



Section D: Plan Policies

1.0 THE NATURAL ENVIRONMENT

1.1 Environmental Protection

The City of Port Alberni is set against a majestic mountain backdrop which is punctuated by Mount Arrowsmith to the east. Verdant forest surrounds the City and extends natural fingers along creek corridors to the waters of Alberni Inlet. On its western boundary, the City is contained by the waters of the Alberni Inlet, Somass Estuary, and Somass River, which is home to a productive aquatic and terrestrial ecosystem.

Recognizing the tremendous value of this asset, the City endeavours to balance economic growth and community development with the protection of its natural attributes. This is reflected within the community by residents who have indicated that the natural setting and features is one of Port Alberni's major strengths. As such, protection and acquisition of additional green space/ natural areas is a priority.

Council Policy

1. Ravines, watercourses and riparian areas will be preserved in their natural state, and wherever possible, will be linked to other park spaces or natural areas to create a comprehensive network of green space. Trail opportunities within these areas may also be considered when not detrimental to the environment.
2. Where possible, the City will consider conserving or protecting areas having significant wildlife values, and/ or significant wildlife corridors in an effort to maintain habitat and access.
3. The City supports efforts by community groups and public agencies to promote public awareness concerning conservation of water and energy.
4. The use of alternative forms of energy which reduce or eliminate environmental pollution and/ or improve conservation and efficiency of consumption is encouraged.
5. The City will promote an environmental ethic concerning the value of reducing, reusing and recycling resources, and will encourage lifestyles and development that contribute to the enhancement of environmental quality. As part of this the City will endeavour to facilitate development of a more comprehensive recycling program.
6. The City recognizes the value of habitat restoration in the overall health of local ecosystems and supports efforts to undertake restoration projects.
7. The City will work with government agencies, environmental groups, and citizen groups in an effort to reduce harmful emissions and improve air quality.



8. The City will encourage the use of innovative development standards particularly in regard to storm water management.

1.2 Watercourses

Council Policy

1. The City will attempt to protect Fisheries Sensitive Zones in conjunction with the Federal and Provincial agencies by protecting natural vegetation within riparian areas, requiring an appropriate development setback from the “top of bank”.
2. The City may require development in or around watercourses (including watercourse crossings) to complete an environmental report as a part of any development approval process.
3. The City will work to manage the quality and quantity of stormwater runoff in order to help protect and/or enhance aquatic habitats.
4. Riparian setback areas will be preserved in a natural state except for public trails, benches, and interpretive signage where not detrimental to the habitat.
5. Redford Ponds and tributaries and similar environmentally sensitive areas comprise significant wildlife habitat and shall be subject to habitat protection policies as determined through detailed environmental analysis.

1.3 Marine Environment

Council Policy

1. Shoreline habitat and aquatic and terrestrial life is to be protected in the Somass Estuary by working toward to the guidelines contained in the Somass Estuary Plan.
2. Public access to the shoreline is to be provided wherever possible, and view corridors through to the Alberni Inlet are to be protected and preserved.

1.4 Hazardous Areas

Council Policy

1. The City will maintain and update as necessary the Tsunami Floodplain Management Strategy which shall address such issues as:
 - the Emergency Measures Plan;
 - a tsunami warning system;
 - potential evacuation routes;
 - flood control infrastructure;
 - development and land use regulations for the 6m contour areas identified within the tsunami hazard area on Map 2; and



- regulating the storage and security of petroleum products, chemicals or hazardous goods in those areas identified within the tsunami hazard area on Map 2.
- 2. To protect against the loss and to minimize property damage associated with flooding events the Council encourages agricultural, park and open space recreational uses of flood susceptible lands. Where floodable lands are required for development, the construction and siting of buildings and manufactured homes to be used for habitation, business or the storage of goods damageable by floodwaters shall be flood proofed to those standards specified by the City of Port Alberni Floodplain Bylaw.

2.0 PARKS AND OPEN SPACE

2.1 Parks

Port Alberni benefits from a well developed system of parks and open space. These amenities include both programmed and non-programmed park space and natural open space areas. Together, this system of green space provides exceptional recreational opportunities for residents and is deemed to be one of the major community assets.

Council Policy

1. Parks and Open Space (POS) areas are designated on Schedule “A” (Land Use Map).
2. The City shall attempt to evenly distribute the various scales of park space throughout the community in order to provide equivalent levels of service and access to each of the principal residential areas in the community. Parks will be located in prominent locations, designed to act as focal areas for the neighbourhoods they serve, and be connected through the pedestrian / bicycle network to other areas in the community.
3. Public land identified for future park or recreation facilities shall be reserved for such purposes and shall be protected from incompatible adjacent land uses that are visually intrusive, noisy, and/ or impede access.
4. New and upgraded parks shall be designed and planned in consultation with the community.
5. The City shall continue to use the 5% parkland dedication requirement or cash equivalent through the subdivision approval process in order to acquire land for parks and open space.
6. In order to improve overall community connectivity, the City will encourage undevelopable land to be dedicated to the City where possible. However, such dedication will not replace the parkland dedication requirement.
7. The City will maintain the following minimum parks standard:
 - 2.0 ha / 1000 residents for community parks
 - 1.0 ha / 1000 residents for neighbourhood parks.
8. Park and public space design shall provide a safe environment and include barrier-free opportunities for people with disabilities and/or mobility issues.
9. The City will continue to maintain City owned parks and associated facilities that are located outside of City boundaries.



