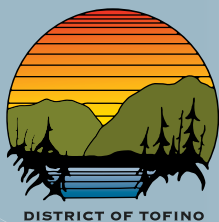


Vision Tofino Update

OFFICIAL COMMUNITY PLAN

Bylaw no. 1200, 2013

"...a creative and resilient community of varied ages that is socially, environmentally and economically diverse."



First Place Regular Entry Photo: Douglas Ludwig

Acknowledgements

Vision Tofino Update 2013 was prepared:

With dedicated interest and participation from the community of Tofino;

By the OCP Implementation and Monitoring Committee:

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With the commitment of District of Tofino Council, consisting of:

Mayor Josie Osborne and Councillors Duncan McMaster, Allen Anderson, Garth Cameron, Dorothy Baert, Cathy Thicke and Ray Thorogood;

Under the care and guidance of Planning Advisor David Witty, FCIP;

Most of the photos in this plan were submitted by community members during the 2012-2013 OCP update photo contest.

Community members voted on their favorite photos during the town hall meeting in February 2013. The photo featured on the front page was taken by Stephen Ashton who won first place of the early bird submissions. Douglas Ludwig submitted this first place regular entry photo. Uncredited photos are from District photo files.

With legal support from Bill Buhlozer of Young Anderson;

With professional support from Cathy McNamara Bernard, Georgina Valk, Jen Dart and Jessie Hannigan;

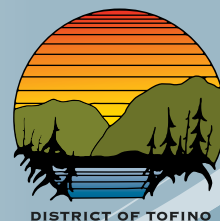
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Second Place Regular Entry Photo: Douglas Ludwig

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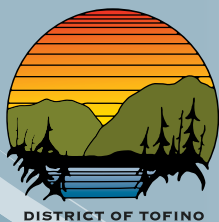
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Second Place Early Bird Photo: Georgina Valk



Third Place Early Bird Photo: Gord Johns

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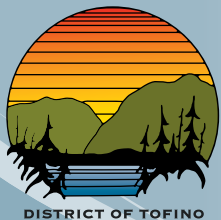


Photo by Adrian Dorst

1. Context

This section reviews Tofino's regional setting, the key issues addressed in the District of Tofino's Official Community Plan, as well as a description of the community consultation process. It provides background information for the Official Community Plan by identifying the contextual elements that have affected the development of the Plan.

1.1 Overview

The Official Community Plan (OCP) is a general statement of the objectives and policies outlining the form and character of land uses and servicing requirements for the District of Tofino. The Local Government Act provides the authority and direction for the preparation of the OCP. The Plan provides guidance for economic, environmental, physical design and development, and social considerations. It promotes the quality of life of residents and visitors to Tofino by providing direction for future growth, community development, economic, environmental and social well-being, provision of amenities and services, and transportation.

The OCP is adopted by Council to guide future land use and development decisions. To address future growth and development challenges and respond to the changes that have occurred in the community over the past 11 years, the 2013 Vision Tofino OCP Update replaces the 2002 Vision Tofino OCP.

This Update provides direction until the next OCP Review is completed, potentially in 2018.

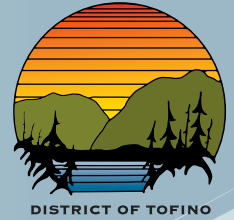
The following key considerations, identified in the 2002 OCP, provided direction for the preparation of the OCP Update:

- Recognition that *Smart Growth*¹ attributes should guide the Plan;

¹ *Smart Growth* is a term that identifies methods for undertaking development in a more environmentally, socially and economically responsible manner. A more detail description of *Smart Growth* can be found in Sections 1.7.2, 3.2.3.12 and section 9 (Terms and Definitions).

“...where an enriching relationship exists between our community members and the natural environment...”

Photo by Colleen Mandri's



- Incorporation of community issues, opportunities, and vision to improve the quality of life and economic, environmental, physical development and social well-being of residents and visitors;
- Identification of environmental features that frame the character of the community and potential development options;
- Recognition of the unique character of Tofino and the importance of maintaining that character; and
- Integration of economic, environmental, physical design and land use and social considerations into the Plan.

The long-term vision for the District of Tofino recognizes the importance of Tofino's place within the broader region as a leader in environmental stewardship, economic self-sufficiency, building design, character and development, tourism development and social well-being.

1.2 Background

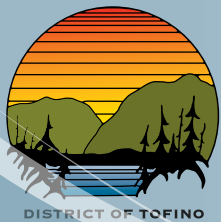
The District of Tofino has experienced significant change and growth over the past 11+ years. It has become an international destination, and tourism is now the main economic driver². The natural resource-based sector, formerly focused on fishing and logging, has adapted to be more reliant upon aquaculture and sustainable logging.

Over the last 15 years, Tofino's population has increased from 1,170 residents in 1996 to 1,876 in 2011³. From 2001 to 2006 Tofino's growth rate was 12.9%, over double the British Columbia average of 5.3%⁴. From 2001 to 2011 the population grew at an average of approximately 2.6% per year, or by 410 persons. Future population projections based on an annual rate of growth of 2.5%, suggest Tofino could grow to 2,401 persons by 2021 and to 3,074 persons by 2031. This projection does not take into account mitigating

2 2011 Census - See Appendix C Monitoring Report Section 3

3 BC Stats 2012 www.bcstats.gov.bc.ca/StatisticsBySubject/SocialStatistics/CommunityFacts.aspx

4 BC Stats 2012 www.bcstats.gov.bc.ca/StatisticsBySubject/SocialStatistics/CommunityFacts.aspx



Photos by Catherine Craig

factors such as rural to urban migrations, or the changing demographics of Canada. The Official Community Plan sets direction for the management of future growth.

1.2.1 Location

Located at the northern tip of the relatively narrow Esowista Peninsula, Tofino's development is restricted by ocean on three sides. Future village expansion is limited to a southerly direction. Pacific Rim Highway, which runs up the middle of the peninsula, divides the peninsula into east and west sectors. On the west side of the peninsula, large expansive beaches (see community photos included as part of the Plan) with rugged headlands create a dramatic setting. Along the east shore of the peninsula, tidal flats extend well out into Browning Passage. Future expansion is limited to the south as the community also borders Pacific Rim National Park Reserve (PRNPR).

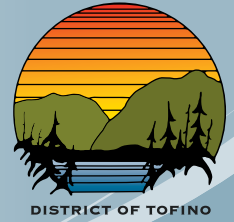
Tofino is situated within one of the most dramatic and pristine landscapes on the southern coast. It is part of the Clayoquot Sound UNESCO (United Nations Educational, Scientific and Cultural Organization) Biosphere Reserve, an internationally recognized area that includes terrestrial and marine environments, and extends from the southern boundary of the Long Beach Unit of Pacific Rim National Park Reserve to just north of Estevan Point. PRNPR includes approximately 350,000 hectares, of which nearly 83,000 hectares are marine based.

These geographical considerations suggest that Tofino will have to manage growth carefully to ensure that its limited land base is planned efficiently and carefully, and in a manner that complements the Clayoquot Sound UNESCO Biosphere Reserve and Pacific Rim National Park Reserve.



1.2.2 Development history

The Tofino area has a rich history of First Nation settlement, closely aligned with the land and sea. More recently, the post-contact settlement pattern evolved from a community based on fishing and mining to one still heavily reliant on fishing, but also on timber resource extraction. Since the 1980s, and that decade's decline in resource harvesting,



Tofino has become increasingly recognized for its natural setting, whale watching, beaches, and outdoor recreation. Attendant growth in tourism-related development was pronounced in the 1990's. Recently, the shellfish fishery and aquaculture have also gained prominence as major economic activities.

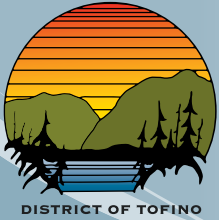
Much of the village area of Tofino reflects its recent small resource town history. Attractive houses and other buildings constructed prior to the 1950s provide a sense of its early settlement history, particularly influences of Norwegian settlement. More recently, however, Tofino has experienced new building development, which often has a west coast building theme, and that is responding to the changing character of the community.

This Plan has been prepared to address growth issues surrounding recent changes to the economy and building form and character.

1.2.3 Regional considerations

The District of Tofino is situated in a unique regional setting adjacent to Pacific Rim National Park Reserve, within the Clayoquot Sound UNESCO Biosphere Reserve, and neighbour to three First Nations: Ahousaht, Hesquiaht, and Tla-o-qui-aht, which are members of the Nuu-chah-nulth Tribal Council. The Tla-o-qui-aht First Nation includes three villages that are located in close proximity to Tofino: Opitsaht, Ty-Histanis and Esowista. The District of Tofino is part of the Regional District of Alberni-Clayoquot. The District of Ucluelet, with a 2011 population of 1,627, is the only other incorporated community in the immediate region.

Long Beach is located in Pacific Rim National Park Reserve and has become synonymous with Tofino. Its dramatic rolling surf draws visitors from around the world. Whale watching in regional waters has also become associated with Tofino. Surrounded by the Park, the Tofino Airport is under the management of the Regional District, and is serviced by independent operators. The designation of the Clayoquot Sound UNESCO Biosphere Reserve has placed Tofino on the international environmental map as a unique biophysical and human settlement area, rich in natural and human history. The Tofino Mudflats were designated a Wildlife Management Area in 1997. Totaling 2,100 hectares in area and 11 kilometres in length, a significant portion of this critical wildlife habitat is located within the District of Tofino. First Nation communities in close



proximity interact with Tofino on a daily basis. This fertile regional mix necessitates that the OCP include a regional perspective.

1.3 Community Involvement

1.3.1 OCP Update 2013

The Vision Tofino OCP Update has included significant involvement from the community, including four public consultation events as well as numerous other more focused engagement opportunities with youth, seniors and community members interested in affordable housing objectives.

The public consultation activities were completed between October 2012 and March 2013. Activities included community open houses, a community dinner, a community lunch, a day with Wickanninish Community School students, an interactive website, an evening with Tofino youth, a seniors' afternoon tea, and a three-day community workshop on the final draft of the Plan. We had over 400 participants in OCP Update community events, and we had between 18 and 71 visitors to the visiontofinoupdate.ca website each week in 2013.

The OCP Implementation and Monitoring Committee (OCPIMC), composed of engaged community members, met in 2011 and early 2012 to discuss the implementation of the 2002 VisionTofino OCP and identified topics needing review to improve the implementation of the OCP. Council initiated the OCP Update process in Spring 2012 by defining the scope of the Update in light of OCPIMC recommendations. The OCPIMC directed the public engagement process of the OCP Update, reviewed and prepared objectives relating to the Update scope, and reviewed the OCP draft to ensure it fit with community feedback and OCPIMC directions. The OCPIMC met 19 times between 2011 and summer of 2013 to direct the OCP update process.

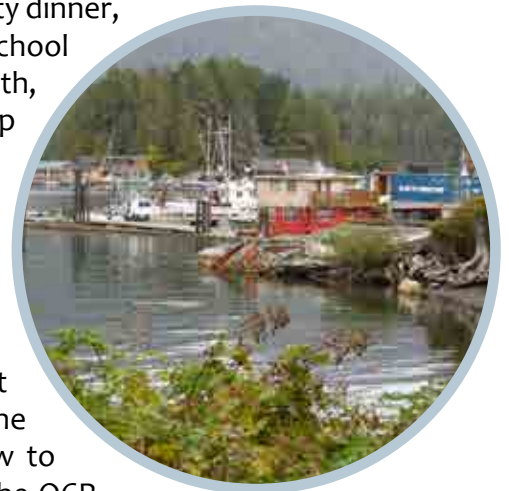
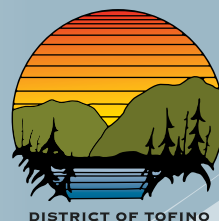




Photo by Catherine Craig



1.3.2 Vision Tofino: the OCP 2002

The 2013 Update builds on the comprehensive 2002 OCP Review that included major involvement of the community. Council committed significant financial and staff resources to complete the OCP Review. It also appointed a Steering Committee to oversee the completion of a Draft Plan.

A variety of public consultation activities were completed between September 2000 and October 2001. Activities included community workshops, a community forum, community mapping, a Steering Committee OCP land use plan workshop and charrette, interactive open houses, and walk-about. Six Issue Papers were prepared for community review: Clayoquot Sound UNESCO Biosphere Reserve, Economic Development and Growth, Float Homes, Housing, Quality of Life Indicators and Water and Sewer Services. Approximately, 350 people attended OCP community events.

A Steering Committee composed of a cross-section of community members worked on all aspects of the 2002 OCP. Steering Committee Members helped to prepare the Work Plan, provided advice and direction for the process, facilitated community workshops, participated in a design charrette for the waterfront, developed Guiding Principles, prepared alternative scenarios in a workshop format, and assisted in hosting Open Houses. The Steering Committee also identified goal statements and assisted in the preparation of and approved objectives and policies, and edited the final draft. The 2002 OCP represented the Steering Committee members' dedication and commitment to listening to the community and each other.



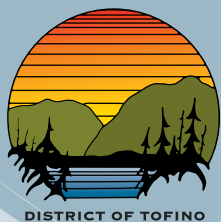
During the OCP workshops in 2001 and 2002, community members identified elements of a preferred vision for Tofino as noted below:

TOPICS	COMMENTS ON ELEMENTS OF A VISION
Village Centre	<ul style="list-style-type: none"> ▶ Strong mix of residential, commercial development; ▶ Courtyards, gardens, walkways, bike paths/racks, parks, small storefronts, studios, less parking; ▶ Public bathrooms.
Waterfront	<ul style="list-style-type: none"> ▶ Mixed working waterfront – low lighting; ▶ Tourism; ▶ Ferry terminal at BC Packers site with mixed market/residential; ▶ Waterfront walkways; ▶ Maintain viewscales; ▶ Low height development.
Residential	<ul style="list-style-type: none"> ▶ Promote diverse types of residential development; ▶ Permit liveaboards when adequate services (sewer and water) are available; ▶ Encourage higher density residential development in the downtown core; ▶ Encourage year round rental.
Servicing	<ul style="list-style-type: none"> ▶ Explore alternative servicing standards.
Housing	<ul style="list-style-type: none"> ▶ Encourage staff housing; ▶ Promote affordable housing for all residents; ▶ Allow for smaller dwellings; ▶ Promote low rise cluster housing with green space; ▶ Promote a variety of sizes and designs; ▶ Address short term tourist rentals.
Tourism	<ul style="list-style-type: none"> ▶ Promote and develop sustainable tourism; ▶ Promote a diversified range of tourist/visitor activities; ▶ Promote Ecotourism.
Economy	<ul style="list-style-type: none"> ▶ Promote Industrial Way for small and large manufacturing; ▶ Maintain industrial uses on waterfront at current level; ▶ Promote new economic development initiatives such as E-commerce.

In addition, community members in 2001 and 2002 identified elements of a preferred vision for economic, environmental, physical development, and social/recreational factors. They identified the following under each subject:

TOPIC	COMMENTS ON ELEMENTS OF A VISION
Economic Vision	<ul style="list-style-type: none"> ▶ Locally owned economy; ▶ Expand air service to the area; ▶ Provide more visitor services; ▶ Diversify the economy; ▶ Promote resort development.
Environmental Vision	<ul style="list-style-type: none"> ▶ Promote more trees and green space in urban areas; ▶ Low lighting levels/some areas light free: stop light pollution; ▶ Connected pedestrian and trail system; ▶ Tofino sets example for infrastructure and services technology.
Physical Development	<ul style="list-style-type: none"> ▶ Develop waterfront walkway/boardwalk/promenade and market; ▶ Underground hydro and telephone; ▶ Float home/liveaboard housing on water- controlled and planned; ▶ Develop waterfront market and community centre on BC Packers site; ▶ Bustling pedestrian oriented Downtown Core that is accessible to all; ▶ No ‘tacky’ chain type outlets/strip malls; ▶ Loose building design guidelines to foster creativity and variety of styles; ▶ Recognize and preserve vernacular architecture.
Social/Recreational	<ul style="list-style-type: none"> ▶ Biosphere research and educational facilities; ▶ Develop recreation centre/pool/theatre – multi-use facility; ▶ Develop community arts centre – studio space.

The preceding community-based information provided direction for the development of Alternative Scenarios and a Preferred Option for the 2002 OCP. It also provided important background information for the Update.



DISTRICT OF TOFINO



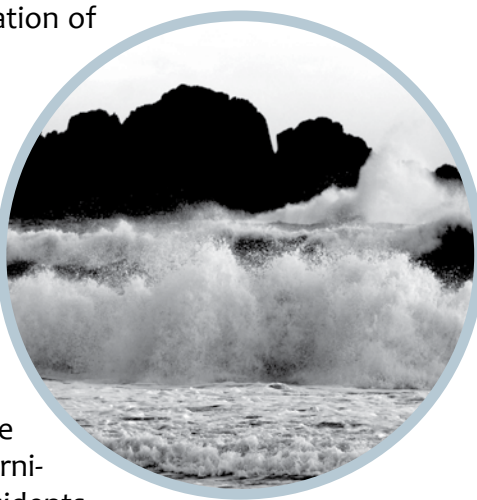
Photos by Catherine Craig

1.4 Regional Context

Tofino is located in the Regional District of Alberni-Clayoquot. The District is a neighbour to the villages of the Tla-o-qui-aht First Nation at Opitsaht, Ty-Histanis, and Esowista; the Ahousaht village at Marktosis on Flores Island; and the Hesquiaht Village at Hot Springs Cove. Tofino has a close association with its First Nation neighbours, many of whom frequent Tofino for shopping, schooling and recreational purposes. The communities of Ty-Histanis and Esowista were connected to the Tofino wastewater treatment system under a Municipal Type Service Agreement signed in 2010. Some residents of Tofino have worked closely with Nuu-chah-nulth Tribal Council on regional environmental matters.

The Alberni-Clayoquot Regional District had a 2011 population of 31,559⁵ people, a 4% increase from the 2001 population of 30,345. Population projections for Alberni-Clayoquot suggest that population growth will slow and become relatively flat over the next 25 years with a projected population of 32,303 by 2036⁶ representing a 2.3% increase.

Tofino along with Port Alberni and Ucluelet is one of three municipalities in the Alberni-Clayoquot Regional District. Port Alberni's 2011 population of 17,743 was unchanged from the 2001 population of 17,743, representing a 0% rate of growth. Ucluelet's population grew by 4% from 1,559 in 2001 to 1,627 in 2011. Tofino's rate of growth over the same time period from 2001-2011 was 26%.



Based on the 2006 Census data, Tofino continues to be an anomaly within, or at least different from, the Alberni-Clayoquot Regional District profile. For instance, while residents of the Regional District as a whole are more likely to be employed in manufacturing, logging, and forestry, Tofino residents are more likely to be employed in accommodation/food and beverage, other services and construction.

The Regional District's economy appears to be more diversified than Tofino's (Tofino's being more reliant on tourism). Tofino also differs from the Regional District in other

5 BC Stats 2012 <http://www.bcstats.gov.bc.ca/Home.aspx>

6 BC Stats 2012 <http://www.bcstats.gov.bc.ca/Home.aspx>



Photo by Catherine Craig

ways. For instance, housing affordability between the Regional District as a whole and Tofino varies significantly with the average 2006 value of occupied private dwellings being \$258,479 (+87.5% change since 2001) in the Regional District, and \$493,615 (+78% change since 2001) in Tofino. In 2006, residents of the Regional District were more likely to own their home (75%) compared to Tofino (61%). The percentage of home ownership grew by about five percent in both the Regional District and Tofino between 2001 and 2006. Another difference is the percentage of adults aged 25-64 with a university certificate, diploma or degree; 20% in Tofino compared with 13% for the Regional District.

In 2005 the median income in Tofino was significantly more (\$50,385) than the Regional District (\$22,969), but less than the provincial average (\$65,787).

In 2001, residents of the Regional District were four times as likely to be engaged in logging and forestry as other British Columbians. By 2006 there were no forestry jobs in Tofino⁷.

In 2006 approximately four percent of Tofino’s work force was employed in the manufacturing sector, compared to the provincial average of 8.5%⁸.

Construction jobs in Tofino accounted for 10.4% (an 83% increase over 2001) in the workforce, compared with an average of 7.6% for the Regional District.

In 2006 public administration accounted for 3.3% of employment in Tofino, compared to 6.2% for the Regional District and 5.0% for the province.

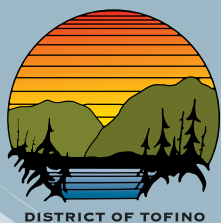
Accommodation and food services is the largest sector in Tofino, accounting for 25% of all employment in 2006; the average for the Regional District was 11.3%, and 8.1% for the province as a whole.

Continuing commercial, residential and industrial growth in Clayoquot Sound, including those areas within the Regional District, is increasing demand on services and infrastructure in Tofino.

The Regional District has not prepared a Regional Growth Strategy.

7 BC Stats 2012 <http://www.bcstats.gov.bc.ca/Home.aspx>

8 BC Stats 2012 <http://www.bcstats.gov.bc.ca/Home.aspx>



Photos by Catherine Craig

1.5 First Nations Relations

The District of Tofino is located within the western-most region of the Ha-houlth-ee of the Ha'wiih (traditional territory) of the Tla-o-qui-aht People, one of the Nuu-chah-nulth Peoples. The primary Tla-o-qui-aht First Nations communities of Esowista, Ty-Histanis, and Opitsaht are the closest neighbouring communities to the District of Tofino. The Ahousaht and Hesquiaht First Nations are located offshore to the north of the District, and must regularly enter Tofino and Tla-o-qui-aht Ha-houlth-ee. The Nuu-chah-nulth people have populated this region since time immemorial. Over the past two centuries, the relationship between the communities of the region has continued to evolve with the changing times. There are three key elements of the relationship between the District and the nearby First Nations:

1. Services which the First Nations provide the community of Tofino;
2. Services which the community of Tofino provides the First Nations; and
3. Mutually supportive and beneficial social relations.

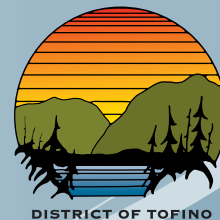
Both communities have benefited from each other's presence. The Wickanninish Community School and Tofino General Hospital are located in Tofino largely because of the presence of nearby First Nations populations. Tofino provides opportunities for retail shopping, employment and services to the First Nations communities. A potential exists to expand upon those relationships and create complementary economic opportunities, joint historical, cultural and heritage initiatives, shared natural environment stewardship and supportive art programs. Such initiatives can strive to be mutually supportive and not limit First Nations aspirations.



1.5.1 Protocol Agreement between Tofino and Tla-o-qui-aht First Nations 2007:

- Tofino and Tla-o-qui-aht agree to uphold the Nuu-chah-nulth Principles of Hishuk ish tsawaak (everything is one and all is interconnected) and lisaak (respect with caring).

Photo by Catherine Craig



- Tla-o-qui-aht and Tofino each have distinct authorities and responsibilities toward their members and residents, and acknowledge the interests of all persons living in the two communities are best served by working together in the spirit of cooperation.
- Tofino and Tla-o-qui-aht share a common interest in developing their communities in a sustainable manner – economically, socially and physically.

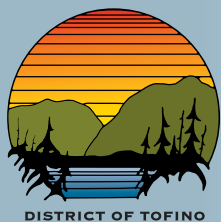
Therefore:

- The communities agree that the Tofino Mayor and Council and Tla-o-qui-aht Chief and Council will meet quarterly to promote open and constructive dialogue and from time to time, joint meetings of the two governments shall be open to the public to inform and receive community input and feedback.
- Tofino and Tla-o-qui-aht will work together to undertake comprehensive and sustainable land use planning, and community and infrastructure development (including development of a sustainable water supply).
- Tofino support the efforts of Tla-o-qui-aht to acquire lands for the benefit of their community.

1.5.2 Treaty Negotiations

The Tla-o-qui-aht First Nations (TFN) signed an Incremental Treaty Agreement (ITA) in 2008. The provincial treaty process is comprised of six stages. In November of 2012, the TFN narrowly voted down an Agreement in Principle (stage four of the treaty process). An affirmative vote on an Agreement in Principle by the TFN is required before moving towards finalizing the treaty negotiations.

As part of these negotiations, the Province has designated provincially owned lands within the District of Tofino for transfer to the TFN through the treaty process. The areas are Block A and B of District Lot 120, Block A and B of District Lot 121, District Lot 128 and District Lot 129, Clayoquot District. Depending on the final outcome of the treaty process, Tofino and the Tla-o-qui-aht First Nation may have to enter into closer relationships through other types of protocol agreements such as a Memorandum of Understanding (MOU) or District by-laws to effectively manage the civic relationship.



Photos by Donna Fraser

1.5.3 Community Connections

The Tofino and Tla-o-qui-aht communities have interests in maintaining and developing regional infrastructure such as the water supply, trails, parking and liquid waste infrastructure.

In June of 2011, Tofino and the Tla-o-qui-aht First Nation were physically connected through wastewater infrastructure (sewer system). Under a Municipal Type Servicing Agreement (MTSA), Tofino receives wastewater from Esowista, Ty-Histanis and Pacific Rim National Park Reserve. Tofino's objectives for this servicing agreement include maintaining positive relations, assisting with broader community development, maintaining acceptable levels of ecological function, and maintaining responsible governance for Tofino's electorate. This may involve future discussions on sewage treatment options.

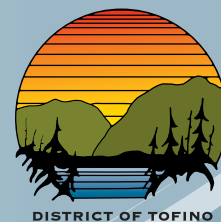
1.5.4 Key Opportunities

There are a number of opportunities and challenges to achieving a viable and healthy relationship between Tofino and the adjacent First Nations. These key opportunities were developed by the VisionTofino: the OCP 2001-2002 Steering Committee.

- Need to explore joint economic development initiatives;
- Need to continue to develop partnerships in resource management and planning;
- Need to provide increased access to recreation facilities and opportunities;
- Need to facilitate capacity building and education opportunities;
- Need to address overnight parking requirements;
- Need to address development issues within traditional territories;
- Need to address the development and protection of First Nation heritage sites and burial grounds within the District boundaries;
- Need to consider the implications of economic development in Tofino for First Nations.



These opportunities should be monitored and processes developed to address any issues that may arise.



1.5.5 Potential Initiatives

There are a number of initiatives that the District of Tofino may decide to undertake in consultation with First Nations to address any issues. These initiatives could include:

- Developing a protocol to address interests in development within the First Nations traditional territories;
- Developing a protocol to address the implications of potential development on heritage and burial sites;
- Formalizing a dialogue between the District of Tofino and First Nations, including the potential of:
 - Regular council-to-council meetings;
 - Supporting an Aboriginal Day celebration or holding joint Clayoquot Communities celebration of our cultural relationship;
 - Fostering inter-community events;
 - Creating processes for enhanced understanding of each other, such as celebrating and sharing in First Nation oral history, art and culture and governance.
- Supporting each other in times of emergency;
- Exploring joint economic development ventures;
- Supporting the First Nations in their efforts to repatriate artifacts;
- Considering opportunities for joint affordable housing initiatives;
- Reviewing place names and exploring opportunities to use First Nation place names within the District;
- Maintaining a regional water supply;
- Tribal Park Trails;
- Sewage treatment.

1.5.6 Potential Implementation Steps

The following steps could be used to further expand the healthy working relationship between the community of Tofino and its First Nation neighbours:

- Continue and expand Council-to-Council meetings;
- Appoint liaison members to attend Council meetings;
- Explore opportunities for a Joint Committee to explore ideas;
- Build upon existing co-operative relationships such as council-to-council sessions and work through regional organizations.

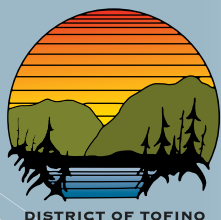


Photo below by Joe Augustine

Through such efforts, the community of Tofino and First Nations can begin to establish a framework for co-operation and mutual support.

1.6 Key Community Issues

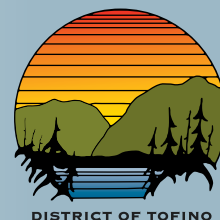
VisionTofino: the OCP has been prepared and updated to address economic, environmental, and physical development, as well as social issues facing the community. These issues are not the only issues addressed in the Plan, but they are key issues that have been identified by the community during the public consultation process.

1.6.1 Economic Issues

- Tofino has become quite reliant upon the tourism sector. The community believes it will be important to develop a more diversified economic base to mitigate the effects of a potential tourism downturn.
- In the past Tofino was an important resource extraction community that enjoyed well-paying employment in that sector. During the 1990's this sector was affected by changes in management practices, resource harvest techniques and resource availability. Aquaculture (shellfish and finfish) investment has created an alternative resource base with significant employment generation, and other opportunities such as sustainable logging have begun to provide alternative forms of employment. To be an economically healthy community, Tofino will need to examine how environmentally benign resource harvesting can be sustained.
- As Tofino continues to grow and tourism visitation increases, the very charm that has made Tofino a desired destination could be lost to overdevelopment or poor development practices. Care will need to be taken to manage future population and visitation growth so that the special 'eclectic' character of Tofino is retained.
- Much of Tofino's tourism strength is related to the regional resources that surround Tofino, including beaches in Pacific Rim National Park Reserve, whales in the Pacific Ocean, surfing off the beaches, kayaking in, and the wilderness scenery



Photo by Joe Augustine

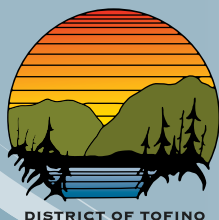


- of, Clayoquot Sound. Maintaining these resources in an attractive and accessible state will be important to sustaining tourism development.
- The setting of Tofino on a relatively narrow peninsula and the presence of a high water table, bedrock and sensitive vegetation cover restricts the amount of developable land and increases land costs. This situation also increases development costs. Future land costs will very likely continue to rise, so alternative forms of residential development, including mixed use (residential over retail), ground-oriented townhouses and cluster housing will need to be explored.
 - The community believes that its vibrant artistic community could be a contributor to a diversified economic base. Future economic growth in the arts will need to be explored.
 - The Clayoquot Sound UNESCO Biosphere Reserve provides opportunities for Tofino to plan for and benefit from new economic possibilities in research and development.
 - The waterfront and harbour have been developed over the years with a mix of uses. While that mix of uses creates an interesting working harbour, there is concern for public safety stemming from harbour uses such as float-planes, boats and kayaks. As well, parts of the harbour and waterfront have limited access. Views out over the waterfront are spectacular. Long-term use of the waterfront will need to be explored.

1.6.2 Environmental Issues

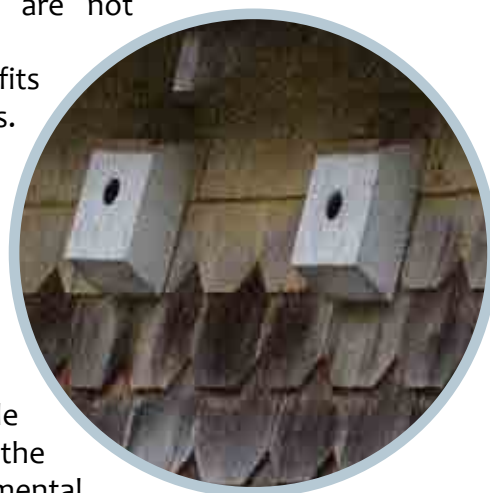
- The community currently discharges sewage into the ocean. Many residents believe Tofino's place in an international Biosphere Reserve is compromised by the lack of advanced wastewater treatment.
- With increased development, the natural environment has been altered substantially. Large expanses of treed land have been cleared. Rock blasting has been undertaken in some locations to provide buildable sites. In order to retain its current natural character, the District will need to consider setting aside some natural areas.


“...where an enriching relationship exists between our community members and the natural environment...”



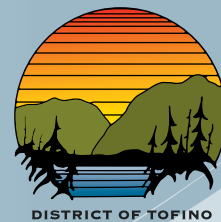
Photos by Donna Fraser

- Many residents are concerned about light pollution in the community. Consideration should be given to the detrimental effects of intensive lighting on the waterfront and other parts of the community.
- In the past, much of the development completed in the community was undertaken in an incremental fashion. Future development needs to be undertaken in an integrated manner, so that environmental features are identified and protected.
- The mudflats of Browning Passage provide critical habitat for migratory shorebirds and resident birds. Development near the mudflats should be sensitive to their use by migratory and shorebird populations.
- Tofino's vegetation creates much of the image for the community. Lot clearing can have a detrimental effect upon the image and character of Tofino and may have environmental consequences.
- While liveaboards are considered by some members of the community to be an important option for housing, others are concerned about the potential environmental consequences of float homes that are not connected to the District's sewer and water system.
- While tourism development has provided many benefits to the community, it has also affected use of beaches. The Tonquin Park site has been used for unauthorized camping with attendant litter despoiling the community's beach area. Potential redevelopment of the Tonquin Beach area, including the potential inclusion of Middle Beach as a community park, could be explored as a means of reducing the negative effects of unauthorized camping.
- In the future Tofino may experience large-scale development proposals. In order to better understand the environmental effects of such development, environmental audits may be required.
- In an effort to maintain ecological diversity, greenways, rather than isolated parks, may be a useful future planning tool.
- Due to climate change, sea level rise is recognized as a major future environmental issue that will affect coastal communities, including Tofino.
- In association with sea level rise, exposure to tsunamis affects creates an additional risk to portions of Tofino.



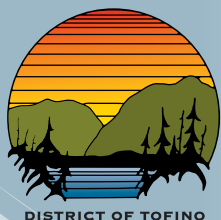


Photos by Donna Fraser



1.6.3 Physical Development Issues

- With the recent growth in tourism, Tofino has experienced changes to its character and building form. There is concern development may be overtaking community values. Ensuring future development is well planned and well designed will be an important consideration.
- Housing affordability is a challenge for many Tofino residents, particularly those interested in long-term leases or accommodation for seasonal employment. Tofino's housing costs are significantly higher than the region's average and higher than the provincial average. Household income in Tofino is slightly less than the provincial average. Alternative housing options will need to be explored.
- During the past 10 years, an increased number of semi-detached and row house units have been constructed. Future development will need to address the continued provision of mixed housing stock to ensure that a wide range of households have access to housing.
- As development continues, issues of wastewater treatment will need to be addressed. Extension of sewer and water lines will eventually be limited by the availability of water supply. The community will need to address long-term water supply issues.
- Parking in the Village Centre becomes a problem during the summer visitor season, especially as a result of recreational vehicle parking on streets and in parking lots. This demand, in addition to overnight parking and long-term parking for residents and visitors of outlying areas in Clayoquot Sound, contribute to a reduction of on-street parking for visitors and residents of the Village Centre.
- Maintaining the natural character of Tofino, preserving open space, beach access, the waterfront and access to and through the waterfront are design issues facing the community.
- Location of future community facilities (in, near, or outside the Village Centre) will have implications for servicing, parking, adjacent uses, accessibility, image and function.
- Maintaining Tofino as a pedestrian-friendly town will be challenging in the face of Tofino's growth within its restricted geographic setting and its associated potential spread along the Pacific Rim Highway.



Photos by Donna Fraser

- With continued development of lands along Pacific Rim Highway, the entry image to Tofino could be altered from that of a rural character in keeping with its current natural destination image, to that of suburban sprawl.
- Tofino has an active working harbour that supports a diversity of uses including tourism, fish and shellfish processing and harvesting, marine services and transportation facilities. Its long-term future will be need to be carefully planned.
- Liveaboard vessels provide accommodation and a way of life for some residents. The long term survival of this type of accommodation will very likely depend upon access to community water and wastewater systems.

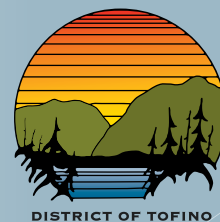
1.6.4 Social/Cultural Issues

- Tofino has experienced significant change over the past 20 years. Some of those changes affected the well-being of community members and their families. Increased dialogue between community members will help everyone adjust to those changes and their associated pressures, as well as better understand the varied perspectives on those changes.
- Building appropriate and required infrastructure to accommodate growth, consistent with *Smart Growth* principles, will be critical to maintaining social well-being, reducing stress and ensuring the detrimental effects of growth on community members are minimized.
- Housing affordability is a very significant social issue in Tofino. Currently, Tofino has high housing costs, shortage of year-round rental housing, and shortage of accommodation for seasonal employees. Some visitors and short-term residents live in the forest near Tonquin Beach or in their vehicles. A comprehensive housing strategy will be required.
- Continuing to build a strong working relationship with the communities of Opitsaht, Esowista, Ty-Histanis, Hot Springs Cove, and Ahousaht, as well as the Nuu-chah-nulth Tribal Council, will be an important task to ensure common objectives are addressed.
- During the height of the visitor season, some residents feel overwhelmed with traffic, parking and community use issues. Methods to manage the effects of visitation will need to be considered.





Photo by Donna Fraser



- The provision of a recreation centre has been identified by the community and the District of Tofino as an important community facility. The location and type of facility will have implications for the future development of Tofino.
- Providing long-term employment opportunities for a cross-section of ages - especially youth - is an issue that should be addressed.

1.7 Growth Management Strategy

Tofino has grown significantly over the past 15 years.

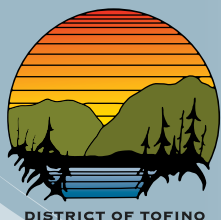
In 1996, Tofino had a population of 1,170; in 2001 the population had grown to 1,466 people; by 2006 the population had grown to 1,655, an increase of 26 percent. The 2006 statistics from BC Census indicate the town continued to grow at over twice the provincial average, achieving a population of 1,655. The 1996 to 2011 period represented an annual average growth rate of 3.4 percent per year.

1991-2011 Population Growth

Year	Tofino Population	Tofino Growth %	Tofino Avg. Growth /year	BC Growth %
1996	1170			
2001	1466	+25.3%	+5.2%	+4.9%
2006	1655	+12.9%	+1.4%	+5.3%
2011	1876	+13.4%	+2.7%	+7.0%
TOTAL	+706	+51.6%	+3.4%	+17.2%

While Tofino recorded one of the highest growth rates of any community in British Columbia during the late 1990's, much of that growth is believed to have been a reaction to the significant tourist destination resort investment of the mid 1990's and early 2000's. That development resulted in a major hiring of visitor services employees. The high rate of growth in the late 1990's was in reaction to that investment and future growth will likely be tempered by less investment in resort development.

“...a creative and resilient community of varied ages that is socially, environmentally and economically diverse.”



Photos by Donna Fraser

2002 Vision Tofino Growth Forecast (2001-2020)

The 2002 VisionTofino Steering Committee examined three population forecast scenarios:

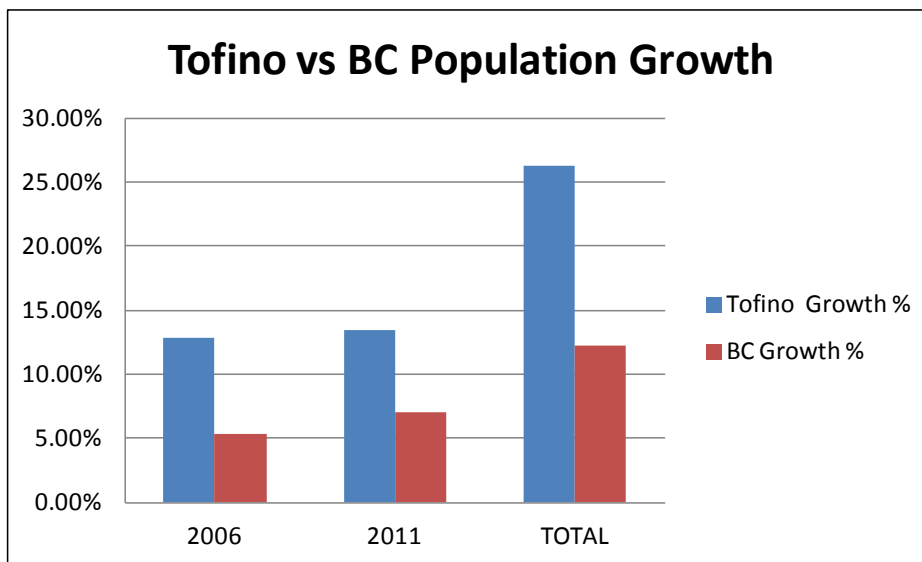
- Low of 1.5 percent per year: 2020 population of 2,068;
- Moderate of 2.5 percent per year: 2020 population of 2,511;
- High of five percent per year: 2020 population of 4,211.

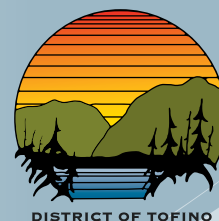
The 2002 Steering Committee believed the low and high forecasts were too low and too high, respectively. The Steering Committee recommended the community adopt a moderate projection of 2.5 percent or a 2020 population of 2,511 people. The community endorsed that recommendation at a community Open House on March 14, 2001. At a forecast growth rate of 2.5 percent (slightly higher than the 1991 to 1996 average and significantly lower than the 1996 to 2000 average), it was concluded that Tofino would experience manageable growth.

1.7.1 Growth Expectation

2013 Official Community Plan Update Growth Forecast (2011-2031)

The actual rate of population growth from 2001-2011 was 2.1 percent, a little below the forecasted target of 2.5 percent. However, Tofino's population growth between 2001 and 2011 remains significantly higher than B. C.'s population growth.





The 2013 OCP includes three population forecasts (low, medium and high). The forecasts take into account historical growth patterns and changing population demographics.

The 2013 OCP includes the statistics for age distribution and trends for Tofino's population, as this information has important implications for service provision for schools and care facilities. The cost of housing relative to income levels was also explored.

Tofino Population Forecast

Year	Low (1.5%)	Medium (2.5%)	High (3.5%)
2021	2177	2401	2646
2031	2527	3074	3661

Tofino has a much younger median age and fewer children on average than Canada, BC or the ACRD⁹.

Median Age of Population (2011)

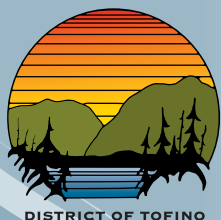
	Tofino	ACRD	BC	Canada
Total	33.7	45.1	41.9	40.6
Male	34.5	44.9	41.1	39.6
Female	32.5	45.3	42.7	41.5

It is estimated that the proposed future development areas identified in this Plan can accommodate an additional 1,300 people: the Village Reserve¹⁰ can accommodate approximately 700 people, and existing approved zoned residential lots can accommodate 1,900 people. This suggests the Plan accommodates for growth to approximately 3,900 people, beyond the projected increase to 2,401 in 2021 and 3,074 in 2031 (at a 2.5 percent increase per year).

In addition to the increase in permanent residents, Tofino will very likely continue to experience substantial growth in non-resident use created by non-resident visitors using rental accommodation and single-family dwellings purchased by non-residents

⁹ 2011 Census, Statistics Canada

¹⁰ The Village Reserve refers to an area that will be dedicated to long-term future village residential use beyond the life of this Plan.



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Photos by Donna Fraser

for use during limited times of the year. These seasonal homes have become a more common occurrence in Tofino. Visitor accommodation, whether in the form of tourist accommodation facilities or seasonal homes, requires the use of community infrastructure, such as water and wastewater treatment. The extent of seasonal home use and total visitor accommodation, including Bed and Breakfasts and non-registered in-home suites, is not well known. The growth of such accommodation will have implications for overall infrastructure planning and development.

As indicated in the previous section, population growth has slowed from the boom of the late 1990's to the early 2000's but is still exceeding the provincial average.

Context Statement

The District of Tofino believes growth management is an important cornerstone for VisionTofino: the OCP. This document incorporates *Smart Growth* concepts, such as:

- Promotion of the majority of commercial/retail development in the Village Centre;
- Promotion of pedestrian-oriented development;
- Promotion of multi-modal forms of transportation;
- Promotion of infill in the Village Centre;
- Promotion of a variety of housing forms;
- Promotion of net residential densities of 20 units per hectare (8 units per acre) in new residential neighbourhoods;
- Designation of a Village Reserve;
- Identification of a Village Containment Boundary¹¹;
- Promotion of Neighbourhood Nodes with limited commercial development;
- Promotion of the use of alternative development standards.

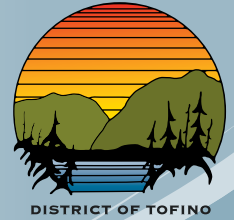


Tofino will ensure development is reflective of regional environmental considerations. Future growth will be undertaken in a manner that reduces sprawl, concentrates future growth within identified Neighbourhood Nodes, reduces reliance upon the automobile, provides a buffer between urban uses and Pacific Rim National Park Reserve and

¹¹ Village Containment Boundary relates to a defined area within which 'urban' or village uses will be promoted, such as higher density development and the majority of commercial uses. The majority of long-term future population growth will occur within the Village Containment Boundary.



Photo by Donna Fraser



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between urban uses and the Browning Passage mudflats, and safeguards tourism destination features.

The District of Tofino will work with the Tla-o-qui-aht First Nations, Regional District of Alberni-Clayoquot, District of Ucluelet and First Nation communities of Ahousaht, Esowista, Hesquiaht and Opitsaht, and the Nuu-chah-nulth Tribal Council to promote the economic, environmental and social well-being of the region.

1.8 Plan Organization

Tofino residents recognize the future presents unique opportunities and challenges. Growth pressures, tourism and resource sector investment and the environmental sensitivity of much of the land within the District point to a need to rethink community, ecological and economic relationships. Decision-making will need to respond to these opportunities and challenges. VisionTofino: the OCP is organized to reflect an integrated approach to decision-making (Figure 1).

The structure of this Plan also reflects the interrelationship of community, environment and economy. Guiding Principles set the stage for the overall Plan direction. Goals are organized under one of six topics: Growth Management; Community Design and Land Use; Community Development; Economic Development; Environment and Natural Resources; and Implementation and Monitoring. Objectives and policies are described for specific action items in each of the six topics.

The sections listed above include statements and map designations for the area covered by the Plan respecting:

- a) The approximate location, amount, type and density of residential development required to meet anticipated housing needs over an 8 and 18 year period (sections 1.7.1, 3.1, 3.2.3.2, 3.2.3.4, 3.2.3.5, 3.2.3.7 and Map 1: Land Use);
- b) The approximate location, amount and type of present and proposed commercial, industrial, institutional, agricultural, recreational and public utility land uses (sections

3.1, 3.2.3.3, 3.2.3.5, 3.2.3.8-10; 3.2.3.13, 3.2.3.15, 3.3.3.7 and Map 1: Land use and Map 17: Present land use);

c) the approximate location and area of sand and gravel deposits that are suitable for future sand and gravel extraction (section 3.4.2.6);

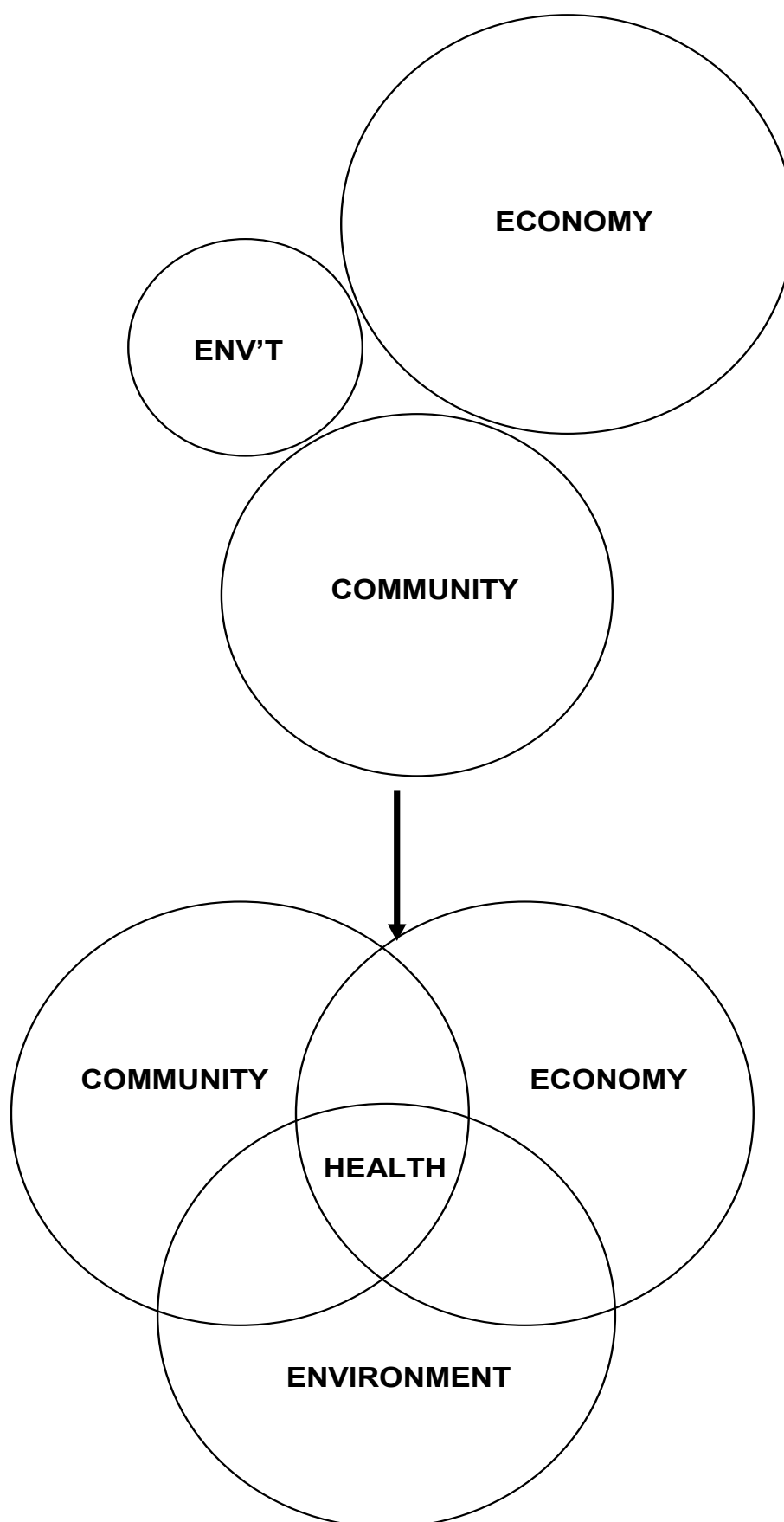
d) restrictions on the use of land that is subject to hazardous conditions or that is environmentally sensitive to development (sections 2.2, 3.2.1, 3.5.3.3, 5.1, 5.3, 5.5, 5.6, Map 9: Topographic Map, Map 12: Riparian Development Permit Area, Map 14: Foreshore 1 Development Permit Area, Map 15: Tofino Mudflats Wildlife Management Area Development Permit Area);

(e) the approximate location and phasing of any major road, sewer and water systems (sections 1.5.3, 3.2.3.13, Map 7: Road Typologies and Map 8: Water and Sewer Systems);

(f) the approximate location and type of present and proposed public facilities, including schools, parks and waste treatment and disposal sites (Sections 1.5.3, 3.3.3.6, 3.5.3.9, Map 1: Land Use and Map 17: Present land Use).



Figure 1 The Shift to Ecosystem-Based Decision-Making



Source: Royal Commission on the Future of the Toronto Waterfront (1991)

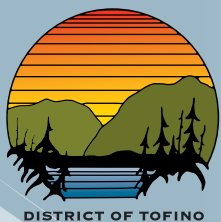


Photo by Adrian Dorst

2. Community Vision and Guiding Principles

2.1 Community Vision

The vision statement helps frame our updated Plan. It was written by the OCP Implementation and Monitoring Committee for the OCP Update in 2012-2013 and was revised over the course of many meetings in response to public feedback.

Vision Statement

"Situated on the rugged West Coast where an enriching relationship exists between our community members and the natural environment, Tofino promotes healthy civic engagement supporting a creative and resilient community of varied ages that is socially, environmentally and economically diverse."

2.2 Guiding Principles

The following Guiding Principles were identified for the Plan through an extensive community consultation process. These Guiding Principles framed the preparation of the OCP and provided direction for the identification of goals, objectives and policies for Tofino's long-term development.

The Guiding Principles were reviewed in detail by the OCPI MC during the OCP Update. Guiding Principles are meant to give direction and context for the adopted OCP and for any potential amendments. Any new community needs or issues should be filtered through the Principles to determine whether they fit with the stated aspirations of the OCP.

"...a creative and resilient community of varied ages that is socially, environmentally and economically diverse."

Photo by Catherine Craig



Implementation of Vision Tofino: the OCP will be guided by the following set of Guiding Principles:

1. Promote a sustainable healthy community.

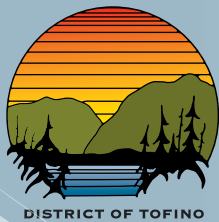
Healthy and sustainable communities are resilient communities of varied ages. Sustainable healthy communities ensure that built-environment, cultural, ecological, economic and social values are given shared priority, and that equity is an important consideration. Sustainable healthy communities seek to identify and improve their quality of life indicators across built-environment, cultural, economic, environmental, and social considerations. Given Tofino's unique location, as a sustainable healthy community it will need to value and seek to enhance/protect ecological community assets, consistent with the UNESCO Biosphere Reserve designation.

2. Manage and monitor development and growth in an orderly and environmentally sensitive way.

Tofino has grown substantially from 1,103 residents in 1991 to 1,876 residents in 2011. In 2013, the Esowista Peninsula contained large tracts of undeveloped Crown and District of Tofino land covered by extensive and largely intact rainforest. First Nation heritage sites are scattered along and near the waterfront. Tourist visitation has a significant impact on Tofino's summer population numbers. Development must be sensitive to the environmental context and consider carefully issues such as drainage, exposure to tsunami hazard and sea level rise, heritage sites and challenging access.

Growth in the recent past has placed significant strains on all core District services. Future demand from the tourism, residential, commercial and service sectors will likely continue. Therefore, Tofino must carefully consider and manage environmental impacts, land and water supply limitations, infrastructure and administration costs, and the limitations of the residential and commercial tax base. This includes ensuring commensurate growth of public amenities alongside any development. *Smart Growth* concepts, including the promotion of alternative design standards, will be employed to showcase Tofino's commitment to the principles of sustainability.

Tofino will be cognizant of the limits to growth imposed by seasonal watershed constraints, the current finite ability to manage waste, and our unique geographic



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setting designated as a national heritage site. Identifying and monitoring such crucial environmental, cultural and aesthetic assets is part of managing and monitoring growth in an orderly and environmentally sensitive way.

3. Steward the natural environment.

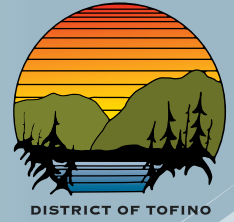
Tofino should exercise effective stewardship of its natural resources, promoting the retention and maintenance of key marine, intertidal and terrestrial assets with which the community is endowed. Specific attention should be paid to the unique coastal character of Tofino, ensuring preservation of its natural state wherever possible. The maintenance of significant cultural features is part of this project. The protection and enhancement of public views to the beaches and to the water, as well as access to the beaches, harbour and offshore islands should be important considerations.

4. Encourage a diversity of housing types that address affordability.

Tofino experiences seasonal housing shortages and year-round challenges to housing affordability. This places pressure on residents and employers alike. The cost of housing is high in Tofino, especially in comparison to local salaries. A limited land base, the high cost of development, and demand for tourist and resort staff accommodations, all contribute to the high cost of renting and buying housing in Tofino. Housing availability, type, location and affordability will need to be addressed in a way that encourages acceptable, suitable and affordable housing for a variety of ages, incomes and lifestyles, including long-term and seasonal community members. The availability of a diversity of housing types that address affordability will be important to improving residents' quality of life.

5. Promote a vibrant and diverse economy that is supportive of locally owned and operated businesses.

Tofino is an international tourism destination and is provincially designated as a Resort Municipality. There are ongoing but decreased natural resource extraction opportunities in logging, finfish and shellfish harvesting, and increasing aquaculture activity. Our goal is a diverse and resilient economy where there are multiple ways of making a living for a range of residents. New economic development initiatives are encouraged. Locally



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owned and operated businesses form an important part of Tofino’s economy and are encouraged to the greatest extent possible.

6. Engage and Collaborate with other levels of government, neighbouring communities, especially First Nations, and NGOs.

Tofino promotes cooperation and collaboration with Tla-o-qui-aht First Nations, Ucluelet, the Alberni Clayoquot Regional District and other adjacent First Nations. Tofino recognizes that respectful, constructive relationships enable successful engagement and dialogue with other jurisdictions and organizations. Tofino seeks increased and widespread understanding of the treaty process and its implications for the municipal district as well as opportunities for co-management of regional infrastructure development.



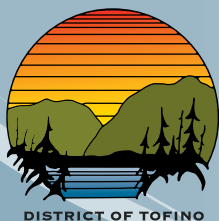


Photo by Mike Lane

3. Goals and Policies

Goals, objectives and policies identify the detailed direction for the District of Tofino over the life of this Plan. Goal Statements, which identify a desired future for the District of Tofino, were developed through extensive public involvement during the 2002 OCP process and were prepared to guide future decision-making. The Objectives and Policies identified in 2002 were reviewed for the 2013 OCP Update. Objectives identify how goals will be attained. Policies give direction to Council and the administration and identify the specifics of how goals and objectives will be achieved.

Goals, objectives and policies are arranged under six subject headings:

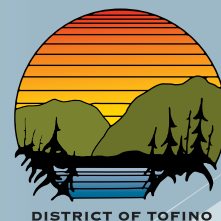
1. Growth Management
2. Community Design and Land Use
3. Community Development
4. Economic Development
5. Environment and Natural Resources
6. Implementation and Monitoring

3.1 Growth Management

The District of Tofino has a limited land base. Its boundary is fixed by surrounding ocean to the north, east and west, and by Pacific Rim National Park Reserve to the south. The Community of Tofino lies at the northern tip of Esowista Peninsula. Demand for permanent and seasonal residential development has been high during the past 20 years as Tofino's natural charm and dramatic scenery attracts permanent and seasonal residents. From 1991 to 2011 Tofino's overall population growth rate of 70 percent was double the provincial population growth rate of 34 percent. The bulk of the population growth occurred between the time period 1996 to 2006; the most recent statistical data indicates a slowing growth rate in 2011 which is now in line with the provincial average of 7% for the 2006-11 period. Much of that recent development has been in the form of large rural lots with access off Pacific Rim Highway and at, or near, Chesterman Beach, and which may not be sustainable over the long-term. Residential development near the Village Centre has also taken place in the form of large lot detached housing and attached housing in the form of ground-oriented townhouses. Most new housing



Photo by Mike Lane



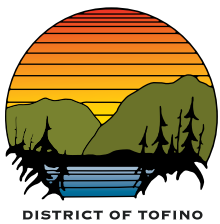
has been separated into discrete housing types. Recently, mixed use development (residential over commercial) has been approved. Commercial and retail development has continued to be focused in the Village Centre. Highway strip development has been largely avoided. Tourism destination development occurs throughout the community in the Village Centre, along MacKenzie, Chesterman and Cox beaches, and in scattered locations along the highway. Light industrial activities are centred around Industrial Way.

Growth in tourist visitation has increased significantly over the past 20 years. Visitation includes use of accommodation facilities, services and infrastructure. The challenge for Tofino will be the degree to which future tourism growth, with its particular requirements, and on-going community growth are managed in a comprehensive and compatible manner. During aspects of the community involvement process, *Smart Growth* concepts were explored and endorsed by the community. *Smart Growth* concepts form part of the Growth Management strategy for Tofino.

3.1.1 Growth Management Goals

Our growth management goals are:

1. To retain the coastal rural character of Tofino.
2. To develop in complement to the community economic, environmental, physical and social goals.
3. To develop tourism in complement to the permanent community.
4. To minimize sprawl.
5. To apply *Smart Growth* principles to Tofino.
6. To recognize regional growth patterns as they may affect Tofino.



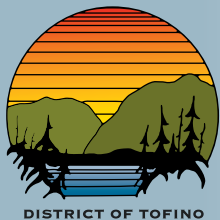
3.1.2 Objectives:

1. Maintain a Village Containment Boundary and Village Reserve Area.
2. Direct future residential development primarily to the Village Centre Neighbourhood, MacKenzie Neighbourhood and Chesterman Beach Neighbourhood.
3. Restrict non-tourism-based commercial/retail development outside the Downtown Commercial Core and Downtown Commercial Gateway to Clayoquot View Estates, Chesterman Beach and MacKenzie Neighbourhood commercial nodes.
4. Direct future major tourism destination resort development to MacKenzie Beach, North Chesterman Beach and Cox Bay.
5. Manage the Downtown Commercial Core and Downtown Gateway as a tourism destination with mixed-use development in support of community and tourism activities.
6. Manage the provision of infrastructure services as a method of managing growth.
7. Maintain rural character areas as designated on Map 1: Land Use, where low-density residential development will be permitted.
8. Buffer tourism destination areas from residential development.
9. Encourage retention of a vegetation buffer along Pacific Rim Highway to protect its rural and scenic character.
10. Promote mixed-use (residential over commercial/retail) development in the Downtown Commercial Core, Downtown Gateway and Neighbourhood Commercial Nodes.
11. Promote residential development that provides a mix of housing densities and types with an average net density for new residential development at 20 units per hectare (8 units per acre) in Clayoquot View Estates Neighbourhood, MacKenzie Neighbourhood and Chesterman Beach Neighbourhood.
12. Monitor and examine use of private residential units for seasonal visitor use where such units are not approved Bed and Breakfasts.

13. Recognize, for planning and development purposes, that future growth in all sectors of the community places significant demands upon District services.

3.1.3 Growth Management Policies

1. The District will maintain a Village Containment Boundary as identified on Map 1: Land Use, within which the majority of future residential and commercial development will be directed.
2. A Village Containment Boundary, as identified on Map 1: Land Use, and associated Village Reserve Area will include sufficient land to accommodate population growth for the next fifty years.
3. The District will direct Council, developers and landowners to a *Smart Growth Tool Kit* to identify the ways and means of promoting and implementing *Smart Growth* in Tofino (see 3.2.3.12).
4. The District supports the maintenance of a natural buffer along the boundary of Pacific Rim National Park Reserve.
5. The District will designate Clayoquot View Estates, MacKenzie Neighbourhood and Chesterman Beach Neighbourhood as future neighbourhood growth areas with new development averaging 20 units per hectare (8 units per acre) net density over the Neighbourhoods.
6. Clayoquot View Estates, MacKenzie and Chesterman Beach Neighbourhoods may be permitted to each have a neighbourhood scale commercial/retail service building development area of not more than 900 square metres (9,684 sq.ft.).
7. The District will limit non-tourism related development of designated tourism destination areas identified at MacKenzie Beach, North Chesterman Beach and Cox Bay (Map 1: Land Use).
8. The District will work with the Ministry of Transportation and Highways to ensure Pacific Rim Highway retains a natural buffer between the highway and adjacent development by identifying specific buffer requirements on a development and site-specific basis.
9. The District will limit infrastructure and service provision outside of the Village Containment Boundary, MacKenzie Neighbourhood and Chesterman Beach Neighbourhood and designated Tourism Destination Areas in order to reduce service costs while providing for adequate fire protection, as well as to manage



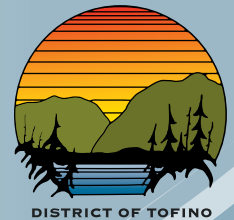
Photos by Mike Lane

Photos by Catherine Craig

limited service capability and minimize conflict between tourism and non-tourism development.

10. The District will continue to support rural residential development that reduces visual impact upon Pacific Rim Highway and minimizes detrimental environmental effects.
11. The District will review the use of private residential units for visitor accommodation.
12. Until demand for affordable housing is addressed, future Destination Resorts shall provide for employee housing by working with the District of Tofino to identify the ways and means of providing such accommodation, such as on-site employee accommodation, or by contributing to an employee housing fund.
13. The District will work with the business sector to explore the potential of future non-tourism commercial developers providing employee housing, such as on-site or off-site employee accommodation, or in the form of a contribution to an employee housing fund.
14. The District will monitor population, tourism visitor, commercial and industrial growth, and associated development to determine the extent to which this Plan will require updating.
15. The District shall investigate the development of a strategy with adjacent communities, First Nations and the Pacific Rim National Park Reserve for the collection of accurate and meaningful tourism visitation and usage data.
16. Demand upon community services will continue to be monitored and, where appropriate, provincial support for infrastructure development will be sought.
17. The District will explore the potential of expanding the municipal boundary to the north boundary of Pacific Rim National Park Reserve.





3.2 Community Design and Land Use

The District of Tofino has become recognized as a very special place. Its setting, character and people create an attractive destination for visitors from around the world. As a major destination, new development could affect its character. This Official Community Plan Update will provide a long-term ‘roadmap’ for community design and land use planning. In particular, Tofino intends to retain its small town coastal character while directing growth in a manner that encourages economic, environmental and physical development, and social well-being.

The Downtown Commercial Core has for many years been the commercial, social, institutional and community activity heart of Tofino. Like many downtowns, however, the Downtown Commercial Core may be susceptible to decline and loss of vibrancy if commercial development is allowed to relocate to the outskirts of the Community. Tofino’s downtown will need to be supported and encouraged if it is to remain vigorous and healthy. To reinforce the Downtown Commercial Core, mixed-use neighbourhoods and waterfront development should be planned and designed carefully so that Tofino maintains its marine form and character.

The Islands Rural and other marine planning areas are situated in a unique marine context where multiple jurisdictions overlap (Provincial, Federal, First Nations, District of Tofino) and in which numerous and diverse stakeholders operate (e.g., Research, Industry, Recreation, Preservation, Transportation). The OCP policies seek to align Tofino’s land use planning with regionally endorsed coastal strategies and other collaborative planning processes.

3.2.1 Community Design and Land Use Goals

Our Community Design and Land Use goals are:

1. To promote a building scale appropriate for the small coastal community of Tofino.
2. To prevent sprawl.
3. To promote a liveable, intense mixed-use development character in the Downtown Commercial Core.

4. To promote a high quality pedestrian friendly entry to the Downtown Commercial Core and Downtown Gateway Area.
5. To encourage and enhance community access to all local beaches.
6. To promote pedestrian and bicycle circulation that minimizes the need to drive.
7. To integrate environmental features in development considerations.
8. To promote diversity of choice through mixed-use development.
9. To maintain and improve interconnected environmental features while developing affordable housing.
10. To support Neighbourhood Node mixed-use commercial development.
11. To minimize the cumulative effects of development on the environment.
12. To support innovation that leads to affordable, practical ways to capture and reuse rainwater, and to increased awareness and application of these solutions.
13. To improve the quality of drainage water.
14. To minimize the erosion of sensitive beach environments.
15. To preserve the natural hydrological cycle through best practices for our coastal climate.
16. To encourage partnerships, development and activities which support a level of sea water quality suitable for shellfish harvesting.
17. To maintain and improve interconnected environmental features through development.
18. To encourage the integration of hazard planning in future development proposals.



