



PUBLIC HEARING
Thursday, May 13, 2021 @ 5:30PM
George Fraser Room, Ucluelet Community Centre,
500 Matterson Drive, Ucluelet

LATE AGENDA

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1. LATE ITEMS	
1.1. Add the following to Item 6.2. Written Submissions Received During the Notice Period	3 - 80
2021-05-06 Nakagawa and Beblo	
2021-05-09 Larsen	
2021-05-10 A Kimoto	
2021-05-10 Anderson	
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2021-05-11 ACRD Referral	
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2021-05-12 Alliance Holdings	
2021-05-12 West Coast Motel & Fitness Center	
2021-05-12 Concerned Citizens of Ucluelet Petition	

979 Peninsula Road
Ucluelet, BC V0R 3A0

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



May 6, 2021

Dear Mayor and Council,

Re: Schedule C, District of Ucluelet, OCP By-law No 1236, 2020 -
re: "Future" Trail designation at 979 Peninsula Road

We are the owners and residents of 979 Peninsula Road, and we are very concerned about the proposed "Future Safe Harbour Trail" as shown in Schedule C of the 2020 OCP bylaw. We are concerned because the trail designation has significant and enduring impact on our current and future use of our property.

Schedule C shows a future trail designation on two sides of our property, encompassing approximately 460 linear feet of trail. We believe this must be a misunderstanding because 460 ft of linear trail is an excessive amount of public access to be placed on one privately owned, single family designated property. We further believe it must be a misunderstanding because there is no development application nor an existing right-of-way nor any contact or discussion with the District with respect to purchasing such a lands that would or could trigger such a designation.

979 Peninsula Road has been in the Nakagawa family since the late 1950s, when the Nakagawa family returned to the coast after being removed from the coast in the early 1940s. They purchased the property at Spring Cove to rebuild their lives and raise their family. The property is the family legacy that we have no interest in selling or developing.

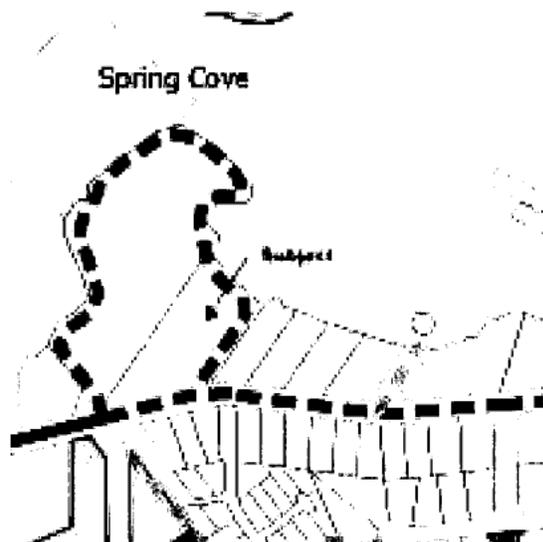
At the same time, we have already experienced impacts in the form of trespassers seeking a trail that does not exist and we are concerned about the associated safety and liability issues going forward.

We, therefore, respectfully request that Council not approve Schedule C in its present form, and that Schedule C be amended by removing the future trail reference from our property.

Yours truly,

Ken Nakagawa
Barbara Beblo

e-mail address:



From: [Erik Larsen](#)
To: [Community Input Mailbox](#)
Subject: Official community plan public hearing
Date: May 9, 2021 11:05:56 AM

[External]

To follow up on my previous correspondence with you, as you know I was simply trying to get what is obviously a planning error corrected before the public hearing. Why would I call the dotted red line on the map called "Parks and Trails network" a planning error?, because a trail being planned thru my private property with out a right-a-way, practically going thru our living room, over a 40 foot cliff and terminating in the ocean, that by any definition can only be described as an "error"

I would also refer you to page 28 Policy 2.72 where you talk about "extenuating circumstances" there is no such issue here, the plan is only for the next five years, I was told that you are considering redevelopment off my property over the next 50 years, that is bordering on the ridiculous notion that you were elected to plan my property that far in the future.

I ask that you remove the red dotted line from the map and provide me with a copy of the corrected map with an explanation that the District is no longer considering a trail on my and my neighbors property.

Thank you considering my concern. Erik and Linda Larsen (332 Marine Drive, Ucluelet)

Sent from [Mail](#) for Windows 10

From: [Akio Kimoto](#)
To: [Community Input Mailbox](#)
Subject: Official Community Plan - Removal of future trails and viewpoint through private property
Date: May 10, 2021 2:00:53 PM

[External]

Dear Council and District of Ucluelet,

My name is Akio Kimoto. My family has lived on the property at 855 Peninsula Drive down at Spring Cove for 70 years. I am writing today in regards to the red dotted line and yellow dot indicating the future Wild Pacific Trail and viewpoint in Schedule 'C' (image pasted below), I've highlighted in red the date and area in which I speak of.

This red dotted line is going straight through my family's private property. This plan was never discussed nor agreed upon by Mary or Doug Kimoto who live on the property. I find this proposal or plan absolutely atrocious and disrespectful to the Kimoto family. This topic has caused us a good deal of stress, stress that my 98 year old Grandmother and uncle Doug who is battling cancer do not need in their humble lives.

My grandmother Mary wrote a letter to the Council & District of Ucluelet, I am going to bring certain paragraphs to light for the community and council to hear.

"For the record, our wishes for our property down at Spring Cove are for the land to stay in our family for future generations, as this was what my late husband, Thomas Kimoto, always wanted. The third generation of our family, consisting of my grandsons, Katsumi & Akio Kimoto, and their families and children, wish to have homes down on our family property down at Spring Cove, as they have grown up in Ucluelet, still visit and/or live here occasionally, and consider this place home. We hope the district will work with our Grandsons and their families to help keep our family legacy in Ucluelet, and living down at Spring Cove.

Furthermore, at this time, the Kimoto Family, with respect to our property, does not wish to give public beach access across our property, and does not wish to have the Wild Pacific Trail go around our property. We also do not want to have a parking lot nor a public garden on our property at this time. We would like to live out of our lives on this piece of family property, peacefully, and give our family the same opportunity. After all we've bought this property through a lifetime of hard work, and have owned the property for many decades. We have also endured the heavy burden of paying substantial property taxes on this large property for all of this time, especially when one considers our family's industry (commercial trolling) has been in major decline for the past few decades. Should the future generations of the Kimoto Family wish to work with the District of Ucluelet or the Province of B.C. on ideas surrounding preservation, public access, parks & gardens, we will leave that for them to decide in the future."

The date of that letter was June 5th and was delivered to Ucluelet Municipal Hall on June 23rd,

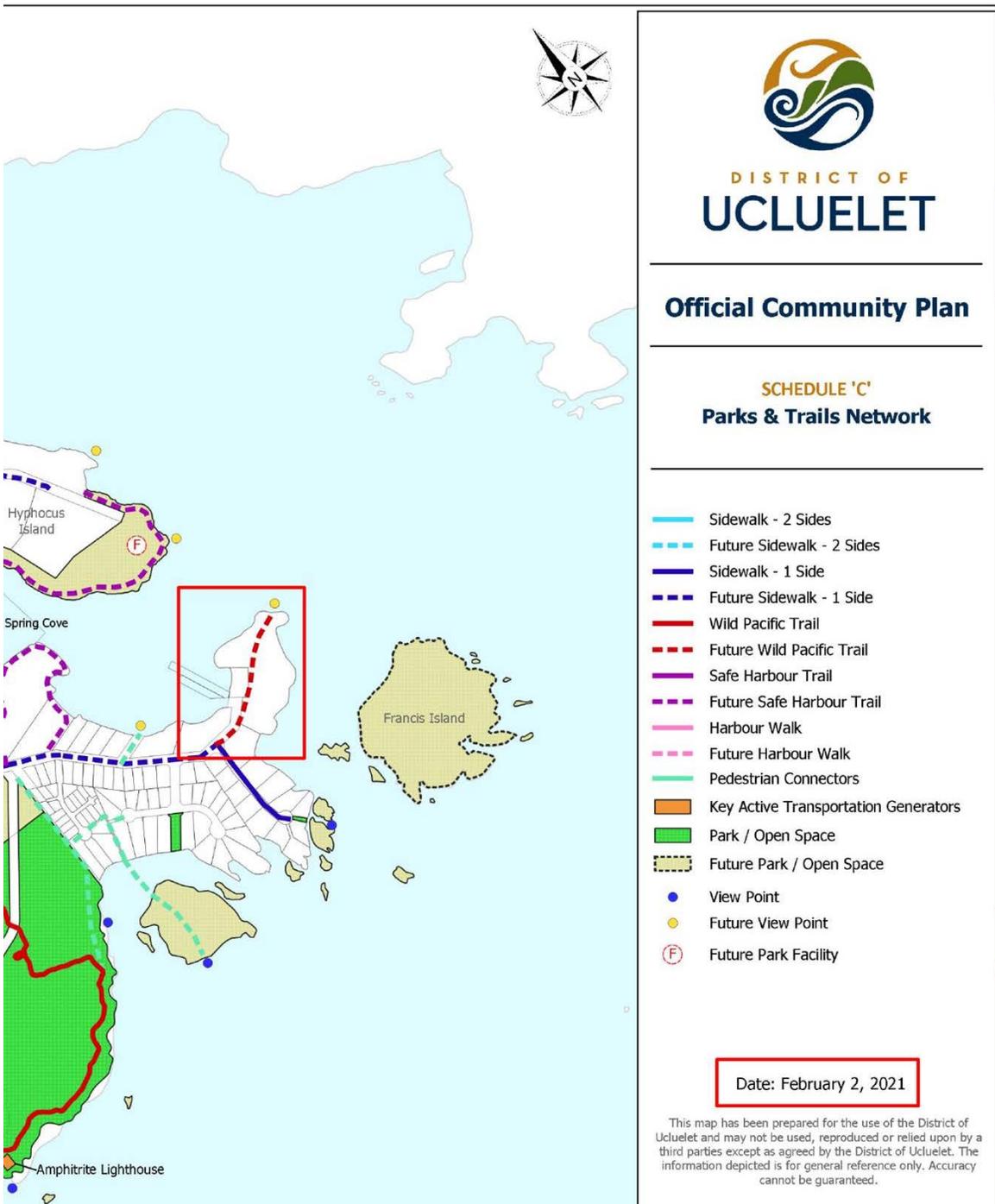
2020. Schedule C below is dated February 2nd, 2021.

All that being mentioned, I will close with the following written statement:

My family and I request that you remove the red dotted line and yellow dot indicating the Future Wild Pacific Trail and View Point, going through our property, off of Schedule 'C' Parks & Trail Network. Remove that and any other plans or ideas involving trails, public spaces, roads, and beach access going through or involving our property from any Official Community Plan schedules or documents. Please and thank you.