3.0 COMMUNITY

3.1 Public Administration/Institutional

Council Policy

1. Public Administration and Institutional uses will be permitted in areas designated Institutional (INS) on Schedule “A” (Land Use Map). These uses will include: schools, recreation facilities, government buildings, hospital, assembly facilities, and public care facilities.
2. The City shall continue supporting police and fire protection services in order to ensure a safe and liveable community.
3. The City supports a partnership between the police and community to address issues that affect safety in the community.
4. The City shall monitor land use patterns to determine the need for fire halls in order to ensure that an adequate level of service is provided.
5. The City supports fire fighting agreements with other jurisdictions within the Alberni Valley.

3.2 Recreation & Community Facilities

The City of Port Alberni offers a well developed system of recreation and community facilities including Echo Center and the Multiplex. Echo Center has been operating since 1967 and houses a public swimming pool, library, museum, and Parks and Recreation offices.

Council Policy

1. The Echo Center area shall be maintained as the principal community recreational facility for the City.
2. Lands to the north of Echo Center shall be reserved to accommodate future expansion of the facility.
3. The City will assist the Vancouver Island Regional Library to ensure that an appropriate level of library services are provided in the community in relation to existing and projected community need.
4. The City will promote sport tourism events utilizing established recreation infrastructure in order to generate economic benefits for the community.

3.3 Schools

Port Alberni has a number of schools located throughout the community. These include six elementary schools, two middle schools, and one secondary school as listed below.



Table 4 – Community Schools

Elementary Schools Grades K-6	Middle Schools Grades 7-9	Secondary School Grades 10-12	Post Secondary
Gill Elementary School	Eric J. Dunn Middle School	Alberni District Secondary School (ADSS)	North Island College
Alberni Elementary School	A.W. Neill Middle School		
John Howitt Elementary School			
Wood Elementary School			
8 th Avenue Elementary School			
Maquinna Elementary School			

Council Policy

1. A joint-use agreement for the shared use of recreational lands and School buildings is supported.
2. New residential development or redevelopment that substantially increases the net residential density shall be referred to the School District to ensure that there is an appropriate opportunity for school site planning.
3. North Island College is an integral educational/ training facility in Port Alberni and as such will continue to receive support from the City.
4. The City will support efforts that contribute to initiatives and development of job training and research in Port Alberni.



3.4 Health Care

Council Policy

1. The City will work closely with the appropriate health care providers for the purposes of improving the provision of health care services to meet the current and future needs of residents.
2. Support services, businesses and industries that cater to the needs of seniors and enhance quality of life will be encouraged and promoted.

3.5 Arts & Culture

Council Policy

1. Festivals and events that celebrate or promote arts and culture in the community are supported.
2. Initiatives by organizations, such as the Community Arts Council of the Alberni Valley, to promote and advance the arts and culture within the City are supported.
3. The City will consider creating or promoting a seasonal cultural district in a strategic tourist oriented location that would bring together local artists/ artisans in a single location for the benefit of the community and the travelling public. The identification and designation of such a district is to be determined upon further study and consultation.

3.6 Heritage

The Alberni Heritage Network has played a significant role in the preservation and enhancement of historical resources as well as promotion of heritage tourism. Their involvement has included a number of projects including the McLean Mill National Historic Site, the Alberni Pacific Railway, the Maritime Discovery Centre, and the Alberni Valley Museum.

The City has a number of buildings that could have heritage significance but also has limited resources for undertaking significant heritage conservation projects. Therefore, the City will rely on legislative provisions to encourage owners of buildings with heritage or architectural significance to designate them for preservation.

Council Policy

1. The adaptive reuse and rehabilitation of older buildings is encouraged as a method of retaining a legacy of buildings with heritage significance.
2. New developments shall identify impacts and mitigation strategies in order to protect viewscales or view corridors, and natural open space or vegetation that has heritage significance.
3. Where buildings of heritage, historical or architectural significance are on land slated for redevelopment, the City will encourage preservation of the building façade or incorporation of a design program that reflects the historic vernacular and scale.



4. The development of a Heritage Management Plan is supported. The Plan can be developed through community consultation and is intended to establish a heritage vision, a resource inventory and associated management goals, assessment of possible financial tools and legal parameters concerning implementation.
5. The City supports the Alberni Valley Museum as a central repository for historically significant artefacts.
6. The City has adopted a Community Heritage Register to identify and consider local heritage resources in the land use planning process.

3.7 Agriculture

Urban agriculture is central in efforts toward achieving a more sustainable food source and assist in the creation of a secure food supply for residents of the City. A benefit of this form of small scale food production is that it can be undertaken at various scales from residential gardens to allotment gardens, and provides the benefit of being available to a wide range of ages and mobility levels.

The amount of land located within the Agricultural Land Reserve (ALR) in Port Alberni is limited to a single property that forms part of a contiguous Highway Commercial (HOC) land use area on the east side of the City, and an area on the west side located within the Somass Estuary.

