

# DISTRICT OF UCLUELET



## OFFICIAL COMMUNITY PLAN 2011



*“Life on the Edge”*

**AECOM**

October 5, 2011

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## Bylaw No. 1140, 2011

A bylaw to adopt "District of Ucluelet Official Community Plan Bylaw No. 1140, 2011"

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**WHEREAS** Section 876 of the *Local Government Act* provides that 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 877 and 878 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 879 and 881 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 2011" 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 The "District of Ucluelet Official Community Plan Bylaw No. 900, 2004" and its amendments are repealed.
3. This bylaw may be cited as "District of Ucluelet Official Community Plan Bylaw No. 1140, 2011."

**READ A FIRST TIME** this 25<sup>th</sup> day of **October, 2011**

**READ A SECOND TIME** this 25<sup>th</sup> day of **October, 2011**

**Considered in conjunction with the District of Ucluelet Financial Plan and the Liquid Waste Management Plan under Section 882 of the *Local Government Act*, this 25<sup>th</sup> day of **October, 2011.****

**PUBLIC HEARING** held this 8<sup>th</sup> day of **November, 2011**

**READ A THIRD TIME** this 8<sup>th</sup> day of **November, 2011**

**ADOPTED** this 22<sup>nd</sup> day of **November, 2011**

**CERTIFIED A TRUE AND CORRECT COPY** of "District of Ucluelet Official Community Plan Bylaw No. 1140, 2011."

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Mayor

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Corporate Officer

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

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Corporate Office



**SCHEDULE "1"**  
**District of Ucluelet**  
**Official Community Plan 2011**

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# 1. Overview

## 1.1 Purpose of Official Community Plan

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 2004.

## 1.2 Community Overview

Ucluelet derives its name from the local native language meaning 'safe or good harbour' for canoe landing. Ucluelet is a beautiful, vibrant West Coast community that has a long, illustrious and rich history.

First Nations historically lived in the area and were primarily dependent on seafood and forest resources. The land provided many valuable resources, such as abundant wildlife including deer and fowl, grasses and reeds for basket weaving, and cedar for canoe building and fuel.

Europeans arrived in the early 1860s. The first Japanese settlers migrated from Victoria in 1919, drawn by the abundant fish potential. European and Japanese settlers were lured to the area with hopes of making it rich in gold from the land, fish from the sea and wood from the forests.

The first lighthouse was built on Amphitrite Point in 1906, and by the 1920s the fishing industry was in full swing.





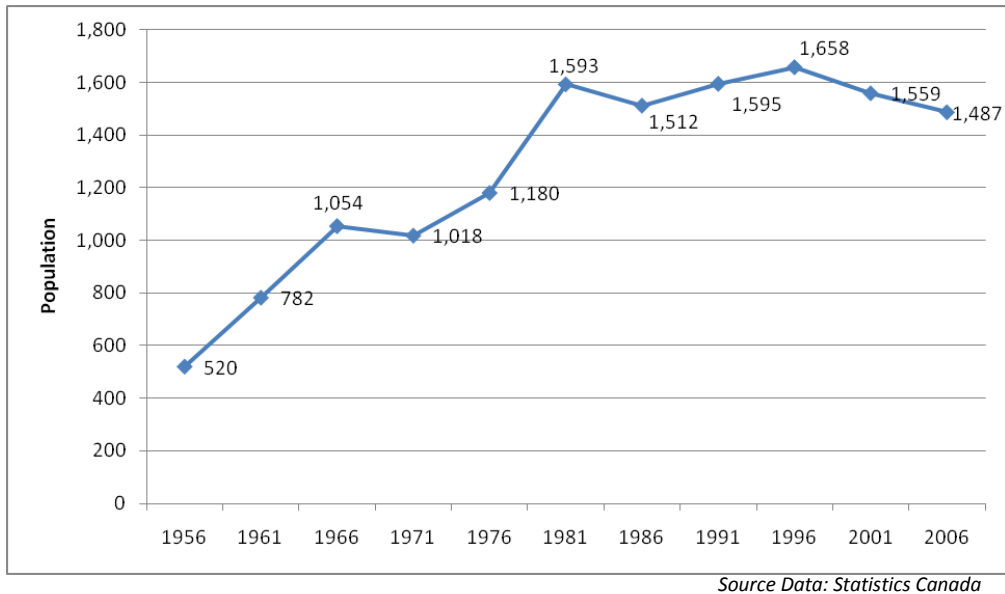
Incorporated as a Village in 1952, Ucluelet later became a District Municipality in 1997. The economy was initially based on the forest, fishing and mining industries. As the economy diversified, other industries began to flourish, including fish processing, aquaculture, forestry, wood manufacturing and tourism. Economic diversification has attracted residents who work and live in Ucluelet seasonally or who commute from other regions.

Today, Ucluelet is a friendly place where residents smile and greet each other; a strong sense of community flourishes and town pride is abundant. Its unique setting offers an attractive place to live with diverse opportunities for outdoor recreational pursuits. With its miles of wild coastline, rocky headlands, old-growth cedar forests, and luxurious resorts and spas, Ucluelet is becoming world-famous for its fishing, kayaking, surfing, diving, wildlife watching, beachcombing, and storm watching. Ucluelet, and the surrounding area, is known as ‘the playground of the Pacific’ bordering on one of Vancouver Island’s most prominent national parks, Pacific Rim National Park.

### 1.3 Population, Demographics and Growth

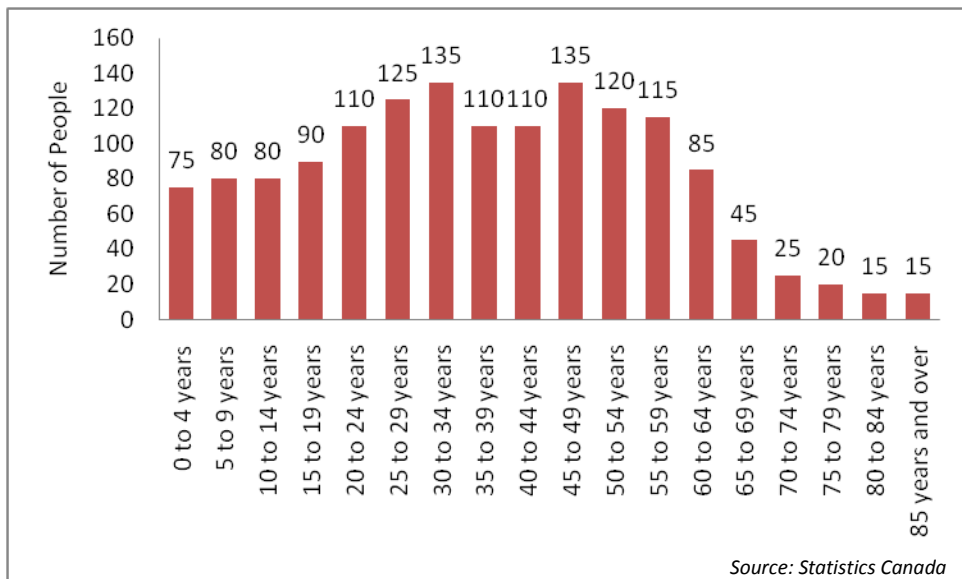
Census Canada has been tracking Ucluelet’s population since 1956 (see Figure 1, below). From that point to about 1981, Ucluelet experienced a significant rate of growth (on a small base population) averaging 3.6% annually. This was driven primarily by employment growth as the forestry, fishing and mining sectors expanded both locally and more generally in BC through the same period.

From 1981 to the most recent census year of 2006, growth has remained flat showing an average decline in population of 0.3% per year (compared to growth of 2.1% provincially during the same period). As in many smaller communities in BC, the contraction of economic activity in several resource-based industries has contributed negatively to Ucluelet’s growth over the past few decades. Fish processing has declined from three operating plants to one. The nature of the industry continues to change and Ucluelet’s location and limited transportation infrastructure make it difficult to service global markets locally. The forestry industry on Vancouver Island has not recovered from several structural and market challenges that emerged in the early 1990s.



**Figure 1. Population Change 1956-2006**

From a demographic point of view, data from the 2006 census indicates an age profile for Ucluelet that is significantly younger than the province as a whole, with a median age of 36.4 years (as compared to an average of 40.8 years for BC).



**Figure 2. Ucluelet Age Characteristics, 2006**

Looking forward in regards to population, Ucluelet is expected to see a modest return to growth over the next 25 years. Projections by BC Statistics for the Alberni-Clayoquot Regional District (of which Ucluelet is a part) indicate that the district will grow at an average rate of 0.6% to 2036. Historically, population changes in Ucluelet have correlated closely with the growth of the wider region, so it is expected that Ucluelet will see similar growth to that

experienced in the Regional District. This would suggest that Ucluelet could expect approximately 10 new residents per year, on average, over the next two decades.

An analysis of recent building permit activity reveals a somewhat different story, with steady growth in the construction of single family homes, vacation rentals and secondary suites in the community due in large part to Ucluelet's emergence as a tourist and second home destination. Since 2000, Ucluelet has seen development of an average of 19 new housing units per year (Table 1).

**Table 1. Building Permit Activity**

Year	Single Family	Multi-Family Units	Secondary Suites	Vacation/Rental	Total
2010	11	-	2	-	13
2009	11	1	5	2	19
2008	11	-	5	2	18
2007	19	-	8	1	28
2006	18	1	n/a	3	22
2005	7	-	n/a	10	17
2004	12	1	n/a	17	30
2003	9	-	n/a	13	22
2002	12	8	n/a	4	24
2001	1	-	n/a	-	1
2000	4	6	n/a	9	19
Annual Average					19.4

Given that the proportion of vacant units currently for sale within the community represents only approximately 3.5% of the total building stock, recent unit completions have been absorbed by the market (either as homes for residents, second homes, or as vacation rentals) despite declining permanent population through this period. Going forward, modest population growth, coupled with sustained demand for vacation rental and second-home properties in the community, it is likely that the community could see similar levels of housing demand going forward generating between 10 and 20 new housing units per year.

## 1.4 Regional Context

Ucluelet, located on the west coast of Vancouver Island, is part of the Alberni-Clayoquot Regional District (ACRD), and is one of three urban centres in the region alongside Tofino and the City of Port Alberni – the location of the ACRD head office. Ucluelet is also neighbour to six other Electoral Areas in the ACRD.



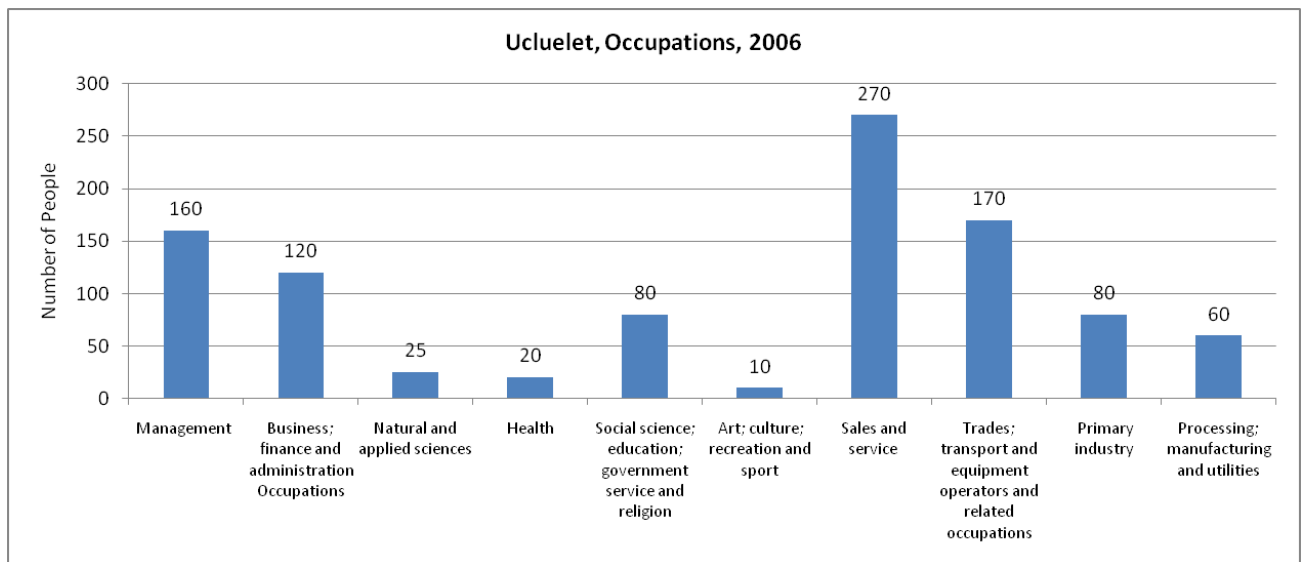
The ACRD provides various services to its member communities, such as waste management, transit, emergency planning, and water supply. The ACRD, however, does not currently have in place a regional growth strategy.

Highway 4 is the primary access into the region.

## 1.5 Economic Development

Ucluelet prides itself as being a working town. The economy has traditionally been based on the forest, fishing and mining industries, until their recent decline in the nineteen nineties. This has had a significant impact on the District, as evidenced by declining population levels since the 1996 census.

Most people in Ucluelet work in the sales and service industry (Figure 3). This sector employed 270 people in 2006, almost double the number of people employed in primary Industry, processing, manufacturing and utilities. This statistic, along with comparable numbers of people employed in management and business, suggests employment is moving away from the traditional fishing, forestry and mining sectors.



Source: Statistics Canada

**Figure 3. Ucluelet Occupations, 2006**

Ucluelet and Tofino serve a trading population of about 4,000 in addition to an increasingly large number of tourists attracted by the area's pristine scenic beauty. The vast majority of tourists (95%) using the Pacific Rim Visitor Centre at the Pacific Rim Highway 4 junction are interested in information about Tofino. To improve tourist visits to Ucluelet, the District can work with the Chamber of Commerce to further promote the unique attributes of Ucluelet, while differentiating the visitor experience between these two west coast communities. Ucluelet has a significant opportunity to improve its image and appeal to visitors. This may be 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.

There is a need to explore economic development opportunities in value-added industries, sport fishing, adventure and eco-tourism facilities and services and alternative energy resources while at the same time maintaining and promoting the existing industries. It is important that Ucluelet maintains a diversified economy, so that it does not concentrate solely on tourism, while retaining its 'traditional' small town character.

The District of Ucluelet commissioned an Economic Development Study in 2010. The Study identified a number of strategic directions which are reflected in the following economic objectives:

1. Emphasize the Village Square area as the focal point for commercial and socio-economic activity in Ucluelet;
2. Support the development of a Walking Tour within the Village Square and surrounding area to promote access to the area, encourage walking and to celebrate Ucluelet's unique attributes;
3. Support the operating fish plant and associated industry; consider opportunities such as guided tours through the fish plant, a museum to showcase the industry and sports fishing opportunities;
4. Work towards a year-round economy;
5. Promote and support arts and artisans through festivals, financial incentives, venues, and other means;
6. Promote and support eco-tourism on land and water;
7. Continue to support home-based businesses that have minimal impact on neighbouring uses.
8. Enhance the pedestrian character and visual appearance of the harbour area through protection of the waterfront for public access, retention of views within the Village Square, architectural design measures, landscaping and boardwalks that reflect both traditional and contemporary west coast styles and First Nations heritage;
9. Encourage commercial ventures on Peninsula Road to fill in the gaps between existing buildings, while focusing most commercial development within the Village Square;
10. Review property tax, DCCs and fees to create and maintain a competitive advantage with other communities;

11. Create a marketing plan to differentiate Ucluelet from Tofino by advertising its natural, small town, eco-friendly setting and access to the Broken Group Islands;
12. Visually promote the Wild Pacific Trail, Inner Harbour, Village Square and Broken Group Islands within the Pacific Rim Visitor Centre; and
13. Establish a co-operative strategy on economic development that includes the local First Nations, the Alberni-Clayoquot Regional District, the Village of Tofino, and others.

The above informs and provides context to the policies that will follow.

## 2. Vision and Guiding Principles

### 2.1 Vision

The following Vision statement was established for the 2004 OCP and continues to be relevant:

*Ucluelet's built and natural environment respects, above all, the outstanding diverse natural habitat and optimizes recreational opportunities for its citizens and its visitors. Ucluelet residents enjoy a high quality of life built upon a sustainable and diversified local economy.*

### 2.2 Guiding Principles

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

1. Create a complete community;
2. Create a compact and vibrant Village Square;
3. Develop and maintain quality parks, trails, recreation and community services for residents and visitors;
4. Build a sustainable local economy;
5. Maintain and enhance Ucluelet's unique character and preserve its heritage;
6. Protect natural areas ;
7. Increase transportation choice; and
8. Manage residential growth in balance with job creation and the provision of services.



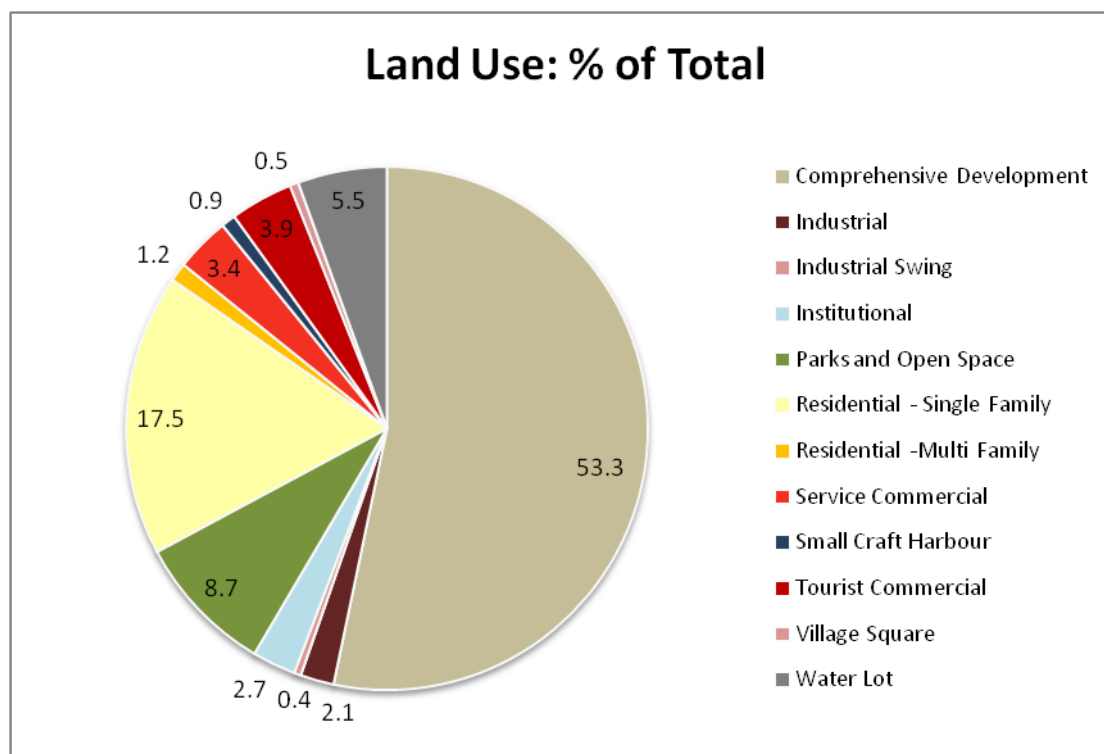
## 3. Land Use Policies

### 3.1 Overview of Land Use Designations

Proposed land use designations are shown in Schedule A, “Proposed Land Use Designations”. Each designation, along with their approximate area, is described below. Schedule B, “Existing Zoning” may be used to identify existing land uses.

- 1. Village Square Designation**  
(approximate total area: 4 hectares, 0.5 percent of total designated area)  
The Village Square encompasses most of the lands within approximately a five minute walk of Main Street and Peninsula Road.
- 2. Parks and Open Space Designation**  
(approximate total area: 60 hectares, 8.7 percent of total designated area)
- 3. Residential Designations**
  - a. Multi Family**  
(approximate total area: 8 hectares, 1.2 percent of total designated area)
  - b. Single Family**  
(approximate total area: 120 hectares, 17.5 percent of total designated area)
- 4. Commercial Designations**
  - a. Service Commercial**  
(approximate total area: 23 hectares, 3.4 percent of total designated area)
  - b. Tourist Commercial**  
(approximate total area: 27 hectares, 3.9 percent of total designated area)
- 5. Industrial Designations**
  - a. Industrial**  
(approximate total area: 14 hectares, 2.1 percent of total designated area)
  - b. Industrial Swing**  
(approximate total area: 3 hectares, 0.4 percent of total designated area)
- 6. Institutional Designation**  
(approximate total area: 18 hectares, 2.7 percent of total designated area)
- 7. Comprehensive Development Designation**  
(approximate total area: 365 hectares, 53.3 percent of total designated area)
- 8. Water Areas;**
  - a. Water Lots** (approximate total area: 38 hectares, 5.5 percent of total designated area)

- b. **Small Craft Harbour**(approximate total area: 6 hectares, 0.9 percent of total designated area)



**Figure 4. Percent of total designated area assigned to each land use designation.**

Descriptions and proposed uses for each OCP land use designation are summarized in Table 2 below. It should be noted that existing land use may differ from proposed designations. Over time, it is anticipated that redevelopment will occur and land use will align with future intended uses, as noted in this OCP.

<b>Land Use Designation</b>	<b>Description</b>
Village Square	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.
Tourist Commercial	This designation includes visitor accommodation (e.g. hotels, motels, hostels, guesthouses), marinas and other supporting uses such as kayak and bike rentals. It includes the resort developments located in the Reef Point area and Inner Boat Basin.
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.
Residential - Single Family	This designation includes low-density, detached single family homes. It may include secondary suites, home occupations and guest accommodation.
Residential – Multi-Family	This designation includes multi-family residential housing of medium to high-density. This includes houses with coach houses, duplexes, row houses, cluster housing, townhouses and apartment buildings.
Institutional	This designation includes community and institutional uses, such as schools, libraries, recreation areas, health facilities, policing and emergency services, municipal buildings and facilities (e.g. the sewage lagoon on Hyphocus Island) and religious institutions.
Industrial	This designation provides for a variety of light and medium industrial uses, such as fish processing and wood-based manufacturing industries, including service commercial and light industrial uses. This designation applies to lands along Forbes Road and Seaplane Base Road.
Industrial Swing	The Industrial Swing land use designation is intended to provide for future demand for industrial land. Industries intending to locate in these areas will be required to demonstrate that they cannot be accommodated in existing industrial areas. The District will evaluate their potential impacts on surrounding land.
Parks, Trails and Open Space	This land use designation applies to the District's parks, playgrounds, trails and green spaces. This includes nature parks, community parks, neighbourhood parks, parkettes, trails and greenbelts.
Water Lot	This designation applies to all registered water lots 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 Harbours/Marine	This designation applies to the three Small Craft Harbour water lots, as designated in Schedule A. These lots are owned 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, including launching points for excursions on the water along the West Coast.
Agricultural	There are currently no lands designated as agricultural within the District of Ucluelet. None are anticipated as a future use during the time period of this OCP.
Sand and Gravel	There are currently no lands designated for Sand and Gravel deposits within the District of Ucluelet. None are intended as a future use during the time period of this OCP.

