



REGULAR MEETING OF COUNCIL
Tuesday, March 26, 2019 @ 4:30 PM
George Fraser Room, Ucluelet Community Centre,
500 Matterson Drive, Ucluelet

AGENDA

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1. CALL TO ORDER	
2. ACKNOWLEDGEMENT OF FIRST NATIONS TERRITORY	
2.1. Council would like to acknowledge the Yuułu?i?ath First Nations on whose traditional territories the District of Ucluelet operates.	
3. ADDITIONS TO AGENDA	
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15. QUESTION PERIOD
16. CLOSED SESSION
- 16.1. Procedural Motion to Move In-Camera:
*THAT the meeting be closed to the public in order to address
agenda items under Section 90(1)(k) of the Community Charter.*
17. ADJOURNMENT

DISTRICT OF UCLUELET
MINUTES OF THE SPECIAL COUNCIL MEETING
HELD IN THE GEORGE FRASER ROOM, 500 MATTERSON DRIVE
Tuesday, March 5, 2019 at 10:00 AM

Present: **Chair:** Mayor Noël
 Council: Councillors Cole and McEwen
 Staff: Bruce Greig, Acting Chief Administrative Officer
 Marlene Lagoa, Manager of Corporate Services

Regrets: Councillors Hoar and Kempes

1. CALL TO ORDER

1.1 Mayor Noël called the meeting to order at 10:03 AM.

2. ACKNOWLEDGEMENT OF FIRST NATIONS TERRITORY

Council would like to acknowledge the Yuułuᑭiᑦᑭᑦᑭᑦ First Nations on whose traditional territories the District of Ucluelet operates.

3. ADDITIONS TO AGENDA

3.1 There were no additions to the agenda.

4. APPROVAL OF AGENDA

4.1 March 5, 2019 Special Agenda

2017-001 **It was moved by Councillor Cole and seconded by Councillor McEwen**
 THAT Council approve the March 5, 2019 Special Agenda as presented.

CARRIED.

5. CLOSED SESSION

5.1 Procedural Motion to Move In-Camera

2017-002 **It was moved by Mayor Noël and seconded by Councillor Cole**
 THAT the March 5, 2019 Special Meeting of Council be closed to the public in order to address agenda items under Section 90(2)(b) of the Community Charter.

CARRIED.

5.2 Mayor Noël suspended the special meeting at 10:04 AM and moved in-camera at 10:05 AM.

5.3 Mayor Noël adjourned the in-camera meeting at 11:29 AM and resumed the open meeting.

6. ADJOURNMENT

6.1 Mayor Noël adjourned the meeting at 11:29 AM.

CERTIFIED CORRECT: Minutes of the Special Council Meeting held on Tuesday, March 5, 2019 at 10:00 pm in the George Fraser Room, Ucluelet Community Centre 500 Matterson Road, Ucluelet, BC.

Mayco Noël
Mayor

Mark Boysen
CAO

resumed the open meeting.

5. ADJOURNMENT

5.1 Mayor Noël adjourned the special meeting at 2:23 PM.

CERTIFIED CORRECT: Minutes of the Special Council Meeting held on Tuesday, March 12, 2019 at 1:30 pm in the George Fraser Room, Ucluelet Community Centre 500 Matterson Road, Ucluelet, BC.

Mayco Noël
Mayor

Mark Boysen
CAO



Mayor and Council
District of Ucluelet
200 Main Street
Ucluelet, BC V0R-3A0

February 22, 2019

Re: Proposal for Canada's Target 1 Nature Fund Challenge

Dear Mayco

I am writing today to request your support for an application that Tla-o-qui-aht First Nation is submitting to Canada's Target 1 Nature Fund Challenge in partnership with Nature United. The proposal is seeking federal funding necessary to implement Tla-o-qui-aht's land use vision, including the establishment of new protected areas.

Please find an enclosed draft letter of support for your consideration.

Sincerely,



Chief Moses Martin

P. 250.725.3350 F. 250.725.3352
www.tla-o-qui-aht.org

TLA-O-QUI-AHT FIRST NATION
PO Box 18 #1119 Pacific Rim Hwy . Tofino . BC . V0R 2Z0

Dear Review Committee:

On behalf of XXXXXXXX (e.g. The District of Tofino) I would like to offer support for the proposal submitted by Nature United in partnership with Tla-o-qui-aht and Ahousaht First Nations. We believe that the land use visions being advanced by both Nations will benefit local communities and contribute to the well-being of the region on a whole.

We support the Nations commitment to this important work and believe conservation and sustainable resource management are fundamental to ensuring that current and future generations can thrive in our communities.

We hope that you will fund this important project and support our collective vision for healthy and resilient communities in coastal BC.

Sincerely,

XXXXXX (e.g. Josie Osborne, Mayor)

Subject: PLS SEE THE ATTACHMENT

From: Saya Masso - Natural Resources Manager <lands@tla-o-qui-aht.org>

Subject: RE: PLS SEE THE ATTACHMENT

Date: February 27, 2019 at 9:20:16 AM PST

To: Mayco Noël <mnoel@ucluelet.ca>

Good morning Mayco,

For well over a decade, TFN has been working to realize our vision for land use within our traditional territory. After years of consultation with community members we have developed a vision that will address our social, cultural, and economic aspirations—benefiting the Nation and the surrounding community. We are now in the process of seeking the necessary support and resources to implement this vision. I have attached a draft map that shows our vision for our territory (MAP C). This map is final but subject change as we work with the Province and other interest groups impacted by this vision. The exact size of the 'Buffer Zone' around Kennedy Lake has yet to be finalized, and will be determined this year, (through community input, it was recommended to be 500m).

For almost a decade we have been partnering with Nature United, Canadian affiliate to the US based organization The Nature Conservancy TNC (the worlds largest conservation organization) who has provided financial and technical support to our Nation on this journey. Nature United has committed to supporting our Nation with the necessary tenure reform and other capacity needed to realize this vision. Upon implementation of the land use vision they have also committed to establishing an endowment to support the ongoing stewardship and resource management within our territory.

Please do not distribute the map widely, and leave that to TFN.

I hope this helps in your considerations.

Kind regards,

Saya m. Masso

Tla-o-qui-aht First Nation

Manager of Lands and Resources

#1119 Pacific Rim Highway -PO Box 18 Tofino, BC VoR 2Zo

(cel) 250.726.6401 (P) 250.725.3350 (F) 250.725.3352 (E) lands@tla-o-qui-aht.org



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DISTRICT OF UCLUELET

Request to Appear as a Delegation

All delegations requesting permission to appear before Council are required to submit a written request or complete this form and submit all information or documentation by 11:00 a.m. the Wednesday preceding the subsequent Council meeting. Applicants should include the topic of discussion and outline the action they wish Council to undertake.

All correspondence submitted to the District of Ucluelet in response to this notice will form part of the public record and will be published in a meeting agenda. Delegations shall limit their presentation to ten minutes, except by prior arrangement or resolution of Council.

Please arrive by 7:20 p.m. and be prepared for the Council meeting. The Mayor (or Acting Mayor) is the chairperson and all comments are to be directed to the chairperson. It is important to address the chairperson as Your Worship or Mayor Noël.

The District Office will advise you of which Council meeting you will be scheduled for if you cannot be accommodated on your requested date. For more information contact the District Office at 250-726-7744 or email info@ucluelet.ca.

Requested Council Meeting Date: March 26, 2019

Organization Name: Seaview Seniors Housing Society - Forest Glen

Name of person(s) to make presentation: Jan Draeske & Randy Oliwa

Topic: Update and Future Plans

Purpose of Presentation:

Information only

Requesting a letter of support

Other (provide details below)

Please describe:

- Expansion of Forest Glen
- Developing a Senior's Directory
- Transportation for Seniors

Contact person (if different from above): Jan Draeske

Telephone Number and Email: [REDACTED]

Will you be providing supporting documentation? Yes No

If yes, what are you providing?

- Handout(s)
- PowerPoint Presentation

Note: Any presentations requiring a computer and projector/screen must be provided prior to your appearance date. The District cannot accommodate personal laptops.

Sea View Seniors Housing Society
1783 St Jacques Blvd
Ucluelet BC

Highlights of projects and ideas from Forest Glen

We are currently exploring the feasibility for expanding Forest Glen to accommodate 10 more one bedroom suites. We have received funding to study feasibility and need. We are working with the same consultant from our original building project. We are wondering if our survey could be incorporated in to the District of Ucluelet Housing Survey.

We have been involved with West Coast Community Resources Society to provide senior's lunches at Forest Glen. We hold these lunches every month and they are co-ordinated with the Sunshine Club's Wednesday Games Day. We have had 4 very successful events and we will be continuing these luncheons.

We would also like to see a Senior's Directory for our area so that senior's can be advised of various events and therefor able to participate in more community activities. Again, maybe this could also be incorporated into the Community survey. This Directory could be used by many groups like emergency services, WCCRS and others.

Transportation for Senior's is an issue. We find some people don't attend our luncheons because they don't drive. The Senior's directory could hook up volunteers with people who need a ride. The fact that Wheels for Wellness cannot take people to Tofino is a concern and we wondered if we could make arrangements with them to provide this service.

Thanks for reaching out to us

Jan Draeseke
President
Se View Senior's Housing Society



surfcanada



Mar.13, 2019

Dear Mayor Noël and Ucluelet Council,

As you may know, surfing is now a part of the Olympic program, starting with Tokyo in 2020. Surf Canada is officially recognized as the National Sport Federation for Surf and a Sport Partner with the Canadian Olympic Committee. It is the responsibility of Surf Canada to have a National Championships and Team Selections for the World Championships in Surf, Junior Surf, Stand Up Paddleboard (SUP) and Adaptive Surf, as well as select the Team for the PanAmerican Games and Olympic Games qualifiers.

Since 2018 we have organized, produced and run our National events and Team Selection events all in-house and our Flagship Property is the Canadian National Championships. We are very thankful for the support from the District of Ucluelet of the 2018 Nationals. This support helped Surf Canada qualify an incredible 7 out of a possible 8 Athletes to the 2019 PanAmerican Games in Lima, Peru this July and they will be going for Gold for the first time with the rest of the athlete contingent from Team Canada!

The upcoming 2019 Nationals and Olympic Team Trials events, set for May 10-14, is critically important as it selects the historic First Canadian National Team for 2020 Olympic games qualification!

Pacific Rim National Park Reserve (PRNPR) will again host Nationals at Wickaninnish Beach for several reasons, primarily that it is in the National Park system and therefore is 'neutral' and allows for the event to be National in scope. Since the venue is essentially geographically in the centre also allows both Districts and both First Nations to be equally involved and will bring an Olympic spotlight and economic benefits to the whole region. The PRNPR also has the parking infrastructure to accommodate a large amount of visitors without the major safety concerns of overflow parking on the highway and people crossing the highway. The PRNPR also has new beach adjacent restroom facilities, multiple beach access points, gated overnight, and with less potential overlap with diverse user groups, makes the PRNPR the right choice for this Event and the Pacific Rim Communities.

Surf Canada humbly requests from the District of Ucluelet your continued support by providing a Letter-Of-Support to include with our Special Events application to the management at Parks Canada.

Thank you again.

Sincerely,

Dom Domic MPA, BA
 Executive Director / Directeur Exécutif
 CSA **SURF CANADA**
 1417 Broad Street | Victoria, B.C. V8W 2B2
 O : 250.886.9844
 C : 604.721.4045
www.csasurfcanada.org

SURF CANADA HEADQUARTERS
 Phone: +1 (604) 721-4045

1417 Broad Street
 Victoria, BC V8W 2B2

[http://www.csasurfcanada.org/
 president@csasurfcanada.org](http://www.csasurfcanada.org/president@csasurfcanada.org)

Dear Mayor Noel and Ucluelet Council,

My name is Faye Missar and I have lived in Ucluelet since I was two years old. I am now a mother of an active little three-year-old boy. We are fortunate to live on Holly Crescent directly adjacent to Edna Batchelor Park.

It is a lovely park with plenty of green space and a community garden. Again, we are blessed to live right next door. However, every Saturday morning my son and I walk to the park next to the District office (and conveniently for me Zoe's Bakery) because he wants to go to the "park with the swings".

In February 2017 the Westerly News covered the story of Ucluelet's first Community Garden, in which District of Ucluelet staff were reported stating that "phase one of the development would also include a new swing set and the construction of a gravel pathway".

I understand that District Staff have many great community projects on the go and that project timelines shift for a variety of reasons. So please accept this letter as a gentle reminder of the highly anticipated swings for Edna Batchelor Park.

Last week when I was at the "park with the swings" by the District office I was very pleased to see the installation of safety fencing at the harbour-facing side of the park. My mom friends and I are always worried that our little ones will make a run for it and run out onto the street whilst playing behind the trees. I mentioned my concern to Parks staff and it was immediately attended to – so thank you!

Sincerely,

Faye Missar



Link to Westerly Article: <https://www.westerlynews.ca/community/community-garden-digging-into-ucluelet/>

Subject: Upcoming Service Canada and Canada Revenue Agency visit to Tofino , Ahousaht and Hot Springs Cove
Attachments: Tofino_March 25_ 2019_OutreachPoster.doc; Ahousaht_March 26_2019_OutreachPoster.doc; Hot Springs Cove_ March 27_2019_OutreachPoster.doc

From: Kirsty Allen
Sent: March 19, 2019 1:24 PM
Subject: FW: Upcoming Service Canada and Canada Revenue Agency visit to Tofino , Ahousaht and Hot Springs Cove

Good afternoon everyone,

I have attached the posters with the details about our upcoming visits to the three communities which is happening next week. I was able to confirm that we will have volunteers from the Community Volunteer Income Tax Program (CVITP) with us in both Tofino and Ahousaht to help with tax returns as well. The qualifying conditions for this service are posted below, and for those who qualify, their taxes can be done free of charge.

In order to get the word out to the community, I am hoping you might be able to share these posters with your networks, and, if possible to print and post the posters on community bulletin boards. Your support is greatly appreciated and please let me know if you have any suggestions for other ways we can connect with the community to ensure as many people as possible are informed.

Kind regards,

Kirsty Allen

Citizen Services Officer: Citizen Services
Service Canada/Government of Canada
Tel: 250-736-2218 / kirsty.allen@servicecanada.gc.ca

Who is eligible for the CVITP?

Suggested family income	
1 Person	\$35,000
2 persons	\$45,000
3 persons	\$47,500

Examples of simple tax situations:

- less than \$1,000 in interest income
- scholarships, fellowships, bursaries or grants
- benefits such as Canada Pension Plan, disability, employment insurance, social assistance

**Service
Canada**

CanRevAgency



Canada



SERVICE CANADA AND CANADA REVENUE AGENCY VISIT Tofino Scheduled Outreach Site

Where?

Tofino Legion-basement
331 Main St., Tofino, BC

When?

March 25, 2019 10:30 am to 4:00 pm

Service Canada – Some of the services we provide:

- ✓ Employment Insurance (EI),
- ✓ Old Age Security (OAS),
- ✓ Guaranteed Income Supplement (GIS),
- ✓ Canadian Pension Plan (CPP), Death and survivor and CPP Disability,
- ✓ Social Insurance Numbers
- ✓ Passport application review only
- ✓ ROE Web Registration

Canada Revenue Agency – Benefits & Credits

- ✓ Canada Child Benefit & GST/HST Credit
- ✓ Disability Tax Credit & Child Disability Benefit
- ✓ Print Income slips for current and prior years
- ✓ Print Notices of Assessments
- ✓ Update your address or get help with Benefit & Credit problems
- ✓ Information on the Community Volunteer Income Tax Program (CVITP)

**VOLUNTEERS WILL BE AVAILABLE TO ASSIST WITH TAX RETURNS UNDER THE
COMMUNITY VOLUNTEER INCOME TAX PROGRAM (CVITP)**

Service
Canada

CanRevAgency



Canada



SERVICE CANADA AND CANADA REVENUE AGENCY VISIT Scheduled Outreach-Ahousaht

Where?

Chachimhyiip Ahousaht Holistic Center
Ahousaht BC

When?

March 26, 2019 10:30 am to 2:30 pm

Some of the services we provide:

- ✓ Employment Insurance (EI),
- ✓ Old Age Security (OAS),
- ✓ Guaranteed Income Supplement (GIS),
- ✓ Canadian Pension Plan (CPP), Death and survivor and CPP Disability,
- ✓ Social Insurance Numbers
- ✓ Passport application review only

CRA – Benefits & Credits

- ✓ Canada Child Benefit & GST/HST Credit
- ✓ Disability Tax Credit & Child Disability Benefit
- ✓ Print Income slips for current and prior years
- ✓ Print Notices of Assessments
- ✓ Update your address or get help with Benefit & Credit problems
- ✓ Information on the Community Volunteer Income Tax Program (CVITP)

**VOLUNTEERS WILL BE AVAILABLE TO ASSIST WITH TAX RETURNS UNDER THE COMMUNITY
VOLUNTEER INCOME TAX PROGRAM (CVITP)**

Service
Canada

CanRevAgency



Canada



Next Visit
Hot Springs Cove
Scheduled Outreach Site

Where?

Hesquiaht Band Office
Hot Springs Cove, BC

When?

March 27, 2019 10:00 am to 1:00 pm

Some of the services we provide:

- ✓ Employment Insurance (EI),
- ✓ Old Age Security (OAS),
- ✓ Guaranteed Income Supplement (GIS),
- ✓ Canadian Pension Plan (CPP), Death and survivor and CPP Disability,
- ✓ Social Insurance Numbers
- ✓ Passport application review only



CRA – Benefits & Credits

- ✓ Canada Child Benefit & GST/HST Credit
- ✓ Disability Tax Credit & Child Disability Benefit
- ✓ Print Income slips for current and prior years
- ✓ Print Notices of Assessments
- ✓ Update your address or get help with Benefit & Credit problems
- ✓ Information on the Community Volunteer Income Tax Program (CVITP)



EMIL ANDERSON CONSTRUCTION (EAC) INC.

March 14th, 2019

Re: Hwy 4 Kennedy Hill Safety Improvements
Traffic Interruptions Update

Dear Highway 4 travelers,

Attached is a copy of the March 15th, 2019 to April 8th, 2019 closure schedule. You can find a copy of the schedule on our *EAC Hwy 4 Kennedy Hill Project Updates* Facebook page at facebook.com/eac.bc.ca.kennedy.hill/

There is also a traffic advisory hotline which will provide detailed and up-to-date information to help plan your trip. The number is: 1-855-451-7152.

Information will also be posted on electronic message boards at either ends of the project and along the Hwy 4 corridor between the west coast and Hwy 19 as well as information posted to DriveBC.ca. For your own safety, it is imperative you respect all construction signage, and stay well clear of any equipment.

We apologize for any inconveniences as a result of this project, but hope you understand that we are working towards a safer highway for all of us.

Further project information is available on the Ministry's project website at gov.bc.ca/highway4kennedyhill. Should you have any questions or concerns, you can leave a message on the traffic advisory hotline at 1 855 451-7152.

Sincerely,

EMIL ANDERSON CONSTRUCTION (EAC) INC.

A handwritten signature in black ink, appearing to read 'Erin Pomeroy', is written over a light gray rectangular background.

Erin Pomeroy
EAC Project Coordinator



15 - March	Friday	Road CLOSED between the following times: -1AM to 4AM -5AM to 7AM No 12PM to 1PM and 4PM to 5PM Expect up to 30min delays outside of closure times
16 - March	Saturday	No Closures Single Lane Traffic
17 - March	Sunday	
18 - March	Monday	
19 - March	Tuesday**	Road CLOSED between the following times: -1AM to 4AM -5AM to 7AM -12PM to 1PM -4PM to 5PM -10PM to 12AM except on Fridays Expect up to 30-minute delays at all other times, day and night. ** Tuesday – No 1AM to 4AM and 5AM to 7AM closure ** Friday – No 12PM to 1PM and 4PM to 5PM closure
20 - March	Wednesday	
21 - March	Thursday	
22 - March	Friday	
23 - March	Saturday	
24 - March	Sunday	
25 - March	Monday	
26 - March	Tuesday	
27 - March	Wednesday	
28 - March	Thursday	
29 - March	Friday**	
30 - March	Saturday	No Closures Single Lane Traffic
31 - March	Sunday	
1 - April	Monday	Road CLOSED between the following times: -1AM to 4AM -5AM to 7AM -12PM to 1PM -4PM to 5PM -10PM to 12AM except on Fridays and Saturday Expect up to 30-minute delays at all other times, day and night. ** Tuesday – No 1AM to 4AM and 5AM to 7AM closure ** Saturday – No 12PM to 1PM and 4PM to 5PM closure
2 - April	Tuesday**	
3 - April	Wednesday	
4 - April	Thursday	
5 - April	Friday	
6 - April	Saturday**	
7 - April	Sunday	No Closures Single Lane Traffic
8 - April	Monday	

Find us on Facebook
@eac.bc.ca.kennedy.hill



STAFF REPORT TO COUNCIL

Council Meeting: MARCH 26, 2019
500 Matterson Drive, Ucluelet, BC V0R 3A0

FROM: MARLENE LAGOA, MANAGER OF CORPORATE SERVICES

FILE NO: 0550-20

SUBJECT: RESOLUTION TRACKING – MARCH 2019

REPORT NO: 19-27

ATTACHMENT(S): APPENDIX A – RESOLUTION TRACKING (MARCH 2019)

RECOMMENDATION(S):

There is no recommendation. This report is provided for information only.

PURPOSE:

The purpose of this report is to provide Council with a monthly status update on resolutions that have been adopted by Council.

BACKGROUND:

The resolution follow-up status categories are:

- Assigned – action has not yet commenced;
- In Progress – action has been taken by staff; and
- Complete – action has been completed.

Items will be removed from the list after actions are shown once as being completed.

OPTIONS REVIEW:

1. There is no recommendation. This report is provided for information only. **(Recommended)**
2. THAT Council provide alternative direction to staff.

Respectfully submitted: Marlene Lagoa, Manager of Corporate Services
Mark Boysen, Chief Administrative Officer

Meeting	Agenda Item #	Meeting Item Description	Resolution Text	Description	Department Responsible	Follow-Up Status
Regular Council - 25 Sep 2018	11.3.	Lease with Ucluelet & Area Historical Society Abigail Fortune, Director of Parks & Recreation	THAT Council approve recommendation 1 of report item, "Lease With Ucluelet & Area Historical Society", which states: THAT Council enter into a lease agreement with the Ucluelet and Area Historical Society that is similar to their original Provincial Lease #111228 – Block A District Lot 1507, Clayoquot Land District for approximately 2.4 hectares.	Prepare lease agreement for signature.	Parks & Recreation	In Progress - Reviewing legal opinion
Regular Council - 25 Sep 2018	11.4.	CAO Performance Review Policy Mark Boysen, Chief Administrative Officer	THAT Council approve recommendation 1 of report item, "CAO Performance Review Policy" which states: THAT Council adopt the proposed CAO Performance Review Policy.	Print policy for signature.	Corporate Services	Complete
Regular Council - 25 Sep 2018	11.5.	Ucluelet Economic Development Strategy Progress Report Mark Boysen, Chief Administrative Officer	THAT Council approve the use of allocated Economic Development funds to support the following projects: a. Ucluelet Economic Development Web Tools Project (\$10,000).	Work with Chamber on Web Tools development project.	Corporate Services	In Progress
Regular Council - 25 Sep 2018	12.2.	BYLAW - District of Ucluelet Zoning Bylaw Amendment Bylaw No. 1234, 2018	THAT District of Ucluelet Zoning Bylaw Amendment Bylaw No. 1234, 2018 be adopted.	Process, sign, scan, file.	Corporate Services	Complete
Regular Council - 13 Nov 2018	5.1.	October 9, 2018 Regular Minutes	THAT Council approve the October 9, 2018 minutes as presented.	Print, sign, scan, file, post to website.	Corporate Services	Complete
Regular Council - 27 Nov 2018	9.7.	Disc Golf Request Myles Morrison	THAT Council refer the letter from Myles Morrison regarding the disc golf request to the Recreation Commission.	Refer letter to Recreation Commission.	Parks & Recreation	Assigned

Meeting	Agenda Item #	Meeting Item Description	Resolution Text	Description	Department Responsible	Follow-Up Status
Regular Council - 27 Nov 2018	12.6.	Development Permit; 257 Boardwalk Boulevard John Towgood, Planner 1	THAT Council approve recommendation 1 of report item, "Development Permit; 257 Boardwalk Boulevard' which states: THAT Council approve Development Permit DP18-11 for the construction of a 1-unit Resort Condo with an accessory basement storage unit on the property at 257 Boardwalk Boulevard: Strata lot A, Section 21, Clayoquot District Strata Plan VIS6124.	Issue DP18-11	Community Planning	In Progress
Regular Council - 27 Nov 2018	12.7.	Development Permit; 255 Boardwalk Boulevard John Towgood, Planner 1	THAT Council approve recommendation 1 of report item, "Development Permit; 255 Boardwalk Boulevard' which states: THAT Council approve Development Permit DP18-12 for the construction of a 1-unit Resort Condo with an accessory basement storage unit on the property at 255 Boardwalk Boulevard: Strata lot B, Section 21, Clayoquot District Strata Plan VIS6124.	Issue DP18-12	Community Planning	In Progress
Regular Council - 27 Nov 2018	13.2.	Single-Use Shopping Bag Bylaw Marlene Lagoa, Deputy Municipal Clerk	THAT Council approve recommendation 1 and 2 of legislation item, "Single-Use Shopping Bag Bylaw" which states: THAT Council direct staff to coordinate with the District of Tofino, Surfrider Pacific Rim Chapter, and the Ucluelet Aquarium, in development a proposed bylaw to restrict the distribution of single-use plastic shopping bags and plastic straws. THAT Council direct staff to bring back a bylaw that restricts the distribution of single-use plastic shopping bags and plastic straws within the District of Ucluelet for Council's consideration.	Draft Bylaw for Council.	Corporate Services	Complete

Meeting	Agenda Item #	Meeting Item Description	Resolution Text	Description	Department Responsible	Follow-Up Status
Regular Council - 27 Nov 2018	13.3.	Adoption of Zoning Amendment Bylaw No. 1225, 2018, and Approval of DVP18-02 and DP18-03 for the Development of a Mixed Commercial/Multi-Family Building at 590 Marine Drive (The Wave) John Towgood, Planner 1	THAT Council, with regard to a development of a mixed commercial / multi-family residential building containing 7 townhomes on Lot B, District Lot 281, Clayoquot District, Plan VIP82211: A. adopt Zoning Amendment Bylaw No. 1225, 2018; B. approve the issuance of Development Variance Permit DVP18-02; and, C. approve the issuance of Development Permit DP18-03.	Issue DVP18-02 and DP 18-03	Community Planning	Complete
Regular Council - 27 Nov 2018	13.3.	Adoption of Zoning Amendment Bylaw No. 1225, 2018, and Approval of DVP18-02 and DP18-03 for the Development of a Mixed Commercial/Multi-Family Building at 590 Marine Drive (The Wave) John Towgood, Planner 1	THAT Council, with regard to a development of a mixed commercial / multi-family residential building containing 7 townhomes on Lot B, District Lot 281, Clayoquot District, Plan VIP82211: A. adopt Zoning Amendment Bylaw No. 1225, 2018; B. approve the issuance of Development Variance Permit DVP18-02; and, C. approve the issuance of Development Permit DP18-03.	Bylaw No. 1225 - print, sign, scan, file.	Corporate Services	Complete
Regular Council - 11 Dec 2018	12.2.	2019 Council Meeting Schedule Marlene Lagoa, Deputy Municipal Clerk	THAT Council direct staff to update the District of Ucluelet Council Procedures Bylaw No. 1166, 2014 to reflect the new meeting schedule.	Update Council Procedures Bylaw.	Corporate Services	In Progress
Regular Council - 11 Dec 2018	12.4.	Development Permit & Development Variance Permit; 1714 Peninsula Road John Towgood, Planner 1	THAT Council approve Development Variance Permit DVP18-05 and Development Permit DP18-13 for the renovation and addition to a one-storey accessory building to create a two-storey, four-unit motel building located at 1714 Peninsula Road.	Issue DVP18-05 and DP 18-13.	Community Planning	In Progress

Meeting	Agenda Item #	Meeting Item Description	Resolution Text	Description	Department Responsible	Follow-Up Status
Regular Council - 11 Dec 2018	12.5.	Zoning Bylaw Amendment Application (506) Marine Drive John Towgood, Planner 1	THAT Council direct staff to prepare a Zoning Amendment Bylaw to remove the standalone Vacation Rental of an entire single-family dwelling from the permitted uses under the Vacation Rental (VR-2) regulations; and, THAT Council direct staff to prepare a site-specific Zoning Amendment Bylaw to permit the short-term rental of the main house on the property at 506 Marine Drive under the amended Vacation Rental (VR-2) regulations.	Draft a site-specific Zoning Amendment Bylaw for 506 Marine Dr.	Community Planning	In Progress
Regular Council - 11 Dec 2018	12.5.	Zoning Bylaw Amendment Application (506) Marine Drive John Towgood, Planner 1	THAT Council direct staff to prepare a Zoning Amendment Bylaw to remove the standalone Vacation Rental of an entire single-family dwelling from the permitted uses under the Vacation Rental (VR-2) regulations; and, THAT Council direct staff to prepare a site-specific Zoning Amendment Bylaw to permit the short-term rental of the main house on the property at 506 Marine Drive under the amended Vacation Rental (VR-2) regulations.	Draft a Zoning Amendment Bylaw to update uses in VR-2.	Community Planning	In Progress
Special Council - 19 Dec 2018	7.2	Overview of Projects	THAT Council direct staff to use the DCC Road fund up to \$25,000 to implement new crosswalks in the Spring Cove portion of Peninsula Road in early 2019.	Update Financial Plan.	Finance	Complete
Regular Council - 08 Jan 2019	9.11.	Congratulations to Mayor and Council Telus	THAT Council direct Staff to write a follow up letter regarding WIFI and the installation of emergency phones on Highway 4, and to invite a Telus representative to appear as a delegation at their convenience.	Write a follow-up letter and invite to appear as a delegation.	Corporate Services	Complete
Special Council - 16 Jan 2019	5.1.	December 19, 2018 Special Minutes	THAT Council approve the December 19, 2018 Special Minutes as presented.	Print, sign, scan, post, file.	Corporate Services	Complete
Regular Council - 22 Jan 2019	5.1.	January 8, 2019 Regular Minutes	THAT Council approve the January 8, 2019 Regular Minutes as amended.	Print, sign, scan, post, file.	Corporate Services	Complete

Meeting	Agenda Item #	Meeting Item Description	Resolution Text	Description	Department Responsible	Follow-Up Status
Regular Council - 22 Jan 2019	5.2.	January 23, 2018 Public Hearing Minutes	THAT Council approve the January 23, 2018 Regular Minutes as presented.	Print, sign, scan, post, file.	Corporate Services	Complete
Regular Council - 22 Jan 2019	5.3.	August 7, 2018 Public Hearing Minutes	THAT Council approve the August 7, 2018 Public Hearing Minutes as presented.	Print, sign, scan, post, file.	Corporate Services	Complete
Regular Council - 22 Jan 2019	12.2.	Resolution Tracking - January 2019 Marlene Lagao, Manager of Corporate Services	THAT Council approve recommendation 1 of report item, "Resolution Tracking - January 2019" which states: THAT Council direct staff to schedule a meeting with Minister Adrian Dix and MLA Scott Fraser to discuss the proposed health centre.	Schedule a meeting with Minister Dix and MLA Fraser.	Corporate Services	Assigned
Regular Council - 22 Jan 2019	12.3.	2019 Council Appointments Update Mayco Noël, Mayor	THAT Council direct staff to setup an email list that includes Ucluelet community groups and Council.	Set up email list that includes Ucluelet community groups and Council.	Corporate Services	Assigned
Regular Council - 22 Jan 2019	14.1.	Canadian Air Crane Mayor Noël raised his concerns with Canadian Air Crane's delay in reimbursing fire gear and equipment that was destroyed in the June 2017 fuel spill at Kennedy Lake. Mayor has reached out to the Barkley Community Forest, and partner Toquaht Holdings, asking them to send a letter on their dissatisfaction on how they have treated the matter.	THAT Council direct staff to send a joint letter with Barkley Community Forest Corporation partner Toquaht Holdings to Canadian Air Crane expressing our dissatisfaction with how they are handling the outstanding balance owed to the District of Ucluelet for the 2017 fuel tanker spill.	Coordinate with Barkley Community Forest and Toquaht Holdings to write a joint letter.	Corporate Services	Complete
Special Council Budget - 30 Jan 2019	5.1.	January 16, 2019 Special Minutes	THAT Council approve the January 16, 2019 Special Minutes as presented.	Print, sign, scan, post, file.	Corporate Services	Complete
Special Council Budget - 30 Jan 2019	9.1.	Early Budget Approvals Mark Boysen, Chief Administrative Officer	THAT Council approve increasing the annual budget for Council attendance at conferences from \$30,000 to \$35,000 in the 2019-2023 Financial Plan.	Update Financial Plan.	Finance	Complete

Meeting	Agenda Item #	Meeting Item Description	Resolution Text	Description	Department Responsible	Follow-Up Status
Special Council Budget - 30 Jan 2019	9.1.	Early Budget Approvals Mark Boysen, Chief Administrative Officer	THAT Council approve the following 2019 projects, funded through sewer and water fees: Kennedy Lake Water Project (\$50,000) SCADA Water (\$55,000) Bay Street Duplex Elimination (\$480,000)	Update Financial Plan.	Finance	Complete
Regular Council - 12 Feb 2019	5.1.	January 22, 2019 Regular Minutes	THAT Council approve the January 22, 2019 Regular Minutes as presented.	Print, sign, scan, upload, file.	Corporate Services	Complete
Regular Council - 12 Feb 2019	5.2.	January 22, 2019 Special Minutes	T HAT Council approve the January 22, 2019 Special Minutes as presented.	Print, sign, scan, upload, file.	Corporate Services	Complete
Regular Council - 12 Feb 2019	6.2.	AVICC - 2nd Call for Resolutions and Nominations The Association of Vancouver Island and Coastal Communities	THAT Council authorize Mayor Noël and Councillors Cole and Kemps to attend the 2019 AVICC Convention in Powell River.	Book Accommodations in Powell River.	Corporate Services	Complete
Regular Council - 12 Feb 2019	6.2.	AVICC - 2nd Call for Resolutions and Nominations The Association of Vancouver Island and Coastal Communities	THAT Council authorize Mayor Noël and Councillors Cole and Kemps to attend the 2019 AVICC Convention in Powell River.	Complete AVICC Registration.	Corporate Services	Complete
Regular Council - 12 Feb 2019	9.1.	ACRD Application to the UBCM Childcare Planning Project Marci DeWitt, Consulting Services	That Council for the District of Ucluelet support the Alberni-Clayoquot Regional District's application to the UBCM Community Child Care Planning Program for funding to undertake child care planning activities and develop a community child care space creation action plan for ACRD region communities; and further that the ACRD, as the primary applicant, be authorized to apply for, receive and manage grant funding on the District of Ucluelet's behalf.	Send a certified resolution to Marcie.	Corporate Services	Complete
Regular Council - 12 Feb 2019	9.3.	Letter of Support Request Thornton Creek Enhancement Society	THAT Council bring back the topic of adding a line item to Small Craft Harbour users to support the Thornton Creek Hatchery Society to budget discussion on February 20.	Place on February 19, 2019 HA Agenda.	Corporate Services	Complete

Meeting	Agenda Item #	Meeting Item Description	Resolution Text	Description	Department Responsible	Follow-Up Status
Regular Council - 12 Feb 2019	9.3.	Letter of Support Request Thornton Creek Enhancement Society	THAT Council write a letter of support for the Thornton Creek Enhancement Society's grant application to the Pacific Salmon Foundation to repair two salmon raceways.	Draft and send the letter of support.	Corporate Services	Complete
Regular Council - 12 Feb 2019	9.4.	Lease Agreement Request Ucluelet and Area Childcare Society	THAT Council refer the lease agreement request from the Ucluelet and Area Childcare Society to budget discussion on February 20.	Report on GIA/Council Contribution on February 20, 2019 meeting.	Finance	Complete
Regular Council - 12 Feb 2019	12.1.	Transfer of Liquor Licence Location - Archipelago Cruises John Towgood, Planner 1	THAT Council approve recommendation 1 of report item, "Transfer of Liquor Licence Location - Archipelago Cruises" which states: THAT Council, after having considered the opinion of the community's residents and business operators as determined by notifications in the Westerly newspaper and on the District website, endorse the transfer of liquor licence for 466 442 BC LTD, Archipelago Cruises, from its current docking location at 1634 Cedar Road to its new location at 1943 Peninsula Road.	Submit endorsement.	Community Planning	In Progress
Regular Council - 12 Feb 2019	12.2.	EOC Training - UBCM Grant Application Mark Boysen, Chief Administrative Officer	THAT Council approve recommendation 1 & 2 of report item, "EOC Training - UBCM Grant Application" which states: THAT Council support Staff in the application for a 2019 Emergency Operation Centre (EOC) Development Project grant affiliated with the Community Emergency Preparedness Fund (CEPF). THAT Council authorize the award of a sole source contract for the grant submission.	Submit UBCM grant.	Emergency	Complete

Meeting	Agenda Item #	Meeting Item Description	Resolution Text	Description	Department Responsible	Follow-Up Status
Regular Council - 12 Feb 2019	12.2.	EOC Training - UBCM Grant Application Mark Boysen, Chief Administrative Officer	THAT Council approve recommendation 1 & 2 or report item, "EOC Training - UBCM Grant Application" which states: THAT Council support Staff in the application for a 2019 Emergency Operation Centre (EOC) Development Project grant affiliated with the Community Emergency Preparedness Fund (CEPF). THAT Council authorize the award of a sole source contract for the grant submission.	Certified Resolution for grant submission.	Corporate Services	Complete
Regular Council - 12 Feb 2019	12.3.	Fire Service Agreement with Yuułı̨ł̨at̨ Government Mark Boysen, Chief Administrative Officer	THAT Council approve recommendation 1 of report item, "Fire Service Agreement with Yuułı̨ł̨at̨ Government" which states: THAT Council approve a new Fire Protection Services Agreement for Yuułı̨ł̨at̨ Government at a cost of \$5,000 annually for a period of 2 years.	Get agreement signed.	Emergency	In Progress
Regular Council - 12 Feb 2019	12.4.	Pacific Rim Visitors Centre Agreement with Parks Canada Mark Boysen, Chief Administrative Officer	THAT Council direct Staff to bring back an updated 2019 agreement between the District of Ucluelet and Parks Canada regarding the Pacific Rim Visitor Centre.	Bring back an updated agreement.	Corporate Services	In Progress
Regular Council - 12 Feb 2019	12.5.	Cheque Listing - January 2019 Marlene Lagoa, Manager of Corporate Services		Provide an update on LED lighting	Community Planning	Assigned
Regular Council - 12 Feb 2019	12.6.	Video Recording of Council Meetings Marlene Lagoa, Manager of Corporate Services	THAT Council approve recommendation 1 of report item, "Video Recording of Council Meetings" which states: THAT Council approve \$2000 in the 2019 budget for a camera to record and stream council meetings on YouTube.	Implement webcasting of council meetings.	Corporate Services	In Progress

Meeting	Agenda Item #	Meeting Item Description	Resolution Text	Description	Department Responsible	Follow-Up Status
Regular Council - 12 Feb 2019	12.7.	Covenant Modification John Towgood, Planner 1	THAT Council approve recommendation 1 of report item, "Covenant Modification" which states: THAT Council: approve the proposed modification to Covenant FB154854 for 736 Odyssey Lane, by reducing the greenspace setback requirement as per the terms and drawings within the body of this report; and direct that the Corporate Officer be authorized to execute the covenant modification documents for registration at the Land Title Office.	Execute covenant modification documents.	Community Planning	Assigned
Regular Council - 12 Feb 2019	13.1.	Terms of Reference for Advisory Committees of Council Mark Boysen, Chief Administrative Officer		Place of the February 26, 2019 Regular Agenda.	Corporate Services	Complete
Regular Council - 26 Feb 2019	5.1.	Terms of Reference for Advisory Committees of Council Mark Boysen, Chief Administrative Officer	THAT Council schedule a special Committee of the Whole meeting, with date to be determined, to meet with members of the Harbour and Recreation Commissions.	Schedule COW meeting.	Corporate Services	Assigned
Regular Council - 26 Feb 2019	7.2.	Joseph Rotenberg, Ucluelet Chamber of Commerce Re: UBERE Year One Report	THAT Council direct staff to increase the economic development budget for 2019 to \$35,000 to fund the Ucluelet Chamber of Commerce's Ucluelet Business and Employment Retention and Expansion program and the Youth Entrepreneurship program.	Distribute funds to Chamber.	Finance	Assigned
Regular Council - 26 Feb 2019	7.2.	Joseph Rotenberg, Ucluelet Chamber of Commerce Re: UBERE Year One Report	THAT Council direct staff to increase the economic development budget for 2019 to \$35,000 to fund the Ucluelet Chamber of Commerce's Ucluelet Business and Employment Retention and Expansion program and the Youth Entrepreneurship program.	Update Financial Plan.	Finance	Complete
Regular Council - 26 Feb 2019	8.2.	Parking, Sidewalk and Crosswalk Concerns Ucluelet Elementary School Parents	THAT Council direct staff to bring back a report on the implementation of speed bumps in the school zone on Peninsula Road to the next meeting.	Prepare report on engineered traffic calming measured for the school zone.	Public Works	In Progress

Meeting	Agenda Item #	Meeting Item Description	Resolution Text	Description	Department Responsible	Follow-Up Status
Regular Council - 26 Feb 2019	8.2.	Parking, Sidewalk and Crosswalk Concerns Ucluelet Elementary School Parents	THAT Council direct staff to reach out to SD 70 staff on their plans for parking and traffic measures at the school.	Connect with SD 70 staff.	Corporate Services	Complete
Regular Council - 26 Feb 2019	12.1.	Sewer Parcel Tax Bylaw 2019-2020 Donna Monteith, Director of Finance	THAT Council approve recommendation 1 of legislation item, "Sewer Parcel Tax Bylaw 2019 - 2020" which states: THAT the Sewer Parcel Tax Bylaw No. 1243, 2019 be given first, second, and third reading.	Bring Bylaw for adoption on March 12.	Corporate Services	Complete
Regular Council - 26 Feb 2019	13.1.	Open for Business Award	THAT Council send a congratulations letter to the Town of Gibsons for winning the Open for Business Award for small communities.	Draft a letter to the Town of Gibsons.	Corporate Services	Complete



STAFF REPORT TO COUNCIL

Council Meeting: MARCH 26, 2019
500 Matterson Drive, Ucluelet, BC V0R 3A0

FROM: MARK BOYSEN, CHIEF ADMINISTRATIVE OFFICER

FILE NO: 1855-04

SUBJECT: UCLUELET CLIMATE ACTION PLAN ADOPTION

REPORT NO: 19-24

ATTACHMENT(S): APPENDIX A – PUBLIC FEEDBACK

APPENDIX B – UCLUELET CLIMATE ACTION PLAN, “CLEAN ENERGY FOR THE SAFE HARBOUR”

RECOMMENDATION(S):

1. **THAT** Council adopt the Ucluelet Climate Action Plan titled “Clean Energy for the Safe Harbour”.

