



CORPORATION OF THE
DISTRICT OF TOFINO

**District of Tofino Official Community Plan Bylaw
No. 1290, 2021**

Effective Date – March 9, 2021

DISTRICT OF TOFINO

BYLAW NO. 1290, 2021

A bylaw to adopt an Official Community Plan for the District of Tofino.

WHEREAS the *Local Government Act* authorizes a council to adopt an Official Community Plan.

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

1. Name

The name of this Bylaw for citation purposes is “District of Tofino Official Community Plan Bylaw No. 1290, 2021.”

2. Severability

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

3. Repeal

“District of Tofino Official Community Plan Bylaw No. 1200, 2013” is hereby repealed.

READ A FIRST TIME on January 26, 2021

PUBLIC HEARING HELD on February 23, 2021

READ A SECOND TIME AS AMENDED on March 9, 2021

READ A THIRD TIME on March 9, 2021

ADOPTED on March 9, 2021

Duncan McMaster, Acting Mayor

Robert MacPherson, Corporate Officer

Schedule 'A'

District of Tofino Official Community Plan Bylaw No. 1290, 2021

OFFICIAL COMMUNITY PLAN

Bylaw No. 1290, 2021



DISTRICT OF
TOFINO



“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.”



Cover Photography provided by Melody Charlie

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1. PLAN OVERVIEW

1.1 Introduction

The 2021 Tofino Official Community Plan (OCP) sets out a land use framework that is accessible, inclusive, and aligned with the community's vision for the future. It considers the specific context of Tofino with respect to its neighbours, its unique geography, and its infrastructure limitations. This OCP presents a thoughtful approach to planning to address the immediate concerns of the community, while anticipating the needs of the future.

The 2021 OCP is framed by the Call to Action 47 of the Truth and Reconciliation Commission of Canada. The District of Tofino recognizes the essential work of supporting a journey of reconciliation with its neighbours, the Tla-o-qui-aht, Ahousaht, and Hesquiaht First Nations, to repair, foster, and strengthen the relationships between First Nations and non-First Nation peoples.

1.2 OCP Purpose and Background

The Official Community Plan will help the community achieve its vision through specific policies that will guide decisions on planning and land use within Tofino's boundaries. It is contextualized by key technical inputs on housing, transportation, the environment, infrastructure, community character, and the economy, as well as extensive community consultation. These inputs are the basis for developing objectives and policies that are meaningfully rooted in Tofino's local community context and will determine how Tofino develops for years to come.

This OCP will seek to accomplish the following:

- Describe the local community context and provide a rationale for setting the future direction of the community.
- State how the community can accomplish its goals through specific land use objectives and policies that will guide decision-making.
- Provide guidance for the implementation of development regulations and the types of development that are supported by the community.

Legislative Authority

The *Local Government Act* (LGA) is the provincial legislation that grants local governments the power to create an OCP, as well as specifies what must or may be included in it (Section 471 (1)). The LGA also identifies the consultation requirements and adoption procedures to approve the OCP as a bylaw. The 2020 OCP has been prepared in compliance with that legislation.

The OCP is adopted by Council to inform decisions on planning, land use management and the provision of services in the community, and to inform future bylaws. All pertinent bylaws and works undertaken by Council must be consistent with the OCP.

1.3 OCP Application and Interpretation

The following section provides guidance to support the application and interpretation of the OCP. This section should be used to support the implementation of objectives, policies and land use direction contained in this Plan.

1.3.1 Intent

In its application, this document is a statement of Council's intent with respect to matters directly under local government jurisdiction. The objectives, policies and land use designations found in this OCP shall be used to guide planning and land use decisions with the intent of providing a consistent approach to community governance and development. The Plan supports this by helping to integrate decisions on land use, transportation, the environment, community facilities and social and economic planning into a broad municipal strategy. Council is also committed to collaborating with neighboring First Nations and local governments to ensure that the District of Tofino's local goals and objectives align with those of the West Coast region.

Importantly, this OCP contains a number a key strategies that focus on addressing core community challenges over the next 5 years; notably, infrastructure servicing, growth, and housing affordability. This 5-year strategic focus points to the need for pragmatic growth management and policies to limit some forms of growth until sufficient servicing and housing is provided.

1.3.2 Application

This OCP has been prepared in compliance with Part 14 of the *Local Government Act* (LGA). Amendments can and should be made to respond to the community as it evolves. Any amendments to the Plan require Council approval, public notice, and a public hearing in accordance with the LGA.

The following provides an overview of other administrative considerations for implementing the OCP, including:

- This OCP comes into effect as of the date of formal adoption by the Council of the District of Tofino.
- This Plan will be reviewed by District staff on a regular basis so that the document continues to accurately reflect the long-range planning objectives of the District, as indicated in **Section 6**.
- It is recommended that the Plan undergo a comprehensive review every five to seven years.
- Although the OCP cannot commit the Council to specific expenditures, the Council cannot enact bylaws or undertake works that are contrary to it without amending the Plan.
- No one Goal, Objective or Policy contained within this Plan should be read in isolation from the others to imply a particular action or consequence.
- All pertinent bylaws and works undertaken by Council must be consistent with the OCP.

Although an OCP does not have an immediate effect on property rights, development regulations, policies, land use designations and development permit areas within the OCP may change how a property is permitted to be developed.

1.3.3 OCP Process

The OCP development process was divided into five steps: Visioning and Setting Directions; Background Research; Options and Tradeoffs; Drafting the Plan; and Finalizing the Plan. Details of these steps and their associated timelines are described in **Figure 1** below.



Figure 1. 2021 OCP Process

1.3.4 Interpretation

The entirety of the District of Tofino is subject to OCP policies with the exception of the lands known as Tin Wis, which are governed by the Tla-o-qui-aht First Nation, and lands owned by the Government of Canada.

The structure of this OCP consists of an overarching framework, vision, guiding principles, objectives, and policies to inform future decisions on growth. The broad and long-term aspirations of the community are encapsulated in the Vision Statement, which has been carried forward from the recently completed the Vision to Action (V2A) Plan described in **Section 1.4**. Supporting this Vision are six Guiding Principles, which state the community’s core values to help guide decision-making by staff and Council. Key Objectives and Policies provide more detailed direction on land use and community development, so that future actions work to implement the Vision and Guiding Principles. The OCP is divided into nine sections

- **Section 1 – Plan Overview:** describes the purpose of an OCP, and how it should be applied to community development.
- **Section 2 – Vision and Guiding Principles:** provides a summary of public input in the process and the community’s vision for the future of Tofino.
- **Section 3 – Community Overview:** explores the context for the Plan’s policies and land use designations, including the history of the community and current situation, future growth and development trends in the community, and key challenges and opportunities for growth management.

- **Section 4 – Core Policies:** presents the objectives and policy for key subjects related to community development, including housing, transportation and infrastructure, economic development, and the natural environment, amongst others.
- **Section 5 - Land Use Designations:** describes the desired future land uses of Tofino and key policies to guide development under each designation are core direction for growth management, development approvals and zoning.
- **Section 6 – Development Amenities:** introduces land use policies outlining the District’s approach to development and community amenities.
- **Section 7 – Temporary Uses:** sets out land use policies for the contemplation and development of temporary uses.
- **Section 8 - Development Permit Areas:** provides land use policies targeting specific areas of the municipality for a more detailed consideration of land use impacts.
- **Section 9 – Monitoring:** outlines the process for reviewing and updating the Plan through the twin lenses of community and sustainable development goal indicators.

The policies, land use designations and maps contained within this Plan are not zoning schedules or zoning maps. The OCP uses information on current trends to determine land use designations and policy to guide future development. Regulatory bylaws such as zoning and subdivision bylaws are used to implement the OCP’s policies and may be more restrictive than the OCP.

Municipal bylaws, plans, policies, or guidelines mentioned in the OCP are understood as being amended from time to time.

1.4 Associated Plans

Tofino’s OCP relies on extensive technical analysis and community consultation that has been conducted through a number of associated plans and documents developed by the District. Most of these plans address key topic areas such as planning, infrastructure, recreation, community, arts and culture, and tourism. However, Tofino’s Vision to Action (V2A) Plan paints a much broader picture of the community’s goals and how to achieve them.

1.3.1 Vision 2 Action Plan

Vision to Action (V2A) is Tofino’s Integrated Community Sustainability Plan (ICSP). It sets the broad, long-term community vision for Tofino; expresses what environmental, social, and cultural sustainability looks like in the District; and serves as a strategic action plan for carrying out the community vision.

As such, the V2A Plan is both a visionary document and a fundamental building block of this OCP. Its higher-level goals, desired outcomes, and strategic directions set the framework for the objectives and policies found in this OCP.

1.3.2 Financial and Waste Management Plans

Provincial legislation requires that an Official Community Plan must be considered in conjunction with its financial plan, and any waste management plan following first reading of the bylaw. A review of the OCP helps to ensure that the goals included in the plan are achievable and within the means of the local government. An OCP does not obligate any future spending by the District. Decisions on

future infrastructure projects, land use projects, and plans remain at the discretion of Council through the yearly budgeting process and five-year financial planning cycle. This Plan was reviewed with reference to the Tofino Liquid Waste Management Plan and the Alberni-Clayoquot Regional District's Solid Waste Management Plan.

1.3.3 Supplementary Analysis

A number of supplementary documents were prepared in conjunction to this OCP that provide additional technical inputs, including:

- Cox Bay Area Plan;
- Industrial Way Lands Review;
- Multi-Modal Transportation Plan ;
- Comprehensive Coastal Flood Risk Assessment;
- Water Capacity ;
- Flood Mapping; and
- Measurables and Baseline from 2013 OCP and V2A.

1.3.4 Other Plans and Policies

In addition to this OCP, there are several other plans and policies that may be considered when making land use decisions:

- Age Friendly Community Action Plan;
- Arts and Culture Master Plan;
- Coastal Addendum to the Alberni Agriculture Plan;
- Community Energy Plan;
- Demand Forecast and Infrastructure Roadmap for Water System Development Cost Charges;
- Heritage Plan;;
- Housing Need and Demand Analysis
- Human-Wildlife Conflict Management Plan;
- Liquid Waste Management Plan;
- Main Street Concept Plan;
- Parks & Recreation Management Plan;
- Tofino Vitalization Plan; and
- Tourism Master Plan.

2. VISION AND GUIDING PRINCIPLES

The Vision and Guiding Principles outlined in this section provide the overarching framework used to create the supporting policies (Section 4) and land use designations (Section 5) in this Official Community Plan.

2.1 Vision

“Situated in the traditional territory of the Tla-o-qui-aht First Nation 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

Guiding principles represent core values that guide decision-making throughout the planning and implementation of the Official Community Plan. The Guiding Principles reflect the collective aspirations of the community and guide all goals and subsequent policies of the OCP. The 7 Guiding Principles of the 2021 OCP are listed below.

RECONCILIATION: Foster strong partnerships based on mutual respect with the Tla-o-qui-aht, Ahousaht, and Hesquait First Nations with focus on local indigenous history and the recognition of the principle of His-shuk-nish-tsa-waak (everything is one).

AFFORDABLE, ATTAINABLE AND AVAILABLE HOUSING FOR ALL: Promote purposeful, incremental and sustainable growth focused on the delivery of affordable residential housing.

CONSERVATION OF THE NATURAL ENVIRONMENT: Steward the natural environment to ensure the protection of natural spaces, habitat, wildlife, shorelines and beaches, streams, and forests.

AUTHENTICITY: Support the development of diverse housing forms that reflect Tofino's eclectic character at a scale and feel appropriate to its small coastal nature, while protecting natural amenities and viewscales.

COMMUNITY WELL BEING: Cultivate a thriving community of healthy, active citizens who enjoy a vibrant cultural scene and can access a variety of recreation, leisure and lifelong learning opportunities.

SUSTAINABLE LOCAL ECONOMY: Promote an inclusive and diverse year-round economy that sustains small local businesses, promotes human well-being, a living wage, and community development.

RESILIENCE: Advance actions that increase the resiliency of Tofino by addressing climate change, sea level rise, and natural hazards with special attention to shoreline and the protection of community infrastructure.

2.3 Public Consultation

Public Consultation was undertaken in six phases, during which the community was extensively engaged on a number of issues. All feedback that was provided throughout the consultation process was considered in the development of this OCP.

- Phase 1: Education and Awareness (November 2017 – January 2018)
- Phase 2: Consultation (2018 -2019)
- Phase 3: Policy Review and Drafting (Spring 2020 – Fall 2020)
- Phase 4: First Reading (Winter 2020)
- Phase 5: Public Hearing (Winter 2021)
- Phase 6: Final Adoption (Winter 2021)

2.3.1 Public Consultation Process

Consultation for the Official Community Plan began in the spring of 2018 with an “OCP on the Streets” weekend at two locations. This provided the basis for visioning and setting directions for the OCP. Surveys were available both in-person and online, and 100 surveys were completed with approximately 175 residents consulted.

A second round of consultations occurred in late 2018 with the Plan-a-Palooza open house and an online survey to gather community feedback on options and tradeoffs. Residents were asked to review the community vision, guiding principles, and growth management scenarios; approximately 100 residents provided feedback.

The information gathered from the previously-mentioned efforts culminated in a draft version of the OCP (in three parts). This draft document was brought forward to the community, First Nations, and Council in the fall of 2019 through to the fall of 2020 to confirm that the Plan aligns with community intent. Feedback from this round of consultations helped to frame the development of the desired outcomes and policies in Section 4.

Draft versions of the Policies (Section 4) and Land Use Designations (Section 5) were the focus of an extensive public process in late 2021, consisting of social media advertising, online consultation, and targeted stakeholder meetings. The feedback was used to refine the Draft OCP before the first reading.

2.3.2 Public Consultation Results

Space Child Care Order Life Live Charge Housing Negatively
 Environment Manage Development Look Sewer
 Brakes Population Core Sewage

The results of the engagements demonstrated that the community supports the OCP process with the proposed community vision and guiding principles, with opportunities for minor amendments. The community is interested in growing “small and smart” without compromising the needs of the current population, by implementing incremental growth that will work towards achieving community goals.

Key themes that emerged through consultation with the community included the following.

Housing

The community is facing major challenges around housing and felt that access to long-term, affordable housing is a precursor to additional growth.

Economy and Tourism

Community concerns around tourism capacity, as well as the impact of tourism growth on quality of life, were a theme in the public consultation. Some community members suggested that there should be limitations to future growth in tourism, while increasing opportunities to diversify the economy.

Natural Environment

During the consultation process, Tofino residents demonstrated their interest in environmental protection and sustainable development. Suggestions in this area included focusing on brownfield development, infill housing, and green development (especially in water conservation and efficiency).

First Nations Relations

Consultation with the community demonstrated strong support for making our communities more inclusive, sharing information about First Nation's history in the region, and adopting the Tla-o-qui-aht principles of His-shuk-nish-tsa-waak ("We are all one").

Transportation and Mobility

Community participants expressed their current struggles with transportation infrastructure and their support for improving transit.

Infrastructure and Services

Residents emphasized the importance of sustainable service delivery, including Tofino's responsibility to understand demand, provide adequate services, plan for the future, and ensure cost are reasonable within the community. Most notably, there is concern around Tofino's water supply.

Community Character

Preserving the characteristics that make Tofino special is vital to the community's future, according to many residents. These characteristics include a keen interest in environmental protection; supporting local, small businesses; maintaining viewsapes and aesthetics; tree retention; and preserving a small town, rural "feel".

LAND USE AND GROWTH

Throughout the consultation process, residents were asked for their input on how community growth should occur in Tofino through surveys, pop-up events, and open houses. An important outcome of this consultation was to determine the level of community support for the following four major land uses and their growth potential over the next 5 years:

- Residential (multi-family, single family);
- Commercial (retail, restaurants, office);
- Commercial Accommodation (hotels, resorts, short-term rentals); and
- Industrial.

Results demonstrated a high level of community support for housing, with limited support for more commercial accommodations. Certain types of industrial and commercial growth were mostly endorsed, with emphasis placed on diversifying the local economy, providing a living wage employment, and serving local needs. The results are summarized in **Figure 2** below.

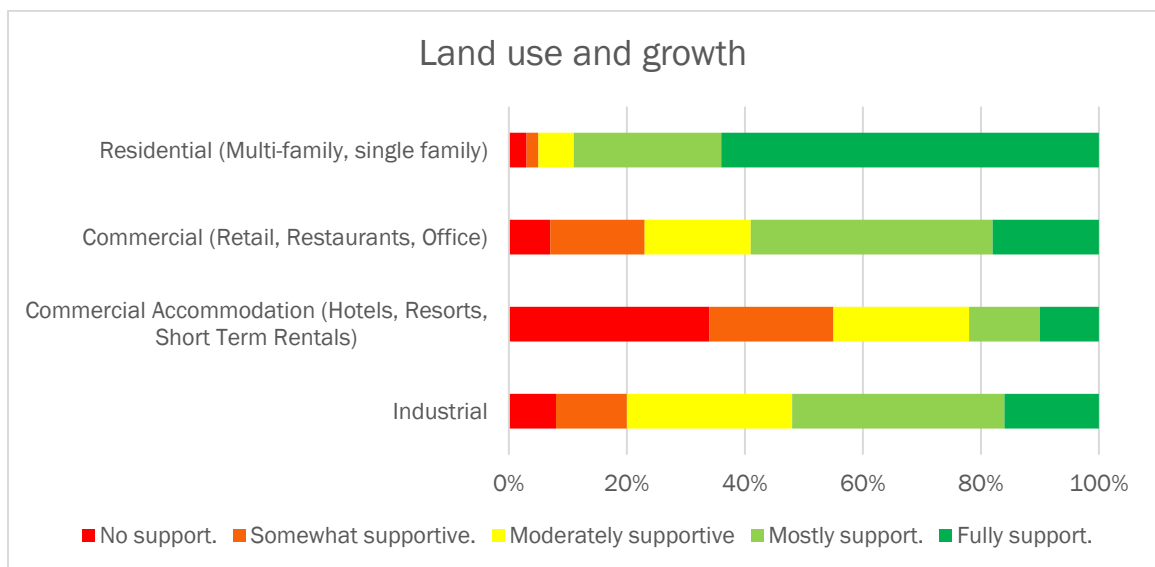


Figure 2. Community support of land use types

Residential

Residential housing was almost unanimously supported, with 95% of respondents indicating some level of support for additional residential growth. Themes emerging from the community included: balancing the need for affordable homes while being environmentally responsible and maintaining a “rural” feel; and restricting the further development of purpose-built short-term rental dwellings.

Survey results from the Plan-a-Palooza public consultation event in late 2018 indicated supported growth in the range of 100-200 (2-4% annual growth) units over the next 5 years.

Commercial and Industrial

A desire to see further expansion of Commercial (Retail, Restaurants, Office) and Industrial uses was evident with 77% and 80% of respondents indicating some level of support for these uses. Community feedback indicated support for a local and diverse business community, while limiting

impacts of crowding and traffic. Industrial themes highlighted support for “maker space”, and potential economic benefits of diversified businesses on Industrial Way. Heavy industry or industry with adverse environmental impacts was not supported.

Commercial Accommodation

Of the four land uses residents were asked to consider, Commercial Accommodation (hotels, resorts, and short-term rentals) received the least support with less than half of respondents indicating some level of support (45%). Concerns were raised about the impacts of short-term rentals on neighbourhood character and housing availability.

3. COMMUNITY OVERVIEW

3.1 West Coast Region Overview

The District of Tofino is located on the Ha-Hoothlee (traditional territory) of the Ha'wiih (chiefs) of the Tla-o-qui-aht First Nation of the Nuu-chah-nulth Peoples. The Nuu-chah-nulth Peoples have inhabited the lands since time immemorial. There is no treaty between the government of Canada and Tla-o-qui-aht.¹

The Ahousaht and Hesquiaht First Nations are located offshore to the north of the District and regularly enter Tofino and Tla-o-qui-aht Ha-Hoothlee.

Tofino boasts one of the most pristine landscapes on the southern coast of Vancouver Island. Surrounded by significant cultural and natural heritage, the Clayoquot Sound was designated a United Nations Educational, Scientific and Cultural Organization (UNESCO) Biosphere in 2000. The Clayoquot Sound UNESCO Biosphere is an internationally recognized area that includes terrestrial and marine environments extending from the southern boundary of the Long Beach to the north of Estevan Point. Additionally, Pacific Rim National Park Reserve (PRNPR), which borders Tofino to the south, encompasses 350,000 hectares of protected area, which includes 83,000 hectares of marine environment.



Figure 3. Regional Map

Tofino is situated within the Alberni-Clayoquot Regional District and has close ties with the District of Ucluelet, its closest neighbouring municipality. Located at the northern tip of the relatively narrow Esowista Peninsula, Tofino's development is restricted by ocean on three sides, and future expansion to the south is limited by the PRNPR. Vehicular access is by way of provincial Highway #4, which runs the length of the peninsula.

Large expansive beaches with rugged headlands create a dramatic setting to the west of the highway. Along the east shore of the peninsula, tidal flats extend well out into Browning Passage and the provincially designated Tofino Mudflats Wildlife Management Area.

Geographical considerations necessitate that Tofino must manage growth carefully to ensure that its limited land base is planned efficiently and carefully. Future growth and development must complement the Tla-o-qui-aht Ha-Hoothlee (traditional territory), the Clayoquot Sound UNESCO Biosphere, the Tofino Mudflats Wildlife Management Area, and Pacific Rim National Park Reserve.

¹ Tofino endorses the Truth and Reconciliation Commissions Call to Action 47, which states the following: "We call upon federal, provincial, territorial, and municipal governments to repudiate concepts used to justify European sovereignty over Indigenous peoples and lands such as the Doctrine of Discovery and terra nullis, and to reform those laws, government policies, and litigation strategies that continue to rely on such concepts."

3.2 West Coast History

3.2.1 Tla-o-qui-aht First Nation and Tofino

The Esowista peninsula has been home to Tla-o-qui-aht for at least 5,000 years. Esowista, Ty-Histanis, Tin Wis, and Opitsaht and Tofino lie within the territory of the Tla-o-qui-aht First Nation, the southernmost First Nation in Clayoquot Sound. (“Clayoquot” is how early traders and surveyors anglicized the word *Tla-o-qui-aht*.)² In the 1850s the “...colonial government offered pre-emptions, land that could be had for about a dollar an acre on the condition that it be somehow improved”.³ It is noted that no treaty between the government of Canada and the Tla-o-qui-aht First Nation was ever signed.

In 2007, a protocol agreement was signed between Tofino and Tla-o-qui-aht. The agreement states:

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

Tla-o-qui-aht signed an Incremental Treaty Agreement (ITA) in 2008. In 2012, a majority of Tla-o-qui-aht members voted against an Agreement in Principle, halting the treaty process. Through the treaty negotiations, the Province designated provincially-owned lands within the District of Tofino for transfer to the Tla-o-qui-aht. 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. It is expected that Tofino will be working closely with Tla-o-qui-aht on future land use planning.

In 2011, Tofino and the Tla-o-qui-aht communities of Ty-Histanis and Esowista were connected through wastewater infrastructure under a Municipal Type Servicing Agreement. An expanded wastewater agreement will be developed through the Liquid Waste Management Plan process.

Recent projects and partnerships between Tla-o-qui-aht and Tofino include:

- the Tonquin Trail extension,
- the inclusion of Tla-o-qui-aht place names on District signage (MUP/Coastsmart),
- fire service agreements for Esowista, Ty-Histanis, and Tin Wis,
- cooperation on archeological sites,
- discussions on parking in the village core, community hall addition and indoor recreation facility planning,

² Historic Tofino – A Walking Tour, Mason, 2011, Postelsia Press

³ Historic Tofino – A Walking Tour, Mason, 2011, Postelsia Press

- multi-use-path extension, and
- emergency program coordination (tsunami sirens).

Infrastructure projects such as the wastewater treatment system, the development of wilderness trails, emergency planning, and co-management of properties have also strengthened this relationship.

The Tofino and Tla-o-qui-aht communities benefit from each other in a variety of ways. The Wickanninish Community School and Tofino General Hospital are located in Tofino largely because of the presence of nearby First Nations communities. Tofino provides nearby retail shopping, employment opportunities, 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 Tla-o-qui-aht aspirations.

TLA-O-QUI-AHT TRIBAL PARKS

Tla-o-qui-aht Tribal Parks refers to the Nation's land management mandate for all lands within their traditional territory that are not considered reserve lands, including Meares Island. The Tribal Parks support the ongoing sustainable use and management of traditional Tla-o-qui-aht lands in collaboration with other government and industry organizations in the region. Tla-o-qui-aht also oversees five lots held for treaty settlement within Tofino: one fee simple lot; and four held by the Province.

Meares Island (Hilthuu?) has specific local and historical significance in the region. The Island, which lies to the northeast of Tofino in the Clayoquot Sound, is the location of Opitsat, the main village of the Tla-o-qui-aht First Nations. The Meares Island watershed is the gateway to Tofino, as well as a cultural and environmental asset to the region and communities that inhabit the area.

The island became internationally renowned in the 1980s and 1990s for the War in the Woods. With support from environmental groups, Nuu-chah-nulth people led protests to block large scale logging on the island. Both sides pursued legal action, and in a landmark decision, the court ruled that the Nuu-chah-nulth's claim to their traditional territory had to be resolved prior to development on Meares Island. Tofino Council supports the declaration of Meares Island as a Tribal Park, emphasizing the value of the island in its existing state.

3.2.2 Truth and Reconciliation

Residential schools and the reverberations of their impacts on communities are an important part of our shared history. Christie Residential School, also known as Kakawis Indian Residential School, operated for almost a century on Meares Island, having profound impacts on many Nu-chal-nulth children, families, and communities. The school on Meares Island was closed in 1971. However, a



Figure 4 - Tla-o-qui-aht Tribal Parks

residential day school was opened by the same school board in Tin Wis and operated until 1983, making it one of the last residential schools to operate in BC. In other local First Nations communities near Tofino, children attended residential schools in places like Port Alberni and Nanaimo. The residential school system traces its roots to the concepts of Doctrine of Discovery and *terra nullis*. The District of Tofino repudiates these concepts.

