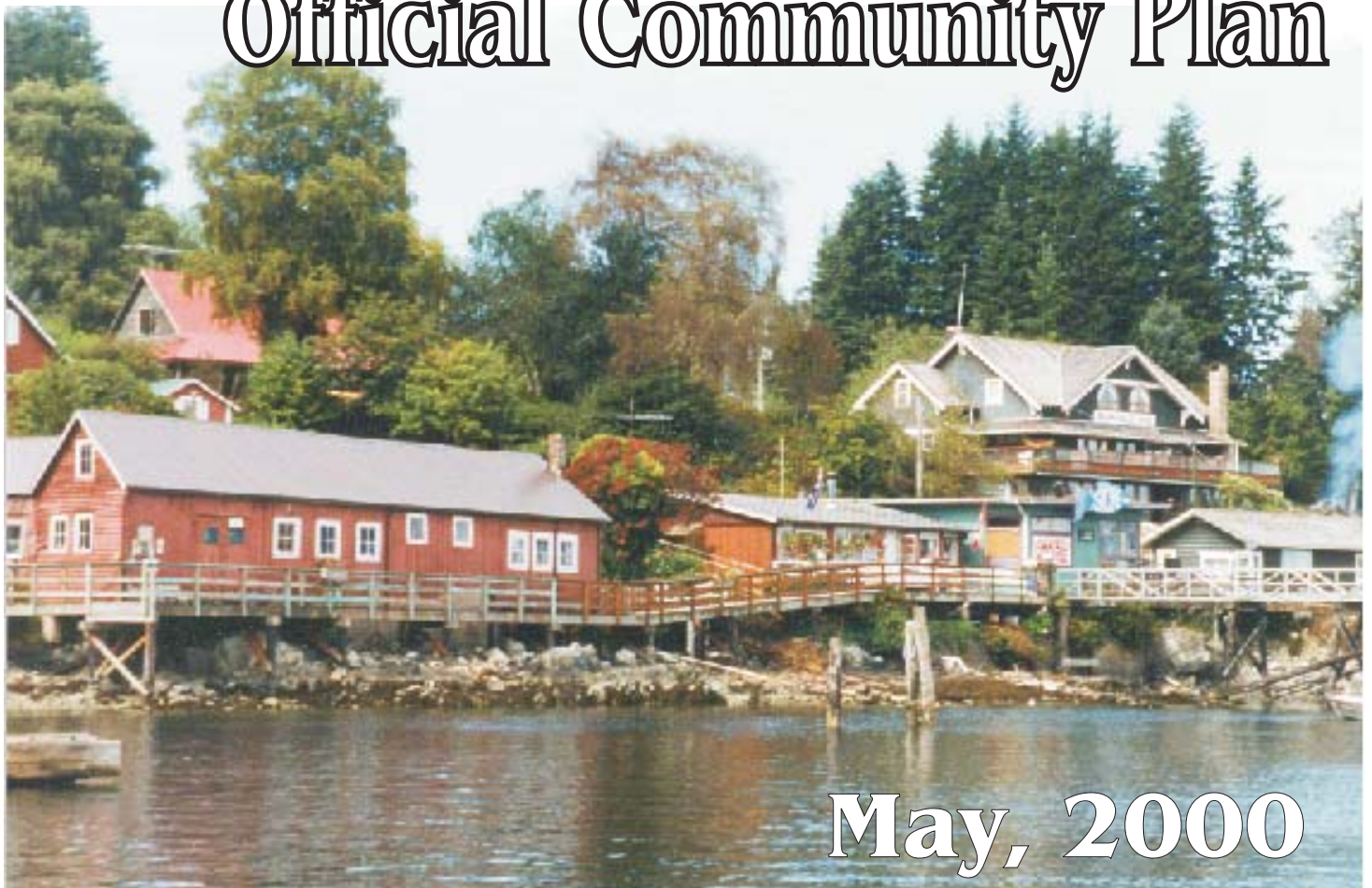


Bamfield

Official Community Plan



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VISION STATEMENT

“We are a spirited, friendly, caring community with diverse backgrounds and interests, in a secluded west coast setting.

We value the beauty of the natural and cultural environment and our connections to it.

We also value the special opportunities that exist within our community for understanding, appreciating and utilizing natural and cultural resources.

We are dedicated to preserving and sharing these values.”

The Peoples of Anacla and Bamfield Community

Preamble

Bamfield and Anacla communities straddle the Cape Beale headlands which are on the south shore of Barkley Sound. The combined population approaches 500. The setting for our communities include temperate rainforest, protected inlets and the exposed Pacific coast. This area is the homeland of the Huu Ay Aht. In recent years other cultures have expanded into the area.

We have moved economically from predominately harvesting the natural resources to a more benign utilization of these resources exemplified by tourism, educational opportunities and services.

Thus, we are blessed with a relatively pristine coastal environment that allows residents and visitors opportunities for hiking, sports fishing, kayaking, boating, diving and relaxation activities.

SECTION 1 - INTRODUCTION

Stated in simplistic terms, the purpose of a Community Plan is to set guidelines for the future growth and development of the Plans Area in a manner that both reflects the aspirations of local residents and assists the administering authority towards rational, logical and cost effective decision making. Normally, such plans are intended to have a 5 year duration with major review undertaken after that time.

The intent of the Plan is not to generate or inhibit growth but to suggest appropriate means to accommodate growth by using acceptable and suitable goals and objectives from which rational policies may be established to guide development.

The Plan is not intended to be "rigid" but seeks to provide an element of flexibility to land uses within overall community supported guidelines. This approach both protects the community from possible inappropriate or incompatible use or development, yet also permits an element of individual freedom and choice.

Major land use categories follow in Section 2 each with objectives and corresponding or related policies. The Planning objectives stated represent broad, general statements providing direction to the desired future growth and development for the Plan Area. Policies, on the other hand, are intended to indicate the course of action or means of attaining these objectives.

It is of interest to note here that, because this present study, in essence represents or constitutes a review of the previous long range planning policy document in place, the thrust of main objectives may, very well, be "common" to both due to their continued validity and acceptability to the community.

In terms of the Community Plan Map designations, however, it should be noted that designations have not been split into "existing" and "future" categories as it is felt that such a distinction has little merit and tends to make the plan map unnecessarily complex. This approach is intended to be used also in the review process of the remaining Regional District long range planning policy documents.

Also, in this regard, this Plan Map does not distinguish between major commercial use (e.g. Tourist, Highway or Service Commercial uses) but relies on plan policy to do so.

In addition, a new category of designation has been proposed which is referred to as "Community Forest". This category is intended to reflect both previous and current thrusts regarding the rationalization of the Urban and Commercial Forest and Timberlands interface, as well as meeting, collectively, the community values and interests of Bamfield and Haa-ay-aht First Nations.

