



SPECIAL MEETING OF COUNCIL
Tuesday, September 18, 2018 @ 7:00 PM
George Fraser Room, Ucluelet Community Centre
500 Matterson Drive, Ucluelet

AGENDA

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1. CALL TO ORDER	
2. ACKNOWLEDGEMENT OF FIRST NATIONS TERRITORY	
2.1. Council would like to acknowledge the Yuułu?i?ath First Nations on whose territories the District of Ucluelet operates.	
3. ADDITIONS TO AGENDA	
4. APPROVAL OF AGENDA	
5. UNFINISHED BUSINESS	
6. MAYOR'S ANNOUNCEMENTS	
7. PUBLIC INPUT	
7.1. Public Input	
8. LEGISLATION	
8.1. REPORT - 2018 OCP Report <i>Bruce Greig, Manager of Community Planning</i> 2018 OCP Report	3 - 10
8.2. BYLAW - District of Ucluelet Official Community Plan Bylaw No. 1236, 2018 Bylaw No 1236, 2018 Schedule 1 to Bylaw 1236 - 2018 Official Community Plan 2018 OCP Map Schedules A-G	11 - 111
9. OTHER BUSINESS	
10. QUESTION PERIOD	
11. ADJOURNMENT	



STAFF REPORT TO COUNCIL

Special Council Meeting: SEPTEMBER 18, 2018
500 Matterson Drive, Ucluelet, BC V0R 3A0

FROM: BRUCE GREIG, MANAGER OF COMMUNITY PLANNING

FILE NO: 6480-20-2018-OCP

SUBJECT: UCLUELET OFFICIAL COMMUNITY PLAN BYLAW

REPORT NO: 18-89

ATTACHMENTS: APPENDIX A – OCP BYLAW No. 1236, 2018
APPENDIX B – SCHEDULE 1 TO OCP BYLAW No. 1236 (OFFICIAL COMMUNITY PLAN)
APPENDIX C – MAP SCHEDULES TO THE OCP

RECOMMENDATION(S):

THAT Council, with regard to the 2018 Official Community Plan (OCP) bylaw update:

1. introduce and give first reading to Ucluelet Official Community Plan Bylaw No. 1236, 2018;
2. refer the OCP to the public and the following agencies for a period of 30 days to invite their input:
 - Ucluelet First Nation;
 - Toquaht Nation;
 - Alberni Clayoquot Regional District;
 - District of Tofino;
 - School District 70;
 - Island Health;
 - Ministry of Transportation and Infrastructure;
 - Pacific Rim National Park Reserve;
 - Ucluelet Recreation Commission;
 - Ucluelet Harbour Advisory Committee;
 - Clayoquot Biosphere Trust;
 - Westcoast Community Resources Society;
 - Alberni Clayoquot Health Network;
 - Wild Pacific Trail Society;
 - Tourism Ucluelet; and
 - Ucluelet Chamber of Commerce;
3. refer the OCP bylaw to the municipal solicitors for legal review; and,
4. direct staff to report back at a future Regular Council Meeting on the input received from the public and the above agencies, and recommend any adjustments to the draft prior to Council considering second reading of Bylaw No. 1236, as amended.

PURPOSE:

The purpose of this report is to provide a brief background and explore next steps for the update of the Ucluelet Official Community Plan (**OCP**) bylaw. This report touches on the work done to date, and highlights some key areas where the current draft OCP has been changed or expanded beyond the existing OCP Bylaw No. 1140, which was adopted in 2011.

BACKGROUND:

A review of the Ucluelet Official Community Plan (OCP) bylaw was initiated by Council in 2016.

In September of 2016 the District of Ucluelet, along with students and faculty from Vancouver Island University's (**VIU**) Master of Community Planning program, initiated a process to collect community opinions on the District's Official Community Plan. That work led to a series of public engagement events this spring, including a well-attended Open House which sought the opinions of residents on a number of key topic areas. The results of the spring public engagement were presented to Council at its April 24, 2018, meeting.

In June, ONNI Development Corp. held a public information meeting to present a land use concept for its lands. Though outside the municipal OCP review process, the event was well attended by residents and sparked discussion on many topics pertinent to the OCP.

Also in June, staff presented a report on housing issues which included a preview of directions for housing policy and actions related to the OCP and zoning bylaws. Those policy items, endorsed by Council at its June 26, 2018 meeting, have informed the drafting of the revised OCP document.

OVERVIEW:

The draft 2018 OCP presented with Bylaw No. 1236 represents a major overhaul of the 2011 Plan. In particular, proposed changes to the OCP include:

1. a new structure organized around the broad themes of Place, People and Systems;
2. writing which attempts to be more inclusive of indigenous perspectives (see Part 1);
3. expanded policies on affordable housing (see Part 3);
4. an updated section on economic development (see Part 4);
5. an updated Long-Range Land Use Plan (see Schedule 'A') reflecting the current zoning (and sub-zones) but also showing the expected evolution of land uses toward the year 2050, particularly in the former Forest Reserve land areas;
6. addition of a Parks and Trails Network map (see Schedule C) showing the location of existing and proposed new parks, trail connections and open space;
7. new mapping and clarification of Development Permit areas for protection of the environment and avoiding natural hazards (see Schedules 'E' and 'G', and DP guidelines in Part 6);

8. updated policies responding to climate change, energy use and sea level rise (see Parts 2 and 6);
9. clarification of Development Permit areas for form and character (see Schedules 'F', and DP guidelines in Part 6); and,
10. an updated section on implementation, including enforcement (see Part 6).

The document has benefitted from the enthusiastic input of Ucluelet residents as well as insights provided by all municipal departments. Staff have attempted to draft a plan which captures the character of Ucluelet and charts the direction where the community is headed over the coming years. The aim has been to create a document which will prove useful:

- to residents and property owners, as they look to understand what their friends and neighbours envision, and where they fit within the community;
- to businesses and investors, as they seek a clear understanding of the framework they are working in and the available opportunities;
- to other agencies, as they look for the direction Ucluelet is taking to see where our interests align;
- to staff, as they work to continually improve municipal operations and deliver services on behalf of the community; and,
- to Councils, as they discuss community issues, set priorities and deliberate on where to focus finite resources.

New DP Areas:

One area of notable change in the draft OCP is the mapping and designation of DP areas for protection of the environment and hazardous conditions. These designations would require that the District issue a Development Permit prior to significant land clearing, new construction, subdivision or other defined development activities. Note that minor changes, maintenance and reconstruction activities within existing properties are generally exempt from the DP requirements (see the designations and exemptions listed for each DP area in Part 6).

The designation of these DP areas and the corresponding guidelines are based on our current knowledge and mapping of natural features, best practices among similar municipalities, and a precautionary approach to identifying areas of sensitivity or hazard. As noted in the OCP, areas of sensitivity and/or hazard may exist which are not mapped; further steps are identified should the District wish to clarify and refine the DP designations and guidelines. Conversely lands designated as DP areas may, upon site investigation, be found to not contain features which warrant a DP; exemptions are listed for such cases.

An area where significant refinement is possible lies in a detailed coastal engineering analysis to clarify Flood Construction Levels (FCL) to account for sea level rise and storm surge, and potential tsunami hazards. Such study may result in reduced and/or refined areas shown as subject to flooding on Schedule G, particularly on the inlet side of the peninsula. That level of analysis is beyond the scope of this OCP update, but may be pursued as part of future budget considerations (and likely subject to grant availability). For now, the FCL levels have been mapped taking a

conservative approach, using methodology similar to other jurisdictions in the region (e.g. the Bamfield OCP adopted by the ACRD).

PROGRESS:

An OCP is a complex, living document and can always be improved. This is certainly true of the attached draft which is the result of the best efforts by staff - but also reflects the limitations of available time and competing demands. Staff are pleased to recommend the draft as a significant step forward which builds on the 2011 OCP, but recommend that the Plan could still be improved by further input from the public and knowledgeable stakeholders. Staff therefore suggest that the OCP Bylaw No. 1236 be given first reading and then referred for a 30-day period to allow for public and stakeholder comment. The OCP could then be revised to include any improvements or additions, and correct any errors, prior to Council considering second reading of the bylaw and thereafter referral to a formal Public Hearing.

The above approach would put the potential date of adopting the bylaw beyond the current Council term.

Alternatively, Council could give first and second readings to the bylaw at this time and refer the bylaw to a public hearing to be held as early as October 9th, 2018. This would allow sufficient time for the necessary statutory notification for the public hearing. Were the bylaw to receive third reading immediately following the input heard at the public hearing on the 9th, a Special Council Meeting could be scheduled for Thursday October 11th, at which time Council could conceivably adopt the OCP bylaw, prior to the end of this Council term. Should any changes to the Plan be desired as a result of input received up to the public hearing, the bylaw would need to return for re-reading (at second reading) as amended, and then Council would need to schedule and give notice of another public hearing. In short, adoption of the bylaw during this Council term is possible if there is a high degree of confidence in the accuracy and completeness of the Plan, and if Council is confident that the bylaw as written has support from the community.

Note that after first reading, a legislated requirement (under section 477 of the *Local Government Act*) is for Council to consider the OCP in conjunction with its financial plan and any waste management plan. If proceeding past first reading, Council should turn its mind to these areas and consider the motions presented in the "Options" section of this report, below.

FINANCIAL IMPACTS:

Adoption of an OCP does not commit Council or the community to complete any tasks or projects by a certain time, or commit to funding future projects; those future decisions remain at the discretion of Council. The OCP as drafted does note a number of follow-up actions which would build on the Plan and help clarify future decisions facing the community and its elected Council. A number of projects are also identified as priorities (particularly trails, sidewalks and other public-realm improvements). These items will all be brought forward for consideration by Council as part of its strategic planning and budgeting process, with the associated costs to be detailed at that time.

POLICY OR LEGISLATIVE IMPACTS:

There are a number of legislated requirements under the *Local Government Act* for adopting an OCP bylaw: both necessary content and steps in the process. These are discussed in Part 7 of the OCP document.

The requirements for adopting an Official Community Plan bylaw include Council consideration of opportunities for consultation with persons, organizations and authorities as part of the process. The early notification being recommended at this stage would enable the agencies listed, if they so choose, to provide input which could inform the draft bylaw ahead of proceeding to a formal public hearing.

It would also be correct for Council to advance the bylaw to a public hearing and seek input solely through the public hearing process. This route, however, contains less flexibility for amending the Plan in response to the input received (without stepping back to rescind prior readings, etc.).

Once an Official Community Plan is adopted, the subsequent decisions of Council and actions of the municipality must be consistent with the objectives and policies set out in the plan.

SUMMARY:

This report proposes the following:

- that if Council considers that the OCP as drafted generally meets with its expectations, then to initiate the bylaw adoption process by introducing Bylaw No. 1236 and giving early notice to the public and interested agencies, and invite their input over a 30-day period;
- that staff then provide a summary of the input received and any resulting revisions to the OCP document; and,
- that early in its term the new Council would be in a position to proceed with further consideration of the bylaw as amended, including holding a public hearing.

OPTIONS:

THAT Council, with regard to the 2018 Official Community Plan (OCP) bylaw update:

1. introduce and give first reading to Ucluelet Official Community Plan Bylaw No. 1236, 2018;
2. refer the OCP to the public and the following agencies for a period of 30 days to invite their input:
 - Ucluelet First Nation;
 - Toquaht Nation;
 - Alberni Clayoquot Regional District;
 - District of Tofino;
 - School District 70;
 - Island Health;
 - Ministry of Transportation and Infrastructure;
 - Pacific Rim National Park Reserve;
 - Ucluelet Recreation Commission;
 - Ucluelet Harbour Advisory Committee;
 - Clayoquot Biosphere Trust;
 - Westcoast Community Resources Society;
 - Alberni Clayoquot Health Network;
 - Wild Pacific Trail Society;
 - Tourism Ucluelet; and
 - Ucluelet Chamber of Commerce;
3. refer the OCP bylaw to the municipal solicitors for legal review; and,
4. direct staff to report back at a future Regular Council Meeting on the input received from the public and the above agencies, and recommend any adjustments to the draft prior to Council considering second reading of Bylaw No. 1236, as amended.

