



**COMMITTEE OF THE WHOLE MEETING  
Tuesday, November 23, 2021 @ 5:30 PM  
Main Hall, Ucluelet Community Centre,  
500 Matterson Drive, Ucluelet**

**LATE AGENDA**

	Page
1. LATE ITEMS	
1.1. Add the following correspondence as Appendix D to Report Item 7.1. "Official Community Plan (OCP) Growth Analysis" after page 48 of the Agenda: <a href="#">2021-11-19 Schramm</a> <a href="#">2021-11-21 Turner and Petrowitz</a>	3 - 7



Dear Mayor and Council

RE: Nov 23, 2021 public feedback on the pace of growth

Thank you for exploring the impacts of tourism growth overwhelming residential land use at this meeting. As an exceptionally close knit community that values our connections to each other and nature it is wise to think ahead. Briefly we would like to applaud planning that:

1. Maintains Ucluelet as a community with more residents than nightly renters. A 60 to 40 ratio has been a healthy balance for a long time. We should aim to get back to that.
2. Encourage multi family properties and the infill of affordable rental units on properties that are large enough to support secondary suites, carriage houses or even duplexes as the most low impact relief to our housing shortage.
3. Discourage the proliferation of Air B&Bs which threaten to outnumber residents.
4. Discourage remote ownerships using residential houses for nightly rentals (close the loop hole where properties claim a renter is a caretaker).
5. Properties with more than 2 Air B&Bs should be required to have a staffed office on-site to manage guests. Groups of Air B&Bs should pay a per unit business license. They are not in-home businesses at that scale and should contribute to infrastructure.
6. Protect old growth park areas and coastal wild spaces for trails and wildlife corridors. Nature needs defending now more than ever due to rampant real estate speculation.

We support affordable growth in housing that does not maximize a developers profit in building micro homes for macro prices pretending to be attainable housing.

It is not Ucluelet's duty to be a speculators paradise; we want a livable town with historical character and full time residents. Therefore we support measures in slowing the pace of tourism growth, which will also make that economy more sustainable (boom and bust growth is the worst case scenario).

Thank you,

Barbara Schramm  
Pieter Timmermans  
1958 Bay Street



21 November 2021

The Mayor and Council  
District of Ucluelet  
Box 999, 200 Main Street  
Ucluelet, B.C. V0R 3A0

Dear Sir and Mesdames:

Re: Public Hearing on the Draft OCP 2020, 23 November 2021

Thank you for the opportunity to comment on the Draft 2020 Official Community Plan. The 2021 West Coast Land Use Demand Study, and staff analysis of its data, provide a solid basis for some thoughtful and realistic planning for Ucluelet's future. We hope this Public Hearing is just the first step in an ongoing process that will involve more public presentations and requests for community input on specific recommendations as they are developed, before they are incorporated into the OCP.

On 4 May 2021 we sent a letter to Council commenting on a few policies and objectives in the Draft OCP as it was then. Not much has changed.

**Policy 2.69** (p.28) includes the extension of the Wild Pacific Trail and Safe Harbour Trail as shown on **Schedule C: Parks & Trails Network** (p.92)

**Objective 2Y and 2Z** elaborate:

2Y (p.28) "A continuous Wild Pacific Trail following the exposed outer shore along the length of the peninsula."

2Z (p.29) "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."

A **continuous** Wild Pacific Trail is NOT a desirable objective. Probably a **continuous** Safe Harbour Trail isn't either, but at least 2Z recognizes that there are existing activities that might be in the way, and suggests that the unconnected portions of it might be managed by using the normal thoroughfares.

The portions of the Wild Pacific Trail developed so far are relatively short walking trails. They are accessible in easily managed segments, each with its own special character. This is a Good Thing! Pick one (or more) on any given day, depending on the time available, the weather, and your fitness level. Between segments, visitors to Ucluelet might choose to take a break and grab a coffee, eat a meal, buy souvenirs, or check out the shops in the Village Square area. Or they can move directly to the trailhead of another segment by walking, biking, or in a vehicle. There are beautiful views of the ocean and the natural forest all along Peninsula Road, Marine Drive, and the Multi-Use Path out to the Junction. Things are close together here – it's just a small peninsula. Extending the Wild Pacific Trail in thoughtfully laid-out focused segments, preferably including a loop to return walkers relatively close to their starting point, is a much

more practical approach and more enjoyable for visitors and residents alike. The Safe Harbour Trail should take the same approach.

**Policy 3.166** (p.74) states that access to the Wild Pacific Trail should be provided at intervals not exceeding 400 metres, i.e. less than one-half kilometer between access points. That sounds more like a city street than a "wild" trail. A walk from the Co-op down to the Aquarium and back is farther than that. Continuing development of the Trail in self-contained loops is the better approach, and definitely more practical to implement. We do agree with this policy's recommendation that small parking areas should be provided at the trailheads, where bikes and vehicles can be left safely.