PURPOSE:

The purpose of this report is to provide Council with an updated draft of the Ucluelet Climate Action Plan for adoption.

BACKGROUND:

At March 12, 2019 Regular Meeting of Council, staff presented the Draft Ucluelet Climate Action Plan to Council. Staff requested feedback from Council and the public on the draft plan. The two written submissions that were received are attached as Appendix A.

The significant addition to the draft plan was the incorporation of the District’s efforts to reduce plastic consumption. Other minor edits have been incorporated as well. The updated Ucluelet Climate Action Plan, titled “Clean Energy for the Safe Harbour: District of Ucluelet 100% Renewable Energy Plan” is attached as Appendix B.

POLICY OR LEGISLATIVE IMPACTS:

Once adopted by Council, the plan’s 2050 goals of 100% renewable energy and an 80% reduction in greenhouse gases will be incorporated into the draft OCP.

OPTIONS REVIEW:

1. **THAT** Council adopt the Ucluelet Climate Action Plan titled “Clean Energy for the Safe Harbour”. **(Recommended)**
2. **THAT** Council provide alternative direction to staff.

Respectfully submitted: Mark Boysen, Chief Administrative Officer

Appendix A



18 March 2019

Attn:
 Honorable Mayor and Council
 District of Ucluelet

Re: Draft 2019 Climate Action Plan

Dear Mayor Noël:

On behalf of Surfrider Pacific Rim, I write to congratulate the District of Ucluelet's Council on drafting this detailed and ambitious Climate Action Plan. It is clear that a great deal of thought, energy, and creativity went into the creation of this document, and we are hopeful that Ucluelet will be able to reach the targets laid out therein.

As you know, Surfrider is dedicated to the protection and enjoyment of the ocean, beaches, and waves. One of our key programs is the Love Your Beach Clean program, which brings together a large network of devoted volunteers who donate their time to clean the beaches of Clayoquot and Barkley Sounds. This program has allowed us to gather valuable data regarding the marine debris that consistently washes up on our shores. We have also carried out inland clean-ups on the Kennedy Lake backroads, on multi-use paths, and local docks and harbours. These areas are littered with garbage that will inevitably pollute our soil, streams, and ocean. Our data shows that the vast majority of this debris is made of inorganic materials that do not biodegrade. This debris is primarily composed of petrochemical polymers, plastics, and synthetic fibres that will continue to break up over many years into increasingly smaller pieces, eventually becoming indistinguishable from food for marine life, birds, and land-based animals. These micro-fibres and micro-plastics then enter the food chain, affecting most organisms along that chain, including humans.

These petrochemical plastics, polymers, and synthetic fibres are a persistent source of waste and pollution for our communities. While many of these items are technically supposed to be recyclable, very little plastic actually gets recycled.

"Global recycling and incineration rates have slowly increased to account for 18 and 24%, respectively, of non-fiber plastic waste generated in 2014... On the basis of limited available data, the highest recycling rates in 2014 were in Europe (30%) and China (25%), whereas in the United States, plastic recycling has remained steady at 9% since 2012."

Geyer R., Jambeck J.R., and Law K.L. (2017, July 19) Production, use, and fate of all plastics ever made. Retrieved from:

<http://advances.sciencemag.org/content/3/7/e1700782/tab-article-info>

Unfortunately, the majority of these plastics end up in the ocean or in the landfill, where it will take hundreds of years for them to break down into tiny pieces. These plastics generate a great deal of GHG emissions during the petrochemical production process. They then generate more GHG emissions when they are shipped from overseas to Canada and to our remote little community. While some plastics play an important technological role in society,

Surfrider Foundation, Pacific Rim Chapter | Mailing Address: PO Box 964 | Tofino, BC | Canada, V0R 2Z0
 Physical Address: The Ecolodge at the Tofino Botanical Gardens, 1084 Pacific Rim Highway | Tofino, BC | Canada, V0R 2Z0
 Website: pacificrim.surfrider.org

Ucluelet Climate Action Plan Adoption Mark Boysen, Chief Administrative ...



a significant number of the plastics in our landfill and on our beaches are single-use and easily avoidable. Some common single-use plastic items found in our community are plastic cutlery, styrofoam take-out containers, plastic bottles, plastic bags and food wrap, coffee cups and lids, straws, ramekins and sachets.

To understand the urgency of the situation, we need only look at the current status of our local landfill, which is near capacity. In 2016, the ACRD measured our region's disposal rate at 785 kg per capita. The provincial average disposal rate for the same year was measured at 472 kg per capita. As a community, we need to reduce the amount of waste we produce. The implementation of a curbside compost pick-up service will be a significant step in the right direction, but we will need to do more in order to meet provincial targets of 350 kg per capita. This is why diverting recyclable materials from the landfill is among the priorities identified by the ACRD in the following document:

<https://www.acrd.bc.ca/cms/wpattachments/wpID334atID3049.pdf>

We believe that any comprehensive action plan that endeavours to reduce GHG emissions while building a future where Ucluetians are more connected, healthy, and economically prosperous, must include a strategy for eliminating these single-use disposable plastic products that are so harmful to coastal communities. Many coastal communities such as Hawaii, Jamaica, and Aruba have either passed, or are in the process of finalizing, bans on various single-use petrochemical plastics. In 2018, the city of Victoria, with support of Mayors from across BC, called on the provincial government to work with municipalities to find a way to regulate and limit disposable plastic packaging. Maritime provinces such as Newfoundland and Labrador and PEI are in the process, or have already agreed to, plastic bag bans; and Ottawa recently agreed to eliminate single-use plastics from Federal operations. At the global stage, the European Union and the United Nations have agreed on plans to eliminate or significantly reduce single-use plastics over the coming decade.

Tourism and fishing are the backbone of Ucluelet's economy, and both depend on the health of our ocean and our wildlife. Therefore, protecting our oceans and beaches are a fundamental part of not just reducing GHG emissions, but also creating a healthy and economically profitable community.

For the above reasons, we would like to encourage the District to include an additional goal in this Climate Action Plan, under Section 3 on Waste Diversion. That goal would be a phased-in plan for the elimination of single-use petrochemical plastics, which could begin with this year's elimination of plastic bags and straws, and could continue by adding other products such as plastic cutlery, coffee cups and lids, and plastic produce bags, etc. eventually eliminating the community's dependence on these harmful and avoidable products.

We would also like to suggest an additional goal under Section 4 on Municipal Leadership. That goal would be a commitment from the District to show leadership in the community by using its regulatory powers to create zero-waste standards to be followed during public events such as Ukee Days. Businesses and organizations that apply for event permits would also be asked to adhere to zero-waste standards. This could be of great consciousness



raising and educational value by showing the community that it is indeed possible and important that we learn to do business, engage the community, and manage public affairs in a way that diverts waste from landfill and reduces GHG emissions at the same time.

Lastly, Surfrider Pacific Rim, would like to extend an invitation to the District of Ucluelet to collaborate on community engagement and educational activities. We have a successful track record of community engagement and mobilization on issues of pollution and believe we could play an important role in helping residents find alternatives to their dependence on fossil fuel resources, synthetic fabrics, and petrochemical plastics and polymers.

Currently, there are plans in place for a collaboration between the ACRD and Surfrider Pacific Rim to run educational campaigns for residents of Tofino, Ucluelet, and neighbouring communities on the importance of diverting recyclables, organics, and other waste from our local landfill. We would be happy to partner with the District of Ucluelet on this as well.

There is no doubt, it will take sustained effort, sensitivity, and creativity to break wasteful habits and encourage the community to transition towards more sustainable lifestyles, but we believe it is possible, especially if government, business, and grassroots organizations work together to achieve it.

Respectfully,

A handwritten signature in black ink that reads "Verónica Miralles Sánchez". The signature is fluid and cursive, with a large initial 'V' and a long, sweeping underline.

Verónica Miralles Sánchez
Chapter Coordinator
Surfrider Pacific Rim

Appendix A

From: [Adrienne Parlee](#)
Subject: FEEDBACK due Mar. 19 as invited re: Ucluelet Draft Climate Action Plan
Date: March 15, 2019 7:24:39 PM

I am sending this feedback on Mar.15/2019.

My feedback is that
the Ucluelet Draft Climate Action Plan

IS **NOT FROM THE PEOPLE** OF UCLUELET,
IT is copied and comes DIRECTLY FROM 'ON HIGH'.....FROM THE TINY elite GROUP
WHO GATHERED.....AND DRAFTED.....

AGENDA 21.

(GOOGLE 'BRIEF SUMMARY OF AGENDA 21)

I do not agree with
the principle of
a global **agenda**
coming, not from the people, but
from a tiny group
saying they know what is best and
enforcing it upon the masses.

***I believe in decisions coming from the
individuals in each locality.***

Adrienne Parlee



CLEAN ENERGY FOR THE SAFE HARBOUR

District of Ucluelet
100% Renewable Energy Plan
2019



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EXECUTIVE SUMMARY

Ucluelet's 100% Renewable Energy Plan carves a path towards a low carbon future: A future where Ucluelet residents experience the benefits of a connected, healthy, and economically prosperous community, while taking action on climate change and adapting to climate impacts.

The District of Ucluelet is committed to an 80% reduction in greenhouse gas (GHG) emissions and a shift to 100% renewable energy by 2050.

The Ucluelet 100% Renewable Energy Plan focuses on leveraging municipal powers to help residents, businesses, and visitors save energy, emissions and money. The plan lays out actions for buildings, transportation, waste and municipal operations. Actions fall into four categories:



» **Infrastructure:** Investments into the District's own infrastructure, such as district-owned buildings, transportation networks, and public charging stations



» **Policy:** Changes to District policy and regulation that lead to energy and emissions reductions in the community, such as requirements and incentives for enhanced energy efficiency in new buildings



» **Engagement:** Outreach and education that inspires residents and businesses to make choices to reduce energy and emissions and prepares the private sector for a low carbon future



» **Collaboration:** Proactive communication and collaboration with Provincial ministries, utilities, and neighbouring jurisdictions to move forward on actions that support Ucluelet's climate action goals

Municipal Commitment

The District of Ucluelet, like most communities across British Columbia, is responding to climate change. Ucluelet signed on to the BC Climate Action Charter, committing to working towards carbon neutral operations, measuring community emissions, and creating a complete, compact community. Provincial legislation requires that each local government establish targets, plans, and strategies to do their part to mitigate climate change.

The purpose of this plan is to outline a practical plan for Ucluelet to use its municipal powers to help residents and businesses save energy and, by doing so, save money and reduce greenhouse gas emissions.

Ucluelet's Official Community Plan has 24 Policies that directly relate to climate action and saving energy, emissions, and money in the community. This 100% Renewable Energy Plan will guide implementation of OCP policies.

Provincial Actions

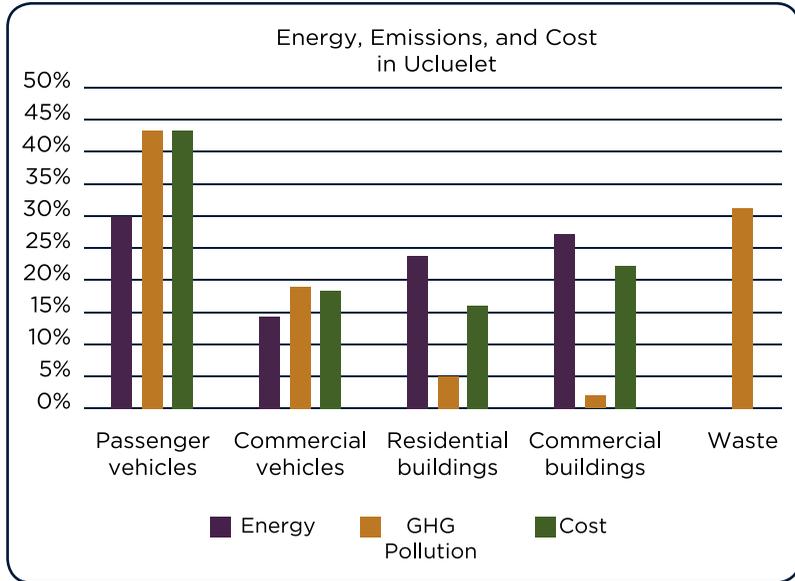
Province of BC has taken many actions to help British Columbians take action on climate change. Many of these actions have local government implications as well. The 2018 [CleanBC plan](#) outlines bold actions to reduce emissions in buildings, transportation, waste, and industry.



Current Situation

Most of Ucluelet’s 14,000 tonnes of emissions comes from transportation. This is partly because most buildings in the community are heated with electricity, which in BC is almost carbon free. Waste is the next largest category of emissions, caused by food and yard waste decomposing in landfill.

Residents and businesses in Ucluelet spend \$8.5 million annually on energy, mostly gasoline and diesel for transportation as can be seen in the chart at the side. This equates to approximately \$6,000 for each resident of Ucluelet. Reducing the energy used in buildings and vehicles can save residents and businesses money, while also reducing emissions.



Targets

This plan outlines approaches to get to the targets set in the OCP.

The main target is:



80% GHG Reduction and 100% Renewable by 2050.



this translates to:
a 4.2% annual decrease in emissions for every resident of Ucluelet.

Approach to Climate Action

The District of Ucluelet recognizes that decisions made by residents and businesses will have the biggest impact towards meeting the emissions reductions targets. The approach reflected in this plan clearly lays out the role of the District with respect to investments in supportive infrastructure, as well as policy and regulation that enables broader energy and emissions reduction. The greatest impact will come from outreach, engagement, and incentives that empower residents, visitors and businesses to save energy, emissions and money in their homes, businesses, and transportation choices.

Climate Action Principles

- » The District of Ucluelet is committed to working with residents, businesses and other collaborators to be a sustainable community including adopting science-based emissions targets
- » The District of Ucluelet supports a sustainable community through infrastructure, policy, and engagement, and leading by example.
- » Ucluelet Residents, businesses, and visitors support a sustainable community through their choices in buildings and heating, transportation, and waste
- » While becoming environmentally sustainable, Ucluelet will also become healthier, more connected, and equitable
- » Ucluelet is on a 30-year journey with steps every year to move toward 100% renewable energy and zero-waste.
- » Every year, we will have more efficient buildings running on less and less heating oil and propane, greener transportation options, and less food and yard waste going to the landfill

Goals of Ucluelet's 100% Renewable Energy Plan

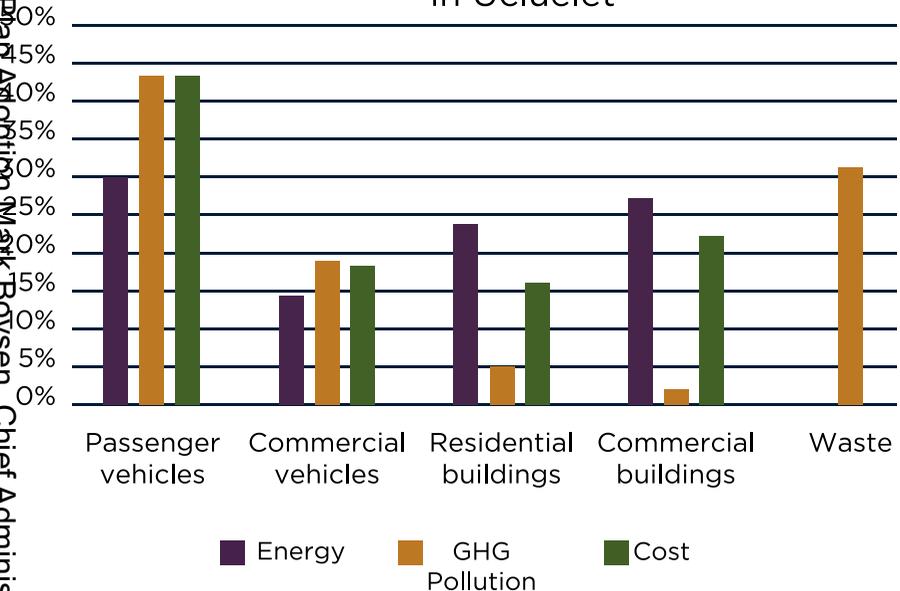
This Plan outlines 10 climate action goals across 4 sector categories:
Transportation, Buildings, Waste, and Municipal Operations.

	More Connected and Convenient	Goal 1 - Ucluelet attracts businesses so residents can access key services close to home	Pages 11-28
	Transportation Choices	Goal 2 - Ucluelet residents can safely move around town by foot, bike, scooter, or other low-carbon transportation modes Goal 3 - Ucluelet is connected to the region by reliable transit and an extended EV charging network	
	Support Transition to Electric Vehicles	Goal 4 - Ucluelet residents and visitors can charge electric vehicles at home, work, and popular destinations	
	Better Buildings	Goal 5 - All new buildings are energy efficient, durable, comfortable and affordable to operate due to complying with the BC Energy Step Code Goal 6 - Existing residential and commercial buildings become energy efficient, comfortable, durable, and cheaper to operate through whole-building energy retrofits	Pages 30-35
	Renewable Heat	Goal 7 - Ucluelet transitions away from heating oil and propane by 2030 in favour of renewable sources of heat such as heat pumps	
	Divert Organics	Goal 8 - Organic waste is diverted from the landfill due to a curbside collection program and on-site composting Goal 9 - Single-use plastics are eliminated in favour of reusable and biodegradable alternatives	Pages 36-39
	Think Long-term	Goal 10 - The District integrates climate action into all municipal processes	
	Lead by Example	Goal 11 - The District leads by example by ensuring all buildings are energy efficient, by transitioning to a low-carbon fleet, and establishing zero-waste policies for operations and events	Pages 40-43

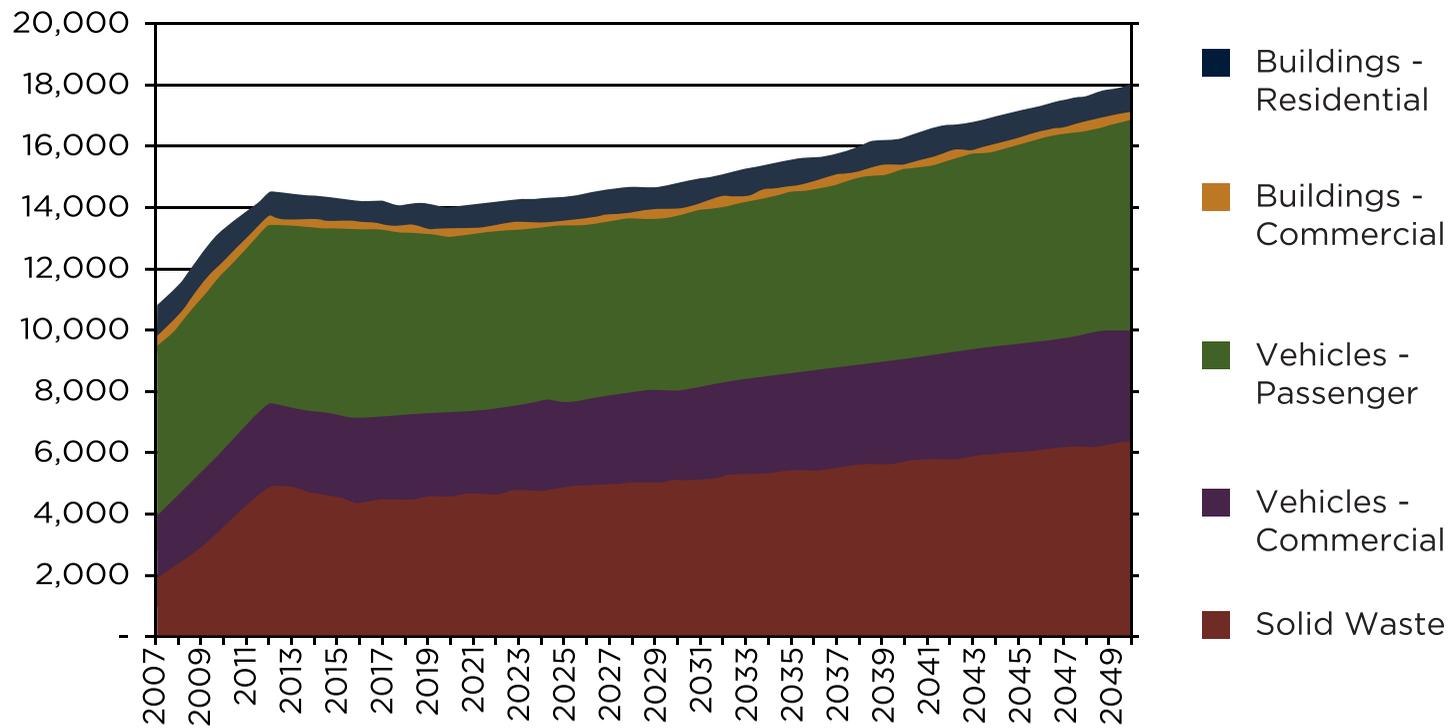
Forecast Emissions

Community-wide greenhouse gas emissions in Ucluelet have been estimated from energy and emissions data provided by the Province of BC and forecast assuming it will be proportional to population growth and accounting for committed senior government policies. This is shown in the chart below.

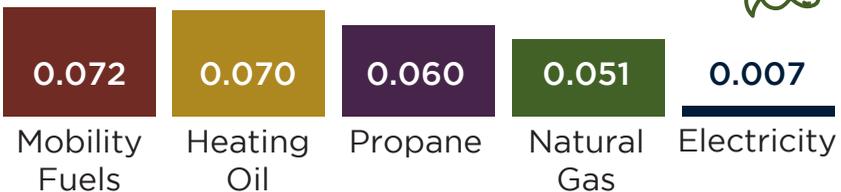
Energy, Emissions, and Cost in Ucluelet



Forecast Emissions by Sector: Tonnes per Year



Greenhouse Gases per gigajoule



Cost per gigajoule



Targets

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



- 40% GHG reduction by 2030**
- 60% GHG reduction by 2040**
- 80% GHG reduction with 100% renewable energy by 2050**



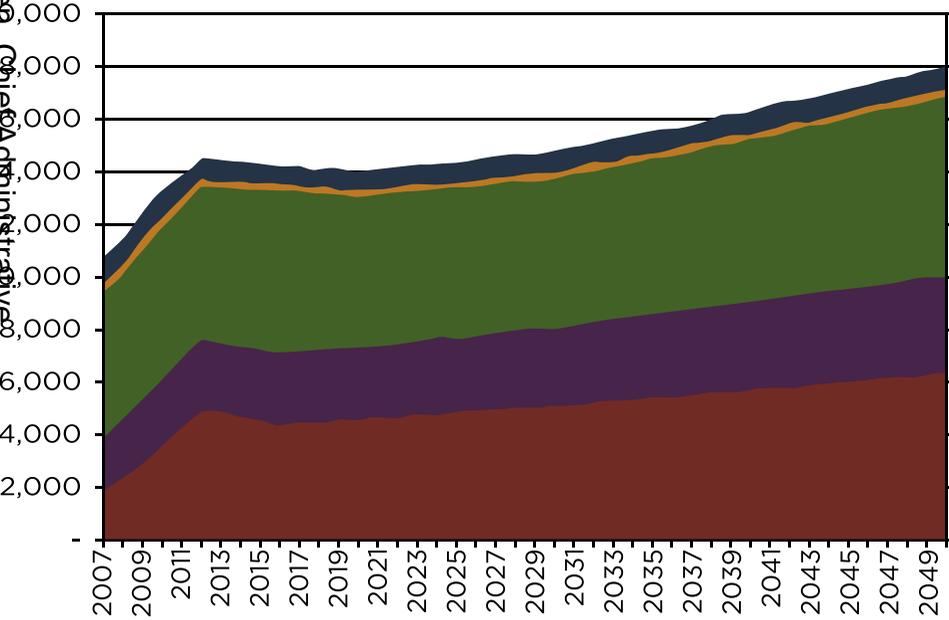
Every person and business reducing 4.2% every year from 2019 to 2050 on average

Same as every year 72 more people eliminating 100% of their emissions

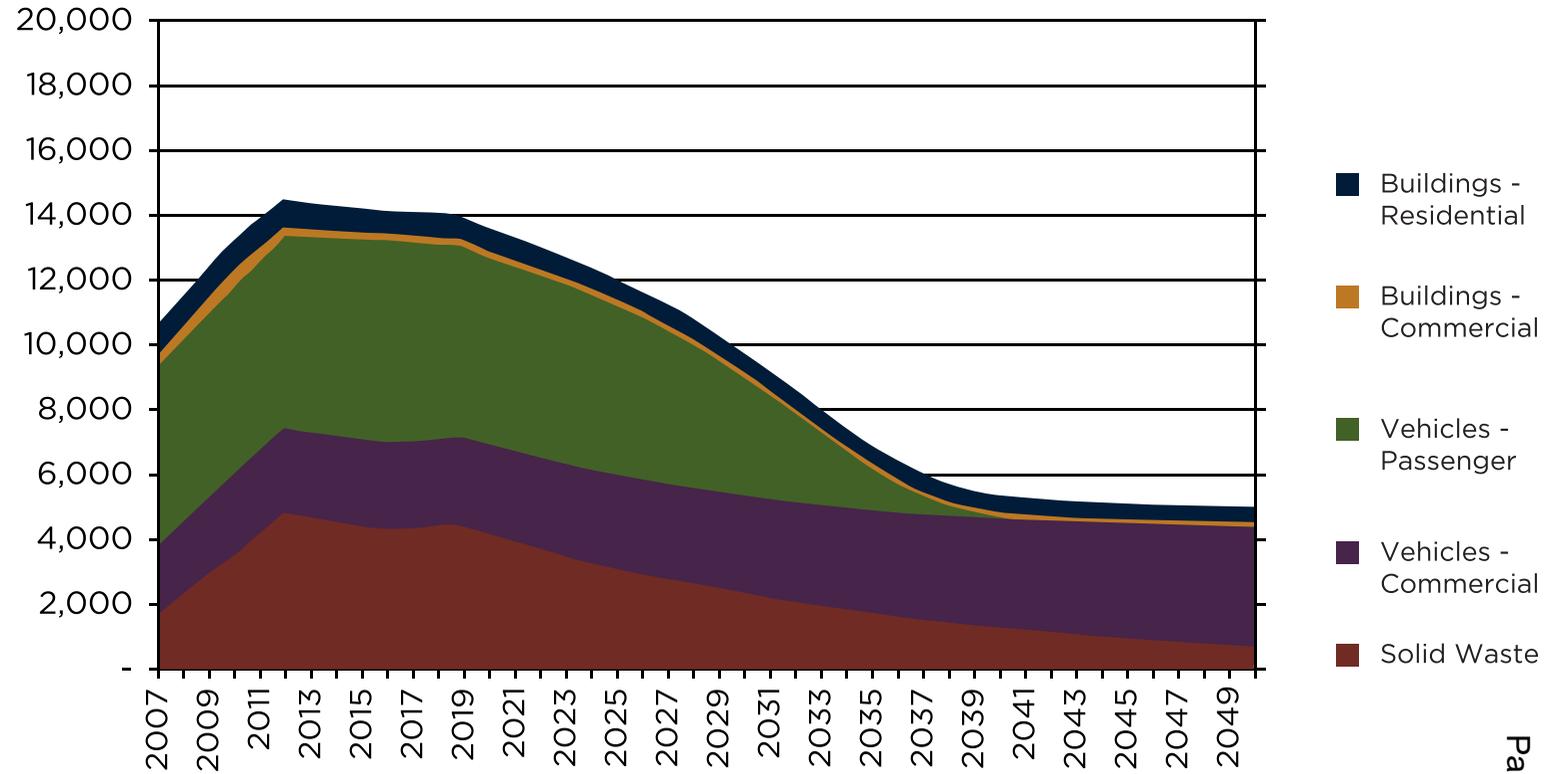
Impacts of Climate Action Plan

By undertaking the actions in this plan, the District can affect future community energy and emissions. The following charts show the projected emissions reductions that can result from actions in this plan, compared to forecasted emissions in a scenario of “business as usual”.

Forecast Emissions by Sector, Tonnes per Year (Business as Usual Scenario)



Planned Emissions by Sector, Tonnes per Year (Impacts of Ucluelet's 100% Renewable Energy Plan)



UCLUELET'S 100% RENEWABLE ENERGY PLAN

Ucluelet Climate Action Plan Adoption Mark Boysen, Chief Administrative ...





Vehicles are responsible for 60% of the greenhouse gas pollution generated from Ucluelet residents and businesses, not including visitors. Transportation fuels such as gasoline and diesel are the largest expenditure on energy in the community, followed closely by electricity. At almost \$5 million per year, saving a percentage of transportation costs can add up to economic development opportunities.

Current Situation

Ucluelet residents and businesses depend on fossil fuel vehicles as their primary mode of transportation currently. The second most common way to make trips is by walking which accounts for approximately 10% of trips. This is likely seasonal with a higher proportion in the summer and lower proportion in winter. Ucluelet's current geographic footprint of approximately 4 linear kilometers lends itself to walking and cycling transportation choices if the right infrastructure is in place. Almost all passenger vehicles in Ucluelet are fossil-fuel powered. There are less than five electric vehicles currently registered in Ucluelet, including a Leaf and the District's two Might-E trucks. The District is demonstrating leadership through the adoption of EV's in its fleet.

Business as Usual Considerations

Population growth for the purposes of modeling is assumed to be the historical average of approximately 1.08%. The planned new development could significantly accelerate population growth. This would affect transportation emissions increasing the number of vehicles as the population increases and as distances within the District increase.

There is low Electric Vehicle (EV) penetration in Ucluelet currently. The recently announced provincial 'Zero Emissions Vehicle Mandate' is not included in the 'business as usual' forecast because it has not been enacted yet and it is provincial level mandate with no assurance that the same proportion of EV's will be sold locally. The Official Community Plan (OCP) has excellent detailed policies for active transportation and public transit, which will further increase walking and cycling.



Goals

Goal 1 – Ucluelet attracts businesses so residents can access key services close to home

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

Goal 5 – Ucluelet is connected to the region by reliable transit and an extended EV charging network

Goal 4 – Ucluelet residents and visitors can charge electric vehicles at home, work, and popular destinations



Saving energy, emissions, and money on transportation will require simultaneous change in all four transportation characteristics in the graphic below.

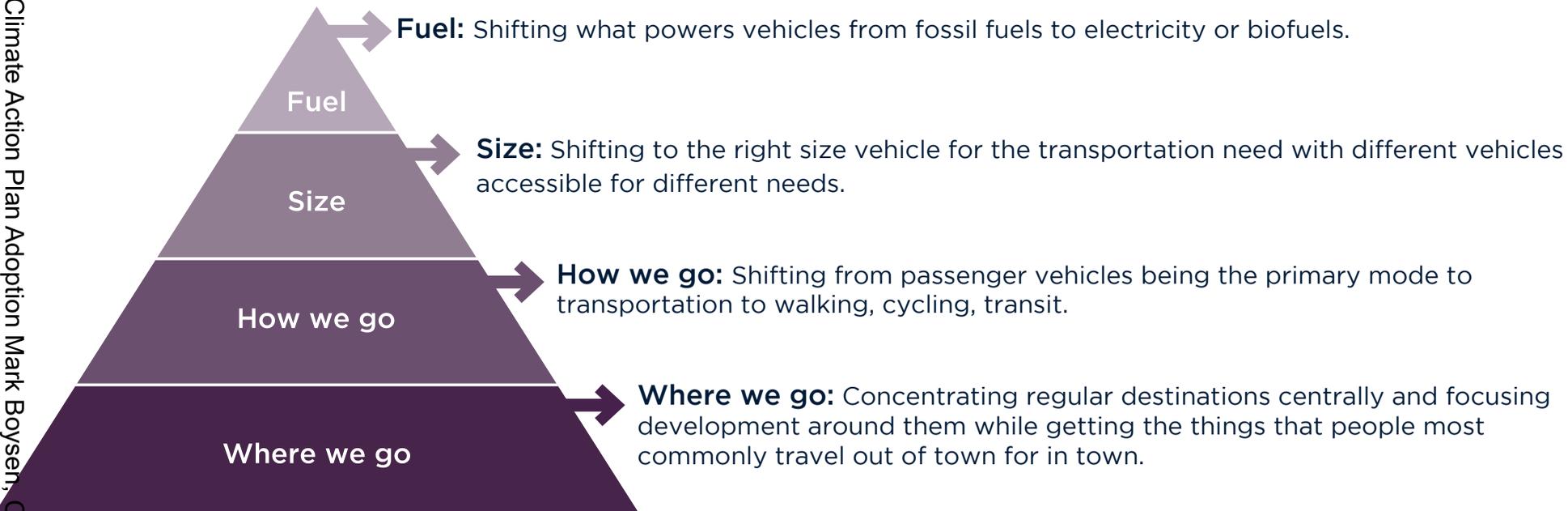


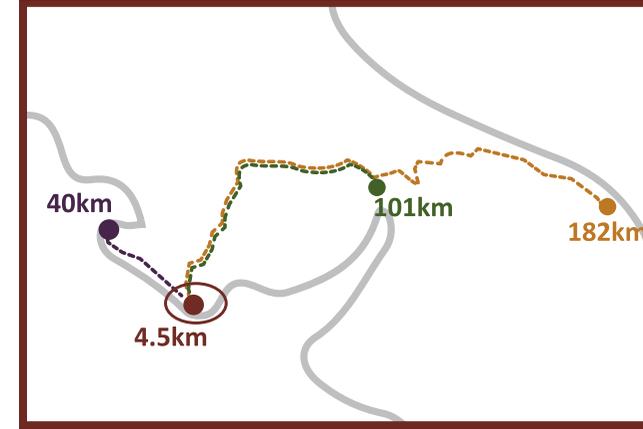
Photo: Tourism Ucluelet

WHERE WE GO - TRIP DISTANCE REDUCTION

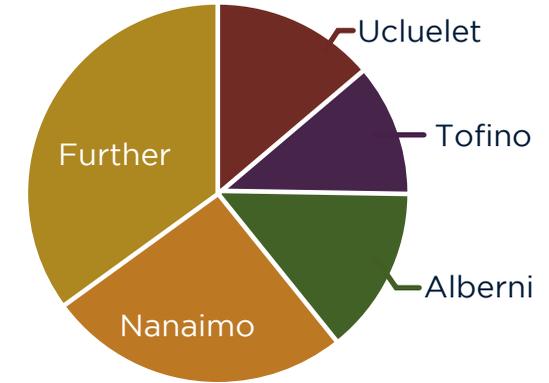
Trips are made around town and out of town. Currently Ucluelet is approximately 4.5km end to end. The closest municipalities out of town are Tofino and Port Alberni. Distances are shown at the side. There are different strategies for influencing trips around town versus trips out of town.