[RECOMMENDED OPTION]

or;

THAT Council, with regard to the 2018 Official Community Plan (OCP) bylaw update:

1. introduce and give first reading to Ucluelet Official Community Plan Bylaw No. 1236, 2018;
2. consider Ucluelet Official Community Plan Bylaw No. 1236, 2018, in conjunction with the Budget and Five-Year Financial Plan;
3. consider Ucluelet Official Community Plan Bylaw No. 1236, 2018, in conjunction with the Waste Management Plan;
4. give second reading to Ucluelet Official Community Plan Bylaw No. 1236, 2018;
5. refer Ucluelet Official Community Plan Bylaw No. 1236, 2018 to a public hearing to be held on October 9th, 2018;
6. refer the OCP bylaw to the municipal solicitors for concurrent legal review; and,
7. give notice to the following agencies of the Ucluelet Official Community Plan Bylaw No. 1236, 2018, and invite their input prior to or at the public hearing:
 - Ucluelet First Nation;
 - Toquaht Nation;
 - Alberni Clayoquot Regional District;
 - District of Tofino;
 - School District 70;
 - Island Health;
 - Ministry of Transportation and Infrastructure;
 - Pacific Rim National Park Reserve;
 - Ucluelet Recreation Commission;
 - Ucluelet Harbour Advisory Committee;
 - Clayoquot Biosphere Trust;
 - Westcoast Community Resources Society;
 - Alberni Clayoquot Health Network;
 - Wild Pacific Trail Society;
 - Tourism Ucluelet; and
 - Ucluelet Chamber of Commerce.

or;

THAT Council provide direction to staff on desired changes to the draft OCP and/or process for consulting the public and other organizations and authorities at this time.

Respectfully submitted:

Bruce Greig, Manager of Community Planning
John Towgood, Planner 1
Mark Boysen, Chief Administrative Officer

DISTRICT OF UCLUELET**Bylaw No. 1236, 2018**

A bylaw to adopt "District of Ucluelet Official Community Plan 2018"

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 2018" 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. 1140, 2011", 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. 1236, 2018".

READ A FIRST TIME this ____ day of _____, 2018.

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 _____, 2018.

READ A SECOND TIME this ____ day of _____, 2018.

PUBLIC HEARING HELD this ____ day of _____, 2018

READ A THIRD TIME this ____ day of _____, 2018.

ADOPTED this ____ day of _____, 2018.

District of Ucluelet Official Community Plan Bylaw No. 1236, 2018

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CERTIFIED CORRECT; "District of Ucluelet Official Community Plan Bylaw No. 1236, 2018".

Dianne St. Jacques
Mayor

Mark Boysen
Corporate Officer

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

Mark Boysen
Corporate Officer



Place



People



Systems



DISTRICT OF
UCLUELET

Official Community Plan 2018

Schedule "1" to District of Ucluelet Official Community Plan Bylaw No. 1236, 2018

Title: District of Ucluelet Official Community Plan
Prepared By: Planning and Building Department, District of Ucluelet
Status: Draft 5.1
Contact: Planning Department
District of Ucluelet
200 Main Street, Ucluelet BC V0R 3A0
☎ 250-726-7744

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The District of Ucluelet acknowledges that we are located on the traditional territory (ḥaaḥuuli) of the Yuuḥuḥiḥaḥ (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 [section iii](#) of this plan.

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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 a bylaw adopted by the elected Council of the District of Ucluelet, and once adopted the decisions and bylaws adopted 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

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.

Ironically 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 Yuuluḡiḡath (Ucluelet First Nation), whose community is based immediately across the harbour at Hitacu. The Yuuluḡiḡath are one of the five Maa-Nuulth Treaty First Nations along with the nearby ʼtukʷaaḡath (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 Yuuluḡiḡath 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 Yuuluḡiḡath 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 Yuułuᕐiᕐᕐᕐᕐ 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 Yuułuᕐiᕐᕐᕐᕐ First Nation has in the past provided the resources necessary to sustain the Yuułuᕐiᕐᕐᕐᕐ 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 Yuułuᕐiᕐᕐᕐᕐ First Nation has preserved and protected our traditional territory and we accept the obligations and responsibilities inherent in governing Yuułuᕐiᕐᕐᕐᕐ lands and pledge to protect Yuułuᕐiᕐᕐᕐᕐ lands for future generations of our citizens.

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

The Yuułuᕐiᕐᕐᕐᕐ 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 Yuułuᕐiᕐᕐᕐᕐ First Nation that our Yuułuᕐiᕐᕐᕐᕐ 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 Yuułuᕐiᕐᕐᕐᕐ people forever.

It is also the desire of the Yuułuᕐiᕐᕐᕐᕐ First Nation that economic development and growth on our Yuułuᕐiᕐᕐᕐᕐ 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 Yuułuᕐiᕐᕐᕐᕐ 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 Yuułuᕐiᕐᕐᕐᕐ 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 First Nation 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
- carbon neutral"

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 District acknowledges that the Yuuluʔiʔath 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 Yuuluʔiʔath have to the land and surrounding sea goes deeper than the typical land use issues encountered by a municipality.

Policy 1.1 Endeavour to understand and consider Indigenous perspectives when making decisions on land-use issues.

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 Yuuluʔiʔath and Toquaht Nations.

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 Yuuluʔiʔath First Nation as an avenue for dialogue and action on matters of mutual interest, where we come to the table as equal parties.

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

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

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..."

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.

Adopted in 2018, 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 “2020” vision:

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

Greenhouse Gas Targets

Policy 1.7 The District will work with other governmental and non-governmental partners to promote the following per capita reductions in GHG emissions (from the 2007 baseline) within the region and District of Ucluelet:

40% GHG reduction by 2030

60% GHG reduction by 2040

80% GHG reduction with 100% renewable energy by 2050

A current GHG emissions inventory for both corporate operations and community activities is underway at the time of writing this plan in 2018. Completion of the inventory will enable evaluation of the short-term target and assessment of what actions will be necessary to achieve the 2050 reductions.

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 discusses GHG reductions and climate change adaptation in detail.

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 and wildlife.

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.

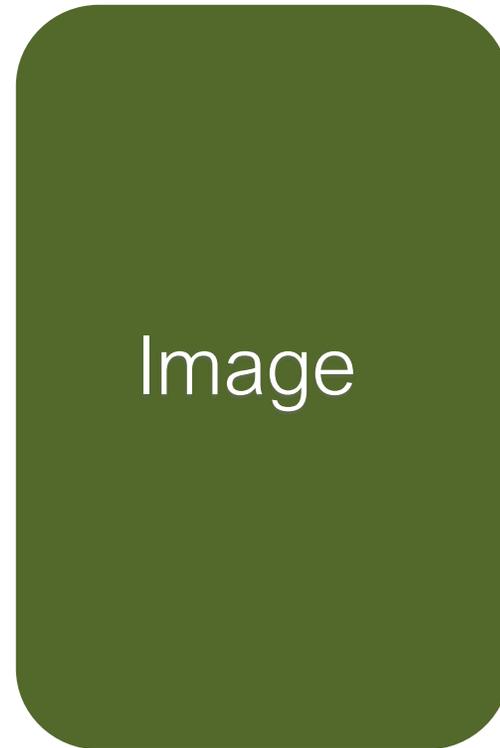
Terrestrial ecosystems provide a home to many large mammals such as bears, cougars and wolves. Bald eagles can be seen regularly soaring the air currents in skies above town.

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 reduced and human 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 the 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 Properties greater than 0.8 hectare in size will require an Environmental Impact Assessment to evaluate the impacts of a proposed development on the natural environment and for the protection of developments from hazardous conditions.

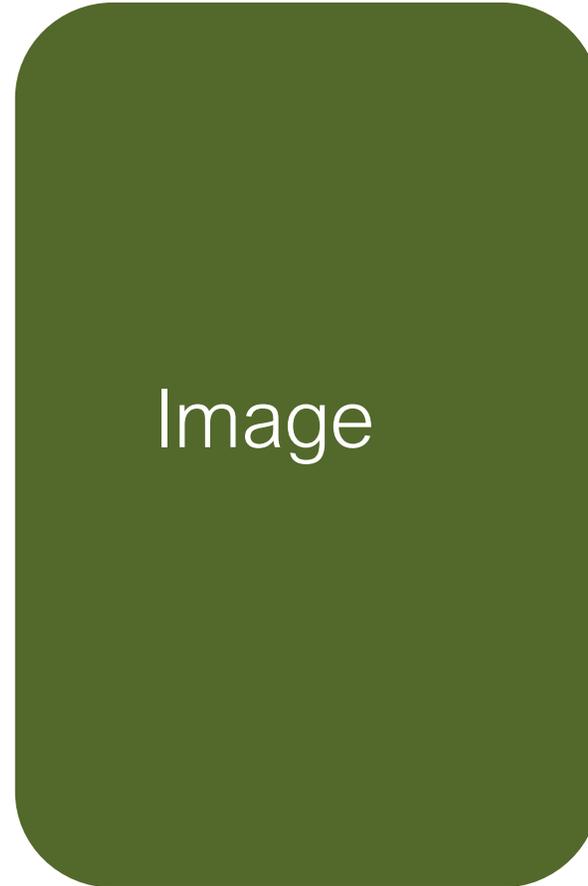
Policy 2.4 Identify natural corridors for public and wildlife use or as natural landscapes.

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 Promote solid waste management practices that discourage attraction of wildlife.

Policy 2.8 Explore bylaw amendments and education for options to allow backyard raising of poultry while avoiding attracting wildlife.



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, 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 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 has committed to achieving Milestone 3 by 2018 and Milestone 5 by 2020.

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

- transportation
- land use and development
- buildings
- public infrastructure and facilities
- community energy systems
- solid waste

Our Goals:

- Ucluelet residents are resilient to climate change and energy scarcity and costs.
- Transportation options reduce fossil fuel dependence and other 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.

Greenhouse Gas Targets

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

GHG Policies - Land Use and Development

Policy 6.2 Support the walkability and bike-ability of the community.

Policy 6.3 Require development planning for new areas to include infrastructure to support electric vehicle charging in residential, commercial and public places.

Policy 6.4 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 6.5 Focus municipal and other government facilities within this compact core.

Policy 6.6 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 6.7 Encourage pedestrian and bicycle facilities as part of all new development projects.

Policy 6.8 Expand infrastructure to support vehicle electrification in public places, businesses and residences.

Policy 6.9 Expand the Wild Pacific Trail network as opportunities arise.

Policy 6.10 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 6.11 Encourage BC Transit to create a local transit loop to serves most destinations within the community with a high level of services, and focus development along this transit corridor.

Policy 6.12 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 6.13 Provide weather protection at stops for future local and regional transit buses.

Policy 6.14 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 6.15 Support bike-sharing within the community, such as locating bike share racks within the Village Square area and at resort locations.

Policy 6.16 Encourage adequate, secure bicycle parking facilities at major destinations within the District.

Policy 6.17 Pursue opportunities to create bike lanes and multi-use paths within existing road allowances.

GHG Policies - Buildings

Policy 6.18 Explore options for incorporating 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 by 2020.

Policy 6.19 Promote multi-unit, mixed-use buildings with shared walls that reduce energy losses.

Policy 6.20 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 6.21 Support the transition from heating oil to lower-carbon building heating systems.

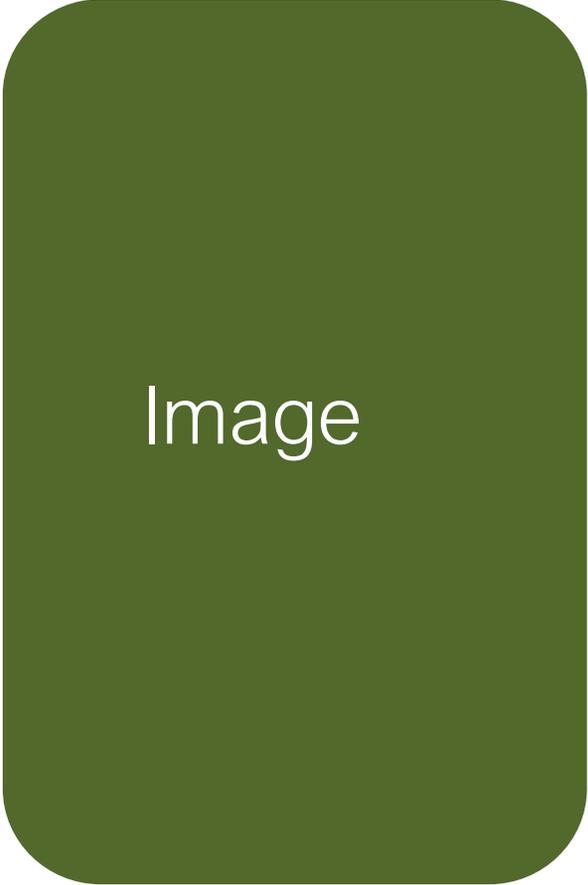
GHG Policies - Public Infrastructure and Facilities

Policy 6.22 Review municipal infrastructure and assets for vulnerability to rising sea levels and increased storm events.

Policy 6.23 Establish policies that focus light energy only onto areas where illumination is required and restricting the spillover of light to the night sky and intrusion into adjacent properties.

