



**REGULAR MEETING OF COUNCIL
 Tuesday, May 31, 2022 @ 4:00 PM
 Ucluelet Community Centre,
 500 Matterson Drive, Ucluelet**

AGENDA

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1.	CALL TO ORDER	
2.	ACKNOWLEDGEMENT OF THE YUULU?I?ATH	
	Council would like to acknowledge the Yuulu?i?ath, on whose traditional territories the District of Ucluelet operates.	
3.	NOTICE OF VIDEO RECORDING	
	Audience members and delegates are advised that this proceeding is being video recorded and broadcast on YouTube and Zoom, which may store data on foreign servers.	
4.	LATE ITEMS	
5.	APPROVAL OF AGENDA	
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16. COUNCIL COMMITTEE REPORTS
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Deputy Mayor January 1 - March 15, 2022
 - 16.2 Councillor Lara Kemps
Deputy Mayor March 16 - May 31, 2022
 - 16.3 Councillor Jennifer Hoar
Deputy Mayor June 1 - August 15, 2022
 - 16.4 Councillor Rachelle Cole
Deputy Mayor August 16 - October 31, 2022
 - 16.5 Mayor Mayco Noël
17. QUESTION PERIOD
18. ADJOURNMENT

DISTRICT OF UCLUELET
MINUTES OF THE REGULAR COUNCIL MEETING
HELD IN THE UCLUELET COMMUNITY CENTRE, 500 MATTERSON DRIVE
Tuesday, May 10, 2022 at 4:00 PM

Present: **Chair:** Mayor Noël
 Council: Councillors Cole, Hoar, Kemps, and McEwen
 Staff: Duane Lawrence, Chief Administrative Officer
 Donna Monteith, Chief Financial Officer
 Rick Geddes, Fire Chief
 Paula Mason, Manager of Corporate Services

Regrets:

1. CALL TO ORDER

1.1

The meeting was called to order at 4:00PM.

2. ACKNOWLEDGEMENT OF THE YUULU?IŁ?ATH

2.1

Council acknowledged the Yuulu?ił?ath on whose traditional territories the District of Ucluelet operates.

3. NOTICE OF VIDEO RECORDING

3.1

Audience members and delegates were advised that the proceeding was being video recorded and broadcast on YouTube and Zoom, which may store data on foreign servers.

4. LATE ITEMS

4.1

There were no late items.

5. APPROVAL OF AGENDA

5.1

May 10, 2022 Regular Agenda

2022.2097.REGULAR *It was moved and seconded THAT Council approve the May 10, 2022 Regular Agenda.*

CARRIED.

6. ADOPTION OF MINUTES

6.1 April 19, 2022 Special Minutes

2022.2098.REGULAR *It was moved and seconded THAT Council approve the April 19, 2022 Special Minutes.*

CARRIED.

6.2 April 26, 2022 Regular Minutes

Councillor Hoar advised of a spelling error in Item 11.2.

2022.2099.REGULAR *It was moved and seconded THAT Council approve the April 26, 2022 Regular Minutes as amended.*

CARRIED.

7. PUBLIC INPUT & DELEGATIONS

7.1 Public Input

There was no public input.

7.2 Delegations

8. UNFINISHED BUSINESS

8.1

Councillor Hoar inquired if there would be banners or flags raised on May 17, 2022 in a show of support for International Day Against Homophobia, Transphobia and Biphobia. Staff answered that supplies had been ordered and would be raised if they arrived in time for this year's event, otherwise the District would ensure some other show of support would be visible this year.

9. BYLAWS

10. REPORTS

10.1 Contract Approval for Harbour Master Contract Abby Fortune, Director of Parks & Recreation

2022.2100.REGULAR *It was moved and seconded THAT Council approve Option A, to authorize the Mayor and Corporate Officer to execute a five-year contract between Kasslyn Contracting and the District of Ucluelet for Harbour Master services in the amount of 42% of gross revenues collected under the District of Ucluelet Harbour Regulation Amendment Bylaw 1296, 2021 plus GST as recommended by the Harbour Authority.*

CARRIED.

10.2 Strategic Priorities Fund Capital Infrastructure Grant Application Rick Geddes, Fire Chief

Chief Geddes gave Council an overview of Following the CoW meeting, a grant opportunity that was released on April 28, 2022, and is available to local governments to support capital infrastructure and capacity building projects. He sought Council's approval to submit a grant application for the development of a replacement regional fire hall.

2022.2101.REGULAR *It was moved and seconded THAT Council approves Option A, to approve a grant application for the development of a replacement regional fire hall through the 2022 Strategic Priorities Fund Capital Investment Grant program to a maximum of \$7.5M; and THAT Council provides overall grant management; and THAT Council provides up to \$1.5M towards the Firehall Project.*

It was also moved and seconded THAT Council direct staff to include funding to undertake a fire services review for consideration within the 2023 budget.

CARRIED.

11. NOTICE OF MOTION

12. CORRESPONDENCE

12.1 International Day of Zero Tolerance for Female Genital Mutilation
Louann McCurdy, Chair, Status of Women and Human Rights Committee,
The University Women's Club of Vancouver

12.2 Reusable Bags are too Expensive
Christine Reyes, CEO, Refresh Packaging

12.3 Information Item Request for Council Meeting Agenda - Climate Leaders
Institute 2022
Arjun Singh, Councillor, City of Kamloops
Chair, BC Municipal Climate Leadership Council

Councillor Hoar stated that Councillor Cole would like to attend the Climate Leaders Institute in June 2022.

2022.2102.REGULAR *It was moved and seconded that Councillor Cole will attend the Climate Leaders Institute being held on June 8-10, 2022 in Vancouver BC.*

CARRIED.

12.4 Dispersed/Unauthorized Camping in the Kennedy Lake Backcountry
Roads
Jim Chisolm, Tribal Administrator, Tal-o-qui-aht First Nation

Council discussed possible financial ways this request could be supported. Councillor Kemps would like to receive more detailed budget information/financial plan regarding how any incoming funds will be used, prior to allocating funding. Mayor Noel would like to see the

correspondence forwarded to Tourism Ucluelet for their consideration also.

2022.2103.REGULAR *It was moved and seconded THAT Council direct staff to forward the May 3, 2022 correspondence from Tla-o-qui-aht First Nation to Tourism Ucluelet.*

CARRIED.

2022.2104.REGULAR *It was moved and seconded THAT Council direct staff to invite someone from the Tla-o-qui-aht First Nation to appear as a delegation to discuss their proposed budget for the Backcountry Roads Guardian Program.*

CARRIED.

12.5 Please Join Us in Celebrating Access Awareness Day on June 4, 2022
Lorraine Copas, Executive Director, SPARC BC

Councillor McEwen asked that staff look into the possibility of putting on a small event on June 4, 2022.

12.6 District of Tofino CAO Announcement
Mayor Dan Law, District of Tofino

Councillor Kemps suggested sending a note to the District of Tofino, congratulating Nyla Attiana on her new role as Chief Administrative Officer.

2022.2105.REGULAR *It was moved and seconded THAT Council direct staff to issue a letter of Ms. Nyla Attiana congratulating her on her new role as the Chief Administrative Officer for the District of Tofino.*

CARRIED.

12.7 Designated Recipient status transfer to Tourism Ucluelet
Denise Stys-Norman, Executive Director, Tourism Ucluelet

Mayor Noel is hesitant to support this transfer, however looks forward to hearing more information from staff.

2022.2106.REGULAR *THAT Council direct staff to provide a report for Council's consideration on Tourism Ucluelet's request for designated recipient status.*

CARRIED.

12.8 Boardwalk & Gazebo reconstruction
Lorne D. Priestley, adjacent property owner

13. INFORMATION ITEMS

14. MAYOR'S ANNOUNCEMENTS

14.1

Mayor Noël reminded everyone of the upcoming Porsche Club events, including the Community BBQ on Friday evening, pancake breakfast on Saturday morning and the parade on Sunday. Councillor Cole joined the meeting at 4:36pm.

15. COUNCIL COMMITTEE REPORTS

15.1 Councillor Marilyn McEwen

Deputy Mayor January 1 - March 15, 2022

May 2, 2022: Attended the Harbour Authority meeting

15.2 Councillor Lara Kemps

Deputy Mayor March 16 - May 31, 2022

May 2, 2022: Attended the Harbour Authority meeting

15.3 Councillor Jennifer Hoar

Deputy Mayor June 1 - August 15, 2022

May 2, 2022: Attended the Harbour Authority meeting

May 4, 2022: Attended the Wild Pacific Trail Society meeting - new naturalist hired / new signage coming along Ancient Cedars trail regarding not disturbing the ground vegetation around the large trees.

May 7, 2022: Attended Historical Society's Plant sale

15.4 Councillor Rachelle Cole

Deputy Mayor August 16 - October 31, 2022

May 2, 2022: Attended the Harbour Authority meeting

15.5 Mayor Mayco Noël

16. QUESTION PERIOD

16.1

There was no public input.

17. CLOSED SESSION

17.1 Procedural Motion to Move In-Camera

THAT the meeting be closed to the public in order to address agenda items under the following sections of the Community Charter:

90(1)(i) the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose; and

90(1)(k) negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public.

18. RECONVENE FROM CLOSED SESSION

19. ADJOURNMENT

19.1 The meeting was adjourned at 5:25pm.

CERTIFIED CORRECT: Minutes of the Regular Council Meeting held on Tuesday, May 10, 2022 at 4:00 pm in the Ucluelet Community Centre, 500 Matterson Road, Ucluelet, BC.

Mayco Noël, Mayor

Paula Mason, Deputy Corporate Officer

Purpose: To Illustrate the 4 month cost of Tribal Park Guardian Oversight at Kennedy Logging Road

Tribal Parks Guardian Wages	\$87,214.60	note 1
Fuel	\$11,682.15	note 2
Management	\$20,000.00	note 3
Administration (12%)	\$14,267.61	
Total	<u>\$133,164.36</u>	

Note 1		
Hourly Rate	\$21.50	
Daily Hours	7.5	
Days/week	7	
Weeks (4 months)	17.33	
Wage Cost	\$19,565.00	
Number of Employees: 4	\$78,260.00	
EI, CPP, VP, WCB	11.44%	
	\$8,954.60	
Total Cost	\$87,214.60	

Note 2		
Rate/Km	0.535	
Estimated Mileage/day	90	
drivers/day	2	
days	7	
Weeks	17.33	
Fuel	11,682.15	

Note 2		
NR Manager & TP Coordinator Allocatio	\$20,000	

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: **PacificRimCharters** <info@pacificrimfishingcharters.ca>

Date: Tue, May 17, 2022 at 12:07 PM

Subject: Re Royal Bank of Canada not able to sign our covenant for Pacific Rim Guest Lodge and Fishing Charters to obtain a business license to open

To: Wangen, Nolan <nolan.wangen@rbc.com>, Stipkala, Sarah <sarah.stipkala@rbc.com>

Cc: <mnoel@ucluelet.ca>, Marilyn McEwen <mmcewen@ucluelet.ca>, Jennifer Hoar <jhoar@ucluelet.ca>, Lara Kempes <lkempes@ucluelet.ca>, Rachelle Cole <rcole@ucluelet.ca>, Duane Lawrence <Dlawrence@ucluelet.ca>, Bruce Greig <bgreig@ucluelet.ca>, John Towgood <JTowgood@ucluelet.ca>

Pacific Rim Fishing Charters & Guest Lodge

Hello Nolan and nice to speak with you Sarah,

I appreciate your efforts Nolan but unfortunately, we are nearly out of time on this matter. To help bring Sarah up to speed on this matter, I have included a short history here. We originally received a conditional rezoning approval for a multi-phase project. The first two phases included retro-fits and renovations to our existing building, including bringing the entire building up to the 2020 building code. This work has been completed and we have signed off occupancy from the Village of Ucluelet, Ucluelet fire department, our engineers and Architect. The final phase, which is already under construction, ahead of schedule, was to build six staff accommodations at the request of the city. This is the portion for which they require the covenant, as discussed.

While legally so, we do not consider this (covenant) to be negative/restrictive, as the availability of housing in Ucluelet is extremely limited and suitable options for those employed to serve the tourist industry in the area are nearly non-existent. We expect these staff accommodations to add significant value to the property overall, and strengthen our cash flow and annual returns.

While I am attempting to persuade the city that dropping this requested of having a signed covenant will not negatively affect those entitled to the benefit of the covenant (staff housing), on the basis of the progress already made on this phase and the anticipated value to

our business, we have only until May 22nd to make our case or the village will consider bylaw enforcement. As RBC has not indicated their willingness to agree to this covenant, we ask that you put your decision in writing so that we can forward it to the city, in further support of our request to drop the covenant request.

The risk to our business is significant if we cannot remove this requirement. The tourist season has already begun and we could lose out on one half million dollars in accommodation sales this year alone if we do not produce this letter.

Please advise as soon as possible

Sincerely
Glenn & Dianna Kaczmar

Pacific Rim Fishing Charters & Guest Lodge

1-877-871-8771 or 1-250-726-5032

Web site www.pacificrimfishingcharters.ca

Email info@pacificrimfishingcharters.ca

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Vacuum Sealed Fish



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Vacuum Sealed Fish

----- Forwarded message -----

From: **PacificRimCharters** <info@pacificrimfishingcharters.ca>

Date: Wed, May 25, 2022 at 1:31 PM

Subject: Re RBC not able to sign Covenant

To: Horvath, Leona (She/Her/Hers) <leona.horvath@rbc.com>

Cc: Stipkala, Sarah <sarah.stipkala@rbc.com>, Wangen, Nolan <nolan.wangen@rbc.com>,

Duane Lawrence <Dlawrence@ucluelet.ca>, Bruce Greig <bgreig@ucluelet.ca>, John

Towgood <JTowgood@ucluelet.ca>, <mnoel@ucluelet.ca>, Marilyn McEwen

<mmcewen@ucluelet.ca>, Lara Kemps <lkemps@ucluelet.ca>, Jennifer Hoar

<jhoar@ucluelet.ca>, Rachelle Cole <rcole@ucluelet.ca>

 **Pacific Rim Fishing Charters & Guest Lodge**

Good Morning Mz Horvath RBC Bank Manager Port Alberni

May 25/22

Thank you for your letter. The information in your letter is inaccurate ! We were not offered

options from RBC you speak of in your letter.

Sarah our business bank manager at the time had not emailed or supplied us with any options in writing and only spoke on the phone of possibilities explaining to us that maybe RBC may be able to combine out two mortgages into one, but the amortization would only be 10 years and the payments would increase from ten thousand a month to a monthly payment we were uncomfortable with or maybe no qualify for anyways. So this was never a viable option for us to move forward in our business of forty years. If there is any way RBC can combine our existing two mortgages and rewrite one commercial mortgage with a 15 year amortization and sign the covenant that we and the Village have signed. ? With a 15 year amortization our payment would be around \$10600 a month.

Thank you for your valuable time

Please advise

Sincerely

Glenn & Dianna Kaczmar

Pacific Rim Fishing Charters & Guest Lodge

1-877-871-8771 or 1-250-726-5032

Web site www.pacificrimfishingcharters.ca

Email info@pacificrimfishingcharters.ca

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REPORT TO COMMITTEE OF THE WHOLE

Council Meeting: May 31, 2022

500 Matterson Drive, Ucluelet, BC V0R 3A0

FROM: JAMES MACINTOSH, DIRECTOR OF ENGINEERING SERVICES

FILE NO: 1290-04

SUBJECT: PENINSULA ROAD SAFETY AND REVITALIZATION NEXT STEPS

REPORT NO: 21- 71

ATTACHMENT(S): PRESENTATION: COMMUNITY ENGAGEMENT SUMMARY

SUMMARY OF DESIRED OUTCOME

That the Committee of the Whole provide Staff with feedback by answering four questions concerning the Peninsula Road Safety and Revitalization Project.

BACKGROUND

The goals of the project are to increase safety and revitalize the community's main transportation corridor on Peninsula Road between Forbes and Main and along Larch Road.

The project includes continuous sidewalks for all ages and abilities, upgraded and expansion of pathways and dedicated cycle routes, new crosswalk locations, improved intersections, on-street parallel parking, new road surfacing, street trees and boulevards and traffic calming using curb extensions.

Project overview:

- Community need: Peninsula Road and Larch Road are unsafe and unattractive
- Scope: Improve the safety and revitalize Peninsula Road and Larch
- Budget: \$1.88 Million
- Project team: McElhanney Engineering and Lanarc Architecture
- Design and construction timeline: May 2022 – June 2023

Below is a general project workflow which helps identify where the Peninsula Road Safety and Revitalization project is in its lifecycle.

1. Identify a community need: 2019
2. Raise capital to design a model/concept: 2019
3. Design a concept: 2019
4. Share the concept to receive input: 2019-2020
5. Take the concept to funders to raise capital: 2021
6. Hire a project team: April 2022

7. Share the concept again to receive feedback before beginning design: May 2022
- 8. Incorporate changes required from the feedback: May 2022 (we are here)**
9. Engineers/designers progressively transform the concept into a technical design (preliminary/detailed): May 2022 – September 2022
10. Build the design: September 2022 – April 2023

Council will notice, there are only two significant opportunities for community input before the team must taper external influence to focus on design progression. The large changes feasible at concept stage become increasingly costly as the design advances. There are now considerable advantages to lock in the concept, make any necessary changes and reduce significant design influence progressing through preliminary/detail design towards construction this Fall. The iterative design cycle happens at a more detailed level throughout the project. The time to make significant changes is now.

Completed project milestones:

- ✓ Peninsula Road improvements identified in the Ucluelet **2019-2022** Strategic Plan
- ✓ The Peninsula Road Streetscape Study and process was initiated in **2019 through 2020**.
- ✓ The community review, open house, and feedback in **2019**, followed by the Ministry of Transportation and Infrastructure (MOTI) review in **2020**, shaped the project foundation and conceptual design directions
- ✓ The aims for Peninsula Road and terms for this project were further developed and defined by the District of Ucluelet's **2020 Official Community Plan** and policies (adopted January 2022).
- ✓ Based on community inputs and plans from 2019 through 2020, a Conceptual Design package was developed in **2021** to support a **grant funding** application which was awarded in 2021.
- ✓ With **\$1.88 Million** of combined District and grant funds, District Staff issued a public Request for Proposals and awarded the consulting engineering, design and construction management.
- ✓ **May 2021** District Staff and the consulting team completed community engagements including 1-on-1s with key stakeholders, a meeting for all key stakeholders and a community Open House.

The project is a significant opportunity for the community – it is also a considerable change. While we know this project will bring many positive benefits to the community once complete, we also recognize that the road changes and construction process will affect all of those who live, work, or visit the District. We also acknowledge that the project changes and construction will most affect the property owners, businesses, residents and tenants directly on Peninsula Road.

With concept in hand, District Staff have spent the month of May sharing the project with the community. District Staff were welcomed into peoples' homes and businesses within the project area to engage in 1-on-1 meetings to share the concept, talk through the project, ask and answer questions, share ideas and hear concerns. Then Staff invited those same key stakeholders from

the 1-on-1 meetings into a small group setting at the Ucluelet Community Center to meet the design team and exchange information. The team then opened the doors to the whole community and held an open house. With these steps now completed, the District have concluded the public engagement component of the project.

The team has summarized the community feedback in a report and PowerPoint presentation for Council's review. The summary, included in Council's Agenda, highlights community and individual concerns, challenging areas and themes, and opportunities for improvement. The objective is to share the summary with Council and ask for feedback. Council's answers will help focus the project team's attention on the communities most favourable and critical items. The project team will receive Council's input and proceed with clear direction to begin working through the technical design.

To make the most of the opportunity, the project team must find a balance between constraints and competing needs such as project goals, timelines, costs and budget, quality, safety, permitting, community and Council's expectations. Critical to the next steps, the design must advance forward in a supported and protected manner.

Once Council has provided input on the concept design there will be limited to no additional opportunity to make significant changes to the design. It should also be noted that this step concludes the public engagement portion of the project and design process. The design will be brought back to Council prior to finalization although only minor changes are able to be included as the project moves forward.

The project team is asking Council to answer the four questions below and for their endorsement to make Ucluelet a safe and revitalized community for everyone.

KEY QUESTIONS

1. What are Council's key concerns, if any?
2. What does Council like most about the conceptual design?
3. Does Council support and endorse the overall direction?
4. Is there anything the team has missed that needs to be discussed?

The next steps are to instruct the design team to complete preliminary design. That design will return to Council in June for an information update before it goes on to have more technical details added.

Respectfully submitted: JAMES MACINTOSH, DIRECTOR OF ENGINEERING SERVICES
DUANE LAWRENCE, CAO



PENINSULA ROAD

SAFETY & REVITALIZATION PROJECT

CONCEPTUAL DESIGN REVIEW

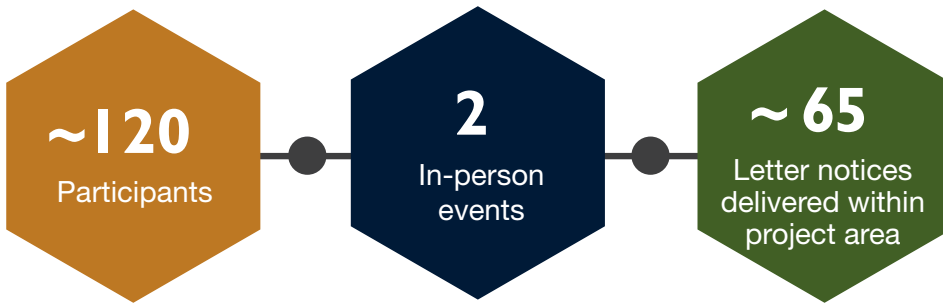
SPRING 2022

COMMUNITY ENGAGEMENT & FEEDBACK SUMMARY

ucluelet.ca/Peninsula-rd

What We Heard ...

This page provides a quick summary of community input. Learn more by browsing the full report.



➤ CONCEPTUAL DESIGN REVIEW:

♥ TOP 3 LIKES

- 1 Enhances **pedestrian** safety (e.g., sidewalks, crosswalks, curb extensions, traffic calming, etc.)
- 2 **Beautification** & green space opportunities
- 3 Encourages a shared road, **cycling** & active transportation

☹ TOP 3 CONCERNS

- 1 Reduces vehicle **parking**
- 2 **Gravel** path creates hazards and need for maintenance
- 3 Potential **conflicts** between different modes of travel

🕒 KEY THEMES:

SAFETY	CYCLING & ACTIVE TRANSPORTATION
PARKING	NEW CROSSINGS
PEDESTRIANS & SIDEWALKS	IMPROVED INTERSECTIONS
ACCESSIBILITY	TREES & LANDSCAPING
BEAUTIFICATION & CHARACTER	

⚙️ KEY DESIGN IMPROVEMENTS:

- Improve parallel parking opportunities close to businesses
- Explore alternative solutions to gravel for pedestrian path
- Prioritize continuous paved sidewalks on both sides of road
- Consider continuing a multi-use path (MUP) on the south side (instead of one-way cycle routes on both sides)
- Integrate future transit service plans, bus stops, and pullouts
- Review private driveway access locations and widths
- Consider design refinements related to delivery truck access to business properties
- Explore revised entrance / egress patterns for the Co-op store
- Identify alternate crosswalk locations near Lyche Road
- Review Bay St. intersection for additional improvements
- Explore initial improvements for Main St intersection
- Review parking & sightlines around Davidson's Plaza
- Review locations of existing trees for retention
- Identify proposed tree removals & tree planting locations

PLANNING CONSIDERATIONS

- Review parking District-wide
- Explore feasibility of a parking management strategy (e.g. signage, time-limits, enforcement)
- Increase parking opportunities nearby to Peninsula Road (e.g. sides streets, on-site parking, etc.)
- Consider a committee for public art & placemaking





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- Appendix A:** Community Open House Comments
- Appendix B:** Stakeholder Input Session Comments
- Appendix C:** Comment Form Verbatim Comments

CONTEXT MAP - PROJECT AREA



1 OVERVIEW

1.1 ABOUT THE PROJECT

The District of Ucluelet is excited to undertake detailed design for Peninsula Road (the project). This is the next step to advancing the community vision and priorities for this important streetscape and gateway to Ucluelet. The primary aims of this project are to enhance pedestrian, cyclist, and traffic safety for Peninsula Road – while also improving the aesthetic of the streetscape to reflect the local and unique “Ukee” character. This project will upgrade and expand dedicated bicycle routes, improve accessibility, enhance pedestrian safety, improve crossings, enhance traffic and parking safety, and set the framework to beautify 1.4 km of Ucluelet’s key commercial area on Peninsula Road between Forbes Road and Main Street. To provide continuity for the pedestrian and cyclist network, this project also includes design for a multi-use pathway (MUP) for Larch Road (see project area context map on adjacent page).

1.2 PLANNING FOR CHANGE

This project is a significant opportunity for our community – it is also a significant change. Change comes with challenges. By working together as a community to identify concerns and challenges we can proactively plan for how to reduce and mitigate impacts. To be successful, we will need to work as a community to come to balanced and realistic solutions. The District and project team is committed to transparency through this important community project and process.

While we know this project will bring many positive benefits to our community once complete, we also recognize that the road changes and construction process will affect all of those who live, work, or visit our community. We also acknowledge that the project changes and construction will most affect the property owners/business/owners/tenants directly on Peninsula Road.

1.3 WHY NOW?

This project is possible since the District has secured grant funding, and the Ministry of Transportation and Infrastructure (MOTI) is collaborating to align their re-paving of Peninsula Road. Without these two opportunities, the District would not be able to fund this project at present. The alignment of these opportunities is time-sensitive and specific to 2022/2023.

1.4 CONCEPTUAL DESIGN REVIEW

In 2019–2021, the community shared feedback and preferences for how Peninsula Road could provide a shared road experience for all ages and abilities. This community feedback and the preliminary review by the Ministry of Transportation and Infrastructure (MOTI) shaped the conceptual design for the project area.

The conceptual design for Peninsula Road is the starting point for this project that considers how best to fit key elements within the road right-of-way. It was developed to support the District’s funding application for this project in 2021.

KEY PROJECT FEATURES:

The conceptual design for Peninsula Road between Forbes Road and Main Street includes:

- ▶ Continuous sidewalks / pedestrian paths (upgrades and expansion) for all ages and abilities
- ▶ Upgrade and expansion of dedicated cycle routes
- ▶ New crosswalk locations
- ▶ Improved intersections
- ▶ On-street parallel parking
- ▶ New road surfacing
- ▶ Street trees and boulevards
- ▶ Traffic calming using curb extensions
- ▶ Larch Road multi-use pathway (MUP) bypass route

2 THE ENGAGEMENT PROCESS

2.1 PROCESS OVERVIEW

Engaging with the community is vital to understand general public support for the project and conceptual design as well as to inform considerations and revisions for moving forward through detailed design development.

This section provides an overview about how we engaged people including outreach tools, engagement activities, and how we collected input.

ENGAGEMENT AIMS:

The aim of the community engagement conceptual design review is to:

- ▶ Identify directions that work well and should be maintained; and
- ▶ Identify areas of concern for review and improvement moving forward to preliminary design.

ENGAGEMENT KEY QUESTIONS:

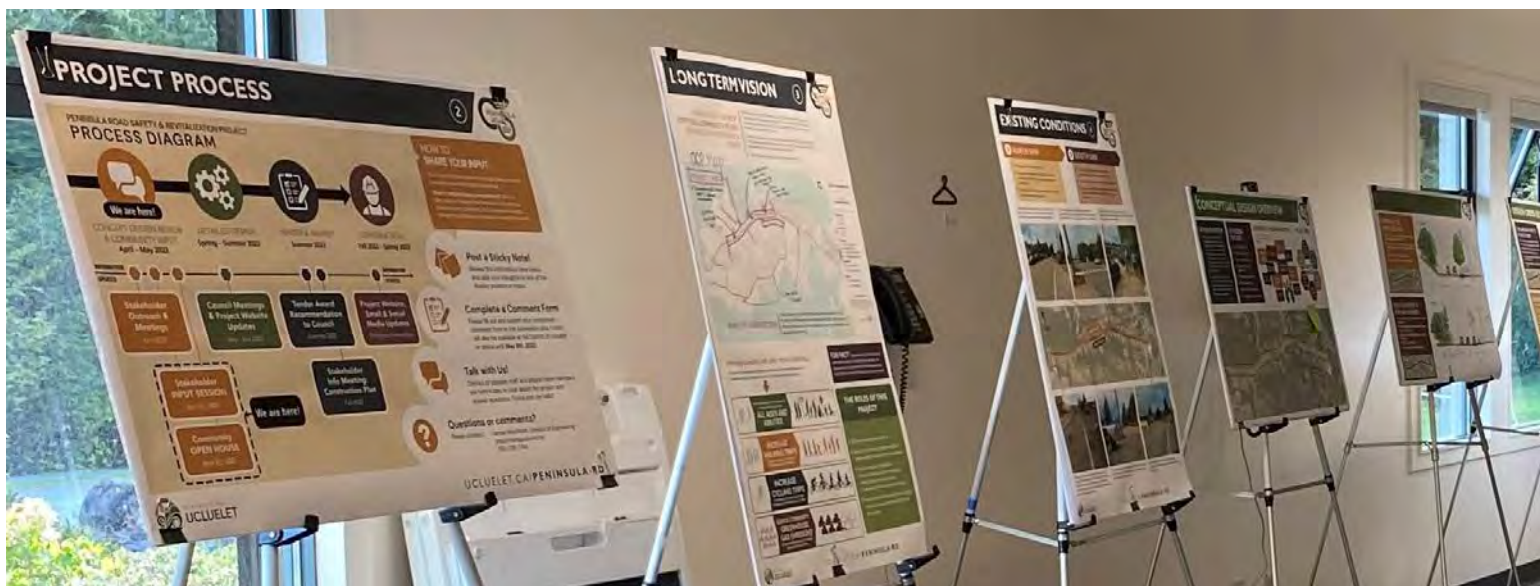
The engagement process was focused on following key questions:

- ▶ Is the conceptual design developed from input in 2019-2021 that reviewed ideas and challenges for enhancing safety, mobility, character, and community values still supported?
- ▶ What are the concerns or challenges for the current project?
- ▶ What are community preferences that might be considered during further detailed design development?
- ▶ How can we best manage and reduce impacts of changes and construction?

2.2 ENGAGEMENT PROCESS

Improving Peninsula Road has been a topic of community interest for many years. Driven by community input, the revitalization of the project area has become a priority for the District. Preliminary analysis and design ideas were developed in the 2019 Peninsula Road Streetscape Study and process. The 2019 study reviewed ideas and challenges for the area along with options for enhancing safety, mobility, character, and community values. Community review and feedback from the December 2019 open house shaped the project foundation and concept design directions. The project’s aims and terms were then refined by the 2019–2022 Strategic Plan and the District of Ucluelet’s 2020 Official Community Plan (adopted January, 2022).

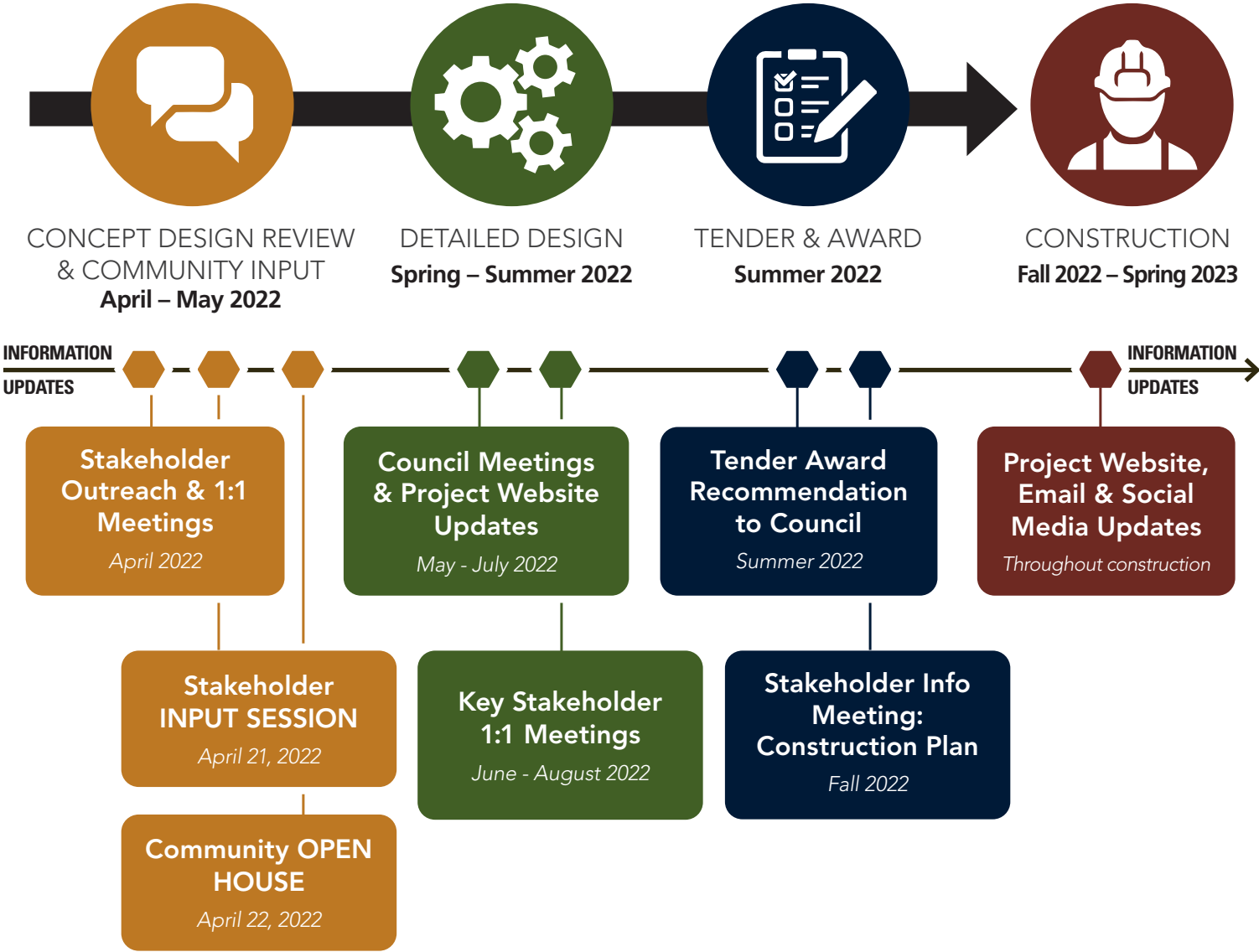
Based on prior community inputs and plans, the Conceptual Design package was developed in 2021 to support a grant funding application. The first step to kick-off of the current Peninsula Road Safety & Revitalization Project (2022) is to gain community and stakeholder feedback on the existing Conceptual Design.



Peninsula Road Safety and Revitalization Next Steps James MacIntosh, Dir...

2.3 PROCESS DIAGRAM

PENINSULA ROAD SAFETY & REVITALIZATION PROJECT



Peninsula Road Safety and Revitalization Next Steps James MacIntosh, Dir.

2.4 WHO DID WE ENGAGE?

Engagement focused on obtaining input from a diverse range of people who have a relationship with Peninsula Road including:

- ▶ General community / public
- ▶ Property owners within the project area
- ▶ Business owners within the project area
- ▶ Tenants within the project area
- ▶ The Ministry of Transportation and Infrastructure (MOTI)
- ▶ Local interest groups such as business and tourism organizations
- ▶ District Staff
- ▶ The technical consulting team

Local First Nations were contacted through government-to-government referral to confirm how they would like to be involved in the project and process.

2.5 OUTREACH

The following outreach tools were used to inform community members about engagement opportunities:

- ▶ **Project Page:** Updates to the project page at www.ucluelet.ca/Peninsula-rd.
- ▶ **District of Ucluelet Website:** Front page banner posting on the District's website with links to project page and online survey form.
- ▶ **Mailout Letter / Stakeholder Invitation:** Mail-out /door drop-off of letters to the ~65 addresses within the project area.
- ▶ **Social Media Posts:** Posts on the District of Ucluelet's accounts for Facebook, Twitter, and Instagram.
- ▶ **Community Group Referrals:** Emails were sent to local community groups and organizations such as the Chamber of Commerce and Tourism Ucluelet.
- ▶ **Public Emails:** Distributed to individual contacts who signed up for project information and updates.
- ▶ **Posters:** Printed posters were put up at the Ucluelet Community Centre and District Offices.

PROJECT OUTREACH TOOLS



STAKEHOLDER LETTER
Mail-out/door-drop for all properties within the project area



E-NOTIFICATION
Distributed to local interest groups and organizations



WEBSITE CONTENT
On the District website including banner and link on the homepage



SOCIAL MEDIA
On District Facebook, Twitter, and Instagram channels



COMMUNITY POSTER
Posted at the community centre and municipal office bulletin boards



NOTICE IN WESTERLY NEWS
Newspaper advertisement for two Wednesdays prior to in-person events

Other outreach activities included:

- ▶ Website links that directed to the project webpage
- ▶ Word of mouth through City staff and council, family and friends
- ▶ Community notice on the District website
- ▶ Government-to-government referral to local First Nations

DIGITAL OUTREACH

11
Social media posts
(Facebook, Twitter, Instagram)

+115
Participants connected to project websites

E-notifications to local organizations

PRINT (non-digital) OUTREACH

~65
Letters distributed by drop-off or Canada Post direct mail

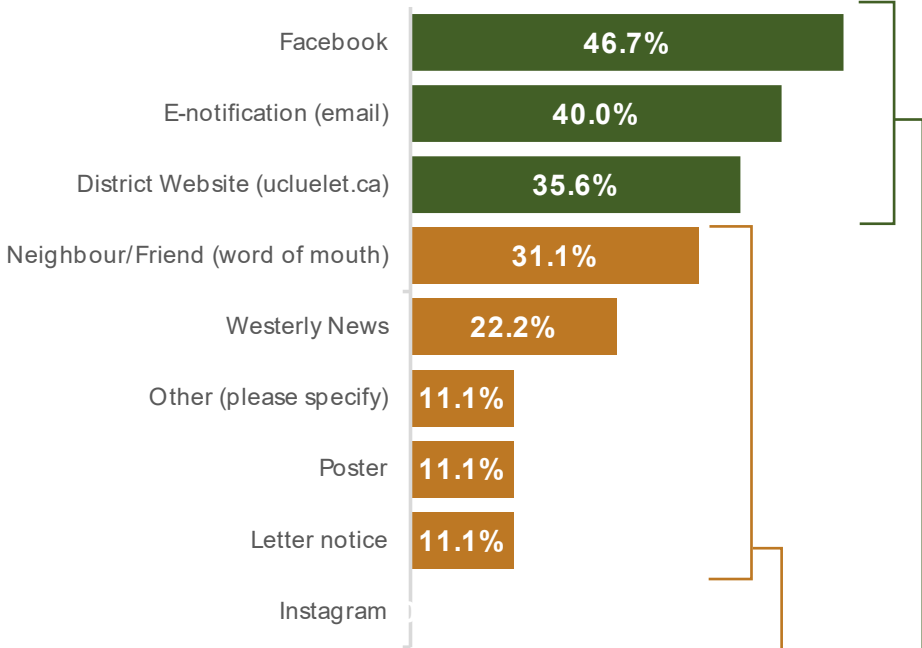
Posters at key community locations

2 weeks
Advertising notice in the Westerly News prior to in-person events

DIGITAL & NON-DIGITAL REACH

The following table summarizes the ways people were reached from the outreach methods employed as part of the project launch and conceptual design review. The overall reach was a combination of digital and non-digital efforts.

How did you hear about this project or process?
Please check ALL that apply*

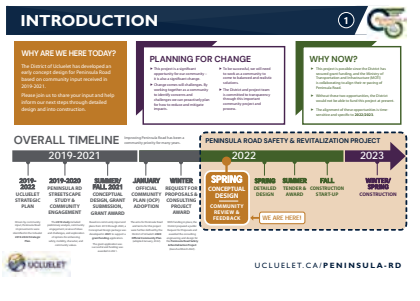


* NOTE: Respondents were asked to "select all that apply" (multiple responses). This graph depicts the percent of total responses that selected each item (therefore, cumulative percentages exceed 100%).

Digital Reach: The items in green represent the ways people were informed about the process in digital ways

Non-digital Reach: The items in dark yellow represent ways people were informed about the process in non-digital ways

2.6 ENGAGEMENT ACTIVITIES



COMMUNITY OPEN HOUSE

Community Open House on April 22, 2022 – attended by ~50 people (44 signed in)

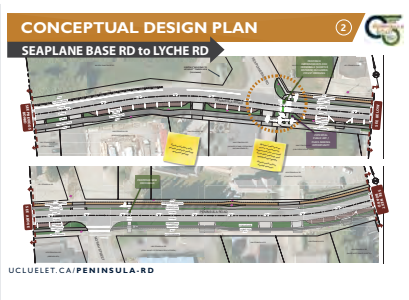
Supported by display boards, signage, comment form, map rollouts and other materials



STAKEHOLDER INPUT SESSION

The District invited all property owners / business owners / tenants in the project area to a stakeholder input session attended by ~20 people.

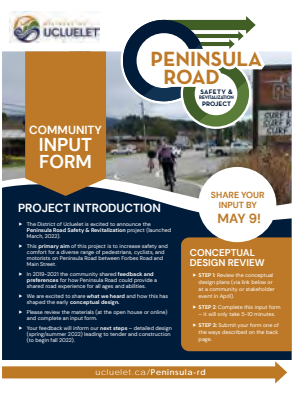
Supported by presentation, agenda, map rollouts, comment form, and other materials



KEY STAKEHOLDER MEETINGS

1:1 Stakeholder meetings with the highest impact businesses/properties in the project area: 17 contacts, 9 meetings

Supported by conceptual plan drawing package
Meetings were carried out in April



ONLINE REVIEW & COMMENT FORM

Comment form at engagement events and online via the District's project webpage: 48 responses and 115 accesses

Comment form was open for two weeks between April 25 to May 9.



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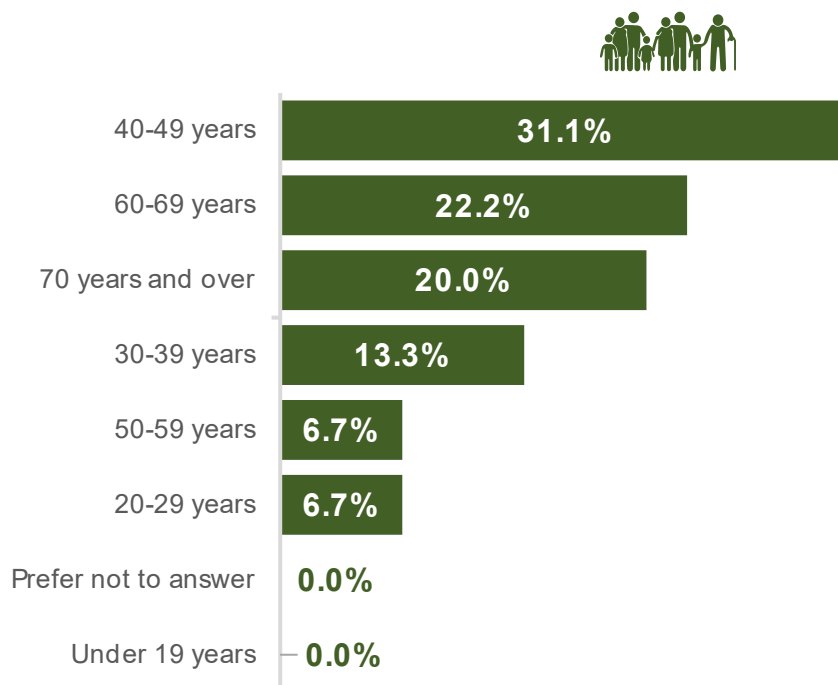
3 WHO WE HEARD FROM

3.1 ABOUT PARTICIPANTS (DEMOGRAPHICS)

This section summarizes who participated in the process that submitted demographics information via hard copy or digital comment form.

AGE RANGE OF PARTICIPANTS

45 RESPONDENTS



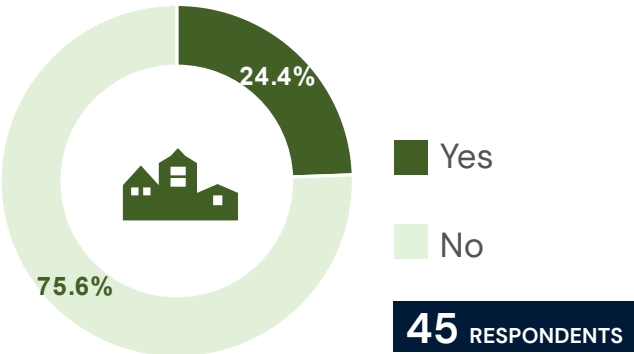
KEY FINDINGS:

- ▶ Those 39 years and younger are under-represented in recorded participation:
 - » 30-39 years group = ~13% of respondents here (the same age group makes up ~20% of Ucluelet's population according to StatsCan 2016 census data).
 - » 20-29 years group = ~7% of respondents here (the same age group represents ~11% of the Ucluelet population as per StatsCan 2016 census data).
 - » Limited participation by those under 19 years of age is common for similar processes.
- ▶ Those 40 and older are over-represented by a factor of 2X in recorded participation:
 - » The largest demographic of survey respondents is between 40-49 years, representing 31% of respondents (the same age group makes up ~15% of Ucluelet's population according to StatsCan 2016 census data)
 - » Respondents over the age of 60 made up 42% of respondents (the same age group makes up ~21% of Ucluelet's population according to StatsCan 2016 census data).

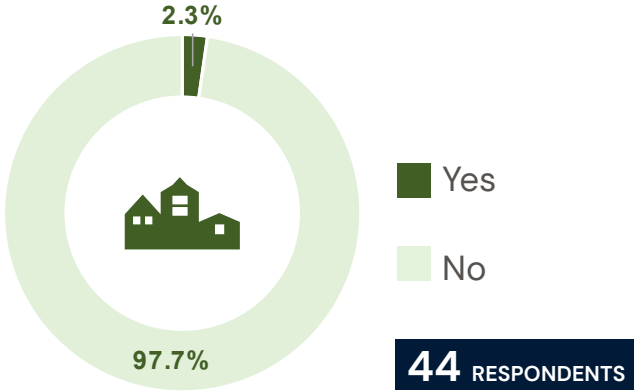
ABOUT PARTICIPANTS

LANDOWNER OR TENANT ON PENINSULA RD.

Between Forbes Street and Main Street



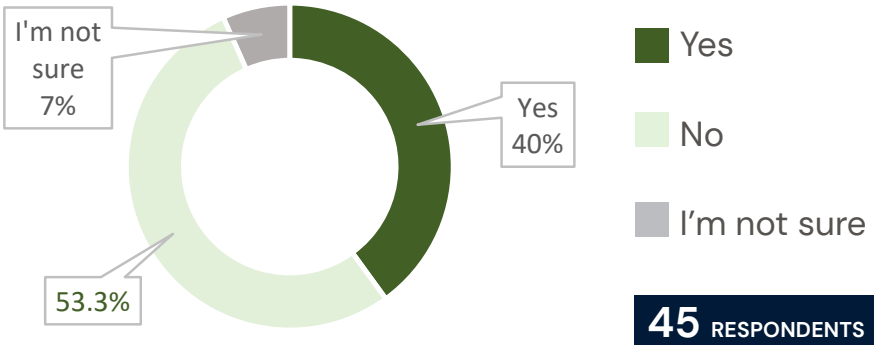
LANDOWNER OR TENANT ON LARCH RD.



KEY FINDINGS:

- ▶ At 24% of respondents, landowners or tenants in the Peninsula Road project area are well-represented in the overall community survey
- ▶ There is limited representation (2%) of landowners or tenants from Larch Road.

PARTICIPATION IN PREVIOUS PROCESSES



KEY FINDINGS:

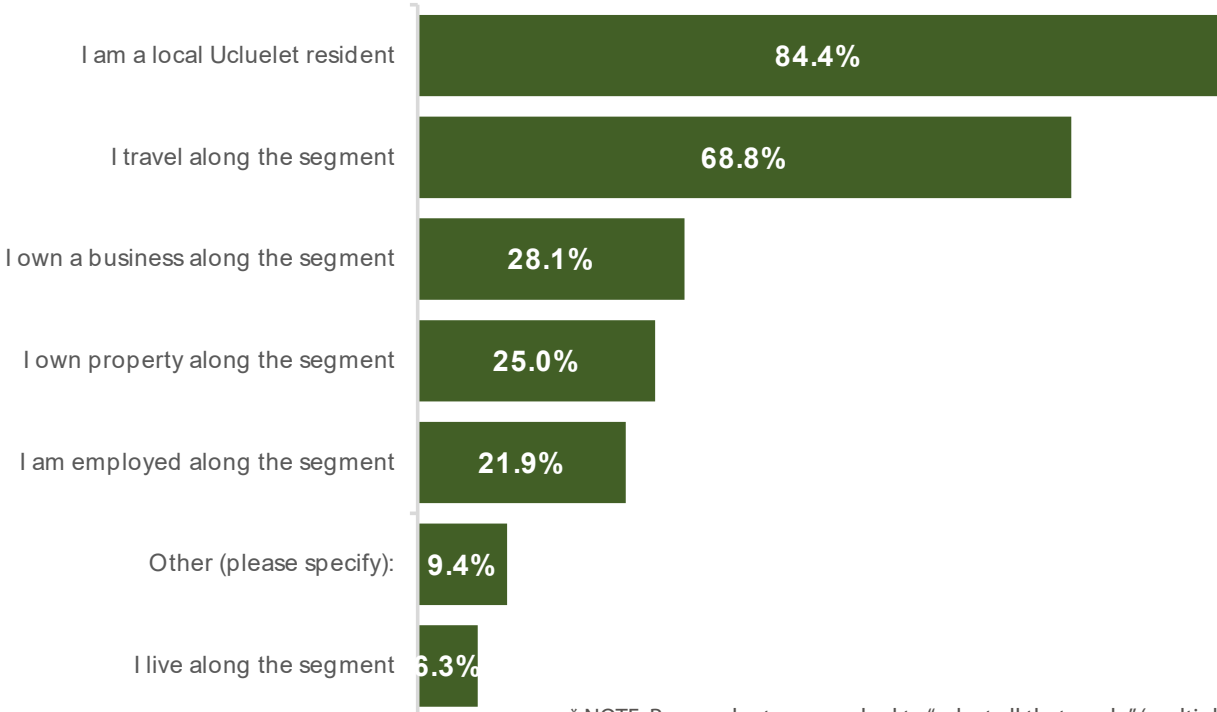
- ▶ About half (53%) of participants were new to this process in the current active engagement
- ▶ 40-47% of respondents had participated in prior phases and have continuity in the process

ABOUT PARTICIPANTS

RELATIONSHIP TO PENINSULA RD.

Between Forbes Street and Main Street

32 RESPONDENTS



* NOTE: Respondents were asked to "select all that apply" (multiple responses). This graph depicts the percent of total responses that selected each item (therefore, cumulative percentages exceed 100%).

KEY FINDINGS:

- ▶ This question confirms that most respondents are local residents who travel along Peninsula Road
- ▶ The categories below offer further detail on how many respondents own a business, property, or are employed within the project area.

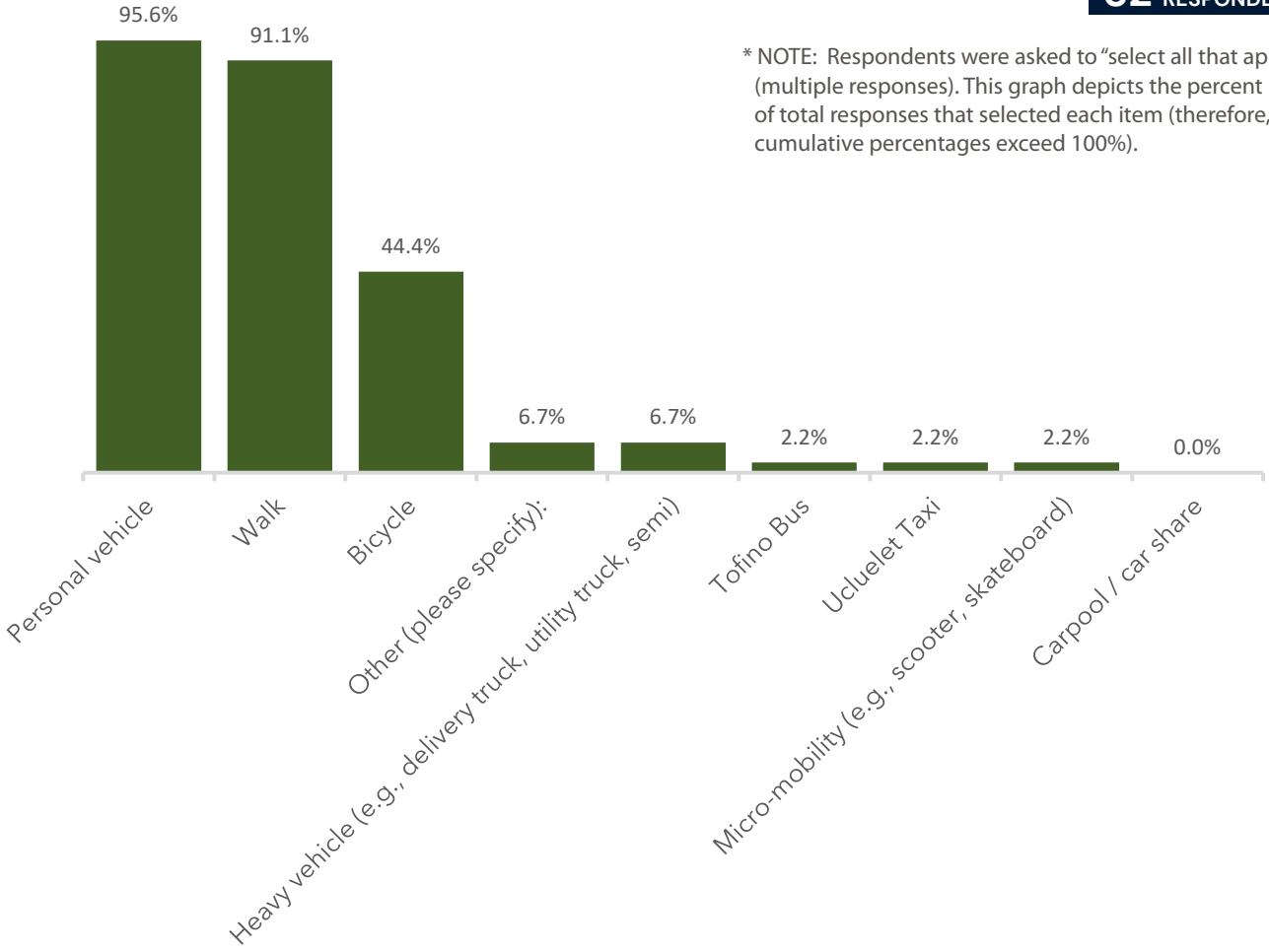
ABOUT PARTICIPANTS

TYPICAL MODE(S) OF TRAVEL USED ON PENINSULA RD.

KEY FINDINGS:

- ▶ A strong majority (91–95%) of respondents walk or drive in the project area on Peninsula Road
- ▶ About 44% of respondents indicate they cycle within the project area
- ▶ Other modes of transportation are used by only a few respondents (2–7%)

32 RESPONDENTS



* NOTE: Respondents were asked to “select all that apply” (multiple responses). This graph depicts the percent of total responses that selected each item (therefore, cumulative percentages exceed 100%).

OTHER (COMMENTS):

- ▶ Uses electric vehicles
- ▶ Don’t personally use heavy vehicles but receive deliveries from heavy vehicles
- ▶ Prefer to roller blade but cannot due to the current lack of infrastructure

4 WHAT WE HEARD

The following is a summary of the highlights from what we heard during 2022 community and stakeholder engagements and inputs reviewing the conceptual design.

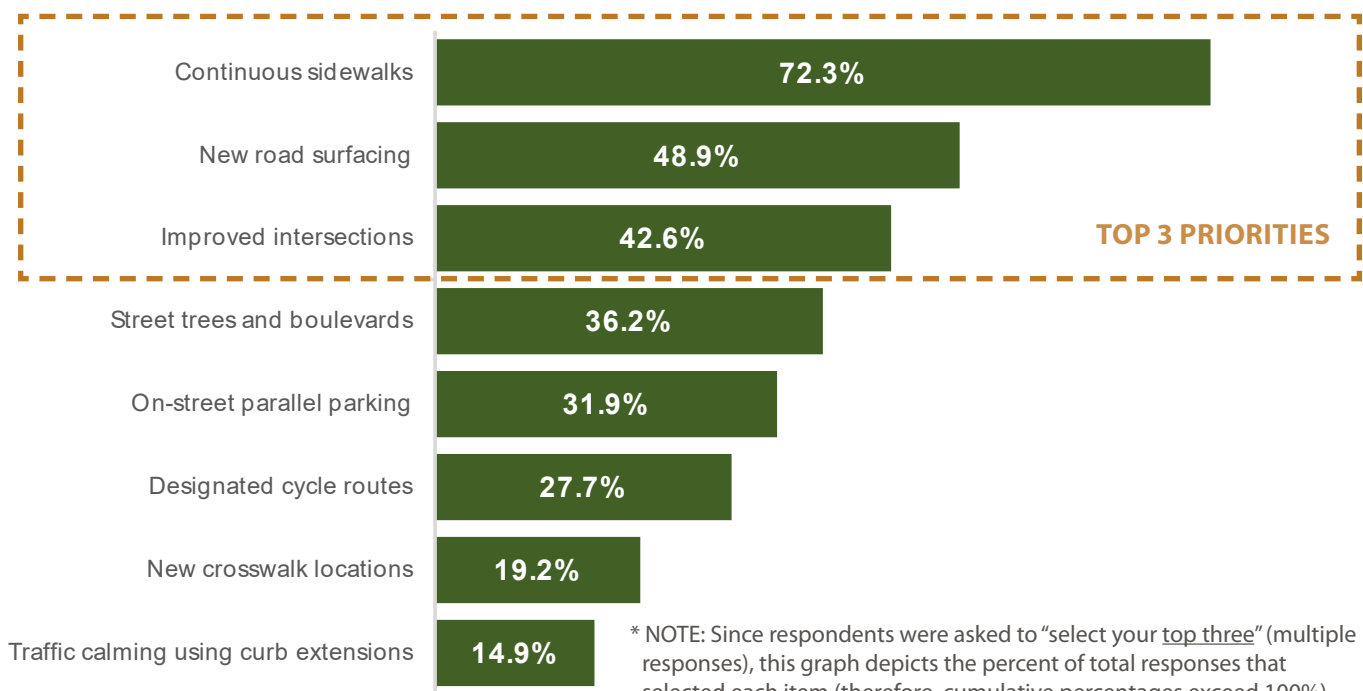
CONCEPTUAL DESIGN FEEDBACK

KEY PROJECT FEATURES **47** RESPONDENTS

Via the hard-copy and online comment form, participants were asked to review 8 summary project features that will be captured in the design and to select their top three project features for the Peninsula Road Safety and Revitalization project (between Forbes Road and Main Street).

KEY FINDINGS:

- ▶ The comment form responses summarized by the graph below give insights into priorities and preferences among design components/features.
- ▶ Walkability and continuous sidewalks is the clear top priority for respondents (selected by the majority, 72%).
- ▶ New road surfacing was not the top priority for many, but was selected as one of the top 3 items by almost half of respondents. This prioritization was not reflected by open written comments.
- ▶ Interestingly, on-street parallel parking was not identified as a top item by respondents in this overall question about prioritization of features



WHAT WE HEARD

CONCEPTUAL DESIGN FEEDBACK

WHAT PEOPLE LIKE MOST ABOUT THE CONCEPTUAL DESIGN

The following is a summary of input received from the combination of the: community open house, stakeholder input session, stakeholder meetings, and the online comment form.



Top 3 elements people like:

- 1 Enhances **pedestrian** safety (e.g., sidewalks, crosswalks, curb extensions, traffic calming, etc.)
- 2 **Beautification** & green space opportunities
- 3 Encourages **cycling** & active transportation

SUMMARY THEMES

WHAT PEOPLE LIKE MOST:

- ▶ **Improving safety and a focus on safety**
 - » Protects sightlines from driveways
 - » Provides safe sightlines from parking
 - » Provides safer crossings and curb extensions as well as traffic calming
 - » Provides intersection improvements (especially Bay Street)
- ▶ **Pedestrian improvements**
 - » Provides new sidewalks for continuous sidewalks
 - » Improves the existing sidewalks
 - » Provides pedestrian routes on both sides of the road
 - » An improved pedestrian atmosphere supports vibrancy and local economy
- ▶ **Cyclist improvements**
 - » Separates cyclists from cars and parking for an improved feeling of safety
 - » People will bike if it feels safe
 - » Cycling alleviates parking concerns
 - » Encourages reduced dependence on motor vehicles
 - » Supports cycling with children
- » Reduces greenhouse gas emissions and supports sustainability
- » Larch Road route is benefits walking and rolling (cycling, etc.)
- ▶ **Beautification opportunities**
 - » Increases greenery, green space & trees
 - » Provides a welcome entry to the village
 - » Demonstrates local character (benches, etc.)
 - » Provides opportunity to showcase the local village aesthetic
 - » Builds community pride & provides a face-lift
- ▶ **General**
 - » Provides space for all modes of transportation (walking, biking, rolling, driving)
 - » Provides benefits for both locals and tourists
 - » Provides new road surfacing
 - » Encourages active transportation for residents and tourists
 - » Shifts from a car-centred focus
 - » Improves connectivity in the community from one end of town to the other
 - » The project improves a sense of flow for improved travel in the community



I like the plan and am looking forward to the entrance to our community getting a face-lift. It's long overdue. Not for the tourists but for ourselves – a sense of pride for us.



This is an excellent opportunity for Ucluelet to create a sense of flow through town, while also promoting walk/cycle lifestyle and increased green in our community.



WHAT WE HEARD

CONCEPTUAL DESIGN FEEDBACK

WHAT CONCERNS PEOPLE HAVE ABOUT THE CONCEPTUAL DESIGN

The following is a summary of input received from the combination of the: community open house, stakeholder input session, stakeholder meetings, and the online comment form.



Top 3 concerns:

- 1 Reduces vehicle **parking**
- 2 **Gravel path** creates hazards and need for maintenance
- 3 Potential **conflicts** between different modes of travel



The removal of on-street parking without a comprehensive plan as to where cars will be able to park. We know that during times of high tourist presence (now many times in the year and not just summer) there is often difficulty finding parking spaces close to those businesses locals want to visit.



I do want to say that the “where’s the parking” people may be the loudest in the room, but from talking to many others in this town, this is not how the “silent majority” feel.

SUMMARY THEMES

(WHAT CONCERNS PEOPLE & KEY AREAS FOR IMPROVEMENT):

PARKING

- ▶ Potential business impacts due to parking changes (e.g. Moorage, Ocean Pet Store, Image West, Gray Whale)
- ▶ Need to include a parking management strategy in order to manage the spaces allocated. Including:
 - » Signage to direct people to parking for cars, RVs, buses, etc.
 - » Time-limit parking for high-use areas (e.g. 15 minute parking, 2h parking)
 - » Enforcement of parking management in order to uphold limits and uses
- ▶ Need to look to increase parking opportunities in nearby areas and underutilized areas (e.g. side streets, District lots)
- ▶ Need to accommodate parking needs of both locals and tourists
- ▶ Need space for large vehicles, RVs, buses
- ▶ Counter point: parking and cars shouldn't define this project
- ▶ Relocate the Information Centre to maximize parking with the Co-op

- ▶ Consider 'hub' parking and new solutions to balance areas of parking loss
- ▶ Identify accessible parking stalls near businesses
- ▶ Provide bicycle parking
- ▶ Engage local business owners for planning and improvements regarding parking impacts

GRAVEL PATH / GRAVEL SURFACING

- ▶ Gravel isn't practical for pedestrians or next to bike paths
- ▶ A gravel pedestrian path will result in user conflicts as strollers/pedestrians etc. will use the adjacent path paved for cyclists
- ▶ Gravel presents an ongoing maintenance concern
- ▶ Gravel is not durable in heavy rain
- ▶ The north sidewalk needs to be a paved/permanent surface
- ▶ Gravel presents a safety hazard and usability concern for bikes, strollers, roller blades etc.

WHAT WE HEARD

WHAT CONCERNS PEOPLE & KEY AREAS FOR IMPROVEMENT

SUMMARY THEMES:

CYCLING & ACTIVE TRANSPORTATION

- ▶ Review split cycle paths on both sides of the road – consider consolidating as a multi-use path (MUP) on the south side, and have pedestrian only on the north side
- ▶ Larch Road multi-use path timing is important – combining bikes with cars in the village core at the Main Street intersection without the Larch alternate route is a concern
- ▶ Provide public education for both drivers and cyclists about ‘rules of the road’
- ▶ Consider cycling routes off Peninsula Road i.e., on side streets on inlet (less direct but a flatter and more scenic bike route)
- ▶ General support for active transportation enhancements to improve safety and comfort and encourage residents and tourists to cycle/roll
- ▶ Need to include and integrate future transit service plans, bus stops and pullouts
- ▶ Consider an electric shuttle to village core and trailheads
- ▶ Consider a multi-use path on Bay Street (Peninsula Road to Matterson)
- ▶ Develop more sidewalks on other well-used roads as well e.g., Yew Street

STREETScape DESIGN & AMENITIES

- ▶ Consider age and ability amenities
- ▶ Add benches to the streetscape
- ▶ Consider improvements such as public washrooms, benches (potentially with sponsor plaques), signage and wayfinding, community maps, character lighting, etc.
- ▶ Retain unique, quaint Ukee character and funky elements in design that are coastal or nautical
- ▶ Support aesthetic improvements that are specific to Ucluelet – not to Tofino or other cities
- ▶ Pursue opportunities for art, banners, etc.
- ▶ Create a dedicated Public Art Advisory Committee
- ▶ Consider Indigenous art

LANDSCAPE & TREES

- ▶ Preserve sightlines with landscaping (avoid overgrown trees/shrubs)
- ▶ Maintain plants and choose plantings carefully to maintain visibility and reduce impacts of roots disrupting pathways
- ▶ Retain and protect existing trees (provide clarity on tree retention)
- ▶ Consider better weed management and visual upkeep of landscape areas

WHAT WE HEARD

WHAT CONCERNS PEOPLE & KEY AREAS FOR IMPROVEMENT SUMMARY THEMES:

CROSSINGS & INTERSECTIONS

- ▶ Consider further opportunities for improvement to intersections including:
 - » Bay Street (consider a 4-way stop)
 - » Main Street
- ▶ Revise the Co-op driveway egress to be onto Larch Road (not Peninsula). Have Co-op driveway on Peninsula be entrance only.
- ▶ Revise the proposed crosswalk location near Lyche – safety concerns at the bottom of the hill
- ▶ Need to review driveways and landscape areas to accommodate business delivery truck access at business locations
- ▶ Review parking added around Barkley Cafe to make sure there is safe sightlines and egress from the plaza.
- ▶ Provide more details on traffic calming around crosswalks e.g., near Brew Pub, and at bottom of hill at Lyche Road

OTHER

- ▶ Concerns regarding the process and how community and business comments will be responded to in the project and design
- ▶ The underground utilities (storm, water, sewer) infrastructure is aging. Concern these underground utilities are nearing the end of life and paving will be torn-up for utility upgrades in the near future.
- ▶ Interest in putting overhead utilities underground, and removing utility poles
- ▶ Consider additional traffic calming and enforcement to improve pedestrian experience
- ▶ Mixed comments on speed limit – reducing to 40km/h, and maintaining current limits
- ▶ Need to shift from the feeling of a highway to a small town main street
- ▶ Avoid big city ideas in a small community
- ▶ Less is more – concern there is too much proposed in the design
- ▶ Concern that the project caters towards visitors and not the locals

FOR A COMPLETE COMMENT SUMMARY

(SEE APPENDICES FOR VERBATIM COMMENTS)

WHAT WE HEARD

OVERALL SUMMARY

KEY THEMES:

- ▶ Safety
- ▶ Parking
- ▶ Pedestrians & Sidewalks
- ▶ Accessibility
- ▶ Beautification & Character
- ▶ Cycling & Active Transportation
- ▶ New Crossings
- ▶ Improved Intersections
- ▶ Trees & Landscaping

KEY DESIGN IMPROVEMENTS:

- ▶ Improve parallel parking opportunities close to businesses
- ▶ Explore alternative solutions to gravel for pedestrian path
- ▶ Prioritize continuous paved sidewalks on both sides of road
- ▶ Consider continuing a multi-use path (MUP) on the south side (instead of one-way cycle routes on both sides)
- ▶ Integrate future transit service plans, bus stops, and pullouts
- ▶ Review private driveway access locations and widths
- ▶ Consider design refinements related to delivery truck access to business properties
- ▶ Explore revised entrance / egress patterns for the Co-op store
- ▶ Identify alternate crosswalk locations near Lyche Road
- ▶ Review Bay Street intersection for additional improvements
- ▶ Explore initial improvements for Main St intersection
- ▶ Review parking & sightlines around Davidson's Plaza
- ▶ Review locations of existing trees for retention
- ▶ Identify proposed tree removals & tree planting locations

PLANNING CONSIDERATIONS:

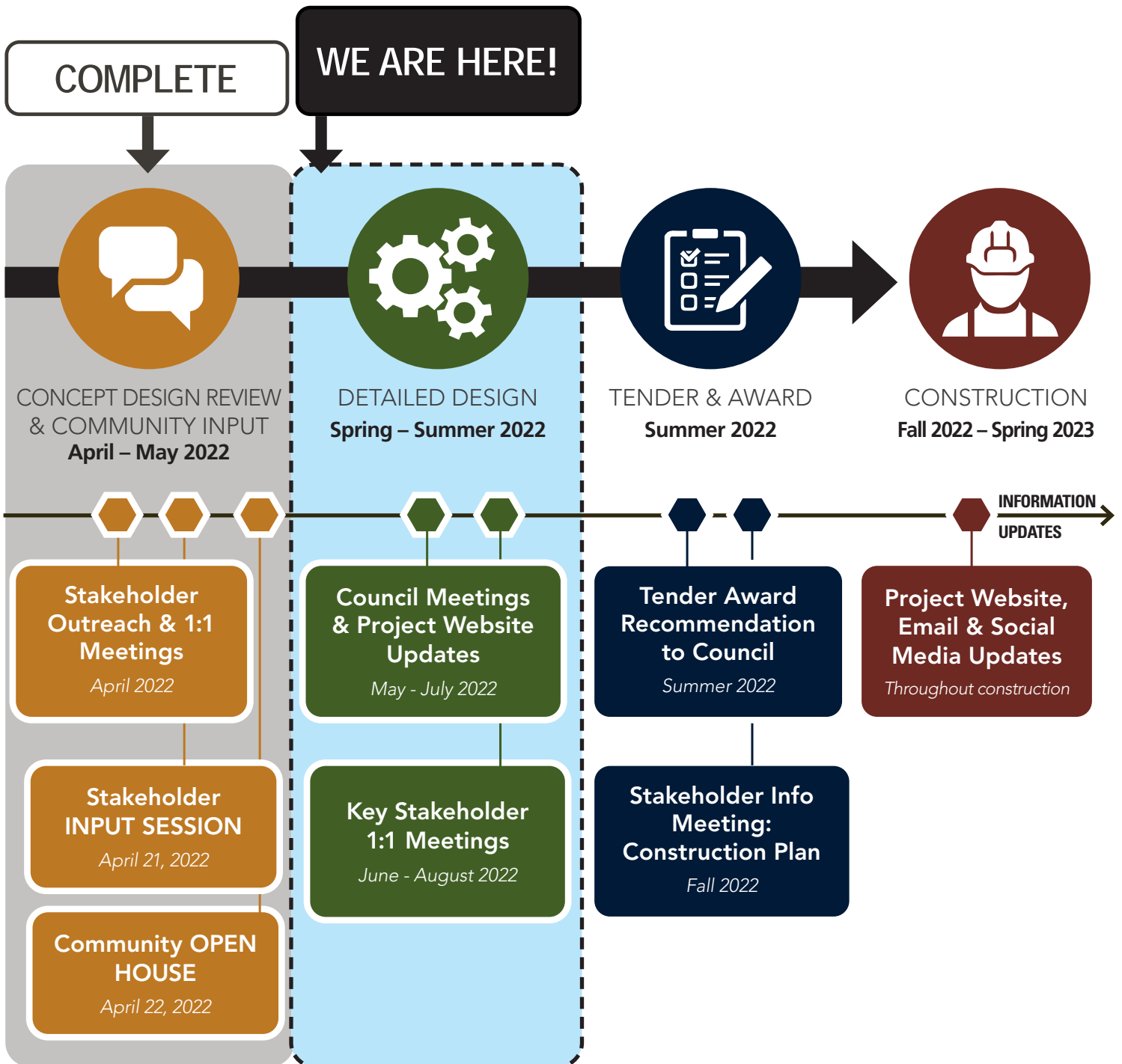
- ▶ Review parking District-wide
- ▶ Explore feasibility of a parking management strategy (e.g. signage, time-limits, enforcement)
- ▶ Increase parking opportunities nearby to Peninsula Road (e.g. sides streets, on-site parking, etc.)
- ▶ Consider a committee for public art & placemaking

5 NEXT STEPS

5.1 WHAT'S NEXT?

PROCESS DIAGRAM

PENINSULA ROAD SAFETY & REVITALIZATION PROJECT



NEXT STEPS

Feedback from the 2022 community and stakeholder engagement conceptual design review will inform our next step in June 2022, preliminary design (the first stage of detailed design development).

The key input opportunity for the community is the conceptual design review. The preliminary design will close the loop for how design changes and improvements have been achieved in response to input received. Moving forward from the preliminary design, the engagement spectrum for the broader community shifts from consulting to informing where project updates will be shared via the project website and e-notifications (for those signed up). This shift is necessary in order to progress and complete the technical detailed design process within the project budget and schedule. The detailed design process still maintains opportunity for key stakeholder conversations specific to effected properties, Council check-ins, and sharing project updates.

Detailed design will continue with a multi-stage process through spring/summer 2022 as follows:

- ▶ Preliminary Design
- ▶ 70% Detailed Design
- ▶ 95% Detailed Design
- ▶ 100% Detailed Design / Tender

Following approval of the detailed design, the District will proceed with:

- ▶ Tender of the project (late summer)
- ▶ Permitting and approval from the Ministry of Transportation and Infrastructure (MOTI)
- ▶ Construction (targeted to begin Fall 2022)



APPENDIX A: OPEN HOUSE COMMENTS

COMMUNITY OPEN HOUSE | STICKY COMMENTS



Forbes Road to Seaplane Base Road

- ▶ Bike tune up station / water fountain
- ▶ Punch Forbes thru so the locals can bypass town!
- ▶ More sidewalks & landscaping? We can't maintain & repair what we already have!
- ▶ Drainage issue on north side
- ▶ For way into the future: need electric shuttle bus pickup/drop off stations. NOT listed in plan. A great way to shuffle visitors to WPT
- ▶ Long Beach Surf Shop - Review truck turning radius and opportunities for landscaping. Avoid construction during summer
- ▶ Little Seating area in blvd on Pacific for food truck
- ▶ Review retaining existing trees and opportunities for boulevard placemaking (e.g. public art / welcome sign / furnishings)

- ▶ Opportunity for place making & photo opportunity? (at existing sign)
- ▶ Review interface with private property parking area and paving
- ▶ Howlers - Happy to have replacement of current dangerous parking backing into intersection / MUP
- ▶ Very dangerous with people backing into intersection (with Seaplane Base Road)
- ▶ Howlers - review loading area access requirements, opportunity for on-street accessible parking, and wayfinding signage. Avoid construction during summer.

