above.

¹ At present, at least three electronics firms each send an employee into Sooke for one-half day per week, while many boat owners choose to make the trip into Victoria rather than wait for service.

Demand for industrial facilities on either site could also come from the mariculture industry which is the growing of marine organisms under controlled conditions. At present in B.C., the only widely cultured species are oysters, although farming of clams, mussels, abalone, kelp, etc., either has some potential or is starting to occur.

In April 1980, the B.C. Ministry of Environment released new aquaculture policies which were designed ". . . to improve the atmosphere for expansion by the private sector . . ." and which included accelerated development and investment incentives.

In general, the mariculture industry in the province is in need of some inexpensive, but well-manufactured items such as rafts, long lines, trays, etc., which would hold the product at one site in the water while the organism grows. The industry is also in need of systems which would handle the product prior to and after that product's major growth period.

A number of items associated with the commercial fishing industry are manufactured outside the province (in many cases - outside the country) and are identified as import items meriting further investigation for domestic production or substitution (see Appendix C).

The implication of the foregoing paragraphs is, of course, that businesses responding to the opportunities cited would find light industrial type facilities and services in Sooke a definite enticement to (re)locate there.

Finally, some sources have argued the fishing industry is constrained by a supply problem. This suggests some potential in activities centered in fish stock enhancement.

Although prospects for substantial financial assistance for Sooke from the Federal Fisheries and Oceans "Community Development

Program" are limited by a relatively low unemployment rate and the inheritance of relatively unimportant spawning streams, departmental spokesmen have said that a determined community could create some limited employment through the operation of a fish enhancement program.

B. FOREST PRODUCTS INDUSTRIES

Opportunities for industries related to the forest sector are limited at present but do exist. In particular, there is some potential related to utilization of wood waste material produced by both the extraction and processing sides of the industry.

a. Extraction (Logging)

The logging industry leaves several billion cubic metres of residue (slash) in the woods every year, some of which is or may soon be economically recoverable for use in power generation. In 1978, the Canadian Forestry Service conducted a test conversion program in the Sooke Highlands which collected and chipped slash before sending it to a pulp mill for evaluation. Although the waste collection costs were relatively high compared to another test site on Vancouver Island, the rising prices of oil and gas are quickly bringing the whole conversion process closer to economic feasibility. That conversion process would employ people in the three or four phases involved.¹

¹ Dr. Glen Manning lecture-sponsored by the Canadian Institute of Forestry, Victoria, January, 1980.

b. Processing (Sawmilling)

Sawdust and bark are waste products of the milling operation. Two popular methods of waste utilization involve the manufacturing of "presto logs" and the manufacturing of garden mulch. The potentials of these processes in the Sooke area are somewhat constrained by the limited supply available from the local mill which has already committed much of its waste. The processes are somewhat further limited by the probability that, as wood supplies shrink, the waste will become more valuable for utilization in pulp and paper products themselves.

Representatives of the largest sawmill and logging operations in the Sooke Electoral Area were also asked if any equipment or material used in their extraction or processing operations could be manufactured or made locally.

a. Extraction (Logging)

- i) One operator thought there might be some employment opportunities in the local manufacture of bridge timbers, bridge planking and split cedar puncheons for culverts. In addition to providing employment, these activities, if done locally, would save the company money since no stumpage payments or transportation costs would be required.
- ii) Another firm thought the rebuilding of hydraulic cylinders, hydraulic pumps and diesel electric stack switches represented a local employment opportunity. At present, this work is done in Vancouver and Nanaimo entailing a considerable turn-around time for the company. The rebuilding of hydraulic parts was considered by the company spokesman to have particular potential since the logging industry (among others) is switching from 'line' or 'cable' to 'hydraulic' machines.

- iii) Chain saws are, of course, machines used in the extraction process. Chain saws, and parts and accessories for chain saws are identified in the publication "Manufacturing Opportunities Through Import Replacements" as commodities which may have immediate potential for domestic manufacture.
 - iv) Some constraints on the feasibility of all of the above are apparent. None of the activities mentioned are likely to be economically viable if they are only servicing a local market. Additionally, some of the activities mentioned are relatively capital intensive.
- b. Processing (Sawmilling)
- i) The only sawmill of size in the area has a machine shop which manufactures components for itself and affiliated mills. However, the publication "Manufacturing Opportunities Through Import Replacement" lists more than 20 sawmill commodities which may have immediate potential for domestic manufacture (see Appendix C). Most, if not all, would require a large capital investment.
 - ii) The secondary processing of wood represents yet another area which might generate local employment and a demand for light industrial facilities and services in Sooke. The aforementioned "Manufacturing Opportunities" publication lists more than 25 wood products as 'import items meriting further investigation for domestic production or substitution' (Appendix C).
 - iii) Several public agencies in the Greater Victoria area each spend a minimum of \$100,000 annually on purchases.¹ Some of those purchases are for office furniture and one assumes

¹ From the Ministry of Industry and Small Business Development's "Directory of Public Buying Agencies in British Columbia".

that those public agencies would, as a matter of policy, buy materials made from wood. The agencies include the Purchasing Commission for the B.C. government, at least one crown corporation (B.C. Systems Corporation), Victoria General Hospital, the University of Victoria, and the municipalities of Victoria, Saanich, Oak Bay, Central Saanich, and North Saanich.

The forest sector, like the fishing industry, is also somewhat constrained by a supply problem. The provincial government's own ventures, and technical and capital considerations limit, but do not rule out, prospects in tree seed nurseries.

C. TOURISM

- a. Residents and visitors have often observed that Sooke's physical setting and surroundings are outstanding. The tourist facilities and services in the area are well run, but there is widespread local agreement that the number of facilities and services, in general, is inadequate:
 - i) Parking space for recreational vehicles, restaurants and accommodation services are often mentioned as needs.
 - ii) Two studies which have been distributed in draft form (the Capital Regional District's "Boating Facilities Background Report" and the Ministry of Environment's report on "Commercial and Recreational Fisheries in the Greater Victoria Area") recommend improvements to moorage facilities in the Sooke Harbour/Basin area in order to accommodate the growing number of commercial fish and recreational vessels plying the waters of the west coast.

iii) Charter boat operations would seem to be a prime development opportunity, given that the salmon sport catch in the Greater Victoria area is second only to the Comox-Courtenay area in terms of the total number of salmon caught.¹ This opportunity was enhanced in mid 1980 with the provincial government's decision to disallow U.S. owned charter boat operations in B.C. waters (but has been set back somewhat by the salmon sport fishing regulations proposed by the federal government in February of 1981).

The desirability of improved services seems even more apparent in light of the recent tourist trend, wherein more people seem to be visiting the Greater Victoria area for a longer period of time over more months of the year.² Both the federal and provincial governments apparently anticipate an increasing number of visitors to the Sooke area since each government has scheduled additional campsite facilities (at the San Juan trailhead area and French Creek respectively).³

The needs mentioned above, and other tourist service areas in Sooke, represent business opportunities of some kind, although their relation to demand for facilities on Sites A and B is probably negligible. In other words, if increased service in some categories does take place, it will probably do so at or near other locations already involved in the provision of that service.

- b. Capital Regional District planners estimate the present volume of tourist traffic to Sooke at approximately 50,000 person days per year. This amount is roughly 2% of the total tourist traffic visiting Victoria in 1979 (2,580,000 person days).

¹ Communication with K. Van Westen and Associates, Consulting Planners.

² The Greater Victoria Visitors Bureau has made these observations in a number of articles printed in the Victoria newspapers throughout 1980.

³ Parks Canada published an 'Area Plan Concept', January 1980, which indicated that 300 additional campsites will eventually be provided at the San Juan trailhead area.

The direct expenditure made by Victoria visitors in 1979 has been estimated at \$180 million. There are reasons why the correlation of visitors to, and spending in, Sooke may not be the same as experienced in Victoria, but the figures do offer a reasonable basis for evaluation in the absence of other statistics. A full 2% of the direct expenditures amounts to \$3.6 million.

Any effort to increase Sooke's share of visitors might result in at least a proportionate increase in direct expenditures as the table below shows:

PARTIAL BENEFITS OF
ATTRACTING A PERCENTAGE OF
GREATER VICTORIA VISITORS TO SOOKE

Percent	Person Days	Direct Expenditures
1	25,800	\$ 1,800,000
2	51,600	3,600,000
3	77,400	5,400,000
4	103,200	7,200,000
5	129,000	9,000,000
6	154,800	10,800,000
7	180,600	12,600,000
8	206,400	14,400,000
9	232,200	16,200,000
10	258,000	18,000,000
15	387,000	27,000,000
20	516,000	36,000,000
100	2,580,000	180,000,000

It does not seem unreasonable to suggest that Sooke could attract more than 2% of the visitors who come to Victoria. There are at least 12 large wilderness-type parks and beaches in the area (see Appendix D) and the Sooke waters are well known locally for their sports fishery.