Policy 6.24 Consider external lighting technologies that reduce energy consumption.

Policy 6.25 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 6.26 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 waste water heat recovery sources.

Policy 6.27 Maximise energy efficiency through district energy and heat recovery from industrial or commercial sources.

Policy 6.28 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 6.29 To reduce energy and emissions associated with waste management, the District will consider enhancing programs to reduce waste, recycle and reuse waste where possible

Policy 6.30 While acknowledging the challenges that come with minimizing wildlife conflicts in this setting, explore opportunities to promote individual or collective composting systems to reduce methane emissions from organic waste.

GHG Policies - Awareness, Education and Outreach

Policy 6.31 Distribute information on measures that individuals and businesses can take to reduce GHGs on the District's web site and public mailings, tax notices, etc.

Policy 6.32 Regularly communicate information on the issue of climate change and GHG reduction measures at public facilities, meetings and through electronic sources.

GHG Actions - Community Energy and Emission Plan

Policy 6.33 The District will create and implement a Community Energy and Emissions Plan (CEEP) to include a set of detailed actions to support the District's GHG reduction targets and OCP policies.

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

Objective 2F 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 2G Respond to the anticipated growth in the community and tourism sector to meet the needs and demands of residents and visitors.

Objective 2H 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 2I 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 2.8 Park land dedication and acquisition is a key strategy in conserving the District’s natural areas and ecosystems.

Policy 2.9 Existing parks and trails are to be maintained and protected for public use and environmental preservation.

Policy 2.10 When acquiring new park land, facilities, or trails include the operational and maintenance costs in long-term financial planning and budgeting.

Policy 2.11 Budget for the continued maintenance and replacement of parks equipment.

Policy 2.12 Review and set standards for signage, access and site furnishings at trailheads, trail connections and beach accesses.

Policy 2.13 Develop an integrated plan for improving and connecting public open spaces and pathways.

Policy 2.14 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 re-purpose 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 2J A continuous Wild Pacific Trail following the exposed outer shore along the length of the peninsula.

Policy 2.15 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 2.16 Explore with property owners, the Alberni Clayoquot Regional District and the Yuuluw̓iḥʔath 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 2.17 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.

Safe Harbour Trail

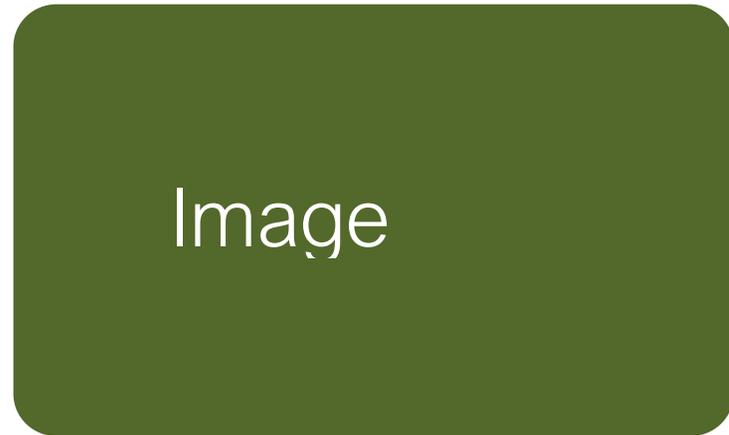
Objective 2K A continuous Safe Harbour Trail following the shore of the Ucluelet Inlet wherever possible and, where interrupted by

existing residential or marine commercial activities, connecting seamlessly with town pathways.

Policy 2.18 Use existing and new rights-of-way to create new sections of trail along the shoreline of Spring Cove, Hyphocus Island and Olsen Bay.

Policy 2.19 As development extends northward along the inlet, create a connected Safe Harbour Trail along the shoreline wherever possible.

Policy 2.20 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.



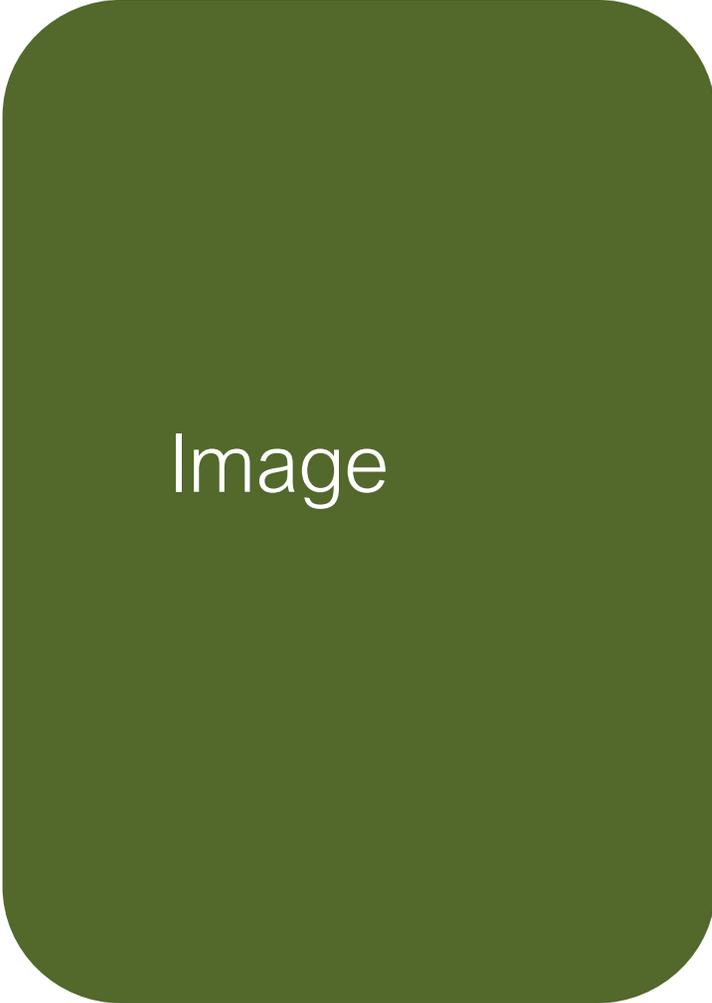
OPEN SPACE & GREENBELTS

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

Policy 2.22 Develop a program for planting street trees in the vicinity of the village centre, with Peninsula Road being a priority.

Policy 2.23 Enhance 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 2L Develop a transportation network which enables people to move throughout the community safely, conveniently and beautifully.

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

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

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

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

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

GENERAL TRANSPORTATION NETWORK

Policy 2.24 Given that road capacities are sufficient for the foreseeable future, shift attention from roads and road capacity to prioritise pedestrians and cycling.

Policy 2.25 Promote mobility opportunities which minimise greenhouse gas emissions.

Policy 2.26 Within the 5-year Financial Plan, prioritise transportation needs while recognising funding constraints and managing expectations.

Policy 2.27 Incorporate low impact design principles and minimise paved cross-sections in an updated Subdivision and Development Servicing Standards bylaw.

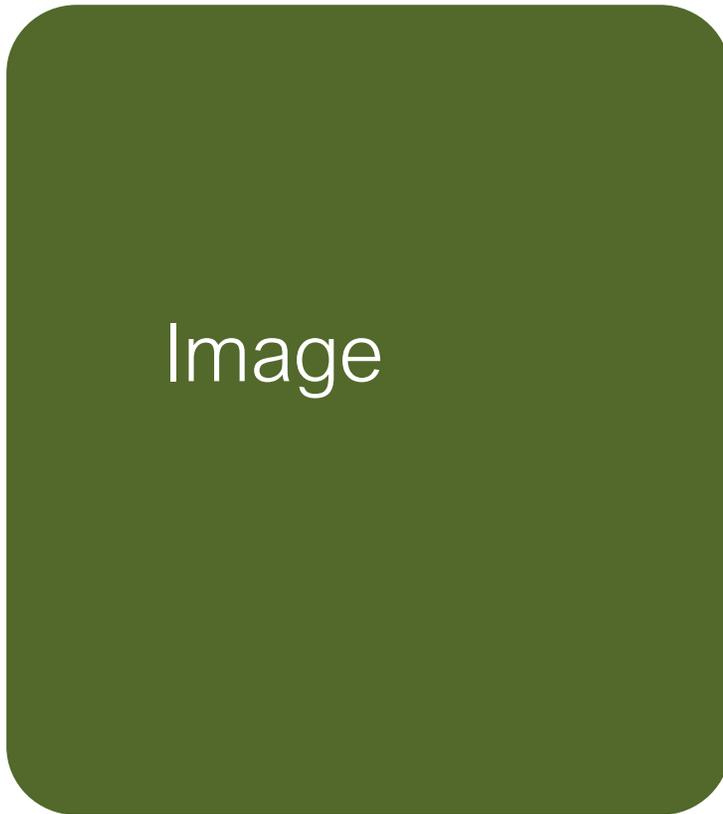
Policy 2.28 When reviewing development applications consider low-impact street standards, which could include narrower travel lanes, parking bays/pull-outs, low design speeds (tighter radii, steeper curves and some sight line restrictions) and heavily landscaped boulevards.

Policy 2.29 Initiate a 30 km/hour speed limit on Peninsula Road and Matterson Drive.

Policy 2.30 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 2.31 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 2.32 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 2.33 Ensure that safe, barrier-free access for all is provided in the design and modification of new streets, sidewalks, and pathways.

Policy 2.34 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 2.35 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 2.36 Include a landscaped median, traffic calming measures and continuous pedestrian pathways on Peninsula Road and Main Street.

Policy 2.37 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 2.38 Upgrade Peninsula Road in phases in the following sequence:

- Marine Drive to Matterson Drive
- Matterson Drive to Bay Street
- Bay Street to Lyche Street
- Lyche Street to Seaplane Base Road

Policy 2.39 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 2.40 As development occurs, connect Cedar Road to Lyche Road.

Policy 2.41 Maximise on-street parking through street improvements on Cedar Road, Helen Road and Larch Street.

Policy 2.42 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 2.43 Support the Harbour Authority in providing improved public access for commercial and recreational use of the Ucluelet Harbour and surrounding marine areas.

Policy 2.44 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 2.45 Improve options for boat trailer parking near the ramp at Seaplane Base Road.

Policy 2.46 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 2.47 Recognise the contribution marine services industries make to the local economy and ensure existing marine service businesses are zoned appropriately.

Policy 2.48 Explore the feasibility of establishing a regular water taxi service between key points on both sides of the Ucluelet Inlet.

Policy 2.49 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 2.50 Prioritise pedestrian improvements which provide safe routes to the schools and the Ucluelet Community Centre.

Policy 2.51 Update the subdivision and development standards to require construction of appropriate vehicle, pedestrian and bicycle facilities as part of all new development projects.

Policy 2.52 Focus pedestrian and cycling improvements along Peninsula Road, Matterson Drive and Marine Drive, as shown on Schedule B: Transportation Network.

Policy 2.53 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 2.54 Work to implement the bicycle route network as shown on Schedule B: Transportation Network

Policy 2.55 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 2.56 Ensure adequate, secure bicycle parking facilities at major destinations within the District.

Policy 2.57 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 2.58 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 2.59 Identify priority locations for improved bus stop facilities including weather protection.

Policy 2.60 Work with the local bus operator to consider improved local bus service, including a connection to the Community Centre.

Policy 2.61 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 2.62 Include electric vehicle charging facilities at municipal parking lots, where feasible.

Policy 2.63 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 2.64 Explore overnight visitor parking solutions for people using Ucluelet as a launching point for marine tours.

Policy 2.65 Identify and provide directional signage to appropriate seasonal RV parking locations in the vicinity of the Village Square.

Policy 2.66 Discuss with the School District options for permitting time-limited RV parking at the Elementary and High Schools during the summer months.