Seaplane Base Road to Lyche

- ▶ Please give consideration to benches along major streets/routes - age-friendly and good to promote walking
- ▶ Confirm driveway access on north side of Norah St, width needs to accommodate trucks and trailers
- ▶ Re-grade Norah St intersection with Peninsula
- ▶ Crosswalks should have flashing lights
- ▶ Gravel sidewalks should be paved ** It's cheaper!
- ▶ Bus stops? Blocking traffic - no way
- ▶ Enhance local enforcement May-Sept for parking etc.
- ▶ Possible spot for parking here? (Lyche Road)
- ▶ Opportunity for parking with private property across from Image West?



? What is a potential public art / placemaking opportunity?

These are visible points along the project area that might be future homes for fun or artistic features that express the place, characters help welcome people, and contribute to the overall sense of place and streetscape experience. These might be signs, pieces of art or unique plantings, benches, or other elements people notice. Priority areas will be designed and implemented through this process, identified for future implementation.

Lyche to Bay Street

- ▶ No gravel paths! Pave these!!
- ▶ Parking needed for near doctor Office
- ▶ Gravel walking paths should be paved
- ▶ Bike path on Peninsula not need as most bike avoid the hill and use Rainforest St jaques path. Responses to this comment:
 - » Disagree, we always take the hill - much faster by bike!
 - » "I disagree. More bike paths here please"
 - » We use saint Jaque because it's dangerous to bike here
- ▶ Increase public art, vegetation, sitting areas
- ▶ Bay Street intersection: needs 4-way stop so cars can turn onto Peninsula
- ▶ Bay Street: misaligned iintersection. Stop sign possible?
- ▶ Bay Street: dangerous crosswalk!

Bay Street to Main Street

- ▶ By Raven lady: Pinch point. Parking cluster. Inadequate capacity results in random parking.
- ▶ More native species in landscaping & systems that support water filtration such as raingardens (* for support)
- ▶ Recycling options with garbage bins?
- ▶ Bike racks strategically positioned
- ▶ Heartwood will be down to 1 space? They will have nothing across street? Is this fair? Comment response: They have 2 spaces and people always park at ANAF
- ▶ Where will alternate parking be situated to replace lost parking?
- ▶ Revise driveway locat at Jiggers: so they don't need to re-do line painting, and gives 2 more parking spots!
- ▶ More xmas decor
- ▶ Covered sidewalks rain friendly
- ▶ Don't push parking into residential streets!

- ▶ 1651 & 1693 have steeper grades. Eliminate 0.9 blvd and make abutting sidewalk
- ▶ Rain gardens to filter water as it leaves roadways and enters harbour/streams
- ▶ Advertise the parking lot behind Main Street better. Even locals don't know it exists
- ▶ Covered bike racks like the cedar ones @ Chesterman Beach
- ▶ Traffic going up Main (towards Co-op) causes most confusion
- ▶ Review Co-op egress onto Peninsula Road and consideration for egress onto Larch Road
- ▶ No exist from Co-op. Exit should be from the read of Co-op.
- ▶ Agree, one exist, one entrance at the Coop would be great.
- ▶ 1573 Peninsula major concerns m business/my home!
- ▶ Main Street stop light. Comment response: No thanks.
- ▶ Larch Road - Truck Route along Larch. No trucks.
- ▶ Larch Road "Locals Route" HaHa! for the summer
- ▶ Please add bike lanes on Bay Street in a future plan!



APPENDIX B: STAKEHOLDER SESSION COMMENTS

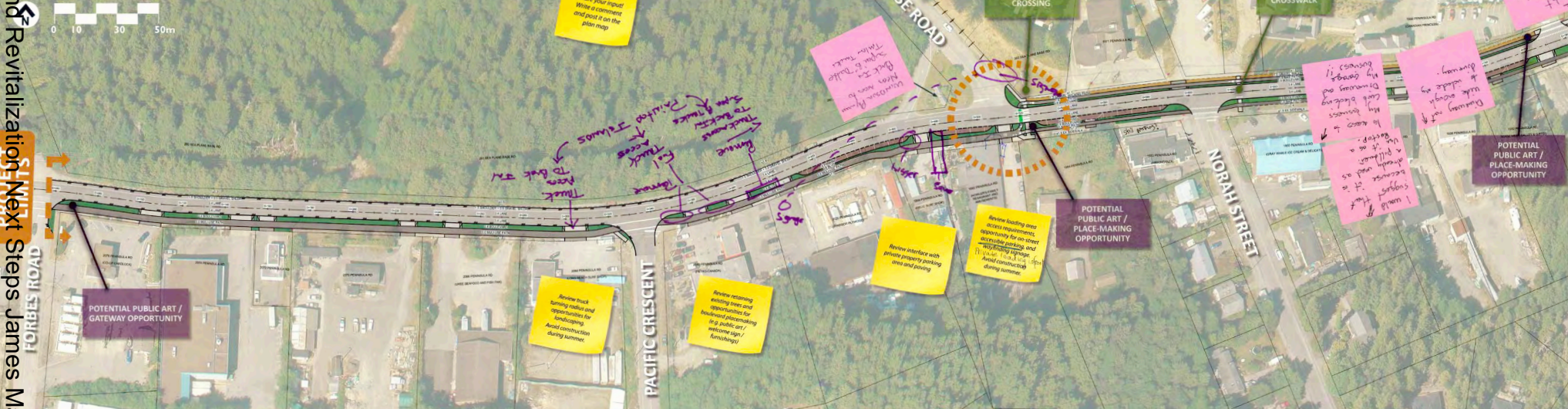
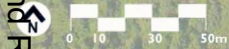
STAKEHOLDER INPUT SESSION | Sticky Comments 1/2

CONCEPTUAL DESIGN PLAN

PENINSULA ROAD SAFETY & REVITALIZATION

FORBES ROAD TO MAIN STREET

The conceptual design was developed to support the District's funding application. It considered how best to fit key elements – vehicle travel lanes, cycling and pedestrian routes, and parking – within the road right-of-way. This is the starting point for the next phase of the project – detailed design – where we improve and refine the design, fitting it to the specific context and adding details like trees and landscaping.

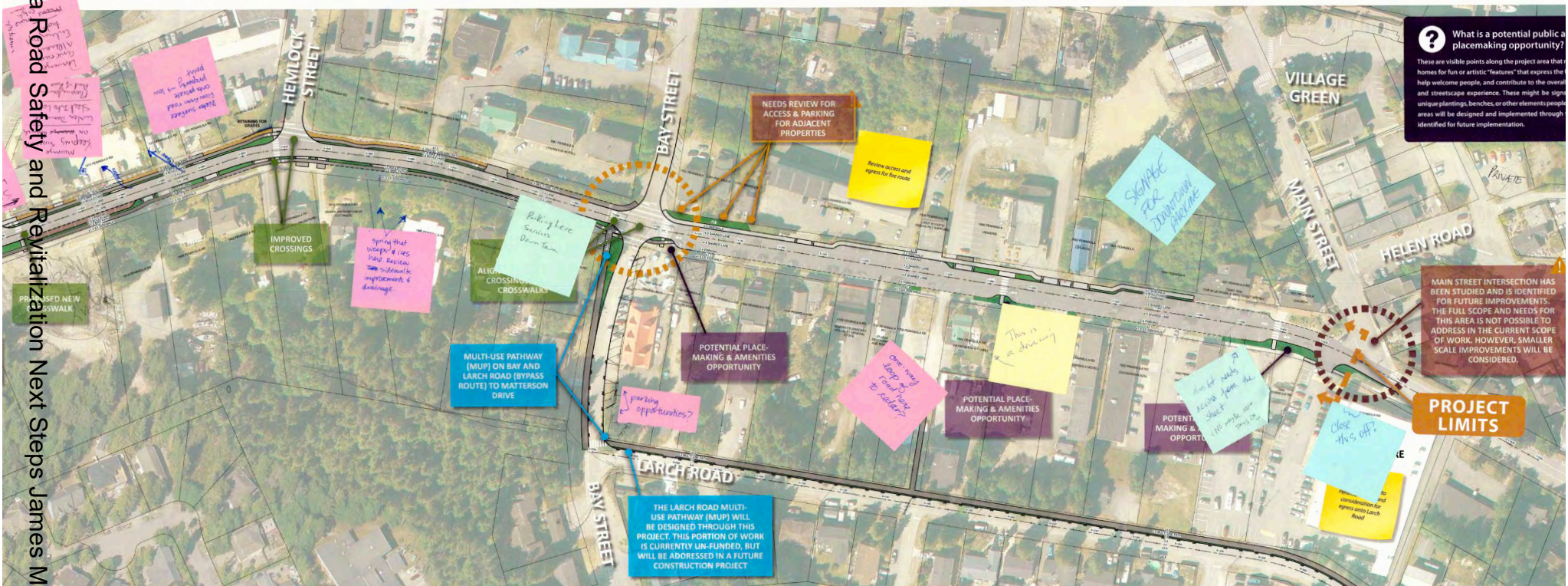


Forbes Road to Seaplane Base Road

- ▶ High truck turning areas / painted islands

Seaplane Base Road to Hemlock Street

- ▶ Apron not big enough to access property
- ▶ Perhaps a bus stop here
- ▶ Need access to business
- ▶ Water from road onto private property
- ▶ Sight lines
- ▶ Keep sidewalk
- ▶ Drainage issues



Hemlock Street to Bay Street

- ▶ Spring that weeps and ices here
- ▶ Parking here

Bay Street to Main Street

- ▶ Parking opportunities
- ▶ One way loop of road here to Cedar
- ▶ This is a driveway

STAKEHOLDER INPUT SESSION | Sticky Comments 2/2

CONCEPTUAL DESIGN PLAN

PENINSULA ROAD SAFETY & REVITALIZATION FORBES ROAD TO MAIN STREET

The conceptual design was developed to support the District's funding application. It considered how best to fit key elements - vehicle travel lanes, cycling and pedestrian routes, and parking - within the road right-of-way. This is the starting point for the next phase of the project - detailed design - where we improve and refine the design, fitting it to the specific context and adding details like trees and landscaping.

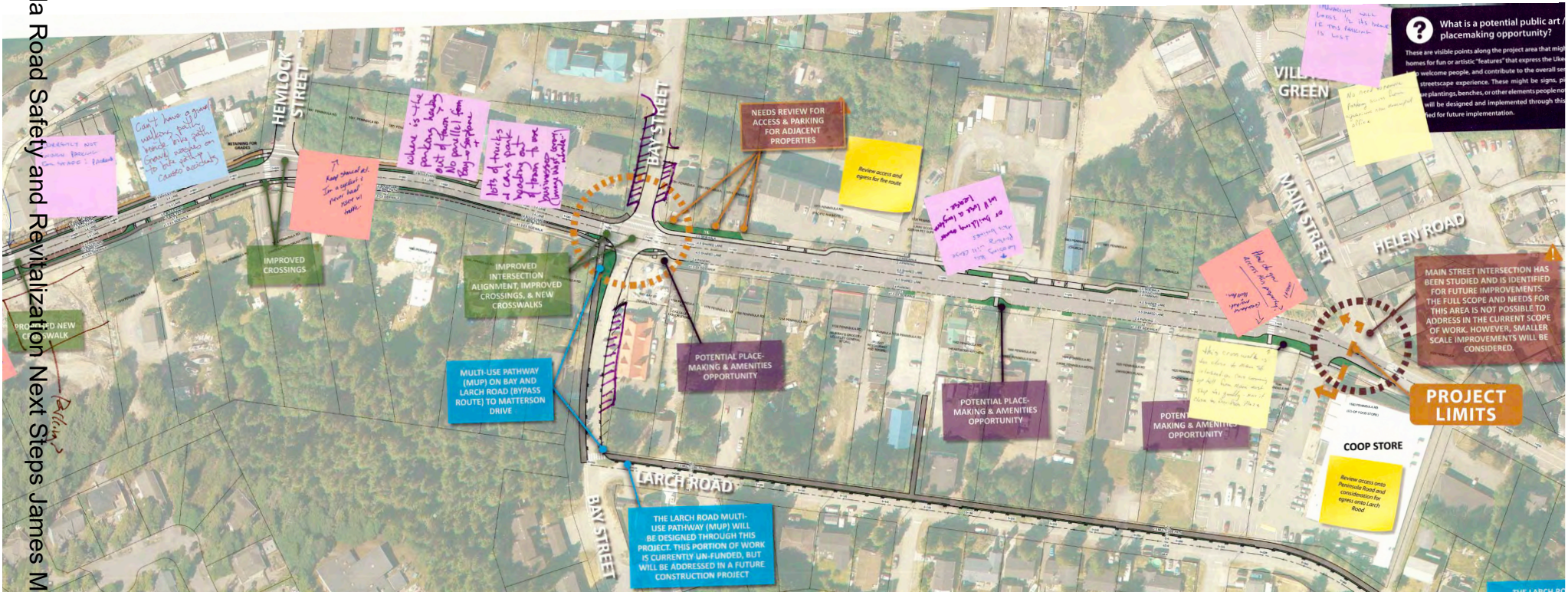


Forbes Road to Seaplane Base Road

- ▶ Keep paved area for Howlers/Relic. No landscaping near driveways
- ▶ Seaplane Base Road parking and signage

Seaplane Base Road to Lyche

- ▶ Gravel sidewalk would be a safety concern for others
- ▶ No parking for stores on Norah/Peninsula?
- ▶ Can parking be added here?
- ▶ Currently not enough parking
- ▶ People are use to pulling in here. Possible bus stop.
- ▶ Put parking back across street
- ▶ Move gravel path/bike path add parking along street
- ▶ Crosswalk location at bottom of hill. What about the other side?



Hemlock Street to Bay Street

- ▶ Where is the parking here?
- ▶ Lots of trucks and cars park here

Bay Street to Main Street

- ▶ This crosswalk is too close
- ▶ No need to remove parking here
- ▶ How do you access this property?



APPENDIX C: COMMENT FORM VERBATIM COMMENTS

COMMENT FORM VERBATIM COMMENTS

Question 2: What do you like most about the conceptual design? Please be as specific as possible.

- ▶ I like the plan and am looking forward to the entrance to our community getting a face-lift. It's long overdue. Not for the tourists but for ourselves – a sense of pride for us. Sidewalks in the future along some of the other well used roads would be wonderful i.e., Yew St. :)
- ▶ I love that there will now be a bike lane down Peninsula – biking with children through town has felt very dangerous at times and we've resorted to biking on the sidewalk for safety reasons. Glad that we're prioritizing bikes and pedestrians. Tourists need to be encouraged to leave their cars at their hotels/Airbnb's. Happy to see future plans for public art and would like to see a dedicated public art advisory committee created through council as there is in Tofino.
- ▶ The village of Ucluelet is changing and with change comes exciting opportunities to make decisions that reflect the village aesthetic and embrace the wild coast charm. Addressing the main road with a new surface is a win-win for residents of the village and those visiting. Continuous sidewalks and a street scape that reflects the coast, its history, and welcomes those to sit and enjoy the views can only be positive.
- ▶ Designating specific vehicle, pedestrian, and bike areas.
- ▶ I like the improved intersection on Bay Street and the continuous sidewalks on both sides of Peninsula Rd.
- ▶ There is a plan for a gravel pathway along the North side of Peninsula which should be a formal sidewalk; don't need a one-way cycle path.
- ▶ Improved safety and crosswalks. Please consider adding benches.
- ▶ 1 – Larch Rd. bike route with sidewalk on one side, parallel parking on the other side.
2 – Bay St. intersection alignment.
3 – Bike lane next to sidewalk not between parking and roads.
4 – New road surfacing in OFF SEASON.
5 – Well marked cross walks.
- ▶ Improved sidewalks on both sides of road.
- ▶ I like the whole concept.
- ▶ Sidewalks on both sides of Peninsula Rd. No more back out parking in front of Howlers and Number 1 Market.
- ▶ Increased greenery along roadway, bike path through town, and creating an overall sense of connection from one end of town to the other. The proposal will significantly improve the current feeling when entering and traveling through town – that it is 90% car-focused and there's no sense of flow through the core).
- ▶ New road resurfacing.
- ▶ Enhanced pedestrian safety and improved intersections.
- ▶ Really like the layout all along Peninsula, including the changes along the road to accommodate more/less parking where needed, the traffic calming, and the continuous sidewalks. Also, the beautification and the attention paid to improving access from driveways onto the road, with better sight lines for safer pulling out.

APPENDIX C: VERBATIM COMMENTS

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- ▶ New road surfacing would be nice.
 - ▶ I like that it provides more greenspace.
 - ▶ I do like that the design offers more greenspace.
 - ▶ All efforts to encourage foot and cycle traffic in a safe and sustainable model for local and tourist community. Retaining vegetation and constricting some of the driveways which have “widen” over time (i.e., co-op).
 - ▶ I like how it will make walking and bicycling easier and safer, and hopefully lessens greenhouse gas emissions from vehicle traffic.
 - ▶ I like the curb extensions and any other methods available for traffic calming on Peninsula Road.
 - ▶ It is very well thought through, given the existing infrastructure and buildings. Ucluelet is a beautiful place, but our main road isn't the most welcoming entrance into town with potholes and dangerous sidewalks.
 - ▶ I am supportive of a bike path so people can travel safely. I don't think that there should be a gravel path as rain will wash onto the bike path and potentially be hazardous.
 - ▶ The area needs a revamp for sure however this is extreme. Too many things crammed into one road width with the loss of a great deal of parking.
 - ▶ The bike lanes and the reduction of catering towards only one form of transportation. i.e., car.
 - ▶ The improvement to intersections, more crosswalks and continuous sidewalks along Peninsula Road are what I like the best.
 - ▶ The straightening of the Bay Street intersection.
 - ▶ Why can't I write any more below? This is <expletive>. Successive councils have ignored the problem for decades, even while knowing about the exact same issue Tofino has suffered with.
- For example, the brewery was a church. A church usually only needs parking on Sunday. They had an arrangement with the Co-op. Back then the Co-op was closed Sundays. It is not fair to the Co-op and plaza businesses to have their parking used extensively by other nearby businesses.
- ▶ Peninsula Road has been in need of the beautification. These plans will help along with some fine tuning. Happy to something is in planning form. THERE IS NOT ENOUGH ROOM IN QUESTION THREE TO PUT IN ALL MY COMMENTS!!!! THE plan shows new parking in from of the Barkley Cafe which is going to make site line difficult for leaving plaza. And the plan shows parallel parking in front of Ukee Scoops. Exactly where is the fair playing field? Cross walk at the bottom of the hill at Lyche Road!
 - ▶ Would like bike lane separated out, as in one section – not good to be between traffic and parked cars. Better yet, would like bike lanes on side-streets.
 - ▶ We need repaving of road and sidewalks. Currently no useable sidewalk for rollerblading & skateboarding.
 - ▶ Improves sidewalks/curbs – bike path (although I'm concerned about a bike lane right outside my store as people are in danger of being hit. Having said that, the direction of the bike path “with traffic” is ideal.)
 - ▶ Clean, safe.
 - ▶ New road surfacing.
 - ▶ I like that it starts to address our serious lack of safe walking / cycling routes.
 - ▶ IMPROVED sidewalks – not only continuous. I agree with fixing up present walkways and beautifying our streets with greenery etc. & keeping up storefronts etc.
 - ▶ Multi-use path.

APPENDIX C: VERBATIM COMMENTS

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Question 3: Do you have specific concerns about the conceptual design? If so, please tell us your concern, where it is located, and share your ideas for improvement (please be as specific as possible).

- ▶ If we have continuous sidewalks in a good state of repair, why do we need new multi-use pathways? Uni-directional cycling paths will require constant patrolling and enforcement. We don't currently enforce no cycling on sidewalks. Why would we expect enforcement of one-way traffic on cycling paths? Gravel paths alongside paved paths tend to scatter gravel onto the pavement and make it dangerous for skaters and boarders. The plan ignores the current condition of existing sidewalks.
- ▶ We will be losing parking outside of the Moorage building but we can park along the other side of the road. I know that there are some businesses that are upset about losing parking but they haven't provided parking for their clients so?
- ▶ There are no bus stops or bus shelters to accommodate the future transit plans between Tofino and Ucluelet. Would like to see bike path and sidewalk on Bay Street (Peninsula to Matterson) in the future plan — this road has two blind hills and a playground, and short sections of path at either end that are not joined in the middle.
- ▶ Parking appears to be a very important concern for residents. I like the suggested streets where parking would be increased. May I suggest there be good signage to indicate where there is parking both for cars and RV types.
- ▶ I think we should go back to the co-op corner traffic rules which was you can only go right on the hill corner. So, most traffic leaving co-op that had to go left would go out the Larch Road and same coming up the hill you gotta just go right you can't stop traffic to try and get in. The co-op parking lot off Pen...
- ▶ Need direct commuting routes on Peninsula. Off Peninsula skirting the roads on the inlet would be neat as a less direct, more flat, quiet route to/from town. Overall, more important for clear lane designation, resurfaced road, reflective lines, clean roads (remove loose built-up gravel – its a biking hazard!!) and not as much on boulevard medians and planting.
- ▶ For greenery along streets/roads, choose trees/shrubs carefully! Many trees/shrubs along Marine Drive (between Victoria Road and Blackrock Resort) have grown too large. Roots disrupt paved pathways and interfere with visibility at intersections (i.e., Marine Drive – Rainforest Drive). They look cute when they're little but they grow!
- ▶ 1 – Expecting people to walk when there is no hub parking on Peninsula.
2 – Fixing infrastructure under Peninsula will ruin nice new surface.
3 – Tree retention not clear on proposed plan, please keep them.
- ▶ IDEAS: Electric shuttle to core & trailheads. Time-limited parking in high use areas. Increase parking in Village Square, do not reduce. Move closed info centre elsewhere (or open it) and maximize parking on that lot with Co-op. Can metal grates be designed over problem spots or cobblestones?
- ▶ Too many changes that are not necessarily improvements... I can't 'see' how sidewalks and boulevards and bike paths can all be added and yet still leave road for cars!
- ▶ None at all.

APPENDIX C: VERBATIM COMMENTS

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- ▶ Scrap the split bike path from Seaplane Base Rd. to Bay St.; make it a two-way path on the South side. On the North side make it curb-boulevard-sidewalk all the way from Main St. to Seaplane Base Rd.
- ▶ Loss of obvious bike path through the main core. Until Larch Road portion is completed, there should be temporary but clear route signage/road markings that direct riders to the Larch Road route, so they don't feel like they need to join traffic bike as they enter the core.
- ▶ Retain parking near and in front of businesses.
- ▶ The removal of on-street parking without a comprehensive plan as to where cars will be able to park. We know that during times of high tourist presence (now many times in the year and not just summer) there is often difficulty finding parking spaces close to those businesses locals want to visit.
- ▶ Specifically in front of Ocean Pet Supplies; our parking area has room for 3-4 cars, with space for trucks to drop off deliveries. The conceptual design would replace this with a walking path and a bike path, which means people would have to walk further to get to their car. Asking customers to walk with a 25-30-pound bag of dog food isn't really feasible. We also get anywhere from 1 to 5 pallets delivered weekly, and our property has no where else for these to be dropped.
- ▶ In front of Ocean Pet supplies, we currently have space for 3-4 parking spaces and delivery drop off. The conceptual design would replace this with walking and bike paths, which removes parking and makes people park further away; no one wants to carry a 30lb bag of dog food down the street. We also receive multiple pallets weekly carrying dog food and other heavy items, which we hand bring into the store. The current design leaves nowhere for these to be dropped.
- ▶ Peninsula Rd. still feels like a highway as opposed to the main street of a small town. There are no details on traffic calming around crosswalks on Peninsula Rd. (they are not safe and I've been nearly hit many times as drivers just zoom by). The gravel walking path looks like a design oversight. I can't imagine walking there with a stroller.
- ▶ The Main Street intersection, which is already identified as an area of concern and further work.
- ▶ Ocean Pet Supplies. We are the ONLY local pet store to the entire Ucluelet and Tofino area. We are a private business with a single person staff every day of the week. With these current plans in place, we will not be able to receive pallets of our product (this is the only way we receive product) as no room has been left for this to take place. This will cause our local business to close resulting in loss of jobs and loss of resources for locals. Please reconsider.
- ▶ The gravel walking path (Lychee -> Bay segment), concern that bike paths will be encroached upon by other pedestrian, accessibility, and stroller uses. Embracing a wider multi-use path model may be advisable or paving the gravel walking path.
- ▶ I think it looks fantastic, and I love the idea of including public art. I would hope the District would encourage inclusion/participation from First Nations artists.
- ▶ Pave full walkway and bike path. Gravel from walkway will wash away and have to be maintained.
- ▶ No concerns specifically. I do want to say that the "where's the parking" people may be the loudest in the room, but from talking to many others in this town, this is not how the "silent majority" feel.

APPENDIX C: VERBATIM COMMENTS

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- ▶ I am located at Image West and I am very concerned that parking will disappear across the street from us. This would potentially decrease our business by up to 50 percent, as half our clientele parks across the street. I feel it is a fair request to see where we our coming from and work with us to maintain some parking across the street, as we are certainly willing to compromise.
- ▶ Yes, we loose a great deal of parking that we cannot afford to loose. There is not adequate off-street parking. People will drive through town and leave. We already have a terrible parking problem and with the loss of 25 spots to the downtown core at more than that along Peninsula the local businesses will be hard pressed to stay viable.
- ▶ I have a concern with parking. There seems to be parking spots eliminated along the road; particularly in the vicinity of Image West.
- ▶ The reduction of parking spaces in front of businesses along Peninsula Road. Especially near Image West. I think that the crosswalk near the brew pub needs to be relocated because it is in a dangerous spot.
- ▶ Parallel parking has been removed along Peninsula Road between Seaplane Base Road and Lyche. That is unacceptable. There are many big trucks and RV's currently using that space to temporarily access goods and services in that area. Parking has been added adjacent Barkley Cafe. Safe egress from the plaza is now in jeopardy. The parking issue should have never gotten to this stage.
- ▶ No designated parking to balance the loss. Need to add back parking for our growing visitors & balance loss — grassy area over the Howler/Relic paved entrance. Note: will there still be parking directly in front of BCL store? Yes!
- ▶ Parking, rules of the road for cyclists.
- ▶ I have many concerns: PARALLEL is a must along Peninsula Road, giving access to businesses. Allowing parallel parking for larger vehicles. Taking parking away from in front of The Gray Whale Deli is detrimental to the traffic that frequent our business. RV vehicles and trucks with boats require parking as well. Image West needs parallel parking. A common comment from visitors to Ucluelet is: how nice to find parking close to the shops.
- ▶ Yes, many! As an avid cyclist, I prefer avoiding traffic. I use side-streets and fear cars will avoid the main street more and use the side streets. Also, not keen to share a path with pedestrians. If they're not aware, they or their dogs, could force me into traffic if they move too unexpectedly. Also, not keen to share lanes with e-bikes!
- ▶ Parking!!! We are busy in summer. People drive. Taking away parking creates issues for locals doing quick errands & takes away from tourists driving by & stopping in. Sidewalk upgrades needed, but not both sides of street. We aren't busy enough w/ bikes in town for designated lane. Main Street > Canadian Princess are my main areas of concern along with downtown Main St. & in front of aquarium. Electric car parking shouldn't take away general parking. Also, don't want less than 50k/hr on this road.
- ▶ ALL the parking across the street from my business will disappear. PLEASE don't do that! That is half our clientele. Parking also reduces in front of our store, down to 3 spaces, and a few spaces up the road where other existing businesses will likely park. This will likely force our closure. Please can we come up with other solutions?
- ▶ I am concerned that business owners are too concerned about loss of parking. I really hope you don't have to cave to the pressure.

- ▶ Loss of parking is a major concern. As we grow as a community & as more tourists arrive, we need MORE parking, not less. The concept of a walking community is a pipe dream. Our climate does not mesh with this idea. There are many elders & people with disabilities who are unable to walk & there are many who choose not to.
- ▶ Bay Street Peninsula intersection 4-way stop sign?

Question 7: What best describes your relationship to Peninsula Road (Forbes Road to Main Street)?

Responses from "Other", please specify:

- ▶ I like to support local businesses .
- ▶ I employ people and service the growing tourism.
- ▶ I shop & use restaurants and businesses in area. Pay property taxes in community. Property owner.

Question 8: What mode(s) of travel do you typically use on Peninsula Road?

Responses from "Other", please specify:

- ▶ Electric person vehicle.
- ▶ I don't personally use heavy vehicles but receive deliveries.
- ▶ I roller blade but can't with current infrastructure.

Question 9: How did you hear about this project or process?

Responses from "Other", please specify:

- ▶ Business owner
- ▶ Council meeting minutes
- ▶ Friend sent survey link
- ▶ Word of mouth first
- ▶ Direct contact

APPENDIX C: VERBATIM COMMENTS

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Question 11: Do you have any additional comments about the Peninsula Road Safety & Revitalization project that you would like to share at this time?

- ▶ I would strongly encourage tourists on bicycles off the main roads wherever possible – send them up Norah or down Lyche Road along the water – it’s a much nicer view that way.
- ▶ Please make clear/continuous bike lanes. Please keep it clear of built-up gravel. Please resurface. People will bike more if they feel safe. Then they won’t need as much parking in town ;)
- ▶ Great work! Nice to see this area improving. It’s been needed and thankful for everyone’s efforts.
- ▶ Does this project mesh well with the proposed BC Transit bus service between Tofino – Hitacu – Ucluelet? Is there consideration for bus stop locations? An appreciated feature for age/ability friendliness is placement of benches along Peninsula Rd. Are there opportunities to involve other groups/clubs/agencies to sponsor benches with plaques? Signage? I think signage to direct cars to parking that may be new or not visible from the roadway would help visitors.
- ▶ Peninsula Rd. should be widened from the beer and wine store to Co-op. The side the Co-op is on, take out the grass between the road and the sidewalk. This is mainly a safety concern of mine. Don’t lose any existing parking spaces.
- ▶ Thank you for the hard work on improvements that are needed! Please keep funky elements in redesign. Could add: more crosswalks, community maps at intervals along new boulevard, new historical signs, public art, and how about cobblestones in crosswalks? They never fade! Keep nautical theme large wayfinding signs (replace damaged or faded pieces). Keep banners. Add downward shields on streetlights to keep the skies dark.
- ▶ Just wondering how much our input really matters or is it to be like the downtown/Village Green ‘improvements’, where the plans are already set and what we say will be ignored... it’s just a pretense that asking the public for input might actually be meaningful...
- ▶ My biggest concern is the infrastructure under Peninsula Road. I think I read it in a set of council minutes that the life of the current systems are getting to the end of life. My concern is, once the project is completed, how soon are we going to have to start digging up the roadway. I do not think it matters who does the work, the road will turn into a patch work of road construction patches that will just turn the road into what we have today. Bumps and crumbling asphalt.
- ▶ This is an excellent opportunity for Ucluelet to create a sense of flow through town, while also promoting walk/cycle lifestyle and increased green in our community.
- ▶ If there was an option to bury the power lines, this would be a huge improvement too.
- ▶ I appreciate that the project would make aesthetic improvements, but as someone who’s lived here my entire life, I can’t help but feel this project (as well as the Main Street one) is geared more towards tourism, and not the people who actually live here. People depend on these businesses, and in the off-seasons locals still need to live their day-to-day lives, and limiting parking makes this difficult.
- ▶ I feel like this conceptual design is lacking details on the desired speed limit and the traffic calming that is necessary to achieve it. I’d love to see Peninsula Rd. transform into a pleasant street where people

APPENDIX C: VERBATIM COMMENTS

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leisurely stroll, shop at local businesses, and eat at restaurants without the feeling of being on a highway where you have to be vigilant about not getting hit by a several-ton vehicle.

- ▶ If you would like to make improvements to boost our local aesthetic, culture, and economy, you should really consider what we as business owners have to say and let it play a larger part in the planning. Many businesses will lose revenue over these improvements and some, like us, may be forced to close as operating will be made impossible.
- ▶ I look forward to the District undertaking more projects to encourage walking/cycling and less dependence on personal vehicle traffic. I hope safety improvements will occur at Bay St./ Peninsula, as this is currently the worst crosswalk and potentially dangerous intersection due to the volume of parked cars in front of the private Liquor store (pulling out while cars are turning off Bay St.), and parking at the yellow curbs decreases traffic visibility whether you are walking or driving.
- ▶ No additional thoughts. Excited to see this project come to life!
- ▶ I am very happy with this plan. I do feel that a parking management plan is critical to making this whole thing work. Peninsula handicap-designated spots, 2-hr parking limits (seasonally if possible), more bike racks.
- ▶ Very supportive of this project, would love to see a 40km/h. speed limit along that stretch when the provincial tools have been put in place for municipalities to more easily implement such restrictions.
- ▶ Not having bike lanes is a major impediment for cycling. I do use this corridor for my bike but I

am unable to do so with my partner who is very uncomfortable with the idea and I won't if I am bring my daughter as well.

- ▶ I think is foolish to resurface the road with a leaking watermain in front of Harbourview Pharmacy. Eventually, that will have to dug up and fixed. I hope that the concerns of the people of the Village will be taken into account unlike with the Village Green revitalization.
- ▶ The Larch Road multi-use path will improve safety.
- ▶ The crosswalk at the bottom of the hill needs to be moved to the other side and it needs a light. Please this is definitely an unsafe location. The intersection at Norah and Peninsula is dangerous/many accidents have almost happened. The vehicles backing out of the Abonaza Pizza back into a traffic intersection. Please don't wait for a child to die trying to cross the road. As we invite more visitors, we need easy access to our business. Not another Tofino.
- ▶ You can't please everyone: Please only change for landscaping if no inhibiting true traffic flow into businesses. Directional signs for visitors for parking.
- ▶ If you're looking to beautify the entrance to Ukee — there is a lot more to do! The upkeep of private property and businesses need some attention. And traffic calming measures is important and urgent. Many people are racing into town instead of taking their time. And what's the rush — to get in the co-op or liquor store line-up — seriously! And road safety from Main Street towards the Lighthouse needs to also be a priority!

APPENDIX C: VERBATIM COMMENTS

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- ▶ I cycle to Lighthouse & also to town. Sidewalks in areas not crossing in front of businesses isn't a priority for me. Preserve parking in front of businesses. Especially when "parking" has been the first issue the District brings up when one wants to start a business or change zoning. You charge \$10,000 for Parking Spots! Please stop using gravel! It gets on sidewalks & causes issues. You promised it wouldn't effect Marine Dr. & it does. Current landscaping on Marine full of weeds.
- ▶ Crosswalk at Pen/Lyche is currently being propose on a hill. It seems that there is a spot where parking stops at a driveway, but the driveway doesn't seem to lead anywhere (I could be wrong) but could more parking be put there if this is so? Is it possible to keep the multi-use path?
- ▶ Need signposts directing locals & visitors to the parking lots, RV parking, washrooms etc. The large parking lot on Cedar is underused.
- ▶ I really like the concept and look forward to a safer, livable community. Please keep up the good work and take a look at other areas in town such as Helen.
- ▶ Stop trying to implement "Big City" ideas in our quaint community. Fix the sidewalks, repave the roads & plant some flowers & greenery. Spruce things up & look after things. We don't need a total face lift. We need a makeover.



QUESTIONS?

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APPENDIX D: WRITTEN SUBMISSIONS

BEING FORMATTED

APPENDIX D: WRITTEN SUBMISSIONS

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REPORT TO COMMITTEE OF THE WHOLE

Council Meeting May 31, 2022

500 Matterson Drive, Ucluelet, BC V0R 3A0

FROM:	DUANE LAWRENCE, CAO	FILE NO: 6410-01GEN
SUBJECT:	AFFORDABLE HOUSING RFP	REPORT NO: 21- 73
ATTACHMENT(S):	DRAFT REGIONAL HOUSING MOU	

SUMMARY OF DESIRED OUTCOME

That the Committee of the Whole provide Staff with direction regarding next steps on initiatives to address affordable housing.

BACKGROUND

In order to address the lack of attainable and affordable housing the District has a number of tools it can use to influence the development of new housing. This report presents, in brief, what the District has completed to date, next steps and options the District should be considering in the future.

1. Official Community Plan (OCP) – Complete

The OCP is one of Council's primary tools for setting the direction for the growth of the community and determining the right type of housing developments. The housing policies in the OCP accomplish this by setting development policies which influence new construction and subdivision. Some of the key policies are provided below.

Policy 3.59 Encourage residential growth within the Village Square designation in the form of apartments and residential over commercial to provide for greater housing diversity and affordability.

Policy 3.60 Properties fronting Main Street must be mixed-use, with residential above commercial uses, or standalone commercial; stand-alone multi-family may be permitted within other areas of the Village Square designation. Arrange vehicular access in a way that gives priority to pedestrian and cyclist comfort and safety.

Policy 3.134 Ensure larger developments are required to provide affordable housing as a portion of each development phase. Completion of the Land Use Demand Study (underway) and Housing Needs Assessment (2021) should provide guidance for the District to adopt targets for percentages of affordable housing in new developments. As a starting point, target a minimum of 75% of housing in new developments to be attainable by Ucluelet resident households.

Policy 3.135 Permit secondary suites in single-family dwellings with sufficient off-street parking.

Policy 3.137 Encourage alternative housing options, including small lot subdivisions.

Policy 3.141 Continue to encourage developers to provide 15% to 20% staff housing for employees needed to staff new developments in tourist commercial developments.

Policy 3.144 The District does not support strata conversion of previously occupied rental housing units.

Policy 3.147 – 3.150 Encouraging the development of multi-family residential units and coach houses.

2. Zoning – *In Progress*

Following completion of the OCP a next step is to act on the policy direction established through the OCP within the District’s zoning bylaw. The zoning bylaw can guide what types of housing can be build where, restrict existing housing being converted to tourist accommodation, identify and designate lots for affordable and rental housing, and identify areas where secondary suites and carriage houses can be developed. Below is a summary of forthcoming zoning bylaw amendments that will be presented to Council for consideration.

- a. enact regulations to restrict the development of new short-term vacation rentals (STR or B&B) while allowing for the retention of existing, registered B&B’s.
- b. limit or prohibit new STRs in residential zones.
- c. Identify potential lots that are restricted to affordable housing developments.
- d. Expand areas where secondary suites or detached cottages are permitted as long-term rental (LTR) accommodation.

3. Funding – *Next*

The District through the Online Application Portal for Short Term Rental bookings, receives an annual allocation of funding that has been designated to affordable housing projects. These funds can be used in a number of ways and should be clearly defined through policy.

- a. **Local government as a Developer.** This option would require the District to become a developer. Often a municipality will create a Housing Corporation to deliver this function. As the developer the District would be responsible for securing the required funding through various means to construct new affordable housing units, issue RFPs for the construction of the unit(s), provide oversight of the build and then sell or rent the unit(s). This process is resource intense and unless a municipality is large enough to undertake multiple developments on an ongoing basis is not a cost-effective method of developing new affordable housing units. As the developer the District would also take on all of the risk and liability associated with a development. If the development is unsuccessful or sees increased costs, taxpayers would be responsible for the shortfalls.
- b. **Purchase Land.** This option would focus the use of affordable housing funds on the purchase of key lots within the District for the development of affordable housing. Such parcels could then be zoned solely for affordable housing. RFP’s could be issued to for-profit and/or non-profit developers for the construction of new affordable housing with the land provided at no-cost to the development, with

pre-determined housing affordability targets. Providing land results in reduced project costs and contributes to making a development affordable. The allocation of land can also be used to access BC Housing grants and CMHC funds to further keep the unit costs down.

- c. **Offset Development Cost Charges.** This option allows for the municipality to encourage the development of new affordable housing by making the development more affordable through the offsetting of DCC's. Developers may be enticed to increase the number of affordable housing units and keep the sales cost down by the District contributing to the development cost. This can also be leveraged to access BC Housing grants and CMHC funds to further keep the unit costs down and within the affordable housing range. All DCC reductions must be enacted by bylaw with criteria for a developer to achieve.
- d. **Partnership Agreements.** Partnering agreements involve the District partnering with private or not-for-profit organizations and contributing funding that can be used to secure Grants, BC Housing Funding and CMHC funds. The non-profit developer or market developer then manages the construction and sale/rental of the units.

4. **Housing Authority - Next**

With the development of new affordable housing, managing those units will be critical. Managing affordable housing involves three basic aspects;

- a. Managing inventory including purchased affordable housing and affordable rental stock
- b. Providing oversight of the building maintenance for rental accommodations or strata's, which is more commonly undertaken by a Housing Corporation.
- c. Maintain the wait list and determine who gains access to the units or meets the criteria to enter into a purchase agreement for affordable housing.
- d. Monitor Housing Agreements and gather data on housing needs and demands.

Although a municipality could undertake the oversight and management of affordable housing developments, it is not recommended due to the staffing resources needed to provide the long-term management and oversight of the units and determining who gains access to the units. The determination of who gains access to a unit becomes very challenging for a Council as the public will lobby Council for special considerations. In order to retain a fair and transparent process for the allocation and award of affordable housing units and access to non-market rental stock, a housing authority is regularly used. The Housing Authority, as an independent body, remains at arm's length from local government. When there are low levels of designated affordable housing units to manage Housing Authorities are generally funded through an allocation from a local government in the form of a fee for service contract. As the number of affordable housing units increases the housing authority management fees are incorporated into the rental/sales rates and funding from a local government is reduced or eliminated over time.

5. **Regional Affordable Housing MOU - Next**

Staff, in conjunction with West Coast local and First Nation governments held a regional meeting on affordable housing in November of 2021 at which it was proposed to develop a memorandum of

understanding (MoU) that solidified all levels of government commitment to work together to address affordable housing challenges prevalent across the west coast peninsula. Attached to this report is a copy of the draft MoU which proposes a general framework for information sharing and collective movements towards a regional approach to address affordable housing. Although primarily a symbolic gesture, signing the MoU does indicate the District's commitment to working collectively to address this regional issue. At this time the Toquaht First Nation and Yuułuʔiłʔatḥ Government have agreed to sign on to the MoU with Tofino Council considering the request in June.

6. Other Options

Council has the option to encourage the development of affordable housing through the creation of additional supporting policies.

- a. Developments that meet specific criteria could be 'fast tracked' through the development application process. If a proposal meets minimum requirements such as the number of non-market rental units, market rental units and affordable housing units the proposal could be exempt from the public hearing process and/or be moved to the front of the line in the review process.
- b. Incentivizing developments can also be used to facilitate and/or encourage increased affordable housing within new developments. By developing policies that allow for new developments to have increased densification, stacking of incentives (densification, DCC offsets, land), fast tracking etc. developers may be more likely to increase the number of affordable housing options and units available in a new development.
- c. If a developer is not in a position to include affordable housing within a new development Council may also elect to consider a cash contribution to an affordable housing development or land in lieu.
- d. The District could support Non-Profit Sector Projects by providing capital grants and expedited processing for affordable housing projects owned and operated by non-profit housing providers in addition to additional density where supportable by policy.

Summary

The District can act as a partner through the deployment of District lands and capital grants for affordable housing projects; as an advocate to identify local needs and investment opportunities for government partnerships and funding; and as a regulator to create policy to enable new development and redevelopment and to streamline development processes.

Implicit in the delineation of these roles is the need for coordinated partnerships, both with senior levels of government and community-based and private sector partners. With partner participation, the District is better able to focus on the roles and tools it is best suited to deliver on: providing regulatory oversight and enabling policy for new affordable housing developments, advocating for local housing needs to senior levels of government and contributing publicly-owned land for affordable housing development.

KEY QUESTIONS

1. Does Council support issuing an RFP to engage a third party to act in the role of Housing Authority to manage Housing Agreements and develop the business case for constructing non-market affordable housing stock within the municipality?
2. Does Council support the use of affordable housing funding to:
 - a. Purchase land to be dedicated to affordable housing projects.
 - b. Enter into affordable housing partnership development agreements.
 - c. Fund the reduction of DCC's for qualifying affordable housing developments.
3. Does Council support continued regional work on affordable housing initiatives and signing an official Memorandum of Understanding to move regional affordable housing conversations forward.

Suggested Motion:

That the Committee of the Whole recommend Council authorize the Mayor to execute a Memorandum of Understanding in support of the development of a regional governance framework for coordinating and sharing resources to address affordable housing on the West Coast peninsula as presented in the May 31, 2022 Affordable Housing report.

Respectfully submitted: Duane Lawrence, CAO

MEMORANDUM OF UNDERSTANDING

BETWEEN

....

Whereas all the communities within the West Coast sub-region of the Alberni Clayoquot Regional District are experiencing a severe lack housing that is affordable, secure and suitable to those living and working in the sub-region;

Whereas housing on the West Coast is largely a sub-regional ecosystem, with households seeking whatever housing options wherever they can and they may be living in one community and working in another;

Whereas the First Nations have significant number of members who would like to return to their communities, but lack of housing is preventing it;

Whereas there is a general lack of data on housing need and housing supply characteristics, such as number of units, housing condition and rental rates;

Whereas each community has different experience with collecting housing data, managing housing, developing non-market housing and fostering the development of market housing that meets the needs of local residents;

Whereas each community is independent and represent separate jurisdictions with varying authorities related to housing;

Whereas the Parties recognize that each community has different opportunities to secure funding for housing initiatives, but also recognize that there may be advantages to collaborating and coordinating to best-secure support from senior levels of government, stretch resources as far as possible and build off pre-existing organisational strengths;

Whereas the Parties have successfully collaborated on the first West Coast Housing Needs Assessment;

NOW THEREFORE, the Parties agree as follows:

1. To work together to develop a governance framework for coordinating and sharing resources to address the following:
 - a. A regional data collection program
 - b. A regional housing focused growth strategy
 - c. A property management, maintenance, and operation service
 - d. A coordinated approach (and support) for grant applications
 - e. A collective approach to lobbying in support of investments in housing
 - f. A non-market housing development and operations entity
 - g. A coordinated approach to improving regional access to housing supports

2. To consider funding requests for the West Coast Housing Association related regional housing items identified above with the understanding that nothing in this MOU obligates any of the Parties to financially support the West Coast Housing Association.
3. That nothing in this MOU prevents any of the Parties from collaborating in bilaterally or otherwise on housing initiatives or projects.

DRAFT



REPORT TO COUNCIL

Council Meeting: May 31, 2022

500 Matterson Drive, Ucluelet, BC V0R 3A0

FROM: JOHN TOWGOOD, MUNICIPAL PLANNER

FILE No: 3360-20 RZ22-05 / 3060-20 DP22-04

SUBJECT: ZONING AMENDMENT AND DEVELOPMENT PERMIT FOR 604 RAINFOREST DRIVE

REPORT No: 22-67

ATTACHMENT(S): APPENDIX A – APPLICATION
 APPENDIX B – ZONING AMENDMENT BYLAW No.1309
 APPENDIX C – DEVELOPMENT PERMIT 22-04
 APPENDIX D – DRAFT S.219 COVENANT
 APPENDIX E – EXCERPT OCP DEVELOPMENT PERMIT GUIDELINES

RECOMMENDATION(S):

THAT Council, with regard to the proposed development at 604 Rainforest Drive:

1. Give first reading to District of Ucluelet Zoning Amendment Bylaw No. 1309, 2022;
2. Give second reading to District of Ucluelet Zoning Amendment Bylaw No. 1309, 2022;
3. Direct staff to give notice for a public hearing to be held on District of Ucluelet Zoning Amendment Bylaw No. 1309, 2022;
4. Indicate to the applicant and the public that adoption of District of Ucluelet Zoning Amendment Bylaw No. 1309, 2022, would be subject to registration of a Section 219 restrictive covenant on the title of 604 Rainforest Drive to ensure, as a matter of public interest, that the use, building, site works, and landscaping be developed as proposed in Staff Report No. 22-67.

BACKGROUND:

The applicant contacted District staff in late April 2022 to discuss the creation of a mixed-use building at 604 Rainforest Drive; Lot A, Plan VIP82211, District Lot 281& 282, Clayoquot Land District (the “**subject property**”) that could potentially house a health care office. The applicant has been in contact with local doctors and Island Health to secure a lease and/or capital commitments that would allow the applicant to complete a feasibility study and potentially move their project forward. A commitment from Island Health has not been secured to date; staff understand that a lease commitment from Island Health would need to be after a competitive bid process. This is something of a chicken-and-egg situation for development of a community health centre.

The applicant is seeking some alternatives in the zoning designation of the property, to potentially enable the construction of the building to begin, without being held to the health authority’s timeline for funding commitments. The primary intent is to allow a health care office in a mixed-use development, with a backup set of uses in case lease negotiations and a commitment for a community health care centre fall through. The applicant discussed this approach with District staff, who have expedited this application for Council consideration.

The Subject property is located on the northwest corner of Marine Drive and Rainforest Drive. The lot is currently vacant, fully treed, and slopes up from Marine Drive with approximately four meters of vertical rise.



Figure 1 – Subject Site

The subject property currently has the CD-3A SubZone designation with specific permitted uses as follows:

CD-3A.1.4 The following uses are permitted on Lot 19, all of Plan VIP79602, in the areas of the CD-3 Zone Plan labelled “Commercial/ Residential”, but secondary permitted uses are only permitted in conjunction with a principal permitted use:

- (1) Principal:
 - (a) Office

- (b) Retail
- (c) Personal Services
- (d) Daycare Centre
- (e) Commercial Entertainment
- (f) Recreational Services
- (g) Community Use

(2) Secondary:

- (a) Mixed Commercial/Residential
- (b) Mixed Commercial/Resort Condo

The zoning also specifies the following lot regulations specific to the subject property:

CD-3A.3.1 Maximum Number: Dwelling Unit component of Mixed Commercial/Residential & Mixed Commercial/Resort Condo combined: 6 dwelling unit (6,000 ft²) gross floor area combined.

The subject property was part of a 2005 comprehensive development known as the Rainforest subdivision. This development was mainly large residential lots and originally had four larger properties designated with similar mixed-use zoning as the subject property. The mixed use in this subdivision anticipated a spa-type commercial use on the ground floor of these properties, with tourist accommodation or residences above. This commercial spa-focused vision for the area has not been developed as the area has built out to predominantly residential uses. Since 2005, three of the four properties originally designated for mixed uses have had their zoning designation changed to single family and multifamily use.

DISCUSSION

The applicant is proposing a three-storey building with commercial on the ground floor and six dwelling units on the second and third floors for a total gross floor area of 1450m². This building would meet the requirements of the existing zoning (e.g., height, setbacks, etc.) with the exception of section CD-3A.4.1(1), which specifies a maximum gross floor area of 557.4 m² on this site. The proposed building represents 2.6x increase in allowable gross floor area.

An increase of this scale within an existing neighbourhood should be carefully considered and take into account the neighbourhood context and potential community benefit. There is significant community interest in finding appropriate long-term options for both public and private health care clinic space.

To facilitate the applicant's attempt to create health care office space, staff have drafted zoning amendments that would enable the proposal (Plan A) and provide an alternative (Plan B).

Plan A - Health Care Office + Resort Condominium

“Plan A” contemplates a specific Health Care Office use (with accessory retail sales and administration) being added to the CD-3A.1.4 subzone (which only applies to the subject property). The amendment would add a clause to the secondary use of “Mixed Commercial/Resort Condo” reading as follows:

“Despite the definition of Resort Condo in section 103 of this bylaw, on Lot A, Plan VIP82211, District Lot 281 & 282, Clayoquot Land District; PID 026-908-701 (604 Rainforest Drive) the commercial tourist accommodation uses located exclusively at the second storey or higher of a Mixed Commercial/Resort Condo building are only permitted if the ground floor of the building contains a Health Care Office with a minimum gross floor area of 700m²(7,530ft²) or a Health Care Office functioning as a medical doctor clinic providing general practitioner services with a minimum gross floor area of 200m²”

These two amendments ensure that the resort condominium or tourist accommodation use would only occur if the Health Care Office use is in place. The more lucrative resort condo use and added floor area provide an incentive to create and retain the health care office space:



Figure 2 – Plan A: Health Care Office/Resort condo

Plan B – Commercial/Multi Family

“Plan B” allows a set of commercial uses on the ground floor (reduced from the current list of uses by removing “commercial entertainment” as proposed by the applicant, acknowledging the surrounding residential neighbourhood). In this case the zoning would permit the upper floors to be used for multifamily residential (i.e., not short-term vacation rental). The allowable principle commercial uses are as follows:

- Health Care Office, with accessory retail sales and administration
- Community Use
- Daycare Centre
- Emergency Services
- Public Assembly

- Personal Services
- Studio

The Resort Condo use is tied to the Health Care Office use as noted above; if a Health Care Office is not in place, then the applicant and future owners may only use the upper floor dwelling units as residential within the Mixed Commercial/Residential use:



Figure 3 – Plan B: Commercial/Multi-Family

To allow both Plan A and Plan B the following amendments are also proposed:

- Section CD-3A.4.1 would have to be amended to allow for the increase gross floor area. The amendment would read as follows:

CD-3A.4.1 Principal Building:

(1) Mixed Commercial/Residential & Mixed Commercial/Resort Condo: 1,450m² (15,603 ft²) gross floor area combined;

- Within section 103 Definitions, add the following definition:

“Health Care Office” means use of a building or buildings by professions in which persons exercise skill or judgement or provide service related to the preservation or improvement of the physical, mental, or emotional health of individuals, or the treatment or care of individuals who are injured, sick, disabled or infirm, including chiropractors, dentists, optometrists, physicians, surgeons, dental hygienists, dental technicians, denturists, dietitians, licensed practical nurses, massage therapists, midwives, naturopathic physicians, nurses (registered), nurse practitioners, occupational therapists, opticians, physical therapists, psychologists, registered psychiatric nurses, traditional medicine practitioners, and acupuncturists, and other health care and social service practitioners including counsellors and herbalists.”

- Within section 103 Definitions, add “Health Care Office,” within the list of uses defining Personal Services.

See draft Zoning Amendment Bylaw No. 1309, 2022, in **Appendix “B”**.

S. 219 Restrictive Covenant

A restrictive covenant is proposed to be registered on the subject property’s title between third reading and adoption of the proposed zoning amendment bylaw. This covenant has been drafted to ensure, as a matter of public interest, that the use, building, site works, and landscaping be developed as proposed by the applicant (see draft in **Appendix “D”**). Further and specific to this proposal, the six dwelling units located on the second and third floor would be restricted to not be used for commercial tourist accommodation unless the ground floor contains Health Care Office with the following clause:

“The six dwelling units located on the second and third floor within the Development will not be used for any type of commercial tourist accommodation unless the ground floor of that same building contains a fully functional and operating Health Care Office with a minimum gross floor area of 700m²(7,530ft²) or a Health Care Office functioning as a medical doctor clinic providing general practitioner services with a minimum gross floor area of 200m² (2,153ft²).”

This will ensure that a tourist accommodation use does not get established in the dwelling units unless a Health Care Office is established and operating on the ground floor.

DEVELOPMENT PERMIT

The subject property falls within the Official Community Plan’s “*Development Permit Area IV (Multi-Family, Commercial and Mixed Use)*”. This Development Permit Area (DPA IV) establishes objectives for the form and character of development in the resort region. An excerpt of the DP area IV development guidelines is found in **Appendix “E”**.

Overall exterior building materials

The development proposes exterior materials consisting of:

- A combination of corrugated metal, metal panel (painted off-white), and horizontal stained cedar siding.
- Cedar Trim
- Glass window walls on the lower floor
- Glass / Metal deck guards and railings
- Wood support posts.
- Flat torch-on roof.
- Metal soffit.

These materials are consistent with the DP guidelines.

Overall proposal landscape and hardscape

The landscape highlights of this application are as follows (please see **Appendix A** for complete details):

- Six deciduous trees and planters to the front yard of each dwelling unit.
- Existing trees and native species understorey to be retained and augmented where possible along both frontages and neighbouring property lines.
- Stone and native species plants in bank support feature on the Rainforest Drive frontage.

The hardscaping elements of this application include:

- Asphalt parking areas.
- 1.6m paved pedestrian path along both frontages.
- Concrete walkways in front of commercial space(s) and dwelling units.
- 3 accessible parking spaces.

Overall site circulation and accessibility

The site is in a well-suited location for a health care office: it is centrally located, it has sufficient area for onsite parking, and it has established pedestrian connections (see **Figure 4**).



Figure 4 – Pedestrian routes

The draft Development Permit 3060-DP22-04 is found in **Appendix “C”**.

SERVICING

There is general service capacity fronting the property on both Marine Drive and Rainforest Drive. Service connections and capacities would be reviewed in detail at the building permit stage.

FIRE SERVICES

Initial review of the proposed development indicates an additional hydrant would be required. The details of site circulation will require further review and would need to accommodate the necessary emergency vehicle access prior to a building permit being issued.

POLICY OR LEGISLATIVE IMPACTS:

This application is consistent with the overall objectives of the Official Community Plan.

ANALYSIS OF OPTIONS

A	Give first and second reading of Bylaw No. 1309, 2022 and direct staff to give notice for a public hearing.	<u>Pros</u>	<ul style="list-style-type: none"> Two potential development paths (health care office/resort condo or select commercial/multifamily residential) may meet community needs Would facilitate the applicant's stated goal of creating a health care office space while giving a positive fallback plan – in which case additional housing units would be the result. Consistent with DP Guidelines Would replace the current zoning scenario of a Commercial/Resort Condo use.
		<u>Cons</u>	<ul style="list-style-type: none"> Would result in a larger building than was originally anticipated for the property.
		<u>Implications</u>	<ul style="list-style-type: none"> Would allow the application to proceed to a public hearing. May facilitate the establishment of new community health care centre.
B	Modify the draft zoning bylaw prior to/by stating which and how elements or features are to be modified.	<u>Pros</u>	<ul style="list-style-type: none"> A modification to zoning bylaw that Council deems appropriate may be beneficial to the application.
		<u>Cons</u>	<ul style="list-style-type: none"> Unknown at this time.
		<u>Implications</u>	<ul style="list-style-type: none"> The application will be delayed.
		<u>Suggested Motion</u>	<i>"That Council direct staff to modify the draft District of Ucluelet Zoning Amendment Bylaw No. 1309, 2022, to (state desired outcome of amendments), for further consideration at a future meeting."</i>
C	Reject the application.	<u>Pros</u>	<ul style="list-style-type: none"> Unknown at this time.
		<u>Cons</u>	<ul style="list-style-type: none"> The application will be delayed.
		<u>Implications</u>	<ul style="list-style-type: none"> Council would not benefit from hearing community input on the proposal.
		<u>Suggested Motion</u>	<i>"That the application associated with RZ22-05 and DP22-04 for 604 Rainforest Drive be rejected."</i>

NEXT STEPS

If Council gives first readings to the draft Zoning Amendment Bylaw No. 1309, 2022, staff would undertake the necessary notification for a public hearing to be held at a date to be determined (tentatively late June).

Should the rezoning bylaw be adopted, staff would bring the draft Development Permit forward for Council's authorization at that time.

Respectfully submitted: John Towgood, Municipal Planner
Bruce Greig, Director of Community Planning
Duane Lawrence, CAO

District of Ucluelet Planning Department
 200 Main Street,
 POBox 999,
 Ucluelet, BC,
 V0R3A0

Date: May 05, 2022

Attn: Bruce Greig

Re: Development Permit, Lot 19 Marine Drive Zoned CD3A.1.4 “Commercial/Residential”

This letter of intent is to inform the District of Ucluelet of our proposal for the development of the property formally described as:

Lot A, Section 21, Plan VIP 82211, District Lot 282, Clayoquot Land District, PID 026908701

Development Permit Goals:

Clayoquot Construction Ltd. is requesting site specific zoning amendment to allow an increase in density to accommodate both the 6 allowable Resort Condo Units and approximately 7500 sq.ft. of medical related services provided by VIHA.

All efforts are being made to negotiate a lease with VIHA for the entirety of the ground floor area which has been designed to accommodate the spatial requirements expressed in preliminary conversations.

Recognizing these negotiations could be ongoing It would be necessary to have a series of alternate uses which would be considered a “Plan B”. We propose the following uses with a specific restriction on “Commercial Entertainment” in order to preserve the peace and enjoyment of neighbouring properties while providing space for services which benefit local residents.

- Accessory Retail Sales and Administration Office
- Community Use
- Daycare Centre
- Emergency Services
- Public Administration & Utility
- Public Assembly
- Mixed Commercial/Residential
- Mixed Commercial/Resort Condo
- Multi-Family Residential
- Personal Services
- Resort Condo
- Studio

Project Overview:

The subject property is located on the Northeast corner of Marine Drive and Rainforest Drive. The proposed development meets FAR and Lot coverage under the general zoning requirements however the specific lot is subject to the following additional restrictions:

CD-3A.3.1 (4a) - 6 dwelling units on Lot 19, Plan VIP79602

CD-3A.34.1 (1a) - 557.4 m² (6,000 ft²) gross floor area combined on Lot 19, Plan VIP79602

We are requesting an amendment to remove the site specific restrictions in order to develop a space to meet the requirements of a local community clinic space.

The total floor area required for this proposal is 15,600 sq.ft. and would be distributed as follows:

- 6 x 2 storey 2 bedroom Resort Condo Units @ 123.5 sq.m. (1270 sq.ft.)
- 1 ground level mixed use space at 706 sq.m. (7632 sq.ft.)

19 parking spaces including 3 accessible spaces are dedicated to the ground floor space while each Resort Condo unit has one dedicated parking space and one additional flex space.

Site circulation uses the 2 existing curb cut locations off Rainforest Drive.

A service lane is used to facilitate recycling and waste collection from the dedicated recessed enclosure on the Southwest corner of the building.

Landscape:

The property sits on a forested lot which slopes from the Northwest corner to the Southeast corner at the intersection of Marine Drive and Rainforest Drive. Existing drainage swales handle existing drainage. Herold Engineering will determine if these swales are adequate or would require enhancement. The southern 3rd of the lot sits at or below the 18m FCL level. The proposed design places the building at the North end of the lot above this level. The parking lot would be level for accessibility. In order to preserve vegetation along Marine drive the design proposes a rock stack retaining wall under 4 ft high to avoid grading out from the edge of the parking stalls. Detailed landscape design will be provided at Building Permit stage. Any disturbance of the existing sidewalk on Rainforest drive will be restored. It is not anticipated the path along Marine drive will be impacted.

Architecture:

The building massing does not exceed the 10m height restriction. The sloping lot allows the ground floor level to be set into the slope. From the neighbouring property on Rainforest the elevation will be of the same scale as a typical residential townhouse. The townhouse units are set back from the ground level podium to reduce building scale along Marine Drive. Flat roof design keeps the massing low and to scale with surrounding buildings. The building design form and materials pick up on the surrounding buildings including the Community Centre, The Black Rock Resort and the newly constructed townhouses directly across Marine drive.

Waste Management:

Animal proof waste bins and recycling rolling bins will be accessible for removal via the service lane along the West property line

Civil Engineering:

Herold Engineering will be providing the preliminary site servicing report.

Sincerely

Nick Killins
Clayoquot Construction LTD
Box 774 Tofino bc
V0R2Z0
(250)266-0440

“Accessory Retail Sales and Administration Office” means the accessory use of a minor portion of the gross floor area of permitted principal commercial, industrial or institutional use for retail sales or office directly related to the principal use in the same building;

“Community Use” means the use of land and buildings to provide primarily non-commercial social, social enterprise, education, administration, recreation and other public services to the community;

“Daycare Centre” means the provincially-licensed use of land and principal building for care and supervision of children through a prescribed program;

“Emergency Services” means the non-commercial use of land, buildings or structures for a fire hall, police station, ambulance headquarters, tsunami relief stations and similar essential on-call or relief services;

“Mixed Commercial/Residential” means the use of a building containing a combination of:

(a) commercial uses that are otherwise permitted within the Zone on any storey, including commercial tourist accommodation uses not on the first storey, and (b) residential uses located exclusively at the second storey or higher,

unless otherwise specified in a particular Zone;

“Mixed Commercial/Resort Condo” means the use of a building containing a combination of:

(a) commercial uses that are otherwise permitted within the Zone, excluding commercial tourist accommodation uses, on any storey; and (b) commercial tourist accommodation uses located exclusively at the second storey or higher;

“Multiple Family Residential” (or “MFR”) means a building, or group of buildings on the same lot, each containing three or more dwelling units, for residential use only and specifically excluding commercial tourist accommodation, on a lot which includes a minimum useable outdoor recreation/amenity space of:

(a) 16 m² per bedroom when in the R-2 Zone; (b) 20 m² per bedroom when in the R-3 Zone; (c) 8 m² per bedroom when in all other Zones (including the residential component of the mixed residential/commercial and mixed residential/industrial uses);

“Personal Services” means the use of a building for the provision of professional or personal services, with or without the accessory sale of goods, wares, merchandise, articles, or things directly related to such services, and includes a barber shop, beauty salon and aesthetics, cosmetic surgery, acupuncture, herbalists and naturopaths, massage services, tattoo parlour, shoe repair shop, dry cleaning shop, and launderette, specifically excluding financial institutions, commercial entertainment and offices;

“Public Administration & Utility” means the use of land, buildings or structures for non-commercial management of public resources and provision of public services to the community, and includes parks, hospitals, cemetery, community centres, emergency services, libraries, museums, law courts and the municipal hall;

“Public Assembly” means the use of land, buildings or structures for primarily non-commercial exhibits, special events, or meetings and includes an auditorium, place of worship, museum, community centres, fraternal lodge, youth centre or senior citizens complex, specifically excluding commercial entertainment and commercial recreation;

“Resort Condo” means a building, or group of buildings, providing two or more separate dwelling units, for commercial tourist accommodation use only, without the accessory uses commonly associated with or specifically permitted with hotels or motels. The building(s) must be on the same lot

or within the strata plan, except for the parcels within the CS-5 Zone along Peninsula Road, as illustrated below (“Reef Point”), in which case there may be only one unit per lot:

“Studio” means primarily commercial use of a building for the production and sale of photographs, paintings, sculptures, jewelry, crafts and similar art, specifically excluding residential use unless in accordance with a mixed residential/commercial use designation;



Zoning Amendment and Development Permit for 604 Rainforest Drive Bruce G...

CLIENT
Nick Killins
Claycoque Construction Ltd.
Box 774, Tolmie, BC, V0R 2Z0

DRAWN BY
I. KENNINGTON

ISSUE
May 12, 2022

PROJECT
LOT 19, Marine Drive
Ucluelet, BC

The Design Centre
RESIDENTIAL & RESORT
PLANNING & DESIGN

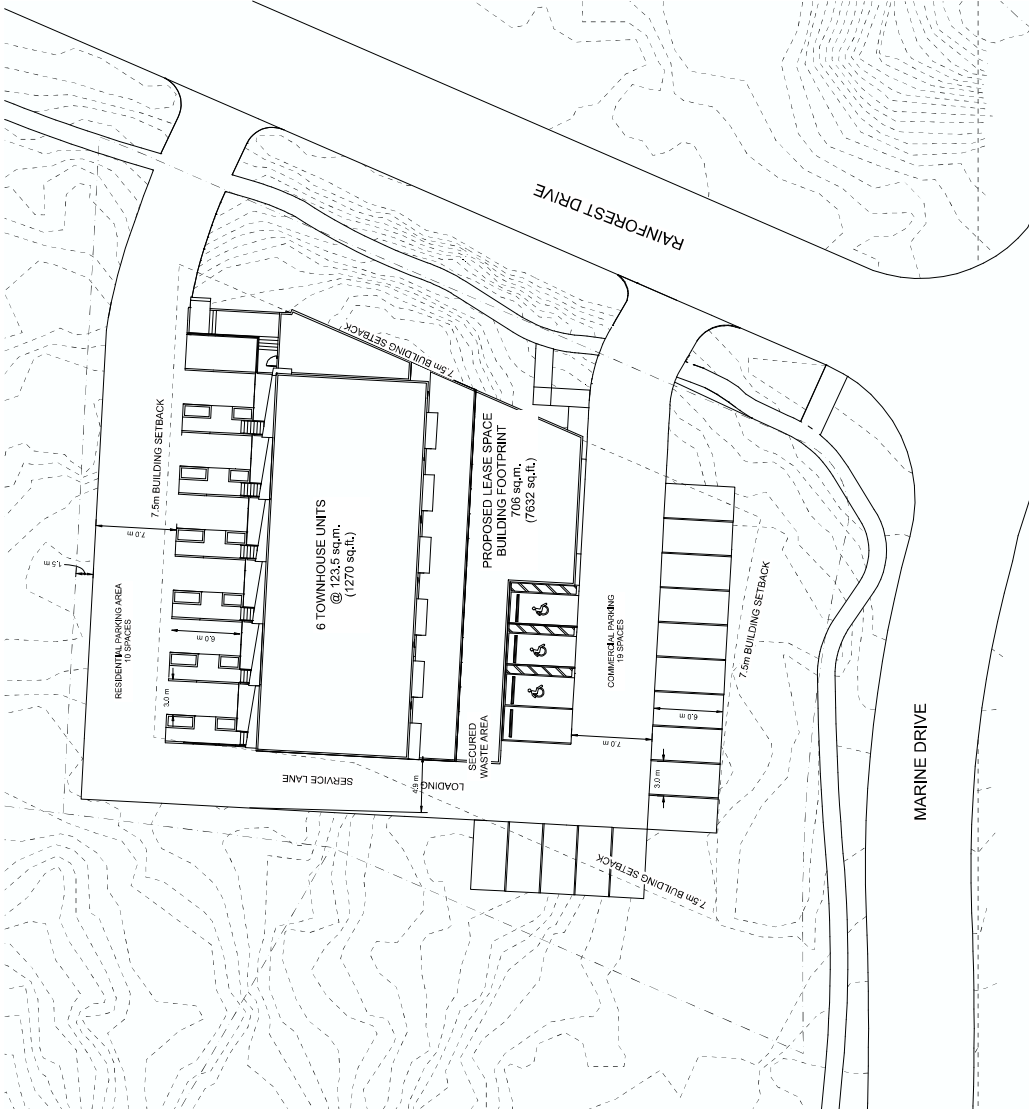
1338 Edwards Ave., PO Box 1752
Victoria, BC V8P 1G1 | 250.725.8274



Zoning Amendment and Development Permit for 604 Rainforest Drive Bruce G...

ZONING INFORMATION:			
CIVIC ADDRESS:	LOT 19 MARINE DRIVE, UCLUELET, BC		
LEGAL DESCRIPTION:	LOTA, SECTION 21, DL 282, CLAYOQUOT DISTRICT, PLAN VIP 82211, PID 026508701		
ZONING:	CD3A.1.4		
LOT AREA:	3444.3 sq.m. / 37074.1 sq.ft.		
HEIGHT/SETBACK REQUIREMENTS:			
HEIGHT:	ZONING	PROPOSED	CONFORMING
FRONT YARD SETBACK:	10m (33'-0")	10m (33'-0")	YES
REAR YARD SETBACK:	7.5m (25'-0")	7.5m (25'-0")	YES
INTERIOR SETBACK:	7.5m (25'-0")	7.5m (25'-0")	YES
EXTERIOR SIDE SETBACK:	7.5m (25'-0")	7.5m (25'-0")	YES
LOT COVERAGE:	30%	20%	YES
PROPOSED FLOOR AREA:			
1ST FLOOR:	709 sq.m (7632 sq.ft.)		
2ND FLOOR:	387 sq.m (4161 sq.ft.)		
3RD FLOOR:	354 sq.m (3810 sq.ft.)		
TOTAL:	1450 sq.m (15,603 sq.ft.) (SEE NOTE*)		
FLOOR AREA RATIO (.50):			
	.42 (SEE NOTE**)		

NOTED LOT 19 SUBJECT TO THE FOLLOWING CONDITIONS:
 * CD3A.1.4 (4) - 5 dwelling units on Lot 19, Plan V1979602
 ** CD3A.1.4 (7) - 507.4 m² (5434 sq.ft.) gross floor area contained on Lot 19, Plan V1979602



RESIDENTIAL & RESORT
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 1339 Esplanade Plaza, PO Box 1242
 UCLUELET, BC, V9M 3A4, 250.785.3973

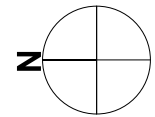
The Design Centre

CLIENT
 CLAYOQUOT CONSTRUCTION LTD.

PROJECT
 LOT 19
 MARINE DR.
 UCLUELET, BC

ISSUE
 May 12, 2022
 DRAWN BY
 I. KENNINGTON

Site Plan
 A.01
 553 of 358



1 ILLUSTRATIVE MASTER PLAN
A.02 Scale: 1:200m

ISSUE
May 12, 2022
DRAWN BY
I. KENNINGTON

PROJECT
LOT 19
MARINE DR.
UCULELT, BC

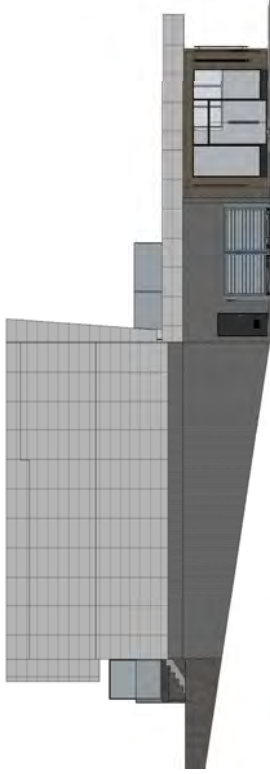
CLIENT
CLAYCOQUIT CONSTRUCTION LTD.