SECTION 2 - COMMUNITY PLAN OBJECTIVES AND POLICIES

GENERAL SECTION

1. This section, together with Section 3 of this Policy document constitute Schedule "A" of By-law No. P1026. The Official Community Plan Map and the Development Permit Map are hereto attached to and form part of By-law No. P1026 as Schedules "B" and "C" respectively.
2. This section incorporates objectives and policies which have been developed to guide growth and land use within the Bamfield Official Community Plan Area by the principal categories outlined and within the following broad set of objectives:
 - a) to provide for the preservation of the character of the community and the preservation or enhancement of the quality and way of life of community residents;
 - b) to provide for the continued growth of the community and to enhance the economic and social well being of community residents;
 - c) to provide for the preservation or enhancement of the environment both built and natural and to protect areas identified as "sensitive";
 - d) to ensure that future land use patterns do not result in major conflict of use occurring;
 - e) to ensure adequate open space provision is maintained and retained for use by community residents;
 - f) To ensure support for the preservation of forest lands and other significant resource uses/lands;
 - g) To ensure and to encourage changes in lifestyle that will result in less negative environmental impacts occurring, for example, less air pollution and higher degrees of recycling.
 - h) To ensure all potentially viable options are explored to manage, to the least negative environmental impact. Community Liquid Waste over both short and long term time horizons;
 - i) to identify and protect the Boardwalk, Cape Beale, Keeha Beach and Life Saving Trails as being of major historic and social significance to the community.
3. Subjects or issues which have been considered but which are deemed to be not relevant or of little relevance in terms of specific Policy statement within the Official Community Plan Policy Section include, sand and gravel deposits, school sites and agriculture and low income housing.
4. The Regional Board will examine this plan and policies it contains under Section 329 of the Municipal Act pertaining to Capital Expenditures.
5. An Official Community Plan does not commit the Regional Board or any other administrative body to undertake any of the projects suggested or outlined in the Plan. However, the Regional Board shall only enact by-laws or undertake works after the adoption of the Plan which are consistent with it.
6. The various provisions of this plan are severable. If a court of competent jurisdiction should hold that one provision is invalid, the remainder of the plan shall not thereby be rendered invalid.
7. The Regional Board may issue Development Permits in accordance with the relevant sections of the Plan and in accordance with Section 879 and 920 of the Municipal Act.
8. The Regional Board may issue Development Variance Permits within any designation in accordance with the objectives and policies of this Plan under Section 922 (Municipal Act) procedures.

9. Non-Conforming Uses

- a) Where land, a building or a structure is lawfully used at the time of adoption of this Plan but does not conform to the policies of the Plan, the use may be continued as a non-conforming use as permitted by the Municipal Act.
 - b) A building or structure lawfully under construction at the time of adoption of this Plan shall be deemed to be an existing building or structure at that time and deemed to be in use for the purpose stated in the building permit authorizing its construction.
 - c) If a non-conforming use is discontinued for a period of six (6) months, other than for a seasonal or similar type use, or for agricultural purposes, pest or disease control or the improvement of the building for health and safety standards, any subsequent use of the building becomes subject to the Plan.
 - d) A change in ownership, tenancy or occupation of the building or structure does not affect the use of non-conforming lands, buildings or structures.
 - e) Where the Regional District building inspector determines a non-conforming building or structure is damaged or destroyed up to 75% or more of its value above its foundation it shall not be repaired or reconstructed except in accordance with the policies of the Plan.
 - f) Where the siting, size or dimensions of buildings or structures, or off-street parking or loading spaces, or the number of off-street parking spaces do not meet the requirements of a by-law adopted after their construction, they may be maintained, extended or altered providing the degree of non-conformity does not exceed that which existed at the time of adoption of the plan.
10. This present Official Community Plan should be read in conjunction with the Barkley Sound Strategy produced by the Regional District of Alberni-Clayoquot, which is supported by the communities of Bamfield and Anacla.
 11. The issue of alternative methods or options associated with “Incorporation”, or “Governance” within the community has not been addressed here as such is clearly outwith the intent and scope of such a planning policy review.

RECREATIONAL USE, OPEN SPACE AND PARKLANDS

Objectives

1. To ensure that continued acquisition of lands for park and recreation use takes place, in appropriate locations and in appropriate amounts, to service the community and the community's needs.
2. To encourage a safe and adequate trail system appropriate to the character of the community, particularly in West Bamfield
3. To recognize the need to make provision for park and recreation facilities for both permanent residents in the community and for seasonal visitors.
4. To preserve for passive park and recreation use those areas which offer the best examples of the natural environment found in Bamfield.
5. To provide for park and recreation use in a manner which recognizes the financial limitations which exist at all government levels and which affect land acquisition and operation and maintenance realistically.

Policies

1. Centennial Park shall continue to be developed as the main community park area in Bamfield. In this regard:
 - a) the Regional District will seek to secure the administration and operational requirements associated with both the boat launch facility and the anchoring/mooring buoys and areas adjacent to Centennial Park in Port Desire;
 - b) elements of temporary recreational vehicle camping and tenting facilities uses are considered appropriate within Centennial Park where such facilities are administered and policed by the Bamfield Parks Commission;
 - c) lands within the park may be used for vehicle and trailer parking in association with the use of the Grappler Inlet boat launch and, where appropriate, with the Ministry of Transportation and Highways approval and endorsement.
2.
 - a) The Regional District will, through its planning, development and political role, promote and support the development and operation of a new public park facility accessed from the South Bamfield Road, within the north east 1/4 of Section 18, as shown on the Plan Map. The Regional District will seek senior government funding to assist in the acquisition, design, production, development and operation of such a facility should the senior levels of government responsible not choose to initiate such development in a timely manner (i.e. within five year);
 - b) The Regional District will support the following major uses relating to this designated area:
 - i) uses should be passive in orientation;
 - ii) elements required to ensure that kayak/canoe launch and recovery can occur will be supported;
 - iii) any related docking or landing facility will be of a scale to support canoe/kayak use

- exclusively;
 - iv) ancillary picnic and parking facilities both to cater to on-site uses as well as users of the upgraded trail systems through to Brady's Beach and Cape Beale Headlands, etc. will be supported;
 - v) limited tenting use will be permitted;
 - vi) for clarity major elements of Recreational Vehicle and Camper use will not be supported within the identified site;
3. The Regional District will investigate the development and operation of a new passive park area, involving picnic and walking trails with beach access on Crown owned lands on Mills Peninsula, as shown on the Plan Map (Schedule "B"). This park should be serviced by a pedestrian pathway system on public right-of-way connected to existing pathways on Mills Peninsula. The picnic/park site should also be given legal access to Brady's Beach via existing rights-of-way, as well as linked legally, to the new passive park proposed in the NE 1/4 of Section 18. Such linkages shall be either accomplished by trails and/or the use of docking facilities with appropriate and possible routes and locations determined at a later date.
 4. The Regional District will utilize the Regional Park as well as Local Parks Function to administer and fund park development and operation in Bamfield.
 5. Where waterfront subdivision is proposed, park dedication, where feasible is to be acquired in accordance with provisions of the Municipal Act. The Regional Board shall not necessarily require the consolidation of park strips into large areas due to the financial and maintenance limitations imposed by operating a number of small parks in Bamfield. In stead these dedications shall be utilized primarily to provide open space view areas. Where views are to be protected, the Board may request from any developer, a visual analysis indicating existing and proposed structures for the site in relation to views from public roads, waterways and property abutting the subdivision site.
 6. The Regional District will, as a priority, investigate and action the most appropriate means by which the Lifesaving Trail can be recognized, designated and protected, in as fast a manner as possible, as being of valuable historical significance to the community.