Council Policy

1. Market gardens are encouraged as a suitable land use in low-lying areas that are subject to tsunami inundation and designated "UAG" on Schedule "A" (Land Use Map).
2. Urban agriculture is encouraged as a method to assist in the provision of daily food items.
3. The City supports the production, processing, distribution and sale of locally grown products.
4. Public education efforts concerning the value of urban agriculture, composting and water conservation are supported.
5. The City will work with the Agricultural Land Commission in an effort to identify opportunities to enhance and/or promote agriculture in the community.
6. The City will continue to support the Port Alberni's Farmer's Market and will consider options to expand this economic opportunity.

3.8 Regional Context

Council Policy

1. The City is committed to coordinate efforts with the Alberni Clayoquot Regional District to ensure that growth adjacent to City boundaries occurs in a planned and sustainable manner.
2. The City shall strengthen its position as the regional center in the Alberni Valley for commercial, governmental, institutional, recreational and other higher order services.

3. The City may consider requests for boundary extension on a case by case basis. Where boundary extension is considered by the City, the land owner will be required to assume all associated servicing costs, and the City will also review on-going maintenance implications.

4.0 RESIDENTIAL

Based on current statistics, there is sufficient capacity to accommodate detached single-family residential for 20 years based on a projected 1.5% annual growth rate. This translates into a population increase of over 7,000 residents (from 17,743 in 2001 to over 25,000 by 2024). Residential capacity could be substantially increased well beyond the 20 year horizon through the provision of a range of higher density housing forms. These can include multi-apartments, stacked townhouses, row housing, high-density detached single-family residential and secondary suites. A wider choice of housing options translates into greater access to housing and a more liveable community for a greater range of age groups. This is a fundamental objective in creating complete and inclusive communities.

Single Family Housing

Approximately 75% of the City's housing stock is in the form of single-detached residences (15% higher than the provincial average). This figure has been essentially static for the past 20 years. Most of the single-detached housing stock exists in older, established single-family neighbourhoods such as the Southport area. In a number of locations, the housing stock is older with a distinctive architectural character. It corresponds to a vernacular that represents a past era in the City's history and now lends a distinctive look and feel to the community. There are two principal locations in the City that are experiencing new single-family residential development. These are Redford Heights and Westport Place. Within these areas, there is still some capacity for further residential growth (see Map 1).

Multi-Family Housing

A wide range of housing choice should be provided in the community in order to respond to diverse housing requirements or choices. This is a major element in the creation of complete and liveable communities as it enables people that have special housing requirements to stay within the community rather than having to relocate. Multi-family housing can be provided in a number of forms including duplexes, ground oriented multi-storey residential buildings (with or without commercial space at grade), and apartment buildings. There are a number of multi-family developments in various locations throughout the City.



Typically, this form of housing is within or adjacent to established single-family residential neighbourhoods. They are also typically situated near strategic amenity or service locations such as commercial nodes, parks, schools, community facilities, or in relation to significant transportation corridors. The objective is to facilitate compact urban form which reduces vehicle trips, increases the likelihood of social interaction, increases the economic viability of commercial nodes, and leads to a more sustainable lifestyle.

Affordable Housing

The provision of affordable housing is central to the liveability of a community. A number of measures can be used to quantify the threshold for affordability. One such measure used by Canada Mortgage and Housing Corporation is that the cost of adequate shelter should not exceed 30% of household income. A range of affordable housing options should be provided to accommodate a wide range of lifestyles and economic profiles such as young families, seniors, singles, those on a fixed income or are low-income households. Such housing can consist of a range of forms including multi-family, high density detached single-family residential, or secondary suites within or associated with single-family dwellings in single-family neighbourhoods. The Plan does not support concentration of specialty housing such as specialty senior's housing in a single location. Rather, it promotes integration of such housing throughout the community in order to provide greater housing diversity.

Future Residential

The Future Residential (FUR) designation applies to undeveloped lands reserved to accommodate residential growth over the next 20 years based on a projected 1.5% growth rate. Of the land designated FUR, approximately 65 hectares is serviced and available for development. A further 176 hectares is available for residential development but is not currently fully serviced. On lands within this designation, there is sufficient capacity to accommodate approximately 3,200 detached single-family residences.



4.1 General Provisions

Council Policy

1. With the projected increase in the senior's population, the provision of appropriate housing choice and range of care options shall be supported.
2. The provision of a wide-range of housing choice for the benefit of all demographic and socio-economic segments is encouraged.
3. The City supports efforts to provide integrated special needs, affordable, and rental housing within the community.
4. The City will encourage greater residential density in locations near commercial nodes and near transit routes.
5. The City will support increased residential density along Johnston Road on lands designated Residential (RES) on Schedule "A" (Land Use Map), in support of nearby commercial land use.

4.2 Residential (RES)

Council Policy

1. Residential land uses will be permitted in areas designated Residential (RES) on Schedule "A" (Land Use Map).
2. The Residential (RES) designation permits the following:
 - detached single-family dwellings;
 - two family dwellings;
 - places of worship and associated uses;
 - home-based business;
 - bed & breakfasts;
 - daycare facilities.
3. Development of secondary suites is encouraged within those areas zoned to permit one family dwellings in order to provide for a wider range of housing choice. These can be contained within the primary residential building or in the form of "granny flat" in an ancillary outbuilding subject to zoning regulations.
4. The City supports the development of residential infill provided that the scale and character are suitably integrated into the adjacent neighbourhood.