The Design Centre
RESIDENTIAL & RESORT
PLANNING & DESIGN
1339 Edwards Plaza, P.O. Box 1243
Vancouver, BC, V6M 3A8 250.726.3973

- 1. 1.01.01 (102.7 m)
- 2. 1.01.02 (102.7 m)
- 3. 1.01.03 (102.7 m)
- 4. 1.01.04 (102.7 m)
- 5. 1.01.05 (102.7 m)
- 6. 1.01.06 (102.7 m)
- 7. 1.01.07 (102.7 m)
- 8. 1.01.08 (102.7 m)
- 9. 1.01.09 (102.7 m)
- 10. 1.01.10 (102.7 m)



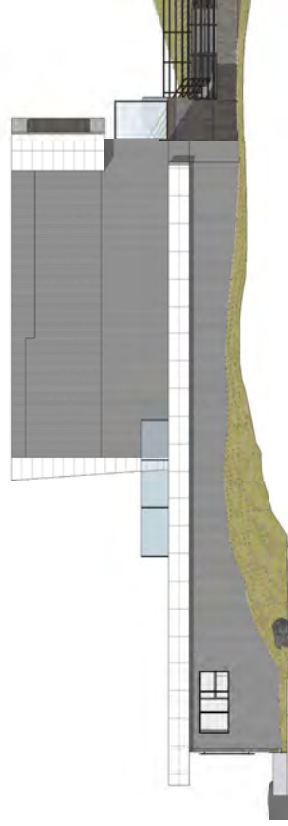
1 SOUTH ELEVATION
A.03 Scale: 1/8" = 1'-0"



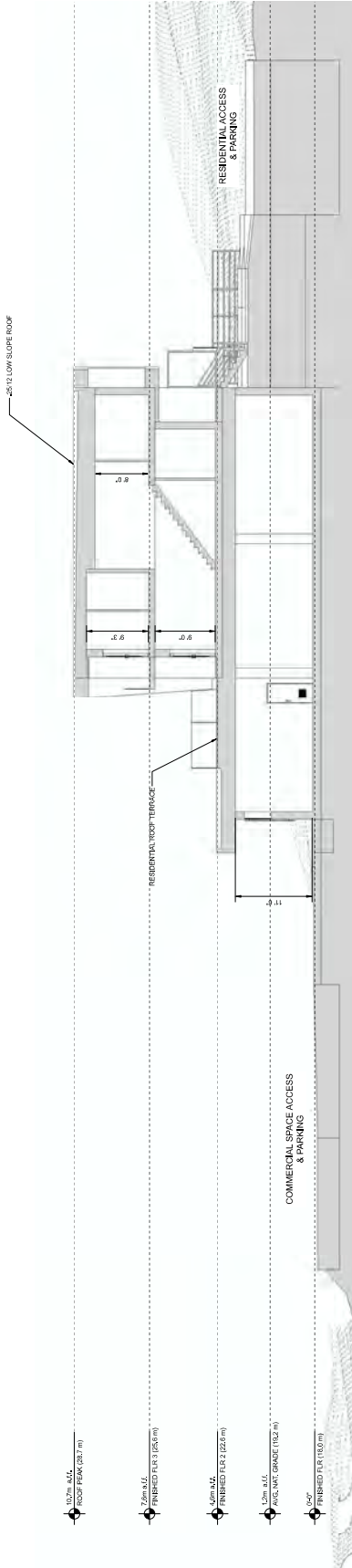
2 WEST ELEVATION
A.03 Scale: 1/8" = 1'-0"



3 NORTH ELEVATION
A.03 Scale: 1/8" = 1'-0"



4 EAST ELEVATION
A.03 Scale: 1/8" = 1'-0"



SECTION VIEW FROM RAINFOREST DRIVE LOOKING WEST

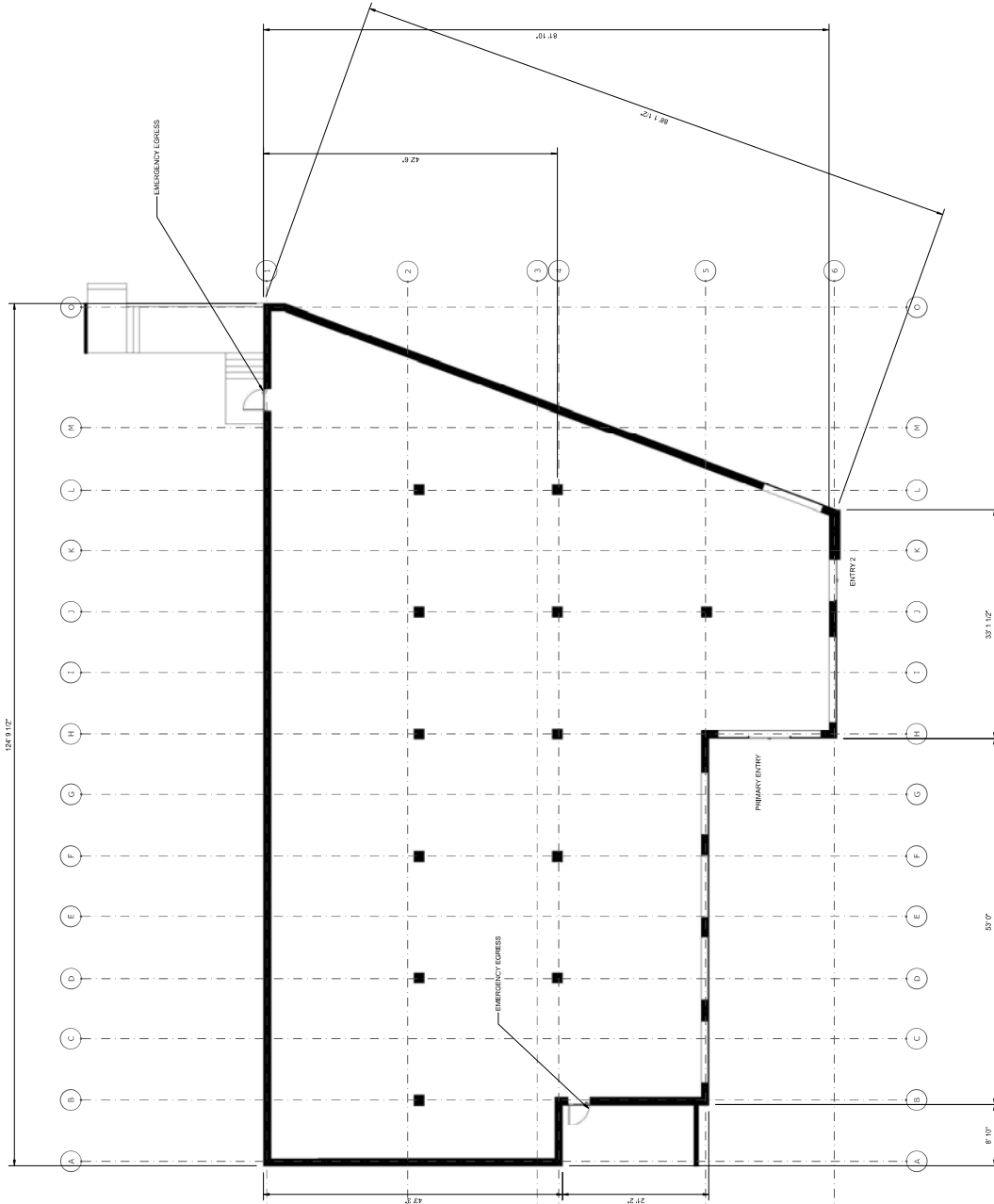
1 SECTION 1
A.04 Scale: 1/8" = 1'-0"

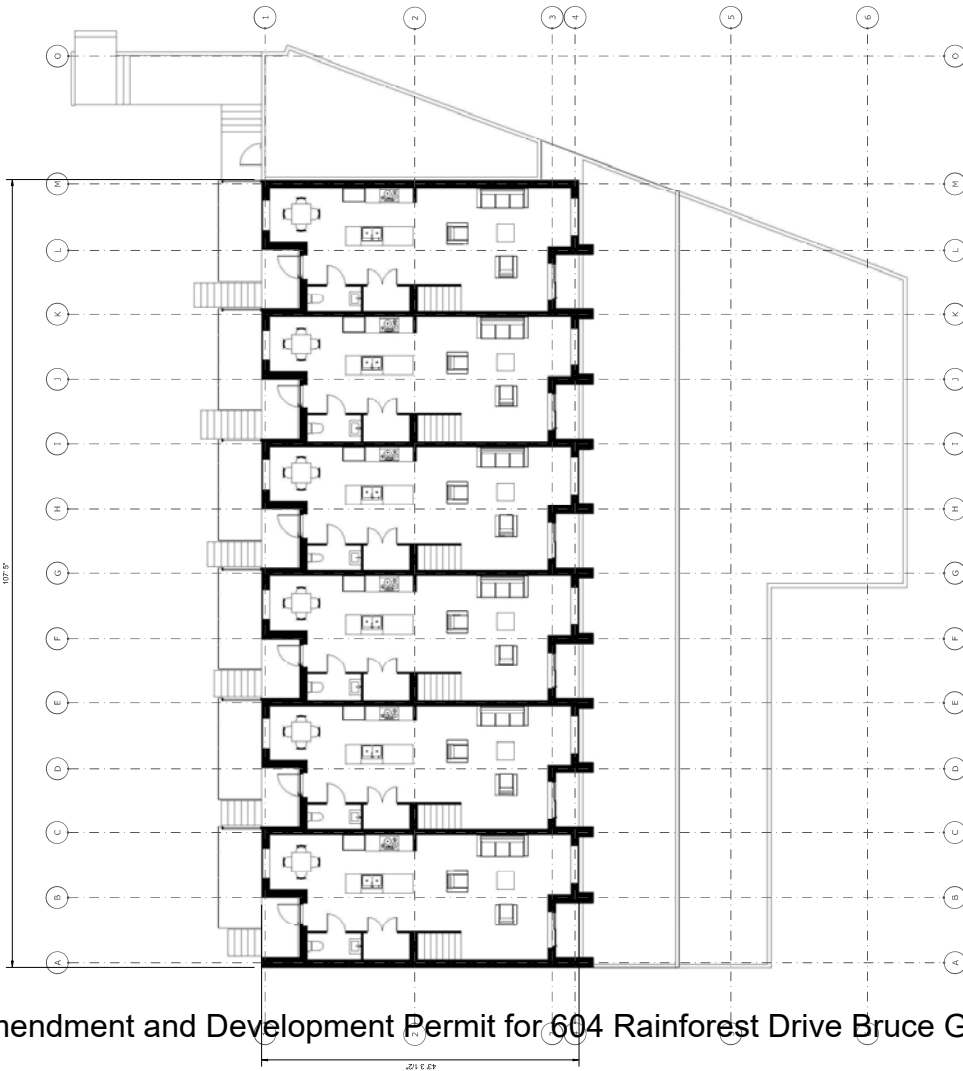


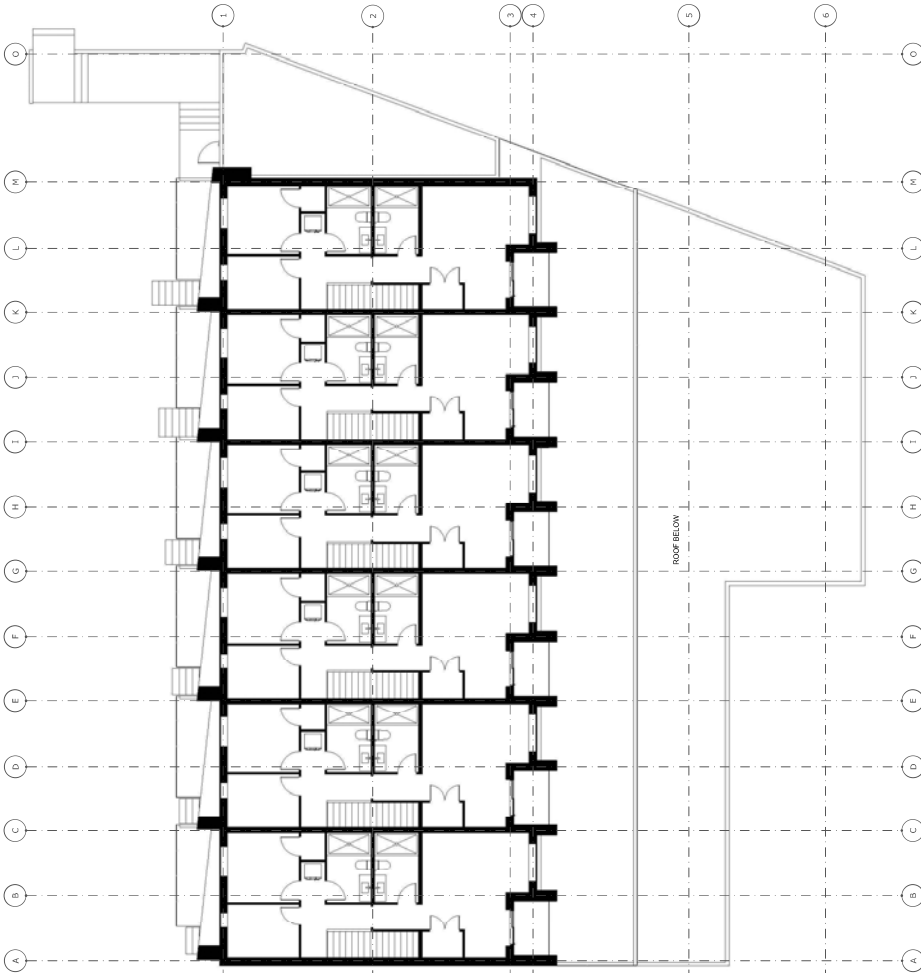
SECTION VIEW FROM MARINE DRIVE LOOKING NORTH

2 SECTION 2
A.04 Scale: 1/8" = 1'-0"

1 LEVEL 1 COMMERCIAL AREA UNDIVIDED
A.05 Scale: 1/8" = 1'-0"







1 LEVEL 3 BUILDING PLAN
Scale: 1/8" = 1'-0"

2 LEVEL 3 UNIT PLAN
Scale: 1/4" = 1'-0"



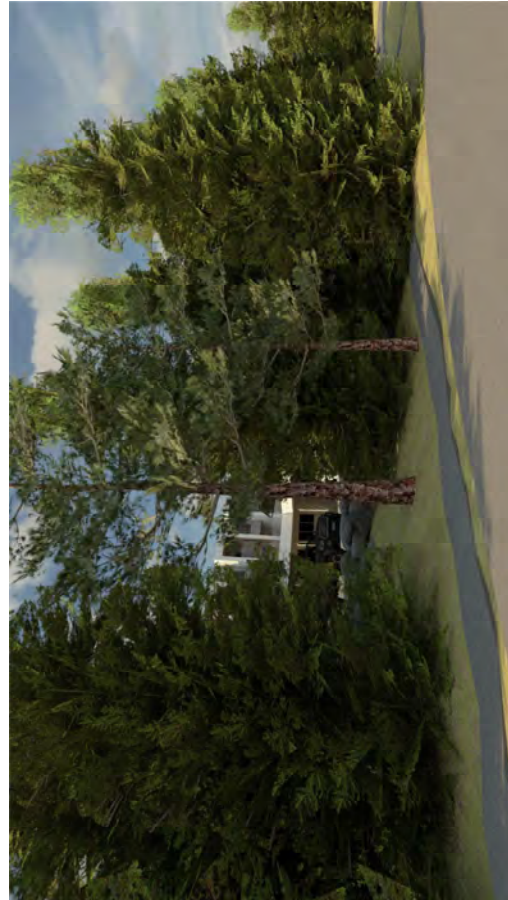
1 PERSPECTIVE 1
A.08 Scale: NTS

VIEW LOOKING SOUTH ON RAINFOREST DRIVE



2 PERSPECTIVE 2
A.08 Scale: NTS

VIEW LOOKING NORTHWEST ON MARINE DRIVE



3 PERSPECTIVE 3
A.08 Scale: NTS

VIEW LOOKING EAST ON MARINE DRIVE



4 PERSPECTIVE 4
A.08 Scale: NTS

BIRDS EYE VIEW OF RESIDENTIAL ENTRY



1 PERSPECTIVE 1
A.09 Scale: NTS

COMMERCIAL LEVEL PARKING



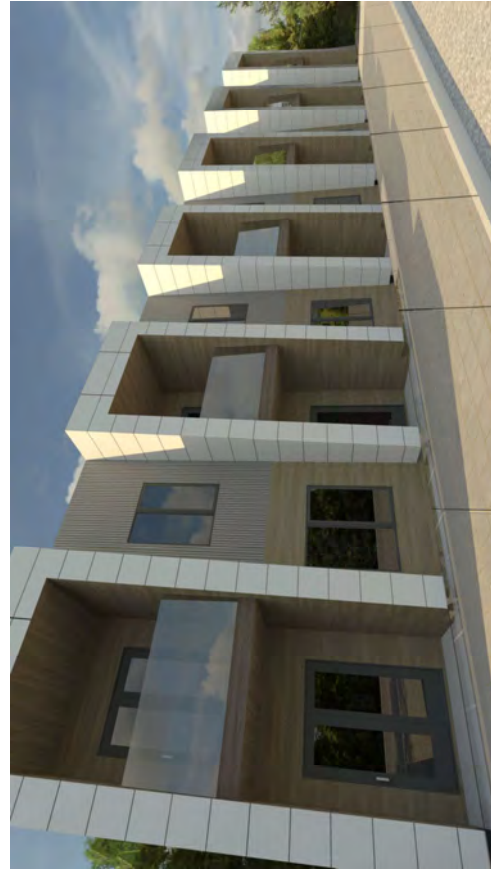
2 PERSPECTIVE 2
A.09 Scale: NTS

RESIDENTIAL FRONT YARD



3 PERSPECTIVE 3
A.09 Scale: NTS

RESIDENTIAL FRONT DECKENTRY



4 PERSPECTIVE 4
A.09 Scale: NTS

RESIDENTIAL REAR YARD/ROOF TERRACE

DISTRICT OF UCLUELET

Zoning Amendment Bylaw No. 1309, 2022

A bylaw to amend the “District of Ucluelet Zoning Bylaw No. 1160, 2013”.

(Zoning amendments to define and allow a Health Care Office in specific circumstances within the community).

WHEREAS Section 479 and other parts of the *Local Government Act* authorize zoning and other development regulations;

NOW THEREFORE the Council of the District of Ucluelet, in open meeting assembled, enacts as follows;

1. Text Amendment:

The District of Ucluelet Zoning Bylaw No. 1160, 2013, as amended, is hereby further amended as follows:

A. Within section 103 Definitions, add the following definition in alphabetical order:

“**Health Care Office**” means use of a building or buildings by professions in which persons exercise skill or judgement or provide service related to the preservation or improvement of the physical, mental, or emotional health of individuals, or the treatment or care of individuals who are injured, sick, disabled or infirm, including chiropractors, dentists, optometrists, physicians, surgeons, dental hygienists, dental technicians, denturists, dietitians, licensed practical nurses, massage therapists, midwives, naturopathic physicians, nurses (registered), nurse practitioners, occupational therapists, opticians, physical therapists, psychologists, registered psychiatric nurses, traditional medicine practitioners, and acupuncturists, and other health care and social service practitioners including counsellors and herbalists.”

B. Within section 103 Definitions, replace the definition of “*Personal Services*” with the following:

“**Personal Services**” means the use of a *building* for the provision of professional or personal services, with or without the *accessory* sale of goods, wares, merchandise, articles, or things directly related to such services, and includes a barber shop, beauty salon and aesthetics, health care office, tattoo parlour, shoe repair shop, dry cleaning shop, and launderette, specifically excluding *financial institutions, commercial entertainment and offices.*”

- C.** Within section CD-3A of SubZone–DISTRICT LOT 282 in Schedule B–The Zones, replace subsection CD-3A.1.4 with the following text:

“CD-3A.1.4 The following uses are permitted on Lot A, Plan VIP82211, District Lot 281 & 282, Clayoquot Land District, in the areas of the CD-3 Zone Plan labeled “Commercial/ Residential” (604 Rainforest Drive), but *secondary permitted uses* are only permitted in conjunction with a *principal permitted use*:

(1) Principal:

- (a) Health Care Office, with accessory retail sales and administration
- (b) Community Use
- (c) Daycare Centre
- (d) Emergency Services
- (e) Public Assembly
- (f) Personal Services
- (g) Studio
- (h) Multiple Family Residential

(2) Secondary:

- (a) Mixed Commercial/Residential
- (b) Mixed Commercial/Resort Condo
 - (i) Despite the definition of Resort Condo in section 103 of this bylaw, on Lot A, Plan VIP82211, District Lot 281 & 282, Clayoquot Land District; PID 026-908-701 (604 Rainforest Drive) the commercial tourist accommodation uses of a Mixed Commercial/Resort Condo building are only permitted if the ground floor of the building contains a Health Care Office with a minimum gross floor area of 700m² or a Health Care Office functioning as a medical doctor clinic providing general practitioner services with a minimum gross floor area of 200m²”

- D.** Within section CD-3A of SubZone–DISTRICT LOT 282 in Schedule B–The Zones, subsection CD-3A.4 Maximum Size (Gross Floor Area), subsection CD-3A.4.1 Principal Building, replace subsection (1) with the following text:

“(1) on Lot A, Plan VIP82211, District Lot 281 & 282, Clayoquot Land District; PID 026-908-701 (604 Rainforest Drive):

- (i) Mixed Commercial/Residential, Mixed Commercial/Resort Condo & Multiple Family Residential: 1450m² (15,603 ft²) gross floor area combined.
- (ii) All other uses: 557m² (6,000ft²) gross floor area combined.”

2. Citation:

This bylaw may be cited as “District of Ucluelet Zoning Amendment Bylaw No. 1309, 2022”.

READ A FIRST TIME this day of , 2022.

READ A SECOND TIME this day of , 2022.

PUBLIC HEARING held this day of , 2022.

READ A THIRD TIME this day of , 2022.

ADOPTED this day of , 2022.

CERTIFIED A TRUE AND CORRECT COPY of “District of Ucluelet Zoning Amendment Bylaw No. 1309, 2022.”

Mayco Noël
Mayor

Paula Mason
Deputy Corporate Officer

THE CORPORATE SEAL of the
District of Ucluelet was hereto
affixed in the presence of:

Paula Mason
Deputy Corporate Officer

DEVELOPMENT PERMIT DP22-04

Pursuant to section 488 of the Local Government Act, R.S.B.C 2015 C.1 as amended:

1. This Development Permit is issued to:

Clayoquot Construction LTD. INC. NO BC0882374, PO Box 774, Tofino, British Columbia V0R 2Z0

2. This Development Permit applies to, and only to, those lands within the District of Ucluelet described below, and the buildings, structures, and other development thereon:

604 Rainforest Drive; Parcel Identifier 026908701, Lot A, Plan VIP82211, District Lot 281, Clayoquot Land District, & DL 282

3. This Permit authorizes the following improvements on the Lands:

- a) Addition of a 3-storey mixed use or multi family building.
- b) Associated landscape and hardscape work including but not limited to:
 - i. Paved parking lot with 3 accessible parking spaces and two access points.
 - ii. Internal landscape features and trees.
 - iii. The retention and augmentation of a treed buffer on all four sides of the property.

4. These improvements apply only in the locations indicated, and otherwise in accordance with, the drawings and specifications attached to this Permit as Schedule A.

5. This permit will be subject to:

- a) the receipt of final landscape plans.
- b) a deposit of 125% of the value of the proposed landscape works and street improvements.
- c) approval of the vehicle access points by Ucluelet's fire chief.
- d) approval of fire hydrant location by Ucluelet's fire chief.
- e) The receipt of final plans and details for waste/recycle screening and bear proofing.

6. The work authorized by this Permit may only be carried out in compliance with all federal, provincial, and municipal statutes, regulations, and bylaws. The owner is responsible for ensuring that the timing of the work and any required permits or notifications by other agencies are obtained as required to comply with all applicable regulations.

7. Notice shall be filed in the Land Title Office under Section 503 of the Local Government Act, and upon such filing, the terms of this Permit or any amendment hereto shall be binding upon all persons who acquire an interest in the land affected by this Permit.

8. The owner shall substantially commence the development within 24 months of the date of issuance, after which this permit shall be null and void.

9. This Permit is NOT a Building Permit.

10. Schedule A attached hereto shall form part of this Permit. The Municipality's Chief Administrative Officer is hereby authorized to approve minor amendments to the plans provided that such amendments are consistent with the overall character and intent of the original plans.

AUTHORIZING RESOLUTION passed by the Municipal Council on the day of , 2022 .

ISSUED the day of , 2022.



Bruce Greig
Director of Community Planning



Schedule A

(See Appendix A)

TERMS OF INSTRUMENT- PART 2

COVENANT (Section 219 Land Title Act)

THIS COVENANT dated for reference the ____ day of _____ 2022,

BETWEEN:

CLAYOQUOT CONSTRUCTUION LTD. INC. NO BC0882374

PO Box 774, Tofino, British Columbia V0R 2Z0

(the "**Grantor**")

AND:

DISTRICT OF UCLUELET

Box 999, 200 Main Street, Ucluelet, British Columbia V0R 3A0

(the "**District**")

WHEREAS:

- A. The Grantor is the registered owner of land located on 604 Rainforest Drive, in Ucluelet, British Columbia and more particularly described as Parcel Identifier 026908701, Lot A, Plan VIP82211, District Lot 281, Clayoquot Land District, & DL 282 (the "**Land**");
- B. Section 219 of the Land Title Act permits the registration of a covenant of a negative or positive nature in favour of the District, in respect of the use of land or buildings, or the building on land;
- C. The Grantor has applied to the District to amend the District of Ucluelet Zoning Bylaw No.1160, 2013, to permit on the Land a Health Care Office and additional density, and in connection with the Grantor's request to adopt Zoning Bylaw Amendment No.1309, 2022 (the "**Rezoning Bylaw**"), the Grantor has offered grant this Covenant to the District; and
- D. The Grantor wishes to grant this Covenant to the District to confirm the proposed development will be generally in accordance with the plans provided in support of the Grantor's zoning amendment application, and that it will not develop or use the Land except on the terms and conditions agreed to by the parties and set out in this Covenant.

THIS COVENANT is evidence that in consideration of the payment of TWO DOLLARS (\$2.00) by the District to the Grantor, and other good and valuable consideration (the receipt and sufficiency of which are acknowledged by the parties), the Grantor covenants and agrees with the District, in accordance with section 219 of the Land Title Act, as follows:

Restriction on Use and Development of the Land

1. The Grantor will not alter the Land, or construct or place any building or structure on the Land, nor apply for any building permit from the District in relation to the Land, except to the extent that the alteration, construction or placement is in accordance with, or is to facilitate the implementation of,

the Plans for the development of the Land attached to this Covenant as Schedule A (the "**Development**").

2. The six dwelling units located on the second and third floor within the Development will not be used for any type of commercial tourist accommodation unless the ground floor of that same building contains a fully functional and operating Health Care Office with a minimum gross floor area of 700m² or a Health Care Office functioning as a medical doctor clinic providing general practitioner services with a minimum gross floor area of 200m²).

Amendments to Development Plans

3. The Grantor may request, and the District's Manager of Planning may, in his or her sole discretion approve, minor deviations from the Development Plans, provided that any such requests or approvals must be made in writing.

Discharge

4. The District agrees that if the Rezoning Bylaw is not adopted by the District before _____ 2022, this Covenant will be discharged from the Lands and, for that purpose, the Grantor will deliver to the District and the District will execute and return to the Grantor, a discharge of this Covenant registrable in the Land Title Office.

Subject to Bylaws

5. This Covenant does not relieve the Grantor in any way from complying with all applicable bylaws of the District or other enactments applicable to the Land.

Inspections

6. The District and any of its officers and employees may enter on the Land at all reasonable times, to inspect the Land to ascertain compliance with this Covenant.

Amendment

7. This Covenant may be altered or amended only by an agreement in writing signed by the parties.

No Public Law Duty

8. Whenever in this Covenant the District is required or entitled to exercise any discretion in the granting of consent or approval, or is entitled to make any determination, take any action or exercise any contractual right or remedy, the District may do so in accordance with the contractual provisions of this Covenant only and will not be bound by any public law duty, whether arising from the principles of procedural fairness or the rules of natural justice or otherwise.

No Obligations on District

9. The rights given to the District by this Covenant are permissive only and nothing in this Covenant:

- a. imposes any duty of care or other legal duty of any kind on the District to the Grantor or to anyone else;
- b. obliges the District to enforce this Covenant, which is a policy matter within the sole discretion of the District; or
- c. obliges the District to perform any act, or to incur any expense for any of the purposes set out in this Covenant.

No Effect on Laws or Powers

10. This Covenant does not,
- a. affect or limit the discretion, rights or powers of the District under any enactment or at common law, including in relation to the use or subdivision of the Land;
 - b. affect or limit any law or enactment relating to the use or subdivision of the Land; or
 - c. relieve the Grantor from complying with any law or enactment, including in relation to the use or subdivision of the Land.

District's Right to Equitable Relief

11. The Grantor agree that the District is entitled to obtain an order for specific performance or a prohibitory or mandatory injunction in respect of any breach by the Grantor of this Covenant.

Covenant Runs with the Land

12. Every obligation and covenant of the Grantor in this Covenant constitutes both a contractual obligation and a covenant granted under section 219 of the Land Title Act in respect of the Land and this Covenant burdens the Land and runs with it and binds the successors in title to the Land. For certainty, unless expressly stated otherwise, the term "Grantor" refers to the current and each future owner of the Land. This Covenant burdens and charges all of the Land and any parcel into which it is subdivided by any means and any parcel into which the Land is consolidated.

Registration

13. The Grantor agrees to do everything necessary, at the Grantor's expense, to ensure that this Covenant is registered against title to the Land with priority over all financial charges, liens and encumbrances registered, or the registration of which is pending, at the time of application for registration of this Covenant.

Waiver

14. An alleged waiver by the District of any breach of this Covenant by the Grantor is effective only if it is an express waiver in writing of the breach in respect of which the waiver is asserted. A waiver by the District of a breach by the Grantor of this Covenant does not operate as a waiver of any other breach of this Covenant.

Notice

15. Any notice to be given pursuant to this Covenant must be in writing and must be delivered personally or sent by prepaid mail. The addresses of the parties for the purpose of notice are the addresses on the first page of this Covenant and in the case of any subsequent owner, the address will be the address shown on the title to the Land in the Land Title Office.
16. If notice is delivered personally, it may be left at the relevant address in the same manner as ordinary mail is left by Canada Post and is to be deemed given when delivered. If notice is sent by mail, it is to be deemed given 3 days after mailing by deposit at a Canada Post mailing point or office. In the case of any strike or other event causing disruption of ordinary Canada Post operations, a party giving notice for the purposes of this Covenant must do so by delivery as provided in this section.
17. Either party may at any time give notice in writing to the other of any change of address and from and after the receipt of notice the new address is deemed to be the address of such party for giving notice.

Enurement

18. This Covenant binds the parties to it and their respective corporate successors, heirs, executors, administrators and personal representatives.

Joint and Several

19. If at any time more than one person (as defined in the Interpretation Act (British Columbia)) owns the Land, each of those persons will be jointly and severally liable for all the obligations of the Grantor under this Covenant.

Further Acts

20. The Grantor must do everything reasonably necessary to give effect to the intent of this Covenant, including execution of further instruments.

AS EVIDENCE of their agreement to be bound by the terms of this instrument, the parties hereto have executed the Land Title Office Form C which is attached hereto and forms part of this Covenant.

Schedule A

(attach application material here)

DRAFT

Appendix E: Excerpts from OCP Bylaw 1236 DP area IV

The subject property falls within the Official Community Plan's "Development Permit Area IV (Multi-Family, Commercial and Mixed Use)". This Development Permit Area (DPA IV) is established for the following purposes:

- Revitalizing an area in which commercial, multi-family and mixed uses are permitted; and,
- establishing objectives for the form and character of development in the resort region.

Revitalizing an area in which commercial, multi-family and mixed uses are permitted

Objective: The natural beauty and rich ecological qualities of this place are of utmost value to Ucluelet, its residents, and future generations. It is these qualities – beautiful, natural, and wild – which create the character residents cherish and people from afar come to experience. The District's objective is to make every effort to preserve and enhance this experience.

Establishing objectives for the form and character of development in the resort region

Objective: to guide the development of a pedestrian-oriented, compact and vibrant town which maintains its coastal village character and does the following: protect important public views, create buildings at a scale which is comfortable and inviting to pedestrians, reflect and adapt to the climate and coastal weather, and acknowledge the heritage of Ucluelet.

DP guidelines are broken down into general guidelines applying to all Form and Character Development Permit Areas and specific DP guidelines that apply to specific DP areas.

Key general form and character guidelines for this application are as follows:

F1. Building design, layout, finish and colour should be of a high quality that reflects traditional (e.g., fishing village) or contemporary West Coast architectural styles;

F2. Larger development should be broken up into smaller components. The image of any new larger building should be as a grouping of smaller pieces. Break up building massing by articulated building faces, stepping back whole or partial upper floors, and landscaping to soften the building appearance and present a human-scale presence at the pedestrian level;

F3. Building frontage design (any building elevation facing a public street) and associated public realm enhancement must create an attractive pedestrian environment. Considerations include:

- *Easily identifiable building entrances;*
- *Narrow commercial storefronts; and*
- *Concentrating signage at pedestrian eye level.*

F4. Parking shall be located at the rear of lots, if possible, and screened from street view with either a structure or landscaping, or where feasible, below grade;

F6. Awnings, deep roof overhangs or colonnades should be incorporated into buildings to provide weather protection along sidewalks and at building entrances. These devices must be an integral part of the overall design;

F8. The extensive use of blank walls, regardless of the material used, must be avoided. The visual impact of blank walls should be softened by using one or more of the following:

- *Architectural details and/or articulated façade;*
- *Graphic or artistic illustration;*
- *Placement of doors and/or windows; and*
- *Public seating and/or planters integrated into the façade.*

F11. The following exterior materials are encouraged:

- *Wooden posts and beams with visible fastenings;*
- *Wood siding, planks, board-and-batten, shakes or shingles;*
- *Corrugated or standing-seam sheet metal;*
- *Weathering steel (e.g., Core-ten), aluminum, galvanized, zinc, copper or other non-reflective architectural metal elements,*
- *Finished concrete;*
- *Cementitious composite siding (e.g., Hardi-plank) when detailed to avoid large areas of flat panels; and, ☐ Limited use of brick or local stone.*

F12. As part of the building vernacular, not only of Ucluelet but the BC coast in general, sloped roofs are indicative of the climate and weather of the region. Sloped roofs with an angle no less than 30 degrees (7:12 pitch) are strongly encouraged. Exceptions may be considered for flat or curved roofs for significant sites and landmark buildings displaying exceptional architectural design;

F22. Landscape planting schemes must provide definition and clarity within the public realm. Plant material should be used to:

- *Define the edges of outdoor space such as a café seating area;*
- *Signify a particular spot such as an entrance or gateway;*
- *Highlight pedestrian corridors;*
- *Delineate private and semi-private space from public space;*
- *Beautify a streetscape; and,*
- *Soften the transition of adjacent land uses.*

Key specific form and character guidelines for commercial, multi-family and mixed use are as follows:

F.IV.1. All buildings, structures and additions thereto must be designed and coordinated in a comprehensive manner considering efficient site circulation, the relationship between buildings, visual impact and design compatibility with its context;

F.IV.2. Sloped roofs, rather than flat roofs, are preferred;

F.IV.3. Where internal roadways are required, they should provide efficient circulation, encourage appropriate speed through physical design, and the pedestrian realm should be clearly defined by using alternative materials, landscaping and physical design;

F.IV.4. Buildings or groups of buildings placed adjacent to a public street must face that street (or streets), with each unit having its own individual and distinct front entry from the street. Excessive use of blank walls must be avoided;

F.IV.6. Medium scale building forms are preferred in other areas zoned for multi-family uses, to provide sensitive transitions to single family areas;

F.IV.10. Parking areas that are visible from the street and/or adjacent to residential buildings should be screened by substantial landscaping.

F.IV.15. Using materials and building methods that are inherent to the area and its natural and man-made history.

F.IV.17. Clear-cutting forested sites is prohibited. Developments must present plans showing tree retention and measures to ensure protection of existing significant trees and shrubs, clearly delineated limits of disturbance during construction, along with new plantings. The plans shall show pre- and post-development conditions to prevent over-cutting. Protection of adequate root zone buffers around retained trees shall be identified by a qualified professional and shown on the plans;

F.IV.18. Mature Western Red Cedar and Sitka Spruce must be identified by a qualified arborist and, where they are determined to be healthy, preserved;

F.IV.22. All developments must provide robust visual buffers of parking, loading and service areas by way of retained and enhanced native vegetation along all boundaries. In the case of those boundaries fronting the road, reasonable efforts must be made to retain significant trees and shrubs between driveways;



REPORT TO COUNCIL

Council Meeting: May 31, 2022

500 Matterson Drive, Ucluelet, BC V0R 3A0

FROM: BRUCE GREIG, DIRECTOR OF COMMUNITY PLANNING

FILE NO: 6480-20-OCP

SUBJECT: UPDATE / REPLACEMENT OF OFFICIAL COMMUNITY PLAN

REPORT NO: 22- 64

ATTACHMENT(S): APPENDIX A – EXCERPTS HIGHLIGHTING CHANGES TO THE OCP
APPENDIX B – UCLUELET OCP BYLAW NO. 1306, 2022

RECOMMENDATIONS:

THAT Council consider the following resolutions:

1. **THAT** Council has considered the consultation requirements under Section 475 of the *Local Government Act* in relation to *District of Ucluelet Official Community Plan Bylaw No. 1306, 2022*;
2. **THAT** Council is satisfied that given the extensive consultation with owners of land affected by the *District of Ucluelet Official Community Plan Bylaw No. 1306, 2022*, during the 5 years of preparation of the draft Official Community Plan that was adopted by *District of Ucluelet Official Community Plan Bylaw No. 1236, 2020*, earlier this year, is sufficient for the purpose of consultation under Section 475 of the *Local Government Act*;
3. **THAT** Council is satisfied that consultation under Section 475 of the *Local Government Act* in relation to *District of Ucluelet Official Community Plan Bylaw No. 1306, 2022*, does not need to be early and ongoing;
4. **THAT** Council is satisfied that, given that the narrow focus of changes incorporated into *District of Ucluelet Official Community Plan Bylaw No. 1306, 2022*, are specific to Francis Island and minor clarifications, consultation on *District of Ucluelet Official Community Plan Bylaw No. 1306, 2022*, with the persons, organizations, and authorities identified in section 475(2)(b) of the *Local Government Act*, including the Yuuʷuʷiʷaṭṭṭ Government, Alberni-Clayoquot Regional District, District of Tofino, School District 70 Board of Education or provincial agencies, is not required;
5. **THAT** Council has consulted with the boards of education of those school districts whose area includes the area covered by *District of Ucluelet Official Community Plan Bylaw No. 1306, 2022*;

6. **THAT** Council give first reading to *District of Ucluelet Official Community Plan Bylaw No. 1306, 2022*;
7. **THAT** Council give second reading to *District of Ucluelet Official Community Plan Bylaw No. 1306, 2022*;
8. **THAT** Council consider *District of Ucluelet Official Community Plan Bylaw No. 1306, 2022*, in conjunction with the District of Ucluelet Financial Plan;
9. **THAT** Council consider *District of Ucluelet Official Community Plan Bylaw No. 1306, 2022*, in conjunction with the Waste Management Plan;
10. **THAT** Council refer *District of Ucluelet Official Community Plan Bylaw No. 1306, 2022*, to a public hearing; and,
11. **THAT** Council direct staff to refer the staff report and bylaw to the Yuuʷuʷiʷpaḥ Government for their information.

PURPOSE:

The purpose of this report is to provide information on steps to adopt a new Official Community Plan (OCP) bylaw - including new notification of a public hearing - for a draft OCP containing the same content as the recently adopted 2020 OCP, but with minor changes to clarify District policy affecting Francis Island.

BACKGROUND:

At its January 25, 2022, regular meeting Council adopted *District of Ucluelet Official Community Plan Bylaw No. 1236, 2020* (the “**2020 OCP**”).

In February, the owners of Francis Island applied for judicial review seeking to have the 2020 OCP bylaw declared invalid by the BC Provincial Court. The owners raised concerns with the content of the newly adopted OCP, and identified that the notice of public hearing published for the 2020 OCP did not fully meet the requirements under section 475 of the *Local Government Act*.

To avoid any uncertainty, staff recommend that replacing the 2020 OCP bylaw with the draft 2022 OCP bylaw is the best course of action.

CHANGES:

Almost the entire content of the draft *District of Ucluelet Official Community Plan Bylaw No. 1306, 2022* (the “**draft 2022 OCP**”) found in **Appendix ‘B’**, is unchanged from the 2020 OCP. All proposed changes in the draft are highlighted in **Appendix ‘A’**. These proposed changes are specifically aimed at:

1. clarifying the policies regarding offshore rocks and islets with the Marine Conservation land use designation;
2. clarifying the intent of policy 3.175 which is specific to Francis Island; and,
3. fixing a line error on Schedule 'C' (showing a future sidewalk alignment).

The changed text is highlighted in **Appendix 'A'**. Staff recommend drawing the proposed changes to the attention of the owners of Francis Island, who may wish to provide comment as part of the public process should Council move forward with consideration of the 2022 OCP bylaw.

PROCESS:

Under Section 475 of the *Local Government Act*, when adopting or amending an Official Community Plan (OCP) bylaw, Council must consider what the appropriate level of consultation is with persons, organizations and authorities it considers will be affected. For a new or significantly updated OCP it is common to include extensive and ongoing public engagement opportunities - as is appropriate for what is ultimately the community's plan.

For a bylaw including only minor changes, Council should consider what impacts those changes might have on the community or external agencies. For a narrow range of changes the degree of consultation and input may be quite focussed on specific property owners or occupants. In such cases a public hearing is still a part of the bylaw adoption process, providing an opportunity for external agencies and all community members to provide input to Council.

ANALYSIS OF OPTIONS

Staff recommend that Council consider giving first and second reading to *District of Ucluelet Official Community Plan Bylaw No. 1306, 2022*, found in **Appendix 'B'**, and refer the bylaw to a public hearing to be scheduled in June.

A	Proceed with steps to adopt a new 2022 OCP bylaw including new notification for a public hearing on the bylaw.	<u>Pros</u>	<ul style="list-style-type: none"> • Removes possibility of the current OCP Bylaw No. 1236 being overturned on basis of incomplete notification. • Clarifies intent of policy on Francis Island.
		<u>Cons</u>	<ul style="list-style-type: none"> • Requires additional time for staff, Council and the community.
		<u>Implications</u>	<ul style="list-style-type: none"> • Reduces the risk of the OCP bylaw being overturned by a legal challenge.
B	Provide additional opportunities for early and ongoing	<u>Pros</u>	<ul style="list-style-type: none"> • Provides further opportunities for comment by the public and external agencies.
		<u>Cons</u>	<ul style="list-style-type: none"> • Would add considerable time to the process (typically 60 to 90 days referral period).

	consultation on the “new” OCP bylaw.		<ul style="list-style-type: none"> Changes to the draft OCP are minimal and extremely focussed – it is unlikely that referral to external agencies would result in new comments. Additional work would divert staff time from other projects.
		<u>Implications</u>	<ul style="list-style-type: none"> A broader process of consultation would require additional time and resources; in this circumstance the additional process would be repeating consultations previously undertaken on the OCP from 2017 through early 2022.
		<u>Suggested Motion</u>	<ol style="list-style-type: none"> THAT Council has considered the consultation requirements under Section 475 of the <i>Local Government Act</i> in relation to <i>District of Ucluelet Official Community Plan Bylaw No. 1306, 2022</i>; THAT Council give first reading to <i>District of Ucluelet Official Community Plan Bylaw No. 1306, 2022</i>; THAT Council direct staff to refer <i>District of Ucluelet Official Community Plan Bylaw No. 1306, 2022</i>, to persons, organizations, and authorities identified in section 475(2)(b) of the <i>Local Government Act</i>, including the Yuuʔuʔiʔath Government, Alberni-Clayoquot Regional District, District of Tofino, School District 70 Board of Education and provincial agencies, for a period of 90 days.
C	No action.	<u>Pros</u>	<ul style="list-style-type: none"> No additional resources required at this stage.
		<u>Cons</u>	<ul style="list-style-type: none"> OCP bylaw No. 1236 may be vulnerable to challenge on procedural grounds.
		<u>Implications</u>	<ul style="list-style-type: none"> At some point in the future, another party which disagrees with the policy or regulations in the 2020 OCP bylaw might choose to apply for judicial review to try to overturn the bylaw.
		<u>Suggested Motion</u>	This option is not recommended.

NEXT STEPS

- Staff time will be necessary for coordinating next steps in the bylaw process including a public hearing. Notice will be given for the public hearing, with particular care to satisfy all requirements of the *Local Government Act*.

Respectfully submitted:

Bruce Greig, Director of Community Planning

Duane Lawrence, CAO



DISTRICT OF UCLUELET

Official Community Plan

SCHEDULE 'A' Long-Range Land Use Plan



- SF - Single Family Residential
- MF - Multi-Family Residential
- MH - Manufactured Home Park
- VS - Village Square Commercial
- NC - Neighbourhood Commercial
- SC - Service Commercial
- TC - Tourist Commercial/Residential
- IN - Industrial
- PI - Institutional
- P - Parks & Open Space
- P - Marine Conservation
- WL - Marine Tenure
- Areas for Future Comprehensive Planning
- Areas of Potential Future Growth
- District Boundary

Date: December 7, 2021

This map has been prepared for the use of the District of Ucluelet and may not be used, reproduced or relied upon by a third parties except as agreed by the District of Ucluelet. The information depicted is for general reference only. Accuracy cannot be guaranteed.

250 500 750 1,000 m

Mapping Prepared by:



Industrial

Light Industrial

This designation provides for a variety of light and medium industrial uses, such as food processing and wood-based manufacturing industries, including service commercial and light industrial uses. This designation applies to lands along Forbes Road.

Marine Industrial

This designation applies to the upland side of commercial marine properties and provides for a variety of water-dependent and supportive light and medium industrial uses, such as fish processing and unloading, ice plants, marine repair and manufacturing industries, marine fuel services and other marine light industrial uses.

This designation generally applies to lands with existing marine infrastructure fronting the harbour.

Public Institutional

This designation includes community and institutional uses, such as schools, libraries, recreation areas, health facilities, supportive housing, policing and emergency services, municipal buildings and facilities (e.g. the sewage lagoon on Hyphocus Island) and religious institutions. This category also includes lands supporting public utilities such as electrical and data transmission networks.

Water Areas

Water Lots

This designation applies to all areas of current and anticipated foreshore leases as designated in Schedule A.

Uses are subject to future review but may include docks, moorage of fishing vessels, loading/unloading of marine vessels, fish processing and support industry, tourist and recreation facilities including marinas and boat launches, marine residential, environmental protection, utilities and log storage.

Small Craft Harbour

These foreshore leases are held by the Department of Fisheries and Oceans and are managed by the District. A range of activities are permitted, including private boat moorage and other recreational pursuits, commercial fishing and guiding enterprises.

Marine Conservation

This designation applies to marine areas intended for conservation and transient recreational uses only; expansion of foreshore tenures and long-term vessel moorage are not supported within the Marine Conservation areas. **Offshore rocks**

and islets shown as Marine Conservation on Schedule A are intended to be left in their natural state.

Village Square and Commercial Core

Village Square

The Ucluelet Village Square area is the heart of the community and Ucluelet's main gathering and shopping destination. It is a compact area comprised of those lands within an approximate five-minute walk (500 metre radius) of Main Street and Peninsula Road.

The Village Square area is oriented toward the waterfront acknowledging the critical role the harbour continues to play in the community's identity and prosperity. Access and views to the water are a community priority.

As the main commercial and mixed-use area of Ucluelet, the Village Square area is a welcoming place for community members and visitors alike.

Other designations also located within the core area of Ucluelet include Institutional, Multi-Family Residential, Residential and Parks and Open Space.

The Village Square designation contains the broadest range of services and land uses in the District. This includes retail, professional offices, health care, administrative, financial, tourist accommodation and supporting uses, cultural and community services and residential.

Marine Industrial uses that require access to the harbour are also permitted in key locations, including the UHS fish plant.

Service commercial uses (e.g. gas stations and other similar uses oriented toward the automobile) are located outside of the Village Square in order to maintain its strong pedestrian focus.

The Village Square provides for multi-family residential options in and around the core. This housing is located in mixed-use buildings and expands the community's affordable housing choices.

The Village Square has the community's highest densities and building forms, yet is designed to respect views and existing character. It is appealing and safe for pedestrians of all ages.

The architectural style and urban design of the Village Square reflects Ucluelet's unique history and coastal context. High quality urban design enhances the public realm and the pedestrian environment. Village Square uses are designed to transition sensitively to adjoining areas.



Generally vessel off-loading and other heavy industrial uses are not encouraged at Main Street Dock. Other existing public and private wharfs within the harbour may be more suitable for such activities.

Marine Conservation

All water areas located between the shoreline and the District boundaries, excluding areas designated as water lots, are designated as “Marine Conservation”. **Offshore rocks and islets shown as Marine Conservation on Schedule A are intended to be left in their natural state.**

Marine Conservation Policies:

Policy 3.130 Invite regional partners to participate in developing a comprehensive “Healthy Inlet / Safe Harbour” management plan for the Ucluelet Inlet, including:

- habitat sensitivity, protection and enhancement;
- co-ordinated approach to cleanup and avoiding future contamination (sewage, plastics, derelict vessels, etc.);
- coordinated policy for liveaboard moorage and sewage disposal;
- overview of type, amount and location of landing and moorage facilities.



intention to retain and protect as many healthy trees or pockets of forest cover as possible.

Policy 3.174 Hyphocus Island is currently zoned as Rural **Reserve Residential**. The zoning of these lands should allow for limited residential development. This reflects the desired future use as primarily clustered residential pattern with substantial tree retention and significant public open space and institutional (i.e., sewage treatment) uses. This area is not intended for private marina or significant tourist commercial or resort development. Compatible light industrial uses may be considered adjacent to the sewage treatment plant. The community may consider re-designation on advancement of a comprehensive plan that addresses the policies and guidelines of this OCP. The high point of the island should be considered for its potential for emergency evacuation (e.g., in conjunction with a future park or open space at the summit of the island);



Policy 3.175 Francis Island is recognised as the symbolic entrance to the Harbour. It should not be developed, without intensive investigation of environmental, hazard and archaeological considerations. ~~Access to the beach on the island and a trail around the edge of the Island for recreational purposes may be further explored.~~

The Island is zoned as Rural **Reserve Residential**. Acknowledge the private ownership of Francis Island by permitting up to one single family residential dwelling, without secondary suite, B&B, vacation rental or tourist commercial uses.

Encourage and explore means of preservation, and maximum tree retention, with limited public access, including as an amenity for more intensive development of adjacent lands. **Schedule A designates the long-range land use of the island as Parks and Open Space. This reflects that the District is open to discussions on potential acquisition of Francis Island for designation and preservation as park land is also supported.**

Policy 3.176 The area referred to as District Lot 281 has evolved into a premier location for tourist commercial development as well as single and multi-family homes. Its prominent position next to Big Beach and its south-west orientation makes this a valuable and defining neighbourhood requiring attention in the form and character of developments. The spectacular landscape sloping gently to the ocean allows impressive vistas for visitors and home owners alike. A sensitive approach must be exercised to avoid over-cutting trees at the expense of the area's natural beauty, for enjoyment by all residents and visitors, and to protect the natural environment.

Olsen Bay

SHIFT DASHED LINE
INDICATING "FUTURE
SIDEWALK - ONE SIDE"
TO MATCH ALIGNMENT
OF THIS SECTION OF ROAD
SHOWN ON SCHEDULE 'A'



EXCEPT — OGP SCHEDULE 'C'
• PARKS & TRAILS NETWORK •

DISTRICT OF UCLUELET**Bylaw No. 1306, 2022**

A bylaw to adopt “District of Ucluelet Official Community Plan 2022”

WHEREAS Section 472 of the *Local Government Act* provides that the Council of a local government may, by bylaw, adopt an Official Community Plan;

AND WHEREAS Council has caused an Official Community Plan to be prepared for all areas of the District in accordance with the provisions of Sections 473 and 474 of the *Local Government Act* and other relevant sections as referenced in the Plan;

AND WHEREAS Council has consulted with the board of education and considered and consulted with other persons, organizations and authorities it considers will be affected, including how many and whether appropriate opportunities for consultation should be early and ongoing, all in accordance with Sections 475 and 476 of the *Local Government Act*;

NOW THEREFORE the council of the District of Ucluelet, in open meeting assembled, enacts as follows;

1. The document entitled “District of Ucluelet Official Community Plan 2022” and its associated appendices, maps, schedules, tables and figures, all attached as Schedule 1 to this bylaw and made a part of this bylaw, is hereby designated as the Official Community Plan for the entirety of the area within the District of Ucluelet, as depicted on Schedule A of the Official Community Plan.
2. The “District of Ucluelet Official Community Plan Bylaw No. 1236, 2020”, and all its schedules and amendments are repealed.
3. This bylaw may be cited for all purposes as the “District of Ucluelet Official Community Plan Bylaw No. 1306, 2022”.

READ A FIRST TIME this day of , 2022.

Considered in conjunction with the District of Ucluelet Financial Plan and the Waste Management Plan under Section 477 of the *Local Government Act*, this day of , 2022.

READ A SECOND TIME this day of , 2022.

PUBLIC HEARING HELD this day of , 2022.

READ A THIRD TIME this day of , 2022.

ADOPTED this day of , 2022.

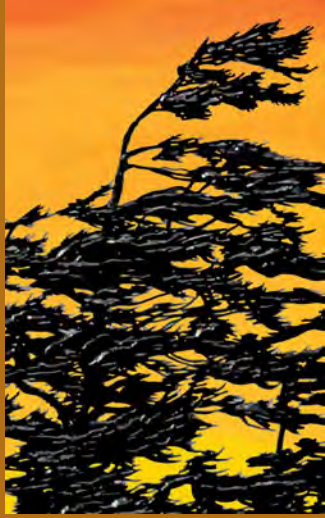
CERTIFIED CORRECT; "District of Ucluelet Official Community Plan Bylaw No. 1306, 2022".

Mayco Noël
Mayor

Paula Mason
Corporate Officer

THE CORPORATE SEAL of the
District of Ucluelet was hereto affixed
in the presence of:

Paula Mason
Corporate Officer



Place



People



Systems



DISTRICT OF
UCLUELET

Official Community Plan 2022

This plan would not exist without the hard work and input generously provided by the following:

- Shawn Warner at CGIS for mapping;
- Nicky Ling at Ukee Infotech for proofing and editing;
- Dr. Pam Shaw and the students of the Masters of Community Planning program and Mount Arrowsmith Biosphere Region Research Institute at Vancouver Island University for assistance with community engagement;
- the staff from all departments of the District;

...and most importantly, all the community members who shared their ideas, concerns, vision and passion for the community of Ucluelet.

Thank you! ̑eekoo!

Cover artwork by Katsumi Kimoto and Marla Thirsk

Title: District of Ucluelet Official Community Plan
Prepared By: Department of Community Planning, District of Ucluelet
Status: Draft 8.0
Contact: Community Planning Department
District of Ucluelet
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☎ 250-726-7744

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The District of Ucluelet acknowledges that we are located on the traditional territory (ḥaaḥuuli) of the Yuuḷuḡiḡath (Ucluelet First Nation). We are neighbouring communities who share interests in the Ucluth Peninsula and surrounding area. Our long-standing relationship is built upon mutual respect and many individual, personal ties.

The District aims to broaden and strengthen this relationship to better the lives of all community members. Discussion of the municipality's relationship with indigenous people and communities follows in Part One of this plan.

Part One: Introduction

What is an Official Community Plan & Why Plan

An Official Community Plan, or “OCP”, is a statement of objectives and policies adopted by a local government to guide decisions on land use planning, land use management and municipal operations within the area covered by the plan. The OCP sets out a road map for the community, to let everyone know where we’re headed in the long term. The scope of this OCP looks 30 years down the road. It is a living document and should be changed from time to time as the community evolves, as new issues come up or as new opportunities arise. The OCP is adopted by bylaw, by the elected Council of the District of Ucluelet; once the OCP is adopted any subsequent bylaws enacted or works undertaken by Council must be consistent with the plan.

For details on the legislative context, community profile, public consultation and process which went into developing this OCP, please refer to the appendices in Part 7.

Following this introductory foundation chapter, the bulk of the plan is organised under three broad headings of Place, People and Systems – followed by a chapter on Implementation and appendices.

Ucluelet is:

COMMUNITY CHARACTER AND IDENTITY

Ucluelet is a diverse, active and welcoming community which has been shaped over time by the energy of the place and the people drawn here to the natural setting of the rugged outer west coast of Vancouver Island.

Located on the narrow Ucluth Peninsula between Barkley Sound and the exposed Pacific Ocean, Ucluelet’s name (“safe harbour” in the Nuu-chah-nulth language) points to the key position of the town in this spectacular landscape. Poised on the edge of the Pacific, the community draws its energy from the interplay of the contrasting and complementary qualities of the landscape and the people. A short stroll takes you from Big Beach and the surge of the wild Pacific to the Whiskey Dock in the centre of the village and the calm waters of the harbour. Layered through the community are pairs of influences which add to its richness: land / sea; indigenous / settler; ancient / modern; resident / visitor; small town / world class; energizing / restoring; raw / refined – the interplay of these forces makes for a community which is complex, balanced and dynamic.

The people who make up the town of Ucluelet are known for being a friendly, hardworking, resourceful and welcoming group of citizens who are fiercely protective of the land and sea, and the resources which have sustained the community for generations. Ucluelet has been recognised as a town committed to carefully managing its growth to ensure that, as it changes over time, the natural environment is protected, the social fabric of the community is strengthened, and the local economy becomes more diverse and vibrant. This plan builds on the careful work of the past, and has been shaped by input from the engaged and passionate citizens of Ucluelet.

COMMUNITY VISION

Vision

Ucluelet's built and natural environment reflects, above all, the value we place on the outstanding beauty and diverse natural habitat of this place, which support the well-being of all members of the community. Ucluelet residents and visitors enjoy a high quality of life built upon a sustainable, diverse and vibrant local economy.

Guiding Principles

The policy directions contained within the OCP aim to realise this vision of Ucluelet as a vibrant, natural and active community. The following guiding principles reflect components of the vision and will be used to guide decision making.

1. Protect natural areas and ecological function
2. Maintain and enhance Ucluelet's unique character and preserve its heritage
3. Foster a welcoming and complete community
4. Build a diverse and dynamic local economy
5. Create a compact and vibrant Village Square
6. Develop and maintain top quality parks, trails, recreation and community services for residents and visitors
7. Broaden the spectrum of housing options to improve the availability of appropriate, affordable housing for all
8. Increase transportation choice and reduce automobile trips
9. Manage growth in balance with jobs, infrastructure investments, and the provision of services
10. Embrace the challenge of addressing the causes and impacts of climate change

The Visitor Experience

The tourism sector is a strong and growing part of its economy yet Ucluelet remains a working town first, and a resort second.

Importantly this is one of the town's strengths as a visitor destination. Ucluelet is the kind of town where not only does your yoga instructor live next door to a forklift operator, but there's a good chance that she *is* a forklift operator.

Interactions with the creative and colourful locals are an essential part of how our community leaves an impression on the visitor. By continuing to strengthen and grow as a diverse working town, by fostering small businesses and local innovators, and by improving the town facilities, programs and infrastructure to benefit all community members, we will also expand and improve the visitor experience.

Remaining genuinely Ukee in the face of growth and change will be key to maximising the quality of life for both residents and visitors.

CONTEXT

Region and Neighbours

The District of Ucluelet is located on the Ucluth Peninsula, at the entrance to Barkley Sound on the west coast of Vancouver Island. The town is situated just south of the Long Beach unit of the Pacific Rim National Park Reserve. The municipality is located within the Alberni Clayoquot Regional District (ACRD); other nearby west coast communities are the town of Tofino at the northern end of Long Beach, and the unincorporated community of Bamfield on the opposite side of Barkley Sound.

Ucluelet is situated in the traditional territory of the Yuułuᑭiᑭᑭᑭᑭᑭ (Ucluelet First Nation), whose community is based immediately across the harbour at Hitacu. The Yuułuᑭiᑭᑭᑭᑭᑭ are one of the five Maa-Nuulth Treaty First Nations along with the nearby Toquaht Nation. The administrative office of the Toquaht Nation is located on Peninsula Road in the town of Ucluelet. The Toquaht Nation and the District of Ucluelet are partners in the Barkley Community Forest.

The economies of the Yuułuᑭiᑭᑭᑭᑭᑭ First Nation, the Toquaht Nation and the District of Ucluelet are inexorably linked and all share a close tie to the area forests, fisheries and visitor economy. Citizens of all three communities regularly intermingle in town where many live, work, go to school, shop and access services.

Nearby residents of the Millstream and Port Albion unincorporated areas of the ACRD Area C are also an integral part of the fabric of the Ucluelet community.

The District provides drinking water to the Yuułuᑭiᑭᑭᑭᑭᑭ First Nation at Hitacu, and back-up water supply and fire protection to Millstream. Ucluelet and its neighbours benefit from a history of mutual respect and assistance.



YFN: Relationship and Reconciliation

“The Yuułuᑲiᑲaᑲ First Nation asserts that we have occupied, benefited from and governed our traditional territory, lands, waters and resources since time immemorial.

The traditional territory of the Yuułuᑲiᑲaᑲ First Nation has in the past provided the resources necessary to sustain the Yuułuᑲiᑲaᑲ First Nation and we honour its connection to the lands, waters and resources of its traditional territory which provide for our physical and spiritual needs.

Through our inherent right to self-government, the Yuułuᑲiᑲaᑲ First Nation has preserved and protected our traditional territory and we accept the obligations and responsibilities inherent in governing Yuułuᑲiᑲaᑲ lands and pledge to protect Yuułuᑲiᑲaᑲ lands for future generations of our citizens.

We promote a healthy and prosperous future that ensures the continued existence of the Yuułuᑲiᑲaᑲ First Nation as a strong political, social and cultural community that aspires to grow as an organized, determined, successful and self-reliant people.

The Yuułuᑲiᑲaᑲ First Nation values the need to respect, protect and promote our heritage, culture and traditions which form the basis of our success and destiny while understanding that these practices may change and require contemporary expression.

It is the desire of the Yuułuᑲiᑲaᑲ First Nation that our Yuułuᑲiᑲaᑲ lands continue to provide the resources necessary to sustain us, preserve our traditional ways and culture, encourage self-sufficiency and security through economic development and growth and to provide a home for the Yuułuᑲiᑲaᑲ people forever.

It is also the desire of the Yuułuᑲiᑲaᑲ First Nation that economic development and growth on our Yuułuᑲiᑲaᑲ lands will be conducted in a way that is transparent and accountable and that will foster a safer, stronger, healthier, more financially secure and more sustainable community. To this end, the Yuułuᑲiᑲaᑲ First Nation encourages our citizens to participate in the planning process for development and growth in order to create the type of community we want to live in and be a part of and that meets our needs.

Economic development and growth on Yuułuᑲiᑲaᑲ lands will be carried out in a way that ensures our economic development and growth is socially, economically and environmentally sustainable.”

(Source: YFN Planning & Land Use Management Act 2011)

The District of Ucluelet and the Yuułuʔiłʔatḥ Government have adopted a protocol agreement, most recently updated in 2014, as a framework within which to advance our working relationship. The vision put forward in the protocol agreement is as follows:

Protocol Context

Our community vision is:

- A healthy community where the citizens of our population are united and share a sense of civic pride.
- A year round, diversified and healthy economy that yields growth which doesn't compromise the environment or what makes our communities unique.

Our collaborative organizational vision is:

- Effective governments, working towards common issues, as partners.

Shared Values

Our common values will serve as a foundation for our conduct and decision-making, and will guide us when prioritizing our interests, and determining the methods used to advance those interests. These values include:

Relationships

- trust
- integrity
- authentic communication
- cooperation
- transparency
- respect
- honesty

- mutual benefit
- patience
- fairness

Culture

- appreciation and celebration of different cultures
- traditions
- history

Social

- sense of community
- family
- reciprocity and giving back
- life long learning

Environment

- sustainability
- do no harm
- interconnectedness
- renewable energy

Objective 1A To recognise the interests and heritage of local indigenous people and communities.

Objective 1B To build and strengthen the relationship between the municipality and indigenous communities with a spirit of neighbourliness and mutual support, in this time of reconciliation.

The United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) was adopted by the UN General Assembly in 2007. In 2015 the Truth and Reconciliation Commission listed as the first principle for reconciliation that the UNDRIP, “Is the framework for reconciliation at all levels and across all sectors of Canadian Society.” The UNDRIP was officially adopted by the Government of Canada in 2016. In November of 2019 the Government of British Columbia passed the *Declaration on the Rights of Indigenous Peoples Act*; BC is the first Canadian province to start bringing its legislation in alignment with the UNDRIP.

Note that the District of Ucluelet is not a “State” and does not carry the legal weight of “the Crown”; the responsibilities of the Crown can not be delegated downward to local government by the Province. At the same time, as noted in the Truth and Reconciliation Commission *Calls to Action*, all levels of government - including local municipalities - have a role to play in healing relationships, building community and addressing the ongoing legacies of colonialism to create a more equitable and inclusive society.

Policy 1.1 The District of Ucluelet adopts the *United Nations Declaration on the Rights of Indigenous Peoples* as the framework for reconciliation (see Appendices).

Policy 1.2 Make every effort to build on the history of respect and mutual assistance which characterises the relationship between the municipality and the Yuułuᑭifʔath̓ and Toquaht Nation.

Policy 1.3 Endeavour to ensure that municipal facilities, functions and programs are welcoming and accessible to Indigenous members of the community.

Policy 1.4 Seek opportunities for mutual benefit when exploring topics of housing, economic development, transportation, utilities, tourism, emergency services and other matters which affect the wellbeing of our communities.

Policy 1.5 Use the protocol agreement between the District of Ucluelet and Yuułuᑭifʔath̓ Government as an avenue for dialogue and action on matters of mutual interest, where we come to the table as equal parties.

What is a ‘policy’?

Policy statements say what the District means to do. The policies in this plan should be read as if preceded by the words “The District of Ucluelet will...”

Policy 1.6 Explore the potential benefit of establishing a protocol agreement with the Toquaht Nation.

Policy 1.7 Provide education to municipal employees on the history of Indigenous peoples, including the history of residential schools, the *United Nations Declaration on the Rights of Indigenous Peoples*, Treaties (including the *Maa-nulth Treaty*) and Aboriginal Rights, Indigenous law, and Aboriginal-Crown relations. This will include skills-based training in intercultural competency, conflict resolution, human rights and anti-racism.

The District acknowledges that the Yuułuʔiłʔatḥ have a relationship with the lands of their traditional territory which now fall within the District of Ucluelet, and that this connection extends back in time over thousands of years. The District respects that the relationship the Yuułuʔiłʔatḥ have to the land and surrounding sea goes deeper than the typical land use issues encountered by a municipality.

Policy 1.8 Endeavour to understand and consider Indigenous perspectives when making decisions on land-use issues.

Policy 1.9 Develop, in partnership with the Yuułuʔiłʔatḥ Government, a protocol for referral and input on proposed developments and/or operations which might impact Yuułuʔiłʔatḥ lands, resources and/or culture.

Policy 1.10 Develop, in partnership with the Yuułuʔiłʔatḥ Government, a stewardship protocol for lands within the municipal parks network to achieve a respectful balance between ecological conservation and opportunities for indigenous cultural activities including harvest.

This chapter is considered a work in progress, and the District welcomes input and ideas for improving communication and our understanding of the ongoing history between the municipality and indigenous communities.

Point in Time & History; View to 2050

This OCP takes a 30-year view, looking ahead to how the community of Ucluelet will evolve to the year 2050 and beyond.

Written in 2020, this plan is a complete policy document to guide the community at this point in time, but also acknowledges specific areas where further work is necessary in the short term to adjust or more clearly define the community direction and priorities.

The following work, some of which is already underway (or budgeted and scheduled), will allow the District to update this plan in the near future to provide a true long-term vision:

- continued conversations with local indigenous communities
- priority housing actions including a community housing needs assessment
- completion of the long-term land use demand study, currently underway
- review and refinement of environmental development permit areas
- storm surge and tsunami modeling and refinement of flood construction levels, currently underway
- completion of the sewer master plan
- completion of an integrated stormwater management plan
- implementation of the Community Climate Change Adaptation Plan

An OCP attempts to take the long view, projecting a vision for how the community might evolve over the next decades. Written in 2020, in the midst of the COVID-19 pandemic, the long-range view is even less clear than it might have been – unprecedented and unforeseen change has challenged local priorities and upended global economies.

Some things have become clearer:

- The importance of community.
- The resiliency and adaptability of local businesses and workers.
- The fragility of supply chains and the benefit of diverse local economies.
- The restorative value of fresh air, open spaces and wild places.
- Ucluelet is a desirable place to live, visit, work and play – and will only become more so as time goes on. The pressures which come with increased visitation and migration can be balanced if Ucluelet maintains a clear view of those things that define, support and benefit the community.

Part Two: Place

Natural Environment

Ucluelet is characterised by the beauty of its landscapes and unique natural features including rocky beaches, old growth forests and a rich diversity of wildlife. This magnificent setting positioned on the edge of the Pacific Ocean greatly enhances the quality of life in Ucluelet by providing recreation areas, beautiful scenery and a healthy habitat for fish, wildlife and humans.

ECOLOGY

Ucluelet is home to rich plant and animal habitat due to the peninsula's interface between the terrestrial and marine environments. The ecosystems here are a complex and fragile array of diverse flora and fauna which depend on the health and resources of the ocean and temperate rainforest.

Terrestrial ecosystems provide a home to many large mammals such as bears, cougars and wolves. Bald eagles can be seen regularly soaring the air currents in skies above town.

The marine ecosystem surrounding the peninsula includes salmon, sea lions, otters, migratory and resident grey, humpback and orca whales, seabirds, and an additional 240 species of birds.

The backshore, intertidal zones and network of streams support an incredible diversity of life, providing habitat and spawning conditions which support both terrestrial and marine food chains.

The rich forests include coniferous species of Sitka Spruce, Balsam, Cedar, Western Hemlock, Douglas Fir and deciduous trees including Red Alder. Forest health and age is a critical component of the natural life and biodiversity of the area.

The moderate climatic conditions provide significant moisture, sufficient sunlight and mild winters resulting in abundant vegetative growth year-round.



WILDLIFE

Ucluelet and the surrounding region share the natural environment with an array of wildlife, including bears, cougars and wolves. The frequency of human contact with these large mammals increases as new lands are developed. As human development spreads out and encroaches upon wildlife habitat, the wildlife and human interaction increases.

As the foraging areas, migration paths and game trails for wildlife are overlain with human development and contact increases, normally submissive species such as bears, cougars and wolves can begin to become habituated to human activities. They may become accustomed to odours and noises and less afraid of cars, bicyclists and runners.

Game trails and migration pathways in the area that have existed for hundreds or even thousands of years are encroached upon by development causing animals to learn, evolve and cope with human activity. Within town limits bears are particularly drawn to berry patches and trash which is not bear-proofed.

Development in Ucluelet's future raises the potential for increased wildlife and human contact. Ucluelet promotes prevention measures to reduce wildlife impacts through a wildlife smart program.

Prevention methods include keeping garbage inside until the day of pick up, bear proof dumpsters, properly functioning compost and networks of communication between friends and neighbours about sightings. Prevention is a win-win situation because both people and wildlife benefit. It will be beneficial to the District of Ucluelet to continue working with the National Park Reserve on wildlife programs.

The District participated in a 'Human-Bear Conflict Management Plan' in 2005/2006. The priority actions identified in this plan are to bear-proof garbage and food attractants, and to identify and set aside habitat and corridors for wildlife as lands are developed within the District.

ENVIRONMENTAL PROTECTION

The District of Ucluelet is committed to the responsible stewardship of its natural resources and preservation of the local environment for future generations.

Respect for the natural environment is a key feature of Ucluelet's Official Community Plan vision. It provides the guiding framework upon which the following policies have been developed to further enhance and protect Ucluelet's diverse natural habitat.

Objective 2A To develop carefully and use land wisely to ensure that the most sensitive and valuable environmental features are protected, and ecological functions are not irreparably disturbed.

Objective 2B To manage municipal infrastructure and operations in ways that responsibly minimise impacts on the natural environment.

Objective 2C To encourage conservation of District and Regional resources.

Objective 2D To work with and support other agencies and groups who share the community's goal of protecting our environment.

New Development Permit Areas for the protection of the environment have been established by this OCP (see Schedule E and Section 6).

Policy 2.1 Use the regulatory tools available to local governments to ensure new development responds to the community's goal of maintaining a healthy, diverse natural environment.

Policy 2.2 Maintain significant areas of natural green space and forest cover. Large scale clearing to accommodate development is not supported.

Policy 2.3 Convene a community mapping workshop to capture local knowledge of locations and routes which are particularly important for local wildlife.

Policy 2.4 Identify natural corridors for public and wildlife use or as natural landscapes.

Policy 2.5 Foster and support local environmental stewardship and heritage protection groups.

Policy 2.6 Collaborate with non-profits, provincial and federal agencies on research, education and enforcement efforts aimed at protecting the environment.

Policy 2.7 Support efforts to establish an Indigenous-led landscape-scale West Coast Stewardship Corridor extending from the Southern to Northern regions of Vancouver Island.

Policy 2.8 Promote solid waste management practices - such as WildSafe BC bin closure protocols - to discourage attraction of wildlife.

Policy 2.9 Explore bylaw amendments and education for options to allow backyard husbandry of poultry while avoiding attracting wildlife by using appropriate electric fencing.

Policy 2.10 Explore, with public input, the merits of defining and initiating a system of municipal permitting prior to removal of the most significant, mature trees in the community.

Policy 2.11 Given that all land in the community is proximate to watercourses and the ocean, and given the significant rainfall experienced in Ucluelet, discourage the cosmetic use of pesticides anywhere in the District.

Policy 2.12 Lobby the provincial government to institute a province-wide system of regulating the cosmetic use and sale of pesticides.



CLIMATE ACTION

Mitigating greenhouse gas emissions and adapting to the impacts of climate change is viewed as one of the greatest challenges of our time. At the same time as communities throughout the world are struggling to prepare for a future without abundant, low-cost fossil fuels, the Greenhouse Gases (GHG) created by the world's current dependence on fossil fuels are creating devastating impacts on global ecosystems that are expected to last for many generations.

For our community the potential for sea-level rise, impacts to our water system increasing intensity of storm events, and impacts to fish stocks have a direct influence on our residents and businesses.

To address this challenge, provincial legislation requires that an Official Community Plan include targets for the reduction of greenhouse gas emissions and transition to renewable energy, and policies and actions the local government has proposed with respect to achieving those targets.

In establishing these targets, policies, and actions, it is important to understand the role and ability of local government to effect GHG reductions.

In 2018, Council committed to the Federation of Canadian Municipalities (FCM) Partners for Climate Protection (PCP) milestones program. The municipality achieved Milestone 2 for District emissions and Milestone 4 for community emissions in 2019 and is committed to achieving Milestone 5 for both categories by 2022.

The District will support emissions reductions through policies and programs in the following areas:

- Land Use and Development
- Transportation
- Renewable Energy
- Solid Waste and Waste Management
- Awareness, Education, and Outreach
- buildings
- public infrastructure and facilities
- community energy systems

Our Goals:

- Ucluelet residents are resilient to climate change and energy scarcity and costs.
- Transportation options reduce greenhouse gas emissions, fossil fuel dependence and the creation of air contaminants.
- New and existing buildings are energy efficient and use 100% renewable energy.
- The waste stream to the regional landfill is reduced to a minimum, with recovery, re-use, recycling and composting of resources undertaken as standard practice.
- Ucluelet relies on clean, renewable, and efficient energy sources.

The following are goals (objectives) identified in the recently adopted Ucluelet mitigation and adaptation plans.

Transportation

Objective 2E – Ucluelet attracts businesses so residents can access key services close to home.

Objective 2F – Ucluelet residents can safely move around town by foot, bike, scooter, or other low-carbon transportation modes.

Objective 2G – Ucluelet is connected to the region by reliable transit and an extended EV charging network.

Objective 2H – Ucluelet residents and visitors can charge electric vehicles at home, work, and popular destinations.

Buildings

Objective 2I – Ucluelet is connected to the region by reliable transit and an extended EV charging network.

Objective 2J – Existing residential and commercial buildings become energy efficient, comfortable, durable, and cheaper to operate through whole-building energy retrofits.

Objective 2K – Ucluelet transitions away from heating oil by 2030 in favour of renewable sources of heat such as heat pumps.

Waste

Objective 2L – Organic waste is diverted from the landfill due to a curbside collection program and on-site composting

Objective 2M – Single-use plastics are eliminated in favour of reusable and biodegradable alternatives.

Leadership

Objective 2N – The District integrates climate action into all municipal processes.

Objective 2O – The District leads by example by ensuring all buildings are energy efficient, by transitioning to a low-carbon fleet, and establishing zero-waste policies for operations and events.