ENVIRONMENT

Objectives

1. To recognize and protect areas identified as being ecologically or environmentally sensitive or susceptible to flooding or tsunami hazard.
2. To recognize the existing physical environment adjacent to the shoreline in the Inlet and on the Ocean side of the Mills Peninsula's unique and special character and to ensure compatibility and integration of new development with and into this environment.
3. To encourage a productive and healthy environment for the benefit of inhabitants and visitors to the area by minimizing potential conflicts with the built environment.
4. To encourage the recognition, protection and preservation of heritage features and sites and specifically the Boardwalk and Life Saving Trails throughout the community area
5. To encourage and facilitate the identification, protection and conservation of archeological sites located within the Plan Area and to afford protection to these.
6. To recognize the negative impacts associated with the moorage of vessels within the harbour, used for "commercial accommodations", from an Environmental as well as Community Economic perspective.

Policies

1. Land/water areas identified as "Sensitive Areas" are hereby designated as Development Permit areas under Category "A" of Section 879/920 of the Municipal Act (noted and delineated on Schedule "C" as Development Permit Area 2).

Justification: Both Bamfield and Grappler Inlets have been identified as highly productive fishery habitat. The objective of the development permit area's designation is to protect such areas and to draw the attention of prospective developers to the fact that development on the water and foreshore in such areas may be severely restricted or not permitted by virtue of these areas being productive habitat areas and also subject to tsunami hazard. Areas of adjacent upland vegetation are regarded as being integral components to the aquatic habitat in providing fish habitat values including this area within the Development Permit Area will ensure continued protection of these areas. The extended Development Permit Area boundaries can also be used to develop greenways for environmental protection and the establishment of community walkways in future.

Guidelines: Development Permits issues in these areas shall:

- a) Require prior approval in writing from Fisheries and Oceans Canada, Coastguard and the Ministry of Environment, Lands and Parks;
- b) Contain any of the requirements, conditions or standards set forth in Section 920 (7) of the Municipal Act which Fisheries and Oceans Canada, Coastguard, the Ministry of Fisheries and Food, the Ministry of Forests and the Ministry of Environment, Lands and Parks or the Regional District may deem desirable to minimize or negate negative impacts including siting and design and size and placement of wharves, jetties, slipways, ship ways and similar

structures and the location and size of fill areas, the location of effluent discharge systems and outfalls and the quality of discharge emanating from such systems.

Areas so designated have been recognized as containing ecosystems sensitive to certain types of development/use and intensive forms thereof

2. The Regional District, as a general policy, will seek the cooperation of relevant Provincial Agencies in attempting to maintain a minimum building and non removal of vegetation setback of 10 metres from major creeks in any use category or designation in order to maintain the integrity of the environment adjacent to such creeks and watercourses.
3. Any development proposal or subdivision proposal on any land should be sited so as to attempt to maintain or enhance appealing natural formations and important view planes.
4. To protect against the loss of life and to minimize property damage associated with flooding events the Regional District will encourage park and open space recreational uses of flood susceptible lands. Where there is no alternative but to use flood prone lands for development, the construction and siting of buildings and mobile homes to be used for habitation, business or the storage of goods damageable by flood waters shall be flood proofed to those standards specified by the Ministry of Environment, Lands and Parks.
5. Development of land and the location of all permanent structures upon land included within the plan area may be subject to additional setback and elevational requirements as determined by the Regional Board in consultation with the Ministry of Environment. It is emphasized, however, that the unique nature of the community and it's physical environment does not warrant, or merit or justify in terms of redevelopment options, a "standardized" floodproofing response from the Ministry of Environment. To ensure compatible and sensible development and redevelopment occurs, therefore, the Regional District will actively seek Ministry of Environment approvals and concurrence to siting alternatives and options that enhance and fit into, the existing, built, fabric of the community.
6. Retention of natural vegetation within distances from significant Creeks may be specified by the Regional Board in consultation with the Ministry of Environment, Lands and Parks and Department of Fisheries and Oceans as a condition of approval for development proposals. Such setbacks are reflected in Stream Stewardship Guidelines of Ministry of Environment and the Land Development Guidelines for the Protection of Aquatic Habitat by Department of Fisheries and Ministry of Environment, Lands and Parks and may be greater or less than those contained in Policy 2 above, depending on site circumstances.
7. The Regional District, in cooperation with the Ministry of Municipal Affairs and interested local parties, will support measures to protect heritage features and sites in the area. To that end, such protection measures will be both discretionary/voluntary and regulatory with:
 - a) Developers being encouraged to consider heritage resource concerns in their project planning and design. In this regard, the Regional District will endeavour to seek the designation of the Lifesaving Trail and a corridor of 25 metres on either side thereof as an Historic Trail, where practical.
 - b) The Regional District may consider implementation of a Heritage Designation By-law under Section 1022 and/or 1026 of the Municipal Act for appropriate lands/sites; and

- c) The Regional District will encourage both the protection and the designation of the Lifesaving Trail as an historically significant element within the area and will ensure adequate buffers, containing the trail proper, are retained to achieve these goals.”
8. Developers are encouraged to consider archeological resources during all phases of project planning, design and implementation.
 9. The Regional District, as a matter of policy, supports the identification, protection and conservation of archeological sites. In this regard, it is noted that no alteration to any archeological site can take place without the formal approval and permitation of the Archeological Branch under the Heritage Conservation Act.
 10. Any eagle, heron, osprey nesting trees on any lands within the Plan Area are subject to protection under the Wildlife Act/Regulations (Section 35).
 11. The Regional District, in cooperation with relevant Provincial Agencies may initiate and/or request or stipulate the formal retention of vegetation on lands adjacent to or in any sensitive environmental area by formal covenant in adjudicating formal development proposals. This stipulation is exclusive of separate Section 936 and 941 requirements of the Municipal Act.
 12. In addition, the Regional District may consider initiating a landscaping/screening by-law under Section 909 for Bamfield [specifically under Section 909 1(b)] in order to foster the above noted goals/objectives.
 13. Uplands areas included in and covered by the Environmentally Sensitive designation on the west side of the Mills Peninsula may, where appropriate, be subject to increased building setbacks as well as vegetation retention covenants due to slope stability, erosion abatement and aesthetic reasons.
 14. The Regional District will support means by which ancient wildlife trees can be identified and adequately protected from felling throughout the Community Plan area.
 15. While recognizing the limitations inherent in zoning by-law control on navigable water, the Regional District will, through applicable zoning by-law amendments, prohibit the use of vessels within the harbour for transient commercial accommodation uses.
 16. The Regional District will actively encourage and petition the Bamfield Marine Station to voluntarily and legally protect and retain and preserve forested areas and tracts, adjacent to foreshore/water, flanking Grappler Inlet/Port Desire and the Main Inlet for visual, scenic and amenity impact reasons. In this respect, the formal Development Permit designation along Grappler as well as Bamfield Inlet portions of the Marine Station property is referenced.
 17. Placement of fill within floodplains should be restricted to the greatest extent possible in order to provide passage for flood waters without increasing flood levels or re-directing flows. Placement of fill may also decrease natural flood storage and result in higher flows downstream.
 18. Swamps and wetlands within the plan area should be retained as much as possible in their natural state as they provide natural flood storage.

RESIDENTIAL USE

Objectives

1. To recognize the desirability of protecting the quality and privacy of existing residential neighbourhoods and areas and the channelling of future residential development to areas where such development is deemed feasible and desirable bearing in mind land availability, status and infrastructural/utility service provision.
2. To recognize the desirability of reducing, as far as possible, the negative effects associated with the location of incompatible uses in close proximity to residential areas/neighbourhoods.
3. To recognize the advisability of providing an acceptable range of residential densities primarily based on sound physical planning principles as well as infrastructural capability.
4. To ensure that residential areas on both the Mills Peninsula and in east Bamfield are protected or insulated from negative effects associated with seasonal tourism.
5. To establish reasonable flexibility of use within residential areas in conformity with the desired lifestyles of local residents.
6. To ensure sufficient land is available for development in accord with projected needs.