Any increase in direct spending provides only an indication of the "order of magnitude" of benefits accruing to Sooke, since indirect employment arising from the transactions involved in providing tourist services is ordinarily included in any calculation of benefits.

A study entitled "Impact - The Impact of Tourism on the Capital Region Economy", done by the Capital Regional District in 1978, showed the areas of expenditure as follows:

TOURIST EXPENDITURES IN THE CAPITAL REGION

A. Visitor		B. Daytripper	
Percent	Item	Percent	Item
27	Meals	27	Transportation
22	Accommodation	21	Retail Shopping
18	Retail Shopping	21	Meals
10	Recreation	14	Recreation
10	Transportation	7	Vehicle
8	Vehicle	5	Accommodation
3	Groceries	3	Groceries
2	Miscellaneous	2	Miscellaneous

The areas listed above may serve as a proxy to identify the segments of the Sooke economy which would likely benefit most from increased tourist traffic.

The aforementioned tourism study also showed the recreation and entertainment category as having the greatest potential for increased spending.

- c. Some businesses catering to the tourist, in the general sense of the word, could be located on either Site A or B.

Site A represents a more likely location for tourist services of a direct nature, such as food and accommodation, because it is on the waterfront, near some interesting local activity (i.e. the commercial fish boats), and close to Sooke's commercial core.

Restaurants, "fresh fish" stalls, charter boat operations, arts and crafts boutiques and hotels have all been proposed for development at one time or another. An accommodation center of any kind on the site itself is unlikely given present pollution control regulations relating to sewage disposal, although a hotel-restaurant proposal utilizing property adjacent to Maple Avenue (just north of Site A) was recently proposed.

Site B represents a more likely location for businesses catering to tourist needs and wants in an indirect sense. Given that fishing, hiking and camping are the present strongest tourist attractions of the area, the development of one or more outdoor recreation oriented businesses would seem logical. In this respect, the publication "Manufacturing Opportunities Through Import Replacement" lists several commodities which may have immediate potential for domestic manufacture (see Appendix C).

Obviously the commodities would have to be available to a market larger than that which the Sooke tourist provides, but the industries mentioned seem appropriate to the community's environment and in keeping with the community's desire to maintain its environment.

4. HISTORICAL ABSORPTION OF INDUSTRIAL LANDS

A. IN THE ELECTORAL AREA ITSELF

Industrial land in the Sooke area came into existence in a somewhat unpatterned fashion. Most, if not all, of the land being used for light industrial purposes has been zoned industrial after the fact, so it is impossible to calculate a meaningful industrial land absorption rate for the Sooke area itself.

The only uncommitted industrial lands in Sooke, at present, are two parcels of land owned by the Butler Brothers. Seven lots on the Kaltasin Gravel Pit (Site B) have been on the market since late 1978-early 1979, have been advertised throughout B.C. and Alberta, and have elicited inquiries, but there have been no sales. Prospective buyers have cited the undeveloped nature of the property as the major obstacle to its purchase. Even though the present landowners could get provincial government financial assistance to develop the property, they have preferred to "stay out of the development business". No effort has been made to market some unused acreage in their new gravel pit, so it is impossible to predict its absorption rate.

Provisions of the proposed "Sooke Zoning By-law, 1980" may slow up the absorption of industrial zoned land in Sooke because individuals could use or buy a large enough piece of rural-zoned land for both residential and limited occupational uses (see Appendix E).

B. IN THE REMAINDER OF THE CAPITAL REGIONAL DISTRICT

Members of the Regional Planning Department of the Capital Regional District initiated a review of the situation with respect to industrial properties in the Greater Victoria area in the Summer of 1980. Although the results of the review have not

been released, the planners are apparently of the opinion that there is approximately only one year's supply of developable industrial land in the region.

The Victoria Real Estate Board and the Greater Victoria Chamber of Commerce have, as a result of efforts of their own, also come to similar conclusions and are launching campaigns to have the issue brought to the attention of the public.

The apparently high absorption rate of industrial land in the rest of the region suggests that the relatively less expensive land in Sooke, if developed, has potential for industrial utilization.

5. OTHER FACTORS ENHANCING DEMAND FOR FACILITIES ON INDUSTRIAL LAND IN SOOKE

A. GOVERNMENT FINANCIAL ASSISTANCE

The Sooke Electoral Area is the only portion of the Capital Regional District within the "eligible area" for government financial assistance under the Industrial Development Subsidiary Agreement (IDSA), the Travel Industry Development Subsidiary Agreement (TIDSA), and the Agriculture and Rural Development Subsidiary Agreement (ARDSA).

IDSA has four general program areas with the potential for assisting businesses: low cost loans for community industrial infrastructure; interest free forgivable and low-interest loans for business; research funds; and funds to assist in the establishment and staffing of regional Economic Development Commissions.

TIDSA also has four general program areas with the potential of assisting businesses in the Sooke area: long range planning; institutional structural development; industry upgrading; and the creation, improvement or expansion of major travel generators.

ARDSA too has four general program areas to encourage development of the agricultural sector and food processing industry in rural British Columbia: research, planning, training and market promotion; co-ordinated resource management; primary resource development and support services; and community development.

B. ESTABLISHED TRAFFIC PATTERNS

At least two long established Sooke businesses catering to commercial fisherman have a reputation all over the West Coast for delivering, respectively, prompt reliable boat repair service and well manufactured gear. A third recently established galvanizing business is the second of only two operations in the whole of the province.

These businesses have attracted a number of non-resident boat owners who go out of their way to make the journey to Sooke Harbour and Basin for these services. This implies that other Sooke businesses could capitalize on this established traffic pattern.

C. PRICE AND AVAILABILITY OF HOUSING

Housing and lots are readily available in Sooke at a time when those commodities are in short supply in the rest of the Capital Regional District.

The prices for low and medium valued houses and lots in Sooke are an average of twenty percent less than for comparable properties in Victoria. The price differential exists in part because services are fewer in Sooke, but the differential has enabled many individuals and families to own their own homes which they otherwise would not have been able to do.

D. LIFESTYLE

Sooke is only a short drive from all the amenities that a large city like Victoria has to offer, but is a long way from the concurrent disadvantages that residents of an urban center must put up with.

The natural features of the Sooke area provide opportunities for beachcombing and hiking which are attractive to people who enjoy the outdoors.

A variety of public events throughout the year help to give a feeling of a closely knit community, including the famous "All-Sooke Day" in July.

Aspects of both of the latter mentioned factors (housing and lifestyle) suggest that people moving into the Sooke area to take advantage of either would stay to work if employment opportunities existed or were created. This, in turn, implies the potential existence of a stable labour force for any businesses wishing to locate in Sooke.

VI. THE SPECIFIED PARCELS OF LAND

(see the maps on pages 8 - 10)

1. SITE A (A PORTION OF THE MAPLE AVENUE WATERFRONT PROPERTIES)

A. DESCRIPTION

Site A is in the 1800 block (west side) of Maple Avenue in Sooke. It is identified as lots D, E and F of plan number 2095.

Site A is the largest of any parcels of waterfront land in Sooke Harbour which have not been developed. The site is some 1.63 hectares (4.03 acres) in size. In the spring of 1980, B.C. Packers assumed sole ownership of the property after having owned it jointly with the Canadian Fish Company for a number of years.

The property is a grassy piece of land with a gentle slope from the highway bordering it on the north-west (West Coast Road) to a point approximately fifty feet from the water's edge on the south-east, where it plunges an abrupt thirty feet to the shore.

The site holds one rectangular house/office space and one work shed, while portions of the remaining upland space are used for unplanned parking.

B.C. Packers also has a foreshore lease which extends from the site. A floating wooden walkway and a large loft to store nets have been anchored to the property. In the summer months, B.C. Packers move four or five floats to the foreshore lease in order to moor gillnetters.

Site A is adjacent to property owned by Palco, a fishing gear manufacturer, who also operates a marine ways. Palco, in turn, is adjacent to the public wharf managed by the Small Craft Harbours Branch of Fisheries and Oceans Canada.

An ice plant-fish unloading operation is located on the public wharf.

The site has several advantages including highway access, telephone service, water, power, fire protection and proximity to Sooke's commercial core.

There is currently some land with redevelopment potential on the east side of Maple Avenue in both the 1700 and 1800 blocks and on the west side in the 1700 block. There are few residential homes in the area.

B. PROPERTY VALUE

The B.C. Assessment Authority appraised the site (land and buildings) at \$190,700 in early 1980. In late 1979, a developer made an unsuccessful offer of some \$250,000 for the property.

C. DEMAND FOR SITE DEVELOPMENT

In the face of an apparent demand for industrial and/or marine commercial space in Sooke and the land's waterfront status, it would appear that Site A is underutilized and has development potential.

The present (and projected) demand for mooring spaces for commercial fish boats and pleasure craft is (and will be) accompanied by the need for some new businesses to service them. These new businesses (will) need a location near the boats.

The site's relative accessibility to visitors and tourists in the area suggests a marine resources oriented commercial development would be well supported.