3.2.2 Community Design and Land Use Objectives

1. Promote *Smart Growth* principles in development.
2. Promote environmental planning as a foundation and key design determinant for developmental planning, including hazard planning.
3. Promote land use designation for development of alternative forms of work environments.
4. Limit recreational on-road vehicle parking in the Village Centre.
5. Encourage underground services in the Village Centre.
6. Identify and develop commercial/retail neighbourhood service nodes in each of Clayoquot View Estates, MacKenzie and Chesterman Beach Neighbourhoods.
7. Promote Tofino's eclectic building character while applying west coast design elements.
8. Maintain public viewscales and vistas.
9. Promote a walkable and bikeable community and associated site planning and design.
10. Manage the provision of infrastructure services as a method of managing growth.
11. Throughout the community, promote a variety of housing forms and types that are affordable for a majority of residents.
12. Implement full cost accounting for new development projects.
13. Achieve Harbour status and complete a Working Harbour Management Plan.
14. Explore alternative development standards that address Tofino's infrastructure needs.
15. Retain the unique character and charm of the Crab Dock Neighbourhood.
16. Encourage the continued management and use of the waterfront as a working harbour for aquaculture, commercial and recreational fishing, tourism and transportation.

17. Promote high quality building and site design in the Downtown Gateway.
18. Promote increased public access to Cox Bay, MacKenzie Beach, Middle Beach, and Tonquin Beach.
19. Predict the cumulative impacts of development on drainage and integrate this information with other economic, lands use, and sustainability objectives and policies when considering land use change.
20. Manage rainwater at its source through best practices to ensure that flows from subdivisions or developments are not increased from pre-development volumes.
21. Support rainwater catchment systems that follow all other applicable legislation, including but not limited to potable water regulations of the BC Building Code and the Vancouver Island Health Authority.
22. Encourage opportunities for density such as secondary suites and micro housing while maintaining small town coastal character.
23. In rural areas, encourage alternative design and infrastructure standards that mitigate potential negative impacts on the environment.
24. Encourage shared driveway access between adjacent lots.
25. Limit recreational access into sensitive ecosystems to minimize impacts to the environment.
26. Consider the impact of development near sensitive ecosystems that would have adverse impacts on ecological functions.
27. Engage in partnerships to monitor marine water quality regularly and to a level of accuracy that supports shellfish harvesting and safe swimming.



3.2.3 Community Design and Land Use Policies

3.2.3.1 Village Centre and Downtown Policies

1. Tofino will continue to support the Downtown Commercial Core as the primary institutional, recreational and commercial centre.

2. The District will encourage future commercial development in the Downtown Core by limiting commercial/retail development outside of the Downtown Commercial Core and Downtown Gateway to designated Neighbourhood Commercial Nodes.
3. The District will encourage a high quality sense of entry to the Downtown Commercial Core through Downtown Gateway.
4. Downtown Gateway should avoid a 'highway commercial look' by promoting mixed use, residential over commercial, and appealing pedestrian spaces.
5. Alleyway infill and development will be promoted for selected lanes in the Downtown Commercial Core for the purpose of creating interesting pedestrian spaces and commercial uses (including naming back lanes).
6. Further Highway Commercial development shall be discouraged outside of the designated Downtown Commercial Core and Downtown Gateway.
7. Mixed use (residential over commercial) will be encouraged in the Downtown Commercial Core, Downtown Gateway and Neighbourhood Nodes.
8. Pedestrian access to and along the waterfront will be developed through the subdivision process.
9. The District will work with the Harbour Authority and government agencies to complete a Harbour Management Plan.
10. The Downtown Parking and Traffic Plan shall be examined and implemented.

3.2.3.2 Neighbourhood Area Policies

1. Three Neighbourhood growth areas are designated: Clayoquot View Estates, MacKenzie, and Chesterman Beach, as identified on Map 1: Land Use.
2. Clayoquot View Estates shall be a residential neighbourhood located adjacent to the Village Centre with a limited commercial development in the form of a Neighbourhood Commercial Node as identified in 3.2.3.3.
3. MacKenzie Neighbourhood shall be designated as a mixed density neighbourhood with a limited commercial development in the form of a Neighbourhood Commercial Node as identified in 3.2.3.3.
4. Chesterman Beach Neighbourhood shall be developed according to the Chesterman Beach Local Area Plan in Appendix A.

5. Multi-modal trails shall be developed to link neighbourhoods to each other and to the Downtown Commercial Core to encourage non-motorized transportation and to promote inter-neighbourhood connectivity.
6. Crab Dock Neighbourhood, as identified on Map 2, shall be planned and designed, using neighbourhood involvement, as a special neighbourhood area recognizing its unique mix of uses and heritage character.

3.2.3.3 Neighbourhood Node Policies

1. One Neighbourhood Node may be permitted for each Neighbourhood at Chesterman Beach, MacKenzie and Clayoquot View Estates Neighbourhood, on the following basis:
 - Total commercial/retail space shall be contiguous but not necessarily located in one building and shall not exceed 900 square metres (9,687 square feet);
 - Building location shall not be adjacent to Pacific Rim Highway;
 - Proposed commercial/retail uses must fulfill a neighbourhood need;
 - Proposed commercial/retail uses include residential living accommodation over the ground floor;
 - Site planning and design respects the site features and site context;
 - The scale and character of proposed development reflects the nearby neighbourhood character;
 - Pedestrian and bicycle access is incorporated and promoted in the design;
 - Automobile parking is placed at the rear of the building;
 - The design promotes a community meeting place, public washrooms, places to sit and visit, and high quality landscaping;
 - The proposed development is landscaped;
 - Low intensity lighting is used;
 - Signage is appropriate and visually interesting;
 - In the case of Clayoquot View Estates node, the node shall be located to serve residential uses in District Lot 114 and future residential uses in the Village Reserve.



3.2.3.4 Neighbourhood Character Policies

1. The undeveloped portion of DL274 and DL132: Chesterman Beach Neighbourhood will be developed in accordance with the Chesterman Beach Local Area Plan (May 25, 2005), attached as Appendix A to this by-law.

Prior to the subdivision or development of the plan property, the following items shall be addressed:

- a) Submission to and approval by the Ministry of Transportation and the District of Tofino of a traffic study and site impact analysis, prepared by a traffic engineer, including an assessment and complete design work;
 - b) Development of appropriate zoning and development permit provisions;
 - c) The provision of amenities must be considered in the creation of zoning provisions to permit the development of the subject lands. In consultation with the District of Tofino, the applicant is responsible for developing policies regarding amenity zoning to achieve the proposed density and land use of the Chesterman Beach Local Area Plan;
 - d) Clarification of dedicated parkland and protected or covenanted open space; and
 - e) In consultation with the District of Tofino, confirmation of servicing standards, including roads, water, sanitary and drainage systems, by a professional engineer with demonstrated experience with alternate design guidelines and standards.
2. The undeveloped portion of DL114 will be developed in accordance with the DL114 Local Area Plan (May 25, 2005), attached as Appendix B to this by-law.
 3. Development in the neighbourhoods identified in Policy 3.2.3.2 are encouraged to consider the following character, and identify the location of the following uses:
 - **District Lots 114, 115 and 116 as identified in Map 1:** One Neighbourhood Commercial Node to a maximum of 900 square metres (9,687 square feet) as described in Policy 3.2.3.3.1;
 - A mix of residential uses, including the provision of residential use over retail in the Neighbourhood Commercial Node, ground-oriented townhouses with densities ranging between 25 units per hectare and 37 units per hectare (10 – 15 units per acre); compact housing averaging 20 units per hectare (8 units per acre), and detached housing ranging between 12 units per hectare and 15 units per hectare (4.8- 6 units per acre) with the overall net density of 20 units per hectare (8 units per acre);
 - Multi-modal connections to the Downtown Commercial Core via First and Fourth Streets;
 - Linear park system connecting the neighbourhood to the proposed Middle Beach Park and Tonquin Park;
 - Educational facility with neighbourhood playfields;
 - Buffer adjacent to Pacific Rim Highway;
 - An extended care facility site.

- **District Lots 117 (southerly portion), 121, 122, 123, 124 (easterly portion) as identified in Map 1:** Residential development, preferably in the form of cluster development, within the Rural designation of an average net density of 2.5 units per hectare (1 unit per acre) with a minimum of 1 unit per hectare (.4 units per acre) and a maximum of 5 units per hectare (2 units per acre);
 - Light industrial uses with a buffer between Rural Residential uses and light industrial uses and between Tourist Destination Area and light industrial uses.
- **MacKenzie Neighbourhood as identified in Map 1:** One Neighbourhood Commercial Node to a maximum of 900 square metres (9,687 square feet) as described in Policy 3.2.3.3.1;
 - A mix of residential uses including the provision of residential use over retail in the Neighbourhood Commercial Node, ground-oriented townhouses with densities ranging between 25 units per hectare and 30 units per hectare (10 – 12 units per acre), compact housing averaging 20 units per hectare (8 units per acre), detached housing ranging between 9 units per hectare and 12 units per hectare (3.6 – 4.8 units per acre) with the overall average net density of 20 units per hectare (8 units per acre);
 - Buffer along Pacific Rim Highway;
 - Trail connecting MacKenzie Beach Road and Hellesen Drive.
- **For the Sharp Road Area, including District Lot 128 and 129 as identified in Map 1:** Mixed use, including high technology and educational research park on District Lot 129 in a campus style layout with retention of large expanses of natural vegetation and open space and associated buffer along Browning Passage;
 - Trail system and low impact recreation on District Lot 128 with connecting pedestrian access via Hellesen Drive.
- **The remaining undeveloped portion of Chesterman Beach Neighbourhood as identified in Map 1:** One Neighbourhood Commercial Node to a maximum of 900 square metres (9,687 square feet) as described in Policy 3.2.3.3.1;
 - A mix of residential uses, including the provision of residential use over retail in the Neighbourhood Commercial Node, ground-oriented townhouses with densities ranging between 25 units per hectare and 30 units per hectare (10 – 12 units per acre), compact housing averaging 20 units per hectare (8 units per acre), detached housing ranging between 9 units per hectare and 12 units per hectare (3.6 – 4.8 units per acre) with the overall average net density of 20 units per hectare (8 units per acre);
 - Neighbourhood Park;



- Buffer along Pacific Rim Highway;
 - Pedestrian linkages to Chesterman Beach.
4. The District will undertake to review section 3.2.3.4 policy 3 in order to identify ways and means of encouraging appropriate densities for the areas identified.

3.2.3.5 Rural Policies

1. The District shall designate three Rural Areas: one is designated as Islands Rural and is a cluster of islands off the waterfront, one is centred on MacKenzie Beach Road, and one occupies the southern portion of the District as identified on Map 1: Land Use.
2. The Islands Rural Area will be managed in a manner sensitive and consistent with each area's unique natural and social character, and visual significance.
3. The Islands Rural Area will be managed in consideration of the regional marine planning directions set out in the Coastal Strategy for the West Coast Vancouver Island (West Coast Aquatic, 2012).
4. Activities that could impact marine water quality shall be important considerations for development activities within the Islands Rural area.
5. Water quality in the Islands Rural area should permit healthy shellfish harvesting.
6. Due to the prohibitive expense and tax burden of servicing the Islands Rural area, the District will support variances for development in this area that would provide alternative servicing arrangements that meet the regional marine planning area directions in the Coastal Strategy for the West Coast Vancouver Island (West Coast Aquatic, 2012).
7. All development in the Islands Rural Area shall consider the potential hazards created by sea level rise and other natural hazards.
8. The MacKenzie Rural Area will be managed in a manner that complements nearby destination tourism development and provides a buffer between the Light Industrial Area and MacKenzie Neighbourhood.
9. Notwithstanding that permitted densities in the MacKenzie Rural Area shall be an average net density of 2.5 units per hectare (1 unit per acre) with a minimum

of 1 unit per hectare (1 unit per 2.5 acres) and a maximum of 5 units per hectare (1 unit per .5 acres), cluster housing development that retains natural features, and minimizes visual exposure to MacKenzie Beach Road and nearby tourism development, shall be encouraged for the MacKenzie Beach Rural Area.

10. The South Tofino Rural Area will be managed in a manner that maintains its large lot rural character and complements nearby destination tourism development, Pacific Rim National Park Reserve, and its location as the primary gateway to Tofino.
11. Zoning regulations should limit residential subdivision to lots of five (5) acres or more in the South Tofino Rural Area unless the subdivision clusters development as described in Policy 12.
12. The District should favourably consider applications to amend the zoning regulations to allow cluster residential development in the South Tofino Rural Area by permitting the creation of lots with areas of less than 2 hectares (5 acres) where:
 - a) The overall density of development in the subdivision does not exceed one residential unit per 0.5 hectares (1 unit per 1.25 acres) of parent parcel area;
 - b) Not more than 75% of permitted residential units in the subdivision are on lots that have areas between 0.08 and 0.2 hectares (0.2 and 0.5 acres);
 - c) Residential lots between 0.08 and 0.2 hectares (0.2 and 0.5 acres) are clustered in a single area of the parent parcel that can be efficiently accessed and serviced; and
 - d) The owner grants to the District a covenant prohibiting further subdivision of any lot created by the subdivision that is further subdividable under the applicable zoning regulations, including any remainder of the parent parcel.
13. Ensure that protection and dedication of sensitive ecosystems is the priority amenity for any development that involves the placement of conservation covenants, trading land, purchasing land, offering grants-in-aid or granting tax exemptions.
14. Density transfer has been used by other local governments to manage development of areas that are valued for their rural, environmental or cultural character. Tofino will examine the potential of using density transfer to protect the rural character



of Tofino while ensuring that the other values identified in the OCP Update are retained.

3.2.3.6 Community Design Policies

1. The District shall develop and adopt Design Guidelines for multiple family residential, live/work, and retail/commercial development that encourage building form and character that respects Tofino's eclectic building and small coastal community character while applying west coast design elements.
2. Community Design Guidelines will not be prescriptive but will be performance based, identifying the general characteristics desired but not the details required, so that architectural expression is able to relate to specific site conditions and needs.
3. Public art will be encouraged where it complements and supports community design goals.
4. Design that promotes energy efficiency, waste management and conservation, including alternative building construction and design, sewage and wastewater treatment, and alternative water and energy sources will be encouraged.
5. Wherever possible, the preservation of existing heritage building form will be encouraged through the retention of heritage form when commercial uses are proposed for existing residential buildings.
6. Retention, maintenance, and use of heritage buildings for residential and commercial uses will be encouraged, where possible.

3.2.3.7 Housing Policies

1. The District shall promote the provision of affordable housing for its citizens through a variety of means including:
 - Until demand for affordable housing is addressed, a requirement that future Destination Resorts continue to provide employee housing;
 - A proposal that non-tourism commercial development explore potential to provide employee housing;
 - Requirement for mixed-use (residential over commercial/retail) development in Neighbourhood Nodes;
 - Allocation of density bonusing for development within the Village Containment Boundary as one tool that provides on-site affordable housing or contributes to a District Housing Fund for the purpose of providing a range of affordable housing.

2. The District will encourage the development of ground-oriented townhouses and garden apartments as a preferred form of higher density development while discouraging the development of multi-storey internal walk-up apartment blocks.
3. Float homes may be permitted when and if wastewater treatment and potable water is provided.
4. Live-work studios may be permitted in the Village Centre in selected areas that meet the following criteria:
 - Adjacent existing or proposed development is compatible with the proposed uses;
 - The site has direct access to a Collector or Arterial Road;
 - The proposed uses support the goals of this Plan.
5. Employ dense cluster housing development that preserves important environmental features as interconnected green spaces.
6. Consider cooperative housing developments that are affordable to a majority of residents including seasonal residents and year round residents such as seniors, special needs and families with children.
7. Encourage the development of staff accommodations within resort lands.
8. Encourage the development of seniors' accommodations and accommodations suitable and affordable to residents with reduced mobility for ready access to Downtown amenities.
9. Encourage the development of micro-housing and similar in-fill density downtown for seasonal and long-term rental.

3.2.3.8 Industrial and Research Park Policies

1. The District will support the development of alternative forms of employment, such as an educational/research park that provides services and amenities in support of emerging and environmentally friendly new technology and research.
2. Industrial Way will be designated as a well-serviced light industrial area for the District and region.
3. The District will explore research opportunities of mutual interest, including the potential designation and development of an Education/Research Park whose design reflects the green character of Tofino.

4. Industrial use on the waterfront may be permitted where such use is in support of aquaculture, marine-related activity, tourism or other uses that are appropriate for the waterfront that have a minimal environmental effect upon the marine and upland ecosystem.
5. The District will discourage any polluting industry.

3.2.3.9 Commercial Development Policies

1. The District shall promote the Downtown Commercial Core as the primary Commercial Area in Tofino, as identified on Map 2: Downtown Commercial Core and Waterfront .
2. A Downtown Commercial Core Area as identified on Map 2: Downtown Commercial Core and Waterfront will be designated as the primary commercial area.
3. Mixed-use building development (residential over retail) will be promoted within the Downtown Commercial Core and Downtown Gateway.
4. The preservation of existing heritage building form will be encouraged by permitting, where appropriate, the conversion of residential use to commercial use.
5. Live-work studios will be permitted in the Village Centre in selected areas that meet the following criteria:
 - Adjacent existing or proposed development is compatible with the proposed uses;
 - The proposed uses support the goals of this Plan.
6. Limited commercial development in Tourism Focus Areas may be permitted within the main resort development building where such an activity is in support of Tourism Focus Area use.
7. Commercial development may be permitted in Neighbourhood Nodes as identified in 3.2.3.3 Neighbourhood Node Policies.
8. Further Highway Commercial development shall be discouraged outside of the designated Downtown Commercial Core and Downtown Gateway.

9. The District shall consider the directions in the 2011 Downtown Vitalization Plan with respect to development in the Downtown Development Permit areas and adjacent areas.

3.2.3.10 Tourism Development Policies

1. The District will support tourism development as a key economic development initiative.
2. Future tourism information needs of the community including the future location of an information centre or centres will be reviewed.
3. Destination Resorts will be buffered from non-tourism uses, such as residential development, to protect their character and preserve their integrity.
4. Public access to and parking demand for beach use will be monitored to identify issues of overuse and congestion.
5. The District will encourage the provision of increased public access to major beaches.
6. Tourism activity in the Waterfront Area will be supported.
7. Limited accessory commercial development in Destination Resort Areas will be permitted within the main resort development building where such an activity is in support of Destination Resort Area use.
8. Licensed Bed and Breakfasts will be permitted.
9. Provision of additional public access to Cox Bay, MacKenzie Beach and Middle Beach will be required as part of subdivision and as identified in Section 5.1.
10. Destination Resort development will be directed to the Downtown Commercial Core Area, Downtown Gateway, MacKenzie Beach, North Chesterman Tourism Area, and Cox Bay Tourism Focus Area as per Map 1: Land Use, and Map 10: Tourism Focus Development Permit Area.
11. The Downtown Gateway will continue to be an important tourism destination area.



12. A tourism planning process shall be conducted by the District of Tofino. The process should include comprehensive research, implementation measures and ongoing monitoring of the implications of tourism development.
13. A tourism planning process should comprehensively address the implications of tourism, economic development, employment, housing, land use, zoning, by-law enforcement, stratification/ownership, community vitality, tourism market projections, the environment, and community infrastructure (roads, sewer, water, emergency services, and fire protection).

3.2.3.11 Mobility Policies

1. Pedestrian circulation will be promoted throughout the District, including access to beaches, neighbourhoods, commercial development and places of employment.
2. Cycling will be promoted throughout the District, including access to beaches, neighbourhoods, commercial development and employment.
3. The District will continue to advocate the completion of the Pacific Rim Highway paved walking/cycling trail between the District of Tofino and District of Ucluelet, including passage through Pacific Rim National Park Reserve.
4. The District will encourage new development to explore and develop alternative road standards (width, materials, drainage) in keeping with *Smart Growth* concepts (see 3.2.3.12).
5. New residential development in the Village Area (including the Village Reserve) shall be directly linked through new road development and trails to the Downtown Commercial Core via First Street and Fourth Street.
6. Where possible and practical, and where terrain permits, neo-traditional street patterns (narrow streets, back lanes) will be promoted.
7. In consultation with landowners, pedestrian access to and along the waterfront will be developed, where appropriate.
8. Working with landowners, the District will promote alternative pedestrian access to the Downtown Commercial Core by encouraging the provision of a foreshore walkway as shown on Map 3: Downtown Vitalization Concept Map.

9. The District will explore the potential for a shuttle between beaches and the Downtown Commercial Core, by working with tourism operators to explore potential means of operation and funding.
10. A connection between Fourth Street and Pacific Rim Highway will be developed to provide alternative secondary access to the Downtown Commercial Core.
11. Consistent with the mandate of the Ministry of Transportation and Highways, the District shall continue to protect a four-lane right-of-way on Pacific Rim Highway/ Campbell Street through the subdivision process, for the purpose of maintaining a two-lane road with opportunity for adequate pedestrian corridors and on street parking as appropriate.
12. The District shall limit additional access to Pacific Rim Highway/ Campbell Street by encouraging shared access where appropriate.

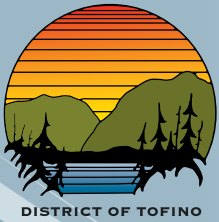
3.2.3.12 Smart Growth Policies

1. The District shall endorse and promote *Smart Growth* principles in new development and redevelopment of existing development, including:
 - Undertaking development in a compact fashion;
 - Supporting mixed-use development;
 - Promoting alternative development standards;
 - Protecting sensitive environmental areas;
 - Reducing (eliminating) detrimental economic, environmental, and social effects of development;
 - Promoting multi-modal forms of transportation;
 - Integrating open space into daily living;
 - Promoting urban containment.
2. The District will direct Council, developers and landowners to a *Smart Growth* Tool Kit to identify the ways and means of promoting and implementing *Smart Growth* in Tofino (as per 3.1.3.3).

3.2.3.13 Infrastructure Policies

1. The District shall explore and develop, where appropriate, alternative wastewater treatment processes that are environmentally friendly.
2. The District shall continue to encourage water conservation.

3. The District will continue to explore with regional parties the potential use of Kennedy Lake as a long-term water supply, in addition to exploring short-term alternatives.
4. The District will use the provision of potable water services and wastewater treatment as a growth management tool by directing services to development areas that are identified in this Plan.
5. The District shall encourage, where appropriate, the development of pedestrian trails in conjunction with the installation and extension of infrastructure.
6. The District will complete a Stormwater Management Plan. This should be completed prior to the OCP Review scheduled for 2018 and should:
 - a. Integrate watershed level considerations;
 - b. Regulate watershed-specific performance targets for rainfall capture, runoff control, and flood risk management during development, and refine these targets over time through an adaptive management program;
 - c. Include integrated stormwater/rainwater management planning;
 - d. Identify existing and suggested monitoring criteria for adaptive stormwater management;
 - e. Identify unacceptable drainage problems;
 - f. Coordinate land use activities ;
 - g. Ensure the maintenance of ecosystems functioning;
 - h. Identify isolated ecosystems and establish and enhance corridors, connections, and linkages with larger ecosystem networks;
 - i. Respond to low, medium and large storm events;
 - j. Keep typologies consistent with subdivision by-law;
 - k. Consider cumulative impacts;
 - l. Consider the best practices and process described by the BC integrated stormwater management document (2002) and other current best practices;
 - m. Map current flows and catchments so that future development can consider and mitigate negative impacts to current flows and catchments; and
 - n. Consider sea level rise projections from appropriate levels of government and provincial flood plain projections, to inform infrastructure planning that is prepared in the event of high tide, storm surge and high storm precipitation events.
7. Until a stormwater management plan is complete, road typologies in Map 7 and the subdivision and development bylaw shall identify stormwater typologies for all roads. These typologies shall identify the type of storm water drainage to be maintained and developed on roads in the District in advance of Council's adoption of a comprehensive storm water management plan. The approximate location and type of existing and future roads can be found in Map 7.



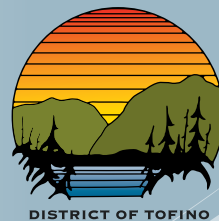
8. Stormwater pre-treatment will be promoted to reduce point source emissions to the environment.
9. Use of permeable surfaces for driveways and paths will be promoted where appropriate.
10. The District will promote site planning that encourages the natural capacity of the environment to absorb stormwater resulting from development.
11. In respect of areas not designated for development in this Plan and in which road locations are not indicated, if the area is nonetheless approved for development, the District will designate the location of roads so as to extend the established District infrastructure network into the area, and provide a reasonably comparable level of service to that indicated in the District Transportation Plan (1999).
12. The approximate location of existing and future sanitary sewer infrastructure, and potable water system infrastructure will be guided by Map 8.

3.2.3.14 Upland Policies

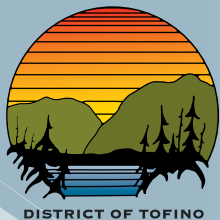
1. Careful consideration will be given to any development on slopes greater than 30 percent.
2. The District will establish a dialogue with government agencies and timber companies to identify and protect significant natural features and views.

3.2.3.15 Village Centre Waterfront Policies

1. The Waterfront Area (see Map 2: Downtown Commercial Core and Waterfront) shall be developed and designated as a safe working harbour that sustains, marine-related and support activities, fisheries and support activities, aquaculture and support activities, tourism and support activities, transportation activities, and selected retail/commercial activities that complement the harbour.
2. The District will work with the Harbour Authority and government agencies to prepare a Harbour Waterfront Plan.



3. The District will work with the Harbour Authority to explore the potential to provide potable water and wastewater services for marina use.
4. In consultation with landowners, pedestrian access to and along the Waterfront Area will be developed, where appropriate.
5. Working with landowners and with their consent, the District will promote an alternative pedestrian access to the Downtown Commercial Core by encouraging the provision of a foreshore walkway as shown conceptually on Map 3: Downtown Vitalization Concept Map.
6. The District supports the development and use of the Fourth Street boat launch and the improvement of parking in this location.
7. The District may explore, in conjunction with other interested parties, the options for development and ownership of First Street Wharf.
8. Where appropriate, public access to the Waterfront Area will be promoted and encouraged.
9. Development of the Waterfront Area shall take into consideration the protection of public views and vistas, particularly for the area north of Main Street between First Street and Fourth Street and view corridors at Third Street.
10. The District shall support the habitat objectives identified in the Habitat and Land Use Assessment of the Tofino Harbourfront (1998).
11. The District will work with the Harbour Authority and other jurisdictions to monitor use of the Waterfront Area (see Map 2: Downtown Commercial Core and Waterfront), in order to identify potential safety issues and methods to resolve them.
12. The District will continue to promote the development of a multi-modal trail into the Downtown Commercial Core.



13. The Grice Road right-of-way shall be maintained and enhanced as public access along the waterfront.

3.2.3.16 Financing Growth Policies

1. The District will explore alternative methods of generating funds for the provision of services that benefit permanent residents of, and visitors to, Tofino.
2. The District will review the use of Development Cost Charges for new development and subdivision.
3. The District will actively monitor the effects of tourism upon community services and seek assistance from the Province of British Columbia to ensure that the District is compensated for its role in the provincial tourism economy.

3.3 Community Development

The District of Tofino's strength rests in the resiliency, diversity, commitment, interest, vibrancy and passion of its citizens. It is a community with a sense of purpose and place, and a well defined sense of community. This Plan recognizes and places value on Tofino's character and place in British Columbia as a major destination for visitors, and home to a variety of people and cultures who rely on the land and sea for their economic and spiritual well-being.

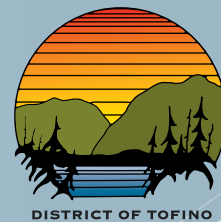
Community Development considers Tofino's special requirements in the arts and culture, education, heritage, housing, parks and recreation and other social considerations.



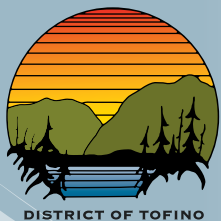
3.3.1 Community Development Goals

Our Community Development goals are:

1. To acknowledge and build upon the resources, diversity, strengths and potential of the community.



2. To promote and retain the Downtown Commercial Core as a vibrant, attractive community – a commercial and institutional focal point where residents and visitors are welcomed.
3. To provide services for senior citizens.
4. To promote the art, culture, history and heritage of our communities including First Nation art, history, culture and heritage.
5. To recognize the interdependence of First Nation communities and the community of Tofino.
6. To promote the development of housing is affordable for year-round residents and seasonal employees.
7. To support families and children.
8. To promote Tofino as a healthy community.
9. To support a thriving arts community.
10. To promote and encourage a diverse population.
11. To promote Tofino’s regional history and historical significance.
12. To promote access for the disabled.
13. To support, encourage and broaden temporary affordable housing solutions for seasonal staff.
14. To support development opportunities that facilitate those living and working in Tofino to buy or rent suitable, adequate and affordable housing.
15. To promote a continuing education sector.
16. To promote a thriving beach stewardship culture.



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Photo by Nicolas Monro

17. To promote a local food economy.

3.3.2 Community Development Objectives

1. Support programs and policies that support affordable housing for seasonal workers and full-time residents.
2. Invest in Downtown Commercial Core Vitalization.
3. Identify alternative forms of housing, health and recreation requirements for seniors.
4. Support a high quality of life for Tofino residents.
5. Promote public access to beaches.
6. Promote convivial relations with First Nation neighbours.
7. Promote common action on items of mutual interest with regional communities.
8. Encourage or provide services and facilities for families, youth and children.
9. Promote community dialogue, social participation and intellectual development through the development and delivery of community events.
10. Encourage public spaces where local residents can interact.
11. Explore the potential to further develop youth recreation opportunities and programs.
12. Support community-based arts and culture.



13. Work with neighbouring communities to identify potential heritage opportunities and programs.
14. Promote citizen involvement in community enhancement.
15. Identify quality of life criteria and indicators to monitor the health of Tofino.

3.3.3 Community Development Policies

3.3.3.1 Village Centre and Downtown Policies

1. Redevelopment of the Waterfront Area will be promoted to encourage resident and visitor access to portions of the Waterfront Area as shown conceptually on Map 3: Downtown Vitalization Concept Map.
2. The District will discourage overnight parking on Downtown Commercial Core streets, particularly Main Street and Campbell Street and encourage the provision of off-street parking.

3.3.3.2 Neighbourhood Development Policies

1. Neighbourhoods shall be planned and designed to facilitate community interaction, such as walking, cycling and playing close to home.
2. A Neighbourhood Commercial Node, as defined in 3.2.3.3.1, may be permitted in Clayoquot View Estates Neighbourhood, MacKenzie Neighbourhood and Chesterman Beach Neighbourhood to promote community interaction and local shopping.
3. Crab Dock Neighbourhood will be recognized as a special neighbourhood that requires careful planning and design with local residents to maintain its unique character.

3.3.3.3 Seniors Policies

1. The District will encourage the development of a variety of non-profit seniors' housing, including extended care, at-home care and Abbeyfield¹ housing.
2. Seniors' societies will be encouraged and supported.
3. Provision for seniors' recreation facilities will be encouraged and made easily accessible.
4. The Downtown Commercial Core and Neighbourhood Commercial Nodes shall be comprehensively designed to be senior-friendly, including the provision of benches, rest areas, public washrooms and pedestrian-oriented development.

3.3.3.4 Affordable Housing Policies

1. The District shall encourage the provision of affordable housing for its citizens through a variety of means including: Creation of a District Housing Fund.
2. The District will review the use of private residential units for visitor accommodation to better understand its impacts on affordable housing.
3. Until demand for affordable housing is addressed, Destination Resorts shall provide employee housing by working with the District of Tofino to identify the ways and means of providing such accommodation, such as on-site employee accommodation or contribution to an employee housing fund.
4. Seniors' housing societies will be encouraged and supported.
5. The District will monitor and consider the availability of rental and rent-controlled housing downtown, with respect to affordability.
6. Affordable rental and affordable ownership solutions for people living and working in Tofino will be explored.



¹ Abbeyfield seniors housing is defined as a seniors' house-like accommodation for those who are able to live independently in a group home setting. Residents have separate rooms, limited in-room cooking opportunity and a central dining room. A live-in housekeeper and/or nurse lives in the building. Abbeyfield Society promotes the concept in BC.

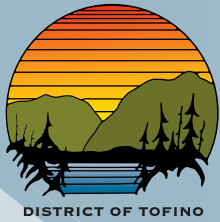
7. The District will promote processes that ensure decision makers hear from our diverse populations when it comes to important issues like affordable housing objectives.
8. Tofino's volunteers who work towards improved affordable housing should provide open, transparent, and effective information transfer to Tofino's decision makers.
9. The District will consider non-market or restricted market solutions to affordable/attainable ownership and affordable rental.
10. Opportunities for mortgage support and market rental, such as secondary suites, will be considered.
11. The District will promote the private development of acceptable, suitable, affordable rental housing for long-term and seasonal community members that is in line with local affordable rental housing needs.
12. The District will promote the private development of acceptable, suitable, affordable housing for special needs residents.

3.3.3.5 Social Action Policies

1. The District shall promote dialogue with First Nations to seek common means of addressing First Nation community development requirements, such as overnight parking, use of recreation facilities and access to education facilities.
2. The District will explore ways and means of providing safe accommodation for young people.
3. The District will encourage services and facilities that support families.

3.3.3.6 Education Policies

1. The District shall continue to work co-operatively with the School District and regional continuing education institutions, the District of Ucluelet and First Nations to ensure that educational needs of the community are being addressed.
2. Co-operative use of the Wickaninnish Community School for community purposes shall continue to be supported.

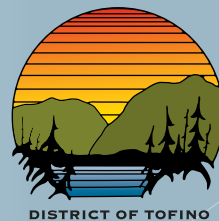


3. The District will explore the potential development in Tofino of a research institute related to Clayoquot Sound UNESCO Biosphere Reserve.
4. Extended education programs will be encouraged in Tofino so that young people, single parents and others are able to acquire necessary educational upgrading close to home.

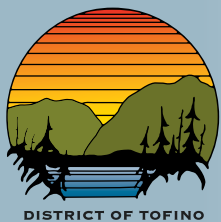
3.3.3.7 Parks and Recreation Policies

1. The District will implement the District of Tofino Parks and Recreation Master Plan, which sets direction for the planning and management of Parks and Recreation.
2. The District shall develop a park classification for all District park land, including natural parks, which will be managed as natural areas and low intensity recreation use areas.
3. Existing park areas will continue to be improved.
4. The District will encourage the provision of increased public access to major beaches.
5. The District will work in consultation with landowners and businesses to identify methods to increase public access, resident parking and public facilities at MacKenzie Beach and Cox Bay, including acquisition, partnerships and other means.
6. Public access to, and parking demand for, beach use will be monitored to identify issues of overuse and congestion.
7. Provision of additional public access to Cox Bay, MacKenzie Beach and Middle Beach will be required as part of subdivision and as identified in Section 5.1.
8. A pedestrian trail will be developed between Tonquin Park Road and MacKenzie Beach Road.





9. A pedestrian trail will be identified between MacKenzie Beach Road and Hellesen Drive.
10. Trail development in the Tonquin-Middle Beach area will additionally accommodate a variety of activities and abilities, including a non-motorized mountain bike cross-country trail and wheel chair access, where possible.
11. The District shall encourage, where appropriate, the development of pedestrian trails in conjunction with the installation and extension of infrastructure.
12. A Management Plan shall be developed for each new park established by the District, including the proposed Middle Beach Park, and to appropriately manage existing public land such as Morpheus Island and Felice Island.
13. Tonquin Park will be developed and managed as a community use park with walkway connections to Middle Beach and residential neighbourhoods.
14. Municipal land adjacent to Craig Road shall be dedicated as a natural park site in which old growth trees will be protected.
15. New park land dedication shall be required for all subdivisions in the following forms:
 - Linear park land will be a preferred form of park land dedication where linkage between areas of the community is desired or where access to beaches is desired;
 - Blocks of park land will be preferred where stands of old growth trees exist;
 - Cleared land will be accepted as parkland only if the proposed site fits the District's long-term recreation objectives.
16. The Community School will continue to be supported as an important recreation facility for Tofino.
17. The District will complete a greenway and trail master plan as identified in the District of Tofino Parks and Recreation Master Plan and policies set out in this Plan.



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Photo by Mike Lane

18. Existing and new pedestrian linkages and linear park land will be incorporated to form a network between and within neighbourhoods, parks, public spaces, the Village Centre and community services.

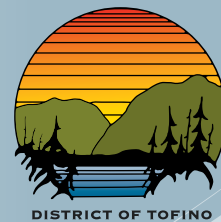
3.3.3.8 Arts and Culture Policies

1. The District shall support the development and enhancement of the arts as an economic and cultural development tool.
2. Public art, including First Nation art, will be encouraged where it complements and supports community design goals.
3. Development of a live theatre space will be explored as a potential tourism and local cultural facility.
4. Arts and culture will be identified as potential important aspects of tourism and community development, including during the winter months.
5. Arts and culture societies will be encouraged.

3.3.3.9 Heritage Policies

1. The District will promote the identification and development of a 'Walking Heritage' tour of Tofino.
2. First Nations will be invited to participate in the identification and conservation of First Nation heritage sites.
3. The District will work with First Nations to develop a protocol for the management and protection of First Nation heritage sites. This process shall consider consultation with the Archaeological Planning and Assessment Section of the Ministry of Sustainable Resource Management for archaeological sites protected under the Heritage Conservation Act.
4. The District shall define and complete a heritage building inventory with the purpose of identifying and conserving important heritage buildings.

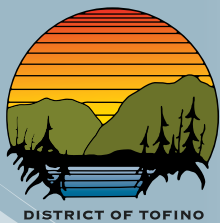




5. The District shall establish criteria and complete a heritage tree inventory on District land and shall encourage private developers to do the same.
6. The District will establish a Natural Features Heritage Advisory Group to advise the District on natural heritage issues and needs.
7. The preservation of existing heritage building form will be encouraged by permitting, where appropriate, the conversion of residential use to commercial use.

3.3.3.10 Safety and Security Policies

1. The District shall continue to work closely with the Royal Canadian Mounted Police to maintain a safe and pleasant community.
2. The District shall support the work of the Volunteer Fire Department and will identify the location for a new Fire Hall that is consistent with new growth patterns and the fire protection needs of the community.
3. Harbour safety shall be monitored to ensure that the variety of uses is undertaken in a safe manner.
4. The Emergency Preparedness Plan will be re-evaluated to identify shortfalls and new requirements, implications of visitor numbers and single access via Pacific Rim Highway.
5. The District shall work cooperatively with the appropriate agencies and government bodies to ensure there are sufficient services and resources available, such as sufficient policing and hospital facilities, to meet the needs of the community at all times.
6. The District shall consider natural hazards and natural hazard policies in section 3.5.2.3 of this Plan.



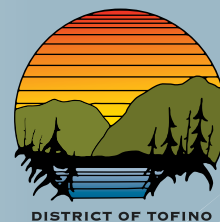
3.3.3.11 Other Jurisdictions

1. The District will work co-operatively with the District of Ucluelet, regional First Nations, Pacific Rim National Park Reserve, Regional District of Alberni-Clayoquot and other appropriate government bodies to identify and address common goals and matters of mutual interest.
2. The District will explore potential off-street parking options such as the use of existing under-utilized parking lots for residents and visitors of outlying areas of Clayoquot Sound.
3. The District will work co-operatively with the Alberni-Clayoquot Regional District to manage the development of nearby Regional District lands to determine their effect upon the visual and ecological well-being of the community and will, where feasible, encourage the retention of islands within the Regional District in their natural state.
4. The District will actively monitor the effects of tourism upon community services and seek assistance from the Province of British Columbia to ensure that the District is compensated for its role in the provincial tourism economy.
5. The District will encourage Department of Fisheries and Oceans and Ministry of Environment, Lands and Parks to work co-operatively with community landowners, developers and industry in the development of the community.



3.4 Economic Development

Economic development is one of the three key elements to achieve community well-being (the others being community development and the environment). Alone, economic development cannot meet the needs of the residents of Tofino. But without a concerted and managed economic development initiative, Tofino will not be able to ensure that many of its community development, land use and environmental goals will



be addressed. The interrelationship between these areas must be woven into economic development.

3.4.1 Economic Development Goals

Our Economic Development goals are:

1. To promote the well-being of Tofino businesses, with a special consideration for small and locally owned businesses.
2. To support the development of locally owned businesses.
3. To pursue a resilient and vibrant economy that reflects our commitment to sustainable development.
4. To ensure that economic activity is at an appropriate scale for Tofino's small coastal community context.
5. To pursue a diverse economy.
6. To encourage sustainable conservation and resource use initiatives that promote balance and diverse economic activity in Tofino.
7. To promote Tofino as a place for Internet-based enterprise and telecommuting employment.

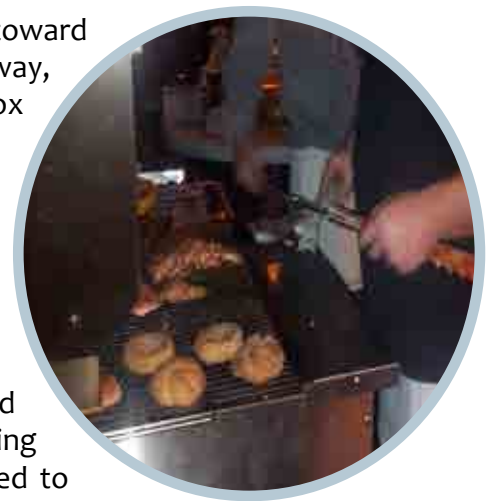
3.4.2 Economic Development Objectives

1. Promote new economic activity in research and education.
2. Explore the potential of a community forest.
3. Support value-added industry.
4. Achieve a year-round economy.

5. Support a working harbour.
6. Support the importance of commercial and sport fishing.
7. Maintain an adequate level of District services to support future growth.
8. Support community-based sustainable forest management.
9. Promote a thriving arts community.

3.4.2.1 Tourism Policies

1. The District will continue to support year-round tourism activities and uses that minimize impacts on the environment and social fabric.
2. Development that promotes eco-tourism will be encouraged.
3. A range of tourism destination facilities, including camping facilities, licensed Bed and Breakfasts, small boutique accommodation, family-based accommodation and destination resorts will be supported.
4. Destination tourism development shall be directed toward the Downtown Commercial Core, Downtown Gateway, MacKenzie Beach, North Chesterman Beach and Cox Bay.
5. The District shall support locally owned businesses.



3.4.2.2 Waterfront Policies

1. The Waterfront Area (see Map 2: Downtown Commercial Core and Waterfront) shall be promoted as a working harbour within which fish processing and other marine-related activities may be permitted to operate in an environmentally responsible manner.
2. Retail uses that do not conflict with the working harbour will be permitted in selected areas of the Waterfront Area.
3. Additional standalone residential use shall not be permitted within the working harbour area north of Main Street between First Street and Fourth Street.

4. The District will support the examination, feasibility and possible identification of an alternative regional barge site.
5. Until an alternative regional barge site is identified, the scow barge site east of Eik Road will be supported as an industrial access.

3.4.2.3 Industrial and Research Park Policies

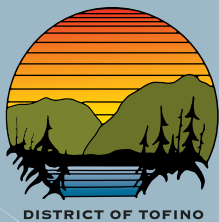
1. Light industrial development shall be permitted and encouraged to locate in the Industrial Way Industrial Area.
2. Research and education facilities and associated businesses will be encouraged to cluster in the Sharp Road area consistent with the Tofino Mudflats Wildlife Management Area management regime.
3. The District will explore the potential to become a centre for Clayoquot Sound UNESCO Biosphere Reserve research and development.
4. The Waterfront Area (see Map 2: Downtown Commercial Core and Waterfront) shall be promoted as a working harbour within which fish processing and other marine-related activities may be permitted to operate in an environmentally responsible manner.

3.4.2.4 Arts Promotion Policies

1. The District will actively demonstrate support for the arts.
2. Local arts groups will be encouraged to organize and expand.
3. Local artists will be encouraged to develop and practice their artistic skills for the benefit of residents and tourists.
4. The District will work co-operatively with the tourism and arts sectors to identify the ways and means of establishing venues for music and theatre that provide entertainment for residents and tourists.

3.4.2.5 Small Business Policies

1. The District will promote Tofino's quality of life as an attraction for small business development.
2. The District will discourage the future development and location of large format retail chains and fast food chains that do not reflect the character of Tofino.



3. The District will support home-based businesses that do not disrupt the neighbourhood.
4. The District will work to acquire high-speed information technology access for the community.

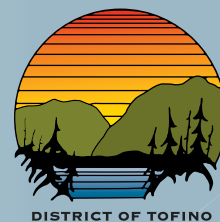
3.4.2.6 Resource Activity Policies

1. The District will work to support the objectives of the Clayoquot Sound UNESCO Biosphere Reserve.
2. The District will work with interested groups to identify the potential for a community forest.
3. The District will encourage the continued diversification of the resource harvesting sector where such activity is environmentally sustainable.
4. The District will encourage resource activities that complement eco-tourism.
5. The District will work closely with the Regional District of Alberni-Clayoquot, the District of Ucluelet, the Ministry of Transportation and Highways, the Ministry of Energy and Mines, Pacific Rim National Park Reserve and First Nations to identify and manage regional gravel resources in an environmentally responsible manner.



3.5 Environment and Natural Resources

Located in the Clayoquot Sound UNESCO Biosphere Reserve, the District of Tofino is uniquely situated to benefit from the significant environmental features that exist in the region. Tofino has developed a natural resource-based economy reliant upon aquaculture, shellfish harvesting, forestry and tourism. The Tofino Mudflats were designated a Wildlife Management Area in 1997. Totaling 2,100 hectares in area and



11 kilometres in length, a significant portion of this critical wildlife habitat is within the District of Tofino. The natural setting surrounding Tofino, including the natural landscape of the District itself, contribute to Tofino's image and character as a beautiful place to live and visit. The District intends to ensure that its environmental setting is well managed and continues to function as a healthy ecosystem.

Low-lying areas along the waterfront are prone to winter tides and storm surges. The effects of sea level rise, which is expected to be in the 44 to 106 cm range by year 2100, will exacerbate these hazards. Map 9: Topographic Map illustrates possible low-lying areas along the waterfront. Elevations are accurate +/- 2 metres in most areas. This existing elevation accuracy does not provide a detailed account of risk to low-lying areas and should be supplemented with detailed site topographic mapping where required.

3.5.1 Environment and Natural Resources Goals

Our Environment and Natural Resources goals are:

1. To protect ecosystems.
2. To support the importance of healthy ecosystems within the District lands and outlying regions recognizing that healthy communities and healthy environments are interdependent.
3. To encourage conservation in Clayoquot Sound.
4. To encourage the maintenance of natural green space and forest cover.
5. To apply sustainable development approaches to community, economic, environmental, physical and social development.
6. To become a community which models environmentally sound planning and infrastructure.
7. To meet the requirements of Bill 27, the Local Government (Green Communities) Statutes Amendment Act (2008).

8. To identify, promote awareness and mitigate the implications of sea level rise and other natural hazards.
9. To promote local stewardship of the marine environment.

3.5.2 Environment and Natural Resources Objectives

1. Provide incentives to residents and businesses to achieve environmental sustainability.
2. Encourage dedication of high quality park land.
3. Promote *Smart Growth* principles in development.
4. Promote pedestrian and bicycle use and reduce downtown traffic.
5. Preserve natural heritage features on District property.
6. Encourage community stewardship.
7. Reduce or eliminate toxic effluent discharge into the environment and monitor marine water quality at various sewage discharge sites.
8. Support Community Energy Planning initiatives.
9. Promote and incorporate concepts of reduce, reuse and recycle.
10. Identify environmental design guideline standards.
11. Integrate environmental features and natural areas within neighbourhoods.
12. Promote environmentally sensitive site planning.
13. Identify appropriate sustainable development targets and measurements.
14. Consider sensitive soils and topography in site planning and development.
15. Reduce community greenhouse gas emissions (GHGs) based on the following targets:



Year	Target
2015	20% below 2007
2020	40% below 2007
2080	80% below 2007

16. Limit public access points in watercourse leave strips and other sensitive ecosystems to locations where human presence will not compromise the habitat and ecological functions of these areas.
17. Promote a culture of beach stewardship.
18. Promote community awareness of, and preparedness for, natural hazards and climate change with a priority on risk communication, emergency planning and self-preparedness.

3.5.3 Environment and Natural Resources Policies

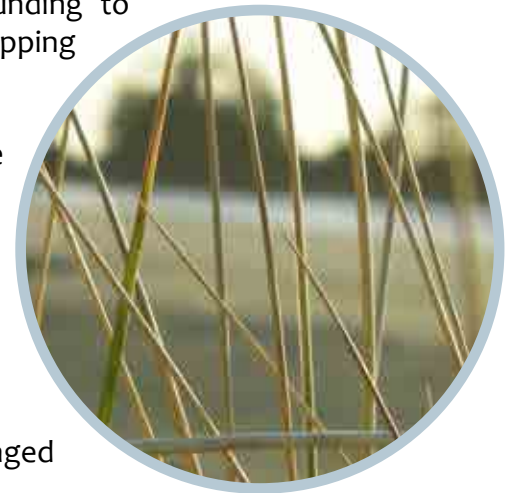
3.5.3.1 Stewardship Policies

1. Local community involvement in environmental stewardship, including supporting a Streamkeepers Advisory Group to assist District Council in managing local watersheds, and the creation of a Natural Features Heritage Advisory Group to advise District Council on heritage management issues and needs on municipal property, shall be promoted.
2. The District shall encourage developers to maintain the natural vegetation and watersheds on their property prior to, and during, development planning and approval.
3. Consistent with the Wildlife Act, eagle, heron and osprey nests shall be protected by District Bylaw. Perch/roost trees should also be protected through District policies and bylaws.
4. The District shall encourage the formation of a Tofino Conservancy to identify, acquire and manage significant natural areas.
5. The District shall support the Tofino Mudflats Wildlife Management Unit for the protection of shorebird and migratory bird habitat by:
 - ensuring that a natural buffer is dedicated and maintained;

- identifying a dog-free area on mudflats between District Lot 128 and District Lot 278.
- 6. The District will work co-operatively with federal and provincial agencies to implement legislation relating to wildlife, fisheries habitat and environmental protection.
- 7. The District will work co-operatively with the Department of Fisheries and Oceans to implement the habitat objectives identified in the Habitat and Land Use Assessment of the Tofino Harbourfront (1998).
- 8. The District will continue to support the work of the hatchery in stocking local streams.

3.5.3.2 Environmentally Sensitive Area Policies

1. The District shall initiate a dialogue to identify funding to complete an Environmentally Sensitive Area (ESA) mapping project for the District.
2. The District will review and consider the recommendations of the Tofino Mudflats Wildlife Management Plan.
3. The District shall set criteria for identifying natural heritage features on District land and encourage the same on private land.
4. Environmentally Sensitive Areas shall be managed according to best practices.



3.5.3.3 Natural Hazard Areas Policies

1. Slope instability analysis and liquefaction will be identified as part of future development plans.
2. Careful consideration will be given to any development on slopes greater than 30 percent.
3. The District will be aware of the effects of climate change as those changes may affect precipitation, ocean levels, storms and ecological patterns.

4. The District will support programs to educate the public about the risks inherent in the natural environment.
5. Hazard land setbacks shall be identified for coastal areas (e.g., tsunami) and reviewed in consultation with appropriate government agencies to be as accurate as possible.
6. The 20-metre elevation contour illustrated in Map 9: Topographic Map, will be used as the provincial standard for identifying the coastal areas at risk from a tsunami. This information is as accurate as possible given current District of Tofino contour data (+ or – 2 metres).
7. Due to sea level rise projections, the District will use the mapped area in Map 9 as a conservative depiction of the area at risk according to the provincial standard of 20 metres.
8. The District shall maintain a Tsunami Hazard Area Management Strategy addressing issues such as: hazards area mapping, tsunami warning systems, emergency procedures, evacuation procedures, flood control infrastructure, development and land use regulations for areas established to be within a tsunami hazard area.
9. The District shall collect topographic data accurate to the nearest metre wherever possible in order to improve information on the projected effects of sea level rise including mapping of vulnerable areas for the next 50/100/200 years.
10. The District shall consider sea level rise when revising land use bylaws.
11. The District will enact by-laws requiring the construction of habitable rooms to be at least two metres (6.5 feet) above the natural boundary of the sea, and at least fifteen metres (50 feet) away from the natural boundary of the sea, with exceptions for enterprises requiring use of the waterfront.

3.5.3.4 Riparian and Wetland Protection Policies

1. The District will work co-operatively with federal and provincial agencies to implement legislation relating to wildlife, fisheries habitat and environmental protection.
2. The District shall complete a Stormwater Management Plan on a comprehensive watershed scale.

3. The placement of pathways adjacent to fish bearing streams should be avoided where possible to reduce uses that detrimentally affect the riparian ecosystem.
4. Support a Streamkeepers Advisory Group to seek funding to complete stream inventories and biological assessments to identify ways and means of managing fish stocks, particularly salmonids.
5. Stormwater Management best practices will be promoted for development that occurs within riparian and wetland areas.

3.5.3.5 Greenway Policies

1. Greenways will be identified for public use or as natural landscapes.
2. Public use greenways will be incorporated into the pedestrian and cycling trail system throughout the District.
3. Natural corridor greenways will be delineated and retained as natural corridors for wildlife movement and gene pool diversity.

3.5.3.6 Tree Policies

1. Following extensive public consultation, Council shall consider development of a District Forest Bylaw that sets out the conditions for the cutting of native trees that exist in a natural state, and that balances the rights of landowners and the community's interests.
2. The District is encouraged to establish criteria and complete a heritage tree inventory on District land and may encourage private developers to do the same.
3. The District is encouraged to create a Natural Features Heritage Advisory Group to advise Council on heritage tree management issues and needs on municipal property.



3.5.3.7 Environmental Design Guideline Policies

1. The District will work with interested parties to prepare Environmental Design Guidelines that provide detailed information on how environmental analyses and inventory can inform environmentally sensitive planning and development.

2. Environmental Design Guidelines will identify desired environmental and end-state development goals by providing examples of how environmentally-based planning can enhance development appearance and provide for cost-effective development.

3.5.3.8 Upland Policies

1. Careful consideration will be given to any development on slopes greater than 30 percent.
2. The District will protect headlands on District property and encourage the sensitive development of private headlands.
3. The District will establish a dialogue with provincial agencies and timber companies to identify and protect environmental features and waterfront views.

3.5.3.9 Waste Management Policies

1. The District will continue to explore and develop, where appropriate, alternative wastewater treatment processes that are environmentally friendly.
2. The District will continue to promote recycling and explore opportunities to encourage waste reduction.
3. The District will promote site planning that encourages best practices.
4. The District will promote solid waste management practices that discourage the attraction of wildlife.
5. The District will work with the Alberni-Clayoquot Regional District to extend and manage the regional landfill to the highest environmental standards, and to extend its life span or explore alternative methods.

3.5.3.10 Resource Management Policies

1. There are currently no known gravel or sand deposits within the District that are suitable for future sand and gravel extraction. The District will work closely with the Regional District of Alberni-Clayoquot, the District of Ucluelet, the Ministry of Transportation and Highways, the Ministry of Energy and Mines, Pacific Rim National Park Reserve and First Nations to identify and manage regional gravel and sand resources in an environmentally responsible manner.

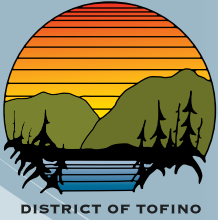


Photo by Mike Lane

2. The District will work co-operatively with federal and provincial agencies to implement legislation relating to wildlife, fisheries habitat and environmental protection.
3. The District will promote water conservation practices.
4. The District will promote site planning that manages the high energy natural systems of climate, such as wind and intense rainfall.
5. The District will work co-operatively with other local parties and government agencies on resource management and planning activities, to support District commitments to sustainable economic activities.
6. The District will work with First Nations, the Alberni-Clayoquot Regional District and the District of Ucluelet to manage the community's water supply.

3.5.3.11 Environmental Enforcement Policies

1. The District will develop enforcement policies appropriate to its bylaws.
2. Dog owners will be required to clean up after their dogs on all beaches and public property.
3. A dogs-free area will be enforced for the foreshore and shoreline area between District Lot 128 and District Lot 278.

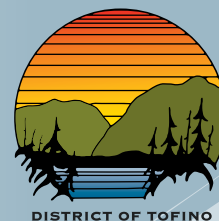
3.5.2.12 Greenhouse Gas (GHG) Emissions Policy

In order to achieve its greenhouse gas emissions targets the District shall:

1. Minimize vehicle travel to and within the village core by supporting innovative transportation reduction policies.
2. Minimize reliance on imported food by supporting local food production and consumption.

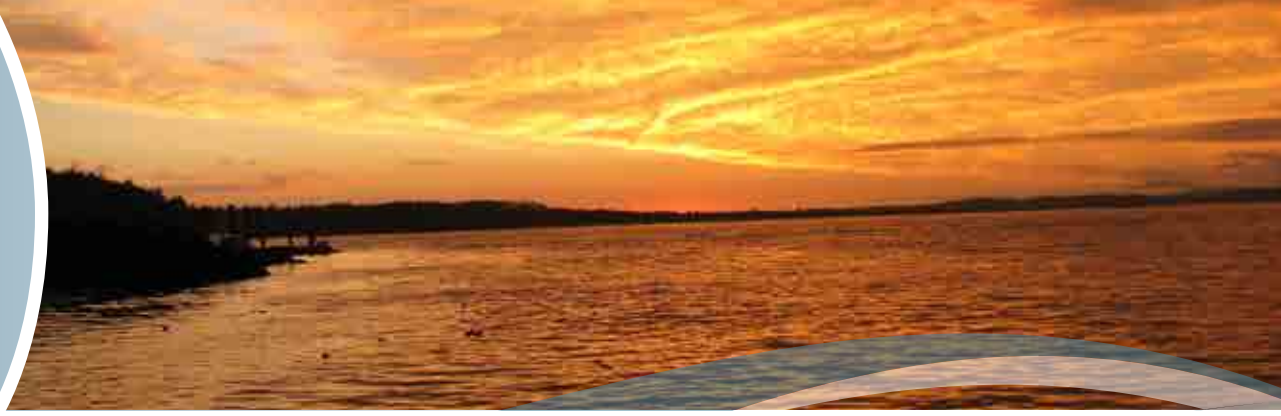
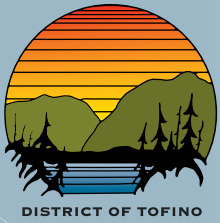


Photo by Mike Lane



3. Minimize waste emissions by decreasing the organic waste that is deposited in the landfill.
4. Minimize emissions from buildings by adopting innovative policies that encourage the reduction of energy use and increase the uptake of renewable energy technologies





3.6 Implementation and Monitoring

Implementation and monitoring are critical elements to the realization of the goals of an Official Community Plan (OCP). Detailed implementation and monitoring processes will ensure the goals and policies identified in the OCP are implemented over the duration of the Plan. A regular monitoring process will also benefit the development of a new OCP scheduled for 2018. Baseline data for 2012-2013 can be found in section 3.6.3 and in relevant sections throughout this plan.

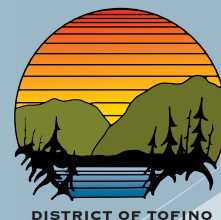
3.6.1 Implementation and Monitoring Goals

Our Implementation and Monitoring goals are:

1. To ensure this Plan is implemented in a timely manner consistent with the goals, objectives and policies identified herein.
2. To monitor the implementation of the Plan on a regular basis.
3. To maintain indicator measurements that are consistent from Plan to Plan.
4. To monitor the Plan and identify any shortcomings or amendments required to address community-endorsed changes or needs.

3.6.2 Implementation and Monitoring Policies

1. In partnership with the Clayoquot Biosphere Trust, the District shall develop OCP monitoring reports every two years, so emerging trends can be identified for future OCP Reviews.
2. The District will consider the Vision Tofino OCPIMC Action Plan regularly to support the timely implementation of OCP provisions.
3. The District will maintain a photographic record of the community to ascertain and monitor changes to the community.



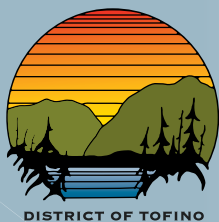
4. An Official Community Plan Implementation and Monitoring Committee (OCPIMC) shall meet regularly (at least annually) to examine and monitor the implementation of the OCP, make recommendations to District Council on the implementation of policies contained in the OCP, review any OCP amendment applications and identify successes and issues including areas in which achieved success may require sustained attention.
5. The OCPIMC shall measure the success of the Plan implementation and shall use monitoring reports to assist them in their work.
6. The District will consider the completion of a Community Value Survey leading up to the OCP Review scheduled for 2018.

3.6.3 OCP Monitoring Baseline 2012-2013

Monitoring indicators have been compiled through input from the community, using local, provincial and national information sources, and in partnership with the Clayoquot Biosphere Trust (CBT). These indicators are a baseline for future community plan monitoring. District Staff, Council and the OCPIMC will use future monitoring reports as a lens to review the OCP.

The monitoring indicators identified in the OCP in Appendix C refer to measurements of local trends that identify the progress the District of Tofino has achieved towards the goals and objectives laid out in the Plan. Indicators are snapshots of information that can be used to reflect the general status of larger systems. Indicators do not reveal everything about an issue, but they can help point the District in the right direction towards making sound and sustainable decisions with respect to the economic, environmental, physical and social health of the community.





Photos by Douglas Ludwig

4. Comprehensive Development

The District of Tofino believes that comprehensive planning and development provides increased assurance of detailed deliberation of economic, environmental, social and physical development considerations. Comprehensive development will take the form of Comprehensive Site Planning and Development Approval Information Areas. Through comprehensive site development, a growing body of information should be available to development proponents, District decision makers and administrators, which will support high quality planning.

4.1 Comprehensive Site Planning

Comprehensive site planning involves the integration of a range of factors, including environmental, economic, social and physical development considerations. It ensures that a broad range of issues is addressed in decision-making by the development proponent and the approving authority.

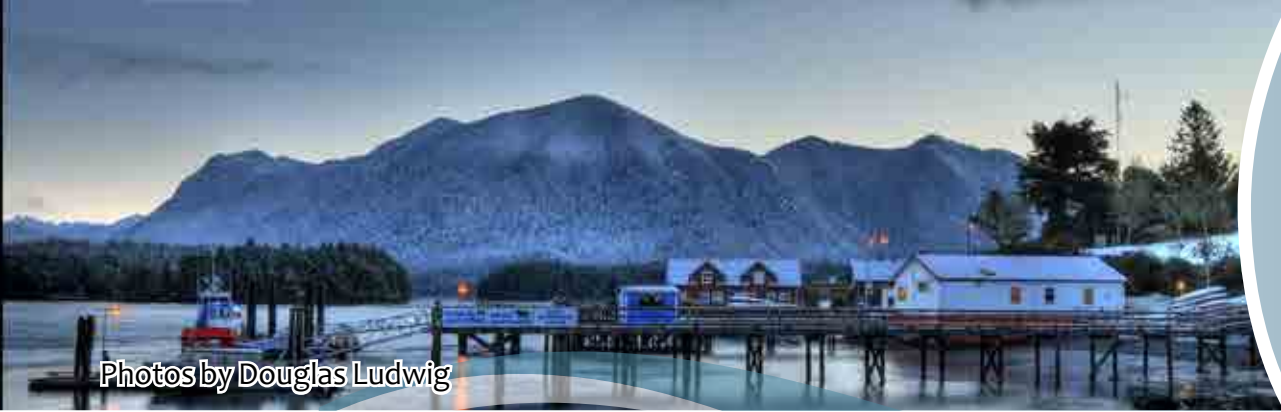
Objective:

1. Promote comprehensive planning in development.

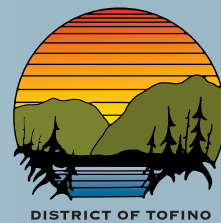
Policies:

1. Comprehensive Site Plans shall be completed for all mixed-use sites, Tourism development sites, other commercial sites and multi-family residential sites.
2. Where deemed necessary, Performance Standards¹ may be requested to be completed as part of a Comprehensive Site Plan.

¹ Performance standards are defined as development targets that a particular development is expected to meet, such as how much stormwater runoff, soil erosion and other measurable items pertinent to the site under question is expected.



Photos by Douglas Ludwig



4.1.1 Comprehensive Development Zones

Comprehensive Development Zones identify specific uses for a particular site or grouping of sites. Uses tend to be a mix of uses that require very careful site planning and design. A Comprehensive Development Zone identifies the expected uses, mix, densities and special design considerations, and is consistent with the policies of this Plan. Comprehensive Site Planning will be completed for Comprehensive Development Zones.

4.2 Development Amenities

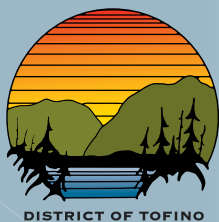
The District of Tofino encourages the use of development amenity tools, including the use of density bonusing and transfer that may add value to the community, for example, in the form of natural feature preservation and protection over and above regulatory requirements. The District of Tofino will examine each proposed development amenities based on how closely they are aligned with OCP goals and objectives. The District will develop amenity and density bonus/transfer policies in the zoning bylaw.

Objective:

1. Develop policies for the use of amenity and density bonusing and transfer.

Policies:

1. In recognition of the increased value usually conferred on land through rezoning and of the need for new development to contribute to community amenities, the District may consider, as part of its development approval process, transferring densities to within the Village Containment Boundary.
2. Where development proposals within the Village Containment Boundary identify a net benefit to the community in exchange for an identified desired amenity, the District will examine the amenity benefit to determine the potential contribution of the proposed development to Tofino's quality of life.
3. Where Council deems a net benefit to the community obtained from a development amenity proposal within the Village Containment Boundary is in the community's interest, Council may undertake to approve the development by stipulating provisions for the amenity.



Photos by Douglas Ludwig

4.3 Development Approval Information Areas

Development Approval Information Areas are established based on the legislative authority of section 920.01(1) and 920.1(1) of the Local Government Act for specified development that may have an impact on community resources. This section outlines the circumstances in which Development Approval Information (DAI) may be required by the District of Tofino for various development processes including applications for rezoning, development permits, or temporary use permits.

4.3.1 Development Approval Information Area

Objectives

The District of Tofino Official Community Plan, Bylaw #1200 contains important goals and objectives with respect to monitoring the cumulative impacts of development on the natural environment and of the impacts of development on existing District infrastructure.

