TOWN OF PORT MCNEILL
OFFICIAL COMMUNITY PLAN BYLAW NO. 704, 2021

WHEREAS the Council of the Town of Port McNeill wishes to adopt an Official Community Plan;

NOW THEREFORE the Council of the Town of Port McNeill in open meeting assembled enacts as follows:

Part 1: Citation

1.1 This bylaw may be cited for all purposes as "The Town of Port McNeill Official Community Plan Bylaw No. 704, 2021".

Part 2: Bylaw

2.1 The plan titled Town of Port McNeill Official Community Plan set out in Schedule A to this bylaw is adopted and designated as the Official Community Plan for the Town of Port McNeill.

Part 3: Repeal

3.1 Bylaw No. 490, 1997, Official Community Plan for the Town of Port McNeill, as amended is repealed.

Read a first time this 26th day of October, 2021

Read a second time this 30th day of November, 2021

Read a third time this 22nd day of March, 2022

Reconsidered, finally passed, and adopted the 22nd day of March, 2022

_____   _____
Mayor   Corporate Officer

Certified to be a true and correct copy of Bylaw No. 704, 2021 as adopted.

_____
Corporate Officer

Room to Dream. Room to Grow.

Port McNeill B.C.

Official Community Plan

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First Nations

Port McNeill lies within the traditional territories of the Kwak'wala speaking peoples. The two nations in the closest proximity to the existing Port McNeill settlement are the Kwakiutl and 'Namgis nations.

The First Nations peoples of North Vancouver Island and Discovery Passage have resided in the area for a millennium. The richness of this heritage permeates all residents and contributes to the vitality of life on the North Island. A goal of this document is to both recognize the contributions of the **Kwakwaka'wakw** people and to foster an open and on-going conversation to move our communities toward a deep relationship and alliance as we move toward reconciliation.

1.0

COMMUNITY CONTEXT

1.1
The Port McNeill Context

Prior to articulating OCP policies, it is essential to understand the historical contexts of growth and change from demographic (i.e., population) and housing perspectives. Port McNeill has had major shifts on population in the last 20 years. This can be seen in *Figure 1*.

1.1.1 Population

Recent population estimates for Port McNeill, the RDMW, and the province of BC are provided in *Table 1* showing the percent change between 2011 and 2016. While BC has been growing at a moderate rate, the Regional District of Mount Waddington (RDMW) and the Port McNeill's permanent population has been declining. Historical population between 1996 and 2016 is provided in *Figure 1.*

1.1.2 Age Characteristics

The average age of communities across Canada and BC is increasing; Port McNeill is no exception. According to Statistics Canada Census data, the median age of Port McNeill residents has increased slightly from 38.0 in 2011 to 40.7 in 2016 (*Table 2*). Approximately, 12% of the population of Port McNeill is over the age of 65 and 24% are under the age of 20. The largest proportions of residents are between 20-44 years (32%) and 45-64 years (32%) (*Figure 2*). This age distribution is similar when compared to the RDMW and BC which all have an even distribution of residents between age groups.

Table 1: Historical Population 2011-2016

Location	2011	2016	% change
Port McNeill	2,505	2,337	-6.7%
Regional District of Mount Waddington	11,506	11,035	-4.1%
British Columbia	4,400,057	4,648,055	5.6%

Figure 1: Port McNeill's Historical Population 1996-2016
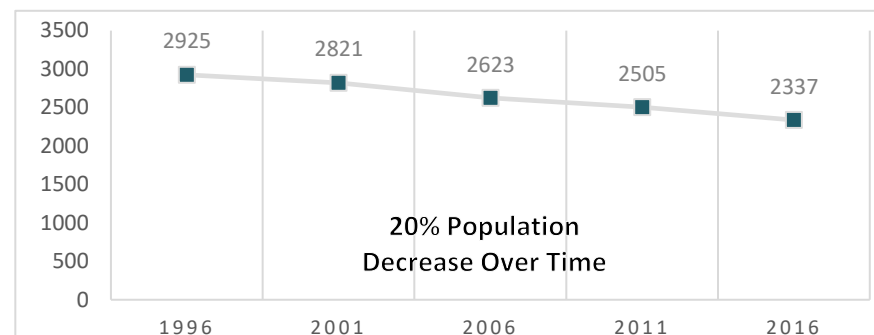
Source: Statistics Canada, Census Data 1996-2016.

Figure 2: Percent Population by Age Group - 2016
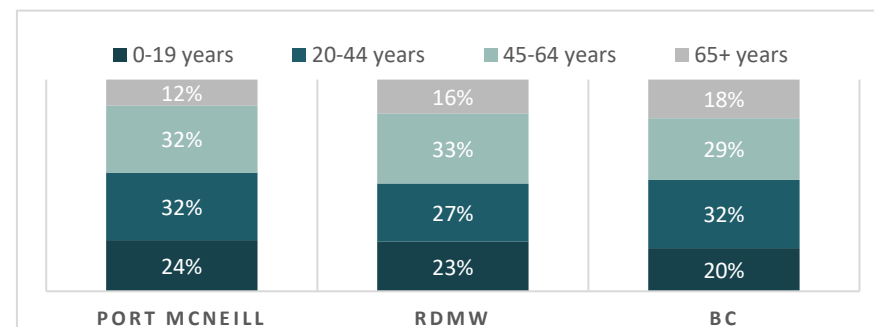
Source: Statistics Canada, Census Data 2016.

Table 2: Median Age, 2011-2016

Location	2011	2016
Port McNeill	38.0	40.7
Regional District of Mount Waddington	41.8	44.3
British Columbia	41.9	43.0

1.1.3 Household Characteristics

Household characteristic data contains information about residents living within dwellings and includes number of people and household incomes. Households refer to a person or group of persons who occupy the same dwelling and do not have a usual place of residence elsewhere.

Average Household Size

Average household sizes (persons per household) have been decreasing over the decades at all geographic levels. This trend is typical for aging populations that contain households without children or spouses. Port McNeill's household size has been averaging just above two persons over the past ten years, and as of the 2016 Census, is 2.3 persons per household (*Table 3*). This is similar to the RDMW and BC which are 2.2 and 2.4 respectively.

Households by Household Size

Further details on household size are provided by the Census regarding the number of households relative to the number of persons living within. In Port McNeill, the number of one (1) person households increased from 245 in 2011 to 295 in 2016, while the number of two (2) person stayed the same at 375 and three (3) person households increased (*Table 4*). In comparison, there was little change in RDMW's household sizes between the 2011 and 2016 Censuses (*Table 5*).

Table 3: Average Number of Persons per Household – 2006, 2016

Location	2006	2011	2016
Port McNeill	2.5	2.5	2.3
Regional District of Mount Waddington	2.4	2.3	2.2
British Columbia	2.5	2.5	2.4

Table 4: Port McNeill Total Households by Household Size – 2011, 2016

Household size	Port McNeill 2011	% of Households 2011	Port McNeill 2016	% of Households 2016
1 person	245	25%	295	29%
2 persons	375	38%	375	37%
3 persons	135	13%	160	16%
4 persons	160	16%	120	12%
5 or more persons	80	8%	60	6%
Total Private Households	**995**	**100%**	**1010**	**100%**
Total number of persons	2495	n/a	2330	n/a

Table 5: RDMW Total Households by Household Size – 2011, 2016

Household size	RDMW 2011	% of Households 2011	RDMW 2016	% of Households 2016
1 person	1495	31%	1595	33%
2 persons	1780	37%	1805	37%
3 persons	680	14%	660	14%
4 persons	565	11%	480	10%
5 or more persons	355	7%	315	6%
Total Private Households	4875	100%	4855	100%
Total number of persons	11363	n/a	10870	n/a

Source: Statistics Canada, Census Data 2016.

Average Household Income

Household income includes salaries, wages, retirement income, and government transfers of all persons residing within a household. Average household income in Port McNeill after-tax is $73,301 (*Table 6*). For context, the RDMW has an average household income (after tax) of $28,672.

Table 6: Average Household Income (after tax), 2016

Location	2016
Port McNeill	$73,301
Regional District of Mount Waddington	$28,672
British Columbia	$61,280

Source: Statistics Canada, Census Data2011- 2016.

Table 7: Town of Port McNeill's Dwellings and Full-time Occupancy Rates, 2001-2016

Location	2001	2006	2011	2016
Total Dwellings	1134	1102	1106	1109
Total Occupied Dwellings	1075	1026	1005	1010
Full-time Occupancy Rate	95%	93%	91%	91%

Source: Statistics Canada, Census Data 2011- 2016.

Figure 3: Percent Dwelling Full-time Occupancy, 2011, 2016
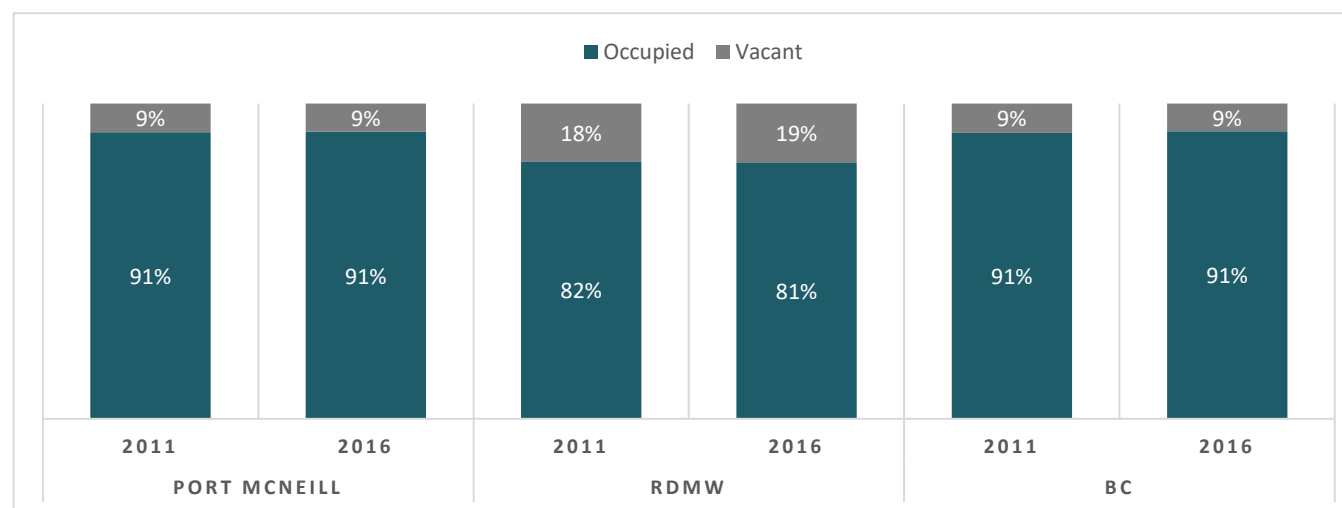
Source: Statistics Canada, Census Data 2016.

Housing Profile Dwellings and Dwelling Occupancy

Total dwellings and occupied dwelling data for Port McNeill for the 2001-2016 Censuses are identified in *Table 7*. Occupancy rates for dwellings is derived between total dwellings and occupied dwellings. While the total number of dwellings has remained relatively constant, occupied dwellings have declined along with occupancy rates. Port McNeill's 2011 and 2016 occupancy rates are compared to RDMW and the province in *Figure 3*. Port McNeill and the province's occupancy rates are around 91% for both areas.

Housing Types

The majority (55%) of Port McNeill's dwellings are single-detached dwellings. Note, data between the 2011 and 2016 Censuses varies slightly for dwelling types. This is most likely the result of the same structures being reported differently in the two Census periods. (*Table 8*).

Age of Housing Stock

The majority (60%) of Port McNeill's housing was built prior to 1981. In comparison, 61% of the RDMW's housing stock was also built prior to 1981 (*Table 9*).

Housing Value

Housing value refers to the amount an owner expects if the asset is sold and includes land and all structures located on it for single-detached dwellings. For multiple dwellings within a structure (i.e., apartments, row house), it includes only the individual dwelling. Average values for dwellings are provided in *Table 10*. Also noted in the table, is the average value of dwellings from the 2006 Census.

Table 8: Port McNeill Occupied Dwellings by Structural Type - 2011, 2016

Structural (Dwelling) type	2011	%	2016	%
Single-detached house	625	62%	550	55%
Apartment in a building that has five or more storeys	0	0%	0	0%
Apartment in a building that has fewer than five storeys	115	12%	100	10%
Row house	105	11%	120	12%
Semi-detached house	35	3%	30	3%
Apartment or flat in a duplex	0	0%	15	1%
Other single-attached house	0	0%	20	2%
Movable Dwelling	125	12%	175	17%
Total	**1005**	**100%**	**1010**	**100%**

Source: Statistics Canada, Census Data 2011- 2016.

Table 9: Period of Construction – Percent (%) of Housing Stock, 2016

Time Period	Port McNeill	RDMW
1960 or before	4%	10%
1961-1980	56%	51%
1981-1990	19%	19%
1991-2000	18%	13%
2001-2005	1%	3%
2006-2010	1%	3%
2011-2016	1%	1%
Total	100%	100%

Source: Statistics Canada, Census Data 2016.

Table 10: Housing Value – Average Value of Dwellings, 2006 and 2016

Time Period	Average Value of Dwellings
Port McNeill 2006	$171,618
Port McNeill 2016	$207,515
RDMW 2016	$233,263

Source: Statistics Canada, Census Data 2006- 2016.

Housing Tenure

Tenure refers to whether persons living within the dwelling own or rent it. In Port McNeill, 67% of dwellings are owner occupied. This is similar to the RDMW which is 68% of occupied dwellings. (*Table 11*).

High ownership rates are also an indicator of housing affordability. Another housing indicator available from the Census is "housing suitability". In Port McNeill, 96.5% of housing is considered suitable for persons occupying the housing, meaning the dwelling has enough bedrooms for the size and composition of the household.

Household Maintainers

Household maintainers refers to the primary person, whether or not they are residing in the household, who pays the rent, mortgage, taxes, and utilities. In Port McNeill, the majority (60%) of household maintainers are between the ages of 55-74. (*Table 12*).

Table 11: Housing Tenure, 2016

Location	% Owner occupied	% Renter occupied	% Band housing
Port McNeill	67%	33%	0%
Regional District of Mount Waddington	68%	30%	2%

Source: Statistics Canada, Census Data 2016.

Table 12: Total Households by Age of Primary Household Maintainer, 2016

Age Group	Port McNeill	%	RDMW	%
15 to 24 years	45	5%	155	3%
25 to 34 years	165	16%	645	13%
35 to 44 years	200	20%	665	14%
45 to 54 years	215	21%	975	20%
55 to 64 years	185	18%	1220	25%
65 to 74 years	160	16%	845	17%
75 to 84 years	25	3%	310	7%
85 years and over	10	1%	45	1%
Total	**1010**	**100%**	**4855**	**100%**

Source: Statistics Canada, Census Data 2016.

Table 15: Labour Force Population by Industry- Port McNeill and RDMW, 2016

Labour Force and Employment

Labour force by industry

Agriculture, Forestry, Fishing, and Hunting; Retail Trade; Construction; and Accommodation and Food services, are the largest classifications of workers in Port McNeill (*Table 15*). Historic labour force population data is provided in *Table 16*. In 2001, Agriculture and other resource-based industries was the largest labour force class (33%) followed by Other Services (20%).

Note: Due to different categorization between the 2001, 2006, and 2016 census' some data had to be aggregated into similar categories. For example, 'Construction and Manufacturing' were combined into one category 'Manufacturing and Construction Industries'.

Industry	Port McNeill	%	RDMW	%
Agriculture, Forestry, Fishing and Hunting	360	26%	1005	18%
Mining, Quarrying, and Oil & Gas Extraction	15	1%	65	1%
Utilities	0	0%	15	0.5%
Construction	105	8%	400	7%
Manufacturing	50	4%	460	9%
Wholesale Trade	25	2%	60	1%
Retail Trade	180	13%	510	9%
Transportation and Warehousing	60	4%	385	7%
Information and Cultural Industries	0	0%	40	1%
Finance and Insurance	10	1%	75	1%
Real Estate and Rental Leasing	15	1%	50	1%
Professional, Scientific and Technical Services	50	4%	185	3%
Management of Companies and Enterprises	0	0%	10	0.5
Administrative and Support, Waste Management and Remediation Services	35	2%	175	3%
Educational Services	85	6%	395	7%
Healthcare and Social Assistance	115	8%	600	11%
Arts, Entertainment and Recreation	15	1%	105	2%
Accommodation and Food Services	110	8%	385	7%
Other Services (except public administration)	60	4%	245	4%
Public Administration	100	7%	360	7%
Total	**1390**	**100%**	**5525**	**100%**

Source: Statistics Canada, Census 2016.

Employment Rates

Labour force employment rates include all persons aged 15 and over who are participating in the labour force. In Port McNeill, there were 1395 residents participating in the labour force, 94% of which were employed (*Table 13*).