Policies

1. Principal areas for residential development shall be in areas designated in the Plan as "Low Density Residential", "Medium Density Residential" and "Mixed Use" designations.
2. The minimum parcel sizes associated with such residential designations from a subdivision potential perspective are as follows:

Use Designation	Minimum Parcel Size
"Low Density Residential"	0.4 ha (0.9 acres)
"Medium Density Residential"	0.24 ha (26,000 sq. feet)
"Mixed Use Residential"	0.10 ha (10,000 sq. feet)

3. The predominant residential use type in each category noted above shall be single family dwelling/residential use except where otherwise permitted by either this plan or by applicable Zoning By-law.
4. Multiple family uses, while generally discouraged, may be permitted in the "Medium Density Residential Use" designation only with each development proposal dealt with and adjudicated by the Regional District on its merits, on infrastructure implications and impacts as well as on other site specific considerations.

5. Multiple Family Uses within the Medium Density Residential designation are subject to Development Permit in accordance with the following terms and conditions [Section 879(1)(e)].

Justification

The impact of scale and the character of the built environment enhance both the visitors as well as inhabitants perception of the study area and Bamfield Community. The major objectives of the development permit designation are to ensure that development, whether new or by redevelopment of existing sites or lots, in the area is in character and commensurate with adjacent and neighbouring developments, to encourage enhancement of the built environment by high quality design in new development and in redevelopment and to minimize the impacts of such development on the transportation network.

Guidelines

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

- a) The scale, shape and siting of proposed structures should relate to neighboring properties and should avoid impeding sight lines along the inlet as far as possible.
- b) The shape, siting, roof line and exterior finish of buildings should be sufficiently varied to avoid visual monotony, yet reflect the west coast maritime experience and tradition.
- c) Adequate on-site vehicle parking and boat moorage (either on-site or on adjacent foreshore areas) shall be provided in accordance with requirements of the Zoning By-law and the Ministry of Transportation and Highways.
- d) Development in these areas will be limited to two storey maximum and 30 feet in height except for elements permitted under Section 6.3 of Zoning By-law.
- e) Siting of specific building elements should not unduly interfere with but enhance views and viewspaces from the site, over the harbour and inlet.
- f) Redevelopment and siting elements should incorporate and enhance the ability for the public to use the foreshore and waterfront areas of the site to the greatest degree possible.
- g) Parking, loading requirements and on-site traffic (vehicular and pedestrian) circulation must acknowledge the issues/elements noted in (a) - (f) above.
- h) Required landscaping elements must be included in redevelopment schemes as an integral part of overall design and layout.
- i) External finishes, materials and colours should be compatible with that existing in similar establishments in the community and should, whenever feasible, utilize natural wood products.
- j) Where appropriate, boat moorage elements, within adjacent water/foreshore areas, shall be provided to appropriate by-law standards.

6. Density and type of dwelling/use for each Residential category shall be as follows:

a) Low Density Residential Designation:

One Single Family Dwelling OR one Two Family Residential (Duplex) to a maximum density of either one single family unit OR duplex (2 unit) per 2000 square metres (21,527 square feet) of lot area.

b) Medium Density Residential Designation:

One single family dwelling OR one two family dwelling (duplex) to a maximum density of either one single family unit OR one duplex unit per 555 square metres (5,974 square feet) of lot area.

c) Mixed Use Designation

One single family dwelling (stand alone) or one unit residential caretaker accommodation per legal lot.

7. Cottage Developments may be permitted under the following circumstances and conditions:

a) Such developments shall be restricted predominantly to "Mixed Use" and "Low Density Residential" designations with limited potential for use in "Rural Resource" designations;

b) Such developments shall be restricted to a maximum of three cottage units on a legal lot. Such development shall be required to comply with Cottage Residential Zoning requirements as specified within the applicable Zoning By-law for the Community.

c) No lot less than 2 000 square metres (21,527 square feet) in area shall be permitted any cottage development on the lot. In addition, no cottage development shall be permitted on any lot NOT occupied by a legally constructed and legally used single family dwelling.

d) Detailed control of cottage development shall be incorporated within the Zoning By-law, however, for clarity, the following issues are generally noted:

– Cottage Development is "commercial" in orientation and is intended for visitors, temporary accommodation purposes only;

– such development shall NOT be used for full-time, year-round residential use;

– cottages and cottage development are not elements within a lot that can be subdivided off either by conventional means or by strata;

– density off/for such development shall be as follows:

I) Lots less than 2 000 square metres (21,537 square feet) area - No cottages.

II) Lots from 2,001 square metres to 3,000 square metres (21,538 to 32,300 square feet) shall be permitted one cottage on-site;

III) Lots from 3 001 square metres to 4 086 square meters (32,301 square feet)

- to 43,980 square feet); shall be permitted two cottages on-site;
- IV) Lots greater than 4 086 square metres (43,980 square feet) shall be permitted three such cottages on-site maximum. Sewage disposal methods and options must be approved under Ministry of Health regulations and/or Ministry of Environment regulations.
 - V) Each cottage unit shall be limited to between 350 and 500 square feet in floor area and shall be limited also to single storey.
8. Notwithstanding policy 2 above, where existing zoning under Regional District of Alberni-Clayoquot Zoning By-law No. 15 on April 1st, 1999, permits a minimum parcel size less than that permitted in the Official Community Plan, then the density specified under that existing zoning shall apply.
9. Notwithstanding policy 2 above, where any lot or subdivision registered in the Land Title Office prior to April 1st, 1999 has an area or density less than that specified in the Official Community Plan;
- a) such lot or subdivision shall be permitted to remain at its existing density except in the case of major replot, when community plan designations shall apply;
 - b) consolidation and minor lot line adjustments to such lots or subdivision, shall be agreed where, in the opinion of the Regional District (and of the Approving Officer) it would not be in the public interest to deny such amendments and the effects of such would improve the existing situation.
10. Notwithstanding section 2 of Residential Use Policies "Low Density Residential" minimum parcel size, where lots existing prior to July 26, 2000, designated "Low Density Residential" are equal to or greater than 0.202 hectares (0.5 acres) and less than 0.4 hectares (0.988 acres), cottage development may be permitted.

COMMERCIAL USES

Objectives

1. To recognize the limited potential for commercial development in relation to projected growth and economic trends.
2. To permit maximum flexibility of commercial development in most areas of the community, without restricting such uses to highly site-specific locations.
3. To ensure that tourist oriented commercial facilities are developed in areas which do not unduly conflict with residential location, and which do not impose excessive demands on the limited transportation network of the area.
4. To recognize and acknowledge the focal points of the Community and the main points of interaction, spatially, on the harbour front.