The recently announced intentions of the Sooke Electoral Area Economic Development Commission and the Sooke Forum Council,

with respect to the realignment of the public wharf and the development of the foreshore in the vicinity of that wharf, suggest there may be an increased demand for some development of the adjacent Maple Avenue property.

D. COST OF SITE DEVELOPMENT

All services except sewage disposal (there is no disposal system as such in the community) are available on the property which is already zoned commercial and which is relatively flat so development costs would be restricted to the property itself.

E. FACTORS APPARENTLY INHIBITING SITE DEVELOPMENT

Factors inhibiting site development include the uncertainty surrounding the present owner's plans for the property, the small size of the parcel relative to many commercial or industrial development requirements, the lack of a collective sewage disposal system, and the property's status as the largest piece of undeveloped waterfront property in the vicinity of the Sooke commercial and residential cores.

This latter factor suggests, of course, that residents may wish to see a public recreational, rather than a commercial or industrial, development on the site.

2. SITE B (THE ABANDONED GRAVEL PIT
BETWEEN KALTASIN AND IDLEMORE ROADS)

A. DESCRIPTION

Site B is in the area known locally as Billings Point and is identified as lots 4 to 9 and 16 to 19 of Block 3 of plan number 2434.

The site is some 4.6 hectares (11.4 acres) in size and consists of 6 properties zoned industrial - amounting to 2.8 hectares (6.8 acres), three properties zoned rural residential - amounting to 1.4 hectares (3.4 acres) and one property zoned commercial - of 0.46 hectares (1.14 acres).

The site is owned by Butler Bros., a local firm involved in most aspects of the building supplies industry.

Most of the site is flat but below the level of the adjacent roads; 3 of the properties have a 10 metre slope up to Kaltasin Road, while 4 of the properties have a 5 metre slope up to the virtually unused Idlemore Road.

The site is devoid of buildings and is not used for any commercial or industrial activity at present.

Site B is across the (Kaltasin) road from the Sooke Marine Industries operation on the shores of the Sooke Basin.¹ The southern most corner of lot 19 is approximately 60 metres from the entrance to Seabroom Road, a second potential water access.² (The property itself does not front the water.)

The site is adjacent to 3.5 hectares (8.65 acres) of land managed by the British Columbia Buildings Corporation (BCBC). BCBC also manages another 3.5 hectares of land on the west side of Idlemore Road.

A portion of the land managed by BCBC is across the Sooke Road from an apparently unused Indian Reserve.

¹ The owner of Sooke Marine Industries has indicated his willingness to cooperate in providing water access, through his property, for a development on Site B.

² A spokesman for the Ministry of Highways has said that the Ministry owns a wide enough road allowance to allow upgrading of the road for water access purposes, but doubts that the Ministry would install or maintain a ramp at water level. Provincial archeologists have said that any road development at the water level would require their approval since a shell midden is on the beach at that point.

Three-phase power was brought to the site when the gravel pit was being worked. Water is available to the lots on the Kaltasin Road side of the site, but is not presently available to the lots bordering Idlemore Road.

There are no homes on the Idlemore Road side of the properties. Two houses and one strata-title apartment block are opposite the properties on the Kaltasin Road side, although the aforementioned depressed elevation of the site and several trees have the effect of partially isolating the site from the area's residents.

B. PROPERTY VALUE

The B.C. Assessment Authority appraised the package of lots 6 to 9 and 16 to 19 at \$17,050 in early 1980. Lots 4 and 5 were appraised at a total of \$89,500 at the same time, although the value was relatively high because the property was being worked at that time and had \$60,300 worth of buildings and machinery on the site.

Throughout 1980, the property was on the market for approximately \$9.80 per square metre (\$0.90 per square foot). At that price, the 4.6 hectares would cost some \$447,000.

The realtor responsible for the property estimated, in the Spring of 1980, that the cost of servicing the property could bring the cost to approximately \$16.00 per square metre (\$1.50 per square foot). A developer who has looked at the servicing requirements of the property says the servicing costs estimate is probably low.

C. DEMAND FOR SITE DEVELOPMENT

Realtors in Sooke, the Sooke Electoral Area Economic Development Commission and the Planning Departments of the Capital Regional District receive inquiries about industrial land in Sooke each month. It is believed a majority of these inquiries come from

industries associated with the established or establishing economic sectors in the area, i.e. commercial fishing, forestry and tourism. The rest of the inquiries appear to come from representatives of a wide variety of industries.

The recent, apparent short supply of industrial land in the rest of the Capital Region will likely result in an increasing interest in industrial land in the Sooke area.

The lower prices of industrial land (relative to that which is located in the Victoria metro area) should act as an additional incentive to businesses wanting to locate in the Capital Region.

D. COST OF SITE DEVELOPMENT (as of June 1980)

Spokesmen for B.C. Hydro have indicated the cost of re-establishing three phase power to the site would be approximately \$12,000 and that the electrical servicing of an industrial park development would require a lead time of approximately six months. A spokesman for the Greater Victoria Water District has said the cost of providing water to the properties on the Idlemore Road side of the site would be approximately \$20,000.

E. FACTORS APPARENTLY INHIBITING SITE DEVELOPMENT

Factors inhibiting site development include the apparent unwillingness of the property owners (or any other private sector firm) to provide services similar to those found in an industrial park or in an industrial mall; the community's sensitivity to the prospect of a number of (light) industrial type operations releasing effluent which might find its way into the Sooke Basin, since no collective disposal system exists in the community; and the land-locked nature of the property.

VII. OTHER SITES ZONED OR SUITABLE FOR INDUSTRIAL USE

1. NARROWING THE ALTERNATIVES

Geography and topography narrow the range of alternative light industrial and/or marine commercial development sites in the relatively large (148,691.9 hectares or 367,424.8 acres) Electoral Area D.

The area north of the Esquimalt and Nanaimo Railroad land grant is a mountainous, active logging area unsuited to other types of industrial development.

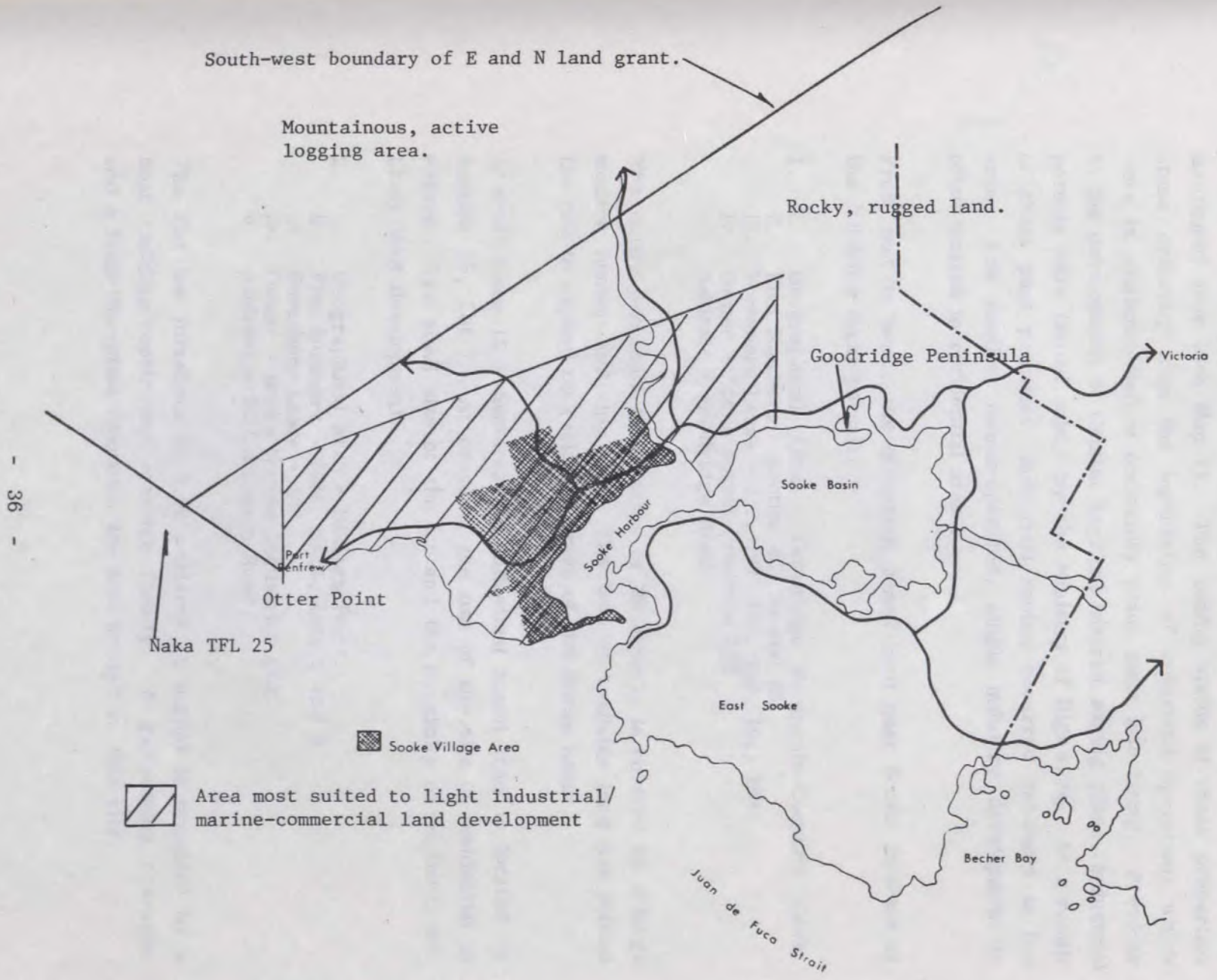
The area between Otter Point and Port Renfrew is dominated by the Naba Tree Farm Licence 25 which is under Rayonier Canada forest management. This rugged forested land, with limited access and few inhabitants, is considered to be too far from the main population and commercial centre, of the electoral area, for development at this time.