A survey of participants at the CEEP Open House in October 2018 shows that only 11% of vehicle kilometers traveled are within Ucluelet. While there is a far greater number of trips around Ucluelet, they are of a much shorter distance. This was a small sample size and may not fully reflect the community-wide average. It does demonstrate that out of community travel is most likely a larger portion of vehicle kilometers traveled than in-community transportation.

Where We Go



Monthly Vehicle KM Traveled by Destination



? HOW

Reducing trip distance within the community involves decisions about growth and density. Reducing trip distance for trips outside the community involves attracting businesses and services to Ucluelet that reduce the number of trips out of community that residents and businesses have to make.

\$ COSTS

Infill development can utilize the existing municipal infrastructure (roads, multi-use paths, sewers, etc.) and **save the district money** compared to greenfield development. Attracting businesses and services to Ucluelet that people currently travel out of the community for can align with economic development goals. Ucluelet's OCP includes plans for greenfield development and expansion. These development areas can be well connected to the town centre and include some services and amenities to encourage active and assisted transportation (see "How we go").

OFFICIAL COMMUNITY PLAN

Policies 2.14 and 2.15 support infill development in the core and centralization of governments services there

⚙️ STRATEGY

The official community plan has supportive policies for reducing trip distance through infill development in the core. This is an important part of reducing in-community trip distance, particularly given the central location of the core.

The planned new development at the north end of town has the potential to increase the linear length of the community by 50% or more and has the potential to attract growth that would otherwise occur in already developed and serviced areas of the community. The increase in the developed area of the community and the potential to distribute future growth to lower density areas will work against trip distance reduction. Minimizing the footprint of the new development through higher density on each lot with fewer lots can potentially avoid deforestation and shorten the walk time to transit or active travel infrastructure. The sequestration of carbon in trees could possibly be counted against the municipality's corporate inventory as part of meeting Ucluelet's commitment to being carbon neutral in its operations.

Attracting businesses and services to Ucluelet can be a significant part of reducing the number of trips residents have to make out of town. The most common examples cited at the CEEP Open House in October



ACTION PLAN - Where We Go

ENGAGE	ACTION	TIMING	EFFORT/IMPACT
	Survey	2019	medium/ none

NEXT STEPS

Design a short survey on travel patterns including number of trips by destination per month on average and reason for out of town travel. Engagement team distributes survey, collects results, and compiles results in a manner that can be analyzed. Review consolidated survey results to update the inter-community vs intra-community travel split and refine emissions reduction projections. Review consolidated survey results to identify businesses, services, or facilities that could significantly reduce out of community travel needs.

ENGAGE	ACTION	TIMING	EFFORT/IMPACT
	Business Attraction & Retention	2020 - 2022	medium/ TBD

NEXT STEPS

As part of local economic development strategy, target business types that residents are currently traveling out of town to get to.

3

POLICY	ACTION	TIMING	EFFORT/IMPACT
	Recognize carbon value of avoided deforestation	2020 - 2022	medium/ TBD

NEXT STEPS

Contact Province of BC, Ministry of Environment, Climate Action Secretariat to obtain information on rules for counting avoided deforestation and calculation tools. Include in Climate Action Revenue Incentive Program grant reporting if applicable.

ENGAGE	ACTION	TIMING	EFFORT/ IMPACT
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Visitor Length of Stay	2020	medium / low
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NEXT STEPS

Work with Tourism Ucluelet on campaigns to attract visitors who stay longer or get existing visitors to stay longer in order to reduce emissions from travelling to and from Ucluelet.

ENGAGE	ACTION	TIMING	EFFORT/ IMPACT
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Visitor Offsets	2020	low / medium
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NEXT STEPS

Find a high quality offset provider of choice for Ucluelet and promote this option through local accommodators.



IMPACT - Where We Go

The impact of actions in this section has not been modeled as it depends materially on the results of the recommended survey and future decisions on which business / services to attract and retain within the community.

Driving growth to the community core through infill and densification would help reduce in-community kilometers traveled by having more people live closer to the places around town they need to go to regularly. A general rule of thumb for the impact of densification on transportation is that doubling density in a complete, compact way can reduce vehicle kilometers traveled by 25%. The calculation below is based on assumptions which likely over-estimate the impact of densification of the core on travel emissions in Ucluelet:

- » % of community in 'core': 20%
- » % of travel within community: 15%
- » % of total annual growth directed to the 'core': 100%

If future growth is directed to the core for approximately 18 years, the density of the core will double. The core would then be 40% of the population, and a reduction of 25% of the in-community kilometers traveled (15% of total kilometers) could be achieved (40%X25%X25%) yielding a 2% reduction in total passenger-vehicle emissions. Ucluelet's OCP includes a vision to expand development, so the likely emissions reductions from trip distance reduction will be lower. In this case, greater emissions reductions would result from focusing on active and assisted transportation infrastructure, transit, and support for electric vehicles.



ACTION PLAN - How We Go

1

COLLABORATION	ACTION	TIMING	EFFORT / IMPACT
	MOTI collaboration on Peninsula	2019	medium / medium
NEXT STEPS			
Continue engagement with Ministry of Transportation and Infrastructure to ensure sidewalks and paths identified in the OCP are completed as Peninsula Road is refurbished.			

3

INFRASTRUCTURE	ACTION	TIMING	EFFORT / IMPACT
	Infrastructure build-out	Ongoing	medium / medium
NEXT STEPS			
Complete build-out of sidewalks and paths as planned and budgeted			

5

ENGAGE	ACTION	TIMING	EFFORT / IMPACT
	Engagement / Promotion	Ongoing	medium / medium
NEXT STEPS			
See engagement section of this document (Page 23)			

2

POLICY	ACTION	TIMING	EFFORT / IMPACT
	Update Subdivision Servicing Bylaws	2020 - 2022	medium / high
NEXT STEPS			
Review current best practices for active transportation infrastructure in SDS bylaws. Adapt these practices to reflect the unique nature of Ucluelet. Include in broader update to SDS bylaws.			

4

COLLABORATION	ACTION	TIMING	EFFORT / IMPACT
	Collaborate with BC Transit	Ongoing	medium / medium
NEXT STEPS			
Continue to work with BC Transit to secure a transit service providing regular service to Ucluelet and Tofino.			

6

INFRASTRUCTURE	ACTION	TIMING	EFFORT / IMPACT
	Shuttle Bus	2020	low / medium
NEXT STEPS			
Purchase a shuttle bus using RMI funds and operate from Ucluelet to Pacific Rim National Park Long Beach Unit			



IMPACT - How We Go

These actions could lead to a reduction of 6% of emissions from personal transportation over time. Building out active transportation infrastructure in the community will impact in-community emissions (15% of total personal transportation emissions). An extensive network backed by an ongoing engagement campaign could see a doubling of the percentage of trips completed by walking or cycling (shifting a further 20% of in-community transportation) yielding a 3% reduction in personal transportation emissions. Shift percentages are estimates based on survey results at the CEEP open house.

Similarly, a well-planned frequent bus service around Ucluelet and to Tofino backed by ongoing promotion and engagement could shift 20% of trips to Tofino to bus also yielding a 3% reduction in personal transportation emissions.



SIZE / EFFICIENCY

Size and efficiency of vehicles and driving significantly affect the amount of energy and emissions produced.



HOW

Municipalities have three tools to affect the size and efficiency of vehicles in their communities. First is anti-idling bylaws to promote efficient driving. Second is establishing a 'truck share' so that residents can access large vehicles when needed without having to own one so that they do not have to use an oversized vehicle for all transportation tasks. The third is by reducing speed limits to enable golf carts and other low speed (typically electric) vehicles to use community roads legally and comfortably.



COSTS

Costs for these actions are relatively low. Anti-idling and speed limit adjustments costs are related to staff time to implement these measures as well as signage. A truck share will vary in cost depending on the approach taken such as providing an incentive for a non-profit or company to start up a truck share or donating a municipal vehicle or operating a truck share through the municipality itself.



STRATEGY

Actions in this section are not directly referenced in the OCP, however recent interest has emerged from the Chamber of Commerce in enabling golf carts on community streets.





ACTION PLAN - Size & Efficiency

POLICY	ACTION	TIMING	EFFORT / IMPACT
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Adopt anti-idling bylaw

2020

low / low

NEXT STEPS

Adapt an existing anti-idling bylaw to Ucluelet, Adopt the bylaw, post signs and direct the engagement team to engage the community in providing feedback to drivers who disregard the bylaw.

ENGAGE	ACTION	TIMING	EFFORT / IMPACT
--------	--------	--------	-----------------



Plan truck-share

2020

low / low

NEXT STEPS

Commission a study to develop a business case for a truck share and evaluate options for structuring it as well as challenges / barriers. Based on study results develop a plan to initiate a truck share.

2

POLICY	ACTION	TIMING	EFFORT / IMPACT
--------	--------	--------	-----------------



Reduce speed limit in community

2022

low / low

NEXT STEPS

Review BC examples of communities lowering speed limits to enable low speed electric vehicles and adapt existing bylaws for Ucluelet. Direct engagement team to work with hospitality sector and Chamber of Commerce to raise awareness.



IMPACT - How We Go

These actions could lead to a reduction of 6% of emissions from personal transportation over time. Building out active transportation infrastructure in the community will impact in-community emissions (15% of total personal transportation emissions). An extensive network backed by an ongoing engagement campaign could see a doubling of the percentage of trips completed by walking or cycling (shifting a further 20% of in-community transportation) yielding a 3% reduction in personal transportation emissions. Shift percentages are estimates based on survey results at the CEEP open house.

Similarly, a well-planned frequent bus service around Ucluelet and to Tofino backed by ongoing promotion and engagement could shift 20% of trips to Tofino to bus also yielding a 3% reduction in personal transportation emissions.

ELECTRIC VEHICLES

Modern electric vehicles were launched in 2011. Previously, custom-built low speed electric vehicles such as the District's Might-E Trucks have existed as well as retrofitted vehicles. The Province of BC has stated its intention to implement a requirement for all vehicle manufacturers who sell vehicles in BC to include a minimum percentage of electric vehicles. This percentage starts at 10% in 2025 and escalates to 100% by 2040. This mandate is at the manufacturer and provincial level. These percentages will not translate into a particular community without both infrastructure and engagement.

Electric vehicles save approximately 90% of fuel cost due to electric drive being much more efficient than internal combustion and electricity costing half as much as gasoline per unit of energy. Internal combustion engines are typically 20% efficient, meaning for every \$100 of gas you put in the tank, \$80 goes to creating waste heat around the engine and 20% goes to moving the vehicle forward.

Electric vehicles also have low maintenance costs due to no oil changes, simple transmissions with 1 gear, and regenerative braking.

Local governments play a key role in EV adoption through deploying charging infrastructure, requirements for new buildings and facilities to be EV-ready, and outreach.

Other communities in south-eastern BC, northern BC, and Alberta have found significant value in regional collaboration for EV infrastructure, outreach, policy and integration of EV's into tourism branding to drive economic development.

The plan below outlines how Ucluelet could do its part to get its fair share of EV's and reduce personal transportation emissions by 94% by 2050.



STRATEGY

The Official Community Plan has 4 policies related directly or indirectly to electric vehicles. The shift to EV's is the single largest emissions reduction opportunity in the plan over time and it is highly dependent on active support from the District. This includes public charging stations, policy for EV ready new building, encouraging innovative uses of EV's, extensive outreach, regional collaboration and engagement with senior government.



COSTS

The main cost area for EV's is deployment of 'Level 2' public chargers to enable residents and visitors to charge while in the community. A 'level 2' charger is small device with some intelligence that enables a vehicle to charge up from a 220V 40A electrical circuit (about the same as a clothes dryer). These chargers average approximately \$10,000 including equipment and installation costs.

Other costs include community and dealer engagement on an ongoing basis.

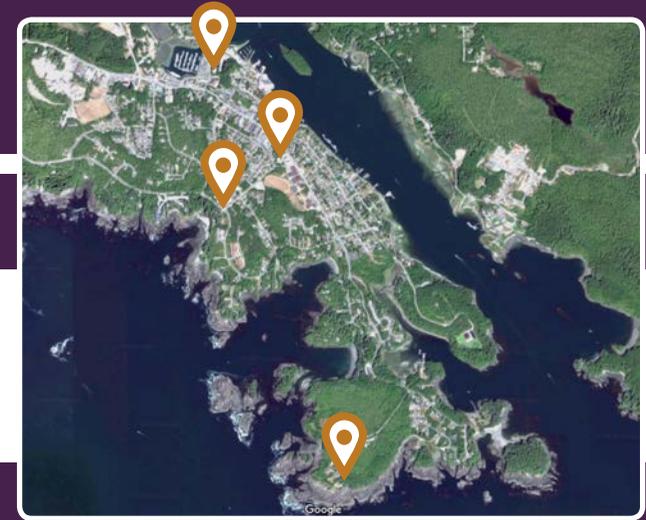
OFFICIAL COMMUNITY PLAN

Policies 2.13, 2.18, 2.24, 2.65 support electric vehicles



ACTION PLAN - Electric Vehicles

INFRASTRUCTURE	ACTION	TIMING	EFFORT / IMPACT
	8 initial public chargers	2019	medium / medium



NEXT STEPS

Four 'level 2' (220v/40a) charging stations, each with two plugs at strategic locations in the community. One station at each of the locations on the map except the new parking hub which would have 2 stations (4 plugs). Currently the only chargers are the fast charger at the junction and the level 2 at Black Rock. These charging stations will provide a place for visitors to charge up while experiencing the community. The chargers serve two purposes - to attract visitors and to remind residents that EV's are a choice they can make.

Budget estimate is \$12,000 for each of the stations installed (\$60,000 total) plus a small annual network fee. **Include full amount in 2019 budget to be safe.**

The Province of BC is likely to come out with grants for public level 2 chargers in 2019.

Immediate work should begin to confirm locations, specific siting of the stations, electrical capacity of the associated buildings and an estimate for both electrical and civil work to install the stations (they can be wall mounted which is less expensive or pedestal mounted). Consider painting the parking stall for EV charging to act as a further visual cue for non-EV drivers to avoid parking in the spot reserved for charging. When choosing specific sites, consider distance to the electrical panel (drives cost), safety, convenience for parking, and "selfie-friendly" backgrounds so that people when charging can post to social media in a positive way. In addition to stations, **signage** should be installed for all stations directing EV drivers from Peninsula road to the charging station. Contact Fraser Basin Council for current provincial standards for signage. These signs also serve as a reminder about electric vehicles for residents.

Electricity use for the station is minimal. A time-based fee for charging may help drive the desired behavior of using the charger when needed then moving on so others can use it. Determine procurement approach for chargers (Province of BC has negotiated a corporate supply agreement (CSA) for level 2 chargers (<https://www2.gov.bc.ca/gov/content/governments/services-for-government/bc-bid-resources/goods-and-services-catalogue/ev-charging-stations?keyword=ev&keyword=charging>) which Ucluelet could use or it could issue a Request for Proposals to a short list of EV charging providers.

Once estimates are completed, keep in touch with the Province of BC and Fraser Basin Council on timing of grants. Schedule installation and media-friendly launch / promotion of the stations. Ensure stations are showing up on EV driver applications.



ACTION PLAN - Electric Vehicles

ENGAGE	ACTION	TIMING	EFFORT / IMPACT
	<p>Highway 4 Regional Collaboration & Launch Event & dealer engagement</p>	<p>Q1 2019 and ongoing</p>	<p>medium / medium</p>

NEXT STEPS

EV's have a regional element including highway charging infrastructure, public outreach, dealer engagement, integration into regional branding and tourism, and through joint procurement access to larger grants, lower costs on infrastructure, and economies of scale with outreach.

The electrification of the Ministry of Transportation 'Level 3' fast charger at the Taylor River Rest Area provides an excellent opportunity for initial collaboration and awareness raising through a 'Highway 4' e-opening, possibly in March 2019 to coincide with the Pacific Rim Whale Festival and Art Splash. A media-friendly rally of EV's could be organized from Parksville through Coombs and Port Alberni, to Long Beach and Tofino then ending in Ucluelet with filming at key stops to compile into a EV tourism video for the region. Ideally, car dealers from Port Alberni or Nanaimo provide test drives in a high visibility event that also allows the District to profile its Might-E trucks as well as the fast charger on Ucluelet land at the junction.

This requires:

- » Commitment from Ucluelet and engagement with the other communities along highway 4 as well as with Province of BC Ministry of Energy and Mines for possible co-funding of regional outreach activities and Ministry of Transportation and Infrastructure.
- » Detailed workplan and budget (est. \$25,000 spread across multiple communities for event and coordination and securing grants which could offset part or all of the \$25,000)
- » Branding / story discussions with the communities and finalization of a brand and story
- » Selection and engagement of someone to film key parts and to edit into a short (2-5 minute video)
- » Event planning including timing, stops, key focus in each community
- » Engagement with current EV owners in the region to recruit them to participate in the event
- » Engagement with new and used vehicle dealers to participate in test drives
- » Event facilitation and media / social media promotion
- » Post event editing
- » Development of vision and specific targets / goals for ongoing regional collaboration (increasing DCFC on Highway 4 for redundancy, regional community engagement, policy alignment, Level 2 joint procurements and access to provincial funding as it becomes available)



ACTION PLAN - Electric Vehicles

POLICY

ACTION

TIMING

EFFORT / IMPACT



Update building bylaw requirements to include 100% of new buildings to have 100% of parking spaces with electrified circuits for EV charging

2019 - 2020

low / high

NEXT STEPS

Province of BC has issued direction that BC Building Code does not address EV charging and so local governments are free to enact requirements for EV charging in new buildings. There are many examples of policies requiring EV charging in Part-9 buildings (homes, duplexes) and Part-3 buildings (condo's, commercial). The current best practice is to require energized outlets for 100% of parking stalls (with power sharing to reduce electrical infrastructure costs) for new condo's and energized outlets for every new home in a place appropriate for an EV plug. This significantly reduces the cost of rewiring a home when an EV is used. <https://pluginbc.ca/policy/> is a good reference for these policies. A further consideration is an 'EV Ready' sticker for homes that have appropriate circuits in the right places.

- » Review policy best practices
- » Adapt to Ucluelet while considering the potential for Ucluelet and Tofino to align policies
- » Engage building community to increase awareness and buy-in including around approaches to compliance and costs
- » Adopt Building Bylaw update

4

ENGAGE

ACTION

TIMING

EFFORT/ IMPACT



Work with local hospitality sector to transition to EV fleets

2020 - 2022

medium / TBD

NEXT STEPS

Engage tourism sector to purchase electric commercial fleet vehicles and low-speed bus shuttles



ACTION PLAN - Electric Vehicles

ENGAGE

ACTION

TIMING

EFFORT / IMPACT



Ongoing engagement with BC Hydro and Ministry of Transportation

2019 and ongoing

low / medium

NEXT STEPS

Engage BC Hydro and Ministry of Transportation (possibly through regional collaboration above) to encourage further charging infrastructure deployment along Highway 4 to facilitate travel to/from Ucluelet for visitors and for residents.

POLICY

ACTION

TIMING

EFFORT / IMPACT



Consider public EV charging and community amenity

2020

low / high

NEXT STEPS

For new developments, evaluate the potential to include public EV charging as an amenity contribution.





ACTION PLAN - Electric Vehicles

7

ENGAGE

ACTION

TIMING

EFFORT / IMPACT



Ongoing engagement

2019 and ongoing

medium / high

NEXT STEPS

To achieve uptake of EV's locally, ongoing engagement will be required. Some examples include:

- » Public education on initial cost of used EV's and operational costs (particularly for people who travel a lot over relatively short distances)
- » Assessment of interest in a joint procurement of EV's to drive the price down further
- » Engage the local automobile repair shops to get training on EV's
- » Conduct public awareness and test drives at community events
- » Identify opportunities to include used EV's in low-income / worker housing to provide a safe and reliable form of low-cost transportation
- » Engage hospitality industry on EV charging provisioning as well as electric bicycles for their guests and/or electric golf cart transportation.

8

ENGAGE

ACTION

TIMING

EFFORT / IMPACT



Work with local hospitality sector to transition to EV fleets

2019

medium / high

NEXT STEPS

Engage tourism sector to purchase electric commercial fleet vehicles and ev lower speed bus shuttles



IMPACT - Electric Vehicles

Electric vehicle infrastructure and sustained engagement could reduce personal transportation emissions by **94% by 2050**.

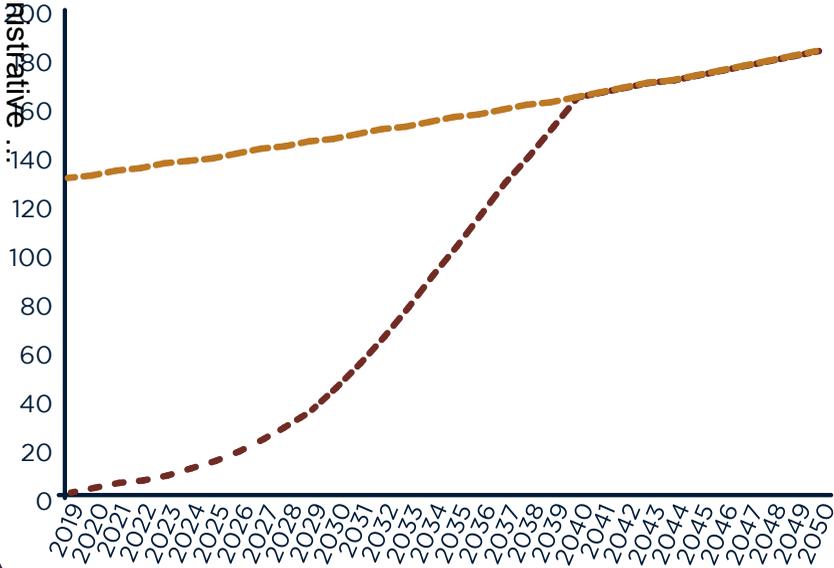
The impacts of these actions are outlined in the charts below with projections on EV sales within the community, the proportion of all vehicles that are electric and the percentage of personal transportation emissions saved.

The financial savings are also significant with cumulative fuel savings, not including savings on repairs and maintenance totaling \$1.7 million in 2030 and rising to over \$17 million by 2040.



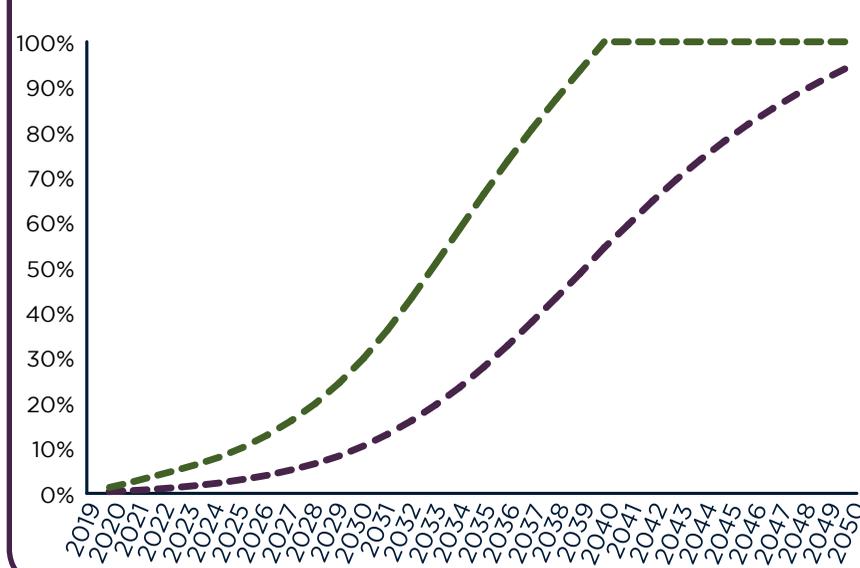
Ucluelet EV Sales Projections

— New Car Sales - - - Annual PEV Sales

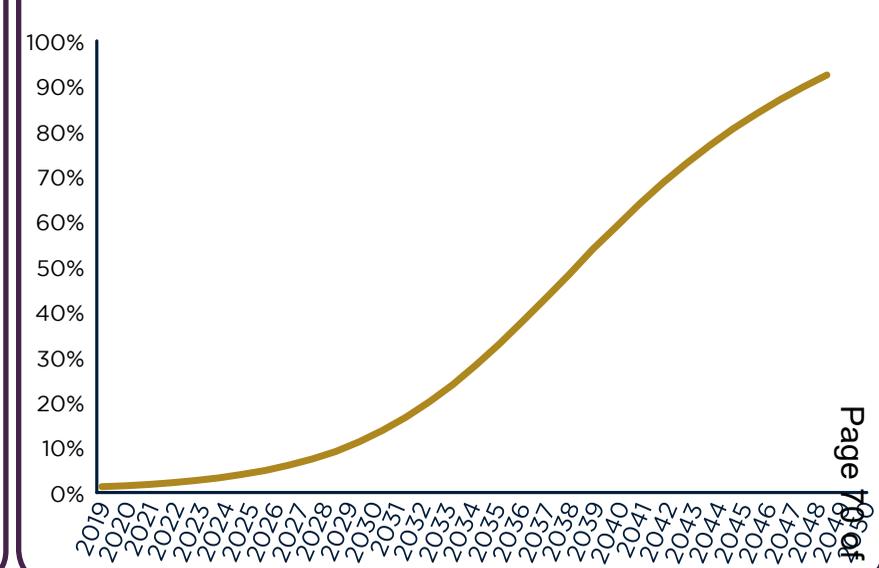


Electric Shift of Vehicles in Ucluelet

— EV % Sales - - - EV % Fleet



Ucluelet Personal Transportation GHG Reduction



DECARBONIZING COMMERCIAL VEHICLES

Electrification

Medium and heavy-duty commercial vehicles account for approximately 30% of transportation emissions in Ucluelet. While electric light-duty vehicles are already available and charging infrastructure is underway, decarbonizing larger commercial vehicles is more difficult. Electric vehicle charging standards for medium and heavy-duty vehicles is currently evolving, and manufacturing is expected to begin on the first heavy-duty EVs. Currently there are limited options for fully electric commercial vehicles, such as school and transit buses and some medium-duty vehicle applications.

The District of Ucluelet can monitor the readiness of electric vehicle technology for the commercial sector and engage with local industry, such as fisheries and trucking to prepare them for an eventual shift towards electrification. The District

will play an important role collaborating with the Ministry of Transportation and Infrastructure and BC Hydro to ensure future high-voltage charging capability along Hwy 4 corridor

Compressed Natural Gas (CNG)

While Ucluelet does not have natural gas supply, there may be an opportunity for a compressed natural gas (CNG) fueling station in Port Alberni that could be utilized by CNG trucks coming in and out of Ucluelet. CNG vehicles and fueling stations are generally available for medium and heavy-duty vehicles today in urban and some rural areas. Port Alberni, given its placement along Hwy 4 and home base for several medium and heavy-duty fleets, could possibly support a CNG fueling station. CNG vehicle operators can become carbon neutral through the purchase of renewable natural gas (RNG) credits.



ACTION PLAN - Decarbonizing Commercial Vehicles

ENGAGE	ACTION	TIMING	EFFORT / IMPACT
	Work with trucking to transition to low carbon fuels	2022	high / medium

NEXT STEPS

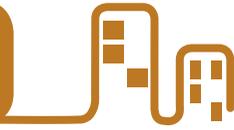
- Engage local fishing industry and fish truck operators about shifting to lower carbon transportation. Explore options for language in transportation contracting
- Conduct regular reviews of low carbon options (every 5 years) with fish plant and/or trucking company.

DECARBONIZING COMMERCIAL VEHICLES

Available Technology for Low-Carbon Trucking

Technology	Costs	GHG Reduction (%/yr. vs. Diesel)	Status as of 2018
CNG	Capital: \$295k (\$50 - 80k above diesel) Lifetime: Equal to diesel in 2015, \$150k savings by 2020	30	Long-haul CNG/LNG trucks now available, 4 in BC, with FortisBC being able to build stations anywhere as needed.
CNG	Capital conversion cost: \$75k, \$53k paid by FortisBC, \$22k by customer Lifetime: 0.5 - 2 year payback, \$60k - 200k lifetime savings	20 - 40	Conversion kits up to 775 DLE now available, 15 refueling stations in BC, and limited stations between Edmonton to Calgary, and 401 corridor from Windsor to Montreal. Also long-haul CNG/LNG trucks now available.
RND	Additional fuel cost of >\$0.27/L above CNG fuel, however \$0.30-0.40/DLE available back as carbon credits	100	Five RNG facilities in BC available now. RNG well suited for HDVs

Source: Decarbonizing the Commercial Transportation Sector (CEA, 2019)

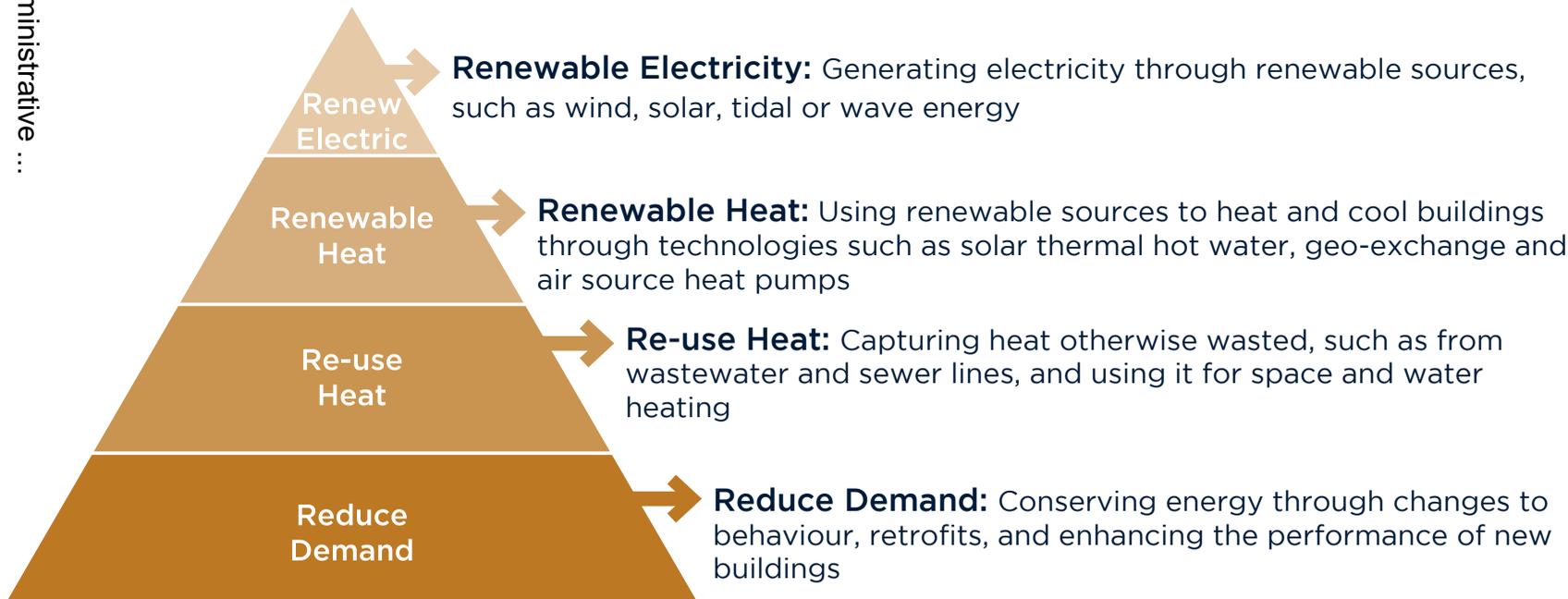


Buildings make up a small portion of Ucluelet’s greenhouse gas emissions (7%) because the primary fuel source for heating is electricity. However, half of the energy consumed and about 40% of the community’s energy budget (\$3.5 million) is spent on heating and powering homes and businesses.

Reducing energy consumption in buildings will help residents and businesses save money, but it also leads to a host of other benefits, including more comfortable and healthy spaces to live and work. High performance, energy efficient buildings are also more durable and resilient in the face of extreme weather events, which are becoming more frequent due to climate change.

The focus for saving energy, emissions and costs in the building segment is on reducing demand.

Energy efficiency measures in both existing and new residential and commercial buildings are usually the best initial investment for recuperating value and realizing the other benefits stated above. Most actions in this plan fall under this broad strategy, which is the bottom of the triangle below. With efficiency maximized, there are opportunities to recover heat and invest in renewable energy at both the single building and community scale.



Goals

Goal 5 - All new buildings are energy efficient, durable, comfortable and affordable to operate due to complying with the **BC Energy Step Code**

Goal 6 - Existing residential and commercial buildings become energy efficient, comfortable, durable, and cheaper to operate through **whole-building energy retrofits**

Goal 7 - Ucluelet transitions away from heating oil by 2030 in favour of **renewable sources of heat** such as heat pumps



REDUCE DEMAND



HOW

Energy demand can be reduced in existing residential and commercial buildings through a range of strategies that include changes to behaviour or operating conditions, technology and equipment upgrades, up to deep whole-building energy retrofits. It is up to building owners and residents to determine what level of investment makes sense, but the District can help provide information and offer top-up incentives to further improve the business-case for energy savings.

Where the municipality has more direct impact on building energy efficiency is the buildings not yet built. The BC Building Code is changing to require increased energy performance in the future, following the structure of the BC Energy Step Code, which is available now. The local building industry can get ahead of the curve with the help of the District: through implementing the Energy Step Code with incentives, stepped up regulation and focused training opportunities.



STRATEGY

The official community plan supports high-efficiency buildings in new developments and major renovations of existing buildings. When considering adoption of the Energy Step Code, the District could step up the base energy performance of new major developments, such as the planned new development past Forbes road.



COSTS

The District can provide valuable information to residents and businesses at very little cost. With increased investment, there are opportunities to strategically encourage specific energy retrofits through topping up EfficiencyBC incentives. The administrative costs of incentive top-ups is borne by the Provincial program instead of by the District.

The cost of adopting the Energy Step Code depends on whether the District implements an incentive program, such as a building permit rebate or subsidized mid-construction air tightness testing. Once the Step Code is adopted into the building bylaw, there are no significant costs to the District, however builders and developers will experience moderate incremental costs, which can be offset through incentives and training opportunities.



OFFICIAL COMMUNITY PLAN

Policies 2.34 and 2.22 support reducing energy demand at civic facilities

Policy 2.28 supports incorporating high-efficiency buildings in new developments and major renovations, and targets implementing the Energy Step Code by 2020



ACTION PLAN - Reduce Demand

ENGAGE	ACTION	TIMING	EFFORT / IMPACT
--------	--------	--------	-----------------



Promote efficiency at time of permit and other means

2019

low / low

NEXT STEPS

- » Distribute EfficiencyBC materials at the front counter and at community events (CEA can provide)
- » Explore opportunities for additional community outreach, including social media and local news
- » Promote wood stove exchange program through regional district when available (Fall 2019?)
- » Adapt and distribute sustainability checklist for renovation and new home permits (CEA can provide)

POLICY / ENGAGE	ACTION	TIMING	EFFORT / IMPACT
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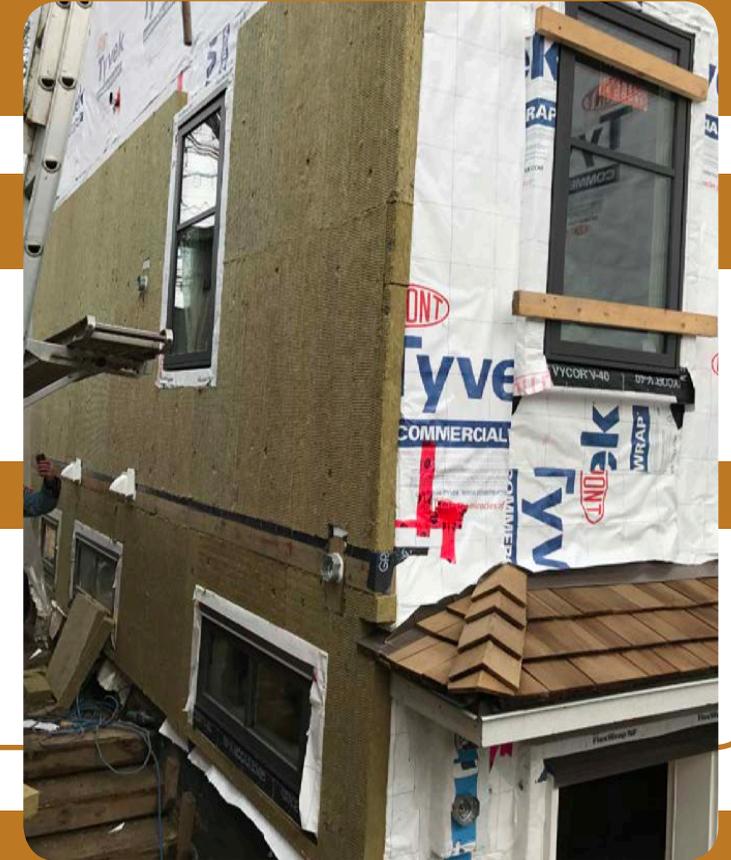
Establish a retrofit program with incentive top ups and outreach

2019

medium / medium

NEXT STEPS

- » Determine funding opportunities for incentive top-ups
- » Conduct an outreach campaign with engagement contractor and/or summer student. Target building envelope upgrades (insulation and air sealing/weatherization) and heat pump (see next section)
- » Set a bold target for overall energy reduction (including electricity), such as “Reduce electricity for home heating by 10% by 2030 and 50% by 2050)





ACTION PLAN - Reduce Demand

ENGAGE	ACTION	TIMING	EFFORT / IMPACT
--------	--------	--------	-----------------



Initiate Step Code consultation	2019	low / low
--	-------------	------------------

NEXT STEPS

- » Submit notification to consult with builders to the Energy Step Code Council (January)
- » Communicate Step Code implementation strategy and seek feedback (February)
- » Provide follow-up to training offered in December 2018 based on builder feedback
- » Engage with developers of large buildings (Part 3)
- » Engage with local Realtor(s)



IMPACT - Reduce Demand

Because buildings in Ucluelet are primarily heated by electricity, the GHG reduction impacts are low for this sector. However, the energy spend for buildings will be reduced due to improved efficiency. Residents and businesses will experience the benefit of reduced operating cost and increased comfort.