The 2021 OCP will be Tofino's first significant land use plan since the publication of the Truth and Reconciliation Commission's (TRC) Final Report. Heeding the Call to Actions in the final report, specifically Call to Action 47, the District recognizes our duty to work with our neighbours, the Tla-o-qui-aht, Ahousaht, and Hesquiat First Nations, to address the deep multi-generational impacts of the residential school system and of colonialism. Reconciliation initiatives to repair, foster, and strengthen the relationship between First Nations and non-First Nation peoples are a key priority for the future of Tofino and of this OCP.

The TRC final report emphasizes the need to develop a new vision based on a commitment to mutual respect to begin a journey towards reconciliation. It is the intent of the District of Tofino to strengthen and encourage mutual respect with our neighbours in order to afford success to all residents living in the west coast region.

The District of Tofino and the Tla-o-qui-aht First Nation have recently undertaken two reconciliation projects: the Naciqs-Monks Park Reconciliation, and the raising of a Ciinul in downtown Tofino. Reconciliation will continue to be an integral part of the community's evolution over the following decades.

3.2.3 Non-Indigenous Settlement

"The first non-native settlement in Clayoquot Sound was a trading post established at Clayoquot on Stubbs Island."⁴ The settlement supported the marine based sealing industry setting the stage for "...settlers, miners, missionaries, and more-looking for land, resources, and opportunity. Some of the town's earliest residents came from England, Norway, and Scotland. (And all of them travelled to the sea by water. There was no road connecting the west coast to Port Alberni and beyond until 1959)."⁵ "Tofino's first post office opened February 1, 1909, and this government recognition sealed the town's name. Tofino was officially incorporated as a municipality in 1932."⁶

"Tofino and Clayoquot were home to a large number of residents of Japanese descent"⁷ The first people of Japanese descent began to arrive in the late 1800's and by "...the 1920's, there was a sizeable population of Japanese residents in Tofino and Ucluelet."⁸ "The men were excellent fishermen and they established successful fishing co-ops. The families, and particularly the children, were well integrated into all aspects of the community."⁹

"When Japan bombed Pearl Harbor in December 1941, things changed for the Japanese people here and on the west coast of Canada. Within a few months, the Canadian government ordered the removal of any people of Japanese descent from the coast. With very little notice, people had to move, leaving their homes, boats, and possessions behind. The expulsion was devastating for both

⁴ Historic Tofino – A Walking Tour, Mason, 2011, Postelsia Press

⁵ Historic Tofino – A Walking Tour, Mason, 2011, Postelsia Press

⁶ Historic Tofino – A Walking Tour, Mason, 2011, Postelsia Press

⁷ Historic Tofino – A Walking Tour, Mason, 2011, Postelsia Press

⁸ Historic Tofino – A Walking Tour, Mason, 2011, Postelsia Press

⁹ Historic Tofino – A Walking Tour, Mason, 2011, Postelsia Press

the affected population, many who were born in Canada, and the friends they left behind, forever changing Tofino as the Japanese residents never returned.”¹⁰

Following the conclusion of World War 2 there was significant local opposition to Japanese Canadians returning to the Village of Tofino. Correspondence to the local MP and subsequent meeting minutes from the Tofino Board of Trade protested the “expected return of persons of Japanese origin to the West Coast.”¹¹ And although the motion did not pass, it remained in the minutes. The original motion was rescinded on November 24th, 1997 by District of Tofino Council. On May 28th, 2019 the District of Tofino Council made a formal public apology to Japanese Canadians, and to all persons of Asian descent for the 1947 motion.¹²

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 development that is responding to the changing character of the community.

Growth in tourism-related development began in the 1970s with the establishment of the Pacific Rim National Park Reserve. Tourism as an industry began to take-off in the early 1990s following international media attention as a result of the “War in the Woods”.

The tourism industry has continued to grow year after year supported by a growing population and vibrant local economy. Tofino has evolved into a “must see” destination recognized for its natural setting, wildlife tours, beaches, outdoor recreation, accommodation and restaurants. In 2018 an estimated 600,000 visitors were hosted in Tofino, generating 2,700 direct jobs and contributing \$400 million in economic output, with estimated tax revenues of \$57 million.¹³

3.3 Existing Land Use

The District of Tofino has seen significant changes over the past decades, as tourism has replaced the natural-resource sector as the primary economic driver. This shift has resulted in changing demographics and land use needs in Tofino. However, the community faces significant geographic constraints to growth.

Half of the District’s area, which spans nearly 20 km² of the Esowista Peninsula, is covered by water. The remaining land base is 10.7 km², which is flanked by the Pacific Ocean on three sides and a National Park on the fourth. These limitations require a thoughtful approach to land use and growth of the future community.

The majority of Tofino’s land base is currently comprised of open, forested lands (6.3km²), which are zoned for Parks and Public Use, Forest Rural, and Forest Reserve. Additionally, municipal parks make up a small portion of the area (0.4 km²).

Residential uses, consisting of lots greater than 1670 m² (0.41 acres), make up almost a quarter of the land base (2.5 km²). Whereas multi-family residential uses comprise only 3% of the land (0.3km²).

The industrial land uses, which make up a small portion of land (0.2km²), are primarily situated within Industrial Way, a well-serviced light industrial area. Only about 20% of the designated land for light

¹⁰ Historic Tofino – A Walking Tour, Mason, 2011, Postelsia Press

¹¹ Margret book page 417-418

¹² District of Tofino May 28th, 2019 Council minutes

¹³ Economic Impact of Tourism in Tofino, B.C – FINAL REPORT (4 March 2019) - Tourism Tofino

industrial is currently utilized for industrial uses. The remaining 80% of the land (or 70.7 acres) is either undeveloped or vacant, some of which will be utilized for a future wastewater treatment plant.

For additional information on present land use please see **Table 1** and **Figure 5** below.

Land Use	Area (km ²)	% of land base
Open Areas (P2, A3, A4)	6.3	58%
Residential (A1, A2, RA1, RA2, RA3,R4)	2.5	23%
Commercial Accommodation (not including STR's and B&B's)	0.8	8%
Institutional (P1)	0.4	4%
Multi-family Residential (R1, R2, RM2, RMs, RH, CD zones)	0.3	3%
Commercial	0.2	2%
Industrial	0.2	2%
Total	10.7	100%

Table 1. Existing Land Use

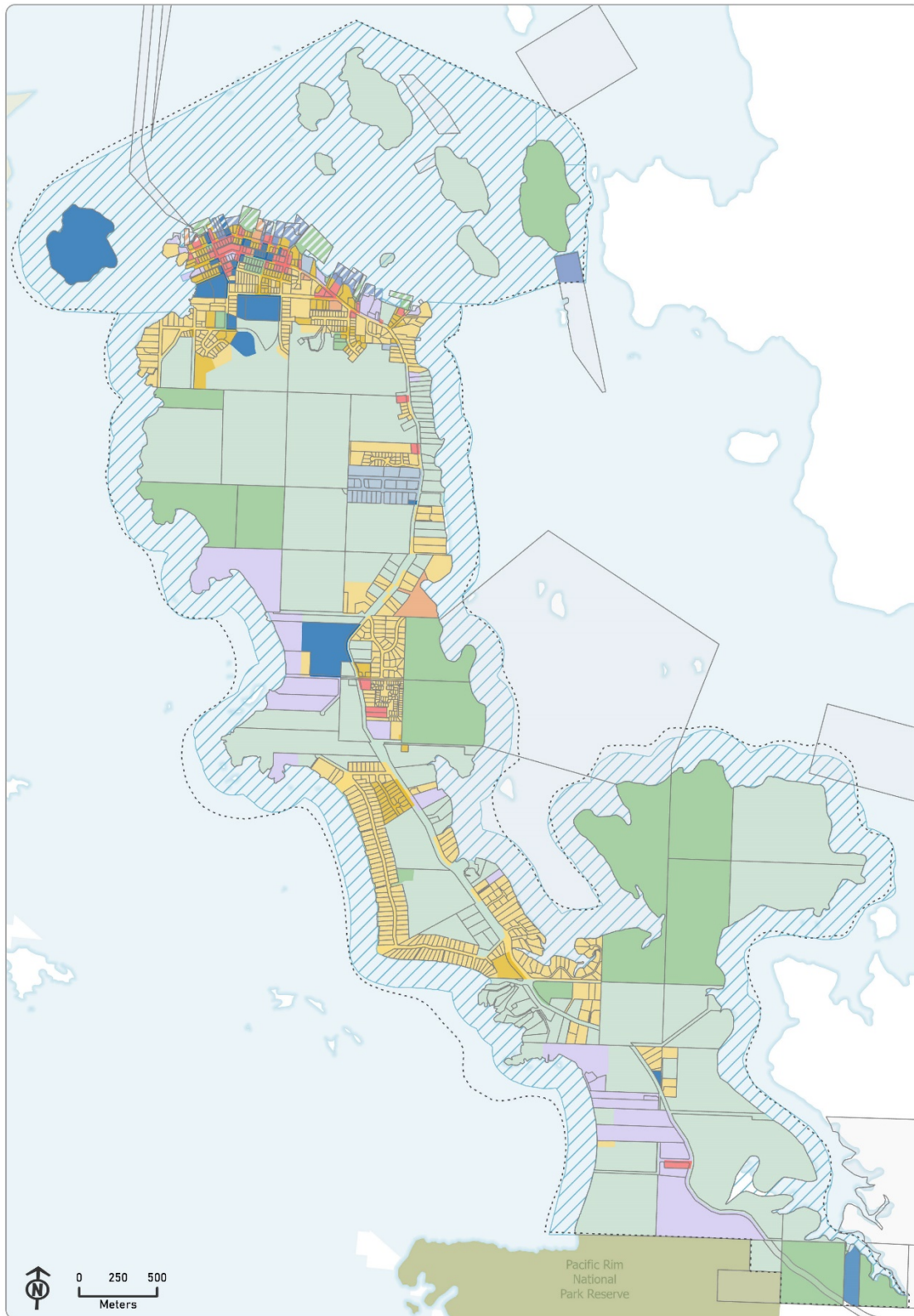


Figure 5. Present Land Use

Sources: Present Land Use, District of Tofino Boundary, District of Tofino, Waterbody, Coastline, Freshwater Atlas

Figure 5. Present Land Use

- | | | | | |
|---------------------------|-------------------|---------------------------|--------------------|--------------------|
| Tofino Zoning (Marine) | Industrial | Rural | Commercial | Marine Industrial |
| Single-Family Residential | Institutional | Parks & Open Space | Tourism Commercial | Rural |
| Multi-Family Residential | Marine Industrial | Single-Family Residential | Industrial | Parcels |
| Mixed-Use | Marine | Multi-Family Residential | Institutional | District of Tofino |
| Commercial | | Parks & Open Space | | |
| Tourism Commercial | | | | |



3.4 Demographics

Based on the 2016 census, the following section describes Tofino’s key demographic trends. It is important to note that the unofficial population of Tofino is significant, and includes seasonal employees, the under-housed, and day visitors to Tofino. This shadow population is estimated to increase the population by approximately 1,000 to 1,500 additional people per year.

Census data shows that from 2011 to 2016, Tofino’s population grew to 1,967¹⁴ residents, demonstrating a 4.9% growth rate in that period (0.74% annual rate). However, over a 20-year period, historic data shows that Tofino’s population grew at an annual rate of 3.2% per year. In comparison, the growth rate for the Alberni-Clayoquot Regional District was -0.3%, and BC’s growth rate was 5.6% over the same time period.

The average annual population growth rate for Tofino from 2011-2019 was 2.74%. Over the same time period the annual average growth rate for the Alberni-Clayoquot Regional District was 0.6%, the Vancouver Island Region was 1.4%, and British Columbia was 1.4%.

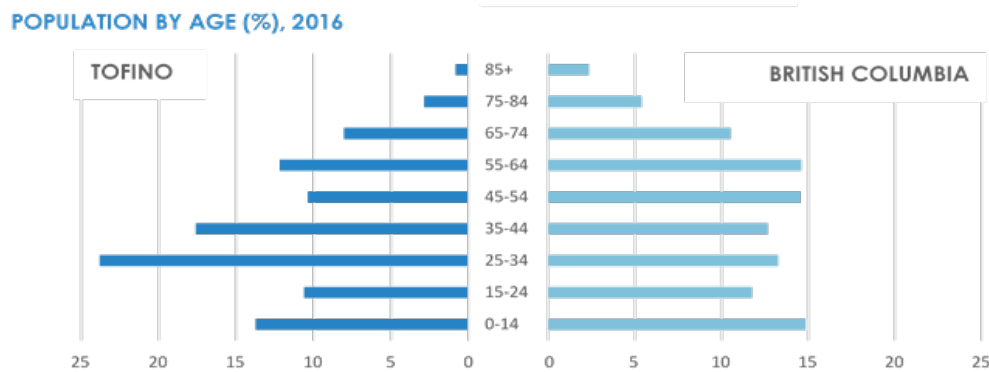


Figure 6. Population by Age

In terms of representation, approximately 1 in every 18 residents of Tofino identified as Aboriginal person on the 2016 census.

¹⁴ 2016 Census

Tofino’s population is younger than the provincial average and family incomes are also slightly smaller. The average household size is 2.3 people.

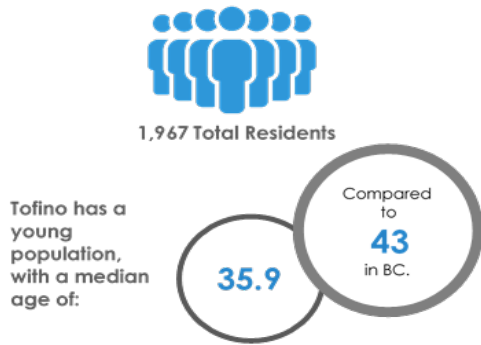


Figure 8. Age Distribution

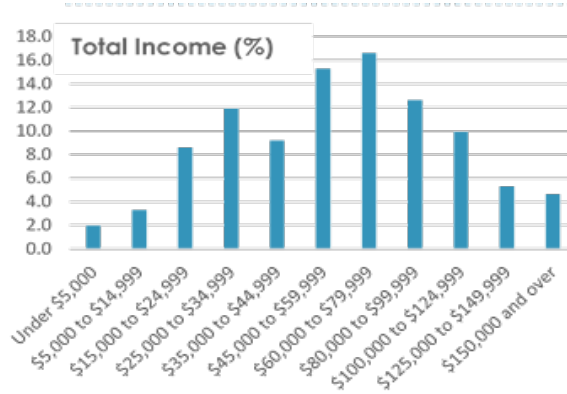


Figure 7. Household Income

The median age for Tofino residents is 35.9 years, far younger than the provincial median age of 43 years old. Tofino’s median household and family total after-tax income is \$58,944, which is slightly lower than the provincial average of \$61,280. The median income of individuals (15 years and older) is \$33,024, which is nearly equal to the provincial average to \$33,012.

Tofino has a total of 755 occupied private dwellings; of these, over half (410) are single-detached homes. Data from the 2016 census shows 72.8% of private dwellings in Tofino were occupied by permanent residents, compared to 91.2% in the rest of the province.

Attendance at Wickaninnish Elementary Community School is projected to increase by 15% from 2017-2018 to 2026-2027, a rate of 3.6 students a year. At this rate, the District may anticipate enrolment to increase by approximately 36 students by 2027.

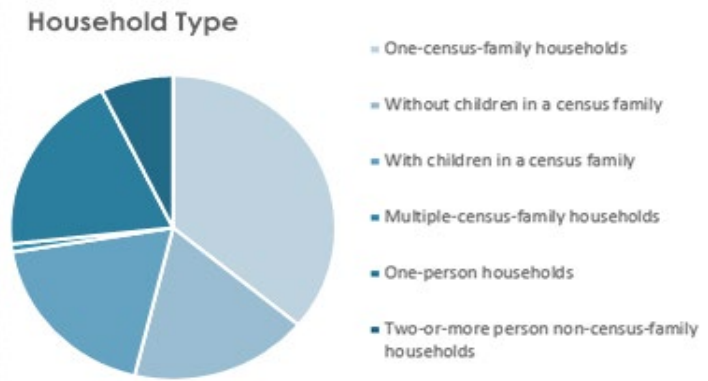


Figure 9. Household Type

The methodology used to estimate population in British Columbia recently changed resulting a new population number. The population projection are based on the new estimates that have been retroactively revised from 2001 to 2019. Some highlights from the new estimates:

- Tofino’s 2019 population is estimated to be 2,434 people an increase of 482 people from 2011.
- The new estimates are about 4-6% higher or 70-110 more people each year than indicated in the previous estimates.
- The estimated annual growth rate from 2016-2019 is a significant (but not surprising) 4.23%. This is approximately four times the 2011-2016 growth rate.
- The annual growth rate from 2011-2019 is 2.74% which parallels the projected annual growth rate in the 2012 OCP.

- The annual growth rate from 2001-2019 was 3.00%; the total growth rate over that time is 57%.

Shadow Population – Refers specifically to non-permanent residents who live temporarily in the community, and includes seasonal residents, seasonal workers, and visitors.

3.5 Infrastructure

Understanding Tofino’s population growth, and its effect on infrastructure planning, presents specific challenges and uncertainties given that Tofino is also an internationally-known tourist destination.

Tofino’s historic 20-year average annual residential growth of 3.0% is aligned with community expectations for **residential** growth. However, these rates of growth must be closely considered within the context of the District’s current infrastructure capacity and the ability to provide essential municipal services to residents and visitors. Notably, the present and future capacity of the District’s water and wastewater infrastructure are tangible limits to growth alongside the availability of affordable housing. This is discussed alongside three potential growth scenarios in **Section 3.8**, the lowest of which sets a growth limit based on infrastructure capacity.

Complicating the growth forecast further is the fact that the District must also plan for a shadow population that is significantly larger than the official census population. This broader population includes the Tla-o-qui-aht First Nation, seasonal residents, visitors, and regional partners such as Parks Canada. Peak tourism activity during the summer months results in the number of non-permanent residents far exceeding that District’s own population by several factors.

Seasonal residents and visitors have a significant impact on infrastructure demand during summer, which also corresponds to reduced rainfall, causing additional water supply issues and considerations.

3.5.1 Water Infrastructure

The District operates a community water collection, treatment and distribution system that is supplied by four creeks on the West side of Meares Island. These creeks (Sharp Creek, Number 1 Creek, Close Creek and Ginnard Creek) supply Tofino via two seabed pipelines directing water to two treatment facilities at Bay Street (near town) and Sharp Road (south Tofino). Sharp and Ginnard creeks have man-made dams; Close Creek has a steel water reservoir for storage and Number 1 creek has no dedicated storage capacity. Water is also stored in above ground reservoirs on the Esowista peninsula before supplying end-users via underground water infrastructure. The sustainable management of the Meares Island watershed is essential for the health and welfare of our community.

Rainwater replenishes our source creeks, before treatment and local storage. Reduced rainfall in the summer months decrease available water volumes and may result in limited overall supplies during peak dry season (July to September), coinciding with the year’s busiest daytime population and subsequent demand. The limited capacity of the water system is a significant non-geographical constraint to Tofino’s growth over the next 20 years. The remaining capacity of the water system is challenging to determine, as it is increasingly influenced by growing seasonal peak populations, climate change, and the presence of a substantial amount of vacant lands zoned for development.

The water system’s current capacity issues are primarily seasonal, as they occur when peak summer visitation and the drier, summer climate overlap. While the existing system is adequate for accommodating an estimated total summer population of 6,400 people (including residents, visitors, and seasonal residents), continued growth will strain that capacity - especially in drier years. Long term climate predictions for the West Coast of Vancouver Island suggest that the community can expect longer and dryer summers, further decreasing the capacity of the water system.

For this reason, future growth in the District of Tofino is contingent on the availability of the system to supply, produce, distribute, and store water during the summer months. Existing zoning regulations include latent development rights that may constrain future growth. It is estimated that existing zoning regulations permit an additional 709 residential units, 542 accommodation units, and 690,000 m² of commercial, industrial, and institutional floor area – beyond that of the capacity of the system. This current zoning represents a substantial risk to the District as it has no relation to the realities of the water system, which is currently oversubscribed. This also prevents the ability of the community to make strategic land use changes through the 2021 OCP. Therefore, this OCP must be deliberate in growth management until water system improvement and storage capacity is significantly expanded.

The demand data available to the District indicates that peak water use in Tofino is driven by the number of visitors, which is regulated by the limited total number of available accommodation units, rather than residential growth. Recent analyses have indicated that commercial accommodation, and small and medium commercial, industrial, and institutional annual water use accounted for approximately half of the District’s annual demand, including the majority of peak water demands during the summer months.

Currently, the largest overall water consumption in the community comes from tourist commercial accommodations sector. As shown in **Figure 10** in 2013 water production consumed by each sector shows Single-Family and Strata combined accounts for the largest share (33%), followed by the Tourist Accommodation (25%), and then the Commercial and Industrial sector (21%). This demonstrate that large impact non-residential water users have on water consumption and the need to focus the remaining scare capacity on residential needs or else risk severely restricting future community growth. In order to account for limitations on water capacity over the next 5 years, the District should be prepared to limit and manage growth and, in some cases, wind back development rights for land uses that consume large volumes of water (especially during the summer) to support priority actions for housing.

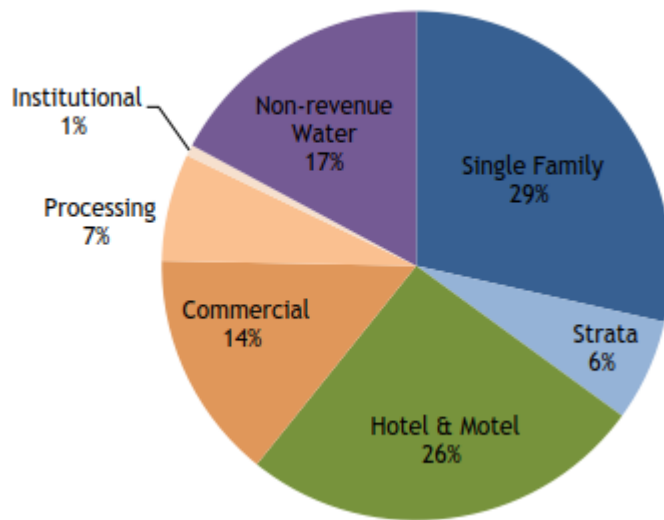


Figure 10. 2013 Water Consumed by Sector

The District has been successful in affecting the demand side of the equation over the last decade. Between 2009 and 2013, total water use decreased on average by 2.4% per year, while population

grew by 2.4% per year for the same period. This inverse relationship between population and total water production is occurring in many other Canadian communities and is likely the result of greater uptake in water conservation and adoption of more water-efficient technology.

Within Tofino there remain further opportunities to reduce water consumption. Therefore, it is recommended that the District continue working with large water users to reduce the impacts of seasonal water consumption during summer months. Reducing water use by reducing demand is a fiscally responsible approach to future growth and reducing risk.

A critical component of land use decisions and future growth for Tofino is the management of our water supply and infrastructure. The District uses water system modeling to forecast future demand and supply. The model takes into account system capacity and supply (existing infrastructure), demand (current and latent), climate and weather and growth projections. Future decisions about growth must take into account the water model and water system limitations. Existing rights of zoned undeveloped properties and variables such as changing climate must also be factored into conversations about growth.

Continued population growth, latent development rights, and a changing climate necessitate a new approach to Tofino's land use planning based on limits to growth of the District's water system. Growth must be based on the District's ability to successfully manage water supply and demand over the next 10 years. The potential for future growth in all sectors will be contingent on willingness of the community to upgrade the current system or reduce demand. Future growth must be tied to the District's Five-Year Financial Plan, the Capital and Infrastructure Levy, the Asset Management Plan, and Development Cost Charges.

Prudence dictates that this OCP must respect the limitations of the District's water resources and infrastructure. To that end, realistic OCP growth targets must be translated to the District's zoning bylaw to ensure that growth can be managed appropriately.

This impact of water capacity limitations on growth management is discussed further in **Section 3.8**.

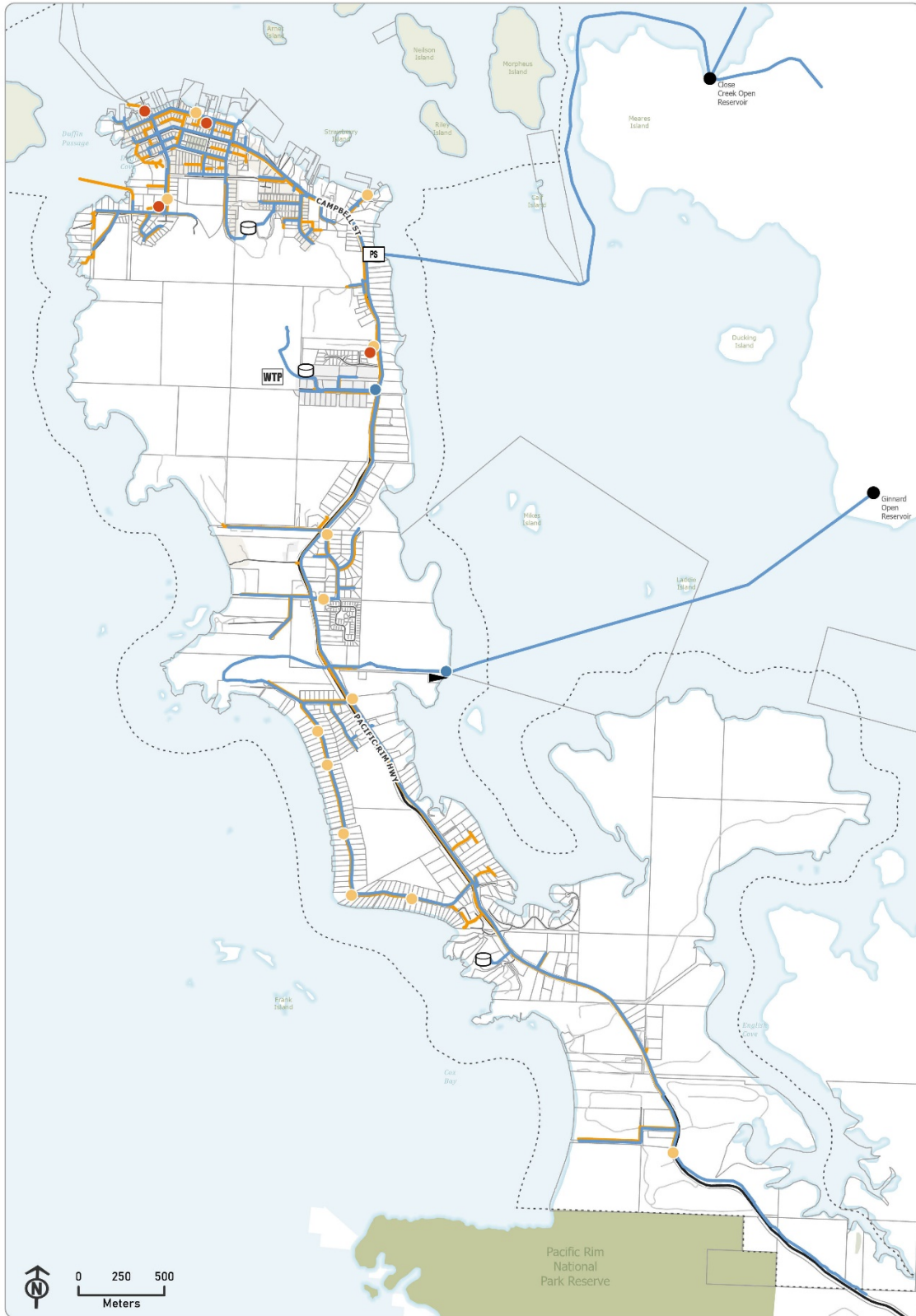


Figure 11. - Water and Sanitary Infrastructure

Sources: Water and Wastewater Facilities, District of Tofino
Boundary: District of Tofino; Waterbody, Coastline: Freshwater Atlas

- Ahkmahkis Water Treatment Facility
- Bay Street Pump House
- Open Reservoir
- Wastewater Treatment Plant
- Water Storage Reservoir
- Proposed Pump Station
- Water Pump Station
- Sanitary Pump Station
- Water Main
- Sanitary Main
- District of Tofino



Figure 11. Water and Sanitary Infrastructure

3.5.2 Wastewater Infrastructure

Tofino's sanitary sewer system collects waste water from users and conveys untreated effluent along both gravity and pressurized mains to two outfall locations at Cedar Street and First Street. The District also accepts sewage from First Nation communities to the South and from Clayoquot Sound. The majority of these systems were introduced in the 1970s and 1980s. Much of the pumping and pipeline arrangements will have to be improved in the coming years to appropriately accommodate previous development activity and prepare for future needs of our community.