The land north of the Goodridge Peninsula is extremely rocky and rugged, making it inappropriate for any industrial development. East Sooke, which lies south of the Sooke Basin, is isolated by a poor road system and rugged topography. Two-thirds of East Sooke is included in the Capital Regional District park system, with most of the remainder in residential property. Though the area has commercial aquaculture activities, industrial development is limited by existing land uses which encourage recreation and residential use.

Location constraints imposed by the necessity or desirability of proximity to an urban environment, flat topography, appropriate land use, land tenure, transportation, distance, etc., suggest that future industrial development, if it is to take place, should occur between the boundaries of Otter Point, Otter Point Road, and the Goodridge Peninsula (see Map 6). Even within this area, further limitations on available land seem to inhibit the development of industrial sites.

Industrial Development Location Constraints

MAP 6



2. IDENTIFYING THE INDUSTRIAL SITES

There are eight "industrial" zoned parcels of land within the aforementioned area (see Map 7). The zoning status of these properties stems primarily from the legalization of industrial operations which were in existence before community plans came into being. Previous to the development of Capital Regional District zoning plans, industrial permits were issued solely by the Ministry of Highways. As a result of these past practices, industrial zoning occurred randomly in the area. New smaller, owner-operated, single industry development is often located in residential areas.

From east to west, the industrial zoned land near Sooke consists of the following eight parcels:

1. i. Geographical Area - Goodridge Peninsula-Cooper's Cove.
ii. Plan Numbers - Section 63, 64 and 65.
iii. Foreshore Lease - 212, 197, 196, 150, 191, 198.
iv. Owner - Sooke Forest Products Ltd.
v. Address - Goodridge Road.

The entire peninsula (9 hectares or 20 acres), is covered by a large modern lumber and chip mill. The lack of available land has forced the mill to expand on reclaimed areas of the Sooke Basin.

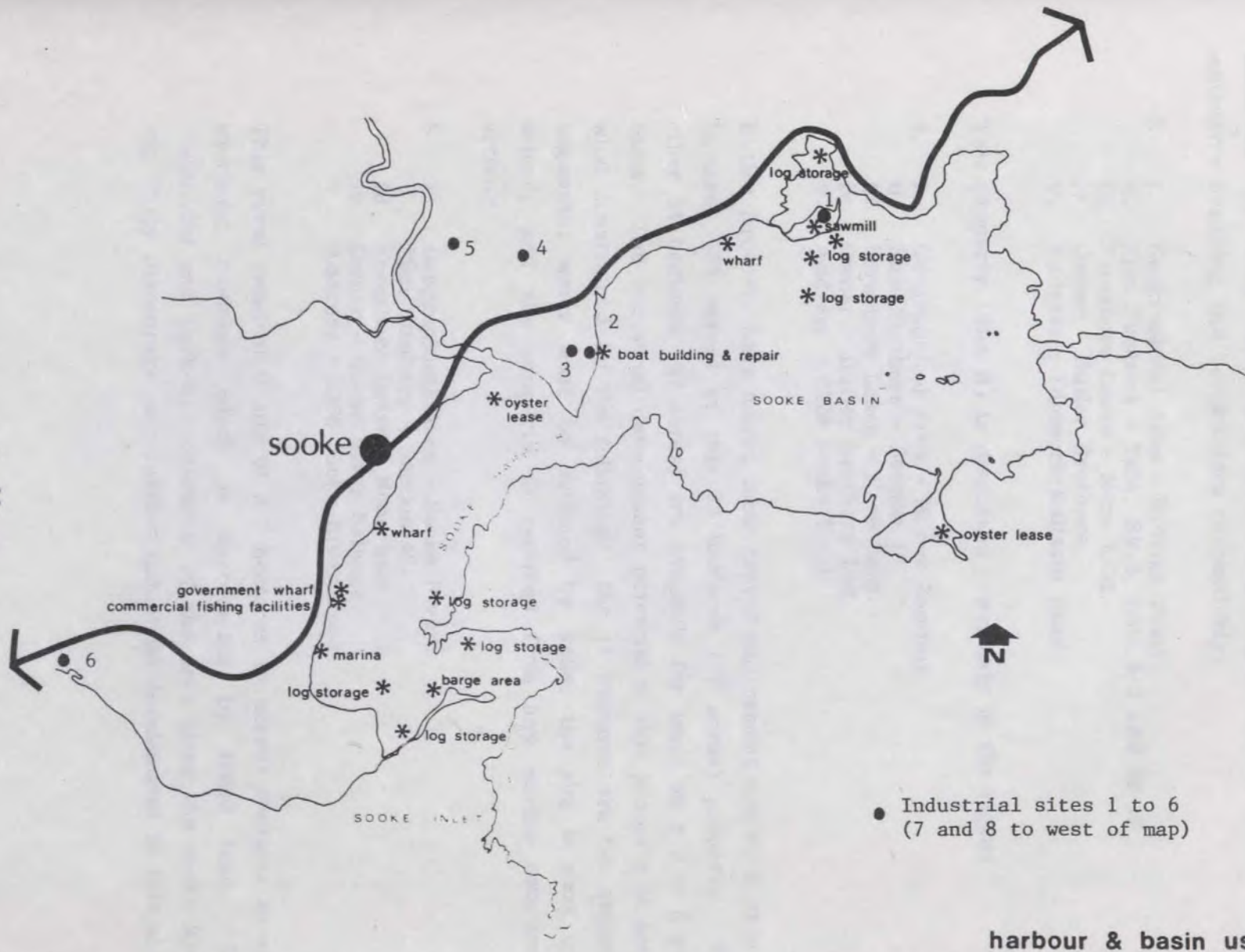
A small piece (0.4 hectares) of industrial zoned land is located on Section 65, Lot 7. At present, the use of the site is residential in nature. The small size of the lot and the proximity of residents will likely limit development.

2. i. Geographical Area - Billings Point.
ii. Plan Numbers - 2434, Bk.5, Lots 2 and 3.
iii. Foreshore Lease - 208.
iv. Owner - Sooke Marine Industries Ltd.
v. Address - 2019 Kaltasin Road.

The flat low foreshore of 1.92 hectares (5 acres) is occupied by a boat building/repair and moorage facility. A galvanizing operation and a foam-fibreglass operation are also located on this site.

Industrial Zoned Parcels of Land Near Sooke

MAP 7



● Industrial sites 1 to 6
(7 and 8 to west of map)

harbour & basin use

Apartment-condominium complexes are found north and south of the property. The marine commercial/industrial potential of the area is hindered by mud flats and prevailing winds which could require extensive dredging and breakwaters respectively.

3. i. Geographical Area - Billings Point.
- ii. Plan Numbers - 2434, Bk.3, Lots 4-9 and 16-19
- iii. Foreshore Lease - None held.
- iv. Owner - Butler Brothers.
- v. Address - Idlemore-Kaltasin Road.

This property (Site B) is discussed previously in the report.

4. i. Geographical Area - Milnes Landing.
- ii. Plan Numbers - Section 15.
- iii. Foreshore Lease - None held.
- iv. Owner - Butler Brothers Ltd.
- v. Address - 6228 Sooke Road.

Butler Brothers have moved their gravel and cement operation onto 21 hectares (52 acres) of this 32 hectares (79 acres) property. The other 11 hectares (27 acres) are available for lease on a 3 to 5 year basis. The industrial development potential of this property is somewhat constrained by the following: the 11 hectares are two separate segments; water must be obtained by wells; the site is next to a school; and the property is removed from any marine commercial activity.

5. i. Geographical Area - Sooke River.
- ii. Plan Numbers - Section 45.
- iii. Foreshore Lease - None held.
- iv. Owner - Sooke River Salvage.
- v. Address - 2368 Sooke River Road.

This rural residential site of 3.2 hectares (8 acres) contains an auto wrecking business which is surrounded by treed land. The residential and park-like character of the area along the Sooke River will likely discourage any further industrial development in this area.