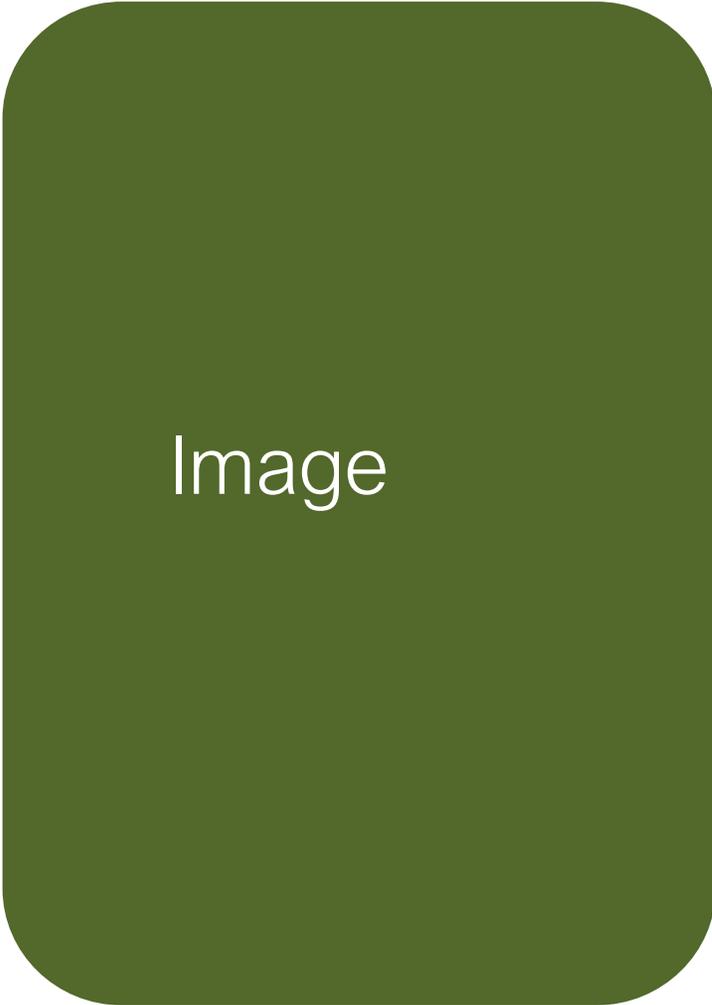
PEOPLE MOVING FISH

Policy 2.67 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 2.68 Explore alternatives to improve truck movements and pedestrian safety in the vicinity of the Village Square.

Policy 2.69 While recognising the need for short-term truck staging on Alder Road to access the active marine industries on Eber Road, work to improve road surface and pedestrian safety in this area.

Policy 2.70 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 69 years. Each year the UVFB responds to an average of 110 callouts for fire, motor vehicle accidents and medical first responder calls.

The Emergency Social 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 Social Services
 Pacific Rim National Park
 Royal Canadian Mounted Police
 Royal Canadian Marine Search and Rescue
 School District 70
 ‘tukwaa?ath (Toquaht Nation)
 Ucluelet Volunteer Fire Brigade
 West Coast Inland Search and Rescue
 Yuulu?i?ath (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 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 licencing, 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 To positively affect the overall health and well-being of the community by providing the best in recreation, tourism and parks services.

Objective 3J To 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 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 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 support the Ucluelet branch of the Vancouver Island Regional Library and the services provided by this local community resource.

Policy 3.28 West Coast Community Resources

Policy 3.29 Community Daycare

Policy 3.30

FOOD SECURITY

Objective 3Q Residents have access to healthy food and opportunities to grow, harvest and buy local food.

Policy 3.31 Encourage and support opportunities for direct seafood sales at appropriate facilities in the Harbour.

Policy 3.32 Support community gardens on appropriate public lands.

Policy 3.33 Encourage opportunities for food production and gathering on appropriate lands in the Barkley Community Forest.

Policy 3.34 Support appropriate wildlife-smart organic waste composting.

Policy 3.35 Support the development and implementation of a Coastal Addendum to the Alberni Agriculture Plan.

Policy 3.36 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, etc.).

Policy 3.37 Explore the feasibility of a combined fieldhouse, emergency muster station and foodbank at Tugwell Field.

HERITAGE AND CULTURE

Heritage and Cultural Conservation

The Ucluth Peninsula has been inhabited for thousands of years by the Yuułuꞵiꞵath (Ucluelet First Nation). Many ancient sites and artefacts are scattered throughout 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 Yuułuꞵiꞵath First Nation and the District.

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 Village Square 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 3.38 Work with the Yuuluʔiʔath First Nation, the Heritage Conservation Branch and local historians to identify archaeological and cultural sites and features.

Policy 3.39 Work with local historians and the Heritage Conservation Branch to locate, identify and record all significant heritage and cultural features and sites.

Policy 3.40 For development on parcels of 2.0 hectares or greater, for subdivisions of more than 3 lots, and on lands containing or adjacent to known traditional use areas or archaeological sites as identified by First Nations and/or the Heritage Conservation Branch, the District will require property owners to conduct an archaeological overview that has been reviewed by the Yuuluʔiʔath First Nation before clearing or altering land in any way.

Policy 3.41 Development proposals will be reviewed in relation to existing and possible archaeological sites, and where sites are apparent, such proposals will be referred to 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 Yuuluʔiʔath First Nation 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 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 3.46 Facilitate the provision of gathering spaces throughout the community, with particular emphasis on the Village Square and the Community Centre.

Policy 3.47 Support the Ucluelet and Area Historical Society in planning for a future museum and/or venues for historical cultural displays and archives.

Policy 3.48 Support heritage preservation and stewardship of District-owned heritage resources.

Policy 3.49 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 3.50 Identify and connect places of historical significance as part of the future Ucluelet walking tour;

Policy 3.51 Support community cultural events that celebrate and build cultural experiences for residents and visitors and foster further understanding and connection to this place.

Policy 3.52 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.

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.

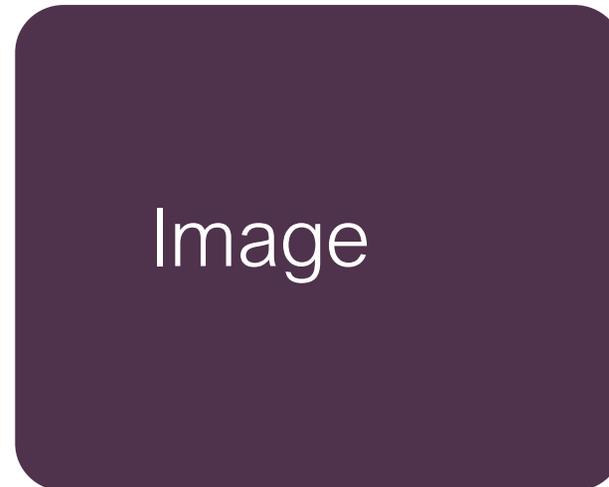
Tourist Commercial

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.

Residential

Multi Family

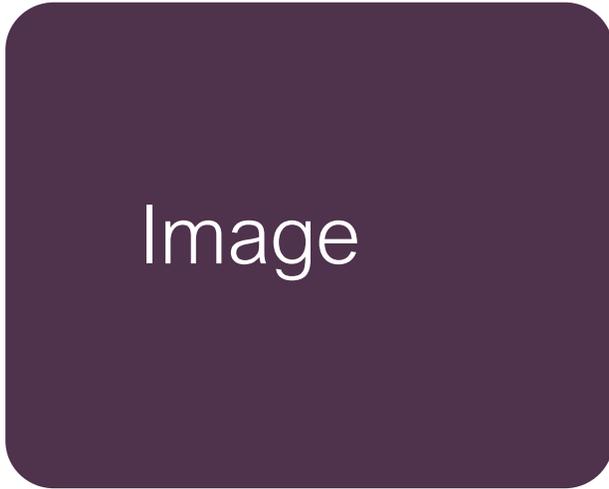
This designation includes multi-family residential housing of medium to high-density. This designation may also include small-lot single-family subdivision or cluster developments which achieve similar densities.

This includes row houses, cluster housing, townhouses and apartment buildings.

Single Family

This designation includes detached single-family homes and duplexes.

It may include secondary suites, accessory dwelling units, home occupations and guest accommodation.



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.

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.

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

This designation applies to the three Small Craft Harbour water lots, as designated in [Schedule A](#).

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; foreshore tenures and long-term vessel moorage are not supported within the Marine Conservation areas.

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.

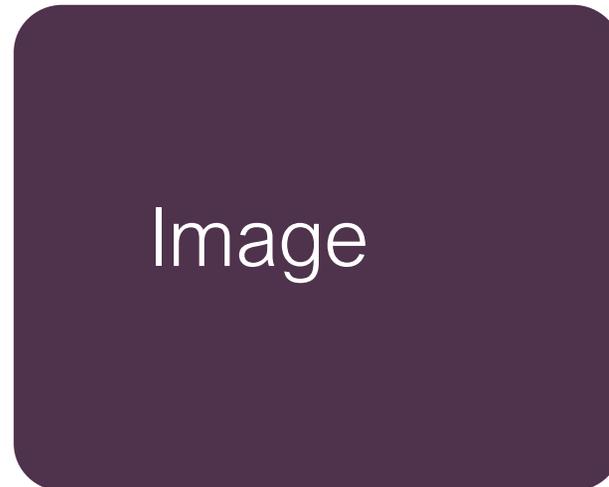
Marine Industrial uses that require access to the harbour are also permitted in key locations, including the UHS fish plant.

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. These are located in mixed-use buildings and expand the community's affordable housing choices.

The Village Square has the community's highest densities and built 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 3.53 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 3.54 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 3.55 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 3.56 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 3.57 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 3.58 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 3.59 Cultural and institutional uses are permitted within and adjacent to the Village Square designation, in order 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 in order to establish more cultural and heritage uses in the Village Square.

Policy 3.60 The District encourages Canada Post to maintain the community post office within the Village Square area.

Policy 3.61 Emphasize the Village Square as the focal point for commercial and socio-economic activity in Ucluelet.

Policy 3.62 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.

The Dock (designated as Water Lot) is considered appropriate for specific marine uses, such as net mending, Francis Barkley passengers and ferrying and fish markets. Vessel offloading, and other heavy industrial uses are not encouraged at Main Street Dock; other docks within the Harbour may be more suitable for such activities.

Policy 3.63 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 3.64 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.

Policy 3.65 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 3.66 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
- 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

[add diagram]

Commercial Development

Ucluelet's business community provides a range of commercial facilities and services for the convenience of residents and visitors.

Commercial uses strengthen the commercial 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 3.67 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 3.68 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 3.69 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 3.70 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 and residential units above service commercial uses (CS-2 zone).

Policy 3.71 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 3.72 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 3.73 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 3.74 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 3.75 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 3.76 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 3.77 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 and cycling.

The town serves as a gateway to Pacific Rim National Park, 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 3.78 Concentrate large scale tourist commercial developments within the following general areas:

- Reef Point Area
- Inner Boat Basin
- Former Forest Reserve Lands

Policy 3.79 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 3.80 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 3.81 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 3.82 Encourage development forms that maximise tree retention for undeveloped sites.

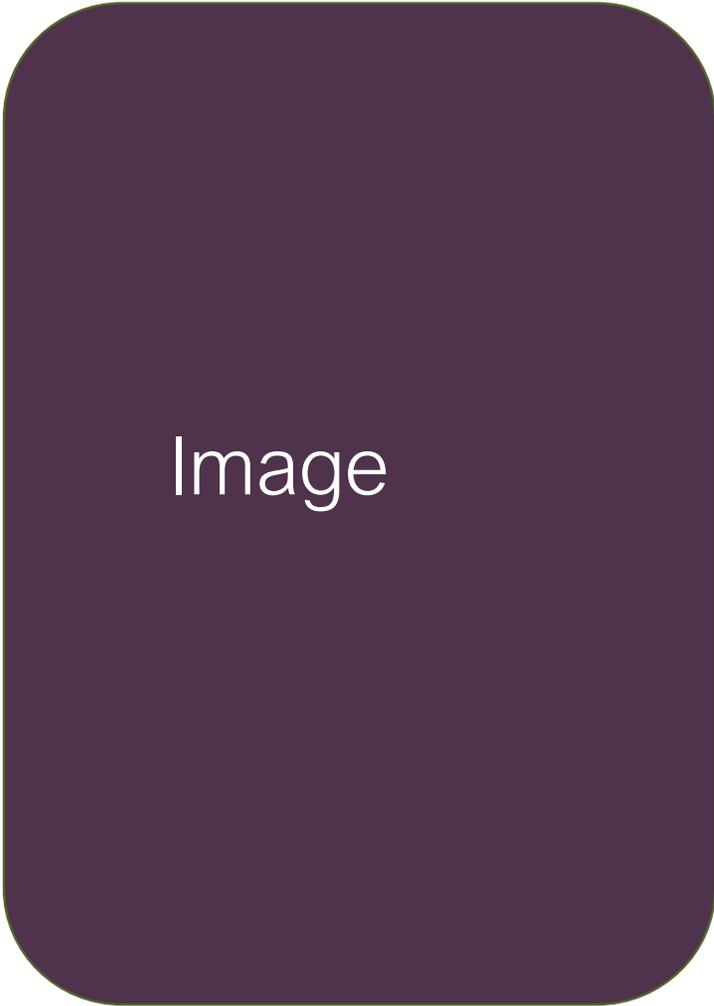
Industrial

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 anticipated to come from 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 3.83 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 3.84 Encourage industrial uses that will achieve higher employment and land use densities.

Policy 3.85 Guide industrial development off Peninsula Road and into the Forbes Road and Seaplane Base Road areas.