This Development Approval Information Area (DAIA) has two objectives:

1. To gather information on the anticipated impact of the proposed activity or development on the natural environment of the area under consideration for the purposes of comprehensive site planning.
2. To gather information on the anticipated impact of the proposed activity or development on the local infrastructure of the area under consideration for the purposes of comprehensive site planning.

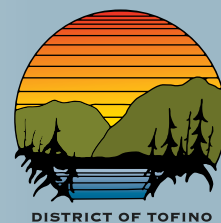
Designated Area

The DAIA for Tofino is established based on the legislative authority of section 920.01(1) and 920.1(1) of the Local Government Act for specified development that may have an impact on (b) local infrastructure, and (e) the natural environment of the area affected. The DAIA encompasses all lands within the District of Tofino aside from the downtown

“...where an enriching relationship exists between our community members and the natural environment...”



Photos by Douglas Ludwig



core and the Local Area Plan areas, as specified on Map 16: Development Approval Information Area.

Rationalization

Environmental Impacts

The District of Tofino is located within the UNESCO Biosphere Reserve and borders onto a provincially designated Wildlife Management Area. Development activities can have detrimental impacts on the natural environment including fish, bird and wildlife habitat, erosion, flood protection, sedimentation control, drainage, and stream bank stability. To ensure that prudent decisions are made on behalf of the District and its staff, proposed development and activities will be required to provide information on impacts to the natural environment through expert assessments.

Infrastructure Impacts

Public infrastructure such as the potable water system, storm sewer and waste water systems may be affected by development. Information with respect to overall system capacity, design, and forecasting may be required to determine potential infrastructure limitations.

Exemptions

Despite the following exemption provisions, owners must meet all applicable local, provincial or federal requirements.

A Development Approval Information shall not be required in the following instances:

1. Rezoning applications from a low intensity residential designation to other low intensity residential designations;
2. With respect to Objective 1, if the proposed activity or development is a reviewable project as defined in section 1 of the Environmental Assessment Act;
3. Development and activities in the Downtown Area as designated in Map 16;
4. Development and activities in areas where a Local Area Plan comprehensively addresses future development as designated in Map 16.

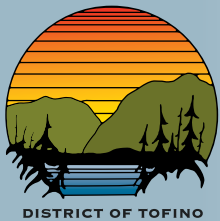


Photo by Douglas Ludwig

Guidelines

When is Development Approval Information required?

1. A DAI is required if the following activities shall occur within the District of Tofino:
 - (a) An amendment to a zoning bylaw under section 903;
 - (b) A development permit under section 920; or
 - (c) A temporary use permit under section 921.

Photo below by Joes Augustine

DAI's issued in this area shall be in accordance with the following:

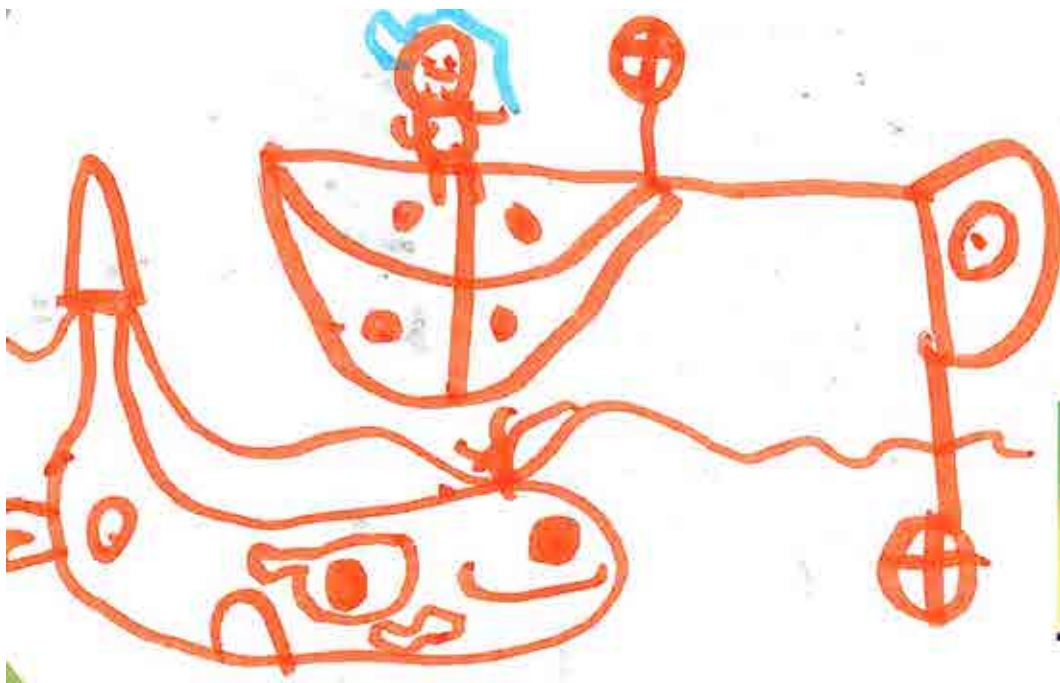
Development approval information shall be provided by the applicant at the applicant's expense in the form of a report to the District prepared by an appropriate registered professional.

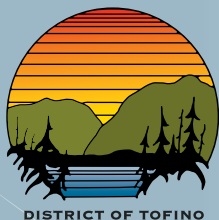
2. A report relating to impact of development or activities on the natural environment must include, but is not limited to, an assessment report prepared by Qualified Environmental Professional (QEP). The assessment report shall provide at a minimum:
 - a. Evidence of the QEP's qualifications and good standing within his or her professional association;
 - b. Information regarding fish habitat, wildlife habitat, natural vegetation and other ecosystem conditions;
 - c. The impacts of the proposed development activities on the shoreline ecology abutting, and within the vicinity of, the subject parcel;
 - d. Information with respect to drainage that address water quality, water quantity, stormwater discharge and erosion control, so as to minimize impacts on the natural shoreline ecology and beach processes;
 - e. The sequence and timing of any construction or development to minimize negative impacts on sensitive natural features;
 - f. Existing tree, native vegetation and natural features best retained, restored and enhanced so as to minimize habitat disturbance and guard against erosion and slope failure; and
 - g. Vegetation species suitable for replanting, restoration and enhancement for



the soil, light and groundwater conditions of the site, and that are native to the surrounding eco-climatic region and selected for erosion control and preservation of the ecology.

3. A report relating to impact of development on community infrastructure must include, but is not limited to:
 - a. The impact of the proposed development or activities on the potable water system including overall capacity of the system, design, fire flow calculations and water pressure;
 - b. The impact of the proposed development or activities on any stormwater infrastructure or drainage patterns servicing the site; and
 - c. The impact of the proposed development or activities on any sewer infrastructure servicing the site including overall capacity of the system, design and forecast flows.





5. Development Permit Areas

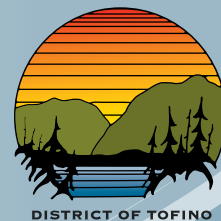
The Local Government Act (Section 919.1) provides that the District may designate Development Permit Areas for the purposes of:

- a) Protection of the natural environment, its ecosystem and biological diversity;
- b) Protection of development from hazardous conditions;
- c) Protection of farming;
- d) Revitalization of an area in which commercial use is permitted;
- e) Establishment of objectives for the form and character of intensive residential development;
- f) Establishment of objectives and the provision of guidelines for the form and character of commercial, industrial or multi-family residential development.
- g) in relation to an area in a resort region, establishment of objectives for the form and character of development in the resort region;
- h) Establishment of objectives to promote energy conservation;
- i) Establishment of objectives to promote water conservation;
- j) Establishment of objectives to promote the reduction of greenhouse gas emissions.

In these designated areas, unless exemptions apply or the owner first obtains a development permit, the following prohibitions apply:

- a) land within the area must not be subdivided;
- b) construction of, addition to or alteration of a building or other structure must not be started;
- c) land within an area designated under section 919.1 (1) (a) or (b) must not be altered;
- d) land within an area designated under section 919.1 (1) (d), (h), (i) or (j), or a building or other structure on that land, must not be altered.

“...where an enriching relationship exists between our community members and the natural environment...”



DISTRICT OF TOFINO

5.1 Tourism Focus Development Permit Area (DPA 1)

Objectives

1. Protect, preserve and restore the natural features and functions, including ecological functions, of the beaches, waterfront and upland areas as they contribute to the quality of experience for residents and visitors alike.
2. Ensure that form, character, siting and landscaping of developments do not have negative impacts on the rural coastal character of the areas.

Designated Area

Map 10: Tourism Focus Development Permit Area identifies two Tourism Focus Development Permit Areas (DPAs), MacKenzie Beach and North Chesterman Beach, and Cox Bay. The beaches of Tofino are important areas for both local residents and destination visitors. These areas contain many natural features such as beaches, forests, views and the ocean, which as a whole contribute greatly to Tofino's quality of life. The Tourism Development Permit Area (DPA 1) is established based on the legislative authority of section 919.1(1)(a) of the Local Government Act for protection of the natural environment, its ecosystems and biological diversity; and section 919(1)(g) for establishment of objectives for the form and character of development in the resort region.

Rationalization

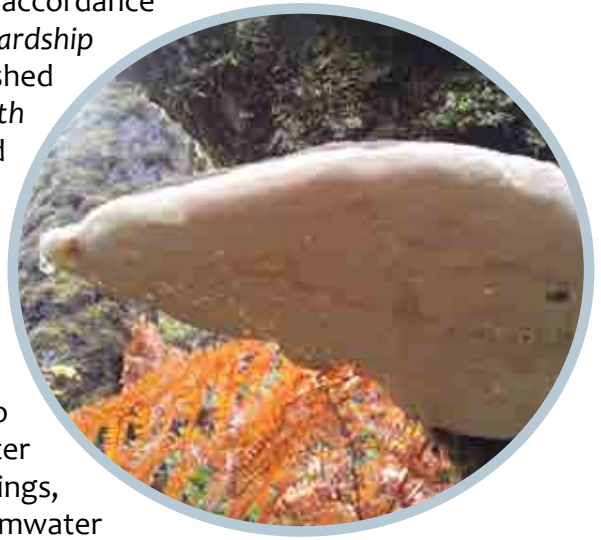
Land in this Development Permit Area has been identified as having sensitive natural features. If not carefully managed and planned, uncoordinated development and unnecessary site disturbance could result in significant site disturbance, beach erosion and overuse of beach carrying capacity. The form and character of these areas will have a significant effect upon resident and visitor experience, particularly items related to scale, visual impact from the road and waterfront and lighting and development character.

Exemptions

Despite the following exemption provisions, owners must meet all applicable local, provincial or federal requirements.

A Tourism Focus DP shall not be required in the following instances:

1. For the repair, painting or renovation of a building in accordance with an existing building permit issued by the municipality;
2. Maintenance of existing permanent infrastructure within its established footprint including existing paved surfaces, gravel parking and driveways, dikes, drainage facilities and other utilities;
3. Balconies, decks or patios less than 20 m²;
4. Underground utility connections and related above ground service buildings;
5. Maintenance and construction of existing pedestrian pathways;
6. Recommendations published by the Coastal Invasive Species Committee as part of their “contain, control, eradicate and prevent” list of invasive species and strategies.
7. The planting of native species trees, shrubs or ground covers for the purpose of enhancing the habitat values and/or soil stability within the development permit area, provided the planting is carried out in accordance with the guidelines provided in the *Stream Stewardship* (1993), *Land Development Guidelines* (1992) published by Fisheries and Oceans Canada and *Develop with Care* (2012) published by B.C. Forests Lands and Natural Resource Operations (FLNRO), or any subsequent editions of those documents.
8. In stream works conducted or authorized by the District of Tofino that have been approved, prior to commencement, by Fisheries and Oceans Canada and/or the British Columbia FLNRO under the *Water Act* with respect to installation of public utilities, sewer and water lines, stream enhancement, pipeline crossings, road crossings, foot bridges, bank repairs, stormwater outfalls, and fish and wildlife habitat restoration.
9. Yard or garden work within an existing landscaped area;
10. Emergency procedures to prevent, control, or reduce immediate threats to life or property, including:
 - a. Emergency actions for flood protection, erosion protection, and clearing of obstructions from watercourses;
 - b. Emergency works to protect, repair or replace public utilities;
 - c. Clearing of an obstruction from a bridge, culvert or drainage flow;
 - d. Repairs to bridges or safety fences; and



- e. Removal of a tree when there is an imminent danger of the tree falling and causing an injury to persons or property, or when a tree failure has already occurred as a result of a natural cause and presents an immediate hazard.
All actions used to resolve emergency situations must be reported to The District of Tofino Public Works Department, and the appropriate Federal and Provincial authorities within 12 hours of the emergency.
11. Construction, repair or maintenance of public services by the District of Tofino or its authorized agents and contractors, provided these meet or exceed the conditions of the DPA Guidelines.

Guidelines

When is a Tourism Focus Development Permit required?

1. A Development Permit is required within the boundaries of the Tourism Focus DPA illustrated on Map 10: Tourism Focus DPA before land is subdivided or altered and before the construction of, addition to or alteration of a building or other structure. Activities under the DPA 1 exception section do not require a Development Permit.

Tourism Focus Development Permits issued in this area shall be in accordance with the following:

The condition for the approval of a Development Permit in this area is an application's satisfaction of all applicable guidelines. The guidelines provide a checklist to ensure developments address Tofino's community form and character objectives. The Design Review Panel appointed by the District, provides recommendations on the form and character provisions of proposed developments in the Tourism Focus DPAs.

2. Prior to any site development or disturbance, the District of Tofino may require from the applicant, a site plan conducted by a land British Columbia Land Surveyor showing:
 - a. Lot lines, scale, date, and direction;
 - b. Adjacent streets and lanes;
 - c. Setbacks;
 - d. Covenants, easements and right of ways;
 - e. Topographic plan showing existing contours at intervals of one (1) metre;
 - f. Significant trees and other vegetation; and,
 - g. Structures.
3. Development proponents are required, where appropriate, to submit for review by the Design Review Panel and District staff conceptual site and building design drawings that address the requirements set out in these Design Guidelines.

Environment

4. At the applicant's expense, the District of Tofino shall require an assessment report prepared by a Qualified Environmental Professional (QEP) for all development activities according to Development Approval Information policies in section 4.3 of this Plan.
5. A QEP shall recommend the sequence and timing of any construction or development to minimize negative impacts on sensitive natural features. Conditions respecting the sequence and timing of construction may be specified in a development permit.
6. Existing tree, native vegetation and natural features within the Tourism Focus DPA are to be retained, restored and enhanced so as to minimize habitat disturbance and guard against erosion and slope failure. Existing trees and shrubs shall be clearly marked prior to any development, and temporary fencing installed at the drip line to protect them during any development processes.
7. The QEP shall consider natural methods of managing coastal erosion where appropriate.
8. Vegetation species used in replanting, restoration and enhancement will be selected to suit the soil, light and groundwater conditions of the site, must be native to the surrounding eco-climatic region, and be selected for erosion control and preservation of the shoreline ecology. All replanting shall be maintained by the property owner for at least three (3) years from the date of completion of the replanting. This may include removal of invasive and non-native weeds. At the owner's expense unhealthy, dying or dead vegetation will be replaced with healthy vegetation within that time and during the next planting season.
9. On parcels where development is proposed for an area with a slope of 30 percent or greater, the applicant must provide a report by a qualified registered engineer, identifying specific measures to ensure that slope stability will not be jeopardized, and soil erosion and site mitigation measures can be implemented. Conditions and requirements respecting site stabilization to prevent damage to shoreline areas will be specified in a development permit.
10. Security in the form of cash, a letter of credit or another form of security acceptable to the council may be taken as a condition of issuance of a development permit to ensure that the conditions of the Tourism Focus DPA are met, and to correct any damage to the environment that may result as a consequence of a contravention of a permit condition. For example, security may be required, and applied against, but not limited to, erosion control works, site grading, phased clearing, barrier



fence installation, restoration works, post-development success of re-vegetation and restoration works, or any other requirements of a development permit.

11. As a condition for the return of the permit security, the District of Tofino will require a report by a QEP that confirms in writing that all conditions and requirements of the development permit have been met and:
 - a. That no damage to the environment has occurred as a consequence of a contravention of a permit condition;
 - b. That all required landscaping or re-vegetation is completed; and,
 - c. That no unsafe condition has resulted as a consequence of contravention of a condition in a permit.

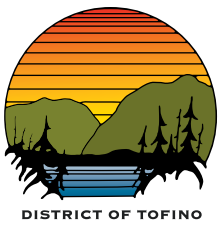
Upon satisfactory completion of the Tourism Focus DP conditions, the security shall be returned, with 25% of the security amount being held back for two years (two growing seasons), to ensure the satisfactory health and maintenance of any re-vegetation or restoration works.

Building Form

12. Waterfront development or beach-side development shall complement or enhance the aesthetic qualities of the natural landscape.
13. Wherever possible, all man-made structures should be properly positioned, scaled and designed so as not to dominate the waterfront.
14. Views through to the water shall be protected and carefully incorporated into any new development by limiting width and height of buildings and ensuring that roof design respects existing community views and adjacent building forms.
15. The interface between public and private spaces should be carefully designed by promoting courtyards, stoops, meeting places, contemplative spaces and similar spaces.

Siting

16. Barrier free access shall be provided.
17. Public access to beaches and natural features shall be carefully designed to promote environmentally sensitive, safe access.
18. Site drainage shall use natural contours and infiltration approaches using planted or existing vegetation and permeable surfaces where possible.
19. Design should account for solar exposure to public and private spaces.
20. Shared driveway access between adjacent lots is encouraged.



Exterior Design and Finish of Buildings

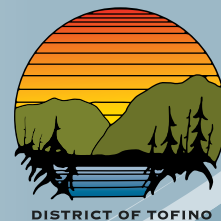
21. The use of natural materials for the finish of buildings is encouraged (except for roofs).
22. The use of environmentally sustainable materials is encouraged.
23. Servicing kiosks must be screened, hidden in underground vaults or incorporated into the architecture of the building itself, and electrical services to buildings should be located underground.
24. To ensure sensitivity to surrounding development and waterfront users, exterior building and parking area lighting will be downcast, low level and ground oriented, where possible. The visibility of interior lighting should be minimized.
25. All outdoor lighting fixtures (luminaries) shall be installed in conformance with the Dark Sky Policy.
26. The following materials are not permitted in building and site design: chain link fencing, vinyl siding, metallic or florescent colours, building exterior finished with smooth faced concrete block, smooth faced tilt up concrete panels, and smooth concrete.
27. Ornamental, decorative and sculptural elements are encouraged in building design or free standing on the site.

Landscaping and streetscaping

28. Sight lines shall be preserved for safety through landscaped areas.
29. Landscape material should be at a pedestrian scale.
30. All streetscape design and private site areas adjacent to public rights-of-way shall promote a safe and comfortable environment for non-motorized users including cyclists and pedestrians.
31. Plant material selected should provide visual interest and variety throughout the year, using native plants where feasible.
32. Streetscape elements such as planting or decorative fencing should be used to screen adjacent, less desirable views such as expansive parking lots, commercial waste containers, servicing kiosks and retaining walls.
33. Pedestrian surfaces should reflect the nature, context and use of the site while maintaining pedestrian safety in shared transit areas.
34. Freestanding art proposed for the public realm shall engage public opinion.
35. Public access to natural amenities should include parking, bike parking, washrooms, garbage cans, barrier free pedestrian trails and seating.

Signage

36. Building signage shall be limited in scale and integrated with the design of the building facades.
37. Freestanding signs are encouraged to incorporate ornamental decorative or sculptural elements.



DISTRICT OF TOFINO

5.2 Downtown Development Permit Areas

The purpose of the Downtown Development Permit Areas is to promote the Downtown Commercial core as a vibrant and attractive mixed use area where residents and visitors are welcomed.

The Downtown Development Permit Areas (DPAs) encompass the areas indicated on Map 11: Downtown Development DPAs. They include the Downtown Core Community (DPA 2), Downtown Gateway (DPA 3), Downtown Main Street (DPA 4), and Downtown Campbell Street (DPA 5) areas. This section outlines requirements respecting the character of development, including landscaping, siting, form, exterior design and finish of the buildings and other structures in these areas. Conditions, justifications, and guidelines specific to each of DPA 2, DPA 3, DPA 4, and DPA 5, are described in the appropriate sections following.

5.2.1 Downtown Core Community (DPA 2)

“Tofino will be a highly walkable, bikeable, accessible, and inclusive downtown, focusing on a blend of uses including commercial, residential, and culture, while capitalizing on its historic working relationship to the water and the waterfront.”
(Vision for Downtown Tofino, Downtown Vitalization Plan 2011)

Objective

Development in the Downtown Core Community shall promote a pedestrian oriented, compact and mixed use downtown. Development is encouraged to maintain a coastal character including: a building scale that protects public views, a consideration of important heritage values, attention to the unique winter climate (rain), and the beauty of the surrounding geography.

Designated Area

The Downtown Core Community DPA is identified on Map 11: Downtown Development DPAs. The Downtown Core Community Development Permit Areas are established based on the legislative authority of section 919.1(1)(d) of the Local Government Act for revitalization of an area in which a commercial use is permitted.

Rationalization

Section 3.0 of the Official Community Plan identifies the Downtown Core Community area as the commercial heart of Tofino. This designation was further reiterated by community members through the 2011 Downtown Vitalization Plan community engagement process and plan. The Form and Character Guidelines provide a design framework for the consistent development and redevelopment of the downtown taking into account variables such as weather, views, heritage, scale and local flavour. The Guidelines give guidance and direction for landscaping and streetscaping, siting, form, exterior design and finish.

Exemptions

Despite the following exemption provisions, owners must meet all applicable local, provincial or federal requirements.

A Downtown Core Community DP shall not be required in the following instances:

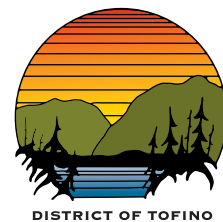
1. Where the proposed development is zoned for a single family residential building;
2. Where the proposed development is zoned for a duplex residential building;
3. For the repair, painting or renovation of a building (including roof renovation) in accordance with an existing building permit issued by the municipality;
4. For the maintenance of existing permanent infrastructure within its established footprint including existing paved surfaces, gravel parking and driveways, drainage facilities, service buildings and other utilities;
5. For the construction of an accessory building or a structure provided that the proposed construction is located within a rear yard setback; and
6. For the construction, repair or maintenance of public services by the District of Tofino or its authorized agents and contractors, provided these meet or exceed the conditions of the DPA Guidelines.



Guidelines

When is a Downtown Core DPA required?

1. A Development Permit is required within the boundaries of the Downtown Core DPA illustrated on Map 11: Downtown Development DPAs before land is subdivided and before the construction of, addition to or alteration of a building or other structure is started. Activities under the DPA 2 exception section do not require a Development Permit.



Downtown Core Community Development Permits issued in this area shall be in accordance with the following:

The condition for the approval of a Development Permit in this area is an application's satisfaction of all applicable form and character guidelines. The guidelines provide a checklist to ensure developments address Tofino's community form and character objectives. A Design Review Panel is appointed by the District to provide recommendations on proposed developments following the form and character guidelines in the Downtown and Gateway DPAs.

2. Prior to any site development or disturbance, the District of Tofino may require from the applicant a site plan conducted by a British Columbia Land Surveyor showing;
 - a. Lot lines, scale, date, and direction;
 - b. Adjacent streets and lanes;
 - c. Setbacks;
 - d. Covenants, easements and rights of way;
 - e. Topographic plan showing existing contours at intervals of one (1) metre;
 - f. Significant trees and other vegetation; and,
 - g. Structures.
3. Development proponents are required, where appropriate, to submit for review by the Design Review Panel and District staff conceptual site and building design drawings that address the requirements set out in these Design Guidelines.

Building Form

Objective: Development form shall be weather appropriate and should recognize coastal building traditions. Development form shall promote a pedestrian oriented, compact, intense, livable and mixed-use downtown while maintaining a scale that protects and frames public views and blends with existing building forms.

4. Building form shall recognize the small town, rural, coastal themed character of Tofino and should blend with or complement existing building forms and scale.
5. Architectural elements should be used to provide overhead outdoor weather protection and create interesting building focal points.
6. Canopies and awnings must be a meaningful size and project at least a minimum of 2 metres from the building.
7. Natural light penetration under overhangs or eaves should enhance private and public outdoor experience.

“...where an enriching relationship exists between our community members and the natural environment...”

8. Architectural features and details should articulate structure, forms and modulate facades.
9. Public views through to the water shall be carefully incorporated into any new development by limiting width and height of buildings and ensuring that roof design respects existing community views and adjacent building forms.
10. Consider any adopted heritage plans and encourage the reuse of heritage structures where feasible.
11. The interface between public/private spaces should be carefully designed by promoting courtyards, stoops, meeting places, contemplative spaces and similar spaces.

Siting

Objective: Siting should be sensitive to on-site and off-site features such as: existing land uses, public view corridors, natural vegetation, hydrology, and solar exposure.

12. Siting should be responsive to circulation plans and plans for continuous public frontages.
13. Barrier free access shall be provided.
14. Public views through to islands and water shall be carefully incorporated into siting any new development to enhance community views and recognize site views.
15. Site drainage shall use natural contours and infiltration approaches using planted or existing vegetation and permeable surfaces where possible.
16. Design should account for solar exposure to public and private spaces.
17. Shared driveway access between adjacent lots is encouraged.
18. Emergency access shall be provided.
19. Siting of primary buildings frame the street to provide a clear pedestrian orientation.
20. Parking is not permitted in front yards in order to promote landscaping and a pedestrian orientation.



Exterior Design and Finish of Buildings

Objective: Promote the use of coastal climate appropriate materials and colours while exhibiting quality construction and a small town character. Servicing and related structures should be situated so their visual and physical impact on the public realm is minimized.

21. Strong saturated rich colours appropriate to the heritage of Tofino are encouraged. Heritage colour information can be found in the “Historic Tofino: a walking tour (Mason)”.

22. The use of natural material is encouraged (except for roofs).
23. Use of environmentally sustainable materials is encouraged.
24. Servicing kiosks must be screened, hidden in underground vaults or incorporated into the architecture of the building itself, and electrical services to buildings should be located underground.
25. All outdoor lighting fixtures (luminaries) shall be installed in conformance with the Dark Sky Policy.
26. The following materials are not permitted in building and site design: chain link fencing, vinyl siding, metallic or florescent colours, building exterior finished with smooth faced concrete block, smooth faced tilt up concrete panels, or smooth concrete.
27. Ornamental, decorative and sculptural elements are encouraged in building design or freestanding on the site.

Landscaping and streetscaping

Objective: Provide landscaping that showcases local plants, views, art and heritage and provides non-motorized and pedestrian comfort, safety, way finding and weather protection and allows for efficient vehicular circulation and parking.

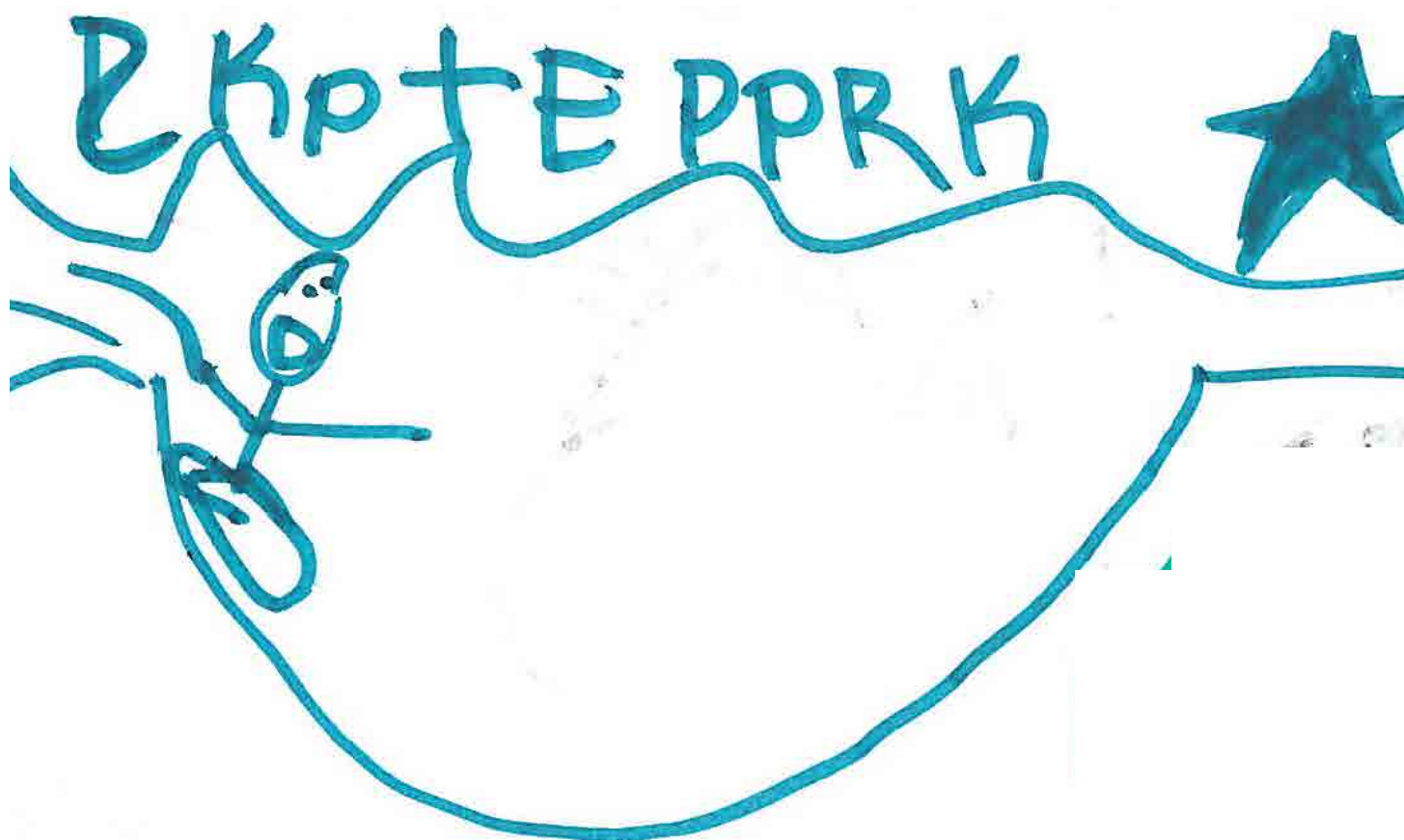
28. Sight lines shall be preserved for safety through landscaped areas.
29. Landscape material should be at a pedestrian scale.
30. All streetscape design and private site areas adjacent to public rights-of-way shall promote a safe and comfortable environment for non-motorized users such as cyclists and pedestrians including bike parking, seating, garbage cans, and barrier-free pedestrian trails.
31. Plant material selected should provide visual interest and variety throughout the year, using native plants where feasible.
32. Streetscape elements, such as planting or decorative fencing should be used to screen adjacent less desirable views, such as expansive parking lots, commercial waste containers, servicing kiosks and retaining walls.
33. Pedestrian surfaces should reflect the nature, context and use of the site while maintaining pedestrian safety in shared transit areas.
34. Freestanding art proposed for the public realm shall engage the public.

Signage

Objective: Provide signage that does not dominate the streetscape while allowing personal expression and the identification of local businesses.

“...a creative and resilient community of varied ages that is socially, environmentally and economically diverse.”

35. Murals may be permitted on building walls if they reflect an appropriate character and image compatible with downtown and are not designed as billboards.
36. Building signage shall be limited in scale and integrated with the design of the building facades.
37. Façade mounted signs, projection of overhang signs and awning signs are encouraged. Non-projecting exterior neon signs may be permitted on the face of commercial buildings or in windows.
38. Freestanding signs are encouraged to incorporate ornamental, decorative or sculptural elements.





5.2.2. Gateway Tofino (DPA 3)

Objective

The purpose of the Gateway Development Permit Area is to provide an attractive entrance to the downtown proper by promoting pedestrian, bike and vehicle safety, and to improve aesthetics through landscaping on private and public property.

Designated Area

Gateway Tofino DPA is identified on Map 11: Downtown Development DPAs. The Gateway area is a transition zone that serves as the entry to downtown Tofino. The Gateway DPA supports a mix of transportation modes including pedestrian, bicycle, skateboarding, and vehicles (personal, commercial, recreational). It is a mixed-use area that backs onto residentially zoned areas and therefore significant care must be used in planning and development. The Gateway Tofino Development Permit Area is established based on the legislative authority of section 919.1(1)(d) of the Local Government Act for revitalization of an area in which a commercial use is permitted.

Rationalization

Design guidelines and objectives support the development of Gateway Tofino as a defined entry to the downtown commercial area, which is safe and pleasant for all forms of transportation. The Form and Character Guidelines provide a design framework for the consistent development and redevelopment of the downtown area taking into account variables such as weather, views, heritage, scale and local flavour. The Guidelines give guidance and direction for landscaping and streetscaping, siting, form, exterior design and finish.

Exemptions

Despite the following exemption provisions, owners must meet all applicable local, provincial or federal requirements.

A Downtown DP shall not be required in the following instances:

1. Where the proposed development is zoned for a single family residential building;

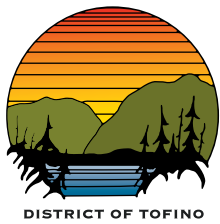


Photo by Donna Fraser

2. Where the proposed development is zoned for a duplex residential building;
3. For the repair, painting or renovation of a building in accordance with an existing building permit issued by the municipality;
4. For the maintenance of existing permanent infrastructure within its established footprint including existing paved surfaces, gravel parking and driveways, dikes, drainage facilities, service buildings and other utilities;
5. For the construction of an accessory building or a structure provided the proposed construction is located within a rear yard setback; and
6. For the construction, repair, or maintenance of public services by the District of Tofino its authorized agents and contractors, provided these meet or exceed the conditions of the DPA Guidelines.

Guidelines

When is a Gateway DPA required?

1. A Development Permit is required within the boundaries of the Gateway DPA illustrated on Map 11: Downtown Development DPAs before land is subdivided and before the construction of, addition to or alteration of a building or other structure is started. Activities under the DPA 3 exception section do not require a Development Permit.

Gateway Development Permits issued in this area shall be in accordance with the following:

The condition for the approval of a Development Permit in this area is an application's adherence to all applicable form and character guidelines. The guidelines provide a checklist to ensure developments address Tofino's community form and character objectives. A Design Review Panel is appointed by the District to provide recommendations on proposed developments following the form and character guidelines in the Downtown and Gateway DPAs.



2. Prior to any site development or disturbance, the District of Tofino may require from the applicant a site plan conducted by a British Columbia Land Surveyor showing:
 - a. Lot lines, scale, date, and direction;
 - b. Adjacent streets and lanes;
 - c. Setbacks;
 - d. Covenants, easements and rights of way;
 - e. Topographic plan showing existing contours at intervals of one (1) meter;
 - f. Significant trees and other vegetation; and,

- g. Structures.
- 3. Development proponents are required, where appropriate, to submit for review by the Design Review Panel and District staff conceptual site and building design drawings that address the requirements set out in these Design Guidelines.

Building Form

Objective: Development form shall be weather appropriate and should recognize coastal building traditions. Development form shall promote a pedestrian oriented, compact, intense, livable and mixed-use downtown while maintaining a scale that protects and frames public views and blends with existing building forms.

- 4. Building form shall recognize the small town, rural, coastal themed character of Tofino and should blend with or complement existing building forms and scale.
- 5. Architectural elements should be used to provide overhead outdoor weather protection and create interesting building focal points.
- 6. Canopies and awnings must be a meaningful size and project at least a minimum of two (2) metres from the building.
- 7. Natural light penetration under overhangs or eaves should enhance private and public outdoor experience.
- 8. Architectural features and details should articulate structure, forms and modulate facades.
- 9. Public views through to the water shall be carefully incorporated into any new development by limiting width and height of buildings and ensuring that roof design respects existing community views and adjacent building forms.
- 10. Consider any adopted Heritage plans and encourage the reuse of heritage structures where feasible.
- 11. The interface between public and private spaces should be carefully designed by promoting courtyards, stoops, meeting places, contemplative spaces and similar spaces.

Siting

Objective: Siting should be sensitive to on-site and off-site features such as: existing residential land uses, public view corridors, natural vegetation, hydrology, and solar exposure.

- 12. The siting of structures shall be in such a manner as to mitigate conflicts between adjacent residential uses.

13. Siting should be responsive to circulation plans and plans for continuous public frontages.
14. Barrier free access must be provided.
15. Public views through to islands and water shall be carefully incorporated into siting any new development to enhance community views and recognize site views.
16. Site drainage shall use natural contours and infiltration approaches using planted or existing vegetation and permeable surfaces where possible.
17. Design should account for solar exposure to public and private spaces.
18. Shared driveway access between adjacent lots is encouraged.
19. Loading areas and emergency access shall be provided.
20. Siting of primary buildings frame the street to provide a clear pedestrian orientation along the highway.
21. Parking is limited in public frontage to promote landscaping and a pedestrian orientation.

Exterior Design and Finish of Buildings

Objective: Promote the use of coastal climate appropriate materials and colours while exhibiting quality construction and a small town character. Servicing and related structures should be situated so that their visual and physical impact on the public realm is minimized.

22. Strong, saturated and rich colours appropriate to coastal small town character are encouraged. Heritage colour information can be found in the “Historic Tofino: a walking tour (Mason)”.
23. The use of natural material is encouraged (except for roofs).
24. Use of environmentally sustainable materials is encouraged.
25. Servicing kiosks must be screened, hidden in underground vaults or incorporated into the architecture of the building itself, and electrical services to buildings should be located underground.
26. All outdoor lighting fixtures (luminaries) shall be installed in conformance with the Dark Sky Policy.
27. The following materials are not permitted in building and site design: chain link fencing, vinyl siding, metallic or florescent colours, building exterior finished with smooth faced concrete block, smooth faced tilt up concrete panels or smooth concrete.
28. Ornamental, decorative and sculptural elements are encouraged in building design or freestanding on the site.



Landscaping and Streetscaping

Objective: Provide landscaping that showcases local plants, views, art and heritage, and provides non-motorized and pedestrian comfort, safety, way-finding and weather protection, and allows for efficient vehicular circulation and parking.

29. Sight lines shall be preserved for safety through landscaped areas.
30. Landscape material should be at a pedestrian scale.
31. All streetscape design and private site areas adjacent to public rights-of-way shall promote a safe and comfortable environment for non-motorized users such as cyclists and pedestrians including bike parking, seating, garbage cans, and barrier free pedestrian trails.
32. Plant material selected should provide visual interest and variety throughout the year using native plants where feasible.
33. Streetscape elements, such as planting or decorative fencing should be used to screen adjacent less desirable views, such as parking lots, commercial waste containers, servicing kiosks and retaining walls.
34. Pedestrian surfaces should reflect the nature, context and use of the site while maintaining pedestrian safety in shared transit areas.
35. Freestanding art proposed for the public realm shall engage the public.
36. Landscaping at a pedestrian scale shall provide a buffer between land uses.

Signage

37. Murals may be permitted on building walls if they reflect an appropriate character and image compatible with downtown, and they are not considered to be billboards.
38. Building signage shall be limited in scale and integrated with the design of the building facades.
39. Freestanding signs are encouraged to incorporate ornamental decorative or sculptural elements.



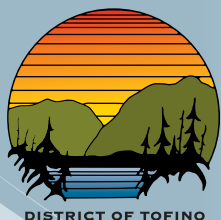


Photo by Mike Lane



5.2.3 Downtown Campbell Street (DPA 4)

Objective

The purpose of the Campbell Street Development Permit Area is to promote Campbell Street as one of the two primary commercial streets by encouraging a vibrant pedestrian environment, and safe, effective vehicular and traffic circulation.

Designated Area

Campbell Street provides the main thoroughfare downtown for all modes of transit, and provides access to civic facilities like the District Hall, the RCMP station, the Fire Hall, and the Village Green. The Downtown Campbell Street Development Permit Area (DPA4.3) is established based on the legislative authority of section 919.1(1)(d) of the Local Government Act for revitalization of an area in which a commercial use is permitted.

Rationalization

The design parameters for the Campbell Street DPA have been drawn from the 2011 “Tofino Vitalization Plan.” The guidelines provide a design framework for the consistent development and redevelopment of the downtown area taking into account variables such as weather, views, heritage, scale and local flavour. The guidelines give guidance and direction for landscaping and streetscaping, siting, form, exterior design and finish.

Exemptions

Despite the following exemption provisions, owners must meet all applicable local, provincial or federal requirements.

A Downtown DP shall not be required in the following instances:

1. Where the proposed development is zoned for a single family residential building;
2. Where the proposed development is zoned for a duplex residential building;
3. For the repair, painting or renovation of a building in accordance with an existing building permit issued by the municipality;

4. For the maintenance of existing permanent infrastructure within its established footprint including existing paved surfaces, gravel parking and driveways, dikes, drainage facilities, service buildings and other utilities;
5. For the construction of an accessory building or a structure provided that the proposed construction is located within a rear yard setback; and
6. For the construction, repair or maintenance of public services by the District of Tofino, and its authorized agents and contractors, provided these meet or exceed the conditions of the DPA Guidelines.

Guidelines

When is a Campbell Street DPA required?

1. A Development Permit is required within the boundaries of the Campbell Street DPA illustrated on Map 11: Downtown Development DPAs before land is subdivided and before the construction of, addition to or alteration of a building or other structure is started. Activities under the DPA 4 exception section do not require a Development Permit.

Campbell Street Development Permits issued in this area shall be in accordance with the following:

The condition for the approval of a Development Permit in this area is an application's satisfaction of all applicable form and character guidelines. The guidelines provide a checklist to ensure developments address Tofino's community form and character objectives. A Design Review Panel is appointed by the District to provide recommendations on proposed developments following the form and character guidelines in the Downtown DPAs.

2. Prior to any site development or disturbance, the District of Tofino may require from the applicant a site plan conducted by a British Columbia Land Surveyor showing:
 - a. Lot lines, scale, date, and direction;
 - b. Adjacent streets and lanes;
 - c. Setbacks;
 - d. Covenants, easements and rights of way;
 - e. Topographic plan showing existing contours at intervals of one (1) metre;
 - f. Significant trees and other vegetation; and,
 - g. Structures.

3. Development proponents are required, where appropriate, to submit for review by the Design Review Panel and District staff conceptual site and building design drawings that address the requirements set out in these Design Guidelines.

Building Form

Objective: Development form shall be weather appropriate and should recognize coastal building traditions. Development form shall promote a pedestrian oriented, compact, intense, livable and mixed use downtown while maintaining a scale that protects and frames public views and blends with existing building forms.

4. Building form shall recognize the small town, rural, coastal themed character of Tofino and should blend with or complement existing building forms and scale.
5. Architectural elements should be used to provide overhead outdoor weather protection and create interesting building focal points.
6. Canopies and awnings must be a meaningful size and project at least a minimum of two (2) metres from the building.
7. Natural light penetration under overhangs or eaves should enhance private and public outdoor experience.
8. Public views through to the water shall be carefully incorporated into any new development by limiting width and height of buildings, and ensuring that roof design respects existing community views and adjacent building forms.
9. Heritage building and character form should be considered in the design of all developments.
10. The reuse of heritage structures is encouraged where feasible.
11. The interface between public and private spaces should be carefully designed by promoting courtyards, stoops, meeting places, contemplative spaces and similar spaces.
12. Building heights should reflect the character of adjacent existing buildings with a maximum height of three (3) stories.
13. Modulation of building façades at the ground level should be used to enable various alternative street activities, including browsing, outdoor cafes, rest areas and street entertainment.



Siting

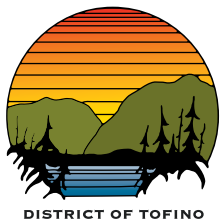
Objective: Siting should be sensitive to on-site and off-site features such as: existing land uses, public view corridors, natural vegetation, hydrology, and solar exposure.

14. Siting should be responsive to circulation plans and plans for continuous public frontages.
15. Barrier free access shall be provided.
16. Public views through to islands and water shall be carefully incorporated into siting any new development to enhance community views and recognize site views.
17. Design should account for solar exposure to public and private spaces.
18. Shared driveway access between adjacent lots is encouraged.
19. Preserve and enhance community views along Campbell Street, views from Campbell Street north to the water, and from Campbell Street down First Street to the water.
20. The spaces between buildings contribute to pedestrian vitality and should be seen as connecting to other spaces.
21. Ensure developments frame Campbell Street, keep pedestrian orientation, and keep parking at the back of lot.

Exterior Design and Finish of Buildings

Objective: Promote the use of coastal climate appropriate materials and colors while exhibiting quality construction and a small town character. Servicing and related structures should be situated so that their visual and physical impact on the public realm is minimized.

22. Strong, saturated rich colours appropriate to coastal small town character are encouraged. Heritage colour information can be found in the “Historic Tofino: a walking tour (Mason)”.
23. The use of natural material is encouraged (except for roofs).
24. Use of environmentally sustainable materials is encouraged.
25. Servicing kiosks must be screened, hidden in underground vaults or incorporated into the architecture of the building itself, and electrical services to buildings should be located underground.
26. All outdoor lighting fixtures (luminaries) shall be installed in conformance with the Dark Sky Policy.
27. The following materials are not permitted in building and site design: chain link fencing, vinyl siding, metallic or florescent colours, building exterior finished with smooth faced concrete block, smooth faced tilt up concrete panels or smooth concrete.
28. Ornamental, decorative and sculptural elements are encouraged in building design or freestanding on the site.



Landscaping and Streetscaping

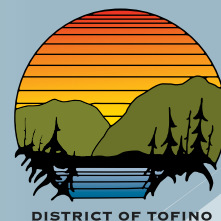
Objective: Provide landscaping that showcases local plants, views, art and heritage and provides non-motorized and pedestrian comfort, safety, way-finding and weather protection and allows for efficient vehicular circulation and parking.

29. Sight lines shall be preserved for safety through landscaped areas.
30. Landscape material should be at a pedestrian scale.
31. All streetscape design and private site areas adjacent to public rights-of-way shall promote a safe and comfortable environment for non-motorized users such as cyclists and pedestrians including bike parking, seating, garbage cans and barrier free pedestrian trails.
32. Plant material selected should provide visual interest and variety throughout the year using native plants where feasible.
33. Streetscape elements, such as planting or decorative fencing should be used to screen adjacent less desirable views, such as expansive parking lots, commercial waste containers, servicing kiosks and retaining walls.
34. Pedestrian surfaces should reflect the nature, context and use of the site while maintaining pedestrian safety in shared transit areas.
35. Freestanding art proposed for the public realm shall engage the public.
36. Covered walkways and overhead elements along Campbell Street for weather protection are encouraged.
37. “Perches” and seating along Campbell Street is encouraged.
38. All streetscape design and private site areas adjacent to public rights-of-way shall contribute to a safe and continuous network for non-motorized transportation.

Signage

Objective: Provide signage that does not dominate the streetscape while allowing personal expression and the identification of local businesses.

39. Murals may be permitted on building walls if they reflect an appropriate character and image compatible with downtown, and they are not considered to be billboards.
40. Building signage shall be limited in scale and integrated with the design of the building facades.
41. Free-standing signs are encouraged to incorporate ornamental decorative or sculptural elements.



5.2.4 Downtown Main Street (DPA 5)

Objective

The purpose of the Downtown Main Street DPA is to improve overall pedestrian environment and connection to the harbourfront while preserving heritage structures and character.

Designated Area

The Downtown Main Street Development Permit Area (DPA 4.4) is established based on the legislative authority of section 919.1(1)(d) of the Local Government Act for revitalization of an area in which a commercial use is permitted.

Rationalization

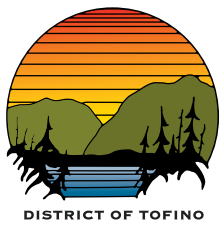
Main Street provides access to the historically important waterfront and allows for a visual connection to the water. The scale of Main Street is reflective of its historic roots as demonstrated by the existing residential houses that still populate the street. This rural coastal character should be preserved and enhanced by development along Main Street.

Exemptions

Despite the following exemption provisions, owners must meet all applicable local, provincial or federal requirements.

A Downtown DP shall not be required in the following instances:

1. Where the proposed development is zoned for a single family residential building;
2. Where the proposed development is zoned for a duplex residential building;
3. For the repair, painting or renovation of a building in accordance with an existing building permit issued by the municipality;



4. For the maintenance of existing permanent infrastructure within its established footprint including existing paved surfaces, gravel parking and driveways, dikes, drainage facilities, service buildings and other utilities;
5. For the construction of an accessory building or a structure provided that the proposed construction is located within a rear yard setback; and
6. For the construction, repair or maintenance of public services by the District of Tofino and its authorized agents and contractors, provided these meet or exceed the conditions of the DPA Guidelines.

Guidelines

When is a Main Street DPA required?

1. A Development Permit is required within the boundaries of the Main Street DPA illustrated on Map 11: Downtown Development DPAs before land is subdivided and before the construction of, addition to or alteration of a building or other structure is started. Activities under the DPA 5 exception section do not require a Development Permit.

Main Street Development Permits issued in this area shall be in accordance with the following:

The condition for the approval of a Development Permit in this area is an application's satisfaction of all applicable form and character guidelines. The guidelines provide a checklist to ensure developments address Tofino's community form and character objectives. A Design Review Panel is appointed by the District to provide recommendations on proposed developments following the form and character guidelines in the Downtown DPAs.

2. Prior to any site development or disturbance, the District of Tofino may require from the applicant, a site plan conducted by a British Columbia Land Surveyor showing:
 - a. Lot lines, scale, date, and direction;
 - b. Adjacent streets and lanes;
 - c. Setbacks;
 - d. Covenants, easements and right of ways;
 - e. Topographic plan showing existing contours at intervals of one (1) metre;
 - f. Significant trees and other vegetation; and,
 - g. Structures.

3. Development proponents are required, where appropriate, to submit conceptual site and building design drawings for review by the Design Review Panel and District staff that address the requirements set out in these Design Guidelines.

Building Form

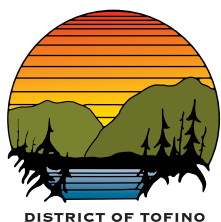
Objective: Development form shall be weather appropriate and should recognize coastal building traditions. Development form shall promote a pedestrian oriented, compact, intense, liveable and mixed-use downtown, while maintaining a scale that protects and frames public views and blends with existing building forms.

4. Building form shall recognize the small town, rural, coastal-themed character of Tofino and should blend with or complement existing building forms and scale.
5. Architectural elements should be used to provide overhead outdoor weather protection and create interesting building focal points.
6. Canopies and awnings must be a meaningful size and project at least a minimum of two (2) metres from the building.
7. Natural light penetration under overhangs or eaves should enhance private and public outdoor experience.
8. Public views through to the water shall be carefully incorporated into any new development by limiting width and height of buildings and ensuring that roof design respects existing community views and adjacent building forms.
9. Heritage building and character form should be considered in the design of all developments.
10. The reuse of heritage structures is encouraged on the south side of Main Street where feasible.
11. The interface between public and private spaces should be carefully designed by promoting courtyards, stoops, meeting places, contemplative spaces and similar spaces.
12. Building heights should reflect the character of adjacent existing buildings with a maximum height of 2.5 stories.
13. Roof gable forms and patterns should be oriented to the north and south to emulate historic building form.

Siting

Objective: Siting should be sensitive to on-site and off-site features such as existing land uses, public view corridors, natural vegetation, hydrology and solar exposure.

14. Buildings shall be sited to reflect the historic north-south building orientation on the North side of Main Street (see page 17 of the Tofino Vitalization Plan).



15. The maximum building width is 40 metres.
16. Zero line setbacks may be permitted to allow for the protection of slot views to the water.
17. Buildings on the south side of Main Street should have a maximum height of two (2) storeys.
18. Siting should be responsive to circulation plans and plans for continuous public frontages.
19. Barrierfree access shall be provided.
20. Design should account for solar exposure to public and private spaces.
21. Shared driveway access between adjacent lots is encouraged.
22. Preserve and enhance community viewpoints along Main Street, and from Main Street north to the water.
23. Public rights of way adjacent to the property provide safe, attractive and continuous pedestrian and/or non-motorized networks.

Exterior Design and Finish of Buildings

Objective: Promote the use of coastal climate appropriate materials and colours while exhibiting quality construction and a small town character. Servicing and related structures should be situated so that their visual and physical impact on the public realm is minimized.

24. Strong, saturated and rich colours appropriate to coastal small town character are encouraged. Heritage colour information can be found in the “Historic Tofino: a walking tour (Mason)”.
25. The use of natural material is encouraged (except for roofs).
26. Use of environmentally sustainable materials is encouraged.
27. Servicing kiosks must be screened, hidden in underground vaults or incorporated into the architecture of the building itself, and electrical services to buildings should be located underground.
28. All outdoor lighting fixtures (luminaries) shall be installed in conformance with the Dark Sky Policy.
29. The following materials are not permitted in building and site design: chain link fencing, vinyl siding, metallic or florescent colours, building exterior finished with smooth faced concrete block, smooth faced tilt up concrete panels or smooth concrete.
30. Ornamental, decorative and sculptural elements are encouraged in building design or free standing on the site.

Landscaping and Streetscaping

Objective: Provide landscaping that showcases local plants, views, art and heritage and provides non-motorized and pedestrian comfort, safety, way finding and weather protection, and allows for efficient vehicular circulation and parking.

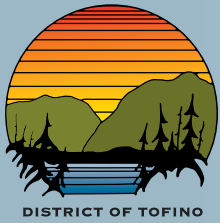
31. Sight lines shall be preserved for safety through landscaped areas.
32. Landscape material should be at a pedestrian scale.
33. All streetscape design and private site areas adjacent to public rights-of-way shall promote a safe and comfortable environment for non-motorized users including cyclists and pedestrians including bike parking, seating, garbage cans, and barrier free pedestrian trails.
34. Plant material selected should provide visual interest and variety throughout the year using native plants where feasible.
35. Streetscape elements, such as planting or decorative fencing should be used to screen adjacent less desirable views, such as expansive parking lots, commercial waste containers, servicing kiosks and retaining walls.
36. Freestanding art proposed for the public realm shall engage the public.
37. All streetscape design and private site areas adjacent to public rights-of-way shall contribute to a safe and continuous network for non-motorized transportation according to the downtown Vitalization Plan.

Signage

Objective: Provide signage that does not dominate the streetscape while allowing personal expression and the identification of local businesses.

38. Building signage shall be limited in scale and integrated with the design of the building facades.
39. Freestanding signs are encouraged to incorporate ornamental, decorative or sculptural elements.





5.3 Riparian Development Permit Area (DPA 6)

Objective

To protect and preserve the natural features and functions of riparian areas from the impact of residential, commercial, and industrial development.

Designated Area

The Riparian Development Permit Area (RDPA) applies to all lands within the District of Tofino located within the thirty (30) metre buffer areas indicated on Map 12: Riparian Development Permit Area, and all areas that are partly or entirely located within thirty (30) metres from the top of bank of a stream or the high water mark of a wetland. These areas have been designated pursuant to Section 919.1(a) of the Local Government Act for the protection of the natural environment, its ecosystems and biological diversity.

Rationalization

Riparian zones are areas of land and vegetation adjacent to streams that provide a range of important functions, including fish and wildlife habitat, erosion, flood protection, sedimentation control and stream bank stability. Riparian areas need to remain in a largely undisturbed state to provide these functions. Policies within the District of Tofino Official Community Plan, Bylaw #1200, identify the importance of riparian and wetland areas within the District of Tofino. In addition Tofino is located within a UNESCO biosphere, which is a site, recognized under UNESCO's Man and the Biosphere Program as a place that innovates and demonstrates approaches to conservation and sustainable development.

Exemptions

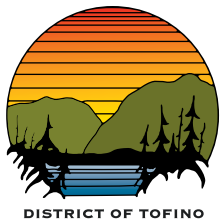
A Riparian Development Permit shall not be required within the RDPA in the following instances:

1. Emergency procedures to prevent, control or reduce immediate threats to life or property, including:

- a. Emergency actions for flood protection, erosion protection, and clearing of obstructions from watercourses;
- b. Emergency works to protect, repair or replace public utilities;
- c. Clearing of an obstruction from a bridge, culvert or drainage flow;
- d. Repairs to bridges or safety fences; and
- e. Removal of a tree when there is an imminent danger of the tree falling and causing an injury to persons or property, or when a tree failure has already occurred as a result of a natural cause and presents an immediate hazard.

All actions used to resolve emergency situations must be reported to The District of Tofino Public Works Department, and the appropriate federal and provincial authorities immediately. Any emergency works are to be undertaken in accordance with the Provincial Water and Wildlife Acts and the Federal Fisheries Act.

2. Recommendations published by the Coastal Invasive Species Committee as part of their “contain, control, eradicate and prevent” list of invasive species and strategies.
3. The planting of native species trees, shrubs or ground covers for the purpose of enhancing the habitat values and/or soil stability within the development permit area, provided the planting is carried out in accordance with the guidelines provided in the *Stream Stewardship* (1993), *Land Development Guidelines* (1992) published by Fisheries and Oceans Canada and *Develop with Care* (2012) published by B.C. Forests Lands and Natural Resource Operations (FLNRO), or any subsequent editions of those documents.
4. In stream works conducted or authorized by the District of Tofino that have been approved, prior to commencement, by Fisheries and Oceans Canada and/or the British Columbia FLNRO under the *Water Act* with respect to installation of public utilities, sewer and water lines, stream enhancement, pipeline crossings, road crossings, foot bridges, bank repairs, stormwater outfalls, and fish and wildlife habitat restoration.
5. Renovations to existing buildings and structures that are situated within the Development Permit Area provided the footprint of the building is not expanded and that no development of the land apart from such renovations is occurring.
6. Any public works and services undertaken by the District of Tofino or its approved agents and contractors, provided these services meet or exceed the conditions of the following Guidelines.
7. Removal of a tree where a report by a Certified Arbourist identifies the tree to genuinely pose a hazard to persons or property, i.e. they exhibit signs of disease and there are development or human targets within the expected falling radius.



Guidelines

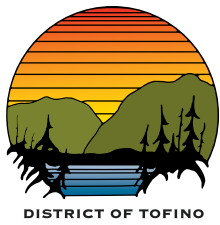
SPEA's denote areas within the RDPA that are of natural value and that are prone to impacts by development activities. SPEAs must remain free of any development and preserved in a natural riparian condition. Riparian development permit applications must endeavour through comprehensive site planning to avoid infringing on SPEAs and to mitigate any associated impacts on SPEAs.

When is a Riparian Development Permit required?

1. A Riparian Development Permit is required if development a)-j) will occur within the boundaries of the RDPA illustrated on Map 12: Riparian Development Permit Area, and all areas that are partly or entirely located within thirty (30) metres from the top of bank of a stream or the high water mark of a wetland except for those forms of development exempted under the RDPA Exemption section.
 - a) Removal, alteration, disruption or destruction of vegetation;
 - b) Disturbance of soils;
 - c) Construction or erection of buildings and structures;
 - d) Creation of non-structural impervious or semi-impervious surfaces;
 - e) Flood protection works;
 - f) Construction of roads, trails, docks, wharves and bridges;
 - g) Provision and maintenance of sewer and water services;
 - h) Development of drainage systems;
 - i) Development of utility corridors;
 - j) Subdivision as defined in section 872 of the Local Government Act.
2. Unless all development is deemed by the Municipal Planner of the District of Tofino to be clearly outside the RDPA, the District of Tofino will require from the applicant, prior to any site development or disturbance, a certified site plan conducted by a certified B.C. Land Surveyor showing the RDPA in relation to the proposed development. To determine whether a proposed development is inside a RDPA, a BC Land Surveyor must:
 - a. Locate the RDPA boundaries on the ground. This means:
 - i. locating the stream or wetland relative to the property lines; and
 - ii. locating the top of bank (for streams) or high water mark (for wetlands); and
 - iii. measuring thirty (30) metres from the top of bank (for streams) or high water mark (for wetlands) perpendicular inland (see Figure 4).
 - b. Locate the proposed development relative to the RDPA boundaries. This means:
 - i. locating where land will be subdivided;
 - ii. locating where proposed structures will be built, altered or added to;
 - iii. locating where land will be altered.

Riparian Development Permits issued in this area shall be in accordance with the following:

3. At the applicant's expense, the District of Tofino shall require an assessment report, completed by a QEP that determines the appropriate SPEA for the proposed development. The assessment report shall provide at a minimum:
 - a. Evidence of the QEP's qualifications and good standing within his or her professional association;
 - b. Information regarding streams, fish habitat, riparian vegetation and other ecosystem conditions;
 - c. Identification of the natural features, functions and conditions that support fish life processes, along with potential impacts of the proposed development, mitigation options and design alternatives;
 - d. The appropriate setback distance for buildings, structures and uses. The applicant will be required to confirm, through survey by a certified BC Land Surveyor, the top of the stream bank in relation to the property lines and existing and proposed development;
 - e. Additional consideration of the cumulative impacts of development along the entire length of the stream or wetland;
 - f. The report must be to a standard of quality that is acceptable to the District of Tofino. The Riparian Area Regulations Assessment Methods, as defined by the Riparian Areas Regulation under the Fish Protection Act S.B.C. 1997, are to be followed as a minimum.
4. Setbacks specified in the zoning bylaw for buildings, structures and uses may be varied in accordance with the recommendations of a QEP to prevent encroachment into an SPEA, especially where such a variance allows for the development of the remainder of the lot. However, a variance in this RDPA cannot alter the use or density of the site prior to any dedication of a SPEA.
5. In order to ensure that no encroachment occurs into the SPEA at the time of construction, permanent or temporary fencing measures will be required to be installed at the applicant's expense along the boundaries of the SPEA prior to any development activities.
6. A QEP shall recommend the sequence and timing of any construction or development to minimize negative impacts on the SPEA. Conditions respecting the sequence and timing of construction may be specified in a development permit.
7. The report by a QEP must provide a plan for the management of sediment during construction. This sediment management plan must show how the methods identified will protect stream, wetland, and any associated drainages from sediment, erosion and runoff impacts that may result from construction or land clearing activities. Conditions and requirements respecting implementation of the sediment management proposal may be specified in a development permit.



8. The report by a QEP must provide a drainage plan, complete with recommendations for implementation that address water quality, water quantity, stormwater discharge (impervious surfaces), and erosion control, so as to minimize impacts on fish, fish and wildlife habitat, and physical riparian functions. Conditions and requirements respecting implementation of the drainage plan may be specified in a development permit.
9. Existing trees and native vegetation within the SPEA are to be retained so as to minimize habitat disturbance and guard against erosion and slope failure. Existing trees and shrubs shall be clearly marked prior to any development, and temporary fencing shall be installed at the drip line to protect them during any development processes.
10. Vegetation species used in replanting, restoration and enhancement will be selected to suit the soil, light and groundwater conditions of the site, must be native to the District of Tofino, and must be selected for erosion control and/or fish and habitat wildlife habitat values as needed. All replanting shall be maintained by the property owner for at least three (3) years from the date of completion of the replanting. This may include removal of invasive and non-native weeds and irrigation. At the owners expense unhealthy, dying or dead vegetation will be replaced with healthy vegetation at the owner's expense within that time during the next planting season.
11. On parcels where development is proposed for an area with a slope of thirty percent (30%) or greater, the applicant must provide a report by a qualified registered engineer, indicating that slope stability will not be jeopardized and soil erosion and site mitigation measures can be implemented. Conditions and requirements respecting site stabilization to prevent damage to riparian areas will be specified in a development permit.
12. Security in the form of cash, a letter of credit from a Canadian chartered bank or payment in the form of cheque may be taken as a condition of issuance of a development permit to ensure that the conditions of the RDPA are met and to correct any damage to the environment that may result as a consequence of a contravention of a permit condition. For example, security may be required and applied against but not limited to, erosion control works, site grading, phased clearing, barrier fence installation, habitat restoration works, post-development success of re-vegetation and restoration works, or any other requirements of a development permit.
14. As a condition for the return of the permit security, the District of Tofino will require a report by a QEP that confirms in writing that all conditions and requirements of the Riparian Development Permit have been met and that no damage to the environment has occurred as a consequence of a contravention of a permit condition. Upon satisfactory completion of the Riparian Development Permit conditions, the security shall be returned, with 25% of the security amount being held-back for two years (two growing seasons) to ensure the satisfactory health and maintenance of any re-vegetation or restoration works.

15. The SPEA identified by the QEP may be modified by the District of Tofino in cases where proposed development permitted by the zoning bylaw cannot reasonably be accommodated on the site with building siting variances. To inform SPEA “bending” or SPEA reductions the QEP assessment report should identify:
 - a. Siting of buildings and other site disturbance that produces as little overall damage to the SPEA as possible;
 - b. Cases where proposed development permitted by the zoning bylaw must “encroach” into the SPEA because it cannot reasonably be accommodated on the site with building siting variances;
 - c. Cases where geotechnical stability should not be compromised in any variation of the SPEA. The QEP will need to reassess the slope stability measures in relation to the new SPEA boundary.

Any “bending” or reducing of the SPEA by the District of Tofino will be under the professional direction of the applicant’s QEP. The QEP will provide direction to the District of Tofino at the applicant’s expense.

A sample scenario in Figure 2 shows how SPEA “bending” could be implemented for someone applying to build an addition an existing single-family house.



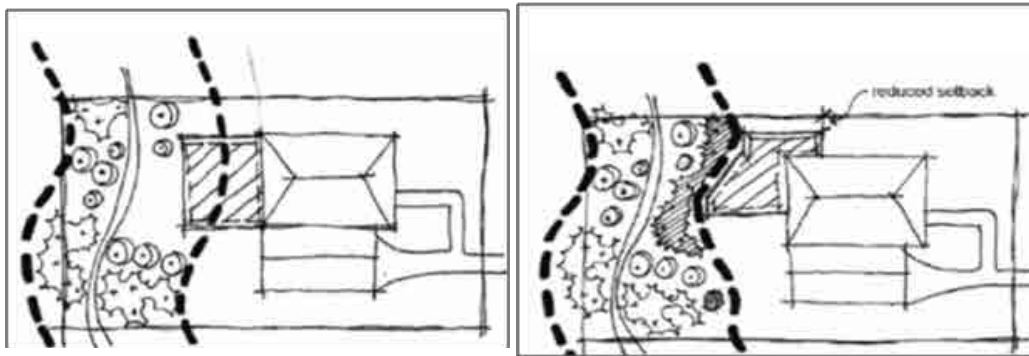


Figure 2

Application Requirements

The District shall set the requirements for Riparian Development Permit Application information by selecting from the following as relevant to the project being considered:

A site survey plan acceptable to the District of Tofino prepared by a BC Land Surveyor or QEP showing:

- Lot lines, scale, date, and direction;
- All adjacent streets and lanes;
- All covenants, easements and right of ways;
- A topographic plan showing existing contours at intervals of one (1) metre;
- All existing woods and/or trees and other significant vegetation;
- Structures and impervious surfaces;
- Stream and wetland edges, high water mark, top of bank, and SPEA boundaries;
- Information related to identified species at risk in the area.