Of those that were employed, 37% worked full-time and 63% worked part year and/or part-time. The overall participation rate (relative to full-time residents) for Port McNeill is 74%. In comparison, RDMW's participation rate is 63% and the provincial participation rate is 64%. Participation rates are affected by a number of factors, including population age (retired vs. non-retired residents) and employment demand.

Historic participation rates are provided in *Table 14* for Port McNeill and BC. The participation rate is greater in Port McNeill than BC for 2001, 2006 and 2016.

Table 16: Port McNeill Labour Force Population by Industry, 2001, 2006, 2016

Industry	2001	%	2006	%	2016	%
Agriculture and other Resource-based Industries	560	33%	435	26%	375	27%
Manufacturing and Construction Industries	230	14%	195	12%	155	12%
Wholesale and Retail Trade	195	11%	220	13%	265	19%
Finance and Real Estate	25	1%	25	2%	25	2%
Health and Education	210	12%	220	12%	200	14%
Business Services	145	9%	245	15%	310	4%
Other Services	340	20%	330	20%	60	22%
Total	**1705**	**100%**	**1670**	**100%**	**1390**	**100%**

Source: Statistics Canada, Census 2001, 2006, 2016.

Table 13: Labour Force Employment Rates, 2016

	Port McNeill	RDMW	BC
Employed	94%	90%	93%
Unemployed	6%	10%	7%

Source: Statistics Canada, Census 2016.

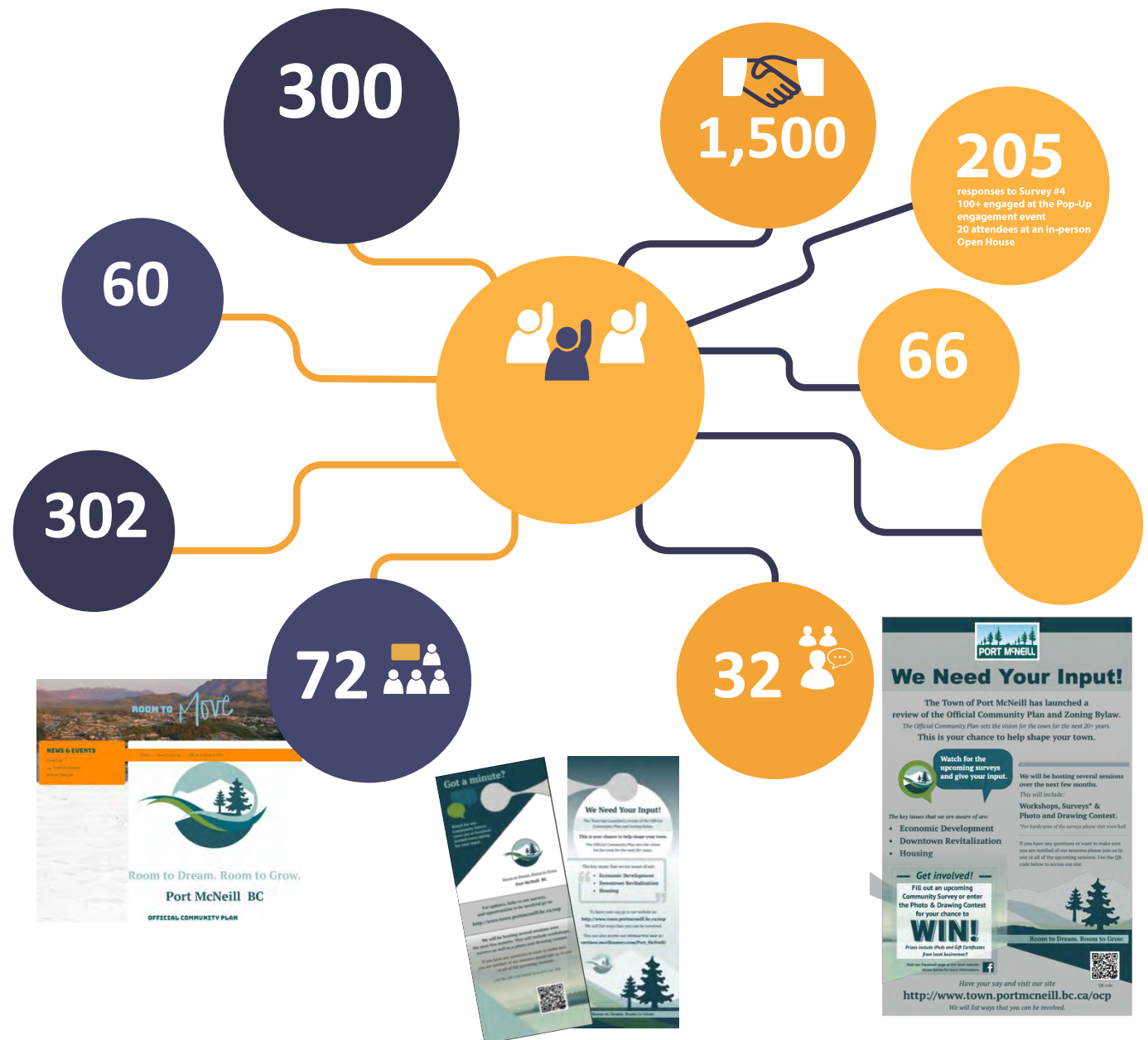**Table 14:** Port McNeill's Labour Force Participation Rates, 2001, 2006, 2016

	2001	2006	2016
Port McNeill	78.9%	81.6%	74.4%
BC	65.2%	65.6%	64%

2.0

COMMUNITY INVOLVEMENT

The Town of Port McNeill began the process of public engagement for the review of the Official Community Plan (OCP), Active Transportation (AT), and Zoning Bylaw in August 2020.

The process included three phases. During Phase 1, the project was initiated, and invitation letters were sent to School District 85, the Regional District, First Nation, and Vancouver Island Health Authority.

The Town communicated the scope of the project and update process and gathered early input on the community vision, community values, key issues, and opportunities.

300

1,500

205
responses to Survey #4
100+ engaged at the Pop-Up engagement event
20 attendees at an in-person Open House

60

66

302

72

32

1 - The project initiation meeting with the Town of Port McNeill Chief Administrating Officer.

2- Sessions were held with Council and Staff to confirm key issues and areas of concern for both the zoning bylaw and OCP.

3- Project information was shared with the public early on the Town's project website.

4- Project posters were put up at key locations.

5- The project information was shared in emails to stakeholders, community members, and First Nations.

1- The Town of Port McNeill's Mayor, Gaby Wickstrom, was in a short film which was added to the Town's webpage and social media to introduce the project and interactive mapping session.

2- Door knockers were placed on residences and businesses in the Town.

3- Input from meetings and focus groups was received over multiple sessions.

4- Engagement through interactive in-person and online community mapping on Vertisee.

5- Input through three online and in person surveys:

Visioning and Issues
- Community Survey #1
- Official Community Plan and Zoning Bylaw Review

- Community Survey #2
- Prioritizing Active Transportation

- Projects Survey #3

6- Engagement in active transportation priorities and resource allocation.

7- A memo and presentation to Council to review the draft vision and guiding principles to confirm the concept and community well-being framework was completed.

8- Reporting back to Council regarding the Active Transportation Plan meeting deadline for Provincial funding.

1- The draft OCP and Zoning Bylaw review was completed to ensure the documents had captured the key objectives, policies, and regulations that will guide the development of the Town of Port McNeill throughout the coming years.

2- The Town of Port McNeill's Mayor and Council, with Staff, engaged in an intensive day-long workshop to review the draft OCP and Zoning Bylaw.

3- The Advisory Planning Committee provided input on the draft documents. Providing insight into the key sections of policy and land use mapping.

4- The focus groups were invited to engage in the review of the draft documents where the objectives, policies and regulations were reviewed.

The final public engagement (TBD) was completed in the community survey #4 online and in-person, in a pop-up engagement event at the IGA and at an in-person Open House to review the revisions and report on "what we heard"

The project, broken into three Phases, started with Phase 1 and 2 which highlighted key topics and issues including economic development, downtown revitalization, and housing. The initial sessions, online mapping and workbook were completed to receive important information.

Between September 2020 and March 2021, the Town conducted the following in-person and online engagement events and activities:

MEETINGS:

In August & September 2020, and July 2021; Council, and Staff sessions were completed. This included in-person engagement to complete a values and visioning session and discuss key issues to develop a draft table of contents for the OCP and to identify key land use regulation issues. The final revisions were reviewed in an all-day workshop before taking them to the public.

FOUR FOCUS GROUPS:

From November 12, 2020, to July 2021, multiple focus groups (youth, business, families, seniors) were engaged to discuss key issues to be explored in Community Survey #2 (OCP). The groups received a brief opening context presentation followed by discussion, and a facilitated meeting on key issues, and values and visioning for the future of the community (the senior's group wasn't able to meet to review the key issues). The final revisions were reviewed in workshops before taking them to the public.

PHOTO AND DRAWING CONTEST

Residents were invited to a enter a photo and drawing contest expressing their interpretation of Port McNeill. The photo and drawing contest winners were decided on by Council.
The drawing contest was drawn on April 13th, 2021. These images will be used in the updated OCP and Zoning Bylaws.

INTERACTIVE MAPPING:

The Vertisee Map was launched in September of 2020. The online interactive mapping was available with McElhanney's Vertisee, a web-based platform which integrates Geographic Information Systems (GIS) with maps and the ability to add comments. There were 300 discrete comments received online from participants. To flesh out the comments from the online mapping, on October 25, 2020, participants took part in a mapping session to identify transportation and other issues. Findings from the mapping session and Survey #2 and #3 informed the Active Transportation Plan and will be included in the OCP and Zoning Bylaw update. Participants had an opportunity to focus on a wide variety of topics including community vision and values, transportation, recreation opportunities, and land use, and could provide feedback from home and download a workbook from the Town's website.

Phase 3 of the project was completed to check-in with the public on "what was heard".

> "There is no power for change greater than a community discovering what it cares about"
>
> – Margaret J. Wheatley

SURVEY #1 Available during in-person sessions, the survey provided information and feedback opportunities on the existing OCP and the OCP update. For residents that didn't make it to the Interactive Mapping session in October, the survey was provided in hardcopy. The key issues, community values and the community vision were confirmed. There were 72 surveys received. This was the basis of the following focus group meetings which provided input into the OCP framework and initial policy development.

SURVEY #2 Available online and in hardcopy from January 11 until February 5, 2021, the survey provided information and feedback opportunities for the OCP and Zoning Bylaw update and the Active Transportation Plan. The survey was developed utilizing the previous engagement findings and was reviewed with youth, young families, and business focus groups. This was also reviewed at an Advisory Planning Commission meeting prior to launch of the survey.

There were 302 surveys received and an additional 38 surveys that were incomplete yet had to be included and reviewed in order to capture important input. The input received from the surveys will inform the long-term vision for the community regarding use of land, community facilities, infrastructure, and the environment.

SURVEY #3 Available online from February 12 until March 5, 2021. Prioritizing the Active Transportation Plan Project Survey #3 provided community input to direct the Town in which projects, identified from the on-line map, interactive mapping session, and in Survey #2, should be prioritized. This key information was, in part, the basis for the Active Transportation Report and formed part of the grant application to the Province.

SURVEY #4 Available online and in hardcopy to the public from September 16 to October 2021. Revisions to the OCP and Zoning Bylaw were reviewed by the public.

3.0

REGIONAL CONTEXT STATEMENT

Port McNeill is one member municipality in the larger Mount Waddington Regional District.

The Town is a partner in the implementation of the Mount Waddington Regional Plan. As the economy and demographics of the regional shift, the District and the member municipalities must work together for the success of economic diversification and overall health of the region.

The *Local Government Act* requires member municipalities to include a regional context statement in their Official

Community Plan that indicates the OCP's relationship with the Regional Plan. Even though the Mount Waddington Regional Plan is not a full regional growth strategy, the Town has provided a context statement that identifies the extent to which the OCP is consistent with the Regional Plan.

The context statement outlines how the Town of Port McNeill will support the implementation of the Regional Plan's four strategic goals:

I.   To encourage development that supports economic stability, social well-being and over the long term improved economic growth

II.   To encourage the ecologically sound use of land and water and the resources which they provide/ support

III.   To support development that can be serviced within the capacity of existing RDMW services, through privately funded expansion of existing RDMW services, or through privately developed, owned and maintain services systems

IV.   To support development of efficient and effective transportation and communication services that provide long term and efficient linkages within the RDMW and beyond.

RD Strategic Goals

Encourage development that supports economic stability, social wellbeing and over the long term improved economic growth.

Encourage the ecologically sound use of land and water and the resources which they provide/ support.

Support development that can be serviced within the capacity of existing RDMW services, through privately funded expansion of existing RDMW services, or through privately developed, owned and maintain services systems.

Support development of efficient and effective transportation and communication services that provide long term and efficient linkages within the RDMW and beyond.

OCP Policy Response
Section 4.0
Community Vision and Guiding Principles

Section 5.0
Culture and Inclusion

Section 6.0
Economic Development

Section 9.0
Land Use

OCP Policy Response
Section 4.0
Community Vision and Guiding Principles

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OCP Policy Response
Section 9.0
Land Use

Section 11.0
Infrastructure and Growth

OCP Policy Response
Section 4.0
Community Vision and Guiding Principles

Section 12.0
Transportation

4.0
## COMMUNITY VISION AND GUIDING PRINCIPLES

Port McNeill's OCP defines the vision of the community – how the community sees itself growing and developing the future and what kind of place Port McNeill will be.

Key Themes

Themes identified by the community to include in the OCP update include Economic Development, Downtown Revitalization, and Housing. Key themes summarized from the meetings and focus groups.

1. Economic prosperity

2. Social Equity

3. Cultural Vitality

4. Environmental Sustainability
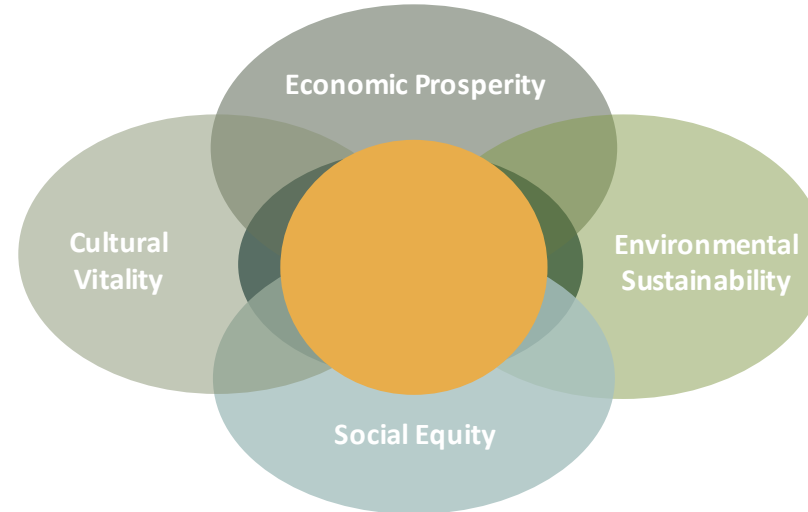
A number of consistent key themes emerged from the input received in meetings, focus groups, and the community surveys. The participants expressed enjoyment of the friendly community feeling and quiet small-town atmosphere. Residents enjoy the scenic beauty with proximity to the natural environment, ocean, and the recreation opportunities this provides. Yet, there is also a desire for additional housing stock and growth in the Town to attract more professionals, businesses, and tourism. The Town is described by the community as safe and secure and a great place to raise a family.

The community's vision was identified through public consultation.

The community identified **access to the natural environment**, **rural lifestyle, industrial heritage, and family** as key community values. The vision statement is an outline of what the community wishes to become. It, when combined with the guiding principles and goals, provides a guide to help in the Town's decision making.

Vision

Port McNeill will continue to provide an atmosphere of well-being. A community that encourages healthy living is a hometown of choice for families, entrepreneurs, and innovative industry, where people wish to grow and retire. The Town provides an environment and community where people can succeed. This is nurtured through the rural lifestyle, access to nature and a sustainable environment. It is a place that fosters Individual potential and embraces new possibilities. Here we can pursue our dreams for generations to come.

Guiding Principles

1. Ensure community values are implemented in access to the natural environment, rural lifestyle, industrial heritage, and family.

2. Foster community health and happiness with a focus on the economic, social, cultural, and environmental pillars of sustainability.