Policy 3.86 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 3.87 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 3.88 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 3.89 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.

Policy 3.90 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 3.91 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 3.92 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 3.93 Support the fish plant and supporting industry located within the Village Square designation.

Policy 3.94 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 3.95 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 3.96 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 3.97 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 3.98 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 3.99 Encourage the provision of cycling end-of trip facilities, such as bike parking in industrial areas.

Policy 3.100 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 3.101 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 3.102 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.

Policy 3.103 Support climate action strategies by providing infrastructure to support electric vehicle charging and encouraging the reduction of vehicle trips.

Policy 3.104 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 3.105 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 3.106 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 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)

Institutional Policies

Policy 3.106 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 to Village Square more desirable to pedestrians.

Policy 3.107 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 3.108 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 3.109 Encourage any future rebuilding of the schools to be oriented toward Matterson Drive in order to emphasise 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 3.110 Recognise and support the role of schools as neighbourhood focal points and social centres.

Policy 3.111 Encourage Canada Post to maintain a location for the community post office within the Village Square area.

Policy 3.112 a number of federally-owned 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 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 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, the Canadian Princess Resort 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 potential of these water lots has not been regulated by the municipality.

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 water lots)
- Water Lot (majority of water lots)
- 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:

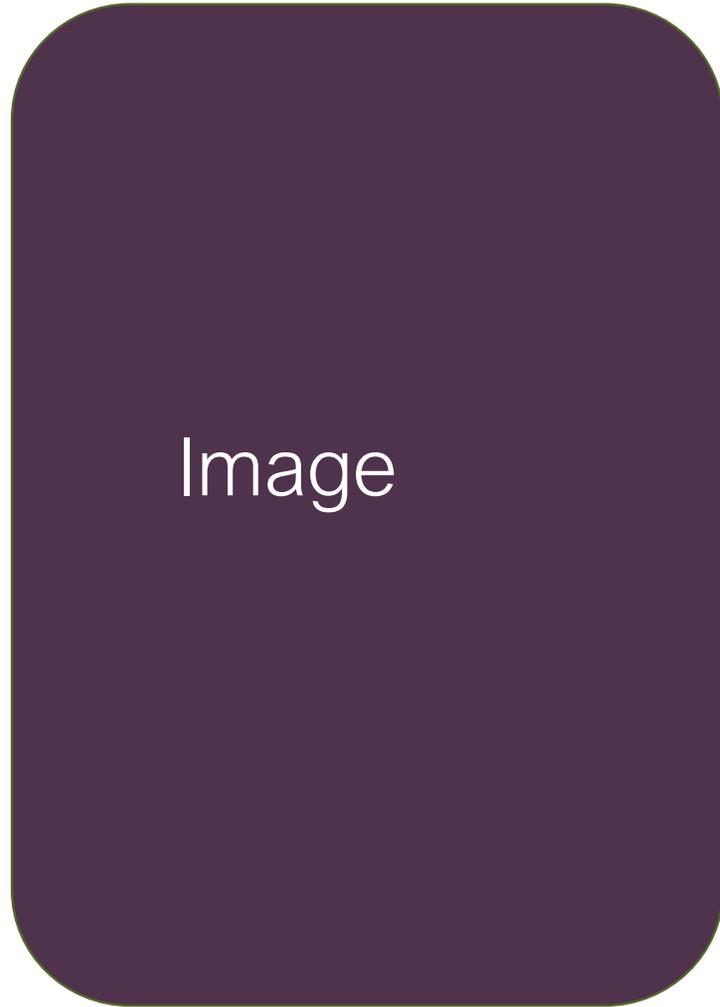
Policy 3.113 Adopt new zoning designations for water areas to define permitted uses, servicing and parking requirements, etc.

Policy 3.114 Prohibit the following uses in the Water Lot, Small Craft Harbour and Marine Conservation designations:

- Commercial and recreational aquaculture
- Boat, vessel or aircraft storage
- Landfills

Policy 3.115 The District shall:

- Identify environmentally sensitive areas and protect marine ecosystems by establishing marine shoreline Development Permit areas;
- Support marine ecology and marine education facilities within the Harbour;
- Consider enhancing public access to the District-leased water lot at the foot of Alder Street, including facilities for launching canoes and kayaks;
- Support transient boat moorage provided adequate sanitation facilities are located nearby;
- 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;
- Develop guidelines for marina and marine-based commercial DP areas, including requirements for publicly-accessible vessel sewage pump-out facilities in all marina operations
- Explore ways and 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 3.116 Ensure the continued viability of the Small Craft Harbour in Ucluelet through sound management practices;

Policy 3.117 Consider changes to the size and configuration of the Small Craft Harbour; giving priority to water lots in the vicinity of existing and proposed industrial areas (e.g. Lot 610 near foot of Seaplane Base Road);

Policy 3.118 Encourage water-based industrial uses to locate in the vicinity of the Seaplane Base Road.

Water Lots

All water lots not included within the Small Craft Harbour designation are designated as “Water Lot” as designated in **Schedule A**.

Water Lot Policies:

Policy 3.119 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 3.120 The Main Street Dock (Lot 1689), the Whiskey Dock, is considered appropriate for specific marine uses, such as net mending, Francis Barkley passengers and ferrying, fish markets, and arts, entertainment and tourist functions.

Vessel offloading and other heavy industrial uses are not encouraged at Main Street Dock. Other existing private docks within the Harbour may be more suitable for such activities.

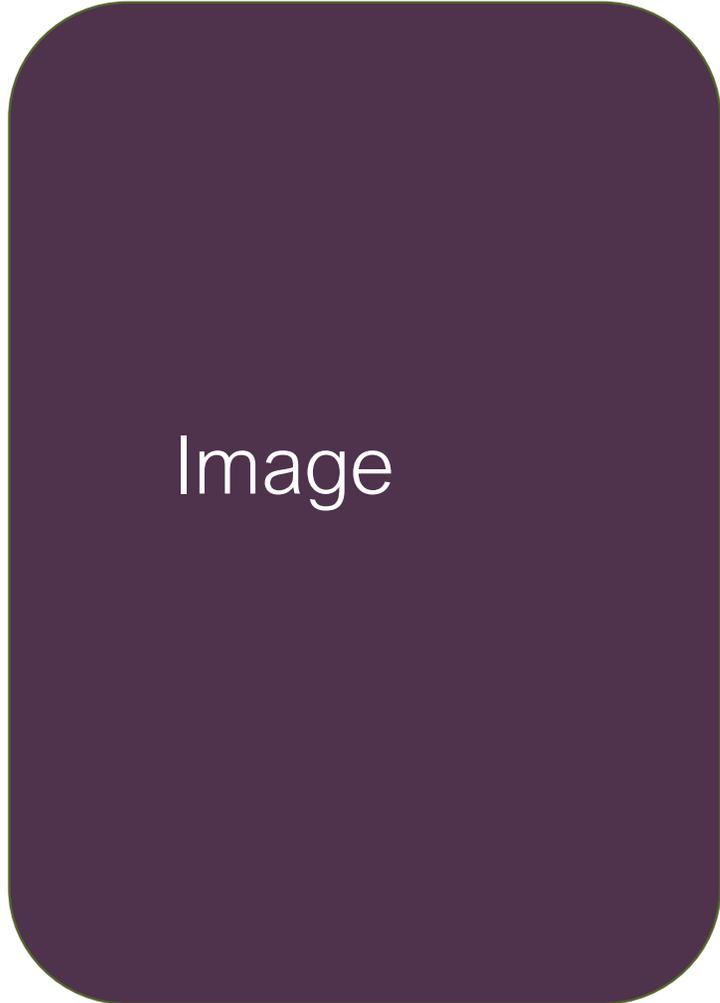
Marine Conservation

All water areas located between the shoreline and the District boundaries, excluding areas designated as water lots, are designated as “Marine Conservation”.

Marine Conservation Policies:

Policy 3.121 A comprehensive review of the area within the Marine Conservation designation will be carried out by the District.

Until this time, the only uses permitted within the area are environmental conservation and transient recreation. Residential use of long-term vessel or houseboat moorage is not permitted.



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 year the District has actively monitored and enforced its bylaws on short-term vacation rentals. At the time of writing, approximately 140 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, 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 growing 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.

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.

Bill 18 will require 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.

Bill 23 will enable local governments to designate properties in their zoning bylaws exclusively for rental housing. The federal government has announced that new funding for affordable housing, including making land available to municipalities for the development of new affordable housing units. The details of these new regulatory and funding announcements are not yet clear.

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 3.122 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
- 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 in a 2020 amendment of this OCP.

Affordable Housing Policies:

Policy 3.123 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 3.124 Support development of multi-family housing above retail in the Village Square to encourage a mixed-use core in the District.

Policy 3.125 Ensure larger developments are required to provide affordable housing as a portion of each development phase.

Policy 3.126 Permit secondary suites in single-family dwellings with sufficient off-street parking.

Policy 3.127 Encourage the retention and development of mobile/manufactured home parks with high quality site design, screening and landscaping.

Policy 3.128 Encourage alternative housing options, including small lot subdivisions.

Policy 3.129 Zone land using low to moderate densities and use density bonusing to secure affordable housing in any larger development.

Policy 3.130 Continue using inclusionary zoning regulations that require affordable housing in new multi-family developments.

Policy 3.131 Continue to encourage developers to provide 15% to 20% staff housing for employees needed to staff new developments in tourist commercial developments.

Policy 3.132 Encourage private, non-profit and co-operatively run housing units.

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 3.133 Encourage the development of multi-family residential units within an approximate five-minute walk of the Village Square;

Policy 3.134 Encourage residential development above or below the first floor in the Village Square and the Service Commercial Area;

Policy 3.135 Encourage higher density forms of multi-family development to locate along main roads, including Matterson Drive and Peninsula Road;

Policy 3.136 Explore the use of coach houses and other 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 3.137 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 3.138 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 3.139 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 3.140 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 3.141 Identify 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 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.

Policy 3.142 Encourage residential development adjacent to Spring Cove (e.g. Lot 12129) that maximises creek preservation, fits with the natural environment and extends public access through the Safe Harbour Trail along the shoreline.

Residential – General

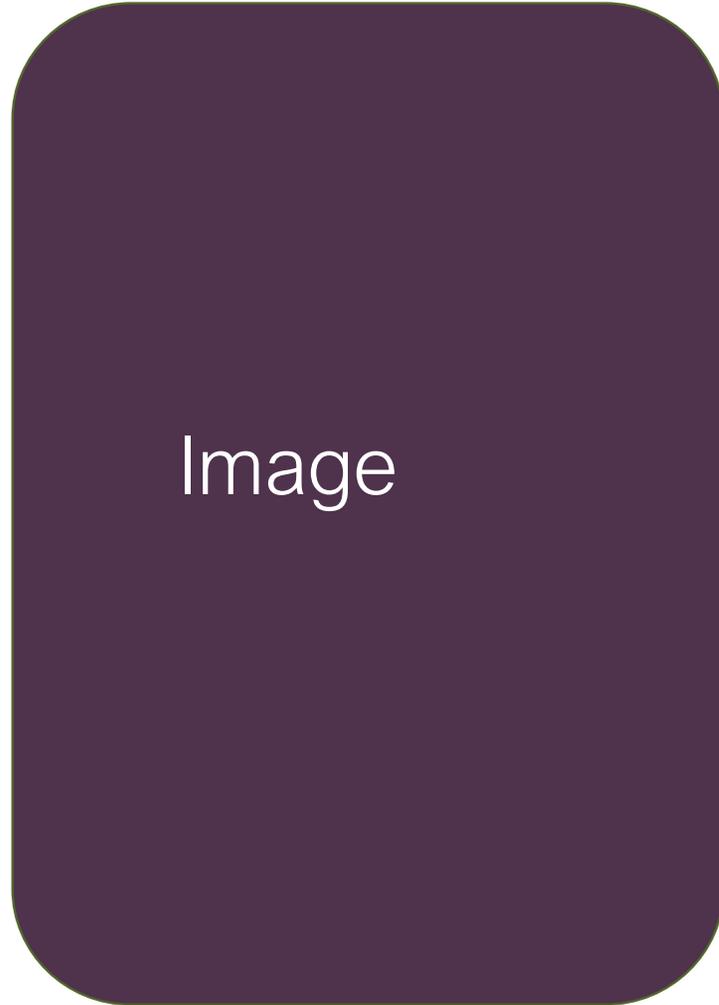
General Housing Policies

Policy 3.143 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 3.144 Explore density bonuses for incorporating energy efficiency in existing and new buildings.

Policy 3.145 Cluster residential units to preserve natural areas where possible.

Policy 3.146 Advocate for the development of adaptable housing standards within the BC Building Code and guidelines for future development.