6.
 - i. Geographical Area - Sooke Bay.
 - ii. Plan Numbers - Section 18.
 - iii. Foreshore Lease - 156.
 - iv. Owner - Pacific Logging Ltd.
 - v. Address - West Coast Road.

The property (4.8 hectares or 12 acres) is the site of a log dump, booming ground, and maintenance and parking areas for heavy logging equipment. Given the stability of logging operations in the area, the land's present uses are not likely to be abandoned. The lack of additional suitable land also seems to discourage other industrial development.

7.
 - i. Geographical Area - Otter Point Road.
 - ii. Plan Numbers - Section 16.
 - iii. Foreshore Lease - None held.
 - iv. Owner - Pacific Logging Ltd.
 - v. Address - 7369 West Coast Road.

This relatively flat parcel of 16.6 hectares (41.5 acres) is used as a dry land log sorting site which is operated in conjunction with the Sooke Bay log dump and booming area. A forest industrial road connects these two sites with logging operations in the interior of the region. The area is limited for further industrial use because land owners in the area prefer to keep the land treed. Poor roads and lack of services also inhibit industrial development.

8.
 - i. Geographical Area - Muir Creek.
 - ii. Plan Numbers - Section 23.
 - iii. Foreshore Lease - None held.
 - iv. Owner - Dale Arden Logging.
 - v. Address - West Coast Road.

This small (0.8 hectares or 2 acre) site is used for a logging truck storage and maintenance operation. The property has recently been rezoned industrial and there is little potential for additional industrial land in the immediate area.

B. Other Property With Industrial Uses
But Not Zoned Industrial (see Map 8)

9.
 - i. Geographical Area - Muir Creek.
 - ii. Plan Numbers - Section 23.
 - iii. Foreshore Lease - None held.
 - iv. Owner - Malloch and Moseley Logging Ltd.
 - v. Address - West Coast Road.

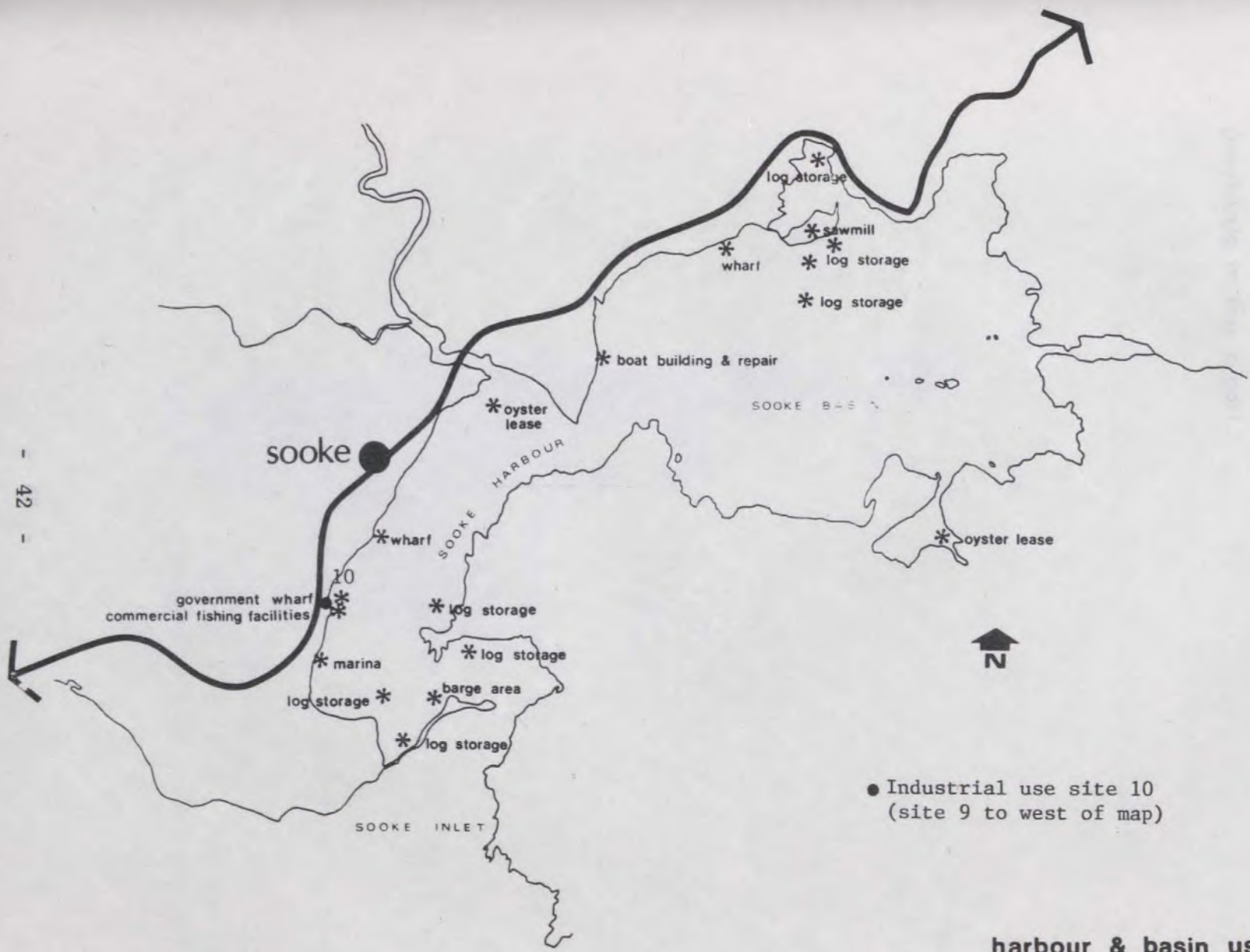
This company operates a log dump and booming ground which serves the area between River Jordan and Sooke Bay log dumps. Industrial potential here is very limited because of distance to markets and lack of services.

10.
 - i. Geographical Area - Maple Avenue.
 - ii. Plan Numbers - Section 3.
 - iii. Foreshore Lease - 201, 173, 211, 193, 203.
 - iv. Owners - Palco Products Ltd., Coastal Fisheries Ltd.,
B.C. Packers.
 - v. Addresses - 1820, 1821, and 1824 Maple Avenue.

The Government Wharf is located at the foot of Maple Avenue. As a result of the influx of fishing and recreation craft to the wharf, a marine ways, fishing gear sales and manufacturing, an ice plant, and a fish unloading operation are located here.

There is currently some undeveloped land on either side of Maple Avenue which could be used for marine commercial or marine industrial development. There are few residential homes in the area and appropriate marine commercial-industrial development here could enhance the present use and value of the area. The site has several advantages including good highway access, proximity to the Sooke residential and commercial core, telephone, water, electricity and fire protection.

The Sooke Harbour has good potential for future development if increased wharfage, some dredging, shore reclamation and additional parking were undertaken.



Property with Industrial Uses Near
Sooke (Not Zoned Industrial)

MAP 8

● Industrial use site 10
(site 9 to west of map)

harbour & basin use

Diverse ownership and sewage disposal requirements may make large scale development difficult.

The B.C. Packer's owned portion of this area (Site A) is discussed previously in this report.

VIII. CONCLUSIONS AND RECOMMENDATIONS

1. The two sites specified by the Sooke Electoral Area Economic Development Commission have potential for light industrial and/or marine commercial development. The basic advantages and disadvantages associated with attempts to develop either site are tabled below:

MAJOR ADVANTAGES AND DISADVANTAGES OF SITES

	SITE A Maple Avenue Waterfront	SITE B Kaltasin Gravel Pit
Advant- ages	<ul style="list-style-type: none">- close to village core- services on site- previous infra-structure investment in area	<ul style="list-style-type: none">- in a relatively unpopulated area- some room for expansion- close to major marine commercial/ industrial operation- known purchase price
Dis- advant- ages	<ul style="list-style-type: none">- small size of site- property owner's intentions uncertain- expansion possibilities somewhat constrained	<ul style="list-style-type: none">- no guaranteed water access- development costs higher than at Site A- somewhat removed from public moorage for most likely business generators (commercial fishing boats)

2. Other apparent constraints to development of Sites A and/or B (in no particular order) include:
- a. the perceived shortcomings of the highway connecting Sooke to Metro Victoria;
 - b. the relatively small size of the lands zoned industrial in Sooke;
 - c. the negative effect of the proposed "Sooke Zoning By-law - 1980" on the demand for Sites A and/or B land and services for small businesses oriented to the commercial fishing, forest and tourist industries;

- d. the apparent division of attitude in the community with respect to light industrial developments;
 - e. the recent establishment of a marine technology and electronics oriented industrial park at Pat Bay on the Saanich Peninsula;
 - f. the lack of a collective sewage disposal system in the community;
 - g. the large capital requirements of many businesses manufacturing or desirous of manufacturing commodities considered to have immediate potential of substitution for imported items.
3. There is a quantifiable demand for new mooring facilities in Sooke for commercial fish boats and for tourist and resident pleasure craft.

The addition of vessels to the present 'home fleet' is likely to be enough to precipitate at least three and perhaps as many as six new or expanded businesses (to service the fleet) as the table below shows.