Policies

1. Commercial development is to be limited to areas designated as "Commercial" and "Mixed Use" on the Plan Map, except as provided for in this Official Community Plan.
2. Land designated for Commercial Use, or included under a Mixed Use designation which are included within Bamfield Inlet Development Permit Area No. 1 as shown on Schedule "C" to this by-law, shall be subject to Development Permit in accordance with the following:
 - a) the lands shown are designated a development Permit Area under Section 879(1) and (2) and Section 920 of the Municipal Act;
 - b) any Commercial (or Multi-Family or Industrial) use and development is subject to the following terms and conditions:

Justification:

The areas so designated represent the highly visible and high profile focal corridor and 'cores' of the community which, historically, have been used for a mixture of uses, prior to this time, generally, water related. This area is viewed as having a unique and special character and is subject to potential re-development in the short term. The intent of the designation is to ensure that such redevelopment should be of a scale, character and design that enhance the area and community and to ensure that site layout, access, parking and traffic circulation is adequate and in accordance with good quality design and practice

Guidelines

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

- a) the scale, shape and siting of proposed structures should relate to neighboring properties and should avoid impeding sightlines along the inlet as far as possible;
- b) the shape, siting, roofline and exterior finish of buildings should be sufficiently varied to avoid visual monotony, yet reflect the west coast maritime experience and tradition.

- c) Adequate on-site vehicle parking and boat moorage (either on-site or on adjacent foreshore areas) shall be provided in accordance with requirements of the Zoning By-law and the Ministry of Transportation and Highways.
- d) Development in this areas will be limited to two storey maximum and 30 feet in height except for elements permitted under Section 6.3 of Zoning By-law.
- e) Siting of specific building elements should not unduly interfere with but enhance views and viewspaces from the site, over the harbour and inlet.
- f) Redevelopment and siting elements should incorporate and enhance the ability for the public to use the foreshore and waterfront areas of the site to the greatest degree possible.
- g) Parking, loading requirements and on-site traffic (vehicular and pedestrian) circulation must acknowledge the issues/elements noted in (a) - (f) above.
- h) Required landscaping elements must be included in redevelopment schemes as an integral part of overall design and layout.
- i) External finishes, materials and colours should be compatible with that existing in similar establishments in the community and should, whenever feasible, utilize natural wood products.
- j) Where appropriate, boat moorage elements, within adjacent water/foreshore areas, shall be provided to appropriate by-law standards.

Development permits on any legal lot within this designated area (Schedule "C") which is lawfully used or zoned for single family residential use, for "A1" or "A2" uses or for "Institutional" type uses will not be required under this section and such lots are exempt from the provisions of Policy 2 until such time as commercial development or redevelopment is instigated.

3. For clarity, the Regional District will actively liaise with the Ministry of Environment, specifically relating to siting options associated with Policy 2 Development Permits to ensure consistency in achieving and meeting proper Civic Design solutions in respect of Development and redevelopment of waterfront lots rather than relying on and emphasizing standardized "floodproofing" siting requirements
4. The use of any parcel or area for commercial or mixed use purposes will be adjudicated primarily on soil suitability for required on-site sewage disposal systems until Liquid Waste Management Plan provisions are initiated/undertaken, as well as on physical planning principles.
5. Small scale commercial enterprises, such as craft shops, professional practices and personal services may be carried out as home occupations in areas designated for "Medium Density Residential" and "Low Density Residential" in accordance with Section 6.7 of Zoning By-law.
6. Guesthouses may be permitted in areas designated as "Low Density Residential" and "Medium Density Residential", provided that:
 - a. they are located in proper relationship to surrounding land uses and are not incompatible with adjoining uses;
 - b. there is a maximum of one guesthouse per lot;
 - c. the property is within a Guesthouse (GH) zoning district and complies with all regulations thereto.
7. Predominant Commercial Uses in or within each category of designation will be limited as follows:

Commercial Designation:

Retail Commercial; Service Commercial; Restaurant and Similar uses; Charter Operations; Guiding/Outfitters; Ferry Service; Boat or Vehicle Rental; Parking as Principal Use; Lodge Facilities and Full Tourist Commercial Accommodation Uses; Ancillary Storage/Warehousing (internal); Motor Vehicle/Boat Dealers and Repair.

"Mixed Use" Designation:

Small Scale Lodge Facility (up to 6 rooms of accommodation); Boarding/rooming Houses; Transportation Terminals; Cafes; Small Scale Restaurant Facilities (up to 25 seats); Retail Commercial (2,000 square feet maximum floor area); Charter Operations and Guiding/Outfitters; Boat or Canoe Rental; Water Taxi Services.

INDUSTRIAL USES

Objectives

1. To provide flexible guidelines and policies which encourage small scale industrial uses where such uses do not conflict with other forms of land development and do not unnecessarily negatively impact the existing transportation network.
2. To recognize the need to designate a suitable area or areas for industrial uses and to encourage industry and industrial uses to locate thereon.
3. To recognize the reality of Home Based Industry options within predetermined limits within the community.

Policies

1. Lands designated as "Industrial use" on Plan Map (Schedule "B") are so designated either in recognition of existing use or zoning designation or in anticipation of such uses occurring.
2. Land designated "Industrial" which are included within Bamfield Inlet Development Permit Area No. 1, as shown on Schedule "C" to this by-law shall be subject to Development Permit in accordance with the following:
 - a) The lands shown are designated a Development Permit Area under Section 879(1) and (2) and Section 920 of the Municipal Act;
 - b) any Industrial use and development is subject to the following terms and conditions.

Justification:

The area so designated represent the highly visible and high profile focal corridor of the community which, historically, has been used for a mixture of uses, prior to this time, generally water related. This area is viewed as having a unique and special character and is subject to potential redevelopment in the short term. The intent of the designation is to ensure that such redevelopment should be of a scale, character and design that enhance the area and community and to ensure that site layout, access, parking and traffic circulation is adequate and in accordance with good quality design and practice.

Guidelines:

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

- a) the scale, shape and siting of proposed structures should relate to neighbouring properties and should avoid impeding sightlines along the inlet as far as possible.
- b) The shape, siting, roof line and exterior finish of buildings should be sufficiently varied to avoid visual monotony, yet reflect the west coast maritime experience and tradition.
- c) Adequate on-site vehicle parking and boat moorage (either on-site or on adjacent foreshore

areas) shall be provided in accordance with requirements of the Zoning By-law and the Ministry of Transportation and Highways

- d) Development in these areas will be limited to two storey maximum and 30 feet in height except for elements permitted under Section 6.3 of Zoning By-law.
 - e) Siting of specific building elements should not unduly interfere with but enhance views and viewsaces from the site, over the harbour and inlet.
 - f) Redevelopment and siting elements should incorporate and enhance the ability for the public to use the foreshore and waterfront areas of the site to the greatest degree possible.
 - g) Parking, loading requirements and on-site traffic (vehicular and pedestrian) circulation must acknowledge the issues/elements noted in (a) - (f) above.
 - h) Required landscaping elements must be included in redevelopment schemes as an integral part of overall design and layout.
 - i) External finishes, materials and colours should be compatible with that existing in similar establishments in the community and should, whenever feasible, utilize natural wood products.
 - j) Require that all signage and exterior floodlighting is unobtrusive.
 - k) Require that a landscaping strip no less than 3 metres in width be established and maintained along road frontages as well as adjacent to neighboring non-commercial and non-industrial uses.
3. Development Permit Guidelines may not apply or need not be complied with where extensions to existing buildings are proposed or where new buildings manifest the same design characteristics, appearance and external materials of existing building on the same site.
 4. Development permits on any legal lot within this designation which is lawfully used or zoned for single, two family or Small Holdings (A-1) use shall not be required until such time as industrial development or redevelopment is instigated.
 5. Use of lands designated for "Industrial Use" shall not include any "heavy" or "noxious" industrial use category and is intended to be restricted to lighter, non-polluting industrial use.
 6. The Regional District will initiate a wider scope to present Home Based Industry by incorporating less stringent guidelines for such uses as presently laid down in Zoning By-law No. 15. Such guidelines, however, will contain environmental protection safeguards.
 7. Lands designated Industrial in the NW 1/4 of Section 17 will be administered by the Regional District under Industrial Lands Extended Service. To that end, the Regional District will actively pursue acquisition of these designated lands from the Province, as expeditiously as possible.
 8. Lands so designated and which are included within Bamfield General Industrial Development Permit Area No. 3, as shown on Schedule "C" to this By-law shall be subject to Development Permit in

accordance with the following:

- a) The lands shown are designated a Development Permit Area under Section 879(1) and (2) and Section 920 of the Municipal Act;
- b) any Industrial use and development is subject to the following terms and conditions:

Justification:

The area represented by this Development Permit designation represents the sole, landward entrance corridor to the Community from “outside”. As such, the impact of scale, the character, siting and visual containment of development and redevelopment in the area should be tailored towards positively enhancing both the residents and visitors perceptions of the community and “arrival” in it. The major objectives of the designation are to ensure that development occurs at a scale that is in character with the community built environment, that adequate parking and landscape buffers are provided from a visual containment and aesthetic perspective, that access and siting considerations do not negatively impact the existing transportation network and to maximize visual barriers.

Guidelines:

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

- the scale, shape and siting of proposed structures should relate to neighbouring properties in this regard:
 - I) should be limited to two storey maximum (30 foot) height;
 - II) should be setback at least 40 feet from the highway;
 - adequate on-site vehicle parking and boat moorage (either on-site or on adjacent foreshore areas) shall be provided in accordance with requirements of the Zoning By-law and the Ministry of Transportation and Highways;
 - assure and require that adequate vehicle parking is placed in appropriate areas at appropriate scales and that such areas are adequately surfaced and screened;
 - require that vehicular access be provided, where feasible, to avoid direct highway access or, alternatively, as a consolidation of such accesses to the main roads;
 - require that all signage and exterior floodlighting is unobtrusive;
 - require that a landscaping strip no less than 3 metres in width be established and maintained along both frontages.
9. Development Permit Guidelines may not apply or need not be complied with where extensions to existing buildings are proposed or where new buildings manifest the same design characteristics, appearance and external materials of existing buildings on the same site and provided where the landscape buffer noted in f) above is in place.

TRANSPORTATION

Objectives

1. To continue to seek the relocation of existing public walkways on private lands on to legal road allowances where “trespass” occurs.
2. To provide adequate parking for tourists and residents on and from either side of the Peninsula as well as Grappler Inlet.
3. To maintain, expand where appropriate and upgrade, as the prime mode of public access on the Mills Peninsula, the pathway system and the waterfront boardwalk.
4. To recognize that, while an orderly and efficient transportation network is logical, acceptable and worthy of community endorsement and encouragement, it is anticipated that:
 - a) the existing network will continue to, realistically serve the area, over the projected timescale of this plan, with little major change; and
 - b) road elements that exist are problematic in that these, in essence, take culs-de-sac forms. It is expected that such trends may, realistically, continue during the time frame of this present plan.
 - c) direct vehicular access to Mills Peninsula will only be achieved, within the timescale of this present plan, by barge/ferry solely.
 - d) in this regard, to recognize the inherent advantages of establishing specific and agreed locations for such landings/facilities, from a fiscal, social and general community interest perspective, as soon as possible.
5. To recognize the advantages and advisability of protecting existing residential neighbourhoods and areas from the adverse effects of heavy traffic flow by road networking, the segregation or separation of vehicle and pedestrian traffic both within residential areas and along heavier traffic routes where justified and the encouragement of good traffic circulation along major routes.
6. To recognize that land use and land use changes fronting on and in close proximity to the major highway elements profoundly impact traffic flow and traffic safety along these major routes.
7. To seek the expansion of the Boardwalk system in West Bamfield in an orderly and community acceptable fashion.
8. To recognize and encourage the retention of areas of water and foreshore fronting road allowances that terminate at high water mark, as “public access docking points.

Policies

1. In future, pedestrian pathways are to be located on existing and newly dedicated public rights-of-way and must be developed with the approval of and to specifications laid out by Ministry of Transportations and Highways.

2. A public parking area is to be established in East Bamfield in a suitable location. This parking area is to serve residents and tourists destined for Port Desire and Mills Peninsula. Such area will be acquired and maintained via provisions of a new Section 906, Parking By-law.
3. Full compliance with on-site parking provision under By-law for all commercial and multi-family development and redevelopment schemes in West Bamfield may be “waived” or reduced and a cash-in-lieu option exercised, where circumstances, in the Regional District’s opinion, so merit. In this regard the Regional District will outline and detail such options with a new parking by-law under Section 906 of the Municipal Act, in consultation with input from the Ministry of Transportation and Highways.
4. Public access on the Mills Peninsula shall continue to be by the trails and boardwalk. The pathway system will be extended to provide access to the proposed beach park and the Brady’s Beach. Provision for an extension to the boardwalk shall be made on redevelopment proposals where physically feasible and desirable. Such elements shall be included in Development Permit guidelines (either for Commercial, Industrial or Multi-Family use proposals).
5. From a subdivision perspective, the Regional District will encourage the relevant Provincial Agencies and Approving Officer to limit public access/infrastructure to minimum dedication widths of only 33 feet to encourage an adequate system for trails and emergency vehicle use and boardwalk extension rather than standardized unrealistic and potentially unuseable, full width dedications to evolve in West Bamfield.
6. The Regional District, through appropriate Provincial agencies will seek to encourage the maintenance and upgrading of the existing collector or local highway systems within the plan area as warranted by demand and use.
7. The Regional District, through the appropriate Provincial agency, will continue to encourage the relocation of direct lot access from the main highway arteries to secondary or local networks with collective/common access/egress points where appropriate and desirable.
8. The Regional District will seek the cooperation of relevant Provincial Ministries, in particular BC Assets and Lands, Ministry of Environment and Ministry of Transportation and Highways in protecting foreshore and water areas adjacent to existing road allowances in east Bamfield, as exclusive public access/docking points.
9. The Regional District will, with the agreement and concurrence of the Ministry of Transportation and Highways, Public Works Canada, the Ministry of Environment, BC Assets and Lands and Agriculture, Fisheries and Food, seek to establish and maintain specific barge landing sites and facilities at the following locations or, any other location identified as being feasible and pragmatic for the facility:
 - a) adjacent to Nuthatch Road, road allowance (east Bamfield);
 - b) Port Desire (Grappler Inlet);
 - c) Michelsens Lane.

INFRASTRUCTURE AND UTILITIES

Objectives

1. To recognize the advisability of maximizing service and infrastructural systems in place in the area yet recognizing that the major upgrading or expansions of infrastructural system to service the area is highly unlikely, bearing in mind capital costs involved, in the short term (over the anticipated timescale of this plan). In addition, it is likewise of importance to recognize that it is highly unlikely that conventional community-wide sewage disposal options are viable, even in the mid to long term.
2. To recognize as a result, and bearing in mind existing system capacity as well as possibly deficient soil and climatic conditions in the area inhibiting septic system disposal methods, that anticipated growth within the area should, as a priority, be directed to the infilling option or adjacent to areas readily serviced.
3. To recognize that economies of scale may result in the cost sharing of new infrastructural systems with adjacent local government jurisdictions..
4. To recognize the advisability and advantages inherent in providing efficient and functioning water, sewer, fire and garbage collection systems for the community in a fair and equitable manner and cost.
5. To recognize the critical importance, from an infrastructural perspective, of the Transportation elements in the community to its social and economic health.