FUTURE COMPREHENSIVE PLANNING

Areas on Schedule A indicated as Future Comprehensive Planning areas applies to larger lots with development potential, where it is anticipated that future rezoning 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 the sites.

Former Forest Reserve Lands

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 12 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 restricted to servicing the tourist sector
- parks and natural space
- Wild Pacific Trail

The golf course use is no longer considered a viable component of the plan but 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 3.147 Future development proposals may be considered under phased development agreements per section 516 of the *Local Government Act*.

Policy 3.148 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 3.149 Low-impact design principles should prevail. This may include limited areas of impermeability, open drainage, high retention and replacement of natural vegetation, xeriscape (drought resistant) 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 3.152 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 3.153 Gates, guard houses, and other means of restricting public access are not permitted.

Policy 3.154 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 3.155 Public access to the water in all areas is supported, encouraged and intended to be secured including through agreement and dedication.

Policy 3.156 The area on Seaplane Base Road, surrounding the Recreation Hall, is designated for Future Comprehensive Planning and identified as a potential Industrial expansion area. Only those Industrial uses that need water access will be considered for this area.

Policy 3.157 The area on Minato Road north of Peninsula Road is designated for Future Comprehensive Planning. This area is envisioned primarily as a residential community with significant tree retention. The shoreline is recognised as having important ecosystem values. A greenbelt should be maintained along stream corridors and the shoreline.

Policy 3.158 All development proposals are to address and include measures that mitigate or manage the human-wildlife interface.

Policy 3.159 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.

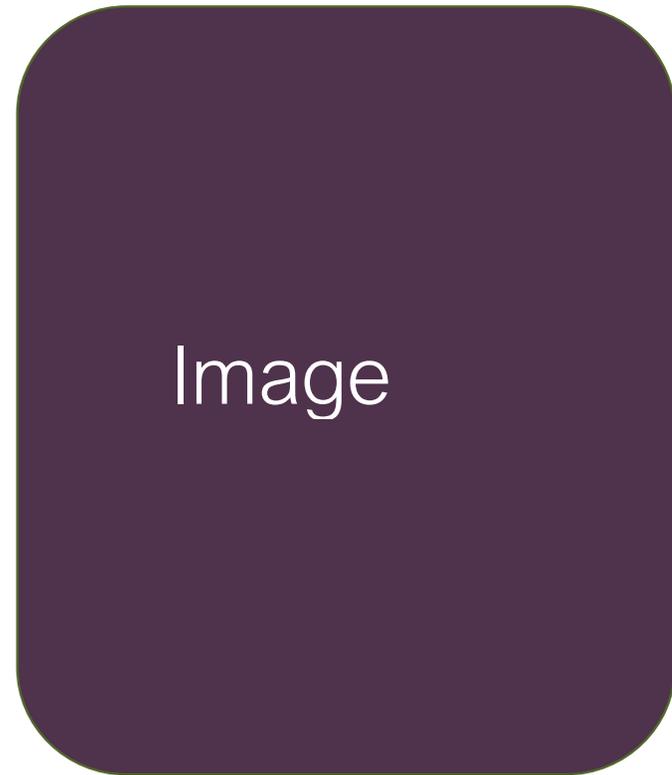
Policy 3.160 Hyphocus Island is designated as Rural Reserve. The zoning of these lands should allow for limited residential development. This reflects the desired future use as primarily clustered residential pattern with substantial tree retention and significant public open space and institutional uses. This area is not intended for private marina or significant commercial, tourist commercial or resort development. Council may consider re-designation on advancement of a comprehensive plan that retains more land and provides more community amenities.

Policy 3.161 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 designated as Rural Reserve. 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.

Policy 3.162 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, Wild Pacific Trail and road network, as well as muster areas within a close walk of development areas.



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 Nations. 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 and application for provincial and federal funding has been initiated for the Kennedy Lake system as of the writing of this OCP. 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 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, due to Ucluelet's topography it is unavoidable. 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 to find a regional solution to organic waste recycling.

All major development proposals will be referred to ACRD for comments pertaining to solid waste and recycling as part of the municipal approval process.

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 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 4.7 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 4.8 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 4.9 Plan for the construction of a third water reservoir, to meet future pressure and capacity needs.

Policy 4.10 Continue an active program to reduce inflow and infiltration into the sewage system.

Policy 4.11 Continue an active program for detecting leaks and unauthorized water use.

Policy 4.12 Continue the program to repair, upgrade and install SCADA on each municipal sewage pump station.

Policy 4.13 Maintain appropriate portable emergency generators to service key municipal infrastructure during power outages.

Policy 4.14 Investigate the feasibility of retrofitting existing piped systems, when replacing aging infrastructure, in favor of alternate practices for accommodating run-off.

Policy 4.15 Develop a program for reviewing the municipal systems and securing rights-of-way for all utility infrastructure where presently not secured.

Policy 4.16 Require oil and grease separators to be installed and maintained for all new or upgraded paved parking lots and service station properties.

Policy 4.17 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 4.18 Work with the Ministry of Environment to update the municipal sewage discharge permit to reflect the current level of waste water treatment.

Policy 4.19 Refer major development proposals to the Alberni Clayoquot Regional District for comments relating to solid waste and recycling.

Policy 4.20 Encourage community waste reduction and recycling.

Policy 4.21 Explore options for handling local land-clearing waste and household organic waste recycling with the ACRD.

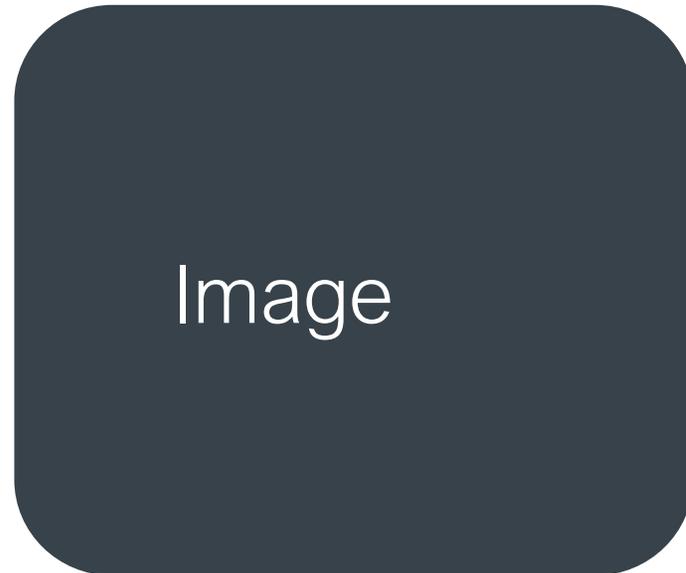
Policy 4.22 To reduce energy and emissions associated with waste management, the District will consider enhancing programs to reduce waste, recycle and reuse waste where possible, and promote composting systems that reduce the amount of methane from organic waste.

Policy 4.23 Encourage the use of sustainable energy systems and utilities where improved energy efficiency and/or reduced GHG emissions will result.

Policy 4.24 The number of District-owned and operated sewer pump stations should be minimised.

Policy 4.25 Encourage the harvesting of waste heat from industrial, commercial or institutional sources, such as refrigeration equipment and sewer systems, where practical.

Policy 4.26 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.

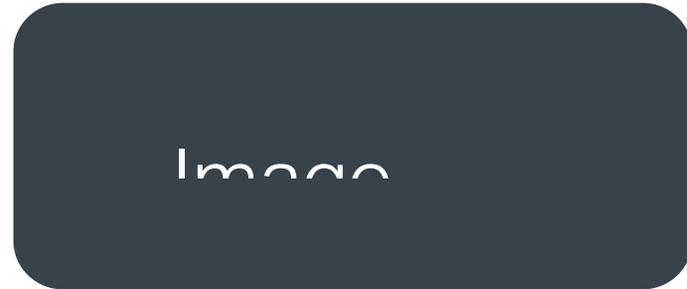
Objective 4P Strengthen relationships within the community and with neighbours.

Objective 4Q Provide streamlined services for residents, businesses and investors in the community.

Policy 4.27 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 4.28 Commission a long-range land use demand study to inform infrastructure decisions, development reviews and long-range budgeting efforts.

Policy 4.29 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 4.30 Continue to pursue corporate records management strategies to develop efficient and resilient information storage and retrieval systems.

Policy 4.31 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 4.32 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.

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 a number of 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

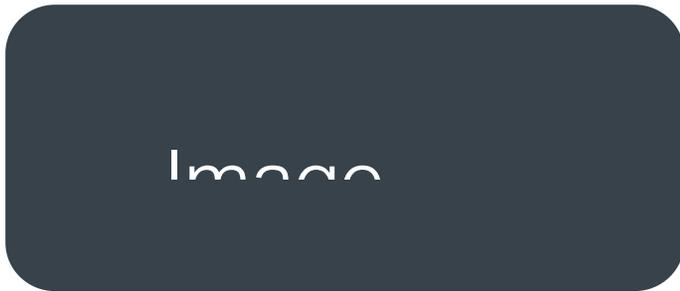
Objective 4R Sustain a local economic development structure and tools.

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 Yuulu?ii?ath and ‘tukwaa?ath First Nations.

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.

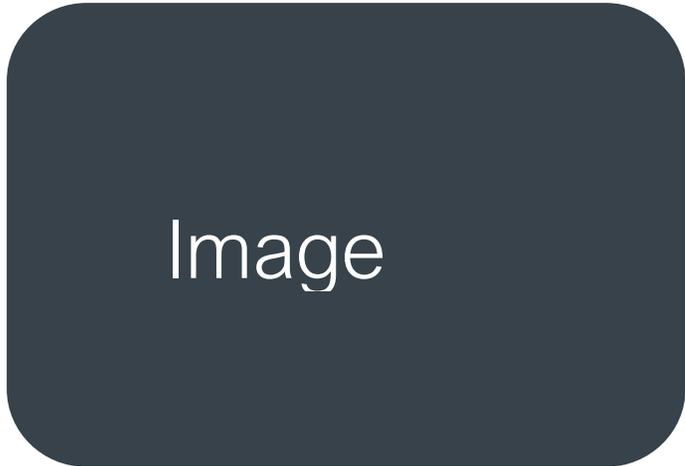
Policy 4.50 Support the expansion of forestry and wood products manufacturing.

Policy 4.51 Explore marketing synergies with Tourism Ucluelet.

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 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.



Part Five: Schedules & Maps

- SCHEDULE A: LONG-RANGE LAND USE PLAN
- SCHEDULE B: TRANSPORTATION NETWORK
- SCHEDULE C: PARKS & TRAILS NETWORK
- SCHEDULE D: WATER & SEWER INFRASTRUCTURE
- SCHEDULE E: DEVELOPMENT PERMIT AREAS - ENVIRONMENTAL
- SCHEDULE F: DEVELOPMENT PERMIT AREAS – FORM & CHARACTER
- SCHEDULE G: DEVELOPMENT PERMIT AREAS – HAZARDOUS CONDITIONS

- MAP 1: REGIONAL CONTEXT
- MAP 2: REGIONAL INFRASTRUCTURE
- MAP 3: TSUNAMI - ELEVATIONS AND SAFE ZONES

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.

Adopted in 2018, 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;
- completion of a long-term land use demand study;
- review and refinement of environmental development permit areas;
- storm surge and tsunami modeling, and refinement of flood construction levels;
- completion of the sewer master plan;

- completion of an integrated stormwater management plan;
- asset management program implementation
- preparation of a community and corporate GHG emissions inventory and climate action plan;
- development of a community monitoring and reporting process

It is anticipated that the further work noted above would 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 2018 Climate Action Plan.

The District will track and report on the 2030 greenhouse gas emissions target reduction target of 40% for 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)

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.

Development Permit (DP) Area Designations and Guidelines

ENVIRONMENTAL PROTECTION DP AREAS

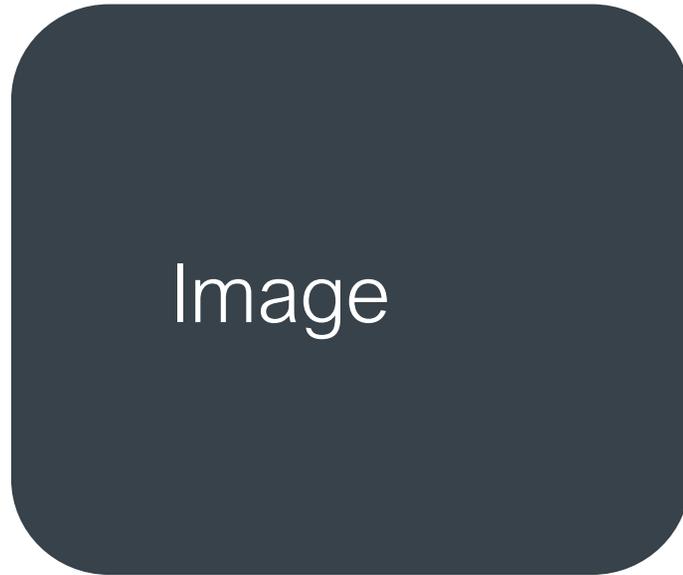
Marine Shoreline
Riparian
Sensitive Terrestrial

FORM AND CHARACTER DP AREAS

Village Centre
Peninsula Road
Industrial
Commercial / Mixed-use / Multi-family

HAZARDOUS CONDITIONS DP AREAS

Steep Slopes
Areas Subject to Flooding



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 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.