The District is currently preparing to construct a Wastewater Treatment Plant (WWTP) and upgrades to the conveyance system to accommodate a 2040 regional population of 10,794 people. The design process for the Wastewater Treatment Plant included a population forecast for Tofino and other contributing partners with an estimate of peak of 1,844 visitors and 2,173 seasonal residents in addition to the estimated at 2,434 permanent residents in 2019. Visitor and seasonal resident populations are estimated to grow at approximately 1.8% (visitor) and 1.1% (seasonal) respectively if permitted by infrastructure.

The current completion date of the Wastewater treatment plant is not yet known, and the current capacity of the Wastewater system remains a key development constraint. For this reason, this estimated growth in visitor and seasonal population from the Wastewater Treatment Plant population forecast have been factored into future growth scenarios presented in **Section 3.8**.

3.5.3 Stormwater and Drainage

The sustainable management of storm water is a major infrastructure challenge. The average rainfall on Tofino is 3160mm – over 3 metres of total rain, which is approximately 5 ½ times the rainfall of Victoria, BC.

Rain may absorb into the ground or flow into ocean or low-lying drainage areas, potentially introducing risks like erosion, damage, flooding or contaminates / pollution along its path. Run-off and flooding may be negatively impacted through the accumulation of impervious surfaces and/or the speed at which water is reintroduced back to the receiving waters.

Stormwater in Tofino is managed mainly via a system of open ditches, with some underground storm mains in the village and residential zones. Sustainable management of Tofino's stormwater systems is required to protect users, property owners and natural ecosystems, and requires careful planning, engineering work, and land use decisions to adapt to the local effects of climate change.

3.5.4 Transportation Infrastructure

Tofino's transportation and mobility infrastructure includes several discrete systems: public roads, pathways, sidewalks, parking and waterfront infrastructure; all of which support mobility services for residents, business and visitors. Vehicle transportation services are provided by the provincially owned Pacific Rim Highway (including Campbell Street and First Street segments) in addition to our municipal road network. Active transportation is made possible via neighbourhood streets, sidewalks, multi-use pathway (MUP), beaches and other trails/pathways. Marine mobility is accessed via the town's waterfront infrastructure. The quality, design, condition and operation of our transportation infrastructure are critical to the sustainable and affordable movement of goods, services and people; from, to and within our community.

Tofino is a community where a car is not always required, and where walking, cycling and public transportation provide residents and visitors the choices as to how they move through the community. This is reflected in the fact that commuters in Tofino choose to make over a third (35%) of all trips by sustainable forms of transportation.

Through Tofino's Multimodal Transportation Plan, the District adopted a transportation hierarchy that supports a shift away from private automobiles by promoting sustainable transportation alternatives (see **Figure 12**). The District hopes to double the proportion of trips made by walking, cycling and shuttle services over the next 20 years. Continuing to encourage multi-modal facilities throughout the community will reduce environmental impacts, including Greenhouse Gas (GHG) emissions; promote healthy and active living; foster a thriving economy; improve social connections; and ensure a resilient community.

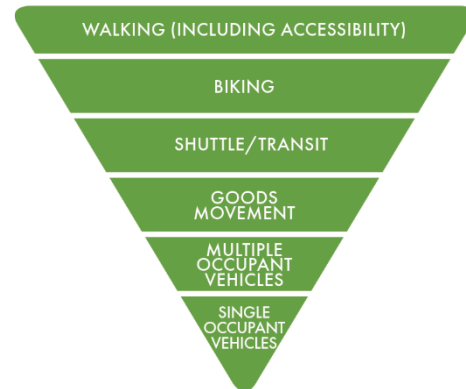


Figure 12. Transportation Hierarchy

Opportunities to improve the multi-modal nature of Tofino's transportation network include the continued expansion of the District's multi-use pathway network, improving accessibility and pedestrian facilities in the core area and throughout the District, continuing to work with partners to establish a regional transit service to connect Tofino and Ucluelet and building upon the community's existing seasonal shuttle service. Other regional factors such as improving connections to marine-based activities also influence the District's transportation priorities. In addition, a secondary access into the core area would act as a tsunami evacuation route, a critical component to the District's safe, long-term, transportation network and overall community well-being. Pursuing each of these opportunities would further encourage a sustainable transportation system for the District and could alleviate parking pressures due to a substantial influx of seasonal visitors.

MULTI-MODAL HUBS

Integrating multiple modes of transportation can further encourage sustainable mode-share. Multi-modal hubs, those that provide covered bicycle parking, dedicated and covered shuttle or transit stops, ride-hailing sites, seating, and other amenities can improve the experience for multi-modes of transportation and allow people to seamlessly move between various modes of transportation and ensure fluid integration between public transit or shuttle services. Networks for people walking and cycling can extend the reach of transit or shuttle trips and increase the ease and appeal of walking and cycling to travel throughout Tofino.

Tofino's existing and proposed multi-modal transportation network including proposed multi-modal hubs are shown in **Figure 13** below. Proposed road typologies are shown in **Figure 14** below.

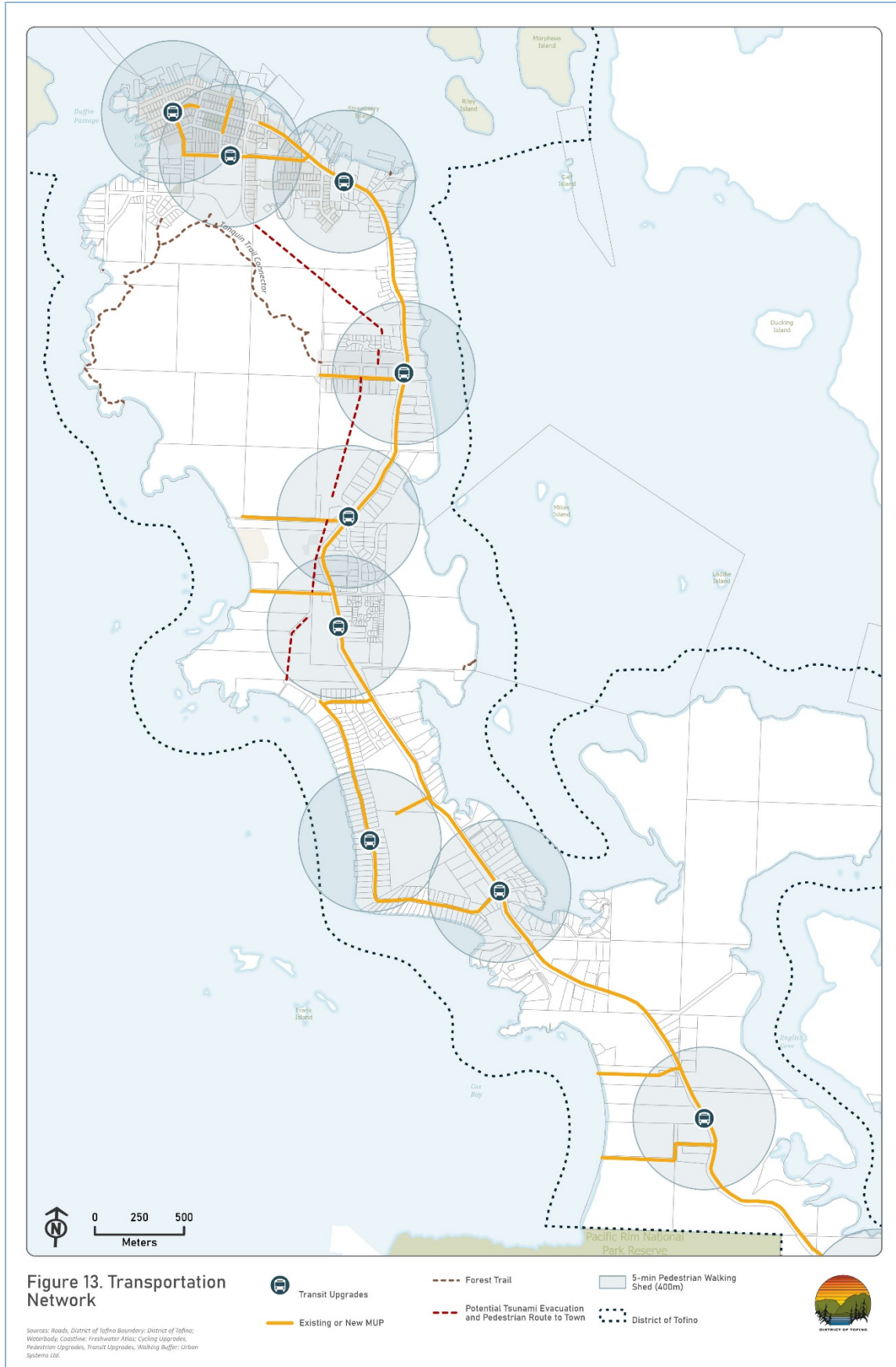


Figure 13. Transportation Network

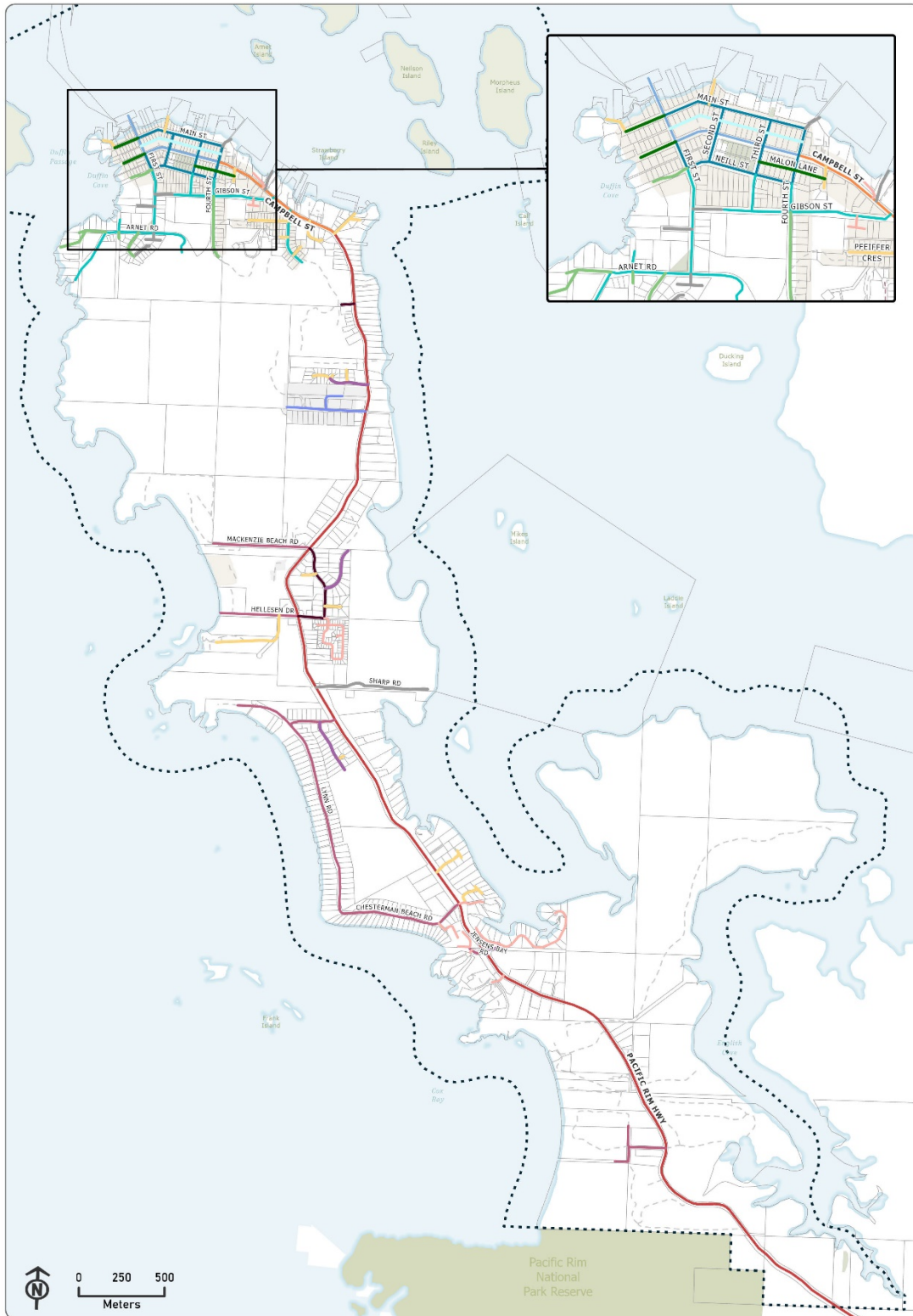


Figure 14. Road Topology

Sources: Road Network, District of Tofino Boundary, District of Tofino; Waterbody, Coastline: Freshwater Atlas

- | | | | |
|-----------------|------------------|---------------|------------------------|
| Arterial | Collector | Strata | Residential |
| Downtown | Downtown | Strata | Village |
| Gateway | Rec. Access | Local | Village Rear Lane |
| Primary | Residential | Cul-de-Sac | Resource or Restricted |
| | Village | Downtown | District of Tofino |
| | Industrial | Local | |



Figure 14. Road Topology

3.5.4 Public Facilities

The District of Tofino contains a number of core public facilities that support the safety, education and health of residents (see **Figure 15** below). These public facilities include: Tofino General Hospital, BC Ambulance Service, the Tofino Fire Department, Wickaninnish Community School, Library, and the Tofino Community Hall. Like other services these public facilities also represent a real restriction to growth. Especially, during busy summer months when the demand for emergency services can sometimes exceed the present capacity of the community.

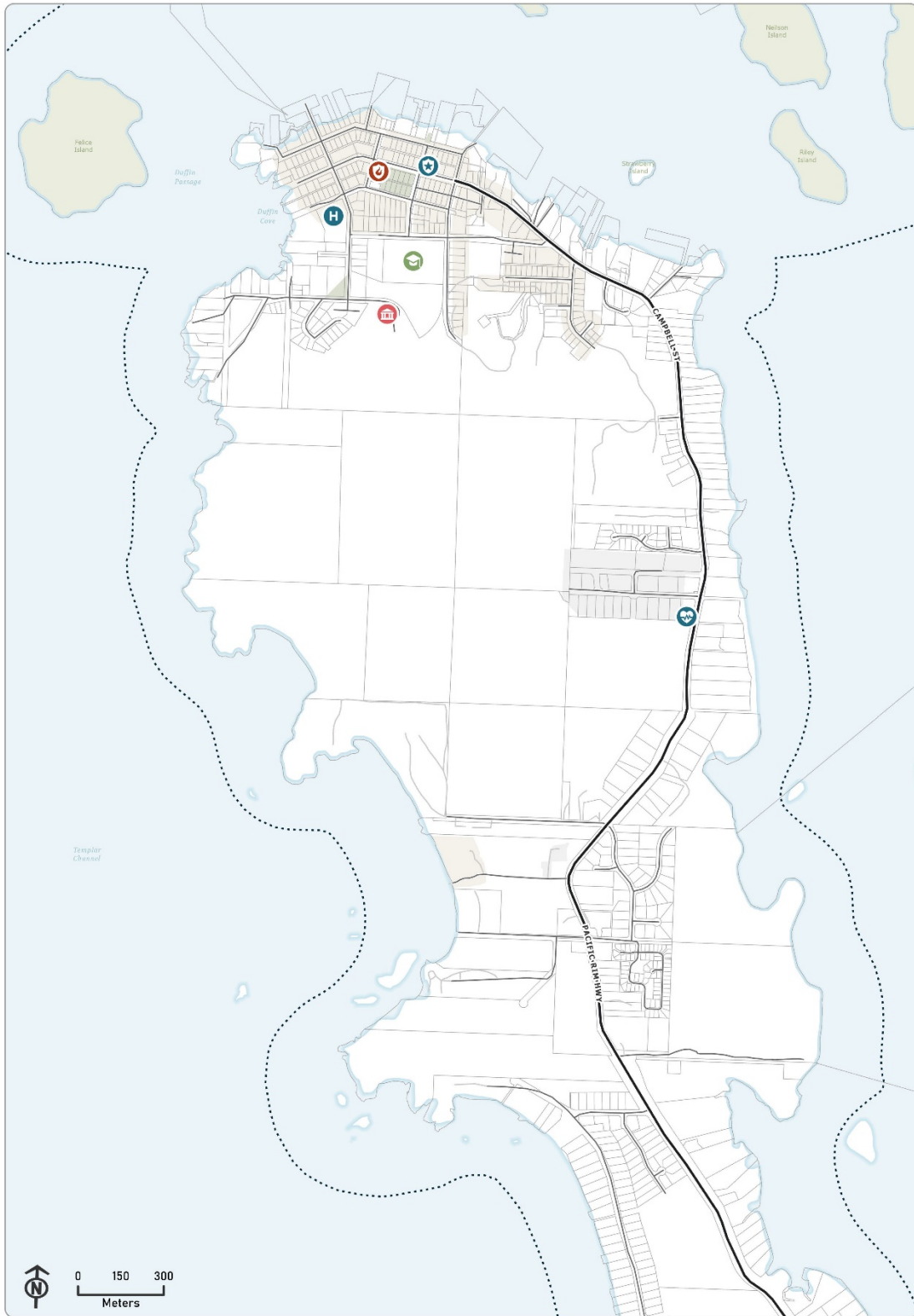


Figure 15. - OCP Public Facilities

Sources: Public Facilities, District of Tofino Boundary, District of Tofino; Waterbody, Coastline: Freshwater Atlas

-  BC Ambulance Services
-  Wickaninnish Community School
-  Tofino Community Hall
-  RCMP Tofino Detachment
-  Tofino Fire Department
-  Tofino General Hospital
-  District of Tofino



Figure 15. OCP Public Facilities

3.6 Environment

Tofino is located in a unique and highly diverse ecological location flanked by the Clayoquot Sound UNESCO Biosphere, Meares Island Watershed, Tofino Mudflats Wildlife Management Area, and Pacific Rim National Park Reserve (PRNPR). Major ecosystems found in the District of Tofino include coastal temperate rainforest, sensitive foreshore areas, tidal flats, rugged headlands, lakes and streams, and long sand beaches, all of which contribute to rich, biodiverse habitats that provides critical ecological services to the region. The natural heritage of the District is a vital part of its character and a key driver of tourism, drawing visitors from around the world.

The temperate rainforests in the region are of a global ecological significance and their protection is critical to the protection of biodiversity in Canada. Regional development pressures risk the fragmentation of wildlife habitat and ecosystems, which could threaten the loss of biological diversity. Ensuring the protection of this natural heritage is a key priority for residents, neighboring communities, and First Nations, and will underpin the continued ecological functioning that makes Tofino a unique place to live and to visit.

Beyond the environmental limitations to development, Tofino's geographic setting on the Esowista Peninsula makes it at risk of tsunamis, and coastal flooding resulting from Sea-Level Rise (SLR). The majority of the peninsula is vulnerable to tsunamis, lying within the 10m or 20m Tsunami Hazard Zone, and much of the Peninsula's shoreline falls within the coastal flood zone. These coastal hazards are identified and mapped in **Schedule C**, for the benefit of landowners during subdivision, land clearing, and building construction.

SAND AND GRAVEL DEPOSITS

As per **Part 14, Section 473** of the LGA, it is noted that there are no sand or gravel deposits of significance located with the boundaries of the District of Tofino.

3.7 Housing

The community is currently facing challenges with respect to affordable housing. In 2015, Tofino's Housing Needs and Assessment (HNA) identified gaps in appropriate and affordable housing all along the housing continuum. The lack of suitable and affordable housing was identified again during the OCP consultation process. The development of residential housing is an important priority for the District over the next 5 years and beyond.

Critical opportunities for improving access to appropriate and affordable housing in the District of Tofino include developing supported housing for vulnerable populations; creating permanent, year-round rental housing for low income and modest income residents, especially those with children; creating entry-level homeownership units that are affordable to first time buyers and moderate-income households; and encouraging the provision of shared rental accommodation for seasonal non-resident employees.

Over the past 5 years, approximately 116 residential dwellings units were created, including 30 multi-family units. This has amounted to 23 dwellings per year, few of which are affordable to the majority of Tofino residents. There is currently a systematic deficiency in the number of residential dwellings being developed resulting in an inability to meet demand, causing upward pressure on prices.

According to the HNA, at a minimum, Tofino should be developing 130 residential dwelling units every five years (26/year), which approximates Tofino's historic growth rate over the past 20 years

(3.0%). However, in order to meet the current market demand, the District would have to develop 160 units over five years (32 units/year) - representing a 4% growth rate.

3.8 Future Development

The *Local Government Act* requires communities to plan for residential growth in Official Community Plans. One method to predict future growth is to examine past growth and extrapolate into the future based on this information. Understanding qualitative community attitudes towards growth, future development, and how (or whether) continued growth can be accommodated by infrastructure, housing and land supply are important considerations in the development of an OCP.

The following section provides an overview of future development in Tofino by combining census data trends, community values and the future capacity of infrastructure to determine growth projections and future population.

3.8.1 Future Growth Scenarios

Moving forward, growth in Tofino will be restricted due to water and sewer concerns, availability of electricity, transportation infrastructure, and a lack of affordable housing. In particular, water and wastewater infrastructure capacity represent a significant barrier to growth in the short-term (see **Sections 3.5.1- 3.5.2**).

Until these systems are upgraded it is unlikely the District of Tofino will be able to support current growth trends and market demands and should therefore, prioritize the development affordable residential development. This approach was supported by residents during the OCP consultation process, which showed strong community support for the prioritization of 100-200 new residential development units.

Based on current infrastructure capacity, housing needs, current growth, and market demand three future population scenarios were developed. These three scenarios weigh ongoing infrastructure capacity challenges against historic growth trends and current market demands to create low, medium, and high growth scenarios. Each of these three scenarios provide an estimated 20-year population growth of permanent Tofino residents based on the current population of 2,434 people (BC Stats).

The low growth scenario (2.0%/year) balances the current limits of the water system, with the community's desire for more compact, low-impact residential housing. The medium and high scenarios follow inputs from the Ekonics Demand Forecast and Infrastructure Roadmap, which describes historic growth at 3.2% and market driven demand growth at 4%. All three growth scenarios have been provided in the context that the current water system capacity will only support an additional 400 residents or 167 residential units (assuming 2.4 people per unit); this is shown as a blue line in **Figure 16. 20-Year Population Projections**

Figure 16 also show the maximum population growth limit based on the existing zoning regulations, which permit an additional 709 residential units (shown as the red line). Based on the remaining 709 undeveloped residential units zoned in Tofino, it is estimated there is enough land available for an additional 1,700 permanent residents at an average household size of 2.4 people per household. Again, these zoned lands represent a liability for the District as this growth is not support by current infrastructure or the community; this is shown on **Figure 16** as the shaded red area.

These three scenarios are described in detail below and shown in **Figure 16** (below).

- 1. Resident Driven Growth (Low Growth – 2.0% or 26 units per year)** – Growth in this scenario is strictly to support housing for permanent residents with a preference for affordable housing. This low growth scenario represents the housing needs assessment and resident's objective to prioritize community focused growth and the need for 130 new residential units every five years. This also supports community objectives for protecting the environment, reducing land consumption and development in tsunami or flood zones, and moderating the current pace of growth. Under this scenario water capacity will be reached by approximately 2026 and any additional growth beyond 167 new residential units will need to be supported by water system upgrades.

Estimated Water System Capacity Exceeded by 2026.

- 2. Current Growth Rate or Status Quo (Medium Growth – 3.2% or 44 units per year)** – This medium growth scenario is based on historic trends and how the District of Tofino is growing today. This scenario represents a continuation of current development trends. Beyond 2024, this status quo scenario is only supported once the water system are adequately upgraded. The growth projected in this scenario exceeds that desired by the community and would result in added land clearing and infrastructure pressures.

Estimated Water System Capacity Exceeded by 2024.

- 3. Market Driven Demand (High Growth – 4.0% or 55 units per year)** – This high growth scenario represents the growth potential of Tofino if the community were to embrace a developer driven growth model. This would potentially involve opening additional lands for development and creating and expedited development approval process. This would result in greater environmental impacts, pressure for further development in tsunami or flood zones and substantial infrastructure impacts over the 20-year time horizon. Again, this would only be achievable once wastewater and water systems are adequately upgraded once exceeded in 2023.