3. Foster community well-being, the optimal quality of healthy community.

4. Foster economic prosperity

5. Protect and preserve the environment and scenic ocean-side town atmosphere.

6. Revitalize the Downtown.

7. Ensure housing meets the needs of the whole community to provide social equity.

8. Create a youth friendly Town for families.

9. Create cultural vitality

Economic Prosperity Goals

a. Diversify and support local businesses

b. Encourage tourism based Industries

c. Maintain resource-based Industries

d. Encourage emerging economic development opportunities

GOAL

1

Social Equity Goals

a. Access to diverse, affordable, and suitable housing

b. Provide Seniors housing

c. Accessible transportation systems

d. Foster a healthy community

GOAL

2

Cultural Vitality Goals

a. Recognition of First Nations heritage

b. Recognition of industrial history

c. Foster community arts and culture

GOAL

3

Environmental Sustainability Goals

a. Access to the natural environment

b. Green House Gas (GHG) reductions from public buildings

c. Enable complete neighbor hoods through compact land use forms (reduce reliance on vehicles)

d. Encourage emerging economic development opportunities

GOAL

4

5.0

CULTURE AND INCLUSION

Goals and Guiding Principles Met: Economic prosperity, social equity, cultural vitality, environmental sustainability goals, community values implemented, foster healthy community and happiness with a focus on the pillars of sustainability.

5.1 FIRST NATIONS

Culture and Inclusion
OBJECTIVE 1
To build alliances and relationships in recognition of First Nations culture and heritage.
POLICY:

1. Council will work with the local First Nations to identify and protect sites of cultural and historical importance.

2. Council will invite First Nations participation for decision making where decisions will impact members of the nation.

First Nations Culture and Inclusion
OBJECTIVE 2
To foster an environment of healing.
POLICY:

1. Council will consider working with the local First Nations to deliver joint projects that reflect the culture and heritage of Port McNeill.

2. Council will consider working with local First Nations to integrate and recognize historical names and places alongside historical settler community and industrial naming.

5.2

Culture and Inclusion
OBJECTIVE 1
To foster community arts, culture and inclusion.
POLICY:

1. The Town will work towards creating a strategic Inclusion and Diversity Action Plan that is unique to the Town and community values.

2. Council will consider opportunities to partner and collaborate with local First Nations on initiatives that acknowledge and celebrate the traditional territory and cultural values of First Peoples.

3. The Town will support age-friendly and differently abled accessibility for inclusion in social and cultural participation.

4. The Town strives for common-features of age-friendly communities, such as event programing for all ages in the public realm.

- Outdoor spaces and public buildings remain pleasant, clean, secure, and physically accessible.

- Housing is affordable, appropriately located, well-built and designed, and secure.

- Opportunities exist for social participation in leisure, social, cultural and spiritual activities with people of all ages and cultures.

- Opportunities for employment and volunteerism cater to all ages and peoples interests and abilities.

- Community support and health services are tailored to meet the needs of aging population and differently abled individuals.

5.3 COMMUNITY AND IMMIGRANTS

Community and Immigrants
OBJECTIVE 1

To encourage a welcoming and open community to new residents.

POLICY:

1. Council will consider working with local groups to develop programs to support new residents such as welcome wagon.

Community and Immigrants
OBJECTIVE 2

To celebrate cultural diversity.

POLICY:

1. Council will work with the community to host events to celebrate Cultural Diversity.

2. Multicultural events and participation are encouraged in all of the community.

5.4 ARTS AND HERITAGE

Arts and Heritage
OBJECTIVE 1

To recognize and celebrate the Town's Industrial heritage.

POLICY:

1. Council will work to develop interpretive signage and stops of interest along key pedestrian walkways that represent local industry.

2. The Town will work to create points of interest to highlight the marine heritage.

Arts and Heritage
OBJECTIVE 2

To deliver community events and concerts.

POLICY:

1. The Town will continue to establish a central community open space that can be used to host community gatherings. This should be located in the downtown area of the Town.

2. The Town will continue to improve community calendars and public notification on-line, in print, on notice boards.

Arts and Heritage
OBJECTIVE 3

Ensure arts, culture, and entertainment is supported and accessible to all ages and abilities in the community.

POLICY:

1. Council will work to enhance partnerships to increase cultural sectors in the economy that will enable cultural development in the Town.

2. The Town will work with the RDMW to develop and implement an inclusive arts strategy.

3. Council will support opportunities to collaborate with the Kwakiutl and 'Namgis First Nations on arts and culture initiatives.

4. Council will continue to support all artists, organizations, and community partners through the Towns cultural policies, planning and regulatory processes.

5. Council will continue to promote arts and culture programs, services, and events for all ages and abilities.

6. The Town will foster community-led arts and culture programs that engage local residents, organizations and business owners.

Arts and Heritage
OBJECTIVE 4

Create a strong Town identity and revitalize the downtown through public art, seasonal and permanent displays and event themes.

POLICY:

1. The Town will develop a Public Art Policy.

2. Council will consider incentives to downtown businesses to include displays of art on private property.

3. The Town will identify opportunities to recognize the industrial heritage of the town.

4. Council will support ideas, experiences, worldviews, objects, forms of expressions, practices, knowledge, spirituality, kinship ties and places valued by Indigenous Peoples.

Arts and Heritage
OBJECTIVE 5

The Town's history, culture and natural heritage is celebrated.

POLICY:

1. The Town will continue to strengthen the town's identity with the relationship to the natural environment and outdoor recreation in many forms.

2. The Town will celebrate the Town's waterfront and marine heritage and natural beauty.

Arts and Heritage
OBJECTIVE 6

Increase the amount of public art in the Town.

POLICY:

1. The Town will secure and maintain art in public places through:
   a) Civic funding;
   b) Voluntary position by the private sector; and,
   c) Community initiatives.

2. Council will encourage and enable community-led public art programs with support from the Town.

5.5 UNIVERSAL ACCESSIBILITY AND INCLUSION

OBJECTIVE 1

Provide a community that can be navigated by all levels of mobility.

POLICY:

1. The Town will improve the pedestrian realm with a focus on those with mobility challenges, through improved sidewalks, crossings, lighting, and wayfinding.

2. The Town will integrate universally accessible design standards into development standards.

3. When retrofitting sidewalk, path or trails the Town will consider universal accessible design during design and construction.

4. The Town will promote building design and construction that consider accessibility for all levels of mobility.

6.0

ECONOMIC DEVELOPMENT

Goals and Guiding Principles Met: Economic prosperity, foster a healthy community, environmental sustainability, foster emerging economic development opportunities, implement community values and the pillars of sustainability, revitalize downtown, Port McNeill is the hub of the North Island and Tourism remains an important sector in the Town.

Over the past decade the economy on the North Island and in Port McNeill has changed significantly. Forestry has historically and is currently a major economic factor for Port McNeill, however there is a need and desire to provide other economic opportunities to support a healthy community and economy.

Tourism and other supporting and valued added industries provide additional properties to residents and allow for local business to expand and proposer.

The Economic Development 2014 plan outlined the following objectives:

Diversified and strong economy

- Major industries in the region are successful.
- Local business grows and prospers.
- Local residents have job opportunities.

Attractive & sought-after community

- Residents stay in the community.
- New families move to Port McNeill

Engaged Youth

- Our youth are healthy and happy, stay in school and have access to suitable career opportunities at home and away.

Economic Development plans should be reviewed every three to five years to align to new community needs and priorities.

6.1 ECONOMIC DEVELOPMENT

Economic Development
OBJECTIVE 1
To foster downtown revitalization and redevelopment by encouraging new business and development.

POLICY:

1. Council will explore options such as the feasibility of a downtown and waterfront development revitalization tax exemptions and other incentive tools.

2. Council will develop policies and regulation that encourages an active and vibrant downtown such as a downtown form and character development permit area, and special signage wayfinding program.

3. Council will work with the higher levels of government to obtain funds to establish central downtown community gathering space.

Economic Development
OBJECTIVE 2

To support and maintain the natural resource sector employment in Port McNeill.

POLICY:

1. The Town will support forestry and all related industry.

2. Local industry leaders will be encouraged to propose opportunities for existing and new economic development options.

3. The Town will work with the higher levels of government to support the health of the forest sector.

4. The Town will support local marine and aquaculture industry as a primary industry in Port McNeill.

Economic Development
OBJECTIVE 3

To grow local business and entrepreneurs.

POLICY:

1. Council will explore the establishment of a business incubator.

2. Council will work with the local Chamber of Commerce and other business and community groups to identify gaps and obstacles to local business.

3. Council will work with SD85 to promote the development of a youth entrepreneur program.

Economic Development
OBJECTIVE 4

To diversify the economy through a focus on new and emerging industries.

POLICY:

1. Council will work with the Chamber and local business to explore opportunity for high tech industries.

2. Council will begin to promote Port McNeill as a lifestyle community to attract companies and individuals that can work from well-connected remote locations.

3. Council will support regional initiatives that focus on providing increased internet access and speeds.

4. Council will support advancements in food security and technology around food security.

5. The Town will encourage the growth of a local agricultural economy and support local food growers.

Economic Development
OBJECTIVE 5

To encourage the development and redevelopment of land and private managed forest lands inside the boundary of the town.

POLICY:

1. The Town will actively work with owners of privately managed forests to explore future industrial, commercial, and residential development opportunities.

2. The Town will develop available Town-owned land to support economic development.

3. The Town will explore opportunities for economic stimulus for development.

Economic Development
OBJECTIVE 6

To establish Port McNeill as an open for business and Development Center for the North Island.

POLICY:

1. The Town will work to attract land development in support of future residential, commercial, and industrial development.

2. The Town will establish land development policies that remove barriers for residential land development that will result in a greater diversity of housing.

3. The Town will enable commercial direct marketing opportunities are a supported use in the Town.

Economic Development
OBJECTIVE 7

To promote Port McNeill as a main base camp and hub for North Island Tourism.

POLICY:

1. The Town will encourage opportunities and businesses that support north island tourism such as kayak, hiking, and other ecotourism operations.

2. The Town will establish opportunity for water, land, air-based tourism operators.

3. The Town will work with surrounding communities and the Regional District to promote key north island attractions.

7.0

HOUSING

Goals and Guiding Principles Met: Social Equity, access to diverse, affordable, and suitable housing, provide seniors housing, foster a healthy community, implement the pillars of sustainability, ensure housing meets the needs of the whole community, community values implemented

Housing and access to housing is an issue across Vancouver Island. It is essential for Port McNeill to encourage housing diversity and affordability. It is essential for vibrant communities.

The population density in Port McNeill is 169.7 per square kilometer. Port McNeill is 14 square kilometers. The population in 2016 was 2,337, which is down from 2,505 in 2011.

The largest population of Port McNeill is the age group of 55 to 59 years old. Private residences occupied by usual residents was 1,010.

An average year has approximately 2-5 housing starts. The 47.8 hectares represents decades of residential housing stock.

The housing stock is aging. Most of the housing was constructed before 2000 and over half constructed before 1981.

Approximately two/thirds of all the housing is owner occupied, with one third rental housing.

The current housing composition in Port McNeill is:

- **50%** Single Family
- **17%** Manufactured Home
- **12%** Row Housing
- **10%** Apartment
- **3%** Duplex
- Seniors housing
- Other
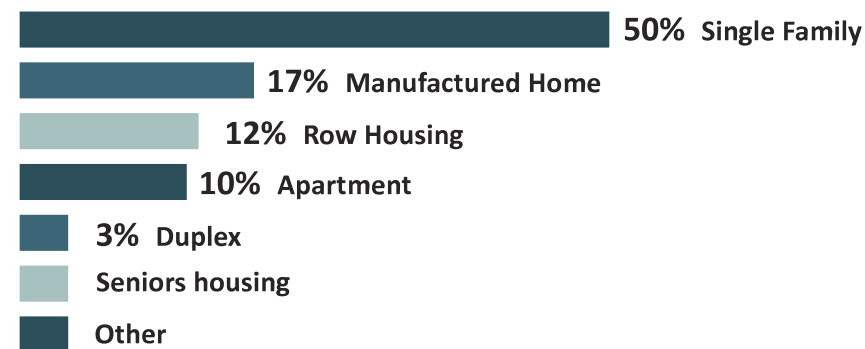
The Three Key housing issues are:

- **01** | Availability
- **02** | Lack of Housing Diversity
- **03** | Affordability

VACANCY RATES

Currently there is 47.8 hectares of land zoned for residential uses, 6.6 hectares owned by the town and 41.2 hectares owned privately.

Short term stay housing can support both tourism and local industries. However, it has the ability to impact vacancy rates due to the loss of rental units.

DIVERSITY

The main area of need is within what is known as the "missing middle" such as duplexes and row housing. These are the forms of housing that enable new home buyers to enter the market.

7.1
HOUSING OBJECTIVES

Housing
OBJECTIVE 1
To diversify the housing stock.
POLICY:

1. Council will consider allowing secondary suites in all single-family zones

2. Council will consider allowing carriage housing on a site-specific basis through rezoning applications.

3. Council will consider rezoning for duplex and townhouses in established neighborhoods key design requirements are met including:
   a. Height
   b. Parking
   c. Design
   d. Views, and
   e. Traffic.

4. The Town will enable the development of tiny homes (a home less than 47m^2) through rezoning applications.

5. Council will consider permitting Tiny Homes as a secondary dwelling on a lot if:
   a. Parking
   b. Servicing, and,
   c. Lot coverage requirements are met

6. The Town will encourage residential development on land already zoned for residential uses using incentives and expedited permit review processes.

7. Council will consider incentives to encourage residential development of vacant infill lots and Town-owned lots.

8. The Town will review the Zoning regulations, as appropriate, to increase permitted housing typologies in residential and mixed-use zones.

9. Affordable, rental and special needs/supportive housing – including seniors housing – will be permitted throughout the Town with preference given to locations or nodes that provide amenities and services.

Housing
OBJECTIVE 2
To enable residents to stay in the community to age in place.
POLICY:

1. Council will actively lobby prospective partners for the development of seniors housing.

2. Council will work with developers (known and new) to purchase or use Town owned land to develop a seniors housing complex.

8.0

CLIMATE AND THE ENVIRONMENT

Goals and Guiding Principles Met: Environmental sustainability, greenhouse gas reductions from public buildings, enable complete neighbourhoods with compact land use forms, social equity, foster a healthy community, protect and preserve the environment and scenic ocean-side atmosphere and foster community well-being for quality of a healthy community and pillars of sustainability.

The Town of Port McNeill is a signatory the Climate Action Charter (CAC). Our community has committed to:

(i) **being carbon neutral in respect of their operations by 2012;**

(ii) **measuring and reporting on their community's GHG emissions profile; and**

(iii) **creating complete, compact, more energy efficient rural and urban communities.** (e.g., foster a built environment that supports a reduction in car dependency and energy use, establish policies and processes that support fast tracking of green development projects, adopt zoning practices that encourage land use patterns that increase density and reduce sprawl.).

Community Wide GHG Emission Reduction Targets

40% REDUCTION

60% REDUCTION

80% REDUCTION

2007   2030   2040   2050
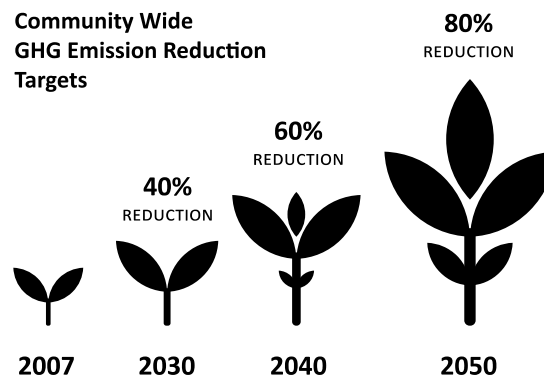
8.1 CLIMATE

OBJECTIVE 1

To reduce overall community Green House Gas and meet commitment to the CAC.

POLICY:

1. The Town of Port McNeill will strive to reduce community wide GHG emissions to:
   I. **40% less than 2007 by 2030**
   II. **60% less than 2007 by 2040**
   III. **80% less than 2007 By 2050**

2. The Town of Port McNeill will continue to measure and report on the community's GHG emissions profile.

Climate

OBJECTIVE 2

To ensure growth in Port McNeill occurs in a manner that supports active living and reduce GHGs.

POLICY:

1. The Town of Port McNeill will strive to develop in a manner the achieves Sustainable Land Use Patterns. This will be reflected in the Towns future proposed land use designations.

2. The Town will complete facilities use assessment of existing facilities to assist in determination of building energy efficiency of existing facilities.

8.2 ENVIRONMENT

OBJECTIVE 1

To reduce the impact of urban sprawl on natural and resource areas.

POLICY:

1. The Town will focus on development of existing lands through incentives such as tax or frontage works reductions.

2. The Town will develop policies that encourage a complete neighbourhood and a walkable community.

3. New development should integrate Active Transportation (AT) infrastructure, sidewalks and bike lanes.

Environment

OBJECTIVE 2

To protect natural assets and environmentally sensitive areas.

POLICY:

1. The Town will develop a Development Permit Area to promote the protection of streams and to meet the Riparian Area Regulations (RAR).

9.0
LAND USE

Goals and Guiding Principles Met: Social Equity, Environmental Sustainability, focus on pillars of sustainability and housing to meet the needs of the community.

Land Use designations outlined below, are shown on the Proposed Future Land Use Maps. The following sections outlines the intent, uses and future considerations for each land use. The land use shown on the Proposed Land Use Map typically follow parcel boundaries, however OCP boundaries should be considered approximate as they reflect proposed future uses on a site.