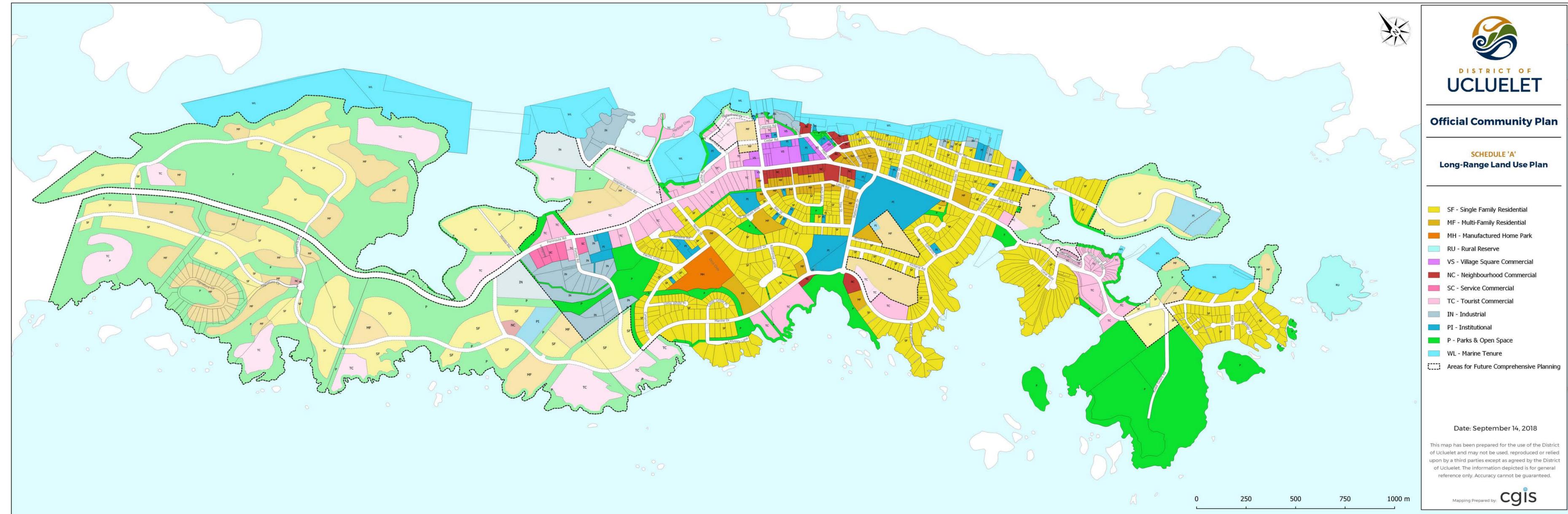
An OCP may also include general statements on matters outside the jurisdiction of a local government, dealing with issues of advocacy or general interest.

Planning Process (past OCP's, public consultation, referrals)

Community Profile (demographics and projections)

DEFINITIONS

REFERENCES



Official Community Plan

**SCHEDULE 'A'
Long-Range Land Use Plan**

- SF - Single Family Residential
- MF - Multi-Family Residential
- MH - Manufactured Home Park
- RU - Rural Reserve
- VS - Village Square Commercial
- NC - Neighbourhood Commercial
- SC - Service Commercial
- TC - Tourist Commercial
- IN - Industrial
- PI - Institutional
- P - Parks & Open Space
- WL - Marine Tenure
- Areas for Future Comprehensive Planning

Date: September 14, 2018

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.

Mapping Prepared by: **cgis**



Official Community Plan

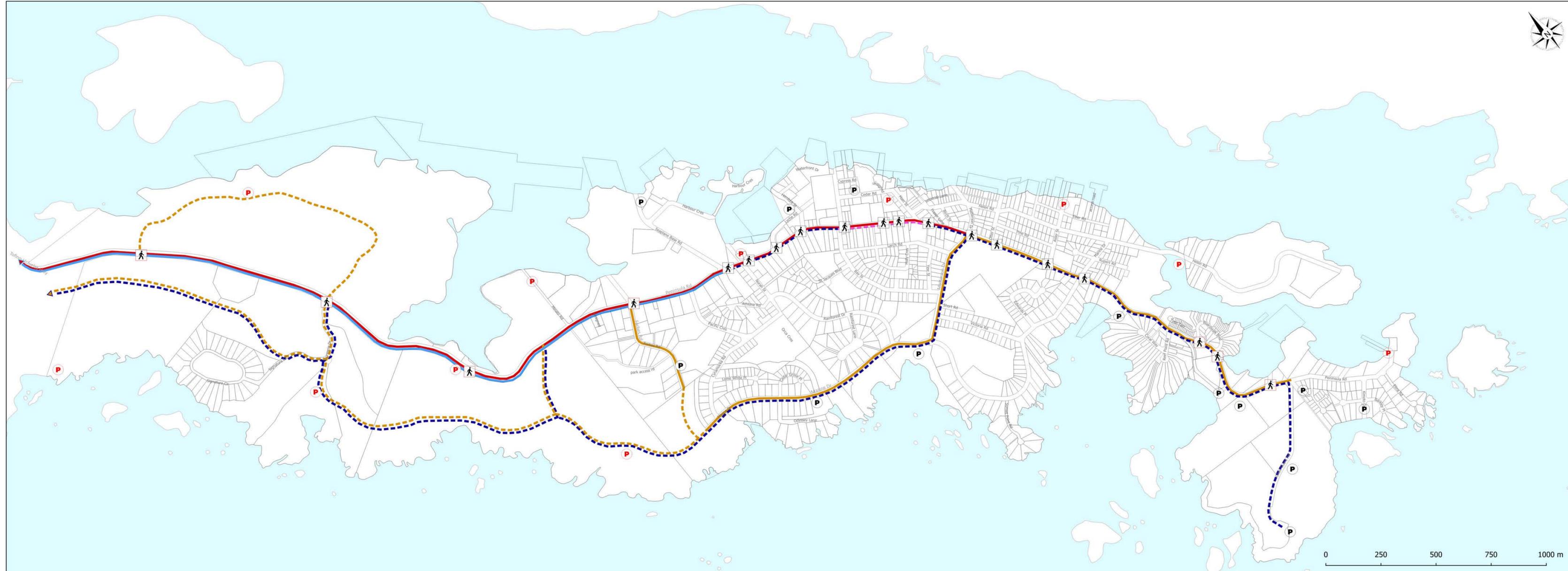
**SCHEDULE 'B'
Transportation Network**

- Existing Roads**
 - Arterial (Red line)
 - Collector (Yellow line)
- Future Roads**
 - Arterial (Red dashed line)
 - Collector (Yellow dashed line)
- Multi-Use Trails**
 - Existing (Blue line)
 - Future (Blue dashed line)
- Bike Lanes**
 - Shared Lane (Car/Bike) (Pink line)
 - Dedicated Bike Lane (Dark Blue line)
 - Future Shared Lane (Car/Bike) (Pink dashed line)
 - Future Dedicated Bike Lane (Dark Blue dashed line)
- Crosswalks**
 - Existing Crosswalk (Icon)
 - Proposed Crosswalk (Icon)
- Parking**
 - Existing Parking (P icon)
 - Proposed Parking (P icon)

Date: September 14, 2018

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Mapping Prepared by: **cgis**





Official Community Plan

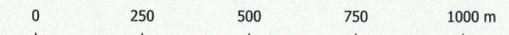
**SCHEDULE 'C'
Parks & Trails Network**

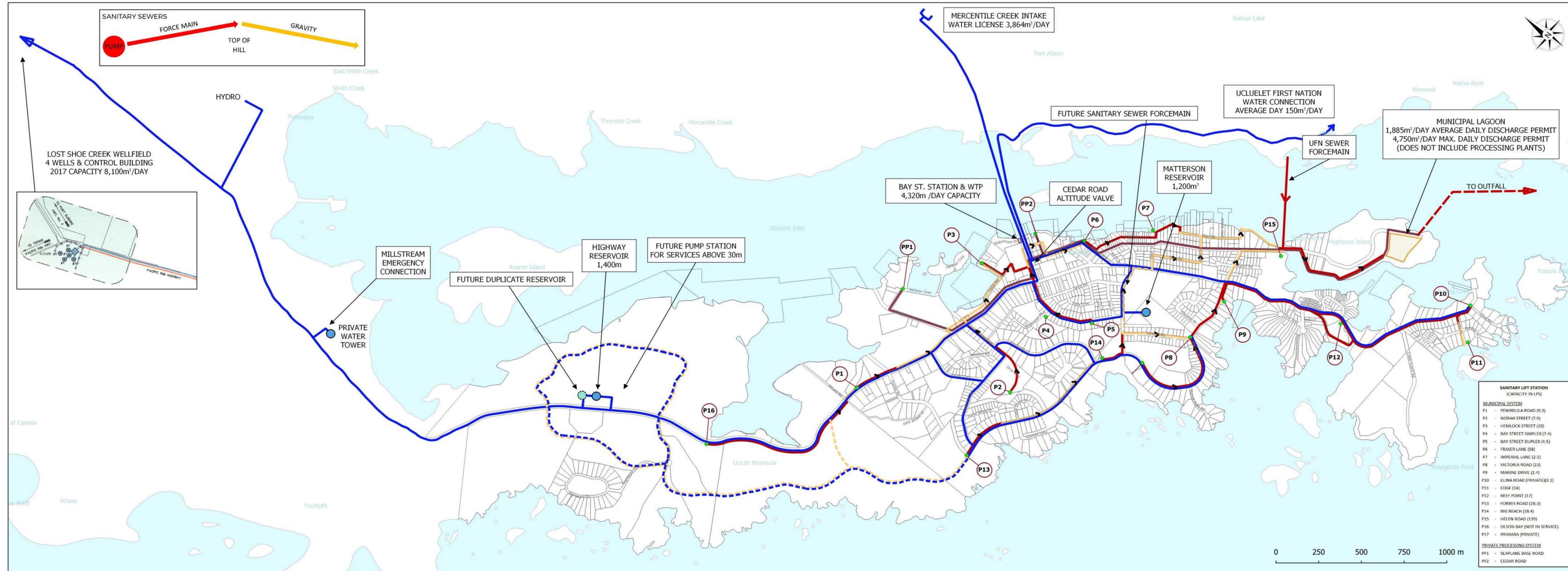
- Sidewalk - 2 Sides
- - - Future Sidewalk - 2 Sides
- Sidewalk - 1 Side
- - - Future Sidewalk - 1 Side
- Wild Pacific Trail
- - - Future Wild Pacific Trail
- Safe Harbour Trail
- - - Future Safe Harbour Trail
- Harbour Walk
- - - Future Harbour Walk
- Pedestrian Connectors
- Key Active Transportation Generators
- Park / Open Space
- Future Park / Open Space
- View Point
- Future View Point
- P Future Park

Date: September 14, 2018

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Mapping Prepared by **cgis**







DISTRICT OF UCLUELET

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: September 13, 2018

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Mapping Prepared by: 

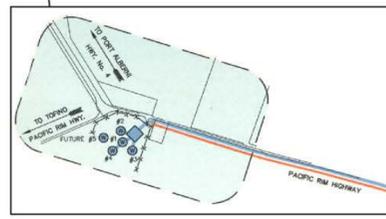
SANITARY LIFT STATION (CAPACITY IN LPS)

MUNICIPAL SYSTEM

- P1 - PENINSULA ROAD (9.3)
- P2 - NORAH STREET (7.9)
- P3 - HEMLOCK STREET (20)
- P4 - BAY STREET SIMPLEX (7.4)
- P5 - BAY STREET DUPLEX (4.5)
- P6 - FRASER LANE (58)
- P7 - IMPERIAL LANE (2.5)
- P8 - VICTORIA ROAD (23)
- P9 - MARINE DRIVE (2.4)
- P10 - ELINA ROAD (PRIVATE)(9.1)
- P11 - EDGE (14)
- P12 - REEF POINT (17)
- P13 - FORBES ROAD (28.3)
- P14 - BIG BEACH (18.4)
- P15 - HELEN ROAD (139)
- P16 - OLSON BAY (NOT IN SERVICE)
- P17 - PRIMARA (PRIVATE)