Estimated Water System Capacity Exceeded by 2023.

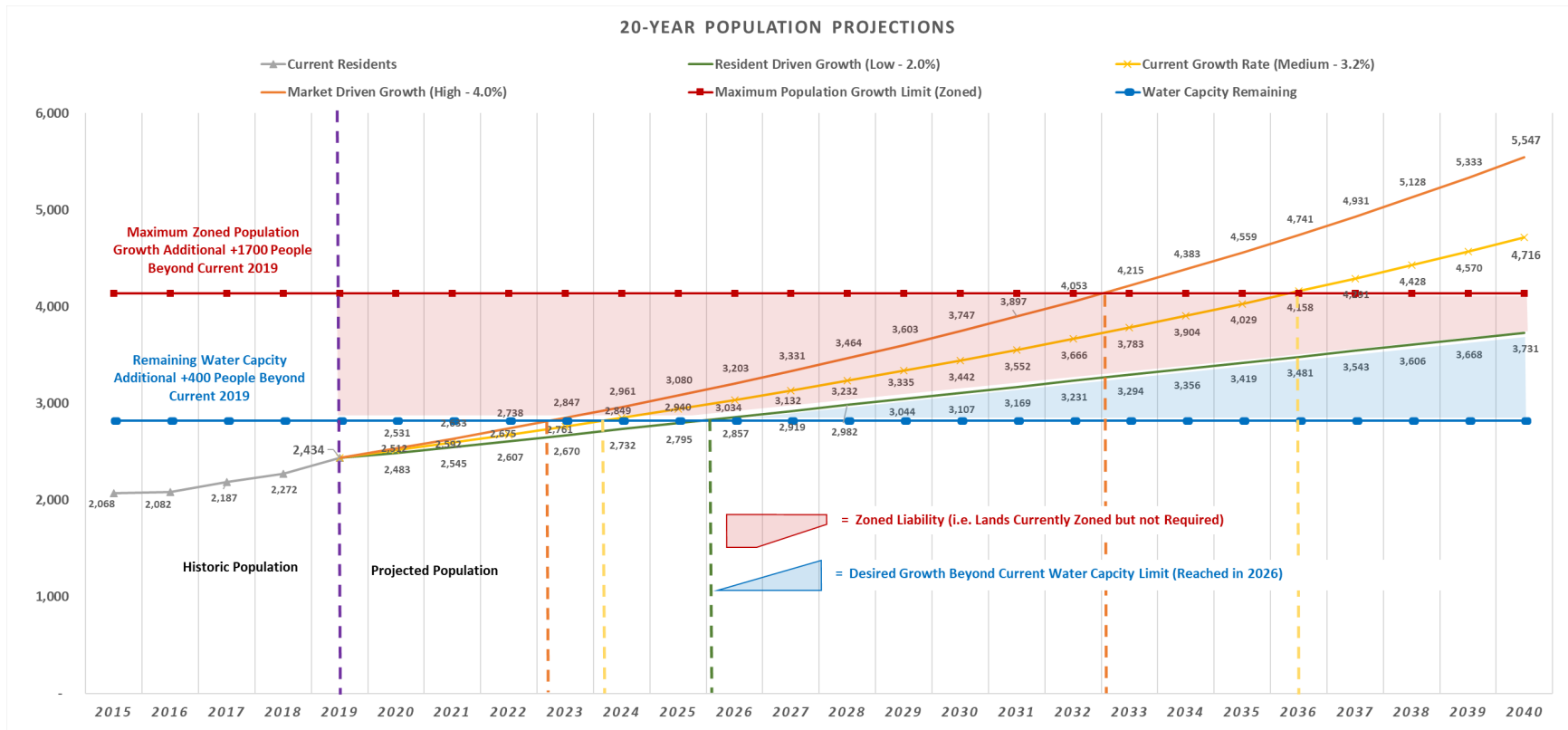


Figure 16. 20-Year Population Projections

3.9 Setting the Target

Tofino is faced with a number of constraints that will limit community growth over the next 5 years. The current capacity limitations to community infrastructure, such as water, sewer, electricity, and transportation, as well as significant housing challenges have been closely considered to ensure that future growth in Tofino prioritizes the immediate needs of the community. Several other factors are also at play that further support the need to restrict development in the short-term, including geographic and environmental constraints and community sentiment.

The most restrictive factor limiting Tofino's growth is water supply, which may already be at its capacity. Hotter, dryer summers may increase the strain on water availability, compromising the ability for the District to meet the basic servicing needs of permanent residents. Since the peak water demand during summer months is heavily influenced by the influx of seasonal resident, seasonal workers, and tourists, as well as commercial and industrial uses, the development of these uses will be limited over the coming years.

Therefore, based on community input, strong support for environmental protection, infrastructure limitations, development constraints (e.g. flood and tsunami hazards) and the need for housing, **Scenario 1 - Resident Driven Growth (Low Growth – 2.0% or 26 units per year)** is the preferred growth scenario. In the five-year planning horizon this would support the community's housing needs objective of creating 130 new residential units. Although this primarily upholds the community's desire community focused residential development, it would also support limited retail commercial and low water consuming industrial uses. Beyond the 5-year horizon, if the required infrastructure is developed, the District will be able to expand development to permit additional non-residential growth. The desired growth beyond the existing water capacity threshold is shown on **Figure 17** as the shaded blue area.

To further reduce the impacts of development on infrastructure and the environment, future growth in this scenario will be directed to the Town Centre, where higher residential densities will be encouraged. Increasing permitted development height and density will reduce the amount of land needed for development. Given current development trends in Tofino, if the 167 new residential units supported by the remaining water system capacity were developed as single-family units on R1 zoned lots this would consume approximately 30 acres of land. By comparison the same 167 residential units if developed as townhouses units would require 10-15 acres of land; conserving 15-20 acres of the District's limited land base. Even greater densities can be achieved with apartment buildings.

Focusing development in existing settlement areas, such as the Town Centre, and encouraging infill development or redevelopment will also support the District's ongoing financial sustainability by using existing infrastructure more efficiently and reducing the need for new infrastructure. As land is a finite resource, increasing development density will also benefit future District tax revenues, as it will allow for a higher amount of property tax collected in relation to area. Additionally, all future growth should also be tied to the District's Five-Year Financial Plan, the Capital and Infrastructure Levy, the Asset Management Plan, and Development Cost Charges, which should as be updated regularly.

As discussed in **Sections 3.5-3.7** due to the high impacts on water, wastewater, hydro, transportation, and housing infrastructure this scenario does not support future tourism commercial

and visitor accommodation development, nor other water intensive commercial and industrial uses. To ensure the sustainable provision of future infrastructure development and subdivision shall only be permitted be supported in the Village, Future Homes and Industrial Way designations as described in **Section 5** and shown in **Schedule A**. Further, the District should be prepared to limit growth and, in some cases, wind back development rights for land uses that consume large volumes of water.

Based on the need to limit future tourism commercial and visitor accommodation development **Figure 17** (below) shows the combined estimated 20-year growth of permanent residents (as shown in **Figure 17**), alongside the estimated seasonal residents and visitors (e.g. shadow population) based on figures from the Wastewater Treatment Plant population forecast; with a total estimated current peak population of 6,451 people in 2019 and no future growth in seasonal and visitor population. This highlights the future growth of residential population versus shadow population, which remains flat beyond 2020. It should also be noted this estimate does not include impacts from potential future retail commercial, and industrial development, which due to current zoning could further reduce infrastructure capacity for residential development.

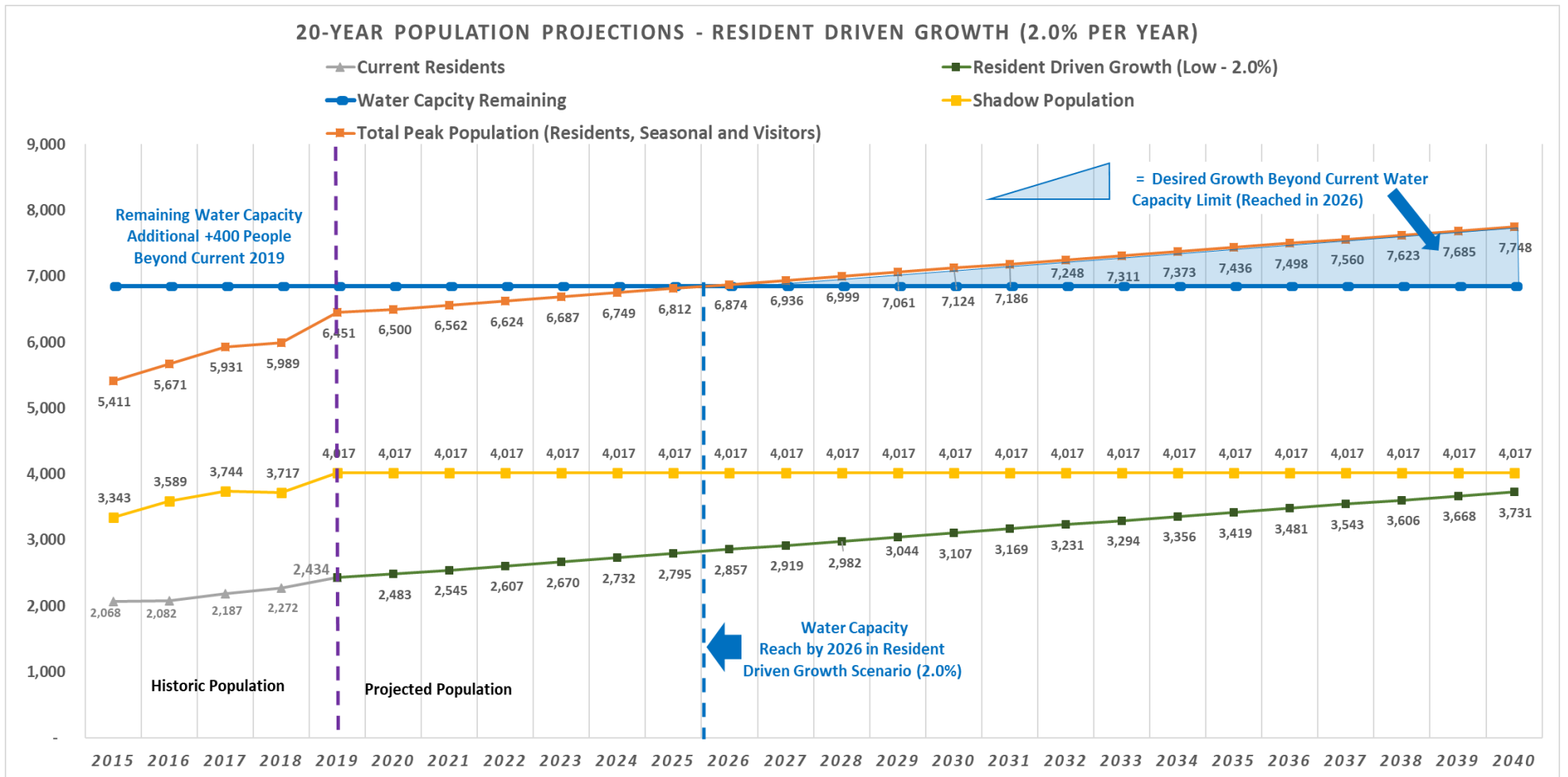


Figure 17. 20-year Resident Driven Population Projections Including Shadow Population (e.g. Seasonal Residents and Visitors)

3.9.1 Core Approaches to Future Land Use

In respect of the OCP Principles, growth constraint and community feedback on community safety, infrastructure limitations, community character, and preservation of the natural environment 7 core approaches to future land use are suggested for the 2021 OCP:

1. Limit residential development to the Village and Future Homes areas;
2. Encourage compact development and higher residential densities in the Village and Future Homes areas;
3. Support affordable housing for families and those working in Tofino;
4. Restrict development of water intensive commercial and industrial uses;
5. Curtail development outside of the Village, Future Homes and Industrial Way areas;
6. Restrict the development of commercial accommodation uses including short term rentals; and,
7. Implement strong water conservation policies to optimize and prolong current infrastructure for critical short-term community needs.

Policies provided in **Section 4.0** and Land Use Designations in **Section 5.0** are guided by these 7 core approaches to future land use.

4. CORE POLICIES

The Core Policies laid out in this section of the Official Community Plan pertain to the entire District of Tofino. The policies are informed by the inputs discussed in **Section 1.0**, including the community context; the vision and guiding principles; associated plans; public consultation; existing land uses; and an in-depth analysis of the community's infrastructure and housing, including its limits to growth. Additionally, natural hazards play a key role in guiding the policies.

This section presents the objectives and policy for key subjects related to community development, to provide a decision-making framework in relation to development and land use in Tofino over the next 5 years. The key policies areas included in the core policies include:

- 4.1 Homes and Neighborhoods
- 4.2 Community Resilience
- 4.3 Natural Environment
- 4.4 Transportation and Mobility
- 4.5 Infrastructure
- 4.6 Public Spaces, Parks and Trails
- 4.7 Economic Development

The policies are intended to ensure that the community develops in a sustainable and achievable manner, in keeping with the community's visions for Tofino. The policies seek to inform a decision-making framework that integrates the wants and needs of Tofino residents into decision-making in the review of land use and development proposals.

4.1 Homes and Neighbourhoods

As described in **Section 3.7**, there has been a chronic shortage of housing in Tofino for a number of years. The impacts of tourism play an important role in limiting access to affordable housing options for long term residents and creates housing shortages for seasonal workers. The ability for residents and workers to access affordable, appropriate, and housing at a reasonable cost has ripple effects throughout the community and the life it espouses. Neighbourhood growth must respect the community's limits to growth, as well as the unique character of the community.

The Objectives and Policies provided in this section are focused on realizing Guiding Principle #2 (Affordable, Attainable and Available Housing for All). Action items in this section aim to promote purposeful, incremental, and sustainable growth focused on the delivery of accessible and affordable residential housing with special attention to affordable housing. The policies in this section are also designed in consideration to Tofino's limits to growth due to infrastructure and geographic constraints.

4.1.1 Objectives

A diversity of housing forms and tenures exist throughout the community, ensuring an abundance of housing that is attainable for all residents and seasonal employees. Shared rental accommodation are available to seasonal non-resident employees. Vulnerable populations are able to access supported housing and there are permanent, year-round rental housing for low- and modest-income residents and families. Entry-level buyers are able to access homeownership.

Future neighbourhood developments are situated on previously disturbed sites. High density neighbourhoods are developed in support of affordable housing and the protection of the natural environment. Neighbourhoods preserve or enhance the local character and create opportunities for positive

Buildings are energy efficient, reflect Tofino's eclectic character, and are scaled appropriate to Tofino's small, coastal town. Residential growth areas are designed to be compact, connected, and complete neighbourhoods. Downtown Tofino is a vibrant area supported by a working waterfront, a mix of residential, commercial retail, professional services, and institutional uses.

Land use decisions enhance Tofino's unique culture and character, as well as the connection to the Pacific Ocean and Clayoquot Sound. Community life promotes and embraces dialogue, social participation, and intellectual development.

4.1.2 Policies

The following policies are intended to guide the implementation of key objectives for the delivery of accessible and affordable residential housing for all and promoting neighborhood character. The District will implement the following policies:

GROWTH MANAGEMENT

1. Prioritize development in the following order:
 - a) Affordable residential;
 - b) Residential;
 - c) Commercial retail, industrial, and institutional;
 - d) Accommodation.
2. Promote compact development by supporting more medium-density and multi-family residential uses in the town designation.
3. Encourage brown field development and increased density to preserve natural areas.
4. Encourage new development in areas where existing infrastructure has capacity or can be efficiently extended with minimal long-term cost to the district.
5. Only permit development within the Village, Future Homes, and Industrial Way designations as identified in **Schedule A**.
6. Ensure development respects infrastructure capacity, food resources, the physical capacity of local ecosystems, and livability of the community.

HOUSING

7. Prioritize the development of 130 residential units in the Village and Future Homes from 2021-2025.
8. Ensure that at least 50% of new residential units are affordable.
9. Encourage the development of an assisted living/long-term care facility for seniors.
10. Encourage compact residential development adjacent to existing residential areas.
11. Explore a variety of infill housing types and tenure models as a means to secure employee housing, building upon existing opportunities.
12. Support the development of purpose-built housing that is innovative, affordable, and safe for seasonal non-resident employees by requiring Housing Agreements and/or non-stratification covenants, in order to support the local economy and small business.
13. Encourage incremental small-scale development that integrates seamlessly with existing land uses in order to sustain the character of the community.
14. Support the development of housing suitable for seniors to retain aging family members within the community.
15. Discourage short term rental and bed and breakfast uses in residential zones.
16. Where new developments are expected to create new jobs, consider employee housing Community Amenity Contributions (CACs) in the form of: housing units, where compatible with adjacent land uses; cash in lieu contributions.
17. Monitor vacation rentals to ensure they do not have a negative impact on the long-term rental stock or negative social impacts on existing neighbours and/or neighbourhoods. Refine vacation rental policy and regulations if necessary.

AFFORDABLE HOUSING

18. Partner with senior governments, the non-profit housing sector, and the development community to facilitate the development and operation of projects across the housing spectrum including shelters, transitional housing, supportive housing, non-market housing, and affordable rental and ownership housing for singles, families, and seniors.
19. Prioritize below-market residential development within walking and cycling distance to

- schools, community services, employment, public transportation, and pedestrian routes.
20. Support innovative models of affordable housing, such as modular housing and adaptive re-use of buildings.
 21. Engage in robust community consultation and work with community partners to gain support for affordable housing projects.
 22. Support compact and high-density residential developments where affordable housing is the intended outcome.
 23. Ensure that commercial accommodation developments provide affordable onsite rental accommodation for both long-term and seasonal employees.
 24. Shall consider the latest Tofino housing needs assessment in the review of development applications.
 25. Assess the potential to use Development Cost Charge reductions for secured long-term affordable housing projects.
 26. Consider reducing parking standards for multifamily developments, where feasible, in appropriate walkable, bikeable and transit-oriented neighbourhoods to reduce construction costs and encourage active transportation.
 27. Support actions to develop very low rent permanent accommodations, low-moderate rental accommodation with supports, and seniors assisted living and/or residential care to reduce the housing gap for vulnerable populations.
 28. Support actions to develop lower priced permanent, year-round rental accommodation to reduce the housing gap for lower income families and individuals.
 29. Support actions to develop lower to moderate priced permanent, year-round rental accommodation for lower to moderate income families and individuals.
 30. Support actions to develop lower-moderate priced permanent, year-round rental accommodation that is not interrupted seasonally.
 31. Support actions to develop entry-level housing, affordable to first time buyers and moderate-income households.
 32. Prioritize the development of a long term, comprehensive housing plan to address the full spectrum of affordable housing needs over the next 5 years and beyond.
 33. Height, setbacks, and parking requirements specified in the zoning bylaw for buildings, structures may be varied in accordance with the recommendations of a Qualified Professional in the Main Street, Campbell Street, and Gateway Development Permit Areas to support the provision of affordable housing.
 34. Encourage all housing developments to provide spaces for urban agriculture, and home food production for residents, including affordable and multi-family developments.

NEIGHBOURHOOD CHARACTER

35. Ensure that new forms of residential development are compatible with the neighbourhood in scale and design and are appropriately located.
36. Ensure developments are designed to be accessible for differently abled people.
37. Ensure neighbourhoods are designed to invite positive social interactions through connectivity.
38. Ensure that district signage enhance positive interactions by clearly communicating community expectations and etiquette in a polite and humorous manner.
39. Develop strategies to ensure the basic needs, including housing, food, transportation, childcare, recreation, and health care, are affordable for all who live and work in Tofino.

40. Preserve a small-town character through careful consideration of impacts from development on the environment, viewscales, tree retention, and the scale of buildings.
41. Discourage the siting of schools, daycare establishments, and children's play parks on lands that abut the rural designation.
42. Support the conservation of a dark sky through development permit and street lighting guidelines.
43. Limit the number of driveways intersecting Highway 4 by encouraging shared access through the subdivision process.
44. Ensure retention of a vegetation buffer along Highway 4 to protect its rural and scenic character.
45. Discourage further commercial development adjacent Highway 4 with the exception of areas within the Village, Future Homes, and the Resort District.

NATURAL, CULTURAL AND BUILT HERITAGE

46. Consider the development of a community heritage register.
47. Consider establishing heritage protection policies.
48. Support rehabilitation and protection of heritage sites through the development process.
49. Encourage conservation of Tofino's special character (buildings, places, and natural landscapes).
50. Promote opportunities among community groups, organizations, and Tla-o-qui-aht First Nation to help conserve landscape features.
51. Work with the Tla-o-qui-aht First Nation to identify, recognize and protect important First Nations heritage sites and culturally significant areas.

4.2 Community Resilience

The Objectives and Policies provided in this section are focused on realizing Guiding Principle #7 (Resilience) of Tofino becoming a more resilient community. Action items in this section aim to increase the resiliency of Tofino by addressing climate change, sea level rise, and natural hazards with special attention to shoreline; protecting community infrastructure through growth management; and supporting local food systems.

This section also supports the ongoing effort of Tofino to reduce Greenhouse Gas (GHG) emissions, which are currently being driven by transportation and organic waste (**Figure 18**). Policies support target reductions fossil fuel consumption and waste in order to achieve substantial reduction in GHG emissions by 2030.

2020 Emissions Inventory (in tonnes CO₂e) by Sector

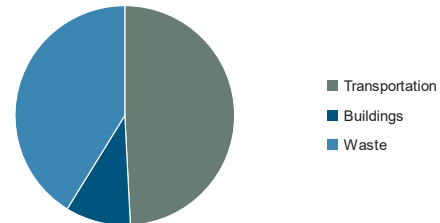


Figure 18. 2020 Emissions Inventory (in tonnes of CO₂) by Sector

4.2.1 Key Objective(s)

Development decisions are carefully considered based on available flood data and modelling, reducing exposure to the impacts of coastal flooding, sea level rise, and tsunamis. Community resiliency is improved by locating future development in areas that are less susceptible to the impacts of sea level rise, coastal flooding, and tsunami inundation and reducing pressure on emergency evacuation routes. Ongoing monitoring helps the District understand how climate change is impacting infrastructure, enhancing responses to climate change and climate change. GHG emissions are reduced compared to 2020 levels through conscious growth management and investments in sustainable transportation infrastructure. Residents enjoy access to a diverse and resilient local food system that promotes a circular economy reducing the reliance on food imports and supporting community food initiatives.

4.2.2 Policies

The following policies are intended to guide the implementation of key objectives for promoting community resilience and climate change adaptation. The District will implement the following policies:

GHG EMISSIONS, SOLID WASTE, AND ENERGY REDUCTION

1. Reduce community GHGs based on the following targets by reducing single occupancy vehicle travel, creating electric vehicle infrastructure, implementing the BC Energy Step Code, and enhancing waste management practices (see **Figure 19** below).

Year	Target
2030	20% below 2020
2050	50% below 2020

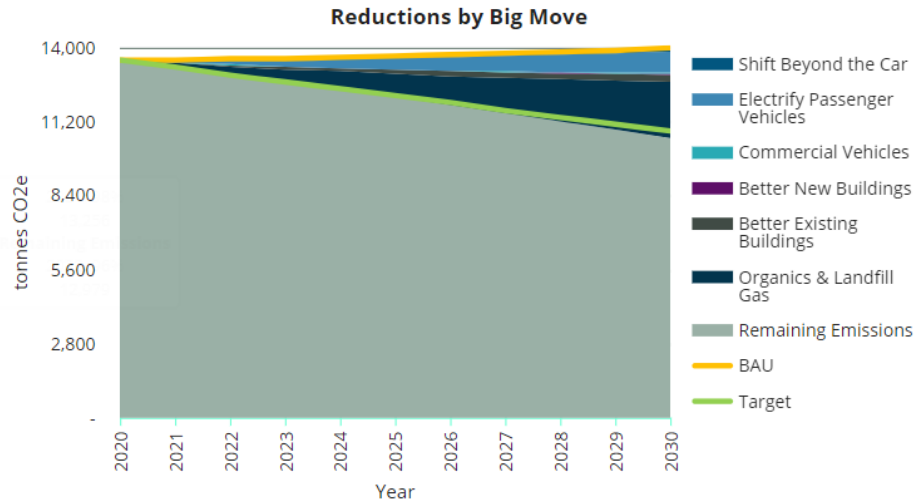


Figure 19. 2030 Emissions Reduction Targets (in tonnes of CO2) by Sector

2. Continue the implementation of the BC Energy Step Code towards full adoption in 2032.
3. Build all new municipal buildings to a BC Energy Step Code Net-Zero Energy-Ready Standard.
4. Support the introduction of renewable energy technologies and lead by example the by seeking opportunities to integrate renewable energy technologies into District buildings and infrastructure.
5. Consider property tax reductions or other incentives to support major energy-efficiency retrofits for existing building, and upgrades to energy-consuming systems.
6. Support water conservation initiatives and encourage all new development to consider water use reduction strategies and approaches.
7. Support the rapid adoption of zero emission vehicles.
8. Encourage future multi-family, tourist commercial, mixed-use, and commercial building to make at least 50% of parking stalls Electric Vehicle (EV) ready to allow for the future installation of EV charging stations when demand dictates.
9. Develop a climate strategy, action plan, and monitoring program to update the 2010 community energy plan.
10. Lower GHG emissions by working with residents and the Alberni Clayoquot Regional District to reduce the volume of organic waste entering the waste stream.
11. Prioritize initiatives that seek to reduce the volume of municipal waste through prevention composting, recycling, and repair programs.
12. Promote the concepts of reduce, reuse, recycle and repair in municipal operations, projects, and programs.
13. Support waste to energy solutions for waste that cannot be recycled, reused, or repaired.
14. Support upgrades to the West Coast Landfill to enhance landfill gas capture and reuse from organic waste.
15. Lower GHG emissions by working with local residents and the Alberni Clayoquot Regional District to reduce the volume of organic waste entering the waste stream.
16. Encourage the reduction of plastic one-use items.
17. Support the elimination of pollutants entering the wastewater and storm water conveyances.