Policies

1. As a general policy the Regional District will:
 - a) adjudicate future development proposals in any use sector based primarily on land use suitability and the projects impacts on infrastructural systems in place or the servicing aspects of proposed site and intended use;
 - b) respond positively to any initiation of a “regional and shared water supply/distribution system” as the most realistic way to cater to present and anticipated water supply problems.
2. The Bamfield community water system and fire protection area shall be only expanded as it is feasible and cost effective to do so during the time frame of this Plan. In this regard geographic expansion shall only take place under circumstances noted in 1(b) above.
3. The Regional District will seek, through the appropriate Provincial agencies, the designation of Sugsaw Lake Watershed as a Community Watershed primarily as a resource protection measure.
4. The Regional District will consider and seek authority and concurrence from relevant Provincial Agencies to analyze and encourage innovative and viable solutions to (and for) community liquid waste management. By way of explanation the Regional District is of the opinion that “standardized” Waste Management Planning options are neither justified, warranted or financially feasible within the community.
5. The Regional District will support a shared jurisdictional approach to community based liquid waste management options and solutions for the Bamfield, Anacla and Sachsa communities as a

comprehensive whole/entity.

6. The Regional District shall endeavour, with the cooperation of the Provincial and Federal Governments, to seek a fair and equitable solution and compensation for the present tax exemption status associated with Public and Private Utility, Institutional and Educational establishments in the community to enable such organizations to contribute fiscal dollars for community purposes/servicing.
7. The Regional District will consider the setting up of a garbage transfer and recycling operation for the community in the vicinity of the former Hydro Generation Station site in Bamfield East.
8. The Regional District will consider positively and encourage the succession of administration and control and responsibility over the three major public docking facilities in the community as well as the Grappler Boat Launch either under Port Alberni Harbour Commission auspices or, alternatively under the Regional District's jurisdiction to ensure retention of a public, community based control for these critical facilities.

WATERFRONT DEVELOPMENT AND MIXED USE

Objectives

1. To recognize the importance of inlets in Bamfield as a means of transportation, visual pleasure, and significance to local employment.
2. To be cognizant of waterfront lands and their environmental and historic suitability to cater to different land uses.
3. To ensure that shoreline areas with high recreational or aesthetic values are identified and reserved for appropriate uses and intensity of these in relation to the shoreline's physical quality.
4. To recognize that "use control" associated with the surface of water and foreshore areas is multi-jurisdictional and, potentially, complex.
5. To recognize and address and rationalize the interplay and critical relationships between water, foreshore and upland elements and components in Bamfield.
6. To recognize the importance of and the desirability of maintaining and expanding the Boardwalk transportation link in West Bamfield.

Policies

1. Lands designated for "Mixed Use" on the Plan map may be developed for the following land uses:
 - a) residential; single and two family, boarding and rooming houses; to a maximum density of one dwelling unit per 555 square metres (5,974 square feet) of lot area;
 - b) local commercial: retail store, personal service establishment, office, café; to a maximum gross building area of 200 square metres (2,152 square feet);
 - c) tourist commercial: cottages, to a maximum of three units and with an overall density of not more than one unit per 1 500 square metres of lot area;
 - d) light industrial; moorage, small scale boat/marine repairs, and associated sale of marine products, light manufacturing involving preprocessed materials; to a maximum gross building area of 150 square metres (1,614 square feet);
 - e) public parks, public institutions, educational, recreational, religious or charitable organizations.
2. Areas so designated shall be subject to Development Permit in accordance with the following terms and conditions:

Bamfield Inlet Development Permit Area: Category "E" (Commercial, Industrial and Multi-Family)

Development Permit Area No. 1 as indicated on Schedule "C". These lands are designated under Section 879(1) and (2) and Section 920 of the Municipal Act.

Justification:

The area represented by this Development Permit designation is, to all intents and purposes, the major built up area of the community bordering the main traffic artery of the settlement - Bamfield Inlet.

Recognizing that the built environment as well as the setting of the community contribute substantially to character, it is the intent of the designation to ensure that development, whether new or by redevelopment of existing sites or lots, in the area is in character and commensurate with adjacent and neighboring developments, to encourage enhancement of the built environment by high quality design in new development and in redevelopment and to minimize the impacts of such development on the character of the community.

Guidelines:

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

- a) The scale and shape of proposed structures should reflect and relate to adjacent and neighboring developments as well as to the specific site.
 - b) The shape, siting, roof line and exterior finish of buildings should be sufficiently varied to avoid visual monotony yet reflect a west coast maritime experience and tradition.
 - c) The siting of proposed developments should ensure a harmony of character with adjacent developments is maintained and also that view planes are uninterrupted or minimally so.
 - d) Assure and require that adequate vehicle parking and boat moorage is placed in appropriate areas at appropriate scales.
 - e) Require that all signage and exterior floodlighting is unobtrusive.
 - f) Require that a landscaping strip no less than three metres in width be established and maintained along frontages adjacent to neighboring non-commercial uses where feasible and desirable.
 - g) Where appropriate, the extension to and upgrading of the waterfront Boardwalk shall be a critical component in design and layout of development and redevelopment options.
3. Development Permits on any legal lot within this designated area (Schedule "C") which is lawfully used or zoned for single family or two family residential use, Acreage Residential (RA2) or Rural (A2) uses will not be required under this section and such lots are exempt from the provisions of Policy 2 until such time as commercial or industrial or multi-family development or redevelopment is instigated.

COMMUNITY FOREST USE

Objectives

1. To seek to maintain those areas within or adjacent to the community not yet required for alternate or higher alternative uses where servicing requirements cannot, as yet, be determined or anticipated, in larger area blocks, the use of which is primarily oriented to silviculture and ancillary uses.
2. To recognize that the provision of a buffer zone or zone of transition between and along the urban/commercial forests interface as well as between the commercial forest and major transportation routes to and in the community is desirable for both aesthetic and socially acceptable reasons.
3. To recognize that Provincial Forest, Crown Land and Private Lands are also subject to Forest Land Reserve Act and regulations.
4. To recognize and positively address realistic facets of economic diversification and development opportunities within and for the community relating to sustainable silviculture, value added manufacturing, education, research, ecotourism and recreational elements as offshoots from Community Forest Use.

Policies

1. The Regional District will seek the cooperation and assistance of relevant Provincial Agencies in establishing the means by which a "Community Forest Use" designation may be instigated over lands so allocated in Plan Map (Schedule "B").
2. In respect of this designation, any legal lot which remains in private tenure and which is lawfully used for other use or uses is not subject to the requirements of any part of or policy contained in this section.
3. Lands allocated on Plan Map (Schedule "B") as "Community Forest Use" may be used for forest management use, passive or natural recreational uses, agricultural type uses or be retained as amenity open space. Further, it is anticipated that uses incidental to the major use of such lands as community forest, including those of a "tourist" nature, for example, the siting or housing or display of logging equipment, trucks, skidders, steam engines, etc., shall be permitted within this designation.
4. Lands allocated for such uses fronting the major transportation routes through the Plan area may be subject to a non-removal of vegetation covenant for a distance not less than 30 metres generally from the major highway road allowance except in relation to necessary silviculture works and the Regional District will seek the cooperation of relevant Senior Government Agencies in achieving this goal. Such covenant areas may be reduced where circumstances merit.
5. Land allocated for such uses within the Official Community Plan area will be subject to a non-removal of vegetation covenant or agreement within 30 metres of the center of any significant creeks included in the designated area except in relation to necessary silviculture operations.
6. Where practical and legal to so do, the above policies shall be incorporated into and reflected within any Management Working Plan produced, for the Community Forest area.