Sincerely,
Akio Kimoto

Please reply to this email, to confirm that you have received it.



District of Ucluelet Official Community Plan Amendment Bylaw No. 1236, 2020

May 13, 2020

Thank you for taking the time to read my concerns.

I would like to speak directly about *Policy 2.95* and *Policy 2.97* in the DoU Official Community Plan, particularly the section regarding upgrades from Bay Street to Lyche Road, and Cedar Road to Lyche Road. Part of this municipal right of way lies directly around our building (Edgewater at 250 Hemlock St), and many of our units face directly onto this street.

This upgrade will greatly impact the tranquility of the harbour front in town. If the plan is to improve the pedestrian corridors through town, then having a busy road next to the harbour front will reduce the walkability near this beautiful spot. It will also directly impact the green space next to the harbour, which is a shame to lose.

Wildlife, such as eagles, make their homes in the trees next to this gravel road. There is no through traffic, meaning it is a quiet space. Deer often pass through the area as well, to reach the safer forested areas behind our building.

Safety is an important factor to consider as well, as paving the road and connecting Lyche to Bay and beyond would mean our homes back directly onto a busy thoroughfare. With the tourism season growing longer and busier every year, the impact of traffic on our quality of life would be increasingly frustrating and upsetting. Many of our bedrooms will be facing the road. And, if parking along the road is developed, we can expect to have people frequently parked right outside our back doors.

Additionally, noise would become a huge issue for residents in the building if the road is paved and through. If we are subject to large trucks from the fish plants at all hours, and even buses and RVs during peak season, it will severely impact not only the enjoyment of our quiet space, but will directly impact our property value. With a paved road we will need to install a high, noise reducing fence, which for my ground floor unit, will remove our beautiful view of the harbour and the green space behind us. Our building is mostly owner occupied, and we love the community we have built in it. Being surrounded by road will decrease the enjoyment and tranquility of our homes.

I am asking that the District consider other options for the space. We do have an existing route for vehicles to reach the harbour from Bay Street, and increasing the traffic around our building will be unfavourable to us. If we do need to alter the municipal right of way, perhaps a less intrusive/noisy option such as a walking path or bike trail could be suggested.

Thank you again for your time,

Jenna Anderson

Paul A. Barrett
1000 Second Avenue
Suite [REDACTED]
Seattle, WA 98104

May 10, 2021

Mayco Noel, Mayor
Bruce Greig, Manager of Community Planning
District Of Ucluelet
200 Main Street, Ucluelet, B.C. V0R 3A0

Via Email

Re: Proposed OCP and
Francis Island

Dear Mr. Noel and Mr. Greig:

This letter is written on behalf of the owners of Francis Island, who are myself, and my friend, Art Harrigan, and our respective wives, Glenda Barrett and Carol Harrigan.

We were surprised to see that you have included Francis Island in the properties you propose for redesignation, pursuant to your Proposed Official Community Plan for the District of Ucluelet. Needless to say, we strenuously object to this and intend to oppose any such effort.

First, any such action by the municipality would be inherently unfair to us as the property owners. We purchased the island 33 years ago from a logging company, and have paid all taxes which have been assessed against it ever since. One of the very reasons we bought the island in the first place was because we were struck with its natural beauty and wanted to preserve that as much as possible, and in particular, to prevent it from being logged like so many other beautiful places in the area. During the 33 years we have owned the property, we have done nothing to change it or impair its beauty in any way. In short, you could hardly have found better conservators for this pristinely beautiful island for the last third of a century.

Aside from the above, our primary motivation in purchasing the property was to own it in the future at the time we retired, so that we could build one or more

Mr. Noel and Mr. Greig
May 10, 2021
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residences to use in our retirement, or in the event our resources were insufficient for this, so that we could sell the island and use the proceeds to fund our retirement elsewhere. What you are proposing now could have a serious impact on either of these goals, if not totally precluding them. Needless to say, if we had chosen to build or otherwise develop the island any time during the previous three decades, I doubt that you would now be attempting to designate it as a "Parks and Open Space", or worse yet, to identify it for public recreational purposes, effectively expropriating its private property status from us. To put it differently, as the saying goes, "No good turn goes unpunished". In exchange for purchasing the island originally, and serving as the perfect custodians for the preservation of its beauty all these years, you are proposing now to seriously devalue it or to take it away from us entirely.

Second, we believe that considering the island for a public park, or trying to construct a trail on it, would be misguided at best and of little benefit to the public, in any event. At the outset, there is the problem that the only legal access to the island is by water. Even in the event that a few adventurous members of the public would choose to visit the Island by water, the problems get worse. Hiking around the island is not only very difficult, it borders on the impossible for anyone other than the most athletic. There are giant boulders and timbers along the shoreline, and deep crevasses and drop offs just above the shore. Obvious opportunities for injury abound for all but the most intrepid rock climbers. In short, it is anything but a pleasant location for a walk in the park.

Third, in response to your comment on page 75 regarding "potential acquisition" of the island for a park, this, along with your "park" designation is a de-facto taking, and is perhaps even unlawful. I have sought advice and understand the designation, and suggesting it is a place for public recreational use cannot legally be done, at least not without a corresponding budgeting process to ensure you have funds for acquisition of the property. This would likely be extremely expensive for the District. Although I do not purport to be familiar with Canadian law on the subject, I suspect that just the proceedings necessary to determine the legality of such a governmental act would likely be very time consuming and expensive.

Mr. Noel and Mr. Greig
May 10, 2021
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In conclusion, we strongly urge that you reconsider this matter and remove Francis Island from the list of properties included for redesignation to "Parks and Open Space" in the proposed Official Community Plan. It should remain designated some form of "residential".

Sincerely yours,

Paul A. Barrett, on behalf of
the owners of Francis Island

PAB/gb

Cc: L. John Alexander, Esq.
Mr. & Mrs. Arthur W. Harrigan, Jr.

From: [Robert Brewster](#)
To: [Community Input Mailbox](#)
Subject: mMy part of alliance holdings
Date: May 10, 2021 1:37:47 PM

[External]

Sent from [Mail](#) for Windows 10

I am not entirely opposed to the continuation of the proposed extension of cedar st to lychee rd. But I am getting awfully tired of this ongoing situation. My house is in need of a lot of construction. But I've been holding off because if this project goes on it would be a waste of time doing anything with my house. So please make up your mind. I either want to sell the place but I can't until you make up your minds.

May 10, 2021



INTRODUCTION:

My name is Craig Carter and I live at 1948 Bay Street.

I am one of several co-owners of the property that would be directly impacted by the Cedar Street / Lyche Road connection, as is a vision of the current Official Community Plan.

I have lived and worked on western Vancouver Island for more than 20 years. Throughout the years, prior to buying my house in 2010, I experienced first-hand the difficulties that exist locally in securing a place to stay; housing is expensive and in short supply. At times I stayed with friends, or rented an individual room in some stranger's house; other times I tented or slept in my vehicle. Eventually, I bought a small recreational vehicle that became my only refuge and home for more than three years. All the while, I was working full time.

I appreciate the fact that I now own a house in Ucluelet; It brings certain security and comfort. Most of the anxiety that came with living in a tenuous situation, such as calling an RV your full-time home, has vanished. That said, our neighbourhood continues to endure stresses imposed on us by the municipality, and more specifically by certain clauses contained in the Official Community Plan (O.C.P.).

HISTORY:

The property where I live and share with my neighbours, has supported "multi-family housing" since long before the phrase came into everyday use. Here is a brief summary of the history of the Alliance Holdings homes (reproduced from an internal company document):

"1939: No buildings, land leased by Department of National Defense (D.N.D.) from Mrs Littleton, with officer tents erected on lower property, to serve the Flying Boat Station's staff.

1943: Top 4 houses in our housing collective were built for the Canadian Scottish Regiment Officer quarters in World War Two.

1944: On October 15 the Flying Boat Station (Ucluelet) was decommissioned, command moved to now completed Long Beach Airport station.

1946: MacMillan / Sutton Lumber company purchases all Ucluelet war time assets from D.N.D. This includes all of the Sea Plane base land and buildings and includes the four houses on the Little tons' Leased land.

The land lease is transferred to MacMillan. MacMillan converts houses into logging staff housing."

In 1960, MacMillan wanted out of the house rental business and sold the houses to their then tenants. Later, when the landowner wished to sell the property, homeowners were presented with another fork in the road: either purchase the land or move their homes. In 1961, the home owners decided to pool their money and purchase the land. Since this arrangement predated the advent of Strata housing in BC, the property was assigned under the Companies Act, (later the British Columbia Business Corporations Act). It was one of the only ways to co-own residential land at the time. The name chosen for the newly founded company was Alliance Holdings Company Limited.

Add the following to Item 6.2. Written Submissions Received During the N...

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Several times throughout its existence, Alliance Holdings has contemplated adopting a better management structure, seeking legal advice along the way. But the homeowners faced other challenges, especially when their zoning was arbitrarily changed by the municipality, from residential to tourism commercial in 1999.

This compounded the difficulty in managing the homes because the zoning change made each home legal, non-conforming overnight, where they previously enjoyed appropriate zoning. And it acted to further complicate any plans for the future structure of what had always been a residential-use property. Later, homeowners fell into the unsavoury position of having to apply (and pay) for a hearing before a Board of Variance for any renovations we may undertake. Our once secure position as an historic neighbourhood of Ucluelet was less secure by the day!

CURRENT:

Lately, some homeowners have contemplated a transition in management from The Business Corporations Act to the superior Strata Properties Act. This move would give homeowners much better security in their investment and proper title for the homes (aspects that the Business Corporations Act is ill equipped to handle).

As a collective, we at Alliance Holdings have lobbied the municipality to have our previous zoning re-instated to correct an historic wrong that put every home in jeopardy, the land use into question and our collective futures into uncertainty.

We are grateful to see that the change to Multi-Family Residential zoning is in the works. Thank you!

But our plight does not end here. We have been told by the municipality that should Alliance Holdings pursue restructuring to a Strata that it would trigger the Cedar Street / Lyche Road extension. They have insisted that should we re-structure, even to a management structure superior to the one we currently have, one that would better secure affordable housing in town and make it easier for people to buy and sell the homes, that the road project would have to be included in the change.

One must understand that Alliance Holdings already meets most all requirements to transition the management structure to a Strata: Houses in place, infrastructure including hydro, water, sewer in place and operational, roads and access for emergency vehicles, common areas and green space. A restructuring to Strata would therefore be more of a legal transfer of official documentation and less of physical ground-breaking as is the usual case when a new Strata is created. For these reasons, I believe that the insistence by the municipality to force the Cedar Street extension, should we restructure is wrong, mean-spirited and totally misguided!