THE DISTRICT OF TOFINO

RIPARIAN DEVELOPMENT PERMIT PROCESS



Definitions

(QEP) Qualified Environmental Professional: means an applied scientist or technologist, acting alone or together with another qualified environmental professional, if

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

(RDP) Riparian Development Permit

(SPEA) streamside protection and enhancement area: means an area;

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

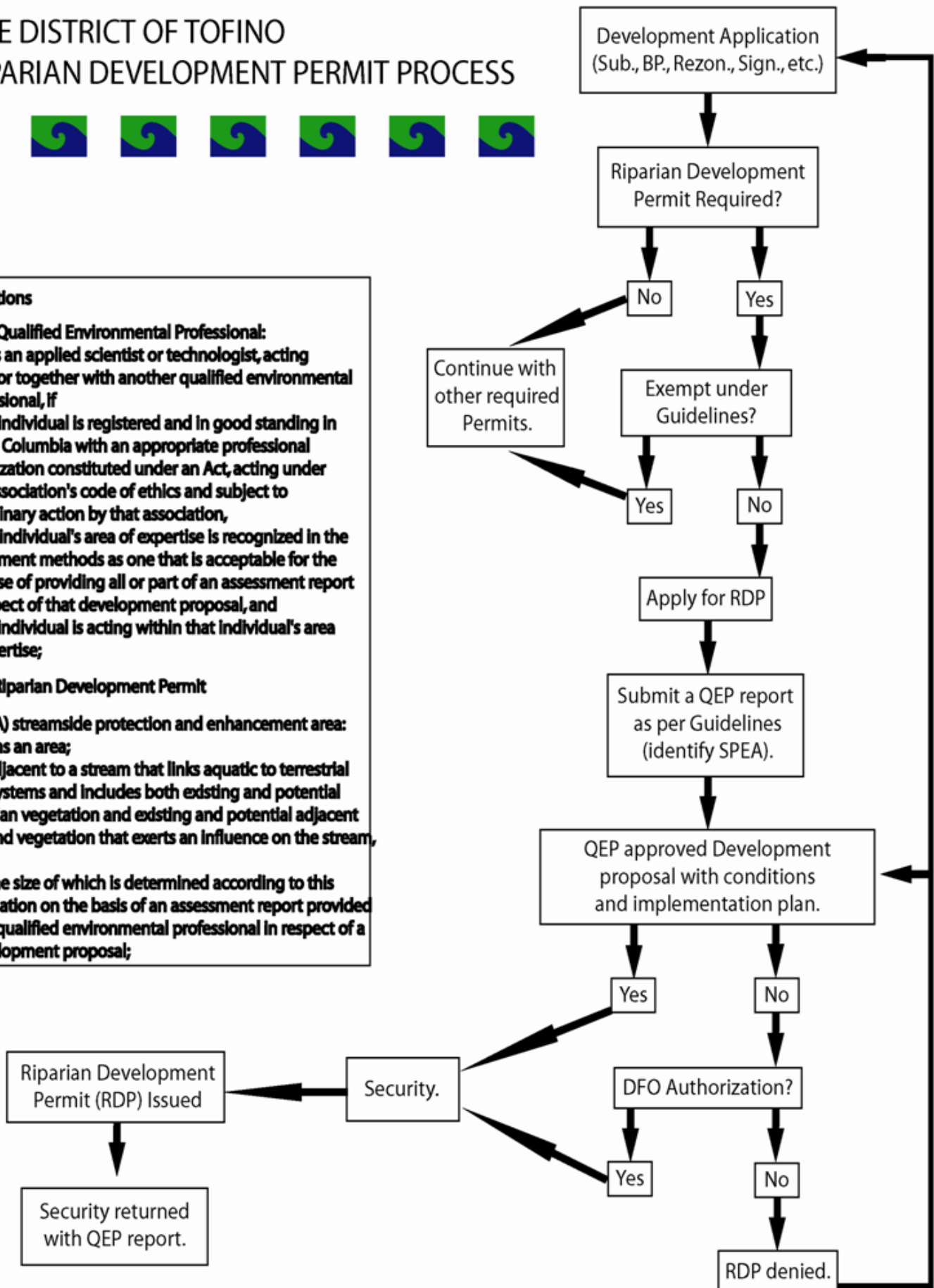
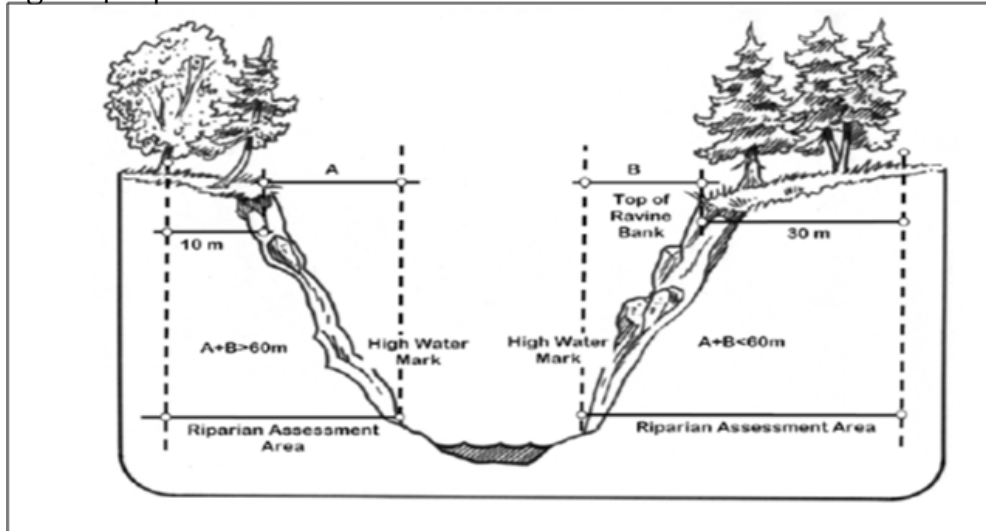
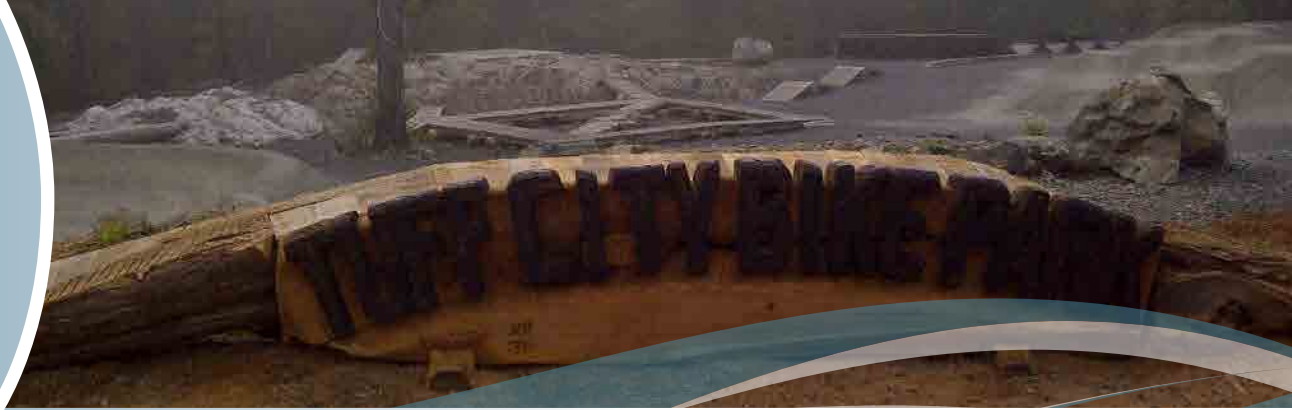
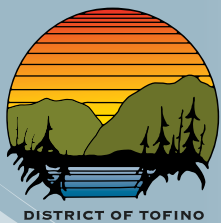


Figure 3 DPA Flow Chart

Figure 4: Riparian Assessment Area





5.4 District Lot 114 Low and Medium Density Development Permit Area (DPA 7)

Objectives

The objective of this development permit area is to ensure the District Lot 114 Local Area Plan goals of an economically, environmentally and socially sustainable neighbourhood are realized.

Energy Conservation

The Tofino Housing Corporation Local Area Plan (OCP) recognizes energy use is an important aspect of affordable housing. The Low and Medium Density Development Permit Area (THC DPA) will seek to reduce overall residential energy use by 20 – 25 percent from the 2008 average residential level in the District.

Water Conservation

The Tofino Housing Corporation Local Area Plan identifies that “rainwater management is an important development consideration.” Overall water consumption will be reduced through the requirement to install low flow plumbing fixtures and the storage of rainwater for outside watering. The objective is to reduce the rate of water consumption equal to 70 percent of the District of Tofino 2006 mean residential water consumption rate.

Form and Character of Multi-Family Residential Development

The Tofino Housing Corporation Local Area Plan describes the form and character objectives of new low and medium density development. The objective is to ensure an overall density of 20-to-22 units/hectare. The typology of all housing within the Development Permit Area will reflect the character of the adjacent single-family neighbourhood. The objective is for multi-family housing to have the appearance and character of a single-family home.

Rationalization

Energy Conservation

Energy conservation is an important component of The District Lot 114 Local Area Plan as it relates directly to the day-to-day affordability of housing. The Local Area Plan states: “Energy use is an important component of the Local Area Plan and a

significant component of the overall emphasis on sustainability within the Plan Area. Not only does energy conservation put less strain on available resources and lessens pollution and environmental damage caused by energy production, it also has long-term financial savings related to attainable housing. Energy conservation efficiencies also have a direct implication for housing attainability over the long term.”

Housing units within the DL114 DPA will seek to reduce energy use and improve efficiency through design regulations. Flexible building designs will be encouraged to take advantage of renewable energy technologies including day-lighting, natural ventilation, solar heating, and geo-thermal exchange heating.

Another energy conservation method is the implementation of Dark Sky initiatives that reduce the amount of energy required for lighting, while at the same time minimizing light trespass onto adjacent natural areas.

Water Conservation

The conservation of water encompasses two important aspects of the Local Area Plan. Conserving water through rain water collection reduces demand on District water infrastructure (such as pumps), and also on the need to expend energy constructing larger reservoir systems. The second benefit to conserving water is a reduced financial burden on home owners.

Form and Character of Multi-Family Residential Development

The character of the adjacent residential neighbourhood is primarily single-family homes, and an important facet of the DL 114 Local Area Plan is to ensure the same character is continued through higher density development. The DL 114 Local Area Plan states that new development shall:

- Assimilate the residential look and character of the existing adjacent neighbourhood throughout the low-medium land use designation.
- Implement a variable development form, including massing, articulation and proportion of building typology to encourage an aesthetically pleasing and interesting neighbourhood scale.
- Incorporate a variety of housing typologies to promote housing diversity and housing affordability, including narrow lots, semi-detached duplex and quattroplex housing.

Designated Area

The DL114 DPA applies to all lands identified in Map 13: Low and Medium Density Development Permit Area. These areas have been designated pursuant to the Local Government Act Section 919.1 (f) establishment of objectives for the form and character of commercial, industrial or multi-family residential development; Section 919.1(h) establishment of objectives to promote energy conservation; and, Section 919.1(i) establishment of objectives to promote water conservation.

Exemptions

A Development Permit shall not be required within the DL114 DPA in the following instances:

1. Any public works and services undertaken by the District of Tofino or its approved agents and contractors, provided these services meet or exceed the conditions of the outlined in the Guidelines section.

Guidelines

1. A Development Permit is required within the boundaries of the DL 114 DPA before land is subdivided, before construction of, addition to or alteration of a building or other structure is started and before land or a building or other structure on that land is altered. Activities under the DPA7 exception section do not require a Development Permit.
2. A Development Permit is required prior to the issuance of a building permit.
3. Prior to any site development or disturbance of land, construction of, addition to, or alteration of a building or other structure, the District of Tofino will require:
 - a. Completed application.
 - b. Application fee.
 - c. Details of the proposed development including:
 - Location of all proposed structures;
 - Description and data supporting proposed energy and water conservation methods and expected results;
 - Detailed description and plans for any proposed multi-family housing;
 - d. Details of any additions, alterations or renovation of structures and buildings; and,
 - e. Site plan.
3. All outdoor lighting installations shall be designed and installed to be in compliance with the District Dark Sky Policies
4. All roof drainage from single-unit residential buildings will be directed to an on-lot infiltration and/or cistern system, and each residential dwelling unit shall provide at least one rain barrel or cistern for the storage of rain water; and,
5. Form and Character
 - a. Quattroplex housing within the DL114 DPA will reflect the appearance and character of a single-family home.
 - b. In residential areas, light should be shielded such that the lamp itself or the lamp image is not directly visible outside the property perimeter; and,
 - c. Lighting attached to home structures should not exceed the height of the eave.
6. A security may be required in the form of a letter of credit from a Canadian chartered bank or payment in the form of a cheque as a condition of issuance of

- a Development Permit, to ensure that the appropriate conditions outlined in the DL114 DPA are completed.
7. The security shall be returned by the District of Tofino once all of the conditions contained within the Development Permit have been completed to the satisfaction of the District of Tofino.

Orange Station: Great places and why they're great

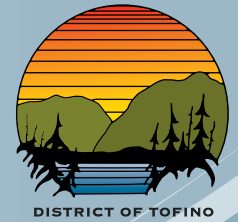
Draw or list your favorite places. Why do you like those places? What makes them great?



Red Station: Lousy places and why they're lousy

Draw or list lousy places. Why don't you like those places? What makes those places lousy?





5.5 Foreshore 1 Development Permit Area (DPA 8)

Objectives

The objectives of the Foreshore 1 Development Permit Area (FS1-DPA) are:

1. To protect, preserve and restore the natural features and functions of Tofino's shoreline and beaches from the impact of residential, commercial and industrial development.
2. To ensure the safety of the public on public lands.
3. To ensure that access to foreshore areas occurs in a manner that respects the ecology of the shoreline zone.

Rationale

Private residential, commercial and industrial development has the potential to threaten the integrity of the foreshore areas within the District of Tofino. Unplanned development on private lands can impact the public domain (District beaches). The management of District foreshore areas realizes important goals and objectives of the District of Tofino Official Community Plan, Bylaw #1200.

Development of private property can be balanced with the ecological integrity of the public foreshore area to ensure protection of both private and public property.

Research and analysis supporting the designation of the FS1-DPA as an area requiring careful consideration with respect to development is provided in the document "Application of Marine InVEST Tiered Coastal Vulnerability Model to the Clayoquot/Barkley Sound Region." The research indicates that the west side of the Esowista peninsula is vulnerable to a range of factors.

Designated Areas

The FS1-DPA has been designated pursuant to Section 919.1(a) of the Local Government Act for the protection of the natural environment, its ecosystems and biological diversity.

The FS1-DPA applies to all lands located 15 metres landward of the natural boundary of the Pacific Ocean, and all lands located 15 metres seaward of the natural boundary of the Pacific Ocean within the District of Tofino as indicated on Map 14: Foreshore 1: Development Permit Area. The FS1-DPA covers the entireties of Cox Bay, South Chesterman Beach, North Chesterman Beach, Mackenzie Beach, Middle Beach, and the Tonquin Beaches.

Exemptions

Despite the following exemption provisions, owners must meet all applicable local, provincial or federal requirements.

A FS1-DP shall not be required in the following instances:

1. Removal of trees deemed hazardous by a Certified Arborist to threaten the immediate safety of life and buildings.
2. Yard or garden work within an existing landscaped area as long as the general contours of the foreshore area are not altered and no natural vegetation is removed.
3. Emergency procedures to prevent, control, or reduce immediate threats to life or property, including:
 - a. Emergency actions for flood protection, erosion protection, and clearing of obstructions from watercourses;
 - b. Emergency works to protect, repair or replace public utilities;
 - c. Clearing of an obstruction from a bridge, culvert or drainage flow;
 - d. Repairs to bridges or safety fences; and
 - e. Removal of a tree when there is an imminent danger of the tree falling and causing an injury to persons or property, or when a tree failure has already occurred as a result of a natural cause and presents an immediate hazard.

All actions used to resolve emergency situations must be reported to The District of Tofino Public Works Department and the appropriate federal and provincial authorities within 12 hours of the emergency.

4. Recommendations published by the Coastal Invasive Species Committee as part of their “contain, control, eradicate and prevent” list of invasive species and strategies.
5. Renovations to existing buildings and structures that are situated within the Development Permit Area provided the footprint of the building is not expanded and that no development of the land apart from such renovations is occurring.
6. Any public works and services undertaken by the District of Tofino or its approved agents and contractors, provided these services meet or exceed the conditions of the following Guidelines.
7. Repair or rebuilding of existing shoreline protection works where the proposed repair or rebuilding of shoreline protection works results in a “softer” shoreline protection works as indicated in Guideline 9.
8. Development situated on natural, unaltered bedrock formations.



9. Construction, repair or maintenance of public services by the District of Tofino, its authorized agents and contractors, provided these meet or exceed the conditions of the FS1-DPA Guidelines.

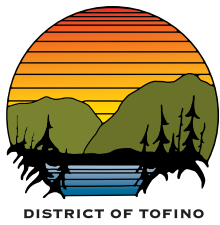
Guidelines

When is a Foreshore 1 Development Permit required?

1. A Development Permit is required within the boundaries of the Foreshore 1 DPA before land is subdivided or altered and before the construction of, addition to or alteration of a building or other structure is started. Activities under the DPA 8 exception section do not require a Development Permit.
2. A FS1-DP is required prior to the removal of vegetation or soil unless development is exempted under the Exemption section of the FS1-DPA Guidelines.

Development Permits shall be issued in accordance with the following guidelines:

3. An assessment report prepared by qualified coastline professional (QCP) shall be required for all development activities within the FS1-DPA. The assessment report shall provide at a minimum:
 - a. Evidence of the QCP's qualifications and good standing within his or her professional association including experience in shoreline restoration;
 - b. Information regarding fish habitat, shoreline vegetation and other ecosystem conditions;
 - c. Existing shoreline processes, including erosion and deposition of land and beach materials;
 - d. Existing and anticipated shoreline processes, including erosion and deposition of land and beach materials, given projected environmental trends including climate change and sea level rise;
 - e. The impacts of the proposed development activities on the shoreline ecology abutting and within the vicinity of the subject parcel;
 - f. The long-term safety of the existing and proposed shoreline protection works, dwellings and other buildings on the subject parcel from natural hazards including shoreline erosion, landslip and flooding;
 - g. Identification of the potential impacts of the proposed development on the shoreline abutting and within the vicinity of the subject parcel, and mitigation options and design alternatives;
 - h. Identification through a survey of a 15-metre setback distance for all proposed development;



- i. Consideration of the cumulative impacts of development along the entire length of the shoreline; and,
 - j. A drainage plan, complete with recommendations for implementation that address water quality, water quantity, storm water discharge and erosion control, so as to minimize impacts on the natural shoreline ecology and beach processes. Conditions and requirements respecting implementation of the drainage plan will be specified in a development permit.
4. A QCP shall determine the sequence and timing of any construction or development to minimize negative impacts on the foreshore. Conditions respecting the sequence and timing of construction shall be specified in a development permit.
 5. Existing tree, native vegetation and natural features within the FS1-DPA are to be retained, restored and enhanced so as to minimize habitat disturbance and guard against erosion and slope failure. Existing trees and shrubs shall be clearly marked prior to any development, and temporary fencing installed at the drip line to protect them during any development processes.
 6. Where no trees or vegetation exist, new trees and vegetation shall be planted to control erosion and protect banks to an average of 15 metre wide (with a five metre minimum) wide shoreline zone over a minimum 50 percent of shore length.
 7. Vegetation species used in replanting, restoration and enhancement will be selected to suit the soil, light and groundwater conditions of the site, must be native to the surrounding eco-climatic region, and be selected for erosion control and preservation of the shoreline ecology. All replanting shall be maintained by the property owner for at least five (5) years from the date of completion of the replanting. This may include removal of invasive, non-native weeds and irrigation. At the owner's expense unhealthy, dying or dead vegetation will be replaced with healthy vegetation within that time during the next planting season.
 8. On parcels where development is proposed for an area with a slope of thirty (30) percent or greater, the applicant must provide a report by a qualified registered engineer, indicating slope stability will not be jeopardized, and soil erosion and site mitigation measures can be implemented. Conditions and requirements respecting site stabilization to prevent damage to shoreline areas will be specified in a development permit.
 9. Shore protection measures are the range of modification measures to the shoreline or adjacent seaward or landward areas for the purpose of protection against erosion. Structural protection methods are often referred to as "hard" and "soft." "Hard" measures refer to those with solid, hard surfaces, such as concrete bulkheads, while "soft" structural measures rely on less rigid materials, such as biotechnical vegetation measures or beach enhancement. There is a range of measures varying from soft to hard that include:

Vegetation enhancement
 Upland drainage control
 Biotechnical measures
 Beach enhancement
 Anchor trees
 Gravel placement
 Rock (rip rap) revetments
 Gabions
 Concrete groins
 Retaining walls or bulkheads
 Seawalls.

SOFTER

HARDER

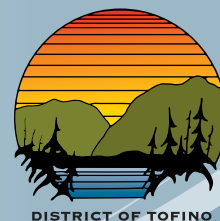
In general, the “harder” the construction measure, the greater the impact on shoreline processes, including sediment transport, geomorphology, and biological functions, therefore:

- a. Where shore protection measures are necessary, development proponents should make use of soft structural methods and beach nourishment designs which add appropriately sized material to the upper beach, creating a natural beach slope and beach protection;
- b. Shore protection measures such as gravel placement, rock (rip rap) revetments, gabions, concrete groins, retaining walls or bulkheads, and seawalls are generally not acceptable;
- c. Where “hard” structural shore protection measures are proposed, a geotechnical and biophysical report must be provided including conclusive evidence that:
 - i. The erosion is not being caused by upland conditions, such as the loss of vegetation and drainage associated with the proposed or existing development;
 - ii. All possible on-site drainage solutions away from the shoreline edge have been exhausted;
 - iii. Non-structural measures, planting vegetation, or installing on-site drainage improvements, are not feasible or not sufficient to address the stabilization issues; and,
 - iv. The shore protection measure will not result in a net loss of shoreline ecological functions (i.e. any unavoidable damage to shoreline habitat will be more than off-set by habitat compensation works).
- d. Materials used for shoreline stabilization should consist of inert materials. Stabilization materials should not consist of debris or contaminated material that could result in pollution of tidal waters. The size and quantity of materials used should be limited to that necessary to withstand the estimated energy of the location’s hydraulic action and prevent collapse;

- e. Filter cloth should be used to aid drainage;
 - f. The structures should be located parallel to and landward of the natural boundary of the sea, as close to any natural bank as possible;
 - g. The structures should allow the passage of surface or groundwater without causing ponding or saturation; and
 - h. The structures should be constructed of stable, non-erodible materials that preserve natural shoreline characteristics. Adequate toe protection including proper footings and retention mesh should be included. Beach materials should not be used for fill behind bulkheads.
10. Security in the form of cash, a letter of credit from a Canadian chartered bank or payment in the form of a certified cheque may be taken as a condition of issuance of a development permit to ensure that the conditions of the FS1-DPA are met and to correct any damage to the environment that may result as a consequence of a contravention of a permit condition. For example, security may be required and applied against but not limited to, erosion control works, site grading, phased clearing, barrier fence installation, restoration works, post-development success of re-vegetation and restoration works or any other requirements of a development permit.
11. As a condition for the return of the permit security, the District of Tofino will require a report by a QCP that confirms in writing that all conditions and requirements of the development permit have been met and:
- a. That no damage to the environment has occurred as a consequence of a contravention of a permit condition;
 - b. That all required landscaping or re-vegetation is completed; and,
 - c. That no unsafe condition has resulted as a consequence of contravention of a condition in a permit.

Upon satisfactory completion of the FS1-DP conditions, the security shall be returned, with 25 percent of the security amount being held-back for two years (two growing seasons) to ensure the satisfactory health and maintenance of any re-vegetation or restoration works.





5.6 Tofino Mudflats Wildlife Management Area Development Permit Area (DPA 9)

Objectives

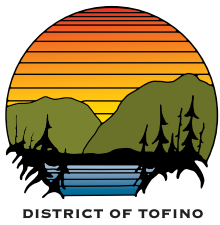
1. Protect and preserve the natural features and function, of wildlife management areas from the impact of residential, commercial, and industrial development.
2. Ensure that any access to the Tofino Mudflats Wildlife Management Area occurs in a manner that respects the ecology of the Tofino Mudflats.

Designated Area

The WMA-DPA has been designated pursuant to Section 919.1(1) of the Local Government Act for the protection of the natural environment, its ecosystems, and biological diversity. The WMA-DPA applies to all lands located 30 metres landward of the natural boundary of the ocean and of the Wildlife Management Area, and all lands located 30 metres seaward of the boundary of the ocean and the Wildlife Management Area within the District of Tofino as indicated on Map 15: Tofino Mudflats Wildlife Management Area Development Permit Area.

Rationale

District lands within and adjacent to the Tofino Mudflats Wildlife Management Area provide a range of critical functions including fish, bird and wildlife habitat, erosion, flood protection, sedimentation control, and stream bank stability. According to the Update on the Tofino Mudflats Wildlife Management Area Management Plan: A Review (2002-2009) and Future Directions “the Mudflats provide habitat for 20 species designated to be at risk in Canada, and an additional 12 designated to be at risk in B.C. The majority of these species are birds.” To support the habitat of these species at risk, these areas should remain in a largely undisturbed state. The management of the critical habitat within and adjacent to the Tofino Mudflats WMA realizes important goals and objectives of the District of Tofino Official Community Plan, Bylaw #1200. Research and analysis supporting the designation of the WMA-DPA is provided in the document Tofino Mudflats Wildlife Management Area Management Plan (2001) stating that a setback of 30 metres is recommended for protection purposes.



Research and analysis supporting the designation of the WMA DPA as an area requiring careful consideration with respect to development is provided in the document “Application of Marine InVEST Tiered Coastal Vulnerability Model to the Clayoquot/Barkley Sound Region.” The research indicates that the mudflats area of the Esowista peninsula is vulnerable to a range of environmental factors.

Consider: Construction activities such as land clearing, hammering, use of power tools and large machinery may impact resting shorebirds or wintering waterfowl if close to critical resting and feeding areas. Seasonal and spatial use by shorebirds and waterfowl should be considered when construction occurs along the WMA boundary.

Exemptions

Despite the following exemption provisions, owners must meet all applicable local, provincial or federal requirements.

A WMA-DP shall not be required in the following instances:

1. For the repair, painting or renovation of a building in accordance with an existing building permit issued by the municipality;
2. For the maintenance of existing permanent infrastructure within its established footprint including existing paved surfaces, gravel parking and driveways, dikes, drainage facilities, and other utilities.
3. Removal of trees deemed hazardous by a Certified Arborist that threaten the immediate safety of life and buildings;
4. Recommendations published by the Coastal Invasive Species Committee as part of their “contain, control, eradicate and prevent” list of invasive species and strategies.
5. The planting of native species trees, shrubs or ground covers for the purpose of enhancing the habitat values and/or soil stability within the development permit area, provided the planting is carried out in accordance with the guidelines provided in the *Stream Stewardship* (1993), *Land Development Guidelines* (1992) published by Fisheries and Oceans Canada and *Develop with Care* (2012) published by B.C. Forests Lands and Natural Resource Operations (FLNRO), or any subsequent editions of those documents.
6. In stream works conducted or authorized by the District of Tofino that have been approved, prior to commencement, by Fisheries and Oceans Canada and/or the British Columbia FLNRO under the *Water Act* with respect to installation of public utilities, sewer and water lines, stream enhancement, pipeline crossings, road crossings, foot bridges, bank repairs, stormwater outfalls, and fish and wildlife habitat restoration.

5. Renovations to existing buildings and structures that are situated within the Development Permit Area provided the footprint of the building is not expanded and that no development of the land apart from such renovations is occurring.
6. Any public works and services undertaken by the District of Tofino or its approved agents and contractors, provided these services meet or exceed the conditions of the following Guidelines.
7. Yard or garden work within an existing landscaped area.
8. Emergency procedures to prevent, control, or reduce immediate threats to life or property, including:
 - a. Emergency actions for flood protection, erosion protection, and clearing of obstructions from watercourses;
 - b. Emergency works to protect, repair or replace public utilities;
 - c. Clearing of an obstruction from a bridge, culvert or drainage flow;
 - d. Repairs to bridges or safety fences; and
 - e. Removal of a tree when there is an imminent danger of the tree falling and causing an injury to persons or property, or when a tree failure has already occurred as a result of a natural cause and presents an immediate hazard.

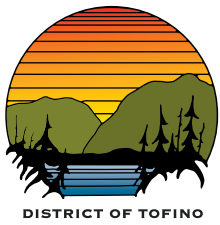
All actions used to resolve emergency situations must be reported to The District of Tofino Public Works Department, and the appropriate federal and provincial authorities within 12 hours of the emergency.

Guidelines

The Tofino Mudflats Wildlife Management Area denotes an area of natural value that is prone to impacts by development activities. This area and areas directly adjacent should remain free of development and preserved in a natural condition. Development permit applications must endeavour through comprehensive site planning, to avoid infringing on the natural function of the area and to mitigate any associated impacts on the area.

When is a Tofino Mudflats WMA Development Permit required?

1. A Development Permit is required if any of the activities a)-j) will occur within the boundaries of the WMA-DPA illustrated on Map 15. That is, all areas partly or entirely located within thirty (30) metres of the Tofino Mudflats WMA's boundary (within 30 metres landward and 30 metres seaward of the natural boundary of the ocean). For those forms of development exempted under the Exemption section of DPA 9, a development permit is not required.
 - a) Removal, alteration, disruption or destruction of vegetation;
 - b) Disturbance of soils;
 - c) Construction or erection of buildings and structures;
 - d) Creation of non-structural impervious or semi-impervious surfaces;
 - e) Flood protection works;
 - f) Construction of roads, trails, docks, wharves and bridges;



- g) Provision and maintenance of sewer and water services;
- h) Development of drainage systems;
- i) Development of utility corridors;
- j) Subdivision as defined in section 872 of the Local Government Act.

Development Permits issued in this area shall be in accordance with the following:

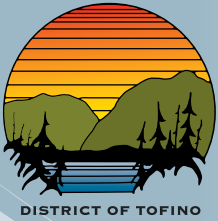
2. The District of Tofino may require from the applicant, prior to any site development or disturbance, a site plan conducted by a land British Columbia Land Surveyor showing:
 - a. Lot lines, scale, date, and direction;
 - b. Adjacent streets and lanes;
 - c. Setbacks;
 - d. Covenants, easements and right of ways;
 - e. Topographic plan showing existing contours at intervals of one (1) metre;
 - f. Significant trees and other vegetation;
 - g. Structures;
 - h. The WMA-DPA boundaries; this means:
 - i. locating the natural boundary of the water; and
 - ii. locating the WMA boundary relative to the property lines; and
 - iii. measuring thirty (30) metres from the WMA boundary perpendicular inland (and seaward if relevant).
 - i. The proposed development relative to the WMA-DPA boundaries. This means:
 - i. locating where land will be subdivided;
 - ii. locating where proposed structures will be built, altered or added to; and
 - iii. locating where land will be altered.
3. At the applicant's expense, the District of Tofino shall require an assessment report prepared by Qualified Environmental Professional (QEP) as required by the Development Approval Information Area section 4.3 of this Plan.
4. A QEP shall recommend the sequence and timing of any construction or development to minimize negative impacts on sensitive natural features. Conditions respecting the sequence and timing of construction may be specified in a development permit.
5. Existing tree, native vegetation and natural features within this DPA are to be retained, restored and enhanced so as to minimize habitat disturbance and guard against erosion and slope failure. Existing trees and shrubs shall be clearly marked prior to any development, and temporary fencing installed at the drip line to protect them during any development processes.
6. The QEP shall consider natural methods of managing coastal erosion where appropriate.
7. Vegetation species used in replanting, restoration and enhancement will be selected to suit the soil, light and groundwater conditions of the site, must be native to the surrounding eco-climatic region, and be selected for erosion control

and preservation of the shoreline ecology. All replanting shall be maintained by the property owner for at least three (3) years from the date of completion of the replanting. This may include removal of invasive, non-native weeds and irrigation. At the owners expense unhealthy, dying or dead vegetation will be replaced with healthy vegetation within that time and during the next planting season.

8. On parcels where development is proposed for an area with a slope of thirty (30) percent or greater, the applicant must provide a report by a qualified registered engineer identifying specific measures to ensure that slope stability will not be jeopardized and soil erosion and site mitigation measures can be implemented. Conditions and requirements respecting site stabilization to prevent damage to shoreline areas will be specified in a development permit.
9. Security in the form of cash, a letter of credit from a Canadian chartered bank or payment in the form of a certified cheque may be taken as a condition of issuance of a development permit to ensure that the conditions of the DPA are met and to correct any damage to the environment that may result as a consequence of a contravention of a permit condition. For example, security may be required, and applied against, but not limited to erosion control works, site grading, phased clearing, barrier fence installation, restoration works, post-development success of re-vegetation and restoration works, or any other requirements of a development permit.
10. As a condition for the return of the permit security, the District of Tofino will require a report by a QEP that confirms in writing that all conditions and requirements of the development permit have been met and;
 - a. That no damage to the environment has occurred as a consequence of a contravention of a permit condition;
 - b. That all required landscaping or re-vegetation is completed; and,
 - c. That no unsafe condition has resulted as a consequence of contravention of a condition in a permit.

Upon satisfactory completion of the Tourism Focus DP conditions, the security shall be returned, with 25 percent of the security amount being held-back for two years (two growing seasons) to ensure the satisfactory health and maintenance of any re-vegetation or restoration works.

11. Where no trees or vegetation exist, new trees and vegetation shall be planted to control erosion and protect banks to an average of 30 metres (with a five metre minimum) wide shoreline zone over a minimum 50 percent of shore length.
12. In order to ensure that no encroachment occurs into the WMA-DPA at the time of construction, permanent or temporary fencing or marking measures will be required to be installed at the applicant's expense along the boundaries of the WMA-DPA prior to any development activities.



6. Administration

6.1 Temporary Use Permits

Section 921 of the Local Government Act states that the District may issue a temporary use permit.

6.1.1 Areas where Temporary Use Permits Can be Issued

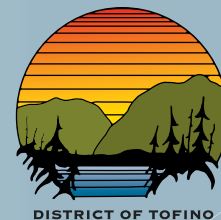
Subject to the policies of the Official Community Plan, temporary use permits may be issued throughout the District of Tofino to allow for short-term development opportunities. All activities, other than those permitted in the zoning bylaw, shall require a temporary use permit approved by Council.

6.1.2 Objectives

1. Provide for short-term economic activities.
2. Ensure long-term public policy for the area is not changed.
3. Balance public and private interests.
4. Maintain a reasonable level of compatibility with surrounding development.

6.1.3 Permit Guidelines

1. Permits can be issued for any period up to two years and could be considered for renewal once for any further period up to two years.
2. No public health and safety problems or environmental degradation shall be created.
3. Where warranted, environmental protection, post-development site restoration and nuisance abatement measures, including noise abatement, duration of operation hours and season, duration of permitted use, traffic management,



DISTRICT OF TOFINO

parking, performance security, and establishing buffers and screens, may be required.

Blue Station: Places to live

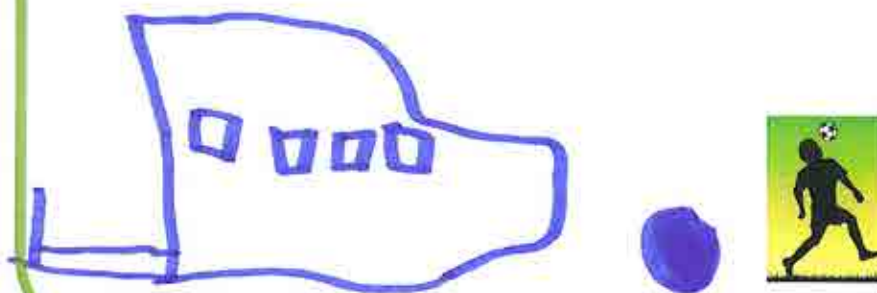
Draw or explain:

What is your favorite kind of neighbourhood? (examples: close to park, close to path, lots of kids, clean, safe etc)

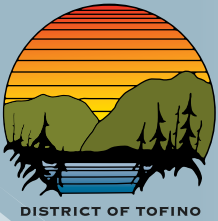


Green Station: Activities and Programs

Draw/explain your favorite things to do. Can you do those things in Tofino?



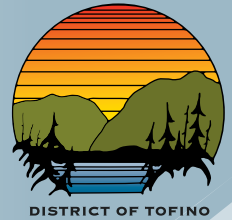
best



6.2 Authority and Interpretation

1. District of Tofino Council is given the responsibility and authority to create and adopt an Official Community Plan under the Local Government Act. The Local Government Act outlines the content and function of the Official Community Plan.
2. There are other provisions in other Provincial and Federal legislation that have the effect of restricting the District's powers related to land use management. These include:
 - Land Title Act and Regulations
 - Strata Property Act and Regulations – Buildings and Bare Land
 - Agricultural Land Commission Act and Regulations
 - Private Managed Forest Land Act and Regulations
 - Community Care and Assisted Living Act
 - Fish Protection Act and Riparian Areas Regulation
 - Navigable Water Protection Act (Federal)
 - Fisheries Act (Federal)
 - Ecological Reserves Act
3. Where matters are outside the jurisdiction of Council, this Plan states broad community objectives. This Plan cannot and does not represent a commitment from other agencies to act according to community objectives.
4. The OCP may be amended by Council at its initiative or in response to an application. Persons seeking an amendment will submit applications in the form provided for by the District, as it may be amended from time to time.
5. This Plan applies to the land and surface of the water within the District of Tofino.
6. The exact location of symbols or boundaries shown on most maps in this Plan will be legally defined by zoning bylaws enacted over time by the District of Tofino Council.
7. Most of this Plan is non-regulatory. It is different from zoning or subdivision servicing bylaws that restrict actions of individual landowners. Instead, this Plan guides the future land use decisions of Council. It provides advice and information

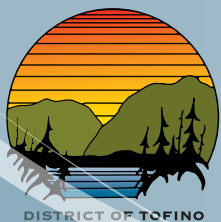




to other levels of government, and in places encourages them to take specific actions. It provides guidance to landowners by defining the preferences and requirements of the community through policies. It can only affect the actions of individuals if their property is within a Development Permit Area.

8. It is intended that this Plan will consist not only of objectives, but also of policies for action to achieve stated objectives. Actual priorities and level and timing of implementation will be dependent on future discretionary decisions made by successive Councils and the resources available to them.
9. Where a word is not specifically defined, then its meaning is the same as indicated by British Columbia legislation dealing with the matter in the context of which the word is used in the Official Community Plan or, failing that, the Oxford Dictionary.
10. Metric measurements are used in this Plan. Except for the development permit areas and reference to Policy 3.2.3.3, Neighbourhood Node Policies, they should be considered approximate measures that will serve as a general guide for the future development of more specific land use bylaws.
11. The Chief Administrative Officer of the District of Tofino or other officer appointed by Council will administer the provisions of this Plan.
12. All Maps in this OCP are colour maps. Users of the Plan should treat the information in non-colour copies of the maps with caution.
13. In interpreting the objectives and policies of the OCP, the term “will” is used to denote that the indicated measure “must” be taken or applied. The term “should” or “may” indicates that the suggestion is intended as a guideline, which is deemed advantageous to apply or implement by the authority having jurisdiction.
14. Any designation of, or policy for, proposed public facilities on private lands that cannot be acquired through dedication, grant, or as an amenity through a zoning regulation and that are not subject to committed funds either through a capital

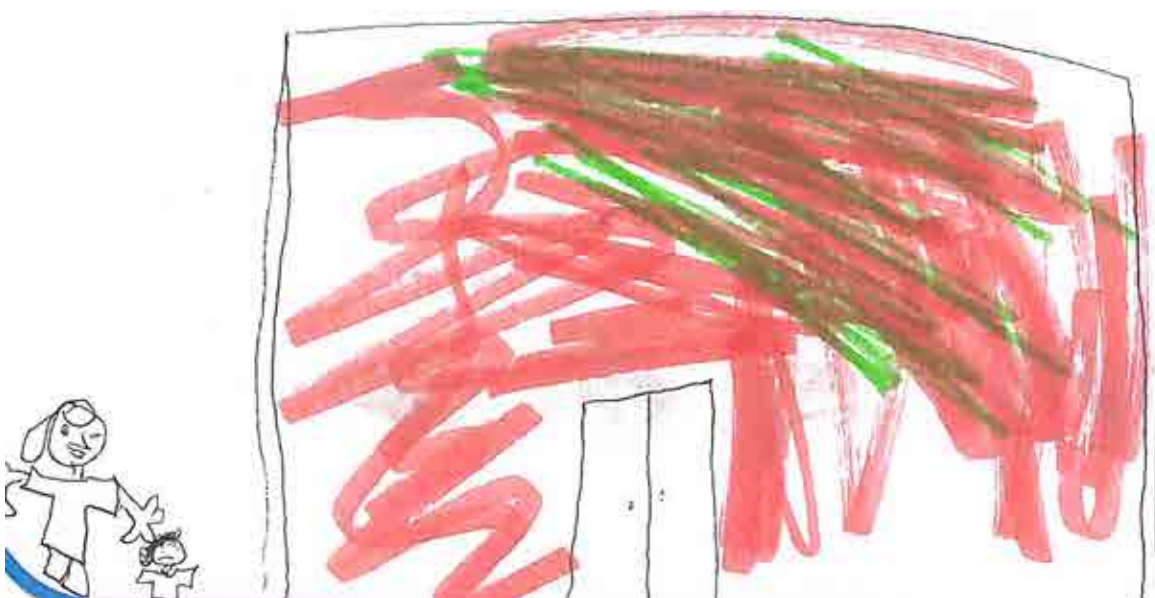
“...where an enriching relationship exists between our community members and the natural environment...”



budget of the public agency responsible for the proposed facility will be deemed to be a “broad objective” of the OCP irrespective of how it is presented in the OCP.

6.3 Severability

1. If any part of this bylaw is for any reason held to be invalid by the decision of any Court of competent jurisdiction, the invalid portion shall be severed and the decision that it is invalid shall not affect the validity of the remainder.



6.4 Definitions and Terms

Acceptable Housing means housing that is adequate in condition, suitable in size, and affordable.

Adaptive management means a management approach including regular evaluation of the performance of the approach, as well as management practices that change over time as experience is gained.

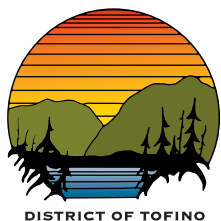
Affordable Housing According to the Canada Mortgage and Housing Corporation's website, housing is affordable when "the cost of adequate shelter [does] not exceed 30% of household income. Housing which costs less than this is considered affordable. However, consumers, housing providers and advocacy organizations tend to use a broader definition of affordability."

Core Housing need is described on the same website as when "households which are unable to afford shelter that meets adequacy (the housing is adequate in condition and not in need of repairs), suitability (the housing is suitable in size for the residents), and affordability norms. The norms have been adjusted over time to reflect the housing expectations of Canadians. Affordability, one of the elements used to determine core housing need, is recognized as a maximum of 30 percent of the household income spent on shelter."

Arborist means a person certified as an arborist by the international Society of Arboriculture.

Assessment Report means a report prepared by a Qualified Environmental Professional. The assessment report shall provide at a minimum:

- a) Evidence of the QEP's qualifications and good standing within his or her professional association.
- b) Information regarding streams, fish habitat, riparian vegetation and other ecosystem conditions.
- c) Identification of the natural features, functions and conditions that support fish life processes, along with potential impacts of the proposed development, mitigation options and design alternatives.
- d) The appropriate setback distance for buildings, structures and uses. The applicant will be required to confirm, through survey by a certified BC Land Surveyor, the top of the stream bank in relation to the property lines and existing and proposed development.



- e) Additional consideration of the cumulative impacts of development along the entire length of the stream or wetland.
- f) The report must be to a standard of quality that is acceptable to the District of Tofino. The Riparian Area Regulations Assessment Methods, as defined by the Riparian Areas Regulation under the Fish Protection Act S.B.C. 1997, are to be followed as a minimum.

Attainable Ownership means housing planned and built to be affordable through subsidies or other means based on housing needs assessment studies in a community or region. These processes are often administered by a community housing society.

Attainable Housing means available, acceptable housing in a range of community appropriate affordability brackets.

Average Net Density (see Density, net)

Beach Nourishment means a process by which sand lost through long-shore drift or erosion is replaced from sources outside of the eroding beach.

Best practices means methods or techniques that consistently show results superior to those achieved with other means, and that are used as a benchmark. Best practices are those methods or techniques supported by a recognized provincial, national or specialized body use in a similar community scale, region, climate or landscape.

Civic Use means a use providing for public function; includes schools, colleges, public hospitals, community centres, community care facilities, libraries, museums, parks, playgrounds, cemeteries, jails and prisons, courts of law, fire halls, and uses ancillary to public functions, but excluding public works yards.

Commercial Use means an activity carried out for financial gain.

Co-operative Housing means a multiple family dwelling or dwellings owned by a company, each of whose shareholders is a resident of one dwelling unit within the development.

Council means the Municipal Council of the Corporation of the District of Tofino.

Cluster Development (or Cluster Housing or Clustering): concentrating development on smaller lots on a portion of a larger site to protect the integrity of the green infrastructure.

Density, average (see Density, gross)

Density, gross means the overall amount of land in an area or parcel divided by the overall number of units of residential, commercial or industrial development in an area or parcel to arrive at an average amount of land per one unit of residential, commercial or industrial development.

Density, net means the overall amount of land in an area or parcel, excluding roads, streams and undevelopable areas, divided by the overall number of units of residential, commercial or industrial development in an area or parcel to arrive at an average amount of land per one unit of residential, commercial or industrial development.

Density bonus means a voluntary scheme in zoning bylaw that enables developments to build additional units in return for public amenities such as the protection of the integrity of existing green infrastructure, affordable housing, rental housing or

special needs housing, public access improvements, infrastructure improvements, and parkland.

Development cost charges (DCCs) means the expenses for roads, parks, sewer and water infrastructure that a municipality may recover from a development as part of the costs that new developments create for the municipality.

Development Permit Area (DPA) The Local Government Act (Section 919.1) provides that the District may designate Development Permit Areas for the purposes of:

- a) Protection of the natural environment, its ecosystem and biological diversity;
 - b) Protection of development from hazardous conditions;
 - c) Protection of farming;
 - d) Revitalization of an area in which commercial use is permitted;
 - e) Establishment of objectives for the form and character of intensive residential development;
 - f) Establishment of objectives and the provision of guidelines for the form and character of commercial, industrial or multi-family residential development;
 - g) in relation to an area in a resort region, establishment of objectives for the form and character of development in the resort region;
 - h) Establishment of objectives to promote energy conservation;
 - i) Establishment of objectives to promote water conservation;
 - j) Establishment of objectives to promote the reduction of greenhouse gas emissions.
- In these designated areas, unless exemptions apply or the owner first obtains a development permit, the following prohibitions apply:

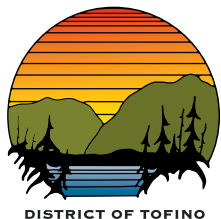
- a) land within the area must not be subdivided;
- b) construction of, addition to or alteration of a building or other structure must not be started;
- c) land within an area designated under section 919.1 (1) (a) or (b) must not be altered;
- d) land within an area designated under section 919.1 (1) (d), (h), (i) or (j), or a building or other structure on that land, must not be altered.

Development permit (DP) means a permit required by specified types of development in a development in a Development Permit Area.

Development Approval Information Areas (DAIA) means areas designated in the Official Community Plan within which applications for rezoning, development permits, or temporary use permits must provide information on the proposed development impacts to the environment or on community infrastructure.

Development Approval information (DAI) means the information on the anticipated impact of the proposed activity or development on the community including, without limiting this, information regarding impact on matters such as:

- a) transportation patterns including traffic flow,
- b) local infrastructure,
- c) public facilities including schools and parks,
- d) community services, and
- e) the natural environment of the area affected.



Downtown Tofino means the areas within the Downtown Development Permit Areas (Map 11) and the areas referenced by the Downtown Vitalization Plan (2011).

Downtown Commercial Core (Downtown Core) means the areas within the Downtown Development Permit Areas (Map 11) and the areas referenced by the Downtown Vitalization Plan (2011), excluding the Tofino Gateway area.

Drip line means a line on the ground around the stem of a tree directly beneath the ends of the outermost twigs and branches of the tree.

Dwelling Unit means one or more habitable rooms which together constitute a self-contained living unit with a separate entrance providing cooking, sanitary and living and/or sleeping facilities to be used as a dwelling.

Ecosystem means a functional unit consisting of all of the living organisms and abiotic (non-living) factors of a unit or portion of the landscape, together with the processes that link them, including nutrient cycling and energy flow.

Fish means all life stages of salmonids, game fish, and regionally significant fish.

Fish bearing means a stream in which fish are present or potentially present if introduced barriers or obstructions could be removed or made passable for fish.

Fish habitat means that the stream is either fish bearing or is connected by surface flow to a stream that is fish bearing.

Float Home means a house-like structure built on a flotation system, intended for human residential accommodation and not primarily intended for, or used in, navigation.

Floor Area, gross means the total area of all floors of all the buildings on a lot, measured to the exterior walls of the building, including dwelling units, all areas giving access thereto, enclosed balconies, enclosed porches, elevator shafts, and accessory buildings, except those used for parking.

Floor Area, net means the total horizontal area of a room or group of rooms, and shall be measured between the interior finished surfaces of those walls forming the perimeter of the room or group of rooms.

Fully shielded (full cut-off) luminaire means a luminaire emitting no light above the horizontal plane.

Gateway Tofino or Gateway Area means the area within Tofino's Downtown that provides an entryway to Tofino's Downtown Commercial Core and is defined in Map 11. Uses in this area shall be compatible with the Downtown Commercial Core, avoid a 'highway commercial look,' and promote mixed-use residential use over commercial.

Habitable room means a room designed for living, sleeping, eating or food preparation, including a living room, dining room, bedroom, kitchen or room which has electrical or heating equipment.

Height of Buildings means the vertical distance from the curb level to the highest point of the roof surface if a flat gable, hip or gambrel roof; and, the deck line of a mansard roof. When a building is situated on ground above or below the curb level, such height shall be measured from the average elevation of the natural grade of the lot along the perimeter of the building.

High water mark means the visible high water mark of a stream where the presence and action of the water are so common and usual, and so long continued in all ordinary

years, as to mark on the soil of the bed of the stream a character distinct from that of its banks, in vegetation, as well as in the nature of the soil itself, and includes the active floodplain.

Integrated Watershed Management means a process of decision-making regarding uses and modifications of habitat features within a watershed to balance diverse goals and uses for environmental resources, and to consider how cumulative actions may affect the long term sustainability of these resources.

Impervious surfaces means any human-made graded, hardened surface covered with materials comprised of asphalt, concrete, masonry, crushed gravel or combinations thereof.

Industrial Use means a use providing for the processing, fabricating, assembling, storing, transportation, distribution, wholesaling, testing, servicing, repairing, wrecking or salvaging of goods, materials, or things, and heavy equipment sales/rentals, and retail uses accessory to a principal industrial use. This includes the operation of truck terminals, docks, railways, including vehicle paint and body shops, and specifically excludes the burning of things salvageable.

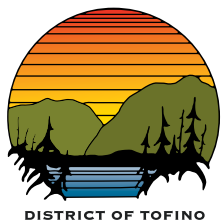
Light Industrial Use means a use of a structure for the warehousing, testing, service, repair or maintenance of an article and substance, material, fabric or compound, and includes artisan and manufacturing shops and retail sales accessory to the principal use; excludes all uses that create dust, heat, odour, noise, gas, smoke, recurrent generated vibrations, fire hazard, electrical disturbance, particulate matter or radiation; specifically excludes all salvage yards, wrecking operation, manufacturing and industrial processing activities, trade contractors, refuse and garbage dumps, burning of motor vehicles and other things for salvage purposes, uses for which a permit is required under the Waste Management Act or regulations.

Industry means a use providing for the manufacturing, processing, assembling, fabricating, testing, servicing, repair, storing, transporting or distributing of goods, materials, or things with or without an ancillary office to administer the industrial use on the site, and includes wholesaling provided that the merchandise being sold is distributed from the site, but excludes the processing of fish, live animals, live poultry or other fowl.

Land includes any interest in land, including any right, title or estate in it of any tenure, with all buildings and houses, unless there are words to exclude buildings and houses, or to restrict the meaning.

Land excludes the surface of the water.

Landscaped area means an area significantly altered by human activity where there is the continuous maintenance of no vegetation, cultivated vegetation, and/or landscape materials, including but not limited to stones, boulders, cobbles, pavers, and decorative concrete.



Landscape Screening means natural vegetation retained or the planting of predominantly coniferous or deciduous shrubs/trees in such a manner as to visually seclude an area from its surroundings.

Lane means a public thoroughfare or way that affords only a secondary means of access to a lot, at the side or rear.

Live/Work Unit means a dwelling that includes a commercial unit. Any commercial use must not be conducted by more than three people, of which at least one must reside in the accompanying dwelling unit. The permitted commercial use is limited to:

- a) Artist studio and gallery;
- b) Cafe;
- c) Convenience Store;
- d) Office;
- e) Personal and professional services;
- f) Retail Commercial uses; or
- g) Ticket agent.

Loading Space means a space for the loading or unloading of a vehicle either outside or inside a building or structure but does not include maneuvering aisles and other areas providing access to the space.

Local Area Plan means a comprehensive plan for an area or neighbourhood directing future development in that area.

Lot means the smallest unit into which land is subdivided as shown on records of the Land Titles Office.

Lot Area means the total horizontal area within the lot lines of a lot.

Luminaire (light fixture) A complete lighting unit consisting of one or more electric lamps, the lamp holder, any reflector or lens, ballast (if any), and any other components and accessories.

Marina means a site, including the surface of water, which is primarily used for the rental of berthing space and floats for boats, but may also include sale and/or rental of boats, marine equipment and supplies, marine fuel, fishing supplies and equipment, boat repair facilities, café or restaurant, or a caretaker's or manager's residence.

Marine Commercial Use means a commercial use which is linked to the commercial fishing industry, water-oriented recreation or similar purposes and are dependent on or related to a waterfront location; may include boat rentals, charters, equipment sales/rentals, gear storage and repair areas, ice-making facilities, marine fuel sales, marinas, accessory offices and small engine repair.

Marine Industrial Use means an industrial use that is marine-oriented and dependent on a waterfront location; including boat building, repairs and storage.

Marine Planning means planning in co-operation with responsible federal, provincial and First Nations governments for the surface of water and adjacent foreshore areas within the District of Tofino's boundaries.

Maximum Density means the maximum number of units or floor space area of residential, commercial or industrial development permitted in an area or on a parcel of land.

Minimum Density means the minimum number of units or the floor space area of residential, commercial or industrial development permitted in an area or on a parcel of land.

Mobile Home means a single-family dwelling, which is manufactured as a unit suitable for year-round occupancy, is registered under the Manufactured Home Act of British Columbia, is designed to be moved along the highway from time to time, and which arrives at the site complete and ready for occupancy except for placing on suitable foundations and connection to utilities. Notwithstanding, where such a structure is converted into a permanent dwelling by removing its undercarriage and installing it on a foundation of continuous concrete or masonry, it may cease to be defined as a mobile home for the purposes of this by-law.

Municipal sewer system means the system of sewage disposal that is owned, operated and maintained by the District of Tofino.

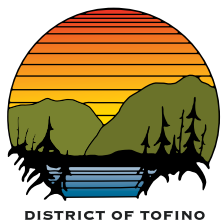
Municipal Water system means the system of waterworks that is owned, operated and maintained by the District of Tofino.

Native means a species that occurs naturally in the area and is not introduced.

Natural boundary means the visible high water mark of any lake, river, stream or other body of water where the presence and action of the water are so common and usual as to mark upon the soil of the bed of lake, river, stream or other body of water a character distinct from that of the banks thereof, in respect to vegetation, as well as in respect to the nature of the soil itself and as determined by a BCLS. Natural features, functions, and conditions that support fish life processes include but are not limited to:

- a) Streams and their active floodplains;
- b) The multi-canopied forest and ground cover adjacent to streams that;
 - i. Moderates water temperatures;
 - ii. Provides a source of food, nutrients, and organic matter to streams;
 - iii. Establishes root matrices that stabilize soils and stream banks, thereby minimising erosion; and
 - iv. Buffers streams from sedimentation and pollution in surface runoff;
- c) Large organic debris that falls into the stream or streamside area, including logs, snags, and root wads;
- d) Natural sources of stream-bed substrates; and
- e) Permeable surfaces that permit infiltration to moderate water volume, timing, and velocity and maintain sustained water flows in streams especially during low-flow years.

Neighbourhood Node means an area of small-scale commercial development near specified residential neighbourhoods whose building location is not adjacent to Pacific Rim Highway.



Neighbourhood means specified areas where significant residential development can occur with new development averaging 20 units per hectare (eight units per acre) net density over the Neighbourhood areas.

Nodal Development means concentrating new development into centres with existing infrastructure capacity or centres that maintain the integrity of green infrastructure.

Owner means any person who is registered under the Land Title Act as the owner of the land, or any other person who is in lawful possession of land, or who is in lawful possession or occupancy of any building situated on the land.

Parent Parcel means the total area of a parcel being subdivided.

Park means an area designated by local or regional authority for public access or use and/or to protect green infrastructure.

Paving means any graded and hardened surface covered with materials comprised of asphalt, concrete, masonry or combinations thereof.

Public Transport means public bus terminals, shelters and depots, taxi cab stands and/or depots, dispatch centres or ferry boat terminals.

Public Utility means a use providing for public utility facilities for electrical, telephone and similar services where such use is established by one of the levels of government, a Crown corporation or by a company regulated by a government commission.

Professional engineer, “civil engineer” or “mining engineer” or words implying recognition of any person as a professional engineer or member of the engineering profession means a person registered or licensed under the Engineers and Geoscientists Act.

Qualified Environmental Professional (QEP) means an applied scientist or technologist, acting alone or together with another qualified environmental professional, if

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

Quattroplex means a residential building that contains three or four dwelling units and appears in character to be one large single-family residence.

Rainwater management facility means a facility used to convey, treat, detain, infiltrate or retain rainwater to preserve or mimic the natural hydrological cycle or to fit within the capacity of existing infrastructure on a development site.

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

Record includes books, documents, maps, drawings, photographs, letters, vouchers, papers, and any other thing on which information is recorded or stored by any means whether graphic, electronic, mechanical or otherwise.

Regional District means a regional district as defined in the Local Government Act.

Registered Professional means a professional acting alone or together with another qualified professional, if:

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

Riparian Areas are the moist, nutrient rich lands adjacent to streams. Riparian areas are transitional zones between aquatic and terrestrial (or upland) ecosystems and often exhibit vegetation characteristics of both; they are not as dry as upland environments and not as wet as aquatic or wetland systems.

Riparian Development Permit Area means the area subject to assessment that has both width (drawn perpendicular from the stream or wetland) and length (parallel to the stream or wetland). Except for ravines, the width of the riparian assessment area is 30 metres (horizontal distance).

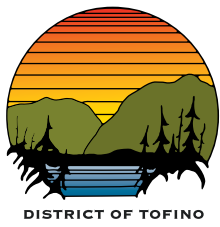
- a) For streams, lakes and wetlands the 30 metres begins at the top of bank and extends inland. (see Appendix B)
- b) In ravine situations, slope stability and wind-throw concerns must also be addressed by the Qualified Environmental Professional, so the assessment area extends beyond the top of the ravine bank as follows:
 - i. For ravines greater than 60 metres in width (from the top of the ravine bank to the other, excluding the stream width), the assessment area extends to a point 10m upslope from the top of the ravine bank.
 - ii. For ravines less than 60 metres in width (from the top of one of ravine bank to the other, excluding the stream width), the assessment area extends to a point 30 metres upslope from the top of ravine bank.

Riparian Development Permit Area (RDPA) Report means a report submitted by a QEP that addresses the requirements of the Guideline section of the District of Tofino of the Riparian Development Permit Area.

Road type or road typology means the type of future infrastructure development that should occur on a road including the surface materials of the road, the approximate width of the road associated with the uses for the road, and the type of drainage that should be associated with the road.

Rural and "Rural Area," for the purposes of this Plan, means areas that are designated for less dense development than neighbourhood areas, and areas that maintain rural character including intact green infrastructure and some small scale agricultural land uses.

“...where an enriching relationship exists between our community members and the natural environment...”



School, public means a place of instruction maintained at the public expense pursuant to the School Act of the Province of British Columbia.

Screening means a continuous tight board fence or wall uniformly painted or a compact evergreen hedge or combination thereof supplemented with landscape planting, that would effectively screen the property which it encloses, and is broken only by access drives and walks.

Security includes a security as defined in the Securities Act; [see also “sureties”]

Sureties means sufficient sureties, and “security” means sufficient security, and one person is sufficient for either unless otherwise expressly required.

Sediment and erosion control plan means the specifications, drawings, plans, and design calculations for development to control and monitor the discharge of any prohibited substance from any sources into a watercourse system.

Sensitive ecosystem means any parcel of land, large or small, under public or private control, that provides, contains, or includes productive, rare or sensitive habitat, ecosystems, or landforms. These designated areas are sensitive to disturbance by human activity and they require special treatment in order to protect their value.

Setback means the required minimum distance between a building or use and each of the respective property lines taken from the exterior wall of the building.

Sight line means a hypothetical line extending from someone’s eye to a viewed object.

Smart Growth is a collection of land use and development principles that aim to enhance quality of life, preserve the natural environment, and save money over time. Smart growth principles ensure that growth is fiscally, environmentally and socially responsible and recognizes the connections between development and quality of life. Smart growth enhances and completes communities by placing priority on infill, redevelopment, and green space protection.

The smart growth principles are:

1. Mix land uses. Each neighbourhood has a mixture of homes, retail, business, and recreational opportunities.
2. Build well-designed compact neighbourhoods. Residents can choose to live, work, shop and play in close proximity. People can easily access daily activities, transit is viable, and local businesses are supported.
3. Provide a variety of transportation choices. Neighbourhoods are attractive and have safe infrastructure for walking, cycling and transit, in addition to driving.
4. Create diverse housing opportunities. People in different family types, life stages and income levels can afford a home in the neighbourhood of their choice.
5. Encourage growth in existing communities. Investments in infrastructure (such as roads and schools) are used efficiently, and developments do not take up new land.
6. Preserve open spaces, natural beauty, and environmentally sensitive areas. Development respects natural landscape features and has higher aesthetic, environmental, and financial value.

7. Protect and enhance agricultural lands. A secure and productive land base, such as B. C.'s Agricultural Land Reserve, provides food security, employment, and habitat, and is maintained as an urban containment boundary.
8. Utilize smarter and cheaper infrastructure and green buildings. Green buildings and other systems can save both money and the environment in the long run.
9. Foster a unique neighbourhood identity. Each community is unique, vibrant, diverse, and inclusive.
10. Nurture engaged citizens. Places belong to those who live, work, and play there. Engaged citizens participate in community life and decision-making.

Soil means the soil, sand, gravel rick, or other substance of which land is composed.

Special Needs, in relation to housing, means residents that are seniors, have mobility challenges, or are affected significantly by physical or mental illnesses.

Staff Accommodation means a building or portion thereof in which sleeping units are provided and/or rented by an institution, agency, or business as staff accommodation or, in the case of a school, student accommodation, and which is regulated and maintained by such body and may include commercial dining facilities.

Storey means that part of a building situated between the top of any floor and the top of the floor next above it, and if there is no floor above it, that portion between the top of such floor and the ceiling above it but does not include a basement or attic.

Storey, First means the lowest floor other than a “basement” used for habitable or commercial purposes.

Stormwater means the resource resulting from rainfall onto district lands.

Streamside Protection and Enhancement Area (SPEA) means an area:

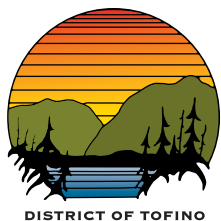
- a) Adjacent to a stream that links aquatic to terrestrial ecosystems and includes both existing and potential riparian vegetation, and existing and potential adjacent upland vegetation that exerts an influence on the stream, and
- b) The size of which is determined according to this regulation on the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

Stream includes any of the following that provides fish habitat:

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

Street means a public highway, road, thoroughfare, or right-of-way that affords the principal means of access to abutting lots.

Structure means anything constructed, erected, or placed, the use of which requires location on the ground or attachment to something having location on the ground, including satellite dish antennae and retaining walls, and excludes concrete, asphalt or similar surfacing of a lot, fences and walls that are less than the maximum fence height permitted, and underground utility facilities.



Sustainability/sustainable means activities, processes, development and uses that ensure ecological, economic and social values are given priority.

Surveyor General or Surveyor General of British Columbia means the Surveyor General appointed under the Land Title and Survey Authority Act.

Sustainable Healthy community means a community that ensures that ecological, economic and social values are given priority and that equity is an important consideration.

Temporary means a total of less than four consecutive weeks in a calendar year.

Theatre means a building or structure designed to stage live or recorded public performances.

Tourist Accommodation means a building containing one or more habitable rooms that are used for the temporary accommodation of transient guests.

Transportation Use means a use providing for the shipping and receiving of goods and people including airports, helipads, truck terminals, wharves, delivery and express uses.

Tree means any living, erect, woody plant that is five metres or more in height; or 10 cm or more in diameter.

Top of Bank means the point closest to the boundary of the active floodplain of a stream where a break in the slope of the land occurs such that the grade beyond the break is flatter than 3:1 at any point for a minimum distance of 15 metres measured perpendicularly from the break; (see section 5.6 Riparian DPA figures)

- a) For a floodplain area not contained in a ravine, the edge of the active floodplain of a stream where the slope of the land beyond the edge is flatter than 3:1 at any point for a minimum distance of 15 metre measured perpendicularly from the edge;
- b) For the top of a ravine bank: the first significant break in a ravine slope where the break occurs such that the grade beyond the break is flatter than 3:1 for a minimum distance of 15 metre measured perpendicularly from the break, and the break does not include a bench within the ravine that could be developed.