THE EFFECT OF ADDITIONS TO THE HOME FLEET,
ON BUSINESS ACTIVITY

Number of New Vessels Locating in Sooke	Businesses Needed/ Likely to be Precipitated	(Additional) Number of Full Time Employees After Construction/Renovation
0 - 25	1. Marine Ways	3 - 4
	2. Small Engine Repair Shop	2
	3. Gear Storage Area	<u>1</u>
	sub total	6 - 7
25 - 50	As Above	1
	4. Expanded Foam-Fiberglass Operation	<u>1</u>
	cumulative sub total	8 - 9
50 - 75	As Above	2
	5. Electronics Repair Shop	1
	6. Refrigeration (Repair) Shop	<u>2</u>
	cumulative total	13 -14

4. The manufacturing of commodities associated with the commercial fishing, forest and tourist industries represents additional business development opportunities in Sooke.
5. The relatively short supply of developed and developable industrial land in the Victoria metro area of the Capital Region suggests that the readily available and relatively inexpensive industrial land in the Sooke Electoral Area is going to be sought after in the very near future.
6. Conclusions 3 to 5 suggest a serviced parcel of industrial land would facilitate the introduction of additional businesses into the Sooke Electoral Area.
7. Conclusions 1 and 2 suggest Site B is the more appropriate of the two specified sites for development as a light industrial park or mall.
8. Given the apparent lack of plans by firms in the private sector to develop Site B as an industrial park or mall, and given the apparent desirability of public control over such ventures in Sooke, the Sooke Electoral Area Economic Development Commission should attempt to secure the Kaltasin-Idlemore Road property and should seek developmental assistance for that site from an agency such as The British Columbia Development Corporation.
9. Given the apparently pre-eminent role of the commercial fishing fleet in the creation of new businesses and/or the expansion of old businesses and given the apparent potential in tourist boat traffic, the Sooke Electoral Area Economic Development Commission should attempt to provide more moorage space than what currently exists in the Sooke Harbour/Basin area.
10. Requests made of the Small Craft Harbours Branch (SCHB) for assistance in providing additional moorage space should point out:
 - a. SCHB statistics used to develop Branch priorities fail to report on occupancy for the winter months.

- b. These winter months can be considered more crucial than the 5 reported summer months, given the need for 24 hours per day - 7 days per week occupancy in the former time period.
 - c. If SCHB were to keep winter 'incidence of crowding' statistics for Sooke, the figures would rise beyond their highest reported indice because many Sooke-based fishermen do not return to Sooke Harbour until the end of October (3 weeks after the last report period).
 - d. There is some point beyond which the 'incidence of crowding' indicator will not rise because rafting of vessels beyond that level, even though desired, would invite damage from the (frequent) strong easterly winds in the winter and would increase the possibility of damage from fire.
 - e. Roughly \$35,000 in wind damage has occurred to the home fleet moored at the public wharf in Sooke over the last two years.
 - f. A February 1980 report entitled "An Evaluation of the Small Craft Harbours Program in the Pacific Region" shows a shortage of government accommodation exists for the transient fleet at Sooke (page 59 of that report).
11. Given the (potential) importance of Site A (Maple Avenue Waterfront) to the residents of Sooke and given the apparent willingness of the present owners of that property to develop it in concert with the desires of the community, the Sooke Electoral Area Economic Development Commission should prepare a development plan for Site A for approval by the residents of Sooke. Once approval has been obtained, the plan should be sent to the site's owners (B.C. Packers) (see Appendix G for schedule and timetable of actions re Site A) for consideration and response.
12. Any plans should address possible concerns about the relatively small size of both sites by considering the potential for expansion onto any of the several properties in the vicinity of either site.

13. Requests for assistance with development of Sites A and/or B should also be made to the administrators of the Industrial Development Subsidiary Agreement (IDSA) and, if appropriate, of the Travel Industry Development Subsidiary Agreement (TIDSA). Although the situations outlined in this report do not correspond precisely to the conditions set out for any particular program funded through IDSA and TIDSA, some convergence of program and community objective appears to exist.
14. Notwithstanding the apparent lesser importance of salmon spawning streams in the Sooke area, approaches for assistance with the establishment of a hatchery should be made to the Community Development component of the Salmon Enhancement Program. The fish would be reared in the hatchery for the benefit of the commercial and sports fisheries.
15. Greater efforts to attract tourists to Sooke would probably result in both direct benefits (tourist expenditures) and indirect benefits (employment) since the potential of the tourist industry in the area seems in excess of what is being realized at present.
16. The Sooke Electoral Area Economic Development Commission and/or other interested area organizations might profit from efforts to bring the "development debate" into the open. Such a debate might be used to inform many people why the Commission believes there is a need for economic development. Such a debate may also help to achieve a majority opinion on the preferred nature of any future development in Sooke.

IX. APPENDICES

- A. Partial List of Those Consulted
- B. Sources of Demand for Mooring Space for Commercial Fish Boats.
- C. Import Items Meriting Further Investigation for Domestic Production or Substitution.
- D. Major Tourist Attractions in the Sooke Electoral Area.
- E. Comments on Portion of Proposed "Sooke Zoning By-law".
- F. Schedule and Timetable of Public Sector Actions for Optimal Development of Site A.

APPENDIX A

PARTIAL LIST OF THOSE CONSULTED
IN COURSE OF OPPORTUNITY ANALYSIS

	CONTACT	PLACE	NUMBER
I. FEDERAL GOV'T RELATED			
1.	Small Craft Harbours Branch	Aurther Ryll	Vancouver 666-6271
2.	Small Craft Harbours Branch	Tom Lodge	Sooke 642-4431
3.	Fisheries & Oceans, Community Programs	Trevor Morris	Victoria 388-3252
4.	Nanaimo Community Employ- ment Advisory Committee	Don MacMillan	Nanaimo 753-6414
5.	IDSA	Tom Turner	Victoria 388-3173
II. PROVINCIAL GOV'T RELATED			
1.	Lands, Parks and Housing	Jamie Alley	Victoria 479-8288
2.	Industry and Small Business	Gary Smallenburg	Vancouver 668-3040
3.	Marine Resources Branch		Victoria 387-1537
4.	Agric-Land Commission	Everett Lew	Burnaby 294-5211
5.	Transportation & Highways	Ross Deveaux	Victoria 479-9344
6.	M.L.A. Frank Mitchell		Victoria 387-3655
III. MUNICIPAL GOV'T RELATED			
1.	Regional Director for Area Don Ritaller		Sooke 642-9900
2.	Former Regional Director for Area Charles Perkins		Sooke 642-5978
3.	Greater Vic. Water District		Langford 478-1715
4.	Capital Regional District	Brian Weekley	
		Jim Masterton	Victoria 388-4421
5.	Victoria (Planning Dept.)	Graham Stallard	Victoria 385-5711
6.	Oak Bay Munic.	Jim Craven	Oak Bay 598-3311
7.	Saanich Munic.	Sharon Chow	Saanich 386-2241
8.	Esquimalt Munic.	Mac Campbell	Esquimalt 385-2461
9.	Sidney Munic.	M. Townsend	Sidney 656-1184
10.	North Saanich Munic.	Ted Fairs	North Saanich 656-3918
11.	Central Saanich Munic.	Gay Wheeler	Cent. Saanich 652-4444
12.	Economic Development Commissioner Ray Nestman		
IV. PRIVATE SECTOR (SOOKE)			
1.	Self employed fisherman Ray Vowles		642-5487
2.	Self employed fisherman Dan Heggelund		642-5094
3.	Self employed farmer Phil Wilford		642-5652

	CONTACT	PLACE	NUMBER
IV. PRIVATE SECTOR (SOOKE) - continued			
4.	Sooke Forest Products	Dennis Smith	642-5221
5.	Coastal Fisheries	Larry Sutherland	642-5231
6.	Anderson Cove Oysters		
7.	Dale Arden Logging		
8.	Pacific Logging		
9.	Sooke Realty		642-5426
10.	Sunny Shores Marina	Lief Sorenson	642-5731
11.	Campground, golf course devel.	Eric Butler	
12.	Butler Bros.	Sharon Lewis	642-5292
13.	Sooke Marine Industries	Maywell Wickheim	642-3523
14.	Plastics Manuf.	Don Quinlan	478-4755
15.	Palco	George Pallister	642-3355
16.	Realtor and Developer Stan Eakin		477-7284
17.	Garden Mulch Operation	Stuart Cumming	
18.	All Pumps	Joan Strand	
19.	Galvanizing Plant		
V. PRIVATE SECTOR (OTHER THAN SOOKE)			
1.	B.C. Forest Products		
2.	Waterman & Assoc. (Realtor)	John Waterman	
3.	Rayonnier	Saanich	479-4911
4.	Oyster Growers Assoc.	Port Alberni	724-5631
5.	Canoe Cove Manuf.	Sidney	656-3915
6.	Pacific Trollers Assoc.	J.G. Sanderson	652-4359
		F. Yeung	Vancouver 273-4213
7.	R & M Industries	Sidney	656-7214
8.	Self employed boatbuilder Alan McGregor	Victoria	
9.	Coast Projects	Victoria	382-4758
10.	Capital City Shipyards	Victoria	382-7258
11.	B.C. Packers	Morley Chan	Richmond 277-2212
		Carl Skaaravik	Victoria 382-4231
		Tom Loney	388-5234
12.	Hi-Pro Marketing Ltd.	Herschell Smith	Port Alberni 723-7336
		Sooke Forest Products	Victoria 386-3565
13.	Malloch & Mosley		
14.	Saanich Penin. Properties	K. Drost	Sidney 656-4000
15.	Realspan	Stan Pollard	Victoria 388-6454
16.	Marconi Canada		Victoria 386-9414