9.1 RESIDENTIAL

The purpose of the residential designation allows a broad range of existing and future residential uses including single family homes to walk up apartment buildings. The proposed residential use include:

- Single Family homes with or without suites
- Duplexes
- Townhomes
- Apartments

Residential
OBJECTIVE 1

To ensure adequate land is available for residential development for 10 years.

POLICY:

1. The Town will use its residential land assessment to confirm land availability. This will occur concurrently with the required Housing Needs Reporting.

Residential
OBJECTIVE 2

To enable flexible living arrangements for both first time home buyers and residents who wish to age in place.

POLICY:

1. Council will consider zoning that will permit secondary suites in single family homes in designated areas in the Town.

2. The Town will use its zoning bylaw to enable the development of a wide range of housing types to support a diversity of housing.

Residential
OBJECTIVE 3

To promote a wide range of housing types while reducing conflict between high and lower density neighborhoods.

POLICY:

1. The Town will enable higher residential densities uses closer to key amenities such as school, downtown and recreational facilities.

9.2 COMMERCIAL

The commercial designation provides for retail, services, and office commercial uses. The typical uses include restaurants, offices, personal and professional services, and tourist accommodations.

9.2.1 DOWNTOWN

This area falls generally adjacent to the waterfront and includes the area designated "Downtown" on the Proposed Land Use Map.

Typical downtown uses include eating and drinking, tourism accommodation, retail sales, office, and personal and professional service establishments.

The downtown acts as the heart of the community with the primary community attractions for both residents and visitors.

Downtown
OBJECTIVE 1

To encourage increased vitality and redevelopment within the downtown.

POLICY:
1. Council will prioritize downtown for activity-based

retail and support commercial activities.

2. Council will develop a signage standard specially for downtown.

3. Council will support events in the downtown that highlight and showcase local businesses.

9.3 INSTITUTIONAL

The purpose of the Institutional land use designation is to provide for services and operations that are institutional in nature. These uses typically include schools, hospitals, fire halls and other civic uses.

Institutional
OBJECTIVE 1

To use town's-built assets and resources in an effective and efficient manner.

POLICY:
1. The Town will catalogue and inventory of Town owned buildings. This includes the old school building, townhall and the museum.

2. Council will conduct a facilities assessment with the intent of determining existing and future uses for Town owned assets.
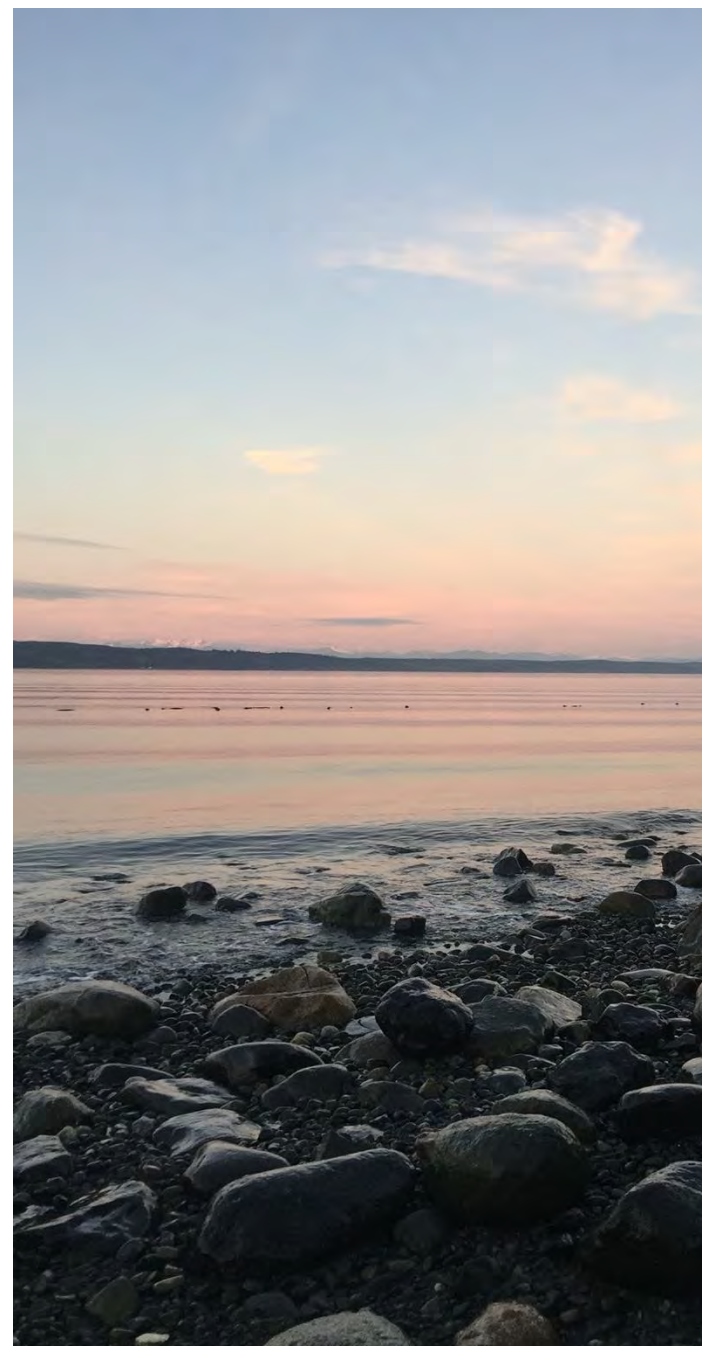
9.4 MARINE

The marine land use designation is associated with the foreshore and water directly adjacent to the foreshore. This area is envisioned to provide industrial, commercial and recreational opportunities for the town.

Marine
OBJECTIVE 1

To encourage marine based industry.

POLICY:

1. The Town will assess the zoning and land use along the foreshore to provide opportunity for marine based industry.

Marine
OBJECTIVE 2

To provide access to the foreshore and shoreline for tourism and recreational purposes.

POLICY:

1. The Town will identify areas that are suitable for recreational, and park uses that provide access to the shoreline.

2. The Town will identify areas on the foreshore for tourist amenities including kayaking and pleasure craft facilities.

9.5 RURAL/ NATURAL RESOURCE, MINING

The rural resource area identifies areas that are suitable for rural and resource-based industry uses. This area encompasses the lands suitable for mining and resource extraction activities.

Resource
OBJECTIVE 1

To provide areas for resource-based industries.

POLICY:

1. Council will support new and expanded resource-based industries.

9.6 PARKS

Parks form a part of the atmosphere of the Town of Port McNeill that is vitally important to the community.
The Town is situated in a natural environment that is valued for the recreation opportunities it provides. The Park land use designation delineates the location and area of existing parks (future parks are identified in the Recreation and culture section).

Parks
OBJECTIVE 1

To provide parks and green spaces within 500m of all residential uses.

POLICY:

1. Council will develop a parks master plan to inventory existing parks and provide a framework to establish new parks.

2. The Town will continue to create strong, compact and complete neighbourhoods.

Parks

Create a vision for the waterfront.

POLICY:

1. Council will develop a vision for the waterfront with existing and future parks and trails included.

2. Cultural importance of the Kwakiutl and 'Namgis First Nations will be recognized.

3. The working waterfront will be a key element.

9.7 INDUSTRIAL

The industrial designation identifies the areas that are suitable for light, medium and heavy industrial uses. This form of development often needs specific road and infrastructure to support the numerous activities that may occur in this designation. Typical uses include activities that are associated with heavy traffic, require large areas for outdoor storage of material and equipment, and often are accompanied by high levels of noise and/or emissions. These can include automotive services, auto body shops, manufacturing, contractor's yards, freight transfer yards, and warehousing. There are current water pressure issues in

this area and as such new development will need to provide upgrades to enable future development.

Industrial

OBJECTIVE 1

To provide light industrial land to enable uses to move from downtown to a more suitable location.

POLICY:

1. Prior to rezoning to industrial, the landowner must confirm capacity and pressure issues are addressed.
2. The Town will identify lands for both current and future expansion of light industrial uses to support increased employment opportunities.
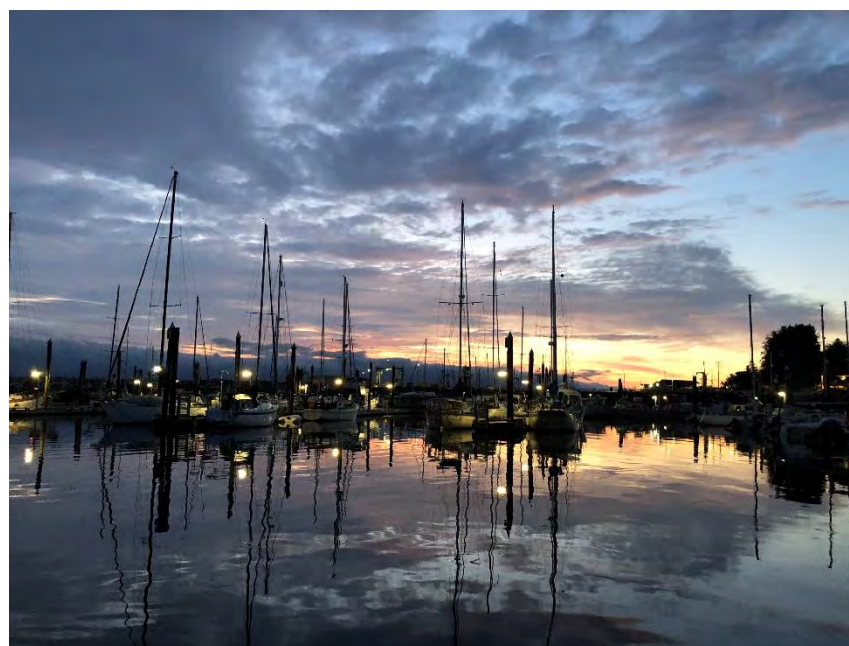
10.0

PARKS AND RECREATION

Goals and Guiding Principles Met: Environmental Sustainability Goals with complete neighbourhoods, access to the natural environment, community well-being with community health, create a youth friendly Town for families.

Parks play an important role in the community and provide opportunities for physical activity and relaxation, a place for residents to meet, and protect sensitive ecosystems and habitat.

Parks and Recreation

OBJECTIVE 1

The Town will continue to provide and improve parks and open space locations and opportunity for recreation for the community.

POLICY:

1. Public owned lands will be considered for additional parks and recreation opportunities.

2. The Town will implement a Park Designation Bylaw to provide consistent identification of city parks.

3. Upon subdivision, the 5% dedication of land for parks will be used to acquire lands that complement the Town's Park and trail system and to fulfill park needs.

4. The Town will encourage subdivision applicants to dedicate more that 5% of a parcel where portions of the parcel are largely undevelopable, and the proposed dedicated area can serve some park, or open space functions, protect environmentally sensitive areas and/or avoid natural hazards.

5. The option to accept cash in lieu of 5% dedication will be considered under one or more of the following circumstances:

    ▪ 5% of total parcel size would be too small for a park or trail component,

    ▪ no part of the parcel would complement the park or trailway system; and

    ▪ No local park land needs are identified.

Parks and Recreation
OBJECTIVE 2

Improve the livability of the community by identifying and securing parks that meet the needs of all residents.

POLICY:

1. Future park locations will be generally identified in a parks master plan.

2. The Town will determine a funding mechanism for implementation of a Parks Master Plan and review every five years.

3. All residents should have access to green space within 500m of their home. The Town will strategically purchase land for parks to meet this goal.

4. Council will support initiatives between the Town and RDMW to produce trail and Park publications for residents and visitors.

5. The Town will utilize existing town owned land in identification of future park locations.
6. In partnership with the RDMW, Council will support the creation and expansion of natural areas or passive parkland serving the needs of the community.

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Parks and Recreation
OBJECTIVE 3

Maintain and improve access to waterfront.

POLICY:

1. Council will explore the need for a Waterfront Access Plan.

2. The Town will work to enhance pedestrian access points with waterfront areas.

3. When possible, the Town will obtain new parks along the waterfront areas.

4. The Town will work to increase pedestrian continuity between the water's edge and street network.

Parks and Recreation
OBJECTIVE 4

Parks will be a space for all ages to be active and engaged within the community.

POLICY:

1. The Town will endeavour to have parks located within a 500-meter walking distance throughout the Town.

2. Universal design will be implemented in Town parks in redevelopment or new parks.

3. The Town will consider a variety of programming to engage all ages.

4. The Town will work to maintain accessible, common recreation facilities.

Parks and Recreation
OBJECTIVE 5

To encourage active living the community has convenient access to community parks, open spaces, facilities, amenities, and programs close to where they live.

POLICY:

1. Council will continue to provide and improve indoor and outdoor recreational facilities and opportunities throughout the Town with a range of activities and events.

11.0

INFRASTRUCTURE AND GROWTH

Goals and Guiding Principles Met: Social equity goals of access to diverse, affordable, and suitable housing, provide seniors housing, Forster a healthy community, Environmental Sustainability Goals of enabling complete neighbourhoods, focus on community health and well-being, economic prosperity, and housing for all.

11.1 POPULATION GROWTH

The Town's population has decreased over the last 20 years. This decrease has resulted in the loss of some amenities and makes it difficult to attract new business and amenities. A stable and growing population will support economic development and diversification, provide new housing opportunities and encourage the development of new local amenities.

Growth
OBJECTIVE 1
To grow by 2% per year for the next 20 years.
POLICY:

1. The Town will actively promote the residential affordability advantage of the community to attract new residents.

2. The Town will promote growth through implementation of the Economic Development Plan and explore innovative ways to attract families to the Town.

3. The Town will actively explore ways to develop growth through the ecotourism opportunities and the unique position of the Town as the gateway to the North Island.

4. The Town will explore ways with community to activate recruitment of Health Care professionals.

5. The Town will advocate for the development of existing residentially zoned properties within the town boundary to provide for new housing options in the community.

11.2 INFRASTRUCTURE

The Town's infrastructure consists of a system of storm water and sanitary mains that run the length of the Town. This equates to approximately 30 Km of total pipes. The operation and maintenance of this infrastructure is essential for the financial health of the town. Planning to manage these built assets is a primary function of the Town and is needed to facilitate future growth and development. Sustainable communities control the costs of servicing existing and future development, which lessens pressure to raise taxes resulting in more money freed for other services such as parks and recreation facilities.

11.2.1 SANITARY INFRASTRUCTURE

The Town sanitary sewer consists of 12.4 km of sanitary mains with three lift stations. The raw sewage is piped to the treatment system located south of the town, which is treated and then discharged to the ocean. The overall system is functioning well, however, there are some known bottlenecks where the infrastructure is beginning to age.

11.2.2 WATER INFRASTRUCTURE

The water system consists of three ground water wells. The wells have adequate capacity for both existing uses and future growth.
The water is currently not treated. There are some now low pressure and volume areas that are the result of aging infrastructure.

11.2.3
STORM SYSTEMS

The storm water system is made up of a combination of open ditches and pipes. The primary discharge location is along the waterfront. As with the other infrastructure assets, the system is functioning adequately, however new development will trigger system upgrades.

Infrastructure
OBJECTIVE 1

To efficiently use existing infrastructure.

POLICY:

1. The Town will not extend service beyond the municipal boundary.

2. The Town will require all development within the boundary to connect to services where and when they are provided.

Infrastructure
OBJECTIVE 2

To plan for the replacement and extension of services to support future developments.

POLICY:

1. The Town will implement an Asset Management Plan.

2. Council will require new development to pay the proportion of the infrastructure cost directly related to servicing the new development.

3. The Town will develop a built asset inventory and capacity assessment. This will be used to develop an asset management plan with a focus to repair and replace key assets that hinder new development.

4. The Town will explore the feasibility of a Development Cost Charges bylaw to help fund infrastructure upgrades triggered by new development.

Infrastructure
OBJECTIVE 3

To enable growth and development.

POLICY:

1. The Town will work with developers and landowners to address infrastructure capacity issues to encourage development.

Infrastructure
OBJECTIVE 4

To protect the health of residents.

POLICY:

1. Council will work to provide potable water that meets the 4-3-2-1 water quality objectives of Island Health.

11.3
BOUNDARY EXTENSION

Boundary Extension
OBJECTIVE 1

To ensure there is adequate land for future development.

POLICY:

1. Council will consider boundary extensions as needed based on designation on the land use map.

2. Any proposed boundary extension may only occur if 80% infill of a specific land use designation; as defined in the Land Use Map, has occurred and it can be shown that there is a vacancy rate of less than 5% within existing buildings for the proposed use. The future expansion areas are shown on the proposed Future Land Use map.