I already strongly disagree with the Cedar Street extension project on its merits alone: It would necessitate the destruction of at least several occupied, residential houses in a town where affordable housing is in serious decline. I further disagree with the destruction of the virgin forest and wildlife habitat this road would cause, which seems to be in direct conflict with the O.C.P. itself that has emphasized the setting aside of critical habitat and green space. Further, I disagree with this road project because the damage and detriments caused by the creation of this road far outweigh the short-term benefit of moving a few large vehicles into and out of the Village Square via

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this route. Is building another road a good idea especially when the O.C.P. itself has indicated a vision for the future of more sustainable, ecological means of travel within the town, namely, pedestrian, electric vehicle, scooters and bicycling to name a few?

While upset with the prospect of the Cedar Street extension bisecting our common property in half (with the aforementioned destruction), **I am even more incensed that the municipality would use this road project as a wedge to dissuade Alliance Holdings from finally being able to properly document its land and houses in step with the 21st century!**

It is absurd that the same municipality that purports to uphold the need for the preservation of our local environment and further asserts the need to create more affordable housing would force homeowners at Alliance Holdings to destroy green space and demolish several occupied houses to build a road.

Another absurdity is that the construction of the Cedar/ Lyche road would only alleviate heavy truck traffic in the village square, to see that same traffic routed one kilometre away, through the current, quiet streets in front of the Moorage condominiums and inner harbour, an area that currently has little heavy truck traffic. The proposed route would lead heavy trucks through an already pedestrian-friendly area, namely the streets around the boat basin, The Moorage, etc.

I have thought about this issue at length and offer as an alternative these thoughts:

Since the push for creating the Cedar Street Extension seems to have its roots in accommodating large truck traffic through town, I offer these three potential solutions:

1. What if the municipality of Ucluelet, in concert with local Ucluelet First Nations (U.F.N.) and the town of Tofino were to create a commerce hub on land in the industrial park area near the junction that would serve both Tofino and Ucluelet.

Its purpose would be to provide an area to warehouse and transfer goods to/from large transport trucks (commonly known as 18-wheelers) so that smaller, more manoeuvrable trucks can complete the in-town deliveries and shipping.

This distribution hub would create jobs for all communities.

Large trucks that are cumbersome on the narrow streets of both communities would not be allowed into the towns but would instead transfer their goods to/from smaller delivery trucks at the hub.

Exceptions could be made for less frequent deliveries (ie: fuel tankers)

With smaller, more manoeuvrable vehicles used to deliver goods in town, there would be no need to expand current roadways.

An 18-wheel truck is rated empty at 40 tons

Trucks of adequate size for local delivery could range in size from 1 through 10 ton.

Delivery vans come in a variety of sizes with larger, electric-powered options being invented increasingly.

Add the following to Item 6.2. Written Submissions Received During the N...

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These smaller trucks, whether electric or engine-powered, could navigate all existing roads with ease, as compared to an 18-wheeler.

2. A barge system could also connect businesses on the waterfront (such as the fish plant) to the head of Ucluelet harbour where large trucks could have access to the Tofino/Ucluelet highway from the Port Albion Road.

Large-scale loading and offloading of barges could be done from one of the existing dry-land sort areas that were traditionally used for logging activities.

Alternatively, Fish plant supplies and products could be ferried directly across the harbour for loading and transport via the Port Albion Road and Tofino/Ucluelet highway.

3. A last resort would be to re-locate the fish plant across the harbour (or out of the Village Square, or elsewhere on the harbour).

Thank you for you time !

Best Wishes

Craig Carter
1948 Bay Street, Ucluelet

VOR 3A0





Christ Community Church Ucluelet
 1419 Peninsula Road
 P.O. [REDACTED]
 Ucluelet, BC V0R 3A0

May 10, 2021

Re: Public Hearing, District of Ucluelet Official Community Plan Bylaw No. 1236, 2020

Dear Council members and District Staff,

Thank you for the opportunity to share input into the OCP process.

Upon review of the proposed OCP we would ask Council to retain our current R-1 single family residential zoning at 1467 Peninsula Road (Lot 3, Plan VIP9522, Section 21) rather than the change to P1- Institutional proposed (map – Schedule A, pg. 90).

The church is currently in a process of discerning how to help address the urgent need for rental housing that many are facing in Ucluelet by providing durable and well-designed accommodations on the property entrusted to us.

In addition to the housing challenges several of our own church members have experienced, we have several members involved with local seniors housing and affordable housing initiatives who have called attention to:

- the [March 2018 UBERE](#) report to the District Council noting a median employment income of \$27,400, and nearly a third of residents paying more than 30% of income on shelter.
- the interest shown by over [100 people](#) in the 33 proposed units at First Light, and the [support](#) for creative solutions to the housing crisis the mayor and council have expressed in recent years.

While Policy 3.115 (on pg. 61) indicates that a new institutional Community Residential zoning designation for *some* institutional properties may be adopted and allow for supportive housing, we believe retaining the current residential zoning of this lot would be better suited to formulating our response to this important need for current residents and/or those young people who are starting out and trying to gain a foothold in the community.

Sincerely,

Dave De Jong
 on behalf of Christ Community Church Ucluelet
ccclucluelet2@gmail.com
 [REDACTED]
 [REDACTED]

To live by faith, to be known by love, and to be a voice of hope in Ucluelet, Hitacu, and the surrounding area.

Add the following to Item 6.2. Written Submissions Received During the N...

From: [max collin](#)
To: [Community Input Mailbox](#)
Subject: 2020 OCP Input
Date: May 10, 2021 2:43:03 PM

[External]

As a permanent resident of the wonderful community of Ucluelet I am very disappointed in the planning department's seemingly complete lack of respect for the private property of its residence. No matter how noble the claims of their intentions may be, the fact remains that multiple property owners who are unequivocally opposed to their private property being unlawfully expropriated have clearly expressed these concerns directly to the planning department prior to this 2020 draft being submitted for its first reading. The maps illustrating the future trails and park spaces clearly depicts that the planning department have completely ignored the opposition to these expansions and perhaps did not even communicate these concerns to our elected council prior to them giving first and second reading. This lack of due diligence has led to some property owners feeling like they might have to take legal action not to mention a complete waste of municipal time and resources in addressing these issues that should never have made it to print in the first place.

Furthermore.... With the existing trail systems having recently transitioned from a volunteer based management group to a municipal worker responsibility, I believe it would be extremely financially irresponsible to consider any trail expansion, "no matter the name of said trail" , until a accurate understanding of what the maintenance cost of the existing trail system will be for the community, and how this will be paid for and managed. Also that said expansions need to be limited to municipal owned land. There is a big difference between ensuring that future developments allow for the continuity of the community's vision and unlawfully forcing it upon existing private properties.

Sincerely
Max Collin

May 10, 2021

Re: Public Hearing, District of Ucluelet Official Community Plan Bylaw No. 1236, 2020

Dear Council members,

Thank you for the opportunity to share input into the OCP process. We are writing as homeowners at 1970 Bay Street, on a property owned by Alliance Holdings Limited (Lot 2, District Lot 282, Clayoquot District Plan 14846), and submitting our review of the 2020 Draft Official Community Plan in particular:

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

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

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

Our thanks to the authors of the Draft Official Community Plan for listening to the homeowners on this property and reclassifying the Alliance Holding Limited property to its original classification of Multi-Family Residential.

We do, however, have concerns that the Draft OCP continues to indicate a proposed road that transects the Alliance Holdings Limited property, connecting Lyche Road to Cedar Road. We believe this proposed road is unnecessary and at odds with the values expressed in Guiding Principles 5 and 6 of the OCP.

In regards to principle 6, the proposed road would destroy dozens of trees and cut a slash through the hill and forest in a way that would not only negatively impact the view but the ability for many forms of wildlife to utilize this area for refuge and as a travel corridor. Further, it devalues our property and those of many of our neighbours and would likely result in the destruction of at least two (2) and possibly three (3) of the historic, affordable homes on this property.

We hope you will consider our request to not include this proposed road in the 2020 OCP and will rather strengthen your support to the Future Harbour Walk of Schedule C, extending the walking trail that currently borders the inner harbour to follow the waterfront to the Village Green.

Sincerely,

Dave and Megan De Jong
1970 Bay Street
Ucluelet, BC

From: [Jon Greenglass](#)
To: [Community Input Mailbox](#)
Subject: Opposition to Lyche Road Extension
Date: May 10, 2021 8:02:17 AM

[External]

For the Public Record, with regards to the Official Community Plan Amendment Bylaw No. 1236 Meeting on May 13, 2021 at 5:30 pm. As the owner of #1-1970 Lyche road. I strongly oppose the extension of Lyche road mentioned in Policy 2.95 and 2.97. This will turn a quiet road into a thoroughfare for large commercial vehicles going to and from the fish plant at all hours of the day. Our unit is currently being used as an office space and this excess noise, would negatively impact the quiet work environment. Please do not extend Lyche road.

Sincerely,

Jonathan Greenglass

Sent from [Mail](#) for Windows 10

From: [Jason Corlazzoli](#)
To: [Community Input Mailbox](#)
Subject: District of Ucluelet Official Community Plan Bylaw No. 1236, 2020
Date: May 10, 2021 11:50:46 PM

[External]

Dear Mayor and Council,

I urge that you not move forward with the approval of the OCP bylaw No.1236, 2020 at this time. There has not been sufficient public consultation or recent opportunity for community engagement and input. The last official community consultation was in 2018. Given the far-reaching implications of this bylaw if it is passed, I feel strongly that the community members must be provided a proper venue to share their concerns and/or support for this plan. The upcoming public hearing in the form of a Zoom Webinar falls very short of being conducive to any meaningful public dialogue.

Instead of constructing things like new trail systems or bicycle routes that will be expensive to build and maintain, we need to take stock of our current infrastructure such as the much-to-be-improved sewer and water facilities.

Sincerely,

Jason Corlazzoli
1722 Bay Street
Ucluelet BC

From: [Eileen Morris](#)
To: [Community Input Mailbox](#)
Subject: Proposed road connection between Cedar & Lyche Road
Date: May 10, 2021 7:54:01 PM

[External]

As a long-time resident of Alliance Holdings, I would like to add my voice to that of Art Skoda and other shareholders who are not in favor of a road connection between Cedar & Lyche Roads.

Sincerely,

Eileen Morris

1934 Bay Street



From: [Tom Sirdevan](#)
To: [Community Input Mailbox](#)
Subject: Lyche Rd connection to Cedar Raod (Community Plan Amendment Bylaw No. 1236)
Date: May 10, 2021 10:37:17 PM

[External]

Dear Council,

I am voicing my opinion against connecting Lyche Rd to Cedar Rd, as well as the other plans to build and connect more roads for motor vehicle traffic.