**Policies 2.73 & 2.74** (p.29) propose new trails along the shoreline at Spring Cove (historic former BC Packers site) and northward along the Inlet to "create a connected Safe Harbour Trail along the shoreline."

Following the shorelines closely is not desirable for either the Safe Harbour Trail or the Wild Pacific Trail. The shoreline is a very ecologically-sensitive area, home to the plants and wildlife that many visitors come here to see and residents enjoy all year long. Destroying natural habitats by hacking trails through them will drive away the very things that make Ucluelet a desirable place to be.

**Policy 3.80** (p.56) designates the "Reef Point Area" as the first location for "large-scale tourist commercial development", followed by the Inner Boat Basin and the Former Forestry Reserve lands on the west coast north of the Village.

The "Reef Point Area" should be removed from that list, and the extensive former Wyndansea properties on both sides of Peninsula Road should be added to it.

The explanation of "Tourist Commercial" states that the designation "focuses primarily on providing for visitors' accommodation, together with marinas and other supporting uses, **creating areas distinct from residential neighbourhoods.**" [emphasis added]

**Large-scale** tourist commercial development is totally inappropriate for the narrow little Reef Point peninsula. The area contains sites of historical, cultural, ecological and archaeological significance that should be preserved and treated with respect. Reef Point is, and always has been, a low-density residential area with a small tourism component. Large-scale tourist commercial developments belong in the commercial core of the Village, and on the large plots of undeveloped land north of the Village, such as the Former Forestry Reserve lands and the Wyndansea properties adjacent to them, where they won't interfere with established residential neighbourhoods.

The Reef Point Area development plan approved by the District in the 1990s introduced CS-5 Tourist Commercial zoning on a limited parcel of land **east** of Old Peninsula Road and at the south end of Terrace Beach (Roots Lodge). The residential part of that development, Reef Point Beach Estates, was created at the same time on the **west** side of Peninsula Road.

It was zoned R-1, and the covenants registered against each of the lots there state that only single-family residences are permitted.

On 14 April 2021 Council passed a bylaw (1282, 2020) to rezone Lots 35 and 37 of the residential subdivision to CS-5, and another bylaw (1281, 2020) to amend the OCP accordingly. Why do we even have an OCP if it can be modified anytime on a whim? Those two bylaws were passed in spite of strong written objections from the area's residents and several oral presentations at the so-called "hearing".

Both bylaws should be repealed, and both lots returned to R-1 zoning. Lots 35 and 37 should not be shown as an extension of the CS-5 tourist commercial zoning located east of Old Peninsula Road on **Schedule A: Long-Range Land Use Plan** (p.90). Much of that original Reef Point CS-5 parcel still remains undeveloped or displays neglected unfinished development.

**Future Trails (Schedule C: Parks & Trails Network) (p.92)**

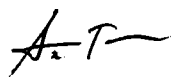
Why is the "future trail" along Boardwalk Blvd. still shown on this map? In a recent court case that cost the taxpayers of Ucluelet (as well as the plaintiffs) tens of thousands of dollars, the Judge found that the District had no right of way across the water frontage of the private properties there.

The two "future trail" Wild Pacific Trail connectors through the Reef Point Beach Estates subdivision make no sense at all. Why would you send Wild Pacific Trail walkers down the single sidewalk along Coral Way, where the only views are into the residents' homes and yards, when there is a sidewalk and bike lane through the protected green belt along Peninsula Road only a block away? Coral Way itself is only one block long! The utilities right-of-way down the steep slope from the cul-de-sac at the north end of Coral Way to Little Beach would not reduce by much the distance the walkers would have to travel, but if developed it would invite partiers from Little Beach up into the subdivision and likely result in the cul-de-sac and Coral Way itself becoming an overflow parking lot for them.

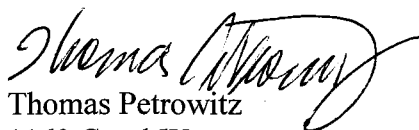
The former "future trail" up a 30-foot cliff and through a private property at the north end of Little Beach is gone in the current version of the draft OCP, but it has been replaced by **Policy 2.72.a** (p.28/29) advocating for a pedestrian trail from the north end of Little Beach up to the paved Wild Pacific Trail running beside Marine Drive. Why? There is a wide sidewalk along Peninsula Road to take walkers up the hill to Marine Drive. It has fine views over the protected midden and Little Beach Bay. There is even a bench provided for them at the prime view point so they can sit and rest a while on their 380-yard journey.

Thanks again for the opportunity to be heard.

Sincerely yours,



Ann Turner  
1160 Coral Way



Thomas Petrowitz  
1160 Coral Way