4.3 Multi-Family Residential (MFR)

Council Policy

1. Multi-Family Residential (MFR) land uses will be permitted in areas so designated on Schedule "A" (Land Use Map).
2. The Multi-Family Residential (MFR) designation permits the following:
 - detached single family dwellings (as a strata);
 - two family dwellings;
 - multi-family dwellings;
 - mobile home developments;
 - senior's care facilities (except congregate care which should be located within the Institutional designation);
 - places of worship;
 - daycare facilities.
3. Land designated Multi-Family Residential (MFR) on Schedule "A" (Land Use Map) shall be designated as a Development Permit Area to control the form and character of development in order to ensure an appropriate fit with the adjacent neighbourhood.
4. When considering redesignation of areas to Multi-Family Residential (MFR), the City shall consider the following criteria:
 - Should be within walking distance (approximately 800 metres) of commercial, recreational, public/institutional nodes, or community scale parks;
 - Should be located on or in proximity to major collectors or arterial roads in order reduce traffic impacts on local roads;
 - An adequate transition between lower density housing, and compatibility with adjacent land uses must be provided; and
5. All Multi-Family Residential (MFR) shall require full connection to City utility services.

4.4 Future Residential (FUR)

Council Policy

1. Future Residential (FUR) land uses will be limited to areas so designated on Schedule "A" (Land Use Map).
2. In those areas designated in the Official Community Plan as "Future Residential", a detailed neighbourhood plan is required in order to address the specifics of the proposed land use. The neighbourhood plan must be approved prior to an OCP designation change by Council.
3. Future Residential may accommodate a range of residential densities and can include provision for neighbourhood commercial uses, parks, schools, and other land uses that are intended to provide support services for the neighbourhood.

5.0 COMMERCIAL

The City of Port Alberni has four major commercial areas each having a different function and character. This is a reflection of the town amalgamation in 1967. These areas include Northport, Southport, Redford Area, and Johnston Road East.

Southport - This is the original downtown of the former Port Alberni. It is characterized by hillside topography; spectacular views of the Alberni Inlet framed by mountains beyond, and is the focus of governmental and financial services, traditional street-oriented commercial retail units, and Harbour Quay. It functions both as a neighbourhood and community commercial node.

Northport - This is the location of the downtown of the former Alberni townsite. It is characterized by relatively flat topography, and predominantly small-scale commercial retail units split between street-oriented and automobile-oriented buildings, and is contained by Victoria Quay on the west side. It functions predominantly at the neighbourhood level and community levels. However, as Johnston Road (Highway 4) is the only transportation linkage to the west coast, it captures trade from the traveling public.

Redford Area - This area is characterized by relatively flat topography, and a mix of small and large scale commercial retail units that are predominantly oriented to the automobile. It is surrounded by residential land uses and as such functions primarily as a neighbourhood node.

Johnston Road East - This area consists of relatively flat topography and a concentration of large format, automobile-oriented commercial uses with expansive street-oriented parking lots. Based on the retail format, Johnston Road functions as both a community and regional service node. For the purposes of this document, comprehensive regional serving commercial development can be categorized as typically including one or more anchor tenants along with clusters of other larger size retail units. In the case of stand alone retail developments, those situated on individual parcels, the amount of floor space is typically not less than about 1860m². The intent of this designation is to not facilitate inclusion of smaller, more specialized and pedestrian-oriented retail and service facilities that are preferred within other city commercial areas.

Residents have indicated an appreciation of the small-scale commercial character in Port Alberni and the positive shopping experience it provides. It has also been indicated that the community would benefit from increased retail variety and more consolidated shopping areas. As such, it will be

important to ensure that future commercial development is limited to the established commercial nodes. This will translate into more compact and vibrant shopping areas and improved urban fabric. It will serve to improve the local shopping experience, enhance the sense of place, quality of life for residents and attract visitors to the community.

There are three commercial land use classifications that reflect specific characteristics and/ or requirements. These include *General Commercial*, *Neighbourhood Commercial*, and *Highway Commercial* as shown in the following table.

Table 5 – Commercial Land Use Classifications

Designation	Description
General Commercial (GCO)	Permits a broad range of commercial use including retail, office, financial, institutional, service, entertainment, food & beverage, accommodation, and residential. Can function at a neighbourhood, community, and in a limited capacity, regional scale.
Neighbourhood Commercial (NCO)	Permits small scale, pedestrian oriented retail use to serve the daily needs of the adjacent residential neighbourhood.
Highway Commercial (HCO)	Permits a broad range of automobile oriented, large format retail and/ or service uses. Functions at a community and regional scale.