LOCAL FOOD SYSTEMS

18. Support the development of community gardens, greenhouses, and urban agriculture projects, with a focus on permaculture to directly utilize the patterns and resilient features observed in natural ecosystems in urban food systems.
19. Encourage urban agriculture and community gardens in residential areas.
20. Support regional urban agriculture projects.
21. Consider making municipal land available for use in agricultural programs or initiatives.
22. Encourage residents to develop neighbourhood nodes for composting and food production.
23. Encourage small-scale commercial urban agriculture including the keeping of poultry and bees, and farm gate sales as home occupations.
24. Encourage agriculture and greenhouses in commercial/industrial zones.
25. Consider amendments to the subdivision and development bylaw to support community food production in landscaping requirements and the provision of parkland.
26. Support on-site rain water harvesting as an integral part of both backyard and larger-scale food production initiatives.
27. Consider the development of financial incentives to support the installation of rain water harvesting systems.

CLIMATE RESILIENCE

28. Ensure that development is sited or built to minimize exposure to environmental hazards, coastal storms, and sea level rise.
29. Reduce density along the coastline leaving room for coastal ecosystems to expand inland.
30. Increase street trees for shading, storm water interception, and noise buffering.
31. Ensure that future neighbourhoods are sited and built to reduce impacts from a sea level rise of 1 metre and a 0.5% AEP coastal flood;
32. Prioritize evacuation planning and the development of evacuation options to mitigate the impacts of tsunami hazard.
33. Limit the provision of future municipal infrastructure in areas identified as locations at risk of coastal flooding in the 2019 Comprehensive Coastal Flood Risk Assessment; and,
34. Explore options for infrastructure replacement or repair in areas identified as locations at risk of coastal flooding in the 2019 Comprehensive Coastal Flood Risk Assessment.

4.3 Natural Environment

As described in **Section 3.6** the natural environment has longstanding and deep-rooted significance for Tofino residents, as well as First Nations and Neighboring Communities. The Objectives and Policies provided in this section are focused on realizing Guiding Principle #3 (Conservation of the Natural Environment). Action items in this section aim to steward the natural environment to ensure the protection of natural spaces, habitat, wildlife, shorelines and beaches, streams, and forests.

4.3.1 Objectives

Tla-o-qui-aht First Nation and Tofino are partners in the protection important natural features. Tofino's unique beach culture encourages residents to keep beaches and waterfront areas clean, and to protect natural features and ecological functions. Natural areas and ecosystems are protected especially with respect to pristine beach environments, old-growth forests, and wildlife habitat.

Parks, natural green spaces, and greenways are interconnected; watersheds and riparian areas are healthy; and environmentally sensitive areas and old growth features are protected.

Treatment of regional wastewater effluent and storm water management treatment supports the Clayoquot Sound marine environment reducing shellfish closure areas. Land use planning takes into account wildlife and large carnivore habitat. A dark night sky is enjoyed by all.

4.3.2 Policies

The following policies are intended to guide the implementation of key objectives to ensure the protection of natural spaces. The District will implement the following policies:

PRESERVING NATURAL ENVIRONMENTS

1. Partner with First Nations, land owners, higher levels of governments, and community groups in the protection of natural parks, wild green spaces, and contiguous natural corridors.
2. Pursue and support the dedication of large ecologically intact parcels of park land adjacent existing forest, ocean, beaches, and sensitive foreshore areas.
3. Prioritize the retention of contiguous parcels of undisturbed natural land over narrow vegetated "leave" strips to minimize habitat fragmentation.
4. Link sensitive ecosystems, such as aquatic habitats, to parks, greenways, or other natural areas wherever possible to minimize habitat fragmentation.
5. Restore the habitats, hydrologic pathways and connectivity that sustain biodiversity, including green spaces, sensitive ecosystems and species and ecosystems at risk.
6. Ensure that development of adjacent Alberni-Clayoquot Regional District lands supports the visual and ecological goals of Tofino.
7. Preserve and enhance environmentally sensitive areas to protect biodiversity and corresponding measures of ecosystem functioning.
8. Limit public access points to sensitive ecosystems so as not to compromise habitat and ecological functions of these areas.
9. Ensure the integration of environmental features and natural areas in new developments.
10. Identify and designate environmentally sensitive areas prior to development to minimize

- disturbance from human activities and growth.
11. Promote stormwater pre-treatment to reduce point source emissions to the environment.
 12. Consider slope stability through the development approvals process.
 13. Consider the development of site preparation regulations.
 14. Undertake environmental site planning prior to the development of new wilderness trails.
 15. Identify, map, and restore sensitive ecosystems including species and ecosystems at risk habitat to protect sufficient natural landscapes and increase community and ecological resilience.
 16. Explore the application and integration of natural capital into the District's asset management program to recognize and assign value to the role of ecosystem services in the functioning of Tofino's infrastructure.
 17. Prioritize the development of a municipal forest strategy.
 18. Seek the retention and replanting of trees and other natural vegetation in site planning and land development activities.
 19. Discourage the use of pesticides.

WATERSHEDS

20. Initiate a conversation with the Tla-o-qui-aht First Nation about natural capital assets and eco-system fees to ensure long term protection of watersheds.
21. Work with land owners and community groups to ensure that that all streams and riparian areas are protected, maintained, and rehabilitated to preserve travel corridors for large carnivores.
22. Ensure that development maintains connective habitat between adjacent watersheds, including mitigation actions to allow wildlife to cross beneath proposed roads.
23. Support mapping, protection, and restoration for all riparian and wetland areas within the District including the area between the streams that flow from east of North Chesterman Beach to the Mudflats, the upland area between each of the adjacent streams inland from Cox Bay, the area between the headwaters of streams that flow to the exposed outer coast & beaches north of Mackenzie Beach Road.
24. Consider the development of tree protection regulations.
25. Setbacks specified in the zoning bylaw for buildings, structures and uses may be varied in accordance with the recommendations of a Qualified Environmental Professional in a Riparian Development Permit Area to prevent encroachment into a Streamside Protection Enhancement Area.

FORESHORE AREAS

26. Pursue and support the dedication of large ecologically intact parcels of park land adjacent the ocean.
27. Support efforts to improve the quality of stormwater and wastewater being discharged into Clayoquot Sound.
28. Promote beach stewardship and ensure the protection of sensitive beach environments and ecosystems.
29. Discourage the development of shoreline protection works on public land and beaches.
30. Limit future development adjacent the provincially designated Wildlife Management Area to minimize negative impacts to the foreshore areas, natural vegetation, and natural water courses, water bodies and wetlands.

WILDLIFE

31. Avoid the development of trails in areas of high concentrations of natural wildlife attractants, and ensure sightlines are a minimum of 30 meters to reduce the likelihood of surprise encounters between humans and dangerous wildlife.
32. Encourage the maintenance of habitat corridors that are at least 100 m wide and located where wildlife are known (or expected) to travel, and/or across other sensitive habitats.
33. Respect seasonal wildlife lifecycle patterns such as fish spawning, bird nesting, and denning activity.
34. Work co-operatively with First Nations, federal and provincial agencies to implement legislation relating to wildlife, fisheries habitat, and environmental protection.
35. Prefer development approaches and activities that reduce the potential for negatively affecting wildlife and wildlife habitat.
36. Promote solid waste management and recycling best practices that prevent the attraction of dangerous wildlife.
37. Support commercial, industrial, and residential food waste diversion initiatives to reduce wildlife attractants.
38. Support the improvement and expansion of commercial, industrial, and residential recycling programs.
39. Consider with partners the development of a strategy to reduce dog-wildlife conflicts, including consideration of a seasonal “dogs off-leash areas”.
40. Work with partners to develop and promote public education designed to reduce conflict with dangerous wildlife.
41. Support public education for visitors and residents on living safely and harmoniously with large carnivores.
42. Review the Human-Wildlife Hazard Assessment for information on habitat value and wildlife activity in the large carnivore zone prior to development.

4.4 Transportation and Mobility

As described in **Section 3.5.3**, Tofino residents have a relatively high sustainable transportation mode share, however automobile travel remains the dominant way of getting around, especially for visitors. Despite a culture that supports sustainable transportation, Tofino faces other mobility related challenges such as limited regional transportation options, no year-round shuttle or transit service within Tofino and between communities, demands on available parking supply, vulnerable goods movement systems, growing demand for active transportation facilities, and an unknown mobility future as it relates to emerging technologies and their potential impacts on the way people and goods travel.

Ensuring that the transportation network meets the needs of the community as it furthers its climate goals, while meeting the demands of a regional transportation hub, will be critical to meeting the community's and region's transportation, mobility, and GHG reduction targets.

4.4.1 Objectives

An integrated multi-modal transportation network connects Tofino to the Tla-o-qui-aht, Ahousaht and Hesquait First Nations, and the wider west coast region. The District of Tofino will continue to support the development of a multi-modal transportation network according to the transportation hierarchy **Figure** and will support the reduction in transportation related GHG emissions and minimize the environmental impacts of transportation projects.

The multi-modal nature of Tofino's transportation network will work to balance the mobility needs of residents, emergency and disaster response improvements, and regional connectivity thereby supporting the community's resilience and furthering reconciliation within the region. The District will seek to maintain its unique small-town character and promote active and sustainable forms of transportation such as walking and cycling through improvements to the already popular multi-use pathway spine and expansion of a multi-use network in addition to continued efforts to improve shuttle and/or transit services between the Tofino,

Emerging transportation technologies will be integrated into the transportation system reducing parking issues, traffic, and road congestion. Existing multi-modal connections will be maintained and accommodated through development opportunities, thereby providing mobility choices to access all destinations regardless of how people choose to travel throughout the community and will improve safety and well-being for network users. The District will remain an active participant in marine, road, and air access planning, development, and management while furthering the community's own multi-modal transportation goals. This transportation network will ensure Tofino, the Tla-o-qui-aht, Ahousaht and Hesquait First Nations, and the District of Ucluelet are well connected to one another and the wider west coast region. Tofino will continue to act as the transportation hub for Clayoquot Sound.

4.4.2 Policies

The following policies are intended to guide the implementation of key objectives for community and regional transportation, mobility, and GHG reduction targets. The District will implement the following policies:

ACTIVE TRANSPORTATION

1. Establish a sidewalk network in the village core and expand to other parts of the community.

26. Encourage the Ministry of Transportation and Highways to ensure Highway 4 retains a natural buffer between the highway and adjacent development.

PARKING

27. Maximize the usability of existing on-street and off-street parking through a demand-based parking program.
28. Balance the needs of off-shore and local residents and marine-based activities.

EMERGING TECHNOLOGIES

29. Support a multi-scenario approach to long-range transportation planning that incorporates degrees of uncertainty posed by changing technologies.
30. Explore the feasibility of mobility as a service including local bike sharing, car sharing, and ride hailing.

REGIONAL

31. Continue to participate in regional marine, road, and air access planning

4.5 Infrastructure

Infrastructure capacity is a key challenge for future growth in the District of Tofino and many existing systems need significant upgrades. The cost of developing new infrastructure is a financial liability for the District and should only be considered in support of key priorities, such as housing and employment creation. The development of new infrastructure will be supported through Development Cost Charges (DCCs), and Community Amenity Contributions.

4.5.1 Objectives

A strong culture of water and energy conservation informs infrastructure decisions about whether future growth may be permitted. The Hilthuu? (Meares Island) watershed and the source of Tofino's drinking water is recognized and appropriately supported as a critical natural capital asset. Storm water management is based on natural asset principles. Waste reduction is actively pursued including organic waste diversion to support GHG emission reduction targets. Leading edge communications infrastructure is available to all residents.

4.5.2 Policies

The following policies are intended to guide the implementation of key objectives to support sustainable service delivery. The District will implement the following policies:

1. Consider environmentally friendly alternative design and infrastructure standards for the islands within the District boundaries.
2. Maintain an understanding of existing infrastructure capacity.
3. Concentrate capital investment on the rehabilitation of existing assets rather than the purchase or construction of new assets that will add to the existing infrastructure deficit.
4. Ensure the provision of infrastructure and services does not impact the long-term financial sustainability of the District.
5. Consider regular updates to the District's Five-Year Financial Plan, the Capital and Infrastructure Levy, the Asset Management Plan, and Development Cost Charge Bylaw.
6. Update the Community Amenity Contribution Guidelines (CAC) on a regular basis.
7. Consider the capacity of the water system when making future land use decisions.
8. Educate residents, visitors, and businesses about the importance of conserving water.
9. Discourage the expansion or development of commercial accommodation uses, and industrial uses that consume large volumes of water.
10. Support the conservation of the Hilthuu? (Meares Island) watershed.
11. Explore the feasibility of adopting a natural capital asset approach to infrastructure management and development.
12. Reduce or eliminate toxic effluent discharge into the environment.
13. Support permeable surfaces for driveways and paths to help manage storm water.
14. Explore regional infrastructure projects partnerships.
15. Limit the development of municipal infrastructure outside of the Village, Future Homes, and Industrial Way areas.
16. Collaborate with the Tla-o-qui-aht First Nation in the development of shared infrastructure.
17. Pursue stormwater inflow and infiltration reduction measures through proactive inspection programs and remediation of sewer defects and stormwater cross connections.
18. Efficiently and sustainably meet municipal infrastructure needs while protecting public

health, safety and the environment.

19. Minimize infrastructure life cycle costs and reduce or delay the need to develop new infrastructure capacity.
20. Design servicing infrastructure to accommodate projected climate change impacts including more intense precipitation and sea level rise.

4.6 Public Spaces, Parks and Trails

Preserving and enhancing the character of the community is critical to ensuring the District's livability year-round. The Objectives and Policies provided in this section are focused on realizing Guiding Principle #5 (Community Well Being) of Tofino to cultivate a thriving community. Action items in this section aim to promote opportunities for citizens to be healthy and active, to enjoy a vibrant cultural scene, and to access a variety of recreation, leisure, and lifelong learning opportunities.

4.6.1 Objectives

Healthy, active citizens of all ages enjoy recreation, leisure, and lifelong learning opportunities buoyed by a library, indoor recreation facility, sports fields, accessible public spaces, and a friendship center. The community is safe and inclusive and respects the principle of His-shuk-nish-tsa-waak (everything is one). First Nations history is acknowledged through art, architecture, signage, and ceremony.

Everyone in the community has access to learning and education opportunities. Improvements to the public realm through land development support a thriving vibrant cultural scene of music, poetry, and art.

4.6.2 Policies

The following policies are intended to guide the implementation of key objectives to encourage community wellbeing. The District will implement the following policies:

PUBLIC SPACES

1. Enhance the character of Tofino's built environment through the creation of distinctive public spaces.
2. Ensure that public spaces are connected to active transportation and transit routes.
3. Encourage, where appropriate, the development of pedestrian trails in conjunction with the installation and extension of infrastructure.
4. Ensure that public spaces and infrastructure are accessible, adaptable, and include seating, shelter and bicycle storage and provide programming options for a variety of users.
5. Increase the number of on-street accessible parking spaces.
6. Ensure the development of public washroom facilities in conjunction with park and parking lot development.
7. Support car free day events in the downtown core.
8. Maintain ownership over all undeveloped District roads.
9. Consider the needs of seniors in the development of public parks and spaces.
10. Ensure that public spaces are well maintained, safe, comfortable, and well-lit.
11. Consider adopting Development Cost Charges for the development of parkland.

COMMUNITY SERVICES AND FACILITIES

12. Support the Tofino hospital foundation and Island Health in site planning in respect of a new hospital.
13. Support the development of a new library.
14. Explore partnerships with School District 70, higher education institutions, the District of

- Ucluelet and local First Nations in the pursuit of the development of shared community space.
15. Support community use of the Wickaninnish Community School.
 16. Support the development of an accessible indoor recreation center with a pool, and senior-friendly fitness rooms.
 17. Consider the development of a community-based cultural administrative facility as focal point for arts and culture.
 18. Maintain a safe community through the provision of sufficient fire, rescue, and emergency services.

ARTS AND CULTURE

19. Ensure that Nuu-chah-nulth First Nations artists are involved in the development of public art.
20. Support a public realm that incorporates the skills of local and regional artists in the design of public works projects, streets, and places.
21. Ensure that Tla-o-qui-aht place names and translations are prominently displayed on District signage.
22. Ignore the use of unplanned spaces so that art and culture have places to flourish.
23. Encourage opportunities for artists to participate in the development of public spaces.

PARKS

24. Create meeting spaces within parks and other communal areas.
25. Prioritize adaptive playground equipment and wheelchair-accessible paths.
26. Ensure that future development provides accessible public access to District beaches.
27. Require parkland acquired through subdivision to be adjacent beaches, the inlet, and the waterfront.
28. Accept linear or strips of park land only where connection between areas of the community, greenways, or beach access is desired.
29. Encourage the provision of parkland that contains old growth trees forest or is contiguous to adjacent forested areas.
30. Consider cleared land for parkland only if the proposed site fits into the District's long-term parks plan and recreation objectives.
31. Ensure that parkland dedications which contain steep terrain, riparian areas, or low boggy ground will not be accepted unless the park is a designated environmentally sensitive area (ESA).

TRAILS

32. Encourage walking trails to be located outside of streamside protection environment areas.
33. Encourage a survey of wildlife corridors prior to trail development to determine best alignments for community trail systems and public park areas with special consideration given to the potential for human-wildlife conflicts.
34. Partner with community groups and organizations to steward the natural environment.

35. Ensure trails and networks are designed to minimize the chance of human-wildlife encounters and that parks and green spaces do not connect easily to larger undeveloped areas.

4.7 Economic Development

The economic development of the community to support tourism has impacted the sustainable growth of the community by putting high pressure on permanent housing and on community infrastructure. The Objectives and Policies provided in this section are focused on realizing Guiding Principle #5 (Sustainable Local Economy) of Tofino promote an inclusive and diverse year-round economy that sustains small local businesses, promotes human well-being, a living wage, and community development.

4.7.1 Objectives

Strong partnerships with First Nations and regional partners support an expanding economy that contributes to the wellbeing of all west coast residents. A diverse economy with a strong focus on Tofino's relationship to the ocean supports many sectors including arts and culture, education and knowledge, retail and culinary, construction, small scale manufacturing and clean tech, tourism, and marine based endeavors.

Tofino's unique local economy has developed within ecological and fiscal limits to growth; monetary goals are aligned with natural environment goals. The tourism industry supports and strengthens the social fabric and eclectic nature of the community, which is sustained by a multitude of distinctive locally owned businesses.

Robust communication infrastructure supports education, research and development initiatives, and telecommuting employment. Employment opportunities abound in all sectors allowing regional residents to achieve their personal goals contributing to the well-being of the community.

4.7.2 Policies

The following policies are intended to guide the implementation of key objectives to promote an inclusive and diverse year-round economy. The District will implement the following policies:

VILLAGE VITALITY

1. Support the implementation of the Downtown Vitalization and Main Street Plans as economic drivers for the community.
2. Work to reduce transportation constraints that are barriers to commerce such as the availability of parking, traffic congestion and a lack of adequate and connected pedestrian infrastructure.
3. Prioritize commercial retail and service uses in the village area.
4. Support inclusivity, a living wage, and year-round employment.

DIVERSITY

5. Consider the development of a District real estate strategy to guide decisions in land acquisitions and divestitures in support of long-term land use development opportunities.
6. Encourage economic diversification.
7. Encourage arts and culture-based enterprises.
8. Encourage development proposals that enhance and increase opportunities for education and knowledge-based sectors.
9. Support the development of office, retail, and restaurant space.

10. Support the local construction sector through education and training opportunities.
11. Encourage small scale manufacturing, maker spaces, and clean tech.
12. Support commercial fishing through partnerships with first nations, regional partners, and the Harbour Authority.
13. Support home-based businesses that do not negatively impact the character of residential neighbourhoods.
14. Work with the Tla-o-qui-aht First Nation on land and economic development opportunities within the district.
15. Support mutually beneficial economic initiatives with neighbouring communities.

TOURISM AND LOCALLY OWNED BUSINESSES

16. Support tourism as a key economic development initiative.
17. Encourage year-round tourism initiatives that have minimal impact on the environment and social fabric of the community.
18. Discourage the development of commercial uses that require more than 1000 m2 in floor area.
19. Support small businesses.
20. Support the development of office space in conjunction with housing and commercial developments.
21. Ensure local policy and bylaws allow for dock sales and marketing.
22. Support agri-tourism as an economic opportunity with a focus on marine based food harvesting and First Nation initiatives.”

COMMUNICATION AND TECHNOLOGY

23. Support the development of new forms of employment.
24. Encourage opportunities for learning, research and development, and value-added industry.

5. LAND USE DESIGNATIONS

This section, Land Use Designations, describes the future land uses of Tofino and key policies to guide development under each designation are core direction for growth management, development approvals and zoning.

The Land Use Designations identified in this section and shown in **Schedule A** link policy to land providing a guide for future land use decisions at the neighbourhood scale. The 2021 OCP designates six types of Land Use Designations:

- 5.1 Ocean Interface
- 5.2 Village
- 5.3 Future Homes
- 5.4 Industrial Way
- 5.5 Peninsula
- 5.6 Rural and Natural Areas

5.1 Ocean Interface

5.1.1 Objectives

The Ocean Interface is where the residents of the Esowista Peninsula share the beauty of West Coast beaches and ocean with visitors. Land use decisions have ensured that development respects the Tla-o-qui-aht culture, sea level rise, coastal flooding, and tsunami evacuation planning. Resort development has accommodated the potential for coastal ecosystems to expand inland along with rising water levels.

The Ocean Interface consist of two distinct geographic areas centered on Cox Bay and Middle and Mackenzie Beaches as indicated on **Schedule A**. The Ocean Interface, previously identified as the Tourism Focus area in the 2002 and 2012 OCP, includes minor changes to the extent and permitted uses of the area in consideration of the limitations of the water system, affordable housing, natural hazards, Reconciliation, and protection of the environment.

5.1.2 Policies

The following policies are intended to guide the implementation of key objectives of the Ocean Interface:

1. Limit development in the Ocean Interface to reduce exposure to natural hazards such as sea level rise, coastal flooding, and tsunami inundation; to preserve natural features and landscapes; and to ensure the capacity of the current water system is not oversubscribed.
2. Limit the provision or extension of sewer and water lines, roads, and other public facilities and services into areas at risk from coastal flooding.
3. Support resort development and the provision of staff housing in the Ocean Interface that does not negatively impact the capacity of the water system and community character, and that does not increase exposure to natural hazards.
4. Ensure any future residential development is directed to spaces outside tsunami inundation areas.
5. Consider limited retail and service commercial development in the Ocean Interface where such uses support destination resorts.
6. Support public access to the beach every 500 metres.
7. Will ensure development along the beaches minimizes impact to the natural landscape.
8. Support the development of a 20-metre-wide emergency evacuation and potential pedestrian route linking Hellesen Drive to Mackenzie Beach Road.
9. Support the future of a 20-metre-wide emergency evacuation and potential pedestrian route linking Industrial Way to Mackenzie Beach Road.
10. Consider the development of surf life-saving buildings and infrastructure on all District beaches.

MIDDLE BEACH

11. Support the development of an accessible public access at the south end of Middle Beach.

MACKENZIE BEACH

12. Support the development of a second accessible public access to Mackenzie Beach from Mackenzie Beach Road including the provision of pedestrian access, cycling and transit infrastructure, accessible parking, and washrooms.

CHESTERMAN BEACH

13. Support improvements to pedestrian, cycling and transit infrastructure to reduce parking pressures in the Chesterman Beach area.
14. Consider developing accessible beach accesses at Chesterman Beach.
15. Consider regulations for dogs at beaches during bird nesting and migration windows.

COX BAY

16. Explore the potential to connect the Cox Bay parking lots.
17. Support commercial accommodation uses, such as campsites, that do not require significant District infrastructure improvements and limit the development of structures within coastal flood areas.
18. Maintain, protect, and enhance the natural environment and features of the Cox Bay area, including forested areas, culturally modified trees, the spruce forest fringe, beach edge topographical features like sand dunes, and wetlands and streams.
19. Ensure future development applications undertake a comprehensive environmental review process to protect the natural environment.
20. Encourage any future development to be located in previously disturbed areas.
21. Consider amending the Forest Rural District (A3) zone in the Cox Bay area to better preserve the foreshore and spruce forest fringe, the mature forest, significantly sized and culturally modified trees and the sand dune topographical features.
22. Encourage actions to mitigate beach erosion and to rehabilitate areas where trails have been made off the beach into the forest.
23. Encourage rainwater capture and storage for large developments to offset the limited water supply of Tofino.
24. Encourage future development proponents to partner with Tla-o-qui-aht First Nation on development proposals.
25. Consider the development of multi-modal transportation facilities and washroom facilities at existing public access parking lots.

5.2 Village

5.2.1 Objectives

The Village area is the heart of the community where West Coast residents converge for socializing, errands, education, and recreation. Encompassing the northern tip of the Esowista peninsula, the Village stretches from Tonquin Beach eastward to Bay Street (see **Schedule A**). The Village serves as the main gateway to Clayoquot Sound, connecting the First Nations communities of Opitsaht, Ahousaht and Hesquait to Vancouver Island. Opportunities to learn about Tla-o-qui-aht history can be accessed at cultural sites such as ʔaʔuukʷiath C̓iinuʔ and Nachiqs (Monks Park).

The character of Tofino is reflected in new developments that maintain important views and a connection to the ocean. The well-connected streetscape supports transit and is ideal for pedestrians and cyclists. Future development is focused on the expansion of commercial services and retail, offices and workspace, and high-density residential housing. A vibrant community hub adjacent the existing community hall provides opportunities for learning, recreation, and sports for all residents of the west coast. The Village supports the civic needs of the region with an elementary school, library, post office, government offices, and regional hospital.

5.2.2 Policies

The following policies are intended to guide the implementation of key objectives of the Resort District:

1. Promote and protect Tla-o-qui-aht First Nation history, art, and cultural sites;
2. Ensure all development applications in the Village area consider:
 - a) Downtown Vitalization Plan (2011);
 - b) Main Street Concept Plan (2014);
 - c) Multi-Modal Transportation Plan (2019);
 - d) Housing Needs Assessment;
 - e) Coastal Flood maps; and,
 - f) Land Use and Demand studies.
3. Minimize sprawl, mitigate impacts from sea level rise, and protect the natural environment by prioritizing development in the Village.
4. Encourage the preservation of heritage buildings by supporting the conversion of residential uses to commercial uses in the downtown core.
5. Promote building scale appropriated for the small coastal community of Tofino.
6. Consider 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.
7. Encourage future developments to include semi-public spaces with southern exposure, such as patios, decks, and skate-board friendly plazas.
8. Ensure that parking areas for future development along Campbell Street and Main Street are located in the rear of prospective buildings.
9. Support pedestrian mid-block connections (north-south) between Main and Campbell.
10. Support the completion of pedestrian-oriented and traffic-calmed Gibson Street.
11. Enhance Second and Third Street pedestrian infrastructure between Gibson Street and Main Street.
12. Support completion of Campbell Street improvements from Second Street to Duffin Passage.