12.0
TRANSPORTATION
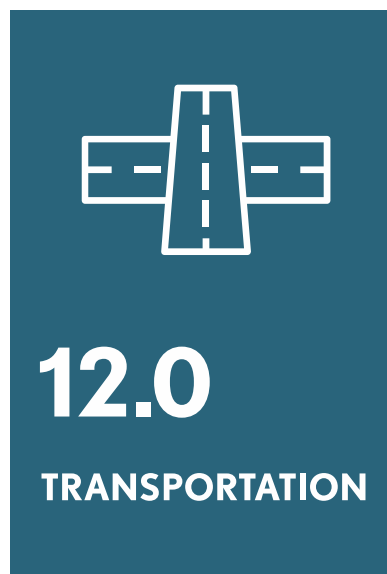
Goals and Guiding Principles Met:
Environmental sustainability and greenhouse gas reduction, foster community well-being and healthy community, focus on the pillars of sustainability, create a youth friendly town for families, create cultural vitality.

Land use is a significant factor that affects how people travel. The Towns role in regulating land use has a tremendous impact on whether people walk, cycle, or drive to work, shopping, and recreation. Provincial vehicle emission standards, regional transportation systems, and transportation related programs and incentives also play a role on transportation modes.

12.1 TRANSPORTATION AND CONNECTIVITY

The proximity of workplaces, shopping, and recreation to where people live have a direct effect on how people travel. Land uses and densities determine what mode of transportation is used to get to destinations.

Transportation
OBJECTIVE 1
Support transportation options that reduce fossil fuel dependence and greenhouse gas emissions.

POLICY:

1. Council will encourage complete neighbourhoods through compact land use forms (reduce reliance on vehicles).

2. Council will support transportation options, such as active transportation, to reduce GHG emissions.

3. The Town will consider the development and implementation of an Electric Vehicle (EV) charging stations Plan.

4. The Town will explore incentive for alternatives to vehicle commuting.

5. Council will continue to maintain streets and sidewalks to encourage alternate forms of transportation.

Transportation and Connectivity
OBJECTIVE 1
The town's road infrastructure meets the needs of the residents and businesses utilizing best management policies in a fiscally responsible manner.

POLICY:

1. The Town will work to make improvements to street networks consistent with the Active Transportation Plan.

2. The Town will work to implement the Projects in the Active Transportation Plan as funding is available.

3. The Town will require the cost of new transportation infrastructure be borne by the development which they serve.

Transportation and Connectivity
OBJECTIVE 2
To enable orderly road connection with lands within the Regional District.

POLICY:

1. New road construction and enhancements must be consistent with the objectives of the Regional District for connectivity and standards.

12.2 ACTIVE TRANSPORTATION

Prioritization of alternative transportation modes, such as walking and cycling, and present opportunities to encourage non-automobile travel for trips.

OBJECTIVE 1

Implement Town-wide improvements to the existing pedestrian and cycling network to support universal accessibility.

POLICY:

1. The Town will maintain sidewalks and keep clear of physical obstructions for comfortable pedestrian movement.

2. The Town will implement priority projects from the Active Transportation Plan in an order that takes advantage of available funding opportunities.

3. Council will consider improvements to the pedestrian and cycling experience, including those with mobility challenges, through improved crossings, lighting, and wayfinding.

4. Council will support cycling through on-street bike parking, and good maintenance procedures,

route signage, and end of trip facilities in development.

5. Council will support use of mobility scooters, skateboards, and other alternative active transportation mobility modes.

OBJECTIVE 2

Maintain and implement trail connectivity to the region.

POLICY:

1. The Town will work with the Regional District to promote trail connectivity between Port McNeill and adjacent rural communities such as Nimpkish Heights and Hyde Creek.

2. The Town will consider active transport updates on infrastructure routes identified in the Active Transportation Plan.

3. The Town will provide efficient, safe network of pathways, trails, and bike routes that are accessible and support alternative forms of transportation by implementing the Active Transportation Plan.
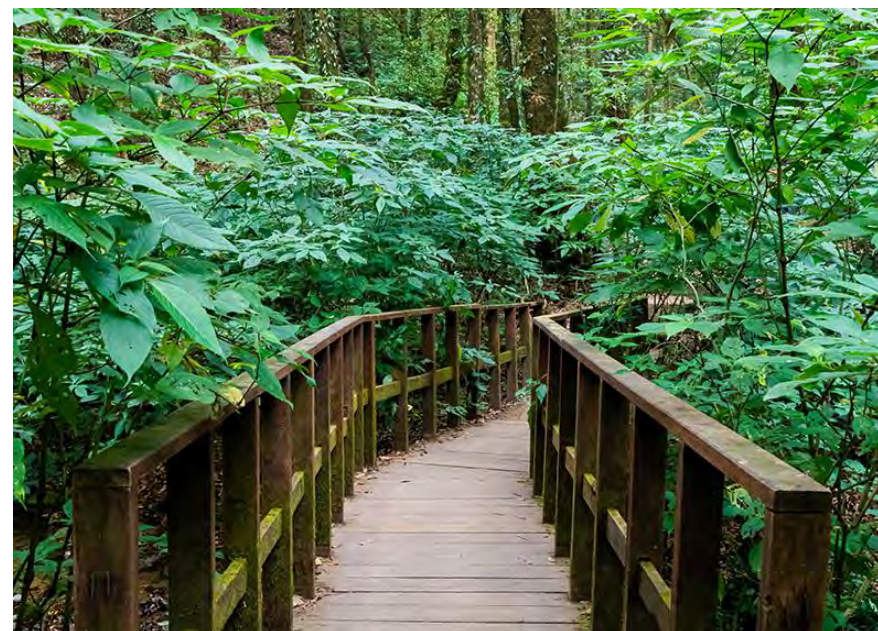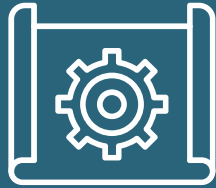
13.0

IMPLEMENTATION

Goals and Guiding Principles Met:
Economic prosperity, social equity, cultural vitality, environmental sustainability goals, community values implemented, foster community health and well-being with a focus on the pillars of sustainability, economic prosperity, protect and preserve the environment and ocean-side town atmosphere, revitalize the downtown, ensure housing meets the needs of the whole community to provide social equity, create a youth friendly Town for families, create cultural vitality.
Implement a Development Procedures Bylaw.

13.1
TOOLS FOR IMPLEMENTATION

There are many tools that the Town can use to implement the vision outlined in this document. The following list provides a summary of tools that can be used to support the implementation of this Bylaw.

Downtown Revitalization
- Revitalization Tax Exemption
- Business Improvement Associations
- Development Permit Guidelines
- Density Bonusing

Parks, Culture and Recreation
- Parks Master Plan
- Facilities Utilization Study
- Public Art Policy

Land Development and Administration
- Subdivision and Development Servicing Bylaw
- Development Procedures Bylaw
- Temporary Use Permits
- Development Permits
- Delegation Bylaw for technical development permit review
- Local Improvement areas
- Density Bonusing

Infrastructure Management and Funding
- Development Cost Charges
- Subdivision and Development Servicing Bylaw
- Works and Service Agreements

Food Security
- Work with farmers market organizations to ensure suitable locations and supports
- Allow farm gate and yard gate stands to enable residents to share/ and or sell produce and consider controlling through design guidelines

13.2
FACILITY UTILIZATION

OBJECTIVE 1
Existing facilities are managed to address the needs of the community.

POLICY:

1. Council will catalogue and asses all town owned properties and buildings for existing and future uses.

2. The operating budget will be reviewed yearly to determine highest and best use for each facility.

3. Where feasible, the Town will locate its operations in existing town owned buildings

4. Where buildings and facilities are deemed surplus the town will explore opportunities for partnerships to redevelop the sites to support the objectives of the OCP. Where not possible the town will explore the sale of the properties.

DEVELOPMENT APPROVAL INFORMATION

Pursuant to the establishment of a Development Approval Information Area bylaw, the area covered by this OCP is designated as a development approval information area under the authority of *Section 485 of the Local Government Act*, as amended time to time.

Development approval information will be required for:

(a) Zoning bylaw amendments.

(b) Temporary use permits, and.

(c) Development permits.

13.3
TEMPORARY USE PERMITS

All lands shall be designated as being eligible for consideration for the issuance of Temporary Use Permits. The consideration of applications for a temporary use permit shall be conditional upon the applicant providing:

a) A detailed description of the proposed use and the duration of the proposed activity;

b) Plans for mitigating potentially harmful impacts on the environment, adjacent lands, and the local community;

c) Applicable provincial and federal government approvals or permits;

d) A plan for rehabilitation of the site following the discontinuance of the proposed temporary use;

e) other information required to fully evaluate the application.

13.4
DEVELOPMENT PERMITS, AREAS AND GUIDELINE

13.4.1
DOWNTOWN REVITALIZATION

Designation

In accordance with the provisions of Sections 488 (1) (d) and (f) of the Local Government Act, **all of the lands shown as downtown on Proposed Land Use Map; Development Permit Area**, shall be subject to approval for a development permit in accordance with the following development permit guidelines for the purposes of:

(d) revitalization of an area in which a commercial use is permitted

(f) establish of objectives for the form and character of commercial, industrial, or multi-family residential development

Development permits are required for all forms of development within a Development Permit Area except those described under 'Exemptions'. *'Development' means any residential, commercial, or industrial structures or ancillary uses.*

Justification

Commercial, industrial, and multi-family residential development in the downtown area is designated within a Development Permit Area in response to the following objectives:

- Recognize the downtown area as a critical area due, in part, to its high potential for new development and redevelopment;
- Ensure a high quality of both tourist oriented commercial development and new residential development;
- Encourage uses, building design and landscaping which build on the unique opportunities presented by the inner harbour; and
- Establish design guidelines for development within the waterfront area to maintain the small-town character, promote compatibility and architectural integrity with existing development, and preserve views.

Guidelines

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

Site Design

Site should be designed to locate site servicing and utilities, parking and access, to maximize pedestrian safety and enhance existing properties.

Off-street surface parking, access and loading areas should be located to the side or rear of the building.

Enclosed and unenclosed storage areas such as refuse areas and outdoor storage should be locate in an area that is screened from public view. These shall not be located in front of the principal building.

When designing the site, the design should preserve and create view and pedestrian corridors to the waterfront.

Building Design

Building should strive to reduce the apparent mass of structures and to integrate the development within its site and local context. Variety of uses and pedestrian interest should be expressed in the design of buildings, especially at ground level.

Buildings and structures should be permanent in nature and should not be trailers or appear to be temporary structures.

Mechanical equipment should be screened from public view. These include, but are not limited to vents, meters, AC units and transformers.

Building materials should be of high quality an include materials such as wood timbers, cultured stone, shakes but shall not include vinyl siding or stucco.

Entrances should be reinforced architecturally to provide building identity and address. Commercial entries tend to be public, and residential entries tend to be private, and should therefore be designed accordingly.

Where possible, locate main entrances with access from public streets and sidewalks.

Ground floor entries should be weather protected to provide comfort for pedestrians. Examples include awnings, covered entrances, or recessed entrances. Building design elements, details, and materials should create a proportional and pedestrian scale building form.

Where new development is taller than existing adjacent development, buildings and groups of buildings should transition in scale from larger to smaller developments and should not inadvertently block any key view planes to the waterfront. Buildings should be designed to avoid blank walls that face a street.

During design of a building the colour palate should be selected to enhance, not detract from, the surrounding neighborhood.

Landscaping and Screening

Landscape screening requirements should be supplemented to separate parking clusters and to mask storage and service areas from any adjacent residential uses and pedestrian view.

Natural landscape and significant tree stands should be retained and incorporated into site development plans when feasible.

Storage and service areas should be screened with decorative walls, fencing, hedging, planting, or other screening materials, or a combination of these materials.

Access and Circulation

Bicycle parking should provide 0.25 spaces per each 100m² (1,076.4 ft²) of gross leasable area;

Bicycle racks:

- should be located within 15m (49.2 ft.) of a building entry;

- shall be situated in well-lit locations, clearly visible from building entries and/ or public roads;

- shall be made of sturdy, theft-resistant material, securely anchored to the ground;

- shall be designed to support the bicycle frame, not the wheels, and allow both the frame and the front wheel to be locked to the rack with a U-style lock.

Development should maintain pedestrian connectivity through the site to key waterfront destinations.

Developments should be designed for ease of movement and consider principles of universal design. Visual, tactile and acoustic elements and barrier-free changes in grade and road crossings should be considered in all aspects of design.

Developments shall require design of access points to provide for safe access and egress of vehicles and pedestrians, including consideration of minimizing conflicts with pedestrian traffic.

13.4.2 Steep slopes Development Permit Guidelines Designation

In accordance with the provisions of Sections 488 (1) (a) and (b) of the Local Government Act, **all the lands located within 7.5m from a slope 30% or greater are a Development Permit Area** and shall be subject to approval for development permit in accordance with the following development

permit guidelines for the purposes of:

- protection of development from hazardous conditions.

Development permits are required for all forms of development within a Development Permit Area except those described under 'Exemptions'. 'Development' means any residential, commercial or industrial structures or ancillary uses.

Justification

Steep slopes are subject to potential risk of hazards such as landslides and erosion. Steepness of slope, however, does not necessarily correlate with slope stability, which depends on many factors. As a result, precautions are needed to ensure development activity does not create hazardous conditions.

The following guidelines are intended to allow land to be used for its planned purposes, while also protecting residents and property from the potential risk of natural hazards.

Guidelines

Prior to issuance of a development permit, the potential for both rock and soil slope instability and the impact of the proposed development should be addressed by a site-specific investigation and report prepared by a qualified registered professional with specific experience in geotechnical engineering and/or engineering geology.

The report should address the following:

a) The potential for soil and rock slope instability, including the potential for rockfalls, supported by documentation of the extent of anticipated instability, accurate field determination of slope crest location or other geological features. Site plans and slope profiles should be provided.

b) Geotechnical considerations of cut and fill slope stability with recommendations and restrictions on excavation, blasting and filling.

c) Possible building envelopes in relation to natural or cut slope crests and possible rockfall zones.

d) Possible evidence of slope conditions that might indicate an

imminent landslide or rockfall hazard.

e) Groundwater conditions and the potential slope instability which might be caused by groundwater seepage due to drainage and septic field system.

f) In all areas underlain by limestone, the potential for the existence of solution cavities and sinkholes and the implications of such features for the proposed development.

g) Erosion potential by ocean waves or drain discharges.

h) The maintenance of vegetation on soil slopes and within the setback zone above the slopes to minimize erosion; the necessity for selective scaling, rock bolting and tree removal to improve stability conditions, on a site-specific basis, in areas of bedrock.

13.4.3 Flood Hazard Development Permit Guidelines Designation

In accordance with the provisions of Sections 488 (1) (a) and (b) of the Local Government Act,

all the lands within 30m of a water course or sea are a Development Permit Area and shall be subject to approval for development permit in accordance with the following development permit guidelines for the purposes of:

- protection of development from hazardous conditions.

Development permits are required for all forms of development within a Development Permit Area except those described under 'Exemptions'. 'Development' means any residential, commercial or industrial structures or ancillary uses.

Justification

Watercourses creeks and lands around streams and the harbour are subject to flooding from time to time. The following guidelines are intended to allow land to be used for its planned purpose(s), while also protecting, residents and property from the potential risk of natural hazards.

Guidelines

Prior to issuance of a development permit, the application shall be responsible for completing a report by a qualified registered professional with appropriate education, training and experience to provide professional services related to floodplain mapping and analysis in the province.

The stormwater management potential for erosion or flooding, and the impact of the proposed development on, or by, flood hazard conditions should be addressed by a site-specific investigation and report.

The report should address the following:

a) The potential impacts of proposed development relative to flood hazards.

b) Required flood proofing or other measures needed to provide suitable protection of structures intended for human occupancy.

13.4.4 Interface Fire Hazard Development Permit Guidelines Designation

In accordance with the provisions of Sections 488 (1) (a) and (b) of the Local Government Act, **all the lands that fall within 30m of standing forest is defined as a Development Permit Area** and shall be subject to approval for development permit in accordance with the following development permit guidelines for the purposes of:

▪ protection of the natural environment, its ecosystems and biological diversity;

▪ protection of development from hazardous conditions.

Development permits are required for all forms of development within a Development Permit Area except those described under 'Exemptions'. 'Development' means any residential, commercial or industrial structures or ancillary uses.

Justification

The Town has designated all lands that fall within 30m of standing forest as an Interface Fire Hazard

Development Permit Area pursuant to provisions in the Local Government Act. The justification for this designation is to ensure that the Town has the ability to regulate development within high wildfire hazard risk areas to minimize associated risk to people and property from wildfire hazards.

Exemptions

1) Minor renovations involving 25% or less of the façade of an existing building (but not including expansion of the floorplate or cantilevered elements) are exempt from the Development Permit application approval process.

Guidelines

For new development in high-risk interface fire hazard areas, applications must be accompanied by a wildfire hazard assessment and interface mitigation plan prepared by a qualified professional that minimizes the risk associated with the proposed development/ building concept.

1) The wildfire hazard assessment and interface mitigation must be developed in accordance to Fire Smart principles.

2) Larger residential development are encouraged to be cluster residential densities to limit the interface.

3) For larger developments, it is encouraged that access that can accommodate fire vehicle for fighting wildfire in interface areas is established along the periphery of the development.