5.1 General Commercial

Council Policy

1. Lands designated as General Commercial (GCO) on Schedule “A” (Land Use Map) are to be used for a broad range of pedestrian-scale uses including retail, office, financial, institutional, service, entertainment, food and beverage, and accommodation. Residential is permitted where it is located above ground floor commercial, unless stated otherwise.
2. Lands designated as General Commercial (GCO) on Schedule “A” (Land Use Map) are designated as Development Permit Areas (DPA) and all new development or substantial building renovation therein shall be subject to the guidelines contained in Section “E”: Implementation.
3. The City will encourage the concentration of commercial development in established commercial nodes. It should complement the character of adjacent land uses and achieve an appropriate human scale in order to create compact and vibrant shopping nodes. Where current residential parcels in GCO designated areas along Johnston Road are proposed for commercial zoning, Council will consider such zoning with attention to overall comprehensive development. Council will discourage the potential to leave one residential parcel ‘locked in’ between commercially zoned properties. As a rule, no commercial zoning will be considered where 2 or less contiguous parcels are left as residential, unless it is clearly demonstrated that such parcels can be readily converted to a suitable commercial development.



4. Large format retail is permitted within this designation however, it must respond to the principles of compact, vibrant and pedestrian-friendly urban form. This is to be achieved by respecting existing block patterns, preserving the rhythm of small-scale, pedestrian oriented commercial retail units along the street frontage, and containing the majority of off-street parking within the building envelope.
5. For all other forms of commercial where off-street parking is required it should be provided at the rear of the building in order to avoid disruption of the street wall by parking lots or driveways.
6. Infill and redevelopment of underutilized commercial lands will be a priority for the City in order to achieve compact urban form, and to mitigate against excessively dispersed development.
7. Buildings should be oriented to the street and located at the property line or be setback minimally in order to accommodate a specific programming requirement such as outdoor seating.
8. The City shall encourage the creation of strong linkages between the Northport and Southport commercial nodes and the waterfront to enhance the City's identity, sense of place, aesthetic beauty, and reinforce its function as a port city. This can be achieved through streetscape enhancement that visually connects both locations, and the provision of bicycle lanes and an enhanced sidewalk standard to increase the psychological connection.

5.2 Southport (Within the General Commercial (GCO) Designation)

Council Policy

1. The City supports efforts to enhance the quality and sense of place associated with Southport. This should be done strategically, building on existing opportunities and logical connections. A priority would be linking Harbour Quay with other significant areas in Southport along strategic corridors such as Argyle Street. This can be achieved through the use of such enhancements as:
 - street furniture;
 - decorative landscape treatment;
 - sidewalk enhancements;
 - building façade enhancement;
 - public events such as street festivals; and
 - decorative signage such as utility box way finding maps, banners, etc.
2. The role of Southport as a primary shopping, tourist, cultural, residential and social node with a distinctive sense of place is supported and is to be achieved through a coordinated and sensitively developed program of streetscape enhancements and public space improvements (particularly in association with the waterfront). This may form an integral part of a comprehensive urban design plan.
3. Significant view corridors in this area contribute to the overall experience and distinctiveness of place and shall be preserved. These view corridors are typically located along east-west roads in the Southport area.



4. Together with the restored E & N railway station at the entrance of the Harbour Quay, this area of the community has evolved as a major focal point. Adjacent development that capitalizes on this location by building on the distinctive character of this enclave is encouraged. This can include mixed used developments or niche development such as destination hotels.
5. Maintain and enhance where possible through City acquisition or through redevelopment, public access to the waterfront. This includes public spaces and a waterfront walkway from Harbour Quay along Harbour Road.
6. Link the Harbour Quay area with other significant areas in Southport along strategic corridors such as Argyle Street.
7. Densification of Southport with residential above ground floor commercial is supported in an effort to provide different forms of housing, increase vibrancy in the area, and enhance the area as a people place. However, residential buildings which exclude a commercial component will be encouraged to locate on streets other than the main shopping streets of Argyle Street and Third Avenue. Other than in the Southport General Commercial (GCO) district, developments that are limited only to multi-family residential use are not permitted within the General Commercial (GCO) designation.
8. The City supports the continued use of the harbour as a “working harbour” but will seek to achieve a balance between commercial/ industrial and public uses.
9. The City supports the use of the waterfront area for day moorage and land-based marine fuelling facilities for residents and visitors.

5.3 Neighbourhood Commercial

Council Policy

1. Lands designated as Neighbourhood Commercial (NCO) on Schedule “A” (Land Use Map) are to be used for neighbourhood scale, pedestrian-oriented retail uses. Residential use on a second storey is encouraged.
2. Lands identified as Neighbourhood Commercial (NCO) are designated as Development Permit Areas (DPA) and all new development or substantial building renovation therein shall be subject to the guidelines contained in Section “E”: Implementation.
3. New residential subdivisions may accommodate neighbourhood scale commercial development to serve daily convenience needs of the immediate neighbourhood. This will require redesignation in order that the commercial use is reflected in the Official Community Plan.
4. Neighbourhood Commercial (NCO) use is to be limited to prominent locations such as major neighbourhood intersections in order to maximize visibility, accommodate vehicle traffic, and provide a neighbourhood focal point.
5. Buildings should be located at or in proximity to the property line in order to accentuate their location.

5.4 Highway Commercial - Johnston Road East

Council Policy

1. Lands designated as Highway Commercial (HCO) on Schedule "A" (Land Use Map) are to be used for a range of large format retail and service uses. This designation is intended to accommodate a form of comprehensive development that is characterized by auto-oriented retail uses that typically include anchor tenants along with a mix of complementary retail and service units.
2. Stand alone retail or service developments on an individual legal parcel (with the exception of food and beverage outlets) having a gross floor area of less than 1860m² (20,000 ft²) are not permitted in this designation.
3. Lands designated as Highway Commercial (HCO) are designated as Development Permit Areas (DPA) and all new development or substantial building renovation therein shall be subject to the guidelines contained in Section "E": Implementation.
4. The City will consider pursuing exclusion of the remaining ALR property in this location of the City for Highway Commercial (HCO) purposes.