13. Consider the development of a Campbell Street Improvement Plan from Fourth Street to Olsen Road.
14. Consider the development of a hardscaped town square to support community events across from the Village Green park.
15. Discourage the use of shipping containers for residential, commercial, and industrial occupancies.

COMMERCIAL

16. Promote mixed-use development along Campbell Street from Duffin Passage to Olsen Road; on Main, First, Second, Third, and Fourth Streets from the Harbour to Campbell Street; and on Neill Street from First Street to Second Street.
17. Encourage the development of office and live-work spaces.
18. Support alleyway infill projects that create interesting pedestrian spaces.
19. Support the Crab Dock neighbourhood as a unique area that balances residential and commercial activities, reflecting a connection to Tofino's past history as a fishing village.
20. Support the use of the waterfront as a working harbour for marine industry, commercial and recreational fishing, tourism, and transportation.
21. Prioritize the development of marine-oriented commercial and industrial uses north of Main Street between First Street and Fourth Street.
22. Promote compact community development.

RESIDENTIAL

23. Encourage densification, micro-housing and multi-family housing infill developments within the Village area.
24. Encourage affordable housing, including innovative models of affordable housing.
25. Consider reducing minimum lot sizes and increasing density to support housing affordability initiatives.
26. Investigate the feasibility of reducing parking standards for multi-family developments.
27. Support increased density for housing developments that preserve environmentally sensitive areas.
28. Encourage new multi-dwelling developments to provide accessible ground floor units to meet housing needs of seniors and people with disabilities.
29. Height, setbacks, and parking requirements specified in the zoning bylaw for buildings, structures may be varied in accordance with the recommendations of a Qualified Professional in the Village area to support the provision of affordable housing.

INSTITUTIONAL

30. Consider the development of a continuous and accessible sidewalk and adequate street lighting from Neil Street to the Community Hall.
31. Consider the creation of a community hub through the co-location of recreational, arts, and educational facilities adjacent the Community Hall.

TRANSPORTATION

32. Encourage the gradual phase out of recreational vehicle parking in the downtown core.
33. Ensure the acquisition of pedestrian access to and along the waterfront through the development process.
34. Limit the creation of new on-street parking spaces.
35. Support the development carpool parking spaces and the development of accessible

spaces.

36. Develop a seasonal pay parking program to increase the availability of parking spaces.
37. Maintain and enhance access to the First Street Dock, Fourth Street Dock, Crab Dock, Wingen Lane, Wharf Street, and Eik Street.
38. Ensure that new residential development in the Village Area is linked through roads and trails to Main and Campbell via First Street and Fourth Street.

5.3 Future Homes

5.3.1 Objectives

The Future Homes area is located outside of the tsunami inundation and coastal flooding areas and includes significant portions of District Lots 114, 115, and 116. In areas characterized by steep topography and environmentally sensitive areas, development proposals balance the demand for housing with environmental values. Compact residential neighbourhoods are connected to the downtown by pedestrian accesses and accessible transit. Limited service and retail commercial uses, such as corner stores, reduce travel and foster opportunities for socializing within neighbourhoods.

5.3.2 Policies

The following policies are intended to guide the implementation of key objectives of the Village Reserve:

1. Protect Tla-o-qui-aht First Nation cultural sites.
2. Ensure all development applications in the Village Reserve area consider:
 - a) Multi-Modal Transportation Plan (2019);
 - b) Housing Needs Assessment;
 - c) Coastal Flood maps;
 - d) Land Use and Demand studies;
 - e) Environmentally Sensitive Area reports; and
 - f) Human-Wildlife Conflict Management Plan.
3. Minimize sprawl, mitigate impacts from sea level rise, and protect the natural environment by prioritizing development in Future Homes.
4. Encourage development that maintains the small-town rural character of Tofino.
5. Encourage densification, micro-housing and multi-family housing infill developments.
6. Consider reducing minimum lot sizes and increasing density to support housing affordability initiatives.
7. Support increased density for housing developments that preserve environmentally sensitive areas.
8. Encourage multi-family developments to include accessible units to meet housing needs of seniors and people with disabilities.
9. Encourage the development of neo-traditional street patterns consisting of narrow streets, back lanes, and sidewalks.
10. Ensure that new neighbourhoods are connected to existing neighbourhoods through streets, sidewalks, trails, and cycling routes.
11. Ensure development in the Future Homes area is connected to the Multi-Use Path.
12. Encourage small scale neighbourhood retail and service commercial uses provided that the location must not be adjacent Highway 4.
13. Support on street parking.
14. Consider the development of taller buildings (3+ stories) to support housing affordability and protection of the environment.

5.4 Industrial Way

5.4.1 Objectives

Light industrial uses are prioritized over commercial and residential uses in the Industrial Way, recognizing the importance of industrial lands as employment generators contributing to economic sustainability. The Industrial Way area is designated as the light industrial location for Tofino extending over portions of District Lots 116, and 122 as shown in **Schedule A**.

Economic development opportunities in the Industrial Way area are accessible for all West Coast residents. Land values remain lower comparable to commercial land values in the Village area. Community members take advantage of a changing light industrial sector to create places for creative production and maker spaces, green technologies (green tech), and research.

The Industrial Way area is connected to other parts of the community through pedestrian and cycling infrastructure. Improved access to Highway 4 for transport and construction vehicles support overall community safety and the efficient transport of goods; on and off-street parking is adequate for vehicles of all sizes. Institutional and public uses such as emergency focused infrastructure and wastewater treatment plants contribute to the larger public good.

5.4.2 Policies

The following policies are intended to guide the implementation of key objectives of the Industrial Way:

1. Support the Industrial Way area as a well-serviced light industrial area for the west coast region.
2. Seek to balance the need for light industrial areas with protection of the natural environment including forests, riparian areas, and wild life habitat.
3. Support Tla-o-qui-aht First Nation economic development activities at District Lot 121.
4. Ensure all development applications in the Industrial Way area consider:
 - a) Multi-Modal Transportation Plan (2019);
 - b) Water System Capacity reports;
 - c) Land Use and Demand studies;
 - d) Environmentally Sensitive Area reports; and,
 - e) Human-Wildlife Conflict Management Plan.
5. Consider a limited amount of staff housing in conjunction with light industrial uses.
6. Support the development of on and off-street parking.
7. Support safety improvements to the intersection of Industrial Way and Highway 4.
8. Discourage uses that require large volumes of potable water.
9. Support accessory retail uses for products produced onsite to a maximum of 10% of gross floor area.
10. Support office and administration uses related to permitted light industrial uses.
11. Discourage heavy industrial uses.
12. Encourage the development of a distribution or trans-shipment hub for goods and services to alleviate issues of delivery, congestion, and parking in the Village.
13. Support the use of shipping containers for storage uses.
14. Support the future development of a 20-metre-wide emergency evacuation and potential pedestrian route linking Knott Road to Yew Wood Road.
15. Support the southerly extension of the Knott Road as a future 20-metre-wide emergency

- evacuation and potential pedestrian route; and,
16. Support the development of a second 20-metre-wide access from District Lot 122 to Highway 4.

5.5 Peninsula

5.5.1 Objectives

The Peninsula stretches from Olsen Road at the north end of the Esowista Peninsula south to Cox Bay. Comprised largely of suburban areas, the Peninsula is a relatively low-density residential area that does not significantly impact sensitive natural ecosystems. The large lot form that defines this area is in line with past iterations of the OCP that seek to buffer the community from the national park, protect habitat, and maintain the rural nature of the community.

Commercial uses in the vicinity of Hellesen Drive and Highway 4 provide for the everyday convenience necessities for local residents and visitors to the area. A Tsunami Vertical Evacuation structure located in the vicinity of North Chesterman Beach provides local residents and visitors with refuge from tsunamis, as well as providing additional opportunities for covered recreational and cultural programming.

Environmentally important ecosystems, riparian, habitat, and natural forest have been maintained providing habitat and maintaining the rural character of Tofino. A significant portion of the Peninsula borders sensitive marine habitat adjacent Browning Passage and the Pacific Ocean and is susceptible to rising sea levels, future coastal flooding, and tsunami inundation.

5.5.2 Policies

The following policies are intended to guide the implementation of key objectives of the Peninsula:

1. Discourage future development in the Peninsula area to minimize risk in tsunami inundation areas.
2. Ensure all development applications in the Peninsula area consider:
 - a) Multi-Modal Transportation Plan (2019);
 - b) Water System Capacity reports;
 - c) Land Use and Demand studies;
 - d) Environmentally Sensitive Area reports;
 - e) Human-Wildlife Conflict Management Plan;
 - f) Coastal flooding and sea level reports; and,
 - g) Tsunami Evacuation Plan.
3. Ensure that 6.5-acre property located at 1368 Pacific Rim Hwy (District-owned) is dedicated as a natural park to protect significant trees, protect habitat, and provide a visual buffer.
4. Support limited retail and service commercial in the vicinity of the intersection of Highway 4 and Hellesen Drive.
5. Consider opportunities to develop additional parking for beach users and evacuation infrastructure.
6. Support the future development of a 20-metre-wide emergency evacuation and pedestrian route linking Osprey Lane to Cedarwood Place.
7. Consider additional environmental protection requirements for lots bordering the provincial Wildlife Management Area.
8. Maintain the medium sized-lot, low-density residential rural character of the Peninsula area.
9. Encourage retention of a vegetation buffer along Highway 4 to protect its rural and scenic character.

5.6 Rural and Natural Areas

5.6.1 Objectives

The Rural and Natural areas of the District consist primarily of large relatively undisturbed green spaces. The OCP Rural and Natural Areas includes four relatively distinct and contiguous natural areas: the southern end of Esowista peninsula, District Lots 128 and 129, the north end of the peninsula, and the islands located north of the peninsula.

The areas to the south provide a buffer for Pacific Rim National Park Reserve (PRNPR) and the provincially designated Wildlife Management Area (WMA). District Lots 128 and 129 support the connectivity between the WMA and the peninsula. The northern area encompasses pristine forest, beaches, and Tonquin Park. The islands north of the peninsula are made up of 7 relatively undeveloped islands:

- Felice Island;
- Arnet Island;
- Beck Island;
- Stone Island;
- Neilson Island;
- Riley Island; and,
- Morpheus Island.

Values expressed through public consultation and reflected in the OCP Principles support the protection and maintenance of Tofino's natural ecosystems. Future land uses support ecosystem integrity, preservation of the natural environment and maintenance of wildlife corridors. The existing large lots and low residential densities emblematic of Tofino's rural character are largely unchanged. A protective layer between the PRNPR and the WMA is preserved to support the ecological integrity of these important natural areas.

5.6.2 Policies

The following policies are intended to guide the implementation of key objectives of the Rural and Natural Areas:

1. Work with the Tla-o-qui-aht First Nation to identify, recognize and protect important First Nations heritage sites or locations.
2. Discourage further development and subdivision in the Rural and Natural Areas to reduce effects of sprawl, infrastructure costs and the impacts of sea level rise.
3. Consider removing forestry, agricultural, industrial, and commercial uses in the Rural and Natural Areas.
4. Ensure all development applications in the Rural and Natural Areas I consider:
 - a) Multi-Modal Transportation Plan (2019);
 - b) Water System Capacity reports;
 - c) Land Use and Demand studies;
 - d) Environmentally Sensitive Area reports;
 - e) Human-Wildlife Conflict Management Plan;
 - f) Coastal flooding and sea level reports; and,
 - g) Tsunami Evacuation Plan.
5. Support endeavors to develop District Lots 128 and 129 as high ground evacuation areas for the Tla-o-qui-aht First Nation and Tofino.

6. Consider potential impacts to marine water quality as a potential outcome of future development proposals.
7. Consider sea level rise and tsunami inundation in future development proposals.
8. Encourage the retention of a natural forest buffer between Tofino and Pacific Rim National Park Reserve and the Wildlife Management Area.
9. Maintain the large-lot, very low-density residential rural character in the Rural and Natural Areas to support the preservation of environmentally sensitive areas.
10. Evaluate the future routes and locations of wilderness trails in respect of connectivity between human habitation and the Rural and Natural Areas to dissuade wildlife from easily accessing the community.
11. Manage the islands north of the peninsula in a manner sensitive and consistent with each island's unique character and visual significance.
12. Manage the islands north of the peninsula in consideration of the Coastal Strategy for the West Coast Vancouver Island (West Coast Aquatic, 2012).
13. Support variances for alternative servicing arrangements in the Islands Rural area that align with the Coastal Strategy for the West Coast Vancouver Island (West Coast Aquatic, 2012).

6. DEVELOPMENT AMENITIES

Amenities created through the development process assist local governments to address the potential impact of development on the existing community and are vital to community enhancement. The section below outlines Tofino's approach to generating community amenities through future development. Notably, consideration must be given to what type of amenities are needed, the cost of amenities relative to their impact, and the value being created for developers in the development approvals process. Standard approaches used to generate development amenities, include:

- Density bonuses for developments that provide amenities, affordable housing and supportive housing;
- Negotiated amenities within Phased Development Agreements; and
- Community Amenity Contributions (CAC's).

Although all three of the tools listed above are available to the District in its efforts to generate community amenities through development, the suitability of each tool is relative to the unique context of a development. In particular, the provision of density bonuses as described in Section 482 of the LGA are difficult to accommodate in lower density communities like Tofino. Alternatively, the District of Tofino does encourage developers to voluntarily consider amenity contributions through a Phased Development Agreement or CAC approach.

The District seeks to ensure that amenities are proportional to the impact of development and that they are consistent over time. In Tofino, amenity discussions are founded on the principles of "nexus" and "proportionality" and reflect a direct and demonstrable link between community needs and the impacts of the new development.

Typical amenities desired through a Phased Development Agreement or CAC approach include: the provision of affordable housing, recreation facilities, parks equipment, public realm improvements, and public art. Preferred voluntary amenity contributions are identified with the District's Community Amenity Contribution Guideline as amended. Additionally, the District acknowledges that each development project is unique and that sometimes amenities can address needs beyond the immediate location of a project.

6.1 Amenity Policies

The District will:

1. Clearly articulate community needs within the Community Amenity Contribution Guidelines;
2. Encourage developers to consider neighbourhood enhancement projects such as playgrounds or traffic calming as an opportunity to mitigate the impacts of development on local (neighbourhood) areas;
3. Consider the impacts of development on existing residents and the community;
4. Encourage voluntary amenity contributions to be proportional to the value being created for developers in the development approvals process;
5. Maintain a consistent a nexus between amenity contributions and developments;
6. Consider the long term operating and maintenance costs of amenities;

7. Ensure that non-profit organizations and charities that support and serve Clayoquot Sound residents are exempt from these amenity policies; and
8. Ensure that that the capital costs of infrastructure and amenities required to meet the needs of new residents and businesses are borne by the benefitting new development, as to not place additional burden on the existing tax base.

7. TEMPORARY USES

A Temporary Use Permit is a development tool that sanctions a use of space not permitted by a zoning bylaw for specified period of time. Temporary uses are an inevitable part of community growth and development and a Temporary Use Permit can specify conditions and allow for the regulation and construction of buildings or structures.

Prior to the issuance of a Temporary Use Permit, a local government must provide public notice that includes the purpose and location of the lands subject to the permit. A local government may also require an owner of land to provide an undertaking or security related to a Temporary Use Permit. The term of the permit can be up to three years from the date of the permit and may be renewed once subject to Council approval of the renewal.

The Temporary Use Permit policies apply to all lands within the municipal boundary of the District of Tofino and are intended to provide options for short-term land use opportunities, diversification of the economy, innovation, or sometimes as a bridge to a permanent change of use (**see Schedule B1**). Temporary Use Permits should balance public and private interests, have minimal impact on the environment, and achieve a level of compatibility with surrounding development.

7.1 Temporary Use Policies

The District will:

1. Issue a Temporary Use Permit for any period up to three years;
2. Consider a one-time renewal of a Temporary Use Permit for any further period up to three years;
3. Require as a condition of issuing a Temporary Use Permit, an undertaking for the demolition or removal of any buildings or other structures, and the restoration of the land;
4. Specify conditions related to 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, form and character, parking, and establishing buffers and screens to mitigate impacts to adjacent uses;
5. Consider including specific conditions related to the Vision 2 Action Plan, Multi-Modal Transportation Plan; and
6. Require, as a condition of issuing a Temporary Use Permit, security to guarantee the application and performance of the terms of the permit.

8. DEVELOPMENT PERMIT AREAS

Development Permits Areas (DPAs) are regulatory tools provided to local governments pursuant to the Local Government Act to support specific land use objectives identified in an Official Community Plan. DPAs are intended to underpin a layer of consideration to a building or subdivision application helping to ensure that the OCP's objectives can be achieved. Each Development Permit Area includes guidelines for land use and development decisions in order to achieve the objectives set out in this Plan and ultimately move us toward the community's desired vision for the future. A municipality may designate DPAs for a number of different reasons, including protection of the natural environment, protection from hazards, revitalization, form and character, and conservation. These guidelines are not intended to be a restrictive checklist of rules so that all developments look the same. The purpose of these guidelines is to identify the community's expectations for development, encouraging and allowing flexibility for creative design approaches by developers and designers, and it also serves as a framework for District staff and Council to review and evaluate development proposals.

Unless an exemption applies, a development permit is required prior to altering, developing, or subdividing lands in a designated development permit area. The authority to issue environmentally related development permits in Tofino has been delegated to staff, all other development permits are issued by Council.

Moving forward, as the LGA allows for DPA regulations to be located either in the OCP or the Zoning Bylaw the District's approach will be to relocate Development Permits to the Zoning Bylaw. This relocation of the DPAs is intended to better coordinate zoning and DPA regulations; as well as streamline the development approvals processes, improve comprehensive zoning tools, better coordinate density, and form and character issues, and strengthen the enforcement of development permit infractions. Relocating development permit areas to the Zoning Bylaw will occur through a Zoning Bylaw amendment that will coincide with the adoption of this OCP. Therefore, this OCP provides the location, objectives and rationale for each DPA in support of the detailed regulations found in the District's Zoning Bylaw.

Development permit areas established under this Official Community Plan include the following:

- Development Permit Area #1 – Downtown Main Street
- Development Permit Area #2 – Downtown Campbell Street
- Development Permit Area #3 – Gateway
- Development Permit Area #4 – Foreshore
- Development Permit Area #5 – Mudflats
- Development Permit Area #6 – Riparian
- Development Permit Area #7 – Tourism Focus
- Development Permit Area #8 – Wildlife Habitat
- Development Permit Area #8 – Cox Bay
- Development Permit Area #9 – Steep Slopes

8.1 Development Approval Information

Pursuant to the establishment of a Development Approval Information Area (DAIA) bylaw, the area covered by this Official Community Plan is designated as a development approval information area (**see Schedule B1**) under the authority of Section 485 (1) (b) of the Local Government Act. Development approval information will be required for:

- Zoning bylaw amendments;
- Temporary use permits, and;
- Development permits.

The information provided in a Development Approval Information (DAI) report helps to ensure that future development considers potential impacts to transportation and parking; District servicing infrastructure; public facilities including schools and parks; community services; archaeological matters; the natural environment, and other issues. The District's DAIA bylaw establishes what type of impact information is required, what procedures are to be followed in the application process, and in what circumstances a DAI report is necessary addressing items such as;

- Terms of reference for the impact reports;
- Selection of personnel to develop the impact reports (qualifications etc.);
- Timing;
- Response options to inadequate reports;
- Peer review;
- Presentation of reports to Council; and
- Use and publicizing of the report.

8.2 Downtown Main Street (DPA 1)

Objectives

Main Street is a place designed for people. It is a place for strolling, lingering, and gathering. It is a place for experiencing the authentic character of Tofino, as expressed in our historic and eclectic buildings, and by our working waterfront. It is a place for taking in the stunning views of Clayoquot Sound and for feeling connected to the broader bioregion. It is a place of both pristine beauty and raw edges. The extent of Development Permit Area #1 – Downtown Main Street is shown in **Schedule B2**.

Designated Area

The Downtown Main Street Development Permit Area is designated under s. 488 (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. The Main Street Concept Plan (2014) provides clear direction for future development and revitalization of this iconic street.

8.3 Downtown Campbell Street (DPA 2)

Objectives

The purpose of the Campbell Street Development Permit Area is to encourage development that supports a pedestrian oriented, compact and mixed-use Village Core. Development is encouraged to maintain a coastal character including: a building scale that protects public views of the surrounding geography, a consideration for important heritage values, and built form that responds well to rain and Tofino's unique winter climate. The extent of Development Permit Area #2 – Downtown Campbell Street is shown in **Schedule B2**.

Designated Area

The Downtown Campbell Street Development Permit Area is designated under s. 488 (1) (d) of the Local Government Act for "revitalization of an area in which a commercial use is permitted".

Rationalization

Campbell Street (Highway 4) is Tofino's main thoroughfare providing multi-modal access to civic facilities like the District Hall, the RCMP station, the Fire Hall, and the Village Green. The design parameters for the Campbell Street DPA are drawn from the 2011 "Tofino Vitalization Plan." The guidelines provide a design framework supporting the consistent development and redevelopment of the Village Core with consideration for variables such as weather, views, heritage, scale, and local flavour.

8.4 Gateway (DPA 3)

Objectives

The purpose of the Gateway Development Permit Area designation is to ensure that new construction and exterior renovations to existing buildings are well designed, crafted, articulated, and constructed with quality materials. The Gateway DPA Guidelines will help to improve the overall quality and character of the area in order to provide an attractive entrance to the downtown Village Core. The intention is to create a 'community gateway' by improving the quality of building stock, enhancing of local character and to improving the overall environment of this evolving area. The extent of Development Permit Area #3 – Gateway is shown in **Schedule B2**.

Designated Area

The Downtown Campbell Street Development Permit Area is designated under s. 488 (1) (d) of the Local Government Act for "revitalization of an area in which a commercial use is permitted", and s. 488 (1) (e) of the Local Government Act for "the establishment of objectives for the form and character of intensive residential development".

Rationalization

The Gateway area is a transitional zone from the rural residential and resort commercial area to the Village Core. This area serves as the entry to Tofino's core and should complement and not compete with downtown uses.

The Design guidelines and objectives support the development of Gateway Tofino as a well-defined, safe, and multi-modal entry to the downtown commercial area. The Form and Character Guidelines provide a design framework for the consistent development and redevelopment of the Gateway, taking into account variables such as weather, views, heritage, scale and local flavour. The Guidelines give guidance and direction for landscape and streetscape treatment, as well as building sitting form, exterior design, and finish.

8.5 Foreshore (DPA 4)

Objectives

The Foreshore Development Permit Area has been created to protect, preserve and restore the natural features and functions of Tofino's shoreline and beaches from the impacts of development. The Foreshore DPA regulations are also designed to safeguard the public on public lands, and ensure that accesses to foreshore areas are designed and sited in a manner that respects the ecology of the shoreline zone. The extent of Development Permit Area #4 – Foreshore is shown in **Schedule B3**.

Designated Area

The Foreshore Development Permit Area is designated under s. 488 (1) (a) "protection of the natural environment, its ecosystems and biological diversity".

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 and development of private property must be balanced with the ecological integrity of the public foreshore area to ensure protection of both private and public space.

Regulation under the Foreshore DPA are supported by extensive research and analysis in the Application of Marine InVEST Tier 0 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 environmental, climate and hydrological impacts and the Foreshore DPA responds accordingly. Further, the 2018 Cox Bay Neighbourhood Review has identified the Foreshore as threatened and sensitive ecosystem, specially noting the importance of retaining the spruce fringe forest at the beach edge is an important part of foreshore protection.

8.6 Mudflats (DPA 5)

Objectives

The Tofino Mudflats Wildlife Management Area denotes an area of natural value that is vulnerable to development activity. The Tofino Mudflat and surrounding area 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 prior to development.

The objectives of the Mudflats Development Permit Area are to protect and preserve the natural features and function of wildlife management areas, and to ensure that access into the Wildlife Management Area is minimized and undertaken in a manner that respects the sensitivity of the designated area. The extent of Development Permit Area #5 – Mudflats is shown in **Schedule B4**.

Designated Area

The Mudflat Development Permit Area is designated under s. 488 (1) (a) “protection of the natural environment, its ecosystems and biological diversity”.

Rationale

Lands adjacent to the Tofino Mudflats Wildlife Management Area support a range of critical environmental functions providing wildlife habitat, erosion and flood protection, sedimentation control, and stream bank stability. The management of critical habitat within and adjacent to the Tofino Mudflats Wildlife Management Area supports District of Tofino OCP environmental policies.

The Tofino Mudflats Wildlife Management Area Management Plan (2001) supports a landward setback of 30 metres from the boundary of the Wildlife Management Area. This designation of the adjacent landward area as the Mudflats DPA is designed to protect the 32 identified at-risk species in this area and their habitat.

8.7 Riparian (DPA 6)

Objective

The objective of the Riparian Development Permit Area is to protect and preserve the natural features and functions of riparian areas from the impact of development. The extent of Development Permit Area #6 – Riparian is shown in **Schedule B5**.

Designated Area

The Riparian Development Permit Area is designated under s. 488 (1) (a) “protection of the natural environment, its ecosystems and biological diversity”.

Rationale

Riparian zones are areas of land and vegetation adjacent to streams and wetlands that provide a range of important functions, including wildlife habitat, erosion and flood protection, sedimentation control, and stream bank stability. In order to protect the important functions of these riparian areas, or Streamside Protection and Enhancement Areas (SPEAs), areas within the Riparian DPA need to remain largely undisturbed and preserved in a natural condition. Riparian development permit applications must endeavour through comprehensive site planning to avoid infringing on SPEAs and to mitigate any associated impacts through restoration and replanting activities. The management of this critical habitat supports District of Tofino OCP environmental policies that are designed to protect the importance of riparian and wetland areas within the District of Tofino.