**Table 2. Land Use Designations**



### 3.2 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 approximately a five minute walk (400 metre radius) of Main Street and Peninsula Road. As such, the Village Square area supports the District's policies and actions to reduce greenhouse gas (GHG) emissions and respond to climate change.

The Village Square area is oriented toward the waterfront, and as such acknowledges the critical role the harbour continues to play in the community's prosperity. Access and views to the water are preserved and enhanced. As the main commercial and mixed-use area of Ucluelet, the Village Square area is a welcoming place for community members and visitors alike.

The Village Square designation is the main land use designation within the Village Square core area of Ucluelet. Other designations located within the five minute walking radius 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 multi-family residential. Employment uses that require access to the harbour are also permitted in key locations, including the 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:**

1. The area bounded by the Harbour, Bay Street, Larch Road and Otter Street is to be designated as Village Square;
2. New retail, service and office development must be concentrated in the Village Square designation in order to maximize pedestrian access for employees and customers;
3. Tourist accommodation (e.g. boutique hotels) and supporting uses are encouraged (e.g. eating and drinking establishments) to locate in the Village Square designation;
4. The District of Ucluelet continues to recognize the importance of the harbour to the District's economy by allowing employment uses that require access to the water (e.g. fish plant) to locate within the Village Square designation. Such uses shall be sensitively integrated into the community;
5. Direct residential growth to the Village Square designation in the form of apartments and residential over commercial to provide for greater housing diversity and affordability;
6. 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. Vehicular access must be taken from the south side of Peninsula Road, where possible, or otherwise arranged in a way that gives priority to pedestrian, cyclist and vehicular safety;
7. 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 (e.g. church building on the corner of Main Street and Peninsula Road) by the District, or other public agency, may be required in order to establish more cultural and heritage uses in the Village Square;



8. While the vacant redevelopment site at the northwest corner of Helen Road and Matterson Drive, is designated as Multi-Family Residential, it is recognized that other uses (e.g. public open space, parking) may be more appropriate. The District intends to work with the owner(s) to identify the appropriate uses on this vacant, former gas station site that reflects its proximity to the Village Square;
9. 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 existing private docks within the Harbour may be more suitable for such activities;
10. 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;
11. Enhance and improve the network of public open spaces and trails that connect and cross the Village Square. Specific network improvements and elements include:
  - i. Enhancing existing parks including Municipal Hall Park (e.g. reducing pavement) and Waterfront Park;
  - ii. Retaining 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;
  - iii. 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);
  - iv. Encouraging the retention of the existing treed area located west of Main Street, approximately between Cedar Road and Peninsula Road (e.g. through cluster development that preserves significant tree stands, parkland dedication or other mechanisms). Development forms that seek to protect and preserve this last remaining downtown treed area will be encouraged (e.g. courtyard or mews type development);
  - v. Requiring and formalizing mid-block pedestrian connections in large block areas (e.g. north side of Peninsula Road, between Bay and Main Streets);





- vi. Developing a walking tour that connects the Village Square to the Inner Boat Basin, Imperial Lane and other parts of town;
  - vii. Encouraging the provision of cycling end-of trip facilities, such as bike parking; and
  - viii. 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 (e.g. Lot 2 Plan 14646).
12. Development Permit Area Guidelines regulate the form and character of development within the Village Square designation. Guidelines aim to improve pedestrian movement and the character of streetscapes for residents and visitors by a variety of means such as:
- i. Siting buildings close to the front lot line, with parking located at the rear of lots, or, where feasible, below grade;
  - ii. Providing for awnings and canopies to provide rain protection over sidewalks;
  - iii. Retaining views to the harbour through building massing and heights in key locations (e.g. along north side of Peninsula Road);



- iv. Improving the character of the streetscape and safety adjacent to the existing Co-op Store by:
  - a. Retaining existing landscaping and improving the plaza;
  - b. Reducing the width of the existing driveway access and;
  - c. Exploring closure of the existing lane on the east side of the property and incorporating it as a walkway or future development site.
- 13. The District may conduct a parking study of the Village Square in order to increase the amount of parking available during peak visitor periods. Possible improvements may include:
  - i. Working with the School District to explore temporary visitors parking on school grounds;
  - ii. Exploring the use of key streets for Recreation Vehicle parking use.
- 14. The District shall prepare a more detailed plan for Ucluelet's Harbour, focusing on lands in the vicinity of the Village Square and existing water lots.



### 3.3 Parks, Trails and Open Space



The parks, trails and open spaces in the District of Ucluelet contribute to a unique character and sense of place within the community. The popular Wild Pacific Trail is the primary hiking trail in the District that runs through the south western edge of the peninsula. Ucluelet's green space network is recognized as a valuable community asset where residents and visitors can enjoy the outdoors and beautiful scenery on foot or bicycle, and as part of an active, healthy way of life close to nature.

The purpose of the Parks and Open Space designation is to protect Ucluelet's natural beauty, enhance the District's green space system and to support a safe environment for recreational opportunities. The parks and open space system includes nature parks, community parks, neighbourhood parks, parkettes, trails and greenbelts. Establishing a connected and defined parks and trails network further achieves other community environmental objectives by supporting the District's targets, policies, and actions to address climate change and reduce green house gas emissions. Reducing GHGs may be positively affected by providing trails or multiuse pathways to accommodate active transportation (walking and cycling) throughout the community.

#### **Parks, Trails and Open Space Policies:**

1. Key parks, trails and open spaces in Ucluelet are identified on Schedule A of the OCP;
2. Existing parks and trails are to be maintained and protected, taking guidance from the District's Parks and Recreation Master Plan. Mechanisms to help protect parks and trails that can be explored may include, but not be limited to, OCP designation, zoning, or acquisition and dedication of land by the District;
3. The District will work with property owners and developers to:
  - i. Further support existing green spaces (e.g. trails and playgrounds);
  - ii. Increase green space; and
  - iii. Create linkages between green spaces within the District (e.g. retain treed areas and securing mid-block pedestrian connections in the Village Square) and to the outer side of the peninsula, including connections to the Wild Pacific Trail.



4. Coordinate OCP policies related to parks, trails, playgrounds and open spaces with the District's Parks and Trails Map, Parks and Recreation Master Plan, and the Transportation Plan (as it relates to cycling and walking trails);
5. The District may work in partnership with landowners, businesses and the development community to maintain and increase public access to the water. Some new opportunities for increased access to the harbour include:
  - i. A park, viewpoint or open space at the end of Matterson Drive, serving as an anchor on one end of this unique street, linking the Inner Harbour to Big Beach across the peninsula; and
  - ii. A park, viewpoint or open space at the end of Alder Street and the City-owned water lot.
6. Develop a walking trail tour that connects the Village Square to the Inner Boat Basin, Imperial Lane, and other parts of town.
  - i. The trail may be comprised of existing sidewalks, pathways and other routes. It may include pervious surfaces that are suitable for all users (e.g. strollers), good signage and be promoted through leaflets, websites, etc. (see Village Square policy);
  - ii. The tour may also include connections from the Village Square to the Ucluelet Community Centre and Big Beach;
  - iii. Partnerships with other local agencies who may have a shared interest in developing a walking trail tour may be explored (e.g. with local schools, the Chamber of Commerce, Historical Society); and
  - iv. Efforts to develop the walking trail tour should be coordinated with the District's Parks and Recreation Master Plan.
7. Explore the development of a park or open space at the summit of Hyphocus Island and a trail along the perimeter of Hyphocus Island. Design will need to be sensitive to the existing context of the area to ensure that the park, open spaces and trails are

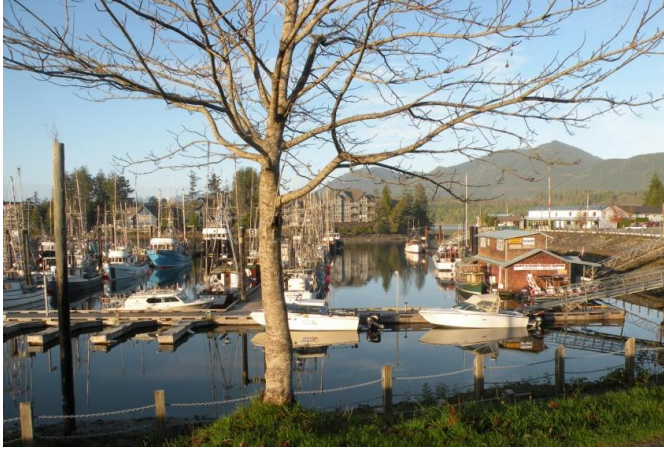


- well integrated with adjacent uses and natural features, such as the sewage lagoon and the island's topography;
8. Protect and create viewpoints along the Wild Pacific Trail (WPT). The Wild Pacific Trail should follow the coastline as much as possible. All new developments will provide for a WPT route that is deemed acceptable to the District;
  9. Provide public amenities in parks or along trails, in accordance with the Parks and Recreation Master Plan and Transportation Plan, which may include, but are not limited to playgrounds, bike racks and covered seating areas;
  10. The District of Ucluelet may work with the District of Tofino and Pacific Rim National Park to consider extending the cycling path from Ucluelet to Tofino as part of a larger cycling network;
  11. Francis Island is recognized as 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.





### 3.4 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 water lots registered in the Land Titles Office have been created over the years. These consume much of the waterfront from Marine Drive through to the former Forest Reserve Lands (Island Timberlands/Marine Drive Properties). To date, the development potential of these water lots has not been regulated.

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); or
- Managed Water (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.

In conjunction with the sustainability objectives noted in the OCP, the District should consider protecting environmentally sensitive areas and shoreline habitat.

**General Policies:**

1. Consider creating new zoning regulations in conjunction with the next Zoning By-law review for registered water lots. These could include, as a minimum, permitted uses, servicing and parking requirements, density and building height;
2. Prohibit the following uses in the Water Lot, Small Craft Harbour and Managed Water designations:
  - i. Commercial and recreational aquaculture;
  - ii. Boat, vessel or aircraft storage; and
  - iii. Landfills.
3. The District shall work with the Department of Fisheries and Oceans to:
  - i. Identify environmentally sensitive areas;
  - ii. Support marine ecology and marine education facilities within the Harbour;
  - iii. Consider alternate long-term uses, such as residential, including a private marina, for the former BC Packers Plant;
  - iv. Consider enhancing public access to the District owned water lot at the foot of Alder Street;
  - v. Support transient boat moorage provided adequate sanitation facilities are located nearby;
  - vi. 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;
  - vii. Require all structures to apply for and obtain a Building Permit, which addresses health and safety regulations; and
  - viii. Explore ways and means of generating revenue to fund Harbour infrastructure.



## i. 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; and
- Lot 1877, known as 52 steps.

### Small Craft Harbour Policies:

1. Ensure the continued viability of the Small Craft Harbour in Ucluelet through sound management practices;
2. 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);
3. Encourage water-based industrial uses to locate in the vicinity of the Seaplane Base Road.

## ii. Water Lots

All water lots not included within the Small Craft Harbour designation are designated as “Water Lot” as designated in Schedule A, except for:

- Several water lots at the foot of Main Street (“Whiskey Landing” area) currently designated as “Village Square”; and
- Lot 2087 (former BC Packers site) designated as “Residential”.

### Water Lot Policies:

1. A comprehensive review of all existing water lots uses will be carried out by the District. Possible uses include:





- i. Docks and moorage of fishing vessels;
  - ii. Loading and unloading of marine vessels;
  - iii. Fish processing and support industry;
  - iv. Tourist and recreation facilities, including marinas and boat launches;
  - v. Float homes;
  - vi. Live-aboards and houseboats;
  - vii. Pier residential housing;
  - viii. Environmental protection;
  - ix. Utilities; and
  - x. Log storage.
2. The Main Street Dock (Lot 1689) 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.

### iii. Managed Water

All water areas located between the shoreline and the District boundaries, excluding all registered water lots, are designated as “Managed Water”.

#### **Managed Water Policies:**

1. A comprehensive review of the area within the Managed Water designation will be carried out by the District. Until this time, no uses are permitted within the area, including boat or houseboat moorage.



### 3.5 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, Comprehensive Development, 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. Residential uses are also permitted by zoning (e.g. CS-2 zone) on lands designated Service Commercial.

The 2006 Census reported a population of 1,487 people in Ucluelet, with a total of 640 occupied private dwellings. Of this total, approximately:

- 64.8% live in single-detached houses;
- 2.3% live in semi-detached housing;
- 1.6% live in row houses;
- 1.6% live in apartment duplexes;
- 13.3% live in apartment buildings (less than 5 storeys); and
- 16.4% live in other types of dwellings.

The majority of private dwellings are owned (approximately 64%). Average household size is 2.3 people.

Based on an annual projected growth rate of one percent, Ucluelet currently has enough land designated for residential use to meet overall housing demand for ten to twenty years. This includes undeveloped, serviced single family residential lots (137), vacant single family, mobile homes and strata units (25) and long term rental units. A supply of vacation rentals also exists in the community. Seasonal home occupancy will have a moderate impact on the existing inventory. Although there is an adequate supply of housing, there is a demand for more affordable units, particularly for youth, families, seniors and seasonal employees.



## i. 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.<sup>1</sup> 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.

Affordable Housing is defined as housing suitable for households of low & moderate income (with incomes that are **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).

This section summarizes the District's initiatives to address affordable housing and policies moving forward.

In 2004, Council amended the OCP to adopt inclusionary zoning policies to help address the affordable housing issue. The amendment requires 15-20 percent of units in new multi-family developments to be affordable. Developers are also encouraged to provide 15-20% of all units to be set aside for employees of new developments. The table below identifies the affordable housing units that have been or will be required through inclusionary zoning policies and Master Development Agreements. To date, only two of these required units have been constructed.

Project	Market Units	Affordable Units
Weyerhaeuser	1359	198
The Moorage	14	2
Black Rock	132	30
Islands West	94	14
Spring Cove	48	9
TOTAL	1647	253 (15%)

**Table 3. Affordable Units Secured through Inclusionary Zoning in Ucluelet<sup>2</sup>**

<sup>1</sup> Smart Growth BC, 2008, *Affordable Housing Toolkit*

<sup>2</sup> *Ibid*



Provisions for density bonusing in exchange for affordable housing units are present in the current R-2 Medium Density Residential and R-3 High Density Residential zones. The Zoning Bylaw states that “where 30% or more of the total number of units are affordable housing units, the maximum number of multiple family residential units may be increased by 20 units per hectare.” (The base maximum density is 30 units per hectare in the R-2 zone and 65 units per hectare in the R-3 zone.)

Several CD zones (e.g. CD-5, CD-6) also specify a maximum or minimum amount of affordable housing units to be built. For instance, only 50% of maximum density of multiple family residential and resort condominium units are permitted until at least 10 affordable housing units developed, and a 15% minimum of hotel units are required as staff housing, with no maximum limit).

Secondary suites provide an opportunity to offer more housing choices while maintaining a single family neighbourhood character. Currently, the following zones permit secondary suites:

- R-1 Single Family Residential;
- R-2 Medium Density Residential (provides for a mixture of low to medium density; housing and the option for secondary suites in single-family dwellings);
- R-4 Residential – Small Lot; and
- VR-1 Vacation Rental (maximum 2 secondary suite units within a single family residence).

Some of the Comprehensive Development zones also permit secondary suites.

In 2004, the District initiated the Perpetual Affordable Housing (PAH) program. The PAH involves a Covenant and Housing Agreement on title to keep housing prices and rent affordable in perpetuity. The units are created for individuals and families who are either long-term residents of Ucluelet or who intend to become long-term residents. The program is geared for those who are unable to enter into market rental and ownership housing opportunities. Qualified applicants are entered into a lottery which determine the order in which they are selected to be placed into a PAH unit. In 2008, the first two PAH homeownership units sold at \$155,000 and \$160,000, respectively—well below the average price of housing in Ucluelet of \$234,300. Two PAH units have been built to date.

The Ucluelet Affordable Housing Committee (UAHC) was established in 2007 with the mandate to represent community interests in development of an affordable housing governance and operations plan and recommend to Council an appropriate Housing Authority structure and governance model.

A combination of strategies that includes smaller lots, secondary suites, 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.



**Affordable Housing Policies:**

1. Develop a comprehensive Affordable Housing Strategy that pulls together and builds on Ucluelet's current initiatives and programs and monitors progress;
2. 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, and secondary suites;
3. Support development of multi-family housing above retail in the Village Square to encourage a mixed-use core in the District;
4. Continue to offer density bonuses in exchange for the provision of affordable housing units in multiple family and comprehensive developments;
5. Permit secondary suites in single-family dwellings with sufficient off-street parking. Permit Vacation rentals as an alternative development form;
6. Encourage development of mobile/modular home parks with high quality site design, screening and landscaping;
7. Encourage alternative housing options, including bare land strata and small lot subdivisions;
8. Use comprehensive development zoning to promote rental housing development and accommodate special needs housing development, guest house accommodation, and the provision of housing for seasonal workers;
9. Zone land using low to moderate densities and use density bonusing to secure affordable housing in any larger development;
10. Continue using inclusionary zoning regulations that require affordable housing in new multi-family developments;
11. Continue to encourage developers to provide 15% to 20% staff housing for employees needed to staff new developments in tourist commercial developments; and
12. Encourage private, non-profit and co-operatively run housing units.





## ii. Residential – Multi Family

Smaller units in higher density, multi family areas is 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:

1. Encourage the development of multi-family residential units within approximately a five minute walk of the Village Square;
2. Encourage residential development above or below the first floor in the Village Square and the Service Commercial Area;
3. Encourage higher density forms of multi-family development to locate along main roads, including Matterson Drive and Peninsula Road;
4. 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
5. Provide density bonuses for the provision of underground or concealed parking and amenities and affordable housing units.



## iii. Residential – Single Family

The majority of housing in the District of Ucluelet is made up of detached single-family homes. A low projected annual growth of one percent, and a long timeframe for absorption of existing housing inventory, indicate that the Ucluelet has no immediate need for increased supply of this housing type.

### Single Family Residential Policies

1. 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, bare land strata) where appropriate;
2. Retain the area along Imperial Lane as single family, with the character of the existing buildings retained through redevelopment, and subject to the Development Permit Area No. 2 guidelines;

3. Consider the use of Heritage Revitalization Agreements to vary zoning regulations (e.g. parking) to make it viable for owners to conserve and preserve the heritage merit of Imperial Lane;
4. 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;
5. Identify Hyphocus Island as low density rural residential, until such time as density for amenity bonusing or 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;
6. Encourage residential development Spring Cove (e.g. Lot 12129) that maximizes creek preservation and fits with the natural environment;
7. Designate Water Lot 2087 (former BC Packers Plant) as residential to reflect the use of the adjoining land.

#### iv. Residential – General

##### General Housing Policies

1. Adopt passive site design guidelines that promote energy efficiency, such as orienting buildings for maximum solar gain, setting maximum amounts of 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;
2. Explore density bonuses for incorporating energy efficiency in existing and new buildings;
3. Cluster residential units to preserve natural areas where possible.



### 3.6 Commercial Development

Ucluelet provides a range of commercial facilities and services for the convenience of residents and visitors. Commercial uses help to foster a sustainable local economy by strengthening the commercial tax base, providing employment opportunities and accommodating a viable tourist economy. Commercial land uses are also recognized 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 tourists, and primarily for accommodation purposes, are located in Tourist Commercial designations at Reef Point and the Inner Boat Basin, as well as within Comprehensive Development areas. This hierarchy of commercial designations supports a compact and vibrant Village Square, while accommodating other needed services in the community.

#### General Commercial Policies:

1. 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;
2. Continue to support the work of the Ucluelet Economic Development Corporation and the formation of partnerships or joint ventures to diversify the local economy and to generate new sources of sustainable development and employment;



3. Promote and support locally owned small businesses, including those oriented to arts and artisans, home occupation uses, bed and breakfasts, vacation rentals and guest houses;
4. Review permitted uses in all commercial zones, including the merits of allowing permanent residential uses in the Tourist Commercial (CS-5) zone and residential units above service commercial uses (CS-2 zone);
5. 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;
6. Encourage the provision of cycling end-of-trip facilities, such as bike parking, in commercial areas;
7. Support climate action strategies by:
  - i. 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;
  - ii. Situating commercial areas within walking distance (400 metres) of potential future transit routes and supporting home-based businesses that have minimal impact on neighbouring land uses;
  - iii. Encouraging environment-friendly commercial development, building energy and efficiency upgrades; and
  - iv. 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.

#### i. 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:**

1. 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;





2. 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 (CS-2) zone within the Service Commercial designation (e.g. not within the Village Square);
3. Recognize 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 Development Permit Area 7;
4. Enhance landscaping along Peninsula Road through the development process, allocation of capital funds and other mechanisms (e.g. DCCs); and
5. Work with property owners to increase the supply of visitor parking in commercial areas along Peninsula Road.

## ii. 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:**

1. Concentrate large scale tourist commercial developments within the following general areas:
  - Reef Point Area
  - Inner Boat Basin
2. 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 Comprehensive Development designation.);
3. 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 the Village Square.



Transportation options to the Village Square will include pedestrian and cycling infrastructure;

4. Encourage the redevelopment of properties fronting onto Ucluelet Inlet ensuring:
  - i. the provision of public access to the waterfront;
  - ii. a continuous waterfront walkway connecting the Inner Boat Basin to the Village Square;
  - iii. high quality architectural design reflecting the fishing village heritage of Ucluelet;
  - iv. the identification, protection and enhancement of view corridors; and
  - v. the inclusion of natural landscaping.
5. Encourage development forms that maximize tree retention for undeveloped sites.



### 3.7 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 also supports 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 maximize energy efficiency.

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 short to medium term. Future demand for industrial land may be accommodated in an area adjacent to the Forbes Road area. Uses within the industrial designation are designed to provide a neighbourly transition to adjoining non-industrial areas.