APPENDIX B

SOURCES OF DEMAND FOR MOORING SPACE FOR COMMERCIAL FISH BOATS

- a. The demand for mooring space for commercial fish boats stems from many sources:
- i) Many local commercial fish boats are tied up in Sooke Harbour/ Basin at facilities without foreshore leases or at facilities that are meant to accommodate small pleasure craft.
 - ii) The wharfinger at the public docks said that some (unspecified) number of commercial fish boats wishing to use Sooke as a home port have gone elsewhere, rather than risk damage at the already crowded and exposed facility.¹
 - iii) The owner of Sooke Marine Industries estimates that, for at least two consecutive years, he has turned away 60 large boat owners (half of whom own commercial fish boats) who want to have their vessels on his foreshore lease in the winter.
 - iv) Two directors of the Pacific Trollers Association have alleged there are a few special problems with Fisherman's Wharf in Victoria, inclusive of overcrowding, lack of assigned berths and lack of security. The Planning Department for the City of Victoria has commented that there is a minimal likelihood that wharfage for commercial fish boats in Victoria will be expanded.

¹ Strong easterly winds in the winter make rafting of boats dangerous outside of the finger nearest the channel. Some fishermen have argued there is a need for a breakwater if the rafting of boats on the outside finger is to continue. Two independent sources - one of them being a repair facility - place the damage to the home fleet (from winds) in the last two years at approximately \$35,000. The present wharf arrangement also leads boat owners to tight raft inside the fingers, thus increasing the risk of damage from fire.

- v) The wharfinger at Sooke, the owner of Sooke Marine Industries, and one of the directors of the Pacific Trollers Association thought that many (other) fishermen who live in the Colwood/Langford area would rather moor their boats in Sooke than in Victoria, but have not bothered to try and do so because they are already aware that the facilities in Sooke Harbour are overburdened.
- b. The provision of wharfage to those mentioned in source (i) above would not change the present home port vessel statistics. It is also likely that some of those who were turned away from the public docks sought space at the Sooke Marine Industries property. This might result in some double counting. Furthermore, it is conceivable that fishermen who base themselves in Victoria will continue to put up with the problems which apparently exist there.
- c. Nevertheless, it would appear that the owners of at least as many as 30 commercial fish boats not presently berthed in the Harbour/Basin wish to find accommodation there.
- d. Other trends impacting on the commercial fish industry suggest there may be a need for mooring space beyond the aforementioned 30 boats:
- i) Fishing openings seem to be getting shorter. Some observers predict openings will be limited to one day per week within a few years. In fact, this has already occurred in many areas and with many species. This suggests that any port which is close(r) to the fishing grounds (Sooke is closer than Victoria) will be in greater demand since time will become an even more critical factor than it is.
- ii) The price of fuel is rising steadily. This suggests again that any port which is closer to the fishing grounds will be in greater demand since distance will become an even more critical factor than it is.

- iii) B.C. Packers' officials have commented that some restructuring of the company's operations may result in a need to winter 50-60 additional commercial fish boats in the Sooke area in the near future.

- iv) Many people connected with the issue maintain that as many as 1,000 or 2,000 commercial fish boats will be forced from their moorage spaces in the lower mainland in the next 3 or 4 years because of other harbour developments. Many businesses servicing the commercial fish fleet are being forced out of their waterfront homes because the economics of land use are dictating a "higher and better use".

- v) A 1980 report entitled "Boating Facilities in the Capital Regional District" and issued by the Regional Planning Department of the Capital Regional District concludes that the region would experience a better economic return from efforts to accommodate the tourist boater as opposed to the commercial fish boat owner. This suggests that many of the 350 commercial fish boat owners, who currently moor their vessels in Victoria, will be looking for moorage space elsewhere.

APPENDIX C

IMPORT ITEMS MERITING FURTHER INVESTIGATION
FOR DOMESTIC PRODUCTION OR SUBSTITUTION

NOTE: Source is British Columbia Ministry of Industry and Small Business Development annual publication entitled "Manufacturing Opportunities Through Import Replacement".

1. OBVIOUSLY RELATED TO THE
COMMERCIAL FISHING INDUSTRY

FRESH, CHILLED, FROZEN
CANNED, FISH, & SHELLFISH

Halibut, Fresh or Frozen
Salmon, Fresh or Frozen
Salmon, Canned
Crabs, Fresh or Frozen
Shrimps and Prawns
Oysters, Canned
Shimps and Prawns, Canned

*COMMERCIAL FISHING INDUSTRY
EQUIPMENT AND PARTS, N.E.S.

Hooks, Fish
Swivels
Tackle
Floats, Net
Trawling Equipment

*FISH NETS

Commercial Fishing Nets
Made-up Fish Net Sections

OTHER COMMODITIES RELATED
TO THE INDUSTRY

*Diesel marine engines and diesel
marine engine parts
Echo sounding sonar and related
devices and specific parts
*Marine navigation radar
Radio transmitting - receiving
units
Radio navigation equipment
*Electronical related equipment
components
Ice makers and parts of same
Refrigeration compressor units
and parts of same
*Refrigeration equipment and
parts including chillers,
unit coolers, and parts of
refrigeration condensers
Safety and life saving equipment
inclusive of life saving floats,
jackets, and preservers,
lifebuoys and rafts

An asterisk (*) indicates the commodity may have immediate potential for domestic manufacture.

2. OBVIOUSLY RELATED TO THE FOREST PRODUCTS INDUSTRY

WASTE MATERIALS

Hogged Fuel/Wood
Slabs and Edgings/Wood
Shavings, Wood
Sawdust, Wood

WOOD FABRICATED MATERIALS

Doors of Wood
Windows, Door & Window
Frames, Wood
Millwork, N.E.S.
Panels, Wood, Edge-Glued
Lumber, Mouldings, Construction
Type, Wooden Doors, Cabinets,
Clapboards
Veneer, Softwood
Plywood, Softwood
Particle Board,
Reconstruction Wood
Plywood & Wood Building
Board N.E.S.

OTHER WOOD FABRICATED MATERIALS

Charcoal Wood, Not Activated
Powdered/Wood
Granulated or Chunks/Wood
Briquettes/Wood/Vegetable Origin

WOOD FABRICATED MATERIALS
N.E.S.

Beams and Arches Wooden Laminated
Staves, Wooden, Pipe, Silo & Tank
Furnishings for Guns/Rifles, Wooden,
Unfin.
Veneer Tape, Edge Finish
Wood Wool
Firelogs, Compressed Sawdust

OTHER INDUSTRIAL OVENS
AND FURNACES AND PARTS

Kiln, Wood

*WOODLAND LOG HANDLING
EQUIPMENT

Skidder, Log, Log Handling
Loader, Log, Integrated
Tractor Type
Loader, Log, Integrated
Carrier Type
Prehauler, Log
Treehauler, Tractor Type
Forwarder, Log
Logging Arch

*PARTS AND ATTACHMENTS
FOR WOODLAND LOG
HANDLING EQUIPMENT

Transmissions, Log Skidder
Skidder, Log, Tractor
Type, Parts of, N.E.S.
Transmissions, Log Leader,
Tractor Type
Logger Attachment, for
Front End Loader
Loading Attachment, Log,
Non-Integrated Truck Mount
Logging Forks, for Log Handling
Logging Grapple, for Crane
Mounting
Logger Attachment, for multi-
purpose Tractor
Logger Attachment, for
Backhoe Loader
Loader, Log, Integrated
Carrier Type, Parts, N.E.S.,
Hoist, Logging, Parts of

An asterisk (*) indicates the commodity may have immediate potential for domestic manufacture.

2. OBVIOUSLY RELATED TO THE FOREST PRODUCTS INDUSTRY - continued

CHAIN SAWS AND PARTS AND ACCESSORIES FOR CHAIN SAWS

Gasoline
Electric
Cutting Chain
Engines, Gas
Motors, Electric

SAWS AND SAWMILL MACHINERY EQUIPMENT AND PARTS, N.E.S.