Usable Open Space means a compact, level, unobstructed area or areas available for safe and convenient use by all the building's occupants, having no dimension of less than 6.2 metres (20 feet) and no slope greater than 10 percent, providing for greenery, recreational space, and other leisure activities normally carried on outdoors. Usable open space shall exclude areas used for off-street parking, off-street loading, service driveways, public walkways and required front yards. Not more than half the usable open space required for any dwelling unit may include private balconies, patios or roof areas.

Use means the purpose for which any lot, parcel, tract of land, building or structure or surface of water is designed, arranged or intended, or for which it is occupied or maintained.

View (public or community) means the ability to see the water, mountains, seascape or landscape from a public right of way or a public use area.

Viewscape means the ability to see a continuous or framed landscape or seascape from a place, area or series of public use places including along a road or trail.

Village containment boundary means the area designated within which the majority of future residential and commercial development will be directed. This area includes the Downtown areas and the Village reserve.

Village reserve means the area reserved for projected future residential development and growth and which is relatively easily connected to existing infrastructure, commercial nodes and neighbourhoods.

Watercourse means a creek, pond, lake, river, stream, or brook, whether usually containing water or not, and any spring or wetland that is integral to a watercourse.

Watercourse system means watercourses and waterworks, ditches, drains or sewers, drainage works, mains, pipes, culverts, catch basins, leads, and curbs and gutters, located in the District of Tofino on private or public property, by which surface ground water is conveyed to receiving waters; excludes rainwater control basins (but not their discharge outlets or channels).

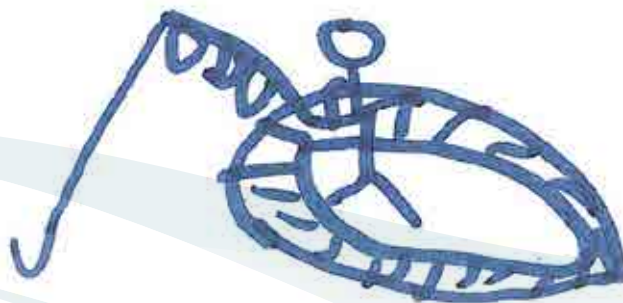
Watercourse, fish bearing means a watercourse designated as fish bearing by an official of the Ministry of Fisheries and Oceans, or by an official of the Ministry of Environment, Lands and Parks.

Wetland means land that is inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal conditions does support, vegetation typically adapted for life in saturated soil conditions, including swamps, marshes, bogs, fens, estuaries and similar areas that are not part of the active floodplain of a stream. For further clarification please reference the Reference the Riparian Area Management Guidebook.

Working harbour means the area adjacent to the water and the Downtown Core in which Marine industrial activities and uses are located.

year means any period of 12 consecutive months; but a reference to a calendar year means a period of 12 consecutive months beginning on January 1, and a reference by number to a dominical year means a period of 12 consecutive months beginning on January 1 of that dominical year;

Zone means the areas into which the District of Tofino is divided in accordance with this by-law and schedules appended thereto and for which specific regulations or provisions are hereinafter outlined.



6.5 Action Plan

To best support the implementation of the OCP, the OCP Implementation and Monitoring Committee recommends the following six actions to be prioritized by the District Council between the adoption of this Plan and the next review of the OCP. These six actions relate directly to policies in this Plan and have been ordered to reflect the priorities of the Committee where number one is the most highly recommended action.

1. **A tourism strategy should be conducted (section 3.2.3.10);**
2. **Review the use of Development Cost Charges and/or an amenity/density bonus bylaw for new developments and subdivisions (section 3.2.3.5.14 and 3.2.3.16);**
3. **The District shall support the work of the Volunteer Fire Department and will identify the location for a new Fire Hall that is consistent with new growth patterns and the fire protection needs of the community (3.3.3.10);**
4. **MUP and pedestrian infrastructure should be extended though downtown and to waterfront areas in line with mobility policies (3.2.3.11), Downtown Vitalization, and other connectivity directions (3.2.3.1.8, 3.3.3.1, 3.3.3.7);**
5. **A stormwater management plan should be completed (3.2.3.13.6);**
6. **The District shall work cooperatively with the appropriate agencies and government bodies to ensure there are sufficient services and resources available, such as sufficient policing and hospital facilities, to meet the needs of the community at all times. (3.3.3.10)**



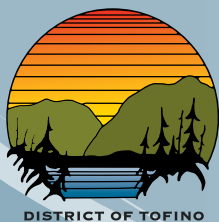


Photo by Adrian Dorst

Appendix A - Chesterman Beach Local Area Plan (2005)

Prepared under the direction of: Small Town Initiative, Landscape Research Centre, University of British Columbia.

This LAP was prepared under the 2002 OCP and was not modified through the 2013 OCP Update.

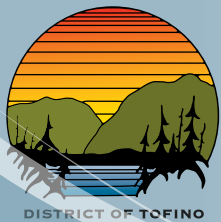
Section 1: Introduction

The Official Community Plan (OCP) of the District of Tofino was completed in February 2002 and provides direction to land use planning as required by the BC Local Government Act. However, unlike many other local government OCPs, VisionTofino calls upon the community to develop with Smart Growth principles and “green” infrastructure. This strategic guidance is the cornerstone of the Chesterman Beach Local Area Plan (LAP) and facilitates a unique development that respects, enhances and sustains, the existing Chesterman Beach Neighbourhood.

The process leading to this OCP involved a highly participative public debate which directed Local Area Plans (LAPs) to be subsequently completed for certain areas within the municipality. Since LAPs are not legislatively obligated under the Local Government Act, as is the case for OCPs and zoning bylaws, the rationale and objectives for an LAP can vary greatly between jurisdictions. In Tofino, the areas requiring LAPs are considered “future neighbourhood growth areas” and are effectively undeveloped “green field” sites. The OCP specifies LAPs for the neighbourhoods of:

- Clayoquot View Estates in the north of the District;
- Mackenzie in the center of the District; and
- Chesterman Beach in the south of the District and described as the remaining undeveloped portion of the Chesterman Beach Neighbourhood.

“...where an enriching relationship exists between our community members and the natural environment...”



Photos by Catherine Craig

The OCP requires all Local Area Plans in Tofino to include:

- Inventory/description of environmental features;
- Identification of planning principles, objectives and policies;
- Identification of integration with adjacent lands, particularly in terms of greenways and multi-modal trails;
- Identification of conceptual site development details to consist of:
 - Land use zones
 - Primary and secondary roads
 - Primary trails
 - Parks and open spaces
 - Greenways
 - Servicing
 - Stormwater management
 - Phasing and implementation to include:
 - Servicing costs
 - Potential financial options
 - The incorporation of alternative development standards and other *Smart Growth* concepts;
 - Identify, where appropriate;
 - Steep slopes and slopes that are more than 30 percent in gradient;
 - Slope instability analysis and risk assessment;
 - Key views, vistas and viewsapes;
 - Description of the Context of the local area within the surrounding community to identify potential linkages and buffers;
 - Environmentally Sensitive Areas (ESAs), including Red and Blue listed species. Watersheds and vegetation stands and note how ESAs will be managed; and
 - A process that includes comprehensive public consultation.



The OCP requirements specifically for the Chesterman Beach Local Area Plan complete the terms of reference for this plan and are as follows:

- Up to 9687 square feet (900 square metres) of commercial development;
- Mix of housing types;
 - Residential over retail;

- Ground-oriented townhouses (10 to 12 units per acre);
- Compact / cluster housing (8 units per acre);
- Detached housing (approximately 4 units per acre);
- Overall net density of 8 units per acre; and
- Neighbourhood park space;
- Buffer along Pacific Rim Highway; and
- Pedestrian links to the beach.

In meeting the requirements noted above, the Chesterman Beach Local Area Plan included a comprehensive analysis and synthesis of bio-physical, economic, environmental, and social parameters and objectives relevant to the site and the community. The plan proposes and explains land uses, densities, transportation network, design concepts and infrastructure options. A key component of the plan is the application of smart growth principles and illustration of selected architectural motif.

Green Infrastructure as a Sustainable Economic Development Strategy

Increasingly small communities are facing growth and development issues that threaten their image, budgets and local environments. Can these communities, given their inexperience with modern development, grow and prosper without erosion of small town character, commitment to overbuilt and expensive infrastructure and degradation of streams, shorelines and scenic amenities? There is ample evidence to suggest that these losses are unavoidable if small towns follow the precedent set by larger communities; that is, if they persist in using conventional forms of development with standard subdivision layouts, streetscapes, road designs and stormwater systems.

The alternative is a form of development loosely referred to as green infrastructure. The green infrastructure concept is founded on a soft approach to stormwater management. This approach avoids curbs, gutters, excessive paving and stormwater piping and favors local infiltration and open swales integrated with green space. But it is actually much more, especially in the context of small towns, for it also encourages downscaling of development schemes, thereby making street, stormwater and pedestrian systems less expensive and more compatible with traditional small town landscapes. In addition, green infrastructure allows flexibility in street and neighbourhood designs that are not possible with conventional urban scale infrastructure. It follows that this approach enables small towns to grow without sacrificing their character, budget and environment, the very factors that make them attractive in the first place.

Section 2: Background

Geographic Setting and Environmental Features

The District of Tofino is situated at the northern end of the Esowista Peninsula. It is bounded on the south by the Pacific Rim National Park and Long Beach. The Village of Tofino lies at the northern tip of the Peninsula. Southward from Tofino development is perched principally on the leeward (eastern) fringe of the peninsula. The windward (western) side of the peninsula is largely undeveloped. It is characterized by spectacular rock knobs 20 to 30 metres high, distinct watercourses, and small watersheds that drain to three sandy beaches, Tonquin, Middle, and Mackenzie. The southern portion of the District is in sharp contrast to the north. Whereas the north is hummocky with prominent rock knobs, the south is relatively flat with low beach ridges and old sand dunes.

Chesterman Beach lies about 5 km south of the Village. This part of the Peninsula forms a narrow neck of land that lies in the lee of Frank Island. Topographic relief is only about 5 metres, and with one minor exception, there appear to be no natural watercourses in the area. The soils are predominantly sand to a depth of perhaps 5 metres or more. The plan area has a mixed vegetative cover ranging from small patches of marsh to forest stands of alder and fir. Large cedars once inhabited the central part of the site, but most were logged about 15 years ago. Today this area is covered by mixed scrub with scattered old cedars, both living and dead, brush and second growth trees.

The proposed planning area has one prominent topographic feature, a large sand dune ridge that runs the full length of the property. The ridge covers about 15 acres and reaches its greatest height, 5 metres or so, near the southern border. The ridge is composed exclusively of wind-deposited beach sand and likely predates settlement by several thousand years. It is highly permeable material, capable of infiltrating virtually all precipitation deposited on it.

Despite heavy annual rainfall, which averages over 3000 mm (120 inches) in the Tofino area, the dune ridge produces very little, if any, surface runoff. Infiltrating water percolates quickly through the sandy ridge soils to become groundwater. This groundwater rests on a body of salt groundwater at some depth beneath the site. The separation between fresh groundwater and salt groundwater is related to the greater density of salt water (Figure 1).

In winter, when most precipitation falls, the fresh groundwater builds up under the dune ridge and flows laterally both eastward and westward to the ocean. In formulating the LAP it is extremely important to honour this drainage system, not only to minimize infrastructure, but to protect properties to the east and west from stormwater runoff. The use of Smart Growth site development principles, and in particular green infrastructure, are critical to the Chesterman Beach Local Area Plan.



Figure 1: A conceptual model of the drainage system between Chesterman Beach and Clayoquot Sound showing ground water from to the east and the west.

Integration with Adjacent Lands

The Chesterman Beach Neighbourhood is designated in the OCP as a mixed density neighbourhood with the following attributes:

- a limited commercial development in the form of a Neighbourhood Commercial Node;
- large, mainly forested, residential rural lots east of Pacific Rim Highway bordering on the Clayoquot Sound;
- residential lots that are semi-rural in character and density along Chesterman Beach Road and Lynn Road;
- new residential development along Howard Drive; and
- undeveloped lands between the Pacific Rim Highway, Lynn and Chesterman Roads, and the Howard Drive development.

There is little integration existing or planned between lands along the Pacific Rim Highway and the Chesterman Beach Neighbourhood. The mud flats on the eastern side of the peninsula are sensitive to human activity and should remain protected with limited access. Conversely, Chesterman Beach is recognized as an important north-south “pedestrian parkway ” through the Neighbourhood. Not only is the beach a highly active longshore system of outstanding aesthetic character, but it is also a handy north-south walkway through the area (Figure 2).



Figure 2: Aerial Photograph of Chesterman Beach Area in 1996

A dedicated bicycle and walking path along the eastern edge of the Highway provides multi-modal transportation options northward to the Village. To the south, the path extends to Pacific Sands Resort, ending short of Pacific Rim National Park. This situation necessitates all visitors from the Pacific Rim National Park to travel by vehicle without a safe option of walking or bicycling into Tofino. The extension of the dedicated bicycle and walking path southward along the Highway is outside the mandate of this LAP, however, the community is urged to consider this option as a means of reducing vehicular congestion in the Village and along the Highway.

The existing Chesterman Beach development along Chesterman Beach Road and Lynn Road consists of approximately 130 developed lots on both sides of a narrow, winding two-way road that roughly parallels the beach (Figure 3). The “undeveloped interior land” is the focus of the Chesterman Beach LAP and consists of approximately 55 undeveloped acres bounded by the Pacific Rim Highway (a two lane/two way paved road with associated bicycle path) on the east, and the existing Chesterman Beach development on the other three sides. The study area has one existing roadway entering from the north (Howard Drive) with approximately twenty properties along it in various states of build-out. There are three dedicated pedestrian access points on the western side of the study area. These are linked to Chesterman and Lynn Roads and thence to Chesterman Beach via public access pathways.



Figure 3: The Plan Area lying west of the Pacific Rim Highway. Lynn and Chesterman Roads.

Environmental Description of Plan Area

From the sand dune ridge, which forms the spine of the property, the site gradually falls away to both the east and west (Figure 4). To the east is a broad belt of gently sloping land which drains toward the Pacific Rim Highway and the Sound beyond. To the west the ground slopes toward Chesterman Beach, then rises near the beach itself where houses now stand. Part of the water draining toward Chesterman Beach is intercepted by ditches along Chesterman Beach Road and is diverted to the ocean. The ditches along Pacific Rim Highway, which are much larger, function similarly.

The dune ridge forms the natural drainage divide for the entire Chesterman Beach area. It also represents the driest ground in the area, not only because it is elevated, but , as was noted earlier, because it is highly permeable. From the dune ridge infiltrating water is conducted downward and outward. Some water seeps out on lower flanks of the ridge where it forms small wetland pockets. Most of this water is dissipated by re-entering the ground on the downslope sides of the wetlands. Swales and stream channels are conspicuously absent throughout the Plan Area. This is further evidence that the runoff system is concentrated underground, especially in the area of the dune ridge.

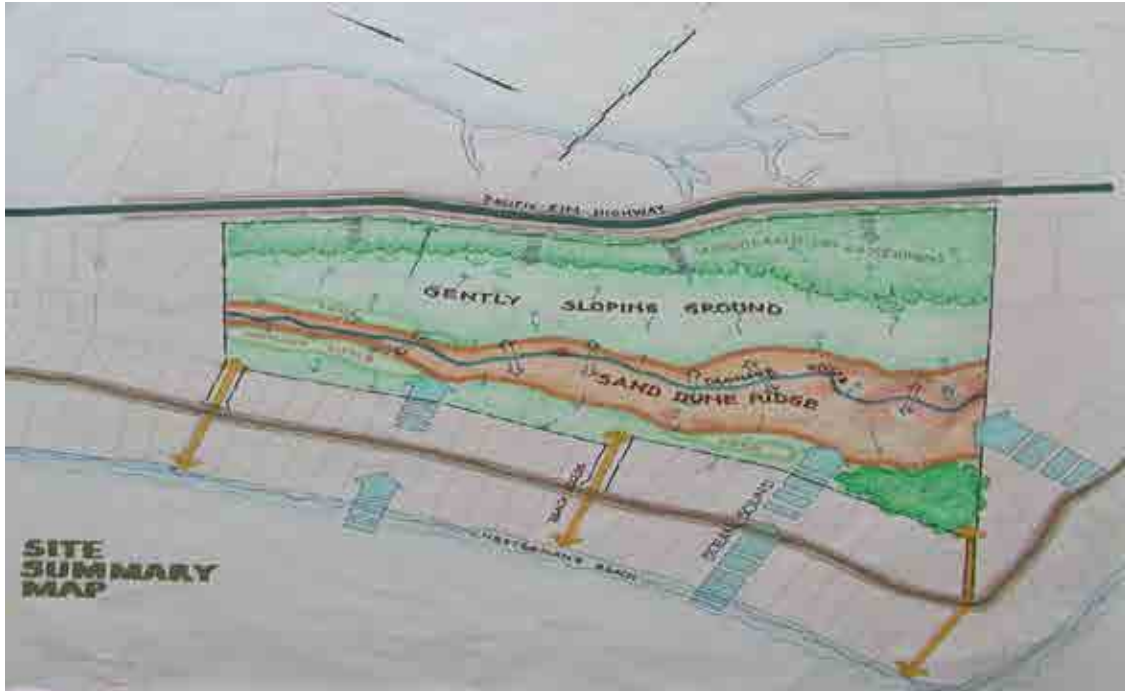


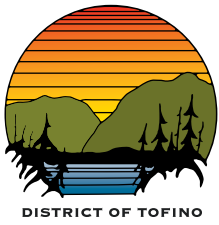
Figure 4: Site summary map showing the sand dune ridge, directions of drainage, areas of significant forest cover, ocean access, and marine influence areas.

Herein lies an important clue for managing stormwater on the site. Stormwater need not be piped away, but instead allowed to soak into the ground. This opportunity is most pronounced on the dune ridge, and this fact, coupled with the ridge's elevation and stable, sandy soils, suggests this is the area best suited for development.

The gently sloping lands between the sand dune and the Pacific Rim Highway are underlain by sandy soils in the north and clayey soils in the south. These soils are not as well drained as those on the dune ridge and have heavier organic contents. Water is transmitted laterally through these soils and discharged into the swale system along Pacific Rim Highway.

As stated earlier, the site has a diversity of vegetation. Tree species includes alder, cedar, fir, and spruce. Shrub species include Oregon grape, salal, and salmonberry. Ground plants include various mosses, ferns, and a host of flowering herbs. See Appendix 1 for a list of representative species.

As noted previously, there is only a five metre rise and fall in elevation across the site and the only slopes of note are found on the western and eastern sides of the sand dune ridge. In most places, these slopes have a gradient considerably less than 30 percent and are very stable. Where they are greater than 30 percent, which accounts



for less than 4 acres of the site, failures are unlikely because soils are well drained and plant covered. Soil erosion is unlikely on these slopes if stormwater is not allowed to concentrate and protective plant covers are maintained. This calls for source control of stormwater, emphasizing onsite infiltration.

There are no natural key views, vistas, or viewscape from the site to the beach and open ocean. However, views to the mountains to the east are possible from the sand dune ridge. These views include Mount Colnett on Meares Island. The creation of a viewscape on the eastern side of the Pacific Rim Highway, and in line with the proposed site entrance, will provide an opportunity for a visual connection with Clayoquot Sound without encouraging access to the sensitive mud flats.

Official Community Plan Requirements

Vision Tofino Update, requires the identification of Red and Blue listed species (indigenous species that are “listed” by the provincial government respectively as endangered or vulnerable). Field reconnaissance revealed no Red or Blue listed species on the site. However there is a nesting pair of Osprey located at the southern end of the site. Provision will be made to restrict development within 100 feet (33 metres) of the nest.

Section 3: The Plan

Planning Principles, Objectives and Policies

District of Tofino Council provided initial direction on the Chesterman Beach Local Area Plan, with the eventual intent of supplementing the Official Community Plan, in considering adopting the Local Area Plan to provide clarity and direction to staff, land owners, and the community for the on-going development of the subject lands.

In considering the proposed Land Use Zones and Policies of the Local Area Plan, it is Council’s vision that in residential neighbourhoods the minimum duration of rentals shall be one month, and no seasonal variation in rent shall be permitted. Licensed Bed & Breakfast operations are the only exemption from these restrictions. No other forms of short term accommodation or “vacation rentals” shall be permitted in residential areas. At the time of implementing the Local Area Plan, it is Council’s intent that the Zoning Bylaw clearly reflect this vision.

The planning process leading to the Chesterman Beach Local Area Plan drew information from a variety of sources including local residents and property owners, community officials, the VisionTofino OCP, and members of the McDiarmid family. This input was integrated with small town planning and design concepts to establish a set of planning principles which helped guide the LAP process. Ten principles were articulated:

- Ensure compatibility with Chesterman Beach Neighbourhood;

- Design land use facilities in concert with the natural setting and environment;
- Use least sensitive (most resilient) land for most development;
- Capitalize on ocean access opportunities;
- Instill a strong sense of arrival to the neighbourhood;
- Create a sense of community by focusing development on a central node;
- Develop a “cottage country” atmosphere through building form and character, pathway design, and road sizes and layouts;
- Minimize infrastructure to reduce impact on the environment and promote economic development;
- Ensure flexibility in development phases allow economically prudent expansion while giving a sense of completeness with each phase;
- Provide park and ample open space accessible to residents and visitors.

Conceptual Site Development Details

A Local Area Plan is neither a development plan nor a zoning plan. An LAP identifies and communicates broader planning objectives for the plan area in concert with the rest of the community, while development and zoning plans address specific legal lots. Despite this difference in levels of approach, it is necessary to represent the LAP through site maps, plans, and cross sections to effectively communicate to all interested parties how it might look on the ground. The danger in doing this is that conceptual details presented in this LAP may be taken as “carved in stone,” when in fact they are not. Therefore, it must be clearly understood that, whereas the policies stated in the remainder of this plan are firm requirements of the development plan, the site maps, plans, and cross sections are largely conceptual and illustrative.

Land Use Zones

Vision Tofino Update mandates only residential and commercial land uses for Chesterman Beach. The OCP also requires the plan area to have an overall net density of 8 units per acre. (Net density represents the number of residential units per acre of the land designated for development.) In order to meet the density requirements for the various types of housing dictated for this plan area while respecting and enjoying the Chesterman Beach environment, a new approach to housing and servicing has emerged.

Using the most stable and well-drained land for the highest density development means locating as much of the development as possible on the sand dune ridge. To this end the Land Use Plan calls for townhomes, the commercial node, the residential over retail, and a major portion of the road and trail systems to be located on the sand dune ridge. As explained previously, this takes advantage of the high infiltration capability of the sand dune ridge while setting aside the more environmentally sensitive lands to the east (Figure 5).



Figure 5. Proposed Land Use

Detached Housing

The detached housing will consist of single family dwellings uniquely located on quarter (0.25) acre lots. The lots will be located in the south eastern corner of the Plan Area, facing onto the dedicated Open Space and adjacent to existing detached housing lots on the Pacific Rim Highway and Chesterman Beach Road. In order to meet the requirement to buffer the plan area from the Pacific Rim Highway, these lots, as well as the cluster housing lots, will have restrictive covenants to protect a vegetated buffer along the Highway. This will stop future land owners from removing trees and other vegetation on the eastern portion of their lots and ensure the existence of the buffer on private lands (Figure 6).



Figure 6: A model of a single-family detached dwelling and site.



Figure 7: A conceptual example of cluster housing on a three-quarter acre lot.

Cluster Housing

The cluster housing satisfies a range of housing needs by designating three-quarter (0.75) acre lots for clusters of up to 4 units but without the obligation to build them all at once or ever (Figure 7 and Figure 8). These lots will consist of single family dwellings on a “multi-family lot”. Examples of uses for the dwellings are;

- principal residence;
- starter home;
- empty nest cottage;

- guest cottage(s);
- family/friends cluster;
- independent senior living cluster;
- bed & breakfast use



Figure 8: Some example layouts for large lots with four dwelling units.



Figure 9: A conceptual design scheme for a townhouse building containing five units.

Ground Oriented Townhouses

Townhouses will be constructed in attached clusters of varying numbers on the sand dune ridge (Figure 9). Clusters are used to minimize environmental disturbance and reduce infrastructure costs compared, for example, to large lot single family development (Figure 10). Building setbacks from secondary roads will be minimal in order to develop a sense of neighbourhood along roadways. Opportunities to integrate construction into the remaining stands of trees and vegetation will be optimized. Townhouse clusters close to natural wetlands may extend outdoor living space and minimize wetland degradation by constructing decks and buildings on posts and piers. Townhouses in some locations may have a view of lands to the east and perhaps to the west.

Commercial

As a minimum, the Neighbourhood Commercial Node will be centrally located, easily accessible by foot and bicycle or vehicle. In addition it will enhance the West Coast/eclectic building form and character of the plan area while providing services to the Chesterman Beach Neighbourhood (Figure 11). The Commercial Node, called Chesterman Beach Market, will become the social and geographic hub of the Neighbourhood and help create a neighbourhood identity beyond that of secluded private residential lots near a beautiful beach. The Commercial Node offers the community the opportunity to meet casually and get to know neighbours beyond waving and smiling as they occasionally pass on the beach. The inclusion of community amenities within the Commercial Node will draw people together for personal and volunteer activities in a way that is currently only achievable in downtown Tofino. The Chesterman Beach Market will help define the social fabric of the Chesterman Beach Neighbourhood. The

OCP permits a Neighbourhood Commercial Node of up to 9687 square feet (900 square metres) of commercial retail space and mandates that it fulfil a neighbourhood need (Figure 12).



Figure 11: A schematic drawing suggesting a design model for the Neighbourhood Commercial Node.

The Chesterman Beach Neighbourhood west of the Pacific Rim Highway currently consists of long term residents, seasonal residents, and visitors to Tofino. They include bed and breakfast customers, hotel guests and seasonal renters. The neighbourhood needs for commercial space are predominantly of a tourism, food services and household convenience focus.

Residential over Retail

This type of housing is a critical part of the Chesterman Beach Neighbourhood and the sustainability of the Chesterman Beach Market concept. Residential over Retail housing provides the most affordable housing in a neighbourhood and community with high real estate costs while infusing an activity level around commercial areas that is positive and inviting. At Chesterman Beach and downtown Tofino, Residential over Retail housing provides a currently unavailable strata of housing for the young adults who choose not to leave the area as well as providing economic housing for seasonal residents without the commitment of property upkeep and security.

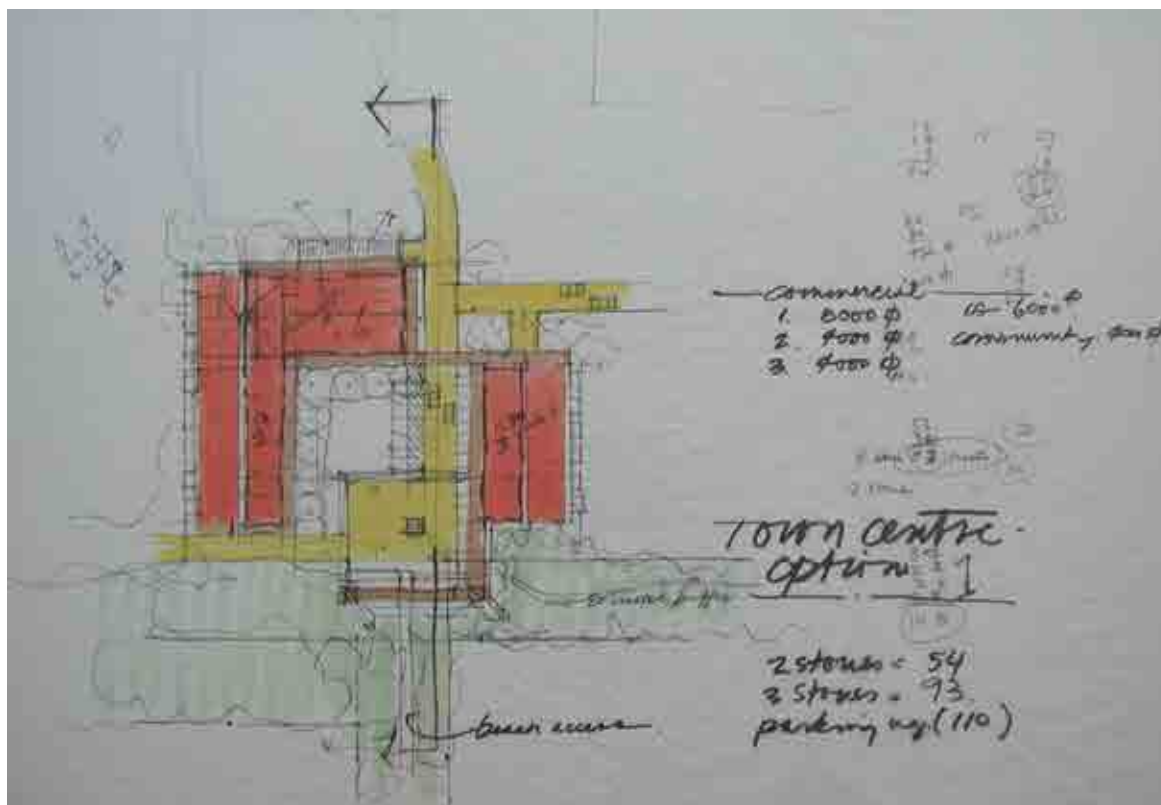


Figure 12: A conceptual plan for Chesterman Beach Market.

Figure 13: The proposed building concept for Chesterman Beach Market with residential over commercial.

Land Use Policies:

- Meet the required residential net density of 8 residences per acre for the plan area;
- Locate housing types as shown in the Land Use Plan;
- Locate Townhouses, the Commercial Node and Residential over Retail on the sand dune ridge;
- Require restrictive covenants to protect trees and other vegetation on lots along the Pacific Rim Highway;
- Designate three-quarter (0.75) acre lots for cluster housing of up to 4 units with lot frontage on a secondary road;
- Require townhouses to be constructed in building clusters on the sand dune ridge and based upon the secondary road running north-south along the ridge;
- Require minimal Townhouse building setbacks from the secondary road ;

- **One Neighbourhood Commercial Node is permitted, with a total maximum commercial space of 900 square metres (9,687 square feet);**
- **Residential over Retail will be developed as part of the Commercial Node and fully contained on the upper floors of commercial buildings;**

Transportation Systems

The transportation systems within the plan area will ensure pedestrian convenience and safety while slowing vehicular traffic through the use of narrow winding roads integrated with the landscape. The general intent is to create a “cottage country” atmosphere that allows movement by foot and vehicle but does not promote traffic through the residential areas or towards the beach. Movement from the plan area to the beach will be by foot on the designated beach accesses to Lynn Road connecting to the beach. Vehicular traffic may occur at the central beach access by way of a Fire Lane / Winter Road.

The beneficial use of the sand dune ridge for stormwater infiltration will be lost if impervious areas such as paved parking lots and streets are not kept to a minimum. These reductions can be achieved by implementing alternative development standards and Smart Growth principles to include:

- pervious traffic surfaces;
- narrow roads;
- pedestrian trails that are integrated with vehicular rights of way to minimize the land devoted to transportation uses;
- drainage swales and gravel infiltration chambers instead of stormwater pipes;
- alternative parking schemes, where possible, in commercial areas; and
- residential parking under living spaces instead of detached garages and carports.

There will be a one primary road entering from the Pacific Rim Highway (Entrance Road- East) roughly at the center of the eastern boundary of the plan area. The road will have a 20 metre right-of-way and two lanes (one inbound and one outbound) from the highway through the vegetated buffer to the first cross street intersection. At this point it will drop to a 15 metre right-of-way (Entrance Road – West) and extend westward to the Commercial Node. The right-of-way will consist of a 6 metre, two way vehicular travel way with drainage swales and a variable but dedicated pedestrian way on one side. The extension of Howard Drive southward into the plan area will be of a similar construction (Figure 14).

“...a creative and resilient community of varied ages that is socially, environmentally and economically diverse.”

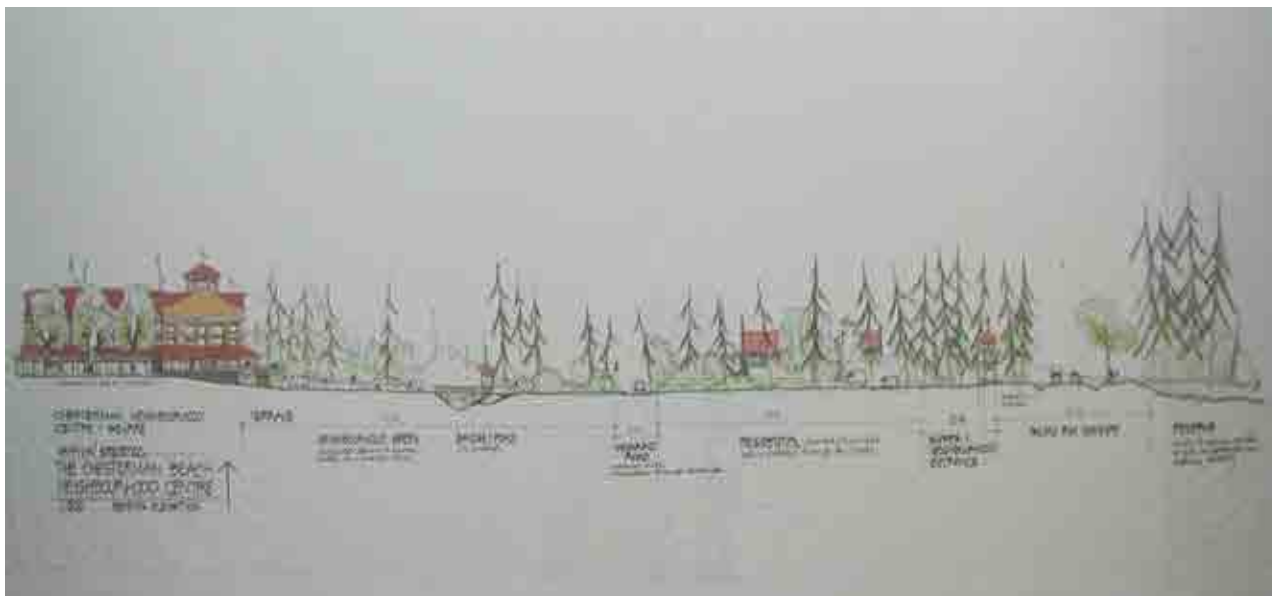


Figure 14: A schematic drawing showing the relationship between roads and developed areas.

The secondary road right-of-way in the plan area (Ridge Road and Loop Road) will also be 15 metres to ensure traffic calming as well as providing a strong sense of place. However, since these roads will run predominantly through primary residential locations along the sand dune ridge, the right of way will consist of a variable vehicle travel way of 3 to 6 metres with a dedicated pedestrian way of 1 to 1.5 metres (Figure 15). Where the vehicle travel way is less than 5 metres, an unpaved portion of the right-of-way will be available for a vehicle turn out to allow oncoming traffic to pass.

A serious concern of existing residents in the area is the desire to avoid overhead streetlighting and associated “light pollution”. The Plan Area will adopt a “Dark Sky” ordinance intended to restrict the permitted use of outdoor artificial illuminating devices that emit excessive light. (Light pollution can be defined as glare, light trespass, uplighting, discomfort to the eye, uncomfortable distraction to the eye, or diminishing the ability to see the night sky.) Neither the quiet character of the residential development nor the soft style of the road design call for street lighting.

The general traffic pattern of the plan area will be in a continuous travelway such that there are no dead ends or cul-de-sacs and that travel anywhere within the plan area is efficient. Integrated vehicular and pedestrian routes will facilitate both walking and driving within the site. Walking will be the preferred mode of travel for short distances within the site (less than five minutes) and for trips to the beach. The greater appeal of walking to the beach will help reduce the day use parking at the existing public

beach access on Lynn Road and thus reduce congestion in the Chesterman Beach Neighbourhood.



Figure 15: A representative section showing roads and townhouses in the ridge area

Chesterman Beach will be the primary destination of people walking through the plan area. Therefore the primary trails will be tied to the three dedicated beach accesses to Lynn Road and to the beach beyond. These accesses must be built or enhanced to ensure personal safety and could include boardwalks and “gateways” to visually define the entrance into the plan area and provide shelter from inclement weather.

Transportation Systems Policies:

- Utilize a general traffic plan featuring a continuous travelway that excludes dead ends or cul-de-sacs;
- Incorporate alternative development standards and other Smart Growth concepts with respect to roads, trails, stormwater drainage, and parking;
- In consultation with the District of Tofino and Ministry of Transportation, review of appropriate secondary access opportunities via the Pacific Rim Highway;
- Require a 15 metre right-of-way on all other roads;
- Require a right-of-way of the primary roads consisting of a 6 metre, two-way vehicular travel way with drainage swales and a variable but dedicated pedestrian way on one side;
- In accordance with the Road Cross Section, attached as Appendix 2 to this Plan, require a right-of-way on secondary roads consisting of a variable vehicle travel way of 3 to 6 metres with a dedicated pedestrian way of 1 to 1.5 metres. Where

the vehicle travel way is less than 6 metres, an unpaved portion of the right of way will be available for a vehicle turn out to allow oncoming traffic to pass;

- **Require a dark sky ordinance throughout the plan area;**
- **Require that alternative parking schemes be utilized wherever possible to create a seamless, pedestrian-safe integration between residences and the Chesterman Beach Market and to reduce visual and environmental impacts related to parking lots;**
- **Develop the three dedicated beach accesses from the plan area to Lynn Road as safe pedestrian travel ways;**
- **Establish a Fire Lane/ Winter Road at the central beach access.**

Parks and Open Space Consistent with Provincial requirements for subdivision park space, the OCP requires a minimum of 5 percent of the plan area be dedicated to park or open space. The Chesterman Beach LAP calls for 30 percent of the entire plan area to be set aside as Park and Open Space.

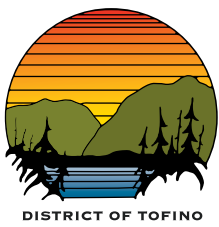
The Park will be wrapped around the proposed Chesterman Beach Market and provide a Common Green to complement the community space within the Market Square. The Common Green will provide space for recreational activities as well as vistas to the east toward Mount Colnett and Meares Island. The Common Green will also provide a transition zone from the most developed portion of the plan area, the Chesterman Beach Market, to the “cottage country” landscape of the residential zones.

Figure 16: A schematic plan showing the recommended layout of land uses within the planning area.

The gently sloping land to the east of the sand dune ridge will be ringed by a secondary road with the interior of that ring set aside mainly for Open Space. The natural character of the land will be maintained and the area will be available for residents via informal trails. The Open Space will border the primary entrance road from the Pacific Rim Highway providing a sense of arrival and an introduction to a local, natural landscape.

Park and Open Spaces Policies:

- **Set aside 30% of the plan area for park and open space;**
- **Locate the park component around the Chesterman Beach Market to form a Common Green;**
- **Dedicate the lands between the sand dune ridge and the cluster housing along the Highway as Open Space; and**
- **Optimize opportunities for key views to Mount Colnett / Meares Island.**



Servicing

The plan area will be serviced entirely by the municipally operated piped systems for sanitary sewer, water, hydro, cable television and telephone. The construction of services will be done by the land owner to the satisfaction of the municipality.

Servicing Policies:

- **The plan area will be serviced by the land owner in accordance with municipal subdivision requirements and procedures.**

Stormwater Management

As noted previously, the plan area will not utilize stormwater piping systems. Accordingly, stormwater will not be conducted offsite via a network of drainage pipes. High soil infiltration rates in the heart of the site eliminate the need for conveyance of stormwater away from developed areas and roadways. Stormwater will be managed mainly by onsite infiltration in residential and commercial areas and along roadways as well.

The area to the west of the dune ridge will be held as green space and will utilize wetlands and woodland soils for runoff control. There will be no construction of swales connecting this area to ditches along Lynn Road. In the area east of the dune ridge, onsite infiltration and open swales will be used to manage runoff. The swales will parallel roads and connect with the existing swale system along Pacific Rim Highway.

Stormwater Policies:

- **Stormwater piping will not be used in the plan area;**
- **Stormwater will be infiltrated into the ground at the first opportunity and stormwater conveyance via swales will be minimized;**
- **The sand dune ridge will be protected and sustained as the natural watershed divide; and**
- **Lots and roads near the Pacific Rim Highway will drain into the highway ditch system.**

Phasing and Implementation Policy:

- **As part of a subdivision application process, create an implementation strategy in concert with the existing Chesterman Beach Neighbourhood;**



Figure 17: Stormwater management zones. Infiltration will be the primary means of stormwater management in the heart of the site.

Section 4: Public Consultation

As part of the design process of this LAP, two Open Houses were held at 1216 Howard Drive, Chesterman Beach on June 24th and 27th, 2002 from 6 to 8 pm. The LAP design team solicited input from the neighbourhood and provided background information about VisionTofino. Preliminary drafts of the LAP site plans were presented along with graphics illustrating environmental features and design concepts. Numerous comments were provided, discussions followed, and in general the plan was well received. Adverse comments were generally focused on OCP issues and direction beyond the mandate of this LAP.

Section 5: Bibliography

- VisionTofino; The OCP, 2002;
- Engineering Standards and Specifications (draft), District of Tofino;
- Environmental Objectives, Best Management Practices and Requirements for Land Developments, BC Ministry of Water, Land and Air Protection, March, 2001;
- Landscape Planning Environmental Applications, William M. Marsh, Wiley and Sons, 1997;
- Design with Nature, Ian L. McHarg, Wiley and Sons, 1969;
- Leading Edges; Alternative Development Standards in British Columbia Municipalities, von Hausen, 2002;
- East Clayton Neighbourhood Concept Plan, UBC James Taylor Chair in Landscape and Liveable Environments, 2000;
- Appendix 1 -List of Plants and Vegetation on site;
- Appendix 2 – Road Cross Sections



Appendix 1 -List of Plants and Vegetation on site

Chesterman Beach Plant Communities

The 55 acre subject site is in the Coastal Western Hemlock Biogeoclimatic Zone, characterized by the maritime climate, geology and hydrology. This zone is dominated by coniferous forests including Western hemlock, Western red cedar, Douglas fir and Sitka spruce. The vegetation depends on nutrients held in the soil's organic content as the wet climate leaches nutrients quickly out of the soil. The presence of the red cedar snags may indicate a significant event that caused the water table to rise, preventing the plants to uptake nutrients and exchange oxygen and eventually starving the trees to the point of death or marginal existence. Red and yellow cedars require a high level of calcium in balance with phosphorus, to develop normal growth patterns with a dominant leader. The low nutrient/high water levels may deplete these levels creating the characteristic “spiked” or dead tops.

The recorded tsunami of 1705, with estimated 30' high waves, that arrived on these shores is the magnitude of event that may have caused devastation to the existing dunes and vegetation and changes to the water table.

A portion of the site is a bog, dominated by sphagnum mosses. The water table fluctuates in this area from summer to winter, with standing water in the winter months. The water storage capacity of the bog area is very significant. Other areas of the site have pockets of wetlands, with cattails (*Typha latifolia*), rushes (*Juncus* spp.), sedges (*Carex* spp.) and other plants tolerant of standing water. The sand ridges (remnants of dunes) provide better drainage and allow other plants to thrive above the fluctuating water table.

Partial list of plants found on site:

Botanical Name	Common Name
Conifer Trees	
<i>Chamaecyparis nootkatensis</i>	Yellow cedar
<i>Picea sitchensis</i>	Sitka spruce
<i>Pseudotsuga menziesii</i>	Douglas fir
<i>Thuja plicata</i>	Western red cedar
<i>Tsuga heterophylla</i>	Western hemlock
Deciduous Trees	
<i>Alnus rubra</i>	Red alder
<i>Malus fusca</i>	Pacific crabapple
<i>Rhamnus purshiana</i>	Cascara
<i>Salix</i> spp.	Willow species
Shrubs: Broadleaved evergreen	
<i>Empetrum nigrum</i>	Crowberry
<i>Gaultheria shallon</i>	Salal
<i>Ledum groenlandicum</i>	Labrador tea
<i>Menziesia ferruginea</i>	Fool's huckleberry
<i>Myrica californica</i>	California wax myrtle
<i>Vaccinium ovatum</i>	Evergreen huckleberry
Shrubs: Deciduous	
<i>Lonicera involucrata</i>	Black twinberry
<i>Rubus parviflorus</i>	Thimbleberry
<i>Rubus spectabilis</i>	Salmonberry
<i>Vaccinium parviflorum</i>	
Others:	
<i>Annaphalis margaritacea</i>	Pearly everlasting
<i>Blechnum spicant</i>	Deer fern
<i>Carex</i> spp.	Sedgea
<i>Cornus canadensis</i>	Bunchberry
<i>Epilobium angustifolium</i>	Fireweed
<i>Equisetum</i> spp.	Horsetails
<i>Juncus</i> spp.	Rushes
<i>Linnaea borealis</i>	Twinflower
<i>Lysichitum americanum</i>	Skunk cabbage
<i>Maianthemum dilatatum</i>	False Lily of the Valley
<i>Sphagnum</i> spp.	Peat moss
<i>Stachys</i> spp.	Hedge nettle
<i>Typha latifolia</i>	Cattail

Appendix 2 Road Cross Sections

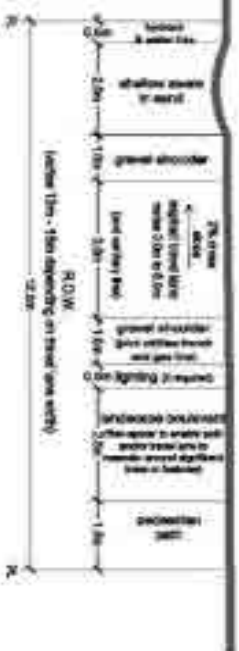
Street Cross Section Ridge and Loop Roads

Street Cross Section Howard Road

Street Cross Section Entrance Road (East)

Street Cross Section Entrance Road (West)

A photograph of a forest scene. In the foreground, there are several tall, thin evergreen trees with green needles. A deciduous tree with bright yellow leaves is positioned in the center-left. In the background, a small, light-colored building with a dark roof is visible among the trees. The sky is a clear, pale blue.



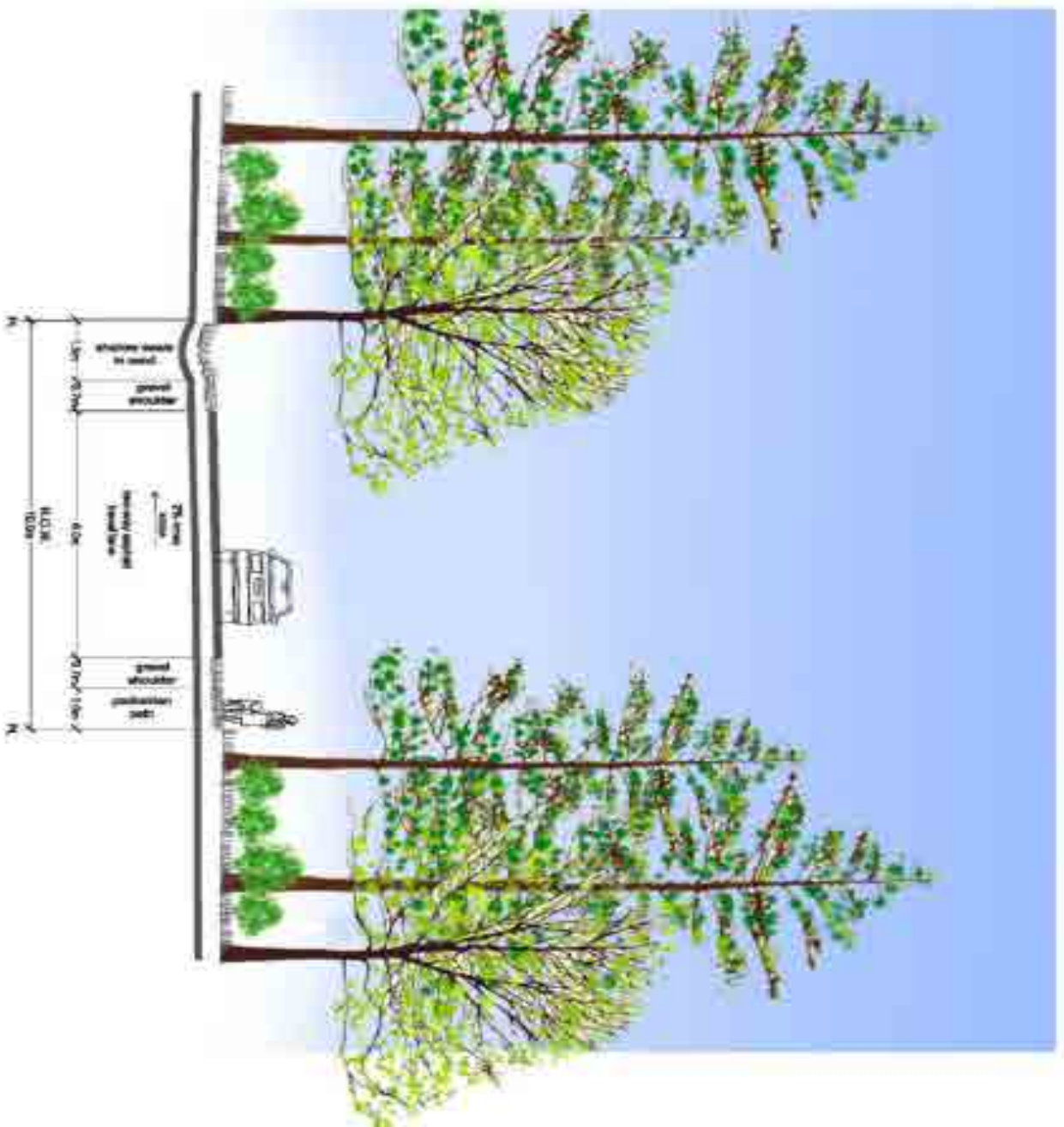
RIDGE AND LOOP ROADS



JULY 2002

Recommended treatments:
 Primary use: Residential Traffic
 Travel lanes: 2
 Sidewalks: Pedestrian path on west side
 Bike lanes: No
 Median: No
 Storm drainage: street (under sewer is used with additional basins every 45m)
 On-street parking: No

Existing conditions:
 Longitudinal slope: Low (<5%)
 Soil classification: Sand (>5m)
 Infiltration capacity: High (>5 cm/hr)



STREET CROSS SECTION

TOFINO, BRITISH COLUMBIA

Chesterman Beach

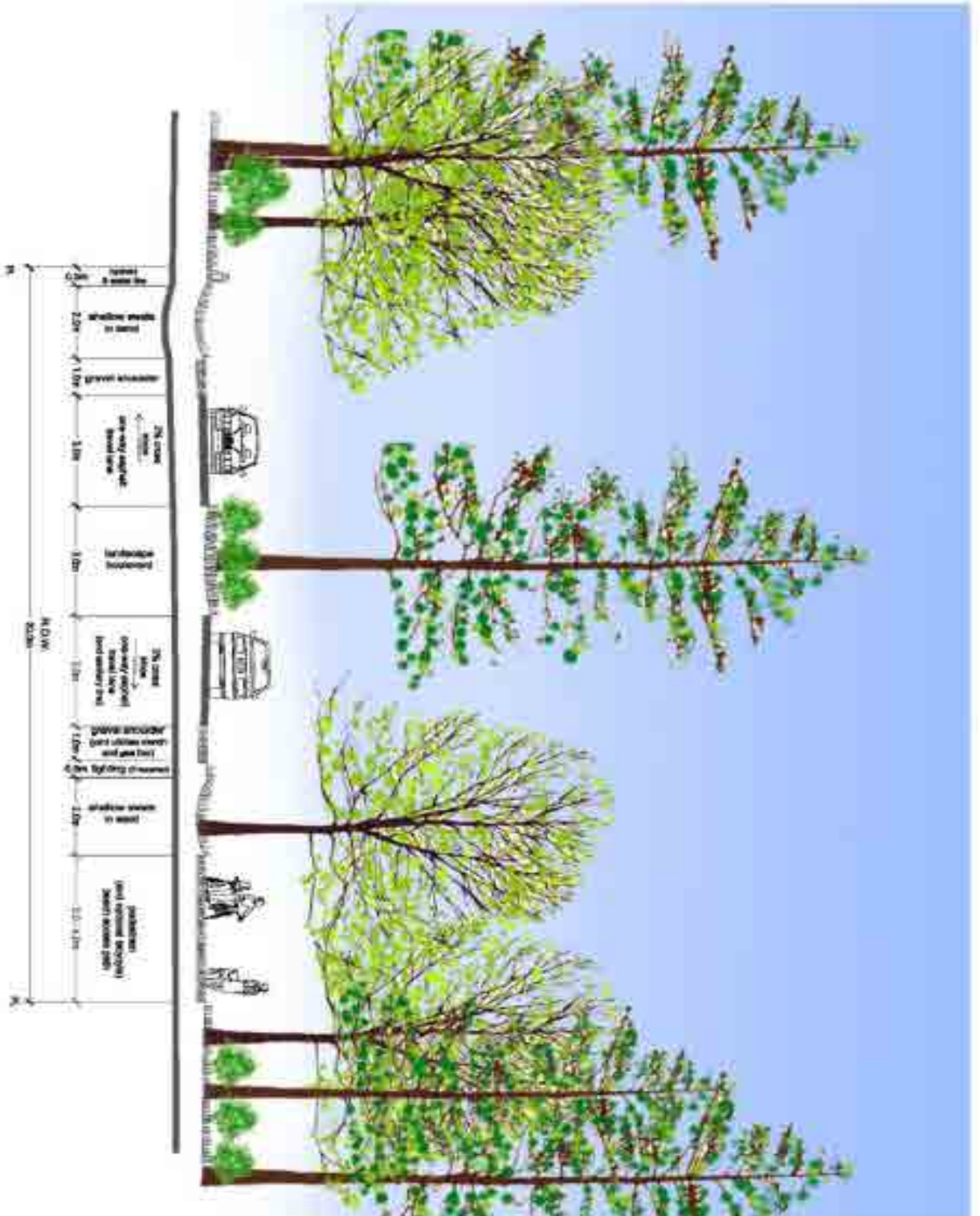
HOWARD ROAD

JULY 2002



Recommended Features
 Primary use: Visiting and Local Traffic
 Travel lanes: 2
 Shoulders: Multi-use path on north side
 Boulevards: Yes
 Storm drainage: Swale (see station layout map) (2%)
 On-street parking: No

Existing conditions
 Longitudinal slope: Low (< 5%)
 Soil classification: Sand (> 95%)
 Infiltration capacity: High (> 5 cm/hr)



STREET CROSS SECTION Chesterman Beach Local Area Plan

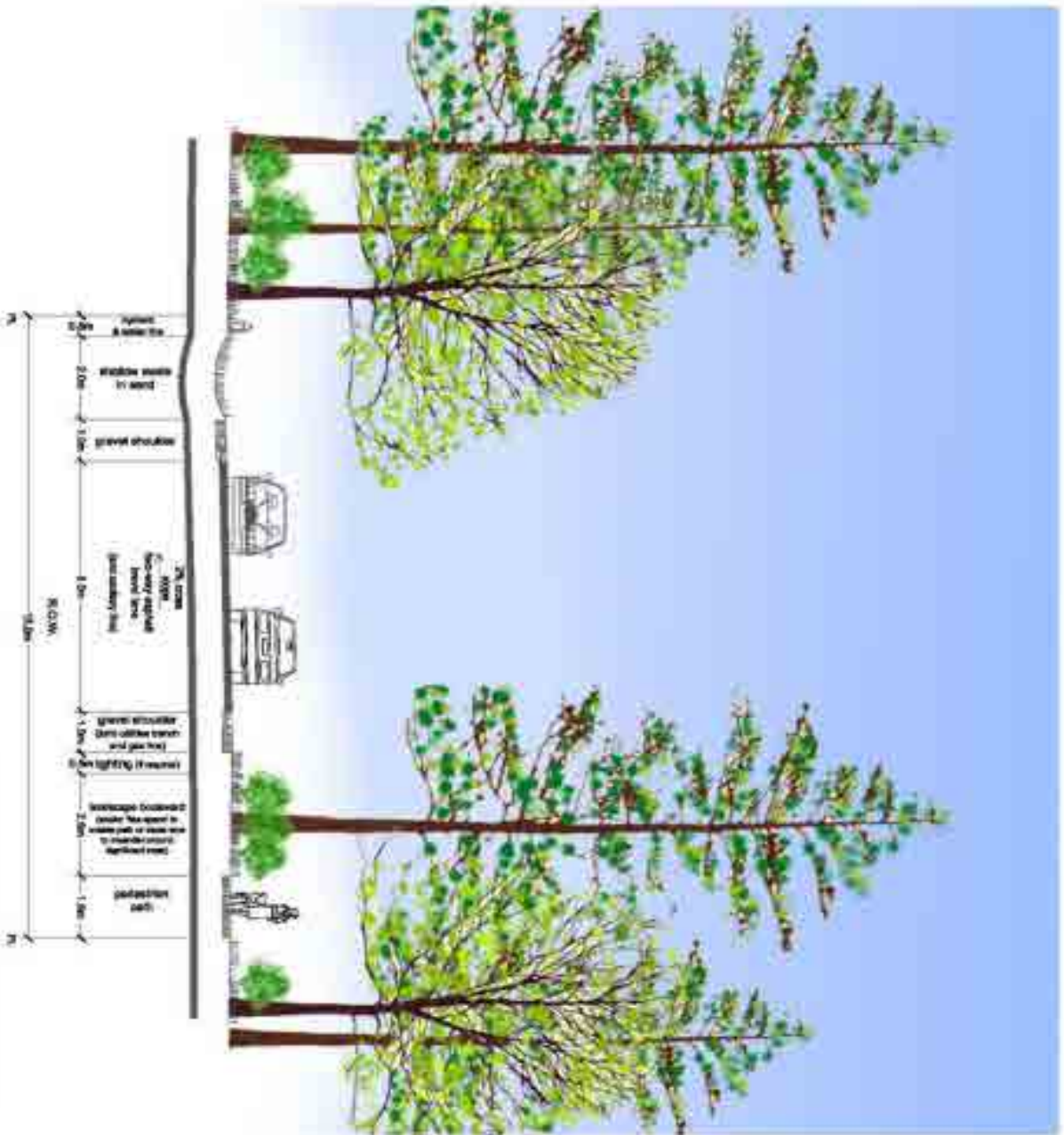
ENTRANCE ROAD (EAST)



JULY 2002

Recommended treatments
 Primary use: Residential Traffic
 Travel lanes: 2
 Sidewalks: Pedestrian path on north side
 Bike lanes: No
 Boulevards: Yes
 Storm drainage: swale (gravel swale in sand with aggregate base is every 40m)
 On-street parking: No

Existing conditions
 Longitudinal slope: Low (<5%)
 Soil classification: Sand (>90%)
 Infiltration capacity: High (>5 cm/hr)



STREET CROSS SECTION Chatterman Beach Local Area Plan
 TOFINO, BRITISH COLUMBIA

ENTRANCE ROAD (WEST)
 JULY 2002



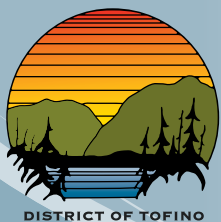


Photo by Adrian Dorst

Appendix B - District Lot 114 Local Area Plan

Final Report

Submitted by: Tofino Housing Corporation
Prepared by: Braden AC Smith, MCIP

This LAP was prepared under the 2002 OCP and was not modified through the 2013 OCP Update.

“...where an enriching relationship exists between our community members and the natural environment...”

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- 1.2 Local Area Plans
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References

Appendices

- A. LAP Criteria
- B. Public Input
- C. Ecological Site Investigation
- D. Ecosystem Types
- E. Wildlife Assessment
- F. OCP Support for Local Area Plan

Acknowledgements

The Tofino Housing Corporation Board of Directors would like to acknowledge the high level of public support and involvement throughout the development of the Local Area Plan. It is hoped that this 'Made in Tofino' plan reflects the desires of the many voices expressed during the public consultation process.

The THC Board also acknowledges the support of Mayor and Council for proactively addressing the attainable housing issues facing our community. Many thanks are also due to the professional expertise used in developing the plan, including:

- Madrone Environmental Services Ltd.
- Smart Growth BC (Advisory Services)
- Clayoquot Forest Environmental Ltd.

1. Introduction

Attainable housing has become increasingly difficult to secure for local residents and seasonal employees within the District of Tofino. Efforts to ensure that the housing needs for these individuals are met is essential to maintaining a vibrant and sustainable community. In acknowledgement of this challenge, District Council has taken a proactive approach to solving the housing attainability issues in Tofino. In 2004 Council commissioned a report entitled *The Attainable Housing Strategy*. Two main recommendations of the strategy included the establishment of a housing governing structure, the Tofino Housing Corporation (THC), and the use of municipally owned land at no cost on which to develop attainable housing. District Lot 114 (DL114) was recommended in the report as the most suitable and preferred location for attainable housing. In late 2006 the THC commenced a Local Area Plan (LAP) for the Plan Area on behalf of the property owners, the municipality. The LAP is also a pre-development requirement for the utility corridor proposed in the District's Liquid Waste Management Plan and for the existing community hall site.

The Local Area Plan for DL114 is the product of a participatory planning process involving significant public input from a cross section of local community stakeholders. The resulting plan is consistent with the overall intention of the OCP while providing specific guidance for sustainable future development of the Plan Area.

1.1 Overview

The District of Tofino Official Community Plan, *VisionTofino: the OCP* (2002), represents the broadest level of land use planning within the municipality. The OCP also encourages specific policy development by requiring local area planning for future growth areas – large undeveloped 'greenfield' areas. Local Area Plans (LAPs) supplement the OCP by creating comprehensive policies and guidelines that provide direction on land use patterns and services on a local context. The LAP is also intended to provide residents, property owners, and others with an interest in the area a reasonable level of certainty about future use and development. Upon acceptance and adoption by District Council, this Local Area Plan will be amended to the OCP.

The objectives of this LAP are based on the following OCP Guiding Principles (Sec. 2):

- Manage development and growth in an orderly and environmentally sensitive way;
- Promote an economically diverse community;
- Retain and promote the coastal character of Tofino;
- Encourage a diversity of housing types; and
- Promote a sustainable healthy community.

1.2 Local Area Plans

Section 3.2.3.4(4) of the OCP states that a Local Area Plan is required prior to any development of District Lot 114. Specific LAP policies are outlined within the OCP (see Appendix A LAP criteria).

The following highlights the level of detail required in the LAP:

- Land Use Planning
 - Alternative design standards;
 - Smart Growth principles;
 - Linkages and integration with surrounding community;
 - Identify land uses; and
 - Transportation networks.

- Environmental
Ecology and wildlife inventory;
Riparian and fisheries assessment;
Slope analysis;
Surface drainage and watersheds; and
Soils analysis.
- Engineering
Stormwater management;
Phasing and implementation;
Servicing costs; and
Financing options.
- Public Participation
Public consultation
Inter-agency discussion

1.3 Local Area Plan Guidelines and Principles

The OCP encourages the incorporation of Smart Growth principles within Local Area Plans (sec.3.2.3.12). The THC Board has endorsed Smart Growth BC's Affordable Housing Policy (2005) as a starting point to guide the LAP process. Further land-use planning principles were established for DL114 based on OCP policy, input from District Council, and through rigorous community involvement. This includes:

- **HOUSING CHOICE**
A diverse range of housing choices will be provided in the Plan Area that reflects the housing needs of the local community. Specifically, careful attention will be given to ensure that housing choices mirror the housing needs of the target groups in terms of tenure, size, dwelling type and price to ensure perpetual attainability.
- **DENSITY**
The Local Area Plan will incorporate a compact neighbourhood design that is well designed and attractive. Density benefits housing attainability because it uses land and infrastructure more efficiently while providing more attainable living choices for local residents.
- **TRANSPORTATION**
Pedestrian-oriented development will be the primary transportation emphasis within the Plan Area. By offering alternatives to automobile transportation, including bike paths and walking paths, the requirements for, and dependence on, automobiles is reduced. Pedestrian oriented development stresses compact, walkable neighbourhoods where residents have easy and safe access to local amenities through a variety of pedestrian corridors. Convenient linkages to existing transportation networks are equally important.
- **VIBRANT ECONOMIES**
Local employers find it difficult to attract employees without a supply of well-located and attractive affordable housing. The Local Area Plan will support a strengthened local economy through the provision of attainable and

attractive housing choices for local employees. When employees have adequate housing positive economic and social effects will result.

- **MIXED NEIGHBOURHOODS**

The Local Area Plan will promote a sense of community within the Plan Area and incorporate a variety of attainable housing choices, both owned and for rent, that reflects the social, cultural and economic diversity of the District of Tofino. Specific attention will be given to promote a sense of community within the Plan Area that is well integrated with the land use patterns of the existing community.

- **DESIGN**

The functionality, aesthetic appearance and liveability of the Plan Area will be augmented through design innovations on an infrastructure, neighbourhood and building scale. Design qualities will focus on functional housing choices in a compact community that values natural areas, spaces for social interaction, and safe and easy access to neighbourhood amenities and open space.

- **GREEN STANDARDS**

The Local Area Plan will focus on minimizing the environmental impact of buildings and infrastructure through the use of innovative development standards. Energy and water efficiencies and conservation will be incorporated at the building level. Green infrastructure will be incorporated to promote and conserve ecologically sensitive areas including using existing natural surface drainage patterns and features and minimal paved surfaces. Incorporating these efficiencies will have a direct benefit on local taxpayers as well provide more attainability for community renters and homeowners by reducing utility costs.