4

POLICY	ACTION	TIMING	EFFORT / IMPACT
--------	--------	--------	-----------------



Adopt the Energy Step Code through incentives and regulation*	2019 - 2023	low / low
--	--------------------	------------------

**CEA has funding to provide implementation support*

NEXT STEPS

2019

- » Roll-out and communicate incentive program for Energy Advisor/ mid-construction air tightness testing (April/May) - Funding: BC Hydro Step Code Implementation Offer
- » Require Step 2/3 for master developments

2020 - 2022

- » Require Step 1 community-wide (January 2020)
- » Require energy labeling (EnerGuide label) as an administrative requirement (January 2020)
- » Launch Building Permit Rebate Program (Part 9 buildings) for Steps 2-5 (January 2020)
- » Require Step 3 community-wide (January 2021) (Step 3 will become the base building code in 2022)
- » Require Step 4 community-wide (January 2023) (Part 9 buildings)

? HOW

There are multiple technologies available for harvesting waste heat, heat from renewable sources or renewable electricity. The biggest opportunities are in new buildings, where the District can encourage heat recovery ventilators and air source heat pumps. The Energy Step Code requires that builders work with Energy Advisors, who will act as a valuable resource for determining cost-effective energy solutions, including renewable energy opportunities.

For existing buildings, the District can encourage fuel switching from fossil fuel sources such as heating oil and propane, to sources of renewable heat, specifically air source heat pumps. A range of options is available, from information online, to robust outreach campaigns and incentive top-ups.

The District can take a leadership role with its own facilities, by evaluating opportunities to capture waste heat and generate renewable energy through technologies such as heat recovery, solar energy, and biomass boilers.

OFFICIAL COMMUNITY PLAN

Policy 2.22 supports demonstrating leadership in new public facilities

Policies 2.36, 2.37 and 2.38 support the development of renewable energy systems and district energy

\$ COSTS

Programs for fuel-switching will be tied to broader energy efficiency campaigns. As with energy efficiency, there are opportunities to encourage specific energy retrofits, such as replacing heating oil with air source heat pumps, through topping up [EfficiencyBC](#) incentives. The administrative costs of incentive top-ups is borne by the Provincial program instead of by the District.

⚙️ STRATEGY

The official community plan supports the development of 100% renewable energy systems including a variety of energy sources (biomass, solar photovoltaic, solar hot water, geothermal and sewer and waste water heat recovery sources. There is strong community interest to explore the potential for a wave energy demonstration project.



ACTION PLAN - Waste Heat and Renewable Energy

POLICY	ACTION	TIMING	EFFORT / IMPACT
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Top-up incentives for fuel-switching and retrofits

2019

medium/medium

2

ENGAGE	ACTION	TIMING	EFFORT / IMPACT
--------	--------	--------	-----------------



Heat pump engagement campaign

NEXT STEPS

Incenting fuel switching from oil or propane to electricity will:

- » Determine funding opportunities for incentive top-ups, specifically oil to heat pumps
- » Conduct an outreach campaign with summer student that would include a detailed heating oil and propane inventory
- » Set a bold target for oil to heat pump fuel switching, such as “Eliminate propane for heating and heating oil in buildings by 2022”

NEXT STEPS

- » Determine training needs and sponsor training opportunities for heating contractors to improve local capacity
- » Explore coordinating a bulk-purchase/installation to reduce costs for residents
- » Engage with heating oil and propane distributors to advise them of the District’s targets and outreach plans

COLLABORATION	ACTION	TIMING	EFFORT / IMPACT
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Explore wave energy demonstration project

2020

medium/medium

NEXT STEPS

As a community with a strong coastal identity and surf-loving residents, a wave energy demonstration project could generate interest and community pride. Local residents have approached the District to explore this opportunity in the past, but it has not moved forward. With new funding announced from the Province and improvements to the technology, there is now an opportunity to revisit this innovative idea.

- » Determine potential industry partners and explore project feasibility
- » Funding: [CleanBC Communities Fund](#) (application deadline is March 27, 2019)

IMPACT - Waste Heat and Renewable Energy

The most significant emissions reduction potential from buildings is switching heating oil to low carbon heating sources, such as air-source heat pumps.



Waste accounts for 30% of Ucluelet’s greenhouse gas emissions, so it is the most significant category for emissions reductions after transportation.

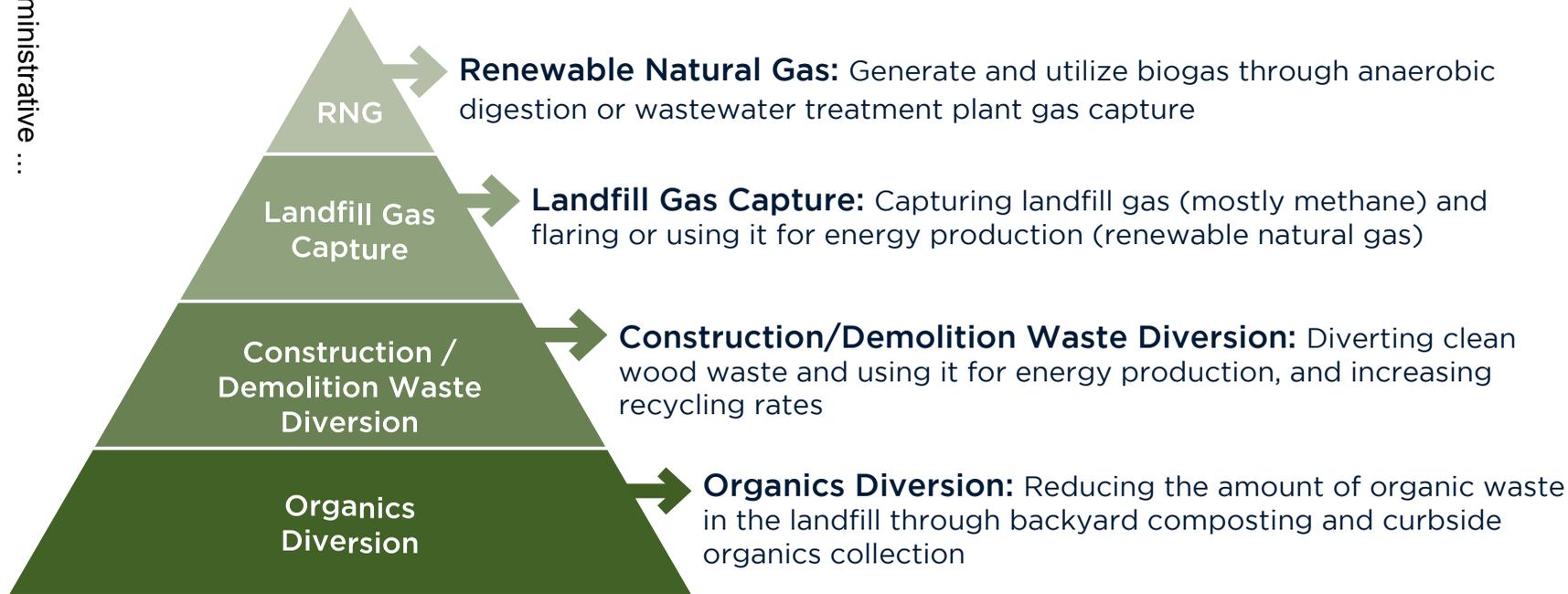
Emissions from waste occur when organic waste mixed in with garbage decomposes in the landfill and produces methane, a potent greenhouse gas that is released into the atmosphere. Organic waste makes up about 35-40% of landfilled waste, and includes food waste from homes and businesses, yard and garden waste, wood waste, and paper that cannot be recycled, such as food-soiled paper. Organic material decomposes over approximately 10 years in local landfills. Organics diversion reduces or eliminates the new waste added every year but the

waste that is already in place at the landfill continues its decomposition process. Because of this, it takes a number of years for the emissions reductions from organics diversion to scale up. Of course, how much waste is diverted (the diversion rate) is key to emissions savings.

Currently Ucluelet does not have an organics diversion program. Some residents have backyard composting, and deal with wood and yard waste through backyard burning. The Co-Op grocery store has an anaerobic digester to process food waste and

other organic waste such as coffee cups, bamboo cutlery and fryer grease, and covert it into a soil supplement and biofuel that may eventually be able to heat the store.

The Co-op’s initiative to turn waste into a valuable resource represents an action at the top of the waste triangle below. The District can explore further opportunities for similar small-scale biogas digesters, but the biggest opportunity is to collaborate with the Regional District on a comprehensive organic waste diversion program.



Goals

Goal 8 – Organic waste is diverted from the landfill due to a curbside collection program and on-site composting

Goal 9 – Single-use plastics are eliminated in favour of reusable and biodegradable alternatives



ORGANICS DIVERSION

? HOW

The main way to reduce waste related emissions is to divert organic waste, such as kitchen scraps, yard trimmings, and wood waste away from the landfill. Organics diversion can occur through backyard composting, drop-off programs, and/or curbside collection. The District will need to collaborate with the Alberni-Clayoquot Regional District (ACRD) to roll out a curbside collection program and conduct accompanying outreach activities. The District can supplement the curbside program with education on backyard composting and explore subsidizing backyard composters, tumblers and solar cone digesters, while addressing wildlife challenges.

⚙️ STRATEGY

The Official Community Plan supports enhancing waste reduction programs and exploring opportunities for individual or collective composting systems. While there are concerns over wildlife interactions, the food waste is currently mixed with garbage and accessible to animals. A strategic organics diversion plan can incorporate best practices in reducing wildlife attractants while keeping the organics separate from municipal solid waste.

\$ COSTS

The West Coast Landfill is operated by ACRD, so it is the regional district that will be responsible for initiating an organics diversion program. In 2018, ACRD received \$6 million in funding from the federal Gas Tax Fund for the Consolidated Strategic Landfill Diversion Program. There will be costs to the District for community outreach.



OFFICIAL COMMUNITY PLAN

Policy 2.39 supports enhancing programs to reduce waste, recycle and reuse waste where possible

Policy 2.40 supports exploring opportunities for individual or collective composting systems, while acknowledging the challenges that come with minimizing wildlife conflicts



ACTION PLAN - Organics Diversion

COLLABORATION	ACTION	TIMING	EFFORT / IMPACT
	Collaborate with Regional District for curbside organics collection	2019	high / medium

NEXT STEPS

The Regional District has funding to establish an organics diversion program. The main action for the District is to seek involvement in the planning process and coordinate for community engagement.

ENGAGE	ACTION	TIMING	EFFORT / IMPACT
	Conduct outreach related to backyard composting and options for food-based businesses	2019	low / low

NEXT STEPS

- » Explore options for subsidized wildlife appropriate backyard composters, tumblers and/or solar cone digesters.
- » Conduct community outreach on backyard composting, gardening, and local food
- » Engage with local food based businesses and accommodation providers to determine options for commercial food diversion. Determine whether the Co-op's system has capacity to accept food waste from other businesses.





ACTION PLAN - Organics Diversion

ENGAGE / POLICY



ACTION

Work towards eliminating single-use plastics

TIMING

2019

EFFORT / IMPACT

medium / medium

NEXT STEPS

- » Establish a phased-in plan for the elimination of single-use petrochemical plastics in the community, starting with plastics bags and straws and eventually including other products such as single-use plastic cutlery, coffee cups/lids, produce bags, etc.
- » Engage food service and retail businesses to voluntarily switch away from single-use plastics
- » Consider a bylaw requiring a phase-out of specific single-use plastics
- » Create zero-waste standards





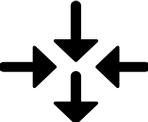
Integration of the Climate Action Plan into municipal processes

The table below provides a guide to embedding the CAP into other plans, work programs, committees and budgets. Regular reporting and five-year reviews of the plan will help ensure consistent progress.

Goals

Goal 10 – The District integrates climate action into all municipal processes

Goal 11 – The District leads by example by ensuring all buildings are energy efficient, by transitioning to a low-carbon fleet, and establishing zero-waste policies for operations and events

<i>Incorporate</i>	<i>Budget</i>	<i>Monitor</i>	<i>Convene</i>	<i>Report</i>	<i>Renew</i>
 <p>Embed CAP into other planning documents, e.g.:</p> <ul style="list-style-type: none"> - OCP - Zoning Bylaw - Other plans as appropriate 	 <p>Embed CAP actions into budgeting process.</p> <p>Potentially allocate CARIP grant to a sustainable development fund to help implement the Climate Action Plan</p>	 <p>Monitor CAP implementation indicators for specific actions, e.g.:</p> <ul style="list-style-type: none"> - Number of homes participated in EfficiencyBC programs - Meters of cycling path or sidewalk added - Number of EVs owned by residents 	 <p>Regular meetings to discuss implementation, e.g.:</p> <ul style="list-style-type: none"> - Committee of Council - Staff meetings 	 <p>Regular reports to Council</p> <p>Integrate at same time as CARIP is reported</p> <p>Provide statistics to Council and show community accomplishments.</p>	 <p>Prepare for plan renewal every 3-5 years.</p>

District staff discussed options for integrating the CAP and ongoing climate work into the District's organizational structure. It was noted that while the overall plan is under the responsibility of the Planning Department, all departments have some responsibility for climate action. To move the plan forward, a dedicated staff person would be required and potential funding opportunities were discussed, including an option for a shared community outreach coordinator that supports activities in Tofino and Ucluelet.

The District can include items on Climate Action Policy in every report to Council and ensure CAP progress is a regular feature. It is important to report specific actions and measurable outcomes and sharing this information with the community will help to build awareness. Promotion of local actions already

underway such as LED conversion, active transportation infrastructure, and District owned EV stations highlight Ucluelet's commitment and success. The District recognizes the value of this and can further build support in the community.

The subsequent sections of the Climate Action Plan highlight actions that help residents and businesses save energy and emissions. The District can undertake action in the categories of supportive policy, engagement activities, and infrastructure. In addition to supporting the community with climate action, the District can take a strong leadership role by prioritizing climate action across its own operations and infrastructure. The table below lists the actions the District can undertake in the next five years to save energy and emissions in its own operations.

	ACTIONS	In Place?	Year To Do					IMPLEMENTATION NOTES
			2019	2020	2021	2022	2023	
	Building Operations							
	Commit to building the most energy efficient facilities							Implement a high performance building policy that requires a minimum level of energy performance, referencing the Energy Step Code where applicable. Consider other sustainability features such as water conservation, materials (such as a Wood First approach). Require an evaluation of renewable energy sources for new construction and major renovations
	Conduct energy audits of existing facilities	X						Determine if further audits are necessary (UAC Hall and Rec Hall)
	Complete energy improvements already identified by previous audits or studies							Review energy audit of Community Centre and prioritize improvements
	Incorporate energy management into annual building maintenance procedures							Monitor energy consumption using MyHydro if available. Consider benchmarking Community Centre using Energy Star Portfolio Manager.
2	Fleet Operations							
	Develop a vehicle purchasing policy							Implement a Green Fleet Policy that guides purchasing decisions towards low carbon vehicles and right-sizing vehicles. Purchase a fully electric fleet vehicle when feasible

Uluwatu Climate Action Plan Mark Boyesen, Chief Administrative	Infrastructure							
	Conduct energy focused operational review of infrastructure							
	Evaluate energy recovery options from facilities							Investigate opportunities for energy recovery from existing and new facilities and infrastructure. E.g. Wastewater heat recovery
	Purchasing and Corporate Leadership							
	Incorporate energy considerations into purchasing policies							
	Incorporate Life Cycle Costing into all major purchasing decisions							
	Incorporate GHG tracking requirements into service provider agreements							
	Encourage and recognize staff who develop new GHG reduction measures							
	Implementation							
	Identify the Owner of the plan							
Assign the CARIP grant into an energy conservation fund								
Establish a GHG reduction target							Establish a GHG and energy target for corporate operations and categories (ie. Fleet)	
Develop an administrative system for tracking corporate emissions							Consider an energy and emissions tracking tool to assist with CARIP reporting, PCP reporting, and energy management.	
Develop an emissions reduction reporting process							Tied to above	



POLICY AND INFRASTRUCTURE

The implementation plan is structured in two pieces with the first being policy and infrastructure which is largely within the sphere of control of the District. The second piece to the plan is community engagement, which is detailed in the following section.

The chart at the side provides an overview of the key areas of action, tasks, timing, relative impact on greenhouse gas emissions, and relative cost.

The plan begins with actions that are foundational to achieving change including securing commitment and resources for the plan and putting the pieces in place for steady, ongoing action from staff and future Councils.

Next, there are tasks for the District to demonstrate leadership in its own operations and use its operations to demonstrate new ways of doing things.

Transportation will involve significant infrastructure investments over many years, as outlined in the Official Community Plan maps related to sidewalk and multi-use path infrastructure. Electric Vehicle (EV) charging infrastructure, supportive policy, and regional collaboration all support the shift to EV's.

Retrofitting existing buildings for efficiency and getting off of oil will be a priority along with setting out how best to support more efficient new buildings.

Waste will require active engagement with the Regional District to get organics diversion happening on a large scale.

Ucluelet Climate Action Plan

ACTION	2019				2020				2021				2022				2023				Impact	Cost
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4		
Leadership - Organization																						
Finalize Plan & Council Adoption	█																				H	L
Budget (capital & operating)	█																				L	L
Update Responsibilities / Reporting			█	█	█																H	L
Integrate CEEP into Strategic Plan	█																				H	L
Scope & RFP climate engagement team		█																			H	M
Leadership - Operations																						
Develop & adopt a green fleet policy					█																M	L
Develop & adopt a green building policy					█																L	L
Internal green procurement policy					█																L	L
Conduct fleet review & ID EV opportunities	█	█	█																		H	M
Conduct building energy audits		█	█																		L	M
LED street light conversion							█	█	█	█	█	█									L	M
Implement energy conservation measures						█	█	█	█	█	█	█									L	L

ACTION	2019				2020				2021				2222				2023				Impact	Cost
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4		
Transportation Infrastructure																						
Survey																						
Business Attraction & Retention																						
Recognize carbon value of avoided deforestation																						
MOTI collaboration on Peninsula																					M	M
Update subdivision servicing bylaw																					M	H
Path & sidewalk improvements per OCP																					M	M
Collaborate with BC Transit																					M	M
8 'L2' EV chargers at public locations																					M	M
EV-ready requirement for all new builds																					H	L
BC Hydro & MOTI engagement																					L	M
Public EV charging becomes an amenity																					L	H
Engage industry to transition to low carbon fuels																					H	M
Reduce speed limit to enable LSEV/golf carts																					M	L
Regional EV collaboration & March launch																					M	M
Buildings																						
Promote efficiency at time of permit																					L	L
Initiate Step Code consultation																					L	L
Adopt Step Code incentive or requirement																					L	L
Top-up for fuel-switching & retrofits																					M	M
Waste																						
Collaborate with RD on organics																					H	M



ENGAGEMENT PLAN

The actions in the previous section provide the organizational commitment, physical infrastructure, and supportive policy for change. It is the many decisions of individuals that will actually create the change. For this reason, the engagement plan is focused on supporting the social side of change.

The District of Ucluelet can control the provisioning of infrastructure and set policy. It is up to the individual residents and businesses in Ucluelet to make daily small choices and less frequent big choices to save energy, emissions, and money...and as a major tourism destination, influence visitors from around the world to do the same.

This will require significant, ongoing, dedicated community and stakeholder engagement. Of particular note is engagement on electric vehicles, organics diversion, active transportation and transit to promote the use of the infrastructure once deployed.

This plan recommends a part-time (50%) contract community engagement coordinator with oversight from District staff. This could be an individual or an organization with demonstrated experience in engaging the local community, passion for climate action, and strong communication and project management skills. A budget estimate for this is \$25,000 annually. This cost is small compared to the cost of the infrastructure that will be deployed.

Although many actions are tagged for implementation in 2019, it really a focus on education and outreach to the community on many climate action activities. The District can promote activities and celebrate success through its website, facebook page, newsletters and posters. The following is a list of potential engagement topics referred to in this plan:

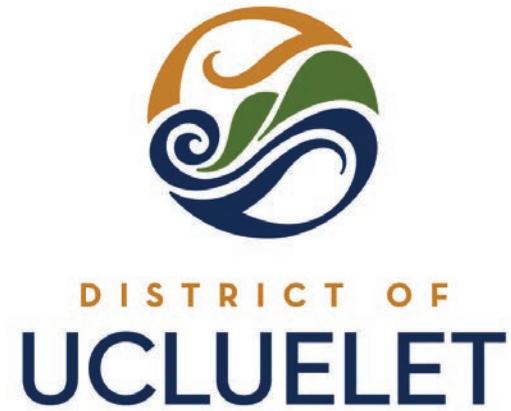
- » www.encybc.com and utility incentive programs
- » Sustainability checklists
- » Builder and developer workshops and BC Energy Step Code
- » Efficient wood stove programs and clean air programs
- » Promote lower speed limits
- » Advertise the benefits of active transportation and additions to the network
- » Anti idling campaign
- » Ride sharing
- » Electric vehicle and golf cart awareness
- » Water conservation
- » Organics diversion
- » Elimination of single-use plastics
- » Celebrate success and green economy opportunities.





LIST OF ACRONYMS

BAU	Business as Usual
CEA	Community Energy Association
CEEI	Community Energy and Emissions Inventory (inventories created by the Province for each local government)
CEEP	Community Energy and Emissions Plan
CO2	Carbon Dioxide
DSM	Demand Side Management (measures used to reduce energy consumption)
ECAP	Energy Conservation Assistance Program, a program offered through BC Hydro that provides free home energy efficiency retrofits to income qualifying households
GHG	Greenhouse Gas (there are several different anthropogenic GHGs and they have different relative impacts.)
GJ	Gigajoules (one of the measures of energy)
HDV	Heavy Duty Vehicles (i.e. commercial vehicles, like trucks)
IPP	Independent Power Project
kWh	kilowatt hours (standard measure of energy)
LAP	Local Area Plan
LDV	Light Duty Vehicles (i.e. the types of vehicles driven by ordinary people)
OCP	Official Community Plan
RGS	Regional Growth Strategy



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The preparation of this Climate Action Plan was carried out with assistance from the Government of Canada and the Federation of Canadian Municipalities. Notwithstanding this support, the views expressed are the personal views of the authors, and the Federation of Canadian Municipalities and the Government of Canada accept no responsibility for them.



STAFF REPORT TO COUNCIL

Council Meeting: March 26, 2019
500 Matterson Drive, Ucluelet, BC V0R 3A0

FROM: MARK BOYSEN, CHIEF ADMINISTRATIVE OFFICER

FILE NO: 2240-20

SUBJECT: PACIFIC RIM VISITORS CENTRE AGREEMENT WITH PARKS CANADA

REPORT NO: 19-29

ATTACHMENT(S):

APPENDIX A – 2019 PRVC LAND AGREEMENT

APPENDIX B – 2019 PRVC LAND AGREEMENT - SCHEDULE A MAP

APPENDIX C – 2019 PRVC LAND AGREEMENT - SCHEDULE B OPERATIONAL REQUIREMENTS

RECOMMENDATION:

1. **THAT** Council approve the new 2019 agreement between the District of Ucluelet and Parks Canada regarding the Pacific Rim Visitor Centre.

PURPOSE:

The purpose of this report is to provide Council with a new agreement for the Pacific Rim Visitor Centre on the District's property located at the Highway 4 junction between Ucluelet and Tofino.

BACKGROUND:

The District of Ucluelet owns the parcel of land located at the Highway 4 junction between Ucluelet and Tofino, described as Block B of District Lots 445 & 446, Clayoquot District (2040 Pacific Rim Highway, Ucluelet, BC). The Parks Canada Agency (Parks Canada) operates the Pacific Rim Visitors Centre (PRVC) and washroom facilities on the parcel. Tourism Ucluelet also operates out of the PRVC building and is in negotiations in a separate agreement with Parks Canada.

An agreement was established between the two parties in 2004 with a maximum term of 15 years. The agreement expired December 31, 2018 and Parks Canada has drafted a new proposed agreement for Council's consideration (Appendix A-C)

The updated agreement is similar in terms and was proposed for another 10 years. A key update is the clarification of duties and responsibilities related to the property. These have been outlined in Appendix C of this report (Operational Requirements).

Staff have discussed with Parks Canada that the District may be considering changes to the property including a review of the building on site. Parks Canada has indicated initial interest is exploring these opportunities.

It is important to note the following section of the agreement:

1.02 This Agreement may be terminated by either party at any time during the Term by giving ninety (90) days notice to the other party.

TIME REQUIREMENTS – STAFF & ELECTED OFFICIALS:

No additional staff time requirements.

FINANCIAL IMPACTS:

No additional financial impacts or requirements.

POLICY AND LEGISLATIVE IMPACTS:

No policy impacts.

OPTION REVIEW:

1. **THAT** Council approve the new 2019 agreement between the District of Ucluelet and Parks Canada regarding the Pacific Rim Visitor Centre. **(Recommended)**
2. **THAT** Council provide direction to staff regarding proposed revisions to the 2019 agreement between the District of Ucluelet and Parks Canada regarding the Pacific Rim Visitor Centre.
3. **THAT** Council direct staff to decline the agreement.

Respectfully submitted: Mark Boysen, Chief Administrative Officer

Appendix A

THIS AGREEMENT is made the _____ day of _____ 20____.

BETWEEN:

DISTRICT OF UCLUELET
P.O. Box 999
200 Main Street
Ucluelet, British Columbia
VOR 3A0
(the "District")

OF THE FIRST

PART

AND:

HER MAJESTY THE QUEEN IN RIGHT OF CANADA,
As represented by the Minister of the Environment and Climate Change
c/o Parks Canada Agency
2040 Pacific Rim Highway, PO Box 280
Ucluelet, British Columbia
VOR 3A0
("Her Majesty")

OF THE SECOND PART

WHEREAS Her Majesty has requested that She be authorized to enter upon and use a certain parcel of land (described below) owned by the District for the purpose of a shared Pacific Rim Visitor Centre and Washroom Facilities with the District;

AND WHEREAS Her Majesty is the owner of the said existing Pacific Rim Visitor Centre Building and Washroom Facilities;

AND WHEREAS the District is the registered owner of the said parcel of land;

NOW THEREFORE THIS AGREEMENT WITNESSES that, in consideration of the mutual covenants contained therein and of the payment of the sum of one dollar (\$1.00) paid by each of the District and Her Majesty to the other at or before the execution and delivery of this Agreement (the receipt and sufficiency of which is acknowledged by the District and Her Majesty) the parties hereto agree with each other as follows:

ARTICLE 1 – NATURE AND TERM OF LICENCE

1.01 The District hereby gives and grants to Her Majesty and Her Servants, agents, employees, licensees, contractors and subcontractors non-exclusive access,

through this Agreement, to enter upon that certain parcel of land in the District of Ucluelet, British Columbia, described as:

Block B of District Lots 445 & 446, Clayoquot District

shown in heavy outline and identified as the “Pacific Rim Visitor Centre and Washroom Facilities” on the plan attached as Schedule “A” (the “Site”)

Commencing on the first day of January, 2019 for a term of ten (10) years (the “Term”).

- 1.02 This Agreement may be terminated by either party at any time during the Term by giving ninety (90) days notice to the other party.
- 1.03 Upon the early termination of this Agreement or the end of the Term, Her Majesty shall have the option but not the obligation to remove the Pacific Rim Visitor Centre and/or Washroom Facilities from the Site within a reasonable period of time.

ARTICLE 2 – USE

- 2.01 Her Majesty shall use the site for the purpose of gaining access and use of the Pacific Rim Visitor Centre and Washroom Facilities which offers tourist and regional information to the general public.
- 2.02 The District and Her Majesty covenant and agree that they each will:
 - (a) not do or knowingly permit to be done any act or thing within its control which will interfere with or injure the Site or Pacific Rim Visitor Centre and Washroom Facilities and in exercising their rights hereunder do so in strict compliance with all applicable directives, rules, regulations, laws, and by-laws in force from time to time; and
 - (b) Use the Site for only those purposes specifically set out herein, unless otherwise agreed to in writing by both parties in a document indicating it is an amendment to this agreement, and signed with the same level of formality as this agreement.

ARTICLE 3 – GENERAL

- 3.01 **Risk.** All property of Her Majesty, at any time brought into the Pacific Rim Visitor Centre and Washroom Facilities shall be entirely at the risk of the District, with the exception only of any such loss, damage, or injury caused by the negligence of any officer, servant or agent of Her Majesty while acting within the scope of his or her duties or employment.
- 3.02 **Indemnification.** The District shall at all times indemnify and save harmless Her Majesty from and against and be responsible for all claims and demands, loss, costs, damages, collections, suits or other proceedings by whomsoever made, brought or prosecuted, based upon or attributable to this Agreement or

any actions taken or things done by the District, unless such damages or injury is due to the negligence of any officer, servant or agent of Her Majesty while acting within the scope of his or her duties or employment.

- 3.03 **Insurance.** The District shall maintain at all times during the currency of this Agreement, Property Insurance sufficient to cover the replacement value of building and contents and improvements to the site in respect of items owned or owned by the District. The District shall provide Her Majesty upon request with written proof that it maintains such insurance coverage.
- 3.04 **Access.** In keeping with the use provisions of Article 2, the officers, servants, and agents of each of the District and Her Majesty shall at all times have full and free access to the Highway Visitor Information Center and the Site.
- 3.05 **Assignment.** This Agreement shall not be assigned or transferred in whole or in part by either party without the prior written consent of the other.
- 3.06 **No Implied Interest.** The District and Her Majesty each acknowledge that a lease or any other interest is not granted to the other in respect of the Site or Pacific Rim Visitor Centre and Washroom Facilities by the terms of this Agreement.
- 3.07 **Members of the House of Commons.** No member of the House of Commons of Canada shall be admitted to any share or part of this Agreement or to any benefit to arise therefrom.

ARTICLE 4 – NOTICE

4.01 All notices or other communications necessary for the purposes of this Agreement shall be in writing and shall be delivered personally or by courier, or shall be sent by registered mail or by prepaid post or sent by facsimile, addressed,

- (a) in the case of the District, to:

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

Attention: Mark Boysen

Telephone: (250) 726-4777

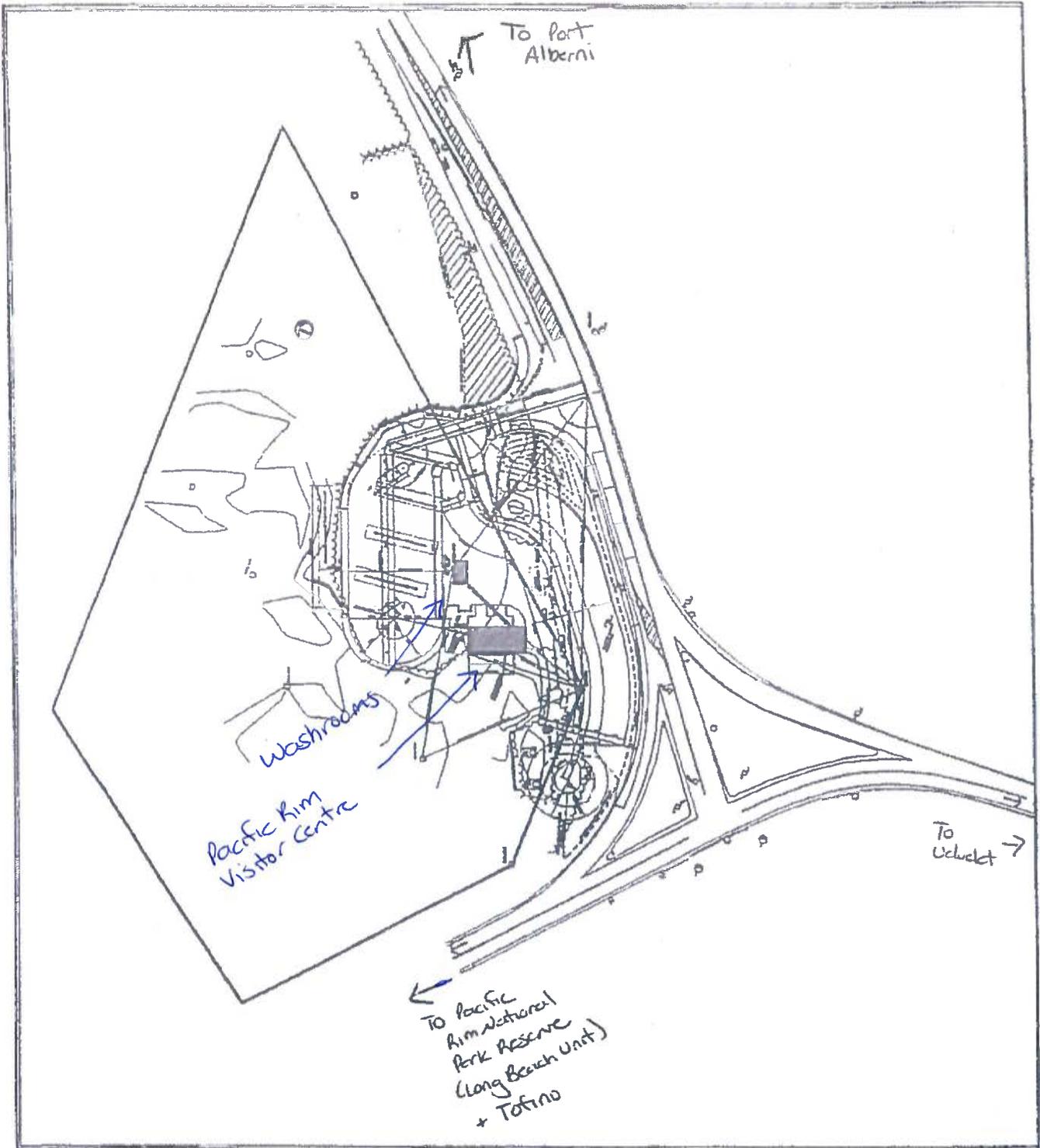
Facsimile: (250) 726-7335

Or to such other address or facsimile number or addressed to such other person as the District may, from time to time, designate in writing to Her Majesty; and

- (b) in the case of Her Majesty, to:

Appendix B

SCHEDULE "A"
Pacific Rim Visitor Centre and Washroom Facilities



Appendix C

Schedule "B" Operational Requirements

1. The District acknowledges and agrees:

(a) Parks Canada and the District shall endeavour to keep all of the facilities as clean as possible. If any major issues arise with the washroom facilities, the Parks Canada janitors can be contacted to come assess emergencies when they are on strength. Parks Canada will pay 100% for the weekly deep cleanings of the visitor centre between May 1 and October 15th. Parks Canada will clean and stock the public washrooms at a minimum, daily, 7 days per week, in the peak season (and 5 days per week in the off season);

(b) Minor repairs to the facilities may be done by Parks Canada staff (i.e. light bulbs, minor repairs, etc.). Other minor moderations or repairs can be done by both Parks Canada and the District, provided Superintendent authorization is sought in a reasonably timely manner in advance (vandalism, electrical issues, etc.). Major asset maintenance repairs/projects shall be discussed by both Parks Canada and the District and shall only be completed provided said repairs are authorized by the Superintendent and funding models are fully agreed upon by all parties;

(c) Parks Canada and the District shall endeavour to maintain a clean environment both inside and outside the building. Furthermore, Parks Canada and the District shall not permit any unsecure animal attractants inside or outside the building. Traps or other mitigations shall be used by both Parks Canada and the District for rodents. The District will send documented encounters/sightings of rodents to the Parks Canada Visitor Services Team Lead II (or similar). If agreed upon by both Parks Canada and the District, an exterminator or outside agent may be hired to remove the rodent issue. For the aforementioned issue, if and where it arises, 100% of the costs will be paid for by Parks Canada;

(d) The District will be 100% responsible for the flagpoles and repair or replace as/when required. Parks Canada shall be responsible for the Canada flag on the flagpole and replace as/when required;

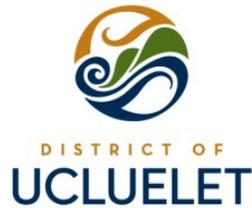
(e) The District will be 100% responsible for Line Painting in the parking lots and all directional signs related to parking and traffic control;

(f) The District will be 100% responsible for maintenance of the parking lots, stairs, railings, kiosks and all property outside of the "Pacific Rim Visitor Centre and Washroom Facilities";

(g) Parks Canada is 100% responsible for the costs to operate the public pay phone and maintain its functionality by reporting any issues to Telus;

(h) Parks Canada is 100% responsible for the security of the building including locks, the alarm system and the panic button at both desks. Parks Canada shall issue codes and keys to the District as required; and

(i) The District will be 100% responsible for landscaping including purchasing, planting, weeding, pruning and maintenance of flowers as well as brushcutting, trimming, and mowing the grass around the building. Parks Canada and the District shall strive to maintain a clean environment outside the building.



STAFF REPORT TO COUNCIL

Council Meeting: MARCH 26, 2019

500 Matterson Drive, Ucluelet, BC V0R 3A0

FROM: BRUCE GREIG, MANAGER OF COMMUNITY PLANNING

FILE NO: 3060-20-DP18-07

SUBJECT: DEVELOPMENT PERMIT FOR PROPOSED SUBDIVISION OF OCEANWEST PHASE 5- **REPORT NO:** 19-30
 LOT A, PLAN VIP81555, CLAYOQUOT DISTRICT, EXCEPT PLAN VIP84686
 AND IN PART OF LOT 4, PLAN VIP75113, CLAYOQUOT DISTRICT, DISTRICT LOT
 285, 286 & 473, EXCEPT PLAN VIP80031

ATTACHMENT(S): APPENDIX A – APPLICATION
 APPENDIX B – DEVELOPMENT PERMIT - DP18-07

RECOMMENDATION(S):

1. **THAT** Council approve Development Permit DP18-07 for the “OceanWest phase 5” 33-lot subdivision on Lot A, Plan VIP81555, Clayoquot District, except plan VIP84686 and in part of Lot 4, Plan VIP75113, Clayoquot District, District Lot 285, 286 & 473, except Plan VIP80031.