4) Where possible, developments shall incorporate fire breaks adjacent to residential areas. These may be in the form of cleared parkland, roads, or trails.

5) Landscape plans must be prepared in consultation with a qualified professional, and provide recommendations for ensuring minimal fuel loading within landscaped areas.
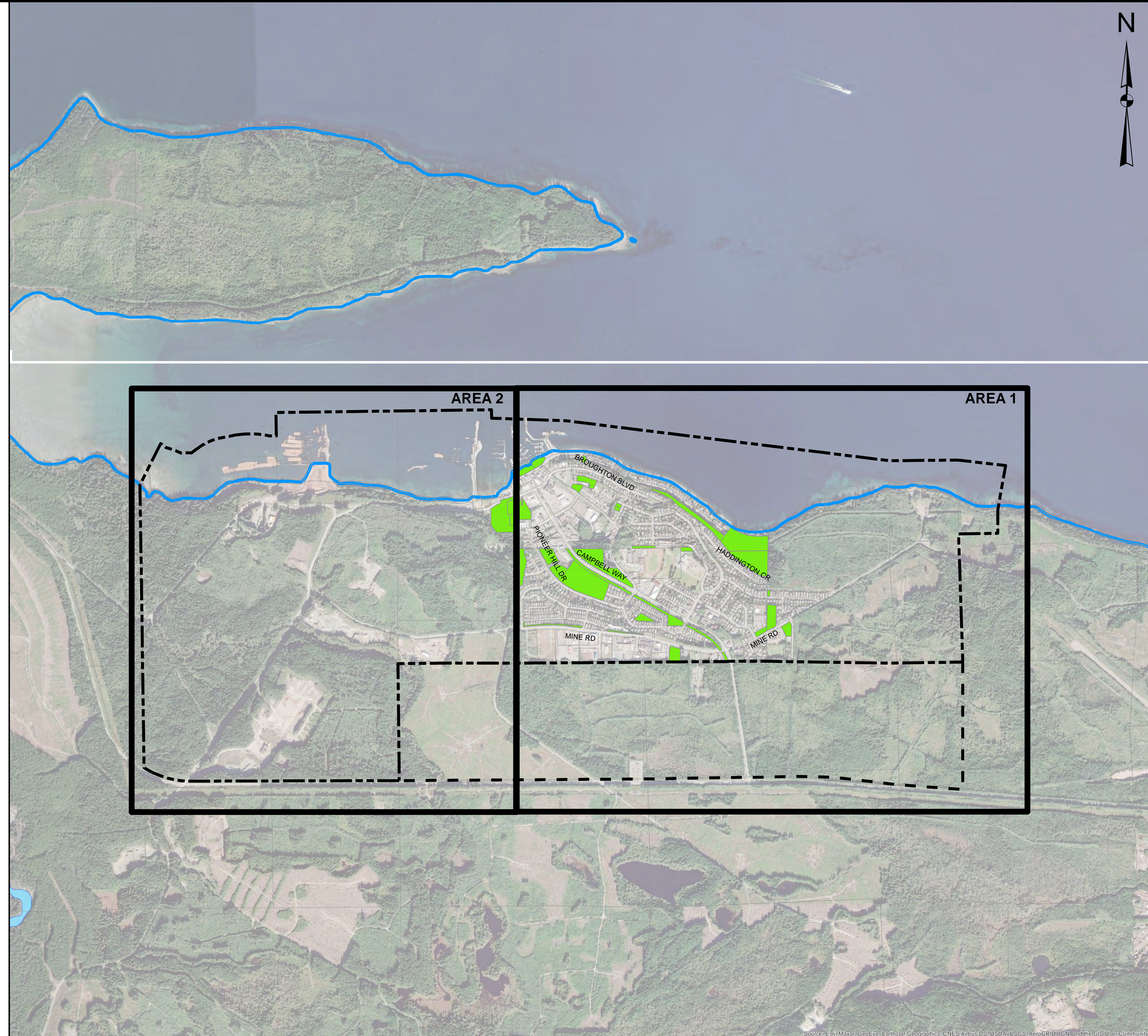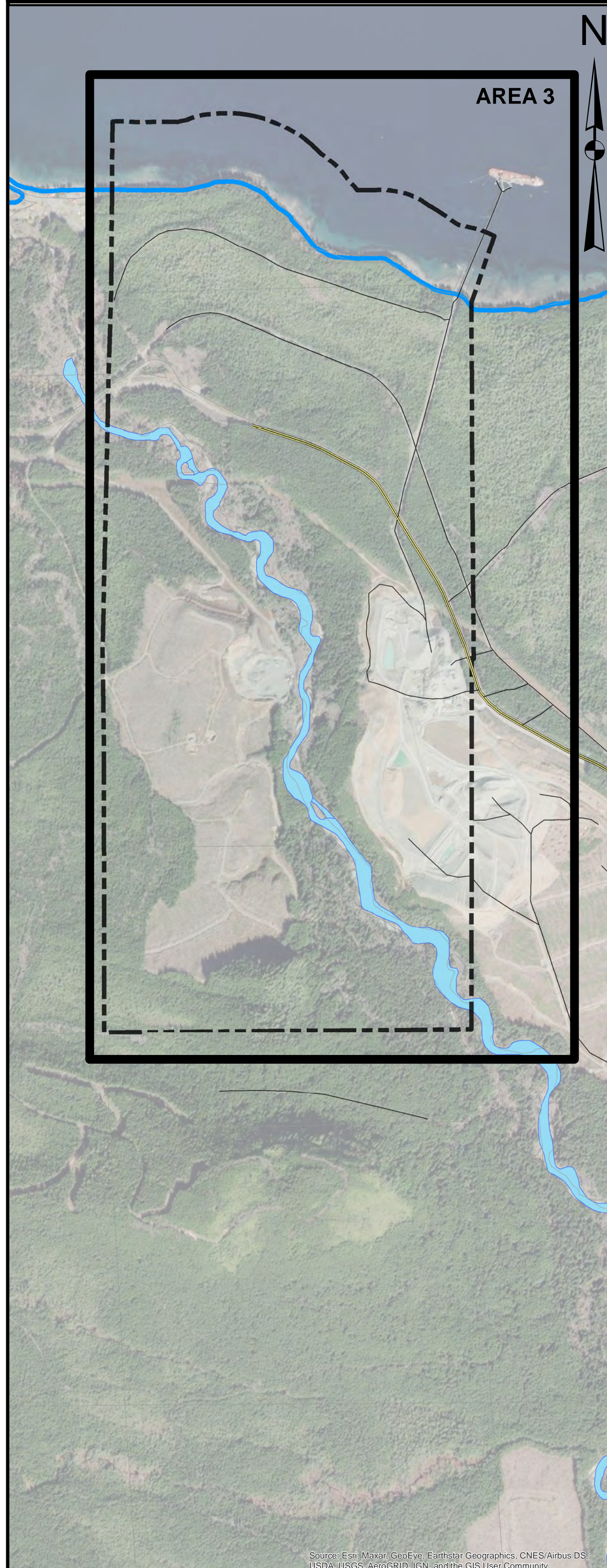
MAPS

Maps are provided for convenience purpose. For Official Maps please contact or visit Town Hall.
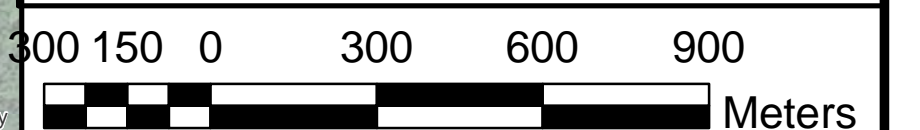
Town of Port McNeill
Town Owned Lots Map - Key Plan

PORT McNEILL

Room to Dream. Room to Grow.
Port McNeill BC

McElhanney

AREA 3

N

AREA 2

AREA 1

N

BROUGHTON BLVD

PIONEER HILL DR

CAMPBELL WAY

HADDINGTON CR

MINE RD

MINE RD

Legend

Boundaries
- Administrative Boundary
- Future Expansion Limit
- Lot Line

Water Features
- Coast Line
- Water Features

Town Owned Lot
- Town Owned Lot

Updated: March 10, 2022

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Meters
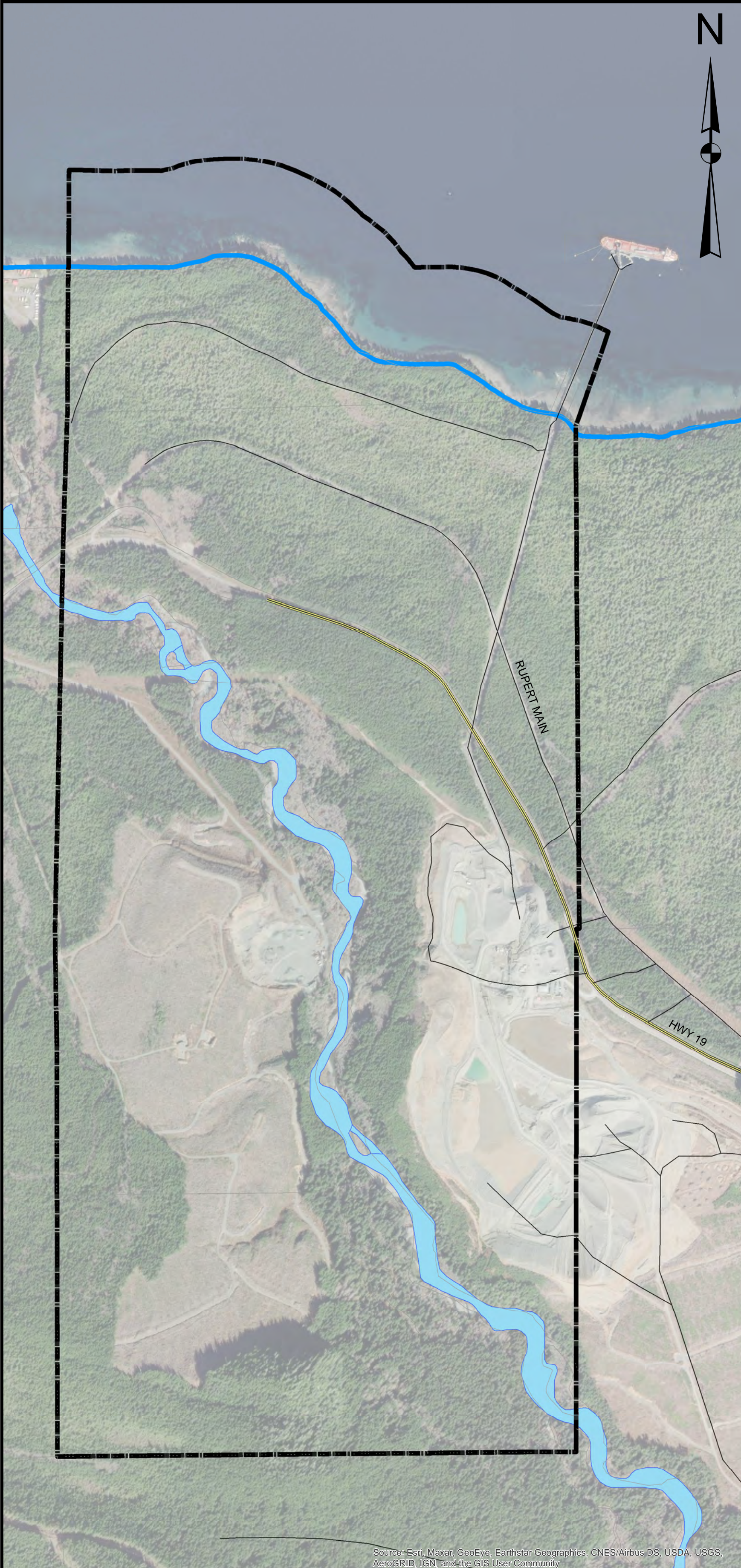
Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
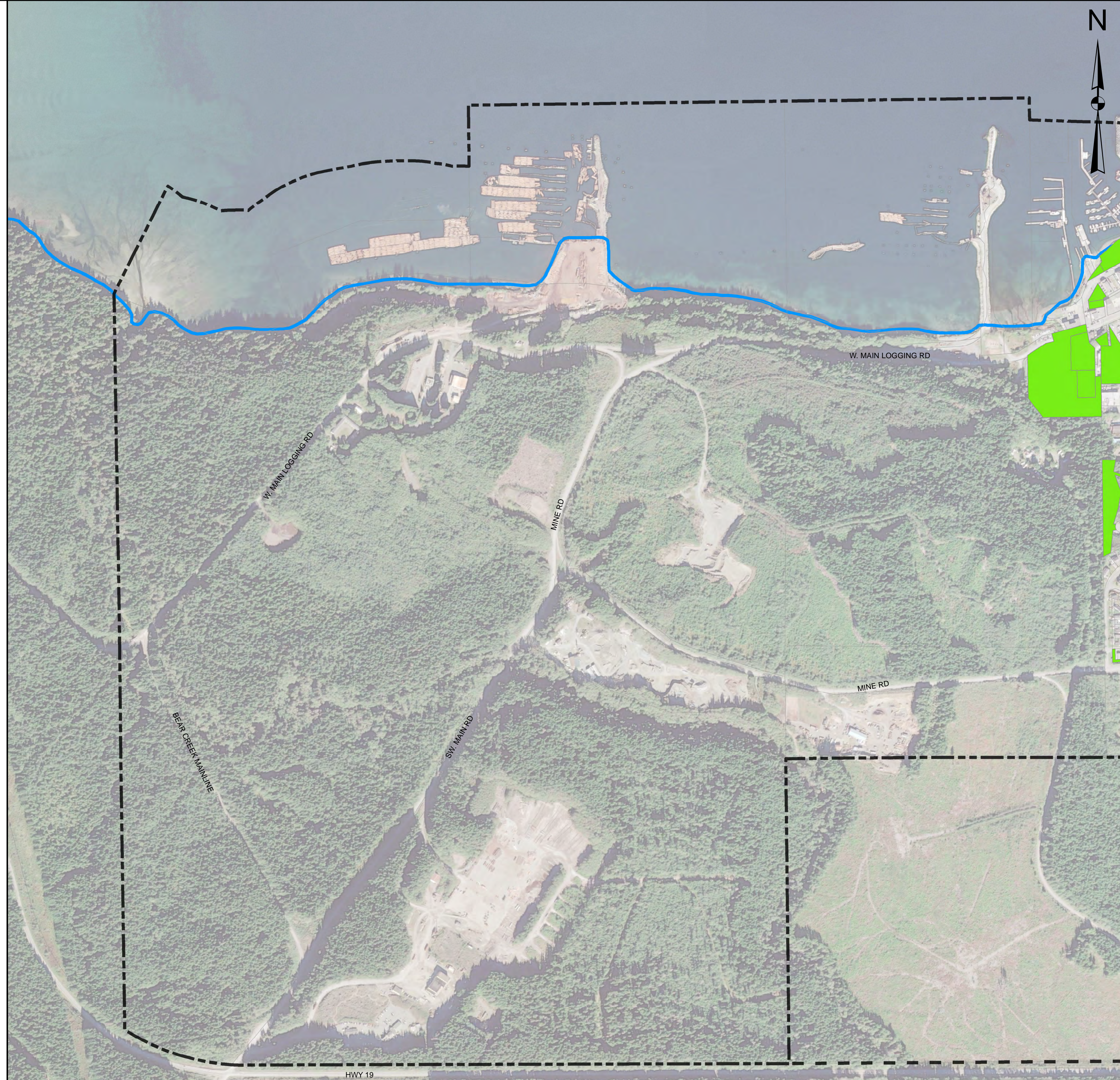
Town of Port McNeill
Town Owned Lands Map - Area 1

PORT McNEILL
Room to Dream. Room to Grow.
Port McNeill BC

McElhanney

N

Legend

Town Owned Lot

Town Owned Lot

Boundaries

Administrative Boundary

Future Expansion Limit

Lot Line

Water Features

Coast Line

Streams, Rivers & Lakes

BROUGHTON BLVD
McNEILL RD
CAMPBELL WAY
BROUGHTON BLVD
CARDENA CR
HADDINGTON CR
PIONEER HILL DR
CAMPBELL WAY
MINE RD
MINE RD