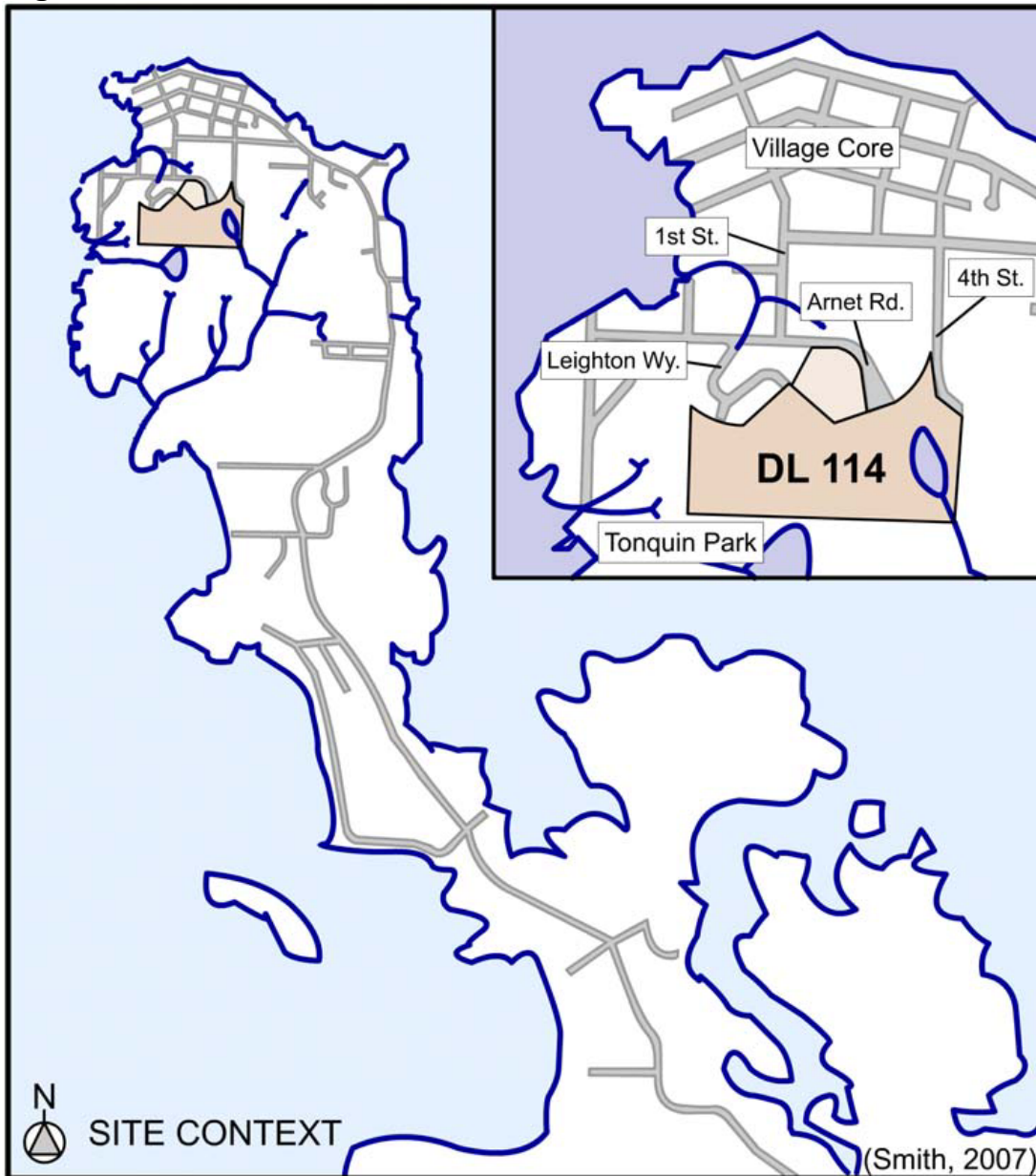
1.4 Planning Process

A fundamental component of the LAP included a comprehensive public participation and consultation process. This included the following steps:

- A special Council meeting was held on September 11, 2006 to provide Council with a conceptual development plan for DL114 and to outline the required steps necessary to complete the LAP.
- The THC hosted an information meeting on November 28, 2006 to provide local residents with information about the scope of the project, present the work completed to date and to receive public input and feedback.
- Under the direction of the THC Board of Directors two subsequent public open houses were held on March 29, 2007 and June 12, 2007. The sessions presented revisions to the conceptual development plan based on detailed bio-physical site analysis, targeted research initiatives and community input. The LAP goals and objectives were also presented for public input and comment. Questionnaires were distributed during each of the open houses to allow the community opportunity to voice opinion on the project progression. The THC Board used this information to review issues and revise the Plan to reflect community input. Results are summarised in Appendix B.
- A Draft Plan was produced for subsequent review by the THC Board of Directors and presented to Council and the public during a special Council Meeting on September 10, 2007.

- Finalization of the Local Area Plan involves an amendment to the OCP. Municipal Council will formally adopt the Plan pursuant to required statutory requirements outlined in Section 890 of the *Local Government Act*.

2. Background



2.1 Location and Characteristics

The plan area is situated in the northern part of the Esowista Peninsula, on the southern margins of the Tofino Village Core (Fig. 1). The entire property falls within the Southern variant of the very wet hypermaritime subzone in the Coastal Western Hemlock biogeoclimatic zone (CWHvh1). The plan area is bounded to the west by a partially cleared right-of-way extending from Cedar Street to Tonquin Park at the southern boundary, and Fourth Street in the east. The total size of the plan area is approximately 17.8 hectares (44 acres) and consists primarily of mature (structural stage 6) coniferous forest, interspersed with poorly drained, mature swampy forests on hummocky and sloping terrain. Also within the property boundaries is an interconnected riparian area and wetland that originates within or immediately adjacent to the property, draining via a culvert system to the north of the property and south to Mackenzie Beach.

Apart from the existing Tofino Community Hall and associated parking and access areas the majority of the property has little evidence of prior disturbance. The community hall land is situated within District Lot 114 and, therefore, is included in the LAP. The total area of the Community Hall land is 4.646 acres. Other minimal disturbances include a partially cleared right of way in the western section of the property and several narrow trails through the northern and eastern areas of the site.

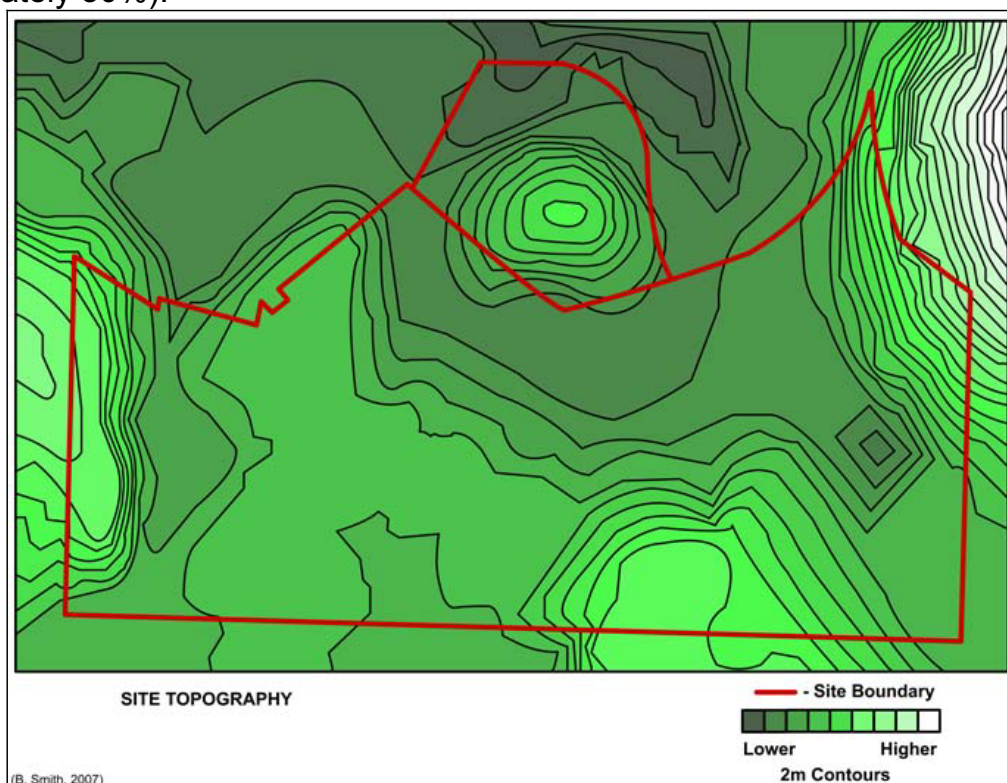
2.2 Site Information

Detailed contextual information related to the Plan Area was gathered and assessed using the LAP criteria set out in the OCP. This information, based on findings from the site investigations and other targeted research, was used to outline opportunities and constraints within the Plan Area and provide direction for the development of the LAP.

Madrone Environmental Services Ltd. was retained to assess the environmental attributes of the subject property, which included an assessment of the Plan Area for plant species and communities, wildlife habitat, fish habitat potential, riparian features, and red and blue-listed species and ecosystems. The assessment also provided recommendations for sustainable development activities to minimize potential development impacts according to *the Environmental Best Management Practices for Urban and Rural Land Development, Appendix C* (BC Ministry of Water, Land and Air Protection, 2004). Recommendations and findings of the environmental assessment are outlined in Appendix C.

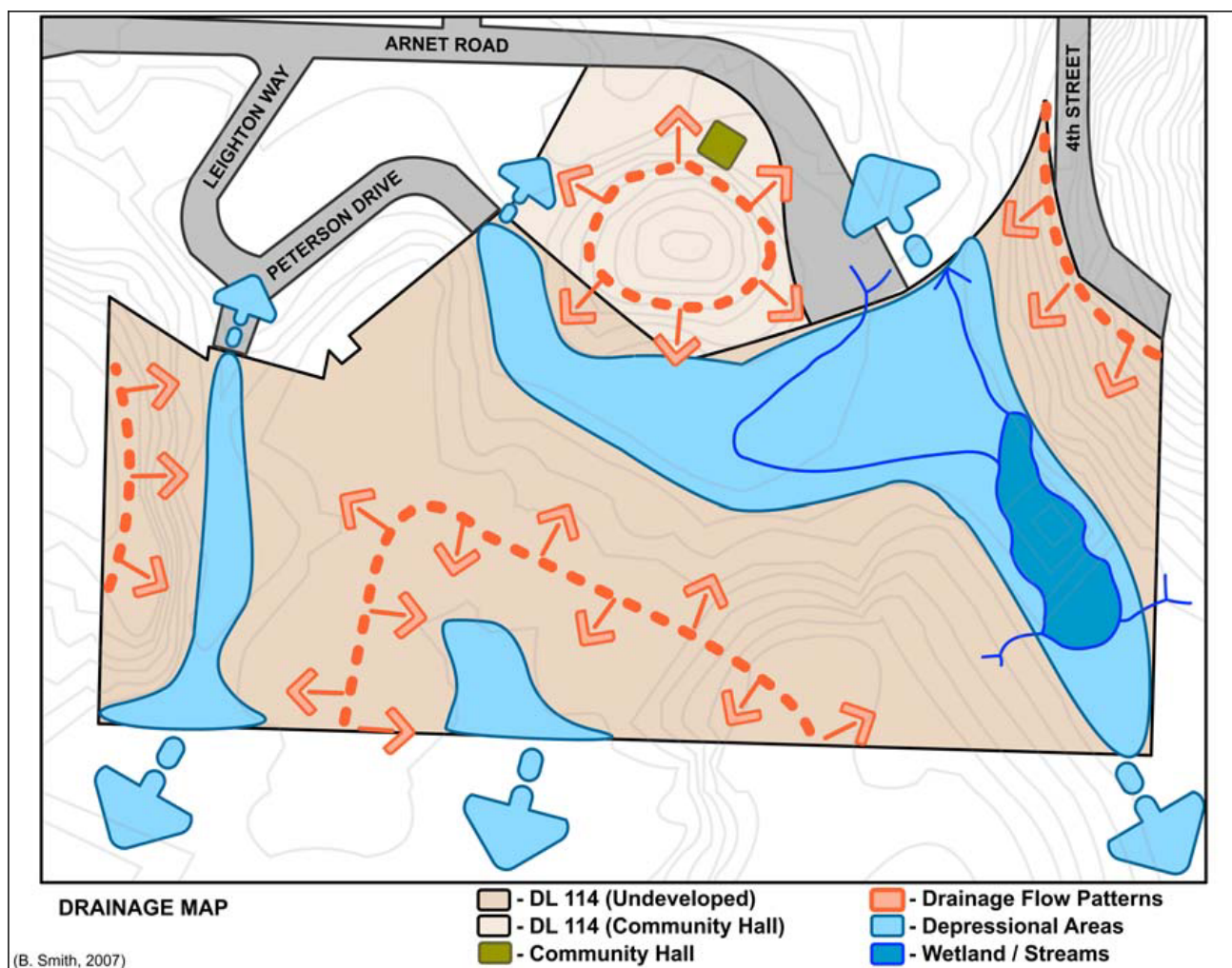
2.2.1 Biophysical Conditions & Findings

Typography: The Plan area is generally represented by a low-lying area in the middle of the property with significant elevation changes greater than 30% along the eastern and western boundaries. Smaller changes in elevation are also found towards the north (directly south of the Community Hall) as well as at the south-eastern border. Topographic relief ranges from 20 metres in the low-lying areas to above 60 metres at the higher elevations. Slopes ranged from gentle (approaching 0%) to moderate (approximately 30%).



Geology and Soils: The environmental investigation of the Plan area found that the terrain throughout the Plan Area is hummocky to undulating, with a till veneer on the steepest, highest bedrock hummock overlooking the community centre (Madrone, 2007, p.12). Gleyed soils are also fairly common, indicating seasonally poor drainage and fine soil texture. The soils on the site were sandy to silty in texture (sandy to silty loam). Blankets of till sediment were found while excavating soil pits. Less well-drained sites also contained accumulations of decaying organic plant material and wood. Coarse fragments (particles larger than 2 mm in diameter, from gravel to boulders) comprised a relatively small proportion of most soils examined (less than 20%). Poor drainage was common throughout the site. The wetland contained organic soils (Fibrisols to Mesisols) comprised of decomposing moss (*Sphagnum* spp.), wood, and plant foliage underlain by gleyed mineral soils.

Hydrological Patterns and Aquatic Features: In the eastern portion of the Plan Area three unnamed tributary streams and a wetland form the headwaters of Anchor Creek, which drains northwesterly to the Ocean, after flowing through a culvert underneath First Avenue. The gradient of this stream is gentle (approximately 0.5-1.5%) but flow was discernible during the environmental site visit. Drainages generally flow in shallow (<0.5m depth) and narrow (0.5m to 3m wide) channels. The area surrounding the streams indicated a seasonally high water table (Madrone, 2007, p.13).

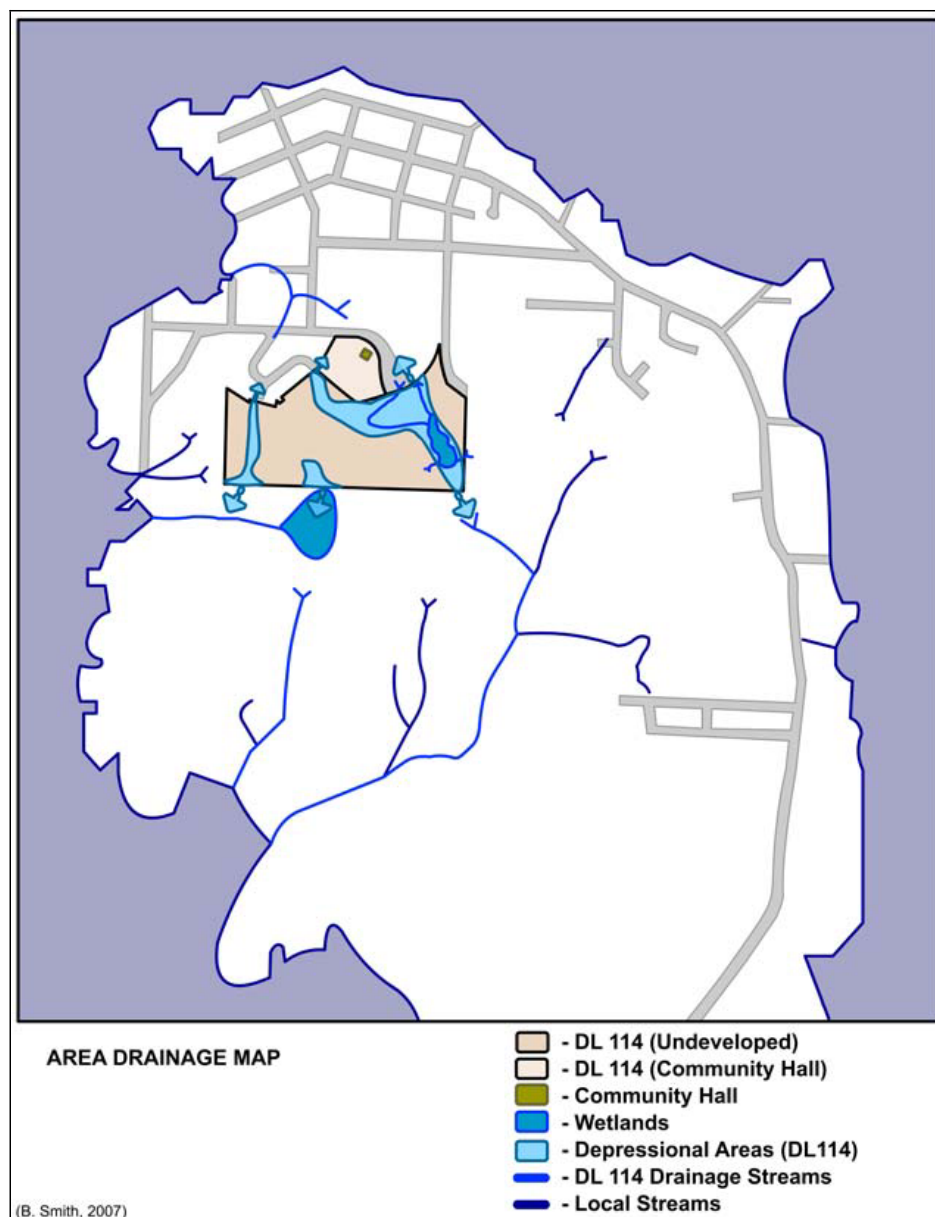


The wetland in the eastern portion of the Plan Area also serves as the source for Tin Wis Creek, which is a small, narrow stream that drains southwest to Mackenzie Beach. This

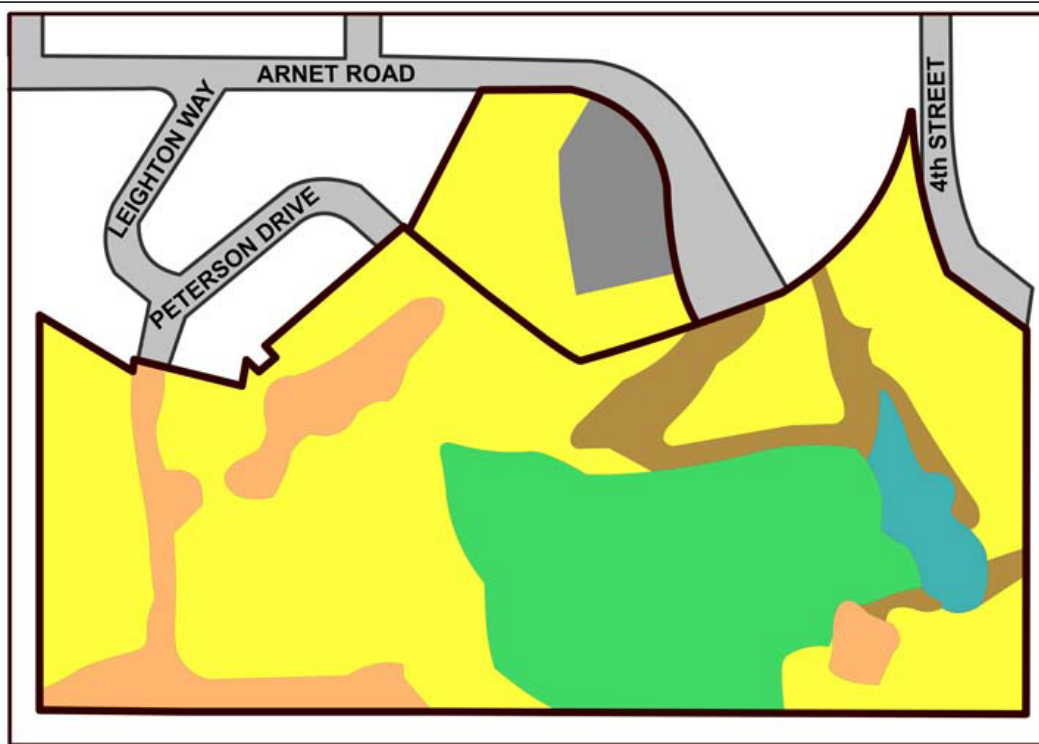
stream is considered ephemeral in this area, becoming permanent closer to Mackenzie Beach. The 2005 report *Environmental Assessment of the Arnet Road Utility Corridor Extension and Wastewater Treatment Plant* indicated that sculpins, coho, and cutthroat trout likely use this stream. This highlights the hydrological importance of the wetland and supports maintaining ecological protection measures, including a buffer, restricting access and encroachment, and minimizing potential for siltation and sedimentation to protect these values (Madrone, 2007, p.13).

There was also a mapped poorly drained terrestrial ecosystem type transitional to a wetland in the southwestern portion of the property. This is connected hydrologically to a drainage system within Tonquin Park. No tributary streams were mapped or found to feed into this wetland.






The environmental consultants recommended a 30m riparian buffer along the creeks and wetland. This setback would also protect the forest-wetland interface, which provides important edge habitat for numerous species of wildlife, including raptors, large mammals and amphibians.



Vegetation: The environmental assessment identified a total of 13 plant community polygons delineating four forested and one non-forested ecosystem types using the biogeoclimatic ecosystem classification (BEC) commonly used to describe and classify ecosystems in B.C. No sensitive ecosystems were identified within the Plan Area. The most common plant community was identified as Western redcedar-Western hemlock nutrient-poor mature forest (CWHvh1/03). The inventory also identified a productive forest type extending throughout the north-facing slope towards the south end of the property (CWHvh1/06). Trees in this area tended to be large, with higher canopy closure than other stands on the property. Some individual trees had diameters of over 1.5 m. Additional information on ecosystem types can be found in Appendix D.



ECOSYSTEM MAP

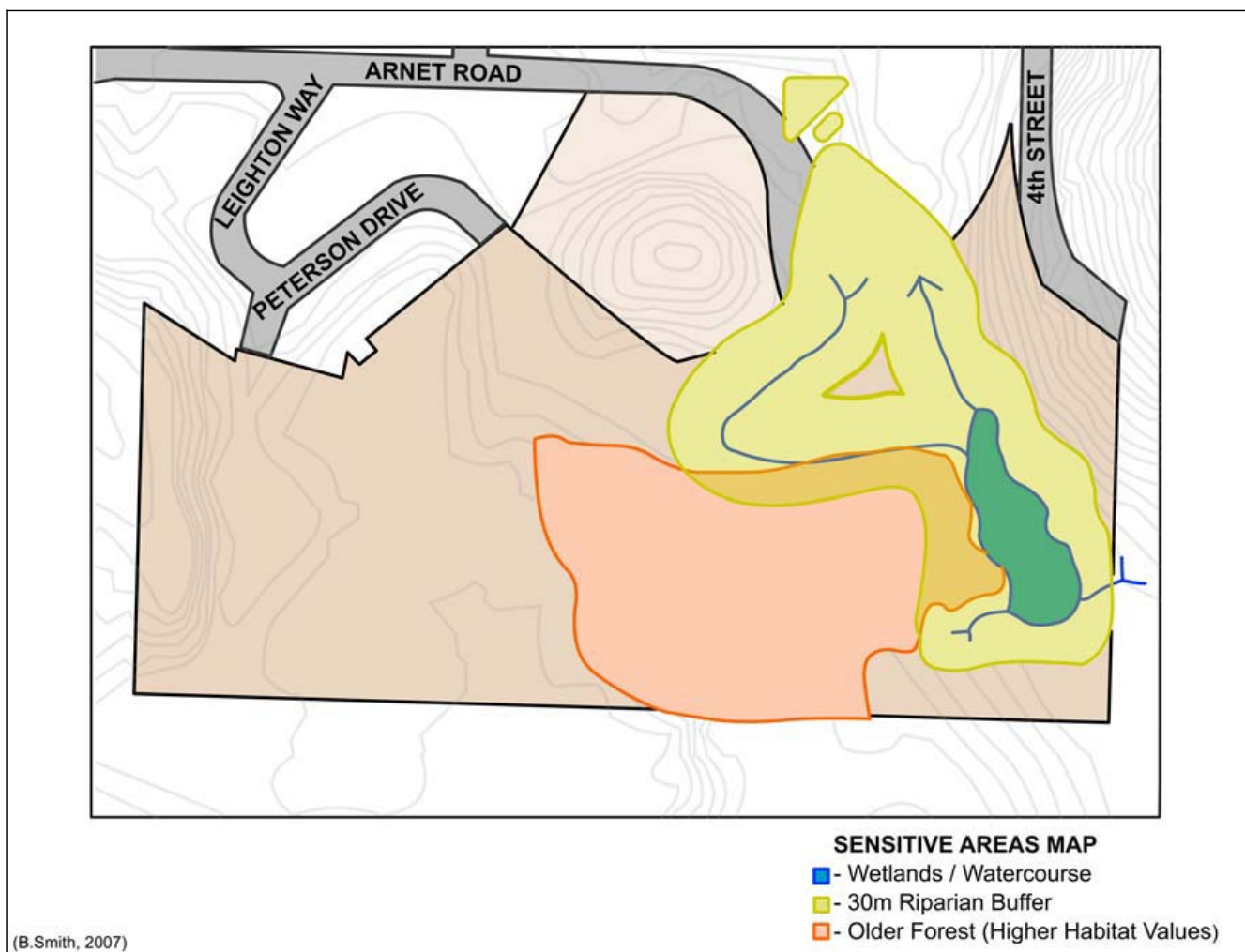
Ecosystem Type	Plant Community	Polygon	Bec Code	B.C. C.D.C. Listing	Age/ Structural Stage	Rare Plants	Comments
 1	Western redcedar–Western hemlock mature forest	1, 10, 11, 12 & 13	CWHvh1/03	not listed	mature/6	no	Nutrient-poor forest, dense shrubby understorey
 2	Western redcedar–Western hemlock–Sitka spruce mature forest	2	CWHvh1/06	not listed	mature/6	no	Nutrient-rich, high and/or seasonally fluctuating water table
 3	Shore pine–Western redcedar–Sitka spruce swamp forest	7, 8 & 9	CWHvh1/12	not listed	mature/6	no	Nutrient-poor, high and/or seasonally fluctuating water table, riparian areas
 4	Shore pine–Sphagnum wetland	3	CWHvh1/00	not listed	sparse to non-forested/ 3a, 3b, 4	unlikely	Acidic, nutrient-poor organic wetland
 5	Poor forest/swamp forest complex	4, 5 & 6	CWHvh1/ complex of site series 03 & 12	not listed	mature/6	no	Nutrient-poor forest on hummocks; poor swamp forest in depressions

(B.Smith, 2007)

Wildlife Resources: The Plan Area was assessed to determine habitat suitability for rare wildlife species (federally listed or provincially red or blue listed) known to occur in the area based on their habitat requirements and provincial distribution. The environmental assessment identified suitable habitat for ten rare wildlife species (four red listed and six blue listed) as well as three high profile species. The majority of the property did not contain suitable habitat for the focal species. However, specific sections of the Plan Area including the riparian areas, open wetland and surrounding forest interface zone contained habitat better suited for focal species. Refer to Appendix E for further information on the wildlife assessment.

The environmental study provided several wildlife-related recommendations in order to preserve and maintain the significant wildlife habitat values within the Plan Area, including:

- Wherever possible, retain large diameter trees within a wildlife reserve patch; and
- Designate a wildlife reserve zone adjacent to wetland and riparian areas (30m buffer) and, wherever feasible, extend zone to create a connected wildlife corridor throughout length of Plan Area.

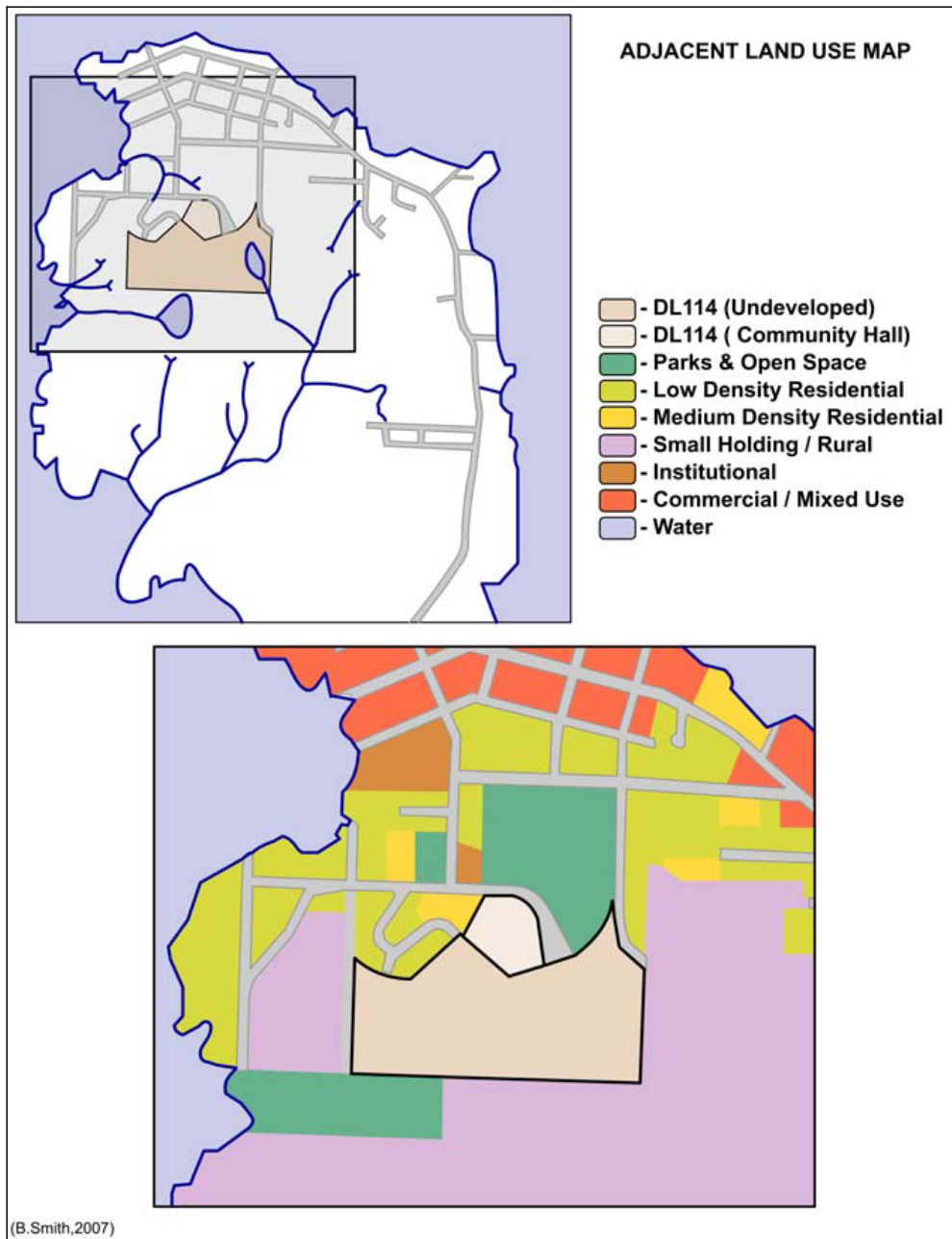


2.2.2 Existing Site and Development Conditions

Adjacent Land Uses: The development pattern surrounding the Plan Area suggests a historical land use form that expanded from the village core area. The Plan Area lies at the southern edge of the OCPs 'Village' designation. Future growth and development patterns are also identified in the OCPs 'Village Reserve' designation, which encompasses the southern portion of DL114.

Land uses adjacent to the Plan Area are summarised as follows:

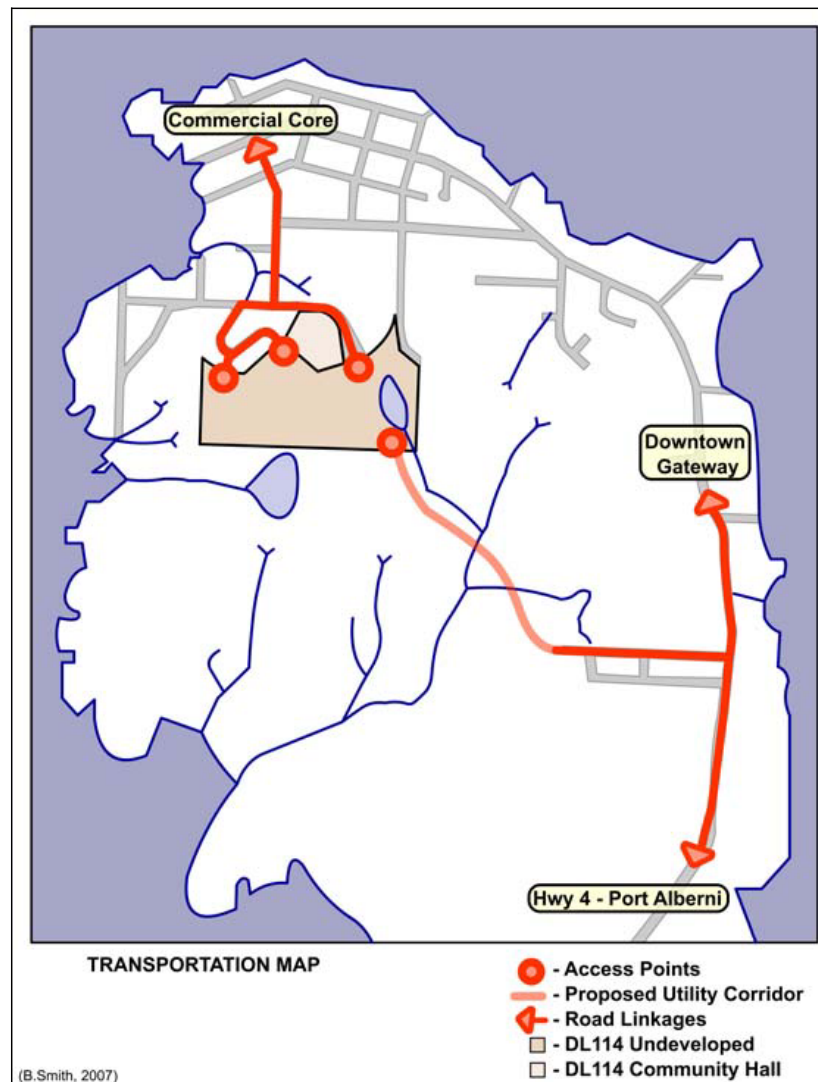
- Low-density residential neighbourhood directly to northwest of property;
- Medium density residential (3 properties) in close proximity to site;
- Large undeveloped properties to west (private) and south (public-district owned) 'holding zoned' future residential development area;
- Tonquin Park borders the eastern portion of the southern boundary; and
- Close proximity to downtown commercial core, recreational amenities, school, seniors housing and hospital.



Access and Linkages: Four local streets terminate along the northern boundary of the Plan Area: Fourth Street, Arnet Road, Leighton Way and Peterson Drive. These are considered local residential streets and serve a primarily automobile related function. Also, on the Western side of the property is a road right of way (Cedar Ave). Due to the steep topography of the proposed road it is unlikely that it will be built in the foreseeable future.

Limited alternative travel modes exist, although they are somewhat disconnected to the adjacent neighbourhood. These include a sidewalk along First Street, providing pedestrian access to the village core that terminates at Arnet Road, as well as a pathway leading from the school to Arnet Road near the community hall.

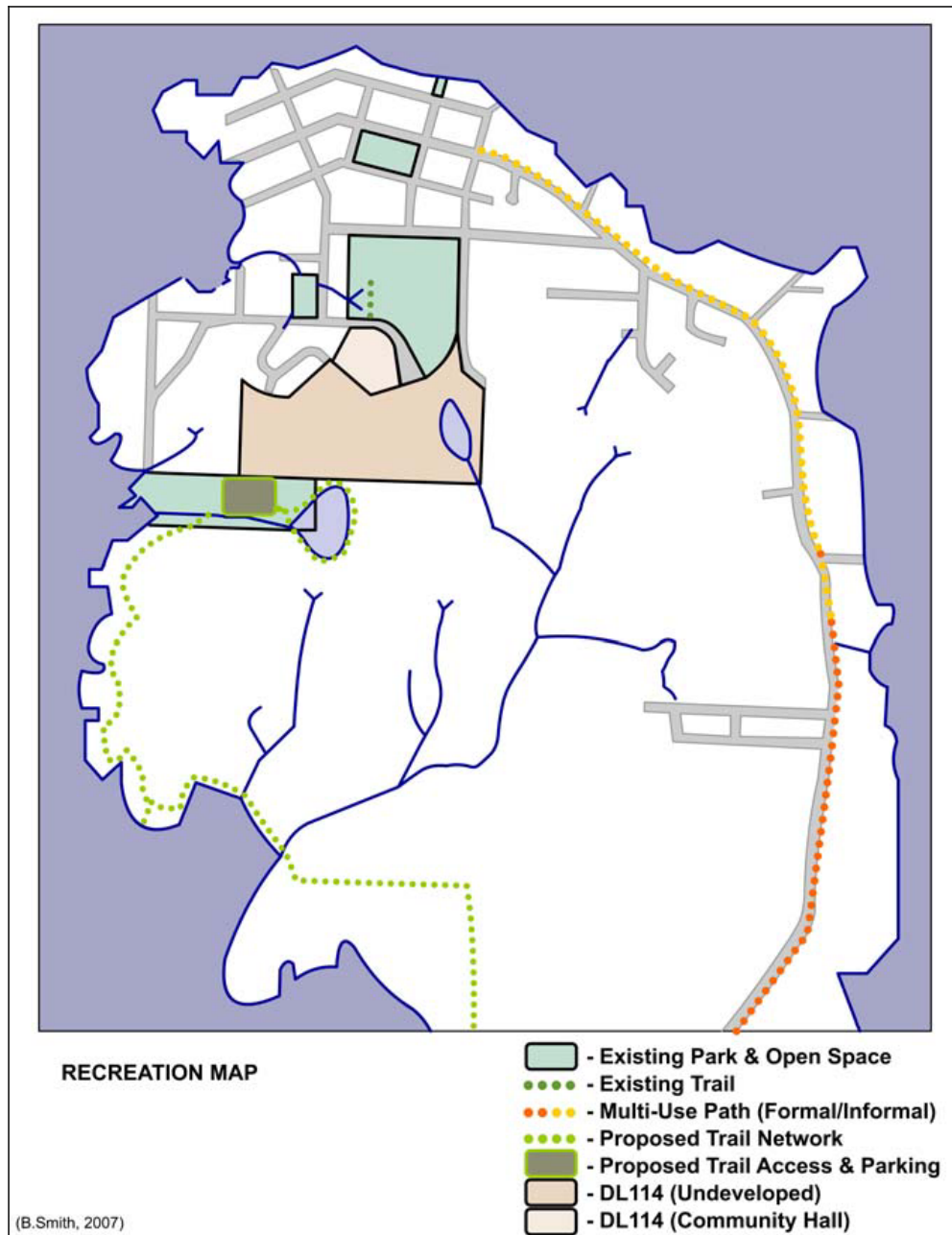
As the de facto southern border of the village core there is little accessibility or transportation linkages between the Plan Area and areas south, including Tonquin Park. The significant undeveloped areas to the east, south and west further exacerbate the general inaccessibility of the Plan Area. One of the stated benefits of the proposed utility corridor along the eastern portion of the Plan Area is to provide an alternate route to downtown from Industrial Way via Arnet Road.



Recreation and Open Space: The Plan Area is strategically located between existing active recreational amenities in the developed areas to the north (school fields, playgrounds, community hall) and passive recreational activities around Tonquin Park. Several informal trail networks have also been found in the site near partially cleared right of way areas south of the Leighton Way road access and behind the community hall.

The District's draft *Parks and Recreation Master Plan* has identified the future 'lighthouse trail' network in the vicinity of Tonquin Park. This proposed passive recreational trail will link Mackenzie Beach in the south to Tonquin Park in the north. The

recreation plan identifies a trailhead and associated vehicle access point near the end of the un-built Cedar Avenue, directly adjacent to the southwest corner of the property.



Infrastructure: The Plan Area is not serviced with exception of the infrastructure connections associated with the community hall. The existing infrastructure (sewer, water, and power) is found at the three existing access points along the northern boundary of the property.

As stated earlier, a proposed utility corridor has been identified in the District's Liquid Waste Management Plan (LWMP) to support a future secondary waste treatment facility. The utility corridor will pass through District Lots 117, 118 and 114 (the Plan Area). The wastewater treatment plant would be located on DL117. The corridor will include a road, a water supply main, a sewer force main to the wastewater treatment plant and a gravity sewer main to transfer treated effluent to an outfall in Duffin Passage. As part of the LAP an environmental investigation indicated that the proposed utility corridor was located within riparian areas with significant ecological values. Alternative routing of the utility

Sensory Qualities: There are several viewscape opportunities within the Plan Area. Panoramic vistas from higher elevation ridges along the eastern and western boundaries may provide ocean views. The eastern portion of the Plan Area, with its riparian area and mature forests, may provide a north-south visual corridor and continuity with adjacent undeveloped lands. The low-lying centre may also have viewscape potential. Street level landscape features such as large trees and other vegetation, as well as key views around the perimeter slopes, should also be highlighted.

The individual components of the background site investigation were brought together to inform and give direction to the development of an overall land use plan for the Plan Area. The following conclusions summarize the opportunities and constraint factors that were considered in preparation of the Plan policy. The result of this information is mapped geographically on a developable areas map.

- Increased development cost for site servicing and infrastructure.

Geology and Soils:

- Areas with glacial till may require ripping/blasting, may be used for road embankment fill.
- The overburden materials are anticipated to be fine grained and wet which should make excavation relatively straight forward;
- Trenching for buried utilities may encounter hard excavation conditions; and
- Further geo-technical investigation may be required at time of subdivision planning.

Hydrological Patterns and Aquatic Features:

- Riparian area represents potential loss of developable area;
- Proposed utility corridor lies within riparian area, alternative options require assessment;
- Access and encroachment should be restricted (30m buffer) to maintain ecological integrity and prevent soil degradation, habitat loss, and disruption of hydrological patterns; and
- Riparian areas have passive recreation potential.

Vegetation & Wildlife:

- Maintain habitat integrity in higher suitability areas at the eastern side of property (no development zones, riparian buffers);
- Promote development that encourages retention of larger, unique trees and vegetation, particularly larger trees in south-east corner of property and larger snags for wildlife;
- Wildlife corridor maintained along eastern boundary, particularly for large mammals;
- Passive and active recreational opportunities and alternative transportation modes within designated no development areas.

Existing Site and Development Conditions:

Adjacent Land Uses:

- Incorporate existing land use patterns at south-west of site (form, character, use);
- Ensure community buy-in, especially among established adjacent neighbourhood;
- Establish a development pattern that can be referred to and built upon in the undeveloped areas to the west and south of the property.

Access and Linkages:

- Mitigate increased traffic concerns within the Peterson Drive neighbourhood by considering alternative transportation modes within the Plan Area;
- Maintain the ecological integrity of the riparian zone at the Arnet road access point;
- Evaluate potential cut and fill constraints (and associated costs) due to topography at the Arnet Road access point;
- Incorporate proposed utility corridor while maintaining integrity of the riparian areas.
- Provide vehicular access to proposed Tonquin Park trailhead;
- Better linkages to other recreational amenities (i.e. Tonquin Park); and
- Create linkages to downtown core and other amenities that will be appealing and rely on alternative forms of transportation.

Recreation and Open Space:

- Incorporate open space to existing green space and parkland;

- Create sense of place for Community Hall; and
- Provide recreational linkages between Tonquin Park, Lighthouse Trail and existing community.

Infrastructure:

- The capacity to extend infrastructure within the Plan Area exists; and
- Servicing should be incorporated with future utility corridor extension.

Sensory Qualities:

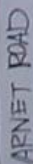
- Opportunity to use vegetation to increase viewscales; and
- Potential viewscales exist along slopes.

3.0 General concept

It is important to note that the development of the Local Area Plan was based from an attainable housing perspective. The Plan is not meant to be exhaustive but rather attempts to illustrate the possibilities of development for DL 114 for attainable housing purposes and thus reflect the intent of the OCP, the Attainable Housing Strategy, and the communities' desire for appropriate attainable housing.

The ultimate goal of this LAP is to create a complete community where development does not occur at the expense of the environment and where the quality of life of local residents is ameliorated. To this end, the LAP focuses on creating a diverse mix of open green space, social opportunities, accessible linkages to amenities and other services, a range of housing types and more affordable housing options, adequate infrastructure, and a healthy environment. Apart from the General LAP principles endorsed by the THC Board of Directors, the following guidelines were used in the preparation of the LAP:

- Respect adjacent land uses;
- Respect and enhance existing natural surface drainage patterns and features;
- Limit development in environmentally significant or sensitive areas/sites;
- Provide a mix of residential densities and types;
- Achieve a net minimum density of 20 units per hectare;
- Maximise the use of existing road and infrastructure and incorporate the proposed Arnet Road Utility Corridor into the infrastructure network;
- Incorporate potential trail network links to community amenities;
- Promote and conserve ecologically sensitive areas;
- Augment adjacent recreation amenities by identifying appropriate linkages and open-space;
- Support OCP land use policies regarding SmartGrowth and open space;
- Keep servicing and infrastructure costs down by incorporating natural hydrological processes (i.e. stormwater management); and
- Promote an active and healthy lifestyle through positive social interaction and opportunities for physical activity.

$1:1760 \text{ A}_N$ 

3.1 Site Plan and Layout

The development of the Local Area Plan was based on site assessment and analysis as well as significant public input from three public open house sessions. This information was evaluated and integrated to form a preferred Conceptual Development Plan. The planning process incorporated Local Area Plan Guidelines and Principles as well as the established OCP criteria for areas requiring Local Area Plans. Figure 11 provides an illustrative representation of the Plan for DL114. Highlights of the Plan are included in the following table:

LAP Land Use Highlights

Access and Circulation

- Provide direct and convenient access to schools, parks and neighbourhood services.
- Reduce reliance on the automobile for neighbourhood travel and provide options for walking, bicycling.
- No underground parking. Parking is either grouped onsite, on single family lots, or tucked behind.
- Leighton Way is traffic calmed.
- Minimum parking standards are lowered to 1/unit. Additional “cove” parking is offered, tucked into the eastern edge of the multi-family site. Fees recovered by the THC.
- Traffic circles are emphasized.
- Community hall use is optimized by orienting street connections, pedestrian/cycling networks.

Green Standards

- “Greenway” sections act as alternative street standards. There are several options for these greenways, including limiting traffic to emergency vehicles only, permeable surfaces (permeable paving stones, plastic and grass bricks, etc.), gutterless streets, etc. These are minimum traffic flow rights of ways.
- Alternative street standards for all streets include a stormwater management component.
- Alternative design standards for all buildings manage stormwater generation. Source-management decreases impact to receiving water body.
- Make efficient use of land and respect sensitive areas as ‘no-development’ areas.
- Incorporate innovative green technologies such as onsite rainwater collection for non-potable uses.

Neighbourhood Design

- Apply the minimum amount of regulation necessary to ensure compatibility with existing land uses.
- Provide for compatible building and site design at an appropriate neighbourhood scale; provide standards that are in character with the landforms and architecture existing in the community.
- Provide flexible lot standards that encourage compatibility between land uses, efficiency in site design, and environmental compatibility.
- Promote the orderly expansion of existing neighbourhood.
- “Pocket” developments can be pushed into the stand of existing second growth forest.
- Mixed-use village commercial element to be phased in over time.
- Extensive, looping pedestrian trail network throughout Lot 114, linking up with Tonquin Park to the south, the riparian area in the eastern section of Lot 114, and within the greenways transportation network on the site.

Housing Choice

- Designate land for the range of housing types and densities needed by the community, including owner-occupied and rental housing.
- Phasing of development to pay for affordable housing options. Single-family, “high-value” lots are identified to the east and west edges of Lot 114. These can be developed to pay for other affordable housing options.

3.1 Land Use Summary

The following table provides a summary of the proposed land use type and distribution within the Plan Area.

Land Use	Area		
	Hectares (ha)	Acres (ac)	Percentage (%)
Conservation Area	6.1	15	36.2
Parks and Open Space	1.2	3.0	6.7
Roads and Road ROW	1.4	3.4	7.9
Mixed Use (Commercial/Residential)	0.4	0.9	2.2
Low-Medium Density Residential	2.1	5.2	11.8
Medium Density Residential	2.7	6.7	15.1
Selective Low Density Cluster	2.0	4.9	11.2
Community Hall Lands	1.9	4.7	10.7
Total Site Area (including comm. hall)	17.8	43.9	100
Total Site Area (undeveloped area)	15.9	39.3	89.3

3.3 General Land Use Designations

The overall density target's outlined in the OCP are reflected in the proposed Plan through the use of innovative residential and mixed-use building typologies. In general, the land use designations allow compact residential development that creates green space buffers and corridors to protect environmentally sensitive areas, wildlife habitat and steeply sloped lands as well as provide multi-modal transportation alternatives within new and existing residential areas and local amenities.

A key component of the overall conceptual development plan includes clustering techniques to minimize site disturbance, maximize protection of ecologically sensitive areas, and permanently set aside open space. In contrast to typical "clear and grade" development, the Plan Area will be organized into compact building groupings that allow for portions of the development site to remain in its naturalized state.

The proposed development plan reflects the ecological sensitivity of the eastern portion of the site by leaving approximately 38% of the area as an ecological protection area and concentrating development on the remaining portion of the site. The development plan has added advantages of minimizing the overall development envelope, reducing impervious coverage and preserving natural drainage systems, vegetation, open space, and other significant natural features to help control stormwater runoff and soil erosion. Construction and maintenance cost savings are also achieved from reduced street lengths and utility installations.

The resulting open space dedication accommodates alternative forms of transportation within the site area and provides linkages to off-site amenities. This compact development form enhances the sense of community, allowing parents to better supervise children playing in common areas and promoting social interaction among neighbours.



(B. Smith, 2007)

Overall Land Use Concept

3.3.1 Residential Areas

There are three (3) residential land use designations within the Plan that incorporate broad housing typologies to achieve specific housing density targets. A range of planning strategies and unit groupings for each of the land use zones will be incorporated to achieve an overall average net minimum density of 20 units per hectare as outlined in the OCP. They include:

- Low to Medium Density;
- Medium Density, including mixed-use commercial; and
- Selective Low Density Cluster.

3.3.1.1 Low to Medium Density Area:

The Low to Medium Density designation is located in the northern part of the Plan Area contiguous to the Leighton Way / Peterson Drive neighbourhood, along the western boundary, and a small area located on the eastern edge along Fourth Street. The area contains approximately 2.1 hectares, 13% of the total developable land (excluding Community Hall land).

The residential form and character of the Low to Medium Density area will reflect the adjacent neighbourhood while supporting a higher density target for the area (20-to-22 units/hectare). Detached single family housing on small lots (13-15u/ha) and single family housing on compact lots (18-22u/ha) on small lots will characterize the primary land use form in the area abutting the adjacent neighbourhood. Secondary housing forms will also be incorporated into the Low to Medium Density area to encourage diversity and provide housing options within the neighbourhood while maintaining the

‘single-family’ integrity of the adjacent community. This will include a limited amount of semi-detached duplex (25-27u/ha) as well as quattroplex (42-48u/ha) housing.



(B. Smith, 2007)

Low-Medium Density Concept

Low – Medium Density Land use Guidelines:

- The overall net density target within the Low-Medium Residential land use designation should be 20-to-22 units/hectare.
- Assimilate the residential look and character of the existing adjacent neighbourhood throughout the low-medium land use designation.
- Implement a variable development form, including massing, articulation and proportion of building typology to encourage an aesthetically pleasing and interesting neighbourhood scale.
- Incorporate a variety of housing typologies to promote housing diversity and housing affordability, including narrow lots, semi-detached duplex and quattroplex housing.
- To promote a compact neighbourhood the following design innovations are supported:
 - Vegetated buffers will be utilised throughout using native plants to improve the streetscape and provide green space opportunities;
 - Building siting - emphasis on appropriate building separations and usable yard space that receives ample sun light and allows for substantial landscaping for screening, privacy, etc; and
 - Home designs that minimize the negative impact of the garage and parking apron on the streetscape. Minimal on-site parking requirements, shared driveways where possible etc.

3.3.1.2 Medium Density Area:

The Medium Density land use area incorporates approximately 2.7 hectares (17%) of the total plan area and 46% of the developable area respectively. This land use area will satisfy a range of higher density housing typologies including ground oriented street and courtyard townhouses (36-37u/ha) as well as small multi-unit development with density ranging from 30-60 units per hectare (such as stacked row houses and small 3-storey walk up apartments). The net density for this area is 36-42 units/ hectare and will include a variety of housing format sizes (studio, one-bedroom, two-bedroom and three-bedroom units).

Although the target density of this area is compact, design and development will focus on positive social interaction spaces and shared amenity areas as well as appropriately articulated private areas. To promote liveability for residents and compatibility with nearby uses green spaces are located in close proximity to medium density areas in order to give the impression of an extended open space area.

The following provides conceptual illustration of medium density. Also, this area designation provides several housing options in terms of affordability and typology to reflect a wide range of target users.



(B. Smith, 2007)

Medium Density Concept

Medium Density Land use Guidelines:

- 36-42 units/ hectare - the overall net density target within the Medium Density Residential land use designation.
- Incorporate multi-unit housing typologies, including ground-oriented street and courtyard townhouses, stacked row houses and small 3-storey walk up apartments to promote housing diversity and housing affordability.
- Integrate small-scale compact development at the neighbourhood scale with particular emphasis on building mass and siting to reflect the single family form and character of the surrounding community.
- Provide common open space areas for all multi-unit buildings to promote positive social interaction and provide an extended 'living area' for building residents.
- Promote neighbourhood-scale open space opportunities to encourage pedestrian-friendly accessibility.
- Provide private outdoor open space for each development unit (balcony, porch, courtyard etc.).
- Use vegetative buffer areas for all multiunit developments abutting lower density residential development.
- Parking standards are relaxed. Parking courts will include natural vegetation screening, minimal paving and minimal lighting.

Selective Low-Density Cluster:

The selective clustering area is located adjacent to the restricted development area and similarly has significant ecological features and values. This area also acts as a buffer between the conservation area to the east of the Plan Area and the developed areas to the west. The use of this area for residential purposes is therefore considered restricted in order to preserve its natural ecological features. However, residential cluster development may occur on a very limited scale.

Selective Low-Density Cluster Guidelines:

- Where the following guidelines are met residential development may be permitted within the Selective Low-Density Cluster designation:
 - Creative and flexible site design is used that is sensitive to the land's natural features and adapts to the natural topography;
 - Site development is concentrated in areas that do not conflict with significant wildlife habitat features and environmentally sensitive areas;
 - Minimum site disturbance standards reflect the ecological importance of the area, including: shared access and reduced impervious surfaces, compact building lots and dwellings, and maximum natural vegetation retention;
 - Promote cost savings in infrastructure installation and maintenance by such techniques as reducing the distance over which utilities, such as water and sewer lines, need to be extended or by reducing the width or length of streets; and
 - Provide opportunities for social interaction and access to multi-modal transportation in open space areas.



(B. Smith, 2007)

Selective Low Density Cluster Concept

Mixed-use Area:

The OCP permits a 'Commercial Node' within the Plan Area. The Commercial Mixed-Use area was sited as a natural pedestrian centre with good opportunities for access and linkages within the Plan Area and to amenities beyond the site. Coupled with the adjacent park, the focus is to provide a sense of place and a local destination for the surrounding neighbourhood. The Mixed-use area will also provide an environment for positive social neighbourhood interaction and limited local commerce (corner-store, daycare, coffee shop). Residential development will be included over ground floor commercial.

Mixed-use Guidelines:

- Accommodate commercial mixed-use buildings with neighborhood-serving retail, service, and other uses on the ground floor and residential units above the nonresidential space (maximum 900 square metres of commercial).
- Encourage a pedestrian oriented mixed-use development that is integrated with adjacent neighbourhood park; and
- Promote the health and well-being of residents by encouraging physical activity, alternative transportation, and greater social interaction.



(B. Smith, 2007)

Mixed Use Concept

3.3.2 Park and Conservation Areas

Areas devoted to parks and open spaces comprise a significant and important role in the overall LAP for DL114. These areas provide local residents and the larger community with recreational amenities and opportunities for social interaction while preserving sensitive ecological values within the Plan Area. Roughly 60% of the total Plan Area is devoted to parks and open space, which is represented by three land use designations:

- Community hall and adjacent land area;
- Ecological conservation area; and
- Parks and open space areas.



(B. Smith, 2007)

Park and Conservation Area Concept

3.3.2.1 Community Hall Area

The Community Hall Area incorporates 1.8 hectares of land conterminous to the eastern edge of Arnet Road. There are several site constraints on the property including significant topographic relief and riparian issues in the eastern section of the area.

Future development of the community hall lands should focus on connectivity and integration with the surrounding residential community. Particular attention should be given to providing multi-modal transportation options with linkages to larger District-wide transportation networks.

Further recreational opportunities within this area may be appropriate in order to position the area as a recreational destination and amenity hub for the local community and the larger District. Options to support this may include outdoor active recreation opportunities (hard surfaced courts and grassy fields), community garden area, visual and performing arts studio space, as well as possible institutional facilities such as an educational or day-care centre.



(B. Smith, 2007)

Community Hall Concept

Community Hall Guidelines:

- Ensure minimal site disturbance in riparian area and other ecologically sensitive areas.
- Create recreational hub that is well integrated and easily accessible through a variety of transportation methods.
- Provide both passive and active recreational opportunities.
- Locate compatible recreational structures to create sense of destination.
- Support and seek appropriate recreational opportunities that promote a healthy lifestyle, encourage positive social interactions and personal development.

3.3.2.2 Ecological Conservation Area

The Local Area Plan is committed to preserving the environmentally sensitive areas within DL114. A significant portion of the Plan Area (6.1 hectares) will be designated as an Ecological Conservation Area (ECA) in order to preserve, protect and enhance the riparian, wildlife, and other natural features within the ECA. The proposed utility corridor will be re-aligned outside of the ECA. Development will be restricted to passive recreational uses, including:

- Low impact recreational trails;
- Eco-system viewing and interpretation; and
- Similar environmental opportunities.



(B. Smith, 2007)

Ecological Conservation Area Concept

Ecological Conservation Guidelines:

- Expansion of the ECA, especially along the northern portions of DL117, should be considered for future parkland dedication.
- Pathway and trails will be sited to minimise potential development impacts, particularly near streams and wetland areas.
- The ECA will be left in its naturalized state to preserve the area's ecological integrity.
- Pathway linkages to other District trail networks are supported.
- Opportunities for eco-system viewing, education and interpretation should be implemented.

3.3.2.3 Parks and Open Space Areas

The Plan includes a formalized neighbourhood park that will be centrally located within the higher density built-up area. A network of open space dedications and buffer areas will provide easy and safe pedestrian access to the park from anywhere in the Plan Area. The location of the park, adjacent to the neighbourhood commercial node, will provide a local neighbourhood destination as well as opportunities for positive social interaction, recreational amenities and outdoor enjoyment of nature.

Also, the use and availability of accessible green-space within this compact development will, in effect, extend the outdoor living area for local residents who may have limited private outdoor space. This shared common space is intended to promote community ownership and increase community participation.

The open space areas also play a vital role in water management by providing green infrastructure in the vegetated areas throughout the Plan Area. This permits rainwater to infiltrate into the soil, filtering pollutants and replenishing groundwater. The dual function of the open space areas also is used to support the objective of providing alternative transportation options throughout the Plan Area. The open space areas will serve to provide linkages with recreational trails within the Plan Area and the larger community.



(B. Smith, 2007)

Parks and Open Space Concept

Parks and Open Space Guidelines:

- Locate park area near proposed neighbourhood commercial node to create sense of community destination.
- Provide linkages to neighbourhood park and formalised trail network by way of open space areas, including green ways.
- Incorporate green infrastructure in open space areas.
- Provide buffer areas and open space dedication adjacent to all higher density residential development.

3.4 Access and Circulation

3.4.1 External Roadways

Primary access and egress to the Plan Area will occur from pre-established road access points at Leighton Way and Peterson Drive along the north-west boundary. A secondary roadway connection is proposed along the eastern edge of the Plan Area. This north-south roadway will connect the DL114 portion of the 1.3km future utility corridor from Arnet Road in the north to Industrial Way via DL117 in the south. The Plan Area

segment of the proposed utility corridor has been re-aligned from the initial corridor plans in order to maintain the integrity of the ecological sensitivity of the site.

The anticipated traffic generated by the Plan Area development, particularly within the adjacent neighbourhood, was carefully considered. A circuitous traffic network between Leighton Way and Peterson Drive will support existing residential traffic patterns within the adjacent neighbourhood by limiting the Plan Area development to local traffic. Through traffic will be directed to the Arnet Road north-south network where higher traffic capacity exists. Traffic calming measures should also be employed within the circulation network, including residential areas contiguous to the Plan Area, to ensure pedestrian priority and safety.

To further mitigate the increased traffic concerns within the adjacent community the overall circulation network promotes alternative forms of transportation as a method of reducing dependence on automobile travel. The multi-modal design provides pedestrian focussed transportation linkages and facilitates connectivity both within the Plan Area and the larger community. To this end, the Plan design includes four transportation types: local streets, a green parkway, green streets and multi-use trail networks to encourage amenable alternatives to automobile circulation.

3.4.2 Internal Circulation Network

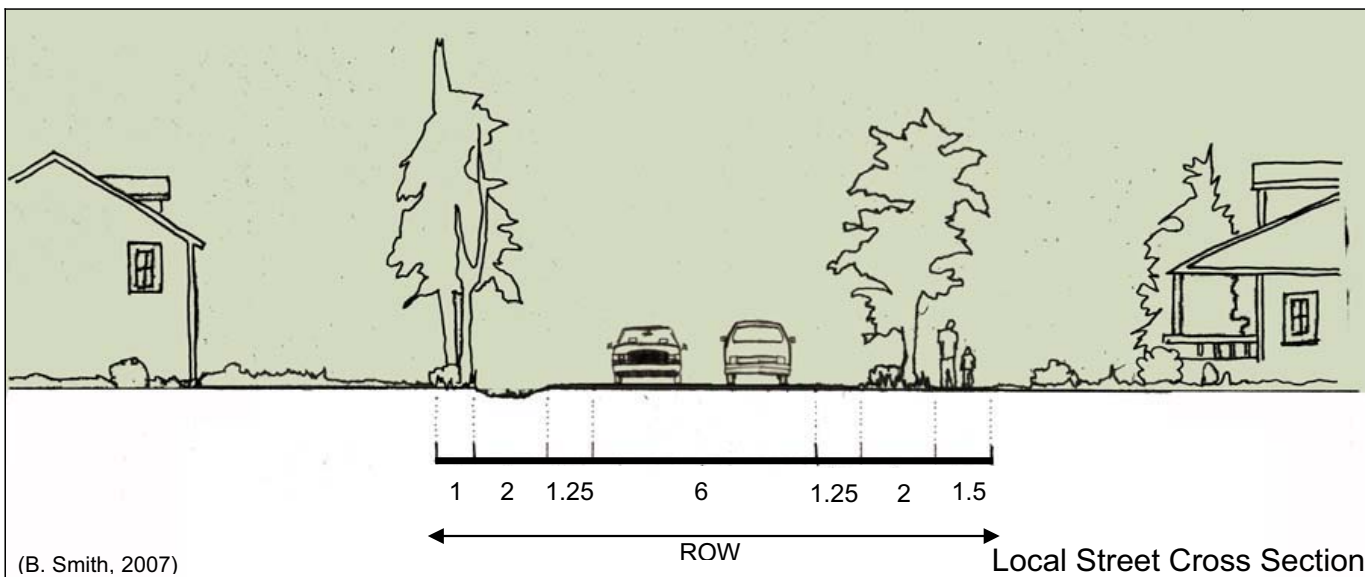
3.4.2.1 Local Streets

A local street network, extending from Leighton Way and Peterson Drive access points at the northwest, and Arnet Road at the northeast of the Plan Area defines the internal roadway system. A southerly access point is also proposed in conjunction with the future utility corridor. The local street network is designed to serve local residents and accommodate multi-modal neighbourhood traffic, including pedestrians, cyclists and drivers. Linkages with other circulation networks existing within and outside of the Plan Area is designed to prioritize pedestrian mobility and inter-modal connectivity.

Local street configuration is designed at a pedestrian scale and is characterised by short residential blocks for optimum connectivity. Block intersections include roundabouts to improve traffic circulation as well as provide a stormwater management function. Other alternative development standards will be incorporated into the local street network to reflect the overall Smart Growth principles and low-impact development standards of the Plan. A summary of the local street guidelines is outlined below. Figure 21 provides a visual representation of the local streets.

- **Road width:** Narrow road widths will be utilised on all local streets to minimise impervious traffic surfaces and enhance neighbourhood safety through traffic calming. Standard widths will vary from 6.0-metre 2-way traffic lanes to narrower “queuing” roads whereby vehicles travelling down the same street can allow the other to pass by temporarily pulling into the lane shoulder. Co-ordination with emergency response departments and agencies will be achieved prior to design finalization.
- **Parking:** Designated street-side parking will be limited on all local streets. The preferred parking option will be pullout parking areas in higher density areas and queuing lanes in lower density areas.

- **Traffic Calming:** Traffic calming measures will be incorporated into the streetscape design of all local streets. The overall focus is to improve safety and liveability while maintaining the effectiveness of the road network. Specific horizontal deflection measures will be used including: chicanes, limited on-street parking, roundabouts and vegetated bulb-outs.
- **Green Infrastructure:** Green infrastructure design will be incorporated into local street design to manage rainwater. This is achieved through a combination of street trees and plantings, gravel parking verges, “country lanes”, vegetated roadside swales, and traffic calming measures using planted bulb-outs and roundabouts.
- **Pedestrian pathways:** A pedestrian pathway will be included within the local street streetscape that is safe, easily accessible and connected to other pathway networks. Pathways associated with local streets will be 1 – 1.5 metres in width and will be separated from vehicle movement where possible.



3.4.2.2 Green Parkway

Part of the Plan Area includes a green parkway. The Parkway is generally located along the revised portion of the proposed utility corridor that passes through DL114. The corridor is proposed between the District's Public Works Yard on Industrial Way and the Community Hall. The primary purpose of the Greenway Corridor reflects the three objectives of the utility corridor:

- Improved fire protection for the downtown core;
- Alternate route from Pacific Rim Highway to downtown core; and
- Improved wastewater treatment.