PRIVATE PROCESSING SYSTEM

- PP1 - SEAPLANE BASE ROAD
- PP2 - CEDAR ROAD



LOST SHOE CREEK WELLFIELD
4 WELLS & CONTROL BUILDING
2017 CAPACITY 8,100m³/DAY

MUNICIPAL LAGOON
1,885m³/DAY AVERAGE DAILY DISCHARGE PERMIT
4,750m³/DAY MAX. DAILY DISCHARGE PERMIT
(DOES NOT INCLUDE PROCESSING PLANTS)

BAY ST. STATION & WTP
4,320m³/DAY CAPACITY

HIGHWAY RESERVOIR
1,400m³

FUTURE PUMP STATION
FOR SERVICES ABOVE 30m

FUTURE DUPLICATE RESERVOIR

MILLSTREAM
EMERGENCY
CONNECTION

PRIVATE
WATER
TOWER

MERCENTILE CREEK INTAKE
WATER LICENSE 3,864m³/DAY

UCLUELET FIRST NATION
WATER CONNECTION
AVERAGE DAY 150m³/DAY

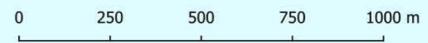
MATTERSON
RESERVOIR
1,200m³

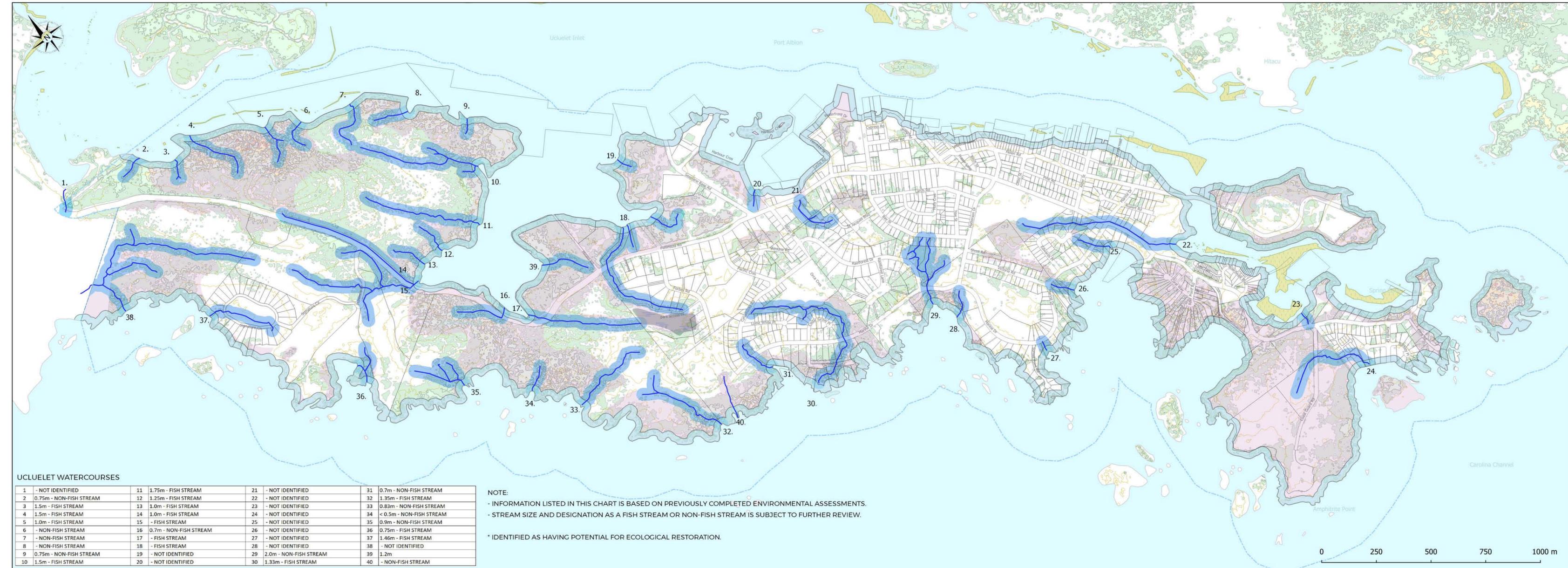
UFN SEWER
FORCEMAIN

FUTURE SANITARY SEWER FORCEMAIN

CEDAR ROAD
ALTITUDE VALVE

TO OUTFALL





UCLUELET WATERCOURSES

1 - NOT IDENTIFIED	11 1.75m - FISH STREAM	21 - NOT IDENTIFIED	31 0.7m - NON-FISH STREAM
2 0.75m - NON-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 0.83m - FISH STREAM
4 1.5m - FISH STREAM	14 1.0m - FISH STREAM	24 - NOT IDENTIFIED	34 < 0.5m - NON-FISH STREAM
5 1.0m - 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 0.75m - FISH STREAM
7 - NON-FISH STREAM	17 - FISH STREAM	27 - NOT IDENTIFIED	37 1.46m - FISH STREAM
8 - NON-FISH STREAM	18 - FISH STREAM	28 - NOT IDENTIFIED	38 - NOT IDENTIFIED
9 0.75m - NON-FISH STREAM	19 - NOT IDENTIFIED	29 2.0m - NON-FISH STREAM	39 1.2m
10 1.5m - FISH STREAM	20 - NOT IDENTIFIED	30 1.33m - FISH STREAM	40 - NON-FISH STREAM

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.



Official Community Plan

**SCHEDULE 'E'
 Environmental
 Development Permits Areas**

Development Permit Assessment Area

- Eel Grass
- Terrestrial
- Wetland
- 30m Marine Shoreline
- 30m Stream

Tree Canopy - Height (m)

- 10 - 20
- 20 - 30
- 30 - 40
- 40 - 50
- Over 50

Base Data

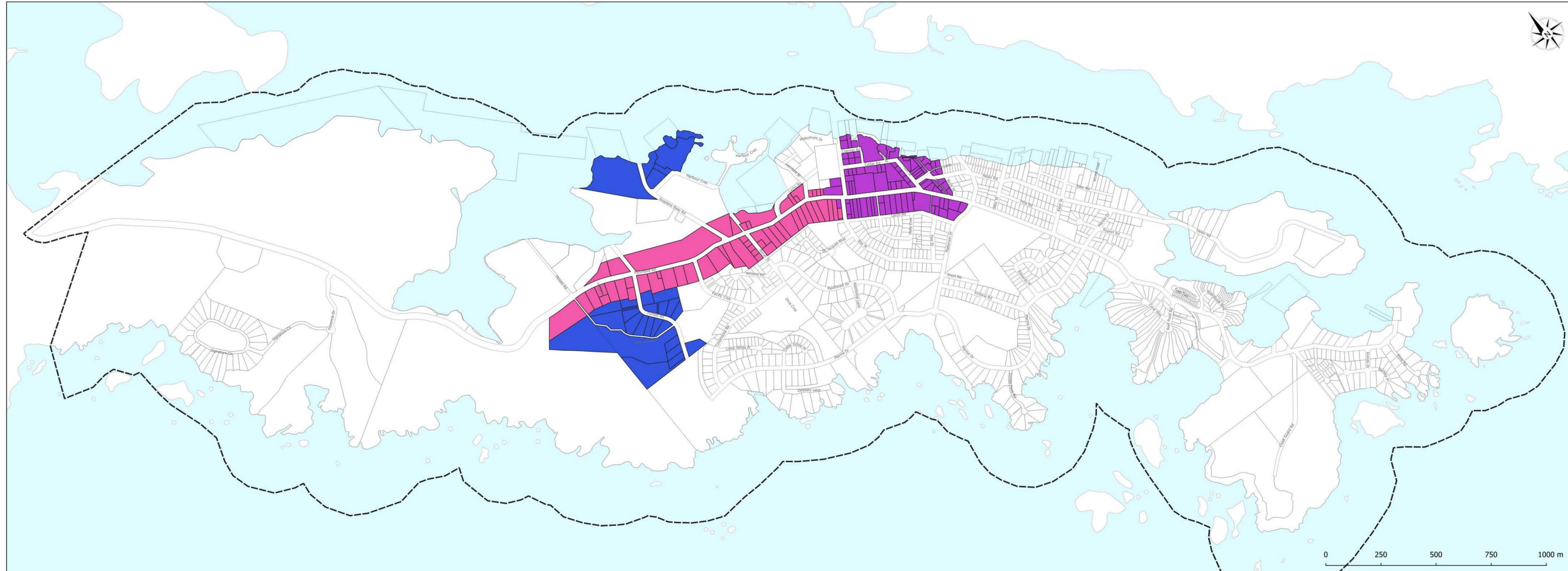
- Contours (9m)
- Stream
- Parcel boundaries

Marine Shoreline DPA is designated as 30m from either side of the natural boundary of the sea. Stream DPA is designated as 30m offsets from stream features. Refer to OCP text for development permit guidelines.

Date: September 11, 2018

The information depicted 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.

Mapping Prepared by: **cgis**



Official Community Plan

**SCHEDULE 'F'
Development Permit Areas
for Form and Character**

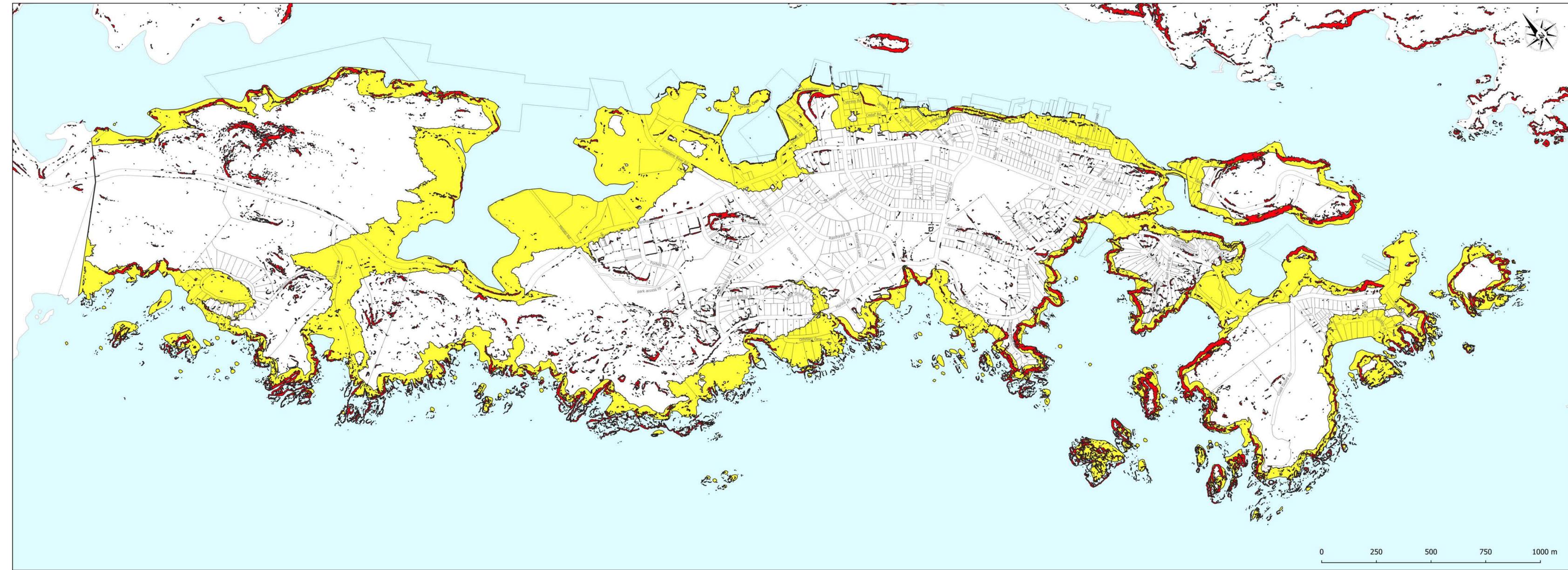
- DPA I - Village Square
- DPA II - Peninsula Road
- DPA III - Industrial
- DPA IV - Multi-Family, Mixed Use, Commercial

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: September 14, 2018

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.

Mapping Prepared by: **cgis**



DISTRICT OF
UCLUELET

Official Community Plan

SCHEDULE 'G'
Development Permit Areas
for Hazardous Conditions

- Shoreline Areas that may be subject to flooding
- Steep Slopes (>30 degrees)

NOTE: Boundary lines depicting flood prone lands are approximate only. Additional lands subject to flooding and erosion which may be present have not been identified on this map.

Date: September 13, 2018

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Mapping Prepared by: **cgis**