PURPOSE:

The purpose of this report is to give Council information on a Development Permit application for a 33-lot subdivision located on Lot A, Plan VIP81555, Clayoquot District, except plan VIP84686 and in part of Lot 4, Plan VIP75113, Clayoquot District, District Lot 285, 286 & 473, except Plan VIP80031, the “Subject Lands” (Figure 1).



Figure 1 – The Subject Lands – Oceanwest Phase 5

BACKGROUND:

The subject lands are in an area commonly known as the Weyerhaeuser Lands. These lands were part a larger master planning of the area that occurred 2004/2005 which resulted in a Master Development Agreement (**MDA**) between the District of Ucluelet and Weyerhaeuser. The first phase of the Weyerhaeuser development (OceanWest) was developed in 2007 and is approximately 50% built-out with another 20% to 30% currently under development. The subject lands fall into Development Permit Area No. 8 (Former Forest Reserves Lands). As a subdivision is considered on aspect of development, the applicant is required to apply for Development Permit (DP) approval before commencing to the subdivision and construction phases. The application for this DP was initially received on August 9, 2018. Staff have worked with the applicant and their civil engineers to bring the application to the point that Staff feel is fully supportable.

ANALYSIS:OCP

The subject lands fall into Development Permit Area No. 8 (Former Forest Reserves Lands) which was established for the purposes of:

Protection of the natural environment, its ecosystems and biological diversity

In 2005, a screening level environmental assessment was completed for the entire Weyerhaeuser Lands and then in 2006 an environmental impact assessment was completed. An update to this assessment is required because the District of Ucluelet policies have changed (within the current OCP), plus site conditions and environmental features may have also changed since the 2006 study was completed.

The applicant engaged Environmental Dynamics Inc (EDI) to complete an updated environmental assessment. This assessment is attached as part of the application. Rather than paraphrase this document Staff will just highlight key elements and recommendations.

The subject lands, as indicated by the environmental assessment, contain limited environmental attributes. It appears that the area has be previously logged and there are no significant streams in the plan area. The one stream on site is Stream 14, a predominantly subsurface non-fish bearing stream. It is proposed that the upper section of this waterway run under the proposed Forbes Road extension. The water in this system would be redirected to a French-drain storm water drainage similar to the existing OceanWest subdivision to the North. The applicant's civil engineer has indicated that the storm drainage flows at the Marine Drive / Stream 14 crossing will be limited to pre-development levels for the 1:10 year storm event. The Environmental report concludes that a Qualified Environmental Professional (QEP) be contracted to develop and implement a construction environmental management plan. This Management plan will be required as part of the subdivision process.

Protection of development from hazardous conditions

The Subject Lands are elevated above the high tide line by over 10m and are not considered subject to hazardous condition due to coastal flooding. The subject lands do have elements of steep slopes that are at or over 30 degrees (**Figure 2**).

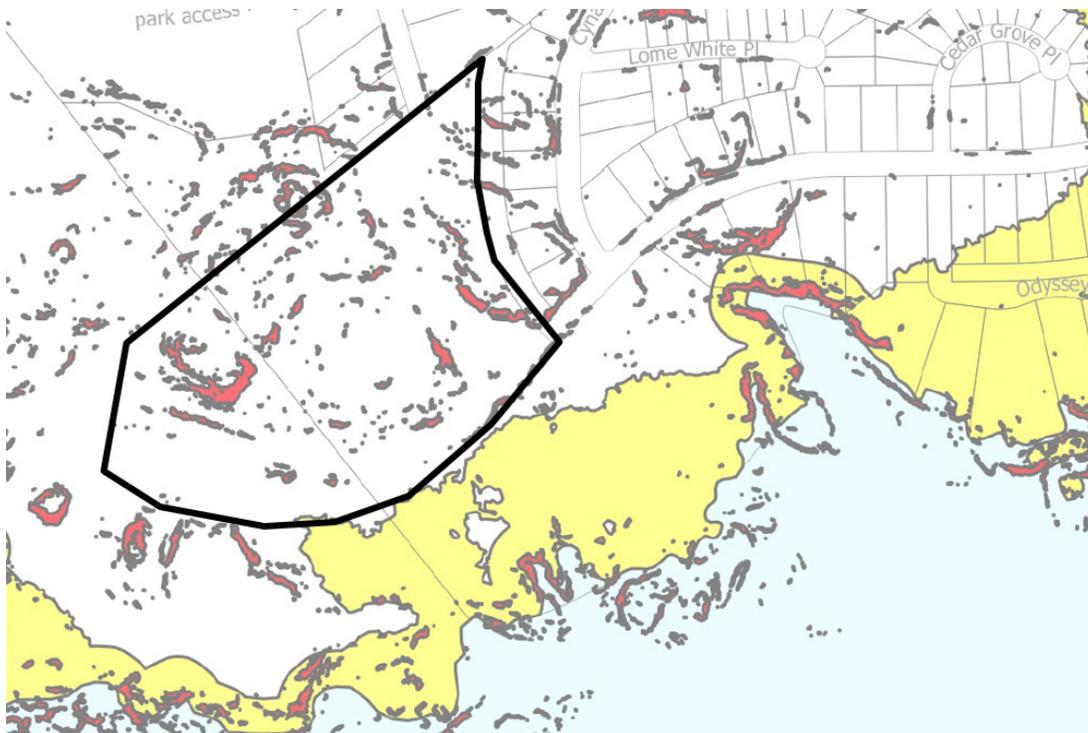


Figure 2 – Hazardous Conditions

The applicant has worked with staff to design the lot layout to account for the topography of the subject lands. To respond to steep areas within the subject lands, building sites and driveways have been located so that reasonable driveway grades and building access can be achieved. There are sites proposed that will be challenging to access with driveways that could be up to 20%. The application as presented represents an acceptable balance of lot creation in the face of some challenging topography. The applicant will be roughing in the driveways so that potential purchasers of the proposed lots will fully understand the grades of each of the properties. A geotechnical review will be required for any works by the developer and as individual properties develop these properties may need specific geotechnical review for their respective buildings.

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. The following are considered key DP guidelines for this development:

- *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.*
- *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;*

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

Context

The subject lot is approximately 20 acres in size and it is currently zoned as CD-5C. The subject Lands are comprised of one complete lot and part of a larger parcel. The site generally consists of areas with a moderate slope with limited area where the slopes are steeper than 30 degrees. There is a small creek running down the valley that would eventually contain Forbes Road with the creek eventually draining into the Pacific Ocean. The site has two major roads approaching its Boundaries – Marine Drive and Forbes Road, with the base material of the future Marine Drive section already in place. There is a functioning sewer Pump Station located on the lower area of subject lands to the south of the future Marine Drive section (**Figure 3**).

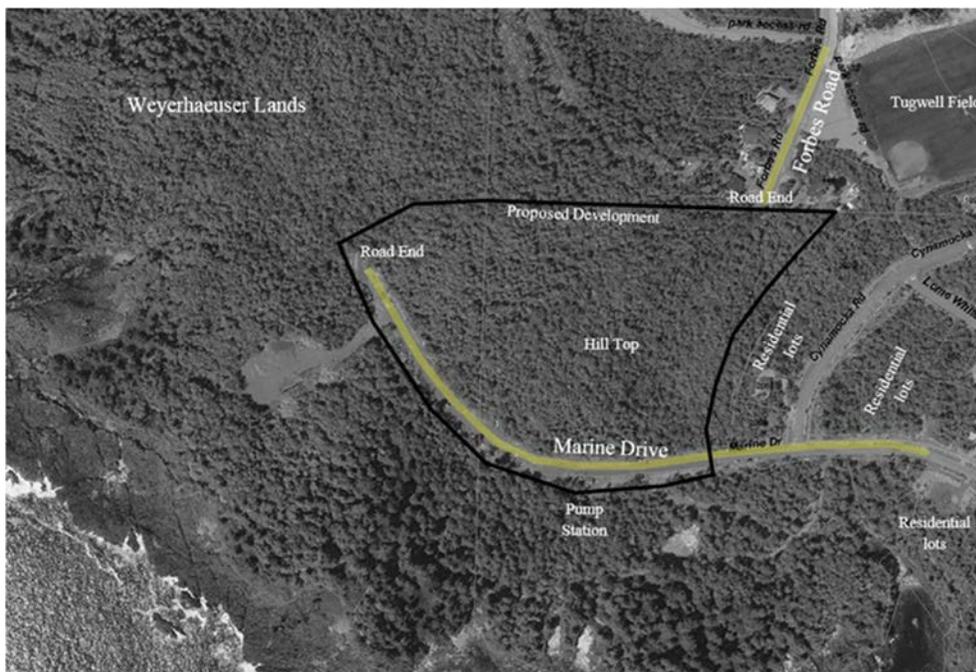


Figure 3 - Site Context

Proposed Subdivision

The Applicant is proposing a 33-lot residential subdivision. This subdivision is generally following the Weyerhaeuser Lands illustrated land use plan created in 2005. This master plan for the area, which eventually formed the basis for the current zoning in place, indicated that the lands were to be small and medium sized lots for Single Family Dwellings (**Figure 4**)



Figure 4 – Weyerhaeuser Masterplan

The applicant’s proposal is following this 2005 master plan. There are slight layout changes caused by a more accurate response to the site’s topography (**Figure 5**).

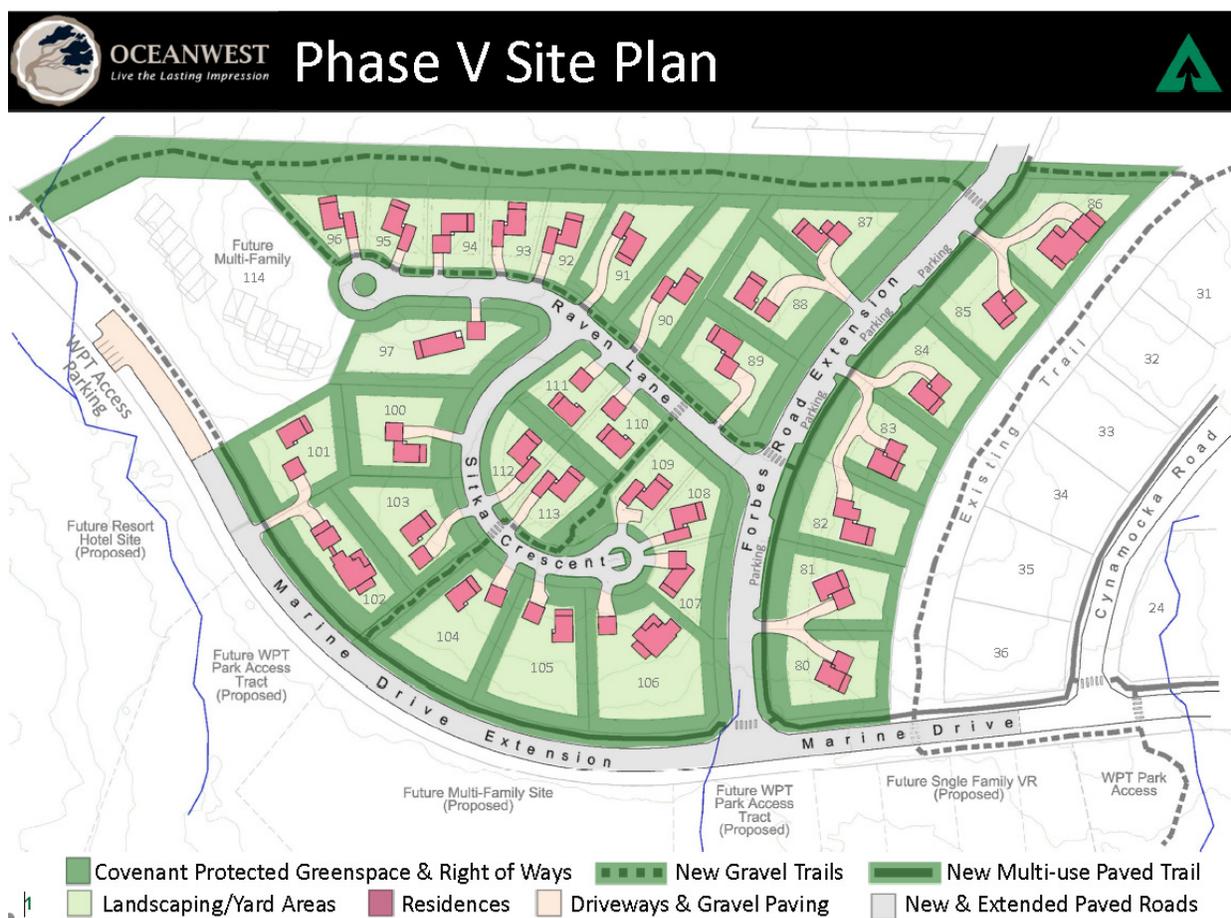


Figure 5 – Proposed 33-Lot Subdivision

Vehicle Access and Traffic Safety

As indicated in Figure 3 the site will have two access points as both Forbes Road and Marine Drive will be continued through the site. Marine Drive will continue through with the same road cross section that is in place for the existing section. The cross section consists of a standard 20m road dedication, two 3.6m traffic lanes, a paved 2.5m multi-use pedestrian path on the north side of Marine Drive, a 1.5 gravel path on the south side, and a landscaped french drain storm management system. The Forbes Road detail will be the same as Marine Drive except that there is no multi-use path, instead there would be two 1.5m paved road side paths (Figure 6).

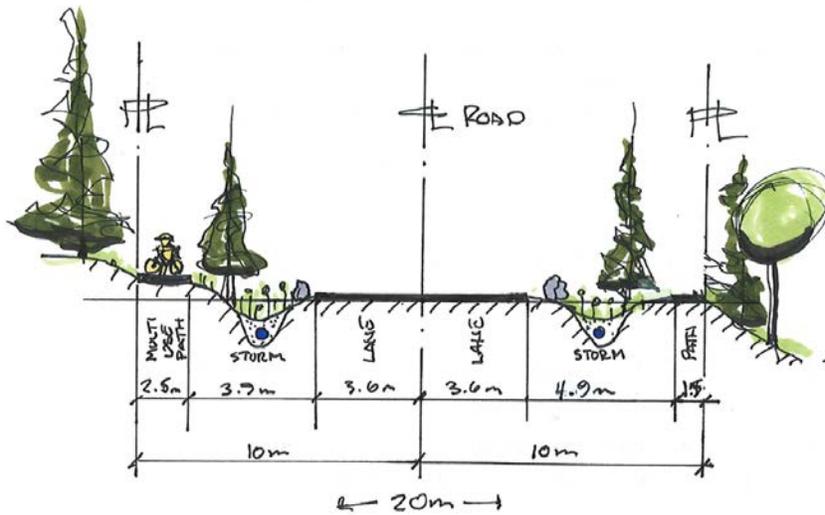


Figure 6 – Marine Drive / Forbes Road Cross Section

The two proposed cul-de-sacs have a different cross section, this cross section consists of two 3.25m traffic lands, one paved pedestrian path and a landscaped french drain storm management system. (Figure 7).

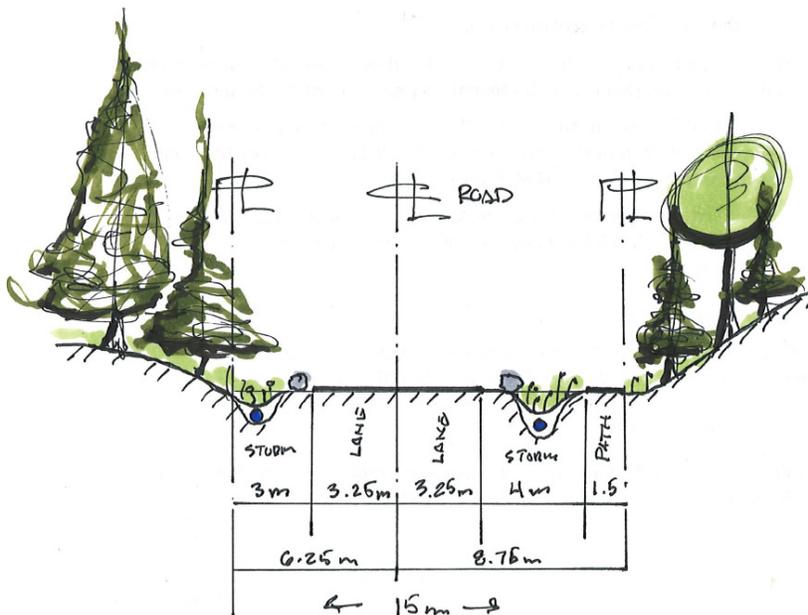


Figure 7 – Cul-de-sac Cross Section

There will be stop signs in the following tee intersection locations:

- the new section of Forbes Road entering onto Marine Drive;
- the cul-de-sac entering on to the new section of Forbes Road; and
- the top cul-de-sac entering onto the connecting cul-de-sac.

There will be no street parking except for on the new Forbes Road section that would have limited parallel parking on the east side, close to combined driveway entrances. This parking is to allow for any overflow parking from the residences on Forbes.

Staff consider proposed road widths are appropriate for the anticipated traffic flows. The transition from the old section of Forbes Road to new section has some challenges. The existing Forbes Road lane widths are 4.5m; this width is awkward, being wide enough to lead to confusion for the public as to whether or not there is parallel on-street parking. Staff have noted this width on both Forbes Road and Pacific Crescent and that at times parallel parking on these roadways has caused dangerous conditions. Staff support the proposed Forbes road cross section and suggest that the existing Forbes Road pavement be repainted to match the new section and that the resulting 1.8m wide area created by the smaller lane width be located on the western side. This 1.8m area can be used as a bike pedestrian path with some form of lane separation (rubber lane dividers, see image below). As budget permit that area could be a new side walk running down the western side of the industrial area of Forbes Road. **(Figure 8)**.



Rubber lane dividers

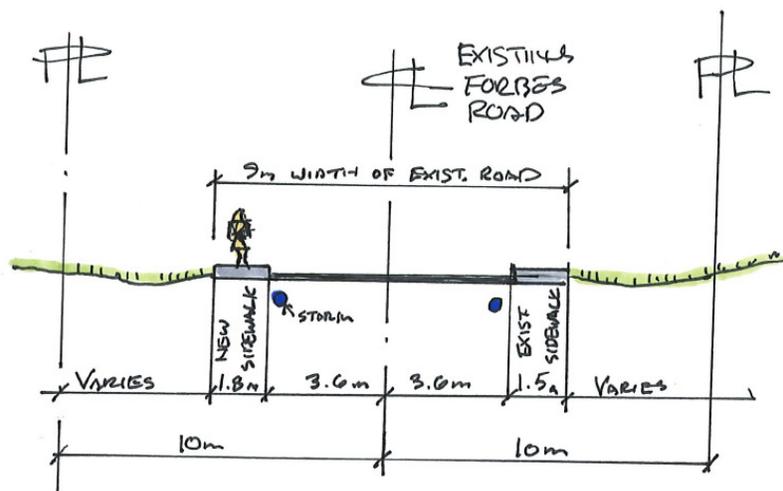


Figure 8 - Existing Forbes Road in the Forbes Road Industrial Area

The terminus of the proposed Marine Drive extension will be a temporary gravel parking lot and trailhead for the WPT. This temporary parking lot is a good use for the road end until the next Phase of the overall development is completed, and permanent parking areas are located in the future parks.

Traffic management during Construction

The proposed development will take place in an unused road corridor and should not affect current traffic patterns. There are Wild Pacific Trail (WPT) connections that occur within the construction area and these connections may need to be closed or rerouted during times of construction.

Public Pedestrian Access

The applicant has worked with Staff to create road side trails and trail connections throughout the proposed development. These trails will be built by the developer as part of this development. The proposal has good pedestrian movement and strong connections throughout the area. Staff also consider that the proposal is consistent with the OCP guidelines.

Landscaping, Tree Retention and Removal

In reviewing the environmental inventory and the District's GIS based tree canopy height information, there are no existing significant tree stands within the proposed development. The applicant will be required to landscape all road edges with native species similar to the existing Ocean West Subdivision.

Storm Water Management

The Applicant is proposing to follow the example set by the existing OceanWest Subdivision. This is a French Drain system that consists of a perforated pipe under drain rock that at times daylights to create wetland areas and oxygenation of the water (**Figure 9**).

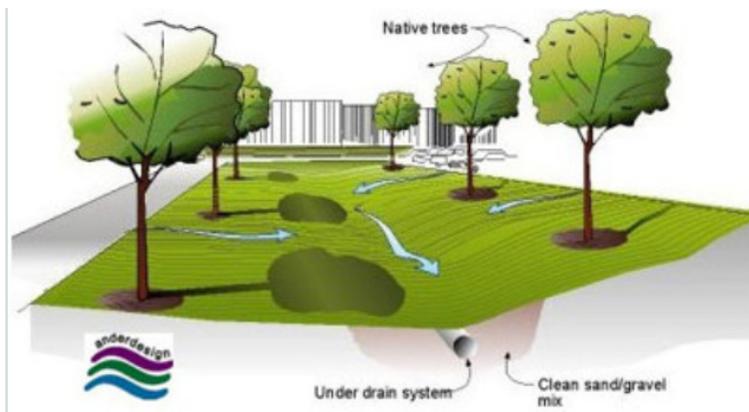


Figure 9 – French Drain

This system is maintenance heavy when compared to the more typical curb and sidewalk detail where the water is culverted underground and it is also less expensive to build. That being said, there are direct benefits to a French drain system. The water going through the system is more oxygenated and there are more organic particulates leading to a better ecological condition as the water is daylighted. There is also the aesthetic reason with the French Drain system being a greener option and fitting in with the OCP's vision of Ucluelet being a community in a natural setting. As

with all things there are tradeoffs and Staff consider that the aesthetic and ecological reasoning for a French drain system outweighs the extra maintenance costs.

Sewage Disposal

The sewage system will be largely a gravity system that drains into the existing Marine Drive pump station. This station has been sized for the additional capacities anticipated by this proposal.

Water Supply

The proposed water system will be connected to the Marine Drive water main. The proposal will also connect to the Forbes Road Main creating a loop in the system. Water systems increase their efficiency when loops are created from one section to another resulting in better flow and pressure.

ZONING:

Single Family

The subject lands are currently zoned "CD-5C SubZone (Development Area 3) – OCEANWEST". The zoning for the subject's lands is roughly indicated in accordance with the "Concept Plan" (Figure 10).



Figure 10- Concept Plan from the Zoning Bylaw

The Single Family Dwelling use (S.F. above) is defined in the Zoning Bylaw as:

CD-5C.1.1 The following uses are permitted on Lots 14-36 Plan VIP84686 (and lots subdivided therefrom), in the areas of the CD-5C SubZone Plan labeled "Single Family", and portions of the undeveloped remainder in accordance with the Concept Plan, but secondary permitted uses are only permitted in conjunction with a principal permitted use:

(1) Principal:

(a) Single Family Dwelling

(2) Secondary:

(a) Bed and Breakfast

(b) Secondary Suite

And further regulated by:

CD-5C.2.1 Minimum Lot Size:

(1) Single Family Dwelling:

- (a) 405 m² but less than 650 m² (7,000 ft²) for at least 40 lots but not exceeding 50 lots;
 (b) 650 m² (7,000 ft²) but less than 1,393.5 m² (15,000 ft²) for at least 10 lots but not exceeding 15 lots;
 (c) 1,393.5 m² (15,000 ft²) for at least 55 lots but not exceeding 70 lots, but 1,618.75 m² (0.4 acre) for any of these lots if accessed off a major road;

As shown above, the Zoning Bylaw's clause "CD-5C.2.1 Minimum Lot Size" indicates a density count associated to lot size for the whole CD-5C area. This includes the existing phase one and that subdivision's SFD density was created as indicated in the following sketch (Figure 11):



Figure 11 – Existing lot creation

The Applicant is proposing:

- 12 lots at 405 m² but less than 650 m² (7,000 ft²)
- 21 Lots greater than 1,393.5 m² (15,000 ft²) (Lot 114 may become a Multi Family Lot at a future date).

The SFD use proposed conforms to the current zoning in place. The applicant has indicated that they would prefer that Lot 114 in the proposed plan be a Multi Family use and that they will be requesting a rezoning to this affect at a future date. Planning Staff have indicated to the applicant support for this change as it will bring another housing option to the fabric of this phase.

MASTER DEVELOPMENT AGREEMENT:

The District of Ucluelet entered into a Master Development Agreement (MDA) on September 28, 2005 with the Weyerhaeuser Company Limited. This agreement or contract lays out the terms and conditions for how the lands subject to this agreement were to develop. The subject lands are within this larger area and are subject to the MDA. The most relevant clauses of the MDA are presented as follows:

3.0 PARKLAND DEDICATION

3.1 The Developer covenants and agrees to dedicate or otherwise provide for perpetual public access to at least 22.5 hectares (55.5 acres) of the Lands as public park, generally in locations and configurations identified on the CD Zoning Plan, Concept Plan and Trail Network Plan subject however to the final review and acceptance of the District, acting reasonably.

3.2 Notwithstanding section 3.1, the District acknowledges that the total public parkland area requirement includes a Central Park in Development Area #3 as identified in the Rezoning Bylaw, and the Wild Pacific Trail and Subsidiary Trails identified in each of the five Development Areas, as identified in the Rezoning Bylaw. The Central Park must be dedicated as parkland further to the Local Government Act. The Wild Pacific Trail and Subsidiary Trails may be dedicated or may be otherwise secured for perpetual public use in accordance with this Agreement.

3.3 The Developer covenants and agrees that the requirements of this Part must be fulfilled for each of the five Development Areas identified in the Rezoning Bylaw, concurrently with the subdivision of each "Development Area" and prior to any development or construction on that Development Area.

The subject lands do not contain significant parks areas, but do contain significant trail corridors. The corridors will be handled as "highway" dedication in the proposed subdivision plans. At the top of the hill, in the circular cul-de-sac there is an area that is indicated as "Green Space". This area could be used as a micro neighborhood park space. The Developer will not be required to install any park equipment in this location, but the District could use the Development Cost Charge funds dedicated for parks attained at subdivision to install limited park infrastructure. Staff recommend the nearby Tugwell Field be considered as the primary location for any neighbourhood park improvements at this time.

Construction and Development

4.4 The Developer covenants and agrees to extend, develop and construct the Wild Pacific Trail and Subsidiary Trails with a path of a minimum width of 2 metres (6.6 feet) to a standard consistent with neighbouring portions of the existing wild pacific trail.

4.5 Prior to the issuance of a building permit for any building on the Lands, or if subdivided, the portion of the Lands being developed, the Developer will: (a) provide an engineering plan for the development of the Wild Pacific Trail and Subsidiary Trails to the satisfaction of the District; and (b) provide security in the form of cash or letter of credit in an amount that is to the reasonable satisfaction of the District as security for the Developer's obligations under this Part.

4.6 The Developer covenants and agrees that the Wild Pacific Trail and Subsidiary Trails will be constructed, in accordance with the engineering plan, before an occupancy permit is issued for any building on the Lands developed. Issuance of an occupancy permit does not warrant or guarantee satisfaction of this condition. The District may, acting reasonably, require the Developer to provide, and the Developer shall provide, at its sole expense, additional information to make this determination. The District will make a determination within thirty (30) days of the earlier of notification that the relevant portions of the Wild Pacific Trail and Subsidiary Trails have been constructed or the issuance of an occupancy permit as to the satisfaction of this section and will return or release ninety-five (95%) percent of the security at that time if satisfied. The remaining five (5%) percent may be used with respect to defects or deficiencies (including maintenance) in construction and landscaping and any unused portions will be returned or released twelve (12) months after release of the ninety-five (95%) percent. All trails shown on the proposed plans will be built by the developer prior to issuance of any occupancy permits as per section

All connecting trails and road side trails will be built before the occupancy permit of any buildings within the subject lands are released.

5.0 GREENSPACE AND CONSERVATION COVENANTS

"Set Back Area" No-Build Greenspace Covenant

5.1 The Developer covenants and agrees that it will, at its sole cost, provide the District with a Form C Restrictive Covenant pursuant to section 219 of the Land Title Act substantially in compliance with the form attached as Schedule "G" to this Agreement restricting the development and use of "Set Back Areas" (as that term is defined in the Schedule), prior to or concurrent with any subdivision of the Lands or portion thereof.

"Set Back Area" means the area of the Lands inward from each of the respective lot lines to the distances according to the use of the Lot identified on Schedule "A" to this Covenant.

The developer will be required to provide the District with a Restrictive Covenant pursuant to section 219 of the Land Title Act for a "No-Build Greenspace Area" for all areas within the "set back area" of each and every lot. This will ensure Marine Drive and Forbes Road maintain the feel of a forested area.

TIME REQUIREMENTS – STAFF & ELECTED OFFICIALS:

If this application is approved Staff time will be required to process the application and the subsequent subdivision. The District of Ucluelet approving officer will be required to create a Preliminary Layout Assessment (PLA) and Planning staff will be required to assist and monitor that process as well.

FINANCIAL IMPACTS:

Each of the 33 lots in this subdivision will occur a Development Cost Charge (DCC) of \$12,882. The total DCCs collected at subdivision would be:

\$103,620	for Roads
\$104,907	for Sanitary Sewer
\$146,850	for Water Distribution
<u>\$69,729</u>	for Parks
\$425,106	Total

POLICY OR LEGISLATIVE IMPACTS:

This application is consistent with the Official Community plan.

OPTIONS REVIEW:

1. **THAT** Council approve Development Permit DP18-07 for a 33-lot subdivision on Lot A, Plan VIP81555, Clayoquot District, except plan VIP84686 and in part of Lot 4, Plan VIP75113, Clayoquot District, District Lot 285, 286 & 473, except Plan VIP80031. **(Recommended)**
2. **THAT** Council defer consideration pending receipt of further information to be identified.
3. **THAT** Council refuse the permit application, citing the OCP guidelines with which the proposal does not conform.

Respectfully submitted: John Towgood, Planner1
Bruce Greig, Manager of Community Planning
Mark Boysen, Chief Administration Officer



March 9, 2019

John Towgood, Planner 1
District of Ucluelet
200 Main Street / PO Box 999
Ucluelet, BC V0R 3A0

Re: Oceanwest Phase V Subdivision

Dear John:

In support of our Development Permit application for the Oceanwest Phase V subdivision, the following is provided as a narrative overview, outlining how our current proposal fits as the next logical step in the development of our lands.

Background

A Master Development Agreement between Weyerhaeuser and the District of Ucluelet was entered into in September of 2005. This document has guided the development activities of the project since that time and has resulted in the construction of the roads and improvements known as Marine Drive, Cedar Grove Place, Odyssey Lane, Cynamocka Road, and Lorne White Place. These initial phases encompassed approximately 53 acres and consisted of the platting and construction of seventy-four single family residential lots, as well as the sale of a 3.4-acre Resort-Condo site (to Blackrock), and the creation of Lot 13, a 3.7-acre site designated for use as Multi-Family with an Affordable Housing covenant. All of these parcels and lots, with the exception of Lot 13, have been sold leaving approximately 177 acres (~72 hectares) of the land remaining undeveloped.

Additional to development activities, and as a condition of the Master Development Agreement, Weyerhaeuser has provided \$2,520,000 in cash contributions for the support of community projects such as the construction of Ucluelet Community Centre, sports field improvements, emergency rescue equipment, daycare services, forest studies bursary, and other social service programs for the benefit of the community.

Current Application – Phase V Subdivision

The proposal now in front of the District is the next logical step as the Oceanwest master plan moves north and westward. This proposal, of approximately 15 acres, will deliver 32 new single-family lots, located on both sides of an extended Forbes Road, along with associated site improvements including multi-purpose paved and gravel-surfaced connecting trails, and an extension of Marine Drive approximately 1,300 feet further west, terminating at a temporary Wild Pacific Trail parking access area as shown on the site plan, adjacent one of two proposed future Resort Hotel sites.

We have met several times over the past year and working with your input and suggestions we have adjusted the original lot layout for this segment of the project. Originally the master plan proposed 30 medium-to-large sized single-family lots. Working together, we have been able to address affordability

and constructability by reducing lot sizes, (thereby lowering price points for buyers), making adjustments to the road layouts to better accommodate existing topography, and improve trail connectivity, all of which has allowed us to reserve a new Multi-Family site which was not included in the original master plan (the site is shown at the top of the proposed new road extending westerly from Forbes). This future land use will provide for variety in housing types and price points desired by buyers, builders, and the District.

The proposed Phase V plan intends to continue the general architectural theme of the current Oceanwest development, and it will include greenspace covenants - such as are currently in place on Phases I-IV lands. In addition, we will also file a Building Scheme on the lots to ensure a measure of architectural continuity with assurances that building materials remain appropriate for the lands and marine environment. We are targeting an early summer construction start, with lots sales beginning in September of this year.

Phase V Relation to Overall Master Plan - Looking Forward

As noted above, the added Multi-Family site will provide variation in the types and price levels of housing needed in the District. And while, for technical reasons, this portion of the project is not included in our current application for timing reasons, the lot will be held in reserve for Multi-Family use when we submit our overall modification to the remainder of the master plan.

In the larger picture, changes we are proposing to the master plan include significant increases in open space set asides for the Wild Pacific Trail, materially reducing development activities below Marine Drive (as compared to the existing plan shown in the current Bylaw), and a reduction of Resort Hotel sites from three to two, with a maximum of 200 hotel units (vs the 425 in the current plan).

We also are considering the addition of four-to-five VR-2 zoned lots within the Phase V project - in an effort to provide additional value to those buyers who could benefit from the additional income to help offset ownership costs. However, these changes require a rezoning effort, and for timing reasons (we are anxious to bring single family lots to the community this year) we will consider including those requests within our overall master plan update at the time we formally apply, likely later this year.

Closing Thoughts

Weyerhaeuser appreciates the assistance we have received from you, Bruce Greig, and Mark Boysen in helping to guide this current Development Permit Application and our overall master plan. We believe this current subdivision plan has been well thought out and will be well received by families and those looking to make their home in Ucluelet.

Warm Regards,



Doug Cole, Architect, AIBC
Senior Director, Real Estate Development
206-539-4248

Cc: Bruce Greig, Manager of Community Planning
Mark Boysen, Chief Administration Officer



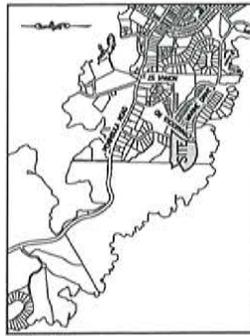
OCEANWEST
Live the Lasting Impression

Phase V Site & Circulation Plan



- Covenant Protected Greenspace & Right of Ways
- Landscaping/Yard Areas
- Residences
- Driveways & Gravel Paving
- Paved Roads
- Gravel Trails
- Multi-use Paved Trail





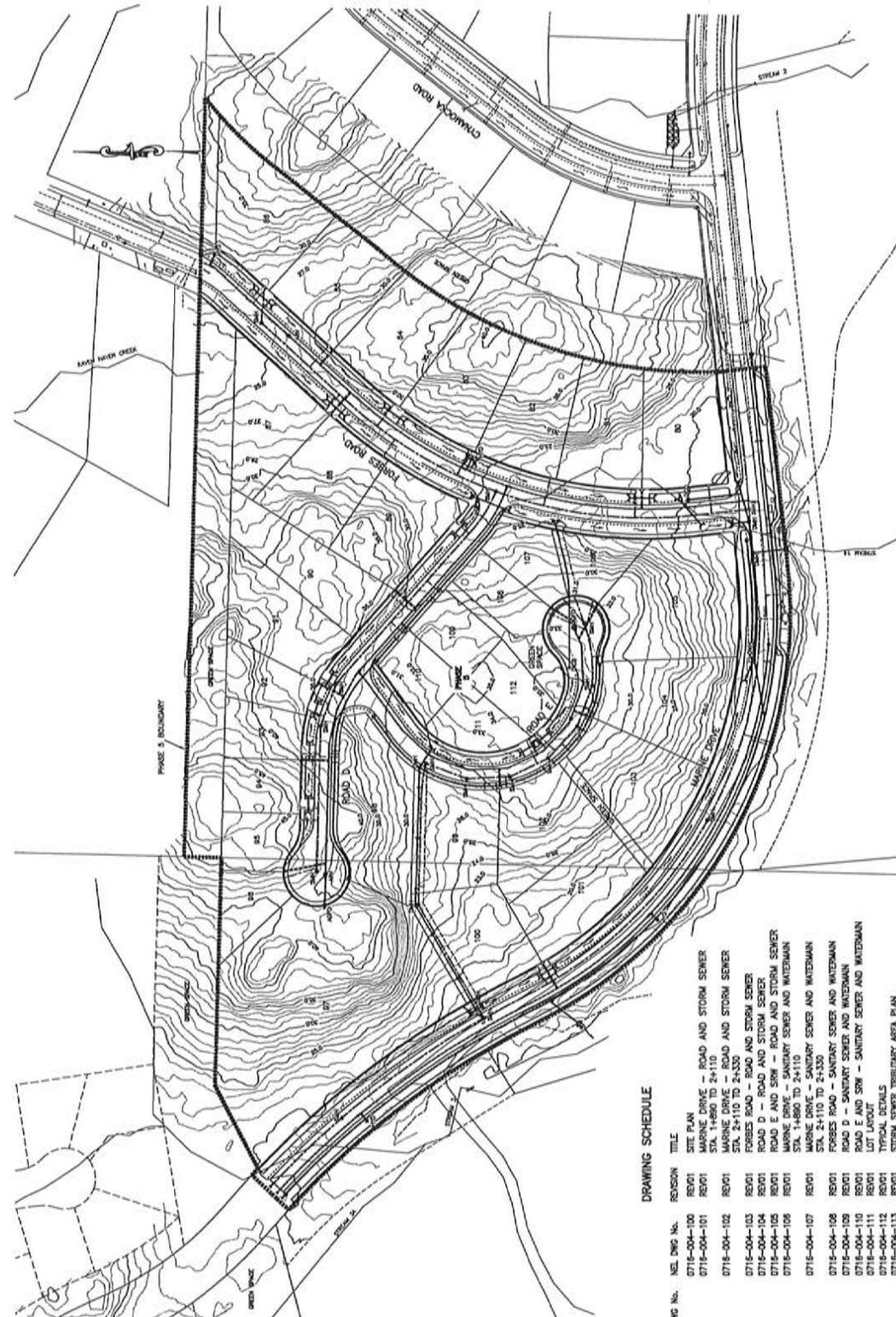
LOCATION PLAN TITLE

NOTES:

1. ALL WORK AND MATERIALS SHALL BE AS SPECIFIED IN THE LATEST EDITION OF THE CONTRACT BY THE CITY OF CLAYTONVILLE, MISSOURI. THE CITY OF CLAYTONVILLE, MISSOURI, SHALL BE NOTIFIED 48 HOURS PRIOR TO THE COMMENCEMENT OF WORK.
2. ALL UTILITIES SHALL BE PROTECTED AND MAINTAINED AT ALL TIMES. ANY DAMAGE TO UTILITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF CLAYTONVILLE, MISSOURI, AND THE MISSOURI DEPARTMENT OF REVENUE AND HEALTH SERVICES.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE MISSOURI DEPARTMENT OF REVENUE AND HEALTH SERVICES.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE MISSOURI DEPARTMENT OF REVENUE AND HEALTH SERVICES.
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20. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE MISSOURI DEPARTMENT OF REVENUE AND HEALTH SERVICES.