Objective 2P - The District meets the community's 80% GHG reduction and 100% renewable energy targets for its municipal operations.

Adaptation

Objective 2Q – Strengthen infrastructure resilience and reduce risk to buildings and property.

Objective 2R – Enhance resilience of ecosystems and protect natural areas.

Objective 2S – Improve public safety and preparedness to climate-related events.

Greenhouse Gas Targets

Policy 2.13 The District will align its community targets with those established by the Province of BC in 2018. Using a 2007 baseline, those targets are:

40% GHG reduction by 2030

60% GHG reduction by 2040

80% GHG reduction with 100% renewable energy by 2050

Policies to positively influence the community's energy use and GHG emissions are found throughout the OCP, where the plan covers areas of land use, transportation, infrastructure and operations.

Part 6 of this plan also discusses GHG reductions and climate change adaptation policy in detail.

GHG Policies - Land Use and Development

Policy 2.14 Support the walkability and bike-ability of the community.

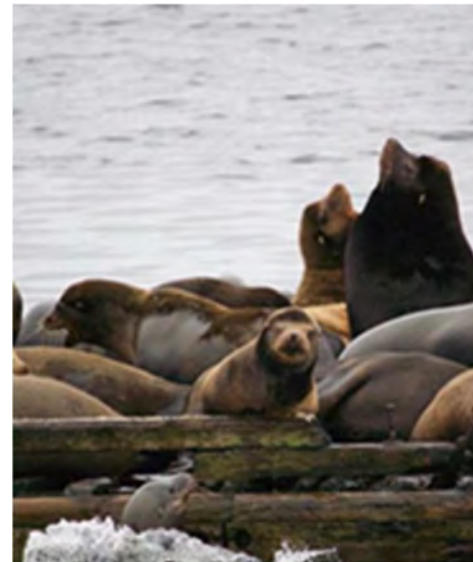
Policy 2.15 Require development planning for new areas to include infrastructure to support electric vehicle charging in residential, commercial and public places.

Policy 2.16 Support infill development near the Village Square to create a complete and compact core that is walkable, vibrant and attractive as a place to live, work and play without the need for a car.

Policy 2.17 Focus municipal and other government facilities within this compact core.

Policy 2.18 Support re-development to enhance Peninsula Road as the District's primary corridor, to promote the introduction of

local transit service (and higher transit frequencies than is possible with lower density development), including a potential transit connection between Tofino and Ucluelet, as well as Port Alberni.



GHG Policies - Transportation

Policy 2.19 Encourage pedestrian and bicycle facilities as part of all new development projects.

Policy 2.20 Expand infrastructure to support vehicle and cycling electrification in public places, businesses and residences.

Policy 2.21 Encourage and support regional organizations to convert their fleets to Zero Emission Vehicles.

Policy 2.22 Convert all light-duty vehicles to zero-emission vehicles in municipal operations including the integration of e-bikes where possible.

Policy 2.23 Expand the Wild Pacific Trail network as opportunities arise.

Policy 2.24 Work with other local communities to establish more frequent regional transit connections, including to Tofino, First Nations communities, the Tofino airport, and Port Alberni.

Policy 2.25 Encourage BC Transit to create local transit routes to serve most destinations within the community with a high level of service, and focus development along this transit corridor.

Policy 2.26 Work towards a future multi-modal transportation centre near the Village Square area to better link the District with air, water, and transit service providers with local transit, taxi, walking, and cycling facilities.

Policy 2.27 Provide weather protection at stops for future local and regional transit buses.

Policy 2.28 Support car-sharing and carpooling within the community, such as the creation of priority parking stalls for pool vehicles and/or facilitating a community carpooling database.

Policy 2.29 Support bike-sharing within the community, such as locating bike share racks within the Village Square area and at resort locations.

Policy 2.30 Encourage adequate, secure bicycle parking facilities at major destinations within the District.

Policy 2.31 Pursue opportunities to create bike lanes and multi-use paths within existing road allowances.

GHG Policies - Buildings

Policy 2.32 Require high-efficiency buildings in new developments and major renovations of existing buildings, with an aim to implement the provincial Step Code to raise the bar on energy efficiency.

Policy 2.33 Promote multi-unit, mixed-use buildings with shared walls that reduce energy losses.

Policy 2.34 Establish and undertake the work, as necessary, to refine Flood Construction Levels to ensure new development and infrastructure avoids the impact of rising sea levels.

Policy 2.35 Support the transition from heating oil to lower-carbon building heating systems.

GHG Policies - Public Infrastructure and Facilities

Policy 2.36 Review municipal infrastructure and assets for vulnerability to rising sea levels and increased storm events.

Policy 2.37 Establish policies that focus light energy only onto areas where illumination is required and restrict the spillover of light to the night sky and intrusion into adjacent properties.

Policy 2.38 Implement external lighting technologies that reduce energy consumption including a shift to LED lighting for all District and BC Hydro streetlighting

Policy 2.39 Where feasible, strive to design new public facilities with leading edge energy technologies that demonstrate leadership and provide local examples that can be applied to private sector buildings and facilities.



GHG Policies - Renewable Energy

Policy 2.40 Support the development of 100% renewable energy systems including a variety of energy sources, including biomass, solar voltaic, solar hot water, geothermal and sewer and wastewater heat recovery sources.

Policy 2.41 Maximise energy efficiency through district energy and heat recovery from industrial or commercial sources.

Policy 2.42 Explore the feasibility of renewable District Energy systems including potential pilot projects demonstrating technologies such as geothermal, tidal and wave energy.

GHG Policies - Solid Waste and Waste Management

Policy 2.43 To reduce energy and emissions associated with waste management, the District will consider enhancing programs to reduce waste, recycle and reuse waste where possible aiming for a goal of zero waste.

Policy 2.44 Work with the regional district to explore opportunities to promote individual or collective composting systems to reduce methane emissions from organic waste.

Policy 2.45 – Implement a single-use plastics bylaw in favour of reusable and biodegradable alternatives.

GHG Policies - Awareness, Education and Outreach

Policy 2.46 Distribute information on measures and incentives that individuals and businesses can take to reduce GHGs on the District's web site and public mailings, tax notices, etc.

Policy 2.47 Regularly communicate information on the issue of climate change and GHG reduction measures at public facilities, meetings and through electronic sources.

Policy 2.48 Support the sustainability goals of Tourism Ucluelet including their adopted 2020 strategy statement: *“By 2023 Tourism Ucluelet will lead Ucluelet's vibrant and sustainable tourism industry through industry collaboration, responsible and authentic promotion, visitor and community education, support for community priorities and accountability in our operations.”*

Climate Adaptation - Policies

Policy 2.49 Address vulnerabilities to electrical distribution infrastructure.

Policy 2.50 Conduct flood risk mapping for sea level rise and use results to communicate and manage risks.

Policy 2.51 Assess vulnerabilities of the Highway 4 transportation link.

Policy 2.52 Study current water systems and explore resiliency measures to make the existing water system more resilient.

Policy 2.53 Create an Invasive Species Action Plan.

Policy 2.54 Support local activities to maintain wild fish stocks and habitat.

Policy 2.55 Develop a Biodiversity Network Plan to ensure priority ecosystems are protected in municipal land-use planning bylaws.

Policy 2.56 Through the Integrated Stormwater Management Plan, create bylaws, policies or plans to protect habitats.

Policy 2.57 Complete Emergency Operations Centre (EOC) training and update EOC to continue to be prepared for extreme events.

Policy 2.58 Participate in a region-wide climate change dialogue and planning process with municipalities, First Nations, Parks Canada and BC Parks to expand and integrate the Ucluelet Climate Change Adaptation Plan into future projects.

Actions Plans – Mitigation and Adaptation Plans

Policy 2.59 Implement the *Clean Energy for the Safe Harbour District of Ucluelet 100% Renewable Energy Plan (2019)*.

Policy 2.60 Implement the Ucluelet Climate Change Adaptation Plan.

Policy 2.61 Report to Council annually on the progress of mitigation and adaptation efforts in the Annual Report.

Policy 2.62 By 2022, achieve Milestone 5 for Community and Corporate emissions in the Federation of Canadian Municipalities (FCM) Partners for Climate Protection (PCP) milestones program.

Parks, Trails and Open Space

Our Goals:

A connected and legible parks and trails network which supports:

- active, healthy and connected ways of living
- an unparalleled experience of the natural and cultural landscapes of the Ucluth Peninsula
- the further development and diversification of the town's economy

The parks, trails and open spaces within the District of Ucluelet contribute to the unique character and sense of place which defines our community. The parks network includes nature parks, community parks, neighbourhood parks, trails, beach accesses, greenbelts and road edges.

Key parks, trails and open spaces in Ucluelet are identified on Schedule C: Parks and Trails Network.

Objective 2T Recognize, enhance and protect key areas for biodiversity and sensitive marine, terrestrial, and riparian ecosystems within the parks and trails network.

Objective 2U Build on the success of the Wild Pacific Trail and expand the experience of this unique ribbon of the coastal landscape, ultimately connecting beyond the municipal border to Pacific Rim National Park Reserve.

Objective 2V Anticipate growth in the community and tourism sector, and respond by expanding the parks and trails network to meet the needs and demands of residents and visitors.

Objective 2W Provide a diverse, inclusive range of activities and experiences among the parks and trails network, accessed and enjoyed by people of all ages and abilities.

Objective 2X Develop a municipal network of parks, trails and open spaces designed, constructed and maintained to strike a balance between:

- maximum experience for citizens and visitors
- infrastructure affordable to our small-town tax base
- appropriate “Ukee” character which reflects our west coast setting

PARKS

The 2013 Parks and Recreation Master Plan (PRMP) identifies a number of strategies to guide the future of the municipal parks and recreation functions. The following policies incorporate the recommendations of the PRMP:

Policy 2.63 Park land dedication and acquisition is a key strategy in conserving the District’s natural areas and ecosystems.

Policy 2.64 Existing parks and trails are to be maintained and protected for public use and environmental preservation.

Policy 2.65 When acquiring new park land, facilities, or trails include the operational and maintenance costs in long-term financial planning and budgeting.

Policy 2.66 Budget for the continued maintenance and replacement of parks equipment and assets.

Policy 2.67 Review and set standards for signage, access and site furnishings at trailheads, trail connections and beach accesses.

Policy 2.68 Develop an integrated plan for improving and connecting public open spaces and pathways.



Policy 2.69 The priorities for new parks & trails projects are:

- improve sidewalks, pathways and connected public realm areas in the vicinity of the Village Square
- extend the Wild Pacific Trail as shown on Schedule C
- create and extend the Safe Harbour Trail as shown on Schedule C
- create a connected pedestrian route along the Small Craft Harbour connecting to the Village Square
- improve the Coast to Coast Connection between the Village Square and Big Beach
- improve accessible, safe viewing opportunities and repurpose the Lightkeeper's House at Amphitrite Point
- improve signage and wayfinding to identify pathways, key locations and public facilities

Future parks & trails projects could include:

- new parks in the former Forest Reserve areas
- improved public access to harbor via end-of-road parks
- hard sports surface / fieldhouse / concession / foodbank / emergency staging area at Tugwell Field
- a new park and perimeter trail on Hyphocus Island
- a Japanese Memorial Garden
- a new park near the terminus of Peninsula Road
- additional active recreation facilities (e.g., frisbee golf course, fitness trail, etc.)
- a community boathouse supporting opportunities for kayak / canoe / row / sail programs
- explore feasibility of alternative energy (geothermal / tidal / wave) outdoor pool and/or hot pool

TRAILS

Visitors and residents alike experience Ucluelet by moving through the landscape of the peninsula on a network of world-class trails. This expanding network is the result of the vision, commitment and hard work of the community. The trails serve as a public amenity and also as an economic driver – bringing visitors to the community and enticing them to return. Continued expansion and improvement of the trail network will be key to achieving the goals of this plan.

Wild Pacific Trail

Objective 2Y A continuous Wild Pacific Trail following the exposed outer shore along the length of the peninsula.

Policy 2.70 As development extends into former Forest Reserve lands, it is the District's aim to see the Wild Pacific Trail extend along the entire shoreline of the municipality.

Policy 2.71 Explore with property owners, the Alberni Clayoquot Regional District and the Yuułu?if?ath First Nation the opportunity to extend the Wild Pacific Trail northward beyond the municipal boundary to connect with the Pacific Rim National Park Reserve.

Policy 2.72 Trails created in new development areas should be located in a network of dedicated public land (highway or park dedication) of sufficient width to maintain the character and experience of the landscape for both trail users and neighbours. Creating public access through statutory rights-of-way over private land should be seen as a next-best solution to be used only in extenuating circumstances.

Policy 2.72.a Seek opportunities (for example with any future development proposal on adjacent lands) to connect a pedestrian trail from the north end of Little Beach up to the Wild

Pacific Trail where it parallels Marine Drive. The trail should follow natural riparian corridors in this area, where possible.

Safe Harbour Trail

Objective 2Z A continuous Safe Harbour Trail following the shore of the Ucluelet Inlet wherever possible and, where interrupted by existing residential or marine commercial activities, connecting seamlessly with town pathways.

Policy 2.73 Use existing and new rights-of-way to create new sections of trail along the shoreline of Spring Cove, Hyphocus Island, the Inner Boat Basin and Olsen Bay.

Policy 2.74 As development extends northward along the inlet, create a connected Safe Harbour Trail along the shoreline wherever possible.

Policy 2.75 Make pedestrian pathway connections and improvements a priority in the vicinity of the Village Square and extending outward along Peninsula Road and Matterson Drive. Once sections of sufficiently safe and connected pathways are linked, identify and promote these sections to form a walking tour connecting the Village Square to the Inner Boat Basin, Imperial Lane, Big Beach and other parts of town.

Regional Trails

Objective 2AA A connected network of trails linking Ucluelet with the broader regional landscape.

Policy 2.76 Support the Alberni Clayoquot Regional District area 'C' OCP policy of developing the West Coast Telegraph Trail connecting Ucluelet to Toquart Bay.



Policy 2.77 Support regional efforts to create a seamless Multi-Use Pathway traversing the west coast, and continue to maintain (through updated servicing agreement) the section of pathway between the Ucluelet municipal boundary and the Pacific Rim National Park Reserve.

OPEN SPACE & GREENBELTS

Significant areas of public land are found on the edges of roads (legally termed areas of “highway” dedication). Some are maintained as more manicured boulevards while many are less formal, containing ditches, natural vegetation and sometimes trails. These spaces provide green space and also important habitat and movement corridors for birds, insects and other wildlife.

Policy 2.78 Minimise driveway cuts and pavement within public highways to the areas necessary for safe pedestrian and vehicle movements and parking.

Policy 2.79 Develop a program for planting street trees in the vicinity of the village centre, with Peninsula Road being a priority.

Policy 2.80 Develop a program and budget for gradually upgrading public access to the ocean (physical or visual) wherever possible, including the undeveloped road ends of Matterson Drive, Alder Street and Norah Street.

Transportation and Movement

By land, Provincial highway #4 connects Ucluelet and the Ucluth Peninsula to the eastern side of Vancouver Island. The Tofino-Ucluelet Airport, located approximately 24km to the northeast within the Pacific Rim National Park Reserve, serves people traveling by private and commercial airplanes.

The Francis Barkley provides marine passenger and cargo ferry service from Port Alberni to Ucluelet Harbour. Canada Customs Service provides customs clearance in the harbour for marine visitors.

People travel to and within Ucluelet predominantly by car. Transportation is a key factor of how residents and visitors experience community life and the landscape.

Transportation is a key policy area from a broader community planning perspective, as the greatest component of the District's greenhouse gas emissions with the best potential for GHG reductions.

The 2011 Transportation Plan concludes that additional vehicle capacity is not required on District roads for the foreseeable future, recommending that capital projects be focused on safety upgrades and strategic improvements to pedestrian and cycling infrastructure.

The eventual extension of Marine Drive to create a parallel collector route will be pursued as development occurs on the former Forest Reserve lands.

Ucluelet's long narrow peninsula has contributed to an accessible walking environment as one can walk to most places in the community in approximately 15 minutes. The relatively

short distances between the Village Square, most retail services, the Community Centre and beaches (within one kilometre of most homes) fosters walking and cycling throughout the community.

Given the unique outdoor setting of this area, walking and cycling will continue to be encouraged and supported, and will be a significant component of future transportation improvements within the District.

Recognising that Ucluelet is a small town with limited financial capacity for capital improvements, construction of new sidewalks and extension of the multi-use pathway will be prioritised with a focus on key functional requirements, such as circulation within the Village Square, and access to schools and the Community Centre with their associated recreation, culture and sports activities.

Our Goals:

- People rely less on fossil-fueled private automobiles
- People enjoy more and safer walking and cycling on an expanded network of active transportation pathways and facilities
- Harbour facilities protect the marine environment while providing even better access and support for both commercial and recreational boat traffic

Objective 2BB Develop a transportation network which enables people to move throughout the community safely, conveniently and beautifully.

Objective 2CC Prioritise transportation infrastructure needs and capital spending to maximise value for local residents, businesses and visitors.

Objective 2DD In order to reduce GHG emissions, encourage active and electric forms of transportation as a viable and routine alternative to the private automobile.

Objective 2EE Develop a network of safe bicycle and pedestrian routes throughout the District;

Objective 2FF Integrate transportation and land use management to help sustain a compact and walkable community.

Objective 2GG Create a safe and efficient transportation system for the movement of people and goods within the District.

GENERAL TRANSPORTATION NETWORK

Policy 2.81 Given that road capacities are sufficient for the foreseeable future, shift attention from roads and road capacity to prioritise pedestrians and cycling.

Policy 2.82 Promote mobility opportunities which minimise greenhouse gas emissions.

Policy 2.83 Within the 5-year Financial Plan, prioritise transportation needs while recognising funding constraints and managing expectations.

Policy 2.84 Incorporate low impact design principles and minimise paved cross-sections in an updated Subdivision and Development Servicing Standards bylaw.

Policy 2.85 When reviewing development applications consider low-impact street standards, which could include narrower travel lanes, parking bays/pull-outs, low design speeds (tighter radii, steeper curves and some sight line restrictions) and heavily landscaped boulevards.

Policy 2.86 Initiate a 30 km/hour speed limit on Peninsula Road and Matterson Drive.

Policy 2.87 Ensure new development improves connections to Peninsula Road and the Pacific Rim Highway as the District's primary corridor, to promote improved local and regional transit service.

Policy 2.88 As the former Forestry Reserve lands develop, extend Marine Drive to the northwest to provide a secondary parallel route along the length of the Peninsula. A connected network and enhanced access for emergency services is a community priority.

Policy 2.89 Acquiring the ability to extend Marine Drive, by dedication of sufficient public highway, is a community priority and may be pursued ahead of the construction or development of adjacent public lands.



NETWORK IMPROVEMENTS - VILLAGE CENTRE

Policy 2.90 Ensure that safe, barrier-free access for all is provided in the design and modification of new streets, sidewalks, and pathways.

Policy 2.91 Partnering with the Ministry of Transportation and Infrastructure where possible, complete a detailed roadway and intersection design for streets in the village core to develop “shovel ready” streetscape segments in preparation for future capital budgeting and grant opportunities.

Policy 2.92 As identified in the Parks and Recreation Master Plan, complete a detailed review and prioritised plan for improvements to the parks, pedestrian walkways and open spaces in the vicinity of the Village Square for consideration in the 5-year financial plan.

Policy 2.93 Include landscaped boulevards, traffic calming measures and continuous pedestrian pathways on Peninsula Road and Main Street.

Policy 2.94 Pursue streetscape improvements on Main Street down to the Government Wharf, i.e. move parked cars away from the existing sidewalk and formalise parking through line painting and signage;

Policy 2.95 Upgrade Peninsula Road in phases in the following sequence:

- Main Street to Bay Street
- Bay Street to Lyche Road
- Lyche Road to Seaplane Base Road
- Seaplane Base Road to Forbes Road
- Main Street to Marine Drive

Policy 2.96 Improve the efficiency, safety and on-street parking opportunities of Peninsula Road in the long term by:

- reducing the number of access points by sharing between adjoining property owners wherever possible
- reducing the width of access points to 6 metres
- removing as many driveway access points to Peninsula Road as practical

Policy 2.97 As development occurs, connect Cedar Road to Lyche Road.

Policy 2.98 Maximise on-street parking through street improvements on Cedar Road, Helen Road and Larch Street.

Policy 2.99 Explore phase 2 improvements to the newly acquired Cedar Road visitor hub to link air, water, and transit services with local transit, taxi, walking, and cycling facilities.



MARINE TRANSPORTATION

Policy 2.100 Support the Harbour Authority in providing improved public access for commercial and recreational use of the Ucluelet Harbour and surrounding marine areas.

Policy 2.101 Encourage the Harbour Authority to continually improve the environmental performance of its operations, and to encourage mariners to respect and protect the marine environment.

Policy 2.102 Improve options for boat trailer parking near the ramp at Seaplane Base Road.

Policy 2.103 Recognise the need for safe and environmentally responsible marine fueling services which support the local economy. Ensure existing marine fuel services are zoned appropriately.

Policy 2.104 Recognise the contribution marine services industries make to the local economy and ensure existing marine service businesses are zoned appropriately.

Policy 2.105 Explore the feasibility of establishing a regular water taxi service between key points on both sides of the Ucluelet Inlet.

Policy 2.106 Explore opportunities to improve public access to the ocean via District-owned lands.

PEOPLE ON FOOT

Our Goals:

The District endorses the following pedestrian charter:

- Ucluelet recognises that walking is a key indicator of a healthy, efficient, socially inclusive and sustainable community
- Ucluelet acknowledges universal rights of people to be able to walk safely and to enjoy high quality public spaces at any time
- Ucluelet strongly supports community design and the provision of adequate infrastructure and facilities that foster safe, convenient, direct and comfortable pedestrian travel
- Ucluelet is committed to reducing physical, social, safety and institutional barriers that limit walking activity

Policy 2.107 Prioritise pedestrian improvements which provide safe routes to the schools and the Ucluelet Community Centre.

Policy 2.108 Update the subdivision and development standards to require construction of appropriate vehicle, pedestrian and bicycle facilities as part of all new development projects.

Policy 2.109 Focus pedestrian and cycling improvements along Peninsula Road, Matterson Drive and Marine Drive, as shown on Schedule B: Transportation Network.

Policy 2.110 Develop a prioritised plan for pedestrian improvements in the Village Square area and links to other parts of the community to maximise the comfort and safety of residents, and so that a safe and legible Walking Tour can be offered to visitors.

PEOPLE ON BICYCLES

Policy 2.111 Work to implement the bicycle route network as shown on Schedule B: Transportation Network

Policy 2.112 Support the development of recreational walkways and/or multi-use trails throughout the municipality, providing links between major park and open space areas. These walkways may be off-road or adjacent to roadways, and generally follow the alignment of the trail system shown on Schedule C.

Policy 2.113 Ensure adequate, secure bicycle parking facilities at major destinations within the District.

Policy 2.114 Support extension of the paved multi-use trail to Tofino, in partnership with the District of Tofino, Parks Canada, the Alberni Clayoquot Regional District, local First Nations and other agencies.

Policy 2.115 Encourage local efforts to expand mountain biking trails, access and mapping in the vicinity of Ucluelet, including lands in the Barkley Community Forest.

PEOPLE ON TRANSIT

Policy 2.116 Identify priority locations for improved bus stop facilities including weather protection.

Policy 2.117 Advocate with BC Transit for service connecting the entire community, spanning the length of the peninsula to the Amphitrite Point lighthouse.

Policy 2.118 Work with other local communities, BC Transit and Tofino Bus Services to establish higher frequency regional transit services including Tofino, the airport, and Port Alberni.

PEOPLE IN AUTOMOBILES

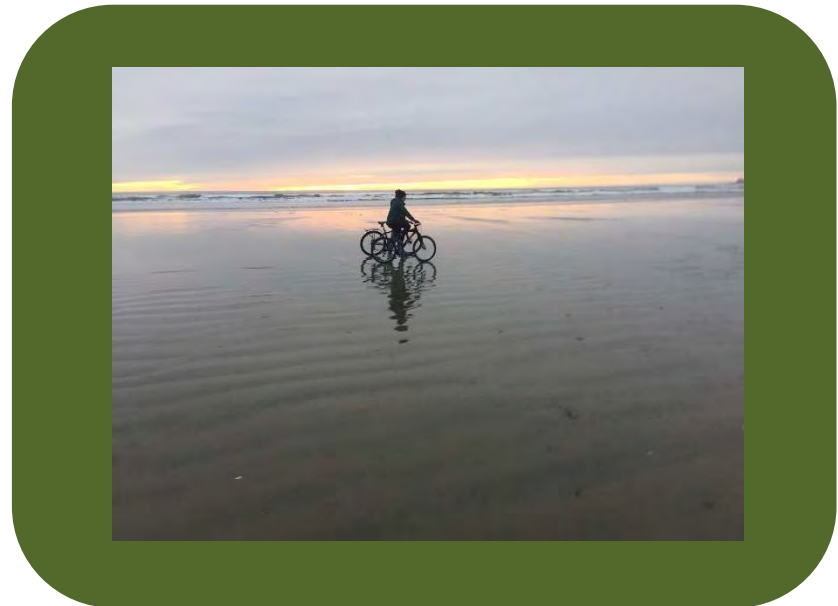
Policy 2.119 Include electric vehicle charging facilities at municipal parking lots, where feasible.

Policy 2.120 Support car-sharing and carpooling within the community, such as the creation of priority parking stalls for pool vehicles and/or facilitating a community carpooling database.

Policy 2.121 Explore overnight visitor parking solutions for people using Ucluelet as a launching point for marine tours.

Policy 2.122 Identify and provide directional signage to appropriate seasonal RV parking locations in the vicinity of the Village Square.

Policy 2.123 Discuss with the School District options for permitting time-limited RV parking at the Elementary and High Schools during the summer months.



PEOPLE MOVING FISH

Policy 2.124 Recognising the value provided by truck delivery and hauling services, aim to ensure safe use of District roads by all road users while enabling appropriate truck access.

Policy 2.125 Explore alternatives to improve truck movements and pedestrian safety in the vicinity of the Village Square.

Policy 2.126 While recognising the need for short-term truck staging on Alder Street to access the active marine industries on Eber Road, work to improve road surface and pedestrian safety in this area.

Policy 2.127 Encourage truck staging and storage on appropriately zoned light industrial lands.



Part Three: People

Community Health, Safety and Wellbeing

Our Goals:

- a thriving community of healthy, active, engaged citizens of all ages
- a resilient and prepared community of neighbours who help one another
- a vibrant cultural scene – inclusive of all cultures and walks of life
- equitable access to a variety of recreation and lifelong learning opportunities

FIRE AND EMERGENCY SERVICES

Fire and Emergency Services supports and maintains a community emergency management system through mitigation, preparedness, response and recovery initiatives for emergencies and disasters.

The Ucluelet Volunteer Fire Brigade has been providing fire protection services for the community for over 70 years. Each year the UVFB responds to an average of 110 callouts for fire, motor vehicle accidents and medical first responder calls.

The Emergency Support Services team is responsible for coordinating efforts to provide shelter, food, clothing, transportation, medical services and reunification services to victims of emergencies and disasters.

Ucluelet and the entire west coast of Vancouver Island are isolated. Road access is via Highway # 4, a difficult road to travel under normal conditions. As a result, the District will consider local responses to emergency situations and not rely on Highway # 4 or Peninsula Road to evacuate the community elsewhere.

A tsunami triggered by a local earthquake could reach Ucluelet within 10 – 15 minutes; therefore emergency personnel will not have sufficient time to warn residents of the impending danger. The District will work to raise awareness of immediate evacuation plans, which should consider evacuation routes to areas of high ground.

The Ucluelet Emergency Network (UEN) utilises a “four pillar” approach of mitigation, preparedness, response and recovery.

The UEN is a multi-jurisdictional committee that consists of representatives from:

BC Ambulance Service
 Canadian Rangers
 District of Ucluelet
 Emergency Support Services
 Pacific Rim National Park
 Royal Canadian Mounted Police
 Royal Canadian Marine Search and Rescue
 School District 70
 Toquaht Nation
 Ucluelet Volunteer Fire Brigade
 West Coast Inland Search and Rescue
 Yuułuʔiłʔatḥ (Ucluelet First Nation)

The areas identified as high ground in Ucluelet are:

- High School and associated fields;
- Tugwell fields;
- Top of Hyphocus island;
- Upper parts of Millstream; and
- High points on Reef Point and Coast Guard Roads.

Objective 3A Support, recognise and celebrate the contributions made by the members of the Ucluelet Volunteer Fire Brigade and other community organizations.

Objective 3B Increase community capacity to respond to emergencies.

Policy 3.1 Complete a community risk assessment and identify current and future needs for emergency services.

Policy 3.2 Analyse future growth potential and infrastructure needs to ensure the community can sustain and afford the necessary emergency and infrastructure services.

Policy 3.3 Provide emergency services facilities, equipment and resources that are adequate and affordable for the size of the local and visitor populations.

Policy 3.4 Identify and prioritise any infrastructure gaps which could affect the ability to respond to emergencies.

Policy 3.5 Explore opportunities for efficiency and funding of a combined new community safety facility (i.e., serving fire, ambulance, police).

Policy 3.6 Work with neighbouring communities to maximise efficiency and capacity for providing appropriate regional

emergency services, by exploring opportunities for shared services and/or servicing agreements.

Policy 3.7 Support the Ucluelet Emergency Network's efforts to continuously improve community training, awareness and preparedness for emergency events.

Policy 3.8 Support regular practice including evacuation drills utilizing the existing road network and facilities within the community.

Policy 3.9 Improve tsunami evacuation route signage for prone areas, directing people to the closest high ground area.

COMMUNITY SAFETY

The municipal Building Inspection, Bylaw Enforcement and Business Licencing functions ensure that land uses, building construction and activities in the community are conducted in ways which are safe, equitable and respectful of potential impacts on neighbours.

These functions, in coordination with the level of service provided by local Fire and Emergency Services, also affect land values and insurance rates within the community.

Objective 3C Ensure all buildings within the municipality meet the minimum health and safety standards set by the BC Building Code to ensure they are safe for their intended use.

Objective 3D Ensure the use of land and buildings within the municipality complies with provincial and municipal standards, in order to lower risks to the community, protect the environment and ensure the safety of first responders.

Objective 3E Ensure land uses and business activities protect the environment, respect neighbours and foster a positive welcoming impression among residents and visitors.

Policy 3.10 Implement a system of appropriate regular fire inspections tailored to building uses, community capacity and level of risk.

Policy 3.11 Provide a thorough and efficient system of building permitting and inspections.

Policy 3.12 Provide an efficient and equitable system of business licensing, and explore opportunities to promote licensed businesses through a local business registry.

Policy 3.13 Foster increased awareness and local knowledge of building and fire safety codes, standards and bylaws through such means as providing permit checklists, application guides and educational opportunities.

Policy 3.14 Develop a municipal bylaw enforcement policy to clearly communicate expectations and priorities for the monitoring and enforcement of bylaws to ensure community health, safety, wellbeing and positive visitor experience.

Policy 3.15 Regularly review municipal policies and bylaws with an aim to minimise regulation to only that which is necessary to achieve community objectives of maintaining health, safety, wellbeing, protection of the environment and reducing situations of conflict and nuisance.



HEALTH AND WELLBEING

Ucluelet residents are served locally by the Tofino General Hospital and the Ucluelet Medical Clinic.

More comprehensive, extended medical care is available in Port Alberni and Nanaimo. A range of massage, chiropractic, physiotherapy and other health-related services are also available in Ucluelet and Tofino.

Health and fitness classes are provided by local private providers and at the Ucluelet Community Centre – all supporting active lifestyles and community health.

Objective 3F Foster improved local health resources serving all citizens, including vulnerable populations.

Objective 3G Provide inclusive and equitable municipal services and recreation programs.

Objective 3H Pursue the five goals from the “pathways to wellbeing” by the Canada Parks and Recreation Association to foster:

- active living
- inclusion and access
- connecting people and nature
- supportive environments
- recreation capacity

Objective 3I provide the best in recreation, tourism and parks services to positively affect the overall health and well-being of the community.

Objective 3J Provide inclusive opportunities for quality recreational services, community events, conferences,

workshops, and gatherings through outstanding programs, facilities and customer service.

Objective 3K Work to make District programs, services and events more accessible, following the recommendations of the Age-Friendly Action Plan.

Policy 3.16 Support efforts to retain and improve local medical facilities, specialist options and improve transportation options to out-of-town medical services.

Policy 3.17 Support the expansion of convenient and affordable transportation options to access medical and other essential services for people of all ages and abilities.

Policy 3.18 Design and improve public facilities and spaces to be inclusive. Make accessible design a priority for major facilities within the walkable core of town (i.e., between the community centre and the Village Square).

Policy 3.19 Continuously look for opportunities to improve access to community buildings and programs.

Policy 3.20 Look for opportunities to improve access to public washroom facilities in strategic locations.

Policy 3.21 Improve the pedestrian environment with a priority emphasis on sidewalks, crosswalks, seating, lighting and visibility in the vicinity of the Village Square and UCC.

Policy 3.22 Develop and maintain all-ages accessible facilities, trails and/or viewpoints in appropriate key locations within the parks and trails network.

Policy 3.23 Explore avenues to better communicate opportunities for all members of the public to participate in civic events, programs, services and discussions.

RECREATION

The District operates the Ucluelet Community Centre (UCC) as the hub of recreation programs, civic engagement, cultural and special events. This gathering place has been developed with the goal of offering something of value to everyone in the community.

The Ucluelet Parks and Recreation Master Plan and Age Friendly Action Plan guide the continual re-evaluation of District facilities and programs, to provide program excellence and high participation by community members and visitors.

Objective 3L Continually evaluate and adjust to meet the needs of the community through recreation programs, Arts and Culture initiatives and event support.

Objective 3M Continue to invest in and present the District's diverse arts and heritage mosaic.

Objective 3N Continue to evaluate trends in facility use, community needs and resources necessary to serve the interests of a diverse population.

Objective 3O Deliver and support excellent services in partnership with aligned organizations, including the School District, non-profit organizations and the private sector.

Objective 3P Ensure that recreation programs, cultural activities and special events remain relevant and responsive to the needs and interest of Ucluelet area residents.

Policy 3.24 Continue to undertake a comprehensive assessment of recreation and cultural programs and special events.

Policy 3.25 Support and celebrate the strong local spirit of volunteerism by fostering connections to volunteer opportunities, and by celebrating and recognizing volunteer contributions.

Policy 3.26 Review the grant-in-aid policy to provide an appropriate level of support to organizations providing services to the community.

Policy 3.27 Continue to use the UCC as the inclusive focal point for delivering universal programs for people of all ages and abilities.

Policy 3.28 Provide space and support for programs provided by other community agencies including:

- West Coast Community Resources Society
- Ucluelet Children's Daycare Centre
- Vancouver Island Regional Library



FOOD SECURITY

Objective 3Q Residents have access to healthy food and opportunities to grow, harvest and buy local food.

Policy 3.29 Encourage and support opportunities for direct seafood sales at appropriate facilities in the Harbour.

Policy 3.30 Support community gardens on appropriate public lands.

Policy 3.31 Encourage opportunities for food production and gathering on appropriate lands in the Barkley Community Forest.

Policy 3.32 Support appropriate wildlife-smart organic waste composting.

Policy 3.33 Support the implementation of the Coastal Addendum to the Alberni Agriculture Plan.

Policy 3.34 Identify, build and maintain food storage and processing facilities which can serve to provide duplicate capacity in case of community emergencies (e.g., food bank, UCC kitchen, schools, etc.).

Policy 3.35 Explore the feasibility of a combined fieldhouse, emergency muster station and foodbank at Tugwell Field.

Policy 3.36 Explore opportunities for teaching food growing, preparation and preserving within educational and recreation programs, including after-school kids' programs.

HERITAGE AND CULTURE

Heritage and Cultural Conservation

The Ucluth Peninsula has been inhabited for thousands of years by the Yuułuᑭᑦᑭᑦᑭᑦ (Ucluelet First Nation). There are numerous culturally significant sites located within the District.

There is a legal and moral obligation to conserve these sites and materials. Archaeological sites are managed under the provincial *Heritage Conservation Act*. This Act provides for the protection and conservation of British Columbia’s archaeological resources. Under the legislation, archaeological sites are protected whether their location is documented or not.

Cultural heritage resources are different than archaeological sites, and are also of significant value. These sites will often lack the physical evidence of human-made artefacts or structures, but will retain cultural significance to one or more living groups of people.

Examples include such things as ritual bathing pools and resource gathering sites. Effective implementation will require a positive working relationship between the Yuułuᑭᑦᑭᑦᑭᑦ and the District.

The Yuułuᑭᑦᑭᑦᑭᑦ Government has provided archaeological and cultural potential mapping which highlights areas considered to be of very high archaeological potential (see Map 3); this includes the marine foreshore and all areas 150m inland around the shore of the Ucluth Peninsula, plus old-growth forest ecosystems.

Known affectionately by locals as “Ukee,” Ucluelet’s rich history is commemorated today in place names, local events and built environments. A number of sites are recognised as having heritage value, including:

- St. Aidan on the Hill church site at Main Street and Peninsula Road
- Plank roads and boardwalks that once connected parts of the community (and recalled in signage installed by the Ucluelet and Area Historical Society along portions of the Wild Pacific Trail)
- Japanese community post-war settlement at Spring Cove and other locations
- Seaplane Base Road and Recreation Hall area
- George Fraser property, gardens and farm south of Peninsula Road
- Imperial Lane and the Whiskey Dock

Ucluelet boasts a vibrant artistic community, being home to many artists and cultural events. In addition to showcasing the area’s culture, history and natural wonders, these events provide important social gatherings for residents and draw large numbers of visitors.

Heritage and culture together form a strong part of Ucluelet’s identity and also generate tourism and other economic development opportunities.

Objective 3R To preserve archaeological, historical and cultural features.

Objective 3S To identify areas of the Ucluth Peninsula with major potential for archaeological and cultural sites.

Objective 3T To celebrate the local culture of the Ucluelet community.

Policy 3.37 Develop, in partnership with the Yuułuʔiłʔatḥ Government, a protocol for referral and input on development proposals within the areas of high archaeological and cultural potential identified on Map 4.

Policy 3.38 Develop, in partnership with the Yuułuʔiłʔatḥ Government, a joint Heritage Alteration Permit and protocol / servicing agreement for archaeological and cultural guidance on municipal works and operations within the areas of high archaeological and cultural potential identified on Map 4.

Policy 3.39 Work with the Yuułuʔiłʔatḥ First Nation, the Heritage Conservation Branch and local historians to identify archaeological and cultural sites, features and place names.

Policy 3.40 Work with local historians and the Heritage Conservation Branch to locate, identify and record all significant heritage and cultural features and sites.

Policy 3.41 Development proposals will be reviewed in relation to existing and possible archaeological sites, and where sites are apparent, the owner will be notified of their responsibility for complying with the requirements of the provincial Heritage Conservation Branch.

Policy 3.42 Support the documentation and build awareness of heritage places (natural or cultural), buildings, artefacts and landscapes in the community.

Policy 3.43 Seek First Nations' input on District heritage and cultural matters and events.

Policy 3.44 Invite input from the Yuułuʔiłʔatḥ on the use of traditional names in areas of significance to the indigenous community, and to find opportunities to highlight the Nuu-chah-nulth language where appropriate.

Policy 3.45 Roughly half of the existing street names in Ucluelet are nouns; invite input from the Yuułuʔiłʔatḥ on Nuu-chah-nulth translations of these names, and explore opportunities for a bilingual street sign program.

Policy 3.46 Work with property owners through the Development Permit process to encourage building and site design that reflects Ucluelet's west coast and fishing village heritage.

Policy 3.47 Facilitate the provision of gathering spaces throughout the community, with particular emphasis on the Village Square and the Community Centre.

Policy 3.48 Support the Ucluelet and Area Historical Society in planning for a future museum and/or venues for historical cultural displays and archives.

Policy 3.49 Support heritage preservation and stewardship of District-owned heritage resources.

Policy 3.50 Encourage the preservation of privately-owned heritage properties and consider incentives for heritage conservation, by means such as zoning bonuses through Heritage Revitalisation Agreement.

Policy 3.51 Identify and connect places of historical significance as part of the future Ucluelet walking tour;

Policy 3.52 Support community cultural events that celebrate and build cultural experiences for residents and visitors and foster further understanding and connection to this place.

Policy 3.53 Surfing is good.

Policy 3.54 Artwork illustrating this document was generously provided by local artists Katsumi Kimoto and Marla Thirsk. To seek illustrations for future updates to this plan, the District will issue a broad call for submissions by local citizens and artists to “draw your community”.

Land Use, Housing and Managed Growth

LAND USE CATEGORIES

To put the guiding principles of this OCP into effect, the long-range land use for all areas of the municipality have been designated as shown on Schedule A, “Long-Range Land Use Plan”. Descriptions of each land use designation are summarised below. Note that current land uses and zoning may differ from the long-range designation for any given property. Over time, as properties redevelop the zoning and use of the land should align with the designated uses noted in this plan.

Also note the District may consider requests to down-zone properties to recognize existing non-conforming land uses (brought about by past blanket rezonings), without triggering an amendment of this OCP even if the existing / interim use does not match the long-range uses anticipated on Schedule A.

Commercial

Village Square Commercial

This designation applies to the village square and includes a broad range of mixed uses.

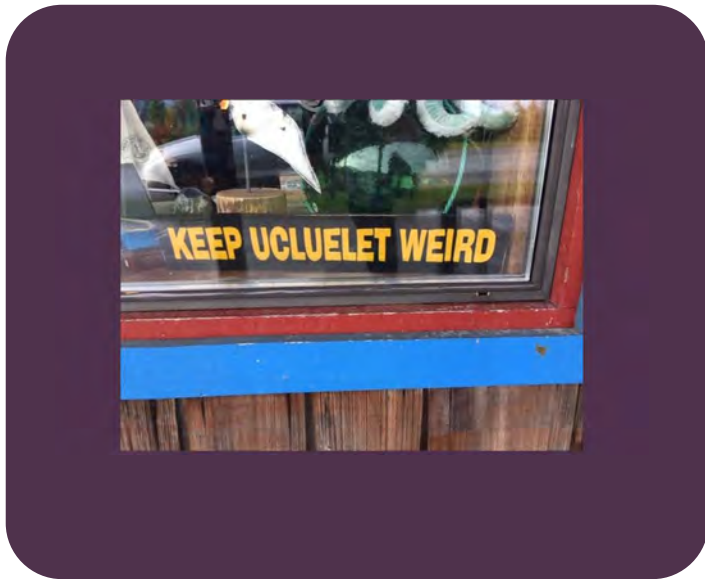
These may include retail uses, offices, restaurants, tourist accommodation, financial, cultural and community services, and

multi-family residential (e.g. apartments and residential units above retail stores).

Compact, high density, mixed-use buildings which respect the existing character of the neighbourhood are encouraged

Service Commercial

This designation generally applies to portions of Peninsula Road between Forbes Road and Bay Street. It includes uses such as motels, restaurants, personal and retail services, service stations and automobile repair.



Tourist Commercial

This designation includes visitor accommodation (e.g. hotels, motels, hostels, guesthouses), marinas and other supporting uses such as kayak and bike rentals.

Long-term residential uses in the vicinity of the centre of town is supported, therefore a mix of residential uses, including

employee housing, may also be included in the zoning of areas designated Tourist Commercial in this location.

Neighbourhood Commercial

This designation applies to individual lots or small commercial nodes providing small-scale commercial services compatible with surrounding land uses and primarily serving lands within convenient walking distance.

Parks and Open Space

This land use designation applies to the District's parks, playgrounds, trail network and green spaces. This includes nature parks, community parks, neighbourhood parks, trails and greenbelts. Lands with this designation may also include a variety of public institutional uses such as the Coast Guard facilities at Amphitrite Point, water towers, the Ucluelet Community Centre, etc., which are compatible with the surrounding public park context.

Note that the Schedule 'A Longe-Range Land Use Plan may indicate Parks and Open Space designation across areas of private land; these generally indicate areas with high habitat values, flood potential and/or potential for pathway connections. This may indicate where there are existing rights-of-way, or where desired open space areas should be considered and could be determined in detail at the time of future development approvals.

Single-Family Residential

This designation includes detached single-family homes and duplexes. Single-family properties may include secondary suites, accessory dwelling units, home occupations and guest accommodation.

Some small-scale multi-family land uses exist within single-family neighbourhoods. Further small-scale development of multi-family uses - which demonstrate how they fit within the neighbourhood context specific to their location - may also be approved within these areas without amendment of this OCP

Multi-Family Residential

This designation includes multi-family residential housing of medium to high-density. This includes row houses, cluster housing, townhouses and apartment buildings.

This designation may also include small-lot single-family subdivision or cluster developments which achieve similar densities.



Industrial

Light Industrial

This designation provides for a variety of light and medium industrial uses, such as food processing and wood-based manufacturing industries, including service commercial and light industrial uses. This designation applies to lands along Forbes Road.

Marine Industrial

This designation applies to the upland side of commercial marine properties and provides for a variety of water-dependent and supportive light and medium industrial uses, such as fish processing and unloading, ice plants, marine repair and manufacturing industries, marine fuel services and other marine light industrial uses.

This designation generally applies to lands with existing marine infrastructure fronting the harbour.

Public Institutional

This designation includes community and institutional uses, such as schools, libraries, recreation areas, health facilities, supportive housing, policing and emergency services, municipal buildings and facilities (e.g. the sewage lagoon on Hyphocus Island) and religious institutions. This category also includes lands supporting public utilities such as electrical and data transmission networks.

Water Areas

Water Lots

This designation applies to all areas of current and anticipated foreshore leases as designated in Schedule A.

Uses are subject to future review but may include docks, moorage of fishing vessels, loading/unloading of marine vessels, fish processing and support industry, tourist and recreation facilities including marinas and boat launches, marine residential, environmental protection, utilities and log storage.

Small Craft Harbour

These foreshore leases are held by the Department of Fisheries and Oceans and are managed by the District. A range of activities are permitted, including private boat moorage and other recreational pursuits, commercial fishing and guiding enterprises.

Marine Conservation

This designation applies to marine areas intended for conservation and transient recreational uses only; expansion of foreshore tenures and long-term vessel moorage are not supported within the Marine Conservation areas. Offshore rocks

and islets shown as Marine Conservation on Schedule A are intended to be left in their natural state.

Village Square and Commercial Core

Village Square

The Ucluelet Village Square area is the heart of the community and Ucluelet's main gathering and shopping destination. It is a compact area comprised of those lands within an approximate five-minute walk (500 metre radius) of Main Street and Peninsula Road.

The Village Square area is oriented toward the waterfront acknowledging the critical role the harbour continues to play in the community's identity and prosperity. Access and views to the water are a community priority.

As the main commercial and mixed-use area of Ucluelet, the Village Square area is a welcoming place for community members and visitors alike.

Other designations also located within the core area of Ucluelet include Institutional, Multi-Family Residential, Residential and Parks and Open Space.

The Village Square designation contains the broadest range of services and land uses in the District. This includes retail, professional offices, health care, administrative, financial, tourist accommodation and supporting uses, cultural and community services and residential.

Marine Industrial uses that require access to the harbour are also permitted in key locations, including the UHS fish plant.

Service commercial uses (e.g. gas stations and other similar uses oriented toward the automobile) are located outside of the Village Square in order to maintain its strong pedestrian focus.

The Village Square provides for multi-family residential options in and around the core. This housing is located in mixed-use buildings and expands the community's affordable housing choices.

The Village Square has the community's highest densities and building forms, yet is designed to respect views and existing character. It is appealing and safe for pedestrians of all ages.

The architectural style and urban design of the Village Square reflects Ucluelet's unique history and coastal context. High quality urban design enhances the public realm and the pedestrian environment. Village Square uses are designed to transition sensitively to adjoining areas.



Village Square Policies:

Policy 3.55 The area bounded by the Harbour, Bay Street, Larch Road and Otter Street is to be designated as the Village Square. This area is also designated as the Village Square Development Permit Area for form and character (see Schedule 'F' for form and character DP mapping and Section 6 Implementation for details of the DP designation, applicability and guidelines.)

Policy 3.56 New retail, service and office development shall be concentrated in the Village Square designation to maximise pedestrian access for employees and customers and maintain the vitality of the village core.

Policy 3.57 Tourist accommodation (e.g. boutique hotels) and supporting uses are encouraged (e.g. eating and drinking establishments) to locate in the Village Square designation.

Policy 3.58 The District of Ucluelet continues to recognise the importance of the harbour to the District's economy by designating employment uses that require access to the water (e.g. fish plant, boat repair) to locate within the Village Square area. Such uses shall be sensitively integrated into the community.

Policy 3.59 Encourage residential growth within the Village Square designation in the form of apartments and residential over commercial to provide for greater housing diversity and affordability.

Policy 3.60 Properties fronting Main Street must be mixed-use, with residential above commercial uses, or standalone commercial; stand-alone multi-family may be permitted within other areas of the Village Square designation. Arrange vehicular

access in a way that gives priority to pedestrian and cyclist comfort and safety.

Policy 3.61 Cultural and institutional uses are permitted within and adjacent to the Village Square designation, to support the mixed-use, cultural heart of the community. This is the preferred location for a District Museum. The acquisition of key properties by the District, or other public agency, may be required to establish more cultural and heritage uses in the Village Square.

Policy 3.62 The District encourages Canada Post to maintain the community post office within the Village Square area.

Policy 3.63 Emphasize the Village Square as the focal point for commercial and socio-economic activity in Ucluelet.

Policy 3.64 Main Street Dock is a key public gathering place in the community. It provides public access to the waterfront that is safe and accessible.

Main Street Dock may be framed by buildings and contain uses that fit within the mixed-use vision of the Village Square (e.g. cultural, recreation, commercial) and provide interest and variety to the area.

Policy 3.65 Enhance and improve public access to the water by encouraging access or viewpoints within all new developments that are adjacent to the water, including those adjacent to water lots.

Policy 3.66 Enhance and improve the network of public open spaces and trails that connect and cross the Village Square. Specific network improvements and elements include:

- enhance existing parks including Municipal Hall Park (e.g. reducing pavement) and Waterfront Park

- retain outdoor open space along Peninsula Road (e.g. existing patio northeast of the intersection of Main Street and Peninsula Road) in order to provide overlook and views to the Harbour
- explore creation or acquisition of new public open space opportunities where feasible (e.g. including the informal green space along Cedar Road on the existing fish plant site)
- require and formalise mid-block pedestrian connections in large block areas (e.g. north side of Peninsula Road, between Bay and Main Streets)
- develop a walking tour that connects the Village Square to the Inner Boat Basin, Imperial Lane and other parts of town, to create a continuous pedestrian link with the Safe Harbour Trail (see Schedule 'C')
- encourage the provision of cycling end-of trip facilities, such as bike parking
- explore options for a connection between Lyche and Cedar Roads. This connection is desirable, and the location can be flexible to accommodate existing uses and future redevelopment of the parcel.
- pedestrian walkway on Helen Road: Main to Matterson
- pedestrian walkway on north side of Peninsula Road: Main to Bay
- pedestrian walkway on Cedar Road: Main to Bay

Policy 3.67 Support the operating fish plant and associated industry; consider opportunities such as guided tours through the fish plants, a museum to showcase the industry and sports fishing opportunities;

Policy 3.68 Village Square Pedestrian Walkway Improvements – work to improve the following sidewalk and pathway segments in the following prioritised list:

- stair / ramp at corner of Main Street and Helen Road
- pedestrian walkway on Fraser Lane
- reconstruct municipal hall parking entrance and tot lot

Commercial

Ucluelet's business community provides a range of commercial facilities and services for the convenience of residents and visitors.

Commercial uses strengthen the municipal tax base, provide employment opportunities and accommodate the twin pillars of Ucluelet's economy; fishing and tourism.

Commercial land uses are also recognised for their contribution to a complete community through the provision of services and shopping close to home.

The broadest mix of commercial uses (including offices and retail stores) is permitted in the Village Square. As the community's main gathering place and with the highest residential densities, the Village Square is the main working and shopping destination in Ucluelet.

Commercial uses are also permitted in other parts of the community. Automobile-oriented uses (e.g. service stations and building supply establishments) are permitted primarily along Peninsula Road in the Service Commercial designation.

Commercial uses oriented toward tourist accommodation are located in Tourist Commercial designations. This hierarchy of commercial designations supports a compact and vibrant Village Square, while accommodating other needed services in the community.

General Commercial Policies:

Policy 3.69 Support a hierarchy of commercial uses that supports the Village Square as the location for most commercial and retail uses, while meeting the full range of residents' and visitors' service and shopping needs.

Policy 3.70 Continue to support the work of the Ucluelet Economic Development Corporation, the Barkley Community Forest, the Ucluelet Chamber of Commerce and Tourism Ucluelet, and the formation of partnerships or joint ventures to diversify the local economy and to generate new sources of sustainable development and employment.

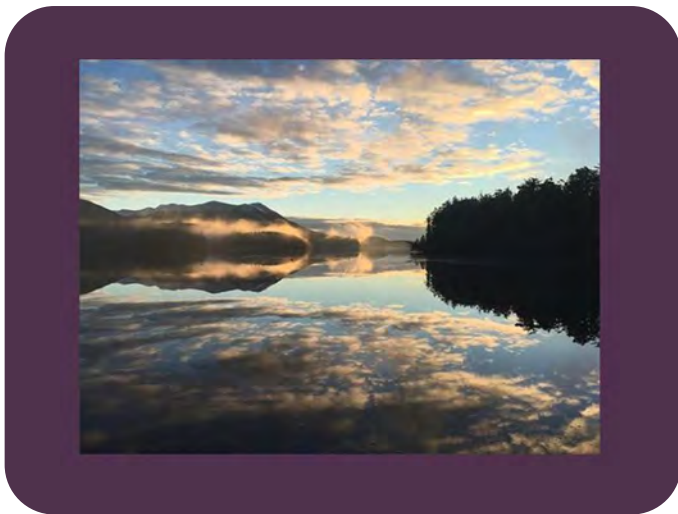
Policy 3.71 Promote and support locally owned small businesses, including those oriented to arts and artisans, home occupation uses, and - where appropriate - bed and breakfasts, vacation rentals and guest houses.

Policy 3.72 Review permitted uses in all commercial zones, including the merits of allowing permanent residential uses in the Tourist Commercial (CS-5) zone in the vicinity of the Village Square and residential units above service commercial uses (CS-2 zone).

Policy 3.73 Connect commercial areas to other parts of the District through multi-use pathways, sidewalks, trails and other transportation routes. Show commercial areas on the proposed walking trail tour that connects the Village Square to the Inner Boat Basin, Imperial Lane and other parts of the District.

Policy 3.74 Support climate action strategies by:

- locating commercial uses within proximity of Peninsula Road, the District’s primary corridor for development. This will promote the early introduction of local transit-service and higher transit frequencies than is possible with lower density development
- situating commercial areas within walking distance of potential future transit routes
- supporting home-based businesses that have minimal impact on neighbouring land uses
- encouraging environment-friendly commercial development, building energy and efficiency upgrades
- encouraging development in a manner that promotes energy efficiency. This may include orienting buildings for maximum solar gain, maximizing glazing, requiring overhangs that protect from summer sun and rain but allow winter sunlight in, and providing landscaping that shades in summer and allows sunlight in during the winter



Service Commercial

Lands designated for Service Commercial uses are generally located along both sides of Peninsula Road between Forbes Road and Bay Street.

Service Commercial Policies:

Policy 3.75 Designate properties along Peninsula Road for service commercial uses to accommodate existing uses as well as future uses that require automobile-oriented access and visibility.

Policy 3.76 Accommodate automobile repair uses in the Service Commercial designation. Consider amending the Zoning Bylaw to permit automobile service uses (e.g. the repair and servicing of automobiles and recreational vehicles,) in the Service Commercial zones (i.e., not within the Village Square).

Policy 3.77 Recognise the strategic location and high visibility of Peninsula Road and implement high quality urban design for service commercial uses in the area, as set out in the Peninsula Road DP Area guidelines.

Policy 3.78 Work with the Ministry of Transportation and Infrastructure to enhance landscaping along Peninsula Road through the development process, allocation of capital funds and other mechanisms (e.g. DCCs and grants).

Policy 3.79 Work with property owners to increase the supply of visitor parking in commercial areas along Peninsula Road, while minimizing the number and width of curb cuts crossing the pedestrian and bike paths.

Tourist Commercial

Ucluelet's appeal as a tourist destination for all ages is based largely on the wide range of recreation opportunities available in the community. These include hiking the Wild Pacific Trail, sea kayaking, boating, fishing, surfing and cycling.

The town serves as a gateway to Pacific Rim National Park Reserve, Clayoquot Sound, Barkley Sound and the Broken Group Islands. Visitors are able to enjoy Ucluelet's small town charm, working harbour, parks, trails and other recreational and cultural amenities.

The Tourist Commercial designation focuses primarily on providing for visitors' accommodation, together with marinas and other supporting uses, creating areas distinct from residential neighbourhoods.

Tourist Commercial Policies:

Policy 3.80 Concentrate large scale tourist commercial developments within the following general areas:

- Reef Point Area
- Inner Boat Basin
- Former Forest Reserve Lands

Policy 3.81 Encourage accommodation types that may not be provided for in other areas in order to enhance visitor options and strategically manage supply (e.g. boutique hotels are encouraged in the Village Square designation, while vacation rentals, hotel/spas are permitted in the Tourist Commercial designation.).

Policy 3.82 Allow limited and accessory commercial uses (e.g. kayak rental) within the Tourist Commercial designation in order to support a wider range of commercial uses within a compact

and complete Village Square. Limited restaurant uses are appropriate in the Inner Boat Basin area. Visitors are encouraged to access offices and retail uses in the Village Square. Transportation options to the Village Square will include pedestrian and cycling infrastructure.

Policy 3.83 Encourage the redevelopment of properties fronting onto Ucluelet Inlet ensuring:

- the provision of public access to the waterfront
- a continuous waterfront walkway connecting the Inner Boat Basin to the Village Square
- high quality architectural design reflecting the fishing village heritage of Ucluelet
- the identification, protection and enhancement of view corridors
- the inclusion of natural landscaping

Policy 3.84 Encourage development forms that maximise tree retention for undeveloped sites.



Industrial

Ucluelet has developed as a working community, supported by a strong fishing industry. Fishing and other industrial activities needing access to the waterfront continue to be important directions for the future. While forestry perhaps played a more prominent role in the past, its contribution to the local economy is ongoing and anticipated to grow with the potential for wood-based value-added enterprises.

Industrial land use, both water and land-based, provide a solid foundation for the community's economic livelihood. Industrial land use enhances the economic viability of Ucluelet through the diversification of the local economy and the provision of employment opportunities. Industrial land provides space for the supply, storage, distribution and repair functions which support other "front line" enterprises.

Local industrial land can also support the District's policies and actions to reduce greenhouse gas (GHG) emissions and respond to climate change. This is achieved through the promotion of innovative and clean industrial uses that are appropriately located and designed to maximise energy efficiency. Securing an adequate supply of local industrial land also reduces travel to access service and supply industries.

The Industrial Designation encompasses two main areas – lands at Seaplane Base Road and lands along Forbes Road. These two areas are expected to meet the industrial land needs of the District for the medium to long term. Uses within the industrial designation are designed to provide a neighbourly transition to adjoining non-industrial areas.



Industrial Policies:

Policy 3.85 Support the protection of the District's industrial land base as a vital community and economic asset that can be used to create significant local employment, property taxes and other benefits to Ucluelet.

Policy 3.86 Encourage industrial uses that will achieve higher employment and land use densities.

Policy 3.87 Guide industrial development off Peninsula Road and into the Forbes Road and Seaplane Base Road areas.

Policy 3.88 Industrial land uses must be compatible with adjoining land uses (e.g. industrial / tourist commercial / residential); use the rezoning process (e.g. siting, layout) to minimise conflicts.

Policy 3.89 Give priority to industrial uses at the Seaplane Base Road area that require water access in areas with sufficient navigational depth (e.g. north side in proximity of existing water lots).

Policy 3.90 Protect and enhance the sensitive ecosystem associated with the waters on the west side of the Seaplane Base road industrial area by maintaining a naturalised shoreline.

Given the site's unique water access, proximity to industrial and tourist commercial areas, a comprehensive plan of development will be required at the time of redevelopment. Public access to the water will be provided in a manner that is commensurate with the permitted land uses.

Policy 3.91 Create an employment-intensive area in the Forbes Road industrial area, while acknowledging the existing mixed-use nature of the area. Review the range of uses permitted in the

CD-1 ("Eco-Industrial Park") Zone. Residential uses (e.g., employee housing) should only be considered on upper storeys above appropriate light industrial space. Explore the inclusion of live/work light industrial uses within this area, particularly on new lands with light industrial designation to the north of Forbes Road and off Minato Road.

Policy 3.92 Continue to recognise the importance of the harbour to the Ucluelet's economy by allowing industrial uses that require access to the water to locate within other appropriate designations (e.g. Village Square, Water Lot and the Small Craft Harbour).

Policy 3.93 Support the creation of more detailed plan for Ucluelet's Harbour, focusing on lands in the vicinity of the Village Square, existing water lots, and appropriate locations for water-based industrial uses.

Policy 3.94 Enhance and improve public access to the water in industrial areas while recognising that the safety and operational needs of industrial businesses are not to be compromised.

Policy 3.95 Support the fish plant and supporting industry located within the Village Square designation.

Policy 3.96 Support the long-term presence of the ice plants and marine service industries located on Eber Road. Recognising the surrounding residential neighbourhood context, continue to mitigate conflicts in this area.

Policy 3.97 Support the expansion of the District's industrial land base, where appropriate, in a manner that is sensitive to adjoining land uses and helps to achieve other District objectives.

Policy 3.98 Work in partnership with the Ucluelet Economic Development Corporation (UEDC), the Barkley Community Forest and the Ucluelet Chamber of Commerce to form partnerships or joint ventures to diversify the local economy and to generate new sources of sustainable development and employment.

Policy 3.99 Continue to support the Village Square as the location for most commercial and retail uses. Review accessory retail and office use provisions in industrial zones.

Policy 3.100 Connect industrial areas to other parts of the District through multi-use pathways, sidewalks, trails and other transportation routes. Show industrial areas on the proposed walking trail tour that connects the Village Square to the Inner Boat Basin, Imperial Lane and other parts of town.

Policy 3.101 Encourage the provision of cycling end-of trip facilities, such as bike parking, in industrial areas.

Policy 3.102 Provide a safe pedestrian environment to and from industrial areas and support ability of employees to walk to work while avoiding conflicts from trucks and vehicles, for instance, by providing separated sidewalks.

Policy 3.103 Minimise detrimental effects of industrial development on the natural environment and surrounding areas. Encourage water conservation, re-use of building materials and waste products, reduced energy consumption, alternate energy sources and high air quality and water treatment standards.

Policy 3.104 Strive for a high quality of site and building design in industrial areas. This may include extensive landscaping and visual buffers between industrial and non-industrial uses. Explore

the designation of properties fronting Forbes Road as a development permit area to improve the streetscape over time.

Policy 3.105 Support climate action strategies by providing infrastructure to support electric vehicle charging and encouraging the reduction of vehicle trips.

Policy 3.106 Encourage the provision of employee amenities within industrial developments that support a healthy working environment. This may include accessory retail uses (e.g. restaurants, cafes, pharmacy), places to sit, rest or eat, exercise facilities and connections to multi-use pathways, sidewalks or trails.

Policy 3.107 Accommodate automobile repair uses in the industrial designation; consider amending the Zoning Bylaw to permit automobile service uses (e.g. the repair and servicing of automobiles and recreational vehicles,) in the light industrial zones.

Policy 3.108 There are no significant gravel deposits within the boundaries of the District of Ucluelet, and no foreseen quarry or gravel extraction operations. Significant gravel resources are available within the region, however, including in the adjacent Area C of the ACRD.

Institutional

Community and institutional uses in Ucluelet include schools, libraries, recreation areas, health facilities, policing and emergency services, municipal buildings, public utilities and religious institutions.

These places meet many needs: educational, health, spiritual, and safety. They contribute to the wellbeing of the community and to a sense of permanence and stability.

The heart of Ucluelet's civic life is located within the Village Square. This area contains the District Hall and Waterfront Park, George Fraser Memorial Park and the Main Street Dock.

A second cluster of institutional uses is located approximately 1.5 kilometres away along Matterson Drive. This cluster includes Ucluelet Elementary and Senior Secondary Schools, the BMX Bike Track and school playgrounds, the Ucluelet Community Centre, including a branch of the Vancouver Island Regional Library and the adjoining skateboard park and basketball court.

The District recognises that providing cultural and recreation facilities within close proximity to each other is essential to creating a complete community and cultivating a dynamic relationship between the different facilities.

Connections between the two institutional nodes are facilitated by transportation and infrastructure improvements along Main Street, Peninsula Road and Matterson Drive. Walking and cycling between the two areas is encouraged.

Other institutional uses with the community include:

- Recreation Hall on Seaplane Base Road
- Sewage treatment facility on Hyphocus Island
- Forest Glen Seniors Housing (St. Jacques Boulevard)
- Ucluelet Volunteer Fire Brigade;
- Food Bank on the Edge
- Canada Post community post office
- Army Navy & Air Force Club (Peninsula Road)
- RCMP detachment
- Telus and Hydro facilities
- Water and waste water facilities (reservoirs, pump stations)
- School District 70 (Pacific Rim) facilities

At the time of writing, the Ucluelet Elementary School is receiving significant seismic upgrades and renovations - including new day care facilities - and a new Ucluelet Secondary School is under construction. The school is designed to accommodate future expansion if necessary. These new and upgraded facilities will serve the needs of the west coast for the foreseeable future.



Institutional Policies

Policy 3.109 Support improvements to the Village Square that increase its attractiveness and enhance its accessibility, usefulness, and security as a venue for public uses and events.

Improvements may include signage, planting of trees, provision of street furniture, adding pedestrian and building lighting, public art, and other aesthetic and functional items that make the Village Square more desirable to pedestrians.

Policy 3.110 Facilitate improvements, which include sidewalks and multi-use pathways to Main Street, Peninsula Road and Matterson Drive to encourage walking and cycling between key community public spaces.

Policy 3.111 Maintain a close, collaborative relationship with School District 70 to maximise the use of school facilities and services for the benefit of the community and to facilitate current and anticipated school needs.

Policy 3.112 Encourage any future rebuilding of the schools to be oriented toward Matterson Drive to emphasize the importance of this intersection, the proximity to the Village Square and the connecting function that Matterson Drive plays (e.g. connecting Village Square to key community locations (community centre, Big Beach)).

Policy 3.113 Recognise and support the role of schools as neighbourhood focal points and social centres.

Policy 3.114 Encourage Canada Post to maintain a location for the community post office within the Village Square area.

Policy 3.115 a number of federally-owned employee housing lots are now designated *Institutional* on the Schedule A Long-Range

Land Use Plan. Create a new institutional Community Residential zoning designation for these properties, clarifying the community expectation for their future conversion to a possible variety of community care, shelter, supportive and/or affordable housing uses.

Marine

Small Craft Harbour/ Marine

The jurisdictional boundary for the District of Ucluelet extends approximately 200 metres (ten surveyor's chains, or 660 feet) into the Pacific Ocean surrounding the Ucluth peninsula, as shown on Schedule A. It is the intent of the District to regulate uses contained within the water areas to the full extent of its jurisdiction.

The Harbour (Ucluelet Inlet) has historically and continues to play an important role in the life and well being of residents in the District.

Currently a range of activities occur, such as fishing (commercial and sport), private boat moorage, guides and outfitters and other recreational pursuits, including launching points for excursions on the water along the West Coast, particularly the Broken Group of Islands.

A number of leases of provincial Crown foreshore have been created over the years. To date, the development of these water lots has not been regulated by the municipality through tools such as Development Permit designations.

The calm waters in this natural inlet have provided refuge for mariners for a long period of time.

The harbour has potential to maintain and promote what makes Ucluelet a great place – a place that services the fishing and sport fishing industries, the tourist industry, inspires artists and photographers and supports daily recreational enjoyment by many within the community.

The harbour is an asset worth protecting for the future economic prosperity and livability in the District.



The water areas of Ucluelet are generally designated as either:

- Small Craft Harbour (three public water lots)
- Water Lot (primarily privately-held foreshore leases)
- Marine Conservation (remaining water areas not in registered water lots)

In addition to these three designations, several water lots are designated in conjunction with the adjacent land-based designation (e.g. Village Square or Residential).

Each registered water lot is inextricably linked to various adjacent land uses; hence the relationship between land and water requires careful consideration, which could include parking needs, water and sewer servicing and visual impacts.

Following the guiding principles of this OCP, the District has designated environmentally sensitive areas and shoreline habitat as environmental Development Permit areas. See Schedule E for DP area mapping and Part 6 [Implementation](#) for DP guidelines.

General Policies:

Policy 3.116 Adopt new zoning designations for water areas to define permitted uses, servicing and parking requirements, etc.

Policy 3.117 Prohibit the following uses in the Water Lot, Small Craft Harbour and Marine Conservation designations:

- Commercial aquaculture
- Boat, vessel or aircraft storage
- Landfills

Policy 3.118 Identify environmentally sensitive areas and protect marine ecosystems by establishing marine shoreline Development Permit areas: see Development Permit Area - Schedule E.

Policy 3.119 Support marine ecology and marine education facilities within the Harbour.

Policy 3.120 Consider enhancing public access to the District-leased water lot at the foot of Alder Street, including facilities for launching canoes and kayaks.

Policy 3.121 Support transient boat moorage provided adequate sanitation facilities are located nearby.

Policy 3.122 Require all water lot uses to properly treat and dispose sanitary sewer waste and connect into the District's sewer collection system and access District potable water.

Policy 3.123 Develop guidelines for marina and marine-based commercial DP areas, including requirements for publicly-accessible vessel sewage pump-out facilities in all marina operations.

Policy 3.124 Explore new means of generating revenue to fund Harbour infrastructure.

Small Craft Harbours

The Small Craft Harbour is owned by the Department of Fisheries and Oceans, and it is managed by the District. The Small Craft Harbour manages three water lots. These are:

- Lot 2084, known as the inner harbour
- Lot 1977, known as the outer harbour
- Lot 1877, known as 52 steps

Small Craft Harbour Policies:

Policy 3.125 Ensure the continued viability of the Small Craft Harbour in Ucluelet through sound management practices;

Policy 3.126 Consider changes to the size and configuration of the Small Craft Harbour; giving priority to water lots near existing and proposed industrial areas (e.g. Lot 610 near foot of Seaplane Base Road);

Policy 3.127 Encourage water-based industrial uses to locate in the vicinity of Seaplane Base Road.

Water Lot Policies:

Policy 3.128 A comprehensive review of all existing water lots and the appropriate location of potential marine uses will be carried out by the District. Possible uses include:

- docks and moorage of fishing vessels
- loading and unloading of marine vessels
- fish processing and support industry
- tourist and recreation facilities, including marinas and boat launches
- float homes
- live-aboards and houseboats

- pier residential housing
- environmental protection
- passive recreation and opportunities to view and experience the harbour from key locations on land
- utilities
- log storage

Policy 3.129 The Main Street Dock (Lot 1689), the Whiskey Dock, is considered appropriate for specific marine uses, such as net mending, specialty catch off-loading, Francis Barkley passengers and ferrying, fish markets, and arts, entertainment and tourist functions.



Generally vessel off-loading and other heavy industrial uses are not encouraged at Main Street Dock. Other existing public and private wharfs within the harbour may be more suitable for such activities.

Marine Conservation

All water areas located between the shoreline and the District boundaries, excluding areas designated as water lots, are designated as “Marine Conservation”. Offshore rocks and islets shown as Marine Conservation on Schedule A are intended to be left in their natural state.

Marine Conservation Policies:

Policy 3.130 Invite regional partners to participate in developing a comprehensive “Healthy Inlet / Safe Harbour” management plan for the Ucluelet Inlet, including:

- habitat sensitivity, protection and enhancement;
- co-ordinated approach to cleanup and avoiding future contamination (sewage, plastics, derelict vessels, etc.);
- coordinated policy for liveaboard moorage and sewage disposal;
- overview of type, amount and location of landing and moorage facilities.



Residential

The Official Community Plan provides a framework to meet the diverse housing needs of residents in Ucluelet.

Residential land use is permitted in the Village Square, Multi-Family and Residential designations. Each land use designation varies in the range and density of permitted housing types.

Generally, the highest density uses (apartments and residential units above retail stores) are found in the Village Square, with medium density forms (townhouses) on the edge of the core area and single family uses located beyond a 400-metre walk of the Village Square.

The 2016 Census counted a resident population of 1,717 people in Ucluelet, and a total of 735 occupied private dwellings. This represents 1.36% annual population growth, or 23 new residents per year, over the past decade; this could be considered strong, positive growth. Over the same period, visitor growth and non-resident home ownership has also expanded considerably.

The advent of on-line advertising and bookings for short-term vacation rentals is depleting the supply of rental housing available to long-term residents in Ucluelet (and many other communities in BC). This is having a negative effect on both business viability and community well-being.

Over the past few years the District has actively monitored and enforced its bylaws on short-term vacation rentals. At the time of writing, approximately 300 vacation rental units are active in the municipality, many in existing residential neighbourhoods. A number of long-term rental units – including secondary suites –

have been converted to short-term rentals, displacing this supply of vital housing stock.

Affordable Housing is defined as:

housing costing 30% or less of annual household income suitable for households of low and moderate income, equal to 80% or less than the median household income in the District of Ucluelet, as reported by Statistics Canada and as defined by Canada Mortgage Housing Corporation, CMHC.

Affordable Housing

Ucluelet attracts a large number of visitors yearly given its spectacular scenery and opportunities for recreation, including hiking, cycling, whale watching, kayaking, winter storm watching, surfing and fishing. As a popular tourist destination, the District strives to ensure that adequate housing is available for residents, visitors, and seasonal employees alike.

Ucluelet's challenges with a lack of affordable housing began to escalate in 2001 as tourism activity increased. The affordable housing issue in Ucluelet also has ramifications on other growing industries and the changing needs of the community.

Other industries are growing in Ucluelet and struggle to house a local work force. Youth looking to leave home are forced to leave the community because of escalating housing costs. Seniors

looking to downsize their accommodation needs are faced with a shortage of housing supply and increased prices.

Ucluelet also houses many residents who work in the neighbouring tourism destination of Tofino. This puts added strain on the existing supply of affordable housing.

Approximately 9% of Ucluelet residents identify as Indigenous (2016 census). This includes both homeowners and renters. There are a handful of housing units owned by the Yuułuʔiłʔatḥ Government in town, as well as homes owned and operated by non-profit housing providers.

A combination of strategies that includes smaller lots, secondary suites, detached accessory dwelling units (e.g. cottages), seasonal employee housing, inclusionary zoning, and residential mixed-use development can positively contribute to the broadening of housing choices and affordability within the District of Ucluelet, as well as providing for rental housing and a greater variety of options for seniors.

In April of 2018, the provincial government introduced two new pieces of legislation affecting how local governments address housing issues.

Part 14 Division 22 of the *Local Government Act* now requires local governments to commission a housing needs assessment, and update the report every 5 years. It is expected that a completed assessment report will be a pre-requisite to provincial grant funding for affordable housing projects.

Section 481.1 of the *Local Government Act* now enables local governments to designate properties in their zoning bylaws exclusively for rental housing.