6.0 INDUSTRIAL

6.1 General Provisions

Industry is the major economic generator in the City. Most of the industry is located in the waterfront area and involves primary resource industries. There are a number of factors that will influence growth of the industrial sector in the City. Opportunities that serve to promote growth include: lower land costs; housing affordability; and lifestyle. Constraints to growth of the industrial sector include: relative location; access and transportation issues; availability of developable industrial land in adjacent communities; and availability of industrial land within the City. It is important to note that lands owned by the Port Authority are subject to Federal jurisdiction and as such, the City has no authority over land use.

Council Policy

1. Lands designated as Industrial (IND) on Schedule "A" (Land Use Map) shall accommodate industrial uses primarily comprised of wholesaling, ware housing, manufacturing and processing, storage facilities, service and repair operations, and salvage operations.
2. The City shall place a strong emphasis on the balance between development and expansion of the harbour and port facilities and increased access to the waterfront for the general public. Future waterfront projects are to be reviewed in relation to this objective, with every effort made to provide public access that does not compromise reasonable port/ business operations.
3. The Port Alberni Shoreline Master Plan may be referenced for the purposes of guiding enhancement and development of waterfront lands.
4. New light and medium industry shall be encouraged to locate in the Port Alberni Industrial Park.
5. The location of new heavy industry shall be considered on a site specific basis and will be subject to a mitigation study to ensure that no negative land use issues result.
6. The City shall monitor the supply of industrial land to ensure that sufficient lands are available for future development.
7. Future industrial areas should be located with consideration of the existing and intended uses adjacent and the associated impacts so as to ensure they are context sensitive and harmonize with adjacent land uses. Screening and buffering regulations will be established to mitigate land use impacts.
8. Retail and office uses as a primary activity are not permitted in areas designated for industrial use in order to preserve the industrial land base.
9. In order to accommodate substantial demand for heavy industrial land, the City may consider incorporating suitable adjacent lands into the City. All new industry shall connect to full City services.



10. Due to an identified competitive disadvantage for local forest manufacturing industries, Council's objective for designating the heavy and medium industry revitalization area is to foster the revitalization of the City's industrial waterfront by promoting reinvestment in existing industrial operations and promoting development of new industry on currently vacant lands.

A revitalization tax exemption is hereby designated pursuant to section 226 (2) of the Community Charter. This area is as shown on a map as "heavy and medium industry revitalization area" which is attached as Map 7 and forms part of this bylaw.

6.1 Sand & Gravel Deposits

Council Policy

1. No sand or gravel extraction occurs within the City and is not foreseen to occur in the future. Should such activity take place, the City shall attempt to ensure that it occurs in manner that is compatible with adjacent land uses.



7.0 GENERAL ECONOMIC DEVELOPMENT

7.1 General Provisions

Economic development is a major focus for the City as it attempts to promote the diversification of the local economy and increase the availability of local employment. This has become more of a priority in response to a changing resource sector upon which the community has been traditionally reliant. The significance of this issue is also reflected in comments by residents who indicate the need to increase the vitality of the local economy in order to provide more local jobs but also to increase the range of goods and services available locally. This is a central principle underlying the creation of complete communities.

Council Policy

1. The City shall encourage the development and enhancement of locally based tourism opportunities particularly in such areas as sport-tourism, eco-tourism and heritage tourism.
2. The City shall continue to encourage the development of tourism opportunities as a major focus for economic development in the community, and will support enhancement of tourism infrastructure.
3. The City supports the natural resource industries and associated businesses and will review bylaws, policies, and procedures in order to ensure a supportive land use and regulatory system.
4. Efforts by the Chamber of Commerce and Community Futures Development Corporation to promote and assist in local economic development will continue to be supported by the City.
5. The downtown cores of Southport and Northport are intended as the primary commercial cores of the City. As such they should benefit from the widest range of permitted uses within the City including high density residential so as to bring vitality, aesthetic quality and liveability to these nodal locations.
6. The City shall strengthen its status as the regional center for the Alberni Valley particularly in the provision of services pertaining to institutional, commercial, and recreational requirements.
7. The City will explore opportunities to collaborate with the Tseshaht First Nation and Hupacasath First Nation in economic development initiatives.
8. The City attracts a significant number of recreational vehicles. As such, the City will endeavour to improve recreational vehicle facilities including access to the tourist information centre.

7.2 Home-Based Business

The percentage of the local workforce that works out of the home has doubled since the 1991 Census period. As of the 2001 Census, home-based business accounts for approximately 7% of the workforce and represents an important economic sector within the community.

Council Policy

1. Home-based businesses and Bed & Breakfasts are supported where they do not detract from the residential character of the neighbourhood. Home-base businesses will be regulated through the City's zoning bylaw.