The secondary purpose of the Greenway Corridor is to provide a safe, dedicated multi-use path to serve the circulation needs of the local community and provide appropriate linkages to other District pathway systems. Due to its proximity to the environmentally sensitive area in the eastern portion of the Plan Area the Green Parkway includes the following guidelines:

- Design road network to minimize site disturbance (wildlife and ecosystem degradation) of sensitive areas and reduce fragmentation of landscape;
- Incorporate a high level of alternative design standards (ADS):

- Minimize or eliminate effective impervious area (EIA) and concentrated surface flows;
- Infiltrate and slowly convey storm flows in bioretention cells and swales;
- Use permeable paving and aggregate storage systems under pavement where possible;
- Integrate green parkway with District recreational pathway systems; and
- Provide safe and efficient fire and safety vehicle access.

3.4.2.3 Green Streets

An important component of the overall Plan Area circulation network is the green street. The green street is represented by an east – west connection across the Plan Area terminating at the park common area adjacent to the location of the neighbourhood commercial area. Basically, the green street acts as a direct, safe and aesthetically pleasing open space roadway between built up areas. Although a primarily pedestrian route to neighbourhood destinations, the green street also serves a secondary function as an emergency access. The green street guidelines include:

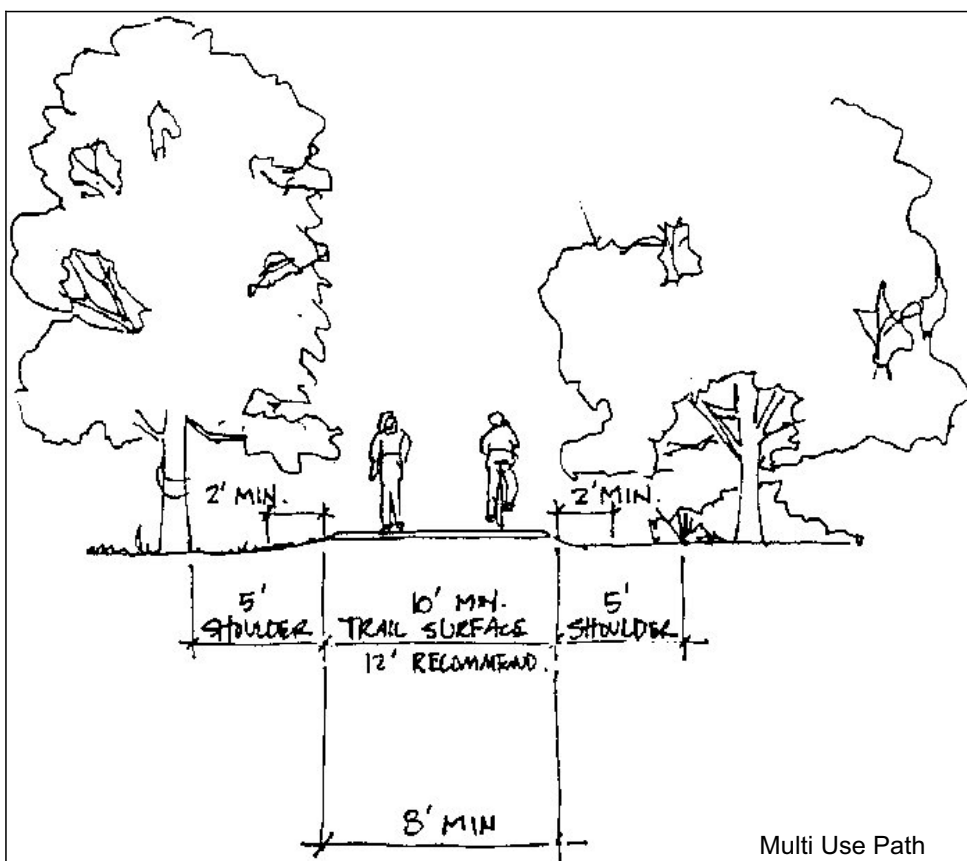
- Connected pedestrian-scale circulation system that takes advantage of open space amenities;
- Provides additional stormwater conveyance and infiltration for infrequent, large storm events;
- Incorporates minimum design standards; and
- Serves a secondary emergency access function.

3.4.2.4 Multi-use Trail Networks

Apart from formal pedestrian circulation networks found within the local roads and green streets, several other interconnected networks of recreational trails and multi-use paths (MUP) are found within the site. A recreational trail system is envisioned within the conservation area located at the eastern edge of the Plan Area. The intended uses are to provide access alongside and through natural features of the preservation area in a manner that protects the sensitive ecosystem, particularly the riparian areas.

As a corollary, the recreational trails form linkages, which connect to local streets in the Plan Area and the existing trail and pathway network beyond (school, community hall, and village core). The pathway system can also provide linkages to other recreation destinations south of DL114 including the proposed lighthouse trail and Tonquin Park trail head. This effectively extends the trail network, providing continuous multi-use recreational trail linkages throughout the area, while providing accessibility to the adjacent community. The multi-use trail guidelines include:

- Riparian areas should be respected. Paths should be built outside of a required 15m buffer zone from top of bank;
- Site disturbance minimized. Path material throughout all recreational trails will be pervious and not impede natural watercourses;
- Pedestrian contact within the sensitive buffer zone should be minimized or access restricted; and
- Recreational paths can be integrated with green parkway which runs north-south along the Plan Area.



3.5 Innovative Design Solutions

The THC Board of Directors was intent the LAP incorporate innovative design standards that support and sustain human health and ecological integrity. This direction is supported by the OCP to ‘explore alternative development standards that address Tofino’s infrastructure requirements’ (sec.3.2.2.16) and ‘promote environmental planning as a foundation and key design determinant for developmental planning’ (sec.3.2.2.2). Furthermore, considering the chronic and significant servicing and infrastructure problems facing the District, the LAP provides direction to reduce the long-term infrastructure costs to the District and local residents while mitigating environmental site impact.

3.5.1 Rainwater Management

In Tofino, where annual rainfall averages 300 cm/year, rainwater management is an important development consideration. A natural systems approach will be used to preserve the natural water balance of the Plan Area. Specifically, use of source controls and low-impact development principles will be introduced throughout the Plan Area to reduce the detrimental impacts of rainwater run-off by capturing it where it falls and using a variety of infiltration techniques. General rainwater management objectives that compliment the overall sustainability principles of the Plan are considered at the building, lot, road right of way and open space levels.

3.5.1.1 Buildings

Residential buildings play an important role in the overall stormwater management of the Plan Area. Total mean roof area will be minimized to reduce surface area impermeability. Wherever possible multi-unit buildings will be designed in consultation with R-2000 and/or Leadership in Energy and Environmental Design (LEED) to include roof gardens or other permeable roof surfaces to intercept and hold (evapotranspire)

or absorb rainwater while insulating buildings from cold, heat and noise. All roof drainage from single-unit residential buildings will be directed to on-lot infiltration and/or cistern system rather than piped drainage systems wherever possible.

3.5.1.2 Residential Lots

Low impact development methods of handling surface runoff and stormwater at source (on site) will be a requirement of all new development within the Plan Area. These methods will include, but not be limited to:

- a) Ensuring sufficient and appropriate soils are conserved or applied in new development to absorb rainwater;
- b) Directing roof drainage from buildings to ground rather than piped drainage systems wherever possible (i.e., does not cause flooding problems on the receiving or adjacent properties);
- c) Minimise lot impermeability by orienting lots to use shared driveways to access houses along common lot lines; and
- d) Limit clearing and grading to road, utility, building pad, landscape areas and the minimum amount of extra land necessary to manoeuvre machinery.

Residential lots will be constructed to maximize retention of permeable surfaces (e.g. infiltration pockets, planted swales and rainwater collection systems). Where possible, multi-unit buildings will be oriented around a shared green courtyard that is an extension of a pedestrian greenway. The courtyards serve many functions, including a pedestrian corridor, recreation opportunities, micro-climate control and rainwater management.

3.5.1.3 Road Right of Ways

As previously mentioned, roadways within the Plan Area will be narrow to reduce overall impermeable surface area. Streets and parking areas will have pervious edges to allow the free flow of water from paved surfaces to vegetated boulevards, swales, “rain gardens” and bioswales as appropriate to the design and use of the Plan. Roadside swales (open vegetated ditches for curb-less roads) are the primary means of conveying stormwater within the Plan Area. In addition to increasing safety and reducing vehicle speeds, traffic calming measures and roundabouts will serve a secondary function of providing storm flow infiltration and slow conveyance. Roadside vegetation, including native trees, shrubs and groundcover will also be incorporated along streets and parking areas to provide tree canopy coverage to intercept rainwater.

3.5.1.4 Open Space

Apart from providing recreational and aesthetic amenities and habitat conservation dedicated parks and open space areas serve a vital role in stormwater management. Consideration was given to locate building lots and roadways for dispersing stormwater to open space areas. Conveyance from residual roadside swales can be directed to natural hydrological pathways. Dedicated buffers around riparian areas serve to provide further infiltration and preserve natural features that are key to maintaining healthy aquatic ecosystems.

3.5.2 Water and Sewer

Water supply and distribution within the Plan Area will be serviced by the District’s water system. Terminal connections are presently located on Peterson Drive near the principal site access. The proposed Utility Corridor project between the Public Works Yard and

Arnet Road along the eastern portion of the Plan Area will result in further servicing capacity within the Plan Area.

However, in recognition of the perennial water availability issues within Tofino, particularly during the summer months, water conservation measures are included in the Local Area Plan. The impetus to reduce the consumption of potable water reflects the environmental objectives of the Plan and was supported and encouraged throughout the public participation process as an appropriate and innovative response to local water issues. Environmental concerns involve minimizing the impact of both extracting and subsequently releasing municipal water to the natural environment. Economic factors were also considered, including a desire to alleviate capacity constraints, lessen the impact on infrastructure costs, and reduce operational costs. To this end, the goal for the Plan Area is to reduce residential water consumption in the Plan Area to 70 percent of mean residential water consumption levels of the District (2006). To achieve these benefits the following strategies will be employed where practical and appropriate:

- Reduce per capita residential water consumption in the Plan Area to 70 percent of mean residential water consumption levels of the District (2006).
- To achieve these increased water efficiencies the following strategies will be considered for all residential development in the Plan Area:
 - At a minimum, all development within the Plan Area will incorporate landscape design principles (i.e. xeriscaping) using native plant species to mitigate outdoor water usage;
 - Rainwater collection will be considered in all residential development for use in residential toilets and irrigation. An initial pilot project will be developed to determine feasibility;
 - Greywater recycling from sinks, laundry and showers investigated, or at a minimum building plans allow for future retrofit – or pilot project with allowances for future retrofit in all residential plans; and
 - All new construction shall contain water saving fixtures and fittings (such as ultra low flush or dual flush toilets, low flow showerheads, water-efficient dishwashers).

3.5.3 Energy

Energy use is an important component of the Local Area Plan and a significant component of the overall emphasis on sustainability within the Plan Area. Not only does energy conservation put less strain on available resources and lessens pollution and environmental damage caused by energy production, it also has long-term financial savings related to attainable housing. Energy conservation efficiencies also have a direct implication for housing attainability over the long term. The following energy related guidelines for DL114 include:

- Overall performance target for residential energy use within the Plan Area reduced by 20 – 25% of current code standards; using 20 – 25% less energy than compliance with National Building Code.
- All multi-unit development within the Plan Area will consider onsite generation techniques in the design stage, including, but not limited to:
 - Daylighting;
 - Natural ventilation;
 - Solar heating; and
 - Geo-thermal exchange heating.

- All multi-unit development within the Plan Area will incorporate energy reduction and efficiency strategies into the design phase and will be implemented using available incentive programs.
- Multi-unit buildings that do not include a high level of energy efficiency because of budget constraints shall include flexible building designs with the potential capability to accommodate future technologies.
- R-2000 technical standards will be adopted for all single unit residential development.

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- Smart Growth BC. (2005). *Affordable Housing Policy*. <http://www.smartgrowth.bc.ca>.
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Requirements:

The OCP outlines the requirements for a LAP on DL 114, unrelated policies omitted:

3.2.3.4 Local Area Plan Policies

1. Local Area Plans shall identify conceptual land use, services and transportation development for areas identified in Figure 10.
2. A Local Area Plan shall include the following:
 - Inventory and description of environmental features, including Environmentally Sensitive Areas, slope analysis, and surface drainage, undertaken in consideration of the Ministry of Environment, Lands and Parks “Environmental Objectives, Best Management Practices and Requirements for Land Developers” (March 2000);
 - Identification of planning principles, objectives and policies;
 - Identification of integration with adjacent lands, particularly in terms of greenways and multi-modal trails;
 - Identification of conceptual land use zones, primary and secondary roads, primary trails, parks and open space, greenways, servicing, stormwater management, phasing and implementation, including identification of servicing costs and potential financing options.
3. The District will encourage the incorporation of alternative development standards and other *Smart Growth* concepts (see 3.2.3.12) in Local Area Plans.

3.2.3.12 Smart Growth Policies

1. The District shall endorse and promote *Smart Growth* principles in new development and redevelopment of existing development, including:

- Undertaking development in a compact fashion;
- Supporting mixed use development;
- Promoting alternative development standards;
- Protecting sensitive environmental areas;
- Reducing (eliminating) detrimental economic, environmental, and social effects of development;
- Promoting multi-modal forms of transportation;
- Integrating open space into daily living;
- Promoting urban containment.

2. The District will make available a *Smart Growth* Tool Kit for Council, developers and residents to identify the ways and means of promoting and implementing *Smart Growth* in Tofino.

4. Each Local Area Plan process shall identify, where appropriate:
 - steep slopes and slopes that are more than 30 percent in gradient;
 - slope instability analysis and risk assessments associated with liquefaction, soil strength reduction, or post-earthquake soil settlement potential, and areas covered with compressible soils (see: 3.5.2.3.1);

3.5.2.3 Natural Hazard Areas Policies

1. Slope instability analysis and liquefaction will be identified as part of future development plans

- key views, vistas and viewscales;
- description of the Context of the Local Area within the surrounding community to identify potential linkages and buffers;
- Environmentally Sensitive Areas (ESA's), including Red and Blue listed species and communities, watersheds and vegetation stands and note how ESA's will be managed.

5. The Local Area Plan process shall include comprehensive public consultation.
6. Each Local Area Plan shall be completed under the supervision of and signed by a Planner Registered in the Province of British Columbia and/or a Landscape Architect Registered in the Province of British Columbia.
8. All areas identified in Figure 10 shall require inter-agency discussion and consultation.
10. The Local Area Plan for each of the areas identified in Policy 3.2.3.2 and 3.2.3.4.1 shall include the following, and identify the location of the following uses:

District Lots 114, 115 and 116 as identified in Figure 4 and Figure 10:

- One Neighbourhood Commercial Node to a maximum of 900 square metres (9,687 square feet) as described in Policy 3.2.3.3.1;

3.2.3.3 Neighbourhood Node Policies

1. One Neighbourhood Node may be permitted for each Neighbourhood at Chesterman Beach, MacKenzie and Clayoquot View Estates Neighbourhood, on the following basis:

- Total commercial/retail space shall be contiguous but not necessarily located in one building and shall not exceed 900 square metres (9,687 square feet);
- Building location shall not be adjacent to Pacific Rim Highway;
- Proposed commercial/retail uses must fulfill a neighbourhood need;
- Proposed commercial/retail uses include residential living accommodation over the ground floor;
- Site planning and design respects the site features and site context (see Figures 6);
- The scale and character of proposed development reflects the nearby neighbourhood character (see Figure 6);
- Pedestrian and bicycle access is incorporated and promoted in the design;
- Automobile parking is placed at the rear of the building;
- The design promotes a community meeting place, public washrooms, places to sit and visit and high quality landscaping;
- The proposed development is landscaped;

- Low intensity lighting is used;
- Signage is appropriate and visually interesting;
- In the case of Clayoquot View Estates node, the node shall be located to serve residential uses in District Lot 114 and future residential uses in the Village Reserve.

- A mix of residential uses, including the provision of residential use over retail in the Neighbourhood Commercial Node, ground-oriented townhouses with densities ranging between 25 units per hectare and 37 units per hectare (10 – 15 units per acre); compact housing averaging 20 units per hectare (8 units per acre); detached housing ranging between 12 units per hectare and 15 units per hectare (4.8- 6 units per acre) with the overall average net minimum density of 20 units per hectare (8 units per acre);
- Multi-modal connections to the Downtown Commercial Core via First and Fourth Streets;
- Linear park system connecting the neighbourhood to the proposed Middle Beach Park and Tonquin Park;
- Educational facility with neighbourhood playfields;
- Buffer adjacent to Pacific Rim Highway;
- An extended care facility site.

APPENDIX B – PUBLIC INPUT

The level of public interest and participation throughout the LAP process was high. In total, over 140 people attended the three Open Houses. Public consultation was a valued and integral part of the Plan development. The iterative nature of the Plan development allowed the public to see their expressed wishes and desires manifested in subsequent Plan iterations. This was viewed as a strength by the THC Board inasmuch as it provided a sense of ownership to the Plan by the community. Public input was solicited primarily through discussions with THC Board and staff during the Open Houses as well as through questionnaires distributed during the Open Houses. Following the March 28th Open House many written comments were received. An overview of the comments is included below:

- Concerns with proximity of potential sewage treatment plant (smells);
- Centralized building management fee's (through Strata) to ensure long-term upkeep;
- Land development – increased construction traffic, noise; duration of construction;
- Gibson Street should be paved prior to development;
- Utility corridor built first; Ensure endorsement by Council of the corridor;
- Keep Commercial Node small – serving local neighbourhood;
- Identify possible bus stop locations, employee pick-up spots;
- Require strict home-based business regulations;
- Speak to/work with Bear-aware people;
- Include eco-building principles – rainwater collection, xeriscaping, low-flow toilets, etc;
- Concerns over increased traffic and safety issues at Leighton Way;
- Concerns over trees falling (windthrow) onto existing properties;
- Priority placement for vulnerable individuals;
- Concerns over minimal parking requirements (1/unit);
- Concerned over parking access to proposed trail head;

We also received many positive remarks:

“incredibly encouraging”

“thanks for listening and leaving room for wildlife”

“good mix of densities and housing types”

“plan is sensitive to characteristics of site”

“well done – obviously a well thought-out plan”

“high points – green living, making a beautiful living environment sustainable”

“great job, keep up the good work”

“high points – level of thought and organisation; emphasis on community and promoting ‘positive social interaction’, integrity of green space;

“Plan reflects the OCP”

“I’m encouraged!!”

APPENDIX C – ECOLOGICAL SITE INVESTIGATION

As part of the Local Area Plan Madrone Environmental Services completed an ecological site investigation on DL 114. The report executive summary presents the findings and recommendations of the investigation:

EXECUTIVE SUMMARY

Madrone Environmental Services Ltd. (Madrone) was retained by the Tofino Housing Corporation (the client) to assess the environmental attributes of a property that the client proposes to develop for mixed residential use. The 15.88-hectare property is situated in the southwestern part of the Village of Tofino. Madrone assessed the property for plant species and communities, wildlife habitat, fish habitat potential, riparian features, and red- and blue-listed species and ecosystems.

The property lies within the southern very wet hypermaritime variant of the Coastal Western Hemlock biogeoclimatic zone (CWHvh1), typical for this area. It is characterized by a cool mesothermal climate. Most of the study area has little evidence of prior disturbance, although some trails have been developed throughout, and a right-of-way cleared in the western portion.

The majority of the property now contains mature (structural stage 6) forest dominated by western redcedar (*Thuja plicata*) and western hemlock (*Tsuga heterophylla*). Small depressions, poorly drained unmapped riparian areas, and one larger wetland also occur within the property boundaries. These areas may be susceptible to soil disturbance during construction resulting from low soil porosity and hydraulic conductivity due to the silt and organic content of the soils. The wetland and riparian areas are interconnected, and originate within or immediately adjacent to the property, draining via a culvert system to the Ocean north of the property and south to Mackenzie Beach.

Madrone mapped and described all of the ecosystems on the entire property by delineating polygons on a high-resolution 1:2000 colour orthophoto. Three types of forested ecosystems and one marginally forested wetland were delineated within 13 polygons.

Prior to fieldwork, a list of rare wildlife species (federally listed or provincially red- or blue-listed) known to occur in the CWH biogeoclimatic zone on western Vancouver Island were selected as focal species for the environmental impact assessment. As most plants, birds and fish are not visible during the winter, field surveys focused on identifying habitat suitability values. Most of the property was assessed as having a **low** to **moderate** overall habitat suitability for potential use by the focal species. Localized portions of the assessment area, however, contained habitat better suited for focal species.

The highest suitability ratings were given to the open wetland and forested swamp ecosystems, which were rated **highly suitable** for the Red-legged Frog (*Rana aurora*). This species is provincially blue-listed and federally listed under Schedule 1 of the federal Species at Risk Act as a species of special concern. Potential breeding habitat for the Red-legged Frog was located in the open wetland and throughout the network of drainages. Forage and security habitat was also well represented, especially in habitat types with high moisture content.

Many natural cavities and hollows were observed in trees throughout the assessed area that are suitable for small nesting owls, such as the Northern Pygmy-owl (*Glaucidium gnoma swarthii*), Western Screech-owl (*Megascops kennicotti*) – both provincially blue-listed, and Northern Saw-whet Owl (*Aegolius acadicus*). Cavities can also provide summer roosting sites for bats, including the Keen's Long-eared Myotis (*Myotis keenii*) – provincially red-listed, and Townsend's Big-eared Bat (*Corynorhinus townsendii*) provincially blue-listed. The wetland was also rated moderate to high for nesting and foraging potential for the small owl species listed above. Foraging habitat for bats was also considered moderate to high in and around the wetland.

In addition to rare wildlife species, three high profile species were also included on the list of assessment focal species – Bald Eagle, Black Bear (*Ursus americanus*) and Columbian Black-tailed Deer (*Odocoileus hemionus columbianus*). Moderate to high forage potential existed throughout the majority of the area assessed for Black Bear and Columbian Black-tailed Deer due to the dense cover of berry-producing shrubs. Winter thermal habitat for deer was lacking throughout due to the open forest canopy. Although no bear dens were located, large (>1 m dbh), hollowed cedar trees would provide ideal denning habitat.

In accordance with the direction in the Tofino Official Community Plan best management practice guidelines, recommended buffers for the riparian areas are 60 m, and for the wetland 150 m from top of bank (creeks) or high water mark (wetlands). It is our professional opinion that these buffers are overly conservative, considering the site-specific attributes and dimensions of the creeks and the wetland. To preserve riparian function for these sensitive areas, we recommend buffers of 30 m on both sides of the creeks (measured from the top of bank) and 30 m around the wetland (measured from the high water mark). These buffers should be designated “no development zones” to prevent soil degradation, habitat loss, and disruption of hydrological patterns.

This may necessitate adjusting the design to relocate the proposed utility corridor, and relocate or eliminate (or replace with denser units elsewhere in the development) blocks of proposed townhouses in the eastern portion of the property.

To maintain habitat quality, the 30 m buffer areas should be designated “wildlife reserve zones” on future site plans. In addition, wherever feasible, extending the reserve zone would prove beneficial to maintaining wildlife habitat values, especially for red-legged frogs that could be breeding in the wetland area. For example, protecting Polygon P12 along the northeastern portion of the property, and the centre of Polygon P10 (not covered by 30 m buffer), and the eastern portion of Polygon P2 (mature forest), and the lower portion of Polygon P13 (southwestern corner) would be beneficial to local wildlife.

In recognition of the relative wildlife values of the larger trees in Polygon P2 (the mature, richer forest), we recommend that the eastern portion of this area be left as a “wildlife reserve zone.” The older forest here is presently transitional to old-growth (structural stage 7), harbouring attributes suitable for potential nesting and roosting sites by birds of prey. The larger western redcedars exhibit natural hollows and cavities, which will provide nesting habitat for cavity-nesting owls and roosting habitat for bats. Suitable bear denning habitat is present in the natural cavities of the larger redcedars. If implemented, the wildlife reserve zone will necessitate modifying the current development plan.

Additional surveys for breeding birds and owls are recommended. The approximate windows for each area are as follows: breeding birds April 1–June 19 and owls February 1–April 31. Although these surveys are conducted at different times of the day, they may be combined during the same field trip. To definitively prove fish presence or absence would require exhaustive sampling over an extended period of time; instead, retaining the recommended 30m riparian buffers will ensure that potential fish habitat is maintained while meeting or exceeding the provincial guidelines.

Summary of Recommendations:

- Implement 30 m riparian reserve zones adjacent to all riparian areas. The reserve zones should be measured perpendicularly from the top of bank of the creeks and from the high water mark of wetland areas. Designate these areas as wildlife reserve zones on future site plans to maintain habitat integrity, and implement associated measures to protect the integrity of the riparian habitat.
- Where safety is not an issue, retain snags as wildlife trees. This will maintain habitat values for a range of wildlife species, including cavity-nesting birds and roosting bats.
- Retain large live trees wider than 80 cm diameter at breast height (DBH; measured at 1.3 m) where these trees will not cause hazards to people or property. These trees create denning opportunities for large mammals (e.g., Black Bears), while also providing natural hollows and cavities for nesting birds, small mammals and roost sites for bats.
- Retaining coarse woody debris in cleared areas will maintain forage and security habitat for amphibians, birds, and mammals.
- Conduct a breeding bird survey between April 1st and June 19th to collect a more comprehensive and accurate inventory of birds using the site.
- Conduct owl surveys between February and April to determine potential occupancy and nesting sites.
- Retain the eastern portion of Polygon P2 as a wildlife reserve area to conserve and enhance overall wildlife habitat values.
- Monitor disturbed sites during and after development for encroachment by invasive species such as Scotch broom (*Cytisus scoparius*) and Himalayan blackberry (*Rubus discolor*). If found, these species should be removed.
- Any future stream crossings must be carried out in accordance with Section 9 of the provincial Water Act.

APPENDIX D – ECOSYSTEM TYPES

The following information provides details on the four forested and one non-forested ecosystem types found in the environmental assessment report (p. 16-20):

Ecosystem Type 1: Western redcedar–Western hemlock nutrient-poor mature forest: CWHvh1/03 (Polygons P1, P10, and P13)

Ecosystem Type 1 was the most abundant in the study area (Plots 2, 3, and 7). Soil types included Orthic Dystric to Gleyed Orthic Dystric Brunisols in upland sites, interspersed with a mosaic of Ecosystem Type 3 (Orthic Gleysols) in lowlying areas where terrain was hummocky (e.g., Plot 3).

These upland forest sites tend to have soil nutrient deficits, typified by relatively poor tree growth and chlorotic foliage, with the understorey dominated by ericaceous shrubs. Where present on the site, these ecosystems were mature forest (structural stage 6), with relatively open canopies (canopy closure 5-25%) and a multi-layered structure indicative of continuous small gap-driven stand dynamics. Hummocky terrain also supported the development of this ecosystem, where raised hummocks develop from remnants of windthrown trees, which also provide suitable microsites for regeneration. Snags and coarse woody debris of various sizes were abundant. Tree species present in the canopy were present in the regeneration layer. This ecosystem type also grew on the hummocky areas.

The tree canopy consisted of western redcedar (*Thuja plicata*) and western hemlock (*Tsuga heterophylla*), which were also present in all canopy layers in similar proportions. Typical tree diameters ranged from 15-60 cm, and height averaged 18 m.

Ecosystem Type 2: Western redcedar–Western hemlock–Sitka spruce nutrientrich mature forest: CWHvh1/06 (Polygon P2)

Ecosystem Type 2 was found in the southern low-lying area (Plots 8 and 15). The site corresponds with the provincial classification typified by the western redcedar–Sitka spruce–foamflower association. This productive forest type extends throughout the north-facing slope towards the south end of the property. Soils were Orthic Humic Gleysols.

Trees on this site tended to be large, with higher canopy closure than other stands on the property. Some individual trees had diameters of over 1.5 m. Snags and woody debris were also present.

This ecosystem type was a mature forest (structural stage 6) with a multi-layered structure indicative of continuous small gap-driven stand dynamics, particularly windthrow. The high water table increases the susceptibility of shallow-rooted species like hemlock and Sitka spruce to windthrow, but this site was quite sheltered. The terrain at this site was slightly hummocky, with more upland sites supporting Ecosystem Type 1.

The tree canopy consisted of western redcedar and western hemlock. The regeneration layers had primarily redcedar, although there were hemlock germinants on the forest floor and woody debris. The understorey was comprised of evergreen huckleberry and red huckleberry 1-2 m tall and also salal. Salmonberry (*Rubus spectabilis*), indicative of

nutrient-rich sites, was infrequent. The herb layer was dominated by deer fern and bunchberry; three-leaved foamflower (*Tiarella trifoliata*), also an indicator of rich sites, was present in trace amounts, but was likely more abundant during the growing season. Typical mosses were Oregon slender moss (*Eurhynchium praelonga*) and step moss in the representative sites, and lanky moss and red-stemmed feathermoss (*Pleurozium schreberi*) in the elevated microsites.

Ecosystem Type 3: Shore pine–Western redcedar–Sitka spruce nutrient-poor swamp forest: CWHvh1/12 (Polygons P7-P9)

This ecosystem type was common towards the eastern side of the property (Plots 9-12). They tended to occur on raised microsites in depressions within swampy and riparian areas, and immediately adjacent to riparian areas. These sites were wet to very wet and nutrient very poor to poor, reflecting the typically high water table and acidic soil conditions. Depending on the duration and frequency of flooding, these ecosystems had varying amounts of fairly well decomposed organic material originating from deciduous plant foliage: one pit had nearly 50 cm of organic soil originating from decaying wood. Soils were typically Orthic to Humic Gleysols in lower-lying areas. Limited soil nutrient availability was apparent in the stunted tree growth, very open canopies (canopy closure averaging 5%) and chlorotic foliage. The understorey was more diverse than in the upland forest types. Snags and coarse woody debris of various sizes were abundant. Species present in the canopy were present in the regeneration layer.

The tree canopy consisted of western redcedar and shore pine (*Pinus contorta* var. *contorta*), with less frequent Sitka spruce and western hemlock. Trees were fairly short (10 m-15 m), with multiple canopy layers, and sparse in the wettest areas. Mean tree diameters ranged from 8-60 cm. Shrubs covered a lower proportion of the ground (total cover approximately 35%), which was fairly open, likely due to availability of suitable microsites. The major shrub species were evergreen and red huckleberry, with salal, bitter cherry, Pacific crabapple (*Malus fusca*) on raised hummocks, and salmonberry.

The herbaceous layer occupied a similar proportion of ground cover, but due to the season most annual and ephemeral species were not visible. Confirmed species include deer fern, twinflower (*Linnaea borealis*), bunchberry, and slough sedge (*Carex obnupta*). The bryophyte layer covered approximately 10% of the area, consisting of coastal leafy moss (*Plagiomnium insignne*), Oregon beaked moss, and step moss.

Ecosystem Type 4: Shore pine–sedge wetland: CWHvh1/00 (Polygon P3)

The elongated wetland between the hilly areas in the southeastern part of the property is a typical nutrient-poor, sparsely forested wetland in the CWHvh1. Depressions were occupied by permanently flooded wetlands, and raised areas were colonized by *Sphagnum* spp. moss, most likely *S. girgensohnii*. Sedges, Labrador tea (*Ledum groenlandicum*), and other indicators of coastal poor bogs were common.

Soils were organic (typically Mesisols) and the underlying mineral soil exhibited very strong gleying and fine texture. This wetland was interconnected hydrologically to the other riparian areas on the eastern side of the property. These sites were very wet and nutrient very-poor to poor. Soil moisture and nutrient limitations were exhibited in the stunted pine growth, and the fact that no other tree species could tolerate these conditions. Canopy closure averaged 2%. Snags and coarse woody debris of various

sizes were abundant. Shore pine was common in the regeneration layer, but there was abundant redcedar in the regeneration layer that did not occur in the canopy.

The tree canopy was solely sparse, stunted shore pine on the raised hummocks, barely approaching 10 m tall and 15 cm diameter, which occurred at all regeneration stages. Western redcedar was frequent in the regeneration layer but absent from the canopy, except on the very margins of the area, grading to more upland sites. Shrubs consisted of Labrador tea, which is common in sites with high water table and acidity, and small amounts of evergreen huckleberry and salal on hummocks. The herb layer was largely obscured by snow cover and devoid of annual plants at this time of year. Species that were present during the assessment included: bog cranberry (*Oxycoccus oxycoccus*), slough sedge, Pacific reedgrass (*Calamagrostis nutkaensis*) and tapered rush (*Juncus acuminatus*). All of these species indicate similar ecological conditions (i.e., flooding, low available nutrients). Sphagnum sp. moss was the dominant bryophyte, with running clubmoss (*Lycopodium clavatum*) on hummocks with minor amounts of coastal leafy moss.

Ecosystem Type 5: Complex of Ecosystem Types 1 and 3 (see above CWHvh1/03 & 12) (Polygons P4, P5, and P6)

Ecosystem Type 5 is a mix of site series 03 and 12 (described above as Ecosystem Types 1 and 3. This forested ecosystem was described in the field at plots 4, 5, and 6, and delineated as three Polygons (P4, P5, and P6).

APPENDIX E – WILDLIFE ASSESSMENT

The environmental report for DL114 provided the following habitat suitability summary for listed focal species:

Marbled Murrelet (Red-listed)

This species typically nests in trees in coastal old-growth forests or mature forests with old growth characteristics (Burger 2004). There were few sufficiently large trees (>80 cm dbh) with suitable epiphyte coverage in the canopy. Ecosystem Type 2 (plot 8) and the older trees in the forest on the slope to the south and east of plot 8 had limited suitability for this species. While traversing the older forest (Polygon P2), nesting habitat for this species was observed (albeit on a limited basis), mainly in the western redcedar veterans.

Northern Goshawk, laingi subspecies (Red-listed)

The survey of the study area provided no evidence of goshawk occupancy. No stick nests were observed, and no visual or audio evidence was identified. Based on benchmark habitat data summarized by McClaren (2004) and Proulx et al. (2003) the overall rating for the Northern Goshawk to occur in the study area was considered low to nil. Trees with limbs large enough to support a raptor nest were sparse and shrub cover was too dense for adequate foraging. CWD on site could provide suitable habitat for smaller mammals and passerines—the majority of prey animals which comprise the diet of goshawks in the region, but other habitat attributes were lacking.

Keen's Long-eared Myotis (Red-listed)

Caves >100 m long and above 500 m elevation are key winter hibernation sites for Myotis bats. Rock faces and knolls with crevices that are solar or geothermally heated are important maternity roosts, while tree cavities in wildlife trees and loose bark serve as natural roost sites, and may be limiting in some parts of their range. Insect-rich low elevation coastal forest and riparian areas are important foraging areas.

The surveyed area contained abundant wildlife trees which could serve as suitable roosting sites. Large (>1 m dbh), rotten snags provide the highest suitability for potential bat roosting on site. Natural hollows in redcedars were also observed. Most observed roosting sites existed in isolated veteran redcedar trees. No suitable habitat for hibernating was present. Important foraging habitat also exists within the insect-rich wetland area. The forested edges of the wetland would provide for roosting opportunities in close proximity to prime forage.

Common Water Shrew (Red-listed)

The Common Water Shrew depends upon structurally diverse riparian areas adjacent to streams and lakes for all stages of its life cycle (Proulx et al. 2003). Suitability for this species within the proposed area was rated moderate or low adjacent to the drainages and the wetland. The habitat was not rated higher than this, due to a general lack of riparian habitat diversity (i.e., coarse woody debris and large boulders) (Polygons P3-P7).

Band-tailed Pigeon (Blue-listed)

This species is found primarily below 1000 m in Douglas-fir–hemlock–redcedar– spruce stands (Braun 1994). Nesting occurs in virtually all habitat types and areas that are rich in berry-producing shrubs. This species also forages on buds in deciduous trees.

Overall, nesting suitability was considered low within the forested areas. Foraging habitat is good in forested parts of the area due to the abundant berry producing shrubs and herbs.

Northern Pygmy-owl (Blue-listed)

The Northern Pygmy-owl prefers breeding in mature and second-growth coniferous forests, mixed riparian forest, and pure deciduous stands, particularly near the edge of forest openings over interior forest habitat (Johnsgard 1988). It largely depends on woodpecker cavities for nesting and roosting habitat. In British Columbia, the Northern Pygmy-owl prefers edges of open coniferous forests or mixed woodlands during the breeding season (Campbell et al. 1990b). Nesting habitat suitability for the area was considered low to very low throughout. Moderate nesting potential was identified adjacent to the wetland (assessment plot 14), with the existence of nesting cavities in close proximity to good foraging habitat over the wetland.

Western Screech-owl *kennicottii* subspecies (Blue-listed)

In the northern portion of its range, the Western Screech-owl prefers lower elevation forested or treed environments, especially in riparian forests (Johnsgard 1988). This species will roost in tree cavities, on branches, in nest boxes, and in cliff crevices (Johnsgard 1988). Like the Northern Pygmy Owl, this species is a secondary cavity nester and is largely dependent on the excavations made by large woodpecker species.

Overall, nesting habitat suitability for the area surveyed was moderate to very low, although plots 2 and 14 were rated high. These plots contained adequate natural cavities for nesting, especially in the larger redcedars and decaying snags.

Great Blue Heron *fannini* subspecies (Blue-listed)

This species typically nests colonially in tall Sitka spruce, western redcedar, western hemlock, pine, red alder (*Alnus rubra*) and black cottonwood (*Populus balsamifera* ssp. *trichocarpa*). Isolation from disturbance appears to be an important factor in nest site selection. Foraging habitat includes aquatic areas generally less than 0.5 m deep, such as marine intertidal areas, estuaries, riparian areas, wetlands, and freshwater lakes.

Nesting colonies are considered to be critical habitat for this species. Suitable nesting habitat must contain mature forest close to foraging habitat (< 8 km away; most are within 3 km) (Proulx et al. 2003). No evidence of use within the assessment area was identified for this species, and nesting habitat was rated low to moderate. Moderate foraging habitat exists for this species in the wetland ecosystem.

Red-legged Frog (Blue-listed)

The life history of this species requires heavily vegetated aquatic areas in which to breed. Its terrestrial habitat is typically dominated by tall shrubs, coarse woody debris and a relatively flat substrate (Macy, 2004). Once Red-legged Frogs disperse from the breeding area they require coarse woody debris to maintain a cool and moist microclimate (Corkran and Thoms 2006).

The wetland in the southeastern part of the property was rated high potential breeding habitat for Red-legged Frogs. The creeks were also rated as moderate to high breeding habitat potential. The swamp forest adjacent to the wetland and in the depression to the west with abundant coarse woody debris cover would provide moderate to good forage and security habitat.

Ephemeral wet sites were observed throughout the northern portion of the study area (e.g., in Polygon P1) that would also provide good forage/security habitat, having abundant large-diameter coarse woody debris, vegetation cover, and standing water at the micro-scale. The isolated pockets of water observed throughout the area (e.g., near assessment plot 5, Photo 15) may also provide breeding habitat. The ephemeral duration of these pools would likely not allow the larvae to metamorphose into adults.

Townsend's Big-eared Bat (Blue-listed)

The habitat requirements of Townsend's Big-Eared Bat mirror those of Keen's Long eared Myotis (BCMELP 1998). No suitable habitat for hibernating (critical habitat) was present on the assessed property.

Bald Eagle (Yellow-listed)

Bald Eagles are a significant and conspicuous component of the B.C. avifauna, especially on the coast. Bald Eagles are considered ecologically significant keystone predators, helping to regulate other bird populations (Environment Canada 2004). They also have a very high public profile, and are significant to the B.C. ecotourism industry and First Nations cultural heritage.

Throughout coastal forests, Bald Eagles typically nest in large, old trees that have developed sufficiently stout limbs to support their often huge nest structures. They strongly prefer large, dominant or co-dominant trees in a heterogeneous stand of mature or old-growth coniferous timber. These trees require a good viewscape of the surrounding area, and a good line of sight to a nearby productive feeding area.

Typically, the larger the tree diameter, the higher the potential nest tree value, and the higher the value for a suite of other species that are generally associated with wildlife trees and old or mature forest stands. The best territories are thus likely to include:
highly productive feeding area (e.g., shoreline, salmon river, well-stocked lake)
several actual and potential nest trees
a good selection of ideal perching and roosting trees, well distributed in strategic sites throughout the territory.

Habitat suitability for nesting Bald Eagles was considered low to very low throughout the majority of the assessment area. Relatively few trees and snags large enough to support an eagle nest were observed. The most likely area to contain potential habitat is the more mature forest typical of Polygon P2. Although no nests were observed, this area was considered to contain potential nesting attributes.

Black Bear (Yellow-listed)

The abundant berry-producing shrubs, throughout the majority of the area assessed, reflects moderate summer forage for black bears. The skunk cabbage in the wetter areas provides an important early spring foraging opportunity for bears. No bear dens were located, although it is likely that dens exist, especially in the larger trees associated with the older forest type in Polygon P2.

Columbian Black-tailed Deer (Yellow-listed)

The dense shrub cover provides adequate spring/summer browse throughout the area assessed. Winter habitat was rated either low or very low due to the open canopy throughout and lack of thermal cover.

Habitat Suitability Ratings (collected during field assessment during Jan 2007)															
A rating of 1 indicates ideal habitat, whereas a rating of 6 indicates completely unsuitable habitat, as per RISC (1999) standards.															
Focal Species	Habitat Suitability Rating														
	Plot 1	Plot 2	Plot 3	Plot 4	Plot 5	Plot 6	Plot 7	Plot 8	Plot 9	Plot 10	Plot 11	Plot 12	Plot 13	Plot 14	Plot 15
RED LISTED															
Marbled Murrelet (nesting)	6	6	6	6	6	6	6	5	6	6	6	6	4	5	4
Northern Goshawk (nesting)	6	6	6	6	6	6	6	5	6	6	6	6	5	5	6
Common Water Shrew (breeding)	6	6	6	6	6	6	6	5	5	4	4	4	6	3	3
Keen's Long-eared Myotis (roosting)	4	3	5	3	3	3	3	5	4	4	4	4	3	3	4
BLUE LISTED															
Band-tailed Pigeon (nesting)	5	5	4	5	5	5	5	4	4	5	5	5	4	4	4
Western Screech-owl (nesting)	6	2	4	4	3	3	3	3	4	4	4	4	4	3	4
Northern Pygmy-owl (nesting)	6	5	5	5	5	5	5	5	5	5	5	5	4	3	5
Great Blue Heron (nesting)	5	5	5	5	5	5	5	5	5	5	5	5	5	4	5
Townsend's Big-eared Bat (roosting)	4	3	5	4	3	3	3	5	4	4	4	4	3	3	4
Red-legged Frog (breeding)	4	6	6	6	6	6	6	6	6	2	2	2	6	2	3
Red-legged Frog (foraging/security)	3	4	3	4	3	3	3	4	3	2	2	2	4	2	3
YELLOW LISTED															
Bald Eagle (roosting/nesting)	6	5	6	5	5	5	5	5	6	5	5	5	5	5	5
Black bear (summer forage)	2	3	2	3	3	3	3	3	3	4	4	4	2	2	4
Black bear (denning habitat)	6	4	5	4	4	4	5	4	5	6	6	6	2	5	5
Columbian Black-tailed Deer (spring/summer forage)	2	2	3	2	2	2	2	3	4	4	4	4	3	2	4
Columbian Black-tailed Deer (winter thermal habitat)	6	6	6	6	6	6	6	6	6	6	6	6	6	6	4

VisionTofino.

- Manage development and growth in an orderly and environmentally sensitive way.
- Retain and promote the coastal character of Tofino.
- Encourage a diversity of housing types.
- Promote a sustainable healthy community.

The OCP's Growth Management Goals provide the specific direction for development in Local Area Plans. The OCP states:

From 3.1.1 Growth Management Goals. Our growth management goals are:

1. To retain the coastal rural character of Tofino.
2. To minimize the potential detrimental economic, environmental, physical and, social effects of future development.
3. To minimize conflict between tourism development and permanent community development.
4. To minimize sprawl.
5. To apply *Smart Growth* principles to Tofino.
6. To recognize regional growth patterns as they may affect Tofino.

Specific to this Plan are Goals #1, #2, #4, #5, and, to some extent, #6.

From 3.2: Community Design and Land Use

"This Official Community Plan will provide a long term 'roadmap' for community design and land use planning. In particular, Tofino intends to retain its small town coastal character while directing growth in a manner that respects environmental features, promotes *Smart Growth* and encourages economic, environmental, physical development and social well-being" (pg. 28).

And

"To reinforce the Downtown Commercial Core, mixed-use neighbourhoods and waterfront development should be planned and designed carefully so that Tofino maintains its interesting form and character" (pg. 28).

From 3.2.2: Community Design and Land Use Objectives

1. Promote *Smart Growth* principles in development.
2. Promote environmental planning as a foundation and key design determinant for developmental planning.
3. Promote land use designation for development of alternative forms of work environments.
6. Require completion of Local Area Plans for each of Clayoquot View Estates Neighbourhood, MacKenzie Neighbourhood and Chesterman Beach Neighbourhood.

7. Identify and develop commercial/retail neighbourhood service nodes in each of Clayoquot View Estates, MacKenzie and Chesterman Beach Neighbourhoods.
8. Promote Tofino's eclectic building character while applying west coast design elements.
9. Integrate the scenic natural environment into building design, particularly viewscales and vistas.
10. Promote a walkable and bikeable community and associated site planning and design.
11. Manage the provision of infrastructure services as a method of managing growth.
12. Promote a variety of housing form and types throughout the community that are attainable to a majority of residents.
13. Explore full cost accounting for new development projects.
16. Explore alternative development standards that address Tofino's infrastructure requirements.

Local Area Plan Policy Statements clearly outline the District's high expectations for development.

From 3.2.3.4 Local Area Plan Policies

3. The District will encourage the incorporation of alternative development standards and other *Smart Growth* concepts (see 3.2.3.12) in Local Area Plans.

District Lots 114, 115 and 116 as identified in Figure 4 and Figure 10:

- One Neighbourhood Commercial Node to a maximum of 900 square metres (9,687 square feet) as described in Policy 3.2.3.3.1;
- A mix of residential uses, including the provision of residential use over retail in the Neighbourhood Commercial Node, ground-oriented townhouses with densities ranging between 25 units per hectare and 37 units per hectare (10 – 15 units per acre); compact housing averaging 20 units per hectare (8 units per acre); detached housing ranging between 12 units per hectare and 15 units per hectare (4.8- 6 units per acre) with the overall average net minimum density of 20 units per hectare (8 units per acre);
- Multi-modal connections to the Downtown Commercial Core via First and Fourth Streets;
- Linear park system connecting the neighbourhood to the proposed Middle Beach Park and Tonquin Park;
- Educational facility with neighbourhood playfields;
- Buffer adjacent to Pacific Rim Highway;
- An extended care facility site.

From 3.2.3.6 Community Design Policies

1. The District shall develop and adopt Design Guidelines for multiple family residential, live/work and retail/commercial development that encourage building form and character that respects Tofino's eclectic building and small coastal community character while applying west coast design elements.
2. Community Design Guidelines will not be prescriptive but will be performance based, identifying the general characteristics desired but not the details required,

so that architectural expression is able to relate to specific site conditions and needs.

3. Public art will be encouraged where it complements and supports community design goals.
4. Design that promotes energy efficiency, waste management and conservation, including alternative building construction, design, sewage and wastewater treatment, water and energy sources will be encouraged.
5. The preservation of existing heritage building form will be encouraged by promoting, where appropriate, retention of heritage form when commercial uses are proposed for existing residential buildings.
6. Retention, maintenance and use of heritage buildings for residential and commercial uses will be encouraged.

From 3.2.3.11: Mobility Policies

1. Pedestrian circulation will be promoted throughout the District, including access to beaches, neighbourhoods, commercial development and places of employment.
2. Cycling will be promoted throughout the District, including access to beaches, neighbourhoods, commercial development and employment.
5. The District will encourage new development to explore and develop alternative road standards (width, materials, drainage) in keeping with *Smart Growth* concepts (see 3.2.3.12).
7. Where possible and practical, and where terrain permits, neotraditional street patterns (narrow streets, backlanes) will be promoted.

From 3.2.3.12 Smart Growth Policies

1. The District shall endorse and promote *Smart Growth* principles in new development and redevelopment of existing development, including:
 - Undertaking development in a compact fashion;
 - Supporting mixed use development;
 - Promoting alternative development standards;
 - Protecting sensitive environmental areas;
 - Reducing (eliminating) detrimental economic, environmental, and social effects of development;
 - Promoting multi-modal forms of transportation;
 - Integrating open space into daily living;
 - Promoting urban containment.

From 3.2.3.13 Infrastructure Policies

1. The District shall explore and develop, where appropriate, alternative wastewater treatment processes that are environmentally friendly.
5. The District shall encourage, where appropriate, the development of pedestrian trails in conjunction with the installation and extension of infrastructure.
9. Use of permeable surfaces will be promoted where appropriate.
10. The District will promote site planning that encourages the natural capacity of the

From 3.3.3.2 Neighbourhood Development Policies

1. Neighbourhoods shall be planned and designed to facilitate community interaction, such as walking, cycling and playing close to home.

From 3.5.1 Environment and Natural Resources Goals

Our Environment and Natural Resources goals are:

1. To protect ecosystems.
2. To support the importance of healthy ecosystems within the District lands and outlying regions recognizing that healthy communities and healthy environments are interdependent.
3. To encourage conservation of District and Regional resources.
4. To encourage the maintenance of natural green space and forest cover.
5. To apply sustainable development approaches to community, economic, environmental, physical and social development.
6. To become a community which models environmentally sound planning and infrastructure.

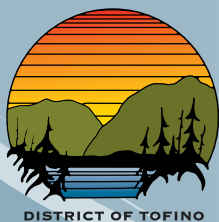


Photo by Adrian Dorst

Appendix C: OCP Monitoring Baseline 2012-2013

1.0 Growth Management

The indicators in the following section are meant to assess the progress in achieving the goals of section 3.1 Growth Management.

Tofino's population:

Tofino is growing faster than B.C.'s average growth rate. In 2011, 1,876 people were recorded as living year round in Tofino. This was an increase from 2006 when there were 1,655 people living in the municipality. This translates to a 13.4% growth rate over five years; the population change for British Columbia during this same period was 7.0%.

Source: 2011 Census, Statistics Canada

Tofino Population Forecast

Year	Low (1.5%)	Medium (2.5%)	High (3.5%)
2021	2177	2401	2646
2031	2527	3074	3661

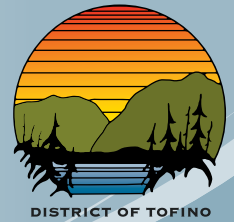
Tofino has a much younger median age than Canada, BC or the ACRD.

Source: 2011 Census, Statistics Canada

Median Age of Population (2011)

	Tofino	ACRD	BC	Canada
Total	33.7	45.1	41.9	40.6
Male	34.5	44.9	41.1	39.6
Female	32.5	45.3	42.7	41.5

“...where an enriching relationship exists between our community members and the natural environment...”



Age Characteristics

	T o t a l (2011)	% 2011	% 2006	Male 2011	Female 2011
Total pop	1875			960	915
0 to 4 years	110	5.9	6.6	50	55
5 to 9 years	80	4.3	3.9	40	40
10 to 14 years	50	2.7	5.1	25	25
15 to 19 years	75	4.0	4.2	40	30
15 years	20	1.1		10	15
16 years	10	0.5		10	5
17 years	10	0.5		10	5
18 years	15	0.8		10	5
19 years	15	0.8		10	5
20 to 24 years	170	9.1	8.5	70	95
25 to 29 years	270	14.4	10.5	130	140
30 to 34 years	250	13.3	12.7	135	115
35 to 39 years	195	10.4	8.5	110	85
40 to 44 years	100	5.3	7.9	50	55
45 to 49 years	95	5.1	6.3	65	30
50 to 54 years	105	5.6	8.2	45	50
55 to 59 years	150	8.0	6.6	80	70
60 to 64 years	90	4.8	4.5	40	45
65 to 69 years	70	3.7	2.7	45	25
70 to 74 years	25	1.3	1.8	10	15
75 to 79 years	15	0.8	1.2	10	10
80 to 84 years	10	0.5	0.6	5	10
85 years +	15	0.8	0.3	5	5

Tofino's development:

Over the last two years, 12-15 residential units on average per year have been built in Tofino. Sources: Statistics Canada; BC Stats Community Facts.
District of Tofino, Building Permit Reports

Residency:

Tofino has a much lower percentage of full time residents than other places in BC and Canada. Data from the 2011 census shows 75 percent of private dwellings in Tofino were occupied by “usual” (permanent) residents. This compares to 90.7% in British Columbia and 91.4% in Canada.

Source: 2011 Census, Statistics Canada

Mobility:

Just under half of Tofino’s permanent residents moved at least once in the 5 year span, 2000 – 2005. (The most recent data available.)

Almost 21% of Tofino’s permanent residents moved at least once within Tofino in the 5 year span, 2000 – 2005. (The most recent data available.)

Percentage of full time population that:	One year ago (2005)	Five years ago (2000)
Lived in Tofino at the same address	78	51.0
Lived in Tofino, but at a different address	10.6	20.7
Lived in a BC community other than Tofino	9.9	20.7
Lived in a different part of Canada	0.62	6.7
Lived in a different country	0.62	0.96

Source: 2006 Census, Statistics Canada

Commuting:

As of the 2006 census, 35 Tofino residents worked in Ucluelet while 110 Ucluelet residents worked in Tofino.

Source: 2006 Census, Statistics Canada

2.0 Community Design and Land Use

The indicators in the following section are meant to assess the progress in achieving the goals of section 3.2 Community Design and Land Use.

Housing:

The majority of Tofino residences are single family detached houses, but between 2006 and 2011 a greater diversity of residence types, including smaller units, were developed in Tofino.

Total private dwellings (occupied by usual residents) sorted by type*

	2011	2006
Single-detached house	54% (410)	64%
Movable dwelling	3.3% (25)	not specified
Semi-detached house	8.5% (65)	5%
Row house	6.5% (50)	8.6%
Apartment, duplex	10.5% (80)	5.8%
Apartment	15.7% (120)	12.9%
Other	0.7% (5)	2.9%

*Data as presented in 2006 and 2011 censuses were not completely compatible. 2006 data only shows percentage, not whole numbers. Source: 2006 Census and 2011 Census, Statistics Canada

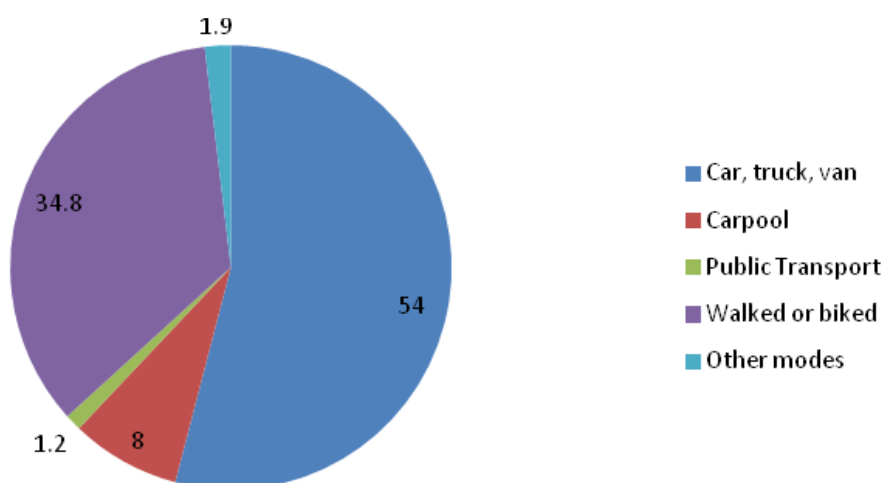
Buildings:

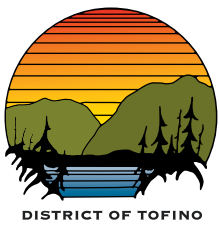
In 2006, 6.5% of dwellings required a major repair which is comparable to both BC (7.4%) and Canada (7.5%).

Source: 2006 Census, Statistics Canada

Transportation:

About half of Tofino's labour force drives to work in a single occupancy vehicle while about one third of the labour force walks or bikes. Source: 2006 Census, Statistics Canada





Youth Transportation

Transportation is a consideration for youth living in Tofino and going to school in Ucluelet. Youth responded that they had missed school (7.3%), a sports activity (17%), a club or group activity (17%), a medical appointment (4.5%), or work (4.9%) in the last month because they did not have transportation secured. 7.3% of youth surveyed hitchhiked once a month.

Source: CBT Youth Survey 2012

3.0 Community Development

The indicators in the following section are meant to assess the progress in achieving the goals of section 3.3 Community Development.

Population demographics:

Tofino has a much younger median age (33.7 years) on average than Canada (40.6 years), BC (41.9 years) or the ACRD (45.1 years).

Tofino also has fewer children under 15 (12.3%) than Canada (16.8%), BC (15.4%), or the ACRD (15.6%).

Source: 2011 Census, Statistics Canada

Families:

In Tofino, 13.7% of families (55 families) are lone parent families. Three quarters of those lone parent families are headed by a female parent (40 families).

Source: BC Stats, Community Facts, 2006 data

Low-income families made up 9.2% of the population.

Source: BC Stats, Community Facts, 2006 data

Enrolment at the Wickaninnish Elementary School is expected to increase by 22% between 2012 and 2021, with 159 students in 2012 and 205 students in 2021.

Source: School District 70

Housing:

Over a third of Tofino households (34%) were spending 30% or more of household income on housing - a higher percentage than households in Ucluelet (30.1% of households), Port Alberni (20.6% of households), and the ACRD (20.3% of households).

Source: 2006 Census, Statistics Canada

In 2006, 61.2% of dwellings were owned and 37.4% were rented.

Source: 2006 Census, Statistics Canada; BC Stats Community Facts

Owning

The average value of an owned dwelling in Tofino in 2006 was \$493,615.

Source: 2006 Census, Statistics Canada

The average monthly payment for an owned dwelling in 2006 was \$1,108 and the median monthly payment for an owner-occupied dwelling in 2006 was \$926.

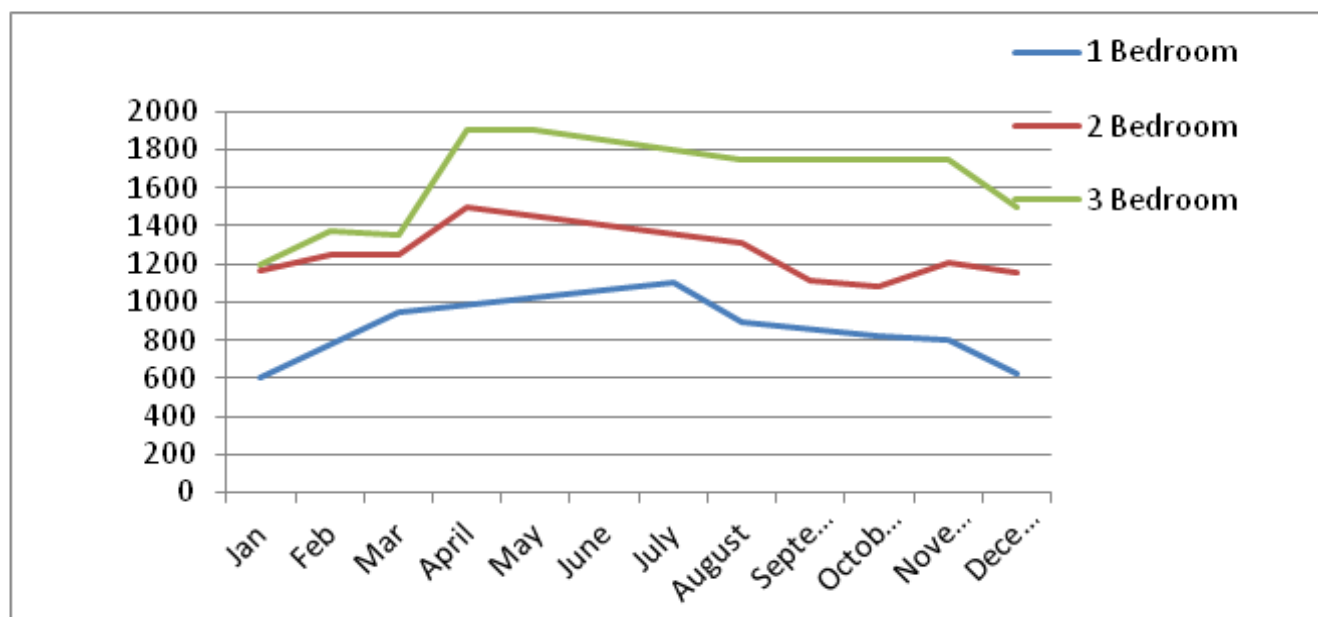
Source: 2006 Census, Statistics Canada; BC Stats, Community Facts

Renting

The average gross rent in 2006 was \$805/month and the median monthly payments for rented dwellings was \$719/month.

Source: 2006 Census, Statistics Canada

The price of available rental units changes throughout the year.



Source: CBT data collection through the Westerly News 2012

Income:

In 2006, the median after-tax income of all census families was \$44,815, and the median after-tax income of all private households was \$38,611.

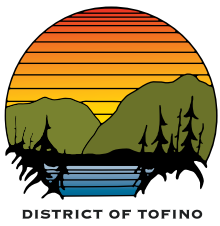
Source: 2006 Census, Statistics Canada.

Arts & Culture:

Tofino is a busy place! In 2012, there were 10 Tofino-specific festivals or events, and four regional festivals held at least partly in Tofino each year.

Source: Clayoquot Biosphere Trust, 2012

There were 23 Tofino-based community groups and 31 regional groups with presence in Tofino in 2012, meaning many residents are involved in community goings-on in some capacity or another! Source: Clayoquot Biosphere Trust, 2012



Registered charities based in Tofino provided nine part-time positions and four full-time positions in town in 2011.

Source: *Canada Revenue Agency*

1,078 people had a library card in 2012 and library circulation has increased overall since 2010.

Source: *Vancouver Island Public Library, 2013*

Tofino has a relatively high voter turnout with over half (56%) of the population filling out ballots in the 2011 municipal election, and 48% in the 2008 election.

Source: *District of Tofino*

Food Cost:

A healthy Food Basket in Tofino consisting of the following items cost \$27.91; in Ucluelet the same basket cost \$26.55, and \$20.91 in Port Alberni.

*same 10 healthy food items.

**Average of four stores.

Source: *Clayoquot Biosphere Trust, August 2012*

Use of Food Banks:

In 2011 and 2012, the average number of people served at Fish and Loaves once-a-week lunches was 27 per week.

Source: *Fish and Loaves; Data for 2011 and 2012. Lunch is not served every week.*

Youth Development:

Source: *Clayoquot Biosphere Trust Youth survey 2012*

In 2012, most Tofino youth had ridden their bike (85%), gone for a jog or walk (85%), spent time creating some sort of art (76%), gone to the beach (76%), and done a hobby or craft (56%) at least once during the month prior to the survey.

In 2012, almost a quarter (24%) of youth surveyed had missed participating in a sport or activity because they lacked transportation, and just over a fifth (22%) of youth had missed an opportunity because it was too expensive.

Almost a third (31%) of youth surveyed felt there were areas on the west coast where they did not feel safe walking alone. They stated the following reasons or locations: forest, wild animals, the reserve, gang violence, alleys, trails at night, wilderness areas, and town at night.

4.0 Economic Development

The indicators in the following section are meant to assess the progress in achieving the goals of section 3.4 Economic Development.

Industry:

Tofino's major industries are service industries. According to the 2006 census, "business services" and "other services" make up almost 60% of the villages industry. Tourism services are captured under "other services" in the census.

Source: 2006 Census, Statistics Canada

The tourist room revenues from 2005-2011 were as follows:

Tourist Room Revenue (\$000, Annual)

	2005	2006	2007	2008	2009	2010	2011
Tofino	32.1	32.3	37.7	36.8	35.3	34.3	33.3

Source: BC Stats

Business:

Small local businesses are an important part of Tofino's economy. In 2012 Tofino averaged about one local business for every three people.

Source: District of Tofino 2012

Labour Force:

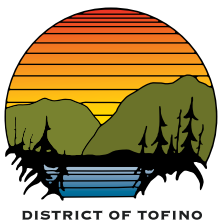
Over a quarter of Tofino residents were self-employed in 2006.

% of population 15 years and over in labour force	76.2%
Employment rate of those in labour force	94.8%
Unemployment rate of those in the labour force	5.2%
Overall employment rate (population 15+ years)	72.2%
Self-employed (of labour force, 15+ years)	26.1%

Source: 2006 Census, Statistics Canada

Income:

Tofino's average incomes are below the BC average and loosely follow BC's overall increase/decrease trends.



Year	All returns (number)		Total Income of All Returns Average income (\$)		% Change avg. income	
	Tofino	BC	Tofino	BC	Tofino	BC
2005	1,510	3,154,090	30,479	35,601	n/a	n/a
2006	1,410	3,165,750	31,891	38,523	4.6	8.2
2007	1,490	3,287,750	32,114	40,802	0.7	5.9
2008	1,630	3,383,640	32,023	40,736	-0.3	-0.2
2009	1,670	3,406,860	31,309	39,754	-2.2	-2.4

Source: BC Stats, Community Facts

In 2006, the median after tax income of:

All census families	\$44,815
Married couple families:	\$57,652
Common-law couple families:	\$40,137
Lone-parent families	\$36,503
Female lone-parent families	\$36,402
Male lone-parent families	\$44,862

Source: 2006 Census, Statistics Canada.

In 2006, the median after tax income of:

All private households	\$38,611
Couple households, children	\$59,278
Couple households, no children	\$40,440
One-person households	\$18,357
Other household types	\$43,602

Source: 2006 Census, Statistics Canada

In 2006, the personal income of the following was:

Median before-tax income (persons, 15 years and older)	\$22,696
Median before-tax income (males, 15 years and older)	\$24,803
Median before-tax income (females, 15 yrs. and older)	\$21,680
Median after-tax income (persons, 15 years and older)	\$20,224

Source: 2006 Census, Statistics Canada

In 2006, the earnings of the following were:

Median earnings – all people 15 and over	\$22,229
Median earnings – persons 15 and over working full year, full time	\$33,735

Source: 2006 Census, Statistics Canada

Youth work experience

In 2012 about a third (33.3%) of Tofino's youth worked part-time year round, and another quarter (27.7%) worked part-time through the summer only. Most youth with jobs responded that they work for extra spending money (63.4%), and to save for travel (46.3%) or future education (44.0%). A large majority (78%) of working youth responded that it was not hard to find a job.