In response to the current housing situation, to better understand the dynamics of the housing market and supply in Ucluelet, and to enable the municipality to be proactive on balancing the community housing needs as new development occurs, the District has adopted the following short-term housing action plan.

Policy 3.131 Short-term Housing Action Plan:

- A. continue the program to actively monitor and enforce short-term rentals
- B. commission a community Housing Needs Assessment report
- C. identify and explore the feasibility of creating temporary seasonal employee housing on at least one municipally-owned property
- D. look for opportunities to update inclusionary zoning and density bonusing, particularly on lands previously designated as Comprehensive Development under a Master Development Agreement, to ensure a mix of affordable housing types are delivered with each phase of new development in the community
- E. amend the zoning bylaw to ensure that the first rental unit on single-family residential lots is for long-term tenancy, with any additional short-term rental uses to depend on the continued existence of the long-term rental
- F. amend the zoning bylaw to remove standalone short-term rental of single-family homes from the VR-2 zoning designation (completed 2019)
- G. explore zoning opportunities for infill of compact, more affordable units in existing and new neighbourhoods (e.g., small lots, rental cottages, etc.)
- H. a number of federally-owned employee housing lots are now designated *Institutional* on the Schedule A Long-Range Land Use Plan; create a new institutional Community Residential zoning designation for these properties, clarifying the community expectation for their continued use as employee housing or future conversion to a possible variety of

community care, shelter, supportive and/or affordable housing uses;

- I. explore the use of the new rental zoning powers proposed in Bill 23
- J. explore the use of Development Cost Charges for affordable housing
- K. develop a municipal Affordable Housing Strategy – identifying the best focus of municipal resources when addressing housing issues
- L. develop a District land and development strategy and explore the options for an ongoing affordable housing program

It is expected that these actions will be revisited following completion of a community Housing Needs Assessment in 2021, which may result in amendment of this OCP.



Affordable Housing Policies:

Policy 3.132 Increase the number of affordable housing units in Ucluelet by encouraging mixed land uses in the Village Square,

seniors’ housing, small-lot single family housing, detached accessory dwelling units (cottages) and secondary suites.

Policy 3.133 Support development of multi-family housing above retail in the Village Square to encourage a mixed-use core in the District.

Policy 3.134 Ensure larger developments are required to provide affordable housing as a portion of each development phase. Completion of the Land Use Demand Study (underway) and Housing Needs Assessment (2021) should provide guidance for the District to adopt targets for percentages of affordable housing in new developments. As a starting point, target a minimum of 75% of housing in new developments to be attainable by Ucluelet resident households.

Policy 3.135 Permit secondary suites in single-family dwellings with sufficient off-street parking.

Policy 3.136 Encourage the retention and development of mobile/manufactured home parks with high quality site design, screening and landscaping.

Policy 3.137 Encourage alternative housing options, including small lot subdivisions.

Policy 3.138 Zone land using low to moderate densities and use density bonusing to secure affordable housing in any larger development.

Policy 3.139 Continue using inclusionary zoning regulations that require affordable housing in new multi-family developments.

Policy 3.140 Encourage land use and building design which results in liveable but smaller, more affordable housing units.

Policy 3.141 Continue to encourage developers to provide 15% to 20% staff housing for employees needed to staff new developments in tourist commercial developments.

Policy 3.142 Encourage private, non-profit and co-operatively run housing units.

Policy 3.143 Rezoning applications involving more than five dwelling units shall provide a statement describing the affordable housing components achieved by the proposal.

Policy 3.144 The District does not support strata conversion of previously-occupied rental housing units.

Policy 3.145 Include Indigenous housing needs in the development of a community Affordable Housing Needs Assessment.

Policy 3.146 Work with regional First Nations and housing providers to identify where opportunities may exist to support and/or partner on meeting all community housing needs.

Residential – Multi Family

Smaller units in higher density, multi family areas are an important component of the District’s affordable housing strategy.

Residential uses within and in close proximity to the Village Square help create a more vibrant and compact community where residents can walk to services and amenities.

Multi Family Residential Policies:

Policy 3.147 Encourage the development of multi-family residential units within an approximate five-minute walk of the Village Square;

Policy 3.148 Encourage residential development above or below the first floor in the Village Square and the Service Commercial Area;

Policy 3.149 Encourage higher density forms of multi-family development to locate along main roads, including Matterson Drive and Peninsula Road;

Policy 3.150 Explore the use of coach houses and forms of low-to medium density multi-family housing that address both street frontages in the area south of Peninsula Road, between Yew Street and Matterson Drive; and

Policy 3.151 Encourage the provision of underground or concealed parking and affordable housing units.

Residential – Single Family

The majority of housing in the District of Ucluelet is made up of detached single-family homes.

Single Family Residential Policies

Policy 3.152 Continue to acknowledge the role that single-family housing plays in terms of appeal and lifestyle choice and encourage sensitive intensification (e.g. smaller lots, secondary suites, coach houses,) where appropriate.

Policy 3.153 Retain the area along Imperial Lane as single family and encourage the character of the existing buildings to be retained during any re-development.

Policy 3.154 Designate those portions of District Lots 281 and 282 that have been developed as low density, single family as Residential, while acknowledging that the existing zoning in these areas permits a broad range of land uses.

Policy 3.155 Designate Hyphocus Island as low density rural reserve, until such time as a comprehensive proposal is received identifying cluster residential development with significant tree retention, preservation of the island in its natural state and dedication of lands for public access, including the high ground and a perimeter waterfront trail.

This area is not intended for private marina or significant commercial, tourist commercial or resort development. Some light industrial uses may be introduced as a compatible transition between the sewage lagoons and residential areas.

Policy 3.156 Encourage residential development adjacent to Spring Cove (e.g. former BC Packers site) in ways that maximise preservation of environmental and cultural values, fit with the natural setting and extend public access through the Safe Harbour Trail along the shoreline.

Residential – General

General Housing Policies

Policy 3.157 Explore early adoption of more energy-efficient building construction through the step code and seek industry input into the impact of implementing such requirements in this remote market.

Policy 3.158 Explore density bonuses for incorporating energy efficiency in existing and new buildings.

Policy 3.159 Cluster residential units to preserve natural areas where possible.

Policy 3.160 Advocate for the development of adaptable housing standards within the BC Building Code and guidelines for future development.



Future Comprehensive Planning Areas

Areas on Schedule A indicated as Future Comprehensive Planning areas applies to larger lots with development potential, where it is anticipated that future rezoning, and potentially subdivision, will occur prior to development. The land uses shown within these areas indicate the general pattern of expected land use, but final location and density of uses will be subject to the future approval processes and detailed analysis of these sites.

Former Forest Reserve Lands

The Former Forest Reserve Lands cover the largest of Ucluelet's undeveloped areas. Special conditions of this vast landscape include some of the district's richest forested habitat and the potential for spectacular residential and commercial development. Covering roughly half of Ucluelet's entire land base, the area is largely unexploited by development. Objectives of this OCP include protecting the natural qualities that make this place so special. Protecting the most sensitive and rich features of this area, and following the built form, character and material guidelines outlined in this plan, the Former Forest Reserve Lands will successfully add to the character of Ucluelet.

The coastal environment within this area is characterized by rocky bluffs and headlands along the exposed western shoreline, while a gentler rocky coast - along with sensitive marine wetlands, predominates along the protected eastern shoreline of Ucluelet inlet. This rugged and wild coast, along with the extensive forest that carpets the rolling and often steep terrain contribute immeasurably to the character of the site. There is therefore a demonstrated need to ensure that development

within this area should be protected from hazardous conditions and makes adequate provision for fitting itself harmoniously into the existing natural environment while maintaining a balance between the need for such protection and development of this land. The area contains archaeological and cultural uses and resources which must be understood and considered with any development plan. Preserving as much of the natural shoreline condition as possible, as well as the forest and its underlying shrub layer is critical in maintaining these values. All development should extend the Wild Pacific Trail and Safe Harbour Trail, and the network of connecting corridors, that make their way through the area.



In addition to development being sensitive to significant natural features worthy of protection, this area is designated for a mix of uses which will require a high standard of design cohesion to reflect the natural heritage of the area.

Master Development Agreements were established to guide the development of the former forest reserve lands. Signed in 2005

and 2006, these agreements committed the owners to additional information requirements including native vegetation management plans, full environmental impact assessments and archaeological assessments. Development subsequently stalled and in the intervening years it has become clear that a different approach may be necessary to enable development of these sites while retaining the initial vision of promoting the natural attributes and culture of the community, attracting investment, tourism and employment opportunities while demonstrating responsible stewardship of the natural environment.

Land uses on the former forest reserve lands was anticipated to include:

- single family with a range of lot sizes
- multi-family residential and commercial resort condominiums
- vacation rentals and Guest House lots
- affordable housing
- hotel/spa, motel and staff housing units
- golf course/clubhouse and marina
- limited commercial facilities serving the tourist sector
- parks and natural space
- Wild Pacific Trail

The golf course use is no longer considered a viable component of the plan; a mix of the other uses is indicated on Schedule A.

The Wild Pacific Trail is a crucial, integral component of the former forest reserve land areas. Amendments to each Master Development Agreement may be considered without amendment of the OCP provided the Wild Pacific Trail is not compromised.

The District may also reconsider the Master Development Agreement (MDA) approach and revert zoning to a low-density Rural designation without amendment of the OCP. Future development could then proceed on application for new zoning based on the policies in this section and OCP, and the land uses generally indicated on Schedule A.

Specific policies for the lands included within the Future Comprehensive Planning areas are noted below:

Policy 3.161 Future development proposals may be considered under phased development agreements per section 516 of the *Local Government Act*.

Policy 3.162 Clear-cutting tracts of land greater than 0.5 hectare is prohibited; habitat protection and tree retention is to guide and form the character of the development.

Policy 3.163 A 30-metre wide tree buffer with no development must be provided along both sides of the Pacific Rim Highway;

Policy 3.164 The layout of the proposed extension of Marine Drive which runs parallel to the Pacific Rim Highway must respond to the natural conditions and topography of the land. Adequate vegetative buffering along the frontage of the road should also be retained to provide an attractive entrance into the community. A tree preservation plan should be a major priority to preserve this spectacular natural environment.

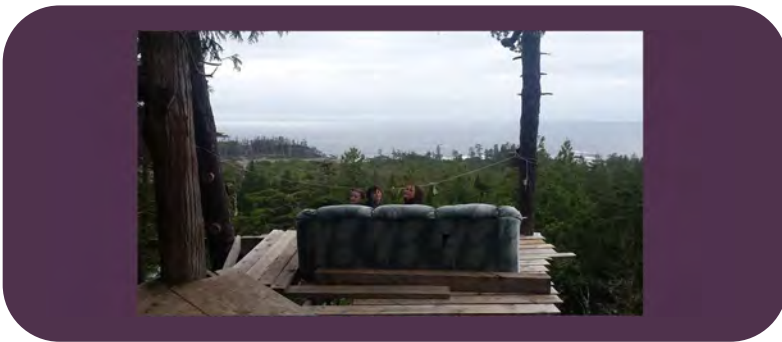
Policy 3.165 Low-impact design principles should prevail. This may include limited areas of impermeability, open drainage, high retention and replacement of natural vegetation, ecological landscaping, slow traffic speeds and comfortable, auto-tolerant streets, pedestrian and cyclist connectivity, end-of-trip facilities (e.g. bike lockers, showers), site and lot grading which follows existing topography, environmental protection and enhancement, wide natural buffers and retention of significant natural features.

Policy 3.166 The Wild Pacific Trail is predominantly a waterfront, natural pathway. Future subdivision must include sufficient highway dedication to allow for the continuity of the trail and vegetated buffer.

The minimum width of the Wild Pacific Trail corridor should be 10 metres, with an average width of at least 15 metres.

Access to the Wild Pacific Trail should be provided at intervals not exceeding 400 metres. Small parking areas should be provided at trail heads.

Policy 3.167 Gates, guard houses, and other means of restricting public access are not permitted.



Policy 3.168 Additional parkland, open space, trails and affordable and staff housing are some of the features and amenities that may be secured through agreement, bylaw or other mechanisms.

General Future Comprehensive Planning Area Policies

Policy 3.169 Public access to the water in all areas is supported, encouraged and intended to be secured including through agreement and dedication.

Policy 3.170 The area on Seaplane Base Road, surrounding the Recreation Hall, is designated for Future Comprehensive Planning and identified as a potential Industrial expansion area. Industrial uses that need water access will be considered for this area.

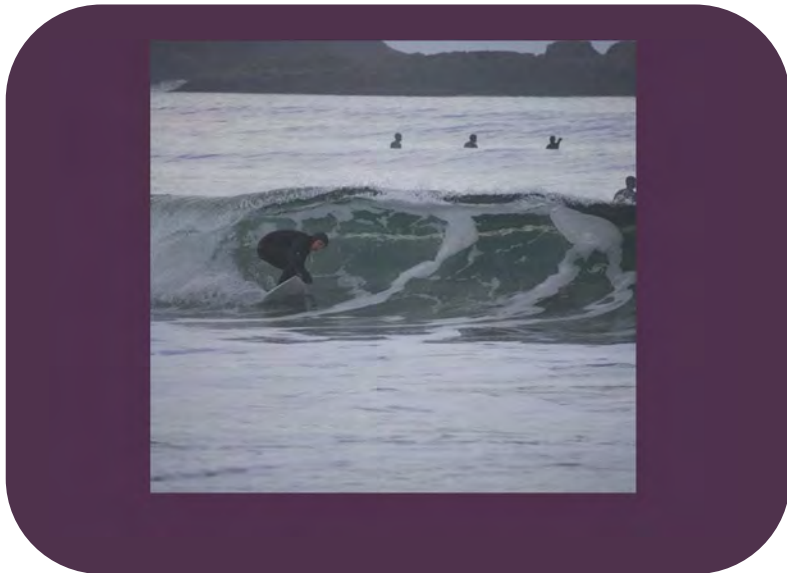
Policy 3.171 The area on Minato Road north of Peninsula Road is designated for Future Comprehensive Planning. This area is envisioned as a residential community with potential for guest accommodation, with significant tree retention. The shoreline and marine wetlands of Olsen Bay is recognised as having important ecosystem values. No development should approach within 30m of the high water mark of Olsen Bay. A greenbelt should be maintained along stream corridors and the shoreline.

Policy 3.172 All development proposals are to address and include measures that mitigate or manage the human-wildlife interface.

Policy 3.173 Developers are to retain an arborist to examine and assess the impact of development and any land clearing on tree/forest cover during subdivision development with the

intention to retain and protect as many healthy trees or pockets of forest cover as possible.

Policy 3.174 Hyphocus Island is currently zoned as Rural Residential. The zoning of these lands should allow for limited residential development. This reflects the desired future use as primarily clustered residential pattern with substantial tree retention and significant public open space and institutional (i.e., sewage treatment) uses. This area is not intended for private marina or significant tourist commercial or resort development. Compatible light industrial uses may be considered adjacent to the sewage treatment plant. The community may consider re-designation on advancement of a comprehensive plan that addresses the policies and guidelines of this OCP. The high point of the island should be considered for its potential for emergency evacuation (e.g., in conjunction with a future park or open space at the summit of the island);



Policy 3.175 Francis Island is recognised as the symbolic entrance to the Harbour. It should not be developed, without intensive investigation of environmental, hazard and archaeological considerations.

The Island is zoned as Rural Residential. Acknowledge the private ownership of Francis Island by permitting up to one single family residential dwelling, without secondary suite, B&B, vacation rental or tourist commercial uses.

Encourage and explore means of preservation, and maximum tree retention, with limited public access, including as an amenity for more intensive development of adjacent lands. Schedule A designates the long-range land use of the island as Parks and Open Space. This reflects that the District is open to discussions on potential acquisition of Francis Island for designation and preservation as park land.

Policy 3.176 The area referred to as District Lot 281 has evolved into a premier location for tourist commercial development as well as single and multi-family homes. Its prominent position next to Big Beach and its south-west orientation makes this a valuable and defining neighbourhood requiring attention in the form and character of developments. The spectacular landscape sloping gently to the ocean allows impressive vistas for visitors and home owners alike. A sensitive approach must be exercised to avoid over-cutting trees at the expense of the area's natural beauty, for enjoyment by all residents and visitors, and to protect the natural environment.

Policy 3.177 For areas of land higher than 20 to 30 metres above sea level, development, park dedication and public/open space

should be coordinated with the District’s Emergency Plan when considering the potential for public vistas, integrated with the multi-use pathway, trail and road network, as well as muster areas within a close walk of development areas.

Policy 3.178 All new or additional development, including campsites with no individual water supply or no individual sewage disposal facilities, must be connected to the municipal sanitary sewer system.

of this designation is for these areas to be left in a natural state until comprehensive plans have been accepted for the intended uses, with timing to be determined.

Policy 3.179 It is not in the public interest to extend services or approve subdivisions that would create new parcels within areas designated as “Areas of Potential Future Growth” on Schedule ‘A’.

Areas of Potential Future Growth

Development of lands designated as “Areas of Potential Future Growth” on Schedule ‘A’ is considered beyond the scope of this plan, i.e., beyond the current capacity of municipal services and/or beyond the year 2050. Amending the OCP to permit earlier development would require a comprehensive plan demonstrating the social, economic and environmental case for servicing and developing those areas.

These areas have zoning designations previously applied, and an OCP designation does not affect that zoning. However the intent

Part Four: Systems

Servicing and Infrastructure

The District maintains a network of municipal roads, sidewalks, water treatment and distribution, storm drainage, sewer collection and treatment infrastructure. These are monitored and maintained to meet a series of federal and provincial standards. The District plans, develops and maintains these municipal infrastructure systems to enhance the community's health, safety and overall quality of life, and to protect the local environment.

Objective 4A To protect community health and the environment by developing and maintaining efficient and highly-functioning water and sewer systems.

Objective 4B To ensure an orderly pattern of utility services and avoid premature or unnecessary public expenditures on municipal infrastructure.

Objective 4C To use water resources efficiently to ensure a safe and reliable supply over the long term.

Objective 4D To adapt municipal infrastructure systems to remain resilient to the impacts of a changing climate.

Objective 4E To reduce the use of fossil fuels and other resources in municipal operations through improved efficiency and conservation.

Objective 4F To adopt an environmentally sound, integrated stormwater management strategy.

Objective 4G To ensure that the costs of upgraded services are borne primarily by those who benefit.

Objective 4H To ensure that new development contributes toward the costs of infrastructure improvements.

Water Supply

The District of Ucluelet has two domestic water sources. The Lost Shoe Creek Aquifer supply currently consists of four wells which produce approximately 9,450 m³/day (at 90% capacity). Drier summer weather patterns potentially limit this supply, as the aquifer is drawn down to the level of the deepest well. Active water licenses also allow the District to draw up to 3,239 m³/day from Mercantile Creek; of this approximately 500 m³/day is allocated to the Ucluelet First Nation. Additional surface water cannot be taken from this source, to protect the Mercantile Creek fish habitat resource.

In the medium to long term an alternate source of water will be needed to support growth and industry within the District. Two approaches have been identified. The first would require an additional well at the Lost Shoe Creek Aquifer and/or a new well located at Mercantile Creek, expanding the current system capacity. The second approach would develop a new water supply from Kennedy Lake, identified as a source of sufficient volume to sustain the entire region. The feasibility, costs and treatment options have been analysed for the Kennedy Lake system. Ongoing discussions with regional partners will be key to determining the ultimate approach to providing a resilient, healthy source of domestic water to the community.

Water Storage

Water reservoirs are necessary to retain enough water volume and pressure for fire protection, peak hour water balancing and emergency storage purposes. The District operates two water storage reservoirs; one located along the Pacific Rim Highway

(1,400 m³ of storage) and a second reservoir located off Matterson Drive behind the schools (1,300 m³ of storage) for a total capacity of 2,700 m³.

There is a current shortfall in recommended storage volume requirements with the two existing reservoirs to meet fire flow standards, therefore the District should plan for constructing a new facility. A new reservoir could be partially funded through the Development Cost Charge bylaw.



Sanitary Sewer

The District's wastewater collection system consists of a network of gravity and forcemain sewers feeding into one of 15 municipal pump stations. All sewers are pumped through the Helen Road Pump Station before discharging to the District of Ucluelet's Wastewater Treatment facility located on Hyphocus Island.

The wastewater treatment facility is a 3-cell aerated lagoon. Each cell is lined with a high-density polyethylene membrane with a baffling curtain system which maximizes the retention time of the effluent water, allowing the system to provide a high degree of treatment. To expand lagoon capacity into the future, cell # 3 may be expanded and deepened, additional cells may be constructed if land is secured by the District, and a tertiary treatment plant may be constructed.

The District's lagoon system discharges into a marine outfall system. This outfall is located under Ucluelet Inlet to Alpha Passage near George Fraser Islands (1,480 metres in length) and accommodates the treated effluent from the District's lagoon. The outfall is sized to also handle untreated waste from up to three fish processing plants.

Pumping wastewater is expensive to maintain. However it is unavoidable, due to Ucluelet's topography. The District is pursuing strategies to reduce reliance on sewage pumping in the long term. This may include redirection and extension of specific collectors and forcemains. Additionally, the District should carefully evaluate the long-term financial operating costs before assuming responsibility for future infrastructure as a result of new development.

Heavier rainfall events in recent years have caused the maximum daily flows to exceed permit allowances approximately three to

four times a year. These extraordinary flows are attributable to high levels of inflow and infiltration (I & I), combined with more intense storm events. The District has an ongoing program to identify and address I&I incidents.

Stormwater Management

Situated in a coastal rainforest, Ucluelet is blessed with an abundance of rainfall (3,300 mm per year of precipitation). Stormwater collected in pipes and discharged directly to watercourses or the foreshore creates a potential for erosion and discharge of contaminants, which can be harmful to fish and the environment. The existing system in Ucluelet includes a mixture of pipes and open drainage ditches and swales. Several projects in Ucluelet have shown rainfall can be collected in gravel filled trenches and topsoil to dissipate stormwater run-off in a more natural way into the ground. The District will explore options to expand this approach, when updating municipal servicing standards. In addition, the District encourages developers to retain forest cover during subdivision development (i.e. only clear what is necessary to construct the infrastructure and roads) and retain pockets of forest land to the extent possible.

Solid Waste and Recycling

In 2007 the Alberni Clayoquot Regional District (ACRD) commissioned a Solid Waste Management Plan, which was endorsed by District Council. The plan's objectives are to:

Objective 4I Reduce the amount of waste requiring disposal.

Objective 4J Increase the level of recycling activity throughout the regional district.

Objective 4K Ensure that any residual waste is disposed of in a manner that protects the environment and social well-being.



In the West Coast Landfill catchment area, waste reduction targets are based on recycling rates, as the disposal rate may not be an accurate reflection of progress since it is highly affected by the annual success of the tourism industry. It is anticipated that the West Coast Landfill will be the central delivery area for recyclables collected on the west coast

Currently, there is no suitable local location to dispose of land-clearing debris and household organic waste. The District expects to continue to work with the Alberni Clayoquot Regional District on regional solutions to organic waste recycling.

The 2006 'Human-Bear Conflict Management Plan' guides consideration of development proposals and necessary actions

to reduce potential wildlife conflicts. The priority actions identified in this plan are to bear-proof garbage and food attractants and to set aside habitat and critical animal corridors as lands are developed within the District.

Servicing Policies

Policy 4.1 Require developers to pay for the full servicing costs associated with growth.

Policy 4.2 Commission, and update as necessary, infrastructure master plans for municipal water, sewer, roads, building facilities, parks, and integrated stormwater systems.

Policy 4.3 Initiate long-range financial planning to account for both the costs of replacing aging infrastructure and the expected expansion of utilities to serve a growing community.

Policy 4.4 Maintain a 5-year capital works plan for the construction and upgrading of municipal utilities, based on the infrastructure master plans and long-range financial plan.

Policy 4.5 Adopt updated Subdivision and Development Servicing Standards to require low-impact development standards, minimize long-term operational and maintenance costs, reduce the environmental impact of development, and provide the network of pedestrian, bicycle and vehicle facilities shown in this plan.

Policy 4.6 Plan for water conservation as a necessary part of future development in order to reduce peak demand requirements and meet funding criteria from Provincial and Federal governments.

Policy 4.7 Explore options for providing a second barrier water treatment system for surface water sources, as directed by the Ministry of Health, if continued use of the Mercantile Creek source is needed.

Policy 4.8 Plan for the construction of a third water reservoir, to meet future pressure and capacity needs.

Policy 4.9 Continue an active program to reduce inflow and infiltration into the sewage system.

Policy 4.10 Continue an active program for detecting leaks and unauthorized water use.

Policy 4.11 Continue the program to repair, upgrade and install SCADA on each municipal sewage pump station.

Policy 4.12 Maintain appropriate portable emergency generators to service key municipal infrastructure during power outages.

Policy 4.13 Investigate the feasibility of retrofitting existing piped systems, when replacing aging infrastructure, in favor of alternate practices for accommodating run-off.

Policy 4.14 Develop a program for reviewing the municipal systems and securing rights-of-way for all utility infrastructure where presently not secured.

Policy 4.15 Require oil and grease separators to be installed and maintained for all new or upgraded paved parking lots and service station properties.

Policy 4.16 Continue to explore the feasibility of the Kennedy Lake Regional Supply, and seek support from regional partners, as the long-term secure water source for the west coast.

Policy 4.17 Work with the Ministry of Environment to update the municipal sewage discharge permit to reflect the current level of waste water treatment.

Policy 4.18 Refer major development proposals to the Alberni Clayoquot Regional District for comments relating to solid waste and recycling.

Policy 4.19 Encourage community waste reduction and recycling.

Policy 4.20 Explore options for handling local land-clearing waste and household organic waste recycling with the ACRD.

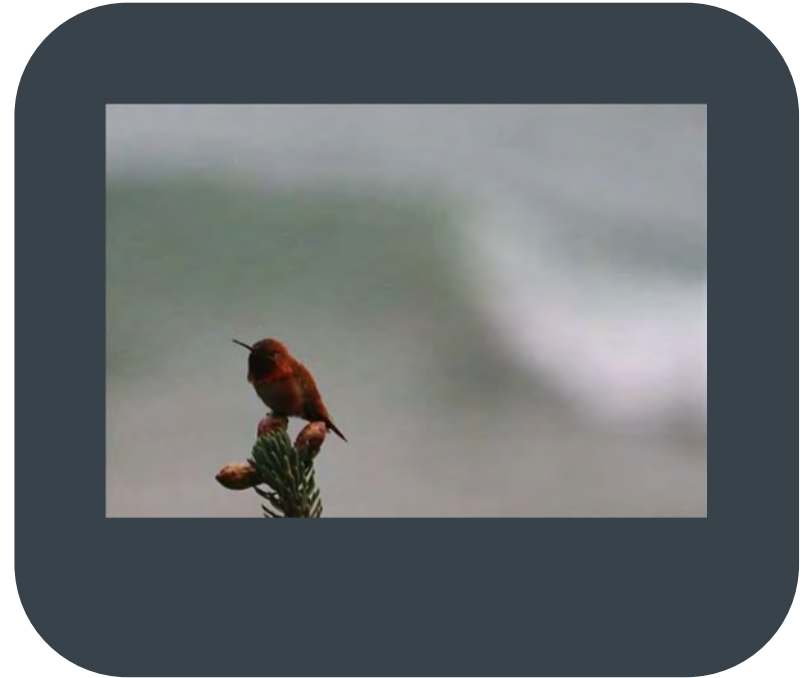
Policy 4.21 To reduce energy and emissions associated with waste management, the District will consider enhancing programs to reduce waste, recycle and reuse waste where possible, and promote composting systems that reduce the amount of methane from organic waste.

Policy 4.22 Encourage the use of sustainable energy systems and utilities where improved energy efficiency and/or reduced GHG emissions will result.

Policy 4.23 The number of District-owned and operated sewer pump stations should be minimised.

Policy 4.24 Encourage the harvesting of waste heat from industrial, commercial or institutional sources, such as refrigeration equipment and sewer systems, where practical.

Policy 4.25 Utilize energy-efficient street lighting to reduce energy use.



Municipal Finance, Governance and Operations

A primary task of the municipal organization is to maintain the business functions which support the community's local government.

Taxation, utility billing, infrastructure financing, budgeting, contracting and seeking grants are all core functions of the District. Providing timely, accurate information and support enables good decision making by the elected Council.

Municipal staff are charged with ensuring the District functions meet legislated requirements and strive to adopt appropriate best practices to further Council's strategic directions for the community.

Clear communication with Ucluelet residents and other agencies on the ongoing operations, events and functions of the municipality ensures accountability and transparency in all of the District's practices.

Objective 4L To be a healthy, accountable, progressive organisation that is outstanding in the provision of service to the public.

Objective 4M Deliver excellent customer service.

Objective 4N Provide best value for money.

Objective 4O Provide right-sized government services and infrastructure which will be affordable to the community over the long term.

Objective 4P Strengthen relationships within the community and with neighbours.

Objective 4Q Provide streamlined services for residents, businesses and investors in the community.

Policy 4.26 Develop and institute a long-range financial planning approach which anticipates the costs of developing, operating, maintaining and replacing municipal infrastructure and assets over their serviceable lifespan.

Policy 4.27 Commission a long-range land use demand study to inform infrastructure decisions, development reviews and long-range budgeting efforts.

Policy 4.28 Assess municipal resources and strategize the appropriate approaches to most efficiently delivering the level of service expected by the community.



The District recognises that information is another piece of key infrastructure for the community. Land, building, demographic and business data are important information sources which can support community functions, economic development and the work of other agencies.

Policy 4.29 Continue to pursue corporate records management strategies to develop efficient and resilient information storage and retrieval systems.

Policy 4.30 Continue to review District methods of internal and external communication to provide transparency while maintaining an appropriately efficient allocation of resources and staff time.

Policy 4.31 Provide educational materials and opportunities for engaging citizens and expanding awareness, knowledge and participation in civic functions.

Economic Development

Ucluelet prides itself as being a working town. The economy has traditionally been based on the forest, fishing and mining industries up until the nineteen nineties.

Today Ucluelet and Tofino serve a trading population of roughly 4,000 in addition to an increasingly large number of tourists attracted by the area's pristine scenic beauty.

The District works with Tourism Ucluelet and the Chamber of Commerce to further promote the unique attributes of the town, while differentiating the visitor experience between the west coast communities of Tofino and Ucluelet.

Ucluelet continues to improve its image and appeal to visitors. This is achieved through promoting the community as a working harbour and drawing attention to the Wild Pacific Trail, the area's heritage and cultural values and access to the Broken Group Islands.

A new fiber-optic data network serving Ucluelet supports businesses and individuals who increasingly live locally but interact with a far-flung network of clients, customers and suppliers.

Strategic improvements to the public realm in the Village Square area is a priority for enhancing the safety, comfort and experience of both locals and visitors. These pathways and gathering places act as the backbone to the community and also support the further development of the Ucluelet economy.

The District of Ucluelet commissioned an Economic Development Strategy Update in 2017. The study identified strategic directions which are reflected in the following economic objectives.

It remains important that Ucluelet maintains a diversified economy, so that it does not concentrate solely on tourism, while retaining its traditional small-town character.

“As of the 2011 National Household Survey, the concentration of tourism-based jobs in the Ucluelet area was about 2.5 times the provincial average. These are a combination of jobs in accommodation services, food and beverage services, recreation, transportation, retail, and others.

This underlies the importance of tourism to the Ucluelet economy and is impressive considering that every community in the province has at least a small tourism industry.

But the real outlier in the Ucluelet economy is the fishing sector. Including fishing, aquaculture and fish processing, the concentration of employment in Ucluelet is 64 times the provincial average. Fishing jobs are naturally more concentrated because they are mostly limited to coastal communities, but this is still a remarkable result.

About 18% of all jobs with a fixed place of work in Ucluelet were in fishing, and this does not include all the various suppliers to the industry.”¹

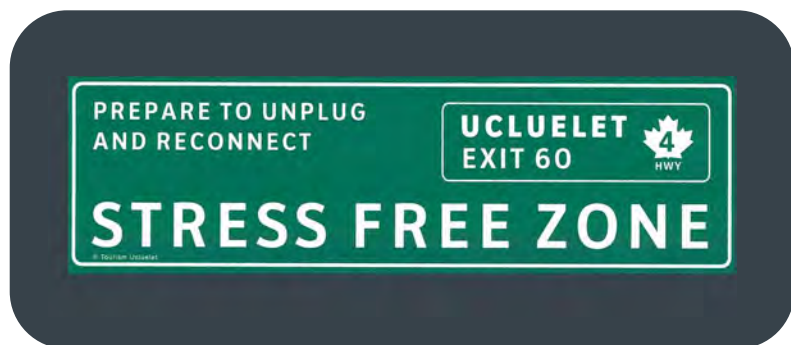
Objective 4R Sustain a local economic development structure and tools.

Objective 4S Invest in Ucluelet’s human potential.

Objective 4T Enhance physical infrastructure for economic development.

Objective 4U Support and build on the twin pillars of the Ucluelet economy – harbor-related industries and tourism.

Objective 4V Pursue targeted economic development opportunities.



The updated Economic Development Strategy identifies the following strategic polices which the District is pursuing:

Policy 4.32 As part of an overall strategic review of the long-term demand for municipal resources, assess the level of staffing and/or financial commitment to economic development.

Policy 4.33 Continue to support a business and employment retention and expansion (UBERE) program.

Policy 4.34 Communicate Ucluelet’s attributes and opportunities for economic development.

Policy 4.35 Maintain a collaborative relationship on economic development projects with Yuułuᑭifʔath Government and Toquaht Nation.

Policy 4.36 Continue to support the development of a range of housing options, including dedicated staff housing if the need arises.

Policy 4.37 Continue working to improve the municipal water system.

Policy 4.38 Continue to work with the Department of Fisheries and Oceans (DFO) and industry to maximise the effectiveness of the harbor for commercial fishing operations.

Policy 4.39 Support the expansion and diversification of tourism amenities and attractions.

Policy 4.40 Support ongoing community input into Economic Development.

Policy 4.41 Continue to support new and expanded post-secondary education and/or advanced research institutions.

Policy 4.42 Continue to support health service improvements in Ucluelet and the region.

Policy 4.43 Continue to support programs and events that enhance Ucluelet’s unique sense of place and high quality of life.

Policy 4.44 Explore alternative uses of the Coast Guard lands.

Policy 4.45 Ensure sufficient supply of industrial land is designated and, when appropriate, serviced for future use.

Policy 4.46 Support continued improvement to regional transportation infrastructure.

Policy 4.47 Support the continued operation and expansion of marine support services.

Policy 4.48 Support the commercial fishing, aquaculture, and processing sectors in the development of new and higher-value seafood products.

Policy 4.49 Target technology and energy-related entrepreneurs.

Policy 4.50 Support the expansion of forestry and wood products manufacturing.

Policy 4.51 Explore marketing synergies among tourism providers in the west coast region.

Policy 4.52 Support closer ties between local educational institutions and the business community.

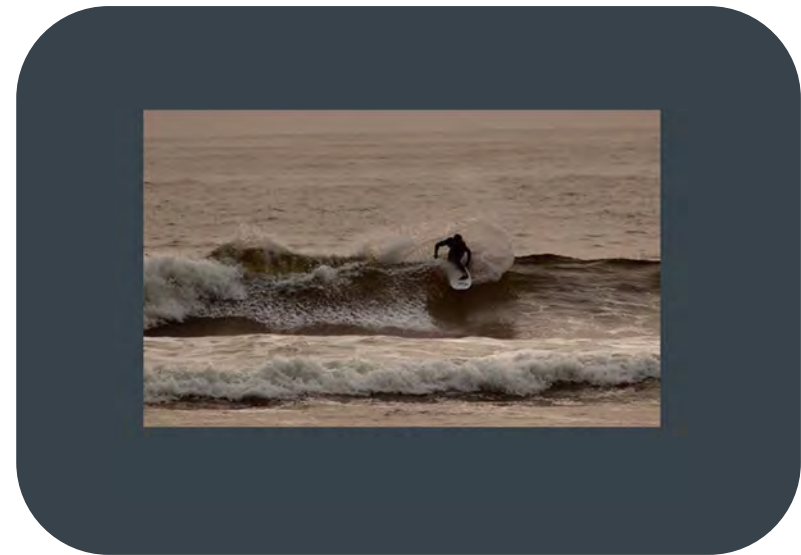
Policy 4.53 Develop a business resource package, including referral service, to support entrepreneurs and small businesses.

Policy 4.54 Explore the potential to partner with other agencies to beautify the Highway 4 junction, including undergrounding or relocating power lines, coordinating (and minimizing) signage, and installing new landscaped medians befitting the coastal forest environment. Consider providing maintenance to median landscaping, should its installation be accepted by the Ministry of Transportation and Infrastructure.

Policy 4.55 A major draw and economic opportunity lies in the trails by which visitors experience the beauty of the Ucluth Peninsula. Approach funding for extension and upgrade to the Wild Pacific Trail and Safe Harbour Trail equally as an investment

in economic development as well as a recreational amenity for residents.

Policy 4.56 Capitalize on the growing recognition of Ucluelet as a prime destination for active recreational pursuits including surfing, kayaking, sport fishing, hiking and mountain biking.



Part Five: Schedules & Maps



**DISTRICT OF
UCLUELET**

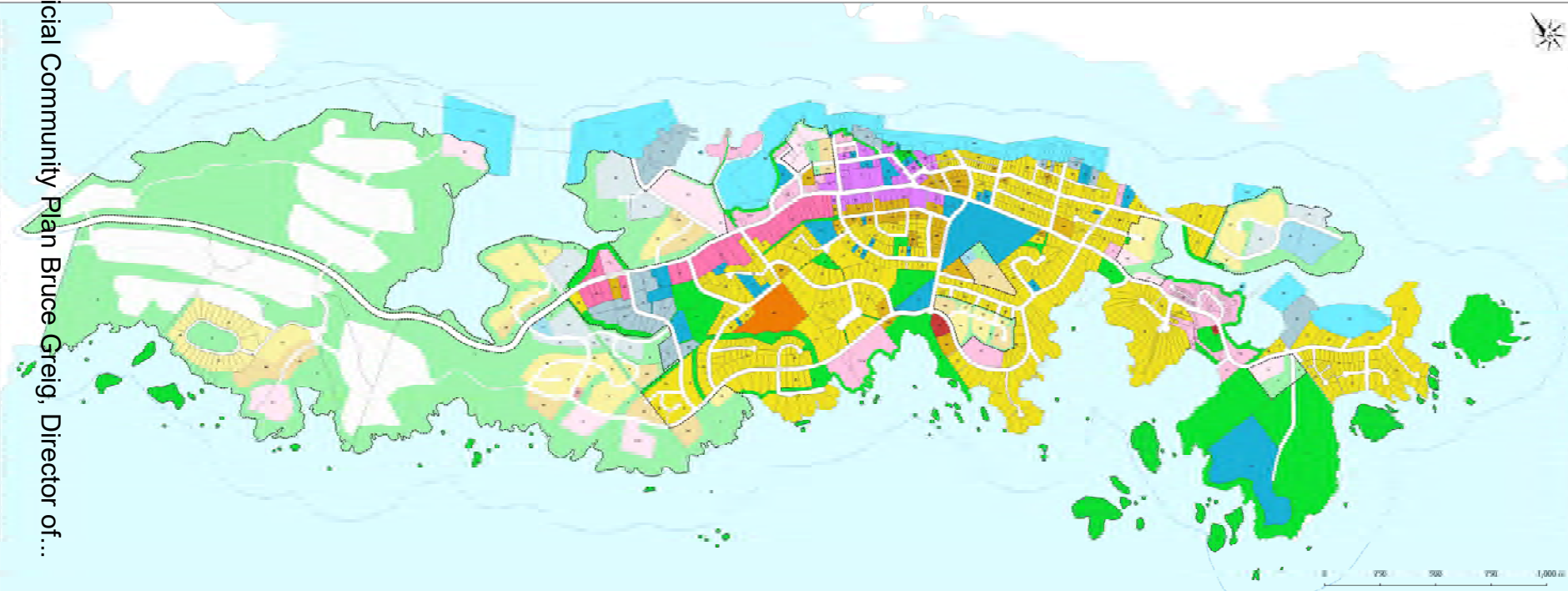
Official Community Plan

**SCHEDULE "W"
Long-Range Land Use Plan**

- SF - Single Family Residential
- MF - Multi-Family Residential
- MH - Manufactured Home Park
- VS - Village Square Commercial
- NC - Neighbourhood Commercial
- SC - Service Commercial
- TC - Tourist Commercial/Recreational
- RI - Residential
- PI - Institutional
- P - Parks & Open Space
- P - Marine Conservation
- WL - Marine Tenure
- Areas for Future Comprehensive Planning
- Areas of Potential Future Growth
- District Boundary

Date: May 18, 2022

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Official Community Plan

**SCHEDULE 'B'
Transportation Network**

- Existing Roads**
 - Arterial
 - Collector
- Future Roads**
 - Arterial
 - Collector
- Multi-Use Trails**
 - Existing
 - Future
- Bike Lanes**
 - Shared Lane (Car/Bike)
 - Dedicated Bike Lane
 - Future Shared Lane (Car/Bike)
 - Future Dedicated Bike Lane
- Crosswalks**
 - Existing Crosswalk
 - Proposed Crosswalk
- Parking**
 - Existing Parking
 - Proposed Parking

Date: December 6, 2021
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Map prepared by **cgis**



DISTRICT OF UCLUELET


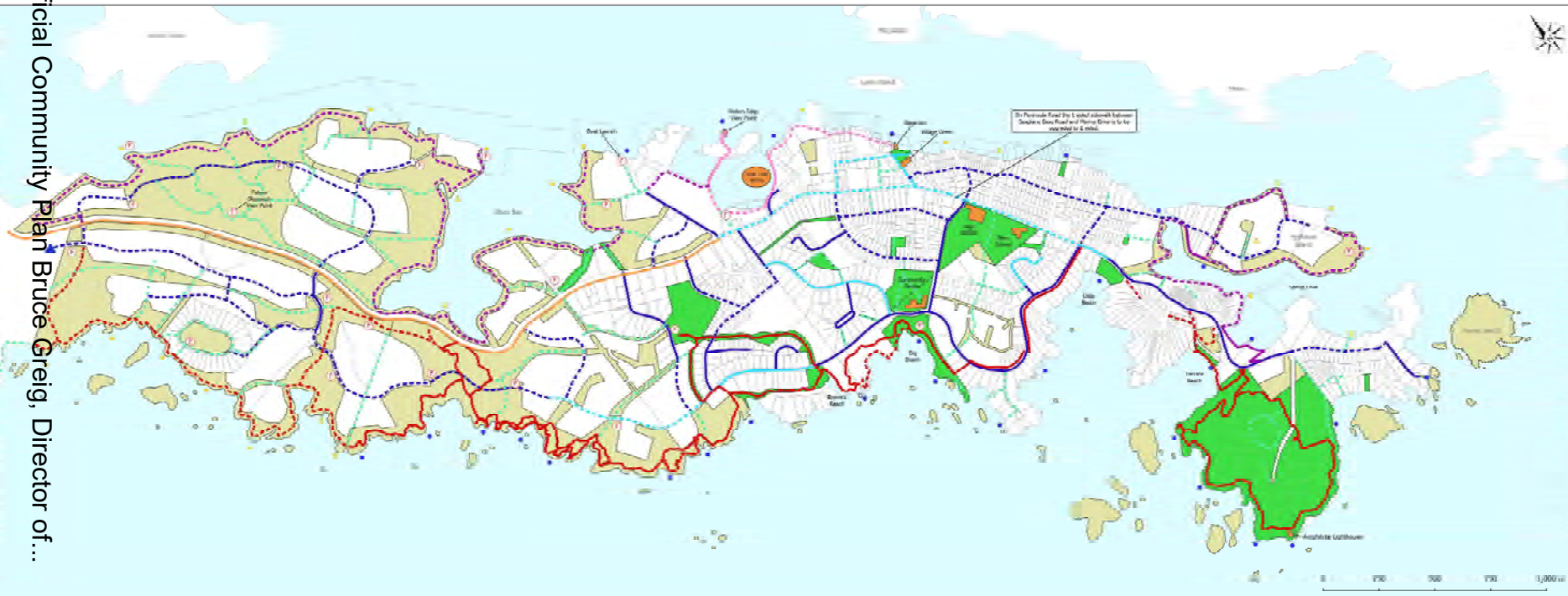
Official Community Plan

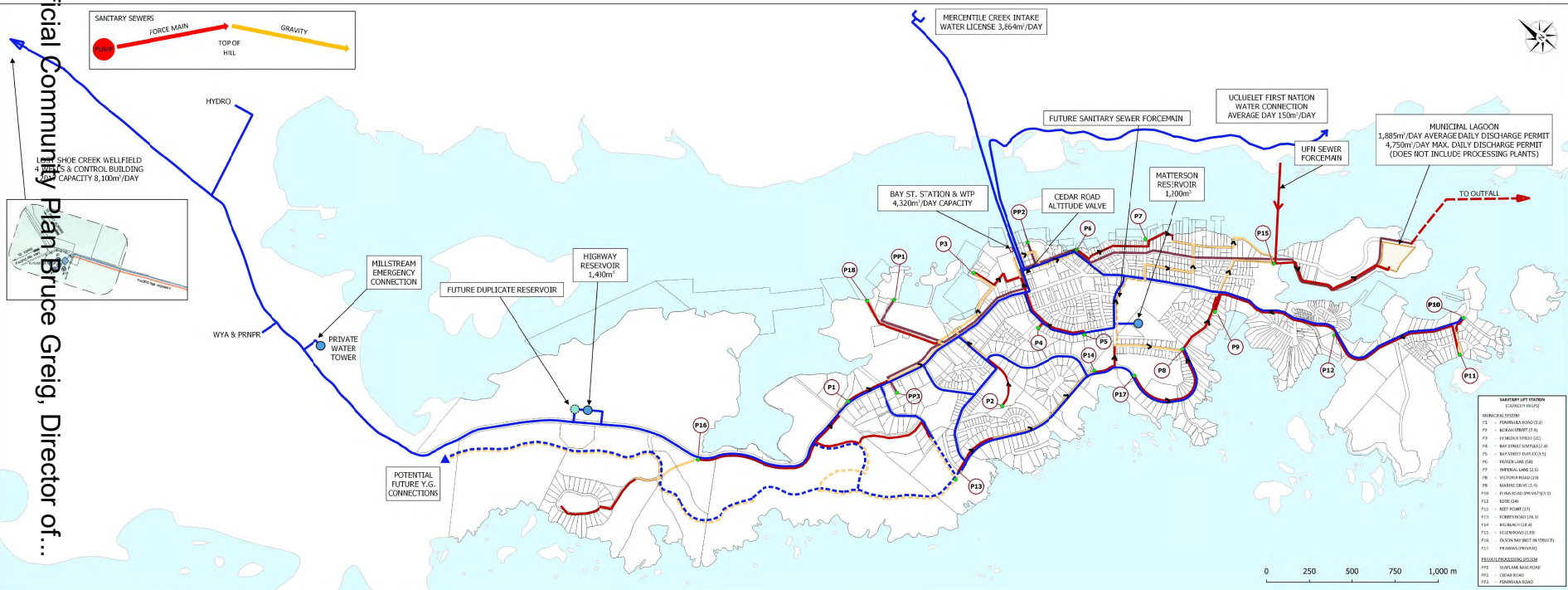
SIMPLY Parks & Trails Network

- Sidewalk - 2 Sides
- - - Future Sidewalk - 2 Sides
- Sidewalk - 1 Side
- - - Future Sidewalk - 1 Side
- - - Wild Pacific Trail
- Future Wild Pacific Trail
- Safe Harbour Trail
- - - Future Safe Harbour Trail
- Harbourside Walk
- - - Future Harbourside Walk
- Harbourside Connector
- Key Active Transportation Generator
- Park / Open Space
- - - Future Park / Open Space
- View Gaze
- Future View Point
- ⓧ Future Park Facility

Date: May 24, 2024

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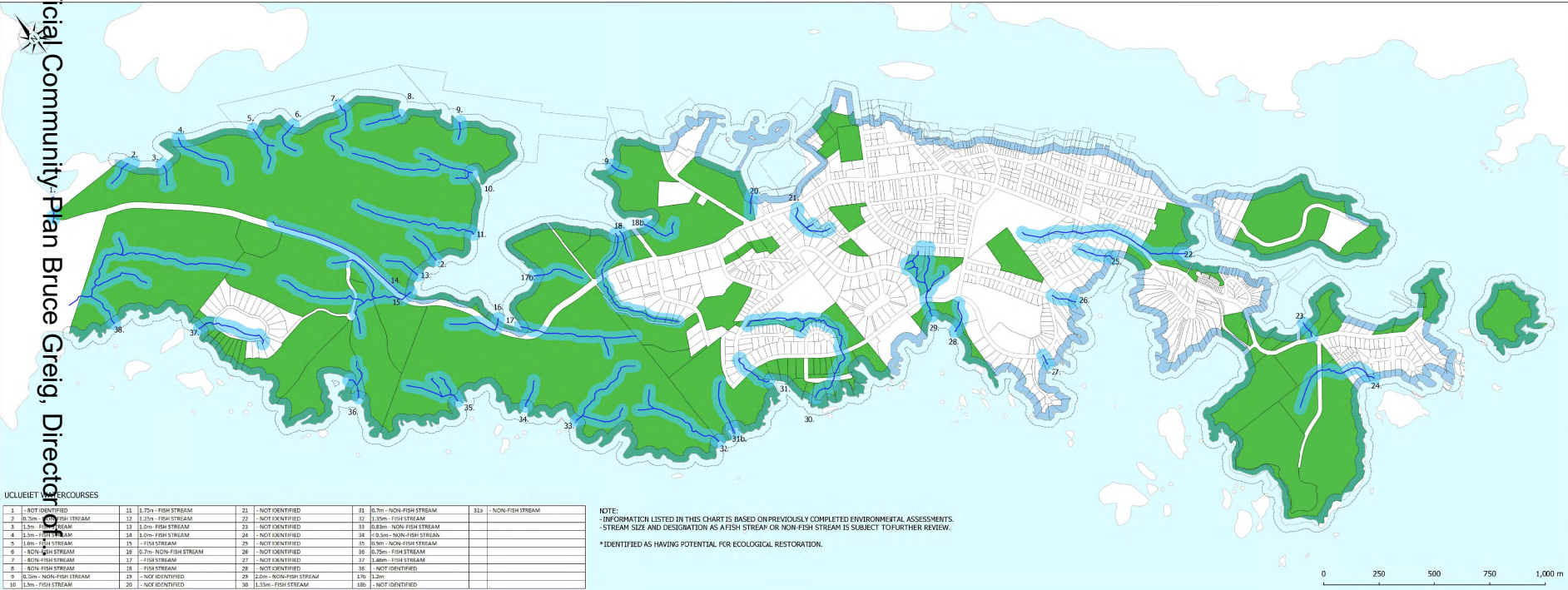
Official Community Plan
SCHEDULE 'D'
Water & Sewer Infrastructure


- Water System**
- Watermain
 - Future Watermain
- Sanitary System**
- Sewer Gravity Main
 - Sewer Forcemain
 - Future Gravity Sewer
 - Pump Station
- Processing Plant System**
- Processing Plant Force Main

Date: December 3, 2021

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Map prepared by **cgis**





**DISTRICT OF
UCLUELET**

Official Community Plan


**SCHEDULE 'E'
Environmental
Development Permit Areas**

- Terrestrial Development Permit Area
 - Wetlands
 - Mature Forests
 - Sensitive Ecosystems
- 30m Marine Shoreline Development Permit Area
 - Includes 30m on Intertidal area
- 30m Riparian Development Permit Area

Marine Shoreline DPA is designated as 30m from either side of the natural boundary of the sea. Stream DPA is designated as 30m offset from stream feature. Refer to OCP text for development permit guidelines.

Date: February 17, 2021

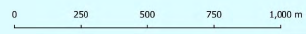
The information reported is for general reference only and is based on available sources. The District of Ucluelet assumes no liability for the accuracy of base mapping information; ground truthing on individual properties should be undertaken by qualified professionals prior to development planning.

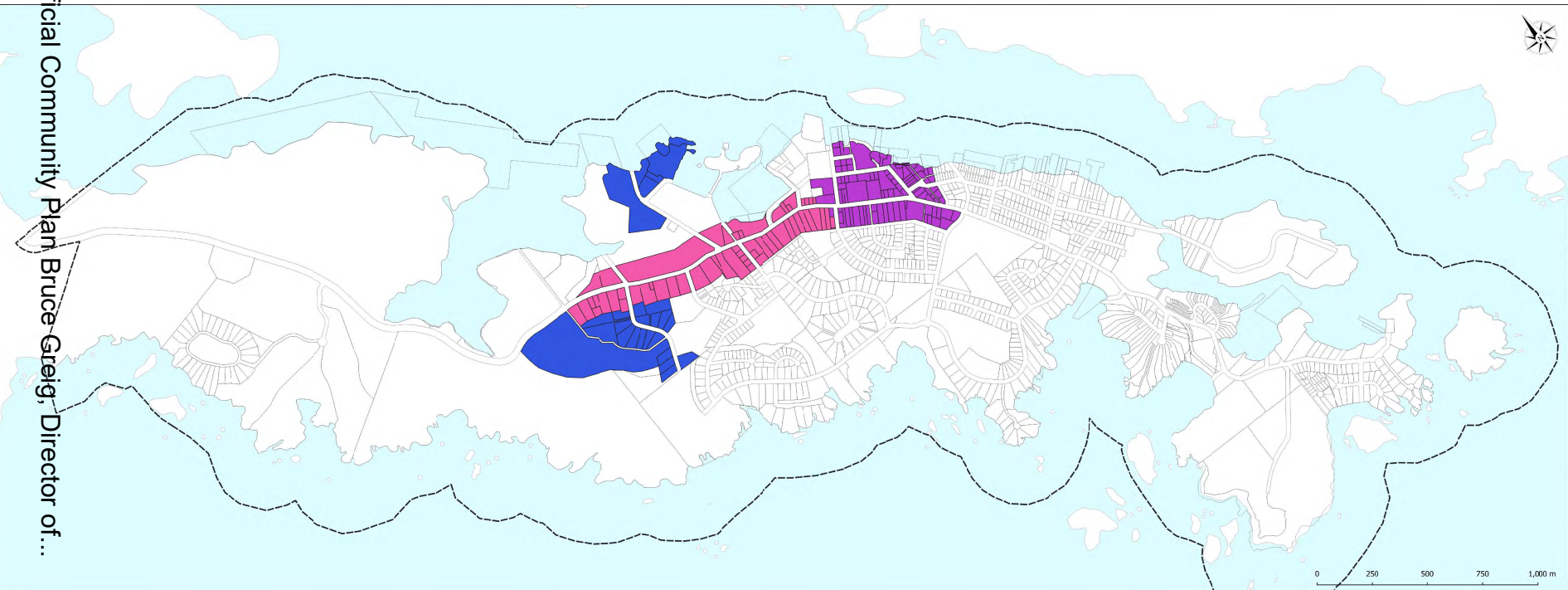
Map prepared by 


UCLUELET WATERCOURSES

1	- NOT IDENTIFIED	11	1.75m - FISH STREAM	21	- NOT IDENTIFIED	31	0.7m - NON-FISH STREAM	32a	- NON-FISH STREAM
2	0.75m - FISH STREAM	12	1.25m - FISH STREAM	22	- NOT IDENTIFIED	32	1.35m - FISH STREAM		
3	1.5m - FISH STREAM	13	1.0m - FISH STREAM	23	- NOT IDENTIFIED	33	0.85m - NON-FISH STREAM		
4	1.25m - FISH STREAM	14	0.5m - FISH STREAM	24	- NOT IDENTIFIED	34	0.55m - NON-FISH STREAM		
5	1.0m - FISH STREAM	15	- FISH STREAM	25	- NOT IDENTIFIED	35	0.9m - NON-FISH STREAM		
6	- NOT IDENTIFIED	16	0.7m - NON-FISH STREAM	26	- NOT IDENTIFIED	36	0.75m - FISH STREAM		
7	0.85m - FISH STREAM	17	- FISH STREAM	27	- NOT IDENTIFIED	37	1.45m - FISH STREAM		
8	0.9m - FISH STREAM	18	- FISH STREAM	28	- NOT IDENTIFIED	38	- NOT IDENTIFIED		
9	0.75m - NON-FISH STREAM	19	- NOT IDENTIFIED	29	1.0m - NON-FISH STREAM	39a	1.2m -		
10	1.5m - FISH STREAM	20	- NOT IDENTIFIED	30	1.15m - FISH STREAM	39b	- NOT IDENTIFIED		

NOTE:
 - INFORMATION LISTED IN THIS CHART IS BASED ON PREVIOUSLY COMPLETED ENVIRONMENTAL ASSESSMENTS.
 - STREAM SIZE AND DESIGNATION AS FISH STREAM OR NON-FISH STREAM IS SUBJECT TO FURTHER REVIEW.
 * IDENTIFIED AS HAVING POTENTIAL FOR ECOLOGICAL RESTORATION.










DISTRICT OF UCLUELET

Official Community Plan


SCHEDULE 'F'
Development Permit Areas for Form and Character

-  DPA I - Village Square
-  DPA II - Peninsula Foreshore
-  DPA III - Industrial
-  DPA IV - Multi-Family, Mixed Use, Commercial

NOTE: All lands within the boundaries of Ucluelet are also designated as a Development Permit Area for the regulation of form and character when being developed for any Multi-Family Residential, Mixed-Use and/or Commercial uses (DPA IV).

Date: February 1, 2021

This map has been prepared for the use of the District of Ucluelet and may not be used, reproduced or relied upon by a third party without the consent of the District of Ucluelet. The information depicted is for general reference only, accuracy cannot be guaranteed.

Map prepared by 



DISTRICT OF
UCLUELET

Official Community Plan

SCHEDULE 'G'
Development Permit Areas
for Hazardous Conditions

Steep Slopes (>30 degrees)

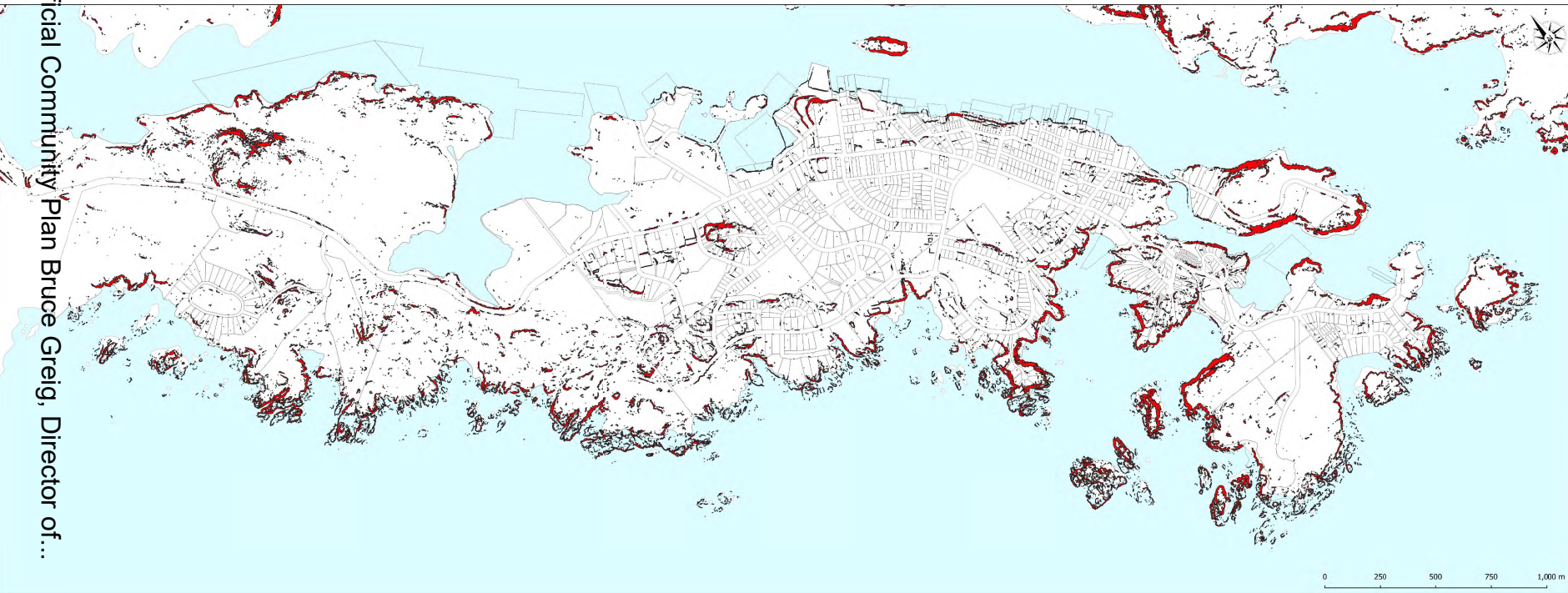
NOTE: For information on lands which may be subject to flooding please refer to Maps 4, 5 and 6.

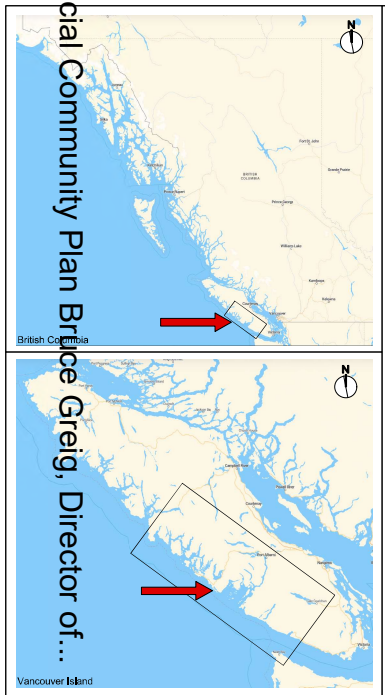
Date: February 2, 2021

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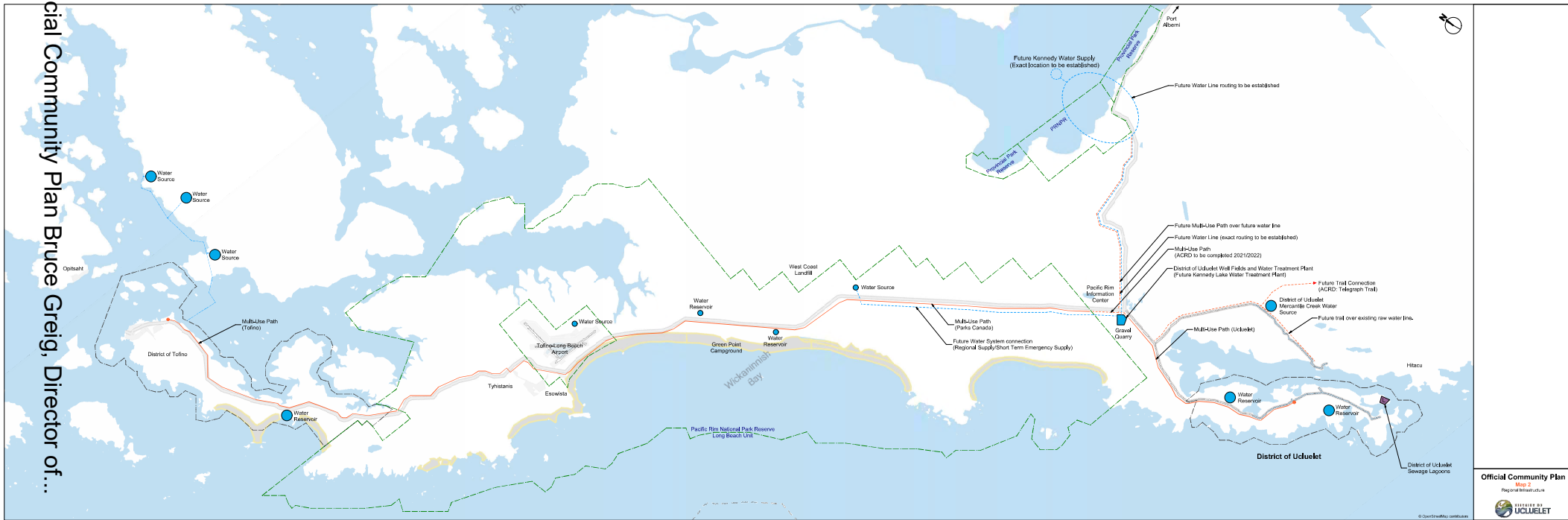
Map prepared by
cgis

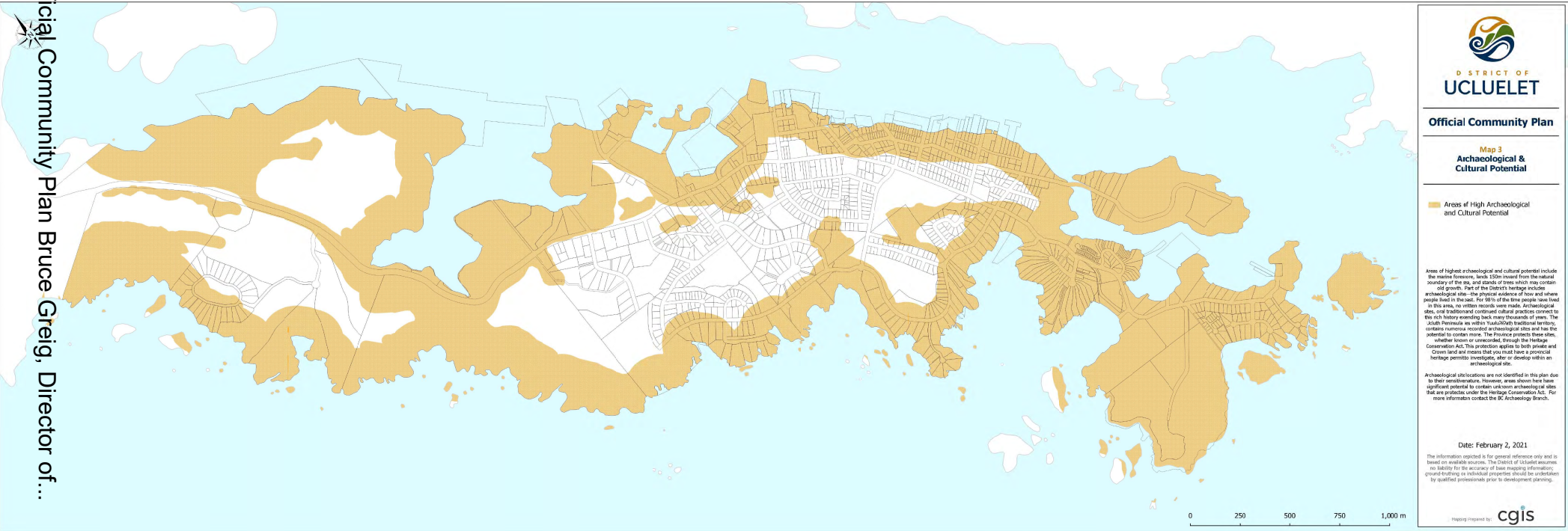
0 250 500 750 1,000 m





Official Community Plan
Map 1
Coastal Context
UCUELET





Notes to Users:

- This map was prepared to accompany the District of Ucluelet Coastal Flood Mapping report (Ebbwater Consulting Inc. and Cascadia Coast Research Ltd., 2020) and is intended for the purposes set out in that report only. See the report for further details on the methodology, results, and limitations.
- Flood water levels were developed using a 0.5% AEP flood and 1.0 m freeboard. Flood Levels (FCLs) represent future flood levels. This is based on guidelines from Ausenco Sandwell (2011). FCL values are subject to change and may need to be reassessed.
- A 0.6 m freeboard allowance is included in flood construction levels (FCLs) provided with Ausenco Sandwell (2011).
- The Flood Construction Levels (FCLs) have been divided into zones based on similar flood level values. FCL values are given relative to CGVD (2013).
- The colored zone polygons show flood hazard extent areas as defined by the indicated FCL.
- FCLs correspond to the municipal District of Ucluelet (DOU) and Francis Island.
- The FCLs represent a specific planning level as defined by Ausenco Sandwell (2011). This map should not be interpreted to mean that flooding will be limited to the FCLs indicated for each zone on this map.
- Application of the FCLs presented in this map should be done in accordance with current policy and regulations by a suitably qualified professional.
- The extent and variability of the western (outer) coastline means that care must be taken in interpreting these FCLs for specific sites. Properties with steep forewings are subject to more wave runup and may experience higher flood levels.

Limitations:

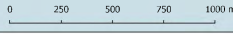
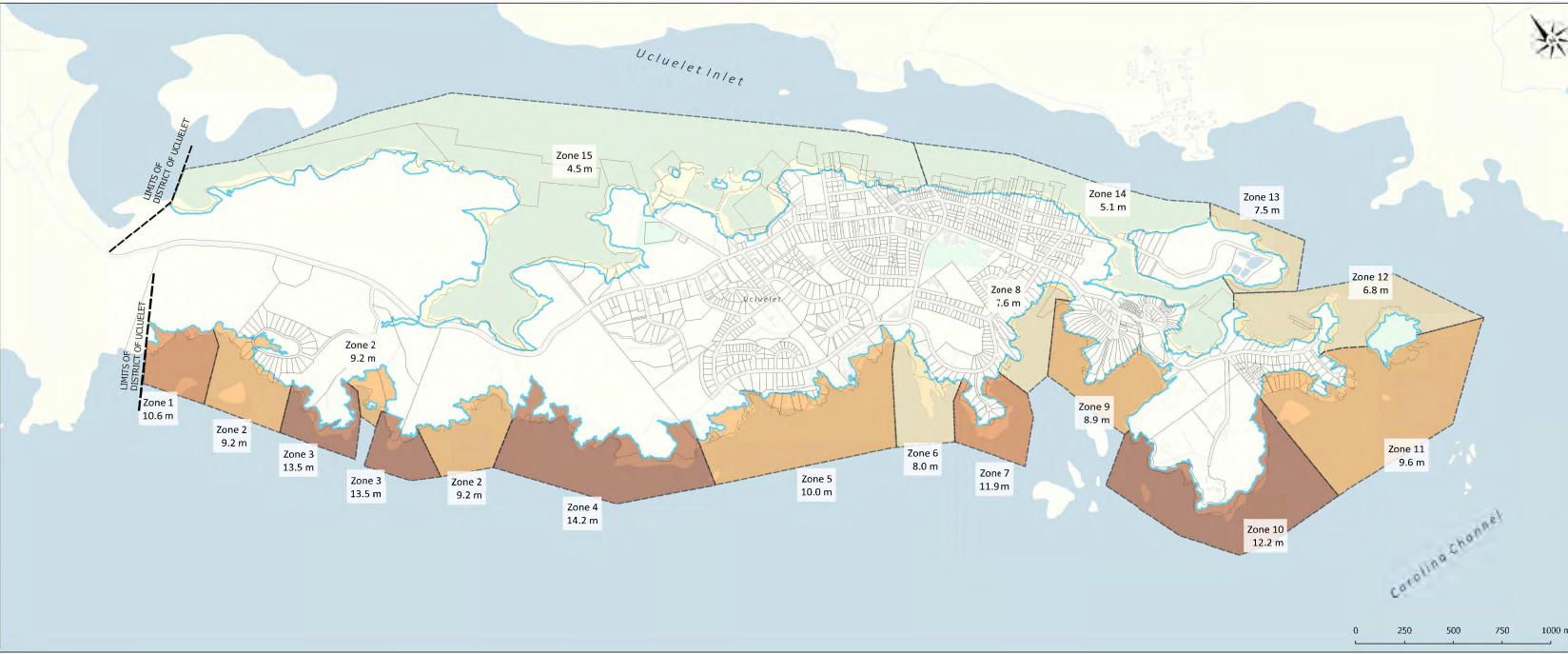
- The accuracy of the presented FCLs is limited by available data and modeling techniques. The FCLs are based on 1D cross-shore transects. They have been simplified by merging areas of similar transect elevations. Please refer to the report for a detailed discussion of limitations.
- The accuracy of the flood hazard extent is limited by the accuracy of the surveys and mapping data. The flood hazard extents were established on the ground by legal survey.
- This map was produced by Ebbwater Consulting Inc. using generally accepted best practice and guidelines for the province of British Columbia. However, flooding may still occur outside the defined flood hazard boundaries, and Ebbwater Consulting Inc. and Cascadia Coast Research Ltd. do not assume any liability by reason of this map to delineate flood hazard areas on this map.
- The flood depths and levels shown on this map are to provide an assessment of current and future flooding to help inform decisions on land use policy. Under the provisions of the Local Government Act, 2004, these flood extents only take effect when adopted, approved or implemented via another planning tool (such as a zoning bylaw or general plan). They therefore do not currently have any legal or planning standing.
- Base elevation control points were provided by different data owners and are subject to differences.


Data Sources:

- Flood Construction Level (FCL) values were provided by Cascadia Coast Research Ltd.
- Water levels were interpolated from a limited number of transects and relative to coastal topography.
- Digital Elevation Model (DEM) was created based on LIDAR data surveyed in 2014.
- Mapping files and Land Parcels were received from the DOU.
- Base Elevation was based on CARTD's Postmon, created using geospatial processing data - opensidestreet.org (© OpenStreetMap contributors; cartography license CC BY-SA).


References:

- Ebbwater Consulting Inc. and Cascadia Coast Research Ltd. (2020). District of Ucluelet Coastal Flood Mapping (Final Report).
- Ausenco Sandwell (2011). Climate Change Adaptation Guidelines for Sea Dike and Coastal Flood Hazard Land Use - Guidelines for Managing the Coastal Flood Hazard Land Use. Prepared for the British Columbia Ministry of Environment.





DISTRICT OF UCLUELET



Coastal Flood Mapping

Coastal Storm Flood Planning Support Map 3/5
Flood Construction Level - Zones for Rare Event (Future)
 0.5% AEP, 1 m freeboard with 0.6 m freeboard

Flood Construction Level (CGVD 2013, m)


4.0 - 6.0
6.0 - 8.0
8.0 - 10.0
10.0 - 12.0
12.0 +

Land Parcels
 Flood Hazard Boundary

Official Community Plan
 Map 4
 Coastal Storm Flood Planning Support Map 3/5
 PREPARED BY UCLUELET

Date Created: June 26, 2020
 Map Scale: 1:1,000
 Coordinate System: NAD83, UTM 10N
 Vertical Datum: CGVD 2013

Stamp provided in original version



Notes to Users:

- This map was prepared to accompany the District of Ucluelet Coastal Flood Mapping report (EBBwater Consulting Inc. and Cascadia Coast Research Ltd., 2020) and is intended for the purposes set out in that report only. See the report for further details on methodology, results and limitations.
- Flood and tsunami hazard levels were determined based on a simulation of tsunami waves generated by a modeled rupture (Coley and Gao 2018; Gao et al., 2018).
- Water levels conservatively assume a tide equal to higher high water (see Appendix A for details), equal to 2 m at Ucluelet, and 1 m of return surge level rise (RSLR), to provide results for a potential flood event.
- Based on guidelines for the management of coastal flood hazard (see reference Sorenson 2011), 1 m of one level rise approach corresponds to the year 2100. However, these projections are subject to changes in climate projections and may require reassessment in the future.
- Flood depth, duration and thresholds are based on ADR Guidelines for Disaster Resilience (2017).