Ucluelet already has sufficient roadways for cars. If a consensus has emerged in the field of urban planning over the last 30 years, it's that communities should be moving away from cars as the primary mode of transportation, and should instead be designing and building to the human scale. This means that where possible, communities should be considering walking and biking as the primary modes of transportation. The benefits are enormous: less pollution (including of course CO2), less space requirements, less noise, less collisions / injuries / death caused by motor vehicles. They also foster a sense of place, and create spaces people enjoy experiencing, spaces that would otherwise be off limits because big, heavy, sometimes noisy, polluting machines moving at speed are occupying them. Tourists don't visit places because they have an abundance of roads for their cars; no one's told me how great LA is because of all the freeway options. On the contrary, people want to visit places that have less roadways built for cars, because that means more space for parks, patios, courtyards, trails, waterfronts, markets, forests etc; places that people actually want to be in.

We already have a sufficient artery for vehicle traffic, and building more, at least for cars, only hurts Ucluelet's vision:

"Ucluelet's built and natural environment reflects, above all, the value we place on the outstanding beauty and diverse natural habitat of this place"

as more of our beautiful natural landscape and wildlife is compromised for motor vehicles.

One of the great fallacies of urban planning that began shortly after the Second World War was the idea that more roads meant less traffic, an idea that began to fall apart in the 60s when urban planners realized that it just meant people drove more and clogged whatever new roadways were built.

Tofino's downtown core includes the primary artery of car traffic, and despite a lot of design work that has gone into reducing driver's impulses to drive at the normal 50 km/h speed, they don't offer an alternative flow of traffic that does, and still the tourists come. Instead of worrying about having more roads, they've concentrated on human scale design: having a walkable core that gives a sense of place worth experiencing on foot.

If you absolutely need a new throughway that connects Lynche Rd to Cedar Rd, make it a walk and bike path. Let's make the waterfront area a place people want to be, not just a place to drive through.

Thank you for your time,

Tom Sirdevan

From: [David White](#)
To: [Community Input Mailbox](#)
Subject: Comments on OCP for the attention of the Mayor and Councillors
Date: May 10, 2021 3:15:18 AM

[External]

His Worship the Mayor,
Councillors,
Planning Department,
District of Ucluelet

10/05/2021

Concerns: Official Community Plan - Public "Consultation".
- Representation to the Council

You have published a Public Consultation notice with invitation to comment on the proposed OCP. Thank you. Below are our initial comments.

We add our voices to those of many others, expressing concern at what can appear to be undue haste in pushing through the OCP.

As you are well aware, there is a petition circulating which calls on the Council to postpone this process until conditions improve to the extent that there can be proper public dialogue, not a "make-do" series of Zoom events and internet exchanges.

The OCP is extraordinarily complicated, setting out the lifestyle of the community for the future, its impact extending over generations to come. It refers to issues and proposes measures that have huge financial consequences, shakes those concerned about environmental safeguards, and indeed embraces some issues which are currently contested in law.

Yet all this is propelled ahead for decision in the midst of a pandemic, an absolute national health emergency, in which citizens find themselves at a considerable disadvantage in exercising their normal rights to investigate, collect and evaluate material, exchange opinions, reach out to other interested organisations, meet to organise response.

Of course, even in national health emergency, unparalleled in a century, a Council must work to keep essential services going and attend to its own

emergencies and indispensable requirements. .

With respect, none of this applies to the propulsion of the OCP.

Requests made for a **postponement are correct**. To **deny** them **does no honour to the Council and damages trust and sense of fairplay**, essential in the relationship between residents and the administration.

Serious as it is, that is a matter of procedure. Over and above all this stands one great question of substance: **How much growth is too much? If not now, when?**

Here we have a council with its own plans. Down the road is Tofino also with its own plans. In the middle sits a park, with its own development challenges, struggling to remain "wild" while increasingly becoming a playground. Scattered here and there are autonomous and growing developments, and the First Nations' own rights to develop their areas. Airport and road development continue.

Where is the concept of sustainability over the whole fragile West Coast area?

What is the load bearing for the entire area? Is there any structured form of coordination, even consultation, of the various development initiatives? Where is a vision of just how much tourism and development this area can take before it is submerged?

Is each little constituency here just looking myopically at its own interests, and maybe pockets, without evaluating wider impact? Are we pouring gallons into a pint mug? Don't then be surprised at nasty, sticky spills.

It is a matter of urgency to evaluate the sustainable development charge that can be handled by this whole area.

Start thinking of this, together with all other interested parties. It should be top of the agenda.... an arch-matrix for West Coast development, to which all other plans, OCP or otherwise, are subordinate.

On some specific proposals in the proposed Ucluelet OCP:

- great deception to see the **volume of residential and tourism commercial development proposed along or close to the coast in the area running on from the end of the present Wild Pacific Trail.** If this gets developed as the OCP proposes, then goodbye to any illusion of "wild"the next stretch of the trail will be a meander around backyards of homes, hotels, restaurantsthat's really a sad fate for such a beautiful area. Extending a genuine "wild" trail, surrounded in depth by nature, right up to the park would be a world class environmental asset. A cheapened, dumbed down version, with maybe as much view of cement as trees and water, will be precisely that.

- **designation of "Reef Point Area" as a location for "large-scale tourist commercial development" is an aberration.** This is a delicate, narrow little peninsular, largely characterised by substantial tree retention, quiet residential areas and the particular charm of Terrace Beach. Council is well aware that **Reef Point Estate** sits under a **Covenant accompanied by a Schedule of Restrictions** that specifically limits the use to which properties may be put. This Covenant and Schedule are in force, registered under the provisions of Law against each property.

Essentially, they provide for the neighbourhood to be developed and maintained for single family dwellings. People invested their savings in what they thought was, and would remain, a quiet residential neighbourhood, with a **firm matrix of control over development creep.**

The Council cannot simply wish this to go away or simulate ignorance.

- **Terrace Beach** merits particular protection. It is a quiet refuge with its distinct calm, appropriate to a nature site of historic and cultural significance. It should not be allowed to transform into something more akin to a busy beach resort.

There are recreational needs for busier holiday areas, perhaps, but there are also **needs - more precious, difficult to find and keep, and rarer all the time - for areas of tranquility, where people can communicate with peace, nature, the memory of the past extending into the present.**

Does everything have to be **measured in terms of how much more business to cram into any given space? Is this the standard Ucluelet wants to adopt?** Another 80 or 90 people on that little strand?? A trade-off of frisbee and volleyball against respect for peace, beauty?

The Council has long sought to project itself as championing a modern view of environmental concern and stewardship. This is what appeals more and more to the sentiment of people in the area. Do not allow this to degrade into empty words, shouted pro-forma down a tin megaphone, while action is rather different.

- **"Wild?" Pacific Trail connector link proposed along Coral Way.** How inappropriate, indeed foolish....a "wild" trail along a concrete sidewalk along people's backyards and garage entrances where the only thing wild might be an angry, barking dog. This is honest nonsense. If a connecting link is required between Terrance Beach and Little Beach, then the existing route along Peninsular Road is perfectly fine, and at least is substantially alongside and between trees. Rethink, please.

- **Light pollution.** In this discussion, we see no reference from the Council to **light emission** from existing and proposed increased activity.

A great beauty of this area is the ability to see the stars at night, **the Universe as our roof.** Ucluelet is still able to offer this, to its residents, to its visitors... so rare in the world today. But this gift is slowly being teased away from our eyes by **the glare of development. The scale of development proposed in the OCP constitutes real menace.**

All illumination, starting now, not waiting for the future, should be in conformity with the standards of the International Dark Skies Association. This is not just a matter of LED lights, which reduce energy consumption, but to change lamp housings so as to concentrate sufficient but not surplus beam downwards from height that is not excessive. There are some authentic horror lighting installations in the district (e.g. the tall fake Georgian amps around Reef Point, wasting half their energy in loss into the sky; the sideways beaming lights along Marine Drive, etc).

- We are increasingly concerned by what appears to be **scant observance of by-laws**, particularly related to short-term rentals. We have heard before

of intention to strengthen by-law enforcement. How? When?

Thank you for the opportunity to present our views, though we return to our first argument, i.e. that Council should postpone the public hearing and decisions on the OCP until residents have had had correct, normal and unrestricted opportunity to consult together, take advice, ask questions and get meaningful answers in a public form, not on Zoom. Additionally, further development projects should not proceed until the OCP has been adopted.

Yours faithfully,

David and Elisa White
1148 Coral Way.

May 10, 2021

District of Ucluelet
P.O. Box 999
Ucluelet, BC, V0R 3A0



Re: 2020 Draft Official Community Plan and Request for Input

Dear District of Ucluelet:

Thank you for the opportunity to publically support the 2020 Draft Official Community Plan. We are grateful for your commitment to the responsible stewardship of Ucluelet's natural resources and preservation of the local environment for future generations. The Wild Pacific Trail Society is appreciative of the visionary work of the planning department in the development of the Official Community Plan (OCP) as it relates to the Trail and its natural environment.

We have reviewed the draft of the OCP, and we are pleased to see the District's support of green spaces and trail networks in contributing to Ucluelet's sustainability, identity and spirit of place. As the OCP is further refined we would like you to consider the following points of support and friendly suggestions.

Green Space

- We see protection of intact green space surrounding present AND future trail corridors as critical in the development of the community. These greenways provide an important means of creating linkages between developed and natural environments, balancing the needs of human communities and natural ecological systems that will continue to attract residents and visitors to this special area.
- Incorporating opportunities for both recreational and educational access to wild spaces should also plan for untouched habitat where wildlife can be undisturbed.
- Green spaces are a vital part of environmentally responsible land use planning, protecting habitats for both human and wildlife to thrive.

Environmental and Buffer Zone Protection

- We are strongly supportive of the environmental protection objectives on Page 17, especially for Objectives 2A and 2D for which we seek to remain a partner of the District.
- We are very supportive of the designation of Development Permit Areas for Environmental Protection as detailed in Part Six for Mature Forest, Streams and Riparian Areas and Marine Shorelines as well as for Coastal Protection (DPA V, VI, VII, and VIII, and as depicted on Maps in Schedule E and G.)
- We encourage the District to proactively implore measures to strengthen and enhance the dissemination and understanding of Development Permit Area Designation Guidelines for landowners and developers (i.e., use of online interactive platforms). In order to discourage destruction of buffer zones, meaningful consequences for non-compliant behaviour needs to be

clearly outlined, publicized, and enforced. This may be in the form of new or increased fines upon property owners for damage to buffer zones with wording that leaves little room for leniency in the event of accidental (or so-called accidental) damage. The owner should be incentivised to ensure the safety of these buffer zones before and during development works and subsequent occupation. This may already be covered by the information on Page 121 re: enforcement but nevertheless, we are supportive of strong deterrent and action for violations.