8.8 Tourism Focus (DPA 7)

Objectives

The Tourism Focus Development Permit Area supports the ongoing protection, preservation and restoration of the natural and ecological functions of Tofino's beaches, waterfront and upland areas as they contribute to the quality of experience for residents and visitors alike. Tourism Focus DPA regulations ensure that the siting, form, exterior finish, and landscaping of development is reflective of a remote coastal character where structures do not dominate the foreshore area. The extent of Development Permit Area #7 – Tourism Focus is shown in **Schedule B6**.

Designated Area

The Tourism Focus Development Permit Area is designated under s. 488 (1) (a) "protection of the natural environment, its ecosystems and biological diversity"; and s. 488 (1) (g) "in relation to an area in a resort region, establishment of objectives for the form and character of development in the resort region."

Rationale

The lands adjacent Mackenzie Beach and North Chesterman Beach have been identified as areas that may be suitable for tourism uses, including commercial accommodation. These areas contain unique ecosystems and habitats, such as temperate old growth forests, wetlands, and foreshore vegetation that form the remote coastal character of the area and contributes to the community's quality of life. Private residential, commercial, and industrial development has the potential to threaten the integrity of these areas. If not carefully managed and planned, uncoordinated development and unnecessary site disturbance could result in significant environmental degradation from over use and beach erosion. Development of private property must be balanced with maintaining and restoring the ecological integrity of the area.

Tofino's community character can be experienced from multiple vantage points – from the beach or ocean, from a boat, board, or blanket, back towards the Esowista Peninsula. The protection of this character is important, and the massing, siting, and landscaping of future buildings must consider this perspective. The form and character of these areas, have a significant effect upon resident and visitor experience; scale, visual impact from the road and waterfront, lighting and development character all influence this experience.

8.9 Wildlife Habitat (DPA 8)

Objectives

The objectives of the Wildlife Habitat Development Permit Area are to protect, preserve and restore the natural features and functions of environmentally sensitive areas including forests, riparian areas, and foreshore ecosystems, as well as to reduce the potential of human-wildlife conflict. The extent of Development Permit Area #8 – Wildlife Habitat is shown in **Schedule B7**.

Designated Area

The Wildlife Habitat Development Permit Area is designated under s. 488 (1) (a) “protection of the natural environment, its ecosystems and biological diversity”.

Rationale

The 2019 District of Tofino “Human-Wildlife Conflict Management Plan” addresses the importance of reducing the likelihood of human-wildlife encounters.

The District of Tofino and surrounding region share the natural environment with dangerous wildlife, including bears, cougars, and wolves. The growth of human habitation adjacent to and encroaching into public lands significantly increases the likelihood of human-wildlife conflicts with these large carnivores. The Wildlife Habitat DPA is designed to support intergovernmental approaches to managing wildlife that enhance public safety and reinforce necessary wildlife conservation measures.

8.10 Cox Bay (DPA 9)

Objectives

The objectives of the Cox Bay Development Permit Area are to protect, preserve and restore the beaches, waterfront and upland areas of Cox Bay as to enhance the quality and experience of this place for both residents and visitors. This will be accomplished by ensuring the siting, form, exterior finish, and landscaping is reflective of a remote coastal character. The extent of Development Permit Area #9 – Cox Bay is shown in **Schedule B8**.

Designated Area

The Cox Bay Development Permit Area is designated under s. 488 (1) (a) “protection of the natural environment, its ecosystems and biological diversity”; and s. 488 (1) (g) “in relation to an area in a resort region, establishment of objectives for the form and character of development in the resort region.”

Rationale

Cox Bay is a 1.5-kilometre (0.93 mile) beach located at the south end of Tofino. The area is a popular destination due to its white sand beach, surf, easy public access, potential for bird and storm watching; and its adjacency to resort facilities. Cox Bay beach provides endless, unobstructed views of the Pacific Ocean although the waves here can be large with a strong under-tow. Surfing and storm watching are especially popular at various times of the year. Along with these attractive features come some challenges. As discussed in **Section 2**, the amount of tourism in Tofino is already a challenge which will become exacerbated by climate change and sea level rise, potential for flooding and beach erosion, and the increased need for water in tourism facilities. This area also supports a number of sensitive ecosystems with features that include culturally modified trees, forest areas, streams and wetlands and wildlife habitat. For these reasons, the Cox Bay DPA aim to reduce the impact of development by regulating the scale, visual impact, lighting, and development character of this area to enhance environmental protection and ensure the sustainable long-term use of this space.

8.11 Steep Slope (DPA 10)

Objectives

The objective of the Steep Slopes Development Permit Area is to provide information about the location of risks to existing and future development in the community, including steep slopes, tsunami, and coastal flooding. The purpose of this DPA is to reduce the risk to people and property. The extent of Development Permit Area #10 – Steep Slopes is shown in **Schedules B9**.

Designated Area

The Steep Slopes Development Permit Area is designated under the Local Government Act, s. 488 (1) (b) "protection of development from hazardous conditions."

Rationale

The Steep Slopes Development Permit Area identifies locations where development may be at risk of geotechnical hazards and steep slopes.

Steep slopes mapping in **Schedule B9** identifies the general location of steep slopes greater than 30%, where additional development requirements may be needed to reduce slope failure and to ensure the geotechnical stability of building sites. The designation of this Development Permit Area helps to ensure steep slope hazards are considered and understood by landowners during subdivision, land clearing, and building construction.

9. MONITORING

To support the implementation of the Official Community Plan, the District of Tofino will develop a framework to monitor the ongoing performance of the OCP's goals and objectives. The District will also ensure regular updates to the OCP are completed every 5 years, with minor updates to occur in between major 5-year updates.

The objective-based monitoring and evaluation framework for Tofino's 2021 Official Community Plan will provide a method in which to assess the success or failure of OCP objectives and policies, to allow the District to refine and update the OCP in a timely fashion. Measuring the District's progress is intended to create a virtuous loop ensuring that the OCP remains relevant, authentic, and responsive to the community's values. The monitoring and evaluation framework will include the development of a biennial report (scorecard) that populates the evaluation framework with indicator data and reports on specific targets relevant for the OCP objectives.

A second outcome for the development of the objective-based monitoring and evaluation framework will be to align OCP's objectives and policies with the United Nations Sustainable Development Goals (SDG) and targets for Agenda 2030. Aligning Tofino's OCP policies and objectives with the United Nations SDG framework will standardize the manner in which the District approaches sustainability and allow the District to contribute to the wider global conversation on sustainability.

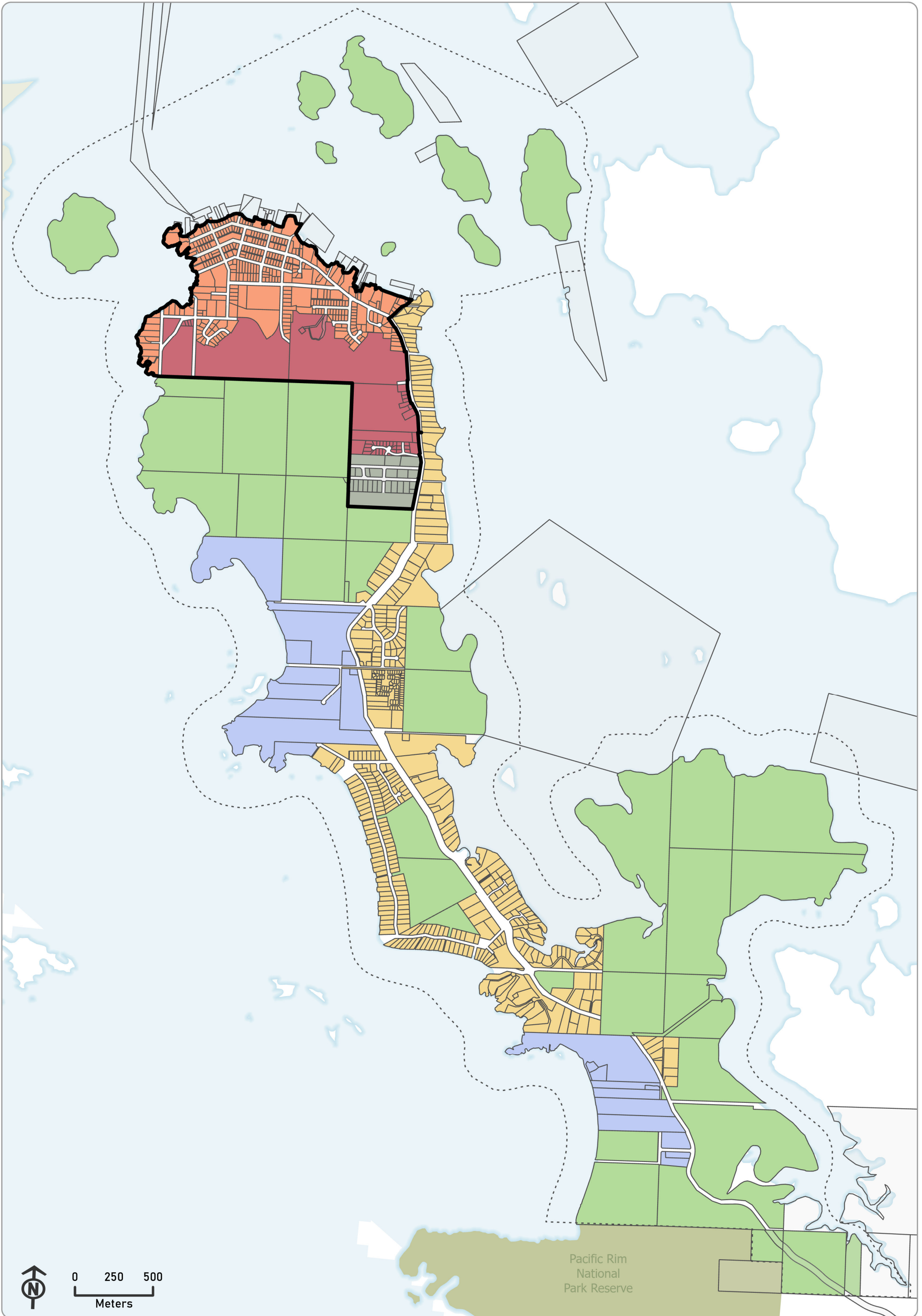
The development of the evaluation and monitoring framework will involve the creation of indicators distilled from the OCP 2021 policies and community development objectives. The indicators are intended to be reviewed every once or twice every five years in support of Official Community Plan reviews and updates. Measuring the community's progression towards its goals is important because what is measured is important.

Development, monitoring and evaluation of the framework is expected to be undertaken by a third party and administer parallel to the OCP itself. It is expected that the OCP's implementation program and regular updates will be supported by stable funding through the annual budgeting process and development of five-year financial plans.



SCHEDULE A
LAND USE MAP





Schedule A. Proposed Land Use

Sources: Zoning, District of Tofino Boundary: District of Tofino;
Waterbody, Coastline: Freshwater Atlas

- | | | |
|--------------------------|--------------|--------------------------|
| Proposed Land Use | Rural | Village Containment Area |
| Industrial | Village | District of Tofino |
| Peninsula | Future Homes | Parcels |
| Ocean Interface | | |

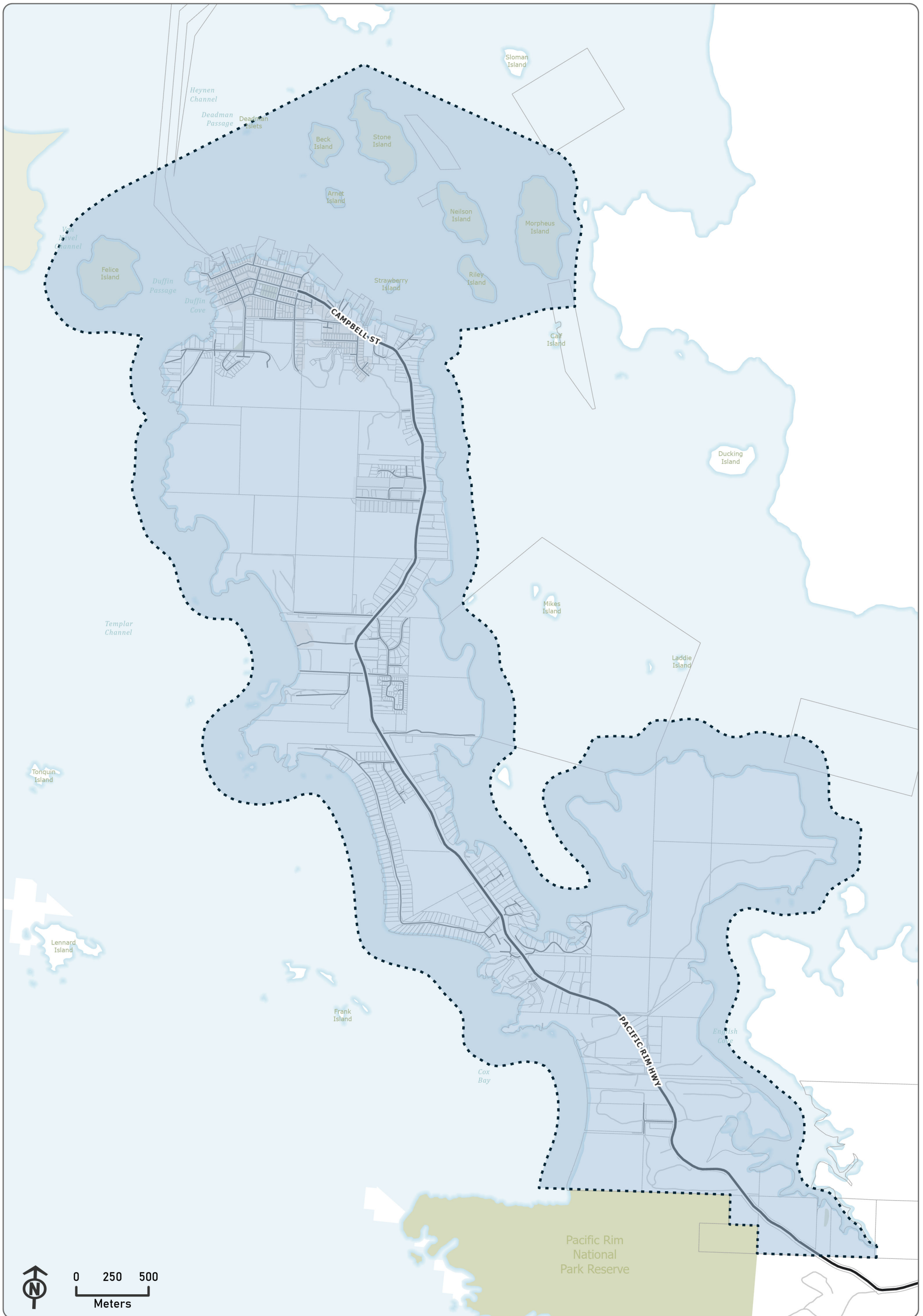


DISTRICT OF TOFINO



SCHEDULE B
DEVELOPMENT PERMIT
AREA MAPS



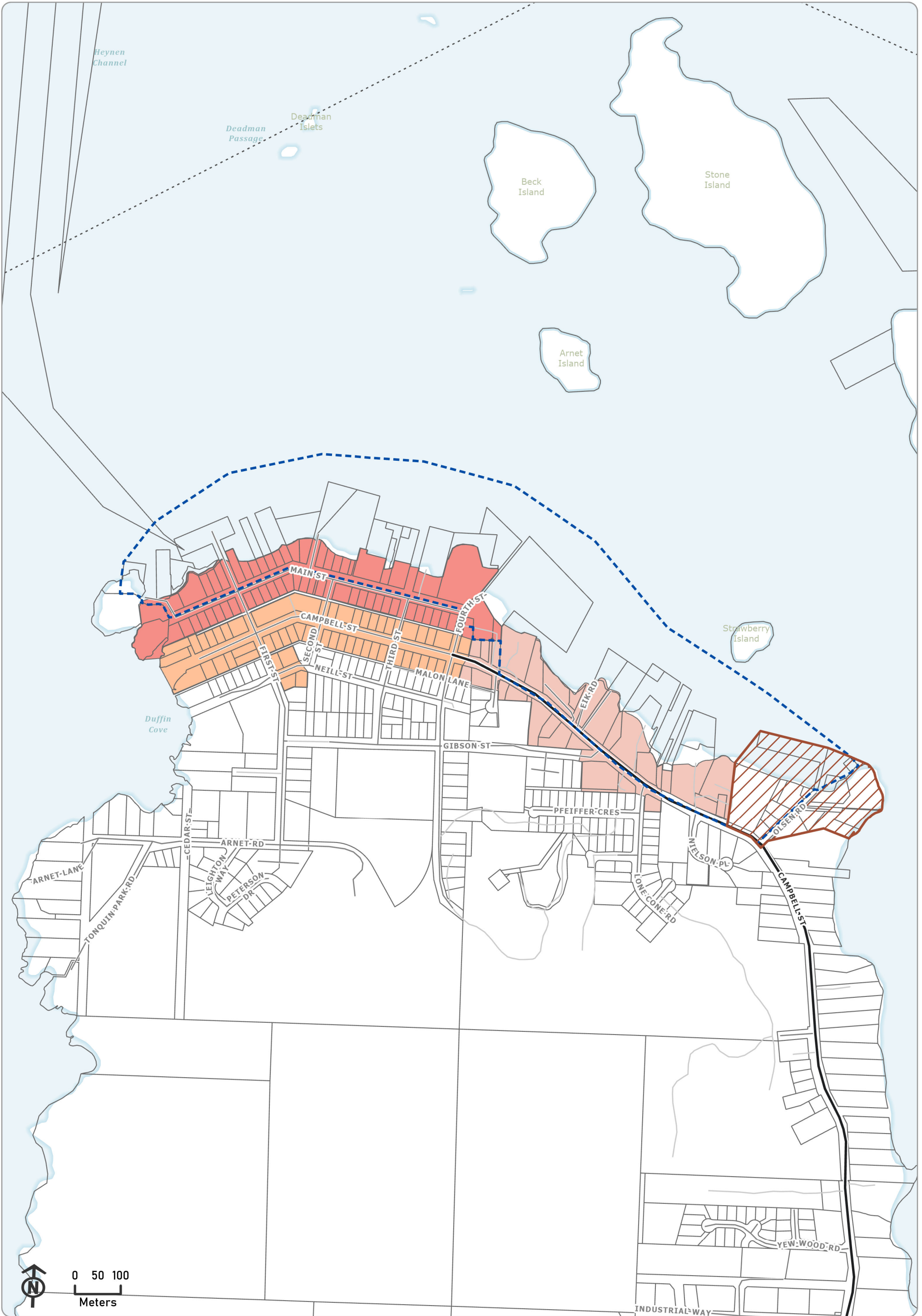


Schedule B1. Development Approval Information and Temporary Use Permit Area








- Development Approval Information Area and Temporary Use Permit Area
- District of Tofino



Sources: Development Approval Information Area, District of Tofino
 Boundary: District of Tofino; Waterbody, Coastline: Freshwater Atlas



**Schedule B2. DPA - 1 2 3
Downtown**

-  Crab Dock Neighbourhood
-  Waterfront Area
-  Downtown DPA
-  Campbell St.
-  Gateway
-  Main St.
-  District of Tofino

Sources: Existing Roads, Crab Dock Neighbourhood, Waterfront Area, Downtown DPA, District of Tofino Boundary: District of Tofino; Waterbody, Coastline: Freshwater Atlas

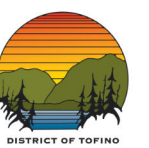


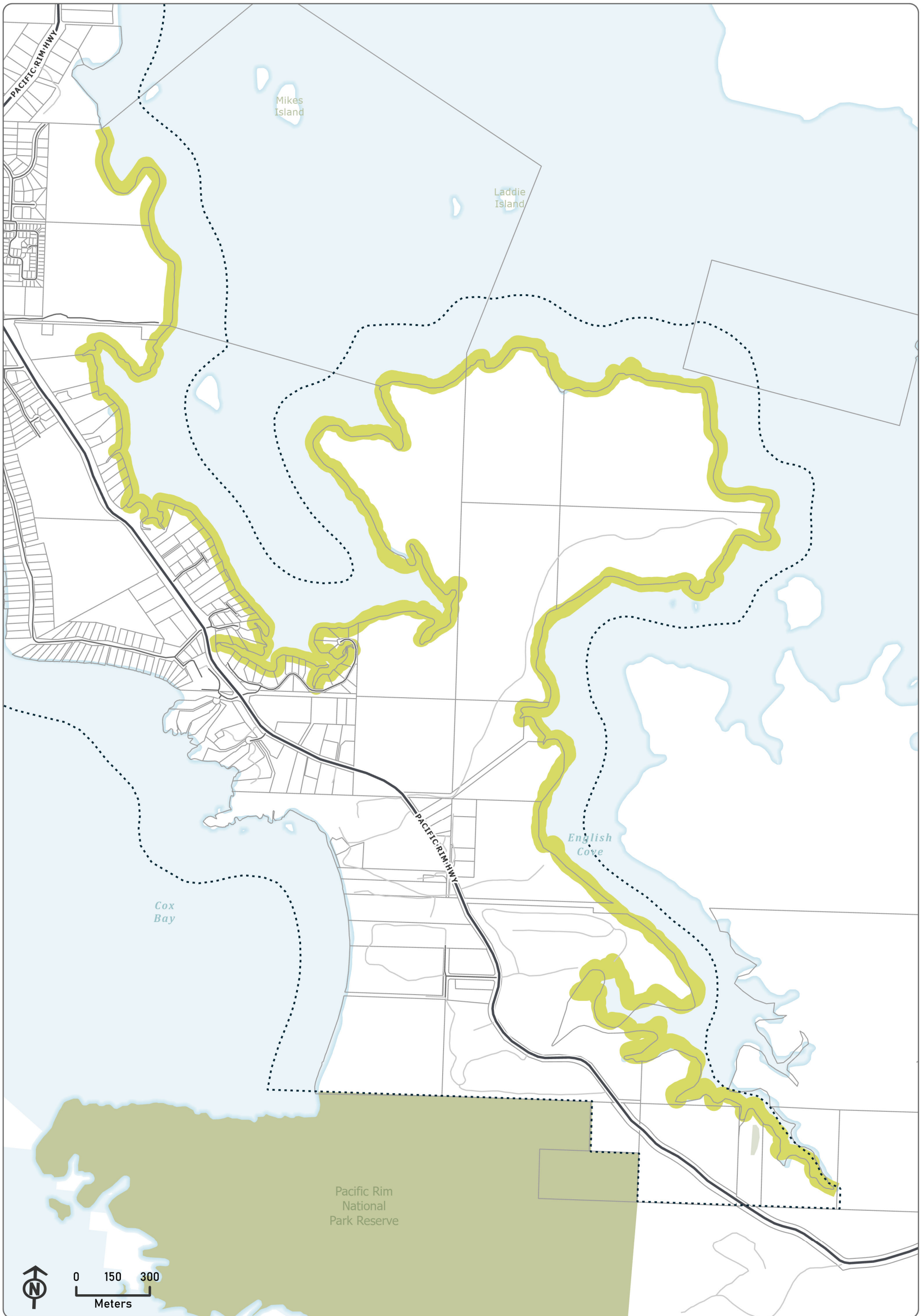


**Schedule B3. DPA - 4
Foreshore**

Sources: Existing Roads, Foreshore DPA, District of Tofino Boundary: District of Tofino; Waterbody, Coastline: Freshwater Atlas

- Foreshore DPA (15 m seaward and 20 m landward of natural boundary)
- District of Tofino



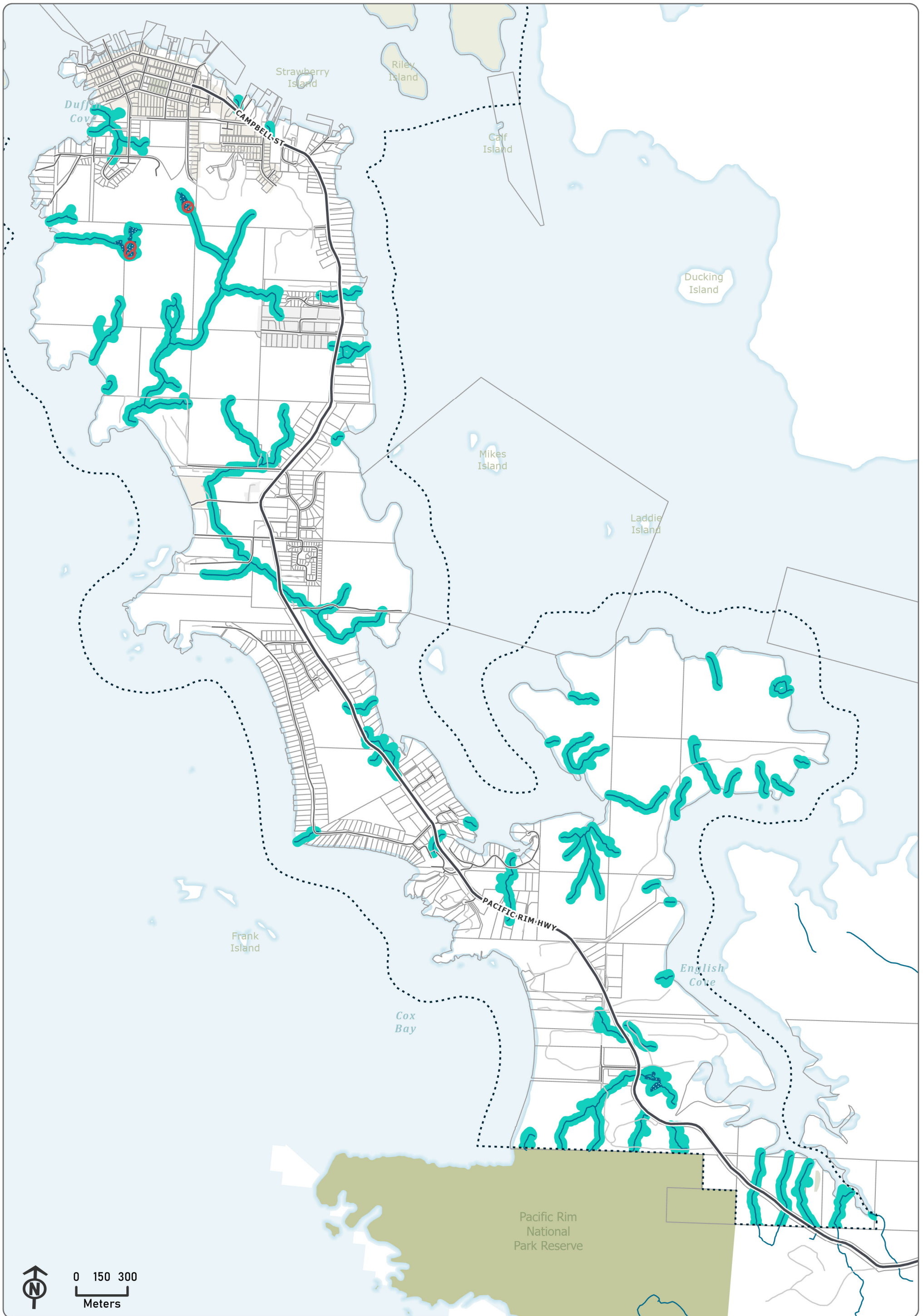


Schedule B4. DPA - 5 Mud Flats

- Mud Flats DPA (30 m seaward and 30 m landward of natural boundary)
- District of Tofino