120 60 0 120 240 360
Meters

Town of Port McNeill
Town Owned Lots Map - Area 2 & 3

Legend

Boundaries
- Administrative Boundary
- Future Expansion Limit
- Lot Line

Town Owned Lot
- Town Owned Lot

Water Features
- Coast Line
- Streams, Rivers & Lakes

SCALE 1:10,000

Updated: March 10, 2022

120 60 0   120   240   360
Meters

Town of Port McNeill
Existing Town Utilities Map - Key Plan

PORT McNEILL
Room to Dream. Room to Grow.
Port McNeill BC

McElhanney

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AREA 3

N

AREA 2

AREA 1

BROUGHTON BLVD

PIONEER HILL DR

CAMPBELL WAY

HADDINGTON CR

MINE RD

MINE RD

WTP

Legend

Boundaries
- - - Administrative Boundary
- - - Future Expansion Limit
▭ Lot Line

Existing Sanitary Sewer System
L Lift Station
WTP Treatment Plan
—— Sewer Main

Existing Storm Drain System
—— Storm Drain Main
—— Watermain

Existing Water System
● Fire Hydrant
◆ Well

Water Features
—— Coast Line
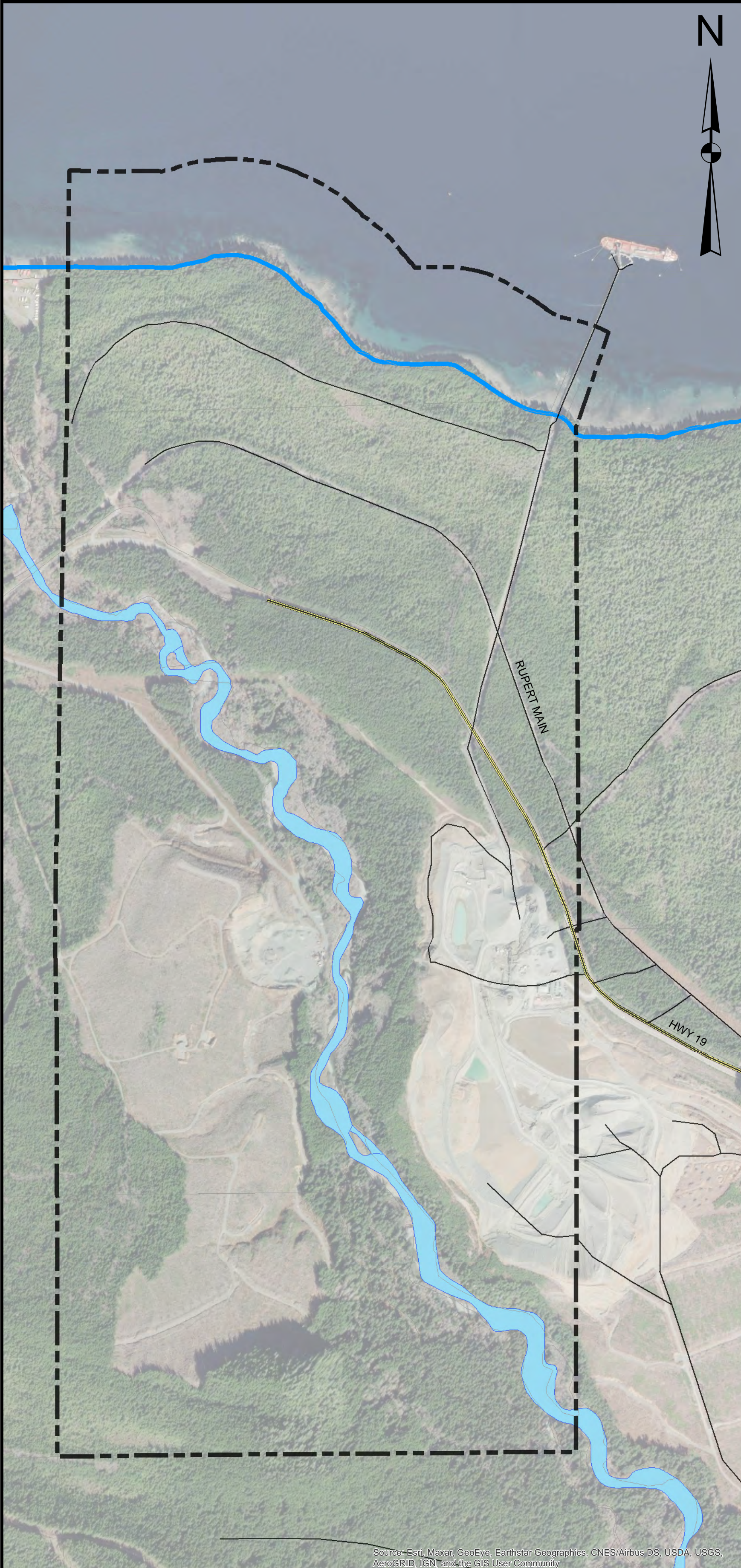▬ Streams, Rivers & Lakes

Updated: March 10, 2022

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Meters

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
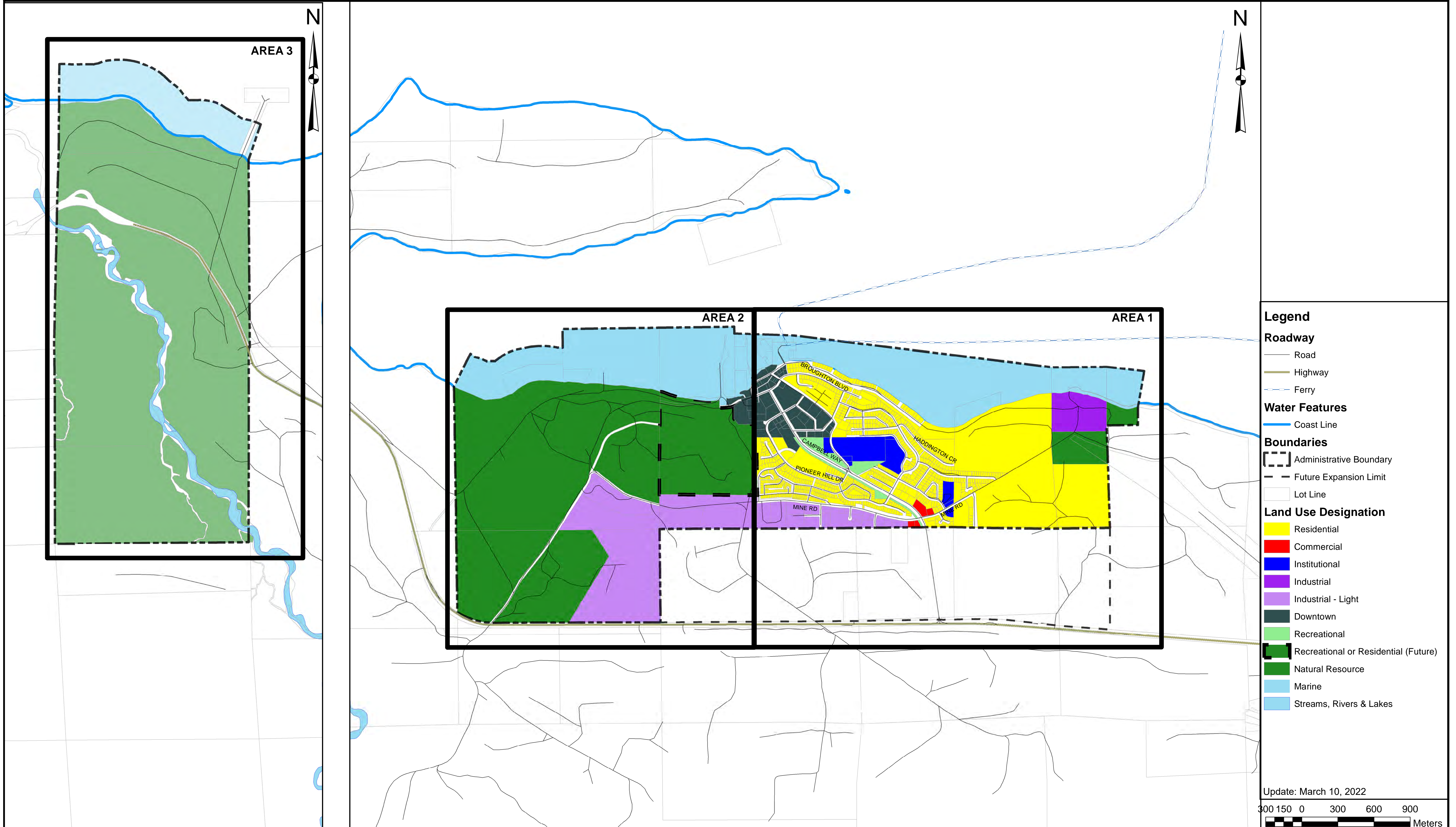
Town of Port McNeill

Existing Town Utilities Map - Area 1

PORT McNEILL

Room to Dream. Room to Grow.
Port McNeill BC

McElhanney

N

Legend

Existing Sanitary Sewer System

L	Lift Station
WTP	Treatment Plan
—	Sewer Main

Existing Storm Drain System

| — | Storm Drain Main |

Existing Water System

P	Booster Pump
—	Watermain
•	Fire Hydrant
✦	Well

Boundaries

[---]	Administrative Boundary
– –	Future Expansion Limit
☐	Lot Line

Water Features

| — | Coast Line |
| ▬ | Streams, Rivers & Lakes |

Updated: March 10. 2022

120 60 0   120   240   360
Meters

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Town of Port McNeill

Existing Town Utilities Map - Area 2 & 3

PORT McNEILL

Room to Dream. Room to Grow.

Port McNeill BC

McElhanney

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RUPERT MAIN

HWY 19

W. MAIN LOGGING RD

W. MAIN LOGGING RD

MINE RD

MINE RD

SW MAIN RD

BEAR CREEK MAINLINE

HWY 19

Legend

Existing Sanitary Sewer System
- L Lift Station
- WTP Treatment Plan
- — Sewer Main

Existing Storm Drain System
- — Storm Drain Main

Existing Water System
- P Booster Pump
- Well
- Fire Hydrant
- Watermain

Boundaries
- Administrative Boundary
- Future Expansion Limit
- Lot Line

Water Features
- Coast Line
- Streams, Rivers & Lakes

SCALE 1:10,000

Updated: March 10,2022

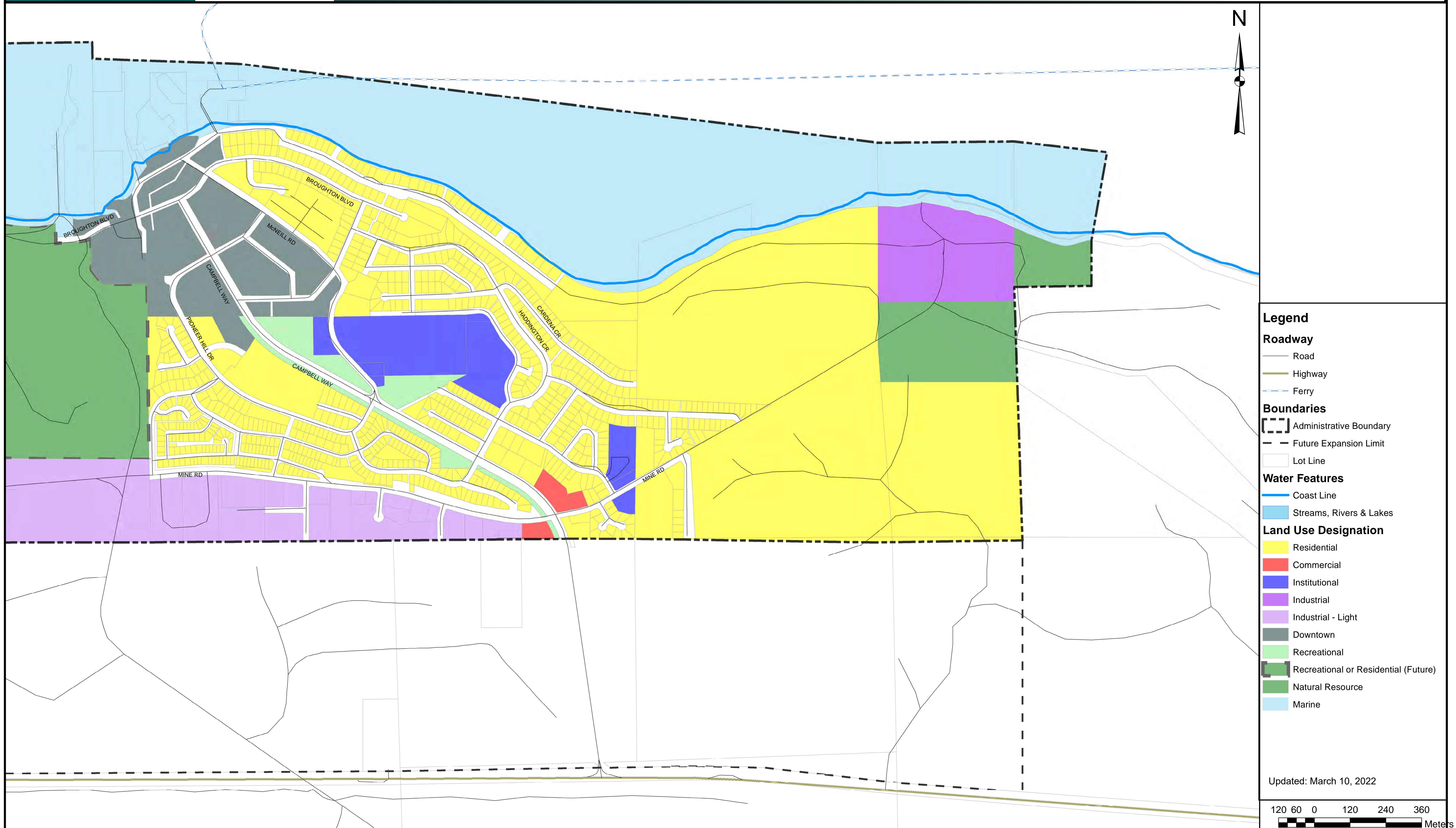120 60 0   120   240   360
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Town of Port McNeill
Proposed Land Use - Key Plan

PORT McNEILL
Room to Dream. Room to Grow.
Port McNeill BC

McElhanney

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AREA 3

N

AREA 2

AREA 1

BROUGHTON BLVD

CAMPBELL WAY

HADDINGTON CR

PIONEER HILL DR

MINE RD

Legend

Roadway
— Road
— Highway
---- Ferry

Water Features
— Coast Line

Boundaries
[____] Administrative Boundary
- - - Future Expansion Limit
[____] Lot Line

Land Use Designation
■ Residential
■ Commercial
■ Institutional
■ Industrial
■ Industrial - Light
■ Downtown
■ Recreational
■ Recreational or Residential (Future)
■ Natural Resource
■ Marine
■ Streams, Rivers & Lakes

Update: March 10, 2022

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Meters

Town of Port McNeill
Proposed Land Use - Area 1

PORT McNEILL
Room to Dream. Room to Grow.
Port McNeill BC

McElhanney

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Roads labelled: BROUGHTON BLVD, McNEILL RD, CAMPBELL WAY, PIONEER HILL DR, CARDENA CR, HADDINGTON CR, MINE RD
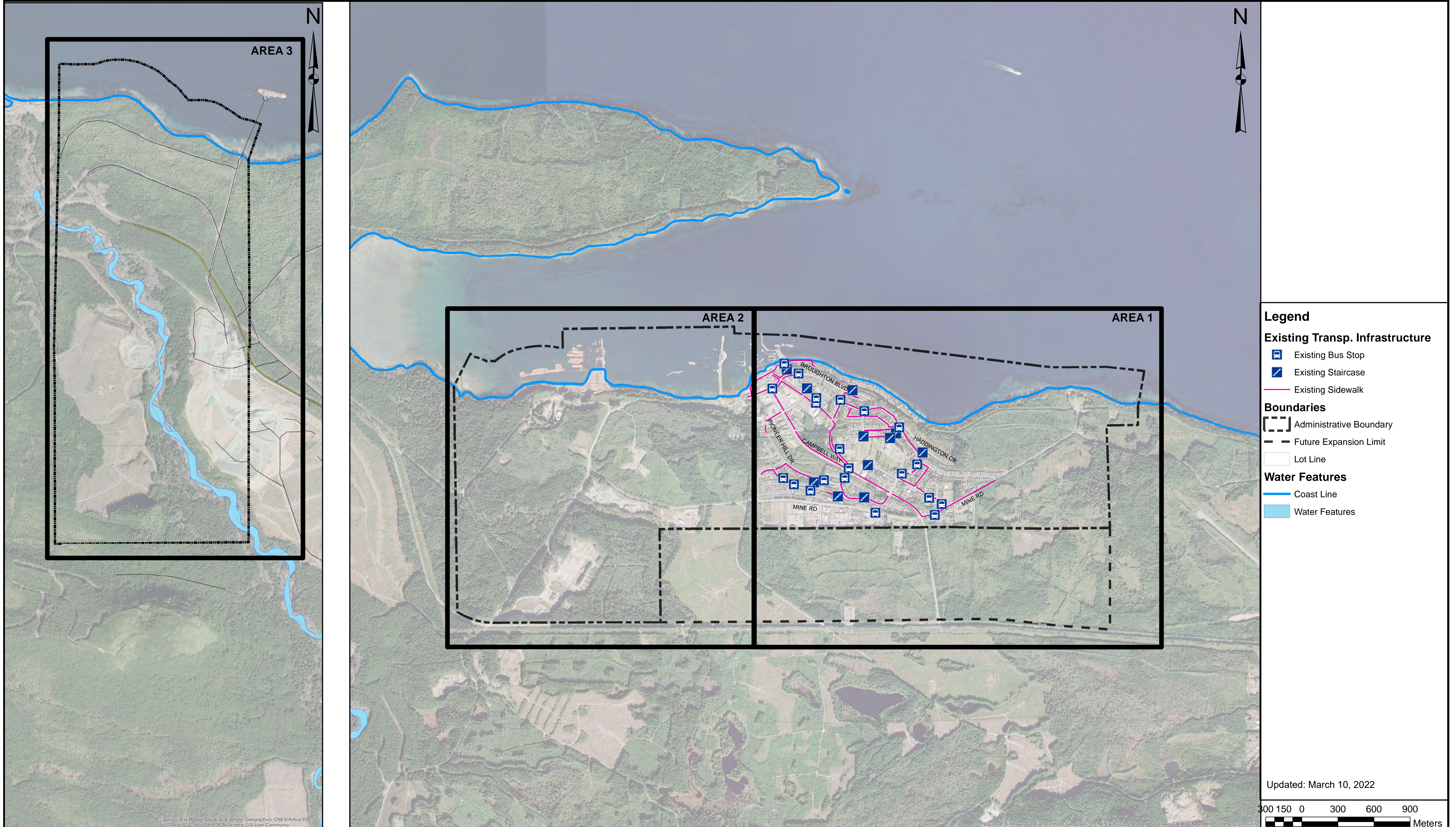
Legend