Limitations:

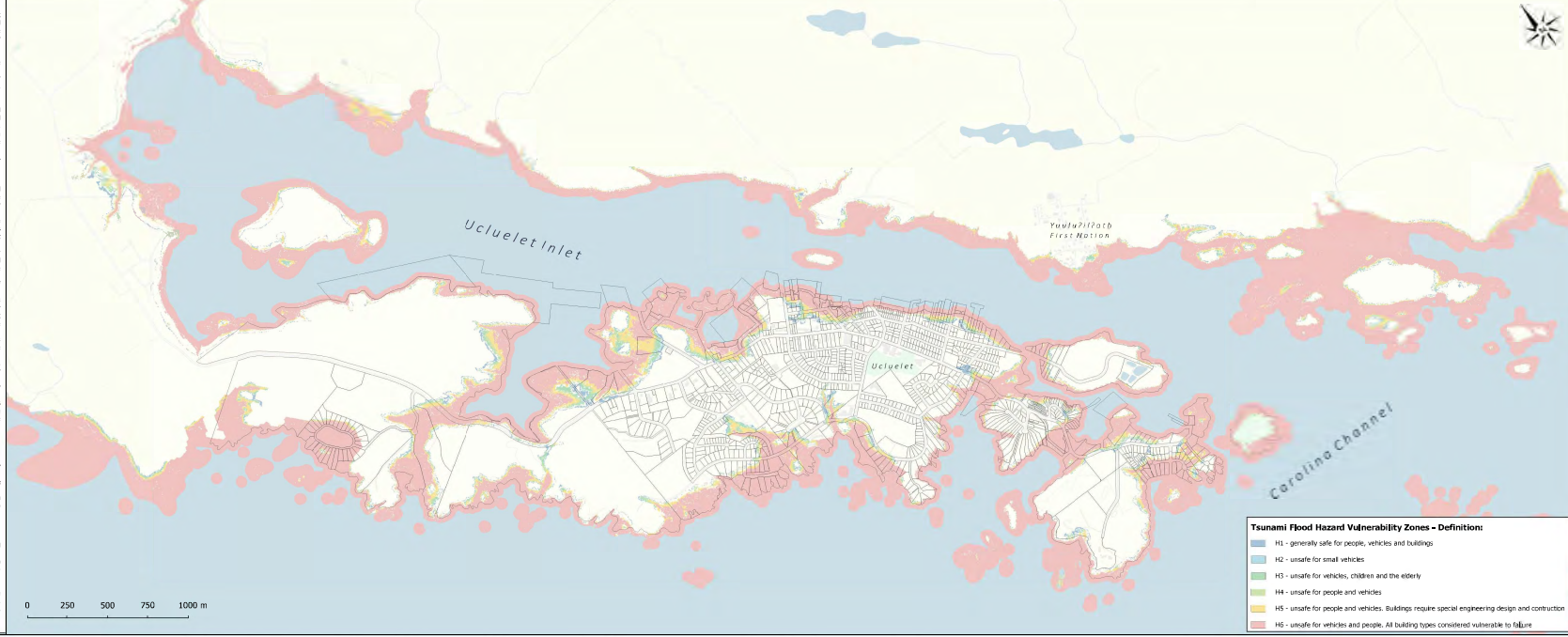
- The accuracy of the presented tsunami flood hazard vulnerability zones is limited by available data and the modeling approach used. Please refer to the report for detailed discussion on limitations.
- This map shows results for one possible tsunami wave (based on rupture type and source). Flood characteristics and associated responses could vary based on different tsunamis.
- The accuracy of the tsunami flood hazard vulnerability zones is limited by the accuracy of the base mapping data and DEM. The flood hazard limits were not established on the ground by field survey.
- No field surveys exist for the province for mapping of tsunamis. This map was produced by EBBwater Consulting Inc. and Cascadia Coast Research Ltd. using guidance documents and approaches identified from a literature review of other similar studies. EBBwater Consulting Inc. and Cascadia Coast Research Ltd. do not assume any liability for the failure to identify flood hazard areas on this map.
- The tsunami flood hazard vulnerability zones shown on this map are to provide an assessment of current and future flooding to inform decisions on future land use policy. Under the provisions of the Local Government Act (2009), these flood hazard maps do not take effect when adopted by Order or implemented as another planning tool (such as a development permit area). They therefore do not currently have any legal planning standing.
- Flood hazard and extent are presented for all areas and water bodies. Coastal shoreline layer (as provided by the District of Ucluelet (2013)), including a small buffer to ensure all exposures are captured.
- Base map and parcel layers were provided by different data owners and are subject to differences.

Data Sources:

- Tsunami hazard, depth and velocities were provided by Cascadia Coast Research Ltd.
- Mapping of parcels, shoreline layer, and Land Parcels were received from DCU.
- Base map was based on CARTO's Position, created using derivatives from OpenStreetMap data - openstreetmap.org (© OpenStreetMap contributors, cartography license CC BY-SA).


References:

- EBBwater Consulting Inc. and Cascadia Coast Research Ltd. (2020). District of Ucluelet Coastal Flood Mapping (Final Report).
- Australian Government (2011). Climate Change Adaptation Guidelines for Disaster Resilience and Coastal Flood Hazard Land Use. Prepared for the Australian Government by the Australian Government Department of Environment.
- ADR 2017. "Australian Disaster Resilience Guideline 7-3 Flood Hazard". Australian Institute for Disaster Resilience, Australian Government Attorney General's Department. <https://doi.org/10.1029/adr1703>
- Gao et al. (2018). Nat. Haz. (2018) 04:445-460.




Tsunami Flood Hazard Vulnerability Zones - Definition:

- H1 - generally safe for people, vehicles and buildings
- H2 - unsafe for small vehicles
- H3 - unsafe for vehicles, children and the elderly
- H4 - unsafe for people and vehicles
- H5 - unsafe for people and vehicles. Buildings require special engineering design and construction
- H6 - unsafe for vehicles and people. All building types considered vulnerable to failure



DISTRICT OF UCLUELET



Coastal Flood Mapping

Tsunami Flood Planning Support
Map 6/6

Tsunami Flood Hazard Vulnerability Zones
- Splay Faulting Rupture (Future)
G2018-S4 model, 1 m RSLR

Land Parcels
 Tsunami Flood Hazard Vulnerability Zones

Official Community Plan

Map 6
Coastal Flood Planning Support
Plan # 2020-066



APPROVED BY
UCLUELET

Date Created:
June 26, 2020

Map Scale:
1:12,500

Coordinate System:
NAD83, UTM 10N

Vertical Datum:
CGVD 2013

Notes to Users

- This map was prepared to accompany the District of Ucluelet Coastal Flood Mapping report (Ebbwater Consulting Inc. and Cascadia Coast Research Ltd, 2020) and is intended for the purposes set out in that report only. It does not provide support for further details on the methodology and limitations.
- The tsunami map elevation was developed based on the highest elevation of the simulated tsunami (runup) elevations (resulting rupture from Gao et al., (2018)) for a 1 m relative sea level rise (RSLR). The extent of the tsunami planning level of 18 m (without safety factor) are shown on the map.
- Water levels conservatively assume a 2 m subsidence, is not equal to the high water surge side (HWST), equal to 2 m at Ucluelet, and 1 m of relative sea level rise (RSLR), and results for a potential future flood event.
- Based on the plan for the management of coastal flood hazard (Auerbach and Sandwell 2011), 1 m of sea level rise (SLR) is generally considered to be the year 2100. However, this period is subject to changes in climate projections and may likely require reassessment in the future.

Limitations

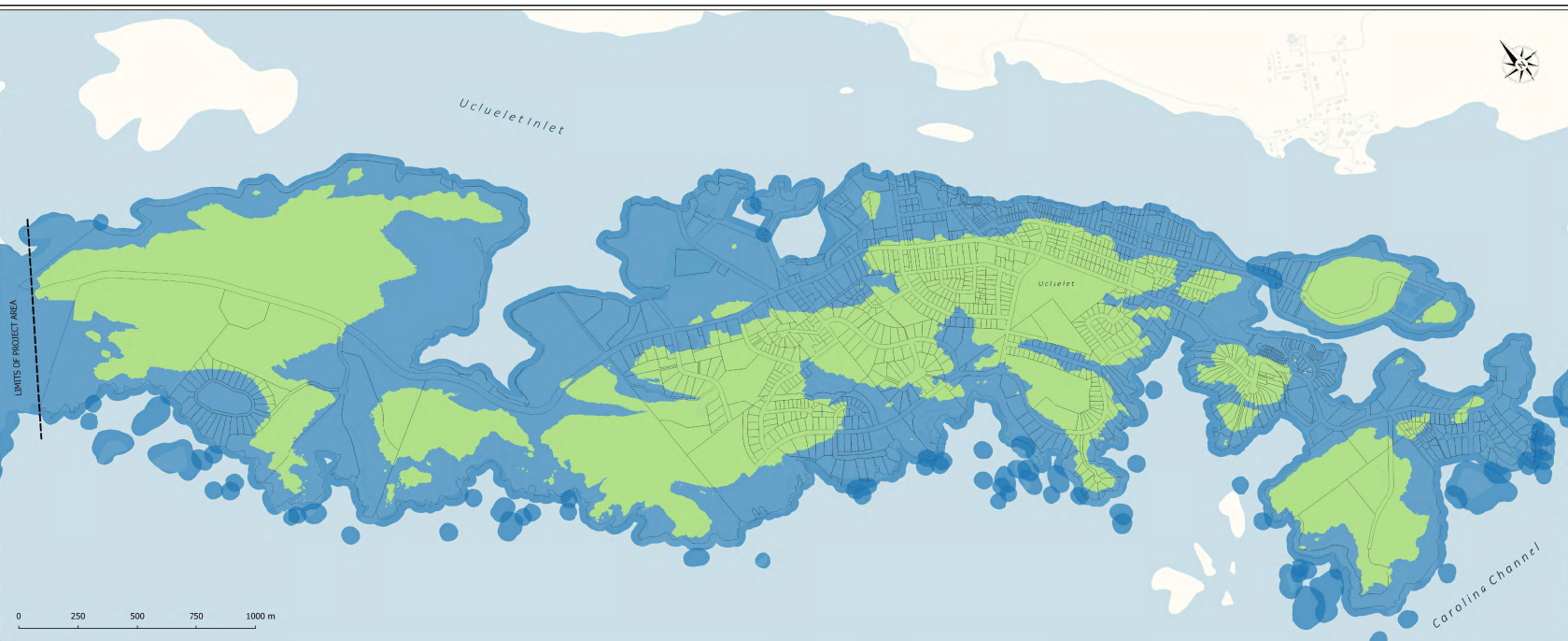
- The accuracy of the presented tsunami flood planning level is limited by available data and the modeling approaches used. Please refer to the report for detailed discussion of these limitations.
- This map shows results for one possible tsunami wave (based on one rupture type and source). Flood characteristics and associated responses could vary based on different rupture scenarios.
- The accuracy of the tsunami flood planning level extent is limited by the accuracy of the base mapping data and DEM. The flood planning level was not established on the ground by field surveys.
- No formal guidelines exist for the province for mapping of tsunami flood planning level extent shown on this map are to be used for future decisions on future land use policy. Under the provisions of the Local Government Act (2009), this map is only taken effect when adopted by bylaw or implemented via another planning tool (such as a development permit area). They therefore do not currently have legal or planning standing.
- Flood planning level extent is presented for all areas landward of the coastal shoreline layer (as provided by the District of Ucluelet (DOU)), including a small buffer to ensure all landward areas are captured.
- Base mapping parcel layers were provided by different data owners and are subject to differences.


Data Sources

- Tsunami inundation layers were provided by Cascadia Coast Research Ltd.
- Shoreline, Beaches, Shoreline layer, and Land Parcels were received from the DOU.
- Base layer was created on CARTO's Position, created using derivatives of OpenStreetMap data - openstreetmap.org (© OpenStreetMap contributors; cartography license CC BY-SA).


References

- Ebbwater Consulting Inc. and Cascadia Coast Research Ltd. (2020). District of Ucluelet Coastal Flood Mapping Final Report.
- Auerbach, B., and Sandwell, S.M. (2011). Climate Change Adaptation Guidelines for Coastal Flood Hazard Land Use - Guidelines for Management of Coastal Flood Hazard Land Use. Prepared for the British Columbia Ministry of Environment.
- Gao et al., (2018). Nat. Haz. (2018) 94:445–469.





DISTRICT OF UCLUELET



Coastal Flood Mapping
Tsunami



Tsunami Flood Planning Support
Map 2 / 6
Tsunami Flood Planning Level – Splay Faulting Rupture (No Safety Factor)
G2018-S-A model, 1 m RSLR

Land Parcels
Tsunami Flood Planning Level:
■ Areas below 18 m CGVD 2013
■ Areas at or above 18 m CGVD 2013

Official Community Plan

Map 6
 District of Ucluelet
 Tsunami Flood Planning Support 6-6
 DISTRICT OF UCLUELET

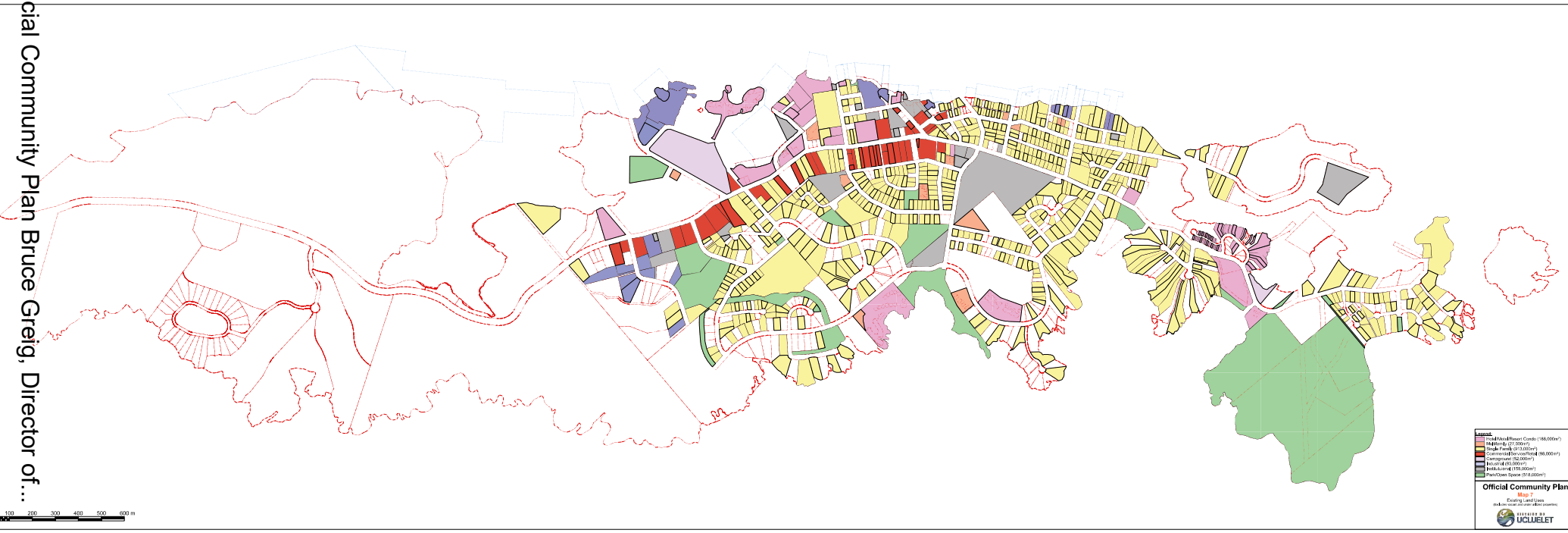
Stamp provided in original version	Date Created: June 26, 2020
	Map Scale: 1:10,000
	Coordinate System: NAD83, UTM 10N
	Vertical Datum: CGVD 2013

Legend

- Industrial (Reserve) (218,000sqm)
- High Density Residential (27,000sqm)
- Low Density Residential (27,000sqm)
- Community (Reserve) (48,000sqm)
- Commercial (22,000sqm)
- Public (48,000sqm)
- Public (27,000sqm)
- Park/Open Space (27,000sqm)

Official Community Plan
Map 7
Existing Land Uses
(As shown on the official plan)





Official Community Plan

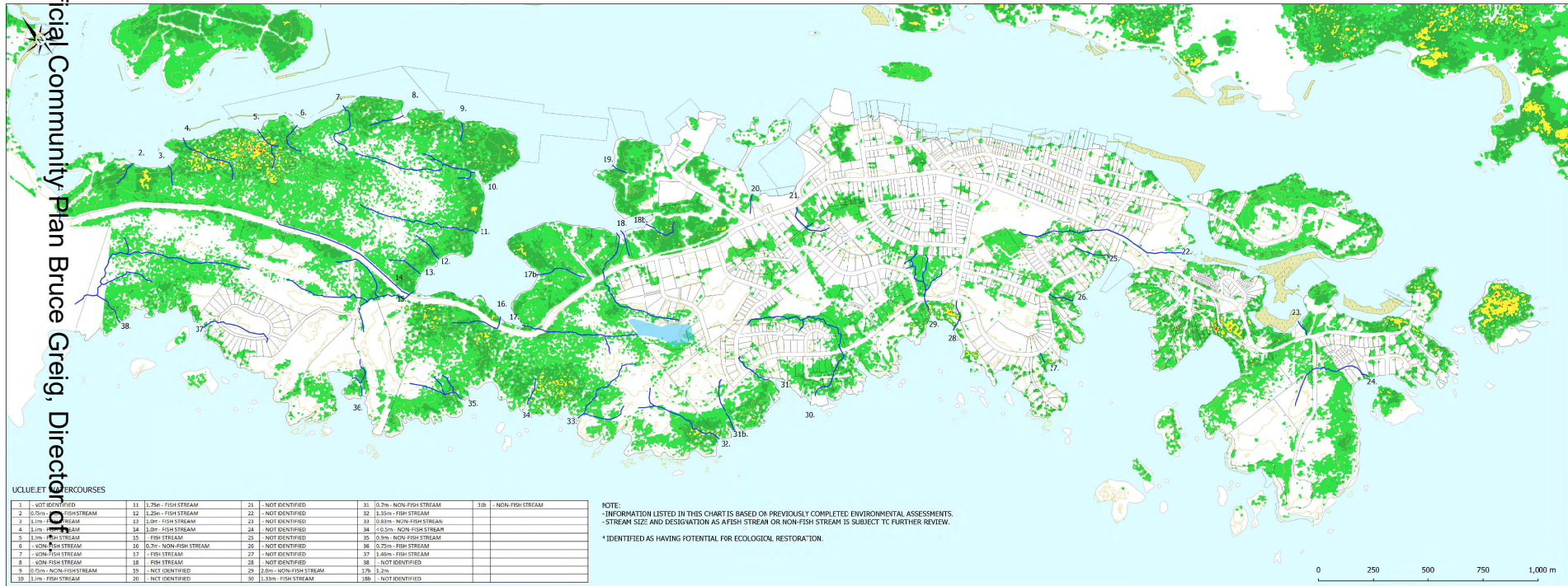
MAP 5
Environmental
Base Information

- Eel grass
 - Wetland
 - Parcel Boundaries
 - Contours (5m)
 - Stream
- Tree Canopy - Height (m)**
- 10 - 23
 - 20 - 33
 - 30 - 43
 - 40 - 53
 - Over 50

This map shows environmental features based on best available information, and is not a substitute for the investigation by qualified professionals. For information on environmental Development Permit Areas refer to Schedule E.

Date: February 17, 2021
The information reported is for general reference only and is based on available sources. The District of Ucluelet assumes no liability for the accuracy of base mapping information, ground truthing or individual properties should be undertaken by qualified professionals prior to development planning.

Prepared by



UCLUELET WATERCOURSES				
1 - NOT IDENTIFIED	11 1.75m - FISH STREAM	21 - NOT IDENTIFIED	31 0.7m - NON-FISH STREAM	31b - NON-FISH STREAM
2 0.5m - FISH STREAM	12 1.25m - FISH STREAM	22 - NOT IDENTIFIED	32 1.35m - FISH STREAM	
3 1.1m - STREAM	13 1.0m - FISH STREAM	23 - NOT IDENTIFIED	33 0.85m - NON-FISH STREAM	
4 0.1m - SLAG	14 1.0m - FISH STREAM	24 - NOT IDENTIFIED	34 0.5m - NON-FISH STREAM	
5 1.1m - FISH STREAM	15 - FISH STREAM	25 - NOT IDENTIFIED	35 0.9m - NON-FISH STREAM	
6 - NON-FISH STREAM	16 0.7m - NON-FISH STREAM	26 - NOT IDENTIFIED	36 0.5m - FISH STREAM	
7 - NON-FISH STREAM	17 - FISH STREAM	27 - NOT IDENTIFIED	37 1.45m - FISH STREAM	
8 - NON-FISH STREAM	18 - FISH STREAM	28 - NOT IDENTIFIED	38 - NOT IDENTIFIED	
9 0.7m - NON-FISH STREAM	19 - NOT IDENTIFIED	29 2.0m - NON-FISH STREAM	37b 1.4m	
10 1.1m - FISH STREAM	20 - NOT IDENTIFIED	30 1.33m - FISH STREAM	38b - NOT IDENTIFIED	

NOTE:
 - INFORMATION LISTED IN THIS CHART IS BASED ON PREVIOUSLY COMPLETED ENVIRONMENTAL ASSESSMENTS.
 - STREAM SIZE AND DESIGNATION AS A FISH STREAM OR NON-FISH STREAM IS SUBJECT TO FURTHER REVIEW.
 * IDENTIFIED AS HAVING POTENTIAL FOR ECOLOGICAL RESTORATION.

Part Six: Implementation

Implementation

As noted in Part 1, this OCP takes a 30-year view, looking ahead to how the community of Ucluelet will evolve to the year 2050 and beyond.

An Official Community Plan is a statement of objectives and policies adopted by a local government to guide decisions on land use planning, land use management and municipal operations within the area covered by the plan.

The OCP sets out a road map for the community, to let everyone know where we're headed in the long term. The timing of individual actions and steps to implement any area of the OCP depend on future budget discussions, decisions and priorities of the community's elected Council.

Written in 2020, this plan is a complete policy document to guide the community at this point in time, but also acknowledges specific areas where further work is necessary to adjust or more clearly define the community direction and priorities.

The following work, some of which is already underway (or budgeted and scheduled), will allow the District to update this plan in the near future to provide a true "2020" vision:

- further conversation with indigenous communities;
- priority housing actions including a housing needs assessment;
- incorporating the results of a long-term land use demand study;
- review and refinement of environmental development permit areas;
- consideration of a floodplain bylaw to clarify expectations for flood construction levels;

- completion of the sewer master plan;
- completion of an integrated stormwater management plan;
- implementing asset management program;
- development of a community monitoring and reporting process

It is anticipated that the further work noted above could result in specific amendments to this OCP (e.g., adoption of new and updated mapping). The OCP is a living document and such amendments should be seen as a healthy function for an engaged community. It is generally recommended that a community review and update its OCP every five to ten years.

Monitoring

Implementation and monitoring are critical elements to realizing the goals of an Official Community Plan over the duration of the plan.

A regular monitoring process will also benefit future updates to the OCP.

Objective 6A Ensure the OCP is implemented in a timely manner consistent with the goals, objectives and policies identified herein.

Objective 6B Monitor the plan and identify any shortcomings or amendments required to address community-endorsed changes or needs.

Policy 6.1 Develop a process for monitoring and reporting progress on the OCP which dovetails with the excellent work of the Clayoquot Biosphere Trust in producing their regular Vital Signs report.

Climate Action Monitoring

The District's Annual Reporting will include a section on Climate and Energy, which will include progress updates on actions and indicators in the 2019 Climate Action Plan.

The District will track and report on the 2030 greenhouse gas emissions reduction target of 40% by 2030 based on 2007 levels, and also report on additional indicators identified in the Climate Action Plan.

Relationship to Other Plans

The OCP builds on and references a number of other plans. More detailed background, discussion and analysis can be found in these plans. The primary recommendations from these inform the policy statements adopted in this OCP.

- Transportation Plan (2011)
- Economic Development Strategy (2012)
- Harbour Plan (2012)
- Parks and Recreation Master Plan (updated 2013)
- Traffic Control Review (2013)
- Age-Friendly Action Plan (2016)
- Economic Development Strategy Update (2017)
- Clean Energy for the Safe Harbour – District of Ucluelet 100% Renewable Energy Plan (2019)
- Community Climate Change Adaptation Plan (2020)

In turn, the direction set by the OCP influences a number of bylaws enacted by Council. Adoption of a new or updated OCP is a good catalyst for reviewing and if necessary updating regulatory bylaws of the municipality. This OCP may influence minor, or in some cases significant, amendments or replacement to bylaws such as:

- Annual Budget and 5-year Financial Plan
- Council Procedures Bylaw
- Zoning Bylaw
- Development Application Procedures Bylaw
- Development Cost Charges Bylaw
- Subdivision and Development Servicing Standards Bylaw

A number of these bylaws are long in the tooth, and their review and update is supported by the policies in this OCP. The

process, timing and prioritization of this work will be the subject of strategic planning by Council and annual budget decisions.

Regional Context

The Alberni Clayoquot Regional District has not adopted a Regional Growth Strategy. A Regional Context Statement is therefore not required as part of the municipal OCP.

Nevertheless, the municipality is fortunate to have a history of strong working relationships with nearby jurisdictions and will benefit from even greater cooperation in the future. Developing a local Regional Context Statement would provide an opportunity for continued dialogue and a clear statement of expectations among neighbours.

The west coast has experienced rapid visitor growth and change in recent years. Acknowledging that the entire west coast sub-region overlaps the traditional territories of Nuu-Chah-Nulth peoples and nations, a co-developed regional strategy for sustainable development will include consideration of:

- environmental resilience and diversity
- social and cultural resilience for both indigenous and non-indigenous members of the community
- carrying capacity
- equity and opportunities for the economic development aspirations of both indigenous and non-indigenous communities

This may mean throttling back on the amount, and/or adjusting the types, of development within the municipal boundaries of Ucluelet and Tofino. At the same time the benefits of keeping towns compact can include reduced impact on the environment,

efficient service delivery, and achieving the “critical mass” that can increase community energy, interactions and character. Developing a strategy to meet the needs of the environment and the aspirations of all communities will be a balancing act.

This OCP incorporates, as a starting point, plans and policies directing a slower, lower approach to growth and development - appropriate to the current context in the west coast region. Map 9 shows the “Low(ish) Growth Scenario” analysis which informed the plan.

Objective 6C Consider municipal matters in the context of the whole west coast subregion and be a good neighbour to the communities of Tofino, First Nations, the Pacific Rim National Park Reserve and ACRD Electoral Area “C”.

Policy 6.2 In consultation with neighbouring jurisdictions, develop and adopt a Regional Context Statement for Ucluelet to further define the long-term role of the community within the west coast subregion.

Policy 6.3 In partnership with all neighbouring jurisdictions, develop a regional strategy for sustainable development of the west coast to meet the needs of the community and protect the ecology of this special place.

Policy 6.4 Call on the ACRD to implement the policies of the adopted South Long Beach (Area C) Official Community Plan Bylaw No. P1166, 2007, to maintain the environmental values and rural character expressed in the plan.

Policy 6.5 Explore with the ACRD options for expanded services for the west coast including the role of regional planning and regional parks to meet the needs of local communities and visitors.

Development Permit (DP) Area Designations and Guidelines

Authority

Section 488(1) of the *Local Government Act* allows local governments to designate Development Permit Areas (DPAs) for one or more of the following purposes:

- a) protection of the natural environment, its ecosystems and biological diversity;
- b) protection of development from hazardous conditions;
- c) protection of farming;
- d) revitalization of an area in which a commercial use is permitted;
- e) establishment of objectives for the form and character of intensive residential development;
- f) establishment of objectives for the form and character of commercial, industrial or multi-family residential development;
- g) in relation to an area in a resort region, establishment of objectives for the form and character of development in the resort region;
- h) establishment of objectives to promote energy conservation;
- i) establishment of objectives to promote water conservation;
- j) establishment of objectives to promote the reduction of greenhouse gas emissions.

The **form and character** DPAs, the locations of which are identified on Schedule F, are:

- Village Square (DPA I)
- Peninsula Road (DPA II)
- Industrial (DPA III)

In addition, all lands within the boundaries of Ucluelet are designated as a Development Permit Area for the regulation of form and character when being developed for:

- Multi-Family, Commercial & Mixed-Use (DPA IV)

The **environmental** DPAs, the locations of which are identified on Schedule E, are:

- Terrestrial (Mature Forest) (DPA V)
- Streams and Riparian Areas (DPA VI)
- Marine Shorelines (DPA VII)

The **hazardous conditions** DPAs, the approximate locations of which are identified on Schedule G, are:

- Steep Slopes (DPA VIII)

DPA General Guidelines

The following General Guidelines apply to DPAs:

Guideline 1 Where land is subject to more than one DPA designation, only a single development permit is required and only one permit fee will be charged. However, the application is subject to the requirements of all applicable DPAs.

Guideline 2 On existing lots that meet or are less than minimum lot area standards, the location of which limits the opportunity to fully meet development permit requirements, the development permit guidelines should be addressed to the fullest extent within the constraints of the site and lot.

Guideline 3 The District may consider issuing a development permit to supplement a bylaw or to set standards in accordance with Section 490 of the *LGA*.

Form and Character Development Permit Areas

Objective: to guide the development of a pedestrian-oriented, compact and vibrant town which maintains its coastal village character and does the following: protect important public views, create buildings at a scale which is comfortable and inviting to pedestrians, reflect and adapt to the climate and coastal weather, and acknowledge the heritage of Ucluelet.

Designation: the following Development Permit Areas (DPAs) are designated under section 488 of the *Local Government Act* to

control the form and character of the built environment within Ucluelet, to guide commercial, industrial and multi-family residential development, and development in the resort region.

The following Development Permit Areas are identified on Schedule F, Form and Character Development Permit Areas map:

- Village Square (DPA I)
- Peninsula Road (DPA II)
- Industrial (DPA III)

In addition, all lands within the boundaries of Ucluelet are designated as a Development Permit Area for the regulation of form and character when being developed for:

- Multi-Family / Commercial / Mixed-Use (DPA IV)

Development Permit Area Guidelines specify the District's objectives and regulations for each area. All developments within a designated Development Permit Area require a Development Permit to be issued by the District.

Development Permit Area Exemptions

The following are exempt from requiring a form and character Development Permit:

1. construction of a single-family dwelling unit on a property where single-family dwelling is a principal permitted use under the property's designation in the zoning bylaw.
2. development of Institutional buildings and uses - nevertheless these uses are encouraged to meet the intent of these guidelines;

3. public works undertaken or authorized by the District of Ucluelet, or provincial or federal agencies;
4. interior construction or renovations which do not affect the exterior form and character of a building;
5. renovations which do not impact the overall appearance of the exterior of a building. This would include repainting or refinishing, roof repair, replacement of windows and doors, replacement of exterior materials that comply with these guidelines, and replacement or addition of awnings. To clarify, building alterations such as the restoration or reconfiguration of a building's whole façade, or additions to the front of a building would require a Development Permit.
6. an addition to a principal building, provided that:
 - a. The value of the proposed construction is less than \$75,000; and
 - b. The proposed construction is located within a rear yard and conforms to the minimum setback requirements.
7. construction of an accessory building or structure provided that:
 - a. The value of the proposed construction is less than \$75,000; and
 - b. The proposed construction is located within a rear yard and conforms to the minimum setback requirements.
8. replacement or alteration of existing signs or canopies or the construction of new signs and canopies provided they are in full compliance with the Sign Bylaw or an existing Development Permit;
9. new landscaping and/or landscape maintenance which complies with these design guidelines; and,

10. construction, building improvements or site improvements associated with an approved temporary use permit.

General Guidelines applying to all Form and Character Development Permit Areas

All development applications need to meet the underlying objectives for the building design, landscape design, streetscape and signage (as applicable).

- F1. Building design, layout, finish and colour should be of a high quality that reflects traditional (e.g., fishing village) or contemporary West Coast architectural styles;
- F2. Larger development should be broken up into smaller components. The image of any new larger building should be as a grouping of smaller pieces. Break up building massing by articulated building faces, stepping back whole or partial upper floors, and landscaping to soften the building appearance and present a human-scale presence at the pedestrian level;
- F3. Building frontage design (any building elevation facing a public street) and associated public realm enhancement must create an attractive pedestrian environment. Considerations include:
 - Easily identifiable building entrances;
 - Narrow commercial storefronts; and
 - Concentrating signage at pedestrian eye level.



F4. Parking shall be located at the rear of lots, if possible, and screened from street view with either a structure or landscaping, or where feasible, below grade;

F5. Parking areas with more than 10 spaces should be broken into smaller groups, divided by landscaped areas and trees;

F6. Awnings, deep roof overhangs or colonnades should be incorporated into buildings to provide weather protection along sidewalks and at building entrances. These devices must be an integral part of the overall design;

F7. On corner sites, buildings must be designed with consideration for their visual prominence, potential function as landmarks and their ability to contain and define streets. Additionally, developments occurring at corner lots must consider their prominence within the streetscape hierarchy and include architectural detailing or massing which reflects this. All developments located at a corner must occupy that corner on both sides;

F8. The extensive use of blank walls, regardless of the material used, must be avoided. The visual impact of blank walls should be softened by using one or more of the following:

- Architectural details and/or articulated façade;
- Graphic or artistic illustration;
- Placement of doors and/or windows; and



- Public seating and/or planters integrated into the façade.

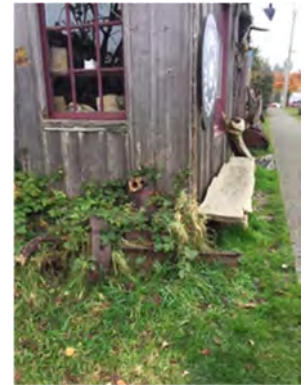
F9. Where adjoining properties have uses of different intensity (e.g. single family next to multi-family residential) or different types (e.g. residential next to commercial) an appropriate architectural, building and landscaping transition must be provided;

F10. Buildings should provide protection from rain (e.g. awnings, overhangs, canopies);

F11. The following exterior materials are encouraged:

- Wooden posts and beams with visible fastenings;
- Wood siding, planks, board-and-batten, shakes or shingles;
- Corrugated or standing-seam sheet metal;
- Weathering steel (e.g., Core-ten), aluminum, galvanized, zinc, copper or other non-reflective architectural metal elements,
- Finished concrete;
- Cementitious composite siding (e.g., Hardi-plank) when detailed to avoid large areas of flat panels; and,
- Limited use of brick or local stone.

F12. As part of the building vernacular, not only of Ucluelet but the BC coast in general, sloped roofs are indicative of the climate and weather of the region. Sloped roofs with an angle no less than 30 degrees (7:12 pitch) are strongly encouraged. Exceptions may be considered for flat or curved roofs for significant sites and landmark buildings displaying exceptional architectural design;



F13. Roof materials must be in keeping with the character of Ucluelet. This includes the use of cedar shake and shingle, asphalt roof tile, standing-seam or corrugated sheet metal.



F14. As a major contributor to the feel and character of the street, wood – particularly Red Cedar, is the preferred material for exterior cladding. The use of cedar shake or shingle applications is especially favoured. Cedar lap siding and vertical board-and-batten are also preferred.



F15. The use of vinyl siding, stucco, pebble dash or artificial stone is not supported.

F16. As signage contributes to the character and feel of the area, it should reflect the artistic, cultural and historical traditions of Ucluelet. Signage must complement the architecture of the development and be sized appropriately;



F17. Exterior illumination of signage (e.g., gooseneck fixtures) is encouraged;

F18. Carved or painted wooden signs and individual letters are encouraged;

F19. Interior-lit plastic sign panels are not supported;

F20. All exterior mechanical units or equipment, including roof top units, must be enclosed in a manner that is attractive and integrated with the overall design;

F21. Landscape plans submitted for a development permit shall illustrate type, size, and location of proposed planting, and shall detail all hard and soft landscaping elements to convey a comprehensive design for the site;

F22. Landscape planting schemes must provide definition and clarity within the public realm. Plant material should be used to:

- a. Define the edges of outdoor space such as a café seating area;
- b. Signify a particular spot such as an entrance or gateway;
- c. Highlight pedestrian corridors;
- d. Delineate private and semi-private space from public space;
- e. Beautify a streetscape; and,
- f. Soften the transition of adjacent land uses.



F23. Planting should be designed so that drivers' sight lines are maintained at intersections, maneuvering aisles and parking lots;

- F24. Native trees and plants should be used where appropriate;
- F25. All landscaping shall be provided in accordance with British Columbia Society of Landscape Architects /British Columbia Nursery Trade Association landscape standards;
- F26. When laying out new parking areas, integrate vegetated bioswales to collect and filter stormwater;
- F27. Hardscape materials must be of a "non-skid" type and of durable quality;
- F28. Building and site design shall take into account CPTED (Crime Prevention Through Environmental Design) principles;

- F29. Site design should show functional, screened areas for waste and recycling in appropriate wildlife-smart containers.
- F30. All developments shall respect archaeological resources and comply with all relevant statutes for the protection thereof;
- F31. When locating buildings allow space for the Wild Pacific Trail, Safe Harbour Trail and Harbour Walk within vegetated corridors along the coastline, as an integrated part of the design for properties located on the waterfront, as shown on Schedule 'C' Parks and Trails Network.
- F32. In order to preserve Ucluelet's dark skies, minimize impacts on adjacent land uses and avoid unnecessary impacts on nocturnal wildlife, outdoor lighting should be shielded so that all light is directed towards the ground.



Development Permit Area I (Village Square)

The Village Square Development Permit Area (DPA I) is established for the following purposes:

revitalizing an area in which commercial, multi-family and mixed uses are permitted; and,

establishing objectives for the form and character of development in the resort region.

The Village Square DP Area I corresponds to the area designated as Village Square in the Official Community Plan and generally surrounds Main Street, Cedar Road, Bay Street and the section of Peninsula Road in this vicinity, as shown on Schedule F; Development Permit Areas for Form and Character. The Village Square is the heart of the community, the site of the District municipal hall, Aquarium and Village Green. The square is Ucluelet's main gathering and shopping destination. It is a compact area comprised of those lands within an approximate five-minute walk of Main Street and Peninsula Road. The Village Square has the community's highest densities and built forms, yet is designed to respect public views and the community character.

The objectives which justify this designation include assisting in the revitalization of the Village Square and enhancing and creating form and character that befits the community's core area. Ucluelet is designated a "resort municipality" under Provincial legislation, and seeks to distinguish itself from nearby Tofino and other resort regions through its distinctive location, historical development and local attributes, much of which is characterized by its core Village Square. The DPA guidelines are intended to strengthen a high quality and distinct character that celebrates the community's history, culture, and natural landscape. A key strategy of the OCP is to create a vibrant and mixed-use Village Square by concentrating new retail,

service and office development in the area, complemented by specific residential uses.

Guidelines

In addition to the General Requirements for Form and Character DP Areas, the following apply within DP Area I:

- F.I.1. Maintaining views of the harbour from Peninsula Road and Main Street is critical. The height of new buildings in DPA I must be carefully considered, and the building mass designed to avoid blocking views of the water from the public streets.
- F.I.2. Assessed on a site-by-site basis, general views to the harbour are to be maintained along the shoreline and include those depicted in Figure DPA 1.1 and from the north side of Peninsula Road. This may be done through considerations in building massing and height in key locations;



Figure DPA I.1 Important Views - Inlet



F.I.3. Developments shall strive to create openness, connections, or views to the waterfront areas through open spaces or pathways. New development shall avoid impeding public access to the foreshore beyond private property

boundaries;

F.I.4. New developments should enhance and connect to the network of adjacent public open spaces, walkways and trails which connect and cross through the area;

F.I.5. Properties fronting Peninsula Road and Main Street must be designed to create an eclectic, inviting and pedestrian-friendly streetscape by carefully considering scale, massing and character;

F.I.6. New buildings should be sited close (e.g. 0 to 1.5m) to the property line fronting the street, with parking located to the side or rear. Covered porches, canopies or awnings are encouraged.

F.I.7. Some variation in the location of the building frontage relative to neighbouring buildings is encouraged, which will preserve the sense of informality and allow for the creation of useful outdoor areas facing the street.

F.I.8. Zero setbacks from side property lines is supported to create a continuous pedestrian streetscape. Gaps between buildings are to be minimized; therefore, avoid

placing buildings in the middle of open cleared sites. Shared driveways accessing parking and service areas at the rear of buildings is encouraged.

F.I.9. The block bound by Peninsula Road to the south, Cedar Road to the north, Main Street to the east and Bay Street to the west should be considered for its long-range redevelopment potential. This centrally located area is well positioned to become Ucluelet's core block, having strong connective qualities to other central areas. Situated between street-oriented development, a series of alleys should lead to an internal system of courtyard and mews type developments with a mix of uses clustered around groups of existing trees and central green. Pursue opportunities for connection and access in this area as the design of the Cedar Road parking lot / pedestrian hub is developed:



F.I.10. Improve the character of the streetscape adjacent to the existing Co-op Store by:

- Retain and enhance landscaping;
- Explore improved use of the plaza space for pedestrian and vehicle movements, and visual interest;
- Reduce the width of the existing driveway access;
- Screen adjacent parking area to the north; and
- Rethink the function and character of the lane on the east side of the property.

Development Permit Area II (Peninsula Road)

The Peninsula Road Development Permit Area (DPA II), as shown on Schedule C, is established for the purposes of:

- A. revitalizing an area in which commercial, multi-family and mixed uses are permitted; and,
- B. establishing objectives for the form and character of development in the resort region.

The objectives that justify this designation include:

- assisting in the revitalization of Peninsula Road as the gateway and main approach into Ucluelet;
- improving the form and character of the area and public realm as experienced on street and public pathways;
- maintaining and improving the views and experience of the Inner Harbour from public places, as a key landmark and focal point to the image of Ucluelet;

Special conditions that warrant these DPA guidelines include the emergence of tourism and its related services alongside the district's established but changing industrial edge. Efforts to beautify Ucluelet's main streets and associated public realm need not lose sight of the town's past industrial flavour, but should become more inviting and accessible.

The entrance to town on Peninsula Road and the nearby Inner Boat Basin is an area of concentrated tourist commercial development. This means the types of activities that occur here are attractive to tourists seeking a west-coast fishing village experience. This includes developments in the form of hotel/motel or vacation rentals, tourist facilities such as information centres, galleries and specialty retail stores, but also marine-related light industrial uses that are attractive to tourists such as commercial fishermen vending straight off the dock and boat building/repairs.

Successful marinas and related retail and commercial developments are natural draws for people. Ucluelet is in a strong position to capture the vitality of the waterfront by building welcoming places that evoke the character of coastal life.

Pedestrian connectivity along Peninsula Road and around the Inner Boat Basin to the rest of central Ucluelet and the Village Square is extremely important. Having easy walking access that is both obvious (way-finding) and attractive entices residents and visitors to stroll. This type of activity engages people to meet and is good for community spirit; but it is also good for the local economy as it brings people in contact with those businesses that rely on pedestrian traffic.

As a key focal point for the District's image, the form and character described above needs to translate to the area's architecture and associated landscape and public realm. Attractive quality design which evokes the natural beauty and history of Ucluelet must be sought to achieve cohesion and continuity throughout the Inner Boat Basin. Concentrating uses and offering attractive walking routes along the main roads and along the water's edge, is also greatly encouraged.

Development Permit Area guidelines exist to promote and manage these community-led aspirations to achieve developments of high quality and character.

Guidelines

In addition to the General Requirements for Form and Character DP Areas, the following apply within DP Area II:

- F.II.1. Views to the harbour from public streets, pathways and along the shoreline, generally shown on Figure DPA II.1, must be retained by adjusting building massing and height in key locations including the north side of Peninsula Road;





Figure DPA II.1 Important Views - Small Craft Harbour

- F.II.2. A continuous pedestrian pathway should follow the shoreline, wherever possible, across the entire Inner Boat Basin. This pathway should continue through and connect to the Safe Harbour Trail and the Village Square.
- F.II.3. Gaps between buildings are to be minimized; therefore, avoid placing buildings in the middle of open cleared sites. Shared driveways accessing parking and service areas at the rear of buildings is encouraged.

- F.II.4. Buildings, structures and roads should be located to minimize alterations to treed areas and other environmentally sensitive areas;
- F.II.5. Parking should be located at the rear of lots if possible and screened from street view with either a structure or landscaping, or where feasible, below grade;
- F.II.6. Continuous accessible pedestrian sidewalks, planted boulevards and bicycle lanes should be provided along the length of Peninsula Road, on both sides, from Forbes Road to Marine Drive as shown on Schedules 'B' and 'C';
- F.II.7. Street trees should be used along the entire length of Peninsula Road, on both sides, thereby creating a sense of enclosure and cohesion to the street;

Development Permit Area III (Industrial)

The Industrial Development Permit Area (DPA II), as shown on Schedule F, is established for the purposes of:

- A. revitalizing an area in which commercial and industrial uses are permitted; and,
- B. establishing objectives for the form and character of development in the resort region.

The objectives that justify this designation include:

- ensuring that light industrial uses do not detract from the form and character of the area or experience of the public realm in the community;
- ensure compatibility between commercial and light industrial land uses and activities in this area and adjacent parks, trails, residential and tourist commercial uses;
- maintaining and improving the views and experience of the working Harbour, and improve visibility so that people can experience and appreciate the activities of various marine industries safely from public places, as a key part of the image of Ucluelet;

Guidelines

In addition to the General Requirements for Form and Character DP Areas, the following apply within DP Area III:

- F.III.1. Monolithic structures and long expanses of blank walls facing the roadway should be avoided;
- F.III.2. Landscaped screening strips should be provided:
 - Along the property edge next to roadways;
 - Between parking areas, roadways and buildings;
 - Between different parking areas; and,
 - Between buildings and parking areas.
- F.III.3. Wildlife-proof garbage and recycling containers must be provided for all new developments;
- F.III.4. Support service structures such as loading bays, storage areas and waste bins should be located to minimize visibility from view of public roads and pathways and/or screened with walls, planting, solid wooden fencing or a combination;
- F.III.5. New industrial development should be accessed, wherever possible, from secondary roads;
- F.III.6. Transitions between light industrial areas and adjacent residential or tourist commercial properties should ensure privacy and avoid the impacts of noise and glare.
- F.III.7. New Marine Industrial development should incorporate sections of the Harbour Walk and Safe Harbour Trail. It is recognized that continuous pedestrian access along the waterfront will not be possible in every location, to ensure the safe operation of marine industries and access to vessels and machinery; where trails must divert away from the shoreline provide opportunities for viewing and include signage to explain marine activities, their history and economic importance.

Development Permit Area IV (Multi-Family, Commercial, and Mixed-Use)

The Multi-Family, Commercial, and Mixed-Use Development Permit Area (DPA IV) is established for the following purposes:

- A. revitalizing an area in which commercial, multi-family and mixed uses are permitted; and,
- B. establishing objectives for the form and character of development in the resort region.

The natural beauty and rich ecological qualities of this place are of utmost value to Ucluelet, its residents, and future generations. It is these qualities – beautiful, natural, and wild – which create the character residents cherish and people from afar come to experience. The District’s objective is to make every effort to preserve and enhance this experience. The *primary* character-giving qualities of the area are:

- The immediacy of the ocean and the marine environment;
- The presence of significant stands of forest, including old-growth;
- The sights, sounds and smells of a working harbour; and,
- The human-scale, walkable, funky and welcoming village atmosphere.

These qualities result in a real sense of a town inhabiting a coastal rainforest “on the edge”.

Two general multi-family residential typologies are anticipated:

Medium Scale – Ground oriented units usually having multiple floors and are attached by way of shared walls (e.g. duplex, triplex, terrace housing, townhouses);



Higher Scale – Units are a part of a larger multi-storied shared building (e.g. apartments), but may also include townhouses and coach houses.



Mixed-use developments, particularly including ground-floor commercial with housing behind and/or above, are also expected particularly along major roads and in the centre of town.

Objectives include ensuring that new multi-family areas are compatible and complementary in form and character to adjacent traditional single-family areas. It is important to establish suitable regulations to govern this transition. As these housing types expand in Ucluelet, sensitivity around issues such as scale, height, and style must be addressed. Generally, higher scale building forms are encouraged along major roads such as Peninsula Road, with medium scale building forms providing a transition to single-family areas.

Guidelines:

In addition to the General Requirements for Form and Character DP Areas, the following apply within DP Area IV:

- F.IV.1. All buildings, structures and additions thereto must be designed and coordinated in a comprehensive manner considering efficient site circulation, the relationship between buildings, visual impact and design compatibility with its context;
- F.IV.2. Sloped roofs, rather than flat roofs, are preferred;
- F.IV.3. Where internal roadways are required, they should provide efficient circulation, encourage appropriate speed through physical design, and the pedestrian realm should be clearly defined by using alternative materials, landscaping and physical design;
- F.IV.4. Buildings or groups of buildings placed adjacent to a public street must face that street (or streets), with each unit having its own individual and distinct front entry from the street. Excessive use of blank walls must be avoided;
- F.IV.5. Higher scale building forms may be located along Matterson Drive and Peninsula Road. Heights up to 12m (39 feet) may be permitted;



- F.IV.6. Medium scale building forms are preferred in other areas zoned for multi-family uses, to provide sensitive transitions to single family areas;
- F.IV.7. Where buildings are in very close proximity to the street or other public realm feature such as a pathway or courtyard, the finished floor level of that building should be raised by two feet as a minimum, to aid in privacy;
- F.IV.8. Garages and garage doors must not dominate the street-front façade of multi-family buildings. All attempts must be made to accommodate integrated parking at the side or rear of units. If garage doors *must* be placed at the front of a building, they should be well integrated and subtle in appearance;
- F.IV.9. Where visitor parking or common parking areas are required, small groupings of parking stalls interspersed with tree planting should be employed rather than 1 uninterrupted lot wherever possible. Native plants are preferred;
- F.IV.10. Parking areas that are visible from the street and/or adjacent to residential buildings should be screened by substantial landscaping.
- F.IV.11. A reasonable amount of common area must be included in all multi-family developments in the form of native landscaping, courtyards or the like;
- F.IV.12. Preserving as much of the natural shoreline condition as possible, as well as the forest and its underlying shrub layer is critical to maintaining the character of the

community. All development must recognise these values and strive to minimize the adverse effects on the natural environment development can often bring. The form and character of buildings should reflect the natural beauty of the area. This can be achieved through:



F.IV.13. The sensitive siting of buildings;

F.IV.14. Producing architectural designs that are naturally inspired; and,

F.IV.15. Using materials and building methods that are inherent to the area and its natural and man-made history.

F.IV.16. New development with areas of high ground in the



District should be designed to accommodate areas for evacuation in extraordinary cases of emergency. Access, parking areas and parks or other open space at the highest points should be designed with thought to how they could double as muster points, if needed;

F.IV.17. Clear-cutting forested sites is prohibited. Developments must present plans showing tree retention and measures to ensure protection of existing significant trees and shrubs, clearly delineated limits of disturbance during construction, along with new plantings. The plans shall show pre- and post-development conditions to

prevent over-cutting. Protection of adequate root zone buffers around retained trees shall be identified by a qualified professional and shown on the plans;

F.IV.18. Mature Western Red Cedar and Sitka Spruce must be identified by a qualified arborist and, where they are determined to be healthy, preserved;

F.IV.19. The siting of new buildings, extensions to existing buildings as well as campsites and roads etc., must work sensitively around established existing vegetation and must be located to minimize alterations to the foreshore and other environmentally sensitive areas. As part of the efforts to maintain and enhance the landscape character of the area, all efforts must be made to retain landscape and ecological integrity;



F.IV.20. Minimal blacktop and hardscape paving should be used for driveways and patio areas, particularly in front yards. Gravel or grass driveways and wood decks are preferred;



F.IV.21. Architectural form and character must be site-sensitive to both the physical environment, as well as to the qualities of natural beauty in the area. Buildings should work with the natural environment on all levels;

F.IV.22. All developments must provide robust visual buffers of parking, loading and service areas by way of retained and enhanced native vegetation along all boundaries. In the case of those boundaries fronting the road, reasonable efforts must be made to retain significant trees and shrubs between driveways;



F.IV.23. Wildlife-proof garbage and recycling containers must be provided for all new developments;

F.IV.24. All waste bins must located at the rear of buildings or screened from view of public roads and pathways with solid wooden fencing.

Environmental Development Permit Areas

Objective: to guide development and use land wisely to ensure that the most sensitive environmental features of a site are protected and ecological functions are not needlessly disturbed by development activities.

Designation: the following Development Permit Areas (DPAs), identified on Schedule E, Environmental Development Permit Areas map, are designated under section 488(1)(a) of the *Local Government Act* protection of the natural environment, its ecosystems and biological diversity):

- Terrestrial (Mature Forest) (DPA V)
- Streams and Riparian Areas (DPA VI)
- Marine Shorelines (DPA VII)

Development Permit Area Guidelines specify the District's objectives and regulations for each area.

General Guidelines Applicable to all Environmental DPAs:

- E1. For all land lying within an Environmental DP area, an assessment of the site, its natural features and the development shall be undertaken and a report prepared by a Qualified Environmental Professional (QEP) shall be submitted with the DP application;
- E2. The QEP report must contain any records listed in the BC Conservation Data Centre and must include data obtained from a search of the Ministry of Environment's BC Species and Ecosystems Explorer for the categories

"plants and animals" and "Ecological Communities" that includes all potential red listed, blue listed, and SARA listed species along with their Conservation Framework priority.

- E3. In cases of reporting after the fact due to managing emergency situations, the applicant shall provide an environmental report certified by a Qualified Environmental Professional (QEP), describing follow-up works to restore environmentally sensitive areas which were present prior to the emergency.
- E4. For all non-emergency circumstances, the applicant shall provide an environmental report certified by a Qualified Environmental Professional (QEP). The report must include:
- a. A site plan certified by a B.C. Land Surveyor that locates:
 - i. the proposed development relative to DPA boundaries shown on Schedule E and property lines;
 - ii. the environmental sensitive areas as defined under the general definitions and any other significant or rare species or species assemblages found in the DPA as identified by the QEP;
 - iii. the applicable buffer or setback recommended by the QEP to separate the proposed development from the environmentally sensitive feature.
 - b. For activity or construction within the stream channel, documentation of Provincial and Federal approval, with supporting technical reports.

- E5. If the QEP report identifies environmentally sensitive areas (ESAs) not shown on Schedule E, then the applicant and the District shall treat those values as if they are shown on Schedule E for the purposes of applying requirements of the more specific environmental DPAs.
- E6. If the QEP report confirms that an environmental value relating to a DPA shown on Schedule E is not present or does not affect the subject property, then the applicant and the District shall treat the property as though it is not in the applicable DPA. This includes the case where a QEP determines that there is a physical barrier between the environmental feature and the subject property that creates a functional separation between the two.
- E7. Clustering of density is encouraged as a means for preserving environmentally sensitive areas.
- E8. For all projects that involve development within an ESA, the District shall require the applicant to post security at 125% of the cost of protection and/or restoration works.
- E9. The District may, as part of the development permit, vary the setback requirements from an ESA where it can be demonstrated in a less than desirable existing situation that a “net positive improvement” for fish or wildlife habitat will result, or, in a more desirable existing situation that “no net loss” will result, subject to municipal, Provincial and or Federal agency review and comment. Any reduction of setback distances within an ESA shall occur in accordance with the findings and recommendations of the technical/environmental report.

Development Permit Area Exemptions

The following are exempt from requiring an environmental Development Permit. Despite the exemption provisions, owners must also satisfy themselves that they meet the requirements of any applicable federal or provincial regulations:

1. Development that is shown to be outside of all designated DPAs on a plan prepared by a registered BC Land Surveyor.
2. Interior or structural exterior alterations, renovations or repair to a permanent building or structure on an existing foundation to an extent that does not alter, extend or increase the building’s footprint or height.
3. Planting or replanting of native trees, shrubs or ground cover for slope stabilization, habitat improvement, soil stabilization and/or erosion control.
4. Routine maintenance of existing landscaping, lawn, paths or developed areas.
5. Actively manage priority invasive plants and noxious weeds listed on the Coastal Invasive Species Committee website www.coastalisc.com/priority-invasive-plants.
6. The removal of trees determined by a Certified Arborist or Registered Professional Forester, or another professional certified to do tree-risk assessments, as presenting an imminent safety risk.
7. Stream enhancement and fish and wildlife habitat restoration works carried out under provincial or federal approvals or notifications, and on provision of evidence of such approvals to the District.
8. Emergency procedures to prevent, control or reduce immediate threats to life or property including:

- a. emergency actions for flood protection and erosion protection;
 - b. removal of hazard trees characterized by a Certified Arborist;
 - c. clearing of an obstruction from bridge, culvert or drainage flow;
 - d. bridge and safety fence repairs in accordance with the *Water Act*;
 - e. pruning trees where a minimum of 60% of the original crown of any tree is retained to maintain tree health and vigour as prescribed by a Certified Arborist.
9. Public works and services constructed by or on behalf of the municipality, or by provincial or federal agencies, following best management practices.
 10. Forestry activities on private lands that are managed under the *Private Managed Forest Land Act*.
 11. Activities permitted by the provincial government on provincial Crown lands.
 12. Paths for pedestrian use up to 1.5 metres in width provided all of the following are satisfied:
 - a. Constructed exclusively of previous natural materials with no concrete, asphalt, or pavers;
 - b. Do not entail structural stairs;
 - c. Entail no removal of streamside or shoreline vegetation;
 - d. Do not impair stream bank or shoreline stability;
 - e. Do not impact sensitive habitat;
 - f. Avoid wildlife corridors and nesting sites; and
 - g. Are specifically designed to discourage motorized vehicle use.

13. Development in sites which have been previously assessed and where a Section 219 Restrictive Covenant has already been registered on the title of the property identifying areas and measures necessary to protect environmental values.

DPA V – Terrestrial Ecosystems (Mature Forest)

Category

In accordance with Section 488(1)(a) of the *LGA*, the District establishes objectives for the protection of the natural environment, ecosystems and biological diversity. These areas are designated as DPA V, generally as shown on Schedule E.

Justification

This Development Permit Area includes mature forests and wildlife habitat that could be subject to degradation due to development or harmful uses. Ucluelet is home to rich plant and animal habitat due to the peninsula's interface between the terrestrial and marine environments. The ecosystems here are a complex and fragile array of diverse flora and fauna which depend on the health and resources of the ocean and temperate rainforest. Forest health and age is a critical component of the natural life and biodiversity of the area. There are also high aesthetic values in mature forest areas.

Guidelines

- E.V.1. Development should be planned to avoid intrusion into DPA V areas of the site and to minimize the impact of any activity on these areas.
- E.V.2. Development permit applications that encroach on areas designated as DPA V should include a report prepared by a qualified environmental professional outlining the following information:

- a. detailed site plan (1:250 or larger) identifying the location of property lines, proposed development and natural features including any Sitka Spruce, krummholz tree forms, nesting trees or wildlife corridors;
- b. an impact statement describing effects of proposed development on the natural features and ecosystems on the site;
- c. measures necessary to avoid wildlife conflict and any adjustments to the development plan where necessary to avoid established wildlife corridors;
- d. guidelines and procedures for mitigating habitat degradation including limits of proposed leave areas;
- e. recommendations for timing, construction standards, and where further assessment is necessary (e.g., seasonal nesting bird surveys),
- f. habitat compensation alternatives, where compensation is approved.

DPA VI - Stream and Riparian Areas Protection

Category

In conformance with the objectives of the provincial *Fish Protection Act*, the District wishes to ensure sufficient water for fish, to protect and restore fish habitat, and to improve riparian protection and enhancement. Therefore, pursuant to Section 488(1)(a) of the *LGA*, the District designates all riparian areas as DPA VI: Riparian Areas Protection.

DPA VI areas include the lands within 30 metres of streams and watercourses and include watercourses, lakes, streams, ponds and wetlands identified as fish-supportive habitat or connected to watercourses:

- a) for a stream, a 30-metre strip on both sides of the watercourse measured from the high-water mark; and,
- b) for a ravine less than 60 metres wide, a strip on both sides of the stream measured from the high-water mark to a point that is 30 metres beyond the top of the ravine bank.

For purposes of clarity, the above descriptions should be relied upon rather than the riparian areas shown on Schedule E. The latter is intended as a visual aid to help locate these areas. Within the Plan area, “stream” includes all named and unnamed watercourses, ponds, and wetlands.

Justification

The natural environment is a significant feature of the Plan area. It includes wet aquatic ecosystems that consist of and surround watercourses: streams, ponds, wetlands and in some cases, ditches. Some of these ecosystems may only be wet during the winter months, drying up in the summer. The geography and vegetation that surrounds, protects and interacts with the aquatic environment is called the riparian area.

Together, the water and the riparian area form aquatic habitat which are critical for the survival of fish, fish supportive processes and are important to maintain biodiversity and essential for many species. Unnecessarily disturbing these sensitive and important aquatic environments may harm their vitality and the ecological services they provide and can have downstream consequences on fish habitat.

Aquatic ecosystems are also critical for the survival of wildlife and form necessary travel corridors between habitats. Water is an important part of maintaining biodiversity and is essential for many species. Many rare species are associated with aquatic environments. Aquatic ecosystems are natural water purifiers and pollution filtration systems. Healthy aquatic ecosystems have a capacity to retain stormwater runoff, maintain water quality by reducing levels of sediment, nutrients and contaminants in outflow water, to slow water flow and to prevent erosion.

A development permit is required for any development within DPA VI to ensure that the ecological values of sensitive riparian and wetland habitats have been considered prior to development, and that measures will be taken to limit or avoid damage to these ecosystems. The objectives of having these Development Permit requirements include:

- Planning and guiding new development in a manner that preserves and protects fish and fish supportive processes, fish habitat and sensitive aquatic ecosystems;
- Protecting, restoring and enhancing fish and fish supportive processes, fish habitat and sensitive aquatic ecosystems in a relatively natural state while supporting adjacent land uses;
- Meeting the objectives of the *Fish Protection Act*, and
- Protecting water quality and quantity.

Guidelines

E.VI.1. Development or alteration should be planned to avoid intrusion into DPA VI areas of the site and to minimize the impact of any activity on these areas.

E.VI.2. Development permit applications that would encroach on areas designated as DPA VI should include a report prepared by a qualified environmental professional outlining the following information:

- a. detailed site plan (1:250 or larger) identifying the natural boundary and a line 30 metres from the natural boundary;
- b. an impact statement describing effects of proposed development on the natural conditions;
- c. measures deemed necessary to protect the integrity of streamside protection and enhancement areas from the effects of development;
- d. guidelines and procedures for mitigating habitat degradation including limits of proposed leave areas; and,
- e. habitat compensation alternatives, where compensation is approved.

E.VI.3. Development permit applications should include a vegetation management plan indicating the extent of proposed buffer areas and the proposed management of vegetation in these areas.

E.VI.4. Based on the biophysical assessment of the site within an area designated DPA VI, works or protective measures such as the planting or retention of trees or vegetation may be required to preserve, protect, restore or enhance stream, watercourses, fish habitat or riparian areas.

E.VI.5. In the absence of a report from a qualified environmental professional, a minimum buffer of 30 metres should be preserved between the high water mark of the watercourse and any building or structure.

- E.VI.6. The total amount of impervious cover on property adjacent to a watercourse should minimize impact on the receiving aquatic environment. Consideration should be given to reducing impervious cover through reduction in building footprint and paved areas, exceeding the minimum riparian setback where feasible, and use of on-site infiltration.
- E.VI.7. The construction of a small accessory building such as a pump house, gazebo, garden shed or play house may be permitted if all the following apply:
- The building is located within an existing landscaped area;
 - No native trees are removed; and
 - The area of the structure is not more than 10 m².

DPA VII – Marine Shoreline

Category

In accordance with Section 488(1)(a) of the *LGA*, the District establishes objectives for the protection of the natural environment, its ecosystems and biological diversity. These areas are designated as DPA VII, generally as shown on Schedule E.

Justification

This Development Permit Area includes shoreline waters and natural fish and wildlife habitat that could be subject to degradation due to development or harmful uses. Shoreline areas and beaches may contain unstable slopes and soils subject to erosion, land slip and rock falls. In addition, the tidal

waters are habitat to a wide range of fish, wildlife, and plant species: eelgrass, in particular, is highly sensitive to negative impacts from intensive uses or development. There are also high aesthetic values along shoreline areas.

Guidelines

- E.VII.1. This DPA applies to all lands within 30 metres, measured horizontally in both landward and seaward directions, from the natural boundary of the ocean.
- E.VII.2. Unless otherwise exempt, prior to undertaking any development on the lands within DPA VII, the owner of the lands must obtain a Development Permit, the application for which must include an assessment report that has been prepared by a Qualified Environmental Professional, with demonstrated experience regarding the subject matter. The assessment report will identify how the proposed development will affect aquatic resources, and recommend measures to reduce or mitigate any negative impacts, such as the:
- Appropriate siting of buildings, structures, roads, driveways, parking areas, trails, paths, and utilities;
 - Retention or restoration of native vegetation and soils;
 - Removal of invasive species;
 - Designation of buffer areas to protect environmentally sensitive features or habitat;
 - Specification of any activities that may occur within the buffer areas; and
 - Must state that the proposal is suitable for the area intended for development.
- E.VII.3. Land shall be retained in its natural state where possible, preserving indigenous vegetation and trees. If an adequate suitable building envelope exists on a parcel

outside of the DPA, the proposed development should be directed to that site or area. Encroachment into the DPA shall only be permitted where the applicant can demonstrate that the encroachment is necessary to protect environmentally sensitive features, due to hazardous conditions or topographical considerations, or to relate the development to surrounding buildings and structures.

- E.VII.4. The removal of trees and vegetation within DPA VII is discouraged and must be limited to only those areas that must be cleared to support the development. Any clearing required to accommodate roads, buildings, structures, and utilities, with the exception of necessary hydraulic, percolation, or geotechnical testing, shall not occur until after the issuance of a Development Permit to minimize the potential for soil erosion, runoff and spread of invasive species.
- E.VII.5. Shoreline stabilization devices are not supported on parcels that are not subject to active erosion nor are they supported on parcels that erode more rapidly as a result of vegetation removal that is not recommended or supervised by a Qualified Coastal Professional.
- E.VII.6. Shoreline stabilization devices are supported where a Qualified Coastal Professional, with experience to advise on such matters, has determined that a softer approach to shoreline stabilization such as vegetation enhancement, upland drainage control, biotechnical measures, beach enhancement, tree anchoring or gravel placement are not appropriate given site-specific conditions.
- E.VII.7. Shoreline stabilization devices are only permitted for the protection of existing structures when threatened by erosion due to natural forces as recommended by a

Qualified Coastal Professional and must be located entirely within the property boundary. New development and structures should be sited to avoid the need for shoreline stabilization devices over the expected lifespan of the structure.

- E.VII.8. The assessment for siting a shoreline stabilization device prepared by a Qualified Coastal Professional must include:
- Assesses the risk of erosion on the subject property and the suitability of the subject property for a shoreline stabilization device;
 - Analyses of the potential impacts on coastal geomorphologic processes as a result of installing or not installing the device;
 - Analyses of the potential impacts on adjacent properties as a result of installing and not installing the device;
 - Recommendation measures to ensure that the subject property is protected while mitigating potential negative impacts on marine riparian areas, coastal geomorphologic processes or neighbouring properties.
- E.VII.9. Shoreline stabilization measures, pilings, floats, wharves and other structures which disrupt light penetration to the water column or obstruct public access to the foreshore are discouraged.
- E.VII.10. Impervious surfaces, including materials to construct docks and wharves, shall be kept to a minimum.
- E.VII.11. Parking areas should be equipped with oil/water separators and be landscaped to absorb runoff, and proof of a maintenance program for these will be provided.

- E.VII.12. New piers, docks and ramps shall be allowed only for water-dependent uses or for public access, and only permitted when the applicant has demonstrated that a specific need exists to support the intended water-dependent use.
- E.VII.13. Docks and wharves shall not extend over marshes or other productive foreshore areas, including critical areas such as eelgrass and kelp beds, shellfish beds, and fish habitats. Wharves shall not, in any case, extend over the water beyond the mean low-water mark, except as necessary to access floats or for public viewing access. Construction which minimizes disturbance of shoreline sediments and enables light penetration is encouraged.
- E.VII.14. Piers on pilings and floating docks are preferred over solid-core piers or ramps.
- E.VII.15. Boat launch ramps are discouraged and will only be considered for shared or public use, and only where they can be located on stable, non-erosional banks where a minimum amount of substrate disturbance or stabilization is necessary.
- E.VII.16. Structures in contact with the water shall be constructed of stable materials, including finishes and preservatives that will not degrade water quality.
- E.VII.17. All docks shall be constructed so that they do not rest on the bottom of the foreshore at low water levels.
- E.VII.18. Any plastic foams or other non-biodegradable materials used in construction of floats and docks shall be encased to prevent escape into the natural environment.
- E.VII.19. Piers should use the minimum number of pilings necessary, with preference to large spans over more pilings.

- E.VII.20. Piers should be constructed with a minimum clearance of 0.5 m above the elevation of the natural boundary of the sea.
- E.VII.21. Preference is given to the placement of mooring buoys and floats instead of docks.
- E.VII.22. New shoreline residential development of two or more dwellings shall provide joint use or community dock facilities rather than individual docks for each residence.
- E.VII.23. No more than one facility for mooring boats shall be located on or fronting any single parcel.
- E.VII.24. The consideration of the issuance of a Development Permit by the District in no way exempts the property owner from obtaining all necessary permits and approvals from provincial and federal agencies.

DPA VIII– Natural Hazard Areas Protection (Steep Slopes)

Category

In accordance with Section 488(1)(b) of the *LGA*, areas of steep slopes with an incline of 30 degrees or more are designated as DPA VIII, as shown on Schedule G.

Justification

Ucluelet experiences significant rainfall and storm events; soils on steeper slopes carry a higher hazard of failure from the effects of runoff and erosion, once disturbed or exposed by development.

Steep slopes tend to constitute high-risk areas for erosion and slippage if the tree cover is substantially altered. Potentially hazardous conditions on steep slopes may be avoided if adequate tree cover is retained and surface water runoff is minimized.

In order to protect development from these hazardous conditions, development permits are required for areas designated as DPA VIII.

Exemptions

The following development is exempted from the requirement to obtain a development permit for Hazardous Conditions:

In a steep slope area:

1. Development, where a geotechnical report has been received in conjunction with an application for building permit or subdivision approval.
2. Erecting fencing;

For trees:

3. Cutting down dead trees provided that the stump and roots remain undisturbed;
4. Planting new trees;
5. Removal of trees where the tree trunk diameter is less than 5cm (measured 1m from the base); and,
6. Where the tree trunk diameter is greater than 5cm (measured 1m from the base) pruning and limbing of trees provided a Certified Arborist provides a written opinion stating that the activity will not kill the tree.

Domestic yard maintenance, gardening and planting, including:

7. Planting new vegetation and maintaining existing vegetation through mowing, pruning, and similar activities;

8. Removing any dead vegetation provided the root structure is not disturbed; and

9. Removing any vegetation with stem diameter less than 5cm (measured 1m from the base), and not resulting in areas of exposed soil on a steep slope.

Guidelines

- E.VIII.1. The development or alteration of land, buildings and structures should be planned to avoid intrusion into DPA VIII areas and to minimize the impact of any activity on these areas.
- E.VIII.2. Prior to any development or alteration of land within DPA VIII areas, a development permit application must be issued that includes an assessment or report by a qualified, licensed professional engineer or other qualified professional addressing the following:
 - a. Contain a description of the methodology and assumptions used to undertake the assessment. The methodology should be described in sufficient detail to facilitate a professional peer review.
 - b. Identify any hazards which may affect the safe development of the land including, but not limited to:
 - i. flooding;
 - ii. slopes with an incline of 30 degrees or more;
 - iii. subsidence; and
 - iv. ground water flows.
 - c. Identify the location of all proposed buildings or development sites by specifying setback distances from a natural boundary, property boundary or feature or

hazard area. Areas depicted on maps must be delineated with sufficient accuracy and detail to allow the preparation of a legal reference plan for attachment to a restrictive covenant.

- d. Where applicable, flood construction levels should be provided by prescribing an elevation above the natural boundary of the sea or watercourse or natural ground elevation at the building site, or by specifying a geodetic elevation, or by a combination of both.
- e. An application should identify the location of all proposed buildings and structures on the development site and specify the setback distances from the natural boundary, property boundary, land features, and hazard areas.
- f. The applicant should consider the suitability of the land to accommodate the use intended.
- g. Plans should establish a safe setback line from any watercourses and shorelines to protect the land, buildings and inhabitants from the risk of injury or damage that may, in the opinion of an engineer or qualified professional, be caused by the hazards of flooding, erosion, subsidence earthquake, mud flows or any combination thereof.

E.VIII.3. The professional's recommendations and the conclusion of the report should:

- a. acknowledge that the Approving Officer may rely upon the report when reviewing subdivision applications and/or that the District may review the report prior to making land development decisions;
- b. certify that the land is safe for the use intended, with probability of a geotechnical failure, flooding or any other substantial hazard resulting in property

damage of less than two per cent (2%) in 50 years or as specified by the most recent edition of the "APEGBC Guidelines for Legislated Landslide Assessments for Residential Developments in BC";

- c. identify any deficiency in the location or design of the buildings, the proposed water, sewer, drainage, access and road works or the construction standards intended for the development;
- d. prescribe the geotechnical works and any changes in the standards of the design of the development which are required to develop land, buildings, structures and infrastructure safely for the use intended and to maintain the safety of the land, buildings, structures and infrastructure as a condition of the approval of the development; and
- e. where mitigation works and actions are proposed, describe the effects that the proposed works and actions may have on other properties, including public infrastructure or lands.

E.VIII.4. Where mitigation works and actions designed to reduce hazards or impacts are contemplated, the applicant's professional engineer should confirm that the works and actions will be acceptable to local government, and that they would meet regulatory requirements, prior to completing the report and a detailed design.

E.VIII.5. where mitigation works and actions are proposed, the qualified professional should identify whether ongoing maintenance or periodic replacement measures are necessary, and specify what ongoing measures are necessary for the property to remain safe for its intended use.

E.VIII.6. Plans should include the retention of significant stands of trees, as well as native vegetation, within DPA VIII areas, as recommended by a QEP.

A note on Flood Hazards:

This OCP bylaw does not designate Development Permit areas for protection from coastal flooding; the District has commissioned detailed flood risk mapping and exercises its ability to require professional assessment and certification of construction under section 56 of the *Community Charter*. Map 4 shows minimum Flood Construction Levels for detailed reaches of the shoreline of the Ucluth Peninsula.

Lands in the vicinity of the coastal shoreline can be susceptible to flood hazard and, in certain areas, to erosion or sloughing. Lands that are or may be flooded represent a hazardous condition for people and permanent structures.

One of the effects of climate change is a rise in sea level. While experts using the best available science are still grappling with a range of possible impacts, current expectations are that the sea level on the west coast of Vancouver Island will rise somewhere in the vicinity of one metre by the year 2100. Any development along the coastline must take this into consideration in an attempt to anticipate and minimize any negative impacts that rising sea levels may have on the built environment and the safety of residents.

The west coast of Vancouver Island, identified as Zone C by the provincial Ministry of Public Safety and Solicitor General, is also a high-risk seismic zone, known to be vulnerable to flooding in the event of a tsunami. The District wishes to protect the community against the loss of lives and to minimize property damage, injury

and trauma associated with flooding events. Maps 5 and 6 show Tsunami Flood Vulnerability and Tsunami Flood Planning areas.