#### Policies:

1. 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;
2. Encourage industrial uses that will achieve higher employment and land use densities;
3. Direct industrial development off Peninsula Road and into the Forbes Road and Seaplane Base Road areas;
4. 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 minimize conflicts;
5. 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);

6. Protect and enhance the sensitive ecosystem associated with the waters on the west side of the Seaplane Base road industrial area by maintaining a naturalized 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;
7. 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, (e.g. residential) in conjunction with a future Zoning Bylaw review;
8. Continue to recognize 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);
9. 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;
10. Support the sole remaining fish plant and supporting industry located within the Village Square designation;
11. 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;
12. To meet the potential future demand for industrial use, lands west of the Forbes Road industrial area are identified as a "swing" industrial area. Any proposed industrial uses in this area will need to demonstrate that they cannot be accommodated in the existing industrial areas and will consider their impact on existing or proposed land use and community character. These lands are zoned Comprehensive Development and subject to the provisions of the Master Development Agreement for the Weyerhaeuser lands. Changes to this agreement will need to be evaluated in conjunction with any proposed alternate use in this industrial swing area;





13. Work in partnership with the Ucluelet Economic Development Corporation (UEDC) to form partnerships or joint ventures to diversify the local economy and to generate new sources of sustainable development and employment;



14. 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;
15. Enhance and improve public access to the water in industrial areas while recognizing that the safety and operational needs of industrial businesses are not to be compromised;
16. 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;
17. Encourage the provision of cycling end-of trip facilities, such as bike parking in industrial areas;
18. 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;
19. Minimize detrimental effects of industrial development on the natural environment and surrounding areas. Encourage water conservation, re-use of building materials and waster products, reduced energy consumption, alternate energy sources and high air quality and water treatment standards;
20. 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;
21. Support climate action strategies by:
- Locating industrial uses within proximity of Peninsula Road and the Ucluelet-Tofino Highway - 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;



- ii. Situating industrial areas within walking distance (200 to 400 metres) of potential future transit routes. Potential future expansion of industrial uses along Peninsula Road will consider the aesthetic impacts of this gateway location;
  - iii. Encouraging environment-friendly industries, building energy and efficiency upgrades;
  - iv. Building 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.
22. 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; and
23. 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 I-1, I-2 and CD-1 zones.





### 3.8 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 well being 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 recognizes 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; and
- Army Navy & Air Force Club (Peninsula Road).

#### Institutional Policies

1. 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;
2. 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;



3. Complete a Parks and Recreation Master Plan that responds to the community's range of recreational and physical activity needs;
4. Maintain a close, collaborative relationship with School District 70 to maximize the use of school facilities and services for the benefit of the community and to facilitate current and anticipated school needs;
5. Encourage any future rebuilding of the schools to be oriented toward Matterson Drive in order to emphasize the importance of this intersection, the proximity to the Village Square and the connecting function that Matterson Drive plays (e.g. connecting Village Square to key community locations (community centre, Big Beach); and
6. Recognize and support the role of schools as neighbourhood focal points and social centres.



### 3.9 Comprehensive Development

The Comprehensive Development (CD) designation applies to those areas covered by the existing (see below) Master Development Agreements (MDAs), District Lots 282 and 281 and lands in the vicinity of Minoto Road. These CD areas represent some 359 hectares or 55 percent of land within the District's boundaries.

#### i. Master Development Agreement Areas

Master Development Agreements were established to guide the development of the former forest reserve lands. As part of their respective rezoning applications, the first agreement was signed with Weyerhaeuser Company Ltd. on September 28<sup>th</sup>, 2005 with respect to the Lands zoned CD-5, and the second agreement was signed with Island Timberlands GP Ltd. and Marine Drive Properties on August 18<sup>th</sup>, 2006 with respect to the lands zoned CD-6. CD-5 Zone was split into five (5) development areas, and Development Area #1 was transferred and assigned to a numbered company under the same leadership as Marine Drive Properties Ltd. At the time of updating the OCP, both those companies are in receivership and development has stalled in Development Area #1 of the CD-5 Zone and there has been no development, nor anticipated amenity contributions, for the CD-6 Zone.

The development of these primarily former forest reserve lands provides an opportunity to promote the natural attributes and culture of the community, while enhancing economic viability by attracting investment, tourism and providing employment opportunities for local residents. These development projects are intended to support and strengthen the community's visions, culture and 'small town' character, while fostering its natural and environmental attributes, the arts community, and economic base. Their design has the potential to become leading edge technology and practice in sustainable design by embracing energy and water conservation, reducing greenhouse gas emissions, maximizing tree retention and adopting low-impact design principles.

Land uses in the comprehensive development designation MDA areas, 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; and
- Wild Pacific Trail.



Each area included a general concept plan and the landowners committed to a more detailed concept plan as development parcels proceed, including consultation through at least one



public information meeting. Development Permits areas were also established, and the landowners committed to additional information requirements including native vegetation management plan, full environmental impact assessments (including in accordance with Appendix B – Riparian Area Regulation policies), and archaeological assessments; a detailed plan identifying the general form and character of all buildings and structures, including building materials and colours, can guide in the creation of an attractive, inviting streetscape and building design to capture the look and feel of each project. The architectural style and urban design reflects Ucluelet's history, culture and coastal context. Projects must not become exclusive but rather allow ease of public access to the extent experienced in the rest of the community.

The Wild Pacific Trail is a crucial, integral component of the comprehensive development areas. The Wild Pacific Trail is a first-class, world renowned facility, similar in stature to Stanley Park in Vancouver.

Amendments to each Master Development Agreement may be considered without amendment of the OCP provided the overall density is not increased and the Wild Pacific Trail is not compromised. MDA amendments may become necessary in response to, for example, changing market conditions, demise of the original developer(s), preparation of environmental, archaeological and other studies, public consultation or further consideration of the community's vision. Where development has not proceeded in accordance with MDAs in a timely manner (within 5 years of execution), has stalled for extended periods of time (5 years or longer) or the original landowner has not fulfilled obligations in the expected timeframes expected, the District may, but is not obligated to, reconsider the MDA-approach and revert zoning to pre-MDA conditions without amendment of the OCP; future development can then proceeding either in accordance with pre-CD zoning or on application for new zoning based on the policies in this section and OCP.

MDAs are identified as only one approach to achieve comprehensive development goals and policies. The District may also consider and implement density-for-amenity bonusing bylaws under section 904 of the *Local Government Act*, or phased development agreements under LGA s.905.1, or other mechanisms and authority and combinations thereof, without further amendment of this OCP.

Specific policies for the lands included within the Comprehensive Development designation that are or may be subject to Master Development Agreements are noted below:

1. This designation includes large undeveloped or forested areas, which may be developed according to a master plan to include a mixture of uses at a maximum density of 5 units per hectare. However this maximum density may be increased further to a maximum of 25 units per hectare upon provision of additional public open space and other public amenities. A combination of different land uses may be accommodated in a Comprehensive Development Area based on the following density equivalency table:

<b>0.5</b> single family dwelling unit/mobile-modular home
<b>0.3</b> small lot single-family residential lots (3800-7000 sq. ft.)
<b>0.4</b> vacation rental lots
<b>0.3</b> Guest House Lots (Minimum Lot Size 0.5 acres-1 acre)
<b>1.0</b> multiple family dwelling unit

One “planning”  
Unit

=

<b>0.8</b> resort condominium units
<b>2.0</b> hotel rooms in a hotel with eating and drinking facilities
<b>3</b> motel units with kitchen facilities
<b>3</b> motel units or camping spaces without kitchen facilities
<b>2</b> recreational vehicle pads
<b>30</b> square metres of gross floor area for environmentally friendly industrial uses
<b>30</b> square metres of gross floor area of an eating & drinking establishment
<b>40</b> square metres of gross floor area of retail commercial, personal service (beauty salons, barbers, dry cleaning, health care etc.,)
<b>40</b> square metres of gross floor area of a public assembly or recreational use.
<b>500</b> square metres of area for golf course use and club house facilities

The base density of 5 units per hectare assumes dedication of 5% of the CD Area for public open space or parkland. This base density may be increased in the following manner:

Open Space Dedication/ Amenity Contribution	Maximum Density Allowed
5%	5 units/ha
15%	10 units/ha
25%	15 units/ha
35%	20 units/ha
40%	25 units/ha

- More detailed concept plans are to be provided as development proceeds in accordance with the MDAs and Official Community Plan policies and directions in order to maximize community benefits and retain the areas' culture and character. Concept plans should also consider the Transportation Plan, Parks and Recreation Master Plan and Economic Development Strategy;
- Clear-cutting tracts of land greater than 0.5 hectare is prohibited; tree retention is to guide and form development character;
- A sustainability assessment in accordance with the Sustainability Tool Kit should accompany Development Permit, Subdivision and Building Permit applications;
- 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.

6. The Wild Pacific Trail is predominantly a waterfront, natural pathway. Private ownership against the foreshore is restricted and permitted only in accordance with each Master Development Agreement.
  - i. The minimum width of the Wild Pacific Trail should be 10 metres, with an average width of at least 15 metres.
  - ii. Access to the Wild Pacific Trail should be provided at intervals not exceeding 400 metres. Small parking areas should be provided at trail heads;
7. Gates, guard houses, private memberships, and other means of restricting public access should be avoided;
8. Additional parkland, open space, the Wild Pacific Trail and affordable and staff housing are only some of the features and amenities that may be secured through agreement, bylaw or other mechanisms;
9. Where development has occurred, lands may be rezoned to reflect the uses established without further amendment to this OCP.

## ii. General Comprehensive Development Policies

1. Public access to the water in all CD areas is supported, encouraged and intended to be secured including through agreement and dedication;
2. District Lots 281 and 282 are designated as Comprehensive Development. Although the existing CD zoning permits a range of mixed-use including resorts, and multi-family units, the lands contained with these two District Lots have primarily been developed as low density residential; these lots may be redesignated and rezoned in the future to reflect the variety of uses established without further amendment of this OCP;
3. The area on Seaplane Base Road, surrounding the Recreation Hall, is designated for Comprehensive Development and identified as a potential Industrial swing area. If additional industrial lands are required, only those uses that need water access will be considered for this area;
4. The area on Minoto Road north of Peninsula Road is designated for Comprehensive Development. This area is envisioned primarily as a residential community with significant tree retention. The shoreline is recognized as having important ecosystem values. A greenbelt should be maintained along the shoreline;

5. In order to support the viability of future resort type developments within the Comprehensive Development and Tourist Commercial designations, Hyphocus Island and Francis Island are targeted instead for Residential development. This reflects the desired future use as primarily clustered residential communities with substantial tree retention and significant public open space. These areas are not intended for private marina or significant commercial, tourist commercial or resort development, though Council may consider redesignation on advancement of a comprehensive plan that retains more land and provides more community amenities;
6. 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;
7. 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;
8. The number of District-owned and operated sewer pump stations should be minimized; and
9. Non-potable water should be used, where practical, for golf course and park irrigation.

### 3.10 Heritage and Culture

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 recognized 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 and;
- Imperial Lane and Village Square Dock.



Information and brochures about Ucluelet’s history and culture are available at the Pacific Rim Visitor Centre located at the junction of Highway 4 and Pacific Rim Highway.

Ucluelet also boasts a vibrant artistic community, being home to many artists and cultural events. Some of the area’s annual special events (cultural and sports-oriented) include:

- Ukee Days – annual family event centred around music, entertainment and sports;
- George Fraser Day – named for the 19<sup>th</sup> century pioneer settler and horticulturist and held in the George Fraser Memorial Garden (Village Square);

- Pacific Rim Whale Festival – held every March to celebrate the annual return of migrating Pacific Grey Whales from their breeding and calving grounds along the Baja Peninsula of Mexico;
- Edge to Edge Marathon (Ucluelet to Tofino);
- Pacific Rim Summer Festival - two weeks of performances held in Tofino, Ucluelet and Pacific Rim National Park Reserve, including multicultural concerts featuring national and international performers;
- Van Isle 360 – a bi-annual ten-leg sailing race that circumnavigates Vancouver Island;

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.

#### Heritage and Culture Policies:

1. Recognize and build awareness of heritage sites (natural or cultural) through street markers, plaques or storyboards;
2. Give priority to establishing a First Nation and District of Ucluelet working group to consider heritage and cultural matters, including the use of traditional names in areas of significance to First Nations;
3. 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;
4. Investigate the adaptive re-use of the St. Aidan on the Hill church site for community meeting, cultural space or both;
5. Facilitate the provision of gathering spaces in all parts of the community, with particular emphasis on the Village Square and the Community Centre;
6. Support the documentation of heritage places, buildings, artefacts and landscapes in the community;



7. Support the Ucluelet and Area Historical Society in planning for a future museum near Amphitrite Lighthouse while recognizing that cultural and gathering spaces should be concentrated in the Village Square and at the Community Centre;
8. Support heritage preservation and the proper stewardship of District-owned heritage resources; (e.g. Recreation Hall, historical artifacts including the cannon, anchor and logging arch located in different locations around the community);
9. Identify and connect places of historical significance on the proposed Ucluelet walking trail tour;
10. Explore the potential for a heritage incentives program, in conjunction with senior levels of government, to encourage conservation. This may include, but not be limited to the use of zoning relaxations and Heritage Revitalization Agreements; and
11. Promote heritage conservation as an economic development and community revitalization tool.





### 3.11 Natural Environment

Ucluelet is characterized 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 greatly enhances the quality of life in Ucluelet by providing recreation areas, beautiful scenery and a healthy habitat for fish and wildlife.

#### i. Ecology

Ucluelet is the base of a rich wildlife habitat due to the peninsula's unique interface where the terrestrial environment meets the marine environment. The ecosystems here are complex and fragile array of diverse flora and fauna that depend on the health and resources of the ocean and temperate rainforest.

Terrestrial ecosystems provide a home to many predator 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 terrestrial banks of Ucluelet include salmon, sea lions, migratory and resident grey whales, orca whales, seabirds, and an additional 240 species of birds. The rich forests include coniferous species of Sitka Spruce, Balsam, Cedar, Western Hemlock and deciduous trees including Red Alder. Forest health and age is a very critical component of the natural life and biodiversity of the area. The moderate climatic conditions that provide abundant moisture, sufficient sunlight and mild winters result in abundant vegetative growth year round.

#### ii. Wildlife Management

Ucluelet and the surrounding region share the natural environment with an array of wildlife, including bears, cougars and wolves. In recent years bear activity has been highly present in the immediate and surrounding area. According to the residents, cougars have been sighted rather infrequently and wolves have come into view on occasion in recent years. The frequency of human contact with bears, cougars and wolves increases as land development continues. 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 begin to become habituated to human activities. They become accustomed to odours and noises and are 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 city limits bears are particularly drawn to berry patches, and often find trash that is not bear proofed.

Development in Ucluelet's near and distant future raises the potential for increased wildlife and human contact. Ucluelet promotes prevention measures to reduce bear conflicts through a bear aware 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 bears benefit. It would also be beneficial to the District of Ucluelet to work

with the National Park Reserve with regard to existing wildlife programs.

The District has also 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 set aside habitat for bears as lands are developed within the District.

### iii. Environmental Protection

While a land use designation for environmentally sensitive areas has not been developed, mechanisms to protect Ucluelet's valuable natural assets are built into other existing bylaws, land use designation policies, and permit areas. The Former Reserve Lands Development Permit Area, for instance, is established for the protection of the natural environment, the protection of development from hazardous conditions as well as the provision of guidelines for the form and character of mixed use resort developments.

The District of Ucluelet is committed to the responsible stewardship of its natural resources. Accordingly, it may explore bylaws and other regulatory mechanisms to protect treed and natural areas and manage soil removal.

### iv. Hazardous Areas

It is estimated all land areas which are less than 20 metres above sea level could be affected by a tsunami. A tsunami triggered by a local earthquake could reach Ucluelet within 10 to 15 minutes. Emergency personnel will not have sufficient time to warn residents of the impending danger. Therefore it is critical residents are aware of immediate evacuation plans, which should consider evacuation routes to areas of high ground.

Highway #4 is the only road access to/from Ucluelet on Vancouver Island. During extreme emergency events, such as an earthquake, it is conceivable landslides will cut-off the Ucluth Peninsula from the balance of Vancouver Island, potentially for days or weeks at a time. Ucluelet's residents must consider local responses to emergency situations and not solely rely on Highway # 4 or Peninsula Road – Ucluelet's single arterial – to evacuate the community elsewhere.

Portions of Peninsula Road could become inundated with flood water resulting from a tsunami, thereby preventing a full-scale evacuation out of town. Ucluelet is serviced by a single arterial road (Peninsula Road) and an alternate collector road paralleling Peninsula Road (Marine Drive) could be a long way into the future.

## Environment Policies

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.

1. To encourage conservation of District and Regional resources;

2. To encourage the maintenance of natural green space and forest cover and eliminate large clear cuts to accommodate development;
3. To identify natural corridors for public and wildlife use or as natural landscapes;
4. To promote solid waste management practices that discourage attraction of wildlife;
5. To apply sustainable development approaches;
6. To preserve and protect heritage features;
7. To consider as funds are available an Integrated Stormwater Management Plan for the entire District;
8. To foster and support local environmental stewardship and heritage protection groups;
9. To identify and protect headlands and water viewsapes;
10. To meet the requirements of Bill 27, the Local Government (Green Communities) Statutes Amendment Act (2008); and
11. 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.

## 4. Transportation

A Transportation Plan for Ucluelet has been developed in conjunction with this OCP update. In regards to Transportation, and in keeping with the goals and objectives of the Transportation Plan, this OCP aims to:

- Create a framework for a safe and efficient transportation system for the movement of people and goods within the District;
- Identify and prioritize transportation infrastructure needs within the District;
- Develop a network of safe bicycle and pedestrian routes into and throughout the District;
- Encourage active forms of transportation as a viable and routine alternative to the private automobile in order to reduce GHG emissions; and
- Integrate transportation and land use management to help sustain a compact and walkable community.



A series of recommendations related to Ucluelet's road network, pedestrian and bicycle network, and public transit are outlined within the Transportation Plan. Some of these are summarized below:

- Given that road capacities are sufficient for a long period of time, reshift attention from roads and road capacity to pedestrians and cycling;
- Provide a 5 Year Capital and Operating Plan to assist staff with prioritizing transportation needs, while recognizing funding constraints and managing expectations;
- Focus road improvements in key locations including the Village Square (e.g. Main Street – Peninsula Road Intersection and parking and streetscape improvements);
- Focus Pedestrian and cycling improvements along Peninsula Road, Matterson Drive and Marine Drive;
- Develop a 'Walking Tour' that focuses on the Village Square, linking it to other parts of the community. A Walking Tour may also encourage visitors to get out of their cars;
- Encourage community organizations to assume responsibility for specific transportation improvements, such as the 'Walking Tour';



- Encourage use of low impact design principles;
- Initiate a 30 km/hour speed limit on Peninsula Road and Matterson Drive; and
- Promote greenhouse gas-friendly mobility opportunities.





## 5. Servicing

In conjunction with this OCP update, the District's existing and future infrastructure was reviewed. Much of the referenced data was obtained from a report titled 'Municipal Infrastructure Review DL 281 & 282 and Former Forest Land Reserve' - February, 2007.

### 5.1 Water Supply



Before 1995 the Village of Ucluelet obtained water from Mercantile Creek, a surface body of water located across the Ucluelet Inlet. Active water licenses allow the District to draw up to 3,239 m<sup>3</sup>/day; about 500 m<sup>3</sup>/day is allocated to the Ucluelet First Nations. Additional surface water cannot be taken from this source so as to protect the Mercantile Creek fish habitat resource.

With the increase in fish plant processing in the mid 90's the District secured a second source of water – the Lost Shoe Creek Aquifer. This new supply was brought into production in 1997. This source currently contains four existing wells which produce approximately 9,450 m<sup>3</sup>/day (at 90% capacity). Recent summer drought conditions have potentially impacted this supply, as the aquifer is drawn down to the level of the deepest well. A method to control the operation of the deepest well, via the installation of a variable speed pump, is necessary so to maintain the integrity of the other three wells. The Lost Shoe Creek water supply is unable to connect to an emergency power supply, resulting in vulnerabilities during prolonged power outages. A diesel powered pump station at Bay Street allows the District to supply water from Mercantile Creek during extended power outages; however this source has high levels of turbidity during the storm season. The District may consider providing emergency power capabilities for the Lost Shoe Creek Aquifer wells.

The Mercantile Creek surface water source has high turbidity during heavy rainfalls; as such it is not fully utilized during fall, winter and spring seasons, when maximum day demands are typically lower. This surface source of water is vulnerable due to logging within the watershed and occasional landslides. Recently the Ministry of Health has requested each municipality provide a second barrier water treatment system for surface water sources, in order to reduce the need for a boil water advisory.

The existing water demand, measured as maximum day demand (MDD), before 2003 reached 10,500 m<sup>3</sup>/day. This volume of water has declined steadily and considerably since 2003 primarily as a result of closure of two of three fish processing plants within the community. The MDD in 2005 was recorded at 4,871 m<sup>3</sup>/day, or less than half the volume. While water consumption may fluctuate with the type of fish stock being processing at the plant, it is expected only one fish processing plant will operate in the District for the foreseeable future, therefore water demands experienced before 2003 are not expected to be repeated for years to come.

The MDD is reached for short periods of time typically during summer drought conditions. To avoid or defer costly upgrades many municipalities in British Columbia institute summer water

restrictions in order to reduce the MDD. Other municipalities have gone a step further by implementing water conservation programs, such as individual residential water meters, low flow plumbing fixtures and an education program stressing the importance of conservation. Further, the District may implement an active program to reduce system leakage and unauthorized water use.



In the medium to long term (possibly beyond 20 years) an alternate source of water will be needed to support growth and industry within the District. Two sources have been identified: an additional well at the Lost Shoe Creek Aquifer or a new well located at Mercantile Creek. An engineering analysis weighing the pros and cons of each source needs to be undertaken; however based on current growth projections and recent fish plant closures, the requirement for a new source of water may not be required within the next 20 years.

The previous OCP states a new water supply is needed beyond 2015 and points to Kennedy Lake as the only water supply of sufficient volume to sustain the entire region, including the Ucluth Peninsula to Tofino. Due to changing economic conditions since the last OCP the District is deferring consideration of the Kennedy Lake Regional Supply, as it is not required to meet District needs for the foreseeable future.

## 5.2 Water Storage

The District operates two water storage reservoirs; one located along the Pacific Rim Highway (1,400 m<sup>3</sup> of storage) and a second reservoir located off Matterson Drive behind the schools (1,300 m<sup>3</sup> of storage) for a total capacity of 2,700 m<sup>3</sup>. Water reservoirs are necessary to retain enough water for fire protection, peak hour water balancing and emergency storage purposes.

Water storage is based upon fire flows of 150 litres/second over a two hour duration. Peak hour balance and emergency storage requirements should be based on 25% of maximum day demand (MDD). Based on the current estimated MDD a volume of 5,000 m<sup>3</sup>/day is used to determine water storage requirements noted in Figure 5.1. At a growth rate of 1% the 2031 storage requirements are 4,130 m<sup>3</sup>.

**Table 4. Water Storage Requirements**

Description	2011 Storage Requirement (m <sup>3</sup> )	2031 Storage Requirement (m <sup>3</sup> )
Fire Flow	1,080	1,080
Peak Hour Balance	1,250	1,525
Emergency	1,250	1,525
<b>Total</b>	<b>3,580</b>	<b>4,130</b>
Current Capacity	2,700	2,700
<b>Deficit</b>	<b>880</b>	<b>1,430</b>

There is a current shortfall in recommended storage volume requirements with the two existing reservoirs, therefore the District may plan for constructing a new facility, which could be partially funded through a Development Cost Charge Bylaw. Three potential sites have been identified for construction of a new water reservoir:

- i) near existing Highway reservoir;
- ii) District property at the end of Athlone Road (former reservoir site) and
- iii) Hyphocus Island.

An engineering study should evaluate the costs, benefits and disadvantages of each potential site.

The Matterson reservoir has a top water level 7.8 metres below the Highway reservoir, which results in low pressures within higher elevations in the existing distribution system, and it requires monitoring when it is being filled. A water pressure valve(s) could be installed to allow for the automatic filling of the Matterson reservoir.

A booster pump station at the Matterson reservoir could increase water pressures at higher elevations. For development above the 30 metre contour in elevation additional pumping may be necessary to provide adequate pressure. This can be determined and completed in conjunction with on-site development servicing.

### 5.3 Sanitary Sewer

The District's wastewater collection system consists of a network of gravity and forcemain sewers feeding into one of 13 municipal pump stations. All sewers are pumped through the Helen Road Pump Station before discharging to the aerated sewage lagoons located on Hyphocus Island.

Many municipal sewer pump stations are in need of upgrade and repair to increase reliability and reduce incidents of overflow. Pump station control systems are 'budget level' quality, therefore their life expectancy is lower than normal. Metal kiosks housing the electrical components are being corroded due to the sea air. These pump stations would



benefit from a supervisory control and data acquisition (SCADA) system, which tracks sewage flows and pump operation. SCADA also provides an alarm system which can be monitored 24/7. These monitoring and tracking systems are utilized throughout many municipalities in BC. The District is undertaking a program to repair, upgrade and install SCADA in each municipal pump



station. Further the District is considering the purchase of at least two portable emergency generators to service the pump stations during power outages.

Pumping wastewater is expensive to maintain. However, due to Ucluelet's topography it is unavoidable. The District, however, may prepare a strategy to reduce reliance on sewage pumping. This may include redirection and extension of specific collectors and forcemains (e.g. from the big Bay station and the Big Beach station to a new sanitary collector at Matterson Drive and Peninsula Road). Another component of the strategy may be to resist assuming responsibility for maintenance of future sewer pump stations as a result of new development. Alternatively, an amenity contribution can be requested at development application reviews to mitigate the ongoing operational costs of new sewage pump stations.

In 1998 a new marine outfall was constructed under Ucluelet Inlet to Alpha Passage near George Fraser Islands (1,480 metres in length) to accommodate effluent from the District's lagoon and three fish plants operating at that time. The licensed maximum daily outfall discharge allocated for the District is 4,750 m<sup>3</sup>/day, while the three fish plants combined are permitted to discharge 5,510 m<sup>3</sup>/day of untreated waste. The capacity of the marine outfall is 16,000 m<sup>3</sup>/day.

During construction of the marine outfall in 1998 a separate forcemain collecting effluent from the three fish plants was built. This forcemain bypasses the District's lagoon, thereby improving its performance, particularly during peak loadings.



The 4-cell aeration lagoon has consistently provided more than adequate municipal sewage treatment, well within the Ministry of Environment permit requirements of Biochemical Oxygen Demand (BOD) of 45 mg/l and Total Suspended Solids (TSS) of 60 mg/l. In late 2010 additional surface aeration equipment was installed, which is predicted to extend the life of the current lagoon configuration to serve a population of approximately 4,000 residents. To expand lagoon capacity into the future Cell # 4 may be expanded and deepened, plus additional cells may be constructed if land is secured by the District in the future.

The average day permitted discharge is 1,885 m<sup>3</sup>/day. Current average day flows are approximately 1,500 m<sup>3</sup>/day (2005). With a 1% growth rate the permitted average daily flows may be reached in the year 2027. With the addition of new aerators and an aggressive inflow and infiltration (I & I) program the District may be able to obtain an amendment to the Ministry of Environment (MoE) permit to increase the average day permitted discharge by 10% or 2,075 m<sup>3</sup>/day. This amendment could accommodate growth to the year 2037. It is recommended the District investigate opportunities for a minor amendment to the MoE permit values.

The District will continue the use of the aerated lagoons as long as is possible within the new Municipal Sewage Regulations, as the treatment process is less susceptible to the widely fluctuating flows due to I/I (*inflow & infiltration*). This system provides reliable treatment at minimal costs of power, operation and maintenance. Reduction of I/I into the sewage collection system must be an ongoing effort to limit or eliminate high flow spikes that interfere with lagoon treatment performance and that may (*rarely*) exceed permit flow limits<sup>3</sup>. No further upgrades to the lagoon capacity are required for the foreseeable future.

Since 2002 heavier rainfall events 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). Action is necessary to reduce these spikes in flow. The District is currently addressing this issue.

## 5.4 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. Several demonstration 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. By adopting standards to manage stormwater 'naturally' at the source, Ucluelet is a leader in the province with these innovative practices. These practices in turn protect sensitive foreshore areas, creeks and tributaries and marshes. The District may explore efforts to expand this concept. Areas with low infiltration capacities can utilize topsoil as an absorbing medium. The District will encourage 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.

Oil and grease separators should be installed and maintained for all new or upgraded paved parking lots and service station properties.

Over time the District can investigate and retrofit existing piped systems, where practical, in favour of new innovative practices.

<sup>3</sup> Municipal Infrastructure Review DI 281 & 282 and Former Forest Land Reserve, February, 2007 – Koers & Associates Engineering Ltd.



A 1995 Drainage Study identified long-term infrastructure requirements for the District. This study, which is based on a conventional piped storm drainage system, recommended significant and costly upgrades by replacing existing ditches with pipes, adding piped drainage to road improvement projects and upgrades necessary to support new development. Where practical and on a case by case basis, converting open ditches to a piped storm drainage system may be considered in favour of natural source control measures.

The Drainage study identifies a number of instances where open ditches are not within District rights of way. The District will develop a program to secure rights of way for key ditches and all utility infrastructure where presently not secured

The District, where practical, may continue to pursue more natural, source control methods of managing run-off, which should reduce capital upgrades over the long-term. This shall be assessed on a case-by-case basis. All new and upgraded roads should consider open, natural drainage techniques to accommodate run-off.

## 5.5 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:

- Reduce the amount of waste requiring disposal;
- Increase the level of recycling activity throughout the regional district; and
- 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, the 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, so that the recycling rate would be a better measure of progress towards the diversion targets. The targets for this catchment are:

- By 2009 – 20% recycling, 80% disposal
- By 2011 – 30% recycling, 70% disposal
- By 2015 – 50% recycling, 50% disposal.”<sup>4</sup>

All development proposals will be referred to ACRD for comments pertaining to solid waste and recycling prior to approval by the District.

The District participated in a ‘Human-Bear Conflict Management Plan’ in 2005/2006. This document will be referenced when considering development proposals and necessary actions undertaken to reduce potential conflicts with bears. The priority actions identified in this plan

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<sup>4</sup> Solid Waste Management Plan – Alberni Clayoquot Regional District, 2007

are to bear-proof garbage and food attractants, and set aside habitat for bears as lands are developed within the District.

Currently, there is no suitable location to dispose of land-clearing debris. In many locations, burning of land-clearing debris is prohibited and stump burning is not allowed anywhere within the District limits. In the future, land-clearing debris could be disposed of in conjunction with grinding of wood and mixing with other compostables to make a marketable fertilizer. In the short term, the Alberni Clayoquot Regional District accepts the debris at the municipal landfill, at a substantial cost to the consumer. It is important to note that adaptive and creative solutions to the land-clearing debris issue will be required in the near future; otherwise, cost of land clearing will become prohibitively expensive. Ucluelet expects to continue to work with the Alberni Clayoquot Regional District to find a regional solution to the stump disposal problem.

## 5.6 Emergency Services Planning

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. During extreme emergency events, such as an earthquake, it is conceivable landslides will cut-off the Ucluth Peninsula from the balance of Vancouver Island, potentially for days or weeks at a time. Portions of Peninsula Road could become inundated with flood water resulting from a tsunami, thereby preventing a full-scale evacuation out of town. Ucluelet is serviced by a single arterial road (Peninsula Road) and an alternate collector road paralleling Peninsula Road (Marine Drive) could be a long way into the future. 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 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.

In order to facilitate evacuation to these areas of high ground, signage will be placed within areas of higher ground to identify them as such.

## 5.7 Servicing Policies

1. Require developers to pay for the full servicing costs associated with growth;
2. Continue to provide emergency power capabilities at the Lost Shoe Creek Aquifer wells;
3. Initiate a program to update all wells;

4. Consider 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;
5. Develop a water conservation plan is a necessary part of future development in order to reduce peak demand requirements and key to future funding from Provincial and Federal governments;
6. Continue an active leak detection and unauthorized water use program;
7. Defer consideration of the Kennedy Lake Regional Supply, as it is not required to meet District needs for the foreseeable future;
8. Plan for the construction of a third water reservoir, partially funded through the Development Cost Charge Bylaw;
9. Install a water pressure valve to allow for the automatic filling of the Matterson reservoir;
10. Undertake a program to repair, upgrade and install SCADA on each municipal sewage pump station;
11. Continue an active program to reduce inflow and infiltration into the sewage system;
12. Consider purchasing at least two portable emergency generators to service sewage pump stations during power outages;
13. Negotiate suitable amenity contributions where developments require additional future sewer pump stations;
14. Work with the Ministry of Environment to increase sewage discharge permit volumes in light of the addition of new aerators and an aggressive I & I program;
15. 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;
16. Oil and grease separators should be installed and maintained for all new and upgraded paved parking lots and service station properties. Oil and grease separators are encouraged for existing paved parking lots;
17. Over time the District can investigate and retrofit existing piped systems, where practical, in favor of new innovative practices for accommodating run-off;
18. Where practical, and on a case by case basis, the District may pursue more natural, source control methods of managing run-off, which should reduce capital upgrades over the long-term. All new and upgraded roads should consider open, natural drainage techniques to accommodate run-off;
19. Develop a program to secure rights of way for all utility infrastructure where presently not secured;

20. Consider local responses to emergency situations, and not rely on Highway # 4 or Peninsula Road to evacuate the community elsewhere;
21. In order to facilitate evacuation to areas of high ground, signage shall be placed within areas of higher ground to identify them as such;
22. All development proposals shall be referred to Alberni Clayoquot Regional District for comments relating to solid waste and recycling prior to approval by the District;
23. Encourage waste reduction and recycling; and
24. All development proposals are to address and include measures that mitigate or manage the human-wildlife interface.

## 6. Greenhouse Gas Emission Targets, Policies and Actions

### 6.1 Introduction

Mitigating 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.

To address this challenge, provincial legislation requires that an Official Community Plan include targets for the reduction of greenhouse gas emissions, 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.



The District will support emissions reductions in the following areas:

- **Land Use and Development**, including the promotion of development patterns that are more compact, complete and efficient
- **Transportation**, including reducing private vehicle use by promoting the use of lower-impact vehicles and alternative modes
- **Buildings**, including the relative energy consumption of a variety of potential building forms built to different standards
- **Public Infrastructure and Facilities**, including utilities such as water, sewer, drainage, roads, paths, and lighting
- **Community Energy Systems**, such as district heating systems, where feasible
- **Solid Waste**, waste reduction ending up in the regional landfill.

Actions Ucluelet can take to reduce emissions include:



- When considering development applications, staff and Council will consider developing a *'Smart Growth'* Tool Kit to evaluate proposals.
- Create awareness and lead by example through District purchasing practices, including District vehicles
- Conduct an energy audit of municipal buildings and take appropriate actions
- Modify development standards to incorporate low-impact infrastructure
- Create or promote a water conservation program;
- Tackle water system losses;
- Create or promote a waste reduction strategy;
- Engage community groups and interested individuals to assist wherever possible; and
- Measure progress in meeting climate change objectives by identifying and maintaining key indicators related to GHG reduction actions areas that are under local jurisdiction (see Section 3.i of OCP).

## 6.2 Greenhouse Gas Targets

The District will work with other governmental and non-governmental partners to promote a per capita reduction in GHG emissions within the Region and District of Ucluelet by:

- **33% by 2020;** and
- **80% by 2050.**

## 6.3 Greenhouse Gas Policies

### i. Land Use and Development

1. Establish the Village Square and waterfront areas and promote infill development 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;
2. Focus municipal and other government facilities within this compact core;
3. Establish Peninsula Road and the Ucluelet-Tofino Highway as the District's primary corridor for development, which promotes 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; and
4. Require comprehensive development planning for new areas to ensure that sustainability and Smart Growth principles are integrated.

## ii. Transportation

1. Encourage pedestrian and bicycle facilities as part of all new development projects;
2. Expand the Wild Pacific Trail network as opportunities arise;
3. Work with other local communities to establish more frequent regional transit connections, including to the Tofino airport, Tofino, and Port Alberni;
4. In partnership with BC Transit, create a local transit loop that serves most destinations within the community with a high level of service and focus development along this transit corridor;
5. Identify a location for a future multi-modal transportation centre near the Village Square area that links the District with air, water, and transit service providers with local transit, taxi, walking, and cycling facilities;
6. Provide weather protection at stops for future local transit buses;
7. Support car-sharing within the community, such as the establishment of central parking facilities for car-share vehicles in secure locations or the reduction of parking requirements for developments that provide car-share vehicles;
8. Support carpooling and vanpooling within the community, such as the creation of priority parking stalls for pool vehicles and facilitating a community carpooling database;
9. Encourage adequate, secure bicycle parking facilities at major destinations within the District; and
10. Explore opportunities to create bike lanes and multi-use paths within existing road allowances.

## iii. Buildings

1. Explore density bonuses and other tools for incorporating energy efficiency through major renovations and expansions of existing buildings;
2. Promote multi-unit, mixed-use buildings with shared walls that reduce energy losses; and
3. Work with BC Hydro under the standing offer program to promote the creation of small-scale electricity production within the District on new and existing properties.

#### iv. Public Infrastructure and Facilities

1. Establish policies that focus light energy onto areas where illumination is required and restricting the spillover of light to the night sky and intrusion into adjacent properties;
2. Consider external lighting technologies that reduce energy consumption; and
3. 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.

#### v. Community Energy Systems

1. District Energy systems with hydronic (hot water) energy distribution and a flexible variety of energy sources, including natural gas, biomass, solar hot water, and sewer and waste water heat recovery sources;
2. Heat recovery from industrial or commercial sources, such as refrigeration equipment; and
3. Geo-exchange systems.

#### vi. Solid Waste and Waste Management

1. 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.

#### vii. Awareness, Education and Outreach

1. Facilitate a community task force on energy and emission reduction;
2. 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.; and
3. Display information on the issue of climate change and GHG reduction measures at public facilities and meetings.

## 6.4 Greenhouse Gas Actions

### i. Community Energy and Emission Plan

The District will, subject to the availability of adequate resources, create, maintain, and implement a Community Energy and Emissions Plan (CEEP) that is intended to include a set of detailed actions in support of energy and emissions policies to support the District's GHG reduction targets and OCP policies.

### ii. Monitoring and Reporting

1. Land Use and Development
  - Density, in terms of residents and employees per hectare, within 800m of the Village Square area and within 200m and 400m of proposed transit corridors (GIS analysis); and
  - Density of new development projects (development applications).
2. Transportation
  - Kilometres of pedestrian and bicycle facilities (GIS analysis);
  - Modal split for the Journey to Work (census data); and
  - Average car ownership (ICBC data).
3. Buildings
  - Number of buildings that apply alternative energy sources or energy efficiency measures above the minimum required by the building code (development applications).
4. Infrastructure and Public Facilities
  - Energy intensity per square meter of public facility (utility bills); and
  - Total energy by energy source consumed by District infrastructure, including vehicle fleet. (utility bills).
5. Community Energy Systems
  - Percent of new buildings compatible with district energy systems; and
  - Number of buildings connected to an alternative energy source.
6. Solid Waste and Waste Management



- Solid Waste per capita (ACRD landfill data); and
  - Percent diversion from waste stream of recyclable and compostable materials (ACRD landfill data).
7. Awareness, Education and Outreach
- Number of participants on community energy and emissions task force (Task Force records); and
  - Number of hits on District web page for GHG reductions (District IT statistics).

## 7. Implementation

Realizing the vision set out in the OCP will occur through different implementation measures over many years. Implementation methods include the redevelopment process, the application of new and existing bylaws, investment of capital funds in key areas, future studies and other initiatives. Some of these are described in more detail below.

### 7.1 Development Permit Areas

Development permit areas (DPA) are used to provide greater flexibility and uniform enforcement of specific development guidelines. These guidelines reflect the policies of the Community Plan and assist District Council and staff in evaluating development proposals.

Development Permit Areas apply to lands within the District of Ucluelet which have been designated for one or more of the following purposes:

- i. Protection of the natural environment, its ecosystem and biological diversity;
- ii. Protection of development from hazardous conditions;
- iii. Revitalization of an area in which commercial use is permitted;
- iv. Establishment of objectives for the form and character of development in the resort region;
- v. Establishment of objectives for the form and character of commercial, industrial or multi-family residential development.

There are nine Development Permit Areas. These are shown on Schedule C and described in further detail in Appendix B:. These are:

1. DPA No. 1 Village Square;
2. DPA No. 2 Imperial Lane;
3. DPA No. 3 Reef Point;
4. DPA No. 4 Hyphocus Island;
5. DPA No. 5 DL 281;
6. DPA No. 6 Inner Boat Basin;
7. DPA No. 7 Peninsula Road;
8. DPA No. 8 Former Reserve Lands; and
9. DPA No. 9 Multi-Family Residential.



## 7.2 Bylaws

### Zoning Bylaw

It is anticipated that the District of Ucluelet will commence work on updating its current Zoning Bylaw. During this review, the District will consider the following specific aspects:

- i. Amend CS-1 zone (“Village Square Commercial”) to permit up to four storeys in building height to facilitate dense, compact Village Square area; current bylaw permit up to 40’ and 2.5 storeys; or develop a new Village Square zone;
- ii. Accommodate automobile repair uses in the Service Commercial and Industrial designations; 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 Zone (within the Service Commercial designation )and in Industrial Zones (e.g. CS-2, I-1, I-2 and CD-1 zones); and
- iii. Residential uses in the CS-2 Zone.

### Other Bylaws

In order to adequately protect and manage environmental issues such as nesting, soil and tree removal, the District will consider establishing appropriate regulations (e.g. a Tree Bylaw) or other procedures.

## 7.3 Financing and other Initiatives

The District will consider financial and other initiatives that will, over time, assist in achieving the vision and policies set out in this OCP. These may include:

- i. A Review of Development Cost Charges;
- ii. More detailed plan for Ucluelet’s Inner Harbour, focusing on lands in the vicinity of the Village Square and existing water lots;
- iii. Parks and Recreation Master Plan;
- iv. Heritage Site Inventory;
- v. Village Square Parking Study; and
- vi. The District supports the development of a Ucluelet Walking Tour that connects the Village Square with other parts of the community and may be developed as a partnership between agencies such as the District of Ucluelet, Chamber of Commerce, and other community groups and volunteers.

## Appendix A: Riparian Area Regulations, 2006

### Exceptions

Notwithstanding the land use designations and other policies contained within this Plan, the uses existing on the properties listed in Appendix C shall be considered to be conforming to this Plan.

BC Packers Ltd. 983 Peninsula Road	Lot 1, Plan 12129, Section 1, Clayoquot Land District, Except Plan 14089, Barclay District (Situate in Clayoquot District) Spring Cove
BC Packers Spring Cove	District Lot 2087, Clayoquot Land District, Lease #100490 Issued for the purpose of a wharf, floats, fish buying station & for distribution of Patrol Products.
Equity Holdings Ltd.	District Lot 2024 & 2099, Clayoquot Land District, Lease #100509, Lot 2024 – For ice plant & wharf buildings, Lot 2099 – for boat mooring & fish buying.
Neptune Packers 1341 Eber Road	Lot 19, Block 1, Plan 9200, Section 21, Clayoquot Land District
Neptune Packers	District Lot 808, Clayoquot Land District, Lease \$102030, issued for dock & float purposes, for unloading purchase & shipment of seafoods
Ostergaard, Harry L & Son Ltd. 1753 Cypress Road	Lot 15, Plan 11055, District Lot 282, Clayoquot Land District
Ostergaard, Harry L & Son Ltd. 1761 Cypress Road	Lot 16, Plan 11055, District Lot 282, Clayoquot Land District
Ucluelet Holdings Ltd. (Ucluelet Seafood Processors) Ucluelet Inlet	District Lot 620 & 2121, Clayoquot Land District, Lease 101794, issued for fish processing plant & dock facilities, net loft & wharves and Block A of District Lot 542
Ucluelet Holdings Ltd. 1743 Cedar Road	Lot 1, Plan 18383, District Lot 282, Clayoquot Land District, Except Plan RW2126 & 44168
Ucluelet Fishing Co. Ltd. 1777 Cypress Road	Lot B, Plan 29748, District Lot 282, Clayoquot Land District
Ucluelet Fishing Co. Ltd.	District Lot 2042, Clayoquot Land District, Lease #100537 for wharf, ice plant & office purposes
Tyrer Enterprises Ltd. 1970 Harbour Drive	Lot 5, Plan 20323, District Lot 806 & 1991 Clayoquot Land District
Erik Larsen Diesel Co. Ltd. 1351 Eber Road	Lot 18, Block 1, Plan 9200, Section 21, Clayoquot Land District
Erik Larsen Diesel Co. Ltd.	District Lot 2083, Clayoquot Land District, Lease #100607 for wharf & float facilities
Petro Canada Inc. 1221 Eber Road	Lot 9, Plan 13683, Section 21, Clayoquot Land District
Petro Canada Products	District Lot 2098, Clayoquot Land District, Lease #100690, covering foreshore of lots ( 9 & 10 Plan 13683 for purpose of marine fuelling station
Russell Marine Ltd.	Lot 1085, Clayoquot Land District, Lot 2085 & Block A of Lot 2086, occupier of Crown Land for sports fishing lodge, wharf, floats, marine ways, distributing petroleum products & fish buying, storage & processing



## **1.0 MANAGEMENT AND METHODS**

The Riparian Area Regulation (RAR) assessment methods are to be followed with additional consideration of cumulative impacts of development along the entire length of the stream or wetland.

Trails can be located inside or outside the protective buffer zone; sections within or through sensitive habitats need to be constructed with high standards and are acceptable where:

- (a) The ground is stable or will not be detrimentally impacted by the constructed trail;
- (b) The sensitive habitat will not be impacted by the presence of the trail (some bird nest sites and sensitive ecosystems may be adversely affected);
- (c) The habitat features are identified by interpretative signs including statements about their sensitivity to uncontrolled access; and
- (d) Access is limited to the designated trail, through fencing, planting and designated people areas.

With effective planning and design, land use managers can utilize some sensitive habitats as features in greenways, linear walkways, and park trail networks and as green space amenities.

### **1.1 Where Properties are Adjacent to the Sea:**

- (a) No building shall be constructed, nor mobile home located within **15 horizontal metres** of the natural boundary of the sea; this may be reduced to **7.5 horizontal metres** where the frontage is on bedrock or adequately protected from erosion or through works designed by a suitably qualified professional engineer and a member in good standing of the Association of Professional Engineers and Geoscientists of BC, and;
- (b) Areas used for habitation, business, or storage of goods damageable by floodwaters shall be established within any building at an elevation such that the underside of the floor system thereof is no lower than **4 metres** above the natural boundary of the sea.

### **1.2 Changes In and About a Stream:**

Culverts, bridges, bank protection works, pipeline crossings and other changes in and about a stream (as defined in the *Water Act*) may negatively impact on the legal rights of downstream water licensees, water channel stability, flood levels and on the fish resource values. These changes in and about a stream are therefore regulated under Section 9 of the *Water Act* and Part 7 of the *Water Act* Regulations to minimize these negative impacts.

### **1.3 Stormwater Management**

During the past 15 years, a significant body of research has been completed regarding the impacts of urbanization on streams, lakes, oceans and wetlands. The findings clearly demonstrate that the most important impacts of urbanization on streams in order of importance are:

- Changes in hydrology;

- Changes in riparian corridor;
- Changes in fish habitat within the stream, and
- Water quality (see definition)

Stormwater is the component of runoff that is generated by human activities. Stormwater is created when land development alters the natural hydrological cycle or water balance. To mitigate the cumulative impacts of stormwater resulting from changes to the natural water balance, the Province of BC has developed a guidebook to assist local governments, engineers and planners in clearly understanding the broader issues and strategies currently available to correct stormwater-related problems.

## **2.0 REPORTS REQUIRED**

### **2.1 Assessment Report**

An Assessment Report is required for the District of Ucluelet before development is approved to proceed. This must be completed by a Qualified Environmental Professional (QEP) at the developer's expense. The Assessment Report must provide the following components:

- Evidence of the QEP's qualifications
- Ensure that proper assessment methods will be followed
- Information regarding the following components: streams, fish presence, fish habitat, animal presence, riparian vegetation and other ecosystem conditions that support fish life processes, removal of hazard trees, windthrow, drip zone and rooting strength, encroachment, sediment and erosion control measures, floodplain concerns, and on-site stormwater management.
- Information regarding potential impacts of the proposed development, mitigation options and design alternatives
- Evidence that the development will not result in Harmful Alteration, Disruption, or Destruction (HADD) of riparian areas.
- Indicate that the slope stability will not be jeopardized if the area has a slope of 30% or more
- Identifies measures that will be required to maintain the integrity of the riparian area

### **2.2 Proposal for Management of Sediment**

A proposal for the management of sediment during construction is required and needs to show how the stream, wetland, ocean, or any associated drainages will be protected from sediment, erosion, areas of exposed soil and runoff impacts that may result from construction or land clearing activities.

### **2.3 Drainage Plan**

A drainage plan must be completed that includes recommendations for implementation with the proposed development that address the following factors: water quality, water quantity,

erosion control, impact on fish and wildlife habitat, and physical riparian functions. The drainage plan should aim to minimize to the fullest extent the impact the development may have on the riparian area.

## 2.4 Viewscape Plan

A viewscape is all of the land and water seen from a point or along a series of points (e.g., a road or trail); it is also a point being viewed (e.g., a lookout, building, or sign). Viewscape management includes describing, planning, and designing the visual aspects of all components of the area, then working to achieve specific related objectives. Existing trees and native vegetation within the riparian assessment area are to be retained as much as possible; therefore, a Landscape Architect prior to any clearing or land alteration will complete a *viewscape plan*.

## 2.5 Re-Vegetation Plan

A QEP, in conjunction with a landscape architect, is required to provide a re-vegetation plan *if* the proposed area to be developed was previously cleared of native vegetation, or is cleared during the process of development. Conditions and requirements respecting implementation of the vegetation management may be specified in a development permit. The chosen vegetation should be native to the District of Ucluelet, and be selected for erosion control and/or fish habitat and animal habitat values as needed. Vegetation species used in replanting, restoration and enhancement shall be selected to suit the soil, light, and groundwater conditions of the site.

## 3.0 EXEMPTIONS

1. Emergency procedures to prevent, control, or reduce immediate threats to life or property, including:
  - a. Emergency actions for flood and erosion protection, and clearing of obstructions from watercourses;
  - b. Emergency works to protect, repair, or replace public utilities;
  - c. Clearing of an obstruction from a bridge, culvert, or drainage flow;
  - d. Repairs to bridges or safety fences; and
  - e. Removal of trees when there is an imminent danger of the tree. All actions used to resolve emergency situations must be reported to the District of Ucluelet Public Works Department (250-726-7133), and, if appropriate, the federal and provincial authorities immediately. Any emergency works are to be undertaken in accordance with the Provincial *Water and Wildlife Acts* and the Federal *Fisheries Act*.
2. Removal of individual invasive species identified by a QEP, by hand or in a manner that does not unduly disturb surrounding native vegetation. The District of Ucluelet has an *Inventory Package* that QEP's can access which includes a list of invasive species.
3. The planting of native species trees, shrubs, or groundcovers for the purpose of enhancing the habitat values and/or soil stability within the development permit area provided the planting is carried out in accordance with the guidelines provided in the following

documents: Stream Stewardship, 1993; the Environmental Objectives, Best Management Practices and Requirements for Land Developments March 2001, published by BC Ministry of Environment, Lands and Parks, or any subsequent editions.

4. Works approved by the District of Ucluelet, Fisheries and Oceans Canada (FOC) and/or MOE with respect to installation of public utilities, sewer and water lines, stream enhancement, and fish and wildlife habitat restoration.
5. Renovations to existing buildings and structures in or in close proximity to riparian areas provided the footprint of the building is not expanded and none of the list of activities under the definition of *Development* occur.

### **3.1 Types of development that the RAR does not apply to**

- Existing permanent structures and roads
- Mining activities, hydroelectric facilities and forestry (logging) activities
- Parks and parkland
- Existing Developing Permits
- Land outside existing Development Permit Areas
- Agriculture

## **4.0 MONITORING AND ENFORCEMENT**

Monitoring of the proposed development site should be a collaborative effort between the following 5 participants: Local Government, QEP employed by the developer, landowners, Non Government Organizations (NGO) such as Stream Keepers, and the general public. The potential role of the general public would be to inform the QEP or the District of Ucluelet of violations.

Enforcement of the development activities, such as land clearing and excavation, shall be done through a QEP as well as the Local Government. As part of their due diligence, QEP's are expected to document any compliance problems with respect to riparian areas and water quality so that the problems can be addressed promptly, with copies of all reports forwarded to the municipality. This documentation can include verbal advice and warnings of non-compliance to the land development proponent. Following up on compliance problems will ensure they are addressed within a reasonable time period and, if they are not addressed, ensure these facts are also reported to the municipality. The District of Ucluelet may withhold occupancy permits or subdivision approvals if there is any report of non-compliance.

The importance of clearly identifying sensitive environmental resources as well as management and protection mechanisms for sensitive habitats and ecosystems in a plan prior to the design layout stage cannot be overstated.

## **5.0 Additional Tasks for Qualified Environmental Professional's**

The QEP has the option of acquiring an unofficial *Inventory Package* (stream atlas, invasive species list, biological inventory) from the District of Ucluelet to use as a reference and guide to the start of their project. All QEP's will be employed and compensated by the developer. The payment for the QEP is an agreement negotiated strictly between the developer and the QEP and does not involve the District of Ucluelet.



A QEP will determine appropriate setback distances for buildings, structures and uses, in relation to riparian areas. Setbacks specified in the Zoning Bylaw for buildings, structures and uses, may be varied in accordance with the recommendations of a QEP to minimize encroachment into the riparian assessment area. Applicants will be required to confirm, through survey by a certified BC Land Surveyor, the top of the stream bank in relation to the property lines and existing and proposed development. There will be a minimum setback of 5 meters on all streams in the DPA regardless of whether they are fish bearing or not, as they are corridors for animals. The QEP will use their own discretion to determine further setbacks or default to the “riparian assessment area” distances, as stated on page 2, in the Riparian Areas Regulation, July 27 2004.

A QEP will determine appropriate timing, usage, and methods of construction that minimize the impacts on the riparian assessment area. Permanent or temporary fencing measures may be required to be installed at the applicant’s expense along the boundaries of the riparian area prior to any development activities in order to ensure that no encroachment occurs into the riparian assessment area at the time of construction. A QEP will determine whether their presence is required during any *riparian land alteration* at the development site to ensure that HADD does not occur.

As part of their enforcement, the QEP will only be responsible for areas they have assessed. A QEP will determine whether their presence is required during any riparian land alteration at the development site to ensure that Harmful Alteration, Disruption or Destruction (HADD) does not occur. More than one QEP may be involved with the development depending on their strengths or expertise. A QEP shall indicate in writing that all riparian area regulations have been met before the District of Ucluelet will issue occupancy permits.

## **6.0 ACRONYMS**

**DFO** – Department of Fisheries and Oceans

**FOC** – Fisheries and Oceans Canada

**HADD** – Harmful Alteration, Disruption, or Destruction

**MOE** – Ministry of Environment, Lands and Parks

**MOE** – Ministry of Environment

**NGO** – Non-Government Organizations

**OCP** – Official Community Plan

**QEP** – Qualified Environmental Professional

**RAR** – Riparian Area Regulation

**SPEA** – Streamside Protection and Enhancement Areas

**SPR** – Streamside Protection Regulation

## **7.0 DEFINITIONS**

### **“Animals”**

Means a mammal, reptile, amphibian or bird

### **“Assessment Report”**

A report prepared in accordance with the assessment methods to assess the potential impact of a proposed development in a riparian assessment area and which is certified for the purposes of this regulation by a qualified environmental professional.

### **“Cumulative Impacts”**

Those impacts that result from the incremental impact of our actions added to other past, present and reasonably foreseeable actions in the future.

***“Development”***

Any of the following associated with or resulting from the local government regulation or approval of residential, commercial or industrial activities or ancillary activities to the extent that they are subject to local government powers under Part 26 of the *Local Government Act*:

- (a) removal, alteration, disruption or destruction of vegetation;
- (b) disturbance of soils;
- (c) construction or erection of buildings and structures;
- (d) creation of non-structural impervious or semi-impervious surfaces;
- (e) flood protection works;
- (f) construction of roads, trails, dock, wharves and bridges;
- (g) provision and maintenance of sewer and water services;
- (h) development of drainage systems;
- (i) development of utility corridors;
- (j) subdivision as defined in section 872 of the *Local Government Act*;

***“Development Proposal”***

Any development that is proposed in a riparian assessment area that is within or partly within the boundaries of an existing development permit area.

***“Fish”***

All life stages of:

- (a) salmonids
- (b) game fish, and
- (c) regionally significant fish

***“High Water Mark”***

For inland lakes, wetlands, those parts of the water body bed and banks that are frequently flooded by water so as to leave a mark on the land and where the natural vegetation changes from predominately aquatic vegetation to terrestrial vegetation (excepting water tolerant species).

***“Invertebrates”***

Any species without a spinal column.

***“Marine High Water Mark”***

For the ocean, the highest point that the ocean attains, i.e., the average level of high tide.

***“Natural Boundary”***

Means the visible high water mark of a lake, watercourse, or other body of water caused by the usual action of the water in the ordinary years.

***“Natural Features, Functions and Conditions”***

Includes but are not limited to the following:

- (a) large organic debris that falls into the stream of streamside area, including logs, snags and root wads;
- (b) areas for channel migration, including active floodplains;
- (c) side channels, intermittent streams, seasonally wetted contiguous areas and floodplains;
- (d) the multi-canopied forest and ground cover adjacent to streams that
  - i. moderates water temperatures,
  - ii. provides a source of food, nutrients and organic matter to streams,
  - iii. established root matrices that stabilize soils and stream banks, thereby minimizing erosion, and
  - iv. buffers streams from sedimentation and pollution in surface runoff;
- (e) a natural source of stream bed substrates;
- (f) permeable surfaces that permit infiltration to moderate water volume, timing and velocity and maintain sustained water flows in streams, especially during low flow periods.

***“Permanent Structure”***

Any building or structure that was lawfully constructed, placed or erected on a secure and long lasting foundation on land in accordance with any local government bylaw or approval condition in effect at the time of construction, placement or erection.

***“Qualified Environmental Professional”***

An applied scientist or technologist, acting alone or together with another qualified environmental professional, if:

- (a) the individual is registered and in good standing in British Columbia with an appropriate professional organization constituted under an Act, acting under that association's code of ethics and subject to disciplinary action by that association,
- (b) the individual's area of expertise is recognized in the assessment methods as one that is acceptable for the purpose of providing all or part of an assessment report in respect of that development proposal, and
- (c) the individual is acting within that individual's area of expertise.

***"Ravine"***

A narrow, steep sided valley that is commonly eroded by running water and has a slope grade greater than 3:1.

***"Riparian Area"***

Areas adjacent to, streams, lakes, oceans and wetlands. These areas support a unique mixture of vegetation and habitat. Riparian areas are involved in the following actions:

- Filter contaminants from surface runoff and prevent erosion
- Sedimentation control
- Shade surface waters and maintain cool water temperatures
- Flood protection
- Provide fish and animal habitat and corridors
- An important food source for fish, invertebrates and animals.

***"Stream"***

Includes any of the following that provides fish habitat or an animal corridor:

- (a) a watercourse, whether it usually contains water or not;
- (b) a pond, lake, river, creek or brook;
- (c) a spring or wetland that is connected by surface flow to something referred to in the above point (a) or (b).

***"Streamside Protection and Enhancement Area (SPEA)"***

An area that is:

- (a) adjacent to a stream that links aquatic to terrestrial ecosystems and includes both existing and potential riparian vegetation and existing and potential adjacent upland vegetation that exerts an influence on the stream, and
- (b) the size of which is determined according to this regulation on the basis of an assessment report provided by a qualified environmental professional in respect of a development proposal.

***“Water Quality”***

A term used to describe the biological, chemical and physical characteristics of water and its general composition. These attributes affect water’s ability to sustain life and its suitability for human consumption.

***“Wetland”***

The land that is inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal conditions does support, vegetation typically adapted for life in saturated soil conditions, including swamps, marshes, bogs, fens, estuaries and similar areas that are not part of the active floodplain of a stream.



## Appendix B: Development Permit Areas

The District establishes Development Permit Areas and guidelines to control the quality of the built environment within Ucluelet. Nine Development Permit Areas have been designated in accordance with the provisions of the *Local Government Act*, RSBC 1996, and are identified in Schedule C, Development Permit Areas map. Development Permit Area Guidelines specify the District's objectives and regulations for each area. All developments within a designated Development Permit Area require a Development Permit to be issued by District Council.

1. Village Square;
2. Imperial Lane;
3. Reef Point;
4. Hyphocus Island;
5. DL 281;
6. Inner Boat Basin;
7. Peninsula Road;
8. Former Reserve Lands; and
9. Multi-Family Residential.

### Development Permit Area Exemptions

1. A Development Permit will not be required for construction undertaken within the exterior walls of a principal building unless it affects land use, landscaping and other zoning requirements and provisions;
2. A Development Permit will not be required for renovations to the exterior of a building that do not significantly impact the overall appearance of the exterior elevations. This would include repainting or refinishing of a building, roof repair, restoration or replacement of windows and doors at the same locations and replacement or addition of awnings. Minor renovations shall not exceed a value of \$75,000. (Major renovations to the exterior of a building involve the restoration or reconfiguration of a building's whole façade and development permit guidelines fully apply to them);
3. A Development Permit will not be required for the addition to a principle building, provided that:
  - a) The value of the proposed construction is less than \$75,000 and
  - b) The proposed construction is located within a rear yard and conforms to the minimum setback requirements.
4. A Development Permit will not be required for the construction of a single family dwelling unit within a single family residential area.
5. A Development Permit will not be required for the construction of an accessory building

or structure provided that:

- a. The value of the proposed construction is less than \$75,000; and
  - b. The proposed construction is located within a rear yard.
6. A Development Permit will not be required for the replacement or alteration of existing signs or canopies or the construction of new signs and canopies provided that they are in full compliance with the Sign Bylaw or an existing Development Permit; and
  7. A Development Permit will not be required for the construction, building improvements or site improvements associated with approved temporary use permits.

### **General Requirements for Development Permit Areas**

1. All development applications should include a comprehensive design package and a letter of intent that demonstrates how the proposed development meets the requirements outlined in the applicable Development Permit Area design guidelines. The demonstrated underlying principles need to be understood in the context of building design, landscape design, streetscape integration and a concept plan for signage if applicable.
2. Building design, layout, finish and colour should be of a high quality that reflects traditional (e.g. fishing village) or contemporary West Coast architectural styles;
3. Buildings should provide protection from the inclement weather (e.g. awnings, overhangs, canopies);
4. Exterior finishes should emphasize the use of wood, brick, and stone;
5. All new hotels, condominiums, multi-family and commercial developments shall meet or exceed LEED Silver as a minimum standard for sustainable energy efficient construction in Ucluelet;
6. Landscape plans submitted for a development permit shall illustrate type, size, and location of proposed landscaping, and shall detail all hard and soft landscaping elements to convey a comprehensive landscaping concept;
  - i. Building and site design shall take into account CPTED (Crime Prevention Through Environmental Design) principles;
  - ii. Buildings shall be designed so as to avoid presenting an overly massive structure using roof lines, depth and landscaping to break up their bulk and soften their appearance;
  - iii. All open areas not covered by buildings or pedestrian or vehicular access ways shall be landscaped;
  - iv. All landscaping shall be provided in accordance with BCNTA (British Columbia Society of Landscape Architects)/BCSLA (British Columbia Nursery Trade Association) Landscaping standards;

- v. All developments shall respect archaeological resources and comply with all relevant statutes for the protection thereof;
- vi. Maintain and create 100% of the Wild Pacific Trail along the coastline, where feasible on properties located along the waterfront.
- vii. An “Environmental Impact Assessment” shall be required for all properties greater than 2 HA in size, as per Appendix III, to evaluate the impacts of a proposed development on the natural environment. (Bylaw Amendment 1039, 2006)

**Development Permit Area No. 1 (Village Square)**

**Figure DPA 1.1 Location of Development Permit Area No. 1**

The Village Square Development Permit Area (DPA No.1) is established for the following purposes:

- revitalization of an area in which a commercial use is permitted; and
- establishment of objectives for the form and character of development in the resort region.

The Village Square DPA area corresponds to the area designated as Village Square in the Official Community Plan and is generally bounded by the Ucluelet Inlet, Bay Street, Peninsula Road and Birch Street, as shown on Schedule C, Development Permit Areas Map. The Village Square is the heart of the community, the site of the District municipal hall and Ucluelet's main gathering and shopping destination. It is a compact area comprised of those lands within an approximate five minute walk of Main Street and Peninsula Road.. The Village Square has the community's highest densities and built forms, yet is designed to respect views and existing character.

The objectives that justify this designation include assisting in the revitalization of the Village Square and enhancing and creating form and character that befits the community's core area. Ucluelet is designated a "resort region" under Provincial legislation, and seeks to distinguish itself from nearby Tofino and other resort regions through its distinctive location, historical development and other attributes, much of which is to be characterized by its core Village Square. The Development Permit Area guidelines are intended to create a high quality and unified character that celebrates the community's history, culture, and natural landscape. A key strategy of the OCP is to create a vibrant and mixed-use Village Square by concentrating new retail, service and office development in the area, complemented by specific residential uses

The following guidelines are intended to be supplemented with further details upon completion of a more detailed plan for Ucluelet's Harbour that focuses on lands in the vicinity of the Village Square.

Several guidelines are illustrated with images in this DPA.

### Guidelines

1. Buildings and associated landscapes should be designed to reflect the west-coast fishing village character and cultural heritage of Ucluelet. Building designs should be contextual and compatible with the character, scale and form of those buildings on adjacent sites which meet these same guidelines. Features such as roof line and slope, maximum height, massing, form and articulation should be considered. Developments should also include the use of natural materials such as wood and stone, and landscaping which utilizes species native to the region. Contemporary designs which make these character references are encouraged.
2. Where adjoining properties have uses of different intensity (e.g. single family next to multi-family residential) or different types (e.g. residential next to commercial) an appropriate architectural, building and landscaping transition must be provided;
3. Developments shall strive to create openness, connections, or views to the waterfront areas through open spaces or pathways. No development shall impede public access to the foreshore beyond private property boundaries;
4. New developments should enhance the network of adjacent public open spaces and trails that connect and cross through the area;
5. Assessed on a case by case basis, general views to the harbour are to be maintained along the shoreline and include those depicted in Figure DPA 1.2 below and from the north side of Peninsula Road. This may be done through considerations in building massing and height in key locations;
6. Building frontage design (any building elevation facing a public street) and associated public realm enhancement must create an attractive pedestrian environment. Considerations include:
  - i. Easily identifiable building entrances;
  - ii. Narrow commercial storefronts; and
  - iii. Concentrating signage at pedestrian eye level.





7. Buildings should be sited close (e.g. 0 to 1.5m) of the lot boundary line associated with main entrance to development, with parking located at the rear of lots, if possible, and screened from street view with either a structure or landscaping, or where feasible, below grade;
8. Awnings, deep roof overhangs or colonnades should be incorporated into buildings in order to provide weather protection along sidewalks and at building entrances. These devices must be an integral part of the overall design;



9. On corner sites, buildings must be designed with consideration for their visual prominence, potential use as reference points and their ability to contain and define streets. Additionally, developments occurring at corner lots must consider their prominence within the streetscape hierarchy and include architectural detailing or massing which reflects this. All developments located at a corner must occupy that corner on both sides;
10. The extensive use of blank walls (defined as any linear run of wall without fenestration or variation in its vertical plane for a given length), regardless of the material used, must be avoided. The visual impact of blank walls should be softened through the use of one or more of the following:
  - i. Architectural detailing or facade articulation;
  - ii. Graphic or artistic illustration;
  - iii. The inclusion of doors and or windows; and
  - iv. The design of integrated public seating and or planters integrated into the façade.
11. Properties fronting Peninsula Road and Main Street must be designed to create a consistent and unified streetscape in terms of scale, massing and character;
12. The block bound by Peninsula Road to the south, Cedar Road to the north, Main Street to the east and Bay Street to the west should be considered for its long-range redevelopment potential. This centrally located area is well positioned to become Ucluelet's core block, having strong connective qualities to other central areas. Situated between street oriented development, a series of alleys should lead to an internal system of courtyard and mews type developments with a mix of uses



clustered around groups of existing trees and central green;

13. The character of the streetscape adjacent to the existing Co-op Store is to be improved by:

- i. Retaining and enhancing existing landscaping and improving the plaza;
- ii. Reducing the width of the existing driveway access; and
- iii. Exploring closure of the existing lane on the east side of the property and incorporating it as a walkway or future development site.

14. As signage contributes to the character and feel of the area, it should reflect the artistic, cultural and historical traditions of Ucluelet. Signage must complement the architecture of the development and be sized appropriately;



15. All exterior mechanical units or equipment, including roof top units, must be enclosed in a manner that is attractive and integrated with the overall design;

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

- i. Imply space such as a café seating area;
- ii. Signify a particular spot such as an entrance or gateway;
- iii. Define pedestrian corridors;
- iv. Delineate private and semi-private space from public space;
- v. Beautify a streetscape; and,
- vi. Soften the transition of adjacent land uses.



Planting should also be designed so that drivers' sight lines are maintained at intersections, maneuvering aisles and parking lots;

17. Native trees and plants should be used where possible, and all associated landscaping materials must be of a "non-skid" type and of durable quality; and



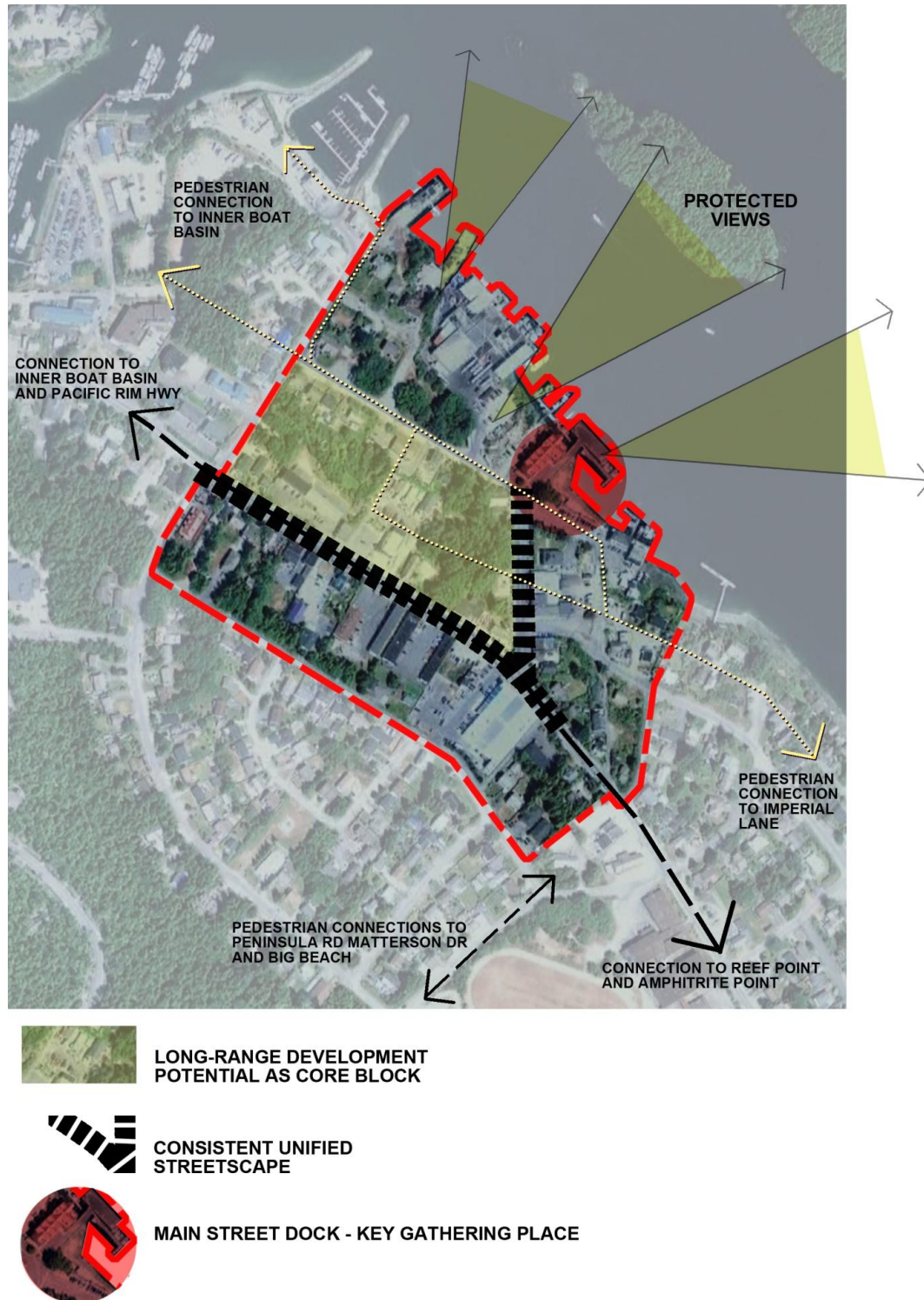
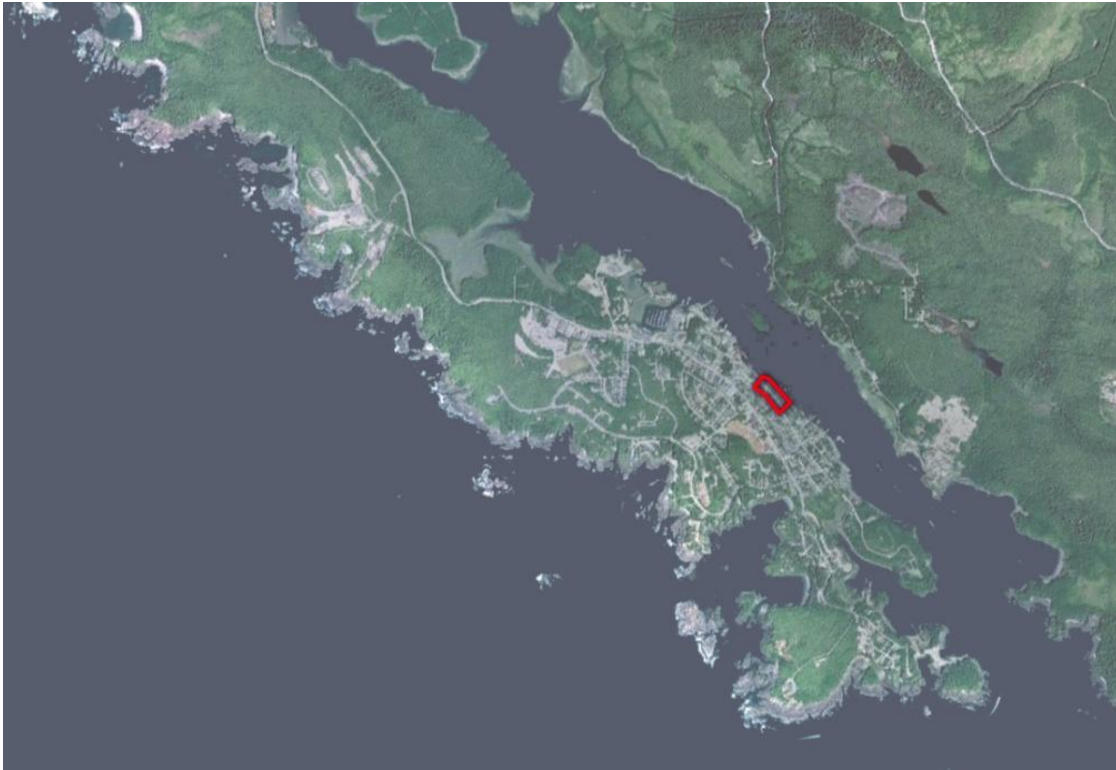


Figure DPA 1.2 Development Permit Area No. 1 Conceptual Diagram

## Development Permit Area No. 2 (Imperial Lane)



**Figure DPA 2.1 Location of Development Permit Area No. 2**

The Imperial Lane Development Permit Area (DPA No. 2), as shown on Schedule C, is established for the purposes of:

- Protection of the natural environment, its ecosystems and biological diversity;
- Protection of developments from hazardous conditions; and
- Establishment of objectives for the form and character of development in the resort region.

Imperial Lane, located on the town's northern waterfront facing the inner harbour, is one of the oldest streets in Ucluelet and reflects the area's fishing village heritage. The neighbourhood itself, with its historic character, is an important resource to the tourism industry in the area and is an essential part of Ucluelet's identity.



The design elements of any new structures, as well as additions to existing buildings built along Imperial Lane, must be in keeping with the rich residential vernacular of old Ucluelet, and Imperial Lane in particular. As well, there exists an informality to the streetscape such as a lack of curbs and sidewalks, which is evocative of the west coast's rural lifestyle. It is these characteristics that DPA No.2 aims to preserve.





As well as protecting the natural environment and developments from inclement conditions, the primary objective of this DPA is to encourage retention of the street's existing old village character. This is achievable through sensitive architectural design and landscaping which replicates the form, material and scale of this historic neighbourhood.

Given the close proximity to the inlet, additional measures are required in relation to protection of the natural features and to protect development from flooding and tsunami hazards in particular; See Appendix A – Riparian Areas Regulation for additional details.

Several guidelines are illustrated with images in this DPA.

### Guidelines

1. New buildings, as well as proposed additions or changes to existing buildings, must retain the character and scale of existing Imperial Lane structures. In order to achieve continuity and resort community heritage area, it is imperative that any development not depart too far from the qualities that give Imperial Lane its character and identity.

2. New buildings must be discretely integrated into the site and must not detract from nor cause obstruction to the existing buildings i.e. rooflines should be sloped and oriented in such a way as not to negatively impact the water views of those adjacent;



3. Assessed on a case by case basis, general views to the harbour are to be maintained along the shoreline and include those depicted in Figure DPA 2.2 below. This may be done through considerations in building massing and height in key locations;



4. Buildings are to be sensitively sited, with wood used as the primary building material;
5. Roofs are to be sloped and roof material must be in keeping with the character of Ucluelet. This includes the use of cedar shake/shingle, asphalt roof tile, or corrugated metal;



5. As a major contributor to the feel and character of the street, wood – particularly Red Cedar, is the preferred material for exterior cladding. The use of cedar shake or shingle applications is especially favoured. Cedar lap siding, and vertical Board and Batten are also preferred. The use of stucco, pebble dash or the like is prohibited in DPA No.2;





6. Sloped roofs are preferred over flat roofs. As part of the building vernacular not only of Ucluelet but the BC coast in general, sloped roofs are indicative of the climate and environmental conditions of the region. Sloped roofs with an angle no less than 30 degrees are required;



7. The siting of new buildings, or extensions to existing buildings, must work sensitively around established existing vegetation. As part of the efforts to maintain and enhance the landscape character of the neighbourhood, all efforts must be made to retain significant trees and shrubs;
8. In order to promote sustainable efforts in storm water drainage and ground water infiltration, minimal blacktop and hardscape paving should be used for driveways and patio areas, particularly in front yards. Gravel or grass driveways and wood decks are preferable. As well, attractive landscaping using largely native species should be used to screen off-street parking and service areas; and
9. Stronger pedestrian links should be promoted between Imperial Lane and the adjacent Village Square, as well as to other adjacent neighbourhoods in order to promote the walkability and connectivity of the town. This plan could be integrated into the larger initiative of established Ucluelet walking tours.



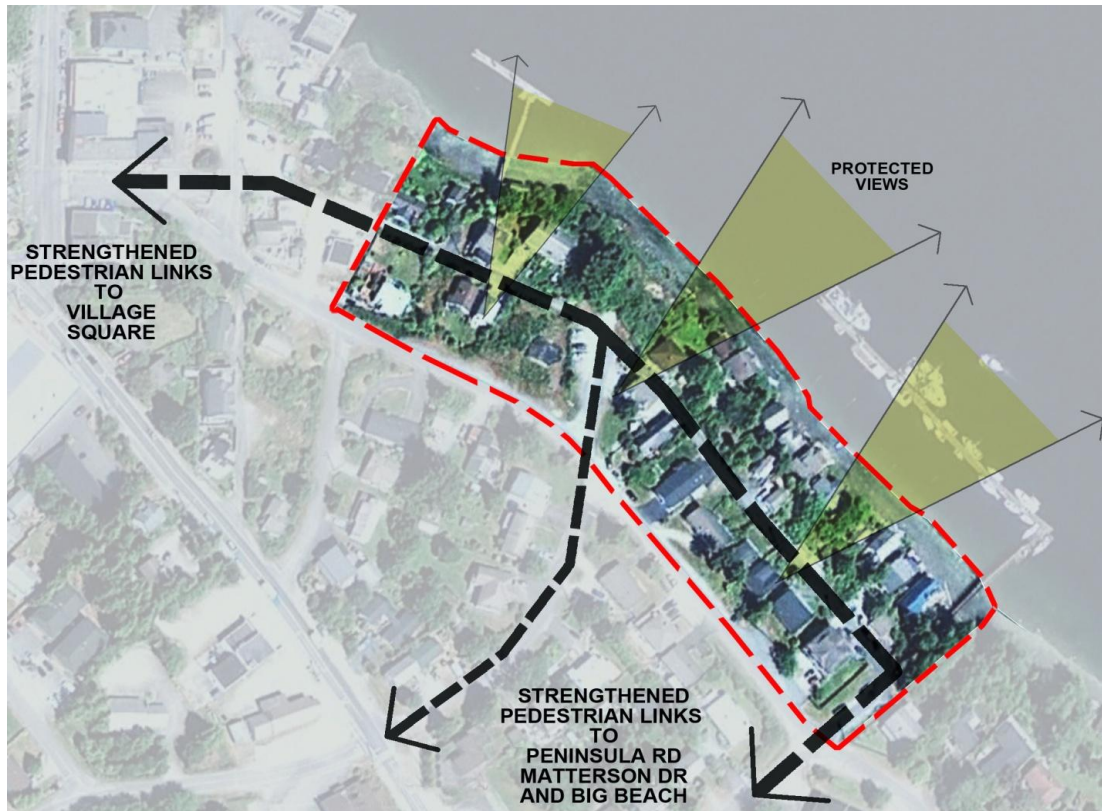
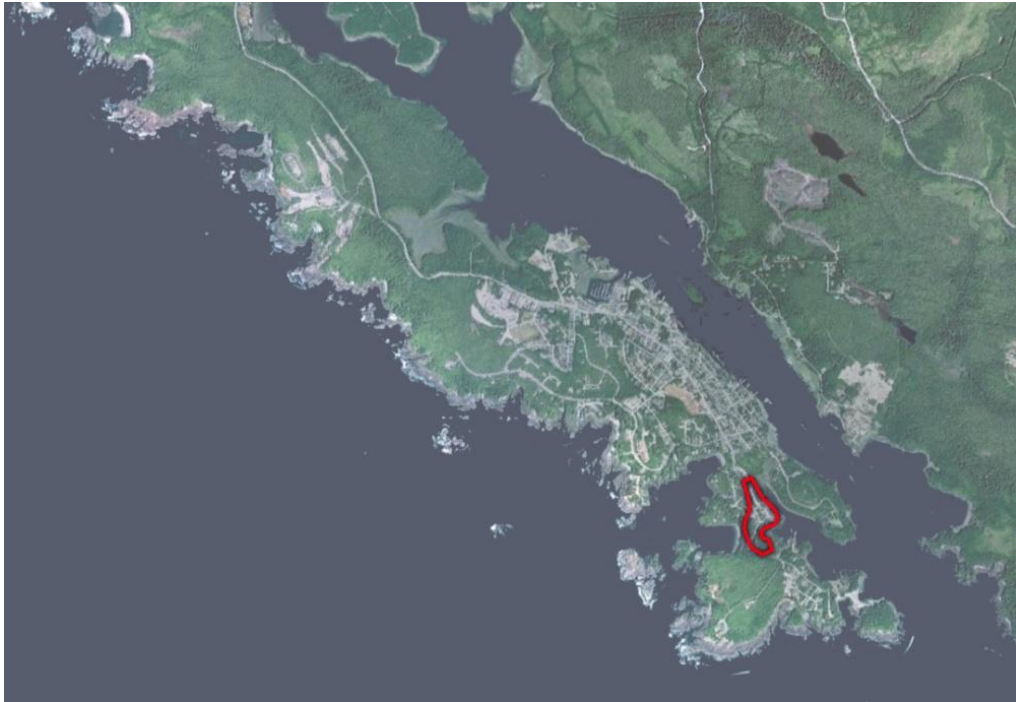


Figure DPA 2.2 Development Permit Area No. 2 Conceptual Diagram

### Development Permit Area No. 3 (Reef Point)



**Figure DPA 3.1 Location of Development Permit Area No. 3**

The Reef Point Development Permit Area (DPA No.3), as shown on Schedule C, is established for the purposes of:

- Protection of the natural environment, its ecosystems and biological diversity;
- Protection of development from hazardous conditions; and
- Establishment of objectives for the form and character of development in the resort region.

Reef Point is situated on Peninsula Road, Ucluelet's main spine road, and is more visually prominent than some other DPA neighbourhoods. The area is also intended for large scale tourist commercial developments; therefore, the high profile nature of this DPA maintains that the form and character of development here should be exemplary. Recent developments over the past few years have seen numerous parcels overcut, and in some cases clear-cut. These guidelines are an attempt, among other goals, to prevent this type of approach to development in the future.

Reef Point's natural beauty and rich ecological qualities add significant potential value to Ucluelet, its residents, and future generations in terms of character creation. It is these qualities – beautiful, natural, and wild – which residents and people from afar come to experience; therefore an effort must be made to preserve and enhance this experience. The *primary* character-giving qualities of this area are:





- The immediacy of the ocean and the marine environment; and
- The presence of significant stands of forest, including old-growth.

These qualities result in a real sense of inhabiting a coastal rainforest.

Given the areas close proximity to the inlet, additional measures are required in respect to the natural geography, to protect development from flooding and tsunami hazards in particular; See Appendix A - Riparian Areas Regulation for additional details.

Several guidelines are illustrated with images in this DPA.

### Guidelines

The form and character guidelines of DPA No.1 (except numbers 11-13, inclusive), and the natural environment and protection from hazard guidelines of Appendix A - Riparian Areas Regulation are applicable in this development permit area designation, except as varied and supplemented with the following:

1. Preserving as much of the natural shoreline condition as possible, as well as the forest and its underlying shrub layer is critical to maintaining the character of Reef Point. Any development within this DPA must recognise these values and strive to minimize the adverse effects on the natural environment development can often bring. The form and character of buildings here, as with all DPAs, should reflect the natural beauty of the area. This can be achieved through:
  - i. The sensitive siting of buildings;
  - ii. Producing architectural designs that are naturally inspired; and
  - iii. Using materials and building methods that are inherent to the area and its natural and man-made history.
2. All new or additional development must be connected to the municipal sanitary sewer system;
3. Developments shall strive to create openness, connections, or views to the waterfront areas through open spaces or pathways. No development shall impede public access to the foreshore beyond private property boundaries;
4. The highest elevation point in this DPA is one of the few points high ground in the District, and is to be preserved and set aside for hazard evacuation.
5. The removal of any native tree species that is 30cm Dbh or greater (Diameter at Breast Height = 1.3m) measured with a proper tree caliper, is prohibited;
6. Any landscaping maintenance program must meet all applicable governmental regulations involving the use of fertilizers, herbicides and pesticides and the owners must ensure that no harmful pesticides or chemicals enter the ocean, either directly or by way of groundwater infiltration;



7. All sitka spruce must be identified by a qualified arborist and, where they are determined to be healthy, preserved;
8. The siting of new buildings, extensions to existing buildings as well as campsites and roads etc., must work sensitively around established existing vegetation and must be located so as to minimize alterations to the foreshore and other environmentally sensitive areas. As part of the efforts to maintain and enhance the landscape character of the area, all efforts must be made to retain landscape and ecological integrity;



9. In order to promote sustainable efforts in storm water drainage and ground water infiltration, minimal blacktop and hardscape paving should be used for driveways and patio areas, particularly in front yards. Gravel or grass driveways and wood decks are preferable;



10. Any storm water drainage created and collected within this area must be screened for oil using oil separators;
11. Architectural form and character must be site sensitive to both the physical environment, as well as to the qualities of natural beauty in the area. Buildings should work with the natural environment on all levels;





12. The exterior cladding of buildings must be of natural material and in keeping with the character of Ucluelet. Wood (particularly cedar) and stone are encouraged; the use of stucco, pebble dash cladding or the like is prohibited in DPA # 3;



13. Roof material must be in keeping with the character of Ucluelet. This includes the use of cedar shake/shingle, asphalt roof tile, or corrugated metal;



14. All commercial developments must provide robust visual buffers by way of retained native vegetation along all boundaries. In the case of those boundaries fronting the road, reasonable efforts must be made to retain significant trees and shrubs between access points; and,



15. Gated communities are not permitted. Developments are to be open and accessible, with easy pedestrian and traffic flow, and minimal dead-end cul-de-sacs.

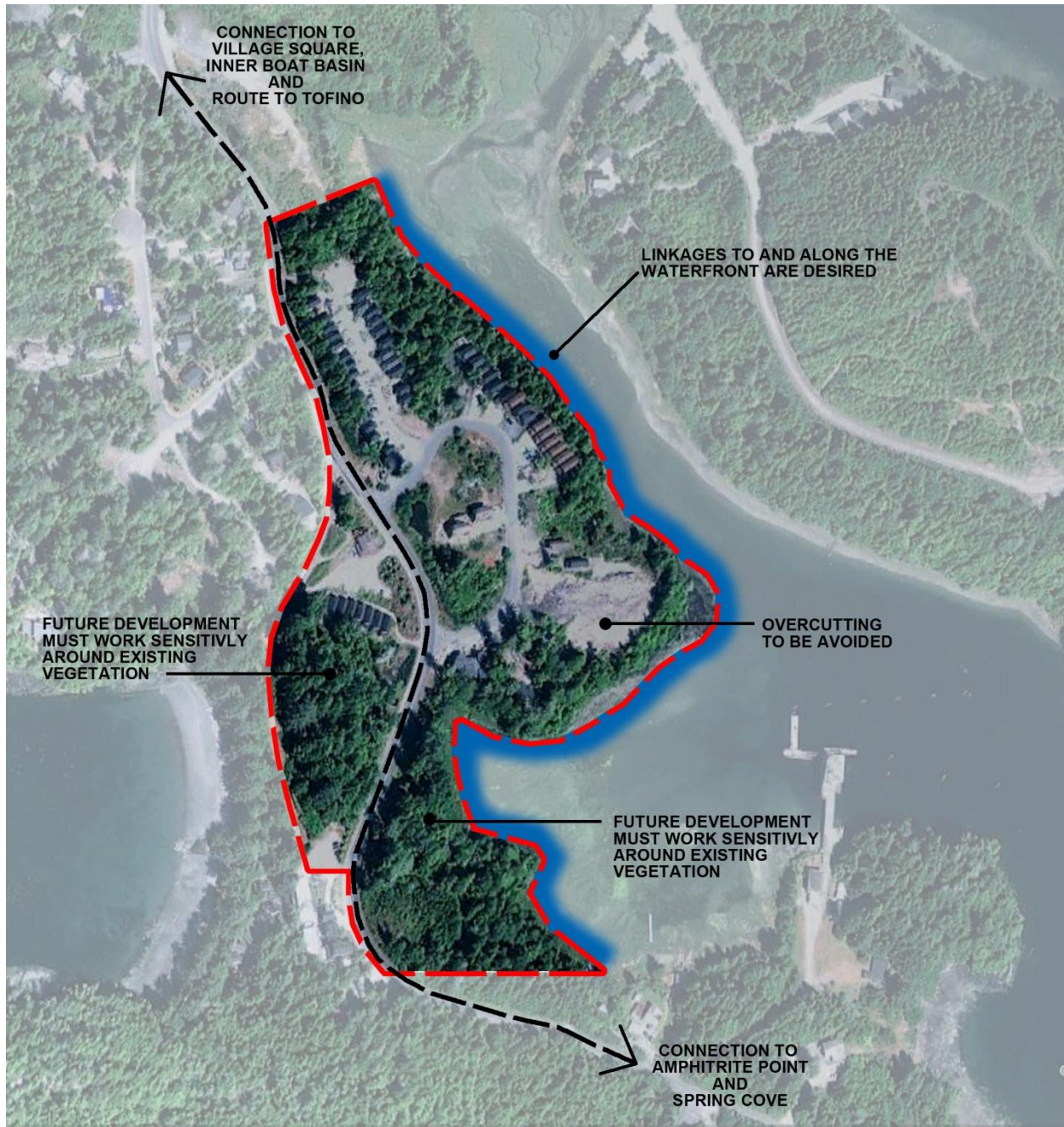


Figure DPA 3.2 Development Permit Area No. 3 Conceptual Diagram



### Development Permit Area No. 4 (Hyphocus Island)



**Figure DPA 4.1 Location of Development Permit Area No. 4**

The Hyphocus Island Development Permit Area (DPA No. 4) is established for the purposes of:

- Protection of the natural environment, its ecosystems and biological diversity;
- Protection of development from hazardous conditions; and,
- Establishment of objectives for the form and character of development in the resort region.



Hyphocus Island is unique to Ucluelet in that it is the District's only inhabited island. Aside from an existing series of treatment lagoons, the island is zoned for single-family residential development (ranging from 0.65 to 10 hectares). Some areas of the island appear to have been logged over the years, areas which are now beginning to naturally re-establish themselves with native vegetation offering the opportunity for development that is in keeping with the island's natural character.

The natural beauty and rich ecological qualities of Hyphocus Island add significant potential value to Ucluelet, its residents, and future generations in terms of character creation. It is these qualities – beautiful, natural, and wild – which residents and people from afar come to experience; therefore an effort must be made to preserve and enhance this experience. The *primary* character-giving qualities of this area are:

- The immediacy of the ocean and the marine environment; and
- The presence of significant stands of forest, including some old-growth areas.

These qualities result in a real sense of inhabiting a coastal rainforest. Preserving as much of the natural shoreline condition as possible, as well as the forest and its underlying shrub layer is critical in maintaining this character. Any development within this DPA must recognise these values and strive to minimize the adverse effects on the natural environment development can often bring.

Given the areas close proximity to the inlet, additional measures are required in respect to the natural geography, to protect development from flooding and tsunami hazards in particular; See Appendix A - Riparian Areas Regulation for additional details.

Several guidelines are illustrated with images in this DPA.

### Guidelines

The form and character guidelines of DPA No.1 (except numbers 11-13), and the natural environment and protection from hazard guidelines of Appendix A - Riparian Areas Regulation are applicable in this development permit area designation, except as varied and supplemented with the following:

1. The form and character of buildings here, as with all DPAs, should reflect the natural beauty of the area. This can be achieved through:
  - i. The sensitive siting of buildings;
  - ii. Producing architectural designs that are naturally inspired;
  - iii. Using materials and building methods that are inherent to the area and its natural and man-made history.
2. The highest elevation point in this DPA is one of the few points of high ground in the District, and should be protected for hazard evacuation (e.g. potentially in conjunction with a future park at the summit of the island);
3. All new or additional development must be connected to the municipal sanitary sewer system;
4. Developments shall strive to create openness, connections, or views to the waterfront areas through open spaces or pathways. No development shall impede public access to the foreshore beyond private property boundaries;
5. A landscape preservation plan for all developments must be included as part of the development application process in order to ensure protection of existing significant trees and shrubs. This will include plans showing pre and post-development conditions in order to prevent over-cutting;
6. The removal of any native tree species that is 30cm Dbh or greater (Diameter at Breast Height = 1.3m) measured with a proper tree caliper, is prohibited;
7. Any landscaping maintenance program must meet all applicable governmental regulations involving the use of fertilizers, herbicides and pesticides and the owners



must ensure that no harmful pesticides or chemicals enter the ocean, either directly or by way of groundwater infiltration;

8. All sitka spruce must be identified by a qualified arborist and, where they are determined to be healthy, preserved;
9. The siting of new buildings, extensions to existing buildings as well as campsites and roads etc. must work sensitively around established existing vegetation and must be located so as to minimize alterations to the foreshore and other environmentally sensitive areas. As part of the efforts to maintain and enhance the landscape character of the area, all efforts must be made to retain landscape and ecological integrity;



10. In order to promote sustainable efforts in storm water drainage and ground water infiltration, minimal blacktop and hardscape paving should be used for driveways and patio areas, particularly in front yards. Gravel or grass driveways and wood decks are preferable;



11. Any storm water drainage created and collected within this area must be screened for oil using oil separators;
12. Architectural form and character must be site sensitive to both the physical environment, as well as to the qualities of natural beauty in the area. Buildings should work with the natural environment on all levels;





13. The exterior cladding of buildings must be of natural material and in keeping with the character of Ucluelet. Wood (particularly cedar) and stone are encouraged; the use of stucco, pebble dash cladding or the like is prohibited in DPA No.4;



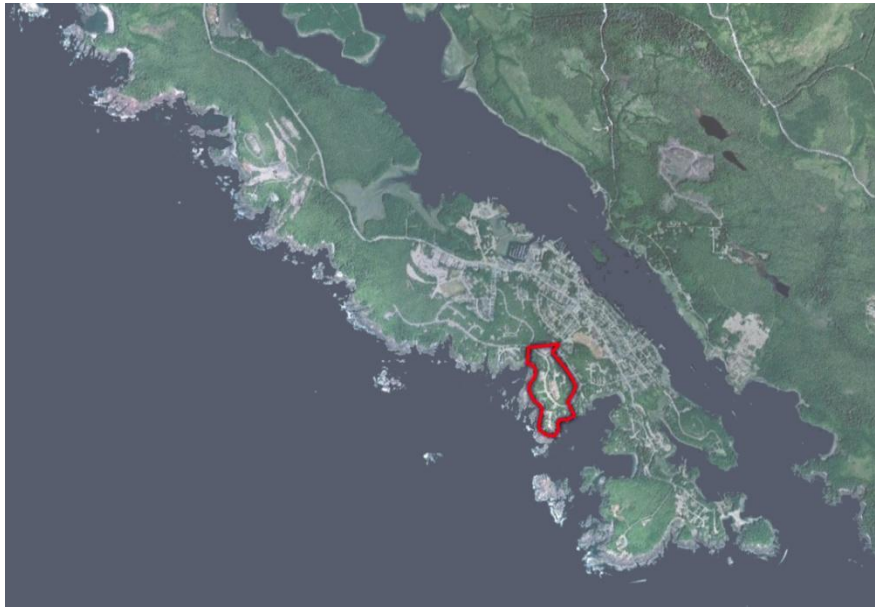
14. Roof material must be in keeping with the character of Ucluelet. This includes the use of cedar shake/shingle, asphalt roof tile, or corrugated metal;



15. Gated communities are not permitted. Developments are to be open and accessible, with easy traffic and pedestrian flow and minimal dead-end cul-de-sacs.



Figure DPA 4.2 Development Permit Area No. 4 Conceptual Diagram

**Development Permit Area No. 5 (Lot 281)**

**Figure DPA 5.1 Location of Development Permit Area No. 5**

The Lot 281 Development Permit Area (DPA No. 5), as shown on Schedule C, is established for the purposes of:

- Protection of the natural environment, its ecosystems and biological diversity;
- Protection of development from hazardous conditions; and,
- Establishment of objectives for the form and character of development in the resort region.

The area referred to as Lot 281 has evolved into one of Ucluelet's premier locations for tourist commercial developments as well as single and multi-family homes. Its prominent position next to Big Beach and its south-west orientation makes District Lot 281 a valuable and defining neighbourhood requiring attention in the form and character of developments.

The spectacular landscape sloping gently down to the ocean promotes impressive views for developers and home owners alike. A sensitive approach in achieving those views must be exercised in order to avoid over cutting at the expense of the area's natural beauty to be enjoyed by all residents and visitors, as well as for the protection of the natural environment, ecosystem and biodiversity.

District Lot 281's natural beauty and rich ecological qualities add significant potential value to Ucluelet, its residents, and future generations in terms of character creation. It is these qualities – beautiful, natural, and wild – which residents and people from afar come to experience; therefore an effort must be made to preserve and enhance this experience. The *primary* character-giving qualities of this area are:

- The immediacy of the ocean and the marine environment; and
- The presence of significant stands of forest, including old-growth





These qualities result in a real sense of inhabiting a coastal rainforest. Preserving as much of the natural shoreline condition as possible, as well as the forest and its underlying shrub layer is critical in maintaining this character. Any development within this DPA must recognise these values and strive to minimize the adverse effects on the natural environment development can often bring.

Given the area's close proximity to the inlet, additional measures are required in respect to the natural geography, to protect development from flooding and tsunami hazards. See Appendix A - Riparian Areas Regulation for additional details.

Several guidelines are illustrated with images in this DPA.

### Guidelines

The form and character guidelines of DPA No.1 (except numbers 11-13), and the natural environment and protection from hazard guidelines of Appendix A - Riparian Areas Regulation are applicable in this development permit area designation, except as varied and supplemented with the following:

1. The form and character of buildings here, as with all DPAs, should reflect the natural beauty of the area. This can be achieved through:
  - i. The sensitive siting of buildings;
  - ii. Producing architectural designs that are naturally inspired;
  - iii. Using materials and building methods that are inherent to the area and its natural and man-made history.
2. All new or additional development must be connected to the municipal sanitary sewer system;
3. Developments shall strive to create openness, connections, or views to the waterfront areas through open spaces or pathways. No development shall impede public access to the foreshore beyond private property boundaries;
4. A landscape preservation plan for all developments must be included as part of the development application process in order to ensure protection of existing significant trees and shrubs. This will include plans showing pre and post-development conditions in order to prevent over-cutting;
5. The removal of any native tree species that is 30cm Dbh or greater (Diameter at Breast Height = 1.3m) measured with a proper tree caliper, is prohibited;





6. Any landscaping maintenance program must meet all applicable governmental regulations involving the use of fertilizers, herbicides and pesticides and the owners must ensure that no harmful pesticides or chemicals enter the ocean, either directly or by way of groundwater infiltration;
7. All sitka spruce must be identified by a qualified arborist and, where they are determined to be healthy, preserved;
8. The siting of new buildings, extensions to existing buildings as well as campsites and roads etc. must work sensitively around established existing vegetation and must be located so as to minimize alterations to the foreshore and other environmentally sensitive areas. As part of the efforts to maintain and enhance the landscape character of the area, all efforts must be made to retain landscape and ecological integrity;



9. In order to promote sustainable efforts in storm water drainage and ground water infiltration, minimal blacktop and hardscape paving should be used for driveways and patio areas, particularly in front yards. Gravel or grass driveways and wood decks are preferable;



10. All storm water drainage collected and created within this area must be diverted away from the Pacifica Ocean unless otherwise authorized by the Ministry of Environment.
11. Architectural form and character must be site sensitive to both the physical environment, as well as to the qualities of natural beauty in the area. Buildings should work with the natural environment on all levels;



12. The exterior cladding of buildings must be of natural material and in keeping with the character of Ucluelet. Wood (particularly cedar) and stone are encouraged; the use of stucco, pebble dash cladding or the like is prohibited in DPA No 5;



13. Roof material must be in keeping with the character of Ucluelet. This includes the use of cedar shake/shingle, asphalt roof tile, or corrugated metal;



14. All commercial developments must provide robust visual buffers by way of retained native vegetation along all boundaries. In the case of those boundaries fronting the road, reasonable efforts must be made to retain significant trees and shrubs between access points; and,



16. Gated communities are not permitted. Developments are to be open and accessible, with easy traffic and pedestrian flow and minimal dead-end cul-de-sacs.





Figure DPA 5.2 Development Permit Area No. 5 Conceptual Diagram

**Development Permit Area No. 6 (Inner Boat Basin)**

**Figure DPA 6.1 Location of Development Permit Area No. 6**

The Inner Boat Basin Development Permit Area (DPA No.6), as shown on Schedule C, is established for the purposes of –

- Protection of the natural environment; its ecosystems and biological diversity;
- Protection of development from hazardous conditions; and,
- Establishment of objectives for the form and character of development in the resort region.

The Inner Boat Basin is designated as an area for tourist commercial development. This means the types of activities that occur here are attractive to tourists seeking a west-coast fishing village experience. This includes developments in the form of hotel/motel or vacation rentals, tourist facilities such as information centres, galleries and specialty retail stores, but also marine related light industrial uses that are attractive to tourists such as commercial fishermen vending straight off the dock and boat building/repairs.

Successful marinas and the types of retail and commercial developments found immediately around them are natural draws for people. These types of activities are characterful and evocative of the west-coast lifestyle and Ucluelet is in a strong position to create such a place.





Pedestrian connectivity in and around the Inner Boat Basin, as well as to the rest of central Ucluelet, particularly the Village Square, is also important. Having easy walking access that is both obvious (way-finding) and attractive entices residents and visitors to stroll. This type of activity engages people to meet and is good for community spirit; but it is also good for the local economy as it brings people in contact with those businesses that rely on pedestrian traffic.

As a key focal point for the District's resort image, the form and character described above needs to translate to the areas architecture and associated landscape and public realm as well. Attractive quality design which evokes the natural beauty and history of Ucluelet must be sought in order to achieve cohesion and continuity throughout the Inner Boat Basin. Concentrating uses and offering attractive walking routes, especially along the water's edge, is also greatly encouraged.

The natural beauty of the area is of immediate and potential value to present and future generations. Intensive harbour development heightens environmental concerns, and a balanced approach is needed. Any development of the subject lands should strive to minimize adverse effects on the natural environment and provide protection from hazardous conditions.

Several guidelines are illustrated with images in this DPA.

### Guidelines

1. All development applications should include a comprehensive design package and a letter of intent that demonstrates how the proposed development meets the requirements outlined in these design guidelines. The demonstrated underlying principles need to be understood in the context of building design, landscape design, streetscape integration and a concept plan for signage if applicable.
2. Buildings and associated landscapes should be designed to reflect the west-coast fishing village character and cultural heritage of Ucluelet. Building designs should be contextual and compatible with the character, scale and form of those buildings on adjacent sites which meet these same guidelines. Features such as roof line and slope, maximum height, massing, form and articulation should be considered. Developments should also include the use of natural materials such as wood and stone, and landscaping which utilizes species native to the region. Contemporary designs which make these character references are encouraged.
3. Where adjoining properties have uses of different intensity (e.g. small boutique hotel next to a large hotel) or different types (e.g. a small art gallery beside a commercial office complex) an appropriate architectural, building and/or landscaping transition must be provided;
4. Developments shall strive to create openness, connections, or views to the waterfront areas through open spaces or pathways;



5. Assessed on a case by case basis, general views to the harbour are to be maintained along the shoreline and include those depicted in Figure DPA 6.2 below. This may be done through considerations in building massing and height in key locations;
6. Building frontage design (any building elevation facing a public street) and associated public realm enhancement must create an attractive pedestrian environment. Considerations include:
  - Easily identifiable building entrances;
  - Narrow commercial storefronts;
  - Concentrating signage at pedestrian eye level.
7. Building siting in relation to the front lot line (or lot boundary line associated with main entrance to development) will be reviewed on a site by site basis to ensure an attractive and animated streetscape is achieved. Parking located at the rear of lots if possible and screened from street view with either a structure or landscaping, or where feasible, below grade;
8. It is highly encouraged that awnings, deep roof overhangs or colonnades be incorporated into buildings in order to provide weather protection along sidewalks and at building entrances. These devices must be an integral part of the overall design;

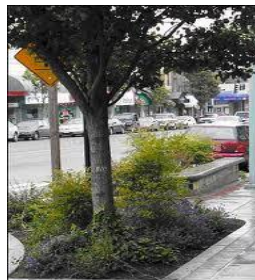


9. On corner sites, buildings must be designed with consideration for their visual prominence, potential use as reference points and their ability to contain and define streets. Additionally, developments occurring at corner lots must consider their prominence within the streetscape hierarchy and include architectural detailing or massing which reflects this. All developments located at a corner must occupy that corner on both sides.
10. The extensive use of blank walls (defined as any linear run of wall without fenestration or variation in its vertical plane for a given length), regardless of the material used, must be avoided. The visual impact of blank walls should be softened through the use of:
  - Architectural detailing or facade articulation;
  - Graphic or artistic illustration;
  - The inclusion of doors and or windows; or,
  - The design of integrated public seating and or planters integrated into the façade.

11. As signage contributes to the character and feel of the area, it should reflect the artistic, cultural and historical traditions of Ucluelet. Signage must complement the architecture of the development and be sized appropriately;



12. All exterior mechanical units or equipment, including roof top units, must be enclosed in a manner that is attractive and integrated with the overall design;
13. All new development must be connected to the municipal sanitary sewer system;
14. Landscape planting schemes must provide definition and clarity within the public realm. Plant material should be used to:
- Imply space such as a café seating area;
  - Signify a particular spot such as an entrance or gateway
  - Define pedestrian corridors;
  - Delineate private and semi-private space from public space;
  - Beautify a streetscape; and
  - Soften the transition of adjacent land uses.



Planting should also be designed so that driver's sight lines are maintained at intersections, maneuvering aisles and parking lots;

15. Native trees and plants should be used where possible, and all associated landscaping materials must be of a "non-skid" type and of durable quality;
16. All storm water drainage collected and created within this area must be diverted away from the Pacifica Ocean unless otherwise authorized by the Ministry of Environment.
17. All structures driveways and roads must be located so as to minimize alterations to foreshore, treed areas and other environmentally sensitive areas;
18. A continuous pedestrian pathway should follow the shoreline, where possible, across the entire Inner Boat Basin. This pathway should continue through and connect to the Village Square and Imperial Lane.





Figure DPA 6.2 Development Permit Area No. 6 Conceptual Diagram



**Development Permit Area No. 7 (Peninsula Road)**

**Figure DPA7.1: Location of Development Permit Area No. 7**

The Peninsula Road Development Permit Area (DPA No. 7), as shown on Schedule C, is established for the purposes of:

- Protection of the natural environment, its ecosystems and biological diversity;
- Revitalization of an area where commercial use is permitted; and,
- Establishment of objectives for the form and character of development in the resort region.

The objectives of this Development Permit Area include: assisting in the revitalization of Peninsula Road as the gateway and main approach into Ucluelet; minimizing adverse effects on the natural environment; and, helping to realize the form and character giving qualities of the street, particularly the quality of the public realm.

Special conditions that warrant these DPA guidelines include the emergence of tourism and its related services alongside the district's established but changing industrial face. Efforts can now be made to beautify Ucluelet's main streets and associated public realm without losing sight of the town's past industrial flavour. In the longer term, with a growing population, and more visitors being drawn to the area each year, this initiative becomes increasingly important.

Development Permit Area guidelines exist to promote and manage these community led aspirations in order to achieve developments of



high quality and unified character.

Several guidelines are illustrated with images in this DPA.

### Guidelines

1. All development applications should include a comprehensive design package and a letter of intent that demonstrates how the proposed development meets the requirements outlined in these design guidelines. The demonstrated underlying principles need to be understood in the context of building design, landscape design, streetscape integration and a concept plan for signage if applicable;
2. Buildings and associated landscapes should be designed to reflect the west-coast fishing village character and cultural heritage of Ucluelet. Building designs should be contextual and compatible with the character, scale and form of those buildings on adjacent sites. Features such as roof line and slope, maximum height, massing, form and articulation should be considered. Developments should also include the use of natural materials such as wood and stone, and landscaping which utilizes species native to the region. Contemporary designs which make these character references are encouraged;
3. Views to the harbour, generally shown on Figure DPA7.2, must be retained through considerations in building massing and height in key locations including the north side of Peninsula Road;
4. Building frontage design (any building elevation facing a public street) and associated public realm enhancement must create an attractive pedestrian environment. Considerations include:
  - Easily identifiable building entrances;
  - Narrow commercial storefronts;
  - Concentrating signage at pedestrian eye level.
5. It is highly encouraged that awnings, deep roof overhangs or colonnades be incorporated into buildings in order to provide weather protection along sidewalks and at building entrances. These devices must be an integral part of the overall design;

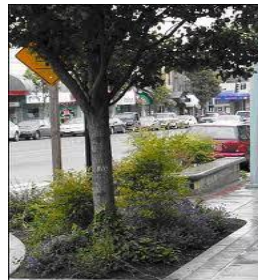


6. On corner sites, buildings must be designed with consideration for their visual prominence, potential use as reference points and their ability to contain and define streets. Additionally, developments occurring at corner lots must consider their prominence within the streetscape hierarchy and include architectural detailing or massing which reflects this. All developments located at a corner must occupy that corner on both sides. Setbacks of more than a few feet will not be considered;
7. Gaps between buildings are to be minimized in order to maintain a consistent and uniform streetscape. Therefore, try to minimize placing buildings in the middle of open cleared sites. Where possible use native trees and shrubs to beautify each site;
8. Buildings, structures and roads should be located so as to minimize alterations to treed areas and other environmentally sensitive areas;
9. Parking should be located at the rear of lots if possible and screened from street view with either a structure or landscaping, or where feasible, below grade;
10. All off-street parking areas must be paved and bounded by curbs and gutters;
11. Continuous curbs and pedestrian only sidewalks should be provided along the entire length of Peninsula Road, on both sides, beginning at Forbes Road in front of the gas station;
12. Street trees should be used along the entire length of Peninsula Road, on both sides, thereby creating a sense of enclosure and cohesion to the street;
13. The extensive use of blank walls (defined as any linear run of wall without fenestration or variation in its vertical plane for a given length), regardless of the material used, must be avoided. The visual impact of blank walls should be softened through the use of:
  - Architectural detailing or facade articulation;
  - Graphic or artistic illustration;
  - The inclusion of doors and or windows; or,
  - The design of integrated public seating and or planters integrated into the façade.
14. As signage contributes to the character and feel of the area, it should reflect the artistic, cultural and historical traditions of Ucluelet. Signage must complement the architecture of the development and be sized appropriately;



15. All exterior mechanical units or equipment, including roof top units, must be enclosed in a manner that is attractive and integrated with the overall design;

16. The massing, scale, form and character of the project should be compatible and lend continuity to the surrounding neighbourhood; and
17. Landscape planting schemes must provide definition and clarity within the public realm. Plant material should be used, as example, to:
  - i. Imply space such as a café seating area;
  - ii. Signify a particular spot such as an entrance or gateway
  - iii. Define pedestrian corridors;
  - iv. Delineate private and semi-private space from public space;
  - v. Beautify a streetscape; and,
  - vi. Soften the transition of adjacent land uses.



Planting should also be designed so that driver's sight lines are maintained at intersections, maneuvering aisles and parking lots;





Figure DPA 7.2 Development Permit Area No. 7 Conceptual Diagram

**Development Permit Area No. 8 (Former Forest Reserve Lands)**

**Figure DPA 8.1 Location of Development Permit Area No. 8**

The Former Forest Reserve Lands Development Permit Area (DPA No.8), as shown on Schedule C, is established for the purposes of:

- Protection of the natural environment, its ecosystems and biological diversity;
- Protection of development from hazardous conditions; and,
- Establishment of objectives for the form and character of development in the resort region.

The Former Forest Reserve Lands is the largest of Ucluelet's Development Permit Areas. Special conditions of this vast landscape include some of the district's richest forested habitat and the potential for spectacular residential and commercial development. Covering roughly half of Ucluelet's entire land base, the area is largely unexploited by development offering an excellent opportunity for character creation as expansion moves in. Objectives of this DPA include protecting the natural qualities that make this place so special. Following the built form, character and material guidelines outlined below, the Former Forest Reserve Lands will successfully add to the character of Ucluelet.

The coastal environment within this DPA is characterized by rocky bluffs and headlands along the exposed western shoreline, while a gentler rocky coast - along with sensitive marine wetlands, predominates along the protected eastern shoreline of Ucluelet inlet. This rugged and wild coast, along with the extensive forest that carpets the rolling and often steep terrain contribute immeasurably to the character of the site. There is therefore a demonstrated need to ensure that development within this area should be protected from hazardous conditions and makes adequate provision for fitting itself harmoniously into the existing natural environment

while maintaining a balance between the need for such protection and development of this land. All development should provide for the Wild Pacific Trail that makes its way through the area.

In addition to development being sensitive to significant natural features worthy of protection, this area is designated for mixed use development which requires a high standard of design cohesion which reflects the natural heritage of the area.

The Former Forest Reserve Lands' natural beauty and rich ecological qualities add significant potential value to Ucluelet, its residents, and future generations in terms of character creation. It is these qualities – beautiful, natural, and wild – which residents and people from afar come to experience; therefore an effort must be made to preserve and enhance this experience. The *primary* character-giving qualities of this area are –



- The immediacy of the ocean and the marine environment; and
- The presence of significant stands of forest, including old-growth.

These qualities result in a real sense of inhabiting a coastal rainforest. Preserving as much of the natural shoreline condition as possible, as well as the forest and its underlying shrub layer is critical in maintaining this character. Any development within this DPA must recognise these values and strive to minimize the adverse effects on the natural environment development can often bring. The form and character of buildings here, as with all DPA's, should reflect the natural beauty of the area.

This can be achieved through –

1. The sensitive siting of buildings;
2. Producing architectural designs that are naturally inspired;
3. Using materials and building methods that are inherent to the area and its natural and man-made history.

Given the areas close proximity to the inlet, additional measures are required in respect to the natural geography, to protect development from steep slopes, flooding and tsunami hazards in particular; See Appendix A - Riparian Areas Regulation for additional details.

Several guidelines are illustrated with images in this DPA.

## Guidelines

The form and character guidelines of DPA No.1 (except numbers 11-13), and the natural environment and protection from hazard guidelines of Appendix A - Riparian Areas Regulation are applicable in this development permit area designation, except as varied and supplemented with the following:



1. All developments must preserve and maintain 100% of the Wild Pacific Trail along the coastline where feasible on properties located along the waterfront;
2. No development can approach within 30m of the high water mark around the sensitive marine wetlands indicated on the map below:
3. A 30 metre wide tree buffer with no development must be provided along both sides of the Pacific Rim Highway;
4. The layout of the proposed collector through DPA No. 8 that runs parallel to the Pacific Rim Highway, must respond to the natural conditions and topography of the land. Adequate vegetative buffering along the frontage of the road should also be retained to provide an attractive entrance into the community. A tree preservation plan should be a major priority in order to preserve this spectacular natural environment.
5. All developments should respect archaeological resources and comply with all relevant statutes and regulations for the protection thereof. The District may require, at their discretion, that the applicant provide at their own cost an archaeological assessment report;
6. All development, including campsites with no individual water supply or no individual sewage disposal facilities, must be connected to the municipal sanitary sewer system;
7. Developments shall strive to create openness, connections, or views to the waterfront areas through open spaces or pathways. No development shall impede public access to the foreshore beyond private property boundaries;
8. A landscape preservation plan for all developments must be included as part of the development application process in order to ensure protection of existing significant trees and shrubs. This will include plans showing pre and post-development conditions in order to prevent over-cutting;
9. The removal of any native tree species that is 30cm Dbh or greater (Diameter at Breast Height = 1.3m) measured with a proper tree caliper is prohibited.
10. Any landscaping maintenance program must meet all applicable governmental regulations involving the use of fertilizers, herbicides and pesticides and the owners must ensure that no harmful pesticides or chemicals enter the ocean, either directly or by way of groundwater infiltration;
11. All sitka spruce must be identified by a qualified arborist and, where they are determined to be healthy, preserved;





12. The siting of new buildings, extensions to existing buildings as well as campsites and roads etc. must work sensitively around established existing vegetation and must be located so as to minimize alterations to the foreshore and other environmentally sensitive areas. As part of the efforts to maintain and enhance the landscape character of the area, all efforts must be made to retain landscape and ecological integrity;



13. In order to promote sustainable efforts in storm water drainage and ground water infiltration, minimal blacktop and hardscape paving should be used for driveways and patio areas, particularly in front yards. Gravel or grass driveways and wood decks are preferable;



14. Any storm water drainage created and collected within this area must be screened for oil using oil separators;

15. Architectural form and character must be site sensitive to both the physical environment, as well as to the qualities of natural beauty in the area. Buildings should work with the natural environment on all levels;



16. The exterior cladding of buildings must be of natural material and in keeping with the character of Ucluelet. Wood (particularly cedar) and stone are encouraged; the use of stucco, pebble dash cladding or the like is prohibited in DPA No.8;



17. Roof material must be in keeping with the character of Ucluelet. This includes the use of cedar shake/shingle, asphalt roof tile, or corrugated metal;



18. All commercial developments must provide robust visual buffers by way of retained native vegetation along all boundaries. In the case of those boundaries fronting the road, reasonable efforts must be made to retain significant trees and shrubs between access points; and,



19. Gated communities are not permitted. Developments are to be open and accessible, with easy traffic and pedestrian flow and minimal dead-end cul-de-sacs.



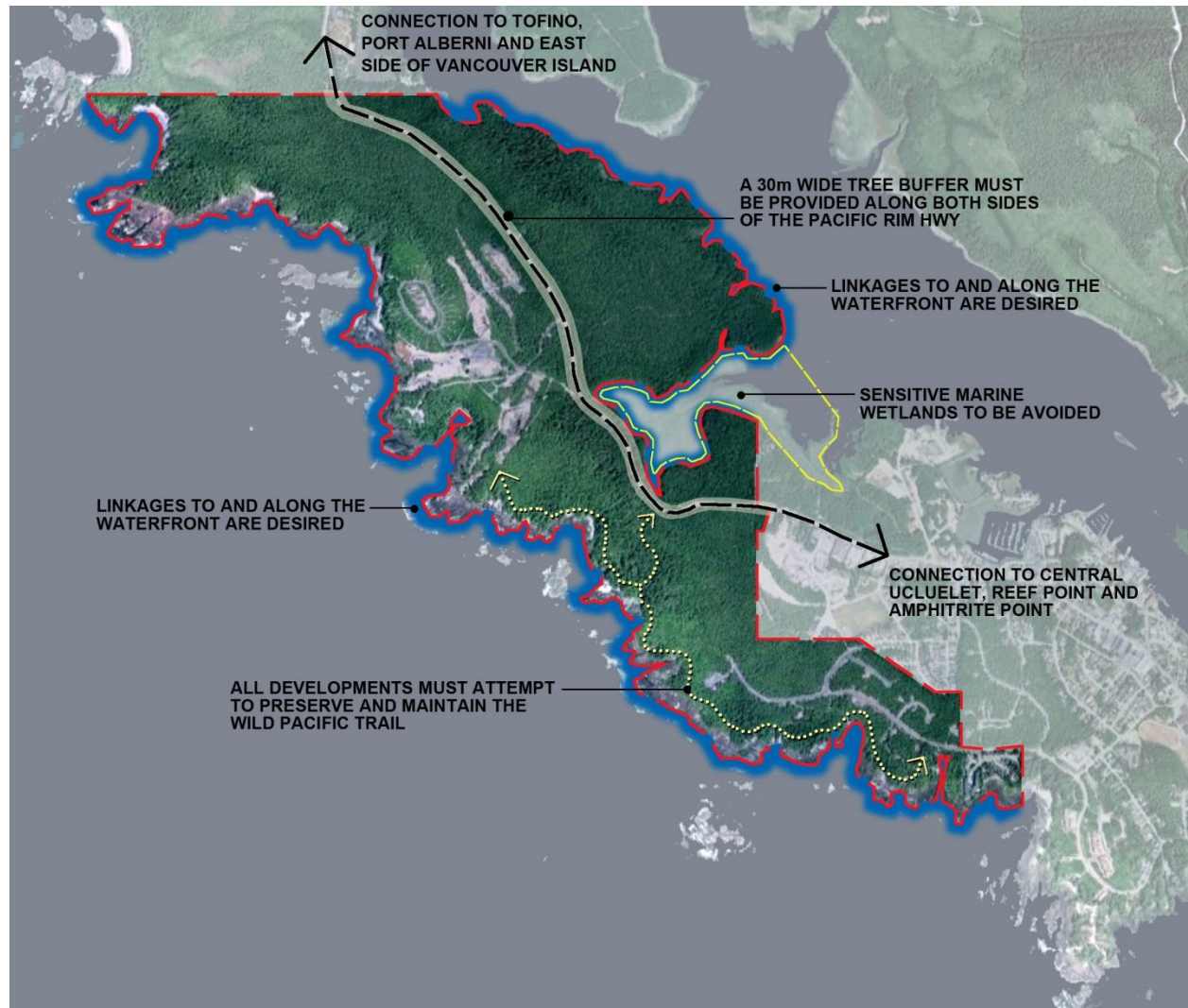


Figure DPA 8.2 Development Permit Area No. 8 Conceptual Diagram

## Development Permit Area No. 9 (Multi-Family Residential)



**Figure DPA 9.1 Location of Development Permit Area No. 9**

The Multi-Family Residential Development Permit Area (DPA No. 9), as shown on Schedule C, is established for the purposes of:

- Establishment of objectives for the form and character of development in the resort region,
- Establishment of objectives for the form and character of multi-family residential housing development;
- Establishment of objectives to promote energy conservation; and
- Establishment of objectives to promote the reduction of green house gas emissions.

The special conditions that support this DPA include four multi-family areas, as identified on Schedule C Development Permit Area Map, aimed at creating distinctive yet complementary areas and additional housing choice over time.

Two general multi-family residential typologies are anticipated:

1. Medium Scale – Ground oriented units usually having multiple floors and are attached by way of shared walls (e.g. duplex, triplex, terrace housing, townhouses);
2. Higher Scale – Units are a part of a larger multi-storied shared building (e.g. apartments), but may also include townhouses and coach houses.



Objectives include ensuring that new multi-family areas are compatible and complementary in form and character to adjacent traditional single-family



areas. It is important to establish suitable regulations to govern this transition. As these new housing types begin to move in to Ucluelet, sensitivity around issues such as scale, height, and style must be addressed and adhered to by developers. Within the four designated multi-family areas, there are sub-areas where specific housing forms are preferred. Generally, higher scale building forms are encouraged along key roads such as Matterson drive and Peninsula Road, with medium scale building forms providing a transition to single family areas, as illustrated on the map below.

Several guidelines are illustrated with images in this DPA.

### Guidelines

The form and character guidelines of DPA No. 1 (except numbers 11-13), and the natural environment and protection from hazard guidelines of Appendix A - Riparian Areas Regulation are applicable in this development permit area designation, except as varied and supplemented with the following:

1. All new or additional development must be connected to the municipal sanitary sewer system;
2. All development applications must include a comprehensive design package and a letter of intent that demonstrates how the proposed development meets the requirements outlined in these design guidelines, and fits into the existing context of the neighbourhood;
3. All buildings, structures and additions thereto must be designed and coordinated in a comprehensive manner giving consideration to efficiency of site circulation, the relationship between buildings, visual impact and design compatibility with its context;
4. Sloped roofs, rather than flat roofs are preferred;
5. Where internal roadways are required, they should provide efficient circulation, encourage appropriate speed through physical design, and the pedestrian realm should be clearly defined and acknowledged through the use of alternative materials and enhanced physical design;
6. Buildings or groups of buildings placed adjacent to a public street must face that street (or streets), with each unit having its own individual and distinct front entry which relates to the street. Excessive use of blank walls must be avoided;
7. Higher scale building forms are preferred located along Matterson Drive and Peninsula Road. Heights up to 50 feet may be permitted;
8. Medium scale building forms are preferred in other multi-family designated areas in order to provide sensitive transitions to single family areas;
9. Where buildings are deemed to be in very close proximity to the street or other public realm amenity such as a pathway or courtyard, the finished floor level of that building



should be raised by two feet as a minimum, in order to aid in privacy;

10. Garages and garage doors must not dominate the street-front façade of multi-family buildings. All attempts must be made to accommodate integrated parking at the side or rear of units. If garage doors *must* be placed at the front of a building, they should be well integrated and subtle in appearance;

11. Where visitor parking or common parking areas are required, small groupings of parking stalls interspersed with tree planting should be employed rather than 1 uninterrupted lot wherever possible; Native plants should be used in all circumstances;



12. Parking areas that are visible from the street and/or adjacent to residential buildings should be screened by substantial landscaping. Native plants should be used in all circumstances;

13. A reasonable amount of common area must be included in all multi-family developments in the form of native landscaping, courtyards or the like;

14. A landscape preservation plan for all developments must be included as part of the development application process in order to ensure protection of existing significant trees and shrubs. This will include plans showing pre and post-development conditions in order to prevent over-cutting;

15. The removal of any native tree species that is 30cm Dbh or greater (Diameter at Breast Height = 1.3m) measured with a proper tree calliper is prohibited,

16. Any landscaping maintenance program must meet all applicable governmental regulations involving the use of fertilizers, herbicides and pesticides and the owners must ensure that no harmful pesticides or chemicals enter the ocean, either directly or by way of groundwater infiltration;

17. All sitka spruce must be identified by a qualified arborist and, where they are determined to be healthy, preserved;

18. The siting of new buildings, extensions to existing buildings as well as campsites and roads etc. must work sensitively around established existing vegetation and must be located so as to minimize alterations to the any environmentally sensitive areas. As part of the efforts to maintain and enhance the landscape character of the area, all efforts must be made to retain landscape and ecological integrity;



19. Properties greater than two acres 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;

20. In order to promote sustainable efforts in storm water drainage and ground water infiltration, minimal blacktop and hardscape paving should be used for driveways and patio areas, particularly in front yards. Gravel or grass driveways and wood decks are preferable;



21. Architectural form and character must be site sensitive to both the physical environment, as well as to the qualities of natural beauty in the area. Buildings should work with the natural environment on all levels;



22. Developments must seek to integrate passive site design guidelines that promote energy efficiency, such as orienting buildings for maximum solar gain, setting maximum amounts of 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;

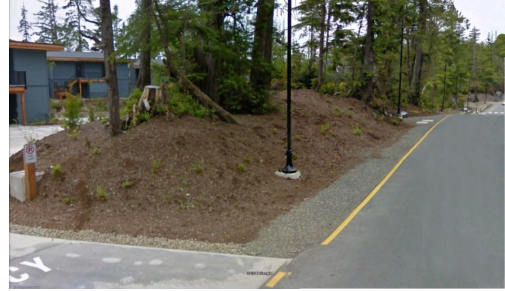
23. The exterior cladding of buildings must be of natural material and in keeping with the character of Ucluelet. Wood (particularly cedar) and stone are encouraged; the use of stucco, pebble dash cladding or the like is prohibited in DPA No. 9;



24. Roof material must be in keeping with the character of Ucluelet. This includes the use of cedar shake/shingle, asphalt roof tile, or corrugated metal;



25. All commercial developments must provide robust visual buffers by way of retained native vegetation along all boundaries. In the case of those boundaries fronting the road, reasonable efforts must be made to retain significant trees and shrubs between access points; and



26. Gated communities are not permitted. Developments are to be open and accessible with easy traffic and pedestrian flow and minimal dead-end cul-de-sacs.



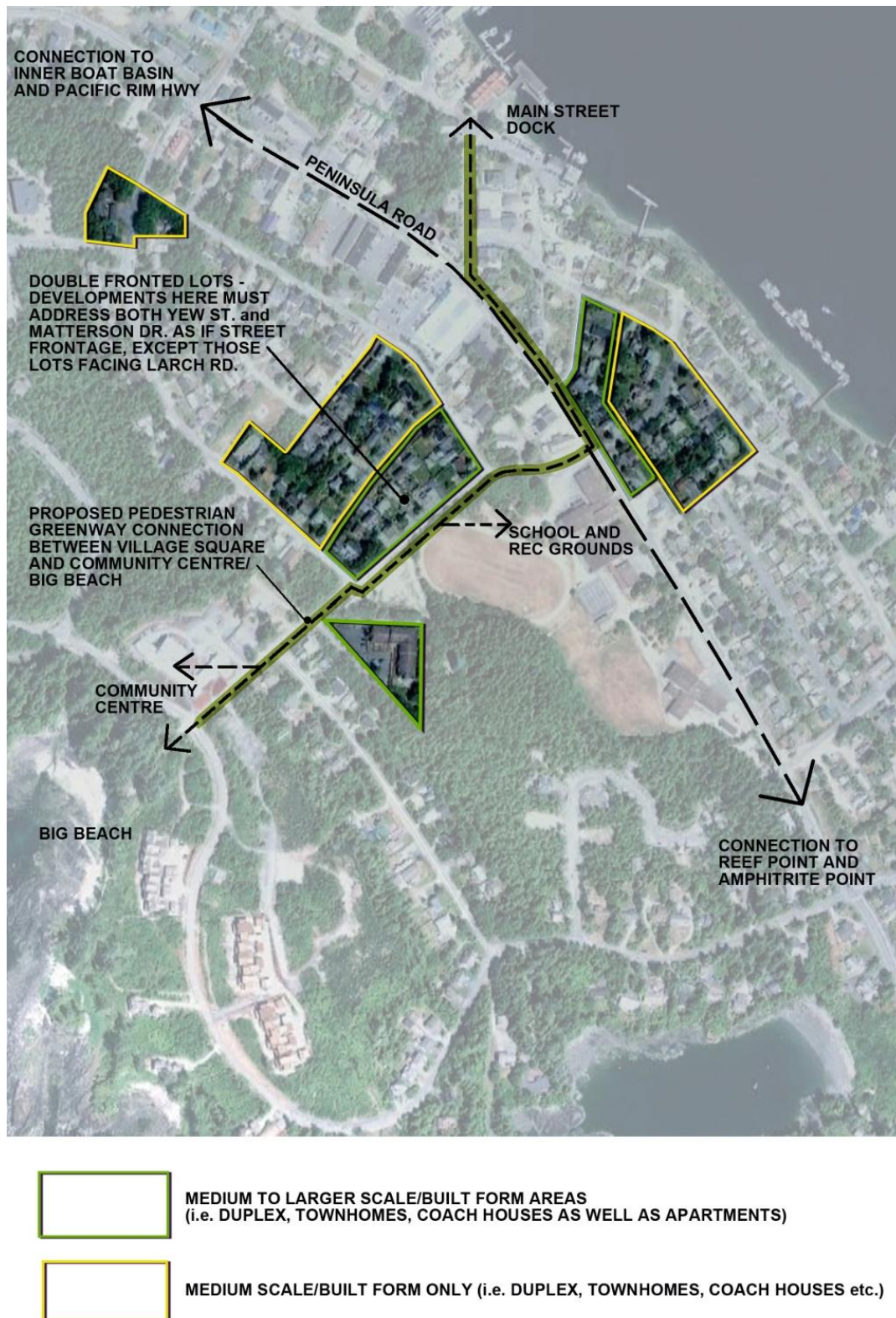


Figure DPA 9.2 Development Permit Area No. 9 Conceptual Diagram