Roadway
— Road
— Highway
— — Ferry

Boundaries
[ ] Administrative Boundary
— — Future Expansion Limit
☐ Lot Line

Water Features
— Coast Line
☐ Streams, Rivers & Lakes

Land Use Designation
- Residential
- Commercial
- Institutional
- Industrial
- Industrial - Light
- Downtown
- Recreational
- Recreational or Residential (Future)
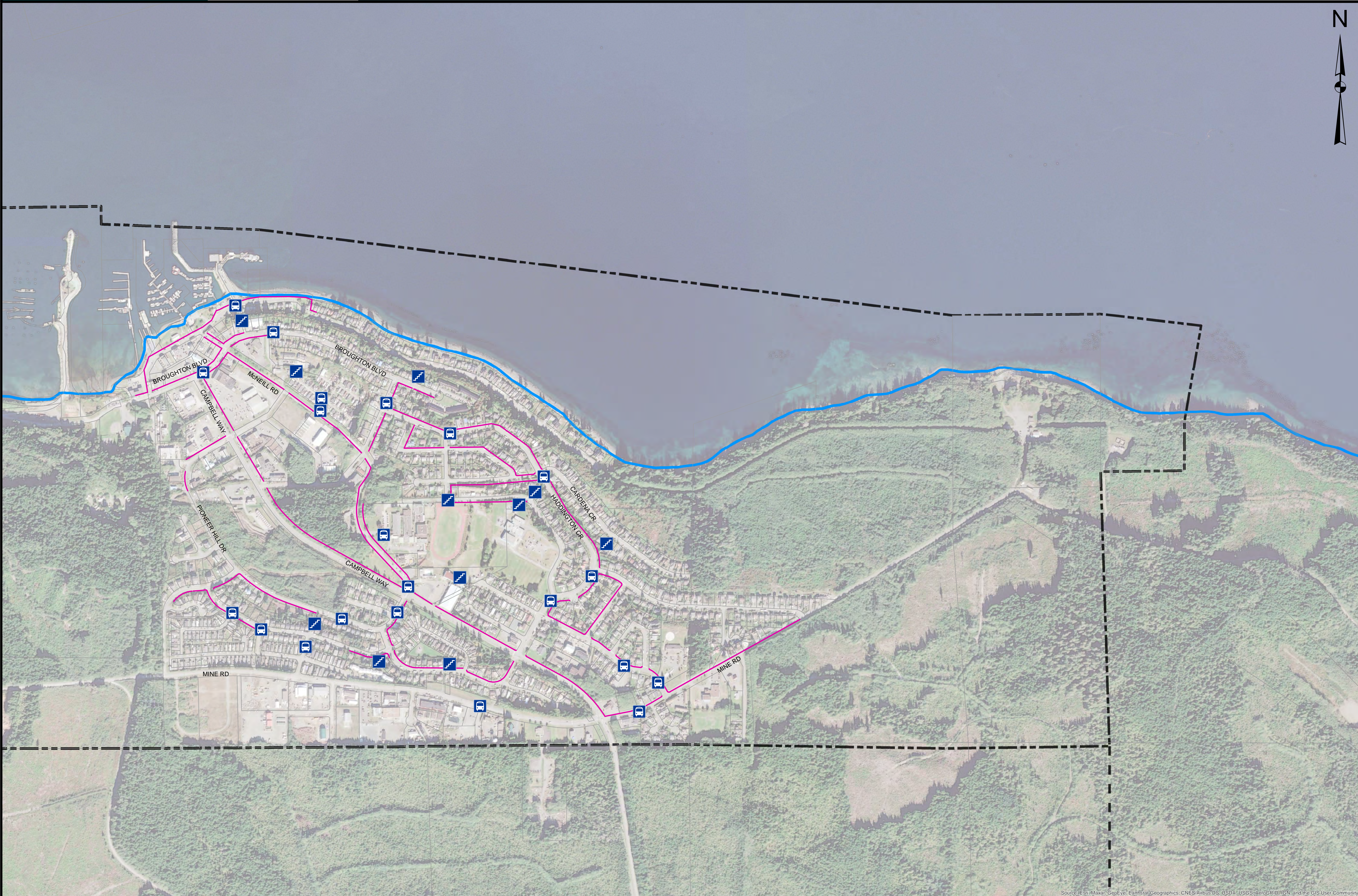- Natural Resource
- Marine

Updated: March 10, 2022

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Meters

Town of Port McNeill
Proposed Land Use - Area 2 & 3

PORT McNEILL
Room to Dream. Room to Grow.
Port McNeill BC

McElhanney

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W. MAIN LOGGING RD

W. MAIN LOGGING RD

MINE RD

MINE RD

RUPERT MAIN

SW MAIN RD

BEAR CREEK MAINLINE

HWY 19

HWY 19

Legend

Roadway
— Road
— Highway
—·— Ferry

Boundaries
Administrative Boundary
Future Expansion Limit
Lot Line

Water Features
— Coast Line
Streams, Rivers & Lakes

Land Use Designation
Residential
Commercial
Institutional
Industrial - Heavy
Industrial - Light
Downtown
Recreational
Recreational or Residential (Future)
Natural Resource
Marine

Updated: March 10, 2022

SCALE 1:10,000

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Meters
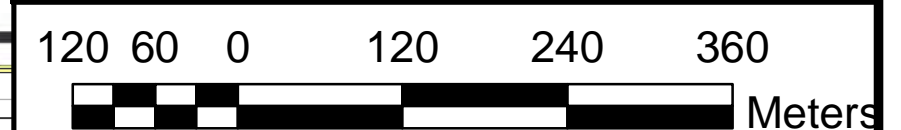
Town of Port McNeill
Existing Transportation Map - Key Plan

PORT McNEILL
Room to Dream. Room to Grow.
Port McNeill BC

McElhanney

AREA 3

AREA 2

AREA 1

BROUGHTON BLVD
PIONEER HILL DR
CAMPBELL WAY
HADDINGTON CR
MINE RD
MINE RD

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Legend
Existing Transp. Infrastructure
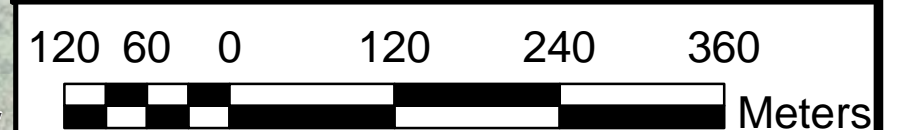- Existing Bus Stop
- Existing Staircase
- Existing Sidewalk

Boundaries
- Administrative Boundary
- Future Expansion Limit
- Lot Line

Water Features
- Coast Line
- Water Features

Updated: March 10, 2022

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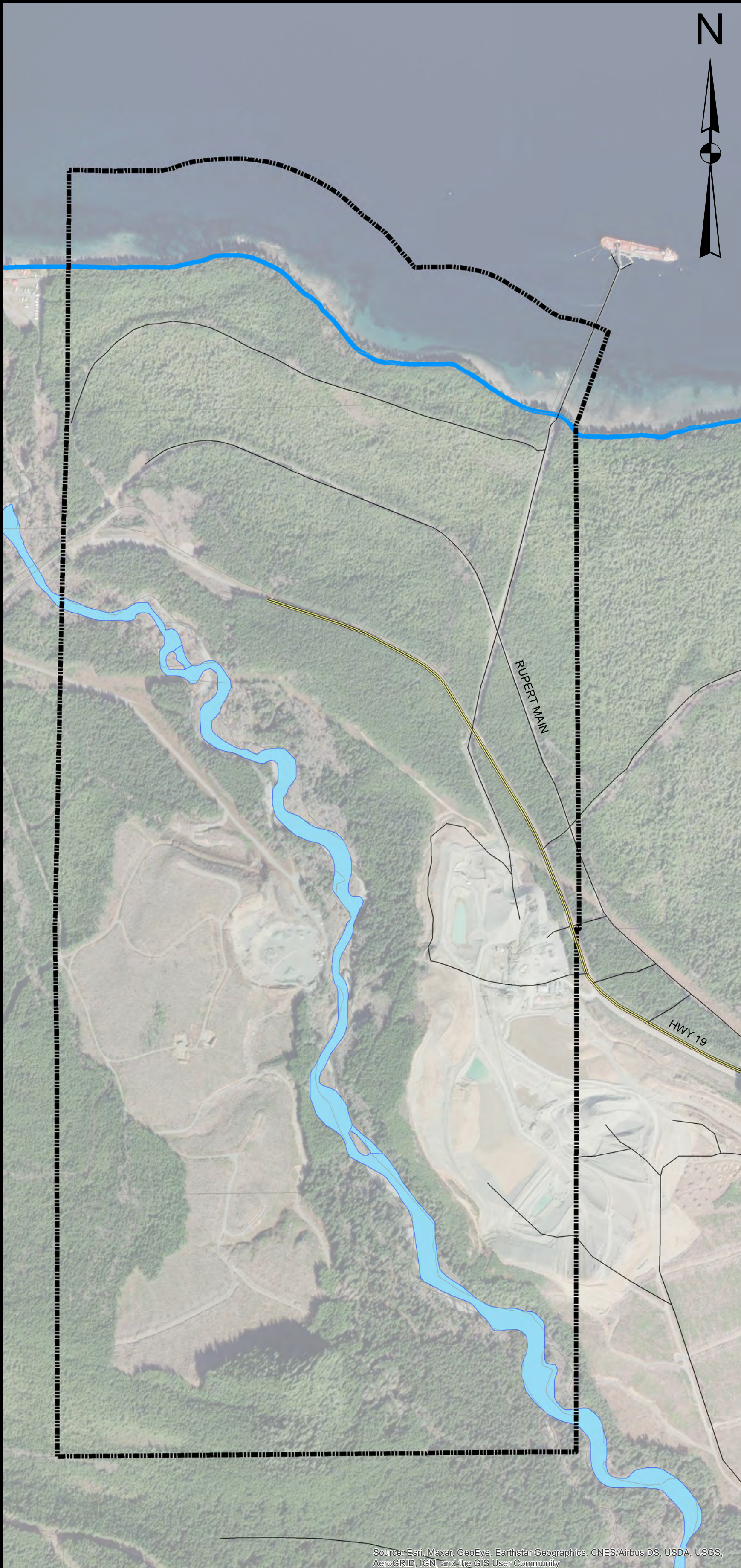
Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
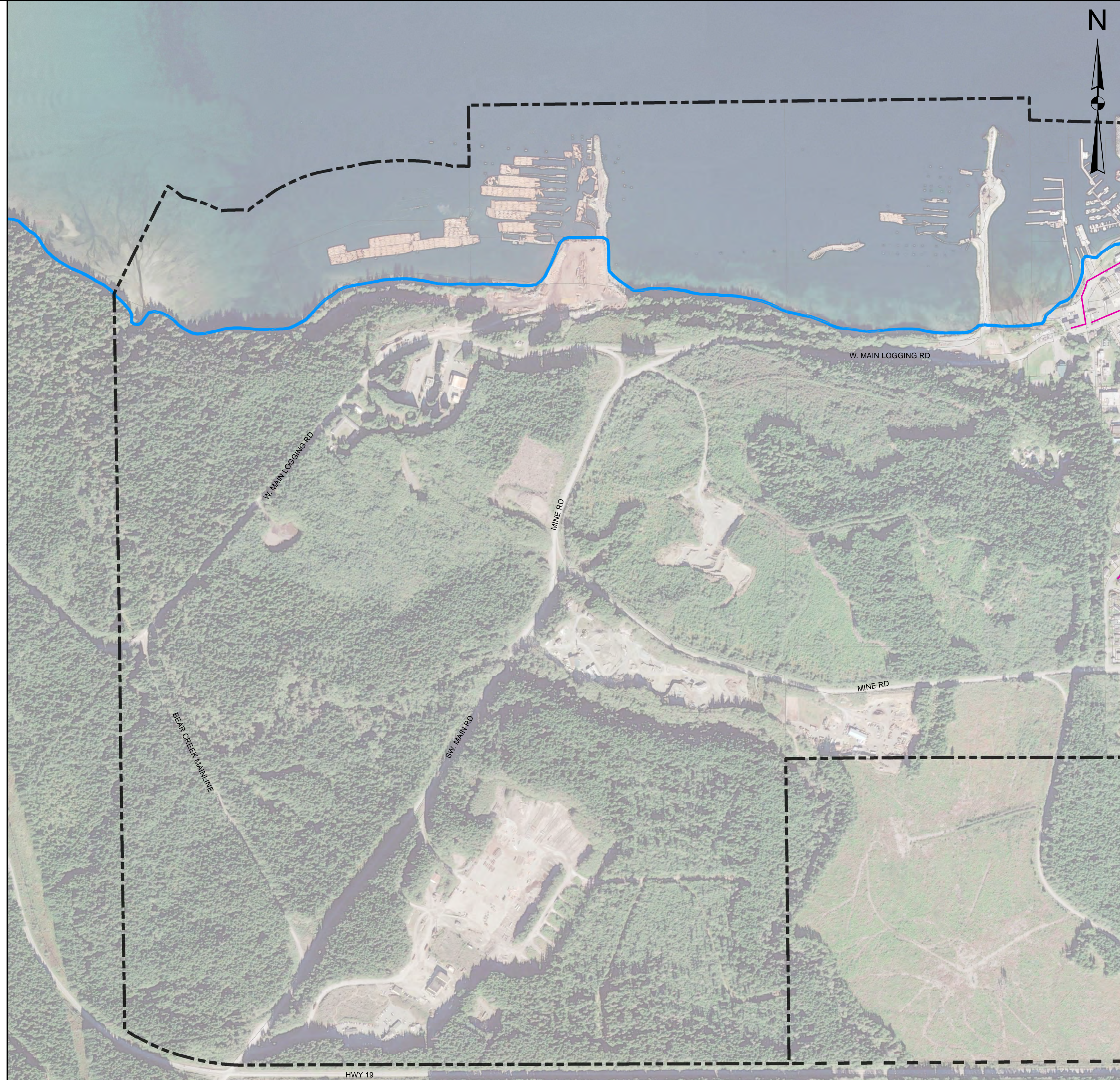
Town of Port McNeill
Existing Transportation Map - Area 1

PORT McNEILL
Room to Dream. Room to Grow.
Port McNeill BC

McElhanney

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Legend
Existing Transp. Infrastructure
- Existing Bus Stop
- Existing Staircase
- Existing Sidewalk

Boundaries
- Administrative Boundary
- Future Expansion Limit
- Lot Line

Water Features
- Coast Line
- Streams, Rivers & Lakes

BROUGHTON BLVD
McNEILL RD
CAMPBELL WAY
PIONEER HILL DR
CAMPBELL WAY
MINE RD
MINE RD
CARDENA CR
HADDINGTON CR

Updated: March 10, 2022

120 60 0   120   240   360
Meters

Town of Port McNeill

Existing Transportation Map - Area 2 & 3

PORT McNEILL
Room to Dream. Room to Grow.
Port McNeill BC

McElhanney

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RUPERT MAIN

HWY 19

W. MAIN LOGGING RD

W. MAIN LOGGING RD

MINE RD

MINE RD

BEAR CREEK MAINLINE

SW. MAIN RD

HWY 19

Legend

Existing Transp. Infrastructure

- Existing Bus Stop
- Existing Staircase
- Existing Sidewalk

Boundaries

- Administrative Boundary
- Future Expansion Limit
- Lot Line

Water Features

- Coast Line
- Streams, Rivers & Lakes

Updated: March 10,2022

SCALE 1:10,000

120 60 0   120   240   360
Meters