8.0 TRANSPORTATION

8.1 Roads

The road classification system is illustrated on Map 8. The current road network consists of approximately 128km of roadways and five vehicular traffic bridges (in addition to three pedestrian traffic bridges). It is designed to meet all levels of service conveying traffic within Port Alberni and interregionally. The existing road network has adequate capacity to manage existing traffic demand as well as projected population growth. However, there are key issues that should be addressed in order to improve access and manage industrial truck traffic. This specifically relates to construction of a designated truck route and improved north-south connectivity.

Council Policy

1. The following road classifications are recognized:

Provincial Highway

Provincial Highways are designed to provide efficient inter-regional transportation. This road classification is characterized by restricted access, limited on-street parking, and use of controlled intersections.

Arterial Roads

Arterial streets are designed to accommodate high traffic volumes connecting major community nodes within Port Alberni, and feed into the inter-regional road network. As efficient traffic mobility is a priority, access is limited and on-street parking is discouraged. Lane widths are typically wide enough to accommodate a shared or dedicated cycling lane. Road right-of-way will be reserved in order to provide the appropriate standard or to meet projected demand.



Collector Roads

Collector streets are designed to feed local traffic to higher order roads. They are characterized by moderate travel speeds, reduced access to individual properties and where road rights-of-way are sufficient; on-street parking is permitted. Lane widths are typically wide enough to accommodate a shared or dedicated cycling lane. Road right-of-way will be reserved in order to provide the appropriate standard or to meet projected demand.

Local Roads

Local roads are designed to provide access to individual properties and carry traffic to the higher order streets. They are characterized by slower traffic speeds, narrower road rights-of-way, regularly spaced signed intersections, and on-street parking. Road right-of-way will be reserved in order to provide the appropriate standard or to meet projected demand.

2. The City will encourage development of an integrated and multi-modal transportation system for the benefit of the community, economy, and environment.
3. The City will encourage decisions concerning road infrastructure improvements to reflect the accommodation of alternative modes of transportation such as cycling, walking, and transit at a high standard of comfort and safety.
4. North-south linkages are not well developed in the City due to topographic influences. Improved vehicular and pedestrian linkages are supported on the basis of more detailed transportation and environmental studies. Based on previous technical analysis, preference shall be given to the development of an east-side bypass as a major north-south road. Appropriate right-of-way will be acquired accordingly. Community need, based on such issues as traffic volumes, emergency access and/or development pressure will influence the construction timeframe.
5. The City will encourage the enhancement and use of a multi-modal transportation system that includes cycling, walking, car-pooling, and transit in an effort to conserve energy and minimize air and noise pollution.
6. The City will consider the designation of a dedicated truck route in order to reduce the impacts of truck traffic over the wider community.
7. The City will seek the cooperation of the Ministry of Transportation in reviewing potential highway improvement options, particularly the impacts on land use and abutting parcels of any potential median strips/barriers as a means of improving road safety.
8. The City will consider undertaking a long term Corridor Management Plan for Provincial Highway #4 (Johnston Road) with the Ministry of Transportation.

8.2 Bicycle & Pedestrian Corridors

The provision of alternate forms of transportation is central to the creation of liveable and complete communities. It offers mobility options and greater community access for those residents that cannot or choose not to travel by automobile. Furthermore, according to 2001 Census Canada information, nearly 11% of the workforce utilizes an alternative form of transportation to the automobile to get to work. Consequently, the integration of a comprehensive bicycle and pedestrian



network into the overall transportation grid is essential. Residents indicate that the trail system is one of the major strengths of Port Alberni, but better overall connectivity through the development of more trails and walkways is necessary.

8.2.1 General

Council Policy

1. The City supports the development of a comprehensive system of pedestrian and bicycle corridors that serve to link neighbourhoods, community services and amenities.
2. Bicycle corridors shall be developed as follows:
 - on-road routes through dedicated bicycle lanes or shared automobile/ bicycle lanes as appropriate; and
 - off-road routes utilizing the primary trail network.
3. Pedestrian corridors shall include:
 - sidewalks;
 - Pathways; and
 - Trails.
4. The provision of end of trip facilities such as appropriately designed, located, and situated bicycle racks for cyclists is encouraged.
5. New developments shall provide connectivity to the existing network of bicycle and pedestrian corridors when physically possible.

8.2.2 Trails

Council Policy

1. The development of a Trail Network Master Plan is supported. The Plan should provide for a comprehensive system of urban and natural trail opportunities, identify links to all areas of the community, identify the range of accessibility levels, consider varying categories of surfacing material and maintenance levels, and should address potential trail maintenance partnerships.
2. The City shall continue to develop its comprehensive network of integrated trails which provide varying levels of access to people of all ages and mobility levels. This will include:
 - sidewalks;
 - footpaths;
 - hiking trails; and
 - hard-surface multiple-use trails.



3. The City trail network shall connect to regional trails adjacent to City boundaries where possible in order to expand existing trail infrastructure and improve area access.
4. As a method of improving waterfront access, the City will explore the feasibility of constructing a waterfront walkway in the Clutesi Haven Marina/ Victoria Quay area, and Harbour Quay area along Harbour Road.

Walkway development is supported along River Road and Lugin Creek extending between Kitsuksis Creek along Lugin Creek to Paperdam Mill.

5. The City will explore opportunities to develop a portion of the E & N Railway corridor as a major greenway linkage between Northport and Southport in an effort to improve connectivity and mobility options.