It is District policy that it is in the public interest for new subdivisions and developments to be planned to avoid areas of potential flood risk. Many of these areas are also of great habitat value and natural beauty, and have been incorporated into the potential future parks and open spaces shown on Schedules A and C.

Enforcement

No person shall do any act or suffer or permit any act or thing to be done in contravention of the Development Permit Area Designations and Guidelines adopted in Part 6 of this bylaw.

Every person who violates any of the provision of this bylaw, or who suffers or permits any act or thing to be done in contravention of this bylaw, is liable on summary conviction to a fine of not more than ten thousand dollars (\$10,000.00) and costs, including the costs of the committal and conveyances to the place of imprisonment, for each offence, and in default of payment therefore, to imprisonment of a term not exceeding six (6) months in jail, and each day that such violation is permitted to continue shall be a separate offence.

The Bylaw Enforcement Officer is authorized to inspect all work regulated by Development Permit Area designation under this bylaw, and compel and require compliance with the provisions of this bylaw. No person shall prevent or obstruct, or attempt to prevent or obstruct, the Bylaw Enforcement Officer, or any other employee of the District authorized to enforce the provisions of this bylaw.

A person who fails to comply with an order or notice issued by a Bylaw Enforcement Officer who allows a violation of this bylaw to continue, despite that order or notice, commits an offence.

A Bylaw Enforcement Officer may order the cessation of work that is proceeding in contravention of this bylaw by posting a Stop Work notice on the site of the work.

The Owner of property on which a Stop Work notice has been posted, and every other person, shall cease all construction or

development work immediately and shall not do any work on the property, except for such work as is necessary to remedy the reasons for the Stop Work notice with the agreement of the Bylaw Enforcement Officer, until all applicable provisions of the Development Permit Area Guidelines of this bylaw are substantially complied with and the Stop Work notice is rescinded in writing by a Bylaw Enforcement Officer.

Ticketing

Tickets for offences against the Development Permit Area Designations and Guidelines of this OCP bylaw may also be issued in accordance with the Municipal Ticket Information Bylaw in force at the time of the offence.

Part Seven: Appendices

Boilerplate (required content, legislation)

The purpose of the Official Community Plan (OCP) is to provide a long-term vision for the District of Ucluelet. It sets out broad objectives and policies that will guide planning and land use decisions within the District, while respecting the community's existing character.

The OCP charts a growth management course that supports Ucluelet's quality of life, enhances economic prosperity and advances environmental sustainability.

The Province of British Columbia's *Local Government Act* provides the authority and direction for the preparation of the Official Community Plan. Once adopted as a bylaw, an Official Community Plan has a legal status that requires that all subsequent bylaws enacted and works undertaken be consistent with the plan.

This Official Community Plan replaces the previous Official Community Plan, adopted in 2011.

Section 473 of the *Local Government Act* requires that an OCP include statements and map designations for the area covered by the plan for the following:

- the approximate location, amount, type and density of residential development required to meet anticipated housing needs over a period of at least 5 years;
- the approximate location, amount and type of present and proposed commercial, industrial, institutional, agricultural, recreational and public utility land uses;
- the approximate location and area of sand and gravel deposits that are suitable for future sand and gravel extraction;

- restrictions on the use of land that is subject to hazardous conditions or that is environmentally sensitive to development;
- the approximate location and phasing of any major road, sewer and water systems;
- the approximate location and type of present and proposed public facilities, including schools, parks and waste treatment and disposal site;
- housing policies of the local government respecting affordable housing, rental housing and special needs housing;
- targets for the reduction of greenhouse gas emissions in the area covered by the plan, and policies and actions of the local government proposed with respect to achieving those targets;

Section 474 of the *Local Government Act* allows that an OCP may also include statements on the following:

- policies of the local government relating to social needs, social well-being and social development;
- a regional context statement, consistent with the rest of the plan, of how matters referred to in a regional growth strategy, and other matters dealt with in the plan, apply in a regional context;
- policies of the local government respecting the maintenance and enhancement of farming on land in a farming area or in an area designated for agricultural use in the plan;
- policies of the local government relating to the preservation, protection, restoration and enhancement of

the natural environment, its ecosystems and biological diversity.

An OCP may also include general statements on matters outside the jurisdiction of a local government, dealing with issues of advocacy or general interest.

Development Approval Information

Pursuant to the establishment of a Development Approval Information Area (DAIA) bylaw, the entire area of the District of Ucluelet covered by this Official Community Plan is designated as a development approval information area under the authority of Section 485 (1) (b) of the *Local Government Act*.

Development approval information will be required for:

- Zoning Bylaw amendments;
- Temporary Use Permits, and;
- Development Permits.

The information provided in a Development Approval Information (DAI) report will help ensure that future development considers potential impacts to transportation and parking, municipal servicing infrastructure, public facilities including schools and parks, community services, archaeological and cultural matters, natural ecosystems, climate change and other issues. The District's DAIA bylaw will establish the information required, procedures to be followed in the application process, and in what circumstances a DAI impact report is necessary to address items including:

- Terms of reference for DAI reports;

- Qualifications for personnel providing impact reports;
- Timing;
- Response options to inadequate reports;
- Peer review;
- Presentation of reports to Council; and
- Use and publication of the report.

Planning Process

The Village of Ucluelet was incorporated in 1952 and became a District Municipality in 1997. The community adopted its first Official Community Plan (OCP) bylaw in 1971. The history of OCP's in Ucluelet is as follows:

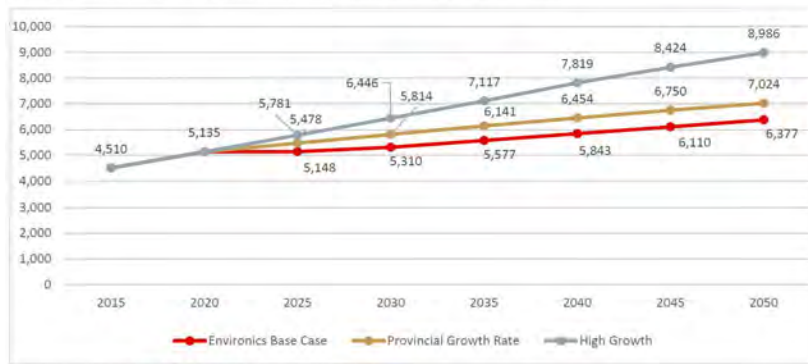
- OCP Bylaw No. 235 (1971)
- OCP Bylaw No. 407 (1981)
- OCP Bylaw No. 498 (1988)
- OCP Bylaw No. 772 (1998)
- OCP Bylaw No. 900 (2004)
- OCP Bylaw No. 1140 (2011)

A review of the Ucluelet OCP bylaw was initiated by Council in 2016.

From 2016 through 2018 the District, along with students and faculty from Vancouver Island University's (VIU) Master of Community Planning program, collected community opinions on the OCP and the broad range of issues of interest to the community. A series of public engagement activities and events were held during this time, including "planning on the streets" events, pop-up planning workshops, stakeholder workshops with community groups and classes from the local schools. A three-

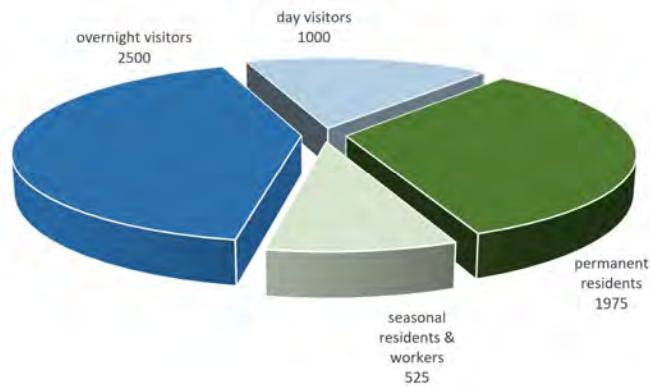
Population Projections (low, medium and high growth projections):

Figure 2: Estimated and Projected Population, West Coast Region, 2015 – 2050



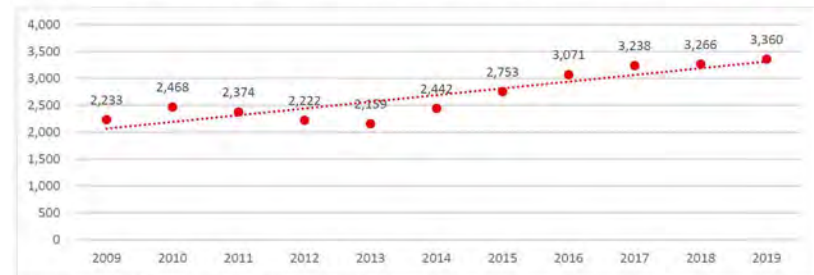
Source: Environics, 2020, BC Stats, and custom projections

Ucluelet peak population: July / August (approx. 6,000 total)



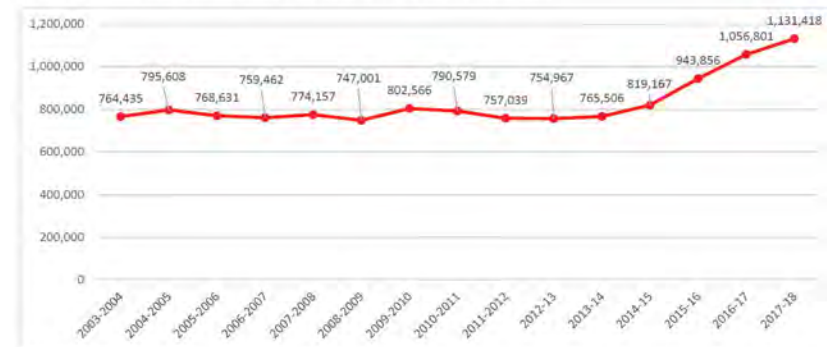
Annual visitors

Figure 7: Average Annual Daily Traffic on Tofino-Ucluelet Hwy South of Ucluelet Junction, 2009 – 2019



Source: Ministry of Transportation and Infrastructure, 2020

Figure 14: Visitors, Pacific Rim National Park Reserve (Long Beach), 2003 – 2018



Source: Parks Canada, 2019

Definitions

“Bylaw Enforcement Officer”: means the Chief Administrative Officer of the District of Ucluelet and her or his designate.

“Development” includes:

- a) Removal, alteration, disruption, or destruction of vegetation;
- b) Disturbance of soils;
- c) Construction or erection of buildings and structures;
- d) Creation of non-structural impervious or semi-impervious surfaces;
- e) Flood protection works;
- f) Construction of roads, trails, docks, wharves, and bridges;
- g) Provision and maintenance of sewer and water services;
- h) Development of drainage systems;
- i) Development of utility corridors; and
- j) Subdivision as defined in the *Local Government Act*.

“Qualified Environmental Professional” (QEP): means an applied scientist or technologist, acting alone or together with another qualified environmental professional, if:

- 1) the individual is registered and in good standing in British Columbia with an appropriate professional organization constituted under an Act, acting under the association’s code of ethics and subject to disciplinary action by that association;
- 2) the individual is acting within that individual’s area of expertise; and,
- 3) the individual is acceptable to the District of Ucluelet.

With respect to item 2), above:

a) for Riparian Development Permit Areas: the individual’s area of expertise is recognized in the BC Riparian Areas Regulation assessment methods as one that is acceptable for the purpose of providing all or part of an assessment report in respect of that development proposal;

b) for Marine Shoreline Development Permit Areas, coastal and shoreline erosion aspects: a coastal geomorphologist, or a marine or metocean engineer with experience in coastal zone engineering; other professionals with experience in coastal processes and soft shore restorations may be considered on a case-by-case basis.

c) for Hazardous Conditions Development Permit Areas: a professional engineer with experience in geotechnical and slope stability engineering, or in flood protection design as the project may warrant.

Per the *Riparian Areas Protection Regulation* BC Reg 178/2019, s 21, a QEP may be:

- (i) an agrologist;
- (ii) an applied technologist or technician;
- (iii) a professional biologist;
- (iv) a professional engineer;
- (v) a professional forester;
- (vi) a professional geoscientist;
- (vi.1) a registered biology technologist;
- (vii) a registered forest technologist;

Stream: means the same as defined under the *Riparian Areas Protection Regulation*.

United Nations Declaration on the Rights of Indigenous Peoples

(Resolution adopted by the General Assembly on 13 September 2007)¹

The General Assembly,

Guided by the purposes and principles of the Charter of the United Nations, and good faith in the fulfilment of the obligations assumed by States in accordance with the Charter,

Affirming that indigenous peoples are equal to all other peoples, while recognizing the right of all peoples to be different, to consider themselves different, and to be respected as such,

Affirming also that all peoples contribute to the diversity and richness of civilizations and cultures, which constitute the common heritage of humankind,

Affirming further that all doctrines, policies and practices based on or advocating superiority of peoples or individuals on the basis of national origin or racial, religious, ethnic or cultural differences are racist, scientifically false, legally invalid, morally condemnable and socially unjust,

Reaffirming that indigenous peoples, in the exercise of their rights, should be free from discrimination of any kind,

Concerned that indigenous peoples have suffered from historic injustices as a result of, inter alia, their colonization and dispossession of their lands, territories and resources, thus

¹ See Official Records of the General Assembly, Sixty-first Session, Supplement No. 53 (A/61/53), part one, chap. II, sect. A.

preventing them from exercising, in particular, their right to development in accordance with their own needs and interests,

Recognizing the urgent need to respect and promote the inherent rights of indigenous peoples which derive from their political, economic and social structures and from their cultures, spiritual traditions, histories and philosophies, especially their rights to their lands, territories and resources,

Recognizing also the urgent need to respect and promote the rights of indigenous peoples affirmed in treaties, agreements and other constructive arrangements with States,

Welcoming the fact that indigenous peoples are organizing themselves for political, economic, social and cultural enhancement and in order to bring to an end all forms of discrimination and oppression wherever they occur,

Convinced that control by indigenous peoples over developments affecting them and their lands, territories and resources will enable them to maintain and strengthen their institutions, cultures and traditions, and to promote their development in accordance with their aspirations and needs,

Recognizing that respect for indigenous knowledge, cultures and traditional practices contributes to sustainable and equitable development and proper management of the environment,

Emphasizing the contribution of the demilitarization of the lands and territories of indigenous peoples to peace, economic and social progress and development, understanding and friendly relations among nations and peoples of the world,

² See resolution 2200 A (XXI), annex.

Recognizing in particular the right of indigenous families and communities to retain shared responsibility for the upbringing, training, education and well-being of their children, consistent with the rights of the child,

Considering that the rights affirmed in treaties, agreements and other constructive arrangements between States and indigenous peoples are, in some situations, matters of international concern, interest, responsibility and character,

Considering also that treaties, agreements and other constructive arrangements, and the relationship they represent, are the basis for a strengthened partnership between indigenous peoples and States,

Acknowledging that the Charter of the United Nations, the International Covenant on Economic, Social and Cultural Rights² and the International Covenant on Civil and Political Rights, as well as the Vienna Declaration and Programme of Action,³ affirm the fundamental importance of the right to self-determination of all peoples, by virtue of which they freely determine their political status and freely pursue their economic, social and cultural development,

Bearing in mind that nothing in this Declaration may be used to deny any peoples their right to self-determination, exercised in conformity with international law,

Convinced that the recognition of the rights of indigenous peoples in this Declaration will enhance harmonious and cooperative relations between the State and indigenous peoples,

³ A/CONF.157/24 (Part I), chap. III.

based on principles of justice, democracy, respect for human rights, non-discrimination and good faith,

Encouraging States to comply with and effectively implement all their obligations as they apply to indigenous peoples under international instruments, in particular those related to human rights, in consultation and cooperation with the peoples concerned,

Emphasizing that the United Nations has an important and continuing role to play in promoting and protecting the rights of indigenous peoples,

Believing that this Declaration is a further important step forward for the recognition, promotion and protection of the rights and freedoms of indigenous peoples and in the development of relevant activities of the United Nations system in this field,

Recognizing and reaffirming that indigenous individuals are entitled without discrimination to all human rights recognized in international law, and that indigenous peoples possess collective rights which are indispensable for their existence, well-being and integral development as peoples,

Recognizing that the situation of indigenous peoples varies from region to region and from country to country and that the significance of national and regional particularities and various historical and cultural backgrounds should be taken into consideration,

⁴ Resolution 217 A (III).

Solemnly proclaims the following United Nations Declaration on the Rights of Indigenous Peoples as a standard of achievement to be pursued in a spirit of partnership and mutual respect:

Article 1

Indigenous peoples have the right to the full enjoyment, as a collective or as individuals, of all human rights and fundamental freedoms as recognized in the Charter of the United Nations, the Universal Declaration of Human Rights⁴ and international human rights law.

Article 2

Indigenous peoples and individuals are free and equal to all other peoples and individuals and have the right to be free from any kind of discrimination, in the exercise of their rights, in particular that based on their indigenous origin or identity.

Article 3

Indigenous peoples have the right to self-determination. By virtue of that right they freely determine their political status and freely pursue their economic, social and cultural development.

Article 4

Indigenous peoples, in exercising their right to self-determination, have the right to autonomy or self-government in matters relating

to their internal and local affairs, as well as ways and means for financing their autonomous functions.

Article 5

Indigenous peoples have the right to maintain and strengthen their distinct political, legal, economic, social and cultural institutions, while retaining their right to participate fully, if they so choose, in the political, economic, social and cultural life of the State.

Article 6

Every indigenous individual has the right to a nationality.

Article 7

1. Indigenous individuals have the rights to life, physical and mental integrity, liberty and security of person.
2. Indigenous peoples have the collective right to live in freedom, peace and security as distinct peoples and shall not be subjected to any act of genocide or any other act of violence, including forcibly removing children of the group to another group.

Article 8

1. Indigenous peoples and individuals have the right not to be subjected to forced assimilation or destruction of their culture.
2. States shall provide effective mechanisms for prevention of, and redress for:
 - (a) Any action which has the aim or effect of depriving them of their integrity as distinct peoples, or of their cultural values or ethnic identities;

(b) Any action which has the aim or effect of dispossessing them of their lands, territories or resources;

(c) Any form of forced population transfer which has the aim or effect of violating or undermining any of their rights;

(d) Any form of forced assimilation or integration;

(e) Any form of propaganda designed to promote or incite racial or ethnic discrimination directed against them.

Article 9

Indigenous peoples and individuals have the right to belong to an indigenous community or nation, in accordance with the traditions and customs of the community or nation concerned. No discrimination of any kind may arise from the exercise of such a right.

Article 10

Indigenous peoples shall not be forcibly removed from their lands or territories. No relocation shall take place without the free, prior and informed consent of the indigenous peoples concerned and after agreement on just and fair compensation and, where possible, with the option of return.

Article 11

1. Indigenous peoples have the right to practise and revitalize their cultural traditions and customs. This includes the right to maintain, protect and develop the past, present and future manifestations of their cultures, such as archaeological and historical sites, artefacts, designs, ceremonies, technologies and visual and performing arts and literature.

2. States shall provide redress through effective mechanisms, which may include restitution, developed in conjunction with indigenous peoples, with respect to their cultural, intellectual, religious and spiritual property taken without their free, prior and informed consent or in violation of their laws, traditions and customs.

Article 12

1. Indigenous peoples have the right to manifest, practise, develop and teach their spiritual and religious traditions, customs and ceremonies; the right to maintain, protect, and have access in privacy to their religious and cultural sites; the right to the use and control of their ceremonial objects; and the right to the repatriation of their human remains.

2. States shall seek to enable the access and/or repatriation of ceremonial objects and human remains in their possession through fair, transparent and effective mechanisms developed in conjunction with indigenous peoples concerned.

Article 13

1. Indigenous peoples have the right to revitalize, use, develop and transmit to future generations their histories, languages, oral traditions, philosophies, writing systems and literatures, and to designate and retain their own names for communities, places and persons.

2. States shall take effective measures to ensure that this right is protected and also to ensure that indigenous peoples can understand and be understood in political, legal and administrative proceedings, where necessary through the provision of interpretation or by other appropriate means.

Article 14

1. Indigenous peoples have the right to establish and control their educational systems and institutions providing education in their own languages, in a manner appropriate to their cultural methods of teaching and learning.

2. Indigenous individuals, particularly children, have the right to all levels and forms of education of the State without discrimination.

3. States shall, in conjunction with indigenous peoples, take effective measures, in order for indigenous individuals, particularly children, including those living outside their communities, to have access, when possible, to an education in their own culture and provided in their own language.

Article 15

1. Indigenous peoples have the right to the dignity and diversity of their cultures, traditions, histories and aspirations which shall be appropriately reflected in education and public information.

2. States shall take effective measures, in consultation and cooperation with the indigenous peoples concerned, to combat prejudice and eliminate discrimination and to promote tolerance, understanding and good relations among indigenous peoples and all other segments of society.

Article 16

1. Indigenous peoples have the right to establish their own media in their own languages and to have access to all forms of non-indigenous media without discrimination.

2. States shall take effective measures to ensure that State-owned media duly reflect indigenous cultural diversity. States, without prejudice to ensuring full freedom of expression, should encourage privately owned media to adequately reflect indigenous cultural diversity.

Article 17

1. Indigenous individuals and peoples have the right to enjoy fully all rights established under applicable international and domestic labour law.

2. States shall in consultation and cooperation with indigenous peoples take specific measures to protect indigenous children from economic exploitation and from performing any work that is likely to be hazardous or to interfere with the child's education, or to be harmful to the child's health or physical, mental, spiritual, moral or social development, taking into account their special vulnerability and the importance of education for their empowerment.

3. Indigenous individuals have the right not to be subjected to any discriminatory conditions of labour and, inter alia, employment or salary.

Article 18

Indigenous peoples have the right to participate in decision-making in matters which would affect their rights, through representatives chosen by themselves in accordance with their own procedures, as well as to maintain and develop their own indigenous decision-making institutions.

Article 19

States shall consult and cooperate in good faith with the indigenous peoples concerned through their own representative institutions in order to obtain their free, prior and informed consent before adopting and implementing legislative or administrative measures that may affect them.

Article 20

1. Indigenous peoples have the right to maintain and develop their political, economic and social systems or institutions, to be secure in the enjoyment of their own means of subsistence and development, and to engage freely in all their traditional and other economic activities.

2. Indigenous peoples deprived of their means of subsistence and development are entitled to just and fair redress.

Article 21

1. Indigenous peoples have the right, without discrimination, to the improvement of their economic and social conditions, including, inter alia, in the areas of education, employment, vocational training and retraining, housing, sanitation, health and social security.

2. States shall take effective measures and, where appropriate, special measures to ensure continuing improvement of their economic and social conditions. Particular attention shall be paid to the rights and special needs of indigenous elders, women, youth, children and persons with disabilities.

Article 22

1. Particular attention shall be paid to the rights and special needs of indigenous elders, women, youth, children and persons with disabilities in the implementation of this Declaration.
2. States shall take measures, in conjunction with indigenous peoples, to ensure that indigenous women and children enjoy the full protection and guarantees against all forms of violence and discrimination.

Article 23

Indigenous peoples have the right to determine and develop priorities and strategies for exercising their right to development. In particular, indigenous peoples have the right to be actively involved in developing and determining health, housing and other economic and social programmes affecting them and, as far as possible, to administer such programmes through their own institutions.

Article 24

1. Indigenous peoples have the right to their traditional medicines and to maintain their health practices, including the conservation of their vital medicinal plants, animals and minerals. Indigenous individuals also have the right to access, without any discrimination, to all social and health services.
2. Indigenous individuals have an equal right to the enjoyment of the highest attainable standard of physical and mental health. States shall take the necessary steps with a view to achieving progressively the full realization of this right.

Article 25

Indigenous peoples have the right to maintain and strengthen their distinctive spiritual relationship with their traditionally owned or otherwise occupied and used lands, territories, waters and coastal seas and other resources and to uphold their responsibilities to future generations in this regard.

Article 26

1. Indigenous peoples have the right to the lands, territories and resources which they have traditionally owned, occupied or otherwise used or acquired.
2. Indigenous peoples have the right to own, use, develop and control the lands, territories and resources that they possess by reason of traditional ownership or other traditional occupation or use, as well as those which they have otherwise acquired.
3. States shall give legal recognition and protection to these lands, territories and resources. Such recognition shall be conducted with due respect to the customs, traditions and land tenure systems of the indigenous peoples concerned.

Article 27

States shall establish and implement, in conjunction with indigenous peoples concerned, a fair, independent, impartial, open and transparent process, giving due recognition to indigenous peoples' laws, traditions, customs and land tenure systems, to recognize and adjudicate the rights of indigenous peoples pertaining to their lands, territories and resources, including those which were traditionally owned or otherwise occupied or used. Indigenous peoples shall have the right to participate in this process.

Article 28

1. Indigenous peoples have the right to redress, by means that can include restitution or, when this is not possible, just, fair and equitable compensation, for the lands, territories and resources which they have traditionally owned or otherwise occupied or used, and which have been confiscated, taken, occupied, used or damaged without their free, prior and informed consent.
2. Unless otherwise freely agreed upon by the peoples concerned, compensation shall take the form of lands, territories and resources equal in quality, size and legal status or of monetary compensation or other appropriate redress.

Article 29

1. Indigenous peoples have the right to the conservation and protection of the environment and the productive capacity of their lands or territories and resources. States shall establish and implement assistance programmes for indigenous peoples for such conservation and protection, without discrimination.
2. States shall take effective measures to ensure that no storage or disposal of hazardous materials shall take place in the lands or territories of indigenous peoples without their free, prior and informed consent.
3. States shall also take effective measures to ensure, as needed, that programmes for monitoring, maintaining and restoring the health of indigenous peoples, as developed and implemented by the peoples affected by such materials, are duly implemented.

Article 30

1. Military activities shall not take place in the lands or territories of indigenous peoples, unless justified by a relevant public interest or otherwise freely agreed with or requested by the indigenous peoples concerned.
2. States shall undertake effective consultations with the indigenous peoples concerned, through appropriate procedures and in particular through their representative institutions, prior to using their lands or territories for military activities.

Article 31

1. Indigenous peoples have the right to maintain, control, protect and develop their cultural heritage, traditional knowledge and traditional cultural expressions, as well as the manifestations of their sciences, technologies and cultures, including human and genetic resources, seeds, medicines, knowledge of the properties of fauna and flora, oral traditions, literatures, designs, sports and traditional games and visual and performing arts. They also have the right to maintain, control, protect and develop their intellectual property over such cultural heritage, traditional knowledge, and traditional cultural expressions.
2. In conjunction with indigenous peoples, States shall take effective measures to recognize and protect the exercise of these rights.

Article 32

1. Indigenous peoples have the right to determine and develop priorities and strategies for the development or use of their lands or territories and other resources.
2. States shall consult and cooperate in good faith with the indigenous peoples concerned through their own representative

institutions in order to obtain their free and informed consent prior to the approval of any project affecting their lands or territories and other resources, particularly in connection with the development, utilization or exploitation of mineral, water or other resources.

3. States shall provide effective mechanisms for just and fair redress for any such activities, and appropriate measures shall be taken to mitigate adverse environmental, economic, social, cultural or spiritual impact.

Article 33

1. Indigenous peoples have the right to determine their own identity or membership in accordance with their customs and traditions. This does not impair the right of indigenous individuals to obtain citizenship of the States in which they live.

2. Indigenous peoples have the right to determine the structures and to select the membership of their institutions in accordance with their own procedures.

Article 34

Indigenous peoples have the right to promote, develop and maintain their institutional structures and their distinctive customs, spirituality, traditions, procedures, practices and, in the cases where they exist, juridical systems or customs, in accordance with international human rights standards.

Article 35

Indigenous peoples have the right to determine the responsibilities of individuals to their communities.

Article 36

1. Indigenous peoples, in particular those divided by international borders, have the right to maintain and develop contacts, relations and cooperation, including activities for spiritual, cultural, political, economic and social purposes, with their own members as well as other peoples across borders.

2. States, in consultation and cooperation with indigenous peoples, shall take effective measures to facilitate the exercise and ensure the implementation of this right.

Article 37

1. Indigenous peoples have the right to the recognition, observance and enforcement of treaties, agreements and other constructive arrangements concluded with States or their successors and to have States honour and respect such treaties, agreements and other constructive arrangements.

2. Nothing in this Declaration may be interpreted as diminishing or eliminating the rights of indigenous peoples contained in treaties, agreements and other constructive arrangements.

Article 38

States in consultation and cooperation with indigenous peoples, shall take the appropriate measures, including legislative measures, to achieve the ends of this Declaration.

Article 39

Indigenous peoples have the right to have access to financial and technical assistance from States and through international cooperation, for the enjoyment of the rights contained in this Declaration.

Article 40

Indigenous peoples have the right to access to and prompt decision through just and fair procedures for the resolution of conflicts and disputes with States or other parties, as well as to effective remedies for all infringements of their individual and collective rights. Such a decision shall give due consideration to the customs, traditions, rules and legal systems of the indigenous peoples concerned and international human rights.

Article 41

The organs and specialized agencies of the United Nations system and other intergovernmental organizations shall contribute to the full realization of the provisions of this Declaration through the mobilization, inter alia, of financial cooperation and technical assistance. Ways and means of ensuring participation of indigenous peoples on issues affecting them shall be established.

Article 42

The United Nations, its bodies, including the Permanent Forum on Indigenous Issues, and specialized agencies, including at the country level, and States shall promote respect for and full application of the provisions of this Declaration and follow up the effectiveness of this Declaration.

Article 43

The rights recognized herein constitute the minimum standards for the survival, dignity and well-being of the indigenous peoples of the world.

Article 44

All the rights and freedoms recognized herein are equally guaranteed to male and female indigenous individuals.

Article 45

Nothing in this Declaration may be construed as diminishing or extinguishing the rights indigenous peoples have now or may acquire in the future.

Article 46

1. Nothing in this Declaration may be interpreted as implying for any State, people, group or person any right to engage in any activity or to perform any act contrary to the Charter of the United Nations or construed as authorizing or encouraging any action which would dismember or impair, totally or in part, the territorial integrity or political unity of sovereign and independent States.

2. In the exercise of the rights enunciated in the present Declaration, human rights and fundamental freedoms of all shall be respected. The exercise of the rights set forth in this Declaration shall be subject only to such limitations as are determined by law and in accordance with international human rights obligations. Any such limitations shall be non-discriminatory and strictly necessary solely for the purpose of securing due recognition and respect for the rights and freedoms of others and for meeting the just and most compelling requirements of a democratic society.

3. The provisions set forth in this Declaration shall be interpreted in accordance with the principles of justice, democracy, respect for human rights, equality, non-discrimination, good governance and good faith.

Credits

Community profile data (p. 126) compiled by Urban Systems Ltd. for the *West Coast Land Use Demand Study* (2020)

All photographs by Russel Roper (© Ropervision) except:

Photos pages 36, 37, 47, 48, 62, 71, 79 & 80 by DoU staff

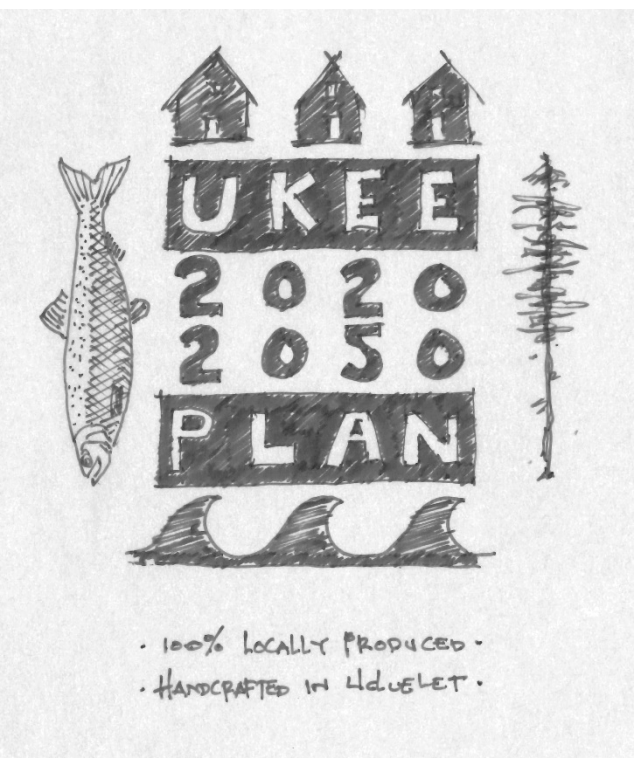
Kayaking photo (p. 56) by Majestic Ocean Kayaking

SkyCouch photo (p. 74) by Ian Riddick

Images within DP Guidelines are from various sources, including the 2011 Ucluelet OCP.

Thank you! ̄eekoo!

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REPORT TO COUNCIL

Council Meeting: May 31, 2022

500 Matterson Drive, Ucluelet, BC V0R 3A0

FROM: BRUCE GREIG, DIRECTOR OF COMMUNITY PLANNING **FILE NO:** RZ22-06
SUBJECT: ZONING AMENDMENTS: HOUSING VS. SHORT TERM RENTALS **REPORT NO:** 22- 68
ATTACHMENT(S): APPENDIX A – DRAFT ZONING AMENDMENT BYLAW NO. 1310, 2022
 APPENDIX B – DRAFT ZONING AMENDMENT BYLAW NO. 1311, 2022
 APPENDIX C – STAFF REPORT SEPTEMBER 21, 2021
 APPENDIX D – DRAFT DP GUIDELINES FOR ADU’S

RECOMMENDATION(S):

THAT Council initiate Zoning Bylaw changes to prioritize housing options in Ucluelet while recognizing existing *Bed and Breakfast* (B&B) businesses, by adopting the following:

1. THAT Council give first reading to Ucluelet Zoning Amendment Bylaw No. 1310, 2022, that would remove *Bed and Breakfast* and add a detached *Accessory Residential Dwelling Unit* as a permitted accessory use in most single-family residential zones in the community;
2. THAT Council give second reading to Ucluelet Zoning Amendment Bylaw No. 1310, 2022;
3. THAT Council refer Ucluelet Zoning Amendment Bylaw No. 1310, 2022, to a public hearing;
4. THAT Council give first reading to Ucluelet Zoning Amendment Bylaw No. 1311, 2022, to create a new Schedule “D” B&B Overlay specific to those properties with established, licensed *Bed and Breakfast* operations as of June 1, 2022;
5. THAT Council direct staff to update the draft table and map amendments designating the properties in the new R-1B zone to include, in addition to those B&B operations already holding a valid business licence, properties that can provide the following as of June 10, 2022:
 - a. proof of owner occupancy of the property as their principal residence prior to June 1, 2022, and a complete business licence application, demonstrating compliance with all municipal bylaws, for a new *Bed and Breakfast* operation;
 - b. proof of ownership of the property prior to June 1, 2022, and a complete building permit application for construction of a new house or renovation of an existing house to contain new *Bed and Breakfast* rooms; or,
 - c. proof of ownership of the property prior to June 1, 2022, and proof of building plans underway for a new house containing *Bed and Breakfast* rooms (including

site plan, floor plans, contract and/or correspondence with house designer showing design to include *Bed and Breakfast* uses);

6. THAT Council direct staff to bring Ucluelet Zoning Amendment Bylaw No. 1311, 2022, back for consideration of second reading after any amendments to the table and map of subject properties in the draft Schedule "D" has been updated following June 10, 2022;
7. THAT Council advise potential applicants that after June 10, 2022, it will consider - under section 463 of the *Local Government Act* - directing staff to withhold building permits for any renovation, new construction or change of use for new *Bed and Breakfast* rooms or suites while Ucluelet Zoning Amendment Bylaw No. 1310, 2022, is under preparation;
8. THAT Council direct staff to use all District communication platforms to advise community members and property owners of the proposed zoning changes and process to consider Bylaw Nos. 1310 and 1311;
9. THAT Council direct staff to create a page on the District website containing links to all past staff reports and research into short term vacation rental (STR) uses and their impacts on housing supply, property values and community;
10. THAT Council direct staff to prepare an Official Community Plan bylaw amendment to create a new "Intensive Residential Development" designation and guidelines for a new Development Permit Area applying to the construction of new detached Accessory Residential Dwelling Units, for consideration at a future Committee-of-the-Whole meeting; and,
11. THAT Council direct staff to include a report to the Committee-of-the-Whole discussing options for creating permit-ready plans and/or a program to streamline construction of new detached Accessory Residential Dwelling Units on residential properties.

BACKGROUND:

On September 21, 2021, Council received a staff report on housing issues (see **Appendix "C"**) and passed the following motions:

1. *THAT Council adopt the following goals aimed at improving the availability and affordability of housing in the community:*
 - a. *prioritize long-term residential housing;*
 - b. *slow and contain the proliferation of short-term vacation rentals within residential neighbourhoods;*
 - c. *create opportunities for more diverse and new forms of housing, with a priority on more affordable forms of housing; and,*
 - d. *create opportunities for the development of new rental housing.*
2. *THAT Council direct staff to further explore regulatory and development strategies to action Council's goals for addressing housing availability and affordability in the community.*

The attached bylaws are proposed to take action on the above goals. This report and the attached bylaws result from staff research into housing pressures and the responses by numerous other communities in BC and the rest of Canada. Housing affordability and pressures brought in part by the growth of short-term vacation rentals are not challenges unique to Ucluelet. While many municipalities are grappling with these issues (see sidebar), there is no one-size solution. The bylaws discussed below and attached to this report are tailored in response to the unique structure of the current *District of Ucluelet Zoning Bylaw No. 1160, 2013*, (the “Zoning Bylaw”), and the history of land use, regulations and changes that are particular to this community.

We are aware of no single municipality that can claim to have its housing issues “solved”. Addressing housing affordability will be an ongoing and evolving effort.

The attached bylaws would enact a housing first approach: the zoning regulations would allow for more long-term housing in residential zones rather than more short-term vacation rentals. The wider allowance for ADU’s (a.k.a. cottages, cabins, carriage houses) is expected to diversify the housing stock in the community over time. Long-term rental tenants in secondary suites or detached cottages can provide a “mortgage helper” to homeowners – without the added financialization that comes from having AirBnB in the mix. Adding secondary rental housing options can improve the quality of life for many residents who are finding themselves squeezed out of housing in our town. These zoning amendments are proposed as a measure for counterbalancing the housing pressures Ucluelet has

The Effect of Short-term Accommodations¹

“Canadian research indicates that the profitability of short-term rentals has caused both commercial and individual landlords to leave the long-term rental market, thus resulting in a depleted supply of long-term housing. Notwithstanding local survey responses and public meeting attendance, researchers have shown that, rather, it is the commercial operators who manage multiple listings that generated over 50% of all Airbnb revenue in 2019. A number that has surely risen since the pandemic. In Canada this revenue is concentrated amongst the top 10% of hosting companies², and contradictory to the marketing rhetoric that the industry is, “...powered by local hosts”.

Global research has concluded that the continued growth of the industry has happened to the detriment of affordability and availability in cities throughout the world by not only encouraging the conversion of apartments and homes into dedicated short-term rentals, but also by increasing the economic value of properties that can host STAs either full time or part-time.

“(t)he impact of short-term rentals on housing... functions similarly to gentrification: these rentals slowly increase the value of an area to the detriment of its original residents. The growth of short-term rentals has contributed to housing shortages across cities, as dwindling supply of homes for sale and rent have artificially driven up prices.

While it is difficult to directly link the cause and effect of these occurrences in the local market, there is evidence. The average price of a home, and the average cost of rent in London has increased, with the average rent is hitting all-time highs.”

¹ Excerpt from March, 2022, Council report by Deputy City Manager, London, ON

² Canadian Journal of Urban Research, Summer 2020, Vol. 29, Issue 1, p119-134 (online article)

experienced in an effort to preserve community.

Note that, instead of attaching hundreds of pages of reference material to this report, staff have begun creating a page on the District website containing links to past staff reports, Council motions, District policy and numerous references to research on housing affordability, short-term vacation rentals and related topics. Staff recommend that this page be used as part of efforts to raise awareness and provide context for community members on housing issues and the District's response.

DISCUSSION:

The following are discussed below, for Council consideration:

- o removing *Bed and Breakfast (B&B)* as an accessory use in residential zones;
- o adding *Accessory Residential Dwelling Unit (ADU)* as an accessory use in those residential zones;
- o creating a B&B Overlay within the zoning bylaw to allow the continued operation of existing licensed short-term rental businesses;
- o providing a brief transition period to minimize the chances that residents might be caught unaware by these bylaw changes;

A. REPLACING B&B WITH ADU AS AN ACCESSORY USE IN RESIDENTIAL ZONES;

Ucluelet Zoning Amendment Bylaw No. 1310, 2022 ("**Bylaw No. 1310**" see **Appendix "A"**), would enact 3 major changes within the zoning bylaw:

1. **remove Bed and Breakfast** from the list of permitted secondary uses in the following zones:

R-1 Single Family Residential
 R-2 Medium Density Residential
 R-4 Small Lot Single Family Residential
 RU Rural Residential
 CD-1 Eco-Industrial Park
 CD-2A Big Beach - District Lot 281
 CD-3A Rainforest - District Lot 282
 CD-5B Former Weyco Forest Lands – Development Area #2 (Central Park)
 CD-5C Former Weyco Forest Lands – Development Area #3 (Ocean West)

This would remove the B&B short-term vacation rental use as a default accessory use in residential neighbourhoods. With this change, if a property owner wished to start a new vacation rental business, they could still apply for a site- specific zoning amendment or Temporary Use Permit to allow the B&B use. That process would allow for Council consideration and public comment before granting expanded B&B uses.

2. **insert Accessory Residential Dwelling Unit** in the list of permitted secondary uses in the same zones listed above (also in the GH – Guest House zone).

In place of the B&B use, Bylaw No. 1310 would add the ability to build or possibly convert a building into a legal cottage or cabin on residential properties. These ADU's could house family members, long-term tenants or non-paying family guests; they could not be used for commercial short-term vacation rentals.

3. Add a new section 408 **supplemental regulations** applying to Accessory Residential Dwelling Units.

These regulations would provide parameters for the size, siting and use of an ADU.

Bylaw No. 1310 would also clarify the following definitions and regulations:

4. Clarify the definition of *Accessory Residential Dwelling Unit*.
5. Clarify the regulation requiring that the full-time resident be present and responsible for the operation of a B&B secondary use.

B. CREATING A NEW B&B OVERLAY WITHIN THE ZONING BYLAW TO ENABLE THE CONTINUED OPERATION OF EXISTING LICENCED B&B'S:

Ucluelet Zoning Amendment Bylaw No. 1311, 2022 ("**Bylaw No. 1311**" see **Appendix "B"**), would add a table and map identifying the individual properties with existing licensed B&B operations, and permit B&B as a permitted secondary use on those properties instead of ADU's. All other aspects of those properties' residential zoning regulations would remain unchanged from the underlying neighbourhood zoning (setbacks, height, density, etc.).

The adoption of Bylaw No. 1310 in itself would put pre-existing licensed B&B's in a "lawfully non-conforming" status; the adoption of the amendments in Bylaw No. 1311 would make those B&B's fully lawful under the zoning bylaw. By placing the amendments in two separate bylaws, there is some flexibility for timing – enabling Bylaw No. 1311 to be adopted after Bylaw No. 1310 to give time for a transition period to adjust the details of properties in the B&B overlay (see below).

If a property owner wished to discontinue the B&B use and instead use their property for a secondary suite or ADU, they could apply to be removed from the B&B list. Council could indicate that this be a process of request by letter (rather than submitting a rezoning application and fee) and that staff periodically bring forward a District-initiated zoning amendment to make such changes, when warranted.

C. PROVIDING A BRIEF TRANSITION PERIOD:

There may be a handful of current residents who have plans in the works or applications underway to start a new B&B business. There may also be a number of people who have purchased property in Ucluelet recently and who either have a new house under construction or are in the design stage with new B&B rooms integral to their plans (both physical and financial). The recommended Council motion #5 at the outset of this report would give a 10-day period for such persons to identify their situation and request inclusion in the B&B zoning overlay. This would enable such cases to scoot in before the bylaw is adopted.

A brief and clearly defined transition period would allow Council to adjust the B&B overlay to suit these situations. This would enable those who have already made a significant effort toward establishing a B&B to carry on with their plans. A longer period is not recommended; that might result in a flurry of activity as property purchasers or owners rush to put plans together to establish new B&B's just to get their property within the overlay. A rush on B&B's would be contrary to the intent of getting back to zoning that allows residential properties to be used primarily for residential uses.

At any time in the future, a property owner would have the option to apply for a zoning amendment to have their property included in the B&B overlay. Council could consider such applications on their merits and the details of their particular situation.

ANALYSIS OF OPTIONS

A	<p>Give first readings to Bylaws Nos. 1310 & 1311; refer Bylaw No. 1310 to a public hearing; allow a brief transition period for Bylaw No. 1311; communicate housing issues and regulatory options to the community; develop and discuss new DP guidelines for infill ADU's and explore incentives for creating new accessory housing units.</p>	Pros	<ul style="list-style-type: none"> limits the spread of B&B vacation rentals in residential zones. Initiates a return to <u>housing</u> as the primary use and value for residential properties. provides a more diverse set of accessory housing options on residential properties. creates opportunity to build more rental housing in residential neighbourhoods. a public hearing on the bylaws would provide opportunity for community input and discussion of the bylaws and housing options.
		Cons	<ul style="list-style-type: none"> some property owners and investors may take issue with changes that could affect the speculative value of properties which they assumed could always be used for commercial short-term vacation rentals.
		Implications	<ul style="list-style-type: none"> this is a direct regulatory step that the District could take to positively affect the residential housing market and supply in the community.
B	<p>Refer Bylaw Nos. 1310 and 1311 to a Committee-of-the-Whole meeting for further discussion.</p>	Pros	<ul style="list-style-type: none"> taking a slower approach could enable more public input.
		Cons	<ul style="list-style-type: none"> could fuel speculation and drive property owners to quickly establish new B&B operations on residential properties to "get their foot in the door".
		Implications	<ul style="list-style-type: none"> timing of additional meetings and discussion would likely mean that bylaw amendments addressing B&B's in residential zones would not be completed in this Council term.
		Suggested Motion	<p>THAT Council refer the staff report of May 31, 2022 titled "Zoning Amendments: Housing vs. Short Term Rentals" to a future Committee-of-the-Whole meeting.</p>
C	<p>Take no action.</p>	Pros	<ul style="list-style-type: none"> Council and staff time could focus on other matters.
		Cons	<ul style="list-style-type: none"> no change to the housing situation. the conversion of residential properties for commercial tourist accommodation and investment value would be expected to continue unchecked.
		Implications	<ul style="list-style-type: none"> taking no action would leave it unclear how Council wishes to move forward on the goals for improving housing supply and affordability.
		Suggested Motion	<p>No motion is required.</p>

RELATED ACTIONS:

The amendments contemplated in Bylaws 1310 and 1311 follow the goals established by Council and the recommendations of the 2021 Ucluelet Housing Needs Report. Some other related steps that the District could take to improve housing availability and affordability include:

- consider creating a new DP area designation within the OCP with guidelines for constructing new ADU's as intensive residential development (see initial draft in **Appendix "D"**). This could be used as a mechanism for smoothing the creation of more housing in existing residential neighbourhoods and avoiding conflicts with neighbours.
- explore the creation of "permit ready plans". To expedite approvals and encourage development of new infill housing ADU's, the municipality could explore a process of developing a series of pre-approved permit plans. Some jurisdictions have used design competitions and then a licensing agreement to offer building plans that can be purchased along with a building permit. This approach could expedite approvals and provide a clear path for a homeowner to budget and construct an ADU on their property in Ucluelet.
- invite conversation with local First Nations to better understand the housing needs of Indigenous community members, and to explore areas of mutual housing challenges and opportunities.
- consider amendments to the *Business Regulation and Licencing Bylaw* to clarify the community expectations and enable efficient identification of short-term rental business activity.
- consider amending the *Fees and Charges Bylaw* to align the cost of a B&B business licence with the cost of maintaining a program for monitoring and enforcement necessitated by the existence of these businesses.
- consider other zoning amendments first discussed and following the direction of the September 21, 2021, staff report.
- continue discussions with regional agencies on coordinated efforts to advance housing affordability and availability on the west coast.

These are ongoing and future efforts. Improving Ucluelet's housing situation will require changes to regulations, encouraging development of the right kinds of new housing, investment and partnerships to fill non-market gaps in the housing continuum, and working with others in the region to share resources and alignment efforts. Some of the above items are explored in a separate report that is also being prepared for Council's agenda.

NEXT STEPS

Should Council adopt the motions recommended at the outset of this report, staff would schedule and give notice of a public hearing on Bylaw No. 1310, likely to be held in late June. Staff would also immediately finalize and publish a new page on the District website providing background to these housing efforts and research links to explore. Over the next ten days, staff anticipate receiving inquiries and applications from property owners seeking to clarify and/or justify their inclusion in the B&B overlay in Bylaw No. 1311. After that ten-day period, staff would update the draft bylaw and bring it back for Council consideration of second reading as amended.

DISTRICT OF UCLUELET**Zoning Bylaw Amendment Bylaw No. 1310, 2022**

A bylaw to amend the “District of Ucluelet Zoning Bylaw No. 1160, 2013”.

(Zoning amendments to replace *Bed & Breakfast* with *Accessory Residential Dwelling Unit* uses in most residential zones).

WHEREAS Section 479 and other parts of the *Local Government Act* authorize zoning and other development regulations;

NOW THEREFORE the Council of the District of Ucluelet, in open meeting assembled, enacts as follows;

1. Text Amendments:

Schedule “B” of the District of Ucluelet Zoning Bylaw No. 1160, 2013, as amended, is hereby further amended as follows:

- A.** By replacing within Division 100 – Enactment and Interpretation, Section 103 Definitions the definition of *Accessory Residential Dwelling Unit* so that the new definition reads as follows:

“Accessory Residential Dwelling Unit” (“ADU”) means one *accessory building* used as a *dwelling unit* for *residential* purposes only, accessory to a *single family dwelling* on the same *lot*, and may be occupied by the property owners, their family members, caretakers, tenants or non-paying guests.”

- B.** By amending Division 400 – Supplemental Regulations to make the following changes:

- i. within Section 401 - Accessory Buildings and Structures by adding in alphanumerical order a new subsection 401.4(2)(c) containing the following:

“(c) an *accessory residential dwelling unit* in a *Zone* that lists such as a permitted use.”

- ii. within Section 404 - Bed & Breakfasts by replacing subsection 404.1(1)(a) with the following:

“(a) in a *single family dwelling* on a lot identified in the B&B Overlay as set out in Schedule “D” ”

- iii. within Section 404 - Bed & Breakfasts by replacing subsection 404.1(2) with the following:

“(2) A maximum of three (3) guest rooms may be used for the *bed and breakfast* with a maximum occupancy of two (2) guests per room.”
- iv. within Section 404 - Bed & Breakfasts by adding in alphanumerical order a new subsection 404.1(6) containing the following:

“(6) A *bed and breakfast* must be administered by a permanent resident of the *single family dwelling* for whom the *single family dwelling* is their principal residence.”
- v. within Section 404 - Bed & Breakfasts by adding in alphanumerical order a new subsection 404.1(7) containing the following:

“(7) The gross floor area devoted to the *bed and breakfast* use must not exceed 35% of the habitable area of the *single family dwelling* in which it is located.”
- vi. within Section 405 – Guest Houses and Guest Cottages by deleting “*accessory residential dwelling unit*” from subsection 405.3(3); and,
- vii. by adding a new Section 408 – Accessory Residential Dwelling Units in alphanumerical order containing the following:

“408 ACCESSORY RESIDENTIAL DWELLING UNIT (ADU)

408.1 Where a Zone specifically includes an *Accessory Residential Dwelling Unit* as a permitted secondary use, one *Accessory Residential Dwelling Unit* use is permitted if all the following conditions are satisfied for the establishment and continued use of the *Accessory Residential Dwelling Unit*.

- (1) *Accessory Residential Dwelling Units* are only permitted in the *Zones* where *single family dwelling* is listed as a *principal permitted use* and *Accessory Residential Dwelling Unit* is identified as a *secondary permitted use*.
- (2) The *gross floor area* of the *Accessory Residential Dwelling Unit* must not exceed 7% of the lot area to a maximum of 90 m².
- (3) The *gross floor area* of the *Accessory Residential Dwelling Unit* can be excluded from the calculation of maximum size for accessory buildings in the regulations specific to each zone.
- (4) An *Accessory Residential Dwelling Unit* shall only be located to rear of a principal *single family dwelling*.

- (5) A minimum outdoor space equal to the gross floor area of the *Accessory Residential Dwelling Unit* shall be provided as a dedicated space for use by residents of the *Accessory Residential Dwelling Unit*.
- (6) An *Accessory Residential Dwelling Unit* must not have more than 2 bedrooms.
- (7) A clear pathway with a minimum width of 1.0m shall be provided from the sidewalk or street to the front door of the *Accessory Residential Dwelling Unit*.
- (8) Cantilevered balconies are not permitted on the interior side or rear faces of an *Accessory Residential Dwelling Unit*.
- (9) An *Accessory Residential Dwelling Unit* is only permitted where the owner of the lot has registered a covenant under section 219 of the *Land Title Act* against the title of the lot, in favour of the District of Ucluelet and satisfactory in its form and priority of registration, providing that the *Accessory Residential Dwelling Unit* must not be subdivided from the lot containing the principal building, whether pursuant to the *Strata Property Act*, the *Land Title Act*, or otherwise.
- (10) Off-street parking must be provided in accordance with Division 500.
- (11) An *Accessory Residential Dwelling Unit* must be located a minimum of 3m from any lot line and a minimum 4m from the principal dwelling.
- (12) Despite subsection (1) *Accessory Residential Dwelling Units* are also permitted in some Industrial and Commercial zones according to the regulations of those zones.

408.2 In addition to minimum height requirements of other parts of this bylaw:

- (1) For an *Accessory Residential Dwelling Unit* whose roof pitch is equal to or greater than 3:12, the maximum height shall not exceed 4.2m.
- (2) For an *Accessory Residential Dwelling Unit* with flat roofs or roofs with a pitch less than 3:12, the maximum height shall not exceed 3.75m.
- (3) The height of an *Accessory Residential Dwelling Unit* may be increased by 0.3m vertical distance for every 0.6m increase in excess of the minimum setbacks established by this bylaw, to a maximum height of 6.5m.
- (4) For an *Accessory Residential Dwelling Unit* with flat roofs or roofs with a pitch less than 3:12, the area of a second floor shall be no greater than 60% of the total floor area beneath it.

408.3 For greater certainty, notwithstanding other provisions of this Bylaw, an *Accessory Residential Dwelling Unit* :

- (1) Must not contain a *home occupation* if the principal *single family dwelling* contains a *home occupation*.
- (2) Must not be established or operate on a property where the principal *single family dwelling* contains a *Secondary Suite*, or has been issued a business licence for a *Bed & Breakfast*.
- (3) Must not contain any type of *commercial tourist accommodation* use.
- (4) Must not be established or operate in addition to the maximum number of *dwelling units* in the form of *Guest Cottages* on a property in the GH – Guest House zone.”

C. By deleting “*Bed and Breakfast*” as a permitted secondary use from the list of permitted uses in the following subsections within the Zones:

- i. R-1.1.1.1(2)(a) [R-1 Single Family Residential]
- ii. R-2.1.1(2)(a) [R-2 Medium Density Residential]
- iii. R-4.1.1(2)(a) [R-4 Small Lot Single Family Residential]
- iv. RU-1.1(2)(b) [RU Rural Residential]
- v. CD-1.1.1(2)(a) [CD-1 Eco-Industrial Park]
- vi. CD-2A.1.1(2)(a) [CD-2A Big Beach - District Lot 281]
- vii. CD-3A.1.1(2)(a) [CD-3A Rainforest - District Lot 282]
- viii. CD-5B.1.1(2)(a) [CD-5B Former Weyco Forest Lands – Development Area #2 Central Park]
- ix. CD-5C.1.1(2)(a) [CD-5C Former Weyco Forest Lands – Development Area #3 Ocean West]

D. By inserting “*Accessory Residential Dwelling Unit*” as a permitted secondary use into the list of permitted uses in the following subsections within the Zones:

- i. R-1.1.1.1(2)(a) [R-1 Single Family Residential]
- ii. R-2.1.1(2)(a) [R-2 Medium Density Residential]
- iii. R-4.1.1(2)(a) [R-4 Small Lot Single Family Residential]
- iv. RU-1.1(2)(b) [RU Rural Residential]
- v. GH-1.1(2)(b) [GH Guest House]
- vi. CD-1.1.1(2)(a) [CD-1 Eco-Industrial Park]
- vii. CD-2A.1.1(2)(a) [CD-2A Big Beach - District Lot 281]
- viii. CD-3A.1.1(2)(a) [CD-3A Rainforest - District Lot 282]
- ix. CD-5B.1.1(2)(a) [CD-5B Former Weyco Forest Lands – Development Area #2 Central Park]

- x. CD-5C.1.1(2)(a) [CD-5C Former Weyco Forest Lands – Development Area #3 Ocean West]

E. By deleting subsection R-1.1.1(3); and,

F. By deleting subsection CD-3A.1.1(3).

2. Citation:

This bylaw may be cited as “District of Ucluelet Zoning Amendment Bylaw No. 1310, 2022”.

READ A FIRST TIME this day of , 2021.

READ A SECOND TIME this day of , 2021.

PUBLIC HEARING held this day of , 2021.

READ A THIRD TIME this day of , 2021.

ADOPTED this day of , 2021.

CERTIFIED A TRUE AND CORRECT COPY of “District of Ucluelet Zoning Amendment Bylaw No. 1310, 2022.”

Mayco Noël
Mayor

Paula Mason
Deputy Corporate Officer

THE CORPORATE SEAL of the
District of Ucluelet was hereto
affixed in the presence of:

Paula Mason
Deputy Corporate Officer

Appendix B

DISTRICT OF UCLUELET**Zoning Bylaw Amendment Bylaw No. 1311, 2022**

A bylaw to amend the “District of Ucluelet Zoning Bylaw No. 1160, 2013”.

(Zoning amendments to continue established Bed & Breakfast as a permitted accessory use on certain residential lots).

WHEREAS Section 479 and other parts of the *Local Government Act* authorize zoning and other development regulations;

NOW THEREFORE the Council of the District of Ucluelet, in open meeting assembled, enacts as follows;

1. Text Amendments:

District of Ucluelet Zoning Bylaw No. 1160, 2013, as amended, is hereby further amended by adding a new Schedule “D” (B&B Overlay) at the end the bylaw to designate those *Lots* as listed in the table attached to this bylaw as Appendix “A” (and as listed in the map accompanying Schedule “D”), to include *Bed and Breakfast* as a permitted secondary use per subsection 404.1(1)(a).

2. Map Amendment:

District of Ucluelet Zoning Bylaw No. 1160, 2013, as amended, is hereby further amended by adding a new Schedule D (B&B Overlay) at the end the bylaw to designate those *Lots* outlined in black on the map attached to this bylaw as Appendix “A” (and as listed in the table to accompanying Schedule “D”), to include *Bed and Breakfast* as a permitted secondary use per subsection 404.1(1)(a).

3. Citation:

This bylaw may be cited as “District of Ucluelet Zoning Amendment Bylaw No. 1311, 2022”.

READ A FIRST TIME this day of , 2021.

READ A SECOND TIME this day of , 2021.

PUBLIC HEARING held this day of , 2021.

READ A THIRD TIME this day of , 2021.

ADOPTED this day of , 2021.

CERTIFIED A TRUE AND CORRECT COPY of “District of Ucluelet Zoning Amendment Bylaw No. 1311, 2022.”

Mayco Noël
Mayor

Paula Mason
Deputy Corporate Officer

THE CORPORATE SEAL of the
District of Ucluelet was hereto
affixed in the presence of:

Paula Mason
Deputy Corporate Officer

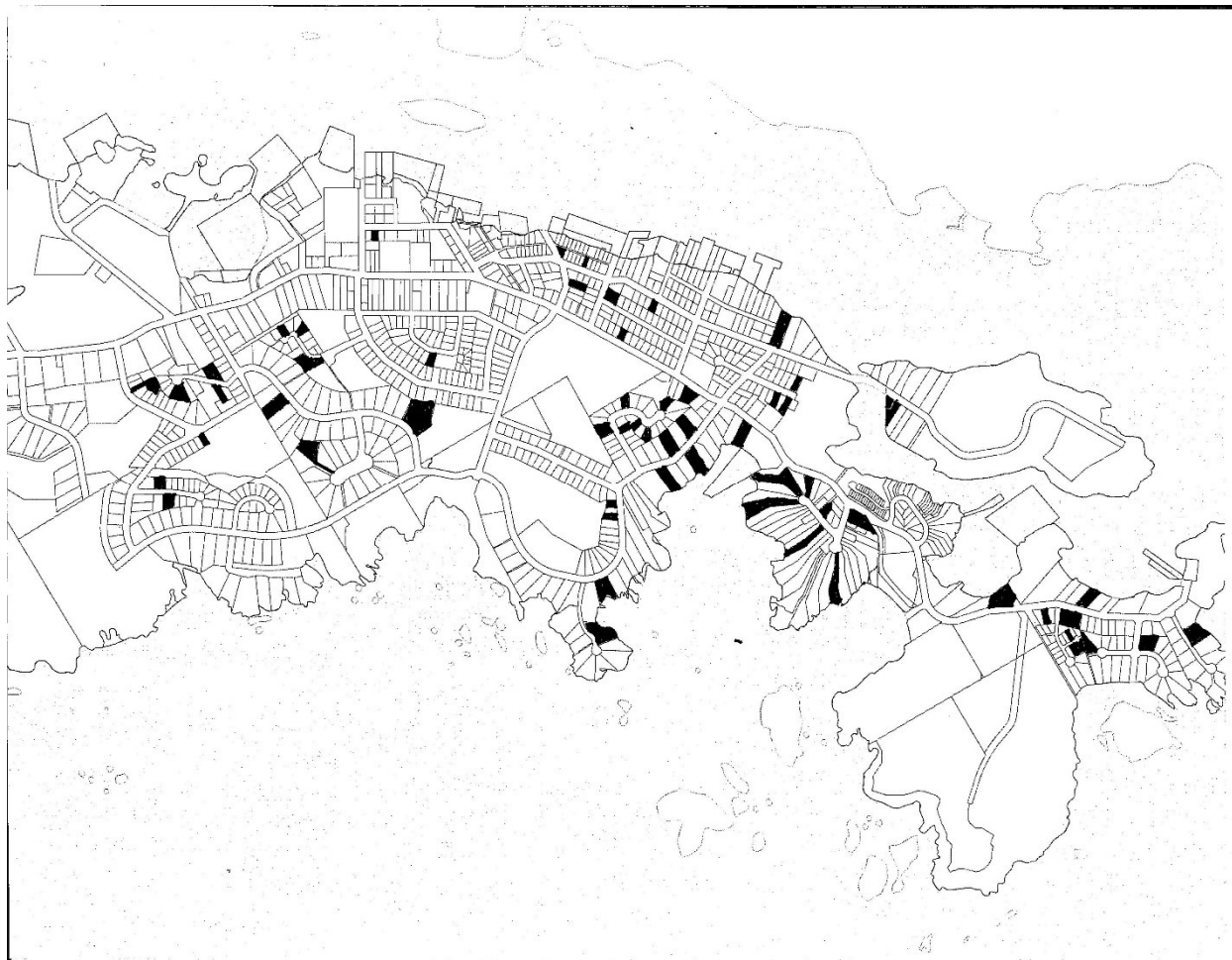
**APPENDIX 'A' to District of Ucluelet Zoning Amendment Bylaw No. 1310, 2022
(B&B Overlay)**

Notwithstanding the permitted accessory uses listed in the Zoning designation of the following properties, *Bed and Breakfast* is a permitted secondary use on the properties listed in this table and outlined in black on the following map:

Roll No	Licence #	Name	Location	Lic. Code 1
114893	5375	BLACK BEACH HOUSE	482 MARINE DRIVE	B-1
127080	5434	THE FARMHOUSE	812 RAINFOREST DR	b-1
127066	5537	SALTY CEDARS	1755 RAINFOREST LANE	b-1
127099	5313	FERN BRIDGE COTTAGES	651 RAINFOREST DRIVE	B-1B
126935	5246	SINGING CEDARS GUEST HOUSE	1824 ST JACQUES BLVD	B-1A
180658	5342	AERIE ON THE EDGE	863 LORNE WHITE PLACE	B-1
180660	5536	WILD COAST RETREAT UCLUELET	850 LORNE WHITE PL	B-1
200020	5108	EASY ON THE EDGE	978 PENINSULA RD	B-1
180657	5255	BROWN'S BEACH GUEST SUITE	859 LORNE WHITE PLACE	B-1
151102	5385	DOWNTOWN CEDAR SUITE	1774 CEDAR ROAD	B-1
61039	5372	TWO BEACHES GUEST SUITES	302 REEF POINT ROAD	B-1
195000	5200	DAHLIA HOUSE B & B	1974 ATHLONE ROAD	B-1
206030	5301	RISE GUEST HOUSE	963 PENINSULA	B-1A
114810	5190	CYGNET COVE SUITES	1260 SUNSET POINT RD	B-1B
61176	5497	BLUEBERRY HILL GUEST SUITE	1323 EDWARDS PLACE	B-1B
200060	5197	DRIFT WESTCOAST GETAWAY	327 PASS OF MELFORT PLACE	B-1B
200003	5281	WILD PACIFIC BED AND BREAKFAST	962 PENINSULA RD	B-1
62100	5358	OCEAN DREAMS B&B	1214 PENINSULA RD	B-1
61015	5136	REEF POINT B&B	1166 CORAL WAY	B-1
73050	5223	BOSTROM'S B&B ON LITTLE BEACH BAY	358 MARINE DR	B-1
196070	5542	HYPHOCUS INN	1062 HELEN ROAD	B-1
92000	5456	GUEST ROOM 184	184 MATTERSON DRIVE	B-1
61005	5399	UKEE RETREAT	1131 CORAL WAY	B-1
200022	5404	SHIPWRECK COAST BED AND BREAKFAST	947 AMPHITRITE PL	B-1
61163	5243	SURFNSTAY	1358 EDWARDS PL	B-1
61186	5119	CHINOOK GUEST SUITE	1387 EDWARDS PL	B-1
73070	5490	359 MARINE DRIVE	359 MARINE DRIVE	B-1
200001	5366	LA MER INN	970 PENINSULA	B-1
126943	5465	RAINFOREST RETREAT	1947 ST. JACQUES BLVD	b-1
126936	5113	WARUNG OMBAK INN	1844 ST JACQUES BLVD	b-1
187500	5452	WILD PACIFIC LODGE	1977 ATHLONE	B-1
61177	5195	RAIN INN	1327 EDWARDS PLACE	B-1
73044	5347	378 MARINE DRIVE	378 MARINE DRIVE	B-1
126933	5469	SALAL SUITE	1804 ST JACQUES BLVD	B-1
60079	5269	LITTLE BEACH LOOKOUT	1166 RUPERT RD	B-1
128060	5420	PARKSIDE B & B	1644 HOLLY CRESCENT	B-1
61010	5322	CORAL WAY ENTERPRISES	1165 CORAL WAY	B-1
61189	5350	SECRET CREEK B & B	1270 PENINSULA	B-1
114958	5523	WHITE WOLF B & B	405 MARINE DRIVE	b-1
62060	5324	WAY WEST LODGE	238 MATTERSON DRIVE	b-1
60087	5454	EAGLE VIEW	1151 RUPERT RD	b-1
73074	5121	MARINE DRIVE SUITES	343 MARINE DR	B-1
206320	5207	SANCTUARY ON THE COAST	875 ELINA RD	B-1
60081	5166	CATHERINE'S B&B	1150 RUPERT RD	B-1
61030	5422	REEF RETREAT	366 REEF POINT RD	B-1
61023	5423	SALT & CEDAR	1118 CORAL WAY	B-1
181154	5540	BUENA ONDA B & B	350 PACIFIC CRES	B-1
62005	5549	STARRY VACATION HOME	1183 HELEN RD	b-1
114956	5570	FRONT OF THE HOUSE STUDIO SUITE	419 MARINE DR	b-1
180601	5575	SEAGLASS GUEST ROOMS	1950 CYNAMOCKA RD	b-1
61012	5582	CORAL BEACH HOUSE	1179 CORAL WAY	b-1
200002	5141	OCEAN MIST GUEST HOUSE	966 PENINSULA ROAD	B-1A
196071	5406	LIAHONA GUESTHOUSE	1068 HELEN ROAD	B-1A
188000	5320	SERGEI FOX	1971 ATHLONE	B-1A
61182	5545	TREE TOP VACATION SUITE	1357 EDWARDS PL	B-1B
61168	5260	COCOON	1328 EDWARDS PL	B-1B
96000	5466	SUITE VIEW	1465 HELEN ROAD	B-1B
61165	5470	SITKA SUITE	1346 EDWARDS PLACE	B-1B
37000	5339	PACIFIC RIM BED AND BREAKFAST	1350 HELEN RD	B-1
51000	5534	EDGEFLOW B & B	1373 PENINSULA RD	B-1
29000	5554	OTTER AND PINE	236 OTTER RD	b-1
200057	5316	SAFE HARBOUR GUEST HOUSE	333 PASS OF MELFORT PL	B-1
200056	5569	CEDAR SURF B & B	335 PASS OF MELFORT PL	B-1
200054	5509	SOUNDS OF THE SEA GUEST HOUSE	339 PASS OF MELFORT	B-1A
200037	5580	SURGE GUEST SUITES	905 BARCLAY PL	b-1
196601	5132	BIRDS BAY RETREAT	985 PENINSULA RD	B-1
126933	5367	KIWI COTTAGE	1804 ST. JACQUES BLVD.	b-1
181133	5369	ATHLONE HEIGHTS B&B	B-1994 ATHLONE ROAD	b-1
181134	5304	HILLTOP HIDEAWAY	1992 ATHLONE ROAD	B-1
200013	5262	BARKLEY HOUSE B & B	917 BARKLEY PL	B-1
126946	5312	CEDAR HIDEWAY	1887 ST JACQUES BLVD	B-1

APPENDIX 'A' to District of Ucluelet Zoning Amendment Bylaw No. 1310, 2022

(B&B Overlay)





STAFF REPORT TO COUNCIL

Council Meeting: September 21, 2021
500 Matterson Drive, Ucluelet, BC V0R 3A0

FROM: BRUCE GREIG, DIRECTOR OF COMMUNITY PLANNING

FILE NO: 6630-20-HOUSING

SUBJECT: UCLUELET HOUSING – 2021 UPDATE

REPORT NO: 21-137

APPENDICES: APPENDIX A – 2018 STAFF REPORT - OCP HOUSING ACTION PLAN

RECOMMENDATIONS:

1. **THAT** Council adopt the following goals aimed at improving the availability and affordability of housing in the community:
 - a. prioritize long-term residential housing;
 - b. slow and contain the proliferation of short-term vacation rentals within residential neighbourhoods;
 - c. create opportunities for more diverse and new forms of housing, with a priority on more affordable forms of housing; and,
 - d. create opportunities for the development of new rental housing.

2. **THAT** Council direct staff to further explore regulatory and development strategies to action Council's goals for addressing housing availability and affordability in the community.

PURPOSE:

To provide Council with options for addressing current housing issues, confirm the goals for any regulatory changes, gauge the degree of public consultation desired by Council on these issues, and to lay out possible next steps.

BACKGROUND AND CONTEXT:

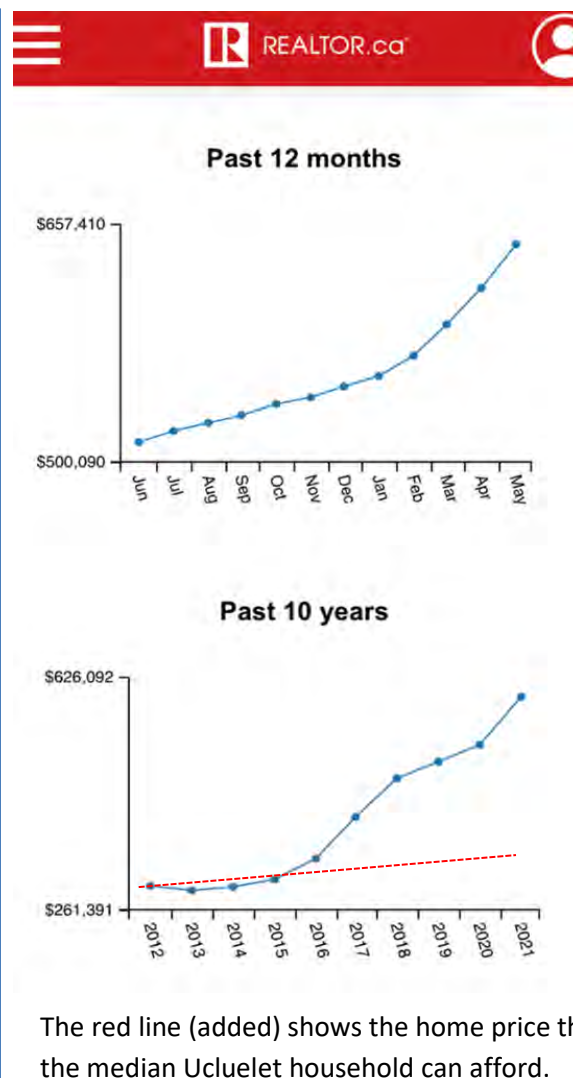
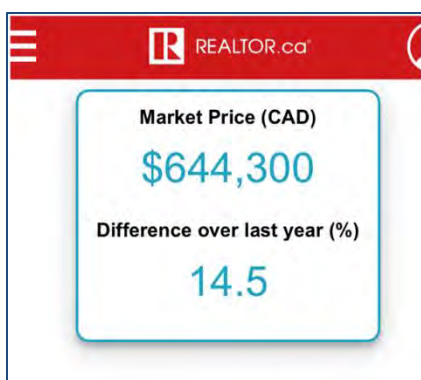
Ucluelet is at a pinch point. Like many communities across the country, housing affordability has become an issue at the forefront of concerns for most households. This is an issue for both community members and business owners; increasingly, housing issues are translating into staffing issues. This report is being presented in the context of:

- a doubling of local housing prices in the past decade;
- a draft OCP underway but not adopted;
- a global pandemic that is not over, which has upended travel, economics and livelihoods;
- a Housing Need Assessment underway for all West Coast communities;
- a real estate and building boom;
- escalating construction costs due to supply-chain bottlenecks and localized demand;
- the ongoing loss of existing rental housing stock to short term tourist accommodation rentals;
- the final year of this Council term; and,
- a Strategic Plan that includes a focus on Housing Affordability.

The market for residential properties is now being influenced by commercial / investment / accommodation value – these uses are no longer secondary to the value of the home. Instead these uses are driving the cost of local housing stock.

Increasingly, we are seeing new houses being constructed with purpose-built attached (with separate exterior access) motel units; these may meet the definition within the zoning but are no longer the B&B bedrooms down the hall within a family home. Additionally, what were formerly long-term rental secondary suites are being converted and put to use as STR’s for tourist accommodation.

All of the above have contributed to the recent rise in the price of land and housing - to the point that working Ucluelet families are essentially priced out of the market. This is acutely affecting both ownership and rental opportunities.



The red line (added) shows the home price that the median Ucluelet household can afford.

If sustained, a 14.5% year-over-year increase in the average market price means that home prices would double in less than 5 years.

The character of the town and the fabric of the community depends on people being able to see a long-term path to stable housing, to meet their family’s needs. Households make long-term decisions on where they will invest their time and money, where they will raise kids, volunteer and put down roots. These individual decisions affect how a community functions and how it defines itself. If it wishes to keep its values then Ucluelet, like many communities, will need to take an active role in addressing local housing issues on many fronts.