Parks & Trail Development

- On Page 26, we are supportive of Objectives 2T through 2X for the development and protection of parks and trails.
- Regarding the “Safe Harbour Trail” noted on Page 28, while we are unsure whether we see this as part of the Wild Pacific Trail or a separate entity, we are supportive of the concept of this trail along the inside of the Ucluelet peninsula as a natural pedestrian trail and seek to partner with the District on this going forward.

Development Best Practices

- We would like to see the addition of strategies in the prevention of tree damage due to wind throw, these should be attached or added to the OCP.
- Buffer areas cannot survive if clear-cuts are left without structures to deflect the wind, so guidelines as to timing for land clearing and environmental education should be developed.
- A suggestion is to provide a best practices letter to new land owners at time of updating the tax roll and upon enquiry for building permits, educating them on westerly, winter winds and the shallow rooted natural vegetation of the area. This letter would encourage the preservation of the natural Krumholtz line of vegetation that would give weather protection to their property.

Trail Accessibility

- Under Policy 3.166, we are appreciative of the following being outlined for future subdivisions: “Access to the Wild Pacific Trail being provided at intervals not exceeding 400 metres. Small parking areas should be provided at trail heads.” The well-placed and formal trail access points will dissuade the creation of bush trails from multiple properties every few metres. Designated trail parking areas will allow for proper orientation and supervision of users.

Coastal Protection

- We encourage strong support for coastal protection and setbacks so the coastline maintains its natural profile which in turns protects all properties from spoiled vistas.

MDA Transition to OCP

- We are very encouraged to see the approach taken thus far by Mayor and Council in ensuring the development plans and amenities for the “Onni lands” is clearly defined by the present developer.
- We request that trail planning and construction be attached to District permits so that rights-of-way or proposed trail routes are actually delivered by landowners. This would alleviate time restraints and provide options on the planning and building of trails, allowing them to be constructed in advance of development.

Trail Building Standards

- We seek to collaboratively work with the District of Ucluelet to update and adopt a Green Trail Building Standards document which outline best practices to ensure minimal disturbance to the natural environment.
- A single set of trail standards would provide a solid foundation and guidelines to ensure consistency, allowing anyone building trails within the network to maintain a uniform design and approach (such as not allowing equipment over specified track sizes on the route).
- We suggest adding an additional Objective on Page 28 (near Objective 2Y) re: the development of these standards. To support this objective, we would provide significant input based on our experience to-date with construction and maintenance of the Wild Pacific Trail.
- Trees in greenspace corridors and right of ways should be registered to the District so landowners must get permits to request removal of so-called danger trees. This will also prevent urban logging in advance of development.

The Wild Pacific Trail Society could not function without the support of the District, your trust and vision has created a growing legacy we all need to protect into the future. We look forward to future collaboration in the creation of trails and green corridors that protect the natural treasures of Ucluelet. Thank you for your proactive ideas in planning this document, the Trail Society fully supports this vision.

Sincerely,



Barbara Schramm, President
Wild Pacific Trail Society

Official Community Plan Bylaw Referral

District of Ucluelet

Planning Department
200 Main Street, Ucluelet, BC
V0R 3A0, PO. Box 999
tel 250-726-4770 fax 250 726 7335

RESPONSE SUMMARY

- Approval recommended for reasons outlined below.
- Agency's Interest is unaffected this approval.
- Recommended subject to conditions below.
- Approval not recommended due to reasons outlined below.

May 11, 2021 letter from ACRD Planning staff attached.

Signature: <i>Alex Dyer</i>	Title: Planning Manager
Print name: Alex Dyer	Department: ACRD Planning
Date: May 11, 2021	Organization or Agency: ACRD

Please feel free to use additional space if necessary - Thank you!



ALBERNI-CLAYOQUOT REGIONAL DISTRICT

3008 Fifth Avenue, Port Alberni BC, CANADA V9Y 2E3

Telephone (250) 720-2700 Fax (250) 723-1327

May 11, 2021

RE: District of Ucluelet Official Community Plan Bylaw no. 1236, 2020

Attention: Bruce Greig, Manager of Community Planning

Thank you for the referral of the District of Ucluelet OCP Bylaw 1236, 2020. The Alberni-Clayoquot Regional District (ACRD) appreciates the opportunity to review and comment on the OCP bylaw. Please accept this letter as the ACRD planning staff response to the bylaw referral.

The ACRD is currently working on a Zoning Bylaw Review project that will result in a comprehensive update to the ACRD Zoning Bylaw and minor amendments to each of the six OCPs in the Regional District to align OCP policies and objectives with the updated Zoning Bylaw. The Ucluelet OCP Bylaw will be reviewed by staff engaged with the Zoning Bylaw Review project to look for opportunities to better align the policies of the South Long Beach OCP with the new District of Ucluelet OCP where appropriate within the regional context.

I can confirm that ACRD Planning staff support the District of Ucluelet OCP Bylaw 1236, 2020 as presented. The following comments are provided following the staff review of the bylaw and are provided as context for stronger opportunities to work together within the region.

- Policy 2.71, 2.76, 2.114 Regional Trails: Improved trail connectivity within the region and improving community linkages is supported by the ACRD Parks & Trails Strategic Plan (2015). A community priority for parks and trails within the South Long Beach OCP is to improve parkland and connecting trails around Ucluelet Inlet (Policy 4.15.2). A review of parks and trails to maximize their wellness values and benefits to economic development is identified as a strategy within the ACRD Strategic Plan 2021-2024. Finalizing funding opportunities to help complete the final link of the Multi-Use Path remains a priority of the Regional District.
- Policy 3.131 Short Term Housing Action Plan: The ACRD supports the comment in this policy about the potential to update the OCP following the recommendations of the Housing Needs Assessment that is set to launch in 2021 in collaboration with the ACRD Long Beach Area "C", District of Tofino, Tla-o-qui-aht First Nations and Toquaht Nation communities on the west coast. Planning staff envision applying the recommendations of the House Needs Report to inform future updates to the South Long Beach OCP.

- Policy 3.33 - *Support the implementation of the Coastal Addendum to the Alberni Agriculture Plan.* The ACRD is committed to the ongoing Agricultural Plan and Coastal Addendum Implementation Project which is guided by the ACRD Agricultural Development Committee and the Coastal Agricultural Roundtable. The District's continued involvement with the Coastal Agricultural Roundtable is a great opportunity for synergy with initiatives in the region as the Regional District works to achieve the food security and food production goals identified in the Agricultural Plans.
- Policy 4.18 - *Refer major development proposals to the Alberni-Clayoquot Regional District for comments relating to solid waste and recycling.* Planning staff encourage the District of Ucluelet to communicate directly with the ACRD Community Services department to discuss any development impact on shared regional services such as solid waste and recycling.
- Part 6 Regional Context: Promoting collaboration within the region and fostering partnership through the development of a Regional Context Statement is supported by Strategy 5.1 in the ACRD Strategic Plan 2021-2024 which promotes engaging with community partners to review respective goals and strategies and identifying opportunities for alignment and cooperation.
- Sharing mapping data: A number of mapping datasets shown in the OCP maps extend to Area "C" lands outside of the District boundary. This includes the tsunami vulnerability mapping data shown in Map 6, the eel grass data shown in Map 8 and the tree canopy height data also shown in Map 8. Access to these datasets would benefit tsunami risk natural hazard area and environmental protection mapping policies and development permit areas in future updates to the South Long Beach OCP.

Thank you for the opportunity to review the District of Ucluelet OCP Bylaw no. 1236, 2020. Please let me know if you have any questions about any of the comments provided in the ACRD Planning staff response to the bylaw referral.

Best regards,



Alex Dyer, MCIP, RPP
Planning Manager

Mayor and Council
District of Ucluelet
Ucluelet, BC
V0R 3A0

11 May 2021

Re: Input on the 2020 Draft Official Community Plan

Dear Mayor and Council,

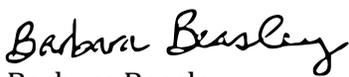
I am writing as a homeowner at 1922 Bay St. Ucluelet to comment on the 2020 Draft OCP.

I am strongly in favour of the work that has been done to adjust the previous OCP to include policies on affordable housing, climate change, energy use and sea level rise, and better protect environmental values, particularly the coastline and riparian areas around streams, as well as some significant stands and connecting corridors of forest. We are fortunate to have these remarkable natural assets for our health and well-being. They also provide the main attraction for visitors and hence, many economic benefits. For the most part, the draft plan will do a good job in helping to maintain the natural and human capital that makes Ucluelet a great place to live and a lovely place to visit.

There is one thing I hope you will consider changing. The proposed road extension between Cedar Street and Lyche Road would alter the character of the neighbourhood in which I live in significant ways and change the nature-scape of inner boat basin. It would open up the forest that buffers us from the northerly winds. It would diminish the habitat for eagles, herons, and songbirds that thrive within what is now the only real patch of forest on the harbor side of town. It would displace three units of affordable housing currently being lived in. It would increase traffic and noise between the inner boat basin and downtown. Please consider removing the road extension from the OCP.

Thank you for the opportunity to comment.

Sincerely,


Barbara Beasley

Esp: PART STRATA LOT 8 - and - PART STRATA LOT 9
Currently designated on OCP as Future Park

[WITHOUT PREJUDICE]

The Municipality of Ucluelet

May 8, 2021

PURPOSE: To correct an ill-conceived intention as expressed in a revised version of the Ucluelet 2018 Official Community Plan

Attn: Mayor Noël
Councillors
Planning Department

For EXPANDED DETAIL relevant to this submission, please refer to our earlier duly recorded letters of April 7/21 & April 12/21

Dear Honourable Representatives,

Although we recognize and very much appreciate the work being done to advance Futures of our home town

~ We Have a Problem ~

On the current OCP, over 50% of certain of our Properties have been designated as "**Future Park**". At any time, the unconstrained usurping of Private Property is unconscionable. In this particular case, for several reasons it is, as well, clearly untenable:

1. The The portions so marked [hereinafter "Subject Parts"] constitute approximately **60% and 50% of their discrete surveyed lot areas, Registered as Fee Simple, Private Property**, with no liens or covenants thereupon other than an SRW between upland portions thereof;
2. The Subject Parts are essentially **unreachable for Public Access** without construction of 2-lane bridge structures totalling approximately 150' length;
3. Said bridge structures would **intrude** even more on the land area **for support and access**. There is **No Parking** along Strata Property roadway, or the Emergency Turning Circle;
4. The extremely rugged and **un-negotiable topography** of the Subject Parts comprises sharply castellated, deeply fractured volcanic rock frequently Ocean inundated, with precipitous drop-offs into surging waters, with very small top-knots of **Old Growth**;
5. The Subject Parts are in fact **barrier islands** that break and turn up the prevailing Winter winds, fending off frequent **hurricane force** of wind and water **striking from Open Ocean**. The naturally evolved portions of stunted **Old Growth** constitute a small, complex, resilient, limber, densely knit, salt and drought resistant **buffer** that **prevents Domino Effect** from commencing to destroy the adjacent valuable forests and structures.
6. It is **Imperative: No removal of foliage, or intrusive structuree shall create a break in this dense protection** - so precipitating its destruction. Also Crucial: to **prevent fire** from destroying it, or toxic substances (etc) from **contaminating** it.
~ **All of which rules out Public Access** ~
7. **INHERENT VALUE: The Subject Parts impart intrinsic material, aesthetic, and pecuniary value to our Properties. No compensation** would provide recompense for the loss of Private Quiet Enjoyment, nor the unique spiritual atmosphere that permeates these particular landholdings, as **they exist - only in their entirety**.