Sources: Existing Roads, Mud Flats DPA, District of Tofino Boundary: District of Tofino; Waterbody, Coastline: Freshwater Atlas





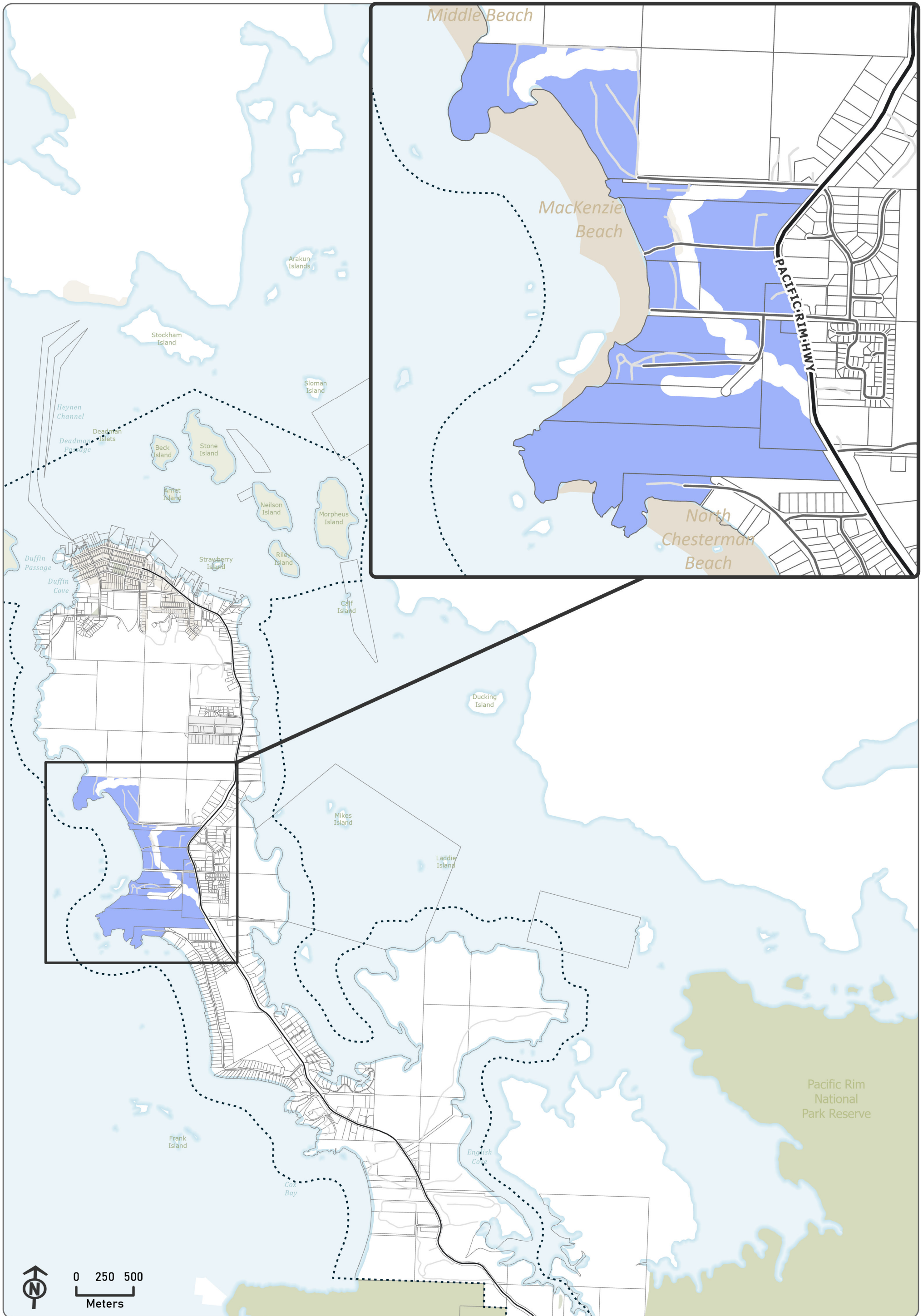
**Schedule B5. DPA - 6
Riparian**

Sources: Existing Roads, Red-Legged Frog Habitat, Creek, Wetland/Lake, Riparian DPA, District of Tofino Boundary: District of Tofino; Waterbody, Coastline: Freshwater Atlas

-  Creek
-  Red-Legged Frog Habitat
-  Wetland/Lake
-  Riparian DPA (30 m from the top of bank of a stream or the high water mark of a wetland)
-  District of Tofino



DISTRICT OF TOFINO



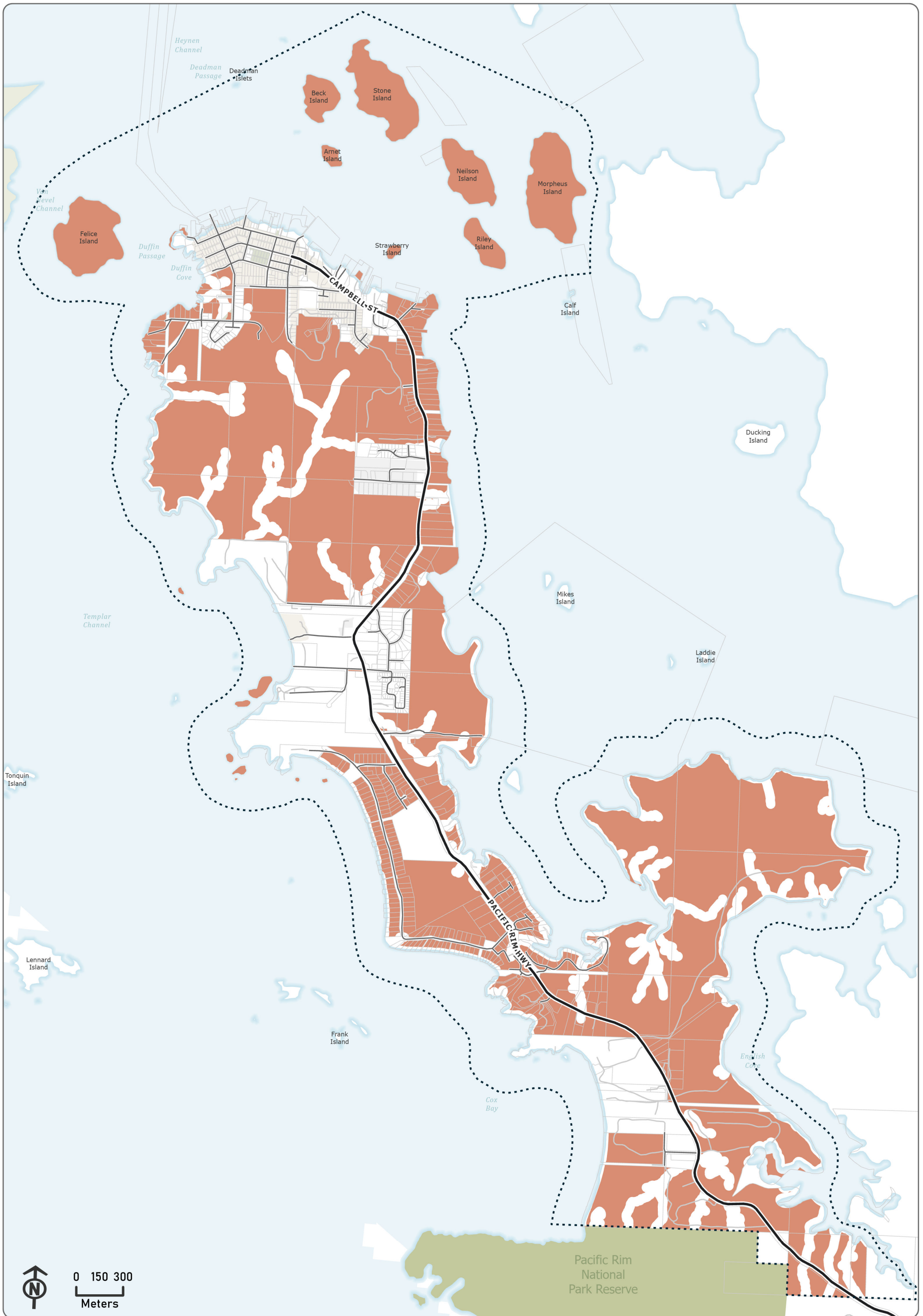
**Schedule B6. DPA - 7
Tourism Focus**

- Tourism Focus DPA
- District of Tofino

Sources: Tourism Focus DPA, District of Tofino Boundary: District of Tofino; Waterbody, Coastline: Freshwater Atlas



DISTRICT OF TOFINO

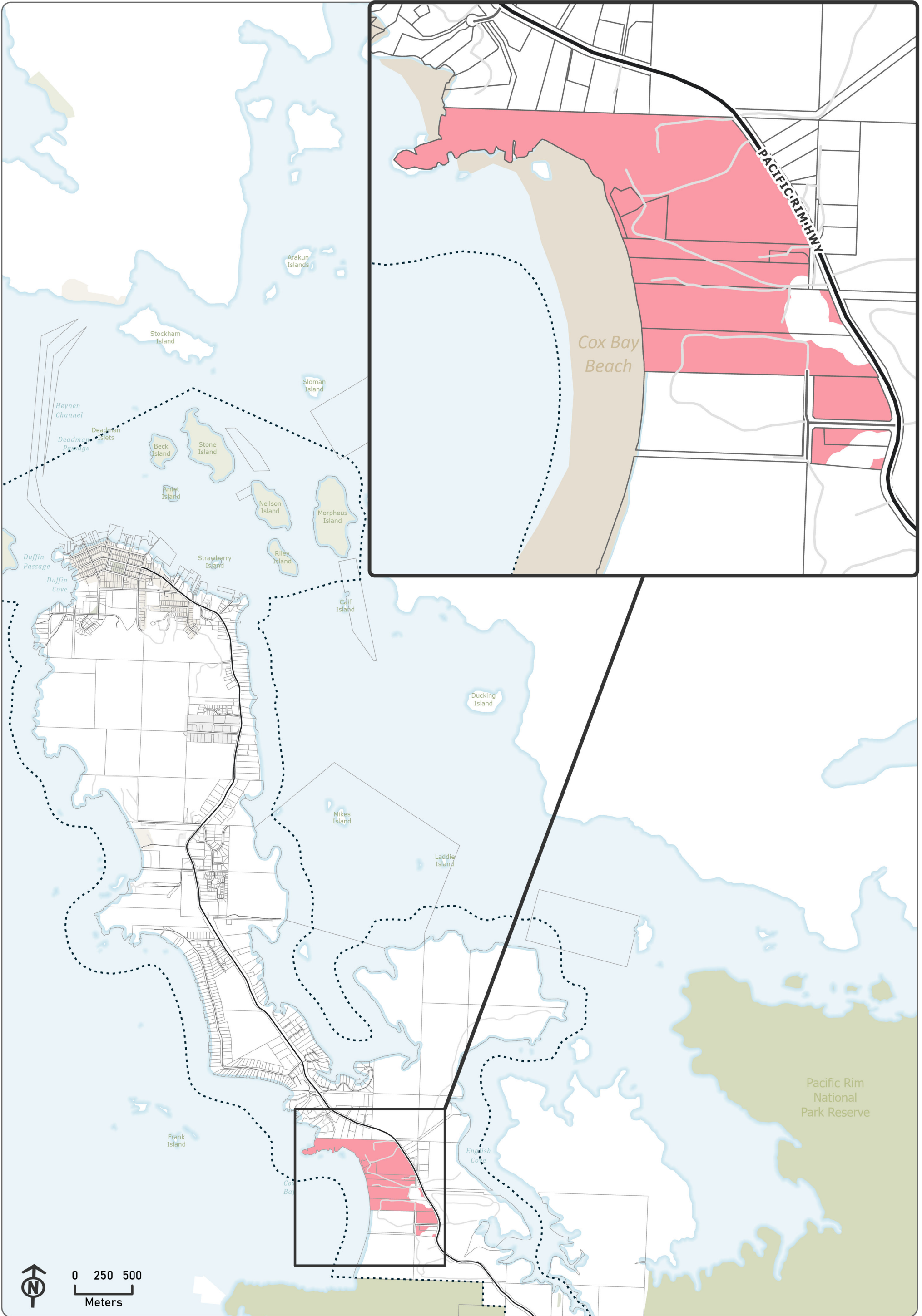


Schedule B7. DPA - 8 Wildlife Habitat DPA

- Wildlife Habitat DPA
- District of Tofino

Sources: Wildlife Habitat DPA, District of Tofino Boundary: District of Tofino; Waterbody, Coastline: Freshwater Atlas



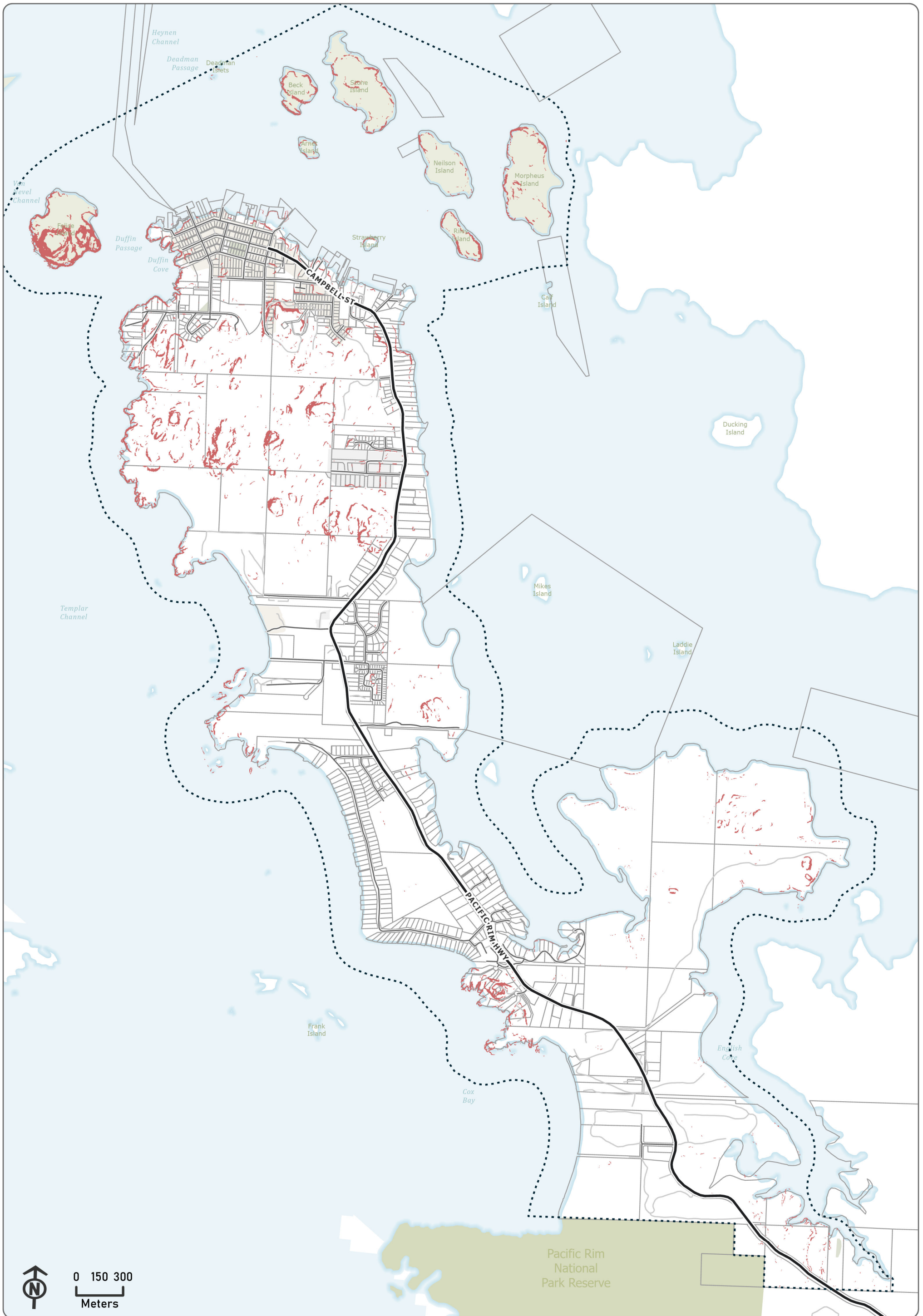


Schedule B8. DPA - 9 Cox Bay

- Cox Bay DPA
- District of Tofino

Sources: Cox Bay DPA, District of Tofino Boundary: District of Tofino; Waterbody, Coastline: Freshwater Atlas





Schedule B9. DPA - 10 Steep Slopes

- Steep Slope DPA (Slope >30 degrees)
- District of Tofino

Sources: Steep Slopes, District of Tofino Boundary: District of Tofino;
Waterbody, Coastline: Freshwater Atlas

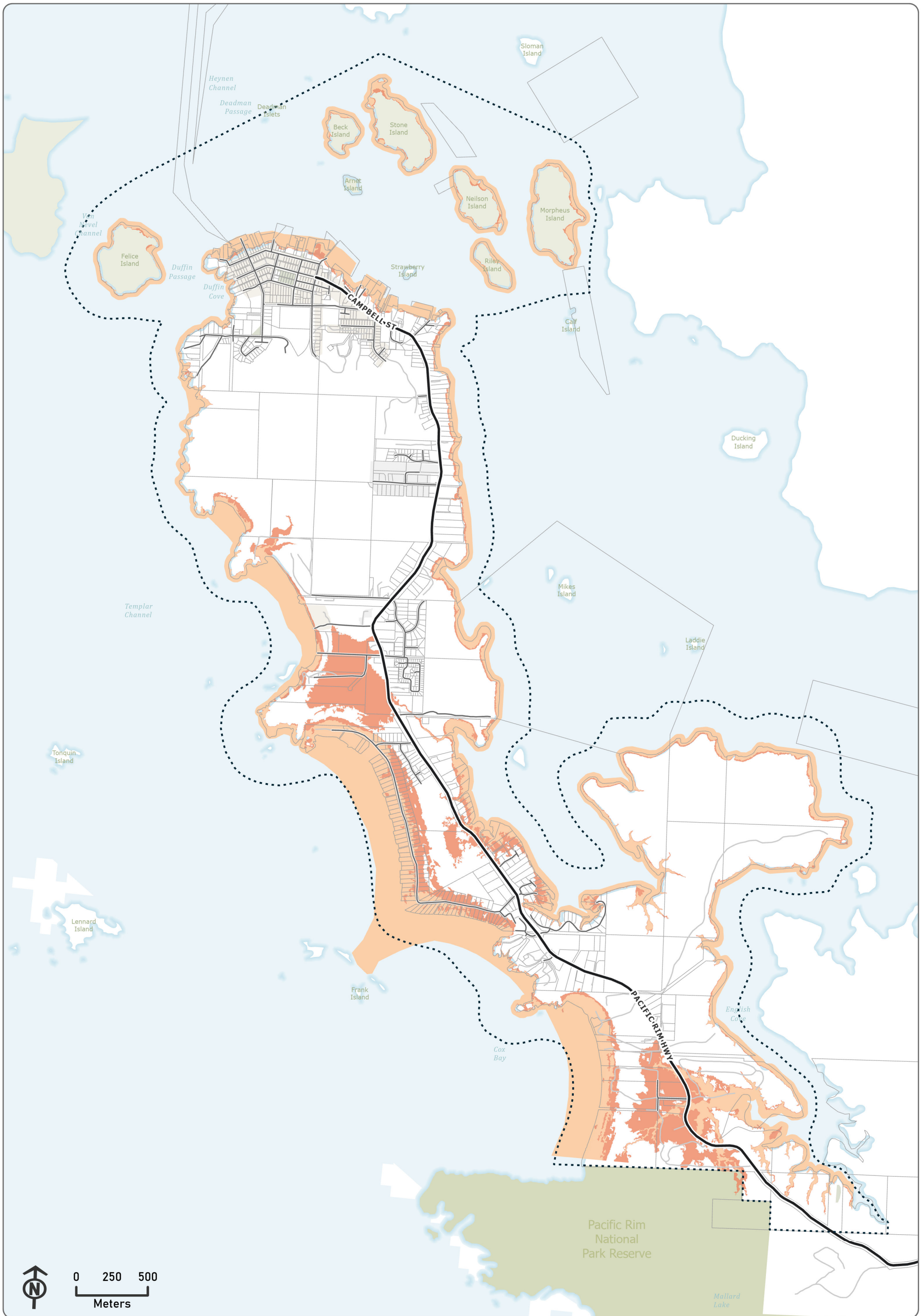


DISTRICT OF TOFINO



SCHEDULE C
COASTAL HAZARD
INFORMATION





Schedule C1. - Future Sea Level Rise and Coastal Storm Flooding Scenario

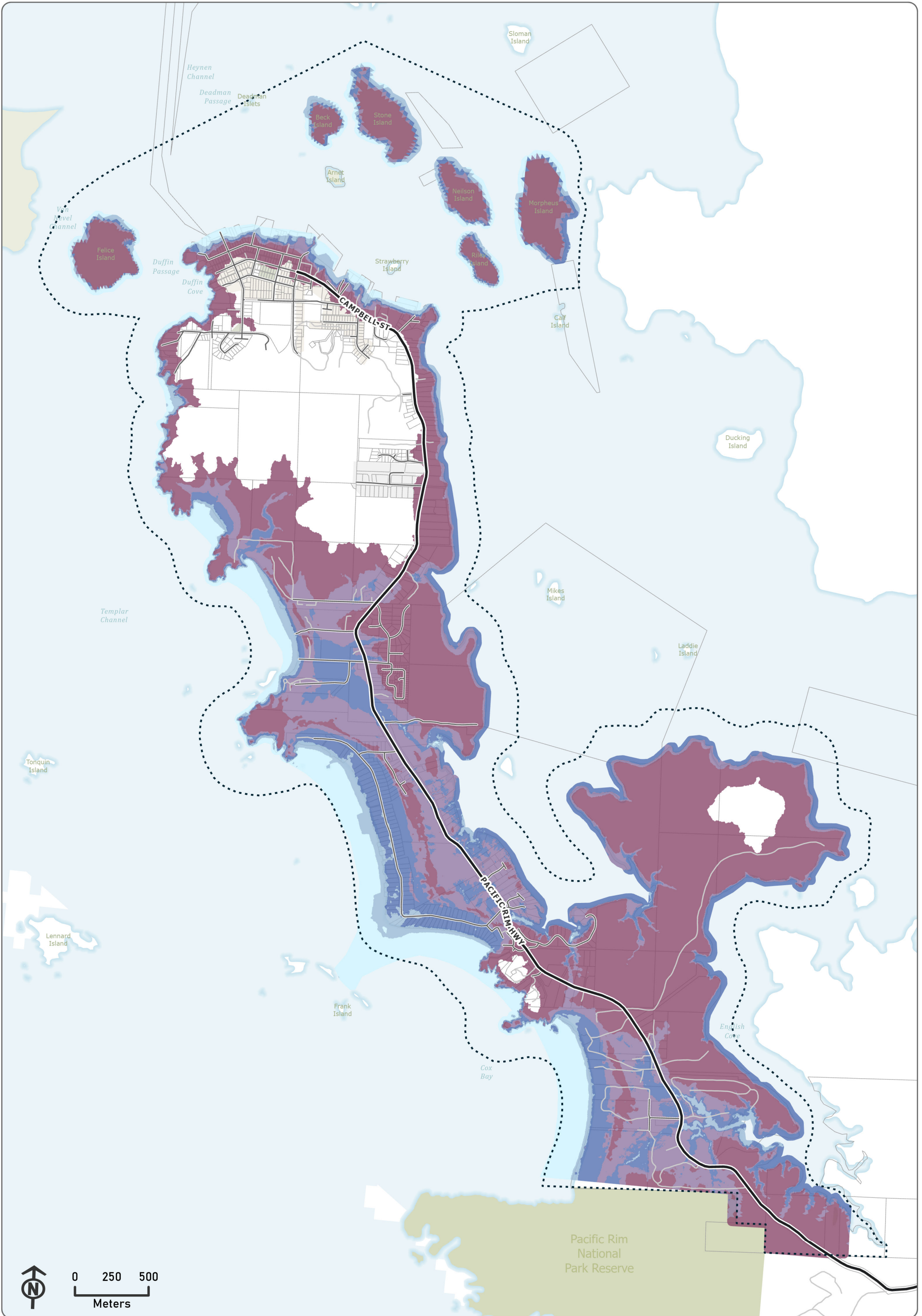
Sources: 1m RSLR Flood Scenario, 2m RSLR Flood Scenario, District of Tofino Boundary: District of Tofino; Waterbody, Coastline: Freshwater Atlas

0.5 % AEP Flood Scenario

- 1m RSLR (Relative Sea Level Rise)
- 2m RSLR (Relative Sea Level Rise)
- District of Tofino



DISTRICT OF TOFINO



Schedule C2. - Tsunami Hazard Map

Sources: 0m RSLR (Relative Sea Level Rise) Scenario, District of Tofino
 Boundary: District of Tofino; Waterbody, Coastline: Freshwater Atlas

1700 Cascadia Subduction Zone 9.0M Full Rupture - 0 m Relative Sea Level Rise Scenario

- 1m - 2m
- 2m - 4m
- 4m - 6m
- 6m - 8m
- greater than 8m

District of Tofino



DISTRICT OF TOFINO