8.3 Sidewalks

Council Policy

1. The City will promote the establishment of pedestrian routes that link local destinations, and will promote a continuous separated pedestrian system in higher density areas.
2. The quality of pedestrian areas directly affects the overall image of a place, the quality of experience and the propensity for people to walk rather than drive. Recognizing this, efforts will be directed to such measures as:
 - reducing travel lane widths;
 - reducing street crossing distances;
 - enhanced separated sidewalks;
 - provision of pedestrian scale lighting;
 - soft and hard landscaping accents; and
 - street furniture.
 - This can be achieved where possible through capital improvement projects, capital works projects or new development or substantial renovation to existing buildings.

8.4 Transit

Council Policy

1. The City in conjunction with BC Transit will ensure the provision of efficient transit service in order to connect all areas of the community.
2. The location of bus stops should be coordinated with sidewalk design for reasons of pedestrian safety and universal accessibility.
3. The City will promote and encourage efforts to provide regional transit connections to Sproat Lake and Cherry Creek.



9.0 SERVICING

9.1 Water Distribution

9.1.1 Capacity

All parts of the City are currently serviced with water which is delivered by a 150km network of watermains. The main water supply is China Creek/Bainbridge Lake with a capacity of 33,000 cubic metres per day. This source provides very high quality water and as such a minimal amount of water treatment is required (currently limited to chlorination and screening). Current peak day demand is approx. 26,000 cubic metres per day, which means the current supply has about a 25% residual capacity. Based on an annual growth rate of +1.5%, full capacity will be reached at a population of approximately 22,500 or by the year 2016. At this point, a new source will be required to accommodate future growth. However, this timeline could be affected should the current 20% reduction in water consumption, attributed to water metering, be sustained over the long term.

9.1.2 Supply

A new regional water supply from Great Central Lake is a preferred long term solution to servicing additional water needs for the Alberni Valley area. This project is not expected to occur within the next 15 years or more. The Somass River is an existing source which is only used as a back-up system due to water quality issues. The Ministry of Health may encourage the City to install filtration as a result of new Provincial regulations concerning drinking water.

Council Policy

1. Water extension to areas outside of City boundaries shall not be permitted except for extraordinary circumstances. Expansion of City boundaries will be considered in cases where such expansion is required.
2. The City may assess the feasibility of installing a filtration system for drinking water supply.
3. Great Central Lake is identified as the preferred long term source for servicing water requirements.
4. Utilities will be permitted within all land use designations.



9.2 Sanitary Sewer

Approximately 95% of the City is serviced by the sanitary sewer system. Currently, this includes approximately 155km of sanitary and combined sewers. Waste water management is provided by combined sanitary and storm sewers and separated sanitary sewers, four pump stations, and three forcemains all discharging into an aerated sewage treatment lagoon.

The *Stage 2 Liquid Waste Management Plan (LWMP)* identifies the need to replace combined sewers. The combined sewers allow stormwater and sewage to mix together in the same pipe, which during heavy rain events causes surcharge or overflows directly to the Alberni Inlet. Approximately 50% of the sewers are combined sewers and full separation of this system is expected to take approximately 40 years. The City has received a Canada/British Columbia infrastructure grant to abate sewage overflows into the Alberni Inlet. These funds are targeted towards fixing an existing situation, rather than building capacity for growth. The City has had a long term program of slowly replacing the combined sewers during road construction projects or sewer replacement projects.

The existing trunk sewer network is limited in its capacity to accept significant inflows from service area expansions. New growth particularly outside of infill growth opportunities may require localized lift stations which is a normal development requirement. Arrowsmith Heights is currently on septic systems and there are no short term plans to install a municipal system. Development of this area at an urban density would require sewer trunk construction as there are no sewers in the area.

Council Policy

1. Sanitary extension to areas outside of City boundaries shall not be permitted except for extraordinary circumstances. Expansion of City boundaries will be considered in cases where such expansion is required.
2. The City shall continue efforts to replace the combined sewers with a separated system to reduce the impact of overflow into the Alberni Inlet.
3. Development of the Arrowsmith Heights area at an urban density will require construction of a sewer trunk as a precondition of development.
4. Utilities will be permitted within all land use designations.
5. The City shall complete the LWMP and work towards implementation of the upgrades recommended therein.

9.3 Storm Water Drainage

There are approximately 92km of storm sewers that convey storm water within the City. Furthermore, there are numerous major ravines and creeks which have been protected within the City and these serve as a way to discharge storm water to the Alberni Inlet. These ravines are capable of handling storm flows and there are few issues with respect to erosion.



9.4 Solid Waste Management

Currently, City crews collect an annual total of approximately 6700 tonnes of residential and commercial garbage. Solid waste is currently accommodated in the Alberni Valley landfill. The capacity has been identified as being in the range of 90 years.

Council Policy

1. In order to reduce the amount of solid waste dumped at the landfill, efforts to compost, recycle and reuse solid waste shall be encouraged.
2. The City may support or participate in efforts that directly benefit municipal waste management objectives or reduce environmental hazards.
3. Overall environmental management and recycling efforts shall be coordinated with the Regional District and generally be in compliance with the Regional Solid Waste Management Plan.