VIEW ASPECTS of the Subject Parts are adequately represented from the safety of the existing Wild Pacific Trail - Lighthouse Loop, as accessed directly below the Parking Lot on Coast Guard Road.

NO SUITABLE GROUND EXISTS for this ill-conceived "Park" intention. The Costs of ever reaching it, and the consequence of ultimate destruction of its critical purpose, make only too obvious the Impracticality of it.

~

Open House
Public Unveiling of the 2018 Official Community Plan:

Neither in conversation with Bruce Greig nor on Official Maps, did "Future Park" designation encompass our Subject Parts. This was surreptitiously added afterward.

RATIONALE FOR REVERSAL:

- Labelling certain land areas as for Future Park / Future Public Access, as has been depicted in the current OCP, disregards the principle of Fee Simple Possession of Private Property, and as long as it exists is a penetrating affront to the precept of Quiet Enjoyment of same;

- Launching such an initiative on whim has caused great concern over devaluation of Private Property, and palpable perception of threat. It stimulates notions questioning matters of Professionalism, Public Trust, Due Diligence and Dereliction of Duty, when it proceeds as it has. Sadly, avoidably, it raises the spectre of Legal Action;

- Presenting such Threat to the sanctity of the rightful place of others on this Planet invokes rotating waves of deep vexation, anguish, anger, all leading to thoughts of redress. Valuable Time, Energy, and Emotional Capital is spent just contemplating this affront.

* Having to deal with this conundrum when there is **no valid basis for it**, {as is set forth above} in the case of these Subject Portions seems ill-advised, and **absolutely unnecessary**.

~

The Owners of this Property never have, nor will they now, consider accepting that their holdings be degraded as so threatened. **The mere insufferable presence of these ill-conceived depictions presents real, irrefutable harm to the manifest diverse values of these our holdings.**

We respectfully request, rather than yet require, that **these "Future Park" and similar designations be immediately stricken from The Official Community Plan and as well from all materials** in which this travesty is incorporated.

With all due respect,

Tom Clarke & Rina Collin-Clarke
Lots 8/ 9/ 10 Jenny Reef Estates Ucluelet, BC



From: [Sylvia Harron](#)
To: [Community Input Mailbox](#)
Cc: [Sylvia Harron](#); [Art Skoda](#); [Barbara Schramm](#); [Barb Beasley](#); [Dave DeJong](#)
Subject: submission to Community Input to OCP
Date: May 11, 2021 4:29:52 PM

[External]

I am writing as a homeowner at 1926 Bay Street, on a property owned by Alliance Holdings Limited (Lot 2, District Lot 282, Clayoquot District Plan 14846). I am submitting this letter for review of the 2020 Draft Official Community Plan in particular:

- Policy 2.95 Upgrade Peninsula Road
- Policy 2.97 As Development occurs, connect Cedar Road to Lyche Road.

I am grateful that the authors of the Draft Official Community Plan have worked with the homeowners on this property and have reclassified the Alliance Holding Limited property to its original classification of Multi-Family Residential. This is a great step forward in our pursuit of being returned to our original zoning and the intent of this unique community.

I note that the Draft OCP expresses the community's values as Guiding Principles in decision making:

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

I do, however, have concerns that the Draft OCP continues to indicate a proposed road that transects the Alliance Holdings Limited property, connecting Lyche Road to Cedar Road.

This proposed road is at odds with the values expressed in many of the Guiding Principles, in particular 5 and 6.

This road would bisect an irreplaceable forest with rich wildlife and bird habitat. Deer, wolves, bears and even otters transit through this refuge. Great Blue Herons, owls and nesting Eagles make this forest their home.

The forest on the Alliance Holdings Limited property is an island of green in a sea of buildings. It is highly visible as you drive into town and from many locations in the Village Green. The proposed road would destroy dozens of trees and cut a slash through the hill and the forest. The forest is also invaluable as a windbreak and creating a microclimate in the lee of the combined forest and hill.

Sincerely,

Sylvia Harron
1926 Bay St
Ucluelet, BC

From: [Geoff Lyons](#)
To: [Community Input Mailbox](#)
Subject: Comments on the OCP
Date: May 11, 2021 4:57:03 PM

[External]

I have read with interest the proposed OCP.

Much of the proposals, although ambitious; do, for the most part, appear to reflect a detailed forecast into how Ucluelet should be viewed.

I do believe that there will be strong opposition to some of the constraints proposed for the new MDA for what was previously the Windansea Property. However, I look forward to hearing and contributing to ongoing iterations between the Municipality and the Developer.

Having been involved in the previous negotiations with the original developer, and the many failed promises; I caution the District to ensure strongly documented and registered records of all agreements and commitments, even to the point of, where feasible, monetary commitments upfront.

As I understand it, the reversion of the land to its base denomination serves to negate all prior commitments. However, I urge the Municipality to retrieve the original MDA agreements (for such things as secondary means of egress, and Sewer line obligations) are that they are understood and reinforced, before full implementation of the development; and assurances are made, that, as a minimum (or greater) commitments are obtained before development is permitted.

On a separate note: While a feel-good statement, I suggest that the commitment to meet the Provincial Climate Action levels are both unrealistic, unattainable and in fact offer significant downside implications to the people of BC.

The need for oil and gas based energy cannot be met by any of the present non-fossil based options such as solar and wind. To naively lead Ucluelet down this path is both dangerous and unfeasible.

Spending excessive amounts of money on infrastructure aimed at achieving these goals is a poor investment.

Having said that, Ucluelet is one of few communities with the unique ability to opt for the most successful alternative energy, namely Wave Energy! This offers our community a chance to break away from the unachievable Provincial leaning towards wind and solar, and carve itself a notch in the Canadian True Green Wave.

I know that there are many people involved in this option, including UVIC, and I encourage the District to pursue with vigor this option. (I am more than happy to volunteer my past experience and contacts to assist in this truly worthwhile endeavor).

Thank you for the time to accept my feedback on the OCP

Geoff Lyons

May 10th, 2021

Dear Mayor Mayco, Village Councilors & Community Planning Department,

I would like to bring your attention to our Kimoto family property down at Spring Cove, located at 855 Peninsula Road.

In June of 2020, my Grandmother, Mary Kimoto, wrote a confidential letter to the mayor and council, and community planners, informing you that:

“The Kimoto Family, with respect to our property, does not wish to give public beach access across our property, and does not wish to have the Wild Pacific Trail go around our property. We also do not want to have a parking lot nor a public garden on our property at this time. We would like to live out of our lives on this piece of family property, peacefully, and give our family the same opportunity.” She did not receive any response, and yet here we are again with another line for the Wild Pacific Trail appearing on our property, on the Official Community Plan (OCP) maps.

Please, let me make it crystal clear, we do not wish to have any of the new suggestions or ideas from the OCP go forward any further on our property. And, we should not have to continue to defend all future encroachments on our private property, every time there is a new OCP. The proposed Wild Pacific Trail (with a viewpoint) is drawn to go directly through the middle of our property, and it happens to be where we plan to put a building in the future. Also, I would like to add, with the proposed new uses of Francis Island, we do not want any future planning to include a new access road cutting through our property, and we do not want a parking lot either. It is an island therefore like all other islands it should only be accessed by boat.

The OCP mentions valuing the community character, identity and heritage of Ucluelet. I find this to be such hypocrisy that if a long-time family or private resident has maintained beautiful open green space that the village planners can simply make plans to expropriate it and use it for their new public projects! No, I am sorry whatever a private citizen does with his/her private property is their own business, and right (within the current by-laws). I would like to remind the community planners to remember that your jurisdiction is with municipal land, and to stop trying to treat anyone’s private property as your own, to do with as you like. You should not be able penalize private citizens for maintaining green spaces and beautiful properties.

It makes me wonder who is drawing up these plans, is it a local planner who knows the area and logistics, or is it a bunch of engineering students looking at maps of the area, because not only are these trails cutting through residents’ property, but there are some new trail ideas that would have pedestrians essentially walking off cliffs and rock banks?

Another point you may want to consider is perhaps we don't need trails going into every nook and cranny of Ucluelet? Not every resident necessarily wants to have the view of their back yards or front yards shared with trail traffic & tourists. You might also want to stop and appreciate that a part of the advantage to living on the coast is having private spaces, peace, calm and quiet. The more you give access to every beach not only the more garbage you'll get, but the more transient culture and illegal campers you'll find, and consequently very likely a rise in crime. I know some folks have already experienced a certain unsafe element arriving outside of the community, you may want to take pause before giving away the key to your sanctuary.

Why not take the funds you're planning to use to build and maintain these new trails, along with their potential of a substantial increase in taxes to local residents, and build a new health centre, put in a second ambulance and/or a museum in Ucluelet, instead? The current trails are already an attractive tourist draw and are more than adequate, for people visiting for a short time.

I'd like to briefly put on the record some details of our family history that landed us down at Spring Cove. Our family used to own two waterfront lots and two fishing boats in Tofino before WWII. During the war, my grandparents Tommy & Mary Kimoto, who were both born in Canada, were forcibly evacuated from their homes on the west coast. They went through the internment and then they were shipped to Ontario, because Japanese Canadian married couples had to be east of the Rockies. They lost eight years of their livelihood, before they were allowed to return home to the west coast. They couldn't settle in Tofino because there was a by-law No Orientals Allowed to own property. So they bought out at in Spring Cove, a mile out of town because there was still a lot of prejudice and racism in the village, at that time. My Grandfather Tommy helped bring a number of Japanese Families back to the west coast, to fish for BC Packers. My Dad, Gordon Kimoto, & my Uncle Doug, and their cousins (Ellen, Ted & Nina) had to walk a boardwalk to the elementary school (from Spring Cove to Little Beach), because there was no road back then. Their Mothers, Mary & Isabelle would row into town to buy their families groceries. In those early days, my Grandmother Mary insisted she in becoming an active participant in the community, both to curb racism for her children and to normalize things so they didn't have to live in fear, so she joined the PTA and got a job at the Co-op. So let me just say anytime someone plans to unlawfully take away a piece of our family property it definitely hits a nerve.