7. Any use of land subject to the Forest Land Reserve Act and regulations, for other than Forestry related purposes will require the formal approval of the Ministry of Forests and the Forest Land Commission.

CIVIC, PUBLIC AND INSTITUTIONAL USES

Objectives

1. To establish land use policies which will assist the maintenance in the community of existing governmental, civic and institutional facilities.
2. To recognize the need for equity in respect of property tax exemptions relating to Public or Educational establishments in the community.
3. To recognize that, while general trends in population growth or structure do not seem to indicate or warrant the major expansion of facilities in this sector or the allocation of lands for such at this time, civic and/or institutional uses may be required to be located within the Plan Area in the mid to longer term.
4. To recognize and acknowledge that the upgrading or/and replacement of Bamfield Outpost Hospital is critical to the social and economic fabric of the community and must be actively lobbied for as a major priority.
5. To recognize and ensure that the long term longevity and continued operation of the Public Dock facilities in the community is critical to the social and economic health of the Community.

Policies

1. Lands are designated on the Plan Map for "Institutional" use in recognition of existing public and institutional uses.

In this regard, it is anticipated that:

- a) the new Bamfield School (Bamfield Community School) shall serve the needs of the community from both an educational and social amenity perspective into the mid-term.
 - b) there exists an overlap in other policy sections (e.g. Transportation, Infrastructure) which also relate to Civic/Public and Institutional Use Sectors.
2. As a matter of general policy future civic or institutional use will be permitted within the Plan Area in locations which are deemed, by the Regional District, appropriate and have little significant negative impacts on surrounding or neighbouring land uses and users, as demand and need so determines.
 3. Minor public utility buildings and structures may be located in any of the Plan Map designations.
 4. The Regional District shall encourage and support the continued operation of Government docking Facilities in Bamfield under the auspices of the Federal Ministry of Transport. Should senior government elect to dispose of these facilities, the Regional District will seek to ensure these facilities are/become locally administered, maintained and controlled through either the Regional District or under the Port Alberni Harbour Commission jurisdiction or, alternatively, through appropriate three "P" agreements.

5. The Regional District shall endeavor, with the cooperation of the Province and Federal Governments to seek fair and equitable solution and compensation for the present tax exemption status associated with Public and Private Utility, Institutional and Educational establishments in the community to enable such organizations to contribute fiscal dollars for community purposes/servicing.

RURAL RESOURCE USE AREAS

Objectives

1. To maintain those areas of Bamfield not planned for smaller lot settlement in the short/mid term in larger lot rural blocks and to control/restrict uses on such lands to those considered appropriate to the settlement fringes.
2. To provide for limited cottage development, in rural areas which abut the shoreline.

Policies

1. Land designated for "Rural Resource Use" are primarily intended for rural residential, resource and natural recreation uses. Minimum lot size shall be 16 hectares (40 acres).
2. Waterfront lands designated for "Rural Resource use" may be used for cottage development provided that such lands are developed to densities not exceeding those indicated in policy in the Residential section of this Plan.
3. Notwithstanding policies 1 and 2 above, where any lot or subdivision registered in the Land Title Office prior to April 1, 1999 has an area or density less than that specified in the Official Community Plan:
 - a) such lot or subdivision shall be permitted to remain at its existing density except in the case of major replot, when plan designations shall apply.
 - b) minor lot line adjustments to such lots or subdivision shall be permitted where, in the opinion of the Regional District and the Approving Officer, it would not be in the public interest to deny such amendment.

SECTION 3 - IMPLEMENTATION

1. The policies contained in this review will be implemented and facilitated through the adoption of development control processes regulating the use of land and the provision of works and services ancillary to development.
2. The Official Community Plan is a general long range statement of land use and development policies and may require revision as a result of unpredictable circumstances. To maintain the Plan as a current statement of policy it should be reviewed early in each second year and shall be thoroughly re-appraised at intervals of not more than 5 years.
3. The Official Community Plan does not commit the Regional District or any other person or body to undertake any of the projects it suggests but any project undertaken shall not be at variance with this Plan.
4. Development shall be regulated by means of a Zoning By-law. The Zoning By-law and Zoning Map shall not be amended unless a firm proposal for a development is received which does not conflict with the general policies and aims of this Plan. Amendments to the Zoning By-law or Zoning Map Amendments will be directed to achieve the land use policies designated by this Plan.
5. The Regional District shall seek to acquire areas of public park, where and when appropriate, through the subdivision approval process or alternatively exercise a "cash-in-lieu" option where deemed appropriate.
6. The Regional District will seek to foster achievement of the policies contained in this Plan by liaison with other government agencies or bodies having jurisdiction, seeking their cooperation and assistance in accomplishing long term aims. In this regard the Regional District of Alberni-Clayoquot will seek and initiate:
 - a) meetings with Ministry of Environment, Lands and Parks re Sugsaw Lake protection measures;
 - b) meetings with Provincial Archeology Branch with regard to archeological inventory and heritage inventories for the area;
 - c) meeting with Ministry of Environment, Lands and Parks respecting:
 - i) solid waste management options and remedy;
 - ii) Liquid Waste Management Plan initiative;
 - iii) Industrial lands allocation within NW 1/4 Section 17;
 - iv) Potential commercial use of lands in NW 1/4 Section 17;
 - v) Flood proofing/Tsunami issues/requirements;
 - d) meetings and agreements with the Ministry of Transportation and Highways respecting highway element upgrading and Boardwalk extension options; Public Parking issues and remedies and also a potential new parking by-law implementation;
 - e) meetings and agreement with Federal Ministry of Transport (and Port Alberni Harbour Commission) respecting ongoing administration and control of the existing government dock/marina and berthage and boat launch in the community;
 - f) meetings with the Assessment Authority and Provincial Agencies respecting contributions to local tax base by/from presently "exempt" organizations;
 - g) meetings with Ministry of Forests to initiate and continue to address/support the Community Forest/Woodlot initiative;

- h) meetings with both Archeology, Provincial Parks and Ministry of Transportation and Highways respecting designation delineation and protection of/for the Life Saving Trail;
 - i) meetings with Parks BC/Federal Parks respecting initiating a new facility on Bamfield Inlet and designation and protection of trails to Cape Beale Headlands.
 - j) meetings with Fisheries and Oceans, Canada respecting creating aquatic habitat protection by-laws, with the aim of entering into a Memorandum of Understanding on environmental issues.
7. The Regional District shall, in cooperation and agreement with the Canadian Red Cross and Ministry of Health, actively seek the timely upgrading or replacement of the present Outpost Hospital facility.
 8. The Regional District will investigate the possibility and means of initiating the designation of suitable areas/sites and trails within the Plan area under sections 1022 and 1026 of the Heritage Conservation Act.
 9. The Regional District will investigate and consider the implementation of a new parking by-law under Section 964 of the Municipal Act.
 10. The Alberni-Clayoquot Regional District recognizes and understands that MEM has jurisdiction over the mineral and energy resources in BC and that the OCP designations do not alter that jurisdiction.