EROSION AND SEDIMENT CONTROL:

1. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED AND MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD TO PREVENT EROSION AND SEDIMENTATION FROM OCCURRING ON THE CONSTRUCTION SITE.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE MISSOURI DEPARTMENT OF REVENUE AND HEALTH SERVICES.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE MISSOURI DEPARTMENT OF REVENUE AND HEALTH SERVICES.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE MISSOURI DEPARTMENT OF REVENUE AND HEALTH SERVICES.
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20. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE MISSOURI DEPARTMENT OF REVENUE AND HEALTH SERVICES.



DRAWING SCHEDULE

NO.	DATE	BY	REVISION DESCRIPTION
001	08/27/19	TC	PRELIMINARY LAYOUT - NOT FOR CONSTRUCTION
002	09/10/19	TC	REVISED LAYOUT - NOT FOR CONSTRUCTION
003	09/10/19	TC	REVISED LAYOUT - NOT FOR CONSTRUCTION
004	09/10/19	TC	REVISED LAYOUT - NOT FOR CONSTRUCTION
005	09/10/19	TC	REVISED LAYOUT - NOT FOR CONSTRUCTION
006	09/10/19	TC	REVISED LAYOUT - NOT FOR CONSTRUCTION
007	09/10/19	TC	REVISED LAYOUT - NOT FOR CONSTRUCTION
008	09/10/19	TC	REVISED LAYOUT - NOT FOR CONSTRUCTION
009	09/10/19	TC	REVISED LAYOUT - NOT FOR CONSTRUCTION
010	09/10/19	TC	REVISED LAYOUT - NOT FOR CONSTRUCTION
011	09/10/19	TC	REVISED LAYOUT - NOT FOR CONSTRUCTION
012	09/10/19	TC	REVISED LAYOUT - NOT FOR CONSTRUCTION
013	09/10/19	TC	REVISED LAYOUT - NOT FOR CONSTRUCTION



PRELIMINARY
NOT FOR CONSTRUCTION

		<p>PROJECT TITLE: WETTERHAUSER LANDS DEVELOPMENT PHASE 5</p>	
<p>CLIENT NAME: WETTERHAUSER COMPANY LIMITED</p>		<p>PROJECT NO.: 0716-004</p>	
<p>PROJECT NAME: WETTERHAUSER LANDS DEVELOPMENT PHASE 5</p>		<p>SCALE: 1"=20'</p>	
<p>CONTRACT NO.: 17730</p>		<p>DATE: 09/10/19</p>	
<p>CONTRACTOR'S NO.: 17730</p>		<p>DATE: 09/10/19</p>	
<p>PROJECT DESCRIPTION: LOT 1, DISTRICT LOT 283, CLAYQUOT DISTRICT, PLAN V98155, EXCEPT PART IN PLAN V98488, LOT 4, DISTRICT LOTS 285, 286, AND 473, CLAYQUOT DISTRICT PLAN V975113, EXCEPT PART IN PLAN V980031</p>			
<p>LEGEND:</p> <ul style="list-style-type: none"> ROAD STORM SEWER SANITARY SEWER WATERMAIN UTILITY PROPOSED EXISTING ADJUSTED REVISION DATE BY 			

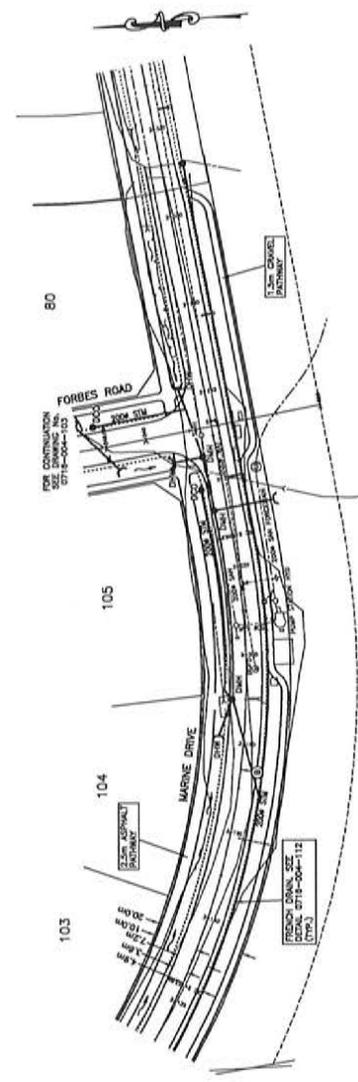
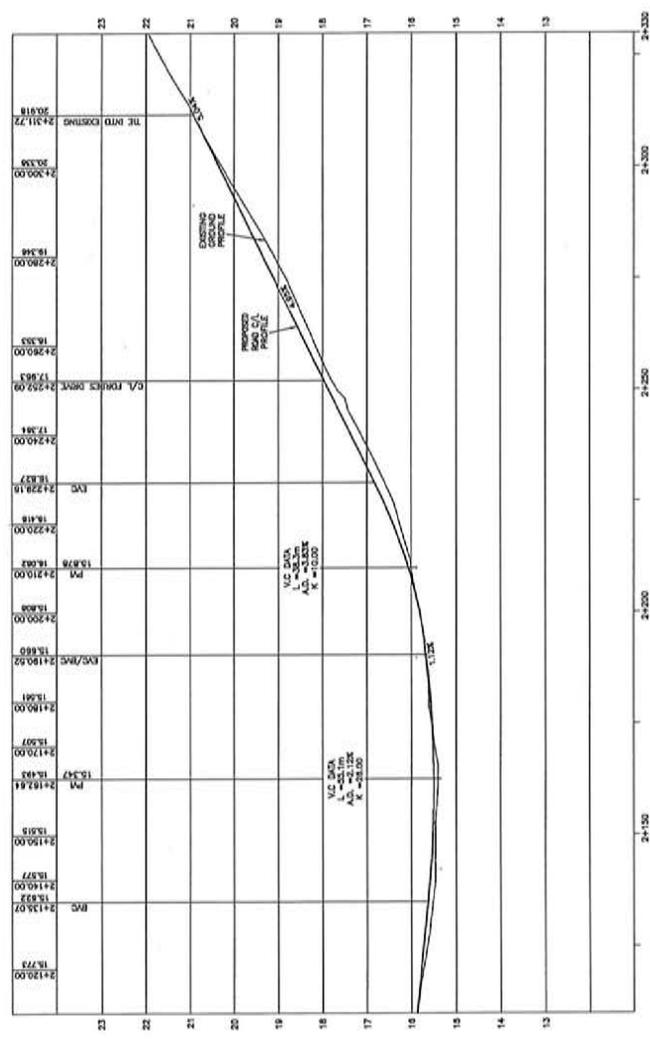


MARINE DRIVE
ROAD AND STORM SEWER
STA. 2+110 TO 2+330

PROJECT NO. 0716-004
SHEET NO. 102
JOB PART NO. 01

WEYERHAEUSER
COMPANY LIMITED

WEYERHAEUSER LANDS
DEVELOPMENT PHASE 5



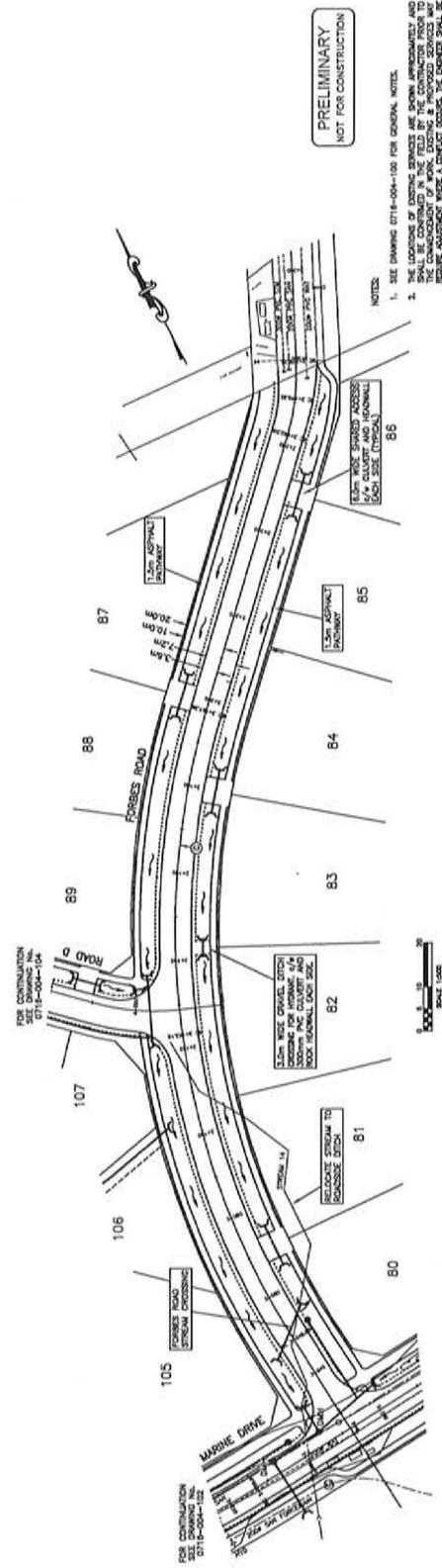
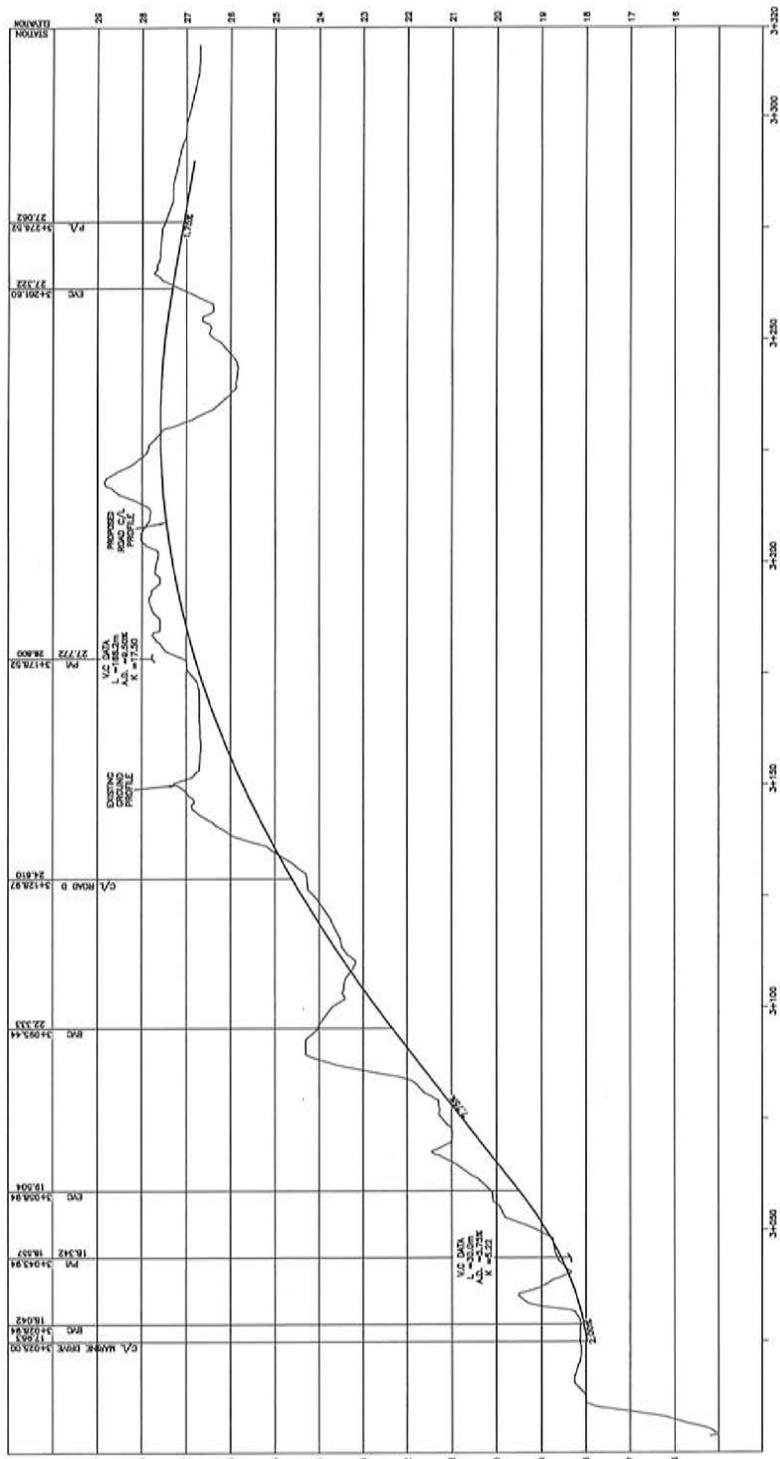
- NOTES:
- SEE DRAWING 0716-004-100 FOR GENERAL NOTES.
 - THE LOCATIONS OF EXISTING SERVICES ARE SHOWN APPROXIMATELY AND THE EXISTING SERVICES ARE NOT TO BE DEPENDENT ON THE SERVICES SHOWN. THE COMPLETION OF WORK, EXERCISE A PROPOSED SERVICES MAY BE INTERRUPTED. NOTE A CONFLICT OCCURS THE ENGINEER SHALL BE ADVISED BY THE CONTRACTOR.

NO.	DATE	BY	REVISION/DESCRIPTION
01	20/07/18	EC	PRELIMINARY - NOT FOR CONSTRUCTION
02	20/07/18	EC	REVISED - NOT FOR CONSTRUCTION

NO.	DATE	BY	REVISION/DESCRIPTION
01	20/07/18	EC	PRELIMINARY - NOT FOR CONSTRUCTION
02	20/07/18	EC	REVISED - NOT FOR CONSTRUCTION

NO.	DATE	BY	REVISION/DESCRIPTION
01	20/07/18	EC	PRELIMINARY - NOT FOR CONSTRUCTION
02	20/07/18	EC	REVISED - NOT FOR CONSTRUCTION

<p>NEWCASTLE ENGINEERING LTD. 1000 SHEPPARD AVENUE EAST SUITE 1000 SCARBOROUGH, ONTARIO M1B 3Y9 PHONE: (416) 291-7800</p>	
<p>DATE: 07/16/04 DRAWN BY: J. W. B. / J. W. B. CHECKED BY: J. W. B. / J. W. B.</p>	<p>PROJECT NO.: 0716-004 DRAWING NO.: 103 SHEET NO.: 01</p>
<p>CLIENT: Weyerhaeuser Company Ltd. PROJECT: WEYERHAEUSER LANDS DEVELOPMENT PHASE 5 DRAWING TITLE: FORBES RD ROAD AND STORM SEWER</p>	
<p>SCALE: 1" = 100'</p>	



CURVE TABLE

CURVE @ STA	3+025.00
TYPE	VERTICAL
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L	148.679m

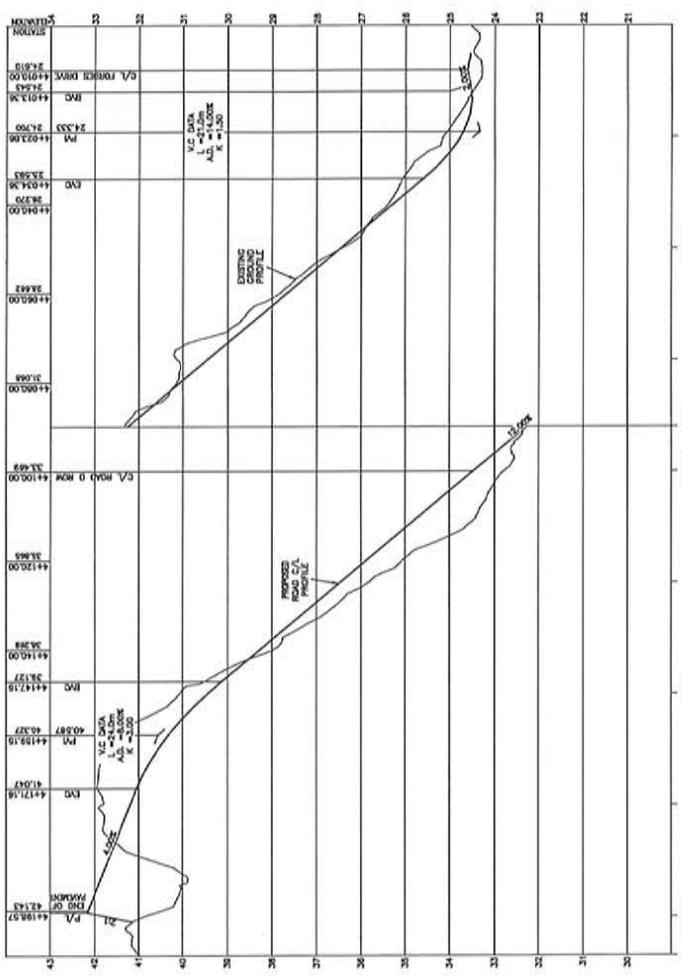
**PRELIMINARY
NOT FOR CONSTRUCTION**

- NOTES:**
- SEE DRAWING 0716-004-100 FOR GENERAL NOTES.
 - THE LOCATION OF EXISTING SERVICES ARE SHOWN APPROXIMATELY AND THE CONTRACTOR OF WORK DURING A PROPOSED SERVICE AND THE CONTRACTOR OF WORK DURING A CONTACT SERVICE, THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION OF ANY SERVICES.

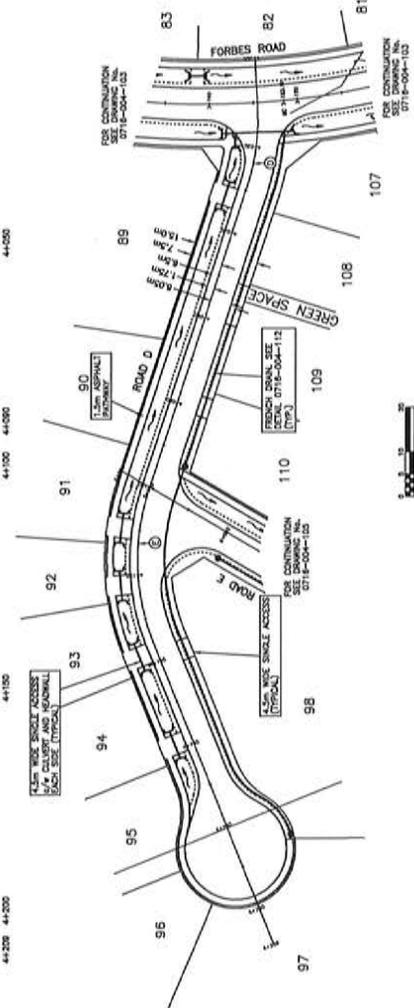


**ROAD D
ROAD AND STORM SEWER**

PROJECT NO. 0715-004
SHEET NO. 104
REVISION NO. 01
DATE: 05/11/10



STATION	TYPE	R	Δ	L	P.C.	P.T.
44+210.00	1	50.00m	27° 30'	11.25m	44+210.00	44+221.25
44+232.50	2	50.00m	27° 30'	11.25m	44+232.50	44+243.75



WETERHAUSER
COMPANY LIMITED
WETERHAUSER LANDS
DEVELOPMENT PHASE 5

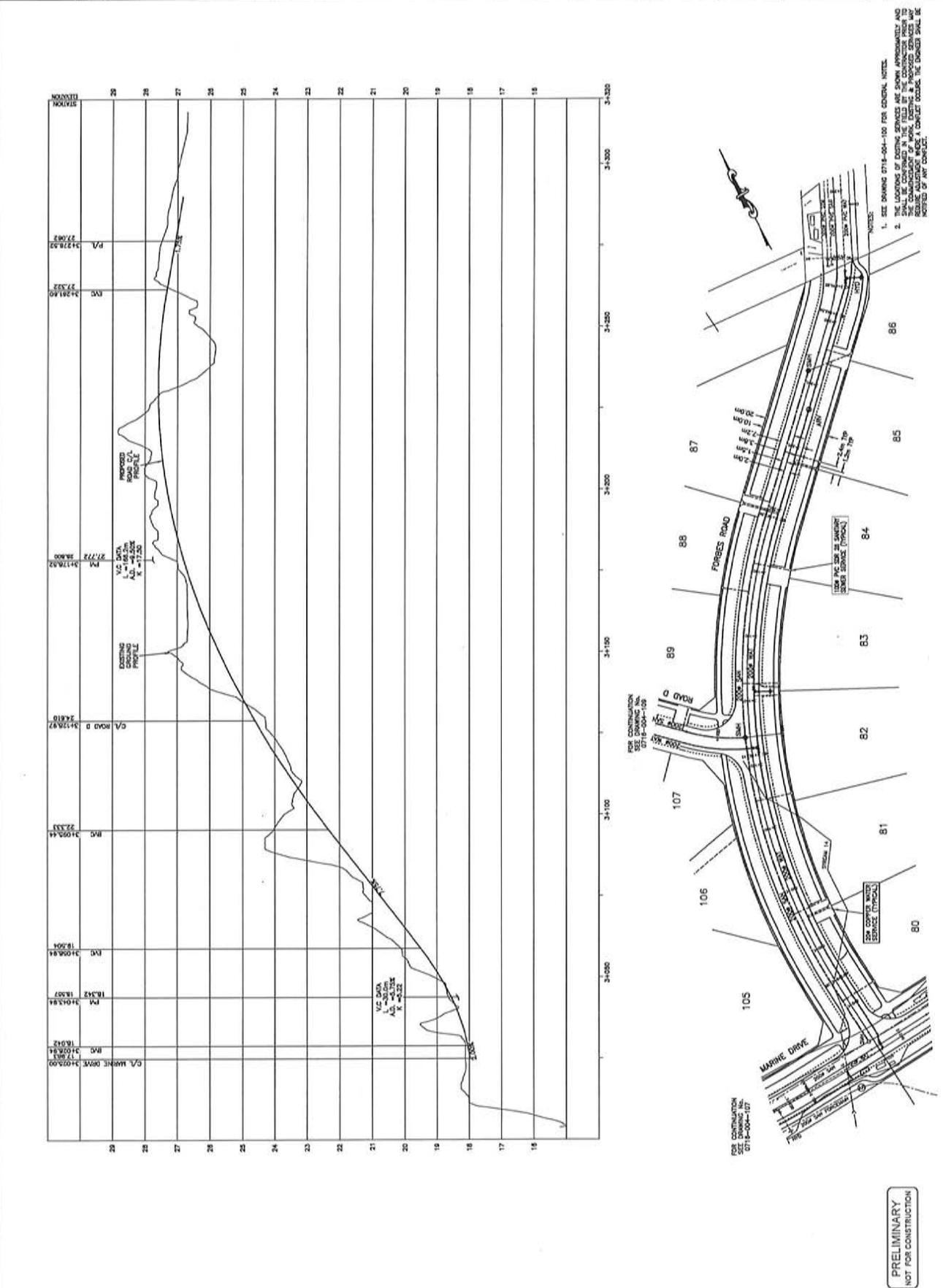
CLIENT: WETERHAUSER COMPANY LIMITED
PROJECT: WETERHAUSER LANDS DEVELOPMENT PHASE 5
SCALE: 1:500

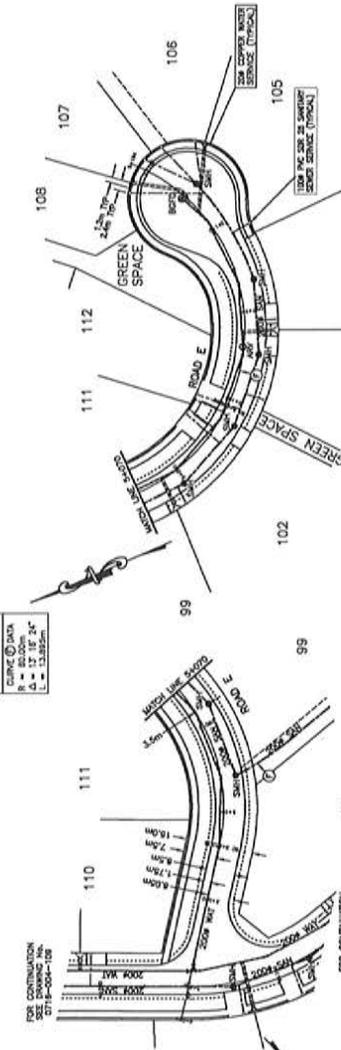
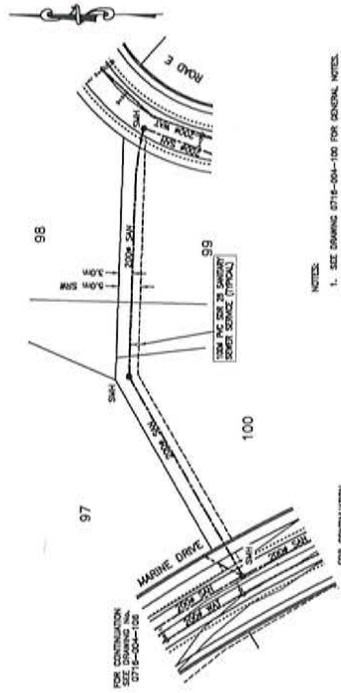
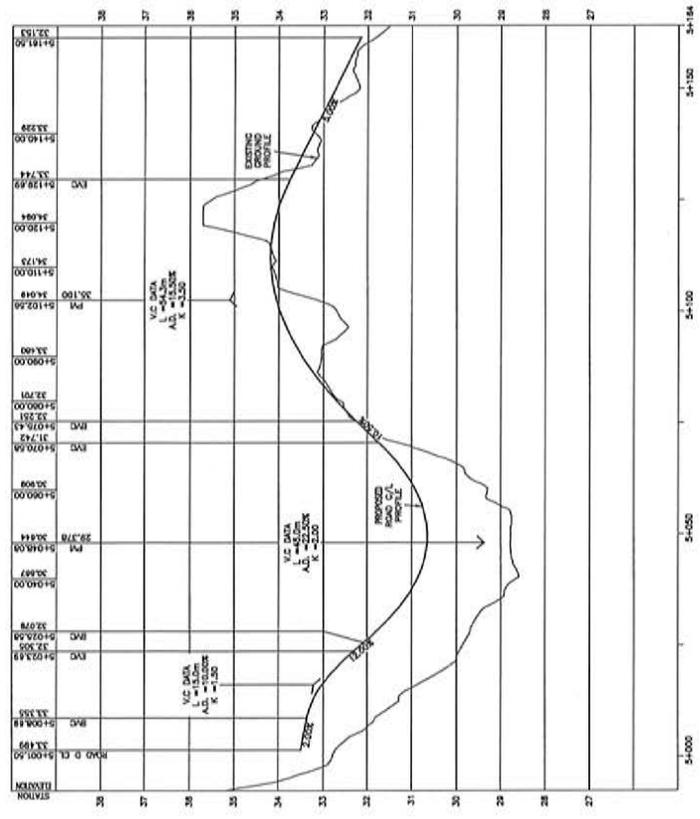
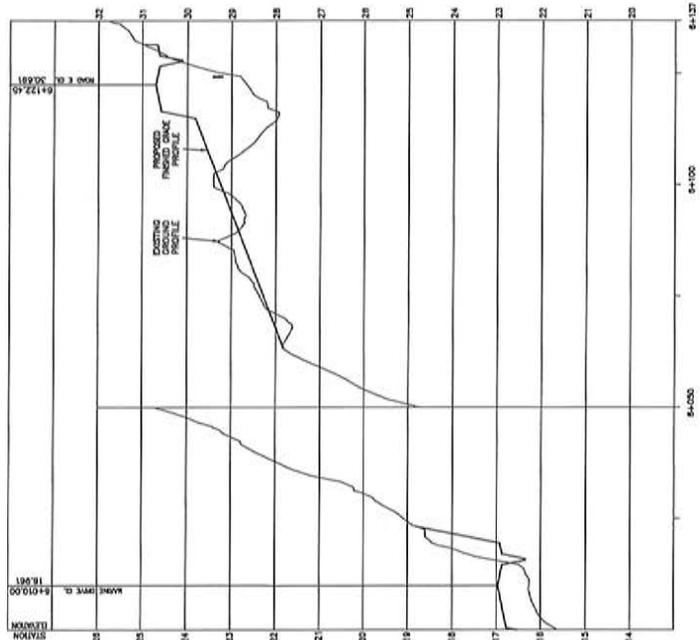
SEE ALSO: 0715-004-100 FOR GENERAL NOTES
LOT 1, DISTRICT LOT 283, CLAVOQUET DISTRICT, PLAN V991555, EXCEPT PART IN PLAN V994986.
LOT 4, DISTRICT LOTS 285, 286, AND 473, CLAVOQUET DISTRICT, PLAN V975113, EXCEPT PART IN PLAN V960031
SHOWING DESCRIPTION

SYMBOL	DESCRIPTION
(Symbol)	EXISTING ROAD
(Symbol)	PROPOSED ROAD
(Symbol)	EXISTING DRIVEWAY
(Symbol)	PROPOSED DRIVEWAY
(Symbol)	EXISTING FRENCH DRAIN
(Symbol)	PROPOSED FRENCH DRAIN
(Symbol)	EXISTING METE SINGLE ACCESS
(Symbol)	PROPOSED METE SINGLE ACCESS
(Symbol)	EXISTING CURB
(Symbol)	PROPOSED CURB
(Symbol)	EXISTING SIDEWALK
(Symbol)	PROPOSED SIDEWALK
(Symbol)	EXISTING GREEN SPACE
(Symbol)	PROPOSED GREEN SPACE
(Symbol)	EXISTING LOT
(Symbol)	PROPOSED LOT
(Symbol)	EXISTING DRIVE
(Symbol)	PROPOSED DRIVE

- NOTES:
- SEE DRAWING 0715-004-100 FOR GENERAL NOTES.
 - THE LOCATIONS OF EXISTING SERVICES ARE SHOWN APPROXIMATELY AND THE EXACT LOCATION OF SERVICES SHALL BE DETERMINED BY FIELD SURVEY. THE LOCATION OF ANY EXISTING SERVICES SHALL BE VERIFIED BY FIELD SURVEY. THE LOCATION OF ANY EXISTING SERVICES SHALL BE VERIFIED BY FIELD SURVEY.

<p>NEWCASTLE ENGINEERING LTD. 1000 SHEPPARD AVENUE EAST SUITE 1000 SCARBOROUGH, ONTARIO M1S 1T5 PHONE: (416) 754-8888</p>	
<p>DATE: 07/15/04 DRAWN BY: J. W. B. / J. W. B. CHECKED BY: J. W. B. / J. W. B. PROJECT NO.: 0715-004</p>	<p>SCALE: 1:100 SHEET NO.: 01 TOTAL SHEETS: 01</p>
<p>CLIENT NAME: WEYERHAEUSER COMPANY LTD. PROJECT NAME: WEYERHAEUSER LANDS DEVELOPMENT PHASE 5 DRAWING TITLE: FORBES ROAD SANITARY SEWER AND WATERMAIN</p>	





- NOTES:
1. SEE DRAWING 0715-004-108 FOR GENERAL NOTES.
 2. THE LOCATIONS OF EXISTING SERVICES ARE SHOWN APPROXIMATELY AND SHALL BE CONFIRMED IN THE FIELD BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF WORK. ANY UNEXPECTED SERVICES SHALL BE REPORTED IMMEDIATELY TO THE ENGINEER. THE ENGINEER SHALL BE NOTIFIED OF ANY DISCREPANCIES.

Weyerhaeuser
COMPANY LIMITED
Weyerhaeuser Lands
Development Phase 5

PROJECT NO: 0716-004
 SHEET NO: 110
 OF: 01

DATE	20/12/19
BY	WJ
FOR	FOR THE DESIGNER
REVISION	NO. 1
DATE	20/12/19
BY	WJ
FOR	FOR THE DESIGNER

DESIGNER	WJ
CHECKED	WJ
DATE	20/12/19
SCALE	1:500

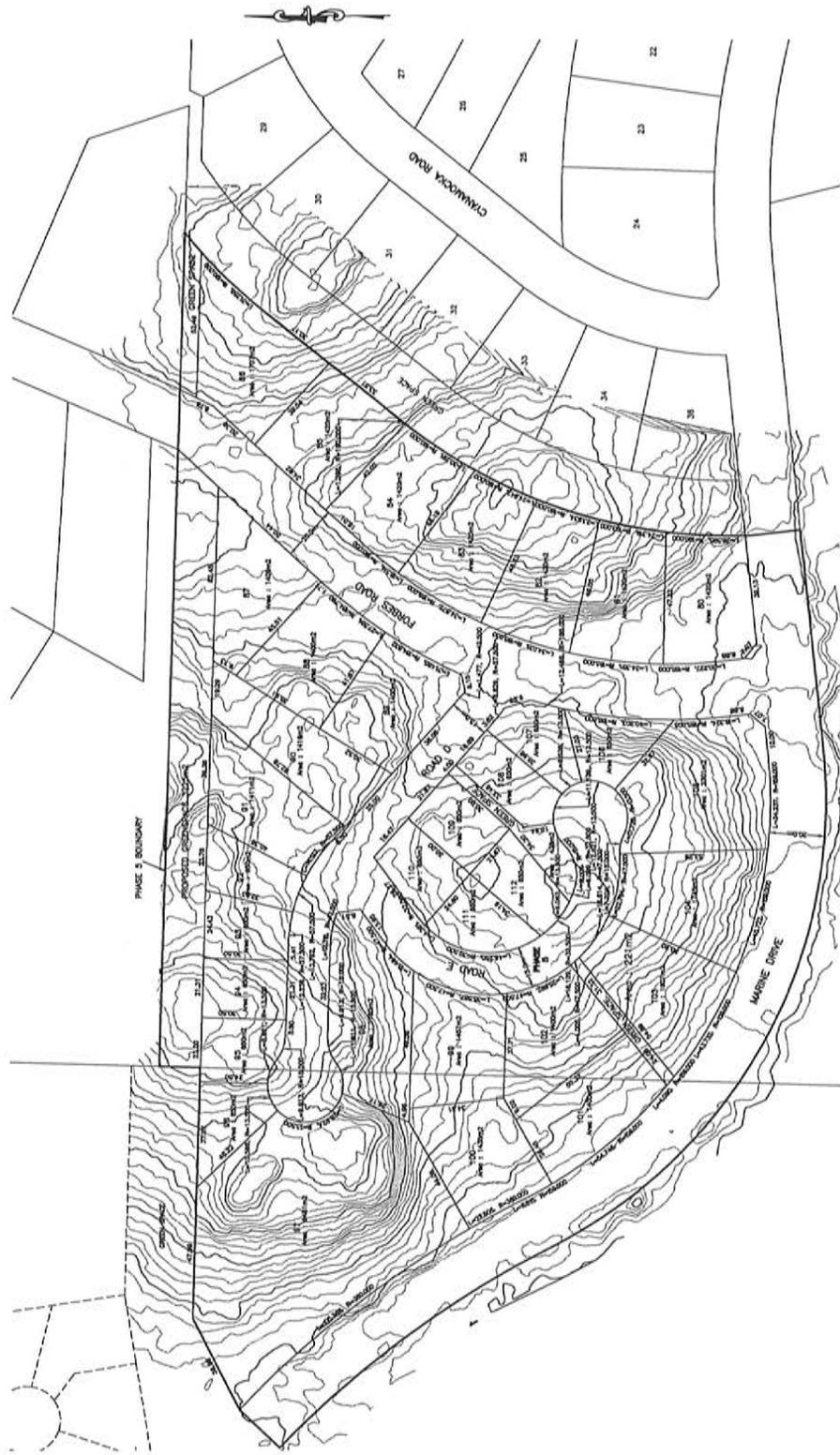
FOR CONTINUATION SEE DRAWING NO. 0715-004-108

CURVE TABLE

CURVE NO.	1
START STATION	14+00.00
END STATION	14+100.00
LENGTH (M)	100.00
PI (M)	14+050.00
PC (M)	14+000.00
PT (M)	14+100.00
GRADE (%)	0.00
VERT. CURVE DATA	
VC DATA	
VC DATA	
VC DATA	

LEGEND

SYMBOL	DESCRIPTION
(Symbol)	EXISTING ROAD
(Symbol)	PROPOSED ROAD
(Symbol)	EXISTING SIDEWALK
(Symbol)	PROPOSED SIDEWALK
(Symbol)	EXISTING GREEN SPACE
(Symbol)	PROPOSED GREEN SPACE
(Symbol)	EXISTING UTILITY
(Symbol)	PROPOSED UTILITY

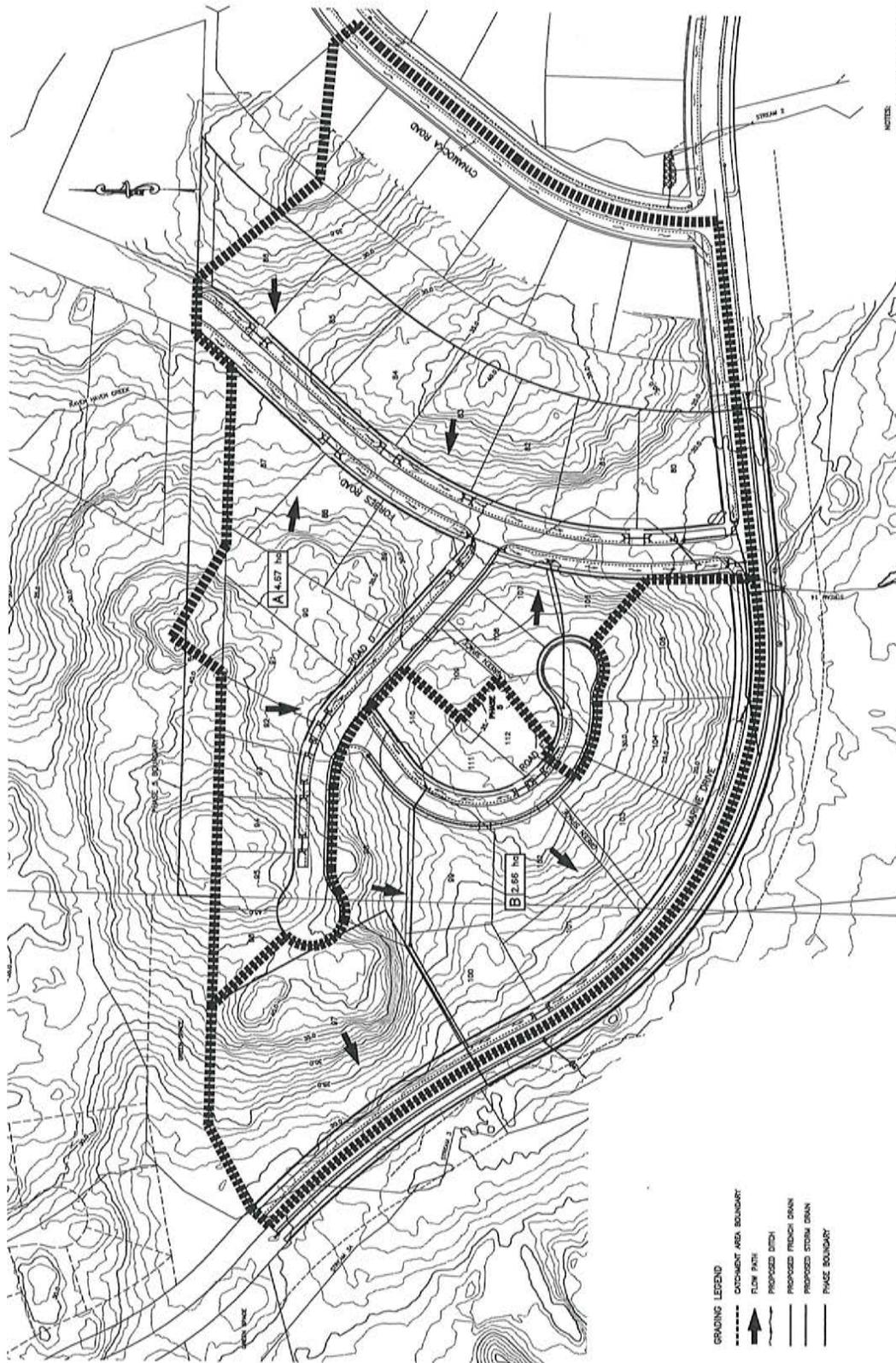


NOTES:
 1. SEE DRAWING 0716-004-100 FOR GENERAL NOTES.
 2. THE LOCATIONS OF EXISTING UTILITIES AND SHALL BE CONFIRMED IN THE FIELD BY THE CONTRACTOR PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION AND DEPTH OF ALL UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL GOVERNMENT AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL GOVERNMENT AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL GOVERNMENT AGENCIES.