I believe many of you know my grandmother, Mary Kimoto, a couple of years ago (in April of 2019) she was awarded The Governor General's "Sovereign's Medal for Volunteers", for 70 years of volunteering in this community. She was also awarded "Ucluelet Citizen of the Year" a number of years back.

Sadly, with this new Official Community Plan, it feels to us like the vultures are sitting at the gates and making plans for her property without her permission.

Honestly, it makes me sick, I feel anyone involved in ignoring her letter and continuing with this plan through her property should be ashamed of themselves.

In closing, I would like to add, that my Grandmother is 99 years old this October, and my Uncle Doug is in his early 70s and is currently battling his second bout of Cancer, and they simply do not need any further stress from this. Please, show some kindness, decency and respect, moving forward.

I am always available to discuss these matters further with the Major, Council & Community Planning Department.

Thank you & best regards,

A handwritten signature in blue ink, appearing to be 'Katsumi Kimoto', written in a cursive style.

Katsumi Kimoto

PROXY APPOINTMENT

Proxy for a specific meeting:

Re: 855 PENINSULA RD (Property)

895 PENINSULA RD. (Property)

I/We, Mary Kimoto & Doug Kimoto the owner (s) of the Fee Simple Private Property described above.

hereby appoint KATSUMI KIMOTO to act as my/our proxy at the District of Ucluelet OCP Public Hearing to be held on May 13, 2021, @ 5:30 PM - the George Fraser Room, Ucluelet Community Centre, with Public participation via Zoom.

Limitations on proxy, if any: _____

Date: MAY 10.2021

Mary Kimoto
Owner's Signature

Doug Kimoto
Owner's Signature

Mary & Doug Kimoto P: 250 726.4236

From: [Luke Mussato](#)
To: [Community Input Mailbox](#)
Subject: Input to Ucluelet Draft 2020 OCP, Policy 2.97. Cedar - Lyche Road connection
Date: May 11, 2021 2:15:11 PM

[External]

To whom it may concern,

As a year-round taxpaying resident of Ucluelet living on Lyche Road, this letter is to publicly state my opposition to:

Draft 2020 Official Community Plan, page 34, Policy 2.97, "As development occurs, connect Cedar Road to Lyche Road"

While I am in support of some kind of cyclist and pedestrian connection between the two roads, such as a multi use path[1, 5, 6, 8.B, 9.A, 9.C], I am opposed to using the future connection to route vehicular and industrial traffic (fish plant trucking) through the predominantly residential and tourist zones of Cedar Road and the Boat Basin[2, 9.B, 9.C]. This is especially true if the land in question were to be zoned multifamily residential and contain a park[11]. The site of proposed road extension and rezoning also runs through a stand of pristine woods[3, 4].

While recognizing that fish plants have played a key part in the development of Ucluelet and will continue to do so[7], industrial traffic currently is and should continue to be routed exclusively through Peninsula Road, the designated Arterial Route through town[10].

In conclusion, I would ask the town planners for further clarification on this matter. If such a connecting road were to be constructed:

- Will the road feature traffic calming (speedbumps)?
- Will the speed limit be 30km/h to accommodate the proposed park?
- Will it be designated or built in such a way as to be off limits to industrial traffic (fish plant trucks, large heavy vehicles)?
- It would require several homes to be destroyed. Given major housing shortages in both Ucluelet and Tofino, are any housing options to be made available for displaced residents?

Thank you for your attention to this matter. I look forward to receiving your response.

Regards,

Luke Mussato
 ■ -1917 Peninsula Road
 "The Moorage" Strata VIS6724
 Ucluelet BC

FOOTNOTES - From Draft 2020 Ucluelet OCP

- [1] Policy 2.19 Encourage pedestrian and bicycle facilities as part of all new development projects.
- [2] pg 17 Objective 2B To manage municipal infrastructure and operations in ways that responsibly minimise impacts on the natural environment.
- [3] pg 18 Policy 2.4 Identify natural corridors for public and wildlife use or as natural landscapes
- [4] pg 14 The restorative value of fresh air, open spaces and wild places.
- [5] pg 20 Objective 2F – Ucluelet residents can safely move around town by foot, bike, scooter, or other low-carbon transportation modes.
- [6] pg 31 Given the unique outdoor setting of this area, walking and cycling will continue to be encouraged and supported, and will be a significant component of future transportation improvements within the District.
- [7] pg 11 A year round, diversified and healthy economy that yields growth which doesn't compromise the environment or what makes our communities unique
- [8] pg 32 Our Goals:
- A. People rely less on fossil-fueled private automobiles
 - B. People enjoy more and safer walking and cycling on an expanded network of active transportation pathways and facilities
- [9] pg 35 Our Goals: The District endorses the following pedestrian charter:
- A. Ucluelet recognizes that walking is a key indicator of a healthy, efficient, socially inclusive and sustainable community
 - B. Ucluelet acknowledges universal rights of people to be able to walk safely and to enjoy high quality public spaces at any time
 - C. Ucluelet strongly supports community design and the provision of adequate infrastructure and facilities that foster safe, convenient, direct and comfortable pedestrian travel
 - D. Ucluelet is committed to reducing physical, social, safety and institutional barriers that limit walking activity
- [10] pg 91, Sched. B - Transportation Network
- [11] pg 90



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From: [Laura Noges](#)
To: [Community Input Mailbox](#)
Subject: District of Ucluelet OCP Amendment: Lyche Road - Future Use Input
Date: May 11, 2021 1:16:40 PM

[External]

Hello,

This email is in regards to the proposed Future Use of Lyche Road (Policy 2.95 & 2.97A) as a thoroughfare for regular and commercial traffic. As an owner of a residential unit on 1917 Peninsula Road where we have run a successful vacation rental for over five years, we do not approve of having this motion passed. We purchased this unit with the understanding that Peninsula Road would be the busy/louder side with a reprieve along Lyche Road to offer more peace and quiet. We have already experienced numerous complaints in the past of people heading off to their fishing charters in the early morning, drinking beers and being rowdy. I can only imagine the noise complaints in the Spring/Summer, when everyone has their windows open, if trucks and a higher volume of vehicle traffic were to pass by. The residents who currently live along commercial truck routes were fully aware when they made their purchase. We, on the other hand, purchased knowing that this was not a concern. This will have an adverse effect with financial implications for anyone who owns a vacation rental or lives at 1917 Peninsula. We will not stand by this policy change.

Best regards,
Laura Noges & Daniel Rodriguez



May 11, 2021

Dear Ucluelet Planning Department, Mayor & Council:

Thank you for putting reconciliation and building stronger relationships with Yuułuʔiłʔatḥ First Nation and Toquaht Nation first in our OCP. I strongly support your suggested policies. Nourishing relationships with Ahousaht, Tla-o-qui-aht, Tseshaht and Huu-ay-aht First Nations should be included as well.

On Page 18, please clarify: “Policy 2.12 Lobby the provincial government to institute a province-wide system of regulating the cosmetic use and sale of pesticides.”

On Page 28, new parks and trails, please prioritize sidewalks to improve the town’s accessibility for people in wheelchairs. I support the plan of creating a pedestrian route along the Small Craft Harbour connecting the Village Square. I really like the idea of a Frisbee golf course, a Japanese Memorial garden and community boathouse.

Under Marine Transportation “Policy 2.105 Explore the feasibility of establishing a regular water taxi service between key points on both sides of the Ucluelet Inlet”, please consider extending the policy to include a peak season, weekly service to Bamfield.

I am strongly opposed to “Policy 2.97 As development occurs, connect Cedar Road to Lyche Road” on Page 33. Lyche Road should never become a throughway for cars and semi-trucks. It would cause too many safety issues and noise concerns for residents in the area. Plus, it goes against the number one guiding principal of the OCP to “Protect natural areas and ecological function.” Eagles live on this street, as do deer.

In regards to Food Security (Page 44), “Policy 3.35 Explore the feasibility of a combined fieldhouse, emergency muster station and foodbank at Tugwell Field” is long overdue and should be fast-tracked.

Under Industrial Policies, please consider the following amendments:

- Policy 3.85 Support the protection of the District’s industrial land base as a vital community and economic asset that can be used to create significant local employment, property taxes and other benefits to Ucluelet ***by prioritizing Canadian and Nuu-chah-nulth First Nations companies distributing goods within Canada and North America.***
- Policy 3.86 Encourage industrial uses that will achieve higher ***LOCAL*** employment and land use densities.
- Policy 3.93 Support the creation of more detailed plan for Ucluelet’s Harbour, focusing on lands in the vicinity of the Village Square, existing water lots, and appropriate locations for waterbased industrial uses ***like seaweed aquaculture.***
- Policy 3.95 Support the fish plant and supporting industry located within the Village Square designation ***to transition towards a Fisherman’s Wharf food and marine destination.***

Under Economic Development, “Policy 4.48 Support the commercial fishing, aquaculture, and processing sectors in the development of new and higher-value seafood products” and “Policy 4.50 Support the expansion of forestry and wood products manufacturing” merit a deeper conversation about sustainability prior to adoption. Considering the conflict that is currently underway what in the Walbran Valley, expanding the forestry in our region is not necessarily the first economic choice for Ucluelet residents. Perhaps instead of “expansion” we could use the word “sustain forestry”?

Furthermore, a 2020 report released by the Food and Agriculture Organization of the United Nations titled ‘The State of the World Fisheries and Aquaculture*’ clearly shows world captured fisheries is higher than it’s ever been. We need to take cues from the collapse of Atlantic cod fishery in the 80s and 90s. Government imposed commercial fishing closures may very well be on the horizon.

Thank you for your time and consideration,

Nora O’Malley
[REDACTED]-250 Hemlock Street
[REDACTED]

*See full FAO UN document here: <http://www.fao.org/3/ca9229en/online/ca9229en.html>

Mayor and Council
RE: 2020 OCP, draft

I am writing as the homeowner of 1958 Bay Street, regarding the 2020 Draft OCP in particular to:

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

As a Ucluelet resident at this address for over 40 years and as a member of the Ucluelet and Area Historical Society, I am of the opinion that the whole of Alliance Holdings has significant historical relevance for past, present and future Ucluelet.