Sawing Machine, Sawmill,
Blade Type
Sawing Machine, Sawmill,
Band Type
Carriages, Sawmill
Debarkers, Sawmill
Chipper, Sawmill
Edging Machines, Sawmill
Gang Mills, Sawmill Machine
Sorting Machines, Lumber,
Sawmill
Blades, Saw, Woodworking,
Circular
Blades, Saw, Woodworking,
Band
Blades, Jig and Sabre Saw,
Woodworking, Power Tool,
Cutting, for Sawmill
Machinery/Equipment
Saws, Bench, Portable, Woodworking
Saws, Jig, Power, Woodworking
Sawing Machine, Woodworking,
Radial Arm Type

PLANERS, ROUTERS, AND SANDERS, WOODWORKING AND PARTS

VENEER DRYING MACHINES AND PARTS

VENEER AND PLYWOOD MACHINERY AND PARTS, N.E.S.

Lathe, Veneer Making
Clipping Machine, Veneer Making
Tool, Cutting, for Veneer Lathe
Splicing Machine, Veneer Making
Glueing Machine, Veneer Making
Presses, Veneer Making
Presses, Plywood Making

WOODEN HOUSEHOLD FURNITURE, NOT UPHOLSTERED

WOOD END PRODUCTS, N.E.S.

Shoe Lasts
Hat Blocks
Confectionery Sticks
Wood Shuttles
Toothpicks

3. OBVIOUSLY RELATED TO
THE TOURIST INDUSTRY

*TRAILERS

Utility, New or Used
Horse, Non Commercial, New or
Used
Boat
Permanent Mounting for Machinery
Equipment

SHIPS AND BOATS

Pleasure and Sporting
Craft, Self-Propelled

Air Cushion Vehicles,
Pleasure Craft/ACV/Boats,
Inboard/Outboard,
Pleasure and Sporting Types
Craft, Water, Jet Drive,
Pleasure and Sporting Types
Boats, Inboard, Pleasure and
Sporting Types
Houseboats, All Types
Boats, Unfinished, Inboard and
Inboard/Outboard Types

*PLEASURE AND SPORTING
CRAFT, N.E.S.

Cabin Cruisers and Yachts
Boats, Outboard, Less Motor,
Pleasure and Sporting Types
Sailboats, Pleasure
Dinghies, Dories, Rowboats,
and Skiffs
Canoes
Kayaks

MARINE ENGINES AND PARTS

INBOARD-OUTBOARD
PROPULSION UNITS

MARINE ENGINES, DIESEL

PARTS OF MARINE DIESEL
ENGINES

GASOLINE ENGINES, MARINE
TYPE, AND PARTS

OUTBOARD MOTORS AND
PARTS OF OUTBOARD MOTORS

MARINE ENGINES AND PARTS,
N.E.S.

Drives, Jet, Marine
C/W Engine
Boilers and Turbines,
Marine
Turbine, Gas, Marine

SUB-ASSEMBLIES, PARTS,
ATTACHMENTS, AND
ACCESSORIES FOR SHIPS
AND BOATS, N.E.S.

Inboard-Outboards, less Engine
Outboard Portion Parts of
Inboard-Outboards
Drives, Jet, Marine, less Engine
Drives, Jet, Marine
Parts O/T Engine Parts
Propellers, Marine, except
Outboard and Inboard/
Outboard
Propellers, Marine, Outboard
and Inboard/Outboard

An asterisk (*) indicates the commodity may have immediate potential for domestic manufacture.

3. OBVIOUSLY RELATED TO
THE TOURIST INDUSTRY - continued

MARINE ENGINES AND PARTS - continued

SONAR, ECHO SOUNDING AND
RELATED DEVICES AND SPECIFIC PARTS

RADAR EQUIPMENT AND RELATED
DEVICES AND SPECIFIC PARTS, N.E.S.

Radar, Navigation, Marine

FISHING RODS AND PARTS

FISHING TACKLE AND PARTS,
N.E.S., FOR SPORTSMEN'S USE

Reels, Lines, Hooks, Sinkers,
Nets, Boxes

RECREATION

Bats, Table Tennis/Ping-Pong
Lacrosse Sticks
Skis/Water Skis

APPENDIX D

MAJOR TOURIST ATTRACTIONS IN
THE SOOKE ELECTORAL AREA

1. PARKS IN THE IMMEDIATE
VICINITY OF SOOKE

Park Name	Location	Size	Classification	Major Use
Matheson Lake	20 km (12 m) E. of Sooke	162 hectares (400 acres)	Provincial A	Hiking Swimming
Sooke Mountain	10 km (6 m) NE of Sooke	450 hectares (1111 acres)	Provincial B	Hiking
Sooke Potholes	7 km (4 m) NE of Sooke	7 hectares (17 acres)	Provincial A	Swimming
East Sooke Regional	16 km (10 m) SW of Sooke	1423 hectares (3514 acres)	Regional	Hiking Beach Access

2. OTHER SPECIAL TOURIST ATTRACTIONS
IN SOOKE

All-Sooke Day (July), Sooke Region Museum, Sooke River Raft Race (April), Lion's Sea Food Dinner (November), Whiffen Spit Beach, Sooke Fall Fair (September), All-Sooke Arts and Crafts Association spring and fall shows and sales (May and November), Sooke Broome Hill Golf and Country Club - 2197 Otter Point Road.

3. PARKS TO THE WEST OF SOOKE

Park Name	Location	Size	Classification	Major Use
China Beach	5 km (3.1 m) W of River Jordan	61 hectares (150.7 acres)	A	Hiking Beach
French Beach	5 km (3.1 m) E of River Jordan	59 hectares (145.7 acres)	A	Hiking Beach
West Coast Trail (Pacific Rim)	2.5 km (1.5 m) N of Port Renfrew river crossing involved	69 km (42.9 m)	National Park	Hiking
Loss Creek	12.9 km (8 m) E of Port Renfrew	21 hectares (51.9 acres)	A	Hiking

4. OTHER POINTS OF INTEREST
TO THE WEST OF SOOKE

Point of Interest	Location	Primary Use
Juan de Fuca Viewpoint	8 km (5 miles) E of River Jordan	Viewpoint and picnic site
Sandcut Creek Trail	3.7 km (2.3 miles) E of River Jordan	Beach
Jordan River	Mouth of Jordan River	Picnic Site
Mystic Beach	6 km (3.7 miles) W of River Jordan	Beach and Walk
Point No Point	6 km (3.7 miles) E of River Jordan	Teas, Hiking, Accommodation
Sombrio Beach	10.5 km (6.5 miles) E of Port Renfrew	Hiking, Beach
Boat Launch	Port Renfrew	Boat Launch
Fairy Lake	7.2 km (4.5 miles) NE of Port Renfrew	Campsite, Picnicking, Swimming, Boat Launch, Nature trail
San Juan Suspension Bridge	11.3 km (7 miles) NE of Port Renfrew	Suspension Bridge and Picnic Site
Botanical Beach	2.0 km (1.3 miles) W of Port Renfrew	Marine Tidal Life

APPENDIX E

COMMENTS ON PORTION OF PROPOSED 'SOOKE ZONING BY-LAW'

A-1 RURAL ZONE (Section 9)

A major innovation in this new by-law is the tying of the permitted uses in the Rural zone to parcel size; the larger the parcel size, the more uses are permitted. The intention of this change is to recognize the nature and economic base of Sooke by allowing small scale resource-oriented uses. Thus, certain uses such as a one or two-family dwelling would be allowed on any lot; animal hospitals would be an additional use allowed if the lot were 2 ha (5 acres) or larger; a portable saw mill, to be in operation a maximum of six months a year; and the maintenance and repair of equipment and vehicles used in the logging or fishing industries would be additional uses allowed if the lot were 4 ha (9.9 acres) or larger; and a small saw mill or shake mill if the lot were 8 ha (19.8 acres) or larger. To protect adjacent properties, the more intensive the use, the larger the required setbacks would be.

APPENDIX F

SCHEDULE AND TIMETABLE OF PUBLIC SECTOR ACTIONS FOR OPTIMAL DEVELOPMENT OF SITE A

1. Confirm interest in site by way of letter to property owners (B.C. Packers) and ask for written notification of willingness to respond to community initiated development plan (T1).
2. Initiate study into feasibility of re-aligning and expanding moorage at public wharf (T1).
3. Explore potential for amalgamation of properties with site (T2).
4. Assuming owners have given written notification asked for (see point 1), begin collection of alternative development proposals through such means as interviews with specified individuals and public meetings (T3).
5. Present alternative development proposals for site to public and B.C. Packers through local media and community meetings (T8).
6. Determine B.C. Packers receptivity to pursuit of public participation in development of their property (T9).
7. Assuming B.C. Packers are receptive, hold referendum to yield preferred development proposal for site (T10).

NOTES:

- i) Should B.C. Packers decide to withdraw willingness to respond to a community initiated development plan, the Economic Development Commission has, it would appear, at least two other means by which optimal development might be achieved. The first is through zoning legislation, the second is through purchase of the property.
- ii) Time (T) expressed in months after decision of Economic Development Commission to attempt optimal development of Site A; i.e. T2 = 2nd month after decision.