**PRELIMINARY
 NOT FOR CONSTRUCTION**



<p>DATE: 10/20/19 DRAWN BY: [Name] CHECKED BY: [Name] PROJECT NO: 0716-004-111 SHEET NO: 01</p>		<p>PROJECT NAME: Weyerhaeuser Lands Development Phase 5 CLIENT NAME: Weyerhaeuser Company Limited</p>		<p>PROJECT NO: 0716-004-111 SHEET NO: 01</p>	
<p>PROJECT DESCRIPTION: LOT 1, DISTRICT LOT 283, CLAYQUOT DISTRICT, PLAN VP181355, EXCEPT PART IN PLAN VP184888, LOT 4, DISTRICT LOTS 283, 286, AND 473, CLAYQUOT DISTRICT PLAN VP173113, EXCEPT PART IN PLAN VP180031</p>		<p>SCALE: 1"=250'</p>		<p>DATE: 10/20/19 DRAWN BY: [Name] CHECKED BY: [Name]</p>	
<p>LEGEND: [Symbol] EXISTING LOT BOUNDARY [Symbol] PROPOSED LOT BOUNDARY [Symbol] EXISTING ROAD [Symbol] PROPOSED ROAD [Symbol] EXISTING UTILITY [Symbol] PROPOSED UTILITY [Symbol] EXISTING CONSTRUCTION [Symbol] PROPOSED CONSTRUCTION</p>		<p>DATE: 10/20/19 DRAWN BY: [Name] CHECKED BY: [Name]</p>		<p>DATE: 10/20/19 DRAWN BY: [Name] CHECKED BY: [Name]</p>	



NOTES:
 1. SEE DRAWING 0716-004-100 FOR GENERAL NOTES.
 2. THE LOCATIONS OF EXISTING SERVICES ARE SHOWN APPROXIMATELY AND SHALL BE CONFIRMED IN THE FIELD BY THE CONTRACTOR PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION AND DEPTH OF ALL EXISTING SERVICES. THE CONTRACTOR SHALL BE NOTIFIED OF ANY CONFLICT.

GRADING LEGEND
 CATCHMENT AREA BOUNDARY
 FLOW PATH
 PROPOSED FRENCH DRAIN
 PROPOSED STORM DRAIN
 PHASE BOUNDARY

**PRELIMINARY
 NOT FOR CONSTRUCTION**



SHEET NO. 129 OF 175 DATE: 03/27/19 BY: [Signature] CHECKED: [Signature] PROJECT: 0716-004-113		DRAWING TITLE: STORM SEWER TRIBUTARY AREA PLAN		PROJECT NO.: 0716-004-113 REGION NO.: 01 100' PART FILE NO.	
CLIENT NAME: WEYERHAEUSER COMPANY LIMITED		PROJECT NAME: WEYERHAEUSER LANDS DEVELOPMENT PHASE 5		DRAWING NO.: 0716-004-113	
SHEET DESCRIPTION: LOT 1, DISTRICT LOT 263, CLAYCOUET DISTRICT, PLAN VP91455, EXCEPT PART IN PLAN VP94888, LOT 4, DISTRICT LOTS 263, 266, AND 473, CLAYCOUET DISTRICT PLAN VP75113, EXCEPT PART IN PLAN VP90031		DRAWER: [Name] CHECKED: [Name] DATE: 03-12-19		CONTRACTOR'S SCA.: 1:750 HORIZONTAL SCALE: 1:750 VERTICAL SCALE: 1:750	
LEGEND: [Symbol] EXISTING STORM DRAIN [Symbol] EXISTING FRENCH DRAIN [Symbol] EXISTING FLOW PATH [Symbol] EXISTING PHASE BOUNDARY [Symbol] EXISTING CATCHMENT AREA BOUNDARY [Symbol] EXISTING ROAD CENTERLINE [Symbol] EXISTING ROAD RIGHT-OF-WAY [Symbol] EXISTING PROPERTY LINE [Symbol] EXISTING EASEMENT [Symbol] EXISTING UTILITY [Symbol] EXISTING STRUCTURE [Symbol] EXISTING TREE [Symbol] EXISTING OBSTACLE [Symbol] EXISTING FENCE [Symbol] EXISTING WALL [Symbol] EXISTING CURB [Symbol] EXISTING DRIVE [Symbol] EXISTING SIDEWALK [Symbol] EXISTING BIKEWAY [Symbol] EXISTING TRAIL [Symbol] EXISTING PATH [Symbol] EXISTING FENCE [Symbol] EXISTING WALL [Symbol] EXISTING CURB [Symbol] EXISTING DRIVE [Symbol] EXISTING SIDEWALK [Symbol] EXISTING BIKEWAY [Symbol] EXISTING TRAIL [Symbol] EXISTING PATH		SHEET NO. 129 OF 175 DATE: 03/27/19 BY: [Signature] CHECKED: [Signature]		PROJECT: 0716-004-113 REGION NO.: 01 100' PART FILE NO.	



DEVELOPMENT PERMIT DP18-07

Pursuant to Part 14, Division 7 of the Local Government Act, R.S.B.C 2015 C.1 as amended:

1. This Development Permit is issued to:

WEYERHAEUSER COMPANY LIMITED
 440-1140 PENDER W, VANCOUVER BC
 V6E 4G1

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

Lot A, Plan VIP81555, Clayoquot District, except plan VIP84686 and in part of Lot 4, Plan VIP75113, Clayoquot District, District Lot 285, 286 & 473, except Plan VIP80031

3. This Development Permit is issued subject to compliance with all bylaws of the District of Ucluelet.

4. This Permit authorizes the construction of the following improvements on the Lands:

- a. The creation of a subdivision consisting of 33 Single Family Dwelling:
 - i. 12 lots at 405 m² but less than 650 m² (7,000 ft²)
 - ii. 21 Lots greater than 1,393.5 m² (15,000 ft²)
- b. The extension of Marine Drive approximately 450m
- c. The extension of Forbes Road and intersection with Marine Drive
- d. The full servicing (underground hydro, potable water, sanitary sewer, storm sewer/French drain) of the subdivision.
- e. Full paved road construction including but not limited to 3.6 lane widths, line painting, traffic signage, parallel parking, cul-de-sac roundabouts as per the Subdivision Services Control Bylaw No. 521, 1989 and the Master Municipal Construction Documents (MMCD). It is acknowledged that an alternative road standard is being used as per Schedule A.
- f. Full Street lighting as per the existing details within the 1st phase of the Oceanwest Subdivision but fitted with a LED light source.
- g. Full landscaping of the road boulevard in native species as per the detail of the existing Oceanwest Subdivision.
- h. A paved 2.5m multiuse path on the north side of Marine Drive constructed consistent with the MMCD.
- i. A paved 1.5m pedestrian trail on the South Side of Marine Drive consistent with the MMCD.
- j. Two paved 1.5m pedestrian trails on both sides of Forbes Road consistent with the MMCD.
- k. A paved path on one side of both cul-de-sac's consistent with the MMCD.
- l. Gravel pedestrian trails as per the plans submitted and forming Schedule A.
- m. Crosswalks and crosswalk signage as per the plans submitted and forming Schedule A.
- n. Paved driveway aprons a minimum of 5m from road edge with gravel driveways roughed in.
- o. A gravel parking lot at the terminus for wild pacific trail parking.



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

- 5. This permit is issued subject to the following conditions:
 - a. Preparation of a Construction Environmental Management Plan by a Qualified Environmental Professional (QEP), including monitoring and reporting by the QEP throughout construction.
- 6. The work authorized by this Permit may only be carried out in compliance with all federal, provincial, and municipal statutes, regulations, and bylaws.
- 7. Notice shall be filed in the Land Title Office under Section 503 of the Local Government Act, and upon such filing, the terms of this Permit or any amendment hereto shall be binding upon all persons who acquire an interest in the land affected by this Permit.
- 8. This Permit is NOT a Building Permit.
- 9. **Schedules "A"** attached hereto shall form part of this Permit. The Municipality's Chief Administrative Officer is hereby authorized to approve minor amendments to the plans provided that such amendments are consistent with the overall character and intent of the original plans.

AUTHORIZING RESOLUTION passed by the Municipal Council on the day of , 2019.

IN WITNESS WHEREOF this Development Permit is hereby executed and issued by the Municipality the day of , 2019.

THE DISTRICT OF UCLUELET
by its authorized signatories:

Mayco Noel – Mayor

Mark Boysen – Corporate Officer

OWNER
by its authorized signatory

Owner, by its authorized signatory

ISSUED the day of , 2019.



Bruce Greig - Manager of Planning

Schedule A



STAFF REPORT TO COUNCIL

Council Meeting: MARCH 26, 2019
500 Matterson Drive, Ucluelet, BC V0R 3A0

FROM: BRENT ASHTON, BYLAW SERVICES OFFICER

FILE NO: 4020-20

SUBJECT: CARE NETWORK PROPOSAL FOR REGIONAL ANIMAL SHELTER

REPORT NO: 19-31

ATTACHMENTS(S): NONE

RECOMMENDATION(S):

1. **THAT** Council refer to the ACRD the request for support of a grant by the CARE Network for an animal shelter serving the west coast, for discussion at the West Coast Committee.

BACKGROUND:

At the March 12, 2019 Regular Meeting of Council, a delegation from CARE Network requested a letter of support from the District for a regional animal shelter. Council requested that District Staff provide more information at the March 26, 2019 Regular Council Meeting.

District Animal Control services, facilities and costs

- In 2013 the District of Ucluelet constructed a dog kennel, complete with outdoor run and heat, with an attached storage shed in the amount totaling \$12,663.72 for materials and labour.
- In May of 2018, the District Bylaw Officer attended the Animal Control Basic Training course at Langara College in Vancouver, B.C. for formal training in animal control. Cost for the course was \$1,449 plus travel expenses. The course is the first of its kind in Canada and includes 60 hours of learning.
- Instruction focused around the following:
 - Roles of Animal Control Officers
 - Animal identification
 - Investigative Process and Techniques
 - Animal behavior
 - Basic Care and Humane Treatment
 - Field Activities
 - Animal Specific Legislation
 - Safety
- Bylaw has currently budgeted for tools and equipment to supplement the training in the 2019 Budget.
- Bylaw has worked with the community and local businesses, such as Ocean Pets, as well as the local RCMP to promote licensing, education and deliver animal control services.

- Community use of the “Ucluelet Community Board” Facebook page, working collaboratively with Ocean Pets, and citizens reaching out to bylaw for assistance with animal issues appears to be effective in reuniting animals with their owners.
- Bylaw has received five complaints of dog bites since last year. Three were dog on dog, and two were dog on human, including one young child. Some incidents are currently still being investigated, and dogs are being monitored. Bylaw does occasionally receive “barking dog” noise complaints.
- Bylaw has returned approximately a dozen dogs to their owners and assisted in temporary shelter for dogs. Dogs have been temporarily housed at the District’s kennel, located at the Public Works Yard.
- Bylaw is working towards education of people leashing and picking up after their dogs, as well as licensing
- Currently there is no long-term housing plan for dogs with more complex situations. Arrangements would have to be made with the SPCA in Port Alberni or Nanaimo.

CARE Network’s Role and Services

- In November 2017, CARE Network made a proposal to the District of Ucluelet for contracting animal control services in the amount of \$30,000 annually. A staff review at that time, found that with our current facilities readily available, an in-house approach was more financially responsible and manageable.
- At the time of the proposal, CARE did not have anyone with formal training in animal control.
- CARE currently provides animal control services for the Tla-o-qui-aht First Nation and Yuułu?iŋ?ath Government, but no formal services in the District of Ucluelet.
- CARE provides some level of service with the District of Tofino and works with Bylaw on animal control services.
- Currently CARE is staffed with mostly volunteers and provides temporary foster homes.
- CARE has no current facilities to house animals. Dogs are housed in volunteer’s homes.
- CARE does not have a veterinarian to provide medical care but does work to provide spay/neuter services in the area.
- Statistics/Metrics are not readily available, outlining the volume of services.

DISCUSSION:

Considerations for a regional animal shelter are outlined below:

- A shelter built out of shipping containers would require a building permit from the ACRD (once a shipping container is modified or used for anything but storage it requires a registered professional to sign off on the building permit). The complete capital costs of constructing, servicing and outfitting the facility should be considered as part of the business case for constructing a facility.
- The capital cost of building a shelter is one step. Over time the ongoing operating costs of staffing, maintaining and running the facility will exceed the initial construction costs. A business case for operating a regional shelter should be developed, and it should be

clarified up front whether the ACRD or member municipalities will be asked to contribute to the operating costs and, if so, at what cost.

- Regional animal shelters and animal control services are frequently provided by Regional Districts; has this been considered and is there support for the current proposal from the ACRD Board? Does the proposed facility fit in the long-term scope of regional facilities and services, or would the CARE network be proposing to provide animal shelter services on a contract basis?

The idea of a shelter serving the west coast may have merit; it is not clear that the current proposal is the best solution, however, without more information and a full business case.

OPTIONS REVIEW:

1. **THAT** Council refer to the ACRD the request for support of a grant by the CARE Network for an animal shelter serving the west coast, for discussion at the West Coast Committee.
(Recommended)
2. **THAT** Council request additional information from the CARE Network.
3. **THAT** Council provide alternative direction to staff.

Respectfully submitted: Brent Ashton, Bylaw Services Officer
Bruce Greig, Manager of Community Planning
Mark Boysen, Chief Administration Officer



STAFF REPORT TO COUNCIL

Council Meeting: March 26, 2019
500 Matterson Drive, Ucluelet, BC V0R 3A0

FROM: BRUCE GREIG, MANAGER OF COMMUNITY PLANNING

FILE NO: 6630-20-BCAA

SUBJECT: RESIDENTIAL TAX CLASSIFICATION OF COMMERCIAL SHORT-TERM RENTALS

REPORT NO: 19-32

ATTACHMENT(S): APPENDIX A – UBCM RESOLUTIONS 2016-A4 AND 2017-B20

RECOMMENDATION:

1. **THAT** Council consider lobbying, through the Association of Vancouver Island Coastal Communities, Union of BC Municipalities, and/or direct ministerial contact, for changes to the legislation and regulations governing the actions of the B.C. Assessment Authority to ensure the fair and equitable taxation of commercial short-term vacation rentals regardless of whether they occur within units traditionally differentiated as primarily commercial or residential by size, building form, or title.

PURPOSE:

To provide Council with information on a tax disparity identified by staff, and context on the ongoing demand for short-term vacation rentals and its effect on residential housing affordability.

BACKGROUND:

A number of current and pending applications – affecting, at last count, nine single-family residential properties – are seeking zoning amendments to expand the short-term vacation rental use in existing residential neighbourhoods.

Staff do not consider individual applications for changing the zoning on specific properties as the best context for resolving this community-wide issue. Each site-specific rezoning or development application should be considered, however, in the broader community context.

DISCUSSION

Short Term Rental within Residential Zones

The Bed and Breakfast (**B&B**) use was introduced into most of Ucluelet's residential zones in 1999 within the adoption of Zoning Bylaw No. 800, and Vacation Rental uses were added to the zoning bylaw in 2004. These short-term vacation rental (**STR**) uses were introduced to provide a modest income boost for residents who choose to open a B&B. At the time these bylaws were introduced the STR economy was a fraction of what it is today, and the marketing and management of these vacation units was handled locally. With the advent of online vacation rental bookings (such as

Airbnb, VRBO, Bookings.com, etc.), both B&B's and VR's are now a significant part of Ucluelet's tourist accommodation sector. These STR units can be very lucrative commercial businesses with some units achieving incomes over \$100,000 annually. With this success, a portion of Ucluelet's residential housing stock is now functioning primarily as a commercial opportunity or as an investment property.

Staff have seen an increase in property inquiries where the buyer's intent is for the singular purpose of creating a STR business. This increased interest in real estate investment can have benefits: income from the STR operation, a spinoff economy from their guests, and a rise in property values which in turn can encourage new investment and development. This change, especially the rise in property values and the competition for the community's residential housing stock, is a double-edge sword; property values are rising out of the reach of many residents who live and work in Ucluelet. The rental supply has also been affected by the success of online vacation rental bookings, with many secondary suite (SS) units being converted to non-residential STR units.

Taxation

Ucluelet has two taxation rates which could apply to a vacation unit being rented for short term accommodation:

- Commercial tax rate: 13.43023
- Residential tax rate: 4.08043

STR units in residential homes are changing from the "traditional" B&B unit, where the host would greet you at the door, welcome you into their home and serve you breakfast. Instead, the growth of STR units with online bookings are becoming more like the model of a commercial motel - with private rooms, separate entrances, online reservations and access codes - and interaction with the owner as host (physically or as part of the experience) is all but gone. Online bookings have made these units more successful and more widespread in a residential neighbourhoods, to the point where Airbnb (founded in 2008) could now be considered the largest hotelier in Ucluelet, albeit a virtual one.

The growth of this segment has created direct competition for Ucluelet's commercial accommodation sector, and this pressure is exasperated by a significant taxation disparity. For example, the following is hypothetical comparison on the municipal taxes paid between a small 3-room motel operation and a residential property with a 3-room B&B:

- A residential property assessed at \$500,000 would pay \$2,044 in municipal taxes.
- A commercial property assessed at \$500,000 would pay \$6,715 in municipal taxes.
- The difference in taxation is \$4,671.

As indicated above the two very similar STR commercial operations have a substantial difference in their taxation. This is not isolated to STR units in single-family homes. The same disparity also occurs in the taxation of strata resort condominiums, when the number of units managed is less than 25. Such properties are also assessed as "residential" by the BC Assessment Authority. The Ridge property, which has 24 resort condominium units, is operating almost exclusively as a STR operation (with individual owner / investors) and pays residential taxes. At the same time, smaller operations like Little Beach Resort and the Thornton Motel pay property taxes at the commercial rate. These are just some examples of the taxation disparity which creates a clear and significant disadvantage to more traditional commercial hotel and motel business.

If all STR units, whether in residential or strata condominium buildings, were assessed by the province as commercial (no different than a motel room) the amount of taxation could amount to hundreds of thousands of dollars of annual revenue. Capturing a portion of that lost revenue would level the playing field between accommodation providers, and would enable the municipality to better balance the tax burden between residential and commercial properties.

The BC Assessment Authority (BCAA) holds the responsibility for determining which properties are taxed as commercial and which are residential. Staff have had discussions with the BCAA staff to understand the regulations under which they operate, and have sought a legal opinion on whether the *Assessment Act* and *Prescribed Classes of Property Regulation* are being properly applied. In short, the municipal solicitors are of the opinion that:

- a. properties are being assessed according to the current provincial regulations;
- b. based on the legislation and case law, zoning changes are unlikely to affect the proper classification of individual units (in other words, the property assessment is blind to municipal zoning, whether the designation is commercial or residential);
- c. the District could lobby the provincial government to amend the *Prescribed Classes of Property Regulation*, for example by making the definition of “strata accommodation property” apply to any unit used for short term accommodation, regardless of how many units are in the strata plan.

This issue affects municipalities across the province, and others have tried lobbying the provincial government to make changes to the classification system. UBCM resolutions from 2016 (sponsored by Sun Peaks) and 2017 (sponsored by Tofino), and the provincial responses, are attached in Appendix “A”. As one can imagine, tens of thousands of STR units operate across the province, therefore any change in the regulations could have significant impact on the time and resources of the BCAA. This may explain the provincial responses to date.

A recent article in the Victoria Times Colonist also illustrates that this is a province-wide issue:

Province balks at condo Airbnb tax proposed by Victoria council March 6, 2019

By Bill Cleverley / Victoria Times Colonist,

The province’s new speculation and vacancy tax declaration could provide a pathway to taxing condos being used as Airbnbs as commercial operations, says Victoria Coun. Geoff Young. But it doesn’t appear the province is prepared to go down that road.

Frustrated at the prospect of hundreds of city condos being assessed as residential units even though they are rented out as de facto hotels rooms through online platforms such as Airbnb, the city wrote to the province to ask for a change through the B.C. Assessment Authority. If approved, such an assessment change would triple the property taxes on those units.

But in response to Victoria’s request, Housing Minister Selina Robinson said the issue of short-term rentals is “complex” and amending the Assessment Act “would have substantial assessment policy, legislative and tax implications.”

“In addition, implementing such a proposal would be very costly and it would be time-consuming for B.C. Assessment to identify the units to which this policy would apply,” Robinson said in a letter to Victoria Mayor Lisa Helps.

Young, who had pushed for the property-assessment change, said he doesn’t agree.

"I think [Robinson's response] probably reflects the position of the Assessment Authority."

Although the change would require some additional effort, that would be small compared with the benefits, Young said — including the possibility that some units currently used as vacation rentals would return to the long-term-rental market.

Staff recommend that Council lobby the province, asking for a change in the regulations directing the BC Assessment Authority, to allow for the fair and equitable taxation of short-term vacation rentals across the commercial and residential spectrum. It should be noted that spreading taxation equitably across all commercial STR's would make it possible to lower the overall commercial tax rate.

Community Resiliency

The dilemma of the "mortgage helper" is that it can push people to take on a larger mortgage than they could otherwise afford. As STR uses place more investment and commercial value on residential properties, home prices rise. For many Ucluelet residents, the additional income from STR units enables them to afford mortgage payments on their home. Housing markets, and tourism travel patterns, do fluctuate and are affected by many local and international factors. An over-reliance on STR income may place residential property owners at risk when the market eventually hits a downturn. The upward pressure of STR uses on property values also makes it increasingly difficult for first-time buyers to enter the housing market.

Although not completely in the control of Ucluelet's local government, the resiliency of the community is an important consideration. The Ucluelet OCP seeks a balance of uses that support the economic, social and environmental sustainability of the community. An important part is to have stable and affordable residential housing options, that are varied in affordability to reach the different socioeconomic segments of the population. Keeping the community's existing residential housing stock as predominantly *residential* is important to the long-term affordability and resiliency of Ucluelet.

As noted previously, a number of current and pending rezoning applications are seeking to expand STR uses on residential properties. Although each application is considered on its own merits, a consistent approach is desirable. Staff highlight the concerns discussed in this report for any of Ucluelet's existing residential housing stock becoming more commercialized.

Current work on reviewing the application of Vacation Rental (VR-1 and VR-2) uses in the Zoning Bylaw has led staff to look at how the bylaw regulates all short-term accommodation. The entire spectrum of STR regulations is due for a regulatory update to properly manage the impact of these changing uses on Ucluelet. Staff will be bringing forward further analysis and proposed bylaw amendments to address the changing community housing needs and opportunities.

OPTIONS REVIEW:

1. Staff recommend that Council consider lobbying, through the Association of Vancouver Island Coastal Communities, Union of BC Municipalities, and/or direct ministerial contact, for changes to the legislation and regulations governing the actions of the B.C. Assessment Authority to ensure the fair and equitable taxation of commercial short-term vacation rentals regardless of whether they occur within units traditionally differentiated as primarily commercial or residential by size, building form, or title.

Respectfully submitted: Bruce Greig, Manager of Planning
Donna Monteith, Director of Finance
John Towgood, Planner 1
Mark Boysen, Chief Administrative Officer

Appendix A



Resolutions Detail

Year	Number	Resolution Title	Sponsor
2016	A4	Tax on Short Term Accommodation	Sun Peaks

Resolution Text

Whereas taxation on internet sales of short term accommodation and other shared services has not been addressed by provincial and federal governments and in the absence of internet sales regulations, those involved often conclude that no taxes are due; And whereas, historically, short term accommodation providers pay commercial property taxes, commercial utility fees as well as provincial sales and federal goods and services taxes, costs that may represent 25% to 30% of the room costs; And whereas the local marketing and promotion of tourism are significantly funded by the additional 2% or 3% accommodation tax through the Municipal Regional District Taxation regulations: Therefore be it resolved that UBCM request the Province of British Columbia, through the Ministry of Community, Sport and Cultural Development, Ministry of Jobs, Tourism and Small Business and the Ministry of Finance examine these issues and work with UBCM to establish regulations for short term accommodation that address taxation fairness and compliance to permit an equitable competitive environment between all short term accommodation providers.

Convention Decision

Endorsed

Executive Decision

Committee Decision

Provincial Response

Ministry of Finance The government is very aware of the concerns being raised about the peer-to-peer, or sharing, economy generally and the specific concerns being raised about accommodation. Most of the concerns are related to "level playing fields" between traditional providers of goods and services, including accommodation, and those providing goods and services through peer-to-peer networks. These concerns relate primarily to the lack of regulatory requirements for the sharing economy, rather than actual differences in tax treatment. Income taxes are payable on income earned from participating in the sharing economy. Under the BC-Canada Tax Collection Agreement, British Columbia personal and

corporate income taxes are administered and enforced by the Canada Revenue Agency. The Canada Revenue Agency is actively working to enforce compliance of the sharing economy along with its efforts to combat the underground economy. British Columbia encourages and supports these efforts. Whether a property is taxed at the residential property class rate or the business property class rate (or split between the two property classes) depends on several factors and there are distinct rules for classifying single family residences, condos and apartments that are used for both residential housing and short term overnight commercial accommodation. The BC Assessment Authority continually works to ensure property is properly classified. Where an accommodation provider provides, or offers to provide, four or more units of short term accommodation, that accommodation is taxable under the PST including the MRDT unless another specific exemption applies regardless of whether it is provided in a hotel, in a B&B or in a residence. Accommodation which is subject to tax under the Provincial Sales Tax Act remains taxable regardless of how it is advertised or how providers and customers connect – whether through traditional means or through online platforms such as online home rental services. The Ministry of Finance and governments at all levels are continually working to ensure compliance with tax laws.

Federal Response

Other Response

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Appendix A-2



Resolutions Detail

Year	Number	Resolution Title	Sponsor
2017	B20	Split Classification for Short Term Commercial Accommodation	Tofino

Resolution Text

Whereas the Prescribed Classes of Property Regulation enables BC Assessment to split-classify two specific Short Term Overnight Commercial Accommodation Properties (strata accommodation properties and 'bed and breakfast' residential properties) between Class 1 and Class 6 to reflect the dual residential and commercial use of these properties; And whereas the regulation does not capture residential properties that are also used commercially for short-term overnight accommodation (known as "short term rentals" or "vacation rentals"), creating a tax fairness issue: Therefore be it resolved that the Province amend legislation so that all residential properties used for short-term overnight accommodation be eligible to be split-classified between Class 1 and Class 6, and that classification methodology for short-term rentals be developed in consultation with stakeholders.

Convention Decision

Endorsed

Executive Decision

Committee Decision

Provincial Response

Ministry of Municipal Affairs & Housing The Province understands that the issue of new types of accommodation businesses such as short term rental (STR) has property tax revenue and equity implications for local governments and particularly for some small resort municipalities. There are also unintended consequences from STRs including the loss of affordable long-term rental housing. Local governments can regulate STRs through zoning requirements, bylaws, permitting (e.g., requiring business licences) and inspection. The current split classification methodology for strata accommodation properties (SAPs) was introduced in 2007 after significant consultations. These properties are located primarily in resort municipalities and have multiple ownership structures. The classification methodology is based on the actual use of the property for

residential or commercial rental purposes. The Province is moving forward with legislative and regulatory changes to allow Airbnb to collect provincial sales taxes, helping to fund housing affordability for British Columbians.

Federal Response

Other Response

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STAFF REPORT TO COUNCIL

Council Meeting: March 26, 2019
500 Matterson Drive, Ucluelet, BC V0R 3A0

FROM: JOHN TOWGOOD, PLANNER 1

FOLIO NO: 114.812 **FILE NO:** 3360-20-RZ18-04

SUBJECT: ZONING BYLAW AMENDMENT APPLICATION (506 MARINE DRIVE)

REPORT NO: 19- 33

ATTACHMENT(S): APPENDIX A – APPLICATION

APPENDIX B – DRAFT *UCLUELET ZONING BYLAW AMENDMENT BYLAW No. 1241, 2019*

APPENDIX C – DRAFT *UCLUELET ZONING BYLAW AMENDMENT BYLAW No. 1242, 2019*

APPENDIX D – STAFF REPORT DATED DECEMBER 11, 2018

RECOMMENDATION:

1. **THAT** District of Ucluelet Zoning Bylaw Amendment Bylaw No. 1241, 2019, be given first and second reading and advance to a public hearing.
2. **THAT** Council give notice of its intent to consider issuing a temporary use permit for the proposed Vacation Rental (VR-2) use on the property at 506 Marine Drive.

PURPOSE:

To provide Council with information on an application to amend Zoning Bylaw No. 1160, 2013, (the “**Zoning Bylaw**”) to change the regulations for the Vacation Rental VR-2 use to allow a Single-Family Dwelling (**SFD**) to be rented as short-term rental (**STR**) contingent on a secondary suite being occupied by a full-time and present resident. It is also requested that the amended VR-2 use then be permitted on the subject property: Lot 2, District Lot 281, Clayoquot District Plan VIP80321, (506 Marine Drive). See Figure 1 below:



Figure 1 – Subject Property

BACKGROUND:

On January 23, 2018, Council was requested to approve an amendment to the Zoning Bylaw that would have applied the VR-2 use on the subject property. The following is the summary from that January 23 report:

“The subject property has an existing built form which includes a secondary suite, which retains a residential component on the property. This proposal would offer something unique to Ucluelet’s visitor accommodation sector. Planning Staff also consider that, given the location, this proposal would likely result in minimal impact to the neighborhood. That being said, the current lack of long-term housing availability, the Short-Term Rental (STR) strategy currently being implemented, and the current bylaw enforcement of illegal VR-2 type STR’s (entire homes) are important elements of the current context to the request to rezone this property. The historical context where the VR-2 use was considered by Council and subsequently removed is also an important element to consider. Given the current housing challenges, from a community perspective the subject lot is currently in the optimum housing form as a Single-Family Dwelling with Secondary Suite and therefore staff recommend that this application not proceed at this time.

Should Council support the application proceeding at this time, staff recommend that the zoning amendment bylaw include a clause to remove the use of a standalone single-family dwelling as a short-term vacation rental within the VR-2 designation.

The role and impact of vacation rentals is very much a current and evolving issue within the community of Ucluelet. As noted below, a further option is to table this application until the District’s housing policies have perhaps been clarified as the current OCP review and Short-Term Rental Strategy progress further.”

After consideration at the January 23, 2018 meeting, Council determined the application would not proceed. The applicant submitted a new application on May 31, 2018, to again rezone their property to VR-2 however they are now proposing that the VR-2 zone be modified to remove the allowance for a standalone STR. This rezoning request was taken to Council on December 11, 2018, and Council passed the following motions:

THAT Council direct staff to prepare a Zoning Amendment Bylaw to remove the standalone Vacation Rental of an entire single-family dwelling from the permitted uses under the Vacation Rental (VR-2) regulations.; and,

THAT Council direct staff to prepare a site-specific Zoning Amendment Bylaw to permit the short-term rental of the main house on the property at 506 Marine Drive under the amended Vacation Rental (VR-2) regulations.

Planning Staff have prepared two bylaws in response to Council’s direction. The two bylaws will be discussed separately in this report.

DISCUSSION:**A. Ucluelet Zoning Bylaw Amendment Bylaw No.1241 – Amendment of the VR-2 Use**

Zoning Bylaw Amendment Bylaw No.1241 is written to redefine the VR-2 designation to allow a VR use only if a residential component is present. The Zoning Bylaw currently regulates VR-2 as follows:

- (2) *The "VR-2" designation permits the commercial tourist accommodation to be either an accessory use or a principal use, as follows:*
- (a) *If accessory, the VR-1 provisions of section 406.1(1) apply fully; and*
- (b) *If principal,*
- (i) *only one dwelling unit per lot that is not a secondary suite may be used for commercial tourist accommodation;*
- (ii) *a secondary suite, if present, must only be used for residential use.*

This designation for VR-2 permits commercial tourist accommodation to be either an accessory use or a principal (standalone) use.

The following amendment is proposed to accommodate the same 'use structure' in the building as is currently permitted, but to also ensure that a long-term resident is present on the property:

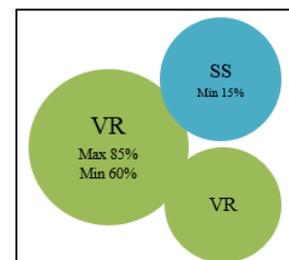
- (2) *The "VR-2" designation permits the commercial tourist accommodation as:*
- (a) *accessory to a permanent residential use and administered by the full-time and present resident.*
- (b) *occupying the principle dwelling or a maximum of two (2) secondary suites or a combination of those dwelling units as long as one of the dwelling units within the principle building is occupied by a permanent and present residential use.*
- (c) *in no case shall the secondary suite component of the principle building occupy less than fifteen percent (15%) of the principle building on the lot, and in no part of an accessory building.*
- (d) *in no case shall the principle dwelling component of the principle building occupy less than sixty (60%) of the principle building on the lot, and in no part of an accessory building.*

The above amendment is drafted to fit within the pattern of the existing Zoning Bylaw. It would achieve the following:

- make the VR use accessory to a permanent residential use and administered by the full-time and present resident.
- allow the VR use to be in any of the possible three dwelling units.
- ensure the residential component is at least 15% of the building area.
- ensure the basic building layout with one dominant dwelling.

The adjacent diagram illustrates the maximum commercial use (shown in green). The long-term residential use (shown in blue) could cover some or all of the area shown in green, but would never be less than the suite illustrated as 15% of the total building.

The definition for Secondary suite must also be updated to reflect the above change to the VR-2 Zone. The existing definition is as follows:



“Secondary Suite”:

(a) in all instances other than a Vacation Rental (VR-1) designation, means one separate accessory dwelling unit, for residential use only, located within a single-family dwelling, in accordance with Section 403 of this Bylaw; or

(b) in a building with a Vacation Rental (VR-1) designation, means one or two separate accessory dwelling units used for either residential use or commercial tourist accommodation in accordance with Section 406 of this Bylaw;

This definition does not currently allow a VR-2 to have two suites (despite the intent of the VR-2 designation). The Zoning Amendment Bylaw No. 1241 proposes to insert the following updated definition for Secondary Suite:

(b) in a building with a Vacation Rental (VR-1) or a Vacation Rental (VR-2) designation, means one or two separate accessory dwelling units used for either residential use or commercial tourist accommodation in accordance with Section 406 of this Bylaw;

Summary for Bylaw No. 1241

The success of STR in a residential context has greatly benefited some aspects of Ucluelet’s economy and population, but not without its costs (a full discussion of these effects is presented in the staff report 6630-20-BCAA, to be presented on the same Council agenda as this report).

The modifications to the Zoning Bylaw proposed in Bylaw No. 1241 would maintain a prominently commercial VR-2 designation but now with a required residential component. Staff are supportive of maintaining the VR-2 designation with these changes and consider that the VR-2 is a viable use as a component of new developments; this could allow developers to include VR-2 within the proposed mix of uses to create a successful balance of commercial and residential properties. Within existing neighborhoods, however, rezoning existing residential property to allow the predominantly commercial VR-2 use would contribute to the erosion of the supply and affordability of long-term housing stock in the community.

B. Ucluelet Zoning Bylaw Amendment Bylaw No. 1242 – Spot Zoning of 506 Marine Drive

The draft Zoning Bylaw Amendment Bylaw No. 1242 would add the VR-2 designation to the subject property. Staff acknowledge that this would, in isolation, likely have little impact on the character or function of the neighbourhood. The change to the VR-2 use is expected to have some impact on the property’s value and could thereby have an incremental effect on the overall community housing supply.

This incremental impact on housing affordability raises concerns for Ucluelet’s existing residential housing stock becoming more commercialized. Staff are therefore not supportive of permanently changing the zoning designation of the subject property proposed in the draft Bylaw No. 1242. To allow the property owner to achieve their goals, at least in the short term, Staff recommend that Council instead consider issuing a Temporary Use Permit (**TUP**) to permit the VR-2 use on the property without committing to a full rezoning.