A brief chronology of Alliance Holdings would include the following:

Started out as army staff housing, then logging company family housing, ending up as privately owned family homes.

[longer version:

1939: land leased by Department of National Defense (DND), officer tents erected on site to serve Flying Boat Station's staff

1943: top four houses built to serve as officer quarters for Canadian Scottish Regiment

1946: MacMillan / Sutton Lumber Co. purchased all Ucluelet wartime assets from DND. This included all of Sea Plane Base lands and the four houses on leased land.

MacMillan continued land lease and converted houses into logging staff family housing.

1950: Lower four houses were moved in by barge, no road (Bay St.) present at this time, only a ditch with a sewer pipe, all lands east were vacant pasture.

1960: MacMillan & Bloedel ceased providing employee housing

1961: Current residents living on site banded together and formed Alliance Holding Company, purchased land and assets so as to continue providing affordable family housing, continued use up to the present.]

As the above demonstrates, this community neighborhood has a rich legacy that ties in with Ucluelet's military and logging history. Its unique character and configuration is apparent. It adds flavor to the Village Square by giving all who pass by a glimpse of 'small town Ukee' or 'old time Ukee'.

This unique community has provided affordable housing throughout its existence and continues to do so. A road through the property would not only destroy three much needed homes and leave a huge hole in the wind buffering tree line, it would also increase traffic to what is considered a wonderful neighborhood that adds a historical flavor and character to Ucluelet's Village Square.

Ucluelet and area is growing rapidly, and there are limited historical buildings and areas left to preserve. Alliance holdings is a truly unique small old-time neighbourhood, encapsulating important eras of our unique west coast history. Please be careful to preserve it, keeping it intact for present and future generations.

Sincerely,
Pieter Timmermans
1958 Bay Street

Alliance Holding Ltd. Board to District of Ucluelet Council
RE: OCP public feedback

The Board of Alliance Holdings Ltd. would like to both **commend** and **object** to certain elements of our property profile on the 2020 draft of the Official Community Plan.

1. **We are very appreciative of the Planning Department's support for returning our land use to its original classification of Multi-family residential on schedule A.**
2. We object to the projected **Lyche to Cedar Road connection** (Policy 2.97) for the following reasons.
 - a. This road would require the removal of at least two and possibly three residential units currently on the proposed schedule A map. Traffic would also impact the quiet enjoyment of the remaining 11 residential units.
 - b. This road would bisect an irreplaceable forest with rich wildlife and bird habitat. Deer, wolves, bears and even otters transit through this refuge. Great Blue Herons, owls and nesting Eagles make this forest their home.
 - c. This forested hill also creates a wind buffer and scenic backdrop to the entire downtown core. Cutting through this green space would create hazardous wind throw risk to multiple properties in the area.
 - d. Alternative vehicle routes are just a half block away, only a minute further for vehicles to drive. Fish processing business in the Village Core should not influence the preservation of housing; commercial spaces are more suited elsewhere.

As follow through, we request Council support our section of town in two areas:

- First. Please request that the road connection between Cedar and Lyche Road be removed from the OCP.
- Second. Please request staff to work with Alliance Holdings in rezoning our property to align with the 2021 OCP (Multi-family residential zoning) without undue cost or infrastructure requirements to our housing cluster.

Sincerely,
Board of Directors, Alliance Holdings Ltd.
1910 Bay Street, Ucluelet, BC V0R 3A0

From: [West Coast Motel](#)
To: [Community Input Mailbox](#)
Subject: District of Ucluelet OPC Amendment Bylaw No. 1236
Date: May 12, 2021 2:28:28 PM

[External]

To whom it may concern,

Since in-person attendance and participation is not permitted at this time I am sending an email on behalf of the West Coast Motel and Fitness Center.

The consequences for our motel are not positive, I think, with increased traffic, safety will be an issue (since this road would be directly in front of many homes and our business). Not only will the traffic be an issue but also the reduction of property value, noise complaints from fish trucks using this route in the early hours and the smell from these fish trucks.

In my opinion the District, for the long term, should encourage the fish plant to relocate to the area by the Rec Hall. In this OCP document all the lands by the Rec Hall are being designated as industrial. And in my opinion this is a ideal location and the downtown core should become visitor friendly. I believe this concept be whole supported by locals.

Thank you for your time,
Cassandra Martin
Manager of the West Coast Motel and Fitness Centre

From: [Concerned Citizens of Ucluelet](#)
To: [Community Input Mailbox](#)
Cc: [Mayco Noël](#); [Jennifer Hoar](#); [Rachelle Cole](#); [Marilyn McEwen](#); [Lara Kemps](#)
Subject: Petition to postpone the OCP public hearing
Date: May 11, 2021 9:02:03 PM

[External]

Attention Mayor & Council Members:

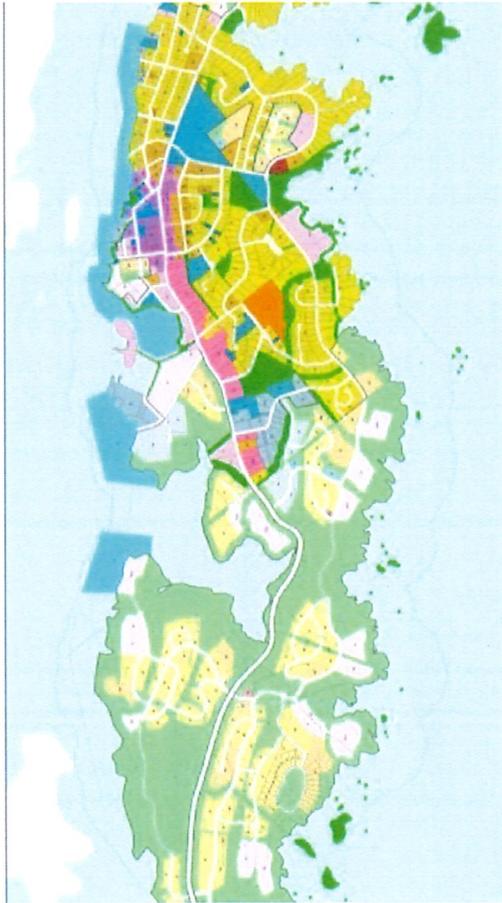
Over 140 concerned citizens would like an opportunity to ask questions and get meaningful answers in a public forum prior to the public hearing on the official community plan, currently scheduled for May 13th.

Please see a link to the petition below:

<https://www.change.org/PostponePublicHearings>

Thank you for your consideration.

Postpone public hearings until we can have a public dialogue



154 have signed. Let's get to 200!

Nicole Lederoute Ucluelet, Canada

I'm signing because... (optional)

- Please share my name and email address with Concerned Citizens of Ucluelet, so that I can receive updates on this campaign and others.
- Display my name and comment on this petition

Sign this petition

Concerned Citizens of Ucluelet started this petition to Ucluelet Council

We are in the midst of unprecedented times, yet the District of Ucluelet Council is moving forward with a transformative [Official Community Plan \(OCP\)](#) and proposed bylaw changes in support of some of the largest development projects the community has ever seen (e.g. the proposed [125-unit Lot 16 Housing Development](#) next to Big Beach and the Community Center, which includes a 50-unit four-story apartment building). **These decisions have long-lasting implications for the future vision**

of the community.

As the [District of Ucluelet's website states](#) "Once adopted as a bylaw, an Official Community Plan has a legal status that requires that all subsequent bylaws enacted and works undertaken be consistent with the plan." The Long-Range Land Use Plan within the OCP shows a density and growth that will transform this small community.

Already there are multiple new developments in progress:

- [OceanWest](#) (total lots / units unknown at this time)
- [Lot 13 Affordable Housing](#) (33 lots)
- [Reef Point Landing](#) (20 lots)
- [The Cabins](#) at Terrace Beach (total lots / units unknown at this time)
- etc...

The citizens of Ucluelet should have the opportunity to be heard, to ask questions in a meaningful public forum, and to receive thoughtful and considered answers to their specific concerns prior to The Mayor and Council moving additional items forward. The last time there was official community consultation on the OCP was in 2018. A lot has changed since then. The OCP should be reflective of the community's long-term vision, not the vision of development corporations.

It is imperative that taxpayers understand the costs and changes resulting from these proposals and developing the

There has not been adequate [transparency regarding the decision making process](#), given the complex nature of the plan and resulting cost, and Council has not provided adequate opportunity for public input and discussion. Virtual public hearings, particularly for the long-term vision of the community, are not conducive to a public **dialogue**.

The potential impact of this growth cannot be understated. With the amount of development in progress and planned, Council should have definitive answers to critical questions related to this population growth and density, such as:

- What are the long- and short-term infrastructure (water, sewer) updates required to service this growth? What are the associated costs to taxpayers? Will water shortages become the "new normal"?
- What is the impact of this growth on local parks and beaches?
- How are the parking requirements for this proposed density being addressed?
- What is the plan to mitigate traffic congestion?
- How are sensitive and valuable environmental features and ecological functions being protected?
- How are archeological and cultural sites/features being

- How are archeological and cultural sites/features being protected?

- How will Council regulate and enforce bylaws particularly related to short-term rentals? Where is the bylaw officer?

- How much growth is too much?

- etc...

We are asked to stay home, and put our lives on hold during this pandemic.

Shouldn't Council put these transformative decisions on hold until we can gather and discuss?

We call upon Council to do the right thing and delay the May 13th public hearing on the OCP until Ucluelet residents have had the opportunity to ask questions, and get meaningful answers in a public forum. Additionally, further development projects should not proceed until the OCP has been adopted.

 **Start a petition of your own**
 This petition starter stood up and took action.
 Will you do the same?

Start a petition

Updates

100 supporters 6 days ago

Concerned Citizens of Ucluelet started this petition 1 week ago

Reasons for signing



Max Collin · 7 hours ago

As a permanent resident of the wonderful community of Ucluelet I am very disappointed in the planning department's seemingly complete lack of respect for the private property of its residence. No matter how noble the claims of their intentions may be, the fact remains that multiple property owners who are unequivocally opposed to they're... [Read more](#)

0 · Report



Giovi Cortazzoli · 6 days ago

Ucluelet is great because it's small, and wild! I have witnessed a crazy amount of development over the last 20 years, which has caused serious damage to some of the most beautiful spots on the coast. ie, marine drive, from (gated) sunset point all the way to the trailer park, mansions being built on the best lookouts on the wild pacific trail. Remember... [Read more](#)

0 · Report



Nancy & Mike Barlett · 6 days ago

Overdevelopment without infrastructure is killing Tofino. Same would be true of Ucluelet if overdeveloped. Current residents and past have enjoyed the small town culture of this unique town. Don't spoil it.