In this context, this report aims to briefly explore some short-term and long-term actions the municipality could take, and seek direction from Council on where best to focus energies and resources. These include:

- regulatory (particularly Zoning Bylaw) changes;
- building housing; and,
- creating a supportive environment for housing initiatives (i.e., governance & resources).

DISCUSSION:**Potential Strategies:**

To avoid getting buried in details at the outset, staff suggest that the best starting point is for Council to first consider and confirm the goals as outlined in the recommendations at the beginning of this report. Once Council has confirmed the goals for addressing the supply and affordability of housing, the next step would be for staff to provide more detailed information and a discussion of the pros and cons of pursuing each potential strategy, for further discussion and direction.

The following provides an overview of future strategies Council could consider.

A. Zoning:

Arguably the District's zoning needs to catch up with the times. Zoning can affect the amount, type, location and cost of housing in the community. Adjusting regulations within the zoning bylaw is perhaps the central lever that Council controls which can affect the supply and cost of housing over time. Some examples of zoning changes that could be explored include:

1. **Option: flip the status to put housing first (reduce B&B and increase ARDU zoning) – explore changing residential zones to make ARDU's an outright accessory use, and make a site-specific zoning amendment necessary for creating more short-term rentals instead.**

Currently, as mentioned above, commercial tourist accommodation use (a B&B) is an outright secondary use permitted in most residential zones in the District. At the same time, an Accessory Residential Dwelling Unit (ARDU) is not generally permitted; this accessory use would require a rezoning application. A handful of properties have successfully made application and rezoned to allow an ARDU for long-term accommodation.

An ARDU unit – also known as a cabin – provides a different type of housing unit than a secondary suite. By definition secondary suites are attached within the main house. A cabin for a renter or family member provides for a little separation and outdoor space, adding a different and often more livable long-term housing situation.

This is not to suggest that STR's be "banned"; the zoning could acknowledge those existing licensed B&B's but contain their further spread.

2. **Option: seek to create a diverse mix of residential zoning designations for different sizes and types of long-term residential housing, and apply a policy of seeking a majority of long-term housing within each new development.**

As properties within town come forward with rezoning applications, prioritize housing and more affordable forms of housing.

3. **Option: explore adding long-term ARDU housing as a permitted accessory use on properties already zoned for guest cabin accommodation.**

As we have seen during the pandemic, at times it may be more desirable for an owner of tourist accommodation to instead use it for residential housing. Such units are already dwellings built to code for long-term occupancy, with parking on site. If an owner wishes to lease a cabin to a long-term tenant, then that's one more resident housed.

4. **Option; clarify within the zoning bylaw and/or business licensing bylaw that the property must be the principal residence of the business licence holder.**

The B&B use regulations have long specified that it is the full-time and present resident of the dwelling who operates and administers the B&B. In other words, clarify within the bylaws that a tenant “manager” is insufficient to justify the accessory B&B use.

5. **Option: explore prioritizing housing within mixed-use buildings in the centre of town by removing resort condo as an outright permitted use.**

It has long been a policy to support more rental housing in the centre of town. The CS-2 zoning permits mixed-use multi-family (i.e., apartments above commercial uses) but also mixed-use resort condos. The CS-2 zoning would still allow *Hotel* and *Motel* uses, but this zoning change may encourage / protect the “apartment above the shop”.

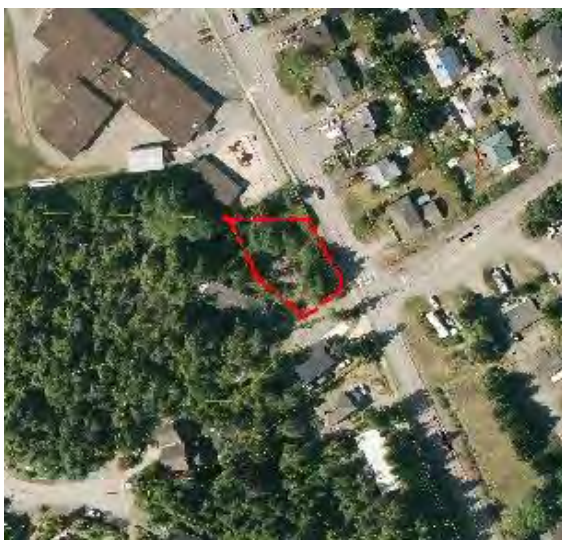
With any of these potential changes, a degree of public consultation and community input will be advisable and required. A greater degree of public engagement can raise awareness and acceptance of potential changes, but consequently takes more time and resources. Staff suggest that Council discuss and consider at a high level the degree of community input – early and/or ongoing - that might be appropriate with any potential options being explored.

B. Build Housing:

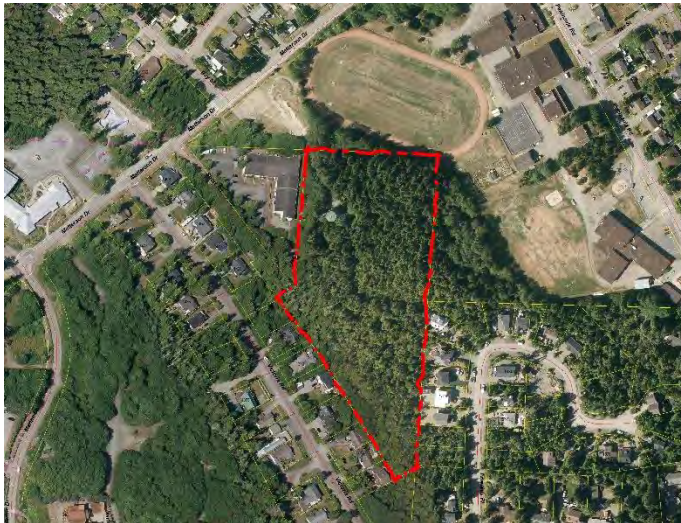
Option: explore, within the 5-year financial plan, funding capacity for one or more affordable housing projects on District-owned land.

The District of Ucluelet is not a large land owner, but some municipally-owned properties may be suitable for constructing housing. The District could prioritize these lands for strategically developing housing stock to fill the most critical gaps identified in the Housing Need Assessment (HNA). This may mean partnering with not-for-profit housing developers. Some lands that may be considered (and that have been previously identified and discussed at different points) include:

1. Peninsula Road at Alder Street. This property is next door to the elementary school and may be suitable for 3 or 4 townhouses; an affordable housing project at this location might prioritize single parents, seniors, etc. (again, the need to be identified from the HNA).



2. Matterson reservoir site. This is a large, treed property that could be an option for developing affordable ownership and affordable rental units. Access, servicing and subdivision would all be precursors to developing housing. The location is adjacent to both schools and the community centre. Park dedication and habitat values would also be key considerations.



3. Forbes Road behind public works yard. This District lot would need water and sewer services extended to it, and grading work to level the site. Located within the light industrial area, but also adjacent to the Tugwell Fields park, this might be most suitable for temporary worker and/or contractor housing.



as housing in a coordinated effort. Opportunities exist for working together to re-balance the local housing supply, create appropriate housing options for all community residents and also to create sustainable local economic development opportunities.

Process and Financial Implications:

Addressing community housing challenges will not be a single project or a one-time initiative. This should be approached as an ongoing area of service and adaptation within the community (see also 2018 report in **Appendix 'A'** for further context and background). As mentioned above, individual pieces may resolve as line items in the municipal Budget and 5-year Financial Plan. Other efforts will be tackled as part of core services and could at times affect all municipal departments – specifics will become clear as we get further down the path. As the community evolves the demand for services – including around housing – will increase and it can be expected that additional resources will become necessary. At this point, staff are seeking high-level Council direction; detailed decisions and supporting analysis will need to follow to ensure that these efforts are adequately resourced.

OPTIONS REVIEW AND NEXT STEPS:

It is recommended that Council consider providing direction on the goals for short- and long-term housing initiatives as described at the outset of this report. Staff would follow up with more detailed reports on the following for specific strategies, including:

- background, and experiences of other communities;
- budget implications;
- pros and cons;
- processes for public input; and,
- draft bylaws,

based on Council's direction on strategic housing initiatives.

Alternatively, Council could receive this report for information and revisit this discussion when the results and recommendations of the 2021 West Coast Housing Need Assessment are received later this fall.

Respectfully submitted: Bruce Greig, Director of Planning
John Towgood, Municipal Planner
Duane Lawrence, Chief Administrative Officer



STAFF REPORT TO COUNCIL

Council Meeting: June 26, 2018

500 Matterson Drive, Ucluelet, BC V0R 3A0

FROM: BRUCE GREIG, MANAGER OF COMMUNITY PLANNING

FILE NO: 6480-20-2018-OCF

SUBJECT: UCLUELET OCP – HOUSING ACTION PLAN

REPORT NO: 18-65

RECOMMENDATIONS:

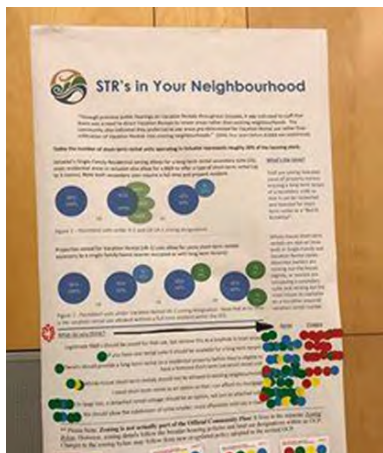
1. **THAT** Council provide feedback on the actions listed in the draft 2018 Housing Action Plan; and,
2. **THAT** the District proceed with commissioning a Community Housing Needs Assessment to analyze the current and emerging housing needs, identify gaps in the spectrum of existing and planned housing supply, and assist in identifying housing priorities in Ucluelet.

PURPOSE:

To provide Council with a brief background and preview of OCP housing discussions - plus a draft of potential short-term housing actions - and to seek direction on the immediate task of commissioning a Housing Needs Assessment.

Background:

Throughout the engagement of the Ucluelet Official Community Plan Update, initiated in 2016, a primary area of concern recognized by community members, staff and Council has been a suite of issues surrounding the supply and affordability of housing. During community consultation in March, housing was a key topic area and generated excellent discussion and feedback. Staff consider it timely to prompt further discussion focused on housing as the draft OCP takes shape. At the same time, other current community discussions could be informed by a clear picture of what the municipality is doing in this area. It is also timely to consider a series of short-term tasks to move forward on addressing these issues.



The 2016 Census counted a resident population of 1,717 people in Ucluelet, and a total of 735 occupied private dwellings. Gathered from the census data over the past ten years, Ucluelet has experienced 1.36% annual population growth, or 23 new residents per year; this could be considered strong, positive growth.

Over the same period, visitor growth and non-resident home ownership has also expanded considerably (though the numbers are not captured by the census). The advent of on-line advertising and bookings for short-term vacation rentals is depleting the supply of rental housing available to long-term residents in Ucluelet (and many other communities in BC). This is having a negative effect on both business viability and community well-being.

Over the past year the District has actively monitored and enforced its bylaws on short-term vacation rentals. Approximately 130 short-term rental units are active in the municipality, many in existing residential neighbourhoods. A number of long-term rental units, including secondary suites, have been converted to short-term rentals, displacing this supply of vital housing stock.

In April of 2018, the provincial government introduced two new pieces of legislation affecting how local governments address housing issues. Bill 18 will require local governments to commission a housing needs assessment within 3 years, and update the report every 5 years thereafter. It is expected that a completed needs assessment report will be a pre-requisite to provincial grant funding for affordable housing projects. Bill 23 will enable local governments to designate properties in their zoning bylaws exclusively for rental housing. This spring the federal government has announced new funding for affordable housing, including making land available to municipalities for the development of new affordable housing units. The details of these new regulations and funding have yet to be announced.

DISCUSSION: In response to the current housing situation, staff propose that the District pursue the following short-term housing action plan. Subject to Council approval of 2019 and 2020 budgets, the following actions are expected over the next two years:

2018 Short-Term Housing Action Plan:

1. Continue the program to actively monitor and enforce short-term rentals;
2. Commission a community Housing Needs Assessment report;
3. Explore the feasibility of creating temporary seasonal employee housing on municipally-owned property;
4. Look for opportunities to update the District's inclusionary zoning and density bonusing, particularly on lands previously designated as Comprehensive Development under a Master Development Agreement, to ensure a mix of affordable housing types are delivered with each phase of new development in the community;
5. Explore and seek community input on zoning amendments to:
 - a. ensure that the first rental unit on single-family residential lots is for long-term tenancy, with any additional short-term rental uses to depend on the continued existence of the long-term rental;
 - b. remove standalone short-term rental of single-family homes from the VR-2 zoning designation;
 - c. add options for infill of compact, more affordable units in existing and new neighbourhoods (e.g., small lots, rental cottages, etc.);
6. A number of federally-owned former Parks Canada and RCMP employee housing lots are now designated *Institutional* on the Schedule A Land Use Plan; create a new institutional Community Residential zoning designation for these properties, clarifying the community expectation for the future conversion of these lands to a possible variety of community care, shelter, supportive and affordable housing uses;
7. Explore the use of the new rental zoning powers proposed in Bill 23;
8. Explore the use of Development Cost Charges for affordable housing;
9. As a follow-up to the needs assessment, develop a municipal Affordable Housing Strategy – identifying the best focus of municipal resources when addressing housing issues; and,
10. Develop a District land and development strategy and explore the options for an ongoing affordable housing program.

It is expected that these actions would be revisited in a 2020 amendment to fine-tune the OCP. Meanwhile, these actions would enable the District to better understand the dynamics of the housing market and supply in Ucluelet, and also allow the municipality to be proactive on balancing the community housing needs as new development occurs.

Process, Timeline and Financial Implications:

A. Housing Needs Assessment:

Staff are presently working on the draft updated OCP chapters and maps. Engaging a consultant to get started on a Housing Needs Assessment does not need to wait to follow adoption of an updated OCP bylaw. Staff consider this a clear next step and recommend pursuing the assessment as soon as possible. The needs assessment will be a pre-requisite to upcoming provincial grant opportunities, and is expected to become a legislated requirement in the near future. The results of the needs assessment will also provide a solid background to help in the analysis of future rezoning proposals which may affect the amount and diversity of housing supply in the community.

The cost to complete a needs assessment is estimated to be approximately \$20,000. The funding of the needs assessment could be accommodated within the current allotment for the OCP project and other consulting in the 2018 budget. As an alternative, Council could wait to see if provincial grant funding is announced in September (as rumoured) to assist municipalities in undertaking these housing needs assessment reports.

Any additional costs for other tasks which fall outside the regular Planning operating budget would be brought forward to Council for consideration in its budgeting process.

B. Other Tasks:

The other tasks listed are either already underway or could be tackled in the work program over the next two years. As the draft OCP is coming together, staff see the document as a complete and current plan but with a number of areas to be expanded in the short term. Staff anticipate a near-term revision to the OCP to enable the District to adopt a comprehensive “2020 vision” looking at a 30-year horizon to 2050. The proposed housing action plan would provide a number of elements to build toward this.

OPTIONS REVIEW:

1. **THAT** Council provide feedback on the actions listed in the draft 2018 Housing Action Plan; **(Recommended)** and,
2. **THAT** the District proceed with commissioning a Community Housing Needs Assessment to analyze the current and emerging housing needs, identify gaps in the spectrum of existing and planned supply, and assist in identifying housing priorities in Ucluelet. **(Recommended);** or,
3. **That** Council defer action on a Housing Needs Assessment until the province has clarified what funding will be available, if any, to assist municipalities with this work.

Respectfully submitted: Bruce Greig, Manager of Planning
John Towgood, Planner
Mark Boysen, Chief Administrative Officer

DRAFT potential OCP Bylaw Amendment

At the end of Development Permit (DP) Area Designations and Guidelines section (Pg.110) add:

All lands within the boundaries of Ucluelet are designated as a Development Permit Area for the regulation of form and character of intensive residential development when being developed for:

- Detached Accessory Residential Dwelling Units (ADU's) (DPA IX)

After Steep Slopes insert the following (Pg.137):

DPA IX Intensive Residential Development of Detached Accessory Dwelling Units - Development Permit Area

Category

In accordance with Section 488 (1) of the Local Government Act the Accessory Dwelling Unit (ADU) Development Permit Area has been designated to guide the form and character of intensive residential development.

Justification

Residential neighbourhoods in Ucluelet are typically low density, composed predominantly of single family housing. Detached Accessory Dwelling Units provide an opportunity for infill housing that can “fit” within an existing neighbourhood without significantly altering its character or appearance. They have the potential to:

- Add diversity and choice in housing;
- Increase the supply of rental accommodation and provide an alternative to attached Secondary Suites;
- Provide accommodation for family members or caregivers;
- Create accessible living accommodation;
- Promote water and energy conservation; and
- Provide rental income to homeowners.

Respecting neighbourhood character and appearance is a priority when creating new ADU's. By considering key aspects of design such as site layout, building form and sustainability, Accessory Dwelling Units can become thoughtful and welcome additions to established neighbourhoods.

Exemptions

A development permit is not required for a ADU located in the Intensive Residential Development of Detached Accessory Dwelling Units - Development Permit Area when:

- Only internal alterations are made to an ADU;

- Minor exterior renovations to an ADU or a single family dwelling on a lot with an ADU are proposed that would not significantly alter the footprint or character of the building.

Interpretation of language

Where shall is used in a guideline, the guideline is mandatory. At the discretion of the Director of Community Planning, variations may be acceptable, where the intent of the guideline is achieved, to address a unique circumstance that would otherwise render compliance impractical or impossible.

Where should is used in a guideline, the guideline is strongly encouraged, but can be relaxed where unique circumstances require other actions that will still meet the intent of the guideline.

Guidelines

Preliminary Site Design and Layout

Preliminary site design and layout for ADU prioritizes privacy of neighbours, access to the suite and retention of green space. It also emphasizes design that adapts to the natural topography of the site.

- R1. The location of the ADU should minimize opportunities for overlook and shading on adjacent properties.
- R2. Protecting and retaining mature trees should be a key consideration during the early phases of planning for an ADU. The dwelling, including associated parking and access areas, should be located and designed to preserve existing trees on the subject property, as well as adjacent properties.
- R3. Hard (impervious) surfacing on a lot should be minimized. Limiting hard surfacing in front yards including parking areas and pathways.
- R4. Access to the ADU shall be provided by a minimum 1.0 m wide path that is clearly legible and provides direct access from the street to the dwelling.
- R5. Siting of an ADU should respond to the natural topography of the lot. Significant excavation and/or retaining is discouraged.
- R6. ADU may be considered through a variance process by Council on lots with two frontages (two front yards). Context will be a key consideration on properties where an ADU is proposed in the second front yard. A development variance application should evaluate the following:
 - The nature of the frontage where the ADU is to be constructed (e.g. is it an unconstructed road right-of way or developed street); and
 - The pattern of setbacks on adjacent properties.

Building Design

Seamless integration of an ADU in an established neighbourhood requires careful attention to architectural style and elements of building design.

ADU design should strive for a high degree of livability and comfort for tenants.

Design and Massing

- R7. Textured, durable, high quality cladding materials should be used to reinforce the residential character of an ADU.
- R8. Modular and pre-fabricated housing units are an option provided the residential character and permanence of the ADU is reinforced.

Sloping Sites

- R9. The scale and mass of the ADU should respond to the topography and natural features on the lot.
- R10. ADU should step in plan and section along the natural slope of the land.

Windows and Lighting

- R11. The size and placement of windows in an ADU should minimize overlook and be sensitive to neighbours' privacy.
- R12. Second storey windows facing adjacent properties and the space between the unit and the principal building should be designed to promote privacy and reduce overlook.
- R13. Skylights, clerestory windows and obscured glazing are encouraged.
- R14. Clear eye level windows may be permitted where it can be demonstrated that privacy and overlook on neighbouring properties are not issues.
- R15. Operable windows are encouraged to increase air flow and natural ventilation in the unit.
- R16. Lighting for the ADU should complement the building and landscape design.
- R17. Lighting should be kept to a minimum necessary for pedestrian safety and visibility. Consideration should be given to the number, location, and style of light fixtures, as well as the negative effects of light spilling into adjacent properties.
- R18. Light fixtures should be recessed. Fully cut off fixtures are encouraged. Motion sensor lights are discouraged.



Entrances

- R19. Entrances should provide weather protection and can include features such as recessed or covered entries.
- R20. When designing an entrance, consideration should be given to noise and/or privacy impacts for adjacent neighbours.
- R21. ADU's shall have individual unit identity numbers that are illuminated at night. Unit numbers shall be located on the ADU and in a clearly visible location along the nearest street frontage.
- R22. The primary entrance of the ADU should be oriented to a street whenever possible. Landscaping is encouraged to reinforce the location of entry.

Accessibility and Adaptability

R23. Based on the needs of the tenant, the design the unit should consider standards of adaptability and accessibility.

Roof Form

Buildings with simple and integrated roof forms are preferred to reduce visual impact and limit shading and overlook onto adjacent properties.

R24. One simple roof form is desired.

R25. Secondary roof forms, such as dormers shall be integrated into the main roof form.

R26. Dormers should be set back a minimum of 0.6 m from gable end elevations.

R27. Total dormer width for each elevation shall not exceed 40% of the width of the upper storey.

R28. On an ADU with a shed roof (slope of 3:12 or greater), the tallest portion of the building should be located to minimize impact on adjacent neighbours.

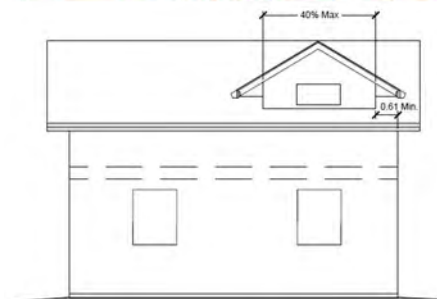
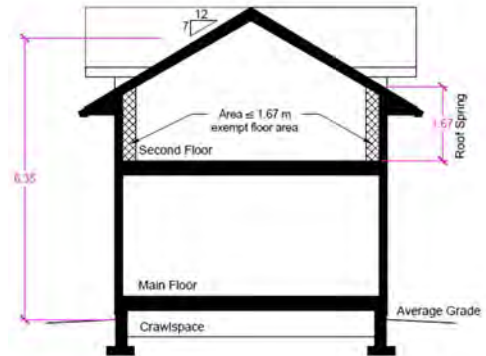
R29. On the second storey of an ADU with a sloping roof, the upper floor area shall be integrated into the roof form.

R30. The main roof on an ADU should spring from somewhere between the upper floor level and 1.67 m above it.

R31. Flat- or shallow-pitched roofs (slope less than 3:12) are discouraged.

R32. If a flat or shallow roof form is proposed, the massing should be located to minimize impacts on adjacent neighbours.

R33. Thoughtful landscape design can preserve neighbourhood character, maximize privacy, enhance remaining green space, protect biodiversity, and provide permeability. Protection of mature trees is a key element in quality landscape design.



Sustainability

Design that improves the natural environment by promoting conservation and careful management of stormwater are encouraged.

Sustainability considerations are outlined here, and in other sections of these guidelines, including building design, landscaping, and parking and access.

R34. Innovative building and landscape design is strongly encouraged.

R35. Consider low carbon building design and landscaping. This may include energy efficiency such as passive solar design for heating and cooling, and internal infrastructure to support solar panels.

- R36. Integrate water conservation into building and landscape design. This may include capturing rainwater from a roof and maximizing permeable surfaces on a site.
- R37. Consider stormwater management practices that mimic natural systems. The use of rain gardens, green roofs, bioswales, and landscaping can help to slow and clean rainwater, allowing it to slowly diffuse back to the natural water table.

Outdoor amenity space for residents

Improved livability can be accomplished through a variety of means, including the provision of useable and private outdoor space for ADU tenants.

- R38. Define and screen at-grade outdoor spaces through the use of landscaping, plantings, fences or trellises, and/or changes in grade.



Landscaping

Thoughtful landscape design can preserve neighbourhood character, maximize privacy, enhance remaining green space, protect biodiversity and provide permeability. Protection of mature trees is a key element in quality landscape design. A landscape plan is required at the time of application.

- R39. Mature trees and significant vegetation should be retained where possible.
- R40. Native and/or drought tolerant trees and plants suitable for the local climate are encouraged and should include a mix of coniferous and deciduous species. Invasive plants are prohibited.
- R41. Drought tolerant plants and deciduous trees on the south and west elevations are encouraged.
- R42. Side yards should be landscaped and integrated into useable outdoor spaces, where possible. Landscaping should include permeable surfaces, as well as native and/or drought tolerant plants suitable for the local climate.
- R43. Landscaping and/or fencing is encouraged along interior side and rear lot lines. Chain link fencing is not permitted.
- R44. Exterior side yards on corner lots should be designed and treated as the main entrance to the ADU. Screening and landscaping between the street and outdoor space should be used to define the transition from public to private space.



R45. Sufficient and useable on-site parking is a requirement for ADU's. Driveway and parking space design should consider rainwater management, protection of trees and impacts on adjacent properties.

R46. Driveway and parking space design should maximize rainwater infiltration through the use of permeable surfaces such as unit paving blocks, permeable concrete or asphalt, or driveway planting strips.

R47. A minimum of 35% of the area of the front yard should be permeable.



R48. Screening through the use of landscaping, plantings and/or fences should be used where driveway accesses and parking spaces are located along an interior side lot line.

R49. A space should be provided for garbage and compost containers for the ADU and it should be screened from view.

R50. Where possible containers should not be stored in rear or interior side yard setbacks.



Parking and Access

Sufficient and useable on-site parking is a requirement for ADU's. Driveway and parking space design should consider rainwater management, protection of trees and impacts on adjacent properties.

R51. Driveway and parking space design should maximize rainwater infiltration through the use of permeable surfaces such as unit paving blocks, permeable concrete or asphalt, or driveway planting strips.

R52. A minimum of 35% of the area of the front yard should be permeable.

R53. Parking for the ADU can be provided on a shared driveway with the principal building. A tandem parking configuration is possible, but discouraged for the ADU.

R54. For corner lots parking should be accessed via a driveway from the closest adjacent street.



R55. Screening through the use of landscaping, plantings and/or fences should be used where driveway accesses and parking spaces are located along an interior side lot line.

R56. At a minimum, one on-site parking space, for the ADU or the principal building, should feature an energized outlet capable of providing “Level 2” electric vehicle charging to the parking space.

R57. A minimum of one secure and weather protected bicycle parking space should be provided for an ADU.



REPORT TO COUNCIL

Council Meeting: May 31, 2022

500 Matterson Drive, Ucluelet, BC V0R 3A0

FROM: ABBY FORTUNE, DIRECTOR OF PARKS & RECREATION

FILE NO: 6240-60

SUBJECT: PILOT PROJECT FOR SINGLE NIGHT CAMPING

REPORT NO: 22- 69

ATTACHMENT(S): N/A

RECOMMENDATION(S):

THAT Council approve Option A, to undertake a single night overflow camping pilot project to address illegal camping within the boundaries of the District of Ucluelet; and

THAT Council direct staff to amend the Fees and Charges bylaw to allow the collection of nightly camping fees in the amount of forty dollars (\$40) plus GST.

BACKGROUND:

Over the past two camping seasons, the West Coast has experienced an ever-increasing amount of illegal and backroad camping. Within the boundaries of the District, residents and staff have noted a significant level of overnight camping in municipal parking lots, District roadways and private vacant lands. In addition, the region is seeing a significant increase of camping along the back roads.

Increased dispersed camping impacts the quality of life for residents and increases the operational and maintenance costs of District-owned parks and open spaces. Backcountry camping has also negatively impacted Indigenous Territorial lands and highly sensitive surrounding ecological areas, including local aquifers, and put our much needed first responders at risk. In addition, with some of the recent warmest and driest summers on record, uncontrolled camping contributes to an increase in wildfire risk.

Reservations at West Coast campgrounds fill up quickly, resulting in campers who don't have a reservation at an authorized camping area often arriving in Ucluelet and the surrounding area without a place to stay. To address the projected long-term impacts of increased dispersed camping in the area, the Alberni Clayoquot Regional District has struck a Dispersed Camping Coalition which is working on both short- and long-term solutions.

Currently the District has been utilizing our bylaw enforcement team to educate illegal campers regarding local bylaws and advise them to utilize official campgrounds. With most if not all

registered campgrounds full, these campers invariably end up seeking temporary campsites along local forest service roads, District lands or private properties. In response to these challenges, Staff are proposing the District of Ucluelet undertake a pilot project to provide single night emergency camping for those that are unable to find appropriate, registered camping spaces. An overview of the proposed 3-month pilot project (July through September) is outlined below.

- District's Bylaw Officers (to be confirmed) would direct campers to a designated emergency camping area (i.e. Rec Hall Parking Lot)
- Access would be limited to 8:00 pm – 8:00 am
- A gate would be opened at 8:00 pm and closed at 10:00 pm
- The gate would be opened at 8:00 am each morning and all campers removed by 9:00 am
- The campers would be required to pay for a single night – method to be determined
- Facility amenities would be limited to port-a-potties, garbage cans and tap water access
- Campers would be limited to one night (bylaw to verify through licence plate numbers)
- Fees collected would offset costs of signage, port-a-potties, barriers, and possible staffing
- Staff will provide a report on the Pilot Project in the fall

Revenues and Operating Cost Estimate

Expenses	
Signage	\$600
Fee collection system	\$1200
Portable Toilets (operation and maintenance)	\$2500
Chain Gate	\$1500
Total	\$5800
Revenue (max estimate)	
Camping Fees (\$40/night @ 20 sites @ 40 nights)	\$32,000
Total	\$32,000
Revenue – Expenses	\$26,200

ANALYSIS OF OPTIONS

Option A would support the development of a pilot project to address illegal overflow camping and allow Bylaw to redirect illegal camping within the boundaries of Ucluelet to a single night overflow area.

Option B would be status quo and relies heavily on education and removal.

A	Development of Overflow/ Emergency Camping Pilot Project	<u>Pros</u>	<ul style="list-style-type: none"> • Would potentially address the overflow camping on a short-term basis. • Directs illegal camping to a designated site in Ucluelet that is managed. • Less illegal camping within the boundaries of Ucluelet • Providing single overnight camping to Campers that were not aware of the camping restrictions
		<u>Cons</u>	<ul style="list-style-type: none"> • Staff time and District funds would be required to launch a Pilot Project of this nature. • Demand for emergency camping might be more than the District can accommodate. • Word may get out that the District is providing this service and increase the problem.
		<u>Implications</u>	<ul style="list-style-type: none"> • Alternate oversight options or postponement of the pilot project may need to be considered if the District is unable to hire a second bylaw officer. • Initial investment of funding to prepare the emergency camping site. • Recommendation to reallocate up to \$10,000 unused funding previously allocated to moving Tourism Ucluelet offices. • Increased Bylaw/Staff time required to monitor the site. • Increased Bylaw/Staff resources to direct campers to the site. • Increased Parks resources to clean and monitor the site. • Revenue from the site may offset all expenditures and increase bylaw enforcement costs.
B	Status Quo Focus on education	<u>Pros</u>	<ul style="list-style-type: none"> • Additional funds are not required. • No investment in preparing an emergency camping site required.
		<u>Cons</u>	<ul style="list-style-type: none"> • Bylaw continues to chase campers from one parking area to another. • Pushes illegal campers into neighbouring communities and First Nation Territories.
		<u>Implications</u>	<ul style="list-style-type: none"> • Continued increase bylaw enforcement time needed to address illegal camping.
		<u>Suggested Motion</u>	No motion is required

POLICY OR LEGISLATIVE IMPACTS:

The Fees & Charges Bylaw would need to be amended to reflect collection of fees.



REPORT TO COUNCIL

Council Meeting: May 31, 2022

500 Matterson Drive, Ucluelet, BC V0R 3A0

FROM: JAMES MACINTOSH, DIRECTOR OF ENGINEERING SERVICES

FILE NO: 3070-01

SUBJECT: CONTRACTOR'S TEMPORARY LAND USE

REPORT NO: 21- 70

ATTACHMENT(S): N/A

RECOMMENDATION(S):

THAT Council approve Option A, to authorize the use of District-owned land to temporarily house contractors while working on District capital projects; and,

THAT Council direct Staff to return to Council with the details and planning necessary to administer temporary contractor housing.

BACKGROUND:

The District is experiencing unprecedented high housing and short-term accommodations costs which has increased the cost of construction for the District. Contractors are including the cost of accommodations for their workers into their construction estimates and these fees are contributing to construction cost escalations.

District Staff propose a strategy to reduce these costs by offering District land to contractors to temporarily house their workers in recreational vehicles (RV) while working on District capital projects. General Contractors working on the Village Green and Peninsula Road capital projects in the Fall of 2022 and winter of 2023 would be allowed to house workers in RVs on District land throughout construction. Rec Hall parking lot is an example of an area which could potentially be used by contractors for this purpose.

The contract period for Village Green and Peninsula Road are approaching quickly. The details of the proposed program have not yet been worked out; however, Staff are asking for Council's general approval to move forward with the strategy and direct Staff to return to Council once the details are worked out. If acceptable by Council, Staff would include the land use option into the upcoming Request(s) for Proposals.

ANALYSIS OF OPTIONS

Option A is advantageous for the District because it saves costs and opens opportunities to contractors which might be reluctant to provide services to the District due to the housing

shortage. There will be no direct capital cost to contractors for the use of the land; however, all saved housing expenses identified and would be deducted from the construction cost estimate. The agreements will be closely aligned with the District’s Temporary Use Bylaw, requiring a primary contact, site servicing needs including water, sewer, hydro, and garbage disposal as well general conditions including site rules and safety requirements.

A	Approve the use of District-owned land to temporarily house contractors and direct Staff to return to Council for further approval	<u>Pros</u>	<ul style="list-style-type: none"> • Reduced construction costs • New temporary housing options for contractors • Access to more contractors
		<u>Cons</u>	<ul style="list-style-type: none"> • District Staff’s time to manage the program
		<u>Implications</u>	<ul style="list-style-type: none"> • Staff time required to facilitate and manage the agreements • No cost to the District • Capital savings on construction projects
B	Do not proceed with the proposal	<u>Pros</u>	<ul style="list-style-type: none"> • No additional work needed from District Staff
		<u>Cons</u>	<ul style="list-style-type: none"> • No savings on construction costs • Missed opportunity cost • Housing shortage for General Contractors limits proponents
		<u>Implications</u>	<ul style="list-style-type: none"> • High construction costs remain
		<u>Suggested Motion</u>	No motion is required.

POLICY OR LEGISLATIVE IMPACTS:

- Zoning Bylaw No. 1160, 2013

NEXT STEPS

- Include the option in the Village Green and Peninsula Road projects
- Provide Council with a mid-summer report

Respectfully submitted:

JAMES MACINTOSH, DIRECTOR OF ENGINEERING SERVICES
 DUANE LAWRENCE, CAO



REPORT TO COUNCIL

Council Meeting: May 31, 2022

500 Matterson Drive, Ucluelet, BC V0R 3A0

FROM: JAMES MACINTOSH, DIRECTOR OF ENGINEERING SERVICES

FILE NO: 5840-01

SUBJECT: RECREATIONAL VEHICLE PARKING PILOT

REPORT NO: 21- 72

ATTACHMENT(S): DISTRICT PARKING MAP

RECOMMENDATION(S):

THAT Council approve Option A, authorize the Staff to undertake a Recreational Vehicle Parking Pilot Project for 2022.

BACKGROUND:

Seasonal recreational vehicle parking has been a concern in the District for many years. As far back as 2006, Traffic & Parking Amendment Bylaw No. 1019 aimed at limiting RV parking on Peninsula Road.

In recent years, the District has begun addressing parking challenges by adding a parking lot for general use, Cedar Hub, and directing RVs to park in a smaller lot called Cedar Parking.

Advancing these efforts, the District's RV parking pilot project aims to further reduce road congestion and dangerous conditions caused by RVs. The pilot will begin in June and end in October with a follow-up report to Council to discuss the results and determine next steps.

The proposed pilot project would take advantage of readily available parking locations ideal for RVs and use signage to direct vehicles to those locations. Attached in Council's agenda is a District-wide map showing current parking lots, future potential opportunities for adding parking and the RV parking areas to be used in this pilot project.

The pilot project will entail the following elements:

- Installation of signage to direct RV's to designated RV parking areas along, Seaplane Base Road, Small Craft Harbour, and Cedar Road;
- Installation of no-RV parking signs in select areas where RV parking is hazardous/problematic; and,
- Publishing of a RV parking guide/map to direct RV's to preferred parking areas.

Staff estimate that the total cost of the project would be \$2,000 and could be funded through existing operational funds.

Important to note, the community would benefit from a District-wide traffic and parking study which reviews vehicle use wholesale and provides long-term solutions. Managing the traffic and parking dynamic will be an iterative process that studies current conditions and gets ahead of forecasted growth.

ANALYSIS OF OPTIONS

A	Authorize the Recreational Vehicle Parking Pilot	<u>Pros</u>	<ul style="list-style-type: none"> Reduces road congestion and dangerous conditions caused by RVs
		<u>Cons</u>	<ul style="list-style-type: none"> There's a change in the community to monitor and manage with RVs parking in different locations than in previous years
		<u>Implications</u>	<ul style="list-style-type: none"> Staff time required to set up and implement the pilot Cost of signage
B	No action	<u>Pros</u>	<ul style="list-style-type: none"> No resources are necessary
		<u>Cons</u>	<ul style="list-style-type: none"> RVs continue to cause congestion and unsafe conditions
		<u>Implications</u>	<ul style="list-style-type: none"> No cost to the District Staff time isn't required to set up and manage the pilot
		<u>Suggested Motion</u>	No Motion is required.

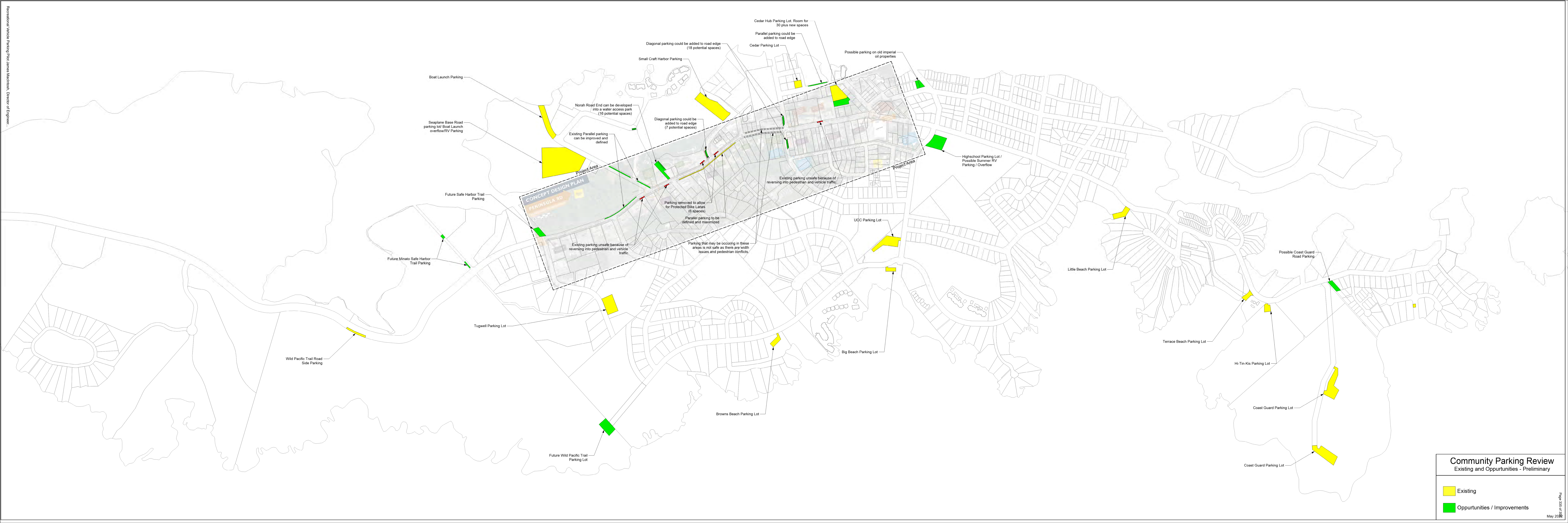
POLICY OR LEGISLATIVE IMPACTS:

N/A

NEXT STEPS

- Purchase and install the signs needed for the pilot
- Begin monitoring the pilot and prepare to return to Council with an update

Respectfully submitted: JAMES MACINTOSH, DIRECTOR OF ENGINEERING SERVICES
DUANE LAWRENCE, CAO



Community Parking Review
Existing and Opportunities - Preliminary

- Existing
- Opportunities / Improvements

THE CORPORATION OF THE
TOWNSHIP OF SPALLUMCHEEN

TEL. (250) 546-3013
FAX. (250) 546-8878
OUR FILE NO.

4144 Spallumcheen Way
Spallumcheen, B.C. V0E 1B6

Email: mayor@spallumcheentwp.bc.ca

May 3, 2022

www.spallumcheentwp.bc.ca

OFFICE OF THE MAYOR

File: 0375-01
sent via email

Department of Finance Canada
Tax Policy Branch

fin.luxury-luxe.fin@fin.gc.ca

Re: Luxury Tax on Recreational Boats

The Township of Spallumcheen prides itself on ensuring that farming, business and tourism can cohesively exist together, with each industry complementing the other. The proposed 10% luxury tax on the sale of boats valued at more than \$250,000 is sure to be detrimental to the livelihood of many who live and work in the Okanagan.

Certain niche markets, like the one in the District of Sicamous, known as the Houseboat Capital of Canada, will be severely affected by this tax. Sicamous is famous for its amazing scenery, hospitality and, of course, houseboating.

The local houseboat manufacturers and rental businesses are instrumental in the success of the community, as they provide employment for residents, in both manufacturing and tourism industries. Introducing this luxury tax will have devastating effects on the District of Sicamous, essentially crippling a large portion of their industry.

In support of the District of Sicamous, the Township of Spallumcheen Council wishes to respectfully request the federal government reconsider this luxury tax and consider the impact it will have on local small business in the Sicamous area and the community.

Thank you for your attention to this matter. If you have any questions in this regard, please contact the undersigned.

Respectfully,



Christine Fraser
Mayor

cc: Member Municipalities

Medical Clinic David McColm & Sandra Benassini
David McColm & Sandra Benassini
Ucluelet residents

From: [David McColm](#)
Info Ucluelet
Subject: Re: Medical Clinic
Date: May 12, 2022 10:35:27 AM
Attachments: [Ukeasunset.png](#)

[External]

Hello Mayor Noël, council members & staff,

My wife & I saw the article in the Times Colonist about the financial issues facing Dr. Marshall & the medical clinic. We just wanted to say that we support all that can be reasonably done by the District of Ucluelet (and others) to help maintain a viable medical clinic in Ucluelet. It's too important/vital a service to not do otherwise. Thank you.

All the best,
David McColm & Sandra Benassini

719 Rainforest Drive, Ucluelet
(604) 938-6605

UPDATE TO AVICC EXECUTIVE ON SHELLFISH AQUACULTURE MANAGEMENT ADVISORY COMMITTEE

May 5th, 2022

From: Daniel Arbour, AVICC - DFO/SAMAC representative

RE: Updates on DFO Shellfish Aquaculture Management Advisory Committee

Dear AVICC Executive and Staff,

This is my last update for the term as your representative on the DFO Shellfish Advisory committee. I have very much enjoyed the work and participation in the Committee, and am happy to report that over the past three years long-standing recommendations from Coastal communities regarding conditions of tenures and debris management was addressed by the industry and Federal government through both voluntary and regulatory measures. While change will not happen overnight, the direction is set for addressing ongoing concerns, which will help local government continue to support the sector and activities.

The latest meeting of SAMAC was on April 25th, 2022, and we covered the following topics:

Update on Conditions of Shellfish License taking effect in 2023

To refresh your memory, in 2021 DFO introduced the following new criteria as part of shellfish tenure conditions of license:

- 1) *New requirement for every company to label every piece of equipment and gear from 2023 on.*
This was seen as a key item to support producer responsibility, and accountability to the public.
- 2) *New requirements around traceability procedures.* DFO reported a large amount of illegal harvest finding their way through processing plant over the years. The new traceability standard is expected to put a significant dent into the flow of illegal product.
- 3) *Fish Habitat and Sea Floor Protection.* New protocols will trigger regular ocean clean-ups at farms. Quite often, debris that floats or finds its way to shore represents only a fraction of lost gear, which settles on the ocean floor.

2022 UPDATE: This is still on track to take effect. At the April 25th meeting DFO asked the advisory committee to what extent they should pursue non-compliant cases moving forward. I spoke up in favor of applying fines and threats to pull licenses for egregious cases where existing and new regulations are

not followed. No one from the other stakeholder groups opposed this comment, so DFO took this under advisement.

Aquaculture Area-Based Management set to be piloted in British Columbia

DFO confirmed that they will soon announce the first Area-Based pilot area in BC. They received 4 applications from different regions, and the selected area will be supported for the next two years. The goal of aquaculture area-based management is to establish principles of indigenous co-governance, ecosystem-based practices, and multi-stakeholder engagement in area planning and management. There is a thought that if things proceed well elements of this could be considered for the new Aquaculture Act, and perhaps shape overall coastal federal policy in the future.

Province of BC Update

BC staff reported on the changes to the Ministry, with split of a Ministry of Forests, and a new Ministry of Land, Water, and Resource Stewardship. Staff confirmed that permits and licenses for aquaculture will stay with the Ministry of Forests, while the Ministry of Agriculture will continue with involvement on the sanitation and traceability aspects of the sector.

Norovirus, Local Government and Septic/Sewage

In March/April 2022, a [norovirus outbreak](#) in oysters affected over 500 people in the US and Canada, linked to processing plants on the East side of Vancouver Island. This served as a good reminder that local government and the Province are not finished in diminishing the risk to ocean environments from our human waste (ie septic and sewage systems). At the April 25th meeting, I invited the CAO of our Comox Valley Regional District to make a presentation around the frameworks for septic/sewage management in BC; the role and opportunities for local government; and specifically efforts around consideration of a sewage connection system around Baynes Sound, and consideration of septic regulations. It was noted that only a couple of Regional Districts have septic regulations, and the shellfish sector noted that existing provincial regulations seem inadequate to reduce risks. A good conversation ensued, and perhaps in the future AVICC could support broader conversations around this topic as it can affect all marine life and ocean foods.

Terms of Reference for the Committee

Lastly, minor amendments to the SAMAC terms of reference were presented and adopted by members. These aim to clarify length of appointments, and facilitate better Indigenous participation in the future.

And with that dear colleagues, I want to thank you for the appointment; for your work on the AVICC executive, and I always welcome any questions you may have.

Best,

Daniel Arbour / Director Area A, Comox Valley Regional District / reachme@danielarbour.ca / 250-650-8480



May 18, 2022

District of Ucluelet
PO Box 999
Ucluelet, BC V0R 3A0

Attention: Mayor Noel and Councilors Cole, Hoar, Kemp and McEwen

**RE: Marine Drive Public Walkway – Pedestrian Crossing
The Ridge VIS 6275
515 & 545 Marine Drive, Ucluelet**

We write on behalf of the Council of Owners, Strata Plan VIS4490

The Strata Council of The Ridge wishes to bring to your attention concerns about the safety of pedestrians travelling along the Marine Drive public walkway. The walkway crosses The Ridge driveway; but there are limited visual clues to notify the users of the walkway of this. (both pedestrians and drivers)

The Ridge Strata Council requests that the paint markings on this portion of the walkway be upgraded to match the rest of the pedestrian crossings along Marine Drive. (See photos attached)

We appreciate your consideration and look forward to further discussion.

Yours truly,
ARDENT Properties Inc.

A handwritten signature in black ink, appearing to read 'C Brice'.

Christine Brice
Strata Manager

CB



Marine Drive Pedestrian Crossing Sample



Marine Drive pedestrian crossing at Ridge driveway

From: [Zaheer, Adil](#)
To: [Info Ucluelet](#)
Cc: [Duane Lawrence](#); [Olynyk, Ted](#); [Louwers, Karla](#)
Subject: BC Hydro - 2022 UBCM
Date: May 17, 2022 10:46:19 AM
Attachments: [BC Hydro UBCM Meeting Request Form.docx](#)



May 17, 2022

Dear Mayor Noel and Council:

BC Hydro is pleased to offer local government officials with the opportunity to meet with our senior leadership during the week of September 12 at the 2022 UBCM Convention in Whistler.

If you would like to arrange a meeting, please fill out the attached form and return it with your email request to Adil Zaheer (adil.zaheer@bchydro.com) by **Friday, June 17**.

By doing so, we can ensure better preparation and a more effective meeting with you. We will provide full details when we confirm your meeting date and time.

If you have any questions, please don't hesitate to contact me at 250-618-6267.

Sincerely,



Ted Olynyk
Community Relations Manager
Vancouver Island – Sunshine Coast

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UBCM 2022 Meeting Request Form* with BC Hydro

Municipality/Regional District:
Attendees:
Topic: (Please pose as a question) 1. 2. 3.
Background:
Key Contact:

***Note: Please submit by or before Friday, June 17, 2022.**



INFORMATION REPORT

Council Meeting: May 31, 2022
500 Matterson Drive, Ucluelet, BC V0R 3A0

FROM:	PAULA MASON, MANAGER OF CORPORATE SERVICES	FILE NO: 0550-20
SUBJECT:	RESOLUTION TRACKING – MAY 2022	REPORT NO: 22-65
ATTACHMENT(S):	RESOLUTION TRACKER – MAY 2022	

PURPOSE

The purpose of this report is to provide Council with a monthly status update on resolutions that have been adopted by Council.

BACKGROUND

The resolution tracking report, attached, provides Council with an overview of actions resulting from resolutions of Council. Trackers are assigned to staff with the following progress designations:

- Assigned – action has not yet commenced;
- In Progress – action has been taken by Staff; and,
- Complete – action has been completed.

Items will be removed from the list after actions are shown once as being completed.

Respectfully submitted: PAULA MASON, MANAGER OF CORPORATE SERVICES

Meeting	Date	Agenda Item #	Meeting Item Description	Resolution	Action	Staff Responsible	Department Responsible	Follow-Up Status
Regular Council	September 25, 2018	11.3	Lease with Ucluelet & Area Historical Society	THAT Council approve recommendation 1 of report item, "Lease with Ucluelet & Area Historical Society", which states: THAT Council enter into a lease agreement with the Ucluelet and Area Historical Society that is similar to their original Provincial Lease #111228 – Block A District Lot 1507, Clayoquot Land District for approximately 2.4 hectares	Meet with UAHS looking at options. UAHS to get back to Ms. Fortune to confirm the direction they would like to proceed	Abigail Fortune	Parks & Recreation	In Progress: Letter is being sent to the historical society with a deadline attached
Regular Council	May 14, 2019	13.4.	Zoning Amendment, Housing Agreement & DVP (354 Forbes Road)	THAT Council, with regard to the proposal to renovate the building on Lot 17, District Lot 281, Clayoquot District, Plan VIP76147 (354 Forbes Road) and request for zoning amendments to permit commercial tourist accommodation on the property; give third reading to the "District of Ucluelet Zoning Bylaw Amendment Bylaw No. 1248, 2019"; give third reading to the "Ucluelet Housing Agreement Bylaw No. 1249, 2019"; and issue Development Variance Permit DVP19-03	Bring Bylaw No. 1248 & No. 1249 for adoption, once all conditions are met	Bruce Greig	Planning	Council confirmed conditions of approval at Mar15 regular meeting.
Regular Council	December 10, 2019			THAT Staff provide Council with options for rejuvenating the Frank Jones Memorial site.	Staff to provide Council with options for rejuvenating the Frank Jones Memorial site	Abigail Fortune	Parks & Recreation	In Progress - This will be part of overall master plan for Tugwell Field Area - Planning 2022
Regular Council	January 14, 2020			THAT Staff work with Black Rock Oceanfront Resort & Spa to identify unique solutions for navigation to the resort	A.) Staff to incorporate options for directional landmarks in designs for Peninsula Road B.) Staff to follow up with Black Rock to discuss options for appropriate directional signs	Bruce Greig	Planning	In Progress - pending design phase of Peninsula Road project.
Regular Council	June 23, 2020	13.1	District of Ucluelet Flood Mapping Project Bruce Greig, Manager of Community Services	THAT Council earmark the results of the flood mapping project for upcoming discussions in the Strategic Planning update and subsequent Budget preparations, for next steps to: update Emergency Preparedness plans; consider resiliency in long-term Asset Management planning; consider changes to development regulations, including a process for public consultation, as they relate to existing properties; and, consider new policy on future developments to avoid areas of flood risk.	Use report findings to update strategic planning, emergency preparedness plans, asset management planning, development regulations, policies related to development and subsequent budget preparation.	Joseph Rotenberg	Administration	Assigned: this will be brought back during strategic and budget planning.
Regular Council	July 14, 2020		Audio Visual Upgrades for the Main Hall	THAT Council approve using up to \$60,000 RMI funds for Audio Visual (AV) upgrades to the Main Hall at the Ucluelet Community Centre.	Implement AV upgrades.	Abigail Fortune	Parks & Recreation	In Progress - Final installation underway
Regular Council	October 13, 2020	13.1	Revised Covenant and Option to Purchase - Lot 13 Marine Drive Bruce Greig, Manager of Community Planning	THAT Council indicate that the offer to provide funding in the amount of \$320,000.00 to support the servicing and infrastructure of the development to reduce the cost of units to qualifying households would remain valid until September 1, 2025, and would be payable upon the owner obtaining a final occupancy permit for the last of the 33 houses to be built on the proposed lots.	Pay funds to the developer if and when occupancy permits are issued.	Donna Monteith	Finance	Assigned: Long Term Project Subject to Developer performance.
Regular Council	December 15, 2020	14.1	Development of "The Cabins" Properties in the Reef Point Area John Towgood, Planner 1	THAT Council authorize the following: a. discharge of Statutory Right-of-Way EL10355 from the Cabins Property, as defined in this report, at the time the subdivision is registered to redefine the parcel boundaries for the subject properties; and, b. removal of section 3 a from Statutory Right-of-Way EL10354 from the Lodge and the Staff Housing Property, as defined in this report, at the time the subdivision is registered to redefine the parcel boundaries for the subject properties; and,	Refer Discharge and Amendment of SRWs to the subdivision process once application is received.	Bruce Greig	Planning	Survey underway. Pending receipt of subdivision application.
Regular Council	June 15, 2021	13.4	Resolution Tracking - May 2021 Paula Mason, Administration Clerk	THAT staff provide a report to Council with options for the investment of Barkley Community Forest Funds at an upcoming Council Meeting.	Staff to provide report.	Duane Lawrence	CAO	Bylaw and policy under development as directed from CoW.
Regular Council	September 21, 2021		Dr. Carrie Marshall and Faye Missar, Coastal Family Resource Coalition Re: Harm Reduction	THAT Council direct Staff to bring back the alcohol harm reduction information to a future meeting for Council discussion.	Draft report and bring back alcohol related information for Council discussion.	Abigail Fortune	Recreation	In progress COW Report - late Spring
Regular Council	October 12, 2021	13.1	Every Child Matters Crosswalk Courtney Johnson	THAT Council Consider implementing an Every Child Matters crosswalk during the 2022 Budget process.	Added to 2022 budget. Workplan in progress.	James Macintosh	Public Works	Determining suitable locations for consideration.
Regular Council	October 26, 2021	11.1	Review of Bylaw 967, 2004 Rick Geddes, Fire Chief, Ucluelet Fire Rescue	THAT Council directs staff to update Bylaw No. 967, 2004 in the form of a new bylaw to regulate the sale, use, and possession of fireworks within the municipality by: a. prohibiting the sale, use, or possession of Consumer fireworks; and, b. permitting the use of Display Fireworks and Special Effect Pyrotechnics through a permitting process.	In progress	Rick Geddes	Fire & Emergency Services	In progress
Regular Council	October 26, 2021	13.1	Correspondence Regarding Bay Street Speed Controls and Crosswalk	THAT Council direct Staff to present a report regarding speed controls for consideration at a future meeting of Council.	Added to 2022 budget. Workplan in progress.	James Macintosh	Public Works	Presentation coming up in April with guideline/policy suggestions
Regular Council	December 14, 2021	11.3	Parking Concerns 1624 Bay Street James Macintosh, Director, Engineering Services	THAT Council direct staff to relocate the pedestrian pathway and cross walk currently located on the west side of Bay Street to the east side of Bay Street.	Develop new routing plan; convey plan to affected residents and implement project.	James Macintosh	Public Works	Re-alignment will occur with next paving project.

Meeting	Date	Agenda Item #	Meeting Item Description	Resolution	Action	Staff Responsible	Department Responsible	Follow-Up Status
Regular Council	March 29, 2022	9.1	Firehall Feasibility Study Rick Geddes, Fire Chief (PowerPoint presentation by Todd & Scott Zukiwsky)	It was moved and seconded THAT Council go into a Committee of the Whole at 5:24pm to discuss Item 9.1 on the agenda.	Proceed with the investigation into the next steps for the replacement of the firehall. Council indicated their desire for Staff to include an option for the BC Ambulance service to be housed within a new firehall. Council indicated their support for an Emergency Services Facility Steering Committee to work with the Staff on the facility development. Council indicated their support to invest in repairs and maintenance of the firehall until such time as a replacement hall has been built.	Rick Geddes	Fire & Emergency Services	Assigned
Regular Council	March 29, 2022	11.6	2023 Larch Road Multi-Use Path Project - Grant Applications John Towgood, Municipal Planner	It was moved and seconded THAT Council, with regard to the 2023 Larch Road Multi-Use Path project, direct Staff to: Ap ply for both the Active Transportation Fund (Federal) and the BC Active Transportation (Provincial) grants. Prepare a letter of endorsement from the District of Ucluelet to the two granting agencies to highlight the following points: That creating a safe and welcoming environment for people on foot and on bicycles in Ucluelet's commercial core is of high importance to the community and its livability. That making this core area of Ucluelet's public realm more accessible is important to achieve the community's goal to be more inclusive and equitable. That the proposed works are critical to safely integrate the expected increase in cycling traffic from the new Pacific Rim National Park Reserve's 7apsciiik tašii multi-use pathway and the Peninsula Road Safety and Beautification project. That the improvements in the project area's pedestrian and cycling movement and the beautification of the project area would enhance the visitor and resident experience and support Ucluelet businesses.	Prepare letter of endorsement and apply for Active Transportation Fund & BC Active Transportation grants	Bruce Greig	Planning	ATF grant (federal) application complete. BC ATF grant not yet open.
Regular Council	March 29, 2022	11.5	Harbour Authority Request for Letter to address creosote pilings replacement Abby Fortune, Director of Parks & Recreation	It was moved and seconded THAT Council approve Option A, to write a letter to the Department of Fisheries (DFO), Small Craft Harbours, asking that they consider using materials other than creosote, when replacing pilings in the harbour.	Write & Forward letter to DFO	Paula Mason	Administration	In Progress
Regular Council	March 29, 2022	11.3	Road Closure Request for the Porsche Club Show & Shine event Abby Fortune, Director of Parks & Recreation	It was moved and seconded THAT Council approve option A, to authorize the closure of a short section of Main Street (in front of Whiskey Landing) and Cedar Road (in front of the Village Green), and the Main Street Dock (Whiskey Dock) from 9:00 a.m. to 4:00 p.m. on Saturday, May 14th, 2022 for the Porsche Club 'Show and Shine' event.	Add road closure to Work Order system?	Abigail Fortune	Recreation	Assigned
Regular Council	March 29, 2022	11.2	Notice of Property Disposition Abby Fortune, Director of Parks & Recreation	It was moved and seconded THAT Council authorize staff to issue a public Notice of Proposed Property Disposition, in accordance with section 94 of the Community Charter, for a portion of Lot A, Pian VIP569363, District Lot 281, Land District 09 Except Plan VIP75072 and more commonly referred to as 500 Matterson Drive to the Ucluelet and Area Childcare Society, by way of lease for a term of five years from April 1, 2022, to March 31, 2027, in the amounts of \$23,653.83 in 2022 (pro-rated), \$32,169.21 in 2023, \$32,812.59 in 2024, \$33,468.84 in 2025, \$34,138.22 in 2026, and \$8,705.25 in 2027 (pro-rated) exclusive of tax and utilities; and further THAT Council direct staff to execute the lease agreement accordingly.	Publish Public Notice Execute Lease Agreement	Abigail Fortune	Recreation	Assigned
Regular Council	March 29, 2022	11.1	Tsunami Risk Tolerance - Interim Policy Bruce Greig, Director of Community Planning	It was moved and seconded THAT Council adopt Tsunami Risk Tolerance – Interim Policy #8-5280-1.	Update policy binder and website	Paula Mason	Administration	Complete
Regular Council	March 29, 2022	10.1	Election and Assent Voting Bylaw No. 1305, 2022 Paula Mason, Manager of Corporate Services	It was moved and seconded THAT Council approve Option A, to give Election and Assent Voting Bylaw No. 1305, 2022 first, second and third readings as presented.	Update bylaw with dates of readings and prepare adoption report	Paula Mason	Administration	Complete
Special Council	April 19, 2022	14.2	Update on Village Green: Main & Cedar Intersection Bruce Grieg, Director of Community Planning	It was moved and seconded THAT Council direct staff to explore costs for adding parking stalls within the current extents of the Cedar Road Parking Hub, for consideration in the 2023 budget.	Explore costs for exploring the addition of parking stalls within the Cedar Hub Parking Hub, for consideration in the 2023 budget.	James Macintosh	Public Works	Under investigation as of May 24
Special Council	April 19, 2022	13.1	Notes from meeting of Ucluelet Concerned citizens - March 21, 2022 Patricia Sieber, Ucluelet Concerned Citizens group	No motion made - direction given from Council during Correspondence Items section	Add more Notice Boards in town (Community Centre / Municipal Building / Post Office). Inquire as to the use of the digital sign outside the high school.	Samantha McCullough/Abby	Administration	Assigned
Special Council	April 19, 2022	13.1	Notes from meeting of Ucluelet Concerned citizens - March 21, 2022 Patricia Sieber, Ucluelet Concerned Citizens group	No motion made - direction given from Council during Correspondence Items section	Mount more informational boards in the area of the Village Green project.	Samantha McCullough/Bruce	Administration	Assigned
Special Council	April 19, 2022	11.2	CARE Network Proposal For Comprehensive Animal Related Services Paula Mason, Manager of Corporate Services	It was moved and seconded THAT Council approve Option A, to direct staff to write a letter of support to ACRD asking that they consider CARE Network's proposal to establish a regional West Coast animal kenneling service; and further, THAT Council direct staff to write letters of support on behalf of the CARE Network for use in any grant applications they chose to submit.	Forward a letter to the CARE Network regarding Council's decision and highlight the requirements needed for a municipality to consider them as a service provider. Provide a letter of support to the CARE Network supporting their application to become a regional service through the ACRD.	Paula Mason	Administration	Complete

Meeting	Date	Agenda Item #	Meeting Item Description	Resolution	Action	Staff Responsible	Department Responsible	Follow-Up Status
Special Council	April 19, 2022	11.1	Amphitrite Point Park Project Funding Abby Fortune, Director of Parks & Recreation	It was moved and seconded THAT Council direct staff to remove the landscaping component from the Amphitrite Point Park Project. It was moved and seconded THAT Council direct staff to amend the 2022-2026 capital budget to include an additional allocation of \$331,230 from the Resort Municipality Initiative funds for total project cost of \$1,692,000 for the Amphitrite Point Park Project. It was moved and seconded THAT Council direct staff to proceed with the issuance of a request for proposal for the completion of the Amphitrite House project.	Remove the landscaping component and proceed with the issuance of a request for proposal for the completion of the Amphitrite House project.	Abigail Fortune	Recreation	Assigned
Special Council	April 19, 2022	11.1	Amphitrite Point Park Project Funding Abby Fortune, Director of Parks & Recreation	It was moved and seconded THAT Council direct staff to remove the landscaping component from the Amphitrite Point Park Project. It was moved and seconded THAT Council direct staff to amend the 2022-2026 capital budget to include an additional allocation of \$331,230 from the Resort Municipality Initiative funds for total project cost of \$1,692,000 for the Amphitrite Point Park Project. It was moved and seconded THAT Council direct staff to proceed with the issuance of a request for proposal for the completion of the Amphitrite House project.	Amend the capital budget to include an additional allocation of \$331,230 from the Resort Municipality Initiative funds	Donna Monteith	Finance	Complete
Special Council	April 19, 2022	10.2	Adoption of Elections and Assent Voting Bylaw No. 1305, 2022 Paula Mason, Manager of Corporate Services	It was moved and seconded THAT Council rescind third reading of Elections and Assent Voting Bylaw No. 1305, 2022. It was moved and seconded THAT Council give third reading to Elections and Assent Voting Bylaw No. 1305, 2022 as amended. It was moved and seconded THAT Council adopt the Elections and Assent Voting Bylaw No. 1305, 2022.	Update bylaw with dates of readings, print, sign, update website and file.	Paula Mason	Administration	Complete
Special Council	April 19, 2022	10.1	2022-2026 Financial Plan Bylaw No. 1307, 2022 / Annual Tax Rates Bylaw No. 1308, 2022 Donna Monteith, Chief Financial Officer	It was moved and seconded THAT the District of Ucluelet 2022–2026 Financial Plan Bylaw No. 1307, 2022 be given first, second, and third reading. It was moved and seconded THAT the District of Ucluelet Annual Tax Rates Bylaw No. 1308, 2022 be given first, second, and third reading.	Update bylaws with readings and prepare Adoption reports for each one.	Donna Monteith	Finance	Complete
Special Council	April 19, 2022	9.1	Traffic Calming Next Steps James Macintosh, Director of Engineering	It was moved and seconded THAT the Committee of the Whole portion of the meeting be adjourned at 5:24 pm, to return to the Regular Meeting.	Prepare a draft traffic calming policy	James Macintosh	Public Works	Draft Policy completed and coming to Council in June
Special Council	April 19, 2022	7.2	Randy Oliwa, Pacific Rim Home Development Cooperative (PRHDC) Re: Non-Market Housing Project	It was moved and seconded THAT Council direct staff to prepare a report regarding the Pacific Rim Home Development Cooperative's initiative to a future meeting of Council for their review.	Prepare a report regarding the Pacific Rim Home Development Cooperative's initiative	Bruce Greig	Planning	Assigned
Regular Council	April 26, 2022	16.3	Councillor Jennifer Hoar Deputy Mayor June 1 - August 15, 2022	WHEREAS, Wednesday, June 8, 2022, is the 30th annual World Ocean's Day. World Oceans Day is the United Nations day for celebrating the role of the ocean in everyday life and inspiring action to protect it. WHEREAS, Countries around the world, including Canada as a prominent leader, have committed to protecting 30% of their ocean territory by 2030 in order to reverse nature loss in the ocean and safeguard at-risk marine life. WHEREAS, The ocean is home to hundreds of species at risk, vulnerable ecosystems, and is a crucial carbon sink shielding us from the worst of climate change. WHEREAS, The ocean produces over half of the world's oxygen and absorbs 50 times more carbon dioxide than our atmosphere. Therefore, protecting the ocean is in the interest of all life on Earth, and communities both coastal and inland, as it is essential to our shared future. WHEREAS, It is the jurisdiction of the Government of Canada, under various pieces of legislation and regulation, to establish marine protected areas in consultation with Indigenous Peoples. Many Indigenous nations and communities are leading in the conservation of the ocean, and have been stewards of the ocean since time immemorial. WHEREAS, It is important for municipal leaders to demonstrate support for actions to safeguard the ocean, as they have for action on climate change and other environmental matters of national importance. WHEREAS, In celebrating the ocean, and protecting its habitats and ecosystems, we can together raise the profile of ocean conservation's critical role in improving planetary health and slowing the crisis of species collapse and ecosystem decline. Therefore be it resolved that the District of Ucluelet recognizes the 30th anniversary of World Oceans Day on June 8th, 2022 and supports national and international efforts to protect 30% of the ocean by 2030.	Advise Samantha of World Ocean Day on June 8, 2022 so we can post on social media.	Paula Mason	Administration	Complete
Regular Council	April 26, 2022	14.8	AVICC April Update: New AVICC Executive Committee members AVICC Administration		Prepare excellence awards submission for COVID-19 response.			Assigned
Regular Council	April 26, 2022	14.8	AVICC April Update: New AVICC Executive Committee members AVICC Administration		Prepare excellence awards submissions for OCP			Assigned
Regular Council	April 26, 2022	14.6	International Day Against Homophobia and Transphobia Laurent Breault, General Director, Fondation Emergence	It was moved and seconded THAT Council direct staff to acquire and raise a flag or banner each year on May 17th, beginning with 2022 if possible, in support of the LGBTQ+ community for the International Day Against Homophobia and Transphobia.	Raise banners/flags for May 17, 2022.	James Macintosh	Public Works	Completed
Regular Council	April 26, 2022	11.3	Temporary Use Permit 221 Minato Road John Towgood, Municipal Planner	It was moved and seconded THAT Council, subject to public comment and notwithstanding restrictive covenant CB8532151, authorize the issuance of Temporary Use Permit 22-01 to allow the storage of boats, recreational vehicles, trailers, and other mobile items in a 1.5 acre area of 221 Minato Road for a period of 1 year, and to include one security camera on site.	Issue Temporary Use Permit 22-01.	Bruce Greig	Planning	In Progress
Regular Council	April 26, 2022	11.2	Temporary Use Permit 2066 Peninsula Road John Towgood, Municipal Planner	It was moved and seconded THAT Council, subject to public comment, authorize the issuance of Temporary Use Permit 21-19 for a period of 3 years, to allow one seasonal RV camping space for local workers to the rear of the Far West building located at 2066 Peninsula Road.	Issue Temporary Use Permit 21-19.	Bruce Greig	Planning	In Progress

Meeting	Date	Agenda Item #	Meeting Item Description	Resolution	Action	Staff Responsible	Department Responsible	Follow-Up Status
Regular Council	April 26, 2022	11.1	DVP & DP 1666 Peninsula Road – Peninsula Road Motel John Towgood, Municipal Planner	It was moved and seconded THAT Council, with regard to the proposed redevelopment and expansion at 1666 Peninsula Road (Lot 5 & 6, Plan VIP3486, District Lot 282, Clayquot Land District): 1. Subject to public comment, approve the issuance of Development Variance Permit 22-01 for a minimum front yard setback of 11'-11" from the lot line abutting Peninsula Road, whereas section CS-2.6.2 of the Ucluelet Zoning Bylaw No. 1160, 2013 requires 15ft; and, 2. Approve the issuance of Development Permit 22-01 for the following: a. removal of an existing commercial building (the Sake Sushi building). b. renovation of an existing motel building. c. addition of a 3-storey motel building (off Larch Road), a 2-storey motel building (mid property), and a 2-storey mixed Commercial / Resort Condo building (fronting Peninsula Road). d. associated landscape and hardscape works. e. removal of invasive species during land remediation.	Issue of Development Variance Permit 22-01. Issue Development Permit 22-01.	Bruce Greig	Planning	In Progress
Regular Council	April 26, 2022	10.1	Five Year Financial Plan And Tax Rates Bylaws - Adoption Donna Monteith, Chief Financial Officer	It was moved and seconded THAT the District of Ucluelet 2022–2026 Financial Plan Bylaw No. 1307, 2022 be adopted. It was moved and seconded THAT the District of Ucluelet Annual Tax Rates Bylaw No. 1308, 2022 be adopted. It was moved and seconded THAT Council take a five minute recess, returning at 5:32pm.	Print, sign & file bylaws.	Paula Mason	Administration	Complete
Regular Council	April 26, 2022	7.1	Jeff Anderson, Rotary Club of Ucluelet Re: Frisbee Golf Course Development	It was moved and carried THAT Council direct staff to prepare a report on the development of a Frisbee Golf Course in Ucluelet, specifically using the land behind the water tower for the course, for council's consideration.	Prepare a report on the development of a Frisbee Golf Course in Ucluelet, specifically using the land behind the water tower for the course, for council's consideration.	Abby Fortune	Parks & Recreation	Assigned
Regular Council	April 26, 2022	14.2	Superintendent of Schools and Chief Executive Officer for School District 70 Pacific Rim Pam Craig, Board Chair, School District 70 Pacific Rim		Invite Mr. Davies to attend a Council meeting in September to provide an opportunity to meet Council and speak to his upcoming plans for the School District.	Paula Mason	Administration	Assigned



ALBERNI-CLAYOQUOT
REGIONAL DISTRICT

FOR IMMEDIATE RELEASE

May 9, 2022

Emergency Support Services grant funding awarded

PORT ALBERNI – The Alberni-Clayoquot Regional District is pleased to announce we have received a 2022 Emergency Support Services (ESS) grant from the Union of BC Municipalities (UBCM). The funds awarded will build local capacity through recruitment, training, and retention activities and monies will be allocated to purchase supplies and equipment to support the ESS programs in the Alberni Valley and Bamfield.

“In an emergency, small rural coastal communities like Bamfield need to be self-reliant for an indeterminate period of time,” says Bob Beckett, ACRD Bamfield (Electoral Area “A”) Director. “Consequently, this UBCM grant supporting our dedicated volunteers and enhancing our capacity to handle an emergency with supplies and training is greatly appreciated.”

Group lodging supplies such as cots and emergency food will help support and sustain Bamfield residents during a disaster. The Alberni Valley ESS program will add such items as evacuee comfort kits, blankets, pet care kits, volunteer gear, response equipment, and reception centre supplies to their emergency preparedness kit. These measures will increase response readiness and improve regional capacity.

Additionally, the grant recognizes the great importance of volunteers within the ESS program and emphasizes volunteer development activities such as a tabletop exercise to improve response resiliency, expand scope, and strengthen proficiency.

Unfortunately, disasters are more prevalent than ever before and community readiness is vital for emergency response and recovery. Emergency Support Services is a provincially supported, volunteer-based emergency response program that helps those who have been evacuated from their home due to an emergency such as a house fire, flood, tsunami, or wildfires. ESS provides basic temporary services including food, clothing, and accommodation to help preserve evacuees’ health and well-being.

“Evacuating from your home can be an overwhelming and stressful time, and it is during these moments that the volunteers from the ESS program help with compassion and service”, says City of Port Alberni Mayor Sharie Minions. “Volunteers are the heart and soul of the ESS program, and I am pleased we have received funding to support their valuable work.”

The grant funds will focus on strengthening the local program, volunteer development, and emergency response preparedness to improve community readiness and increase resiliency.

For more information of the Alberni Valley Emergency Support Services program, visit:

www.acrd.bc.ca/116



ALBERNI-CLAYOQUOT
REGIONAL DISTRICT

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For more information, please contact:

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About the Alberni-Clayoquot Regional District:

Established in 1966, the Alberni-Clayoquot Regional District is in the heart of Vancouver Island, British Columbia. It encompasses more than 6,500 square kilometres, with a population of approximately 31,000. The ACRD consists of member municipalities Port Alberni, Tofino, Ucluelet, as well as Bamfield, Beaufort, Long Beach, Sproat Lake, Beaver Creek and Cherry Creek. It was also the first regional district to welcome full participation on the board from the Treaty First Nations of Huu-ay-aht First Nations, Yuułu?it?ath Government, Uchucklesaht Tribe Government and Toquaht Nation. The ACRD is within the territory the Nuuchah-nulth Nations. The ACRD is governed by a fourteen-member Board of Directors that represent the member jurisdictions. The regional district offices are in Port Alberni.