Source: CBT Youth survey 2012

5.0 Environment and Natural Resources

The indicators in the following section are meant to assess the progress in achieving the goals of section 3.5 Environment and Natural Resources

Fresh Water:

Tofino receives over three meters of rain every year. However, summer dry spells that correspond to the peak tourism time means that water conservation best practices must be considered.

The highest water usage rate of 2011 was recorded on August 25 at 1903.39 cubic metres, or 22.03 litres/second.

Source: District of Tofino Annual Water Report, 2011

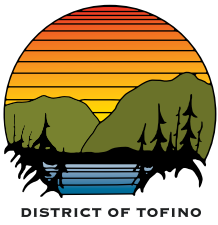
The total water production for 2011 was 276,096.10 cubic metres from the Bay Street Pump House, and 50,188.95 cubic metres from the Ahkmahksis Water Treatment Plant.

In 2011 there were no instances of bacteria in the water supply.

Source: District of Tofino Annual Water Report, 2011

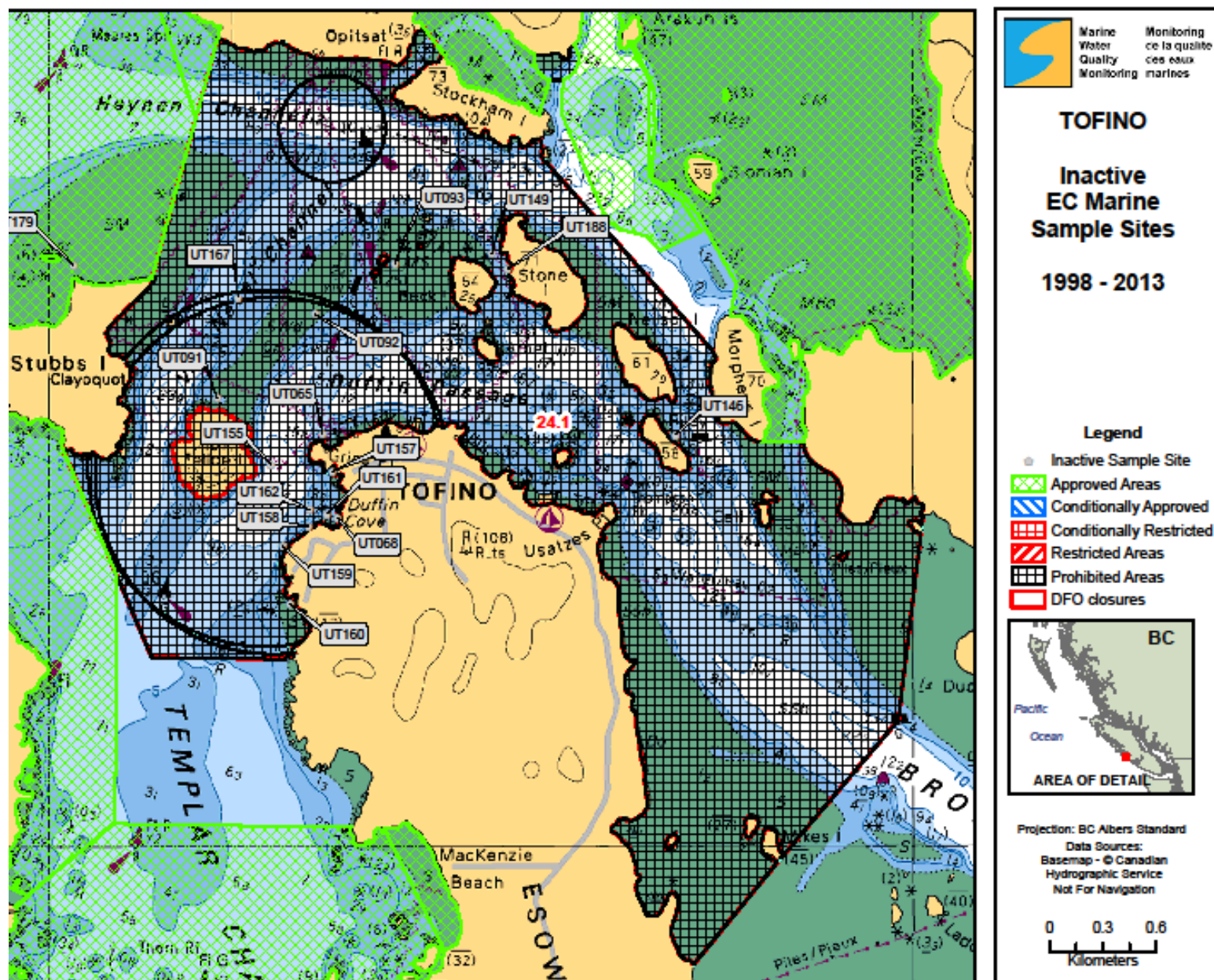
Marine Water Quality:

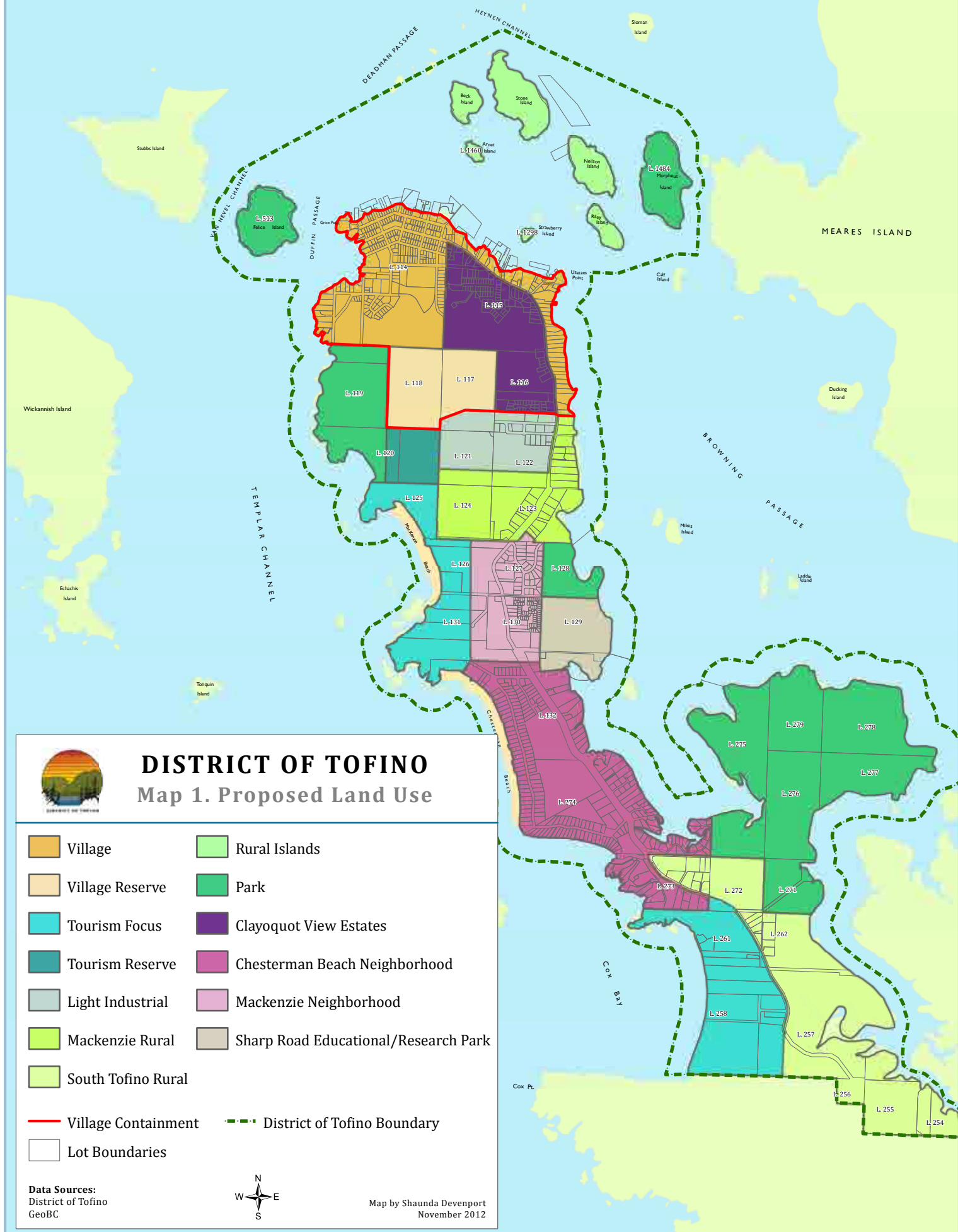
Tofino's Marine water quality is important to the recreation, aquaculture, industry and tourism uses on our waterfront. Sampling sites included in this table are part of Environment Canada's Shellfish Sanitation Program. (Sites are at MacKenzie Beach, Chesterman Beach, between Stubbs and Wickaninnish Islands, behind Stockholm Island, and at the mouth of Lemmens Inlet. See Appendix C Figure 1). At present, sites within the closed area of Tofino's Harbour are not being monitored. Fecal coliforms at the sites being monitored ranged from a median of <2 FC/100mL to 7 FC/100mL. A shellfish closure will occur if the most recent 15 samples are greater than 14 FC/100mL.

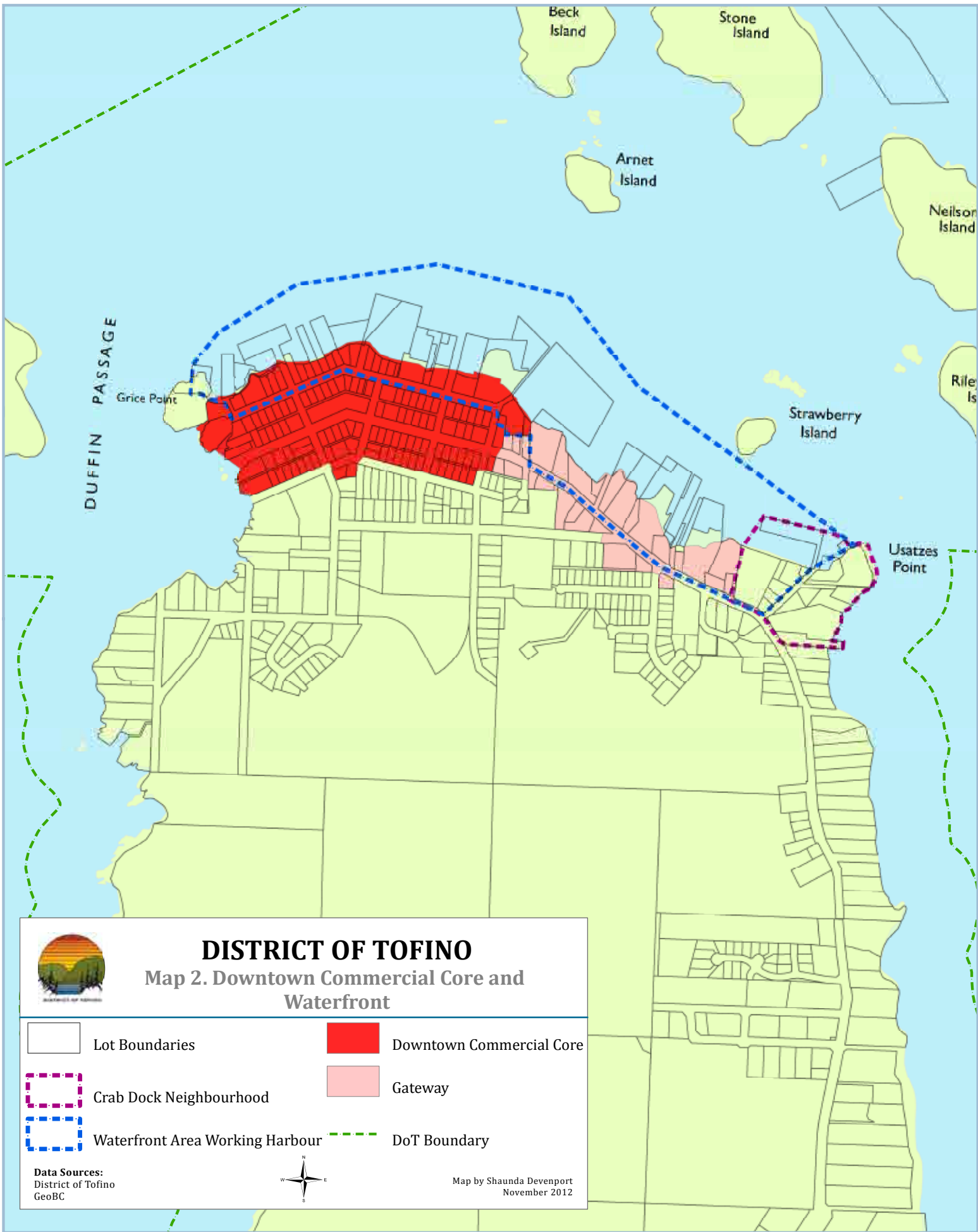


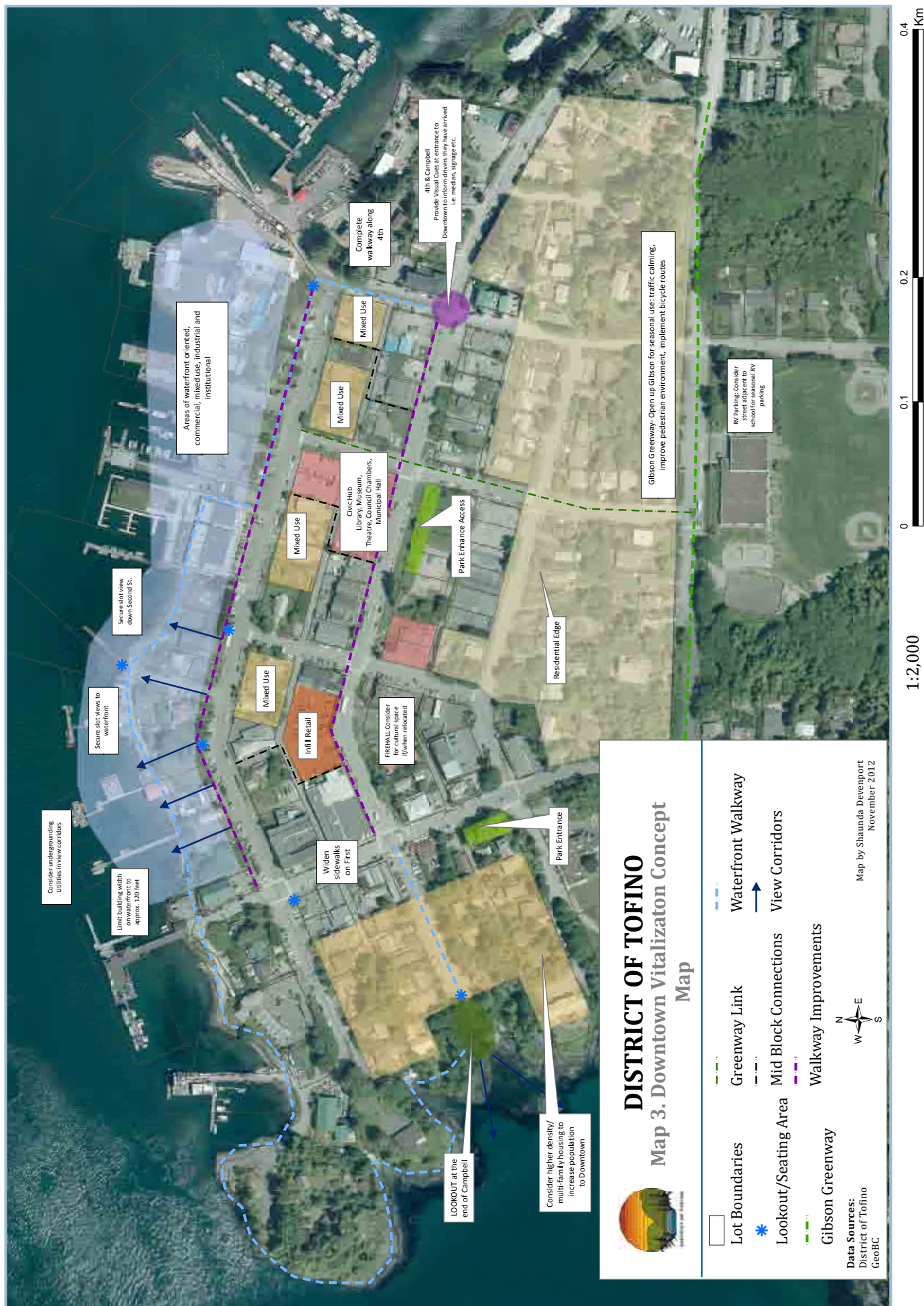
(In comparison, the standard for drinking water is 0 FC/100mL and the health standard for a beach closure is 200FC/100mL.) At most sampling areas there were a couple of “high” fecal coliform readings over the course of the sampling, which would affect shellfish harvesting if that high reading persisted. The samples were not high enough to cause a beach closure.

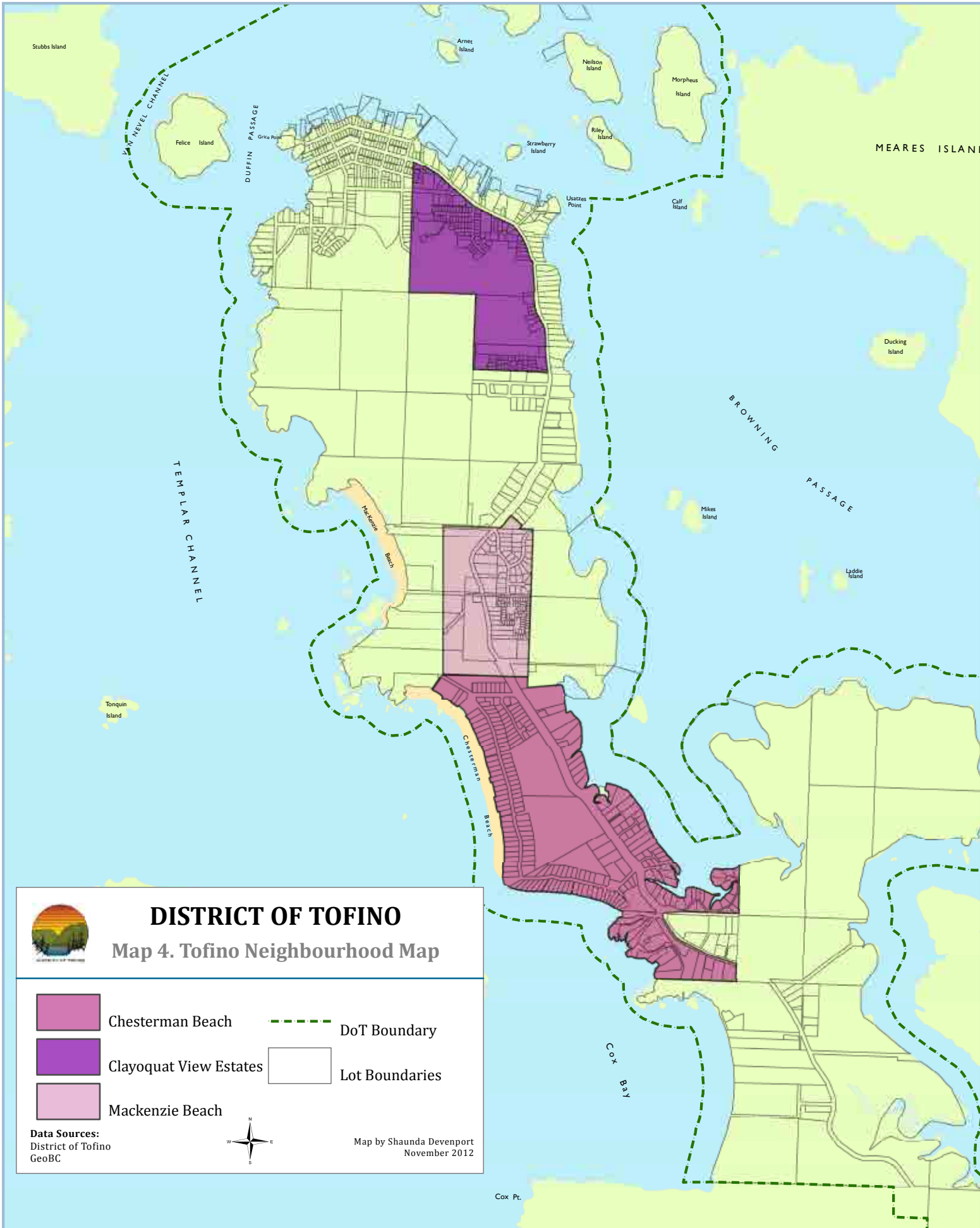
Appendix C - Figure 1: Inactive EC Marine Sample Sites











DISTRICT OF TOFINO
Map 4. Tofino Neighbourhood Map

- Chesterman Beach
- Clayoquot View Estates
- Mackenzie Beach
- DoT Boundary
- Lot Boundaries

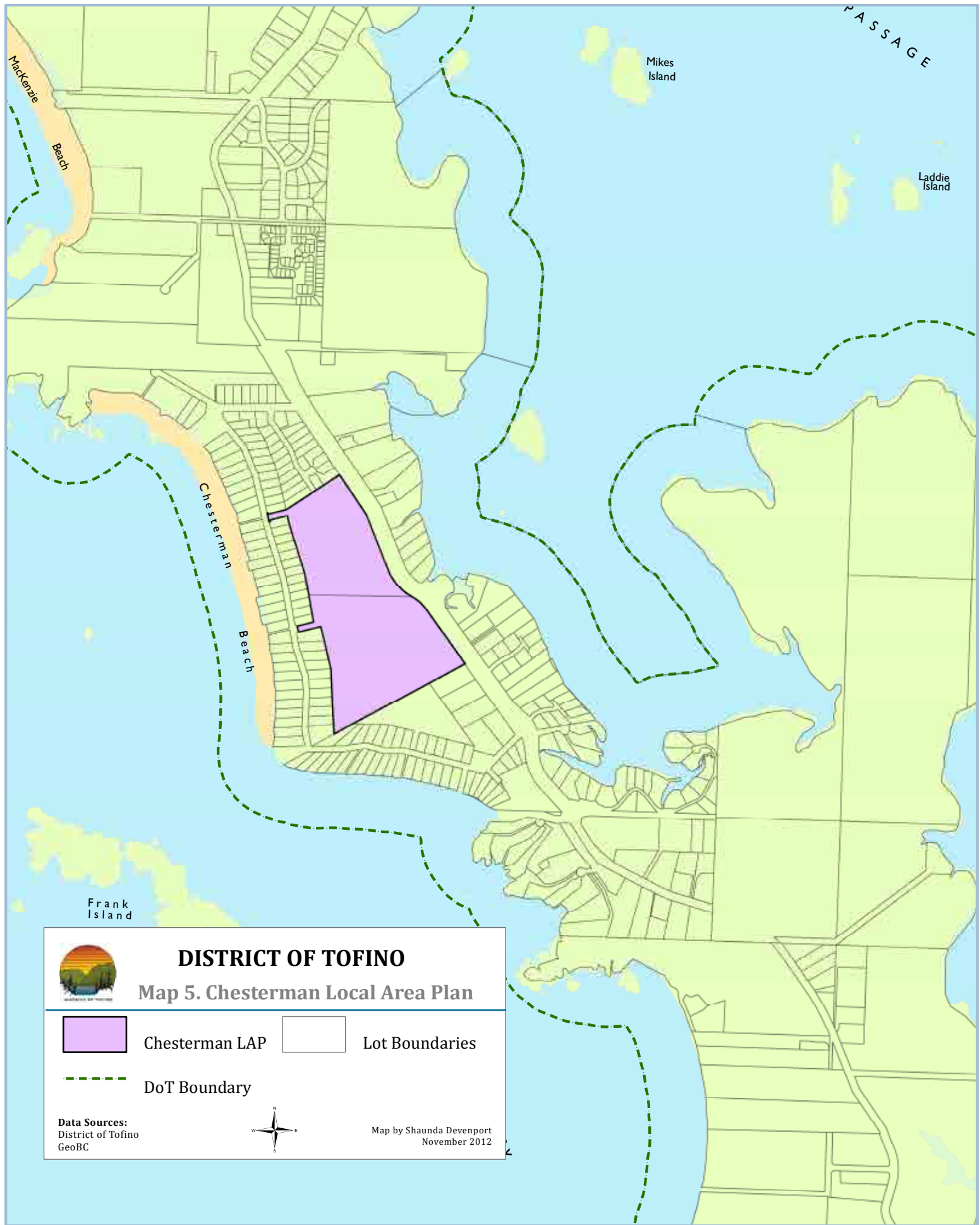
Data Sources:
 District of Tofino
 GeoBC

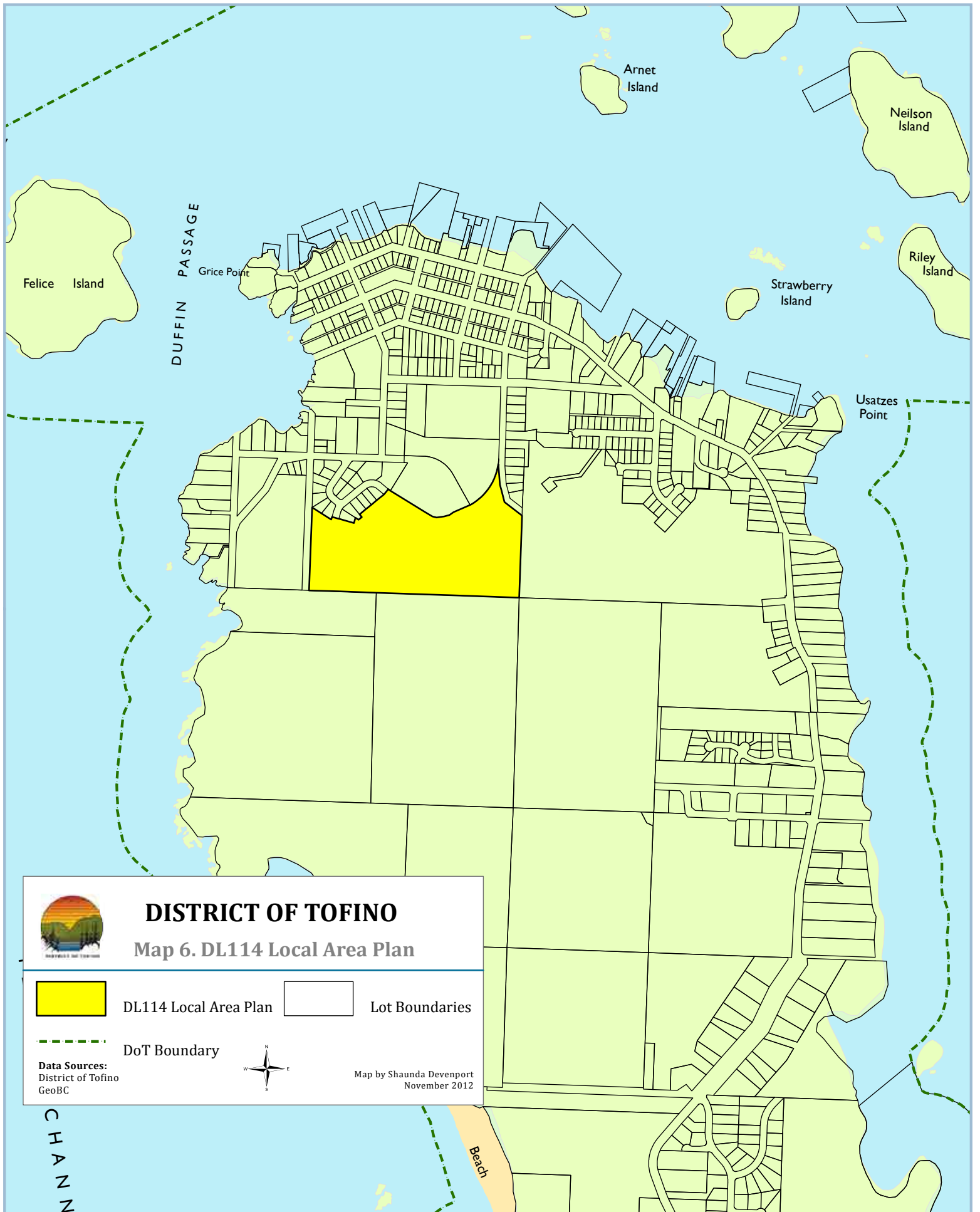


Map by Shaunda Devenport
 November 2012

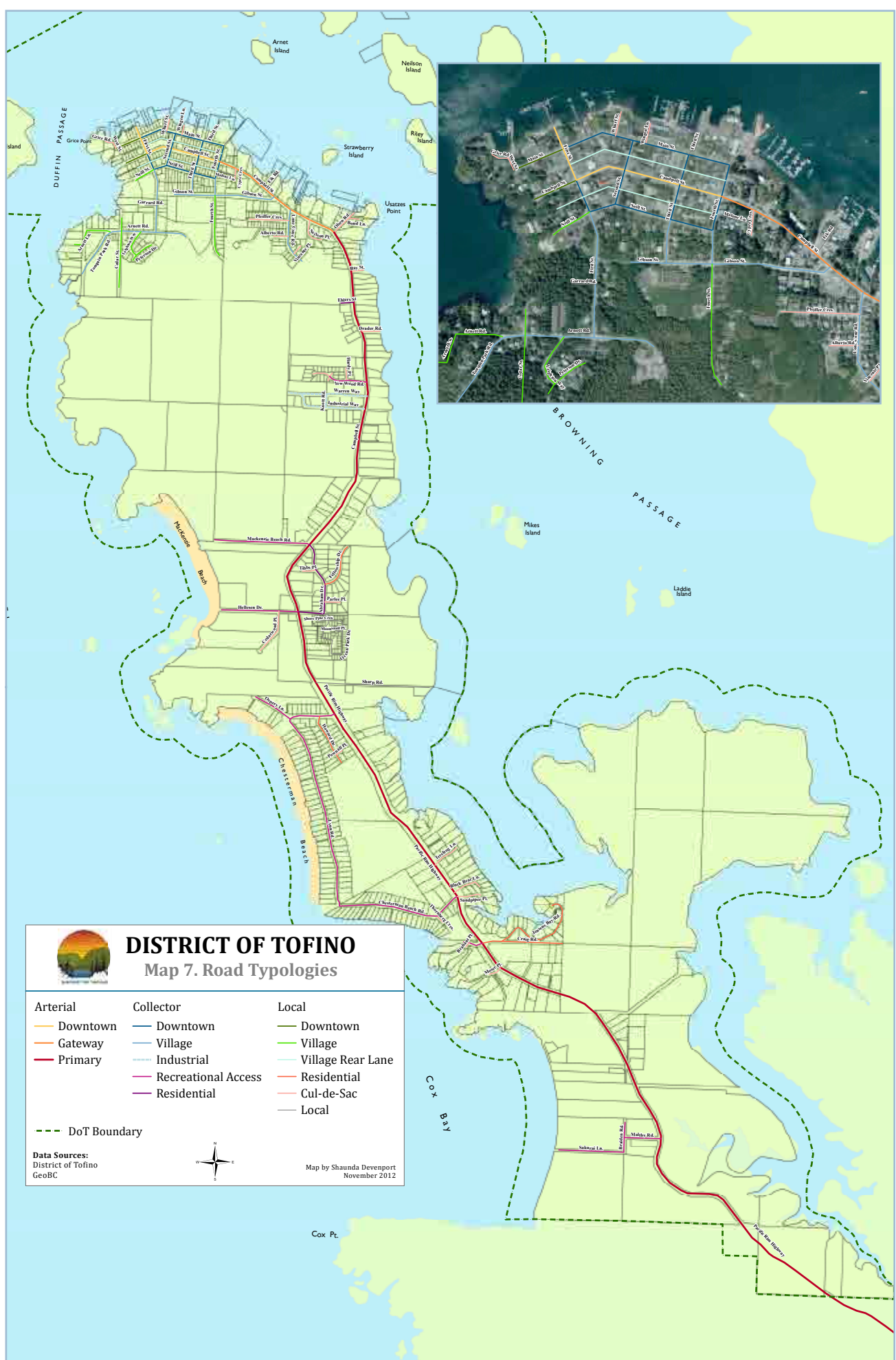
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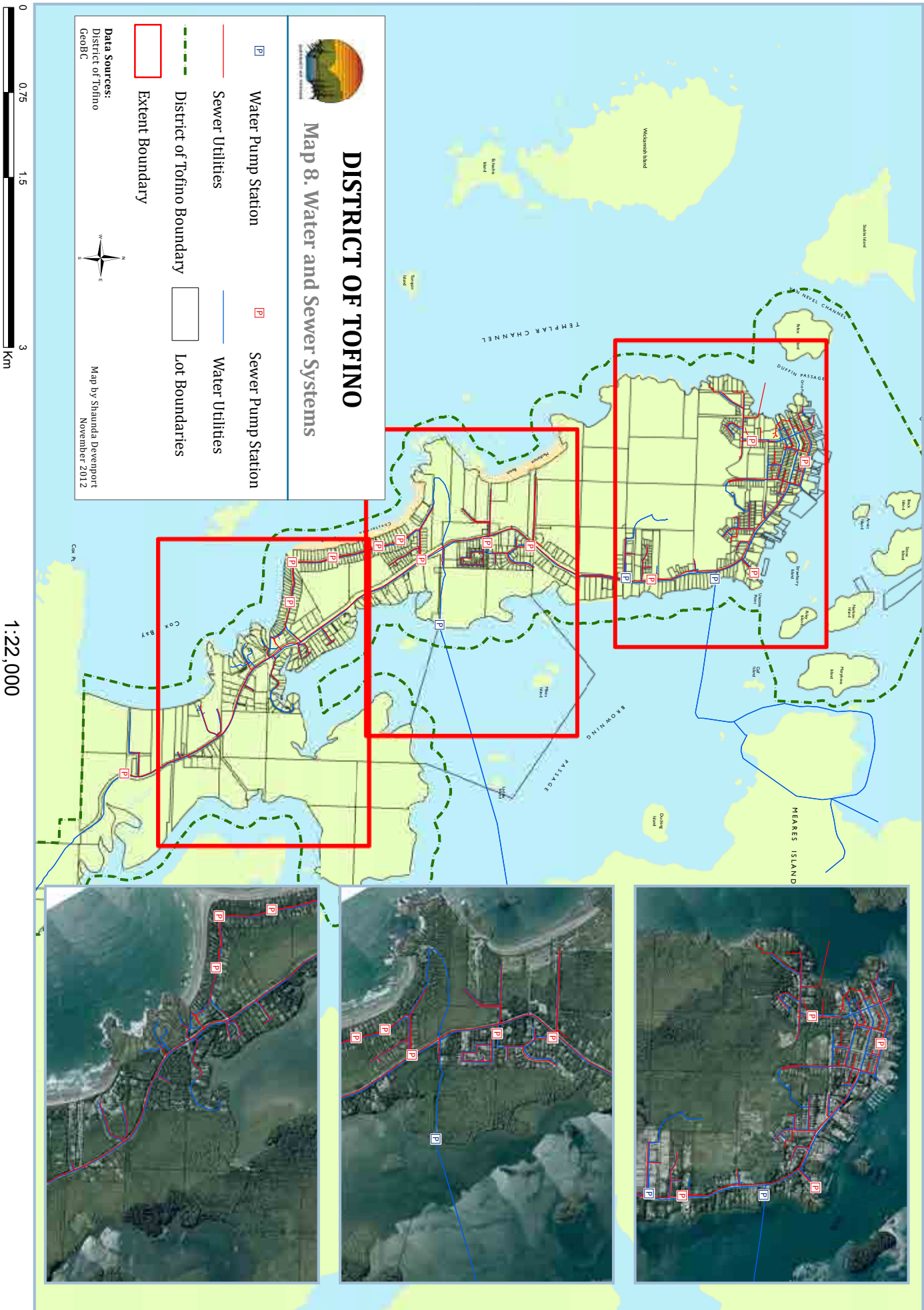


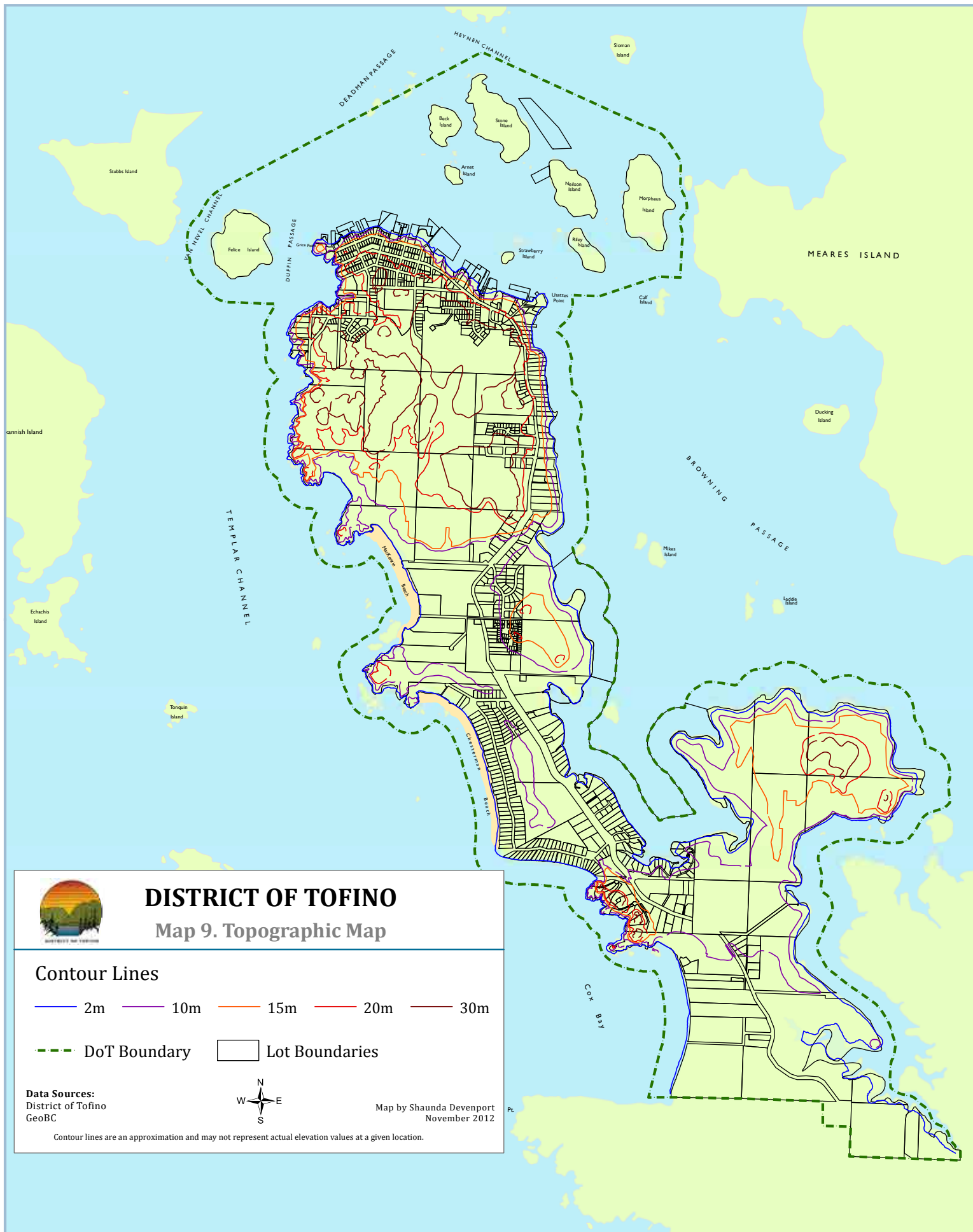




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DISTRICT OF TOFINO

Map 9. Topographic Map

Contour Lines

— 2m — 10m — 15m — 20m — 30m

--- DoT Boundary □ Lot Boundaries

Data Sources:
District of Tofino
GeoBC

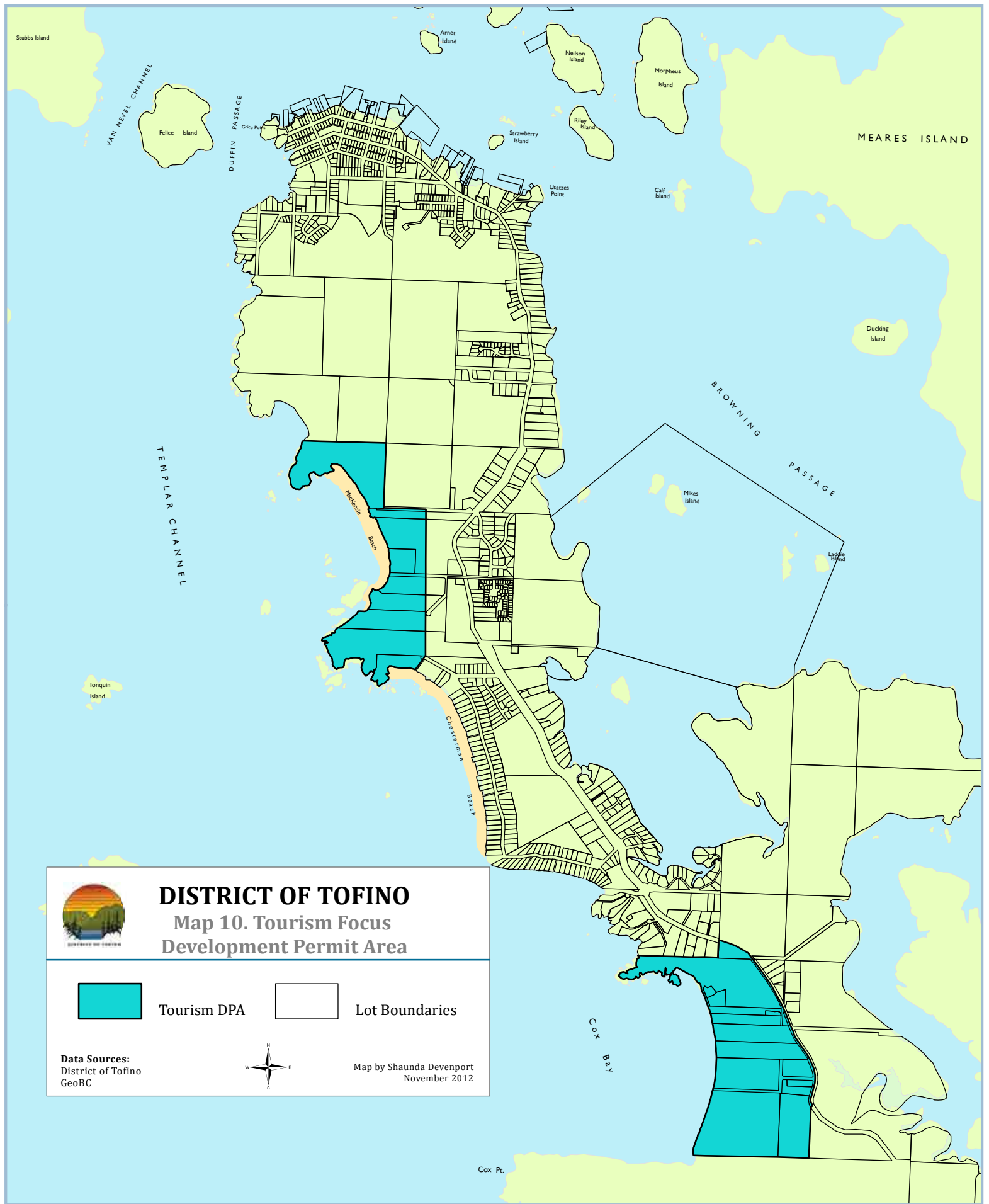


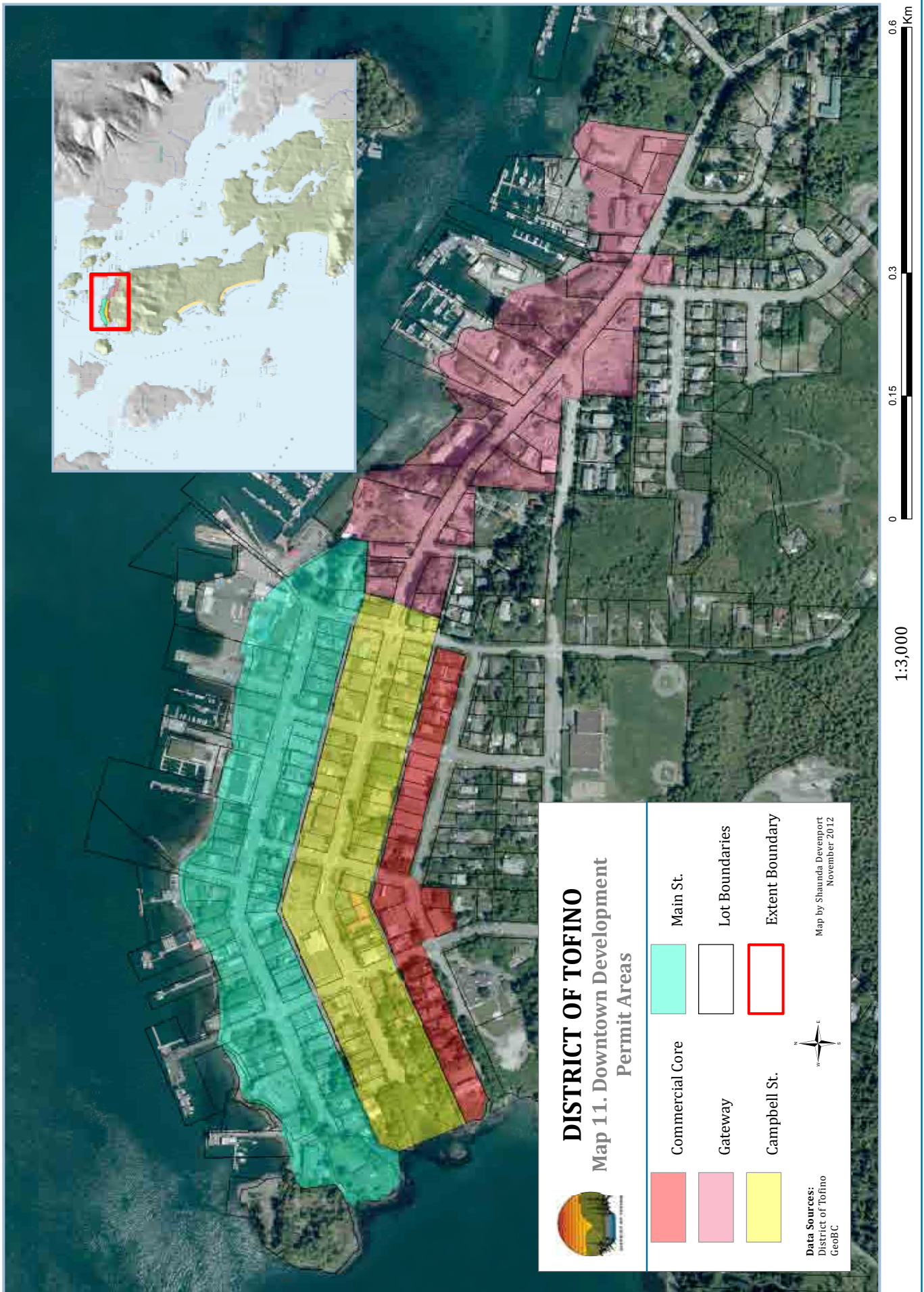
Map by Shaunda Devenport
November 2012

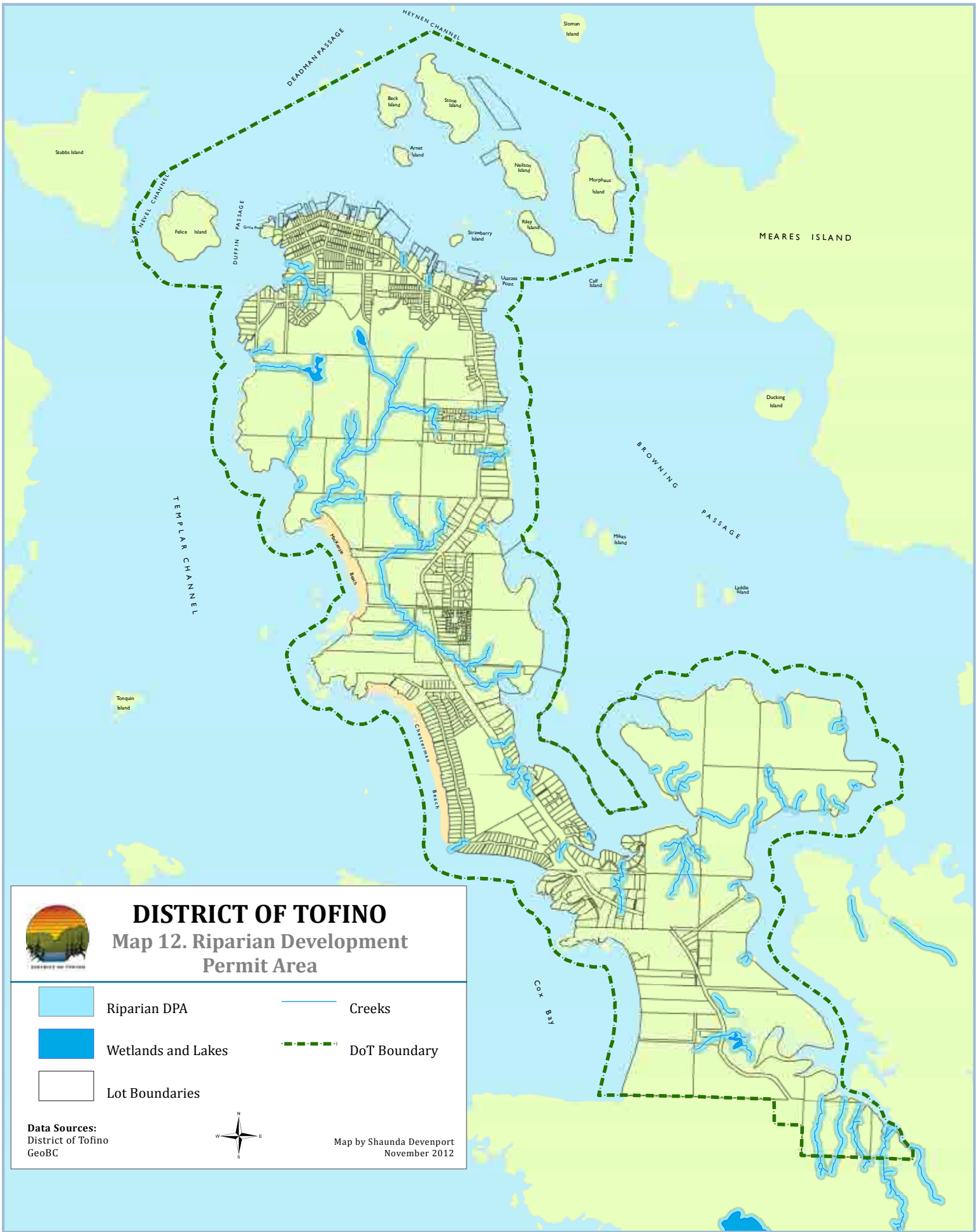
Contour lines are an approximation and may not represent actual elevation values at a given location.

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DISTRICT OF TOFINO

Map 12. Riparian Development Permit Area



Riparian DPA



Wetlands and Lakes



Lot Boundaries



Creeks

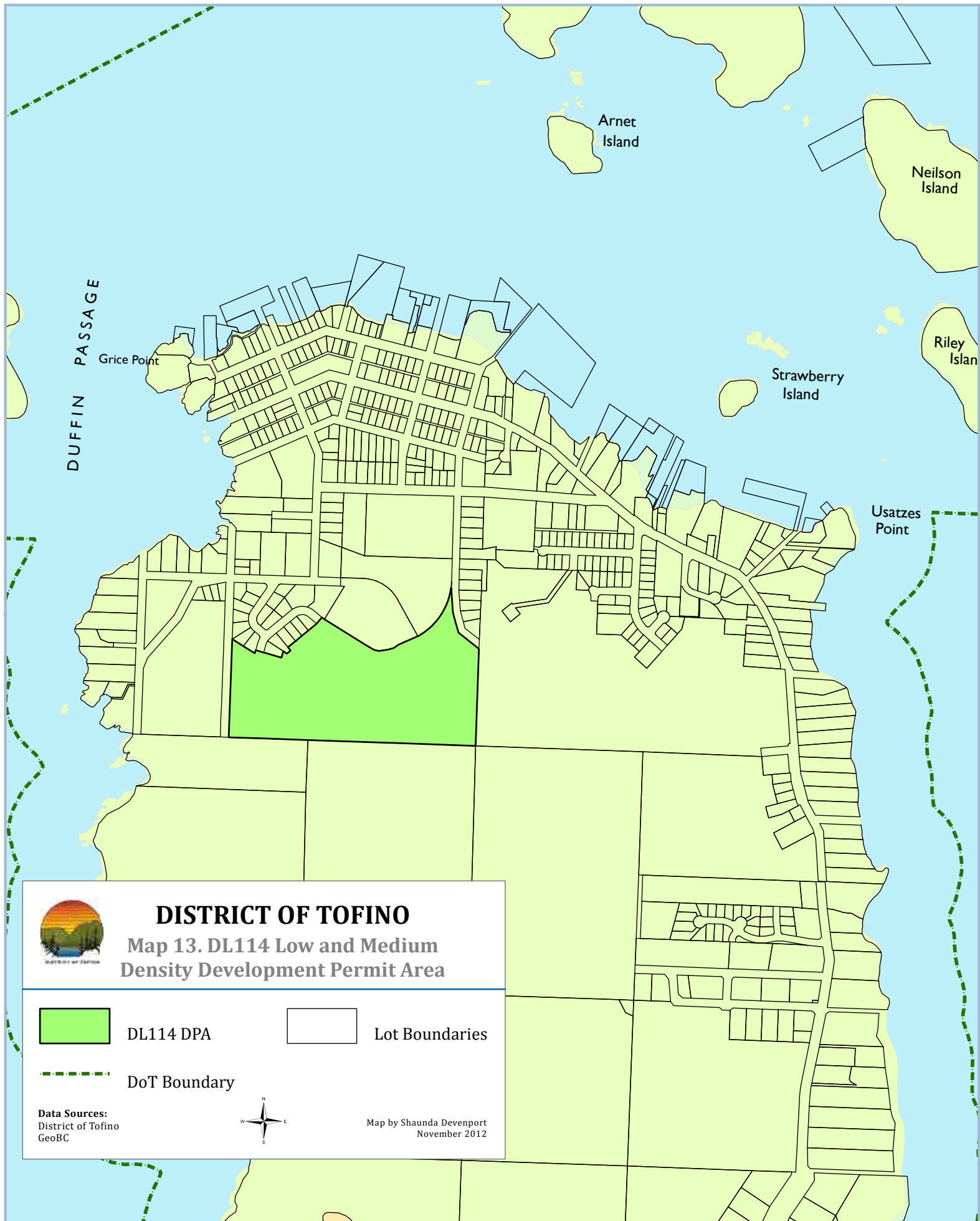


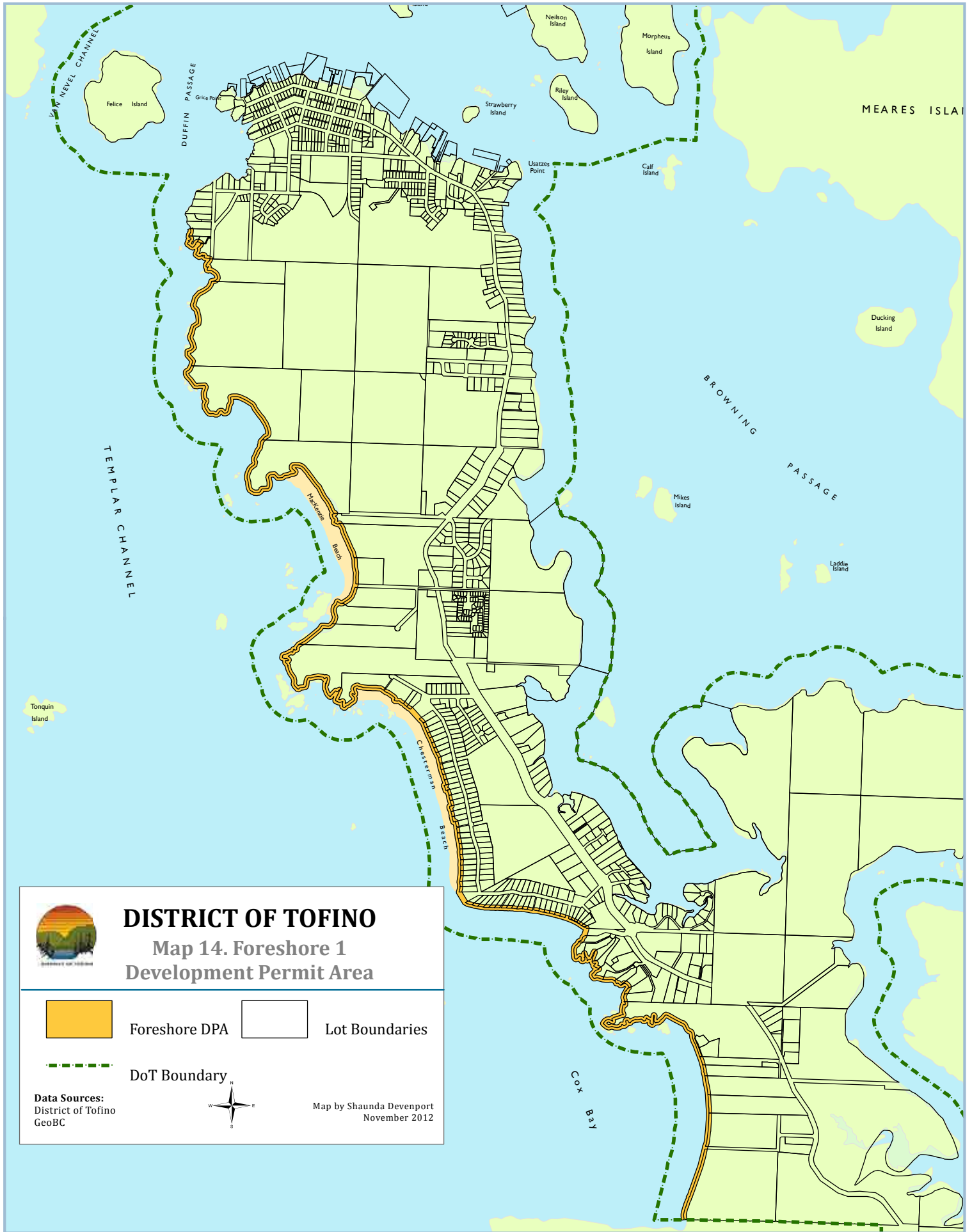
DoT Boundary

Data Sources:
District of Tofino
GeoBC



Map by Shaunda Devenport
November 2012



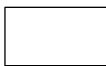


DISTRICT OF TOFINO

Map 14. Foreshore 1 Development Permit Area



Foreshore DPA



Lot Boundaries



DoT Boundary

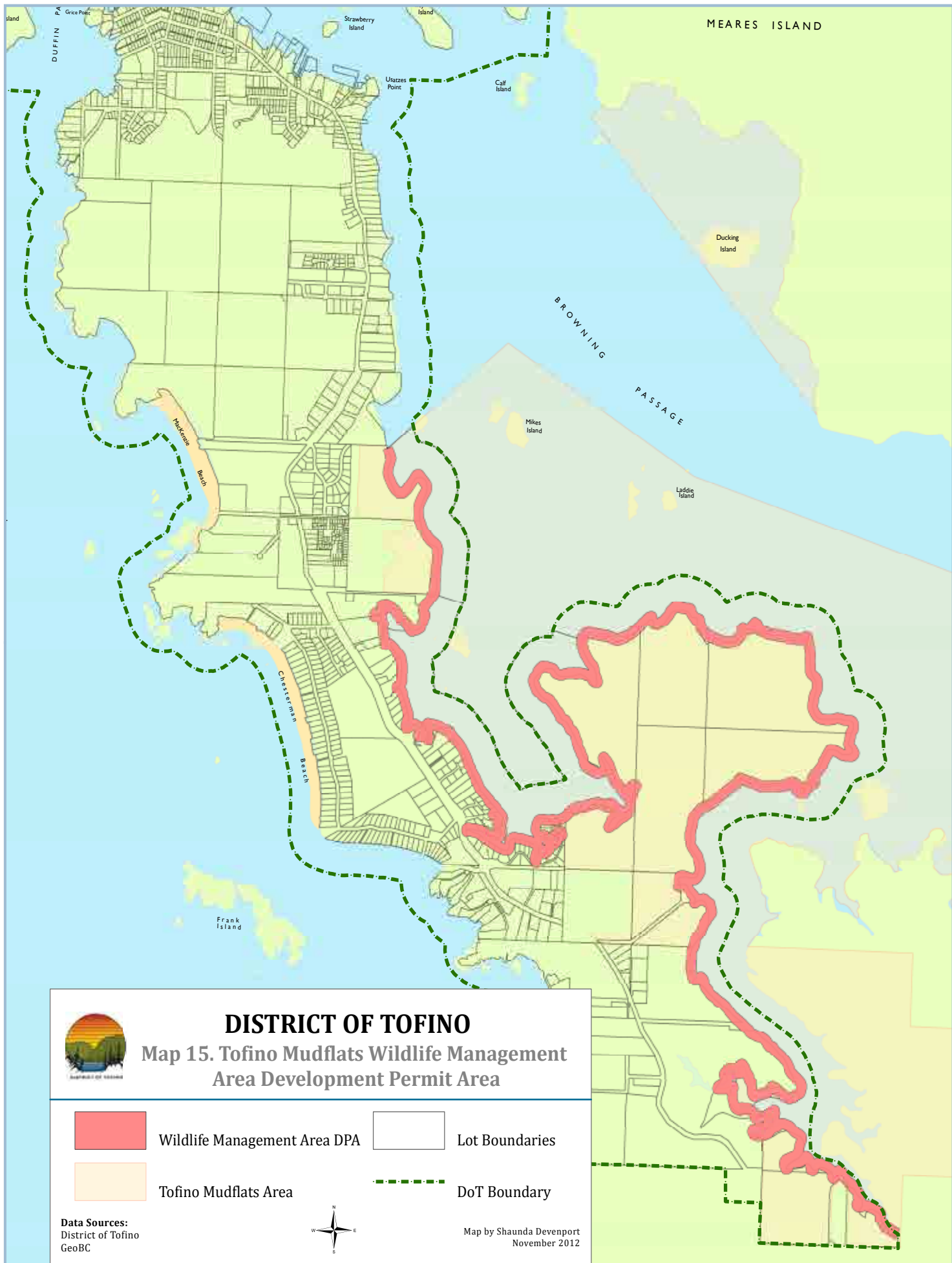
Data Sources:
District of Tofino
GeoBC

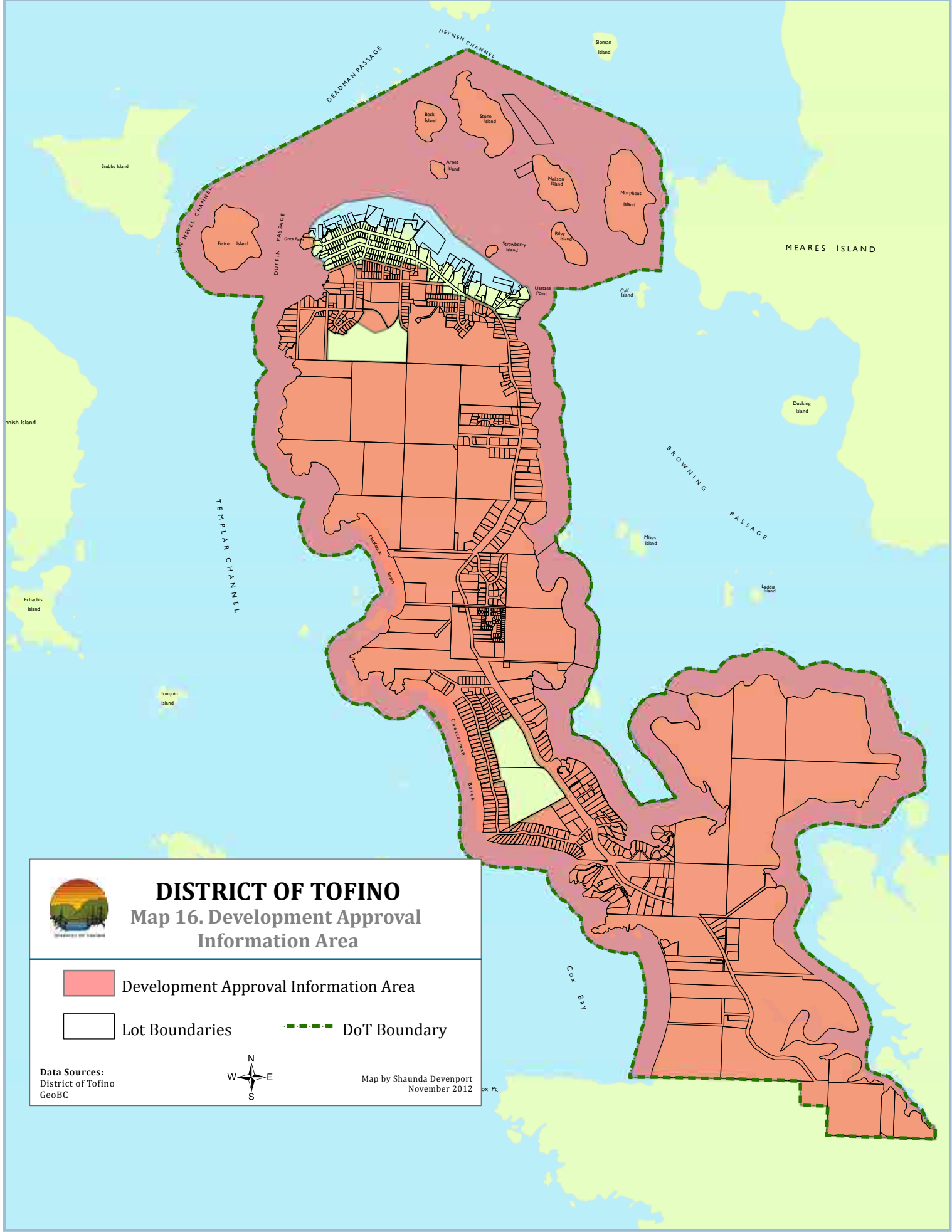


Map by Shaunda Devenport
November 2012

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DISTRICT OF TOFINO

Map 16. Development Approval Information Area



Development Approval Information Area



Lot Boundaries



DoT Boundary

Data Sources:
District of Tofino
GeoBC



Map by Shaunda Devenport
November 2012

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