TEMPORARY USE PERMIT:

A less rigid approach to meet the applicants’ objective of attaining a VR-2 designation for 506 Marine Drive is to issue a Temporary Use Permit. Permits can be issued for any period up to three years and could be considered for renewal once for a further period up to three years. After a TUP

has been renewed, there is nothing preventing a property owner from applying for another new TUP. The use could therefore continue in this manner for a longer time frame, without the property becoming “permanently” rezoned for the primarily commercial VR-2 use. It would require, however, that the owners periodically apply for a new or renewed permit.

Issuing a TUP requires notification as per Section 492 of the *Local Government Act*. The permit can include conditions if they are considered important to maintaining the use on the property (e.g., to ensure issues such as parking, noise, duration, etc., are managed as proposed).

At this point in time, staff are recommending that Council consider issuing a TUP for this property instead of changing its zoning designation. Although each rezoning application is decided on its merits, there are other pending applications with similar requests to change land uses; Council will need to consider how we will develop a consistent approach on such requests to expand the short-term vacation rental uses in residential neighbourhoods.

If the current application were addressed through a TUP, the issue of longer-term changes to the permitted land uses on this property could be revisited at a time when the District’s approach to short-term vacation rentals in residential zones has been clarified.

TIME REQUIREMENTS – STAFF & ELECTED OFFICIALS:

Should the application proceed, staff time will be required to process these Zoning Bylaw Amendments and permits, including giving notice of a Public Hearing.

FINANCIAL IMPACTS:

There are no direct financial implications to the District to advancing Bylaws No. 1241 and 1242. Indirectly, the bylaws may contribute to the erosion of the supply and affordability of long-term housing stock in the community particularly in existing neighbourhoods.

POLICY OR LEGISLATIVE IMPACTS:

The modifications to the Zoning Bylaw proposed in Bylaw No. 1241 would maintain a prominently commercial VR-2 designation but now with a required residential component.

Staff do not recommend advancing the draft Zoning Bylaw Amendment Bylaw No. 1242 which would add the VR-2 designation to the subject property. Staff are recommending that Council consider issuing a TUP for this property instead of changing its zoning designation.

OPTIONS REVIEW:

1. **THAT** District of Ucluelet Zoning Bylaw Amendment Bylaw No. 1241, 2019, be given first and second reading and advance to a public hearing.
(Recommended)
2. **THAT** Council give notice of its intent to consider issuing a temporary use permit for the proposed Vacation Rental (VR-2) use on the property at 506 Marine Drive.
(Recommended)

3. **THAT** District of Ucluelet Zoning Bylaw Amendment Bylaw No. 1242, 2019, be given first and second reading and advance to a public hearing.
4. **THAT** Council provide alternative direction to Staff and/or the applicant.

Respectfully submitted: John Towgood, Planner 1
Bruce Greig, Manager of Planning
Mark Boysen, Chief Administrative Officer

Appendix A

May 30, 2018

To Mayor and Council & Planning

Hand delivered

RE: rezoning application for 506 Marine Drive to VR2 – vacation rental- amended as below.

To whom it may concern,

We are wishing to apply for a varied version of the VR2 zoning. We rent our secondary suite (carriage house) on a full-time basis and are happy to continue doing so. We are finding the costs of maintaining our home more and more cumbersome as we age.

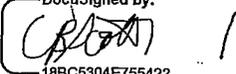
We currently pay \$1000.00 per month for property taxes and \$500.00 per month for insurance and wish to travel more as we get on in life. Carl will be 72 and Judy will be 60. We love our home and enjoy having large family gatherings. If we were able to offer our home for rental while we travel then we would be better able to afford to keep our place and work less. We do not want to sell our home.

As a growing tourist community there is more need for this type of occasional accommodation. We have been living with two homes with similar grandfathered zoning and the Ridge complex across the street for the past ten years. We have not had any reason to complain about noise or nuisance and do not believe the occasional rental of our home will be of any nuisance. This neighbourhood is mixed already, and we very much enjoy living here with this mix.

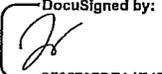
We have worked with staff after our previous failed application to amend the VR2 zone to see if it would fit better in the community. Our request is to take the current VR2 zone, remove all references to VR 100% without the need for a permanent full time resident and add a new category "CH – Carriage House" so that a full-time occupant must be onsite in either a secondary suite or a carriage house. With the last revision of the zoning by-law our secondary suite no longer conforms and is now considered a carriage house. This would bring our home into conformity and allow for the occasional nightly rental in the main house.

We thank-you for consideration of our application.

Best to you,

DocuSigned by:

18BC5304E755422...

Carl Scott

DocuSigned by:

259572FDEA1E4B5...

Judy Gray

DISTRICT OF UCLUELET

Zoning Bylaw Amendment Bylaw No. 1241, 2019

A bylaw to amend the District of Ucluelet Zoning Bylaw (Vacation Rental VR-2).

WHEREAS the District of Ucluelet Council by Bylaw No. 1160 adopted the Zoning Bylaw and now deems it appropriate to amend the Zoning Bylaw;

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

1. Text Amendment:

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

a. By deleting and replacing Section 406.1 (2), such that the section reads as follows:

(2) The “VR-2” designation permits the *commercial tourist accommodation* as:

- (a) *accessory* to a permanent *residential* use and administered by the full-time and present resident.
- (b) occupying the principle *dwelling* or a maximum of two (2) *secondary suites* or a combination of those dwelling units as long as one of the dwelling units within the principle building is occupied by a permanent and present *residential* use.
- (c) in no case shall the *secondary suite* component of the principle building occupy less than fifteen percent (15%) of the principle building on the lot, and in no part of an accessory building.
- (d) in no case shall the principle *dwelling* component of the principle building occupy less than sixty (60%) of the principle building on the lot, and in no part of an *accessory building*.

b. By deleting and replacing subsection (b) within the Section 103 Definition for secondary suite, such that the section reads as follows:

(b) in a building with a *Vacation Rental (VR-1)* or a *Vacation Rental (VR-2)* designation, means one or two separate *accessory dwelling units* used for either *residential* use or *commercial tourist accommodation* in accordance with Section 406 of this Bylaw;

2. This bylaw may be cited for all purposes as the “District of Ucluelet Zoning Bylaw Amendment Bylaw No. 1241, 2019.

READ A FIRST TIME this day of , **2019**.

READ A SECOND TIME this day of , **2019**.

PUBLIC HEARING held this day of , **2019**.

READ A THIRD TIME this day of , **2019**.

ADOPTED this day of , **2019**.

CERTIFIED A TRUE AND CORRECT COPY of “District of Ucluelet Zoning Bylaw Amendment Bylaw No. 1241, 2019.”

Mayco Noël
Mayor

Mark Boysen
Corporate Officer

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

Mark Boysen
Corporate Officer

DISTRICT OF UCLUELET**Zoning Bylaw Amendment Bylaw No. 1242, 2019**

A bylaw to amend the District of Ucluelet Zoning Bylaw (506 Marine Drive).

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

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

1. Text and Map Amendment:

Schedule B of the District of Ucluelet Zoning Bylaw No. 1160, 2013, as amended, is hereby further amended by adding the following section CD-2A.1.7 in alphanumerical order, as follows:

“CD-2A.1.7 The following uses are permitted on Lot 2, District Lot 281, Clayoquot District, Plan VIP80321 (PID 026-566-435, 506 Marine Drive):

(1) Principal:

(a) Single Family Dwelling

(b) Vacation Rental (VR-2)

(2) Secondary:

(a) Home Occupation

(b) Secondary Suite”

2. This bylaw may be cited as “District of Ucluelet Zoning Bylaw Amendment Bylaw No. 1242, 2019”.

READ A FIRST TIME this day of , 2019.

READ A SECOND TIME this day of , 2019.

PUBLIC HEARING WAIVED this day of , 2019.

READ A THIRD TIME this day of , 2019.

ADOPTED this day of , 2019.

CERTIFIED A TRUE AND CORRECT COPY of “District of Ucluelet Zoning Amendment Bylaw No. 1242, 2019.”

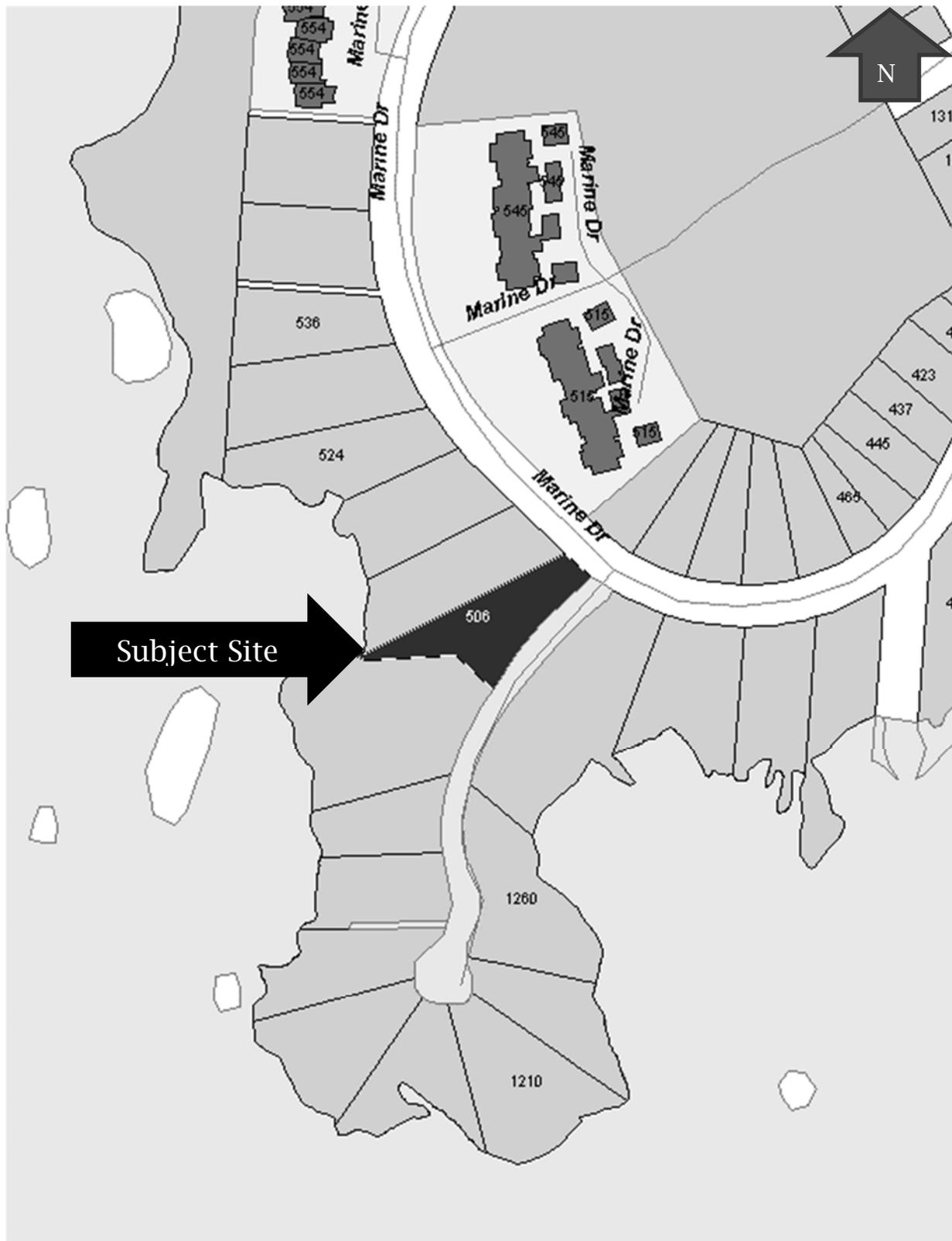
Mayco Noël
Mayor

Mark Boysen
Corporate Officer

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

Mark Boysen
Corporate Officer

SCHEDULE 'A'
Bylaw No. 1242, 2019





STAFF REPORT TO COUNCIL

Council Meeting: December 11, 2018
500 Matterson Drive, Ucluelet, BC V0R 3A0

FROM: JOHN TOWGOOD, PLANNER 1

FOLIO NO: 114.812 **FILE NO:** 3360-20-RZ18-04

SUBJECT: ZONING BYLAW AMENDMENT APPLICATION (506 MARINE DRIVE)

REPORT NO: 18-126

ATTACHMENT(S): APPENDIX A –APPLICATION
APPENDIX B – JANUARY 23RD, 2018, STAFF REPORT

RECOMMENDATION:

1. **THAT** Council direct staff to prepare a Zoning Amendment Bylaw to remove the standalone Vacation Rental of an entire single-family dwelling from the permitted uses under the Vacation Rental (VR-2) regulations.; and,
2. **THAT** Council direct staff whether to prepare a site-specific Zoning Amendment Bylaw to permit the short-term rental of the main house on the property at 506 Marine Drive under the amended Vacation Rental (VR-2) regulations.

PURPOSE:

To provide Council with information on an application to amend Zoning Bylaw No. 1160, 2013, (the “**Zoning Bylaw**”) to change the regulations for the Vacation Rental (VR-2) use to allow the principal dwelling unit (i.e., the main house) of a Single Family Dwelling (**SFD**) to be rented as short term rental (**STR**) contingent on a secondary suite or carriage house on the property being occupied by a full-time and present resident. It is also requested that the amended VR-2 use then be permitted on Lot 2, District Lot 281, Clayoquot District Plan VIP80321, 506 Marine Drive (the **Subject Property**”). See Figure 1 below:

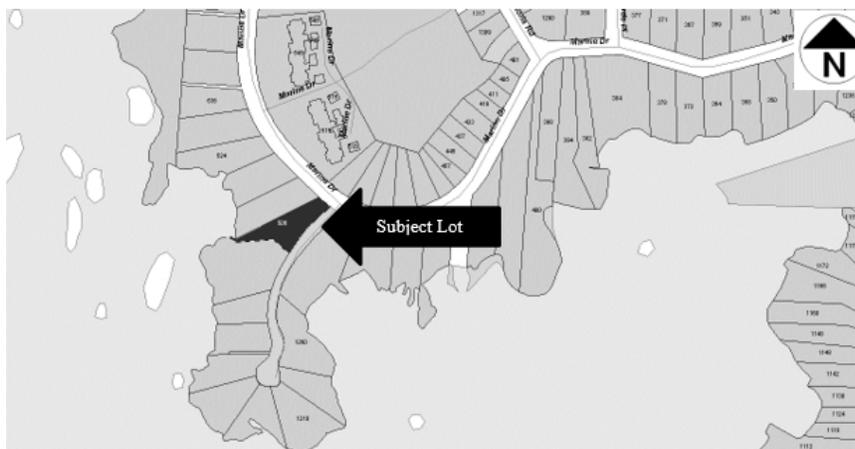


Figure 1 – Subject Property

BACKGROUND:

On January 23rd, 2018, Council was requested to approve an amendment to Zoning Bylaw No.1160, 2013 (the “Zoning Bylaw”) that would have applied the unamended VR-2 use on the subject property. Staff recommended that request not proceed. The following is the summary from the January 23rd report:

“The subject property has an existing built form which includes a secondary suite, which retains a residential component on the property. This proposal would offer something unique to Ucluelet’s visitor accommodation sector. Planning Staff also consider that, given the location, this proposal would likely result in minimal impact to the neighborhood. That being said, the current lack of long-term housing availability, the Short-Term Rental (STR) strategy currently being implemented, and the current bylaw enforcement of illegal VR-2 type STR’s (entire homes) are important elements of the current context to the request to rezone this property. The historical context where the VR-2 use was considered by Council and subsequently removed is also an important element to consider. Given the current housing challenges, from a community perspective the subject lot is currently in the optimum housing form as a Single-Family Dwelling with Secondary Suite and therefore staff recommend that this application not proceed at this time.

Should Council support the application proceeding at this time, staff recommend that the zoning amendment bylaw include a clause to remove the use of a standalone single-family dwelling as a short-term vacation rental within the VR-2 designation.

The role and impact of vacation rentals is very much a current and evolving issue within the community of Ucluelet. As noted below, a further option is to table this application until the District’s housing policies have perhaps been clarified as the current OCP review and Short-Term Rental Strategy progress further.”

After consideration at the January 23rd meeting, Council determined the application would not proceed. The January 23rd, 2018, report is attached in its entirety (**see Appendix B**) and provides important context for this application. The applicant reapplied on May 31st, 2018, to again rezone their property to VR-2 but with the difference that they are now proposing that the VR-2 zone be modified to remove the allowance for a VR-2 zoned property to be a 100% short-term rental.

DISCUSSION:

Modification of the VR-2 Use

The applicant is requesting that a modified version of VR-2 be applied to their property with amendments aimed at removing the standalone STR. The following are the possible configurations to Vacation Rental (VR-2) as written with Single Family Dwelling indicated as SFD, Secondary Suite indicated as SS and Vacation rental indicated as VR:

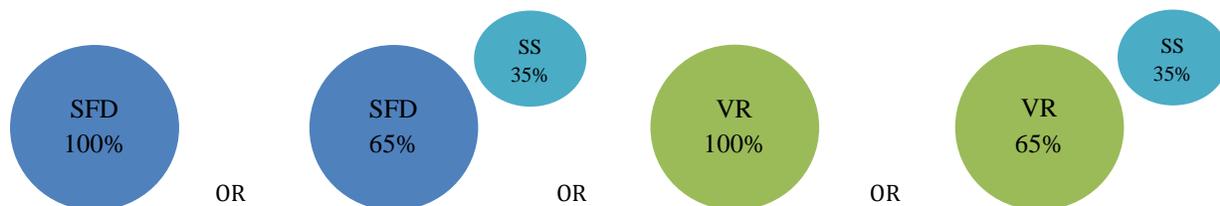


Figure 2 - Bubble Diagram for permitted uses under current VR-2

As indicated above, the VR-2 use allows for a SFD, a SFD with a SS (if a SS is allowed in the zone), a standalone VR in the entire house or a standalone VR in the entire house along with a long-term resident in a secondary suite. It is important to note that under this designation both SFD and SS require a full time and permanent resident while VR does not.

The applicant is proposing to remove the standalone whole-house VR use so that the allowable use configurations would be as follows:

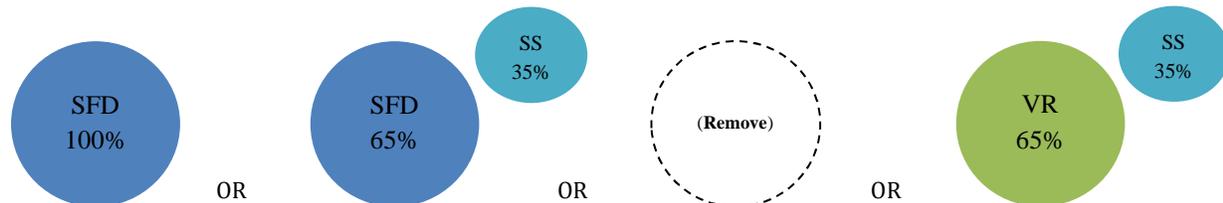


Figure 3 - Bubble Diagram for proposed uses under VR-2

The proposed change reduces what Staff consider the most negative element of the current VR-2: the short-term rental of a whole house. In the past, Vacation Rentals and Bed and Breakfasts (**B&B**) have been introduced into the Ucluelet residential zones as a way of helping with the mortgage or as a modest supplemental income. With the advent of online bookings and rental management these types of STR are becoming more lucrative and prevalent – and with that success the community is experiencing side effects such as:

- VR units that were being used for residential are now being used for STR;
- Secondary suites are being modified to fit the definition of B&B and these important residential units are being removed from residential use and put in the STR market;
- Upward pressure on home prices because of the income generated from a successful B&B or VR;
- Conflict with the purely residential uses within the immediate neighbourhood.

There are currently no active or lawfully non-conforming VR-2 uses in Ucluelet, but VR-2 uses have been contemplated for future development in the zoning bylaw for both the CD-5 and CD-6 zones (the previous zoning designations applied to areas of the Weyerhaeuser and Onni lands). The specific lots for these potential VR-1's and VR-2's do not yet exist, but currently the zoning would permit these vacation rental uses on lots in future subdivisions within the CD-5 and CD-6 zones.

As indicated in the January 23rd staff report, Staff support the removal of the stand-alone whole house VR use within the VR-2 zone. Keeping any VR rental tied to having a permanent resident on site in a secondary suite would maintain a component of long-term housing and keep a degree of oversight on the property when guests are occupying the main dwelling.

Applying the Modified VR-2 use to the property at 506 Marine Drive

The modified VR-2 would reduce the impact compared to the current VR-2 use. As mentioned in the January 23rd staff report, the subject property would offer a unique setting for a VR and vacation stays in the large high-end home would be unique in the market. The neighbourhood already has a large presence of STR type accommodation and this added use would have a minor affect to the identity of area. However, Staff must recognize the housing issues presently facing the community and cannot support any rezoning that would shift a property to have more commercial potential.

The applicant has stated that the house would only be rented as a VR when the owner would be on holidays, and that the suite on site would be occupied year-round. In this scenario there is little impact to the property's residential use. Zoning designations remain in place beyond current ownership, however, and decisions on land use should therefore consider the long-term community impacts. Should the requested zoning amendment be approved, the applicant or the next owner of the property could decide to not live on site and rent the home year-round as a STR. Even though the house is at the higher end of the housing spectrum, this would represent a loss of a residential unit within the overall housing supply in Ucluelet.

Staff consider the further commercialization and loss of residential uses within Ucluelet's existing neighbourhoods to be a real and pressing problem, and therefore have difficulty in supporting any application which moves in that direction.

ZONING:

The proposed building size and configuration is not proposed to change therefore setbacks, height and density requirements would not be affected. The parking requirement for the unit will also stay the same. Should Council support the current request amendment, staff will prepare a Zoning Amendment Bylaw and provide a future staff report describing the details of how the changes would apply to this and potentially other properties.

Note the applicant is requesting that Carriage House be added to the list of permitted uses on their property to address the non-conforming construction of their secondary suite. Staff consider this unnecessary, as the suite was constructed under a valid building permit at the time. The addition of cottage or carriage house accessory dwelling units within residential zones is an issue which will be addressed separately in the near future.

TIME REQUIREMENTS – STAFF & ELECTED OFFICIALS:

Should the application proceed, staff time will be required to prepare and process this Zoning Bylaw Amendment including giving notice of a Public Hearing. Staff suggest that there is an element of housekeeping to remove the standalone vacation rental from the VR-2 use in the Zoning bylaw, which should proceed whether or not the current application is advanced by Council.

FINANCIAL IMPACTS:

There may be a change to how the assessment class affecting the taxation for a property whose zoning designation allows a principal commercial use. Exactly how the BC Assessment Authority would treat the proposed uses is not clear – staff have sought clarification on this point and consider this to be an important consideration if zoning changes were to be applied broadly. Staff hope to have further detail to provide when bringing forward bylaw amendments in the future.

SUMMARY:

The proposed zoning amendment for 506 Marine Drive would, in isolation, likely have little impact on the character or function of the neighbourhood. The change to the permitted use of the property would have some impact on the property's value and could have an incremental effect on the overall community housing supply. Council could consider directing staff to prepare a zoning

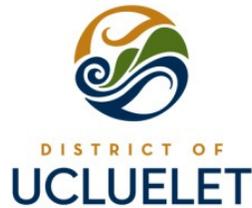
amendment bylaw for the current application; if so directed, this would include holding a future public hearing to seek community input on the proposed zoning change.

In the larger community context, Council has already directed that staff bring forward options for possible amendment to residential zoning to better suit the needs of the community (e.g., supply and affordability), including the balance of residential uses among various forms of vacation rentals. A housekeeping zoning amendment to remove the standalone vacation rental from VR-2 is suggested by staff, and would be one small improvement to the housing regulations in the zoning bylaw. At the same time, Council should be aware that staff are also working on a current joint application from a number of property owners seeking changes to the VR-1 zoning regulations; that application engages similar issues to this application for VR-2 and could be brought forward at the time bylaw amendments are presented to Council to enable a comprehensive discussion of the details and the expected community impacts.

OPTIONS REVIEW:

1. **THAT** Council direct staff to prepare a Zoning Amendment Bylaw to remove standalone Vacation Rental of an entire single-family dwelling as a permitted use under the Vacation Rental (VR-2) regulations.; and,
(Recommended)
2. **THAT** Council direct staff whether to prepare a site-specific Zoning Amendment Bylaw to permit the short-term rental of the main house on the property at 506 Marine Drive under the amended Vacation Rental (VR-2) regulations.
(Recommended)
3. THAT Council defer the current request, and seek further information from the applicant;
or,
4. THAT Council reject the requested zoning amendment at this time.

Respectfully submitted: John Towgood, Planner 1
Bruce Greig, Manager of Planning
Mark Boysen, Chief Administrative Officer



STAFF REPORT TO COUNCIL

Council Meeting: MARCH 26, 2019
500 Matterson Drive, Ucluelet, BC V0R 3A0

FROM: MARLENE LAGOVA, MANAGER OF CORPORATE SERVICES

FILE NO: 3900-25

SUBJECT: SINGLE-USE PLASTICS BYLAW – 1ST READING

REPORT NO: 19-34

ATTACHMENT(S): APPENDIX A – REPORT FROM NOVEMBER 27, 2018 REGULAR COUNCIL
APPENDIX B – BYLAW NO. 1247, SINGLE-USE PLASTIC REGULATION

RECOMMENDATION(S):

1. **THAT** Council give first reading to the “District of Ucluelet Single-use Plastic Regulation Bylaw No. 1247, 2019”.
2. **THAT** Council direct staff to obtain stakeholder feedback prior to second reading and schedule an opportunity for representations to Council prior to third reading.

PURPOSE:

The purpose of this report is to introduce the “District of Ucluelet Single-Use Plastic Regulation Bylaw No. 1247, 2019” for first reading. Staff will then seek feedback from stakeholders, amend as necessary and obtain a legal review, and provide an opportunity for affected parties to be heard before third reading.

BACKGROUND:

At the May 8, 2018 Regular Meeting of Council, a delegation from Surfrider Pacific Rim Chapter (“Surfrider”) and the Ucluelet Aquarium (“Aquarium”) requested that the District implement a bylaw banning plastic bags.

At the November 27, 2018 Regular Meeting of Council, the following resolutions were adopted:

1. *THAT Council direct staff to coordinate with the District of Tofino, Surfrider Pacific Rim Chapter, and the Ucluelet Aquarium, in developing a proposed bylaw to restrict the distribution of single-use plastic shopping bags and plastic straws.*
2. *THAT Council direct staff to bring back a bylaw that restricts the distribution of single-use plastic shopping bags and plastic straws within the District of Ucluelet for Council’s consideration.*

Staff have been working closely with the District in Tofino in the development of a west coast single-use plastic regulation. Staff have coordinated several meetings to discuss the bylaw with representatives from Surfrider and the Aquarium.

DISCUSSION:

Although Victoria's "Checkout Bag Regulation Bylaw" forms the basis of the regulatory scheme used by the Districts, the provisions and communication plan represent a made-on-the-West Coast strategy to support local businesses to reduce single-use items. The strategy focuses on up-front education, awareness, and support of existing Surfrider single-use plastic reduction initiatives to encourage sustained shifts in business and consumer habits and avoid burdening enforcement resources.

Though many other municipalities have discussed a ban on plastic straws, staff have not found any adopted bylaws in British Columbia and believe that Tofino and Ucluelet will be the first to enact this regulation.

West Coast Bylaw highlights include:

- Using authority granted under section 8(6) of the *Community Charter* – regulate in relation to business;
- No single plastic bags or plastic straws may be provided or sold by businesses (see exemptions for bags below);
- Avoids "Biodegradable" or "Compostable" plastic bags and plastic straws (these materials contaminate existing recycling streams and do not adequately decompose in a landfill or the environment);
- Avoids rebound to excessive paper and reusable bags by adding a minimum price of no-less than 25 cents for paper, and \$2.00 for reusable bags (see exemptions to minimum fees below);
- Provides exemptions to restrictions and fees on **plastic bags** as follows:
 - to package loose bulk items;
 - contain or wrap fresh or frozen meat, poultry or fish;
 - wrap flowers;
 - protect baked goods and non-packaged foods;
 - contain prescription drugs;
 - contain large items that cannot easily fit into a reusable bag; and
 - package of multiple plastic bags that are sold for personal household use.
- Provides exemptions to restrictions and fees on **plastic straws** as follows:
 - package of multiple plastic straws that are sold for personal household use.
- Permits plastic bags to be distributed that have already been used by a customer and that have been returned to the business for the purpose of being reused by other customers;
- Specifically prohibits businesses from discouraging customers from bringing and using their own drinking straw (to accommodate musculoskeletal and oral health care needs); and
- Educates the public using campaigns, partnerships with existing organizations and advocacy.

TIME REQUIREMENTS – STAFF & ELECTED OFFICIALS:

Staff worked closely with District of Tofino staff in drafting the single-use plastics bylaw.

Communications will be coordinated with the District of Tofino and branded as a “West Coast Single Use Plastic Regulation”. The Communication plan is to continue to build momentum on Surfrider’s work to date; for example, by using the hashtags #BYOBag and #StrawsSUCK on social media.

The bylaw may result in demand for Bylaw enforcement resources and the need to provide information to businesses at the time of processing new or renewed business licences. Notice will be provided with the 2019 business licence renewals this spring.

Timeline

March 26, 2019: First reading of Bylaw

April & May 2019: Community consultation - stakeholder meetings and input on draft bylaw

April 23, 2019: Second reading of Bylaw

May 14, 2019: Third reading of Bylaw

May 28, 2019: Adoption of Bylaw

June 8, 2019: Date Bylaw comes into force, except for enforcement provisions (i.e. fines)

Summer/Fall 2019: Conduct public awareness and education on Bylaw

January 1, 2020: Date Bylaw enforcement provisions comes into effect (i.e. fines)

FINANCIAL IMPACTS:

Staff recommends a legal review as the bylaws will be the first in British Columbia banning plastic straws. Costs of the legal review will be shared between the Districts of Ucluelet and Tofino.

The costs of communicating the new Bylaw, including ads in the Westerly News and on Facebook, is \$1,000 to be funded from the Corporate Services Department’s advertising budget.

POLICY OR LEGISLATIVE IMPACTS:

Before adopting a bylaw under section 8 (6) [business regulation] of the *Community Charter*, a council must give notice of its intention to do so in whatever manner and as often as the council considers reasonable and provide an opportunity for persons who consider they are affected by the bylaw to make representations to council. Staff is recommending that the Bylaw receive first reading, and that concerted stakeholder engagement take place prior to second and third reading.

The impacts of adopting the Bylaw include:

- June 8, 2019: Staff recommends setting minimum fees in order to continue the downward pressure on demand as follows:
 - \$0.25 for paper bags, and
 - \$2.00 for reusable bags.
- January 1, 2020: Staff recommends enforcement of fines as follows:
 - \$100 for the first offence, with an early reduction to \$75 if paid within 7 days; and
 - \$200 for the second and any subsequent offences.

OPTIONS REVIEW:

1. **THAT** Council give first reading to the “District of Ucluelet Single-use Plastic Regulation Bylaw No. 1247, 2019”. **(Recommended)**
2. **THAT** Council direct staff to obtain stakeholder feedback prior to second reading and schedule an opportunity for representations to Council prior to third reading. **(Recommended)**
3. **THAT** Council provide alternative direction to staff.

Respectfully submitted: Marlene Lagoa, Manager of Corporate Services
Mark Boysen, Chief Administrative Officer

DISTRICT OF UCLUELET
BYLAW NO. 1247, 2019

A bylaw to regulate distribution of single-use plastic items by businesses.

WHEREAS the *Community Charter* authorizes a council to regulate in relation to business;

AND WHEREAS the District of Ucluelet Council wishes to promote responsible and sustainable business practices that are consistent with the values of the community;

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

1. Citation

This bylaw may be cited for all purposes as the “District of Ucluelet Single-Use Plastic Regulation Bylaw No. 1247, 2019.”

2. Definitions

In this bylaw:

“Checkout Bag” means:

- (a) any bag that is intended for the purpose of transporting items received by a customer from a Business;
- (b) and includes Paper Bags, Plastic Bags, or Reusable Bags;

“Business” means any person, organization, or group engaged in a trade, business, profession, occupation, calling, employment or purpose that is regulated under the Business Licence Regulation Bylaw and, for the purposes of section 3, includes a person employed by, or operating on behalf of, a Business;

“Drinking Straw” means a tube used to transfer a beverage from a container to the mouth of the individual drinking the beverage by suction;

“Reusable Bag” means a bag with handles that is for the purpose of transporting items purchased by the customer from a Business and is designed and manufactured to be capable of at least 100 uses;

“Small Paper Bag” means any bag made out of paper that is less than 15 centimetres by 20 centimetres when flat;

“Paper Bag” means a bag made out of paper, but does not include a Small Paper Bag;

“Plastic Bag” means any bag made with plastic, including biodegradable plastic or compostable plastic, but does not include a Reusable Bag;

“Plastic Drinking Straw” means a straw made primarily of plastic, including biodegradable or compostable plastic.

3. Regulation

- (1) Except as provided in this Bylaw, no Business may provide a customer with any of the following items:
- (a) Checkout Bag;
 - (b) Plastic Drinking Straw.
- (2) A Business may provide a Checkout Bag to a customer only if:
- (a) the customer is first asked whether they need a bag;
 - (b) the bag provided is a Paper Bag or a Reusable Bag; and
 - (c) the customer is charged a fee not less than:
 - (i) \$0.25 per Paper Bag; and
 - (ii) \$2.00 per Reusable Bag.
- (3) For certainty, no Business may:
- (a) sell or provide to a customer any of the items listed in section (1) except as provided by this Bylaw; or
 - (b) provide a Checkout Bag to a customer free of charge.
- (4) No Business shall deny or discourage a customer from using their own Checkout Bag or drinking straw.

4. Exemptions

- (1) Section 3 does not apply to Small Paper Bags or Plastic Bags used to:
- (a) package loose bulk items such as fruit, vegetables, nuts, grains, and candy;
 - (b) package loose small hardware items such as nails and bolts;
 - (c) contain or wrap frozen foods, meat, poultry, or fish, whether pre-packaged or not;
 - (d) wrap flowers or potted plants;
 - (e) protect prepared foods or bakery goods that are not pre-packaged;
 - (f) contain prescription drugs received from a pharmacy;
 - (g) protect linens, bedding, or other similar large items that cannot easily fit in a Reusable Bag;
- (2) This bylaw does not apply to the sale of Plastic Bags intended for use at the customer's home or business, provided that they are prepackaged and sold in packages of multiple bags.
- (3) This bylaw does not apply to the sale of Plastic Drinking Straws intended for use in the customer's home, provided they are sold in packages of multiple straws.
- (4) Notwithstanding section 3(2)(c) and 3(3)(b), a Business may provide a Checkout Bag free of charge if:
- (a) the Business meets the other requirements of section 3(2);
 - (b) the bag has already been used by a customer; and
 - (c) the bag has been returned to the Business for the purpose of being re used by other customers.

5. Offence

- (1) A person commits an offence and is subject to the penalties imposed by this bylaw, and the Offence Act if that person:
- (a) contravenes a provision of this bylaw;
 - (b) consents to, allows, or permits an act or thing to be done contrary to this bylaw; or
 - (c) neglects or refrains from doing anything required by a provision of this bylaw.
- (2) Each day that a contravention of a provision of this bylaw occurs or continues shall constitute a separate offence.

6. Enforcement

- (1) Bylaw Enforcement Officers of the District of Ucluelet are responsible for the enforcement and administration of this Bylaw.
- (2) For the purposes of this bylaw, the designated Bylaw Enforcement Officer means any of the following:
- (a) Chief Administrative Officer or his designate;
 - (b) Bylaw Enforcement Officer or his designate or
 - (c) Manager of Community Planning or his designate.
- (3) No person shall unreasonably obstruct or prevent a Bylaw Enforcement Officer from carrying out his or her duties as prescribed in this bylaw. The Bylaw Enforcement Officer is authorized and empowered to inspect, compel and require that all the regulations and provisions in this bylaw are carried out.
- (4) Every person who contravenes any provision of this bylaw, or who suffers or permits any act or thing to be done in contravention of this bylaw, or who refuses, omits, or neglects to fulfil, observe, carry out, or perform a duty or obligation imposed by this bylaw, shall be deemed to have committed an offence against this bylaw and:
- (a) shall be liable to a fine set out in "Schedule A" attached hereto and forming part of this bylaw, as amended from time to time; or
 - (b) shall be liable to a penalty set out in the "Municipal Ticket Information System Bylaw No. 949, 2004" as amended from time to time; or
 - (c) shall be liable, upon summary conviction, to the penalties provided under the "Offence Act" and amendments thereto; or
 - (d) any combination of subsection (4) (a), (b), and (c).
- (4) The intent of this Bylaw is to set standards of general public interest, and not to impose a duty on the District of Ucluelet or its employees to enforce its provisions and:
- (a) A failure to administer or enforce its provisions or the incomplete or inadequate administration or enforcement of its provisions is not to give rise to a cause of action in favour of any person; and
 - (b) The grant of any approval or permission or issuance of any permit is not a representation, warranty or statement of compliance with the Bylaw and the

issuance thereof in error is not to give rise to a cause of action.

7. Severability

If any provision of this Bylaw is held to be invalid by any court of competent jurisdiction, that provision shall be severed and its severance shall not affect the validity of the remainder of the Bylaw.

8. Effective Date

This Bylaw shall come into force and effect on June 8, 2019, except section 5 which comes into force January 1, 2020.

READ A FIRST TIME this day of , 2019.

READ A SECOND TIME this day of , 2019.

READ A THIRD TIME this day of , 2019.

ADOPTED this this day of , 2019.

CERTIFIED A TRUE AND CORRECT COPY of the “District of Ucluelet Single-Use Plastic Regulation Bylaw No. 1247, 2019.”

Mayco Noël
Mayor

Mark Boysen
Corporate Officer

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

Mark Boysen
Corporate Officer

SCHEDULE "A"
Fines and Penalties

Fines for tickets issued pursuant to this Bylaw shall be as follows:

Description of Offence	Section #	Fine - 1st Offence	Fine - if paid within 7 days	Fine - 2nd and Each Subsequent Offence
Providing a Checkout Bag to a customer except as provided in the bylaw	3(1)(a)	\$100	\$75	\$200
Providing a Plastic Drinking Straw to a customer except as provided in the bylaw	3(1)(b)	\$100	\$75	\$200
Denying or discouraging customer's own Checkout Bag or Drinking Straw.	3(4)	\$100	\$75	\